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of the U.S. Classic Postal Issues

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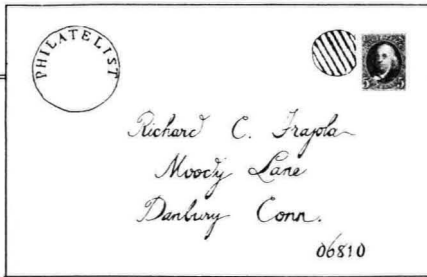
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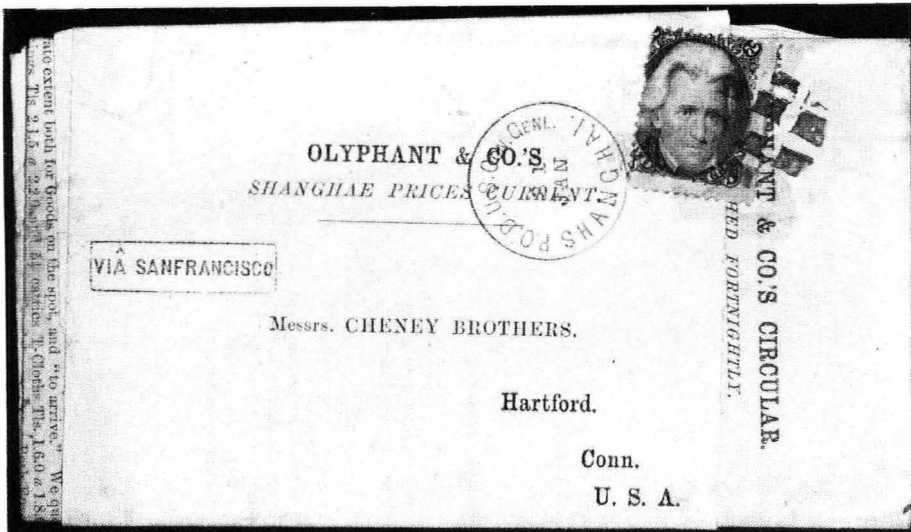


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From our June, 1985 auction. A two cent black tied to wrapper with original newspaper by "P.O.D. U.S. Con. Genl. Shanghai" postmark, ex Maurice Cole and illustrated in his book.

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Blockade Running Through Bermuda 1861-1865

By

Morris Ludington

This scholarly work, by the world's foremost Bermuda postal history expert, is essential reading for every serious Confederate collector and philatelic bibliophile. Mr. Ludington's painstaking original research has uncovered a wealth of facts and figures concerning the ships, their destinations and their cargoes. He has punctuated his work with many original prints, photographs and paintings of these daring voyages. Every blockade runner known to have passed through Bermuda is listed in copious tables and charts. Each vessel is accompanied by brief account of its Civil War duty. This and new information regarding blockade covers is sure to be of interest to serious collectors and dealers alike.

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THE EDITOR'S PAGE

This issue contains many items of special interest, particularly information in the 1851 and 1861 sections on the Norton patent handstamp, William Herzog's listing of 30¢ "F" grill covers, and the first installment of a long article on mails between The Netherlands and the U.S. Valuable pieces are continued from the previous issue; and an update on freight money covers appears. The account of the Bremen State Post offers absorbing details of the development of the U.S.- Bremen service. Space does not permit mentioning in detail the interesting material in each section, but I'm sure every reader will find something of value.

Since many of our members have an interest in B.N.A. postal history it is appropriate to call attention to a recent publication, *B.N.A. Transatlantic Stampless Mail, The Collection of J.C. Arnell*. It is obtainable from Jim A. Hennok, Ltd., 185 Queen St. East, Toronto, Ont. M5A 1S2, Canada, @ \$21 Can. or \$16 U.S., postpaid. This soft cover book of 252 pages, produced by offset from photocopies, presents Jack Arnell's prize-winning collection. Because of the reproduction method, markings, especially in red, on some covers are faint, but the accompanying descriptions are so clear and full that this is only a minor flaw.

The breadth of postal history research and knowledge represented in the analyses of these covers offers a valuable opportunity to learn and understand a significant mail system, with many parallels for the U.S. postal history collector. The abundance of material presented assures that individual variations and circumstances are explored in detail.

It is a pleasant and instructive experience to see a great collection on exhibition, but conditions usually prevent thorough assimilation of it. Here is a chance to study an important collection at leisure and to refer to it in the future.

How valuable would be reproductions of the great collections of the past for documentation and study. With current methods it is possible to copy present-day collections at little expense. Some of us have exchanged such copies individually, but more worthwhile for future use would be the deposit of such material in some accessible place such as the U.S.P.C.S. archives, philatelic libraries, or the Philatelic Foundation.

If the Arnell publication is successful, Hennok plans more such postal history volumes — a project that should be encouraged.

Review: Abraham Lincoln Illustrated Envelopes and Letter Paper, 1860-1865. By James W. Milgram, M.D. 272 8½ x 11 pages, hardbound. Published 1984 by Northbrook Publishing Co., Inc., 1800 South Lane, Northbrook, Ill. 60062 @ \$24.95 plus \$2.00 shipping.

This book is primarily an illustrated catalog of stationery and other paper items with Lincoln designs. These are separated into several categories according to their period of use and design characteristics. The earliest were associated with Lincoln's first campaign. With the imminence of war, the campaign material was used with patriotic intent and new patriotic designs appeared. The second campaign produced additional items, and mourning stationery followed Lincoln's death. The extent of Lincoln material available is indicated by the listing of 384 varieties.

In addition to the Lincoln material described, three chapters discuss the development of campaign stationery in general, the history of Civil War patriotic stationery, and Lincoln mementos, including contemporary letters to and about Lincoln.

(Continued on page 139)

**TWO HUNDRED YEARS OF POSTAL COMMUNICATION:
THE NETHERLANDS — UNITED STATES OF AMERICA**

CORNELIS MUYS and JAN GIPHART

Translated from the Dutch by Cornelis Muys and J. Kobes

Editor's note: This article was originally published in Dutch in the *Catalogus* of the Fourth NVPH Show held at The Hague September 16-19, 1982. The publication and exhibition were sponsored by the Netherlands Association of Stamp Dealers; the article is reproduced here with their kind permission.

The Perry Cup for 1983 was awarded the authors for this splendid monograph.

"The cause of this important commerce can easily be understood in that a large part of the population of New York state, which in turn supplies a large part of New Jersey state, being from Dutch origin and having a natural attachment to their forefathers' country, gives preference to Dutch goods. Convenient correspondence with Holland enlivens her family connections and gives rise to mutual commerce." (From a letter written by Jan Hendrik Heineken, the Dutch consul in Philadelphia, sent to the Clerk of the States General Fagel on November 16, 1791.)

In 1982 it was two hundred years ago that The Netherlands and the United States of America (USA) entered into diplomatic relations followed by a treaty of friendship and commerce. On April 19, 1782, diplomatic relations were officially entered upon. The States General of the Republic of the Netherlands on this date accepted the credentials of John Adams and recognized him as the first envoy of the USA. On October 8, 1782, a Treaty of Friendship and Commerce was signed which made The Netherlands the second country, after France, to have a formal relationship with the USA. After signing of the treaty in 1782, efforts were immediately made in our country to realize a regular postal connection between the new Commonwealth and Europe. In 1784 the establishment of a regular connection between Boston and Amsterdam was considered. In 1791, Jan Hendrik Heineken, the Dutch consul in Philadelphia, sent the government in Amsterdam a proposal to organize a safe postal service between North America and continental Europe — namely Germany and the north — via the Republic. The plan was never accepted nor agreed upon, probably because of political reasons. On April 30, 1800, a plan was again submitted by Mr. Heineken, who now was the Commissioner of Commerce of the Republic with the USA, but this also came no further. Consequently there never was a direct postal service established between the Republic and the United States of America.

While researching old overseas postal connections, one comes across the fact that in the beginning mail transport almost always took place by private vessel, while as time passed, mail transport per packetboat became more dominant. In the first case each ship that came into harbour could be requested to carry mail to other countries or overseas areas. In the second, it refers to a regular sailing service which transported mail for a fixed tariff. The ships or packetboats that were used could be totally at the expense of a certain postal authority or an arrangement could be made concerning the transport of mail only.

Sometimes it happened, as in the last decades of the V.O.C. (Verenigde Oost-Indische Compagnie — United East India Co.) that both methods of mail transport were performed by one organization.

The transport per packetboat was more expensive than transport by private vessel; however, it did have the advantage of a regular sailing service.

It stands to reason that in the 18th century England carried on the greater part of the postal traffic between North America and Europe. In this traffic the Falmouth-New York

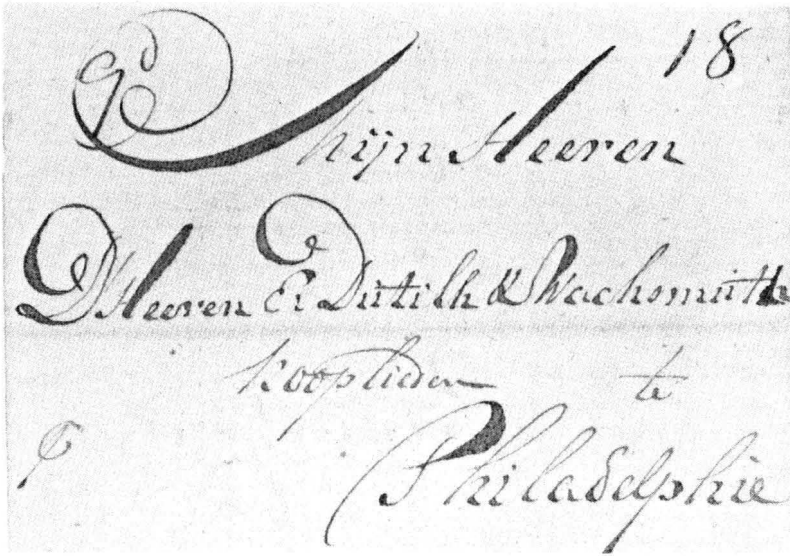


Figure 1. Letter from Amsterdam 4 Feb. 1790.

Line from 1755 till about 1827, with an interruption of two years between 1782 and 1784 and during the War of 1812, held the lion's share.

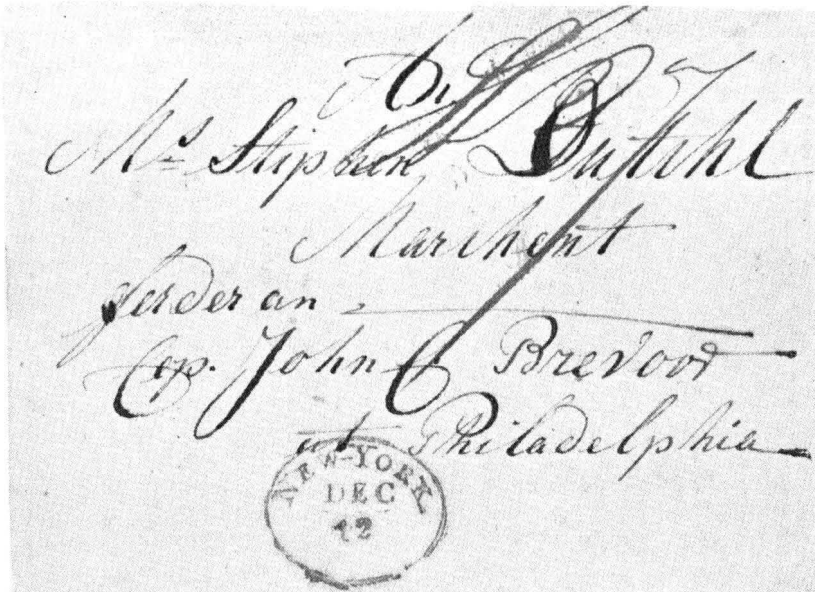


Figure 2. From Amsterdam 24 Oct. 1803. Rated 27¢ due as incoming double ship letter: 2¢ ship fee, 2 x 12½¢ to Phila.

1783

MAIL TRANSPORT WITH FRENCH PACKETBOATS; 1st PERIOD

Meanwhile, Louis XVI of France decided to establish a packetboat service between France and New York. Earlier France had helped the former English colonies in their battle of independence against England and wanted to see itself taking over the role of the great European power, which once had been England's.

The new packetboats would be limited to transporting only mail, people, and goods that

could afford a high seafare. This was done so that not too many protests would be heard from the Chambers of Commerce, in particular where one now had to pay sea postage for letters which in the past had been transported by private vessel and mostly free of charge. But understandably the protests came.

Five corvettes of the Royal French Navy, three of which the French had captured from the English, were converted into packetboats in L'Orient whereby the artillery of 18 to 50 cannons was reduced to four. The boats were also furnished with good passenger accommodations.

Between September 12 and 17, 1783, the ships were rechristened as follows:

- Le Serin* became *Courier de l'Europe*.
- L'Ecureuil* became *Courier de l'Amérique*.
- The Harriot* became *Courier de Port Louis*.
- The Alligator* became *Courier de New York*.
- The Fortune I* became *Courier de L'Orient*.

The first ship that would sail was the *Courier de l'Europe*. This was the largest ship in this series and this was done so that a good impression would be made when arriving in New York. September 17, 1783, was decided upon as date of departure.

On this voyage, which was delayed a couple of days because of unfavourable winds, travelled, among others, Mr. Thatcher, secretary of Samuel Adams, one of the foremost men of the American independence movement. He carried with him the definitive text of the treaty between England and France that was signed on September 3, 1783, in Versailles, whereby the thirteen colonies in North America were granted their independence: The United States of America.

RÉGIE DES PAQUEBOTS

	ALLER		RETOUR	
1 ^{er} <i>Courier de l'Europe</i>	18;26 sept. 83	20 nov. 83	déc. 83	27 janv 84
1 ^{er} <i>Courier de l'Amérique</i>	15 oct. 83	17 déc. 83	21 févr. 84	25 mars 84
1 ^{er} <i>Courier de Port-Louis</i>	22 nov. 83	perdu en mer		
1 ^{er} <i>Courier de New York</i>	17 déc. 83	5 févr. 84	20 mars 84	16 avr. 84
1 ^{er} <i>Coujier de L'Orient</i>	20 janv. 84	19 févr. 84		27 mai 84
1 ^{er} <i>Warwick</i>	17 févr. 84	v. 28 avr. 84	17 juin 84	14 juill. 84
1 ^{er} <i>La Sylphe</i>	16 mars 84	28 avr. 84	24 mais 84	16 juin 84
2 ^e <i>Courier de l'Europe</i>	29 avr. 84	5 juin 84	17 juill. 84	12 août 84
2 ^e <i>Courier de l'Amérique</i>	18 mai 84	ô juill. 84	17 août 84	19 sept. 84
2 ^e <i>Courier de New York</i>	29 juin 84	4 août 84	16 sept. 84	21 oct. 84
2 ^e <i>Courier de L'Orient</i>	31 juill. 84	10 sept. 84	17 oct. 84	14 nov. 84
2 ^e <i>Warwick</i>	17 août 84	4 oct. 84	16 nov. 84	3 janv. 85
3 ^e <i>Courier de l'Europe</i>	30 sept. 84	15 nov. 84	15 déc. 84	17 janv. 85
1 ^{er} <i>La Martinique</i>	20 oct. 84			
3 ^e <i>Courier de l'Amérique</i>	21 nov. 84	20 déc. 84	14 févr. 85	8 avr. 85
3 ^e <i>Courier de New York</i>	22 déc. 84		27 avr. 85	1 ^{er} juin 85
3 ^e <i>Courier de L'Orient</i>	28 déc. 84		24 mars 85	22 avr. 85

(*) Est parti de Port-Louis.

Table 1

Between the middle of September 1783 and the middle of January 1784, all five boats sailed for New York of which the *Courier de Port Louis* was shipwrecked in sight of the American harbour because of heavy ice drift.

The crossings varied from 30 to 63 days (Table 1).

Besides the ships already mentioned, the *Warwick*, the *Sylphe*, *La Martinique* and *Le Maréchal de Castries* were also used on this route. These ships sailed under the "Régie des Paquebots" between 1783 and the beginning of 1785.

Overvoorde writes about this in *Geschiedenis van het Postwezen in Nederland voor 1795*, (Leiden: 1902) on pages 285 & 286:

As soon as France had concluded a contract with America for a monthly mail service via L'Orient to New York, she offered to transport Dutch mail for 11 sol above the packetboat charge of 20 sol, which was later reduced to 6 sol above the 20 sol. The commissioners decided to accept this offer for a period and at the same time requested an offer from the English postal authorities for mail transport via London. The English made a bid of one shilling per letter. Although this last offer was higher than the French charge, the commissioners decided to contract with both bidders so that they could have two routes and in case of stoppages they might use either route.

In 1784 the *Courier de l'Amérique* arrived in France as the first packetboat from New York with mail on board for Holland, viz:

Amsterdam	131 single, 12 double letters and 32 ounce letters
Rotterdam	25 single, 1 double letter and 2 ounce letters
The Hague, Leiden, Delft, Haarlem & Middelburg	12 single, 1 double letter.

From the first of June to the 19th of November there arrived for:

Amsterdam	68 single, 4 double letters and 5½ ounce letters
Rotterdam	8 single, 1 double letter and 4 ounce letters
Haarlem and The Hague	6 single, 1 double letter.

France charged for the American postage 20 sol and from L'Orient 6 sol, while for envelopes the charge was 21 sol, double letters 38 sol and for ounces 40 sol. In Holland the commissioners set the postage at 20 stuiver hollandsch (Dutch) for mail on arrival and 14 stuiver Dutch for letters that were to be sent. The tariffs were purposely set higher than postage that had to be paid to France because they were afraid that Brabant would also charge transit postage.

In 1792 Hamburg and Holland proposed that mail for America should be sent directly by private vessel.

According to an announcement in the "Maandelijkse Nederlandsche Mercurius" of March 1785 the public of Rotterdam were informed of the following:

Rotterdam, March 11th: At the Post Office here the following notice has been put up:

"By order of the most highly esteemed College of the Lords Commissioners of the Postal Authorities of Holland and West Friesland, the following is announced:

That the regular monthly packetboat from New York in North America to L'Orient in France will be arriving and has on board among other things mail from the XIII Colonies.

Letters from the North American States for Holland will be sent via France whereby for a single letter 20 stuiver Dutch will be charged, for one with envelope or in cover 21 stuiver Dutch, for a double letter weighing more than half an ounce 32 stuiver Dutch will be charged, while for a letter weighing one ounce 38 stuiver Dutch will be charged.

Furthermore, on every third Tuesday of each month it will be possible to send mail to the XIII North American States by packetboat via L'Orient for New York by paying the following postal charges:

— a single letter	14 stuivers Dutch
— a letter with envelope or in cover	15 stuivers Dutch
— a double letter heavier than half an ounce	24 stuivers Dutch
— a letter weighing 1 ounce	28 stuivers Dutch

NB. To make sure that letters arrive on time in L'Orient, those letters must be delivered to the post office 11 to 12 days prior to the third Tuesday of each month."

In America the "Régie des Paquebots" was represented by the French consul in New York, Mr. Saint-Jean de Crèvecoeur. He had two sets of stamps per ship made in New York with the name of the ship plus the date of departure or arrival on them. One set was sent to L'Orient with the request that these be used, but this never happened.

The interesting study by L. Dubus that underlies this information, "Les trois premières régies de paquebots-poste pour New York sous Louis XVI" (*Philatélie*, Paris, 1970), notes that three letters exist that have the red departure stamp "Le Courier de l'Amérique/New York + date" (1784).

In a publication of the “Deutscher Altbriefsammler-Verein” of 1974 the following marking (Figure 3) was published showing a handstamp on a letter sent from Philadelphia in 1784.



PAID •
Courier de L'Orient
New York

Figure 3. The datestamp on this letter could fill the gap in the list of the “Régie des Paquebots” (Table 1).

Lastly, Herlant mentions in his “La Poste aux Lettres et les Marques Postales en Belgique de 1648 à 1849” (Bruges, 1946) the marking (Figure 4), “Le Courier de l'Europe/-New York, June 16 1785.”

Le Courier de l'EUROPE.
New York* 16. juin 1785

Figure 4. Markings of *Courier de l'Europe*.

Meanwhile, the stamps “Le Courier de New York” and “Le Courier la Martinique” — all on letters sent from the USA — have been found.

In the spring of 1785 the sailings became irregular and the earning capacity of the business became extremely doubtful.

1786

At this stage Louis XVI decided to exploit these boats at his own expense. Table 2 throws some light on the sailings in 1785 and 1786.

Meanwhile protests from commercial circles kept arising and it is stated that, in 1786, 679 merchant vessels sailed from French harbours, then “what are a couple of packetboats in comparison?” The tariff of 20 sols was found to be very expensive since, if one looked to the dangers at sea, one was obliged to send duplicate copies of letters if not triplicate with other ships.

It should be understood, however, that after 1783 letters mailed anywhere in France,

PAQUEBOTS AU COMPTE DU ROI

	ALLER		RETOUR	
3* <i>Watwick</i>	27 févr. 85	8 mai 85		2 juill. 85
4* <i>Courier de l'Europe</i>	22 mars 85		16 juin 85	
1* <i>Maréchal de Castries</i>	apr 15 févr. 85		apr. 24 mai 85	
4* <i>Courier de l'Amérique</i>	19 mai 85	17 juill. 85	14 août 85	11 sept. 85
4* <i>Courier de L'Orient</i>	5 juill. 85	26 août 85	12 sept. 85	9 oct. 85
4* <i>Courier de New York</i>	fin sept. 85	14 nov. 85		11 janv. 86
5* <i>Courier de l'Europe</i>	25 oct. 85	15 déc. 85	23 janv. 86	19 févr. 86
5* <i>Courier de L'Orient</i>	15 févr. 86	17 avr. 86	14 mai 86	17 juin 86
6* <i>Courier de l'Europe</i>	16 avr. 86			17 juill. 86
5* <i>Courier de New York</i>	1 ^{er} juin 86	20 juill. 86	20 août 86	21 sept. 86
6* <i>Courier de L'Orient</i>	16 juill. 86		15 oct. 86	

Table 2

addressed to North America, were sent preferably by state packetboat. Most of the commercial houses worked with Forwarding Agents in New York and Boston. These agents paid the postage due on this mail, but did put it on the bill of their French principals. Before the use of packetboats, the merchant marine and the navy received in general nothing or very little in the way of compensation for mail transport.

The French government then decided to form a second "Régie des Paquebots" by which the French colonies in the Caribbean area should also be included in the service. On December 14, 1786, the king decided to start this new venture which would be larger in scope than the previous one with 24 packetboats. Instead of L'Orient as departure harbour, Le Havre would now be used for ships sailing to New York. From the original enterprise three ships were left: the *Courier de l'Europe*, the *Courier de New York* and the *Courier de L'Orient*. The ships were now numbered so that the use of ship names in handstamps was discontinued. The first sailing date set under the new service was February 10, 1787, later changed to February 17, 1787. Other data can be found in Table 3.

N° d'affectation		ALLER			RETOUR	
		Départ prévu	Départ réel du Havre	Arrivée N-Y	Départ N-Y	Arrivée au Havre
1	<i>Les Deux Frères</i>	10- 2-87	17- 2-87		après 25- 4-87	26- 5-87
3	<i>Le Courier de L'Orient</i>	25- 3-87	27- 3-87		après 9- 6-87	10- 7-87
7	<i>Le Courier de l'Europe</i>	10- 5-87	10- 5-87	26-6-87	après 26- 7-87	Cherbourg 29- 8-87
9	<i>Le Courier de New York</i>	25- 6-87	27- 6-87			-10-87
2	<i>Marquis de Castries</i>	10- 8-87	10- 8-87		après 25-10-87	9-12-87
7	<i>Le Courier de l'Europe</i>	29- 9-87	25- 9-87			2-88
1	Paquebot neuf	10-11-87	11-11-87			3-88
2	<i>Marquis de Castries</i>	25-12-87	29-12-87		relâche le 12-1 à L'Orient pour voie d'eau	
3	<i>Le Courier de L'Orient</i>	10- 2-88	27- 2-88	17-4-88	25-588	24- 6-88
9	<i>Le Courier de New York</i>	25- 3-88	8- 4-88		supprimé supprimé	
		10- 5-88				
		25- 6-88				

Table 3

On July 5, 1788, the Conseil d'Etat resolved to end this money-devouring operation and the ships were sold.

Examples of handstamps used in the period of "La deuxième Régie des Paquebots" are as follows (Figure 5):



Figure 5. Markings of the Second Régie.

These markings can be found on letters transported by the above-mentioned ships as well as on letters that were carried by private ships in this period.

A third attempt to establish a regular packet service between France and New York was made by Mr. Benjamin Dubois. He stipulated a payment of 12,000 livres per trip, prepayment of domestic and sea postage and freedom to carry whatever freight he wished. One trip was made with the ship *Jean Jacques*, departing from Bordeaux May 15, 1789, after which this attempt was also put to an end by government intervention.

1811

An announcement in the "Courier van Amsterdam" of 1811, announced that letters and

packages for the USA were subject to compulsory prepaid postage.

1818

The first notice to make mention of the fact that mail was now being sent to foreign colonies (and overseas areas) via the French Postal Administration can be found in the instructions (Art. XXX and LXX) attached to Circular nr. 125 of August 26, 1818, from the Dutch Postal Administration. Hereby prepaid postage to Bordeaux was compulsory. For a single letter (in this case max. 6 grams) from Amsterdam one had to prepay the following:

Amsterdam-Bergen	7 stuivers
Bergen-Bordeaux	9 stuivers or in total 16 stuivers.

The same amount was charged to a recipient for an incoming letter.

A few months earlier in March 1818 we find mention of mail transport to the States of North America in the resolutions — Circular nr. 112 — from the Postmaster General of the Dutch Postal Administration, in which no mention is made of the French or English postal services.

Special Instruction

for postmasters, concerning the handling of mail from and to the colonies and other overseas countries (excluding England for which other instructions apply)

Article 1

The postmasters are obliged to take for dispatch all letters, without any distinction, which are to be sent to the Dutch or other colonies and also those for the States of North America.

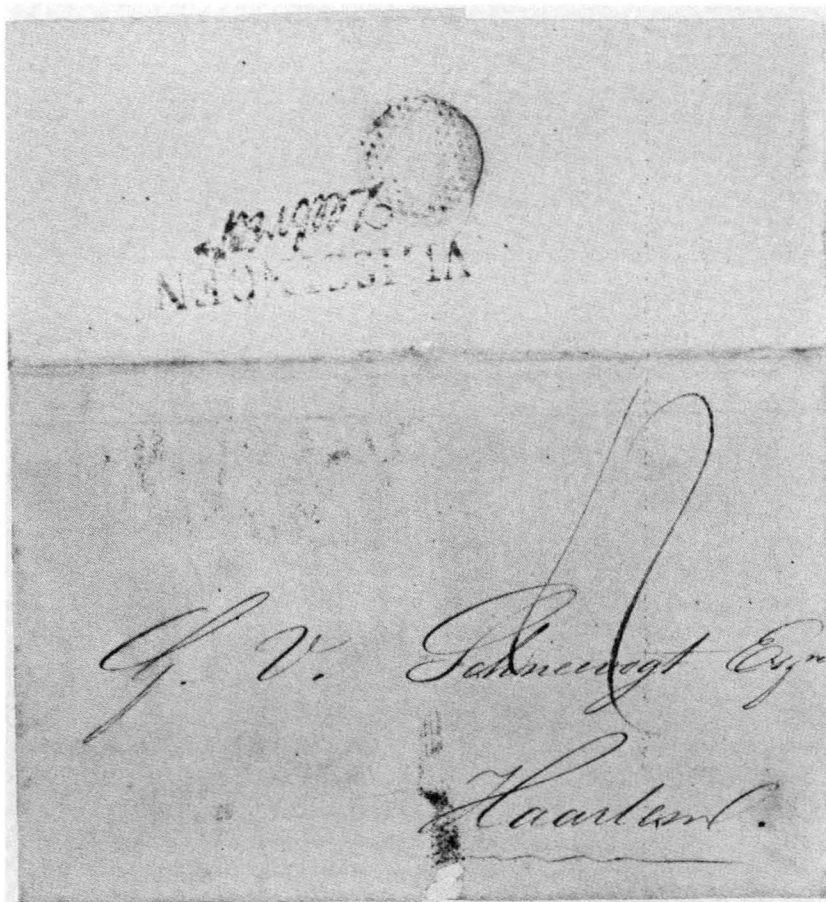


Figure 6. Letter from New York 31 July 1824; arrived 26 Oct. Vlissingen ship letter handstamp; rated 12 stuivers due.

T A B E L

Van de progressie der PORTEN voor de Zeebrieven.

Gaaf op met 1 Lood.	Een brief beneden het Lood, één port	f 0 : 12 : 0.
	van 1 Lood tot 1½ Lood, 1½ port	0 : 18 : 0.
	— 1½ — tot 2 Looden 2 id.	1 : 4 : 0.
	— 2 Looden tot 2½ Looden 2½ port	1 : 10 : 0.
	— 2½ — — — 3 — — — 3 id.	1 : 16 : 0.
	— 3 — — — 3½ — — — 3½ id.	2 : 2 : 0.
	— 3½ — — — 4 — — — 4 id.	2 : 8 : 0.
	— 4 — — — 4½ — — — 4½ id.	2 : 14 : 0.
— 4½ — — — 5 — — — 5 id.	3 : 0 : 0.	

N.B. Het getal der stuivers (waarvan elk representeert 5 cents) wordt alsnog op de brieven gesteld, volgens besluit d.d. 1 december 1816, L. C. N. 5.

Figure 7. Extract from the table attached to Circular No. 112. In 1818 a "lood" equalled 154 grams.

Article 4

Letters handed in at the post offices and which are to be sent per private vessel to foreign colonies and overseas countries and also those for the States of North America shall not be accepted other than against a compulsory prepaid postage which amounts to a third of the already mentioned tariff, hence a charge of 20 cents (4 stuivers or 4 décimes) per single letter and the heavier letters according to the special progressive tariffs included in this resolution. For this postage the letters will be delivered aboard the vessels departing for foreign colonies.

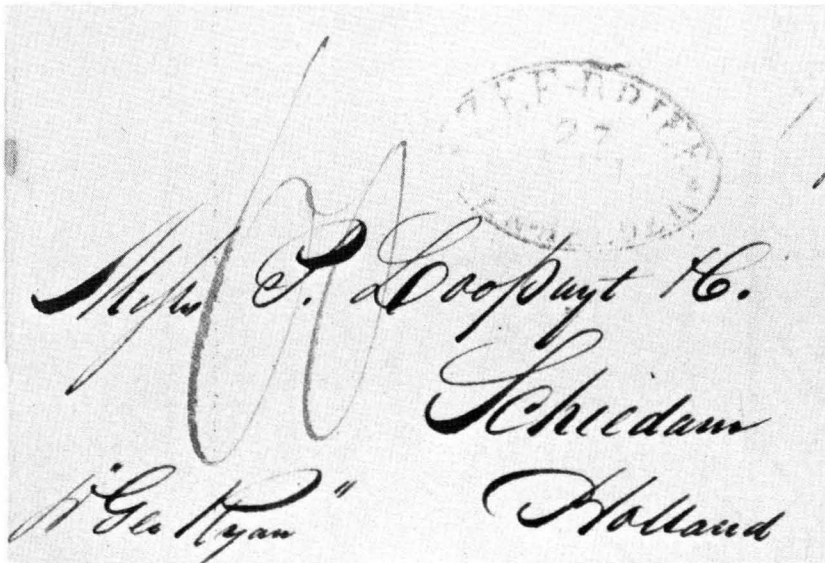


Figure 8. Letter from Boston 10 Apr. 1843 by private ship and received at Den Helder as ship letter, rated 60c Dutch due. Original sent by Cunard Line.

The next announcement on behalf of the General French Post Office dates from February 1826. In Circular nr. 205 it was announced that “regularly, three times a month, to wit each time on the 1st, the 15th and the 25th, packetboats will leave from Havre to the USA.” Letters to be sent with these boats should arrive in Paris three days prior to the boat’s departure. Compulsory prepaid postage remained equal to the postage for letters sent via Bordeaux, while on letters sent from America via France to The Netherlands the same postage was to be levied.

Article 2

The regulations of the preceding article will be brought to the attention of the public through an announcement of the following contents, which will be placed in both official gazettes and a copy of which each postmaster should hang outside his office:

The Privy Councillor, Administrator of Postal Services and other Means of Transport announces to the public that according to information from the French Postal Administration a packetboat will depart regularly for the USA from Havre three times each month and then on the 1st, 15th and 25th. All letters that are to be sent thither should arrive in Paris three days before sailing so that these can be sent on the first opportunity.

Those wishing to make use of this service are invited to write on the address-side of their letters the words “Over Havre” and to deliver these letters to the post office of their domicile and to pay a compulsory postal charge through French territory, otherwise no forwarding will be possible.

The Privy Councillor, the Administrator
(signed) van Roijen.

Letters sent via this service with destination The Netherlands, often showed in the 1830s the following types of handstamps (Figure 9):



Figure 9. Markings associated with the Havre route.

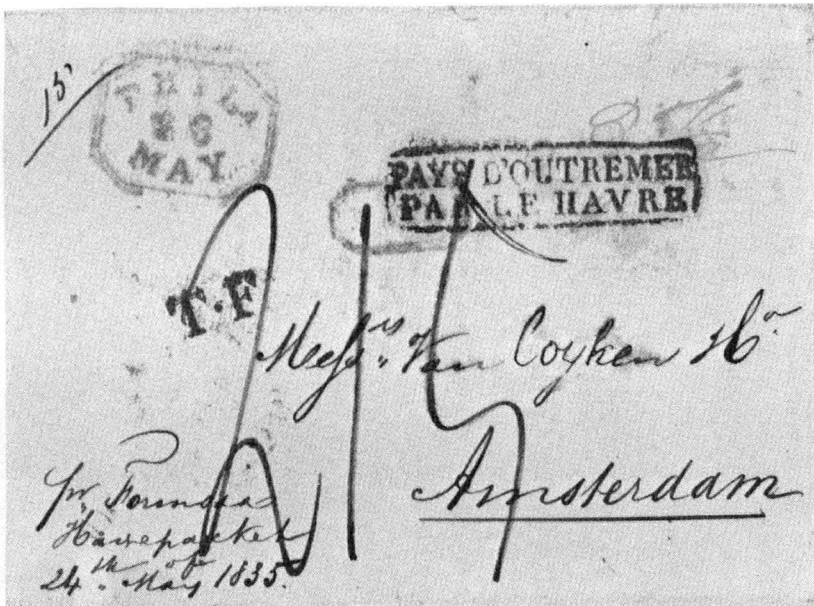


Figure 10. Letter from Philadelphia to Amsterdam with TF (Transit France) marking. Rated 215c Dutch due — an overweight letter.



Figure 11. Bureau Maritime datestamp at left; Outre Mer markings at right.

At the end of March 1839 the new types of "Outre-Mer" datestamps were introduced, among them "Outre-Mer/Le Havre" (Figure 11).

In many instances, the services of Forwarding Agents were used to send these letters.

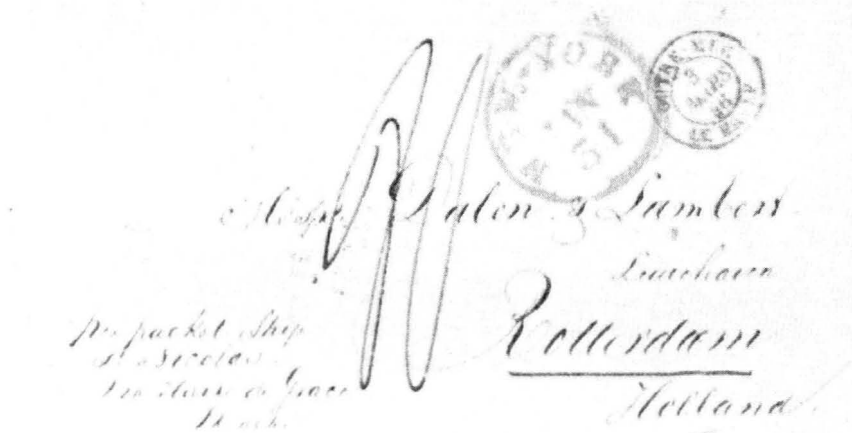


Figure 12. Letter in 1846 from New York to Rotterdam via Havre by St. Nicolas. Due 80c.

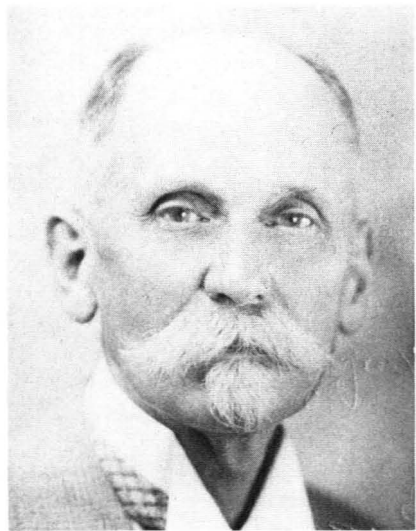
(To be continued)

HIRAM E. DEATS: THE PHILATELIC FARMER FROM FLEMINGTON

STANLEY M. BIERMAN, M.D.

(Continued from *Chronicle* 125:17)

Hiram Deats is best known to the philatelic community for his superb library, and it is generally acknowledged that his own assemblage of rare books, periodicals and auction catalogues was second only to that of John K. Tiffany. Deats had quite early established himself as a bibliophile-historian and at age 22 was the editor and publisher of *The Jerseyman*, a quarterly magazine devoted to the local history of his county.¹² A photograph in *Mekeel's Weekly* of 1892 shows a youthful Deats sitting at a desk amongst piles and piles of periodicals including some 20,000 duplicates. Deats had subscribed to almost every known philatelic periodical published since 1885 and his New Jersey farmhouse or the St. Louis residence of John K. Tiffany became the repository of most of the obscure, if not evanescent, publications of this era. When Tiffany



12. Anon., *Mekeel's Weekly Stamp News* 2:6 (May 18), 1892.

and Deats assumed the posts of President and Vice President respectively of the American Philatelic Association in 1894, it may be presumed that the two bibliophiles exchanged items of mutual interest. It is thus a curious observation that when John K. Tiffany unexpectedly died on March 3, 1897, Deats, the natural heir to the Tiffany Library, did not exercise the option to acquire this treasure. It may be surmised that Deats's holdings were already so voluminous that the Tiffany Library would have added little to his already massive collection.

In 1900 J. B. Moens, the famous stamp dealer and publisher from Brussels, retired, and J. F. Laurie, an American dealer working in Brussels, acquired the Moens Library for \$1,500.¹³ Hiram Deats was cabled in Flemington Junction, and in a short time 610 bound volumes of philatelic literature arrived at his farmhouse. Contained in the acquisition were 87 volumes of U.S. philatelic periodicals, 148 English, 16 Dutch, 170 German and 161 bound French journals.^{14, 15}

In June 1901 the Tiffany Philatelic Library was sold to Charles J. Phillips of Stanley Gibbons Ltd. for \$10,000.¹⁶ Twenty-seven huge packing cases were shipped to No. 2 Cavendish Square, the London residence of the Earl of Crawford who incorporated the Tiffany Library with the Judge Heinrich Fraenkel Library, whose treasures of German philately were combined with the Sigmund Friedl Library of Austria to create what is now universally acknowledged to be the finest philatelic library extant. Upon the death of the Earl of Crawford in 1913, the Bibliotheca Lindesiana was donated to the British Library where it presently resides.

Deats's interest in philatelic literature continued unabated following the sale of his several stamp collections. In an act of conspicuous excess Deats purchased the whole of the P. M. Wolsieffer Library in March 1906 for the express purpose of acquiring a single issue of a Chicago philatelic periodical. In September 1886, A. J. Mouat, editor of the fledgling *Garden City Philatelist*, retired for the night having just completed his printing of Volume I number 9 issue of the publication. Taking home his own single proof copy of the issue, Mouat was devastated to discover the next day that his printing factory and office had burned to the ground destroying all the remaining copies of the periodical. The *Garden City Philatelist* ceased with that final issue and the unique item was acquired at a later date by P. M. Wolsieffer, a Chicago based stamp dealer and auctioneer. The unique but quite uninspired periodical was offered as a component of numerous boxes of duplicate philatelic journals. Deats was thus to spend \$800 on this single rarity and add unwanted periodicals to his already crowded library.¹⁷

Some time following the accession of the Crawford Philatelic Library to the British Library, Deats toyed with the idea of selling his own library. Deats had been a member of the London (Royal) Philatelic Society since 1893 and was a founding member of the Philatelic Literature Society of London. Dr. Emilio Diena and Hofrath V. Suppansschitsch, two of Europe's leading philatelic bibliophiles, offered to purchase the Deats Library for a reported \$250,000.¹⁸ However the First World War intervened and the transfer of this major national philatelic heirloom from its American location was dropped.

The Deats Philatelic Library became a clearinghouse for information from around the world. Deats was frequently contacted by Sir Edward Bacon during the preparation of the *Catalogue of the Philatelic Library of the Earl of Crawford*, published in February 1911. Deats was an active member of the Collectors Club of New York, serving as librarian for the 1896-1900 period, when he donated many of his duplicate books and periodicals. He also

13. Anon., "Our Traveling Correspondent," *Metrop. Phil.* 13:22, 1900.

14. W. C. Stone, "The Moens Library," *Weekly Phil. Era* 14:339 (July 7), 1900.

15. Anon., "The Tiffany Library Goes to Europe: Moens' in America," *Phil. Inter-Ocean* 4:105, 1901.

16. Bierman, *op. cit.*

17. Anon., "Record Price for Literature," *Phil. Inter-Ocean* 9:113, 1906.

18. (G. Turner), "Among Our Members," *Phil. Liter. Rev.* I (3) 5, March 1943.

attended many meetings of the American Philatelic Society of which he had been President in 1904-1905. He was elected to the Roll of Distinguished Philatelists in 1933.

Deats's physical appearance and dress were distinctive, if not disarming. With the bearing and mannerisms of a gentleman farmer, the mustachioed Deats was seen at various philatelic occasions impeccably dressed in the style of the day, his aristocratic head seeming to sprout from his winged shirt collar. His balding pate was protected from the sun's glare by a jaunty sports hat tilted to the appropriate angle, so as to balance his body, which leaned to the other side on a carved walking stick. Deats's one notable non-philatelic claim to fame was his election as foreman of the grand jury which indicted Bruno Richard Hauptmann for kidnapping the Lindbergh baby in 1932. A young Joseph Alsop, writing for the New York newspapers, interviewed Deats referring to the jury foreman as the "Sage of Hunterton" (*sic*), which appellation was to stick with him the remainder of his life.

In later years Deats rarely ventured from the rural seclusion of his Flemington farmhouse. Some time in 1946, tiring of collecting for some 60 years, and with seriously failing vision, Deats offered his library to Philip H. Ward, Jr. for an undisclosed sum.¹⁹ Ward arranged for transfer of the Deats Library, scheduled for Rutgers University, to be placed with the Free Library of Philadelphia. Financial arrangements for the transaction were handled by Joseph Carson, President, and Franklin Price, Librarian of the institution. In 1955 Deats presented the Free Library with additional material²⁰ and in 1965 Charles T. Deats, his son, presented them with 2,000 volumes of philatelic literature and 150 boxes of old auction catalogues. Sol Salkind, a Bronx New York stamp dealer, sold duplicates of the remaining Deats Library which Ward had yet to place, sorting some 100,000 old philatelic periodicals. Seven sales were held by Salkind between 1969 and 1972, and that portion remaining was donated to the American Philatelic Research Library which had previously been the beneficiary of several tons of material relating to the society. Earl Apfelbaum auctioned additional Deats literature at his 363rd sale of September 27, 1974. Some 4,000 philatelic periodicals representing some 300 titles were purchased by Hal Turin of San Dimas, California, who offered them for sale in *Philatelic Literature Review*. When the writer visited Turin in 1983, piles upon piles of decaying duplicate philatelic periodicals were observed to be choking his small garage and gathering dust.

Hiram Edmund Deats, fondly known as the "Philatelic Farmer,"²¹ died on March 6, 1963, in his 92nd year while residing at the Union Forge Nursing Home. His passing was noted in the pages of most of the philatelic journals of the day. He was survived by a son, two daughters, six grandchildren and sixteen great-grandchildren.

Today numerous bound periodicals can be found in the Bierman Philatelic Library which carry the Hiram E. Deats ex-libris. The bookplate depicts a curious allegorical scene: the winged god Mercury is seen kneeling before four imperious goddesses, depicting the continents of Asia, Europe, America and Africa. To the right of the olive-branched draped oval scene are observed a number of open stamp albums and books casually strewn about the floor. The four robed goddesses seem strangely displeased with the supplicant and quite nude Mercury. What seems missing from the vignette of the Deats ex-libris is a balloon caption from one of the dominant woman figures of a statement commonly heard through the closed doors of the Bierman Philatelic Library, to wit, "Where the heck are you going to find room for the new books you purchased when you have no place to store the ones you bought last year?"

19. P.H. Ward, "U.S. Notes and Comments," *Mekeel's Weekly Stamp News* 74:36-37 (Jan. 16), 1950.

20. (G. Turner), "The Hiram Deats Library," *Phil. Liter. Rev.* 23:157, 1974.

21. F. Melville, "H. E. Deats, F.R.P.S. 'Philatelic Farmer'," *Mekeel's Weekly Stamp News* 47:310 (June 26), 1933.

PRESTAMP & STAMPLESS

SUSAN M. McDONALD, Assoc. Editor

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FREIGHT MONEY COVERS

DISCOVERIES 1980-1984

CHARLES HAHN

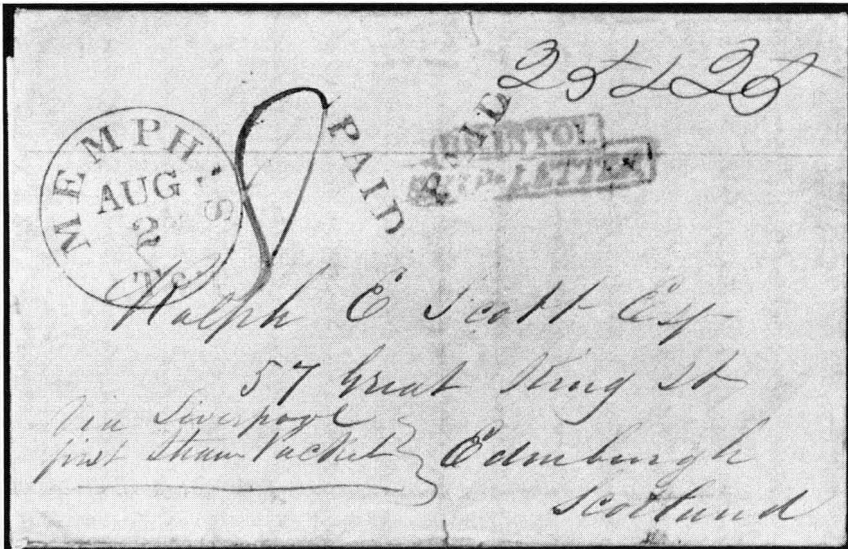
Sometimes I question whether we should wonder at how little or how much we know about freight money covers, and whether we should be excited about how much — or is it how little — has turned up in the four years since my last report.

I think it is exciting news that there is word of the definite existence of four new freight money cities in the U.S., three through the evidence of covers themselves, and one through the pages of a contemporary letter telling of the service.

Let me say at this juncture that I will speak only of U.S. service and cities, inasmuch as Allan L. Steinhart of Toronto has turned his considerable talents to the study of Canadian freight money service and to the publication of his findings (*American Philatelist*, February, 1984 p. 143), I will cede this area to him.

Regarding new U.S. cities from which freight money covers definitely exist, these are:

Memphis, Tenn., single cover recorded (blue c.d.s. Aug. 2, 1840), PAID hdsp. in blue, twice with 25 & 25 in ms. and step BRISTOL SHIP LETTER in red with 8(d) charge mark in ms. Addressed to Edinburgh, Scotland. In author's collection.



First example recorded of freight money from Memphis, Tenn., on cover mailed there Aug. 2, 1840.

Alexandria, D.C., single cover recorded (red c.d.s. Jun. 26, 1840), PAID hdsp. with 50 & 37½ in bold ms. and New York Jun 28 c.d.s. Endorsed "pr Great Western" and has "BRISTOL SHIP LETTER" receiving in red with 8(d) ms. in red, addressed to London. Reported by John B. Trowbridge, Darling, Victoria.

Norfolk, Va., single cover recorded (c.d.s. Oct 29, 1840), PAID hdsp. with "Inland 25," "Steamer 25." Endorsed "Pr. President Steamer in New York." Addressed to Paris, with charges in and out of England and 33 decimes on arrival in Paris. Sold in London by Brighton Auctions Sept. 1984. Bought by shy(?) U.S. buyer who has not allowed for photo.

St. Louis, Mo., no cover recorded, but a letter bootlegged to Scotland and datelined St. Louis, Mo., and paid with a Penny Black in Aberdeen tells of the availability of steamer

STEAMERS

<i>Date & City of Postmark</i>	<i>Rating</i>	<i>Remarks</i>
Oct 8, 1839 Philadelphia	Single combined 37½	Per Great Western (destination France)
Jan 12, 1839 Baltimore	Single 25 & 18¼	Per Royal William
Jan 14, 1839 Philadelphia	Single combined 37½	Per Royal William
Feb 22, 1839 Philadelphia	Single combined 37½	Per Great Western
Feb 23, 1839 Philadelphia	Single combined 37½	Per Great Western
Feb 27, 1839 Charleston	Single 25 & 25	Per Great Western
Apr 19, 1839 Philadelphia	Double combined 75	Per Great Western
Apr 20, 1839 Philadelphia	Double combined 75	Per Great Western
Apr 20, 1839 Philadelphia	Single combined 37½	Per Great Western
Apr 21, 1839 Philadelphia	Single combined 37½	Per Great Western
May 15, 1839 Baltimore	Single 25 & 18¼	Per Steamer Liverpool
Jun 11, 1839 Baltimore	Double 50 & 37½	Per Great Western
Jul 27, 1839 Charleston	Single 25 & 25	Per Great Western
Jul 31, 1839 Philadelphia	Double combined 75	Per Great Western
Oct 3, 1839 Philadelphia	Double combined 75	Per Great Western
Oct 18, 1839 Philadelphia	Triple combined 1.12½	Per Str. Liverpool
Oct 28, 1839 Philadelphia	Double combined 75	Per Great Western
Nov. 30, 1839 Philadelphia	Single combined 37½	Per British Queen (1/- Brit. charge includes 8d ship letter fee [Gravesend] and 4d uniform postage in effect Dec 5, 1839-Jan 9, 1840. This British Queen sailing was only steamer arrival with freight money letters in uniform 4d period.)
Mar 11, 1840 Auburn, N.Y.	Double combined 87½ (pencil LL, 37½ postage in pen UR)	"Steamship Postage Paid," redirected in London
Mar 31, 1840 Philadelphia	Single combined 37½	Per British Queen
May 31, 1840 Baltimore	Triple 75 & 56¼	Per British Queen
Jun 26, 1840 Alexandria, D.C.	Double 50 & 37½	Per Great Western
Jun 30, 1840 Philadelphia	Triple combined 1.12½	Per Great Western from New York July 1st
Aug 2, 1840 Memphis, Tenn.	Single 25 & 25	Great Western (probably)
Oct 29, 1840 Norfolk, Va.	Single 25 & 25	Per President (destination Paris)
Apr 25, 1841 Charleston	Single 25 & 25 (ms.)	Per Great Western
May 16, 1841 Richmond, Va.	Single 25 & 18¼	Per Great Western for Bristol
Sep 24, 1841 Philadelphia	Single combined 37½	Per Great Western
Jun 12, 1842 Charleston	Single 25 & 25	Per Great Western
Apr 7, 1843 Charleston	Single 25 & 25	Per Great Western (also forw. agents cachet Herckenrath, Lowndes & Co., Charleston)
Jun 7, 1845 Charleston	Single 25 & 25 (ms.)	Per Great Western

SAILING PACKETS

<i>Date & City of Postmark</i>	<i>Rating</i>	<i>Remarks</i>
Jan 23, 1839 Baltimore	Single 12½ & 18¼	Per Packet of 25th from New York
Jun 5, 1839 Baltimore	Double 25 & 37½	Per Packet 7th inst from New York
Feb 6, 1840 Philadelphia	Single combined 25	Per Geo. Washington 7 Febr. Packet from New York
Apr 6, 1840 Philadelphia	Single combined 25	Per New York Packet of 8th April
Nov 6, 1840 Philadelphia	Single combined 25	Per New York Packet of 7th Nov.
Apr 18, 1841 Philadelphia	Double combined 50	Per New York Packet of 19th April
Jan 15, 1842 Philadelphia	Single combined 25	Per 1st Packet from New York
Apr 6, 1842 Baltimore	Quintuple 62½ & 93¼	Per Packet of April 17, New York
May 24, 1843 Philadelphia	Single combined 25	Per Liverpool of 25th April via N.Y.
Jun 9, 1844 Philadelphia	Single combined 25	Per New York Packet 10th June

LE HAVRE PACKETS

Nov 30, 1838 Philadelphia	Single combined 25	By first packet New York to Havre (to Paris)
Apr 22, 1839 Philadelphia	Single combined 25	First packet for Havre from New York (Paris)
Jan 7, 1841 Philadelphia	Single combined 25	Via Havre, to Würtemberg

service through the St. Louis post office at 25¢ per sheet, plus internal postage. The canny

Scot preferred to pay one British penny to a friend who carried the letter. (I photostated this letter courtesy of the late Alan Atkins.)

So, though the covers are either of the "only recorded so far," or "not yet recorded" variety, we do have definite evidence of four more U.S. cities which had freight money service which brings the total known to 12. There are surely more, and I hope to report in due time if my correspondents will keep telling me what they find out there.

I append a list of freight money covers found, or newly reported in the past four years. It will be noted that I have listed for the first time three Havre packet covers. These seem clearly to be freight money, though they do not state "Single" or "Single only" on the covers. However, all are business correspondence, which in those days carefully noted any enclosure, and none were noted. I list them at least as "strong probables." I thank, in addition to these already mentioned, Richard F. Winter, Burke, Va.; Western Auctions, Torrance, Ca.; Richard C. Frajola, Danbury, Ct.; Peter Stafford, Wimbledon, England; Fred L. Lightfoot, Greenport, NY; Ltc. Robert J. Karrev, Jr., APO Miami; Russell H. Allison, Plainfield, NJ; Henry H. Welch, Denver, Col.; Roger Bowen, NYC; Jack Arnell, Hamilton, Bermuda; and Charles Burke-Easton, Teignmouth, England, for their help and cooperation in making this listing possible. May your tribe increase!

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THE CARRIER STAMPS OF THE UNITED STATES**ELLIOTT PERRY****ROBERT B. MEYERSBURG, EDITOR**

Editor's Note: Elliott Perry's manuscript on New Orleans was published in Chapter 46 of Ashbrook's *The United States One Cent Stamp of 1851-1857*. While some changes have been made to the text (for the purpose of including new or additional material), it is believed appropriate to "reissue" the chapter in its entirety, so that ultimately the complete text of Perry's Carrier Handbook will be available.

NEW ORLEANS

Population: 1840, 102,193; 1850, 116,375; 1860, 168,675.

The early New Orleans story is still to be told, inasmuch as complete records of the carrier service have not been obtained. In 1846 Alexander G. Penn was Postmaster and Adolphe and Vallery Wiltz and Gabriel Levasseur were employed in the U.S. Post Office. The brief notice found does not mention carrier service. From October 1851 through 1853, Vallery Wiltz was superintendent of the carrier service, being followed by Gabriel Levasseur in 1854. Levasseur continued as superintendent of the carrier service or "head of the city post" as late as 1857.

Ten carriers were appointed in the latter part of 1851. An order dated July 24 named Vallery Wiltz as superintendent and chief carrier, and also appointed John Byrne, Nathan Hirsch and George Nicholson. On August 8, Isaac Meyer, Charles S. Valetton and Henry M. Yard were appointed. Yard resigned and was replaced on November 15 by Matthew Hanly. The August 30 appointments were Patrick Reilly (who was appointed again May 5, 1857, and appears in the 1852 directory as "U. S. Letter Carrier City Post") and Antoine Richner, who was appointed again on September 22, 1860. Four other appointments were found in the records — Andrew Brauner on May 16, 1857, John Sullivan on May 21, 1857, and Louis Baconel and Peter Becker on September 22, 1860.

In the New Orleans directories many of the appointees appear in the alphabetical listing with other occupations. However, the directories for 1852 and 1853 contain post office notices in which the letter carriers are listed. The 1852 notice, dated October 31, 1851, lists John Byrne, Isaac Meyer, Patrick Reilly, Antoine Richner, and Matthew Hanly. In 1853, John Hector, Patrick Murphy, Patrick Reilly, Antoine Richner, and Matthew Hanly are named.

In 1855 the post office notice was omitted "awaiting new schedule" and in 1856 the "winter arrangement" (November 1, 1855, to June 1, 1856) did not mention the carriers, but they are listed in *Kerr's General Advertiser and City Directory* on page 1 of the appendix:

1856: Gabriel Levasseur, Sup't Carrier's Service

First district; Jno. Hector, Matthew Hanly, Pat. Murphy

Second district; Antoine Richner, Pierre Lasalle

The following item of February 14, 1849, is of interest although it does not state definitely that the valentines were delivered by post office carriers:

ST. VALENTINE'S DAY. — The post office clerks will have as much as they can well get through with today, in assorting and delivering tender valentines, while doorbells and knockers will be in active operation, much to the annoyance of the poor servants who will have to answer the summons. *** In New York the post office department is obliged to appoint a large additional number of penny post men to distribute the valentines received, and then it is a labor of days.

Under "Schedule of Postages — on and after 1st of July, 1851" the following notice

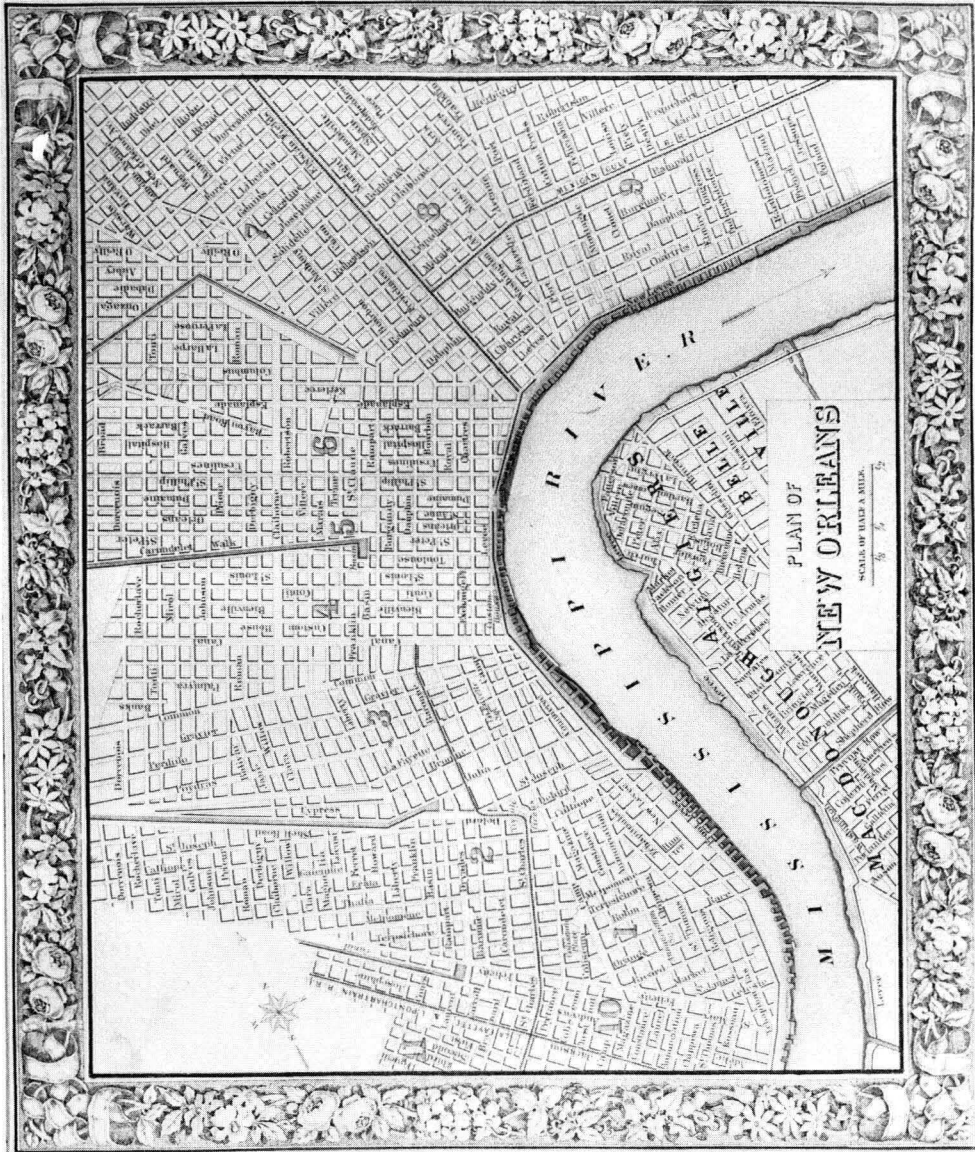


Figure 1. Map of New Orleans showing numbered wards (1860).

appeared in a New Orleans Post Office advertisement on June 12, 1851, and frequently thereafter for several weeks:

WHEN DELIVERED BY THE U.S. CITY POST

Each letter received by mail	2¢ additional
Each drop letter	1¢ do
Each city letter	1¢
Each circular or handbill	1¢ do
Each newspaper or magazine	½¢ do

M. MUSSON, Postmaster

June 10, 1851.

Carrier rates published in 1852-1854 have been found in which the fee for each “drop letter” and for each “city letter” was one cent. Prior to July 1, 1851, local letters, if deposited in the regular mail receptacle at the post office, were “drop letters” and therefore subject to two cents *postage* as required by the Act of 1851. After July 1, 1851, the carrier fee of one cent (beginning in 1851?) for delivering a drop letter from the post office to an address outside

was in addition to the drop letter postage. A "city letter" was handled entirely by the carrier department at one cent *without charge for U.S. postage*.

The fee for each circular or handbill was one cent, and for each newspaper or magazine was half a cent in 1851, the half-cent rate being raised to one cent in 1854. Except in 1851-1853 for "city letters" these rates appeared as "additional." In some instances this may have been a typographical error. No fee for collecting letters and taking them to the post office for the outgoing mails is mentioned. As in some other cities at the same period, that part of the U. S. carrier service in New Orleans appears to have been free. In general, even when possible to do so, it was not customary to prepay a carrier delivery fee in one city on letters mailed elsewhere: hence the two cent delivery fee on letters coming *into* New Orleans (as elsewhere) was collected in cash on delivery or by quarterly account. Carrier stamps would not be used on letters going *out of* New Orleans if there was no collection fee on such letters. The only use for carrier stamps therefore would be on local letters, either "drop letters" which were handled in the post office, or on "city letters" handled only by the carrier department.

The claim has been made that "Local posts existing in New Orleans operated to a greater or less extent under the authority of the Postmaster of that City, acting, assumedly, under the powers conferred upon him by the Post Office Department."

This claim is without foundation. The fact is that neither the postmaster nor the Post Office Department exercised any authority over the operation of the local posts.

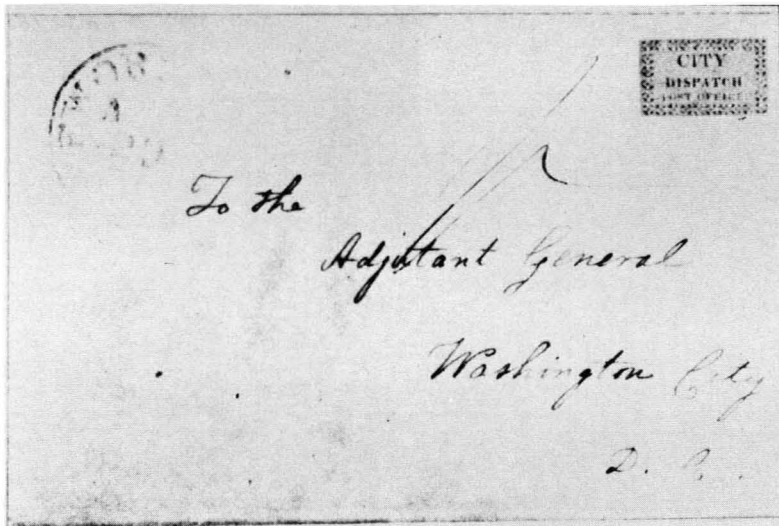


Figure 2. City Despatch Post Office stamp used to the mails.

Three local posts have been listed in New Orleans. In regard to Robert G. Kellogg, who is alleged to have been a letter carrier, and also to have operated a Penny Post and City Despatch and to have employed at least two carriers, no such person appears in reliable records of New Orleans that have been searched. The stamp of Kellogg's Penny Post and City Despatch (Scott L198) was used in Cleveland, Ohio. In regard to the "City Despatch Post Office" stamps of 1847 (Scott L110) (Figure 2) that have been stated to be "undoubtedly Locals, rather than Carriers," it has been suggested that these stamps were either the successor or the predecessor of Kellogg's Penny Post. They were neither. Attention is called to the fact that Gabriel Levasseur was on the New Orleans Post Office payroll in 1847 and again from 1852 to 1859, his salary being about \$1500 much of the time. The "City Despatch Post Office" and its stamps are connected more closely to the activities of Mr. Levasseur than they are to Mr. Kellogg or his Penny Post.

These stamps were issued by J. Murray after he purchased from the late proprietors all

City Despatch Post Office.

THE undersigned, having purchased of the late proprietors all the interest in the above Office, will continue the operations of the same, in the most efficient manner, and hope by prompt and faithful attention to its duties to render it deserving of public confidence and support. The principal office has been removed from its former location, and is now permanently established at No. 108 St. Charles street corner of Poydras.

The City Despatch Post is intended as a medium through which the public can be accommodated in the delivery of letters and communications to any point within the city limits. Postage on each Letter 5 cents, or 30 stamps for \$1. It will include the delivery of Letters of every description, such as Business Letters, Bank Notices, Society Notices, Notices of Deaths, Circulars, Cards, Valentines, Invitations to Balls, Parties, etc. Also particular attention will be paid to carrying letters intended for mailing to the United States Post Office. Persons in whatever business, and any others, receiving letters, newspapers, &c., through the U. S. Post Office, and wishing to avoid trouble and delay in obtaining them, can at their request, and by leaving their names and addresses at the principal office St. Charles street, have them placed in the Despatch Box, which is permanently located in the U. S. Post Office, and from which they will be immediately taken and delivered as directed, within one hour after the arrival of the mail, by experienced and faithful carriers, or if so ordered they will be retained at the principal office until called for.

Ladies particularly will find this a convenient mode of obtaining letters, &c., as by it they will be relieved from the delay and inconvenience attending the reception of a letter at the U. S. Post Office, in consequence of the almost impervious crowd always assembled about the place of delivery.

The hours of the Despatch Office are from 9 A. M. to 6 P. M. except Sundays, on which days they are from 12 to 3 o'clock.

CITY LETTERS.

To facilitate the delivery of City Letters intended for the Despatch Post new and safe boxes have been distributed about the city as follows:

Two boxes at the St. Charles Hotel.

- Do. .. St. Louis ..
- Do. .. Verandah ..
- Do. .. Hewlett's ..
- Do. .. Banker's Arcade.
- One box .. Orleans Hotel.
- Do. .. Planter's Hotel.
- Do. .. Merchant's Exchange.

- Do. .. United States Hotel, corner of Poydras and Tchoupitoulas streets.
- Do. .. Commercial Hotel, corner of New Levee and Girod streets.
- Do. .. White's bookstore, 55 Canal street.
- Do. .. G. Jones's drug store, Tivoli Circle.
- Do. .. Cochran's drug store, corner Camp and Julia streets.
- Do. .. Phoenix Hotel, corner St. Charles and Poydras streets.
- Do. .. J. B. Steel's bookstore, 14 Camp st.
- Do. .. J. W. Kuesland's drug store, corner Canal and Baronne streets.
- Do. .. Mint Exchange, corner of Barracks and Old Levee.
- Do. .. Mad. Caldwell's Hotel, Pontchartrain Railroad.

From which the letters will be collected four times each day and carried to the several places of direction. The time at which a letter sent will be received may be determined by the following.

ALL LETTERS DEPOSITED		WILL BE DELIVERED	
At 9 o'clock A. M.		At 10 o'clock A. M.	
11	12	M.
2	P. M.	3	P. M.
4	5

Letters intended for the U. S. mail must be put into the boxes before 11 o'clock A. M. for the Northern mail, and before 1 o'clock P. M. for the Western mail, to insure their leaving on the same day—such letters must be pre-paid 5 cents before being placed in the box; for this purpose and to accommodate those who intend pre-paying their city letters, the undersigned has five cent stamps for sale at the main depot, 108 St. Charles street, and also at every place where boxes are put up. Persons wishing to pre-pay letters, must supply themselves with stamps, and when they wish to mail a letter, attach a stamp to it which insures its delivery.

Please be particular in directing all city letters giving the street and number as near as possible.

Price of Stamps—5 cents, or 30 for \$1.

Citizens and strangers delivering letters to any part of the city can depend on having them delivered within one hour after they are deposited.

Persons placing advertisements in the papers in reference to which they request a written communication will find it to their advantage to have the same directed to their address in care of the Despatch Post, as it will then be received without delay.

All letters remaining at the principal office will be advertised at the end of every week.

I. MURRAY.

City Despatch Post Office, No. 108 St. Charles Street, corner of Poydras.

Figure 3. Announcement of the establishment of the City Despatch Post Office. From the *Daily Picayune*, 1847.

the interest in this "City Dispatch Post Office" and removed the principal office to 103 St. Charles St., corner of Poydras. The stamps come nearer to being U.S. carrier stamps than do the issues of any other local (private) city post. In addition to delivering all sorts of local mail, notices, valentines, etc., this post delivered mail to the U.S. Post Office and, evidently by special arrangement with the postmaster, from the post office, by means of its own Despatch Box in the post office. Murray's advertisement in the *Daily Picayune* (Figure 3) gives the facts.

The third New Orleans local post is Mason's City Express, which appears to have been the only local post in operation there in 1850. It has been claimed that the stamps of this post (Figure 4) "were used not only to prepay carrier charges on drop letters for local delivery, but to pay the carrier fee for receiving and delivering letters from river and ocean steamers landing at the docks in the city. *** this post, with others, had carriers or runners to meet each incoming and outgoing vessel."

In connection with the claim that the local posts in New Orleans operated under the authority of the Postmaster, etc., the reference to carriers and carrier fees in the quotation regarding the activities of Mason's City Express is clearly to U.S. letter carriers and to fees established by the Postmaster General. However, no evidence has been produced to show that Mason was appointed by the Postmaster General or that any runners employed by his Express were U.S. letter carriers. The Post Office Department employed mail agents at the terminals of river and steamship mail routes. F. A. Dentzel, a New Orleans Post Office clerk

as early as 1847, was a mail agent from about 1849, his salary for the year beginning June 30, 1852, being \$1925.38. The special postmark used by Dentzel is well-known. U.S. mails passing between the New Orleans Post office and contract mail steamboats or ships on the river were handled by bonded employees of the U.S. Post Office — not by a private post.

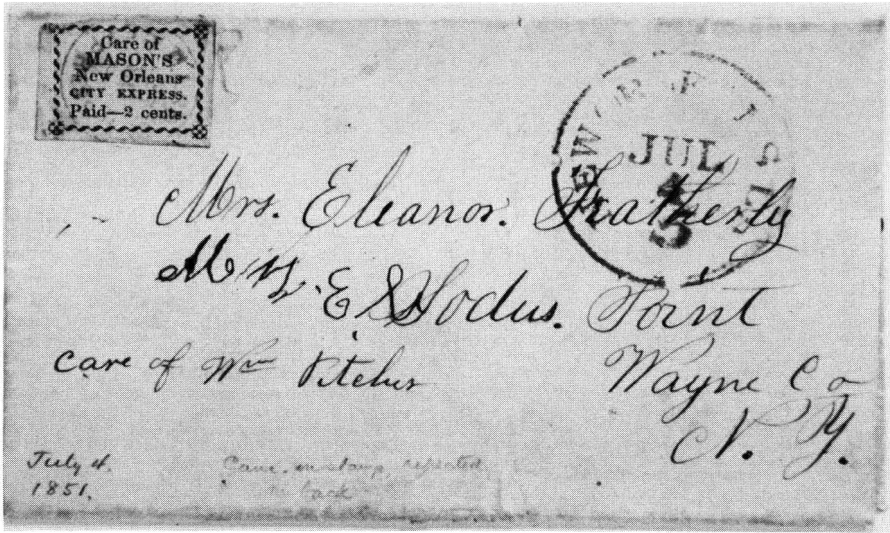


Figure 4. Mason's City Express stamp used to the mails July 4, 1851.

(To be continued)



We buy better covers of

United States Offices in China

and

19th Century Trans-Pacific Mail

Please phone or write:

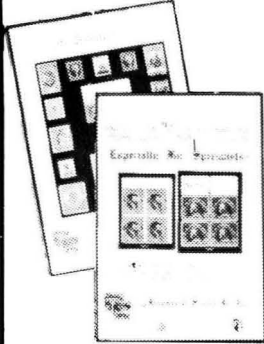
George
Alevizos



2716 Ocean Park Blvd., Suite 1020
Santa Monica, CA 90405 USA
Tel: 213/450-2543



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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

TROY, NEW YORK: THE NORTON PATENT HANDSTAMP

THOMAS J. ALEXANDER

Townmarks duplexed with obliterators are not separately listed in *USPM* because the associated obliterators are common stock styles, usually grids. A “duplex” is the townmark and obliterator combined in one handstamp. They began to appear in large numbers late in the 1851-1861 decade as a result of the 1859 regulation prohibiting use of the townmark as a stamp obliterator unless black printer’s ink was used, followed in 1860 by a regulation which flatly prohibited the use of the townmark as an obliterator. This development incidentally ended the experiments in some cities (notably New York) where townmarks embodying bars for stamp obliteration were developed (Figure 1).

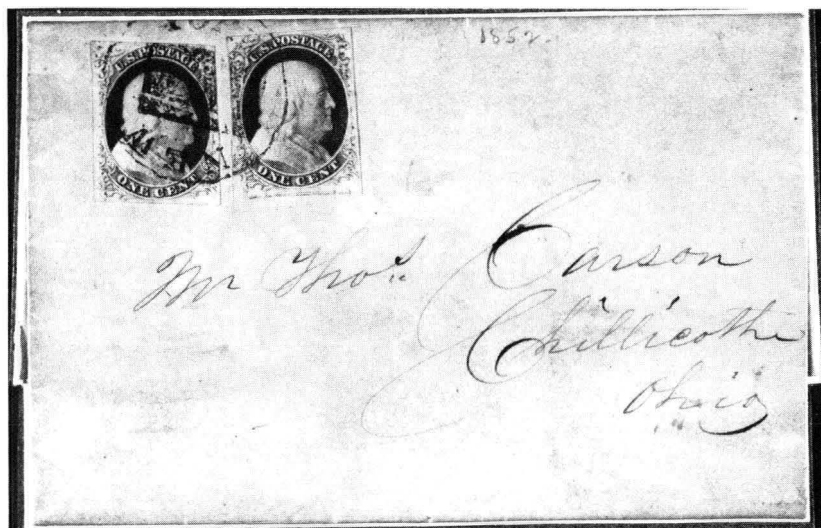


Figure 1. The New York townmark containing a “fat” bar designed to assist in the obliteration of the stamp when the townmark was used as an obliterator. The process was not particularly successful in the case of this poorly impressed example.

In his important initial analysis of the development of duplex handstamps (“Time-saving, Duplex Handstamp; Its Invention, Use and Manufacture,” *Postal History Journal* 10:59 [June, 1963]), the late Arthur H. Bond identified the Troy, New York, duplex as the first one to be officially recognized:

On April 11, 1859 Marcus P. Norton wrote to the Assistant Postmaster-General mentioning previous cancellation of 3,000 letters at Troy with his “improved marking stamp,” for which he filed a patent application on May 3, 1859. The Assistant Postmaster-General authorized the experimental use of this stamp at Troy for a period of three months from May 4, 1859. This stamp was probably of the design on which Norton was granted Patent No. 25036 on August 9, 1859, but the type of marking has not been discovered. The patent describes a “blotter” attached at one side of the dating stamp, *with sharp edges projecting to cut and stain the postage stamp* (emphasis supplied).

While examples of the original marking that was used on 3,000 covers prior to April 11, 1859, have still not been identified, an example of a subsequent “improved” Norton handstamp from Troy has appeared, and is shown in Figure 2. It was first written up by Richard B. Graham in the May 21 and July 23, 1984, issues of *Linn’s Stamp News*. These notes are based in large part on Mr. Graham’s research.

It should be understood that this duplex was “first” only insofar as the handstamp embodied a device to cancel stamps. Much earlier townmarks had been duplexed with rating marks for use on stampless mail.

Perhaps the most remarkable aspect of the Troy handstamp is that it is also a “patent” cancel. It is unfortunate that in philatelic circles the term “patent” has acquired a different meaning than the normal definition. In normal parlance, a patent cancel would be produced by any instrument that had been granted a U.S. patent. Our restricted definition embodies only patented instruments that damaged the stamps they cancelled in order to prevent their reuse. Many patented handstamps that obliterated postage stamps did not physically damage them in the process.

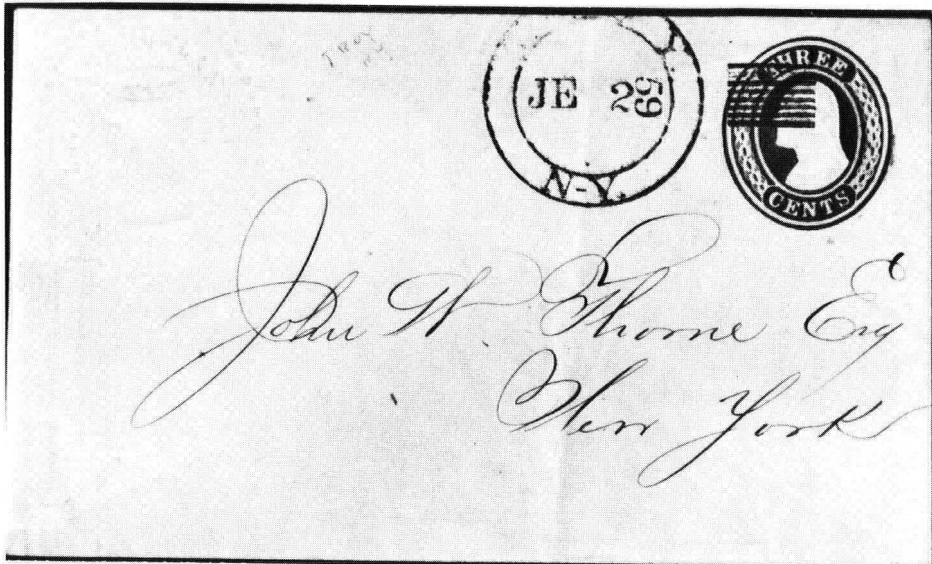


Figure 2. The “improved” Norton duplex from Troy, N.Y., June 2, 1859.

That the Troy instrument is a true patent cancellation under our definition is found in the specifications of the U.S. patent that was granted to Norton:

It also consists in attaching a blotter to the hand-stamp upon one or two sides for the purpose of cutting . . . It cuts the postage stamp in as many places as there are sharp edge projections upon the face of the blotter, while at the same operation the places thus cut through the postage stamp are inked by the same means whereby the cutting is done, thus preventing a second use of such postage stamp, for, although the ink thus put on be washed therefrom by any process, the places thus cut will show the first use and deter and expose the second or fraudulent use of such postage stamp.

Norton, a lawyer, appears to have been his own worst enemy in the matter of securing his rights to this and other handstamps which were developed by him over a period of years. His problems culminated in a suit against the New York City postmaster for alleged patent violations, which went to the U.S. Supreme Court, where his claims were rejected (*James v. Campbell*, 104 U.S. 356 [1881]). Fortunately for us, the decision in that case reviews in some detail the kinds of instruments Norton worked on from 1857 to 1870. It also reveals why Norton lost, even though he did develop some new concepts in the rapid postmarking of covers and cancellation of postage stamps. His greed led him to claim far more than he had invented and, according to the Court, he attempted to alter the records of the Patent Office to support those claims:

It is true that he produces a caveat filed by him in 1853, which has, or had, an amendment bearing date ‘Tinmouth, Vt., Aug. 7, 1854’, which amendment contained a full description of the double stamp as finally exhibited in his patent of 1863, and the reissue thereof. But this

amendment was shown to have been surreptitiously introduced by him amongst the papers of the office certainly as late as 1864, ten years after its pretended date. In his examination as a witness in this cause he admitted that he made the paper referred to in the summer of 1864, when his assignees, Shavor and Corse, were applying for a reissue of the original patent now in question, and that it was used in that application; but he pretends that it was a copy of a paper which he made and sent to the Patent Office in 1854. No such original paper, however, has ever been found in the Patent Office, and on a regular charge for the offence of making the surreptitious paper and introducing it amongst the files, he was found guilty in September, 1871, and debarred, by order of the Commissioner of Patents, from further access to the papers of the office.

In his article, Mr. Bond did not comment on the feature of the "improved" 1859 instrument that, together with the cutting of the postage stamp, made it truly unique. It contained cylinders that produced a 10 year calendar so that clerks were not required to manually change the traditional day, month and year slugs in the townmark. This apparently accounts for the strange "JE" abbreviation of June in the example shown in Figure 2 and the vertical form of the year date, the day, month and year all being contained in these innovative cylinders. The Court's opinion dwells at length on this aspect of the instrument and clearly shows that the example we now have was part of a three month experimental trial of the improved handstamp:

The application for this patent was dated May 3, 1859, but when filed in the Patent Office is not shown. The principal feature of the stamp described in this patent was also an elaborately contrived device for arranging the types for the letters and figures in the postmarking stamp, sometimes in the same line with that described in the patent of 1857; no claim for which, however, was allowed. But to the postmarking stamp, which was affixed to the handle in the ordinary way, was attached, on one side, entirely outside of the bearing of the handle, a flat piece of metal to be used as a blotter, for which, in combination with the postmarking stamp, a claim was allowed. It is clear to us that this was the stamp to which Norton alluded, and which he asked to have the privilege of testing in the post-office at Troy, in his letter to the Assistant Postmaster-General of the 11th of April, 1859, on which much stress has been laid by the complainants. The letter does not give a description of the stamp he wished to test, but it concludes with these words: "I herewith enclose you an envelope containing a post-mark from the stamp on the left, and an erasure upon the stamp made at the same operation of post-mark. As *now* constructed, it is believed to work well." In a former part of the letter he had said: "While the order given by your department was in force, I was unable, in consequences of sickness, to thoroughly test my stamp. It was used upon about three thousand letters only during that time. I have since made some changes in it which seem to make it a much better thing for the purpose designed. Now I ask the opportunity to test it without any expense to the government." An order was made by Mr. King, the Assistant Postmaster-General, on the 4th of May, 1859, authorizing the postmaster at Troy to use for postmarking letters at his office for the term of three months "Norton's improved marking stamp." The application for the patent had been prepared and sworn to the day previous to the order, namely, May 3, 1859. In this application the description of the invention commences thus:

"The nature of my invention consists of constructing, combining, and arranging a hand-stamp, hereinafter described, so as to contain a cylinder with the initials of each and every month in a year, and two other cylinders with figures for the respective days of each and every month; also a cylinder with figures to represent ten years, more or less as the case may be, which cylinder shall revolve upon the same shaft with each, and within a stationary form of type, and thereby print the month, the day of the month, and the year in connection with each, and each in connection with and at the same time of the printing of the subject-matter upon the aforesaid stationary form of type. It also consists in attaching a blotter, hereinafter described, to the handstamp aforesaid, upon one or two sides thereof, for the purpose of cutting, blotting, cancelling, or effacing 'the frank' or postage-stamp, so as to prevent a second use of the same, while at the same time the name of the 'post-office', the year, the month, and the day of the month is printed upon the envelope and one side of the said frank or postage-stamp, thereby

giving a good impression of the same, and prevent undue wear of the said postmarking-stamp in consequence of being used upon the uneven surface made by the said frank or postage-stamp."

Who can show us examples of the first Troy handstamp used in the 3,000 cover run in early 1859, or additional examples of the May to June 1859 experimental run? The townmark that made up half of this handstamp was listed and illustrated in *USPM* as Tracing Number 11 under "Year Dated Townmarks." Tracing Number 14 in that section shows a New York townmark that has a similar "lazy" year date of 1861. Because of the necessity of using a vertical two digit year date and two letter month abbreviation when the Norton cylinders were used, it is surmised that the New York townmark was also produced by Norton.

U.S. POSTAL MARKINGS: 1851-61

Wording	Tracing		Shape & Size	Reported by/ Notes
	Number	Type		
Straight Line, Oval & Fancy Townmarks				
New York				
Green Island, N.Y./D Yr	137a		s1-43x4½	Same type as No. 137, but closer spacing. Reduce rarity no. to 8. Known 1855-57. J. S. Wagshal.

Vermont

NORTH CLARENDON, Vt./msD	A		s1-42½x2	D. L. Jarrett. Blue, S2.
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Unusual Circular Townmarks

Maine

KITTERY/D/MAINE	B	K2, 18	29½	J. S. Wagshal. Black, red.
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Massachusetts

ASHFIELD/msD/neg. MSS.	119	K7, 3	30	J. S. Wagshal. Corrects the lettering of MSS. rather than MAS. as shown in <i>USPM</i> .
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New York

TROY/D/Yr/N-Y. duplexed with bars	C	K20	dc-33 bars 13½x9	See text. Type K20 added to schedule with title "Patent." Also add to Year Dated Townmark Schedule.
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Wisconsin

CEDARBURG/Mo./msD/WIS.	D	K3	dc-32	G. D. Johnson. Blue, 1854.
------------------------	---	----	-------	----------------------------

Townmarks Including "PAID" and/or Rate Numeral or "FREE"

A. Townmarks Including PAID (or Paid) Without Rate Numeral

(1) Straight Line PAID

Prepaid With Postage Stamps

Texas

Wording	Tracing		Shape & Size	Reported by/ Notes
	Number	Type		
SAN ANTONIO TEX/D/PAID	—		c-33	W. Emery. 1859 letter to Belgium. Also a stampless 1855 example in red.

B. Townmarks Including PAID (or Paid) and 3 (or 3 Cts)

(1) Straight Line 3 PAID

Stampless

North Carolina

WILMINGTON, N.C./D/3 PAID	—		c-32	N. Shmalo
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Texas

GALVESTON, TEX/D/3 PAID	—		c-32	W. Emery
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Green Island N. Y.
SEP 55

137a

NORTH CLARENDON, Vt.

Jan. 11.

A



119



B



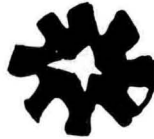
C



D

PAID

E



F

X

G



H



I



J

REGISTERED

11

ADVERTISED

ADVERTISED

K

L



M

**C. Townmarks Including "3 Ct" or "3" Rate Designations
Stampless**

SAN ANTONIO TEX/D/5

Texas

c-32

W. Emery; 1855

Townmarks Denoting Industries

Maine

GREAT WORKS

—

c-32

J. S. Wagshal; 1860

Town

Tracing
Number

Shape
& Size

Reported by/
Notes

Rating Marks Used as Obliterators

A. Plain or Decorative PAID Without Numerals or Obliterating Bars

Brookline, Mass.

E

M1-23x8

J. S. Wagshal

Obliterators Without Numerals or Lettering

Mississippi

Canton	F	L14-17½	Probably same as Tracing 178; improved to show negative star in center.
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Obliterators With Sundry Lettering

Town	Tracing	Shape	Reported by/
	Number	Wording & Size	Notes

New York

Wyoming	G	X	N6-6½x6½ J. S. Wagshal; S5
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Drop Letters, Circulars and Other Printed Matter

Townmarks Including 1¢ Rate Markings, or Known as Special Types on Drops and Circulars

Wording	Tracing	Shape	Reported by/
	Number	& Size	Notes
NEW YORK/D/Yr/PAID 1 QUAR	H	c-32	J. A. Farrington. See text.
GALVESTON TEX/D/I PAID	I	c-32	W. Emery; 1854 circular; stampless.

Rating Marks

Drop/1 ct(s), DROP/1, or DROP

Town and State	Tracing	Shape	Reported by/
	Number	& Size	Notes
Richmond, Va.	J	c-21½	J. Kohlhepp. Stampless.

Town and State	Tracing	Wording	Shape	Reported by/
	Number		& Size	Notes

Registered Mail

Newbern, N. C.	11	REGISTERED	s1-38½x5	J. S. Wagshal. A better tracing than in <i>USPM</i> .
----------------	----	------------	----------	---

Advertised

Lexington, Ky.	K	ADVERTISED	s1-35x3	G. Sutherland; blue
Peoria, Ill.	L	ADVERTISED	s1-44½x5½	G. Sutherland; 1860

Missent, Too Late

New Haven, Ct.	8	NEW-HAVEN/MIS/SENT/Ct.	c-30	J. S. Wagshal; Black, red
----------------	---	------------------------	------	---------------------------

Domestic Waterways Name-of-Boat Markings

Wording	Tracing	Shape	Color	Rarity	Waterway	Reported by/
	Number	& Size		Number		Notes
STEAMER. EMPERO R.	M	d1c-30	Red	7	Mississippi River	G. D. Johnson

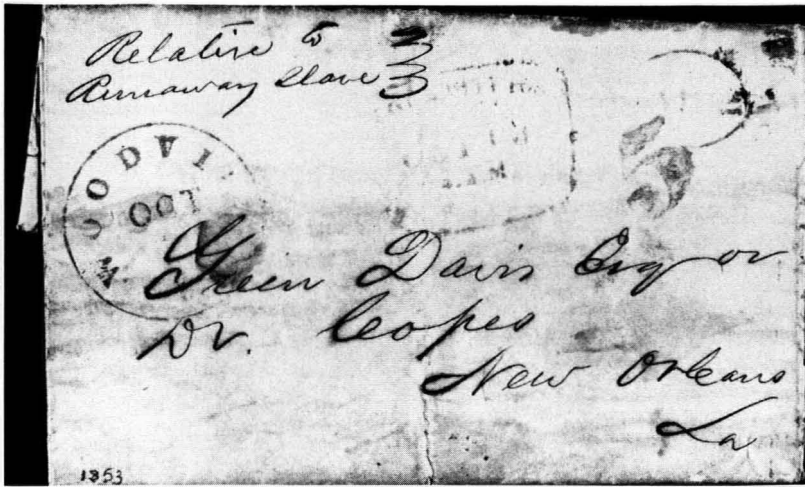
Letters under the heading "Tracing Number" identify a tracing on the accompanying plate. Numbers identify the tracing number of a previously reported marking in *USPM*.

SLAVERY

Aside from the rare slave dealer's corner card, correspondence referring to the purchase or hire of slaves, or an occasional cover hand carried out of the mails by a slave, very little postal material exists that illustrates this dark chapter of our history.

This cover bears the Woodville, Mississippi, townmark and rating mark "5" for an unpaid letter, both struck in red. On arrival at New Orleans it was handstamped with the snow shovel N.O.U.S. CITY POST/OCT 13/?A.M. and an oval "CAR 2", both in blue, to indicate city delivery to the addressee.

These interesting markings would themselves make the cover desirable. But in this case, the content transforms it to something far more important to a collector. In one brief



paragraph the writer describes the manner of handling runaway slaves, by implication archly disapproves of the way “Tom” was treated by his owner, and mentions the second great curse of the South, yellow fever, and its effect on the mail system:

State of Mississippi
 Wilkinson County
 Woodville Oct. 4, 1853

Greene Davis Esq.
 Sir

A negro man calling his name Tom, or Tom Davis and says he belongs to you, was committed to the Jail of this County as a runaway on the 28th ult. Said negro is black 6 feet high, rawbone, about 30 years old and badly marked with the whip. Should he belong to you, will you please comply with the law and take him away. I would have written you immediately, but there has been no Mail leaving here since his commitment in consequence of the yellow Fever prevailing here at this time.

Respectfully
 Jno. Crist
 Jailor

CIRCULAR RATE FROM CALIFORNIA

Figure A, courtesy of Stan Piller, shows the rare prepaid 5¢ single circular rate from California that was in effect from July 1, 1851, through September 30, 1852. This circular traveled more than 3,500 miles from San Francisco to Providence over the ocean mail route via Panama; carried from San Francisco on the Pacific Mail Steamer *California*.

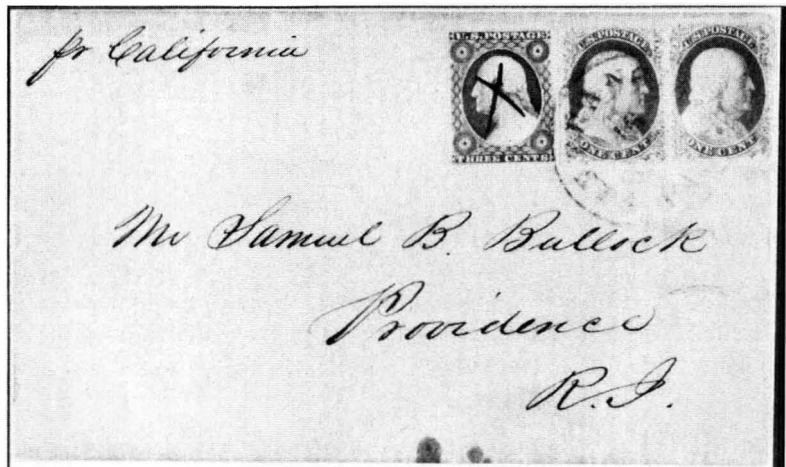


Figure A. Circular postmarked SAN FRANCISCO JAN 16 (1852).



David Feldman in the USA

PREMIER AUCTION IN
NEW YORK, NOVEMBER 1985



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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

NORTON PATENT DUPLEXED POSTMARKS OF THE 1860s

RICHARD B. GRAHAM

In the 1851-1861 Section, Editor Thomas J. Alexander presents an article concerning the Troy, N.Y., duplexed patent postmarks produced by Marcus P. Norton. Most of his article reviews later attempts of Norton to elicit huge sums of money from the Post Office Department (after watching use of the duplex instruments for over twenty years), by instituting suit for use of the devices alleged to have infringed on his patents of the 1850s.

The development of the duplex postmark, which was made standard by the U.S. Post Office Department in March 1863, according to the late Arthur H. Bond, was a development as the 1850s folded into the 1860s and thus the 1861 stamp period also exhibits interesting aspects of that development.

Reference is made in Alexander's article to Arthur H. Bond's article in the *Postal History Journal* of June 1963, "Time-Saving Duplex Handstamp; Its Invention, Use and Manufacture." As Alexander notes, Bond had never seen an example of the Norton markings used at Troy in 1859, nor did he connect up similar markings used at New York with the same salient characteristics of the Norton patent postmarks. These are that the month, day and year positions of these markings are never more than two letters or digits and that the year date is "lazy," *i.e.*, it is turned on its side.

These arrangements were necessary in the Norton device so that its integral cylinders providing quick date resetting could be used.

In his article, Bond noted that General John A. Dix, the postmaster at New York City, had caused similar duplex handstamps to be manufactured in 1860 when the Regulations demanded that the stamps be canceled with a separate killer, forbidding use of the town datestamp for that purpose. It was pointed out to Dix that he was infringing upon Norton's patent (actually, as was shown by the events of twenty years later, he probably was not) and he then made arrangements with Norton to furnish ten Norton patent duplexed postmarking devices to the New York post office. These instruments were made by Edmund Hoole of New York, who had also made the Troy patent postmark devices for Norton.

In the Bond article, two nearly identical New York duplex markings are identified as the "Dix" and "Norton" styles used at that office. Bond identified these on the basis of dates of use as compared with the dates of the letters from which he learned of the events and sequence of use of the duplexes at New York City.

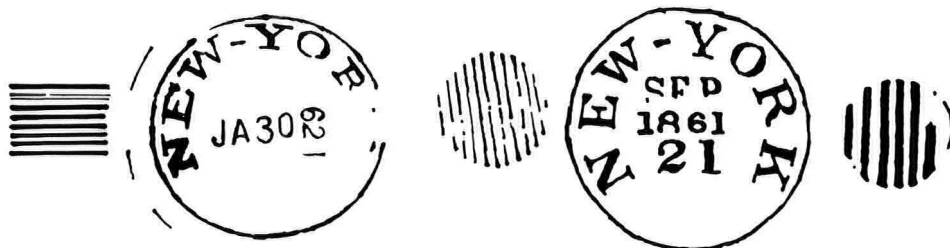


Figure 1. Experimental duplex postmarks of 1861-62. A New York "Norton" patent marking is at the left and the more conventional duplex marking is at the right.

As has been pointed out, the Norton styles are unlike those markings illustrated by Bond. Figure 1 shows tracings of two New York markings. The marking at the left is obviously a Norton marking made for use at New York City, having the two-digit and lazy year date features, and the style of the type is also characteristic of that of the Troy marking.

The marking at the right is similar to the two nearly identical markings illustrated by Bond as the "Dix" and "Norton" markings. We can speculate that, since Bond wasn't aware of the characteristics of the Norton patent markings, the types he showed, as well as the marking at the right in Figure 1, are all from either the original duplexes made by Dix or the ten such handstamps made for the New York post office by Norton to fill Dix's order.

Figure 2 shows the cover from which the lefthand "Norton" postmark in Figure 1 was traced. This carrier cover was used Jan 30, 1862, and the year date is only just decipherable — which is why it was traced. The marking at the right was traced from a cover sent bearing a 3¢ 1861 rose stamp mailed September 21, 1861, during the first six day "exchange and demonetization" period held at New York.

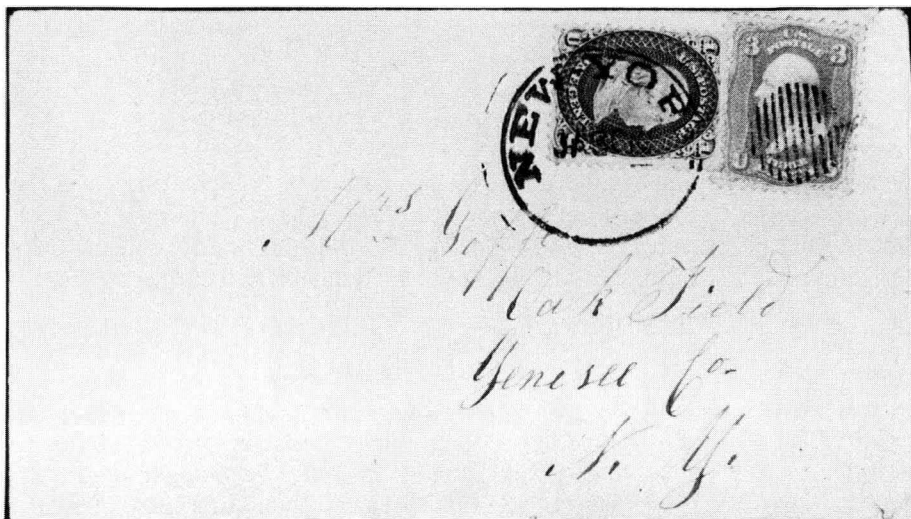


Figure 2. A 3¢ plus 1¢ carrier usage from New York, Jan. 30, 1862, postmarked with the New York version of the Norton patent marking. The "lazy" year date shows less strongly than the edge of the "2" of the type block which gives the year date the appearance of a "621."

It should be noted that due to the difficulty of accumulating an adequate supply of 3¢ 1861 stamps, the replacement of the 1851-60 issue with that of 1861 at New York City was much delayed.

The question posed by all this is, of course, just where does the New York "Norton" style fit in? Was it made at the time of the original test at Troy, and only used sporadically thereafter? As Alexander points out, both the Troy and New York versions are shown in *Simpson's U.S.P.M.* under "Year Dated Postmarks" (item 11 on page 87 and item 14 on page 88). These tracings were carried over from the original Simpson work where they were shown on page 30, evidently having been traced without including the killer portions.

Obviously, more data are needed and reports of dates of use of not only the Norton styles but early dates of the Dix style markings are needed. These may be reported to either Mr. Alexander or the writer, depending upon which issue of stamps is involved.

In the meantime, it is expected that the copies of the Norton patents will be searched out, to see if the drawings provide more details of what might be expected to be found on covers.

CORRECTIONS/ADDITIONS

WILLIAM K. HERZOG

This Associate Editor's article "A Listing of 24¢ 'F' Grill Covers," which appeared in *Chronicle* 119 on pages 186-92, detailed the 30 believed-genuine 24¢ "F" grill covers known in August 1983. During the interim, a correction was reported by Robert Hunt, who now owns the cover in question. Addressed to "Callao, Chili," it originally was listed under Chile; however, it actually was mailed to Callao, Peru. Bob notes a faintly-printed corner card for

the ship agent to whom it was addressed giving Callao, Peru as the address. Additionally, reference to modern atlases and *Johnson's New Illustrated Family Atlas, 1862* (courtesy of Charles Starnes) revealed no Callao, Chile. This is the only cover presently known to Peru.

Two additional 24¢ "F" grill covers have turned up since publication:

Chile

99+96 New Bedford, Ms. San Carlos Br v Pan, 1x34 PANAMA JY 29 69 R. Kaufmann
(7/19) 30:366

Spain

99 NYC (10/27) Cadiz Br v Fr, 22/34 CADIZ 9 NOV 69 offered to R. Hunt

The up-to-date comparison of known 24¢ "F" grill versus 24¢ 1869 believed-genuine covers shows the following:

	24¢ "F"	24¢ 1869
Domestic Uses	2	22 (19 originally)
Foreign Uses	30 (28 originally)	50 (43 originally)
Total Covers	32 (30 originally)	72 (62 originally)

These 1869 usage totals, which do not include 10 doubtful or fake covers, were supplied by Richard Searing in his letter of October 10, 1984. The 10 additional 24¢ 1869 uses recorded by Dick between February 1977 and October 1984 (an increase of approximately 16 percent) suggest a few more 24¢ "F" grill covers eventually will surface.

A LISTING OF 30¢ "F" GRILL COVERS

WILLIAM K. HERZOG

Are fewer 30¢ 1869 (*Scott* 121) covers in existence than 30¢ "F" grill (*Scott* 100) covers? See *Chronicle* 119 where a similar question was posed for the 24¢ 1869 and 24¢ "F" grill covers.¹ Although the catalog value (*Scott Specialized Catalogue of United States Stamps*, 1984) of a 30¢ 1869 on cover is 11 times greater than that of a 30¢ "F" grill (\$11,000 versus \$1,000), this writer long suspected, just as with the 24¢ 1869 versus the 24¢ "F" grill, that the answer would be emphatically no. It was assumed the great disparity in on-cover value (the used value actually favors the 30¢ "F" grill \$250 to \$325) was simply a reflection of the greater demand and popularity for the 1869 stamp, rather than an actual, significant difference in the number of surviving covers.

There are certain interesting similarities between these two stamps, just as with the associated 24¢ stamps, which indicate they should be of comparable scarcity, whether on or off cover:²

	30¢ "F"	30¢ 1869
Period Issued to Post Offices	Oct. 1868-Sep. 1869	Mar. 1869-Apr. 1870
Period Issued Concurrently	Mar. 1869-Sep. 1869	Mar. 1869-Sep. 1869
Quantity Issued to Post Offices	282,740	254,010

As with the 24¢ stamps, the original basis for an intelligent answer to the question was provided by Richard Searing, this time in his article, "A Listing of 30¢ 1869 Covers."³ Your writer began compiling a list of 30¢ "F" grill covers for comparison with the Searing list shortly after publication of Searing's 24¢ 1869 cover article in 1977.⁴

For problems encountered in recording "F" grill covers, and for research guidelines that pertain to this article, please refer to the earlier, associated article "A Listing of 24¢ 'F' Grill Covers."⁵

1. William K. Herzog, "A Listing of 24¢ 'F' Grill Covers," *Chronicle* 119:186-92.

2. William K. Herzog, "The Story of the United States Grilled Postage Stamps," *Forty-Fourth American Philatelic Congress*, 67-103.

3. Richard Searing, "A Listing of 30¢ 1869 Covers," *Chronicle* 97:48-56.

4. Richard Searing, "A Listing of 24¢ 1869 Covers," *Chronicle* 93:42-9.

5. Herzog, *op. cit.*, pp. 186-92.

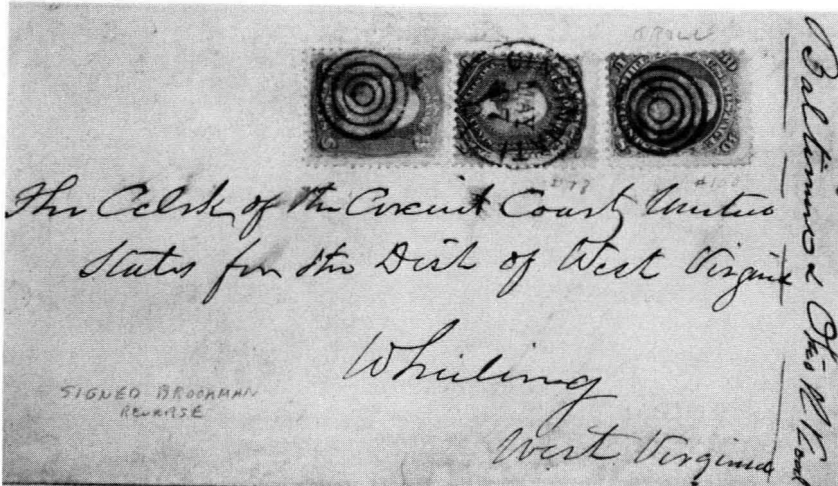


Figure 1. Heavy-weight domestic mail paid by 30¢ and 3¢ “F” grills, and 24¢ lilac. Courtesy of Richard Searing.

Those readers who refer to Table I will see that approximately eight years of searching has resulted in the listing of only 55 believed-genuine covers. The inclusion of any 30¢ “F” grill cover in Table I does not preclude it from the possibility of being a fake. There are four additional covers to France which may or may not be duplicative to the listed covers to France.⁶ These ambiguously described covers were not photographed in the auction catalogs. Until further information can be ascertained, they will not be included in Table I.

The 30¢ “F” grill covers compare with the Searing findings for the 30¢ 1869 covers as follows:

	30¢ “F”	30¢ 1869
Domestic Uses	2	4
Foreign Uses	53	50 (45 originally)
Total Covers	55	54 (49 originally)

The 30¢ 1869 totals are taken from Richard Searing’s letter of October 10, 1984. Between February 1978 and October 1984, Dick recorded five more believed-genuine examples for an

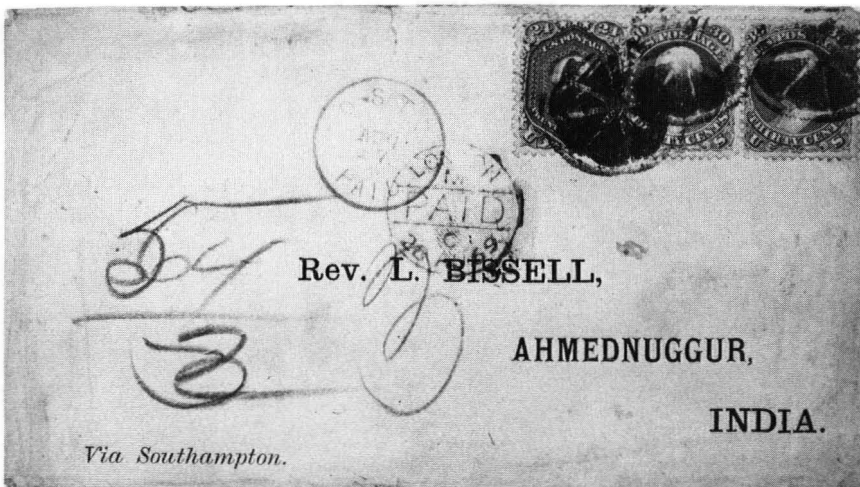


Figure 2. Three times the 28 cents per ½ oz. Br. v. S. rate to India. Rate paid by 24¢ and pair of 30¢ “F” grills. Courtesy of Robert Paliafito.

6. Herst 161:78; Siegel 342:692; Siegel 375:391; Siegel 387:1256.

increase of about 10 percent. Not included in the totals are 27 fake or doubtful 30¢ 1869 covers. The publication of this article should bring about the listing of a few more 30¢ “F” grill covers. In the final analysis, a few more 30¢ “F” grill covers probably will be recorded than 30¢ 1869 covers.

Figure 1 is a reduced, legal-size cover mailed from Cincinnati, Ohio, on May 27, to Wheeling, W. Va. The 30¢ “F” grill, 3¢ “F” grill, and 24¢ lilac (*Scott 78*) paid heavy-weight, domestic postage. This is one of only two domestic uses thus far recorded for the 30¢ “F” grill.

Figure 2 is a cover from the famous Bissell correspondence. It was mailed from Boston, Mass., on August 17, 1869, to Ahmednuggur, India. The pair of 30¢ “F” grills and 24¢ “F” grill paid three times the 28 cents per ½ ounce British via Southampton rate (in effect from 3/68 to 1/70). The red manuscript “54/3” is a credit to the United Kingdom of 54 cents (3 x 18¢), as the United States retained 30 cents (3 x 10¢). This cover probably was carried by the

TABLE I

30¢ “F” Grill Covers, listed by Destination (including Domestic)

<i>Stamps/Sc#</i>	<i>Origin/Date</i>	<i>Destination</i>	<i>Service/Rate</i>	<i>Year verified</i>	<i>Source/Owner</i>	<i>Comments</i>
China						
100 (4)	NYC (2/24)	Hong Kong	Br. ?, ?	LONDON 8 MR 69	B. Daniels 11/53:540	
100+96	SF (6/4)	Hong Kong	Am Pkt v SF 4x10	HONG KONG ? 69	Siegel 616:611	Ex-Emerson; 10¢ not 68
England						
100+95,112	NYC (?/?)	Oxford	Br. ?, ?	?	Ward 6/14/44:330	Ex-Gibson
100	New Orleans (3/22)	London	Br., 5x6	1872, so stated	Harmer 1/23/68:222	No photo*
France						
100	NYC (11/14)	Paris	Fr. 2x15	PAQ FR H 14 NOV 68	R. Hunt	Earliest known use; photocopy
100	NYC (12/9)	Paris	Fr. 2x15	CALAIS 20 DE 68	Siegel 590:367 (R. Drews)	Ex-Hubbard
100+98	NYC (12/16)	Paris	Fr. 3x15	CALAIS ? DE 68	R. Hunt	Photo
100	NYC (1/9)	Paris	Fr. 2x15	PAQ FR H 9 JANV 69	H. Skinner retail	Photo
100	New Orleans (4/5)	Bordeaux	Fr. 2x15	private “Apr 3 ‘69” must be 1869	Kelleher 556:372 PF 86917	
100	New Orleans (4/25)	Bordeaux	Fr. 2x15			
100	Boston (5/4)	Paris	Fr. 2x15	CALAIS 18 MAI 69	Siegel 560:123	
100	Baltimore (5/14)	?	Fr. 2x15	PAQ FR H 15 MAI 69	Kelleher 499:50	
100	SF (5/14)	?	Fr. 2x15?	1869, so stated	Siegel 480:118	No photo
100	Baltimore (5/17)	Paris	Fr. 2x15	CHERBOURG 29 MAI 69	C. Starnes	Photo
100	New Orleans (5/19)	Bordeaux	Fr. 2x15	CHERBOURG 5 JUN 69	Wolffers 100:593	
100 (2)	New Orleans (5/25)	Bordeaux	Fr. 4x15?	CALAIS 10 JUN 69	Schiff 136:2744	
100	NYC (6/2)	Paris	Fr. 2x15	CALAIS 13 JUN 69	Siegel 590:368 (no ph)	Ex-Hubbard; photo- copy
100+118	New Orleans (6/7)	Paris	Fr. 3x15	PAQ FR H 12 JUN 69	Ward 6/14/44:478	Ex-Gibson
100	New Orleans (6/28)	Paris	Fr. 2x15	CALAIS ? JUN 69	Siegel 615:573	Ex-Haas
100	Washington, DC (7/18)	Paris	Fr. 2x15	CHERBOURG 2 AOUT 69	Siegel 616:612	Ex-Rustad
100 (split grill)	SF (7/21)	Seine	Fr. 2x15	CALAIS 9 AOUT 69	Siegel 615:574 (no ph)	Ex-Haas; photocopy
100	New Bedford, Ms (8/17)	Paris	Fr. 2x15	CALAIS 29 AOUT 69	Harmer 10/17/78:476	
100+118	NYC (8/23)	?	Fr. 3x15	CALAIS ? SEPT 69	Siegel 590:399	Ex-Hubbard

*The Harmer 6/10/68 sale contained a similarly described cover which also had no photo. It may be the same cover as Harmer 1/23/68:222; consequently it is not listed.

100	Baltimore (8/31)	Paris	Fr. 2x15	CALAIS 13 SEPT 69	Frajola 9/19/82:635	
100+98	Boston (10/8)	Paris	Fr. 3x15	CALAIS 24 OCT 69	Harmer 11/13/76:441	PF 60330
100+77,95, 99	SF (12/12)	Paris	Fr. 5x15	CHERBOURG 2 JANV 70	R. Hunt	Stamp off (prob. 1c 69); Fig. 7
100	NYC (???)	Paris	Fr. 2x15	Fr "14 Nov 69"	J Fox 9/7/56:264	+ Fr #33 (20c)
100	New Orleans (???)	Paris	Fr. 2x15	?	Siegel 210:668(no ph)	Signed Ashbrook
100(2)+98	? (???)	Paris	Fr. 5x15	?	Harmer 10/15/58:360	
100	St. Louis (???)	?,Alsace-Lor.	Fr. 2x15?	?	Siegel 290:1333(no ph)	
Germany						
100	St. Louis (6/18)	Hannover	NGU cm 2x15	?	Chandler-Kendall 50:1140	
100	Washington,DC(???)	?,Bavaria	NGU cm 2x15	?	J. Fox 6/26/67:458	
India						
100+99,93	Boston (5/4)	Ahmednugur	Br v S 2x28	LONDON 17 MY 69	Siegel 210:666 (Paliafito)	Bissell corres.
100+99, 113	Boston (6/22)	Ahmednugur	Br v S 2x28	LONDON 5 JY 69	Siegel 516:366	Bissell
100(2)+99	Boston (8/17)	Ahmednugur	Br v S 3x28	LONDON 28 AU 69	Ward 6/14/44:331; Paliafito	Bissell; Fig. 2
100+114(2)	Plymouth, Ms (11/30)	Bombay	Br v M 1x36	LONDON ? DE 69	Siegel 516:367	
100+115	Plymouth, Ms (1/7)	Bombay	Br v M 1x30	LONDON ? JA 70	PF 69382	Overpay
100	Chester, Pa(3/9)	Moulmain, Burma	Br v M 1x30	LONDON 23 MR 70	<i>Chronicle</i> 100:282; Starnes	
100	Plymouth, Ms(2/2?)	Bombay	?, ?	?	Knapp sale 2:1604	
Italy						
100+96	SF(5/29)	?, Locarno	lt cm 2x15?	1869 SF mkg	Harmer 2/17/77:353	prob. overpay
100	NYC (10/13)	Palermo, Sicily	lt cm 2x15	1869 backstamps	Frajola 9/10/83:280	Ex-Herzog
100+113, 115	NYC (12/?)	Genoa	?,?	?	StanGib Frankfurt 15:1156; Paliafito	
100	NYC (???)	Palermo	lt cm 2x15	?	PF 86756	
Japan						
100+97	NYC (2/13)	Yokohama	Br v M 1x42	LONDON 25 FE 69	Harmer 11/3/76:440; Paliafito	PF 59097
100+117	NYC (4/10)	Yokohama	Br v M 1x42	LONDON 21 AP 69	StanGib Frankfurt 15:1156; Drews	PF 101628
100+117	NYC (4/?)	Yokohama	Br v M 1x42	LONDON 6 MY 69	Paliafito	Fig. 5
Mauritius						
100	New Bedford, Ms(6/5?)	—	Br v M 1x30	LONDON 18 JU 69	Mozian 3/29/74: 29;Starnes	Fig. 6
Natal						
100+113(2)	Lawrence,(6/5)	Durban	Br v Ply 1x34	LONDON ? JU 69	Frajola 9/10/83:281	Ex-Herzog; Fig. 3
Philippines						
100+117	Boston (8/13)	Manila	Br v M 1x42	LONDON 26 AU 69	<i>Chronicle</i> 111:203	
100+117	Boston (9/1?)	Manila	Br v M 1x42	LONDON 23 SP 69	<i>Chatter</i> 102:9	Photocopy
Seychelles						
100(2)	New Bedford, Ms(1/27)	Mahe	Fr. 2x30	CALAIS 10 FEVR 69	Siegel 406:1563; Starnes	Fig. 4
Switzerland						
100	Baltimore(7/18)	Basel	Switz cm 2x15	1869 backstamp	Starnes	Photo
Domestic						
100+78,94	Cincinnati(5/27)	Wheeling,WV	heavy wgt	?	Harmer 2/2/65:113; Searing	Signed Brookman; Fig. 1
100(2)+94 (2)	NYC (???)	Phila	heavy wgt	?	Siegel 389:259 (env.)	Now cut-down front
Destination unknown						
100+114(2)	? (???)	?	?	?	StanGib Frankfurt 14:214	Differs from listed cover to India

Cunarder *Java* from New York on August 18, 1869. This is one of four covers showing a franking of both the 24 and 30¢ “F” grills.

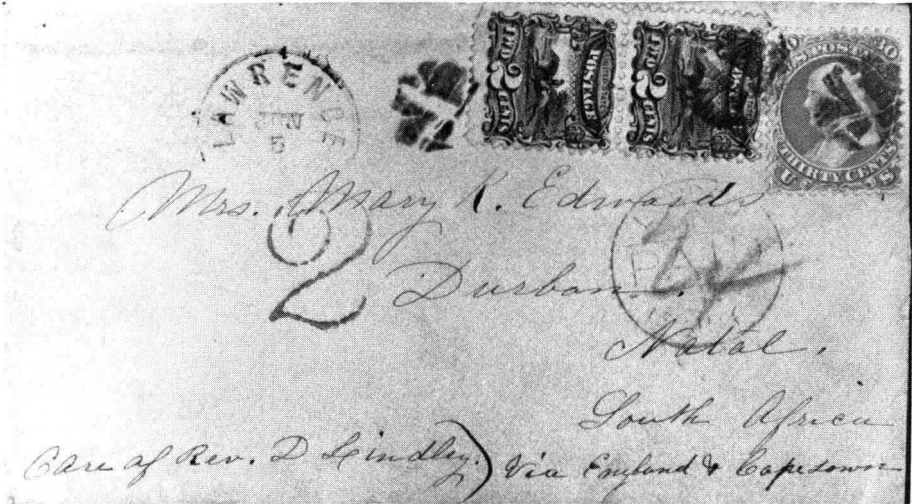


Figure 3. The 34 cents per ½ oz. Br. v. Ply. rate to Natal paid by 30¢ “F” grill and two 2¢ 1869s. Ex-Herzog.

Figure 3 is a cover mailed from Lawrence, (?), on June 5, 1869, to Durban, Natal. The 30¢ “F” grill and pair of 2¢ 1869s paid the 34 cents per ½ ounce British via Plymouth rate (in effect from 1/68 to 1/70). The red manuscript “24” is a credit to the United Kingdom of 24 cents, as the United States retained 10 cents.

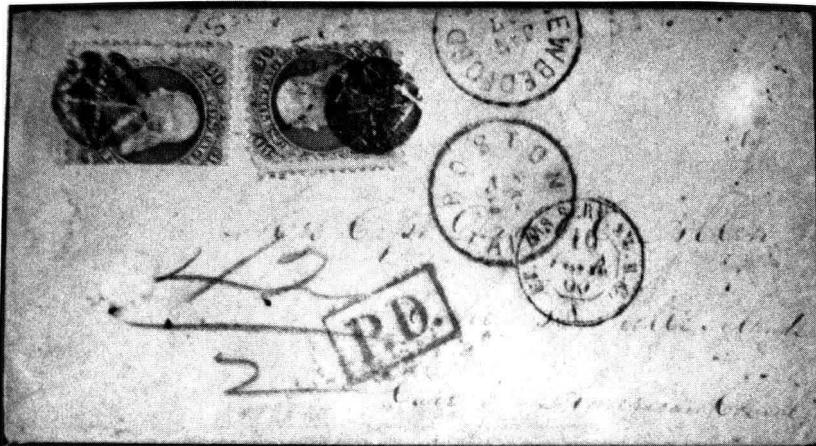


Figure 4. Two 30¢ “F” grills paying the ¼-½ oz. French rate to the Seychelles Islands. Courtesy of Charles Starnes.

Figure 4 was mailed from New Bedford, Mass., on January 27, 1869, to Mahe, Seychelles Islands. The two 30¢ “F” grills paid two times the 30 cents per ¼ ounce French rate (in effect from 4/57 to 1/70). The red manuscript “42/2” is a credit of 42 cents (2 x 21¢) to France, as the United States retained 18 cents (2 x 9¢).

Figure 5 is a folded letter mailed from New York City in April of 1869 (marking on back), to Yokohama, Japan. The 30¢ “F” grill and 12¢ 1869 paid the 42 cents per ½ ounce British via Marseilles rate (in effect from 1/68 to 1/70). The red “32” is a credit of 32 cents to the United Kingdom, as the United States retained 10 cents.

Figure 6 was mailed from New Bedford, Mass., on June 5 or 8, 1869, to Mauritius, “Isle of France.” The 30¢ “F” grill paid the 30 cents per ½ ounce British via Marseilles rate (in effect from 1/68 to 1/70). The red “20” is a credit of 20 cents to the United Kingdom, as the

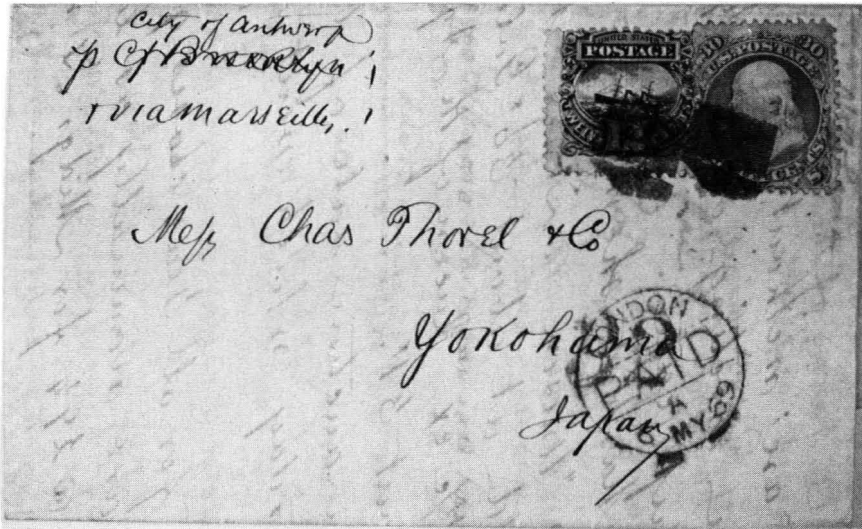


Figure 5. The 42 cents per ½ oz. Br. v. M. rate to Japan paid by 30¢ “F” grill and 12¢ 1869. Courtesy of Robert Paliafito.

United States retained 10 cents. A red “NEW YORK PAID ALL BR. TRANSIT, JUN. 9” on the back indicates it was carried by the Cunarder *Java*.



Figure 6. The 30 cents per ½ oz. Br. v. M. rate to Mauritius paid by a 30¢ “F” grill. Courtesy of Charles Starnes.

Figure 7 is a large envelope bearing the corner card of the Consulate General of France at San Francisco. The only marking on the reverse is a blue circular “Consulat Genl.” The extraordinary franking from left to right is as follows: a missing low-value 1869 stamp (grill and gum impressions on the envelope, plus the missing red area of the cancelling “NEW PAID YORK, DEC. 21” confirm this); 5¢ “F”; 15¢ 1866; 24¢ “F”; and 30¢ “F”. Addressed to Paris, France, the envelope was postmarked in black “SAN FRANCISCO, CAL., DEC. 12.” Curiously, the stamps show no evidence of being cancelled at San Francisco; however, they were cancelled 5 times by overlapping red “NEW PAID YORK, DEC. 21” exchange office markings. A sixth example of this marking appears on the envelope only. There is a manuscript “15/5” credit to France in red (5 x 3¢ for Am. Pkt. direct to Cherbourg by HAPAG ship). France applied a small boxed “PD” in red, and “ETATS-UNIS, CHERBOURG, 2

JANV 70" in blue. Another curiosity is the two black "INSUFFICIENTLY PAID" straight-line markings crossed out by blue crayons.

It seems reasonable that the missing low-value 1869 stamp was the 1¢ value, as it would complete the correct 75 cents rate. Perhaps sometime before arriving at, or during its stay at the New York exchange office the 1¢ 1869 fell off (there was a recognized problem with the adherence of the 1869 stamps). This may have led to the "INSUFFICIENTLY PAID" markings, which eventually were crossed out. In any event, the cover was treated as a fully paid 5 times 15 cents French rate.



Figure 7. Five times the 15 cents per ¼ oz. French rate to France paid by 5¢, 24¢, and 30¢ "F" grills, and 15¢ 1866. A low-value 1869 stamp (probably 1¢) is missing. Courtesy of Robert Hunt.

As a student of the 1861-66 stamps, as well as their 1867-68 grilled brothers, I appreciate the significance of the combination franking of the four stamps still on this cover, which Bob Hunt allowed me to examine personally. According to the Government Stamp Agent's records, the least-used values of the 1861-66 stamps (5, 24, 30, and 90¢) were not issued with grills during 1868 until the last quarter.⁷ Here we have a cover containing 3 of these least-used, grilled values, plus the 15¢ 1866. This is enough for your writer, but imagine its beauty, especially you 1869 collectors, if the 1¢ 1869 was still there!

Only three covers thus far are recorded in late 1868. The November 14, 1868, use to France is presently the earliest known use of the 30¢ "F" grill. The French Packet *St. Laurent*, which sailed from New York City on November 14, 1868, carried this folded letter.

In summary, since only 282,740 30¢ "F" grills were issued to post offices during only a 12-month period, the total of 55 covers thus far recorded seems quite reasonable. Because of the recognition problems encountered in the listing of these covers, perhaps we may assume there are enough unrecognized and unreported covers in philatelic hands to raise potentially this total by 20 percent. Even so, it is quite obvious that the 30¢ 1869 covers are not significantly scarcer than the 30¢ "F" grill covers with regard to existing numbers.

Covers were sent to 12 different foreign destinations. Covers to France comprise 26 of the 55 total uses, and a similar ratio exists for the 30¢ 1869s. There were 12 different cities of origin: seven in the East; one in the South; two in the Midwest; one in the West; and one unknown. The main period of use was in 1869 when 37 covers were mailed. This coincides with the October 1868 through September 1869 period for shipments to post offices. Also, the 13 combinational frankings with 1869 stamps match the period very well. These observations may be gleaned from Tables I and II.

This writer wishes to thank Rich Drews, Bob Hunt, the late Walter Hubbard, Bob Paliafito, Dick Searing, and all those who cooperated during the last eight years in bringing

7. Herzog, *op cit.*, pp. 67-103.

TABLE II
SUMMARY OF DATA FOR THE 30¢ "F" GRILL COVERS

<i>Destination</i>	<i>Origin</i>	<i>Year of Use</i>
France26	N.Y.C.16	18683
India7	New Orleans, La.8	186937
Italy4	Boston, Mass.7	18702
Japan3	San Francisco, Cal.5	18721
China2	Baltimore, Md.4	Unknown12
Domestic Use2	New Bedford, Mass.3	55
England2	Plymouth, Mass.3	
Germany2	St. Louis, Mo.2	<i>Stamp Use</i>
Philippines2	Washington, D.C.2	Alone31
Mauritius1	Chester, Pa.1	With 1868s9
Natal1	Cincinnati, O.1	With 1869s11
Seychelles1	Lawrence, ?1	With 1861 + 18682
Switzerland1	Unknown2	With 1868 + 18692
Unknown1	55	55
	55	

this labor of love to publication. A special thanks goes to my mentor Charles Starnes, who had a beautiful student's assemblage of 30¢ "F" grill foreign-rate covers in a lifetime study collection until some unconscionable, uncaring fiends stole his entire collection.

In closing, would anyone knowing of additional 30¢ "F" grill covers please report them for future listing.

MARKINGS OF THE SAN FRANCISCO POST OFFICE IN THE 1860s

RICHARD B. GRAHAM

(Continued from *Chronicle* 125:43)

At present, the best record of this class of marking of which I know is Theron Wierenga's *United States Incoming Steamship Mail, 1847-75*. This pioneering work includes data on such markings, as applied at San Francisco, pages 146-64, with tracings of the markings and corresponding tabulations on pages 177-79. As with most pioneering works, there are omissions, and it would seem that the San Francisco section may have most of them of which Mr. Wierenga was aware, since he has left blanks in the tracing section for several markings known to exist. These have simply been recorded in terms of what data were available.

However, the fact that San Francisco didn't use any markings incorporating "STEAMSHIP," as did the east coast ports, until the 1870s is of considerable interest in understanding the markings considered here.

Wierenga does list the markings appearing on the cover in Figure 4 as San Francisco markings. In addition to the marking "STEAM/PANAMA" similar markings exist with the town names of Acapulco, Mazatlan and Manzanillo. Wierenga lists the Acapulco marking as recorded used from June 1866 until March 1873, and the Panama marking from February 1863 until April 1871. No dates are listed for Mazatlan and Manzanillo and no tracings are shown for any but the STEAM/PANAMA marking.

The cover shown in Figure 4 contains a letter datelined at the U.S. Legation in Lima, Peru, on May 24, 1869, and the cover is postmarked with a San Francisco c.d.s. of June 12, when it was rated "10." The letter (heading shown in photo) is signed by Gen. Alvin P. Hovey, U.S. Minister to Peru, who also wrote his name and title on the cover.

Hovey didn't have the franking privilege at the time; no U.S. minister on foreign service had such then; but his reason for signing the cover produces an interesting speculation. The signature may indicate diplomatic bag handling.

In Prof. Jesse Coburn's recent book about California postal history, *Letters of Gold*, covers with all four of the STEAM/PANAMA, STEAM/ACAPULCO, etc., markings are illustrated on page 341 and the accompanying discussion states all were carried by the British steamers of the Pacific Steam Navigation Co., which "extended its routes north to San Francisco" when "California became an American possession." The text further notes that "During the late 1850s and early 1860s each letter picked up in Panama, Acapulco, Mazatlan, and Manzanillo by these vessels was marked with a fancy oval handstamp, probably applied by a P.S.N.C. ship's officer."

Wierenga also discusses these markings, reporting a cover endorsed to the California, Oregon & Mexico Steamship Co. vessel, the *California*. An enclosed letter is datelined "San Salvador/Mars. 18, 1871." The cover bears the same combination of postmarks as on the cover in Figure 4, with the San Francisco c.d.s. being dated Apr 13.

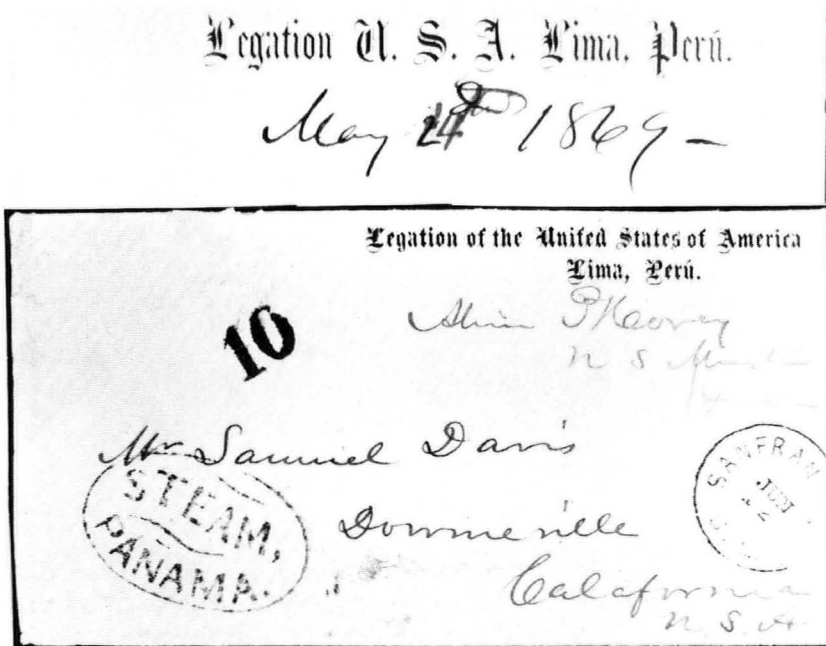


Figure 4. The marking "STEAM / PANAMA" on a cover originating at Lima, Peru in 1869. The cover evidently traveled to Panama in a diplomatic pouch and was there placed aboard a steamer for San Francisco. The exact origin of the oval "STEAM" markings with Panama and Acapulco or other ports in Mexico is uncertain.

In this writer's opinion, insufficient data have been assembled on these markings to draw any conclusions about where they were applied. Since this was a period when U.S. Consuls in Japan, Shanghai, and Panama were being asked to handle mail, it seems very logical that the cover shown in Figure 4 would have been sent by diplomatic pouch to the U.S. Consul at Panama to be sent by steamer to San Francisco. Had the British mail system been used, the cover would bear British stamps and markings, it is assumed, as well as U.S. steamer rate markings.

According to the 1867 *U.S. Register*, as of Sept. 30 of that year, Thos. Kilby Smith was U.S. Consul at Panama, and Gilbert M. Cole was Commercial Agent at Acapulco. Neither was permitted to transact other business. At Mazatlan, Isaac Sisson was Commercial Agent, and at Manzanillo, John H. Noteware was Commercial Agent; both these posts were "at liberty to transact business" and their compensation was for the fees derived from the post. The Panama and Acapulco posts both paid salaries.

To this writer, the word "STEAM" in a marking is peculiar to U.S. Post Office Department language. The word "Steamship" wasn't in use by the San Francisco post office

until 1874, according to the data offered by Wierenga (Table, page 178), although he does include the oval "STEAM/PANAMA," etc., markings as San Francisco markings. However, the "STEAM" does suggest U.S. mail usage.

The one origin that can probably be precluded is aboard ship — not only British Mail ships but any ships. Consider that if a purser desired to apply such markings, he would need four different handstamps for the purpose. The markings don't seem to be the type to have been applied with an instrument having a changeable name slot, nor do the different strikes have any appearance of having been struck from such an instrument. Considering that most of the steamer lines had two or more ships at sea at the same time, probably in opposite directions on the route, the use of the markings with the differing town names aboard ships seems rather far-fetched.

The use and appearance of the markings fit the operations of the San Francisco post office better, but there are still questions. With the rates the same, regardless of which port the cover originated, why should markings with the different town names be used? True, the Hawaiian and China & Japan Steam Service markings make such a distinction, and those markings are similar, but that mail came from different ships on different routes, even though the rates were largely the same.

The Panama, Acapulco, etc., STEAM ovals were applied to covers that may have arrived in different bags but aboard the same ships and at the same time(?). We see no indication that the bags were sent by just any one line; there were two or three lines of packets plying between San Francisco and the Isthmus most of the time the markings were in use.

This writer's present opinion is that the markings were as likely to have been applied in offices of U.S. consular agents as at San Francisco. No other tenable theory appears.

Another time, some aspects of the San Francisco office's handling of ship letters, particularly in connection with mails from Hawaii, will be discussed. In the meantime, photocopies with details of such covers, particularly those with the ship rate prepaid (usually, these bear no marking "SHIP" which was to explain a due charge) from the years after 1 July 1863 are solicited.

The main purpose of these notes is to secure data to find more positive answers than we now have. I should recognize that the markings "PURSER" and "FOREIGN" are discussed and covers shown in *Letters of Gold*. The covers shown and the comments made with them are quite interesting and useful, but in such a general work, without detailed listings or compilations of markings, limits of use dates and their correlation with changes in the P.L. & R. are not easy to establish.

Thus, why would the San Francisco post office mark covers "FOREIGN" for a short time and eventually substitute the word "PURSER"? Or, do the markings overlap? And, why didn't that office use the word "Steamship" as did the east coast ports?

I wish to thank all those from whose works or treasures I have drawn for these notes. All responses will be appreciated.

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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

REGISTRATION, POSTAL REGULATIONS AND BANK NOTE DUES

GEORGE B. ARFKEN

On March 2, 1894, the registered cover from Oakland Crossroads shown in Figure 1 was received by the postmaster in Saltsburg, Indiana Co., Pennsylvania. The required 2¢ postage had been paid by the 2¢ Columbian entire but the registry fee was completely unpaid. This was clearly contrary to regulations. Section 1038 of the 1893 U.S. Postal Laws and Regulations stated:

The fee on registered matter, domestic or foreign, is fixed at 8 cents for each letter or parcel in addition to the postage, both to be fully prepaid with ordinary postage stamps affixed to the article registered.

Note the key words “prepaid” and “ordinary.” The 1894 Official Postal Guide (p. 798) had the statement:

The cost of registering mail matter is eight cents for registry fee, in addition to postage, both of which must invariably be fully prepaid by stamps affixed to the matter.

The population of Oakland Crossroads, Westmoreland Co., Pa., was apparently quite small. The post office was listed in the postal guides of this period but the name did not appear in the 1900 U.S. census. The postmaster of this small settlement may have been completely out of stamps. The cover may also have come to the postmaster with instructions to register it but without the 8¢ in cash or stamps. Whether as a matter of great urgency or of carelessness the cover was sent off registered but with the registry fee unpaid.



Figure 1. Registration fee completely unpaid. POSTAGE DUE 8 CTS.

The alert Saltsburg postmaster recognized that the registration fee was unpaid and then did his best to compound the misdeed. He stamped the cover POSTAGE DUE 8 CTS, affixed 1¢ and 2¢ bright claret Bank Note dues and a left-over 5¢ brown Bank Note due and presumably collected eight cents for our post office from the addressee. This, too, was contrary to regulations. Section 1106 of the 1893 U.S. Postal Laws and Regulations stated:

If any registered matter on which a fee is chargeable shall, by inadvertence or neglect of the mailing postmaster, or from any cause, be dispatched without full prepayment of postage and registry fee, the postmaster at the office of destination shall collect from the party addressed,

when the matter is delivered, the amount of postage that may be due. The amount due as deficiency in the registry fee will be collected by the Department from the delinquent postmaster as a penalty for his neglect, upon receipt of report from the postmaster at the office of destination.

This regulation appeared in the 1894 Official Postal Guide p. 799 as:

Deficiencies in postage on registered matter must be collected from the addressee by the delivering office, but deficiencies in the registry fee must be reported to the Third Assistant Postmaster General for collection from the mailing postmaster.

The use of the Bank Note dues and the collection of eight cents from Alex. Beatty, addressee, were improper. Alex. Beatty was gyped out of eight cents. The eight cent deficiency was supposed to be collected from the "delinquent" Oakland Crossroads postmaster. In retrospect it seems strange that the Post Office Department regulations would permit delivery of the registered letter without either the mailer or the addressee paying but the regulations were very explicit.



Figure 2. Four cents of the eight cent registration fee paid with a 5¢ bright claret Bank Note due.

The registered cover shown in Figure 2 (ex Waud) came from Miss Lillie Jones of Pottsville, Hamilton Co., Texas. Like Oakland Crossroads, Pottsville was too small to be listed in the 1900 census but unlike Oakland Crossroads, Pottsville did survive to achieve listing in the current Rand McNally Road Atlas. Miss Jones's letter was mailed November 1, 1897, at Goldthwaite, 1900 population 1282, county seat of adjoining Mills Co. Like his Oakland Crossroads counterpart, the Goldthwaite postmaster may have run out of postage stamps. Although forbidden by postal regulations from affixing the stamps himself, he apparently provided a 5¢ bright claret Bank Note due to help pay the eight cent registry fee. It was an overpayment of one cent. The U.S. Post Office Department took in one cent extra. But the use of the postage due stamp was contrary to regulations. From p. 803 of the 1897 Official Postal Guide:

The COST OF REGISTERING MAIL MATTER is eighty [sic] cents for registry fee, in addition to postage, both of which must invariably be fully prepaid by stamps affixed to the matter.

Page 804 of the guide is more specific, using the word "ordinary." Under the heading SPECIAL DIRECTIONS TO POSTMASTERS we find the phrase "ordinary postage stamps sufficient to fully prepay both postage and registry fee;" Prepayment with a postage due stamp was contrary to regulations.

This cover was addressed to Augusta, Maine. The Augusta postmaster, like the

Saltsburg postmaster, should have reported the four cent registry fee deficiency to the Third Assistant Postmaster-General for punitive action against the Goldthwaite postmaster. Did the Augusta postmaster report this crime? The cover is mercifully silent.

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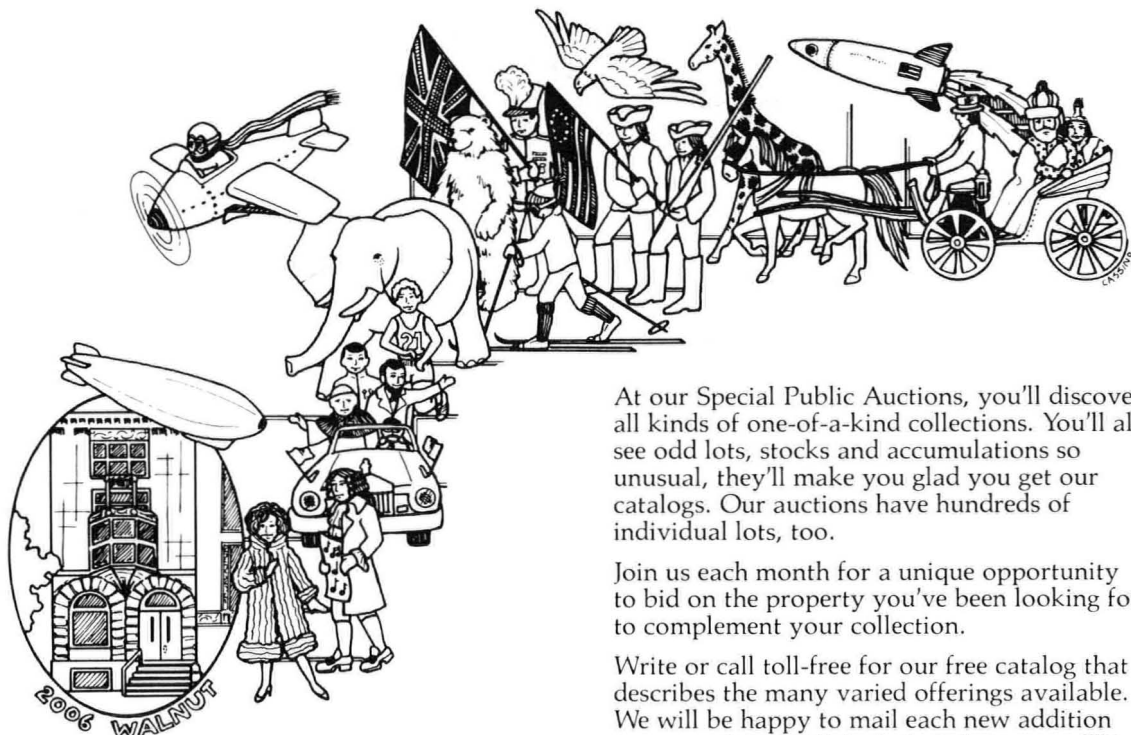
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THE POSTMASTER GENERAL VS POMEROY & CO.

In *Chronicles* 123 and 124 we featured a brief history of Pomeroy & Co. and Postmaster General Wickliffe's letter to Hon. W.C. Morgan of New York, dated Aug. 11, 1842, explaining the inauguration of the U.S. Express Mail. Also furnished were prior requests of Pomeroy & Co. to carry the U.S. mails and various complaints from postmasters in regard to the activities of Pomeroy & Co.

At this time the Postmaster General designated Mr. E. Jerome Humphrey in charge of the U.S. Express Mail and its route agents from New York to Albany and Buffalo. This appointment was not popular as Mr. Humphrey had been and might still be, engaged in his own personal express business for various banks.

At about this time the railroads of the Albany-Rochester line entered the fray with numerous complaints about transporting Mr. Humphrey and his baggage free of charge, and also with various expressions of the inadequacy of mail contract payments in general.

Our first two letters provided the setting, with Post Office Dept. S. Eaton laying down the law to the Utica & Syracuse R.R., prompting that railroad to seek a supporting position from a connecting railroad.

Rochester, July 30, 1842

J. Wilkinson, Esq.
President, Utica & Syracuse R.R.
Sir,

Since I left your place I have new advice from the P.O. Dept. that they have recognized service and referred to Auditor to pay for the same on Route 1004 [Utica to Syracuse] with instructions that no further pay will be made to companies until contracts are duly executed. There is great complaint as you may have observed of the inequality of the mails this way by the carelessness of the Collectors or Baggage Agents, mails are frequently carried by the place of delivery. This has happened frequently within the last few weeks, with the through mails which is under charge of the Collectors. Will you have it remedied.

I find that it will embarrass our mail agents very much to stop your mail car at Syracuse. I hope you will continue it on thru, until some further arrangement is made.

very respectfully yours
S. Eaton
Special Agent P.O. Dept.

Syracuse, Aug. 1, 1842

Wm. C. Young, Esq.
D. Sir,

I have just received a letter of which the foregoing is a copy. This settles all matters to 1st July with notice that we are to have no more pay. Of course we must now act decisively.

I think likely that you may have received the same. I do not know what he refers to as complaints, for I have heard nothing, and I do not believe that there is any. You will notice what he say as to the mail car.

I have also received a long letter from Howe begging to have the mail car continued on for a little time longer.

yours truly,
John Wilkinson

Can we stop the mail waggons under such circumstances?

Further along these lines, Charles Seymour, Secretary, and H.B. Gibson, President, of the Auburn & Rochester Railroad reported their problems to Erastus Corning, President of the Utica & Schenectady R.R. and apparently, the designated leader of the railroad group in dealings with the Post Office Dept. The influence of Erastus Corning may be seen from the

fact that when the many short line railroads between Albany and Buffalo merged on Aug. 1, 1853, he was appointed President of the New York Central R.R., which was born with the consolidation.

Office, Auburn & Rochester R.R. Co.
Canandaigua, Aug. 5, 1842

E. Corning, Esq.
Dear Sir,

Our President, H.B. Gibson, Esq. and myself are anxious to know what arrangements — if any — the Utica & Schenectady R.R. have made with Mr. Humphrey in his private capacity for passing over the railroad or officially as Post Office Agent.

We are of the opinion that we should charge him in all respects the same as we would a private citizen — and that our P.O. cars should carry the mails only accompanied by one person as heretofore, and that we should permit no innovation in any way.

If Mr. Humphrey or his agents, postal or official, prefer riding in the mail car to the passenger cars we shall charge him full fare — say \$3 — for passing over our road and full price for extra baggage — this we shall continue to do until advised of your arrangements with him — we shall have to conform to the same conditions you make with him. Therefore we are anxious to hear from you on this subject as soon as possible.

I am respectfully,
yours,

Chas. Seymour, Secty.
(Auburn & Rochester R.R.)

I open this letter to ask you what arrangements you have made in relation to the transportation of the mail as to price and conditions. I have just received a long letter from Mr. Eaton with a mail contract filled out for this company — to be executed by me if I agree to the terms, as I do not. I shall decline signing it — the offer is \$150 a mile — we ask \$175. The Post Office Dept. owe as now over \$12,000 for transporting the mail — as yet we have not received one cent from them. Mr. Seymour, our Treasurer, wrote them a dunning letter sometime since, which they have not replied to.

H.B. Gibson, President
(Auburn & Rochester R.R.)

Office of the Auburn & Rochester R.R.
Canandaigua, Aug. 12, 1842

Erastus Corning, Esq., President,
Dear Sir,

Your letter of the 10th instant is received. We have adopted from the beginning the same course with Mr. Humphrey and our post office cars that you have laid down for the role of the government on the same subject for your road — that is to say, we charge him for passing over our road and for extra baggage the same as we charge others and allow nothing to be put into our P.O. cars except the U.S. Mails accompanied by one person.

We object to the conditions of the contract from the Department sent for our signature as well as the price offered. We will not take less than \$175 per mile — \$150 only being offered. It is our opinion the several railroads from Rochester to Albany had better appoint a committee of three from each road — say President, Treasurer and Supt. to go to Washington for the purpose of having personal interview with the Postmaster General relative to transporting the mails. In this way the business can be brought speedily to a close, and he be made satisfied (we think) that there is nothing unreasonable with conditions or price at which the several roads are willing to carry the mail. In this way we shall all act in concert, and if we cannot make a bargain with that officer, when then one and all, shall be able to say to him face to face, that on our return home we shall take the P.O. cars off our roads and discontinue carrying the mails, and leave him to find some other conveyance for it.

yours respectfully,
Chas. Seymour
Secretary

Mr. Graham, Postmaster of New York, and a political figure of considerable stature in the State of New York, would have been quite shocked by the next two letters, received by his "Good Friend," Erastus Corning, from George Pomeroy and Crawford Livingston — although the news did not become public for almost a year and a half. The reputable Mr. Corning was certainly not above playing on both sides of the street at the same time.

Express Office, Albany
Sept. 3, 1842

E. Corning, Esq.

Respected Sir,

I had a talk with one of the pet men of the government (as regards stages) just up from New York, knowing that what I communicated would go to Eaton or Hobbie. I have laid out a grand plan (if they, the department, would run by stage) by which we could with our express arrangement make a great deal of money. Showed him how much ahead, we should all the while be of the mails, the feelings of the 'press', the 'puffs', the remittances of all kinds that would be made through us, and so far as the suits, they, the P.O. would not be able to get a jury to convict us, that in muddy times the stage could not get through, so they would be behind 24 hours and this would be at a time of the season when to our flour dealers it would be of utmost importance, in fact all heavy correspondents would labor under great difficulties and embarrassments and the consequence would be that letters would seek private hands, and packages that now go by the mail would find a way by our express. In short our business would be doubled and we would protect the [rail]roads with such power as we had. The department would be cursed by all the western world. I was in great glee of course when I cautioned him. He is writing to New York and I think all I have said will be reported with variations and I have no doubt will do some good.

Should it not be a point of all my exertions to break up any stage arrangements by annoying them in giving news long in advance of the mails and also by forestalling the opinions of the press and the public next. I shall know more of the prospect on Monday.

There shall be no lack of exertion on our part to prevent any stage arrangement.

Sir, yours with much respect and
under many obligations,

I remain yours in haste,

George E. Pomeroy

Office, No. 2, Wall St.

New York, Dec. 26, 1842

Erastus Corning, Esq.

Dear Sir,

I regret extremely to say that from some cause to me unknown, our Mr. Pomeroy is anxious to dispose of his interests in the express business. It is true thus far the business has not been lucrative. Yet I cannot convince myself that this is the cause. Still if Mr. P. leaves the concern he does it with all the utmost good feeling towards his present associates and the enterprise. My object in writing to you on this subject is to ask your views on the subject, which shall be received as strictly confidential.

Should Mr. Wells and myself therefor purchase the interest of Mr. Pomeroy may we reasonably expect the same good feeling and protection from you and the Utica & Schenectady R.R. Co., as we have every reason to feel under obligation to you since the commencement of our feeble enterprise. I should be more than pleased to have in connection with your own views those of _____ Sherman on this subject thru you.

Mr. Wells and myself commenced this business by investing in it our capital, time, energies — determined by our industry and care to succeed. We can do so — we have done more than was anticipated and with reasonable facilities are confident of a most triumphant success in all of our undertakings.

You will excuse the liberty I have taken by addressing you having been under so many obligations for past favors. I know not that I am entitled to your kindness for more. Please trust this matter as strictly confidential.

You most ob't

C[rawford] Livingston

NOTICE

The partnership firm of Pomeroy & Co. having been dissolved, the business heretofore carried on by that firm will be continued under the name of Livingston, Wells & Pomeroy.
Albany, Apr. 27, 1844

Crawford Livingston
Henry Wells
Thaddeus Pomeroy

Postmaster General Wickliffe's patience was wearing very thin about this time and by a long-winded notice of position dated Sept. 1, 1843, and apparently sent to all mail contractors dabbling with the Express Business, he laid down clearly his version of the laws passed by Congress.

From the letter that follows this notice, written by Charles Seymour, it is apparent that certain intransigent companies were singled out for more emphatic individual attention. The notice must have been quite emphatic, judging by the attention it received from the Auburn & Rochester Railroad Company!

POST OFFICE DEPARTMENT

September 1, 1843

Sir:

The many complaints and numerous official reports made by the Agents of the Department and Postmasters, of the continued violation of the Post office laws by persons carrying, for pay, letters, newspapers and mail matter over and upon mail roads, and often in the vehicle used by the Department to transport the mail, and the reduction in the revenue, owing, in no small degree, to the existence and increase of this abuse, have suggested the propriety of addressing you this letter. It is hoped, when your attention is called to the law, and the nature of your obligation to the Department, that you will exercise the power you have, not only to protect the Department against the inroads upon its rights, but to give vigilant attention to the fulfillment of your engagements, as a contractor for carrying the mail.

The power to establish a Post Office, and to carry the mail, is granted, by the Constitution, to the Congress of the United States. This grant of power is full and consequently exclusive. No State can establish a Post Office, or run a mail line, neither can any citizen do so.

Congress, by act of 1825, Section 19, has expressly declared: That no stage or other vehicle, which regularly performs trips on a post road, or a road parallel to it, shall convey letters; nor shall any packet-boat, or other vessel, which regularly plies on a water, declared to be a post road, "convey letters, except such as relate to some part of the cargo". "For a violation of this provision, the owner of the carriage, or other vehicle, or vessel, shall incur the penalty of \$50," & c.

The 3rd Section of the act of 1827 declares "That no person, other than the Postmaster General, or his authorized agents, shall set up any foot or horse post, for the conveyance of letters or packets, upon any post road which is or may be established by such law". The person so offending shall, upon conviction, be fined fifty dollars.

The 30th section of the act of 1825, provides that "The Postmaster General, in any contract he may enter into for the conveyance of the mail, may authorize the person with whom such contract is to be made, to carry newspapers, magazines, and pamphlets other than those conveyed in the mail: Provided, that no preference shall be given to the publisher of one newspaper over that of another, in the same place."

The 24th section of the same act provides that any person "who shall procure and advise, or assist, in the doing and perpetration of any of the acts or crimes by this act forbidden, shall be subject to the same penalties and punishments as the persons are subject to, who shall actually do or perpetrate any of the said acts or crimes,": & c.

These are the provisions of law which pertain to the subject; from which it clearly appears that it is unlawful for any person to run a post, no matter that it be called an "Express", or "Agency", either by land, by horse, or foot, in stage or railroad car, or by water in a steamboat or other vessel, for the conveyance of mail matter. 2d. That it is equally unlawful whether such

person shall run his own vehicle, steamboat, railroad car, or obtain the privilege to run the post or express in the stage, car, or steamboat of another, more especially if that other person is a mail contractor. The person who is engaged in this business, he who aids, assists, or employs such person, the owner of the vehicle, are all equally guilty of a violation of the law.

It is no part of my business to defend and justify the propriety of the Acts of Congress, made to protect the revenue of the Department. If such task, however, were imposed upon me, as an Executive officer, it would not be one of difficult performance.

In vain would the Government hope to derive a revenue for its support from an impost upon foreign merchandise, without laws to prohibit and punish smuggling. The smuggler receives no sympathy when he is detected, because he is engaged in cheating the Government out of its just due, and defrauding the honest importer.

It has been the policy of the United States to place the Post Office Department upon its own resources — to require it to raise, by postage, the means to defray its expenses. To do this, a rate of postage upon letters and newspapers has been fixed by law, and the Postmaster General is required to see that this law is executed. If violated, like him at the head of the customs, he is bound to have prosecuted its violaters. In what differs the turpitude of the act (except in amount) of him who cheats by violating the revenue law, the Government out of its just dues by smuggling, and of him who cheats the same government out of its postage by a wilful violation of the Post Office law? In the one case the honest importer is defrauded; in the other, he who faithfully pays his postage and obeys the law is injured, the Department deprived of its revenue, and unable to extend its useful operations with the growing wants of the community.

In aid of these general remarks, and beside calling to your notice the laws above referred to, I beg leave to refer you to the stipulations of your bond to this Department, by which it will be seen, that you have covenanted not to transport any person or persons engaged in carrying mail matter out of the mail.

When complaints have been made to some contractors of a violation of the law in the above particulars, but little heed has been given, and the answer most generally returned, is, that they do not know of such violation. A little attention and wholesome instruction to your agents, would enable you to detect such violaters.

That these agents or expresses carry matter daily, which, by law, should go in the mail, I presume there can exist no doubt. Under what terms they pass and re-pass over your road, is unknown to me. You have a right to inquire. May I not hope for your united effort to protect the revenue of the Department?

A practice has grown up of sending newspapers in the cars and steamboats employed to carry the mail. This is a right claimed by some editors; others have addressed letters to their subscribers, and invited them to receive their papers in this way, in preference to the mail. This is a subject which has given rise to no small portion of abusive denunciation of the head of this Department.

This right is claimed for the cheap or penny papers, as they are called. The laws of Congress have made no distinction between newspapers. The postage is imposed upon all newspapers without regard to their size or price, and all alike must share the same fate in the mail.

It is true the act of 1825 has authorized the Postmaster General, in making contracts for the transportation of the mail, to authorize the contractor, under certain conditions, to carry newspapers out of the mail. Without such privilege, no such right exists, and the contractor who carries them, violates his contract with the Department. This privilege, when granted, should constitute an ingredient in the contract.

That such a privilege, upon many of the railroad and steamboat routes, and indeed upon other routes, would be advantageous alike to the publisher and the public is conceded; but it must be granted upon application, and specific terms. If, therefore, any publisher wishes to convey newspapers over your line, out of the mail, he should make application to you, state the name and number of papers, daily or otherwise, and, upon your report and application to this Department, the terms upon which it can be done will be made known: which terms will be equally applicable to all papers.

You are requested to report to this Department, when known to you or your agent, the name and number of newspapers which are transported daily over your line, by your agents, out of the mail, and between what places.

I am, respectfully, yours,
C. A. Wickliffe
Postmaster General

(Above copy of form letter sent to A. Munson, Esq., Vice President, Utica & Schenectady Railroad Co., Utica, N.Y.)

Office of the Aub. & Roch. Railroad Co.
Canandaigua, N.Y., July 31, 1844

Erastus Corning Esq.
President U. & S.R.R., Albany

Dear Sir,

The following resolution was passed at a meeting of the Directors of this company held at this place yesterday. At the request of our President I send you this copy.

yours respectfully,
Chas. Seymour
Secretary

“Resolved — That the Auburn & Rochester Railroad Company will not carry, out of the mail or mails of the United States, letters or other mail matter, or the person or persons having the charge of such letters or mail matter and carrying the same for hire — also resolved that Gen’l. Gould and the Superintendent be a committee to carry out this resolution”.

(Sent in a folded letter with U.S. Express Mail, July 31, postmark, ironically stamped ‘FREE’ with script “P.O. Business”.)

Pomeroy’s Express in spite of threats, lawsuits and politics was not easily deterred from their activities, and finally, on August 10, 1844, some positive action was taken in the matter by the railroad companies, who had apparently concluded good relations with the Federal Government outweighed the gains from the business of one express company.

From ALBANY ARGUS, Aug. 10, 1844

Stoppage of the Express

We understand that as the messenger of Pomeroy’s Express attempted to take passage yesterday afternoon, on board the Western cars, he was informed he could not enter any except his personal baggage, and consequently he left the cars and returned to the office. This prohibition on the part of the company, we understand, is a result of a notice received from the General Post Office, informing the company of the intention to levy a fine of \$50 for each time they carry the private Letter Express.

We are informed that the Auburn & Rochester Railroad Company have received a similar notice, and that the Directors had a meeting yesterday at Canandaigua to deliberate upon the same.

P.S., — The Directors of the A. & R. Railroad determined not to carry any mailable packages on their road for the Expresses. (Rochester Daily Advertiser)

Again we must acknowledge the fine postal history detective work of Ken de Lisle and Pitt Petri in finding and preserving these interesting records, and the cooperation of Richard Frajola in making such available to our readers.

In our next issue we will conclude Pomeroy vs the U.S. Post Office Dept. by highlighting the events of the Fall of 1844 and early 1845 leading to Postmaster General Cave Johnson’s proclamation on the matter.

ADDENDUM: THE 1853 RETALIATORY RATE

JAMES C. PRATT

The two covers illustrated here are examples of mails rated during the 17 days that the U.S. charged 16¢ extra on British Packet mails to and from France. The history of this bonehead maneuver was detailed in *Chronicle* 52:95 (repeated in Hargest's book at 45-47) and summarized in *Chronicle* 99:204.

Figure 1 is the first reported example of this rate used from the U.S., the two covers noted by Hargest having been mailed after the retaliatory order was suspended. Marked 21¢ in pencil when posted in New York on 26 January 1853, it was carried by Cunard *Arabia* on its maiden return voyage. The French initially marked the letter for a collection of 8 dec., the American Packet rate (perhaps they were misled by the 21¢ prepayment), but then correctly charged 13 dec.

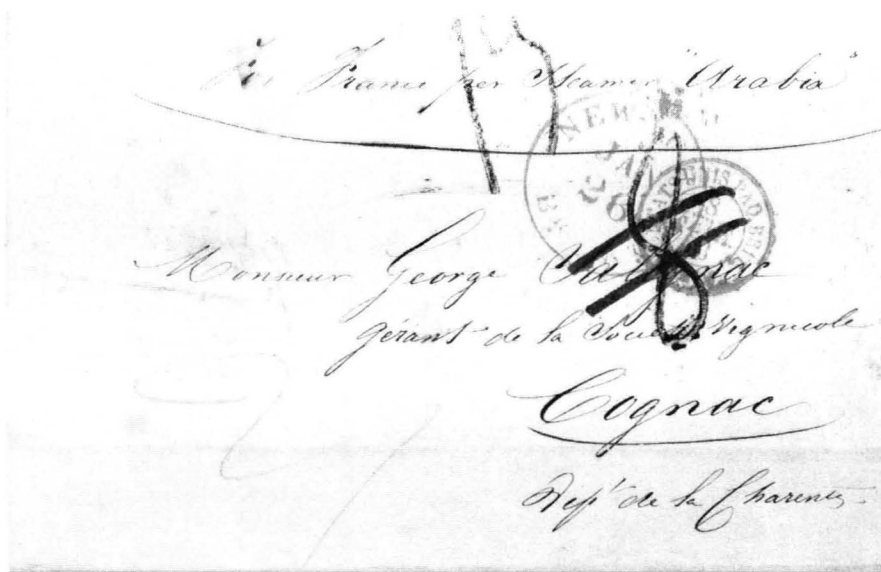


Figure 1. Prepaid 21¢ in cash in New York 26 Jan 53. Due 13 dec. in Cognac. Per Cunard *Arabia*.

One hesitates to encourage potential competitors to examine cover lots for undescribed usages. However, it is a fact that Figure 1 was one of 36 transatlantic covers, many of them in VF condition, sold for \$286 (inclusive of commission) in late 1982 as Robert A. Siegel 607:1674. In fairness to the lotter, it should be noted that other desirable usages, such as Three Months' Period covers, appear to have been culled from the correspondence and lotted individually in other sales.

Figure 2 is the first example of this rate bearing French stamps to be illustrated in the *Chronicle*.¹ Prepaid 13 dec. in Paris on 12 January 1853, it was carried on Cunard *Africa* and arrived in New York on 30 January. Charles Starnes reports two others, each prepaid 26 dec. in French stamps and carried by Cunard *Canada* (Liverpool 22 January - Boston 5 February

1. An example from France without French stamps was illustrated in *Chronicle* 99: 206 and described as prepaid 8 dec., the "rate to U.S. port, via England, by American Packet." Actually, the 8 dec. American Packet rate only prepaid letters to the U.K. The manuscript "8" on the front of the cover is in the typical position for a French weight notation, and 8 was often used to signify a double rate: over 7.5-15 grams. It is therefore suspected that this cover was prepaid 26 dec. in cash, with the rate marked on the reverse (the usual French practice) or omitted.



Figure 2. Prepaid 13 dec. in Paris 12 Jan 53. Due 21¢ in New York. Per Cunard Africa.

1853), sold in Harmer's sales held 5-9 December 1966 (Lot 506, mailed Paris 18 January 1853) and 19-21 July 1977 (Lot 1355, mailed Paris 20 January 1853).

HISTORY OF THE BREMEN STATE POST

CHAPTER 22 — POSTAL RELATIONS WITH THE UNITED STATES OF AMERICA

Translation by C. J. Starnes from *Geschichte der Bremischen Landespost* von Christian Piefke; Bremer Schlüssel Verlag Hans Kasten, 1947. Although portions of this history were quoted in Hargest's *Letter Post Communications etc.*, the entire running account of Bremen's trials and tribulations should be of added interest.

With the establishment of the Cunard Line in 1840, Great Britain was the first among seafaring nations to transact business, including forwarding of the mails, by use of steamboats to North America. By this it had obtained a great superiority over other nations, including among them Bremen. German consignments via Bremen, which was still using sailing vessels, could not compete on equal terms. England could send its products by its fast steam route in such a shorter time to America that the German goods of equivalent quality and price, arriving several weeks later, found no market left. Thus Bremen export trade to North America appeared to have little future. However, the government of the United States was not satisfied with the existing conditions, since they noted apprehensively their increasing commercial, postal, and consequently even political dependence on relations with mighty Great Britain. They therefore wanted to establish a subsidized direct mail steamer line to Europe, in order to oppose the pre-eminence of England and its transatlantic steamboat postal monopoly. In this manner the very high English sea postage and the troublesome compulsory prepayment could be avoided.

As soon as Senator Duckwitz heard of the intention of the United States he asked the American consul in Bremen, Col. A. Dudley Mann, to make Bremen the port of entry of an American steamboat route. This action of Duckwitz, as he himself relates, was done half in jest, since suitable established European ports of entry included Antwerp, Rotterdam, Le Havre, Bordeaux, Lisbon, and other Hanseatic cities. The most dangerous rival of Bremen was Antwerp, centrally located for France, Germany, and Great Britain. Its widespread and rapid postal and railway communications with almost all European countries offered great advantage to international trade. The Belgian Resident Minister emphasized that Antwerp had been made the port of entry under the terms of the shipping and trade treaty of 1844 between Belgium and the countries of the Tariff Union, comprising 27 states with about 30 million customers. Among the advantages that the Belgians offered for United States consideration were not only the remission of tonnage and ship duties but also the sea postage

charge of the Belgian postal administration. Later, when the decision was in the balance, Belgium even offered to bear some of the expense that would be entailed in establishing the steam line.

In opposition to this, Bremen could only offer the American steamers of the new line a free port, tax-free loading of coal at Bremerhaven, and an equitable arrangement for forwarding of the mails. Duckwitz did not forget to tell the consul that, in contrast to Hamburg, Bremen and Bremerhaven were ice-free all winter, and pointed out the liberal trade laws of Bremen. He added that America would have, through Bremen, 21,000 square miles of German trade territory, and beyond its borders would be Austria, Italy, Switzerland, Denmark, Norway, Sweden, and Russia. Construction of railroads to connect Bremen with most of these countries was in progress and would be soon completed; Hannover would be united by rail with all parts of Germany and Austria in a short time.

Fortunately, Consul Mann, whom Duckwitz had sold on Bremen, was recalled to Washington and was there able to convince his government to deal with them. He was able to persuade Postmaster General Johnson to express a preference for Bremen as the proper harbour for an American-European steam line. Then Mann carried on the usual American propaganda war in favor of Bremen in all the important newspapers of the United States. These combined efforts, shared in by the Prussian Resident Minister Freiherr v. Gerolt, put the entire American government in favor of Bremen. In the meantime Bremen's rival had not been idle, for a letter of Consul Mann's received Nov. 1845 in Bremen indicated the efforts made by Belgium to get the line for Antwerp. This caused the Senate to send Bremen citizen and merchant C. Th. Gevekoht, who had spent a long time in Baltimore on private business and knew many important Americans, to Washington to assist Consul Mann. Gevekoht started on his journey 28 Nov. 1845, furnished with instructions and the necessary authority from the Senate.

His instructions stated he should make an agreement with the Postmaster General as follows: The Post Office Department of the United States assigns to the City Post Office at Bremen *as an American Agency* the receipt and delivery of all letters, newspapers, etc., that have been forwarded from the United States to the Weser, and from the Weser to the United States by the mail steamer line. The mail bags, arriving with the steamer, are turned over to the Bremen City Post Office. Mail bags for the United States are to be sealed at the City Post Office so that the German postal administrations can direct their letters to America via Bremen. On the impending arrival of an American mail steamer, if the Weser is ice-free, one or more steamers will be held ready to carry passengers and mail in about 3½ hours to Bremen. If the Weser is iced over, the mails will be forwarded by courier. From Bremen the City Post office will be in charge of mails to and from Hamburg, and to the principalities of Oldenburg and the Netherlands. Mail matter for the other German states is turned over to the Hannover postal system, because it can be forwarded faster by the Hannover railroad. For co-operation with an *exclusive* American agency the Bremen Post Office receives a portion of the American sea postage, a commission in amount to be decided by the Postmaster General in Washington. So much for the instructions.

It was considered a good idea for the Bremen City Post Office to seal the letter bags of the outgoing mails, for in this manner the Hannover postal service could be kept from a possible diversion of letters from Prussia and Thurn and Taxis. If Gevekoht had been able to persuade the Postmaster General that this was the way to handle the mails, postal business between the United States and all Germany and border countries would have been handled exclusively through Bremen.

The specifications and promises of the instructions, like those put forward by Consul Mann, remained mainly on paper. The establishment of a direct mail steamer line between Bremen and New York was first made possible by a convention concluded by Duckwitz with Hannover. Through it there was set up a post office in Bremerhaven by the necessary postal

treaties and demarcation of the postal responsibilities between Bremen and Hannover on 28 Feb. 1846. Furthermore, there must be, among other things, harbor improvements and completion of the rail line from Bremen to Hannover before the arrival of the first American steamer. We have seen how Duckwitz, by a program of letters to the Hannover Minister of Foreign Affairs, Privy Councilor v. Falcke, had won him and the Hannover government over to these far-reaching plans; now their completion was imperative.

Gevekoht had not been idle while the necessary groundwork had been going on in the home country. First he had obtained for Postmaster General Johnson, with the active and devoted help of Consul Mann, a contractor named Edward Mills for the steamer line. By this the rivals of Bremen, Antwerp above all, were shut out of the field. After an agreement for this comprehensive undertaking had been drawn up between Johnson and Mills, the President of the United States signed a law, 19 June 1846, in which the American government would pay a yearly subsidy of \$100,000 for each ship that regularly plied between New York and Bremen. By this the direction of the steam line between Bremen and New York was decided, and Gevekoht was now able to reach an understanding with the Postmaster General on the features of a postal contract between Bremen and the United States.

All difficulties appeared to be overcome, yet government approval was not everything; the required working capital was missing. Mills had undertaken to furnish four large 2200-ton steamers, yet he did not have the estimated means and therefore organized a stock company, the "Ocean Steam Navigation Company." Shares were offered at \$100; the shipbuilding could not commence until \$100,000 was raised. This was a difficult task, for the American merchants did not share their government's interest in the undertaking. They preferred the English trade and thought of the Bremen Line as unwanted competition. So, instead of the required sum of over \$1 million, only about \$200,000 was raised. Since private capital was not enough, the German governments had to jump in. Bremen signed for \$100,000, Prussia volunteered the same, Hannover gave \$25,000, Saxony \$20,000, and Oldenburg, Hessen-Nassau, Hessen Darmstadt, Frankfurt a. M and certain Thuringian states contributed lesser amounts. The sum total of \$289,100 was advanced to the Ocean Steam Navigation Co. from the German side. The German example was effectual in America, and soon the capital of \$600,000 was raised for two ocean steamers (paddle-wheel type), to start the venture.

The main credit for establishing the Bremen-New York steamship line belongs to Bremen, a small town of scarcely 52,000 population at this time, and especially to its spiritual author, the vigorous and progressive Senator Duckwitz. However, the united participation of most of the remote German states was a very heartening example of German unity in these generally troubled times of political disunity.

Only one person, Gevekoht, was unhappy with the situation, since he had hoped to be able to arrange the passages of the new line with four steamers. Duckwitz gave solace to his friend with words of high praise. In his cheerful way he pointed out to him at this occasion (the end of 1846) that the harbor alterations in Bremerhaven had progressed so rapidly that American steamers could use it in the Fall of 1847, and that the work on the Hannover-Bremen railroad had been so expedited that the Nienburg-Hannover portion would be opened in June or July 1847, with the whole stretch to Bremen open by September. Duckwitz concluded, "The rail terminus is worth looking at, the building rises from the earth, and we are glad." The Bremen-Hannover railroad was completed on 12 Dec. 1847. The rail station that is referred to here was the old so-called Hannover station that stood on the place of the present station.

Meanwhile in America the two steamships had been christened the *Washington* (after the American president) and the *Hermann* (after the Cheruscan princes) and on 19 June 1847, after a 17-day passage, the *Washington* lay at anchor off Bremerhaven. The mail brought along was sent by courier to Bremen, while the passengers followed on the Weser steamer

Gutenberg. Among those received in Bremen with rejoicing was the First Assistant Postmaster General, Major Hobbie, who had been instructed by the Postmaster General in Washington to conclude the postal treaty or arrangement started in Washington with Gevekoht. The deliberations were headed by Senator Duckwitz for Bremen, and it was agreed not to change the proposals outlined by the Postmaster General, but to affix certain additions, etc., in special regulations. The arrangements made in Washington follow below. It was decided:

1. The Post Office Department in Washington appointed the Postmaster in Bremen as the single and exclusive agent for the receipt and delivery of mails carried by the mail steamboats between New York and Bremerhaven.

2. On arrival of the steamer on the Weser the captain will deliver the letter pouch to the Bremen postal official in Bremerhaven.

3. In the good time of the year a Weser steamer will be held ready in Bremerhaven for forwarding the mail to Bremen. When river travel is interrupted the letter pouch will be sent by courier to Bremen.

4. Mail to America will be forwarded only by the Bremen City Post Office, and all letter pouches for the mail steamer will be sealed.

5. The Bremen postmaster makes up the entire letter mail going via Bremen, and accounts to the Postmaster General for the mail revenue. As compensation for its efforts, especially for the accounting business, the City Post Office receives a transit payment of 20 percent of the American postage paid in Germany.

We see in the above agreements that the Bremen instructions to Gevekoht have been given extensive consideration. Hobbie at first wanted to conclude an agreement with all Germany and Duckwitz had great trouble in changing the opinion of the American representative. He pointed out that, if he wished this, Hobbie would have to conclude separate treaties with the presently 17 independent German postal systems. Hobbie described the eternally separated states as "humbug" and demanded the removal of other German postal rates by Bremen action with the other interested German states to establish a single moderate postage rate. The negotiations were then to be considered.

As Duckwitz relates, Hobbie was "very proud of Bremen and our fast way of doing business. Finally came his last speech, in which the starry flag was mentioned inspirationally, and then he said to me solemnly, 'Sir, Bremen is the morning star of the United States!'"

As soon as Hobbie had returned from an excursion to Belgium and the Netherlands, he first discussed with Duckwitz the postage for letters in the German-American traffic. It was agreed that the German postage for a single letter (weight up to ½ oz. or about 1 loth or 14 grams) should be 12¢, corresponding to 12 Bremen grote, 5 Prussian silbergroschen, and 4 Hannoverian gutengroschen. Added to this postage was the sea postage of 24¢ for letters to and from New York, and finally the American inland postage for letters beyond New York — 5¢ up to 300 miles, 10¢ for greater distances. It was agreed that only those German postal systems which would fix their postage at 12¢ would be allowed to exchange letters by the direct steamer. Finally the results of the other discussions were added to the treaty. Letters in either direction could be sent paid or wholly unpaid. More definite regulations were set up for the accounts of the Bremen City Post Office with the Postmaster General and, lastly, Bremen pledged to make further efforts to obtain a uniform postage for all Germany.

At the end of the discussion, Duckwitz and others voiced the suggestion that it might be proper for the Bremen postal system to charge an additional postage of 2¢ for every letter carried between Bremen and Bremerhaven. Since Hobbie had no instructions on this, the wish was specially noted, and Duckwitz left the matter to be considered at a later date. It is to be noted that the Postmaster has not acted on the proposal.

The postal treaty that had, as already mentioned, been drawn up by the United States

Postmaster General on 29 March 1847 was confirmed by the Bremen Senate on 26 June. Since the letter postage by the new line was only about half that sent via England, all the German states joined in the course of a few weeks, except Austria, which followed at the end of March 1849 through the influence of Thurn and Taxis.

Before the mail steamer line could run smoothly, there were many difficulties to overcome. At the beginning the poorly constructed steamers had repeated machine trouble, resulting in delayed passages. The ship sailings were irregular and it required repetitive Bremen protests before regular passages were made. It was especially unfortunate that the harbor facilities for berthing the American steamers were not ready on time. They had no satisfactory protection against ice and storm in the bad time of the year, and the Ocean Steam Navigation Co. had great difficulty in making Bremerhaven. The General Post Office in Washington arranged with the postal authorities in England for the winter months of 1849 and 1850 to forward sealed bags to Bremen via London and Cuxhaven. According to a letter to Washington from the Bremen Post Office, only in September 1851 was the harbor ready for all-weather use, and in a letter to the Prussian Minister of Trade, Bremen boasted that at the end of September Bremerhaven would have a harbor with a channel width of 67 ft. "through which the American steamers can make safe passage and convenient berths at all times of the year, a facility which the entire coast of canals and the North Sea cannot offer."

In spite of its infancy troubles the steamers of the Ocean Steam Navigation Co. were well received from the beginning and soon gave a very regular mail service. They forwarded in both directions:

in the year 1848 - 83,692 letters
1849 - 105,389
1850 - 150,145
1851 - 235,047
1852 - 354,470

This mail gave gross amounts to the Bremen postal service (thanks to the American transit payment of 20 percent) of 15,862 Taler in 1846, 37,207 Taler in 1850, 47,295 Taler in 1852, a threefold increase from 1846 to 1852. An especially favorable event in 1852 was the first effect of the German-Austrian Postal Union. Its reduced postage charges induced foreign countries, such as Sweden, Norway, and Russia, to forward mail to and from the United States by the Bremen Line.

Contributing a great deal to this increase in mail traffic was the decision of the United States Postmaster General (instigated by Post Director Dr. Bartsch) that from 1851 on, in addition to the direct forwarding by the steamers *Washington* and *Hermann*, of the Ocean Steam Navigation Co., the steamers *Franklin* and *Humboldt* on the New York-Havre run would forward closed letter bags from New York to Bremen by the London-Cuxhaven route. This method of delivery was also (at the urging of the United States) extended from 1852 to steamers of the Collins Line which plied between New York and Liverpool or Southampton. This changed the former monthly or bi-weekly postal communication between New York and Bremen to once a week. The American postage was changed from 24¢ to 20¢ irrespective of route, direct or via England.

Unfortunately this happy state of affairs did not last; at the end of October the United States Postmaster informed the Bremen Postal Commission that transit of sealed bags via England had been discontinued. This was a result of an agreement between Prussia and the United States signed 17 July (26 Aug.) 1852, in which a direct postal route had been established between the two countries via England and Belgium. This agreement gave a substantial decrease in postage; the single letter rate was set at 13 silbergroschen to the German states of the Postal Union (2 sgr. of reduced Union postage, 11 sgr. foreign postage). Also there was a reduction in transit time, because the semi-weekly steamers of the Cunard Line could be used, and the Ostende-Köln rail lines gave the best and most rapid connections

of the period. These advantages gave the new route most of the German-American mail at first, resulting in a great decrease in letters forwarded by the Bremen Line — from a gross of 47,295 Taler in 1852 to 38,364 Taler in 1853. The year 1854 brought better results and in 1857 there was even an excess over the prosperous 1852.

This fortunate turn of events came about mainly by accident. The Ocean Steam Navigation Co. was a poorly run organization. Administration personnel and ship companies received excessively high salaries and bonuses, and the food on board was horrible; frequent repairs of the steamers *Washington* and *Hermann* cost huge sums. Thus, early in 1853, the company which had had its contract renewed in the Autumn of 1852 to run to 1 June 1857 (thanks to the support of the Prussian Minister v. Gerolt) was in danger of imminent liquidation.

(To be continued)



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(Continued from page 79)

The book is illustrated with over 430 clear, well reproduced photographs, mostly life size. Production is excellent. Recommended highly to all with any interest in the subject.

Susan M. McDonald

Review: American Issue: The U.S. Postage Stamp, 1842-1869. By Peter T. Rohrbach and Lowell S. Newman. 232 pages in 9½ x 6½ format, hardbound. Published 1984 by Smithsonian Institution Press, 955 L'Enfant Plaza, Suite 2100, Washington, D.C. 20560 @ \$19.95.

This book traces the mid-19th century growth of the U.S. postal system, culminating in the issuance of postage stamps, against the background of contemporary political and economic developments.

Accounts of the influence and accomplishments of such early Postmasters General as Amos Kendall, Charles Wickliffe, and Cave Johnson provide fresh insight into the progress of the U.S. Post Office in adopting reforms and introducing postage stamps. The discussion of the various stamp issues from 1847 through 1869 covers familiar ground; although accounts of the Postmasters General — their political considerations and their dealings with the printing firms — contain interesting information, most other details about the stamps themselves should be known to the average collector of U.S. and have been presented elsewhere with more completeness and accuracy.

The text is marred by many solecisms and misstatements — an irritating and distressing situation when the Smithsonian's resources are considered. A few examples: in British coinage "pence" is plural; "one pence" is as impossible as "one mice." The James Buchanan who issued the Baltimore Postmaster Provisionals was *not* "later President." In the account of the 1847 issue, errors include: they were issued in sheets of 100; printing production delays are blamed for their late issuance; the canard about H. Shaw's purchasing the first examples sold is repeated; bisection occurred "soon after" the stamps appeared. All of these statements are wrong, as reference to some of the works cited in the bibliography would prove.

Photographs (about 100) of many fine stamps and covers from the Smithsonian's collection and private collections, chiefly Bob Meyersburg's, appear as illustrations. Reproduction is uneven and on many covers postmarks and other details are faint and difficult to read.

This is an interesting and enjoyable book to read and, especially in the opening chapters, offers an unhackneyed approach to U.S. postal history. The reader, however, must exercise skepticism regarding many statements in the chapters dealing with stamps.

Susan M. McDonald

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THE COVER CORNER

SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 125

Figure 1 shows an official envelope bearing five Blackjack 2¢ stamps. It originated in Washington, D.C., with no postage paid and was forwarded from Nashville, Tenn., to Albion, Mich., during July 1864. A knowledge of the cds markings of Nashville is necessary to figure out the problems with this cover. The Nashville circular dated stamp was duplexed with the fancy killer, *i.e.*, fastened together, with the killer to the right. By counting the markings it is possible to figure out that one 2¢ stamp is missing from the spot to the right of the strip of three at the top. Thus this was a quadruple weight cover with 12¢ paid. In a collection someplace there maybe a socked-on-the-nose Blackjack with a black leaf killer from this cover.



Figure 1. Five Blackjacks on envelope from Nashville, Tenn.

Figure 2 shows a cover from the U.S. to Ireland with several stamps missing. The photo is not clear enough to show important details. Richard Winter, who gave an excellent talk at the recent Annual Meeting at Garfield-Perry on trans-Atlantic rates, properly chided me for not giving enough clues. Here they are now: the 4/ is in black ink, the 84 is in bluish ink, the New York Exchange Office marking is dated Dec. 27 (1862) and includes "Am. Pkt.," and "Short Paid" in red is lightly struck over the address. Only the original owner hoped the 4/

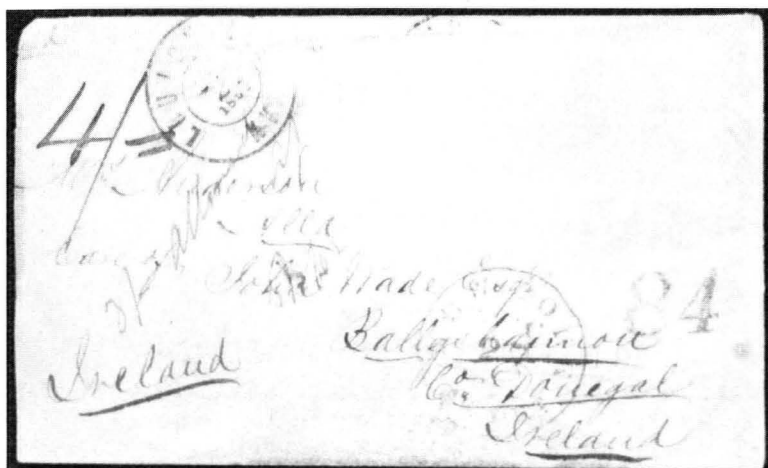


Figure 2. Cover to Ireland in 1863.

was four bits, denoting express company carriage. Others thought that 96¢ in postage was missing, which would have included a 90¢ 1861 stamp. These answers were not correct, and as Susan McDonald writes: "This is an unsuccessful attempt to prepay a non-existent triple rate. The 84¢ is a debit to GB for four times the Amer. share." A similar answer was received from New Zealand member Don Richardson who also said: The 41 marking is four shillings due from the addressee. The three missing stamps were 24¢ denomination but paid nothing.

PROBLEM COVERS FOR THIS ISSUE

Figures 3 and 4 show the front and back of a great cover from the U.S. to Italy in 1868. On the front the markings are in red, except for the Swiss transit marking and "AFFR.INSUF.," which are in black. The markings on the back are all in black except for the boxed Italian one, which is in red. Why did this letter go from Germany to Switzerland, and what do the various markings signify?



Figure 3. Cover used to Italy in 1868.

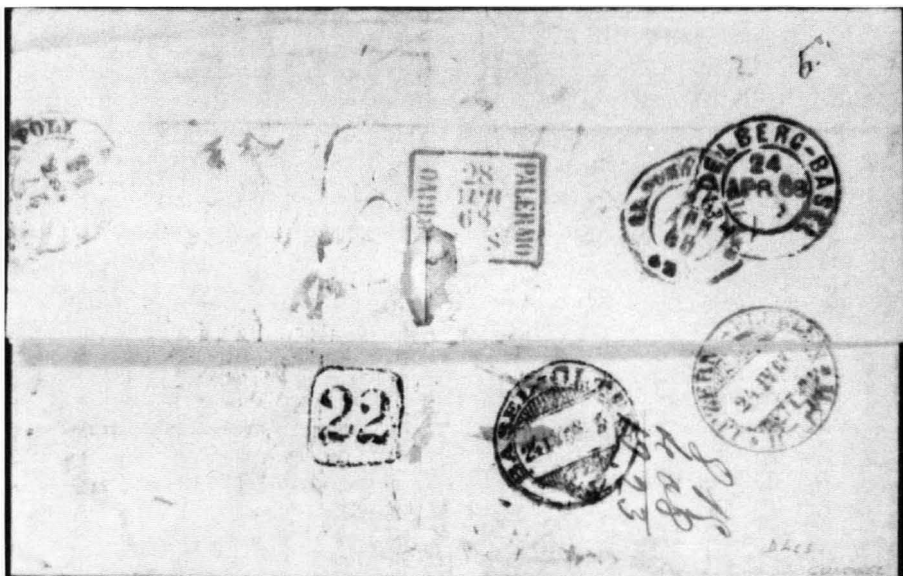


Figure 4. Reverse of Figure 3.

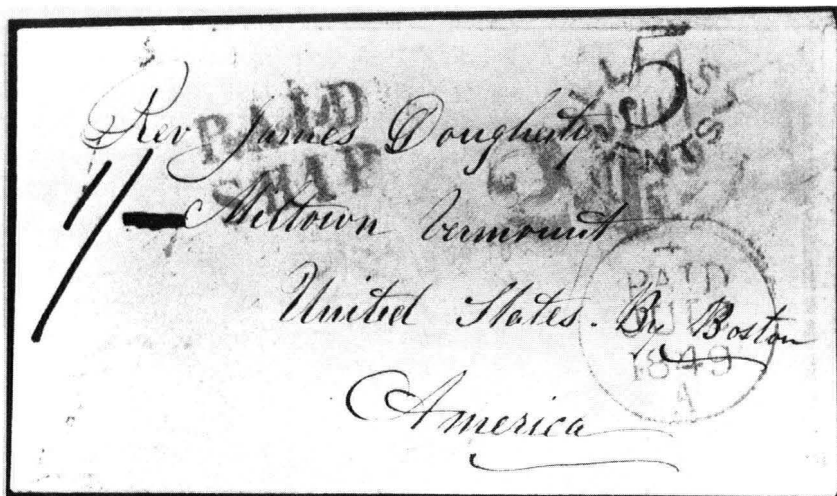


Figure 5. Cover from Dublin in 1849 with PAID SHIP.

Figure 5 shows a cover from Belfast, Ireland, to Vermont in 1849. The one shilling is in black ink and all the other markings on the front are in red. The only marking on the back is a Liverpool transit oval dated JU 13. The question posed concerns the "PAID SHIP." Where was it applied, and why?

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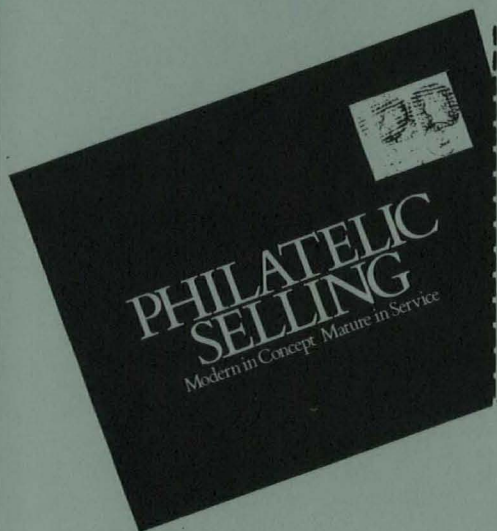
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