

THE CHRONICLE August 1985 (No. 127)

The

Chronicle

of the U.S. Classic Postal Issues

August 1985

Volume 37, No. 3

Whole No. 127

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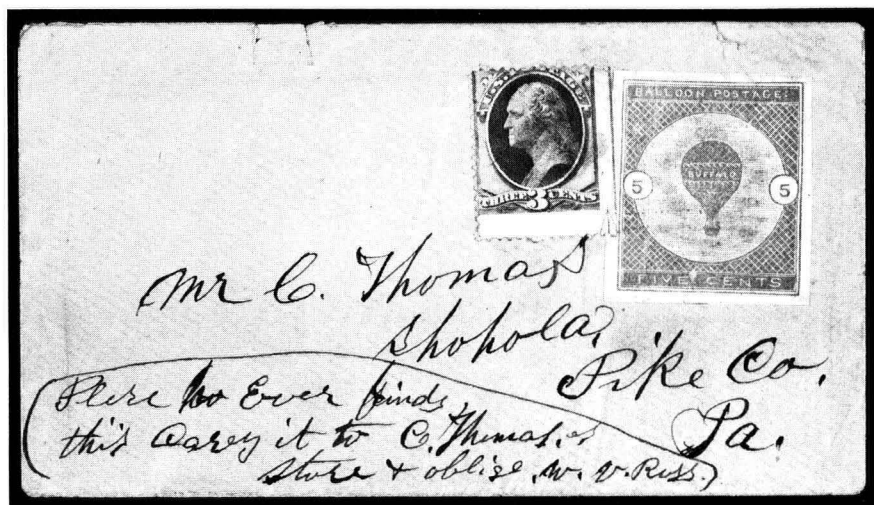


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The bottom line is . . .
**WE WILL WORK
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. . . Because I take stamps seriously. To me, a collector's stamps are more than just commodities. They are often pieces of one's life. Chances are, a collector passed up something else in order to buy each stamp and cover. That means an obligation on my part to do the best by the collector . . . or his or her children.

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THE EDITOR'S PAGE

Review: OPINIONS II: Philatelic Expertizing — An Inside View. Elizabeth Pope, Editor. Published by The Philatelic Foundation, 1984. Hardbound, 229 pages; \$27.50 (\$22.00 to PF contributors) from the publisher; also available from dealers.

This book, like its predecessor, is hard to put down once you've started reading it. It is really written for serious philatelists by serious (and knowledgeable) philatelists. While the table of contents shows three chapters for overall continuity, there are really 43 separate stories arranged into three separate groups: Chapter 1 — The United States of America; Chapter 2 — U.S. Air Post & Back-of-Book; and Chapter 3 — British Commonwealth & General Foreign.

In a way, the title belies the contents. There are opinions on individual philatelic items, with carefully crafted arguments and background information supporting them. But there are many articles which deal with broader ramifications such as Dick Graham's "Research as an Expertizing Tool" and Richard Larkin's article on the A.E.F. booklet panes. These will be helpful to readers when examining their own material or items they wish to acquire.

Editorially, the writing is generally good, though sometimes uneven as one might expect when there are so many "authors." A few things bothered me, which I felt the editor could have picked up and corrected. Susan McDonald never tells us the year of the remarkable U.S.-Canada cross-border cover unless we are to assume it is 1847 (which I'm sure it wasn't). And Earl Oakley never clearly describes the "Plate Flaw" he writes about in the article on the five-cent stamp of 1856-57. Those of us who are unfamiliar with the issue are left to conclude it is an unprinted area on a stamp shown in one of the illustrations. There are other lapses of clear exposition, but these constitute minor criticisms, and they do not detract in a substantial way.

Mechanically, the book is well printed and well bound. The photographs, for the most part, are clear. A few cover illustrations appear "muddy" which could be the fault of the prints submitted for reproduction.

In any event, besides describing a broad range of methodology used in the examination of "patients" submitted to The Foundation for expertizing, this book is chock full of good information. It probably won't appeal to the novice or intermediate collectors, but I'm confident it will be a fine addition to the libraries of the advanced students of philately.

Dale R. Pulver

Review: Catalog of the 19th Century Stamped Envelopes and Wrappers of the United States. Edited by Edmund C. McGovern. Published by United Postal Stationery Soc., Inc., Box 48, Redlands, Cal. 92373. Available from the publisher in soft binding or loose leaf @\$27.50; in hard binding \$37.50; 50¢ handling per order.

This is an ambitious revision and update of the 19th century portion of the Thorp catalog of 1954, to which U.P.S.S. secured rights. The format has been extensively changed to improve ease of use and new catalog numbers have been assigned. This is a very valuable reference for any collector who wants to go beyond Scott in studying postal stationery. Chapters deal with die illustrations, envelope listings, historical notes, working dies, and envelope knives. Appendices provide cross references to Scott and Thorp catalog numbers, and Thorp knife numbers. Size and watermark charts included in a book pocket aid in identification.

Susan M. McDonald

The Collectors' Club of Chicago has issued a 16-page value guide for use with their publication *Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890*. The guide is being distributed free to all purchasers of the book; if you do not receive yours, write the C.C.C.

E.B. STERLING: THE PIONEER FISCALIST

STANLEY M. BIERMAN, M.D.

Edward Boker Sterling was one of America's earliest dealer-collectors, best remembered for his pioneering work on US Revenues, his 1877 publication on a descriptive price catalogue bearing his name, and his involvement, along with Hiram E. Deats, in the spectacular philatelic coup of purchasing ten carloads of old Treasury Department papers detailed in the February 1985 *Chronicle* ("Hiram E. Deats: The Philatelic Farmer from Flemington"). While Sever and Francis published the first catalogue which included both US Postage and Revenue Stamps in 1863, Sterling's work on fiscals, which was published in 1882 (second edition), was the first catalogue exclusively devoted to this specialty. It may also be said of Sterling that he had the prophetic foresight to recognize, and publish articles on, the investment potential that would accrue the patient stamp collector.¹ However Sterling himself mostly failed to realize these financial gains having to sell much of his collection of stamps at distressed prices in untimely forced sales to pay for the mounting financial burdens brought upon him from his non-philatelic endeavors.

Sterling could trace his origins to Colonial forebears, and was a member of a prominent New Jersey family, although it may be readily construed that he was descended from a less affluent lineage.^{2, 3} Born in Trenton, New Jersey on September 9, 1851, in a small brown house directly opposite the Stacy-Trent Hotel, Sterling began his stamp collecting career at age ten, acquiring current postal emissions at face value from the local post office from money given him by his doting parents. He carefully mounted his colorful purchases on plain paper sheets taking care that the gum side of the stamps would not be damaged upon removal; he attached his cut squares and full envelope stationery with a small adhesive on similar non-album sheets of paper.

A tragic accident resulted in the death of his parents when Sterling was thirteen years of age. The orphaned youth was thrown to his own resources and enterprises, bereft of any financial support from his wealthy relatives from whom he was apparently estranged. The plucky youth, possessed by natural ability and self-assuredness, obtained a position in a dry goods store, toiling long hours cutting linen cloth. Prior to the institution of child labor laws in 1916, homeless youth were commonly exploited by avaricious employers. Nothing so sharpens the mind of an impressionable youth as hardship; the mental stagnation and deadly monotony of his menial work created in the youthful Sterling a burning desire to one day be wealthy and successful. With an ambition honed by years of tedium and frustration behind the cutting shears of a lowly clerk, he resolved to rise above the restrictive social boundaries and economic hardships that fate had so unkindly visited upon him.

Sterling came to recognize that if ever he hoped to overcome the circumstances of his present situation, he had to resume his formal education which had ended with his abrupt entry into the work force. Setting aside portions of his meager clerical salary, he managed to save sufficient money to pay for tuition for evening classes at a local business college. Upon completion of his night school courses, Sterling found employment with the Lehigh Valley Railroad. His keen mind and bounding energy caught the attention of S.B. Packer, a prominent coal dealer who offered Sterling a position as a bookkeeper for his New York Coal Shippers; this small step in upward mobility from his prior station in life was happily seized upon by the ambitious youth. When Packer's coal business fell upon hard times, an

1. E.B. Sterling, "The Value of United States Revenues," *New Jersey Philatelist* II:1, 1881 (Dec).
2. Anon., "E.B. Sterling," *Phil J. Amer* 1:188, 1885.
3. Anon., "E.B. Sterling, Trenton, NJ," *Phil J Amer* 11:12-12, 1894.



Your Respectful
E. Sterling

unemployed, chastened but unshaken Sterling quickly established himself in the good graces of a local banker. Sterling was able to secure a position as a teller in the Trenton National Bank but was again returned to the servitude of one who handles but does not control wealth.

Sterling was married in July 1874 and soon had two sons and two daughters, later followed by a third son. His lowly banking salary was insufficient to support his growing family, and his financial future looked so bleak that he chose to sell his most liquid asset consisting of his cherished stamp collection. On June 25, 1878, a financially pressed E.B. Sterling auctioned his collection of fine and rare United States stamps under the auspices of Bangs and Co. of 656 Broadway in New York City as catalogued by Wm. P. Brown. The audience at the sale included such well known dealers and collectors as Henry C. Calman, John Scott, George Chittenden, N.F. Seebeck, James A. Petrie, C.H. Coster, James A. Chute, George Mason and F.N. Palmer. Included in the 494 lots of stamps was a used example of the five cent New York PMP which realized 40¢, and a pair of five cent Providence PMPs which sold for 75¢. A used set of 5¢ and 10¢ 1847 issues went for an astonishing 10¢ to Mr. Seebeck, while a set of 1875 Government reprints realized a stomach-wrenching 6¢. A used set of 1869 issues, less the 90¢ Lincoln which the youthful Sterling could not afford, having a face value of \$1.93 failed to ignite much enthusiasm, and certainly did not carry a reserve, for the set was acquired by Mr. Palmer for a mere 18¢. Included in the auction were marvelous examples of US Envelopes, Locals, Revenues, Match-Medicine, and entire printed Official Envelopes, the latter being acquired intact for \$1.00 by Mr. Petrie who was later to establish himself as a notorious philatelic forger. The highpoint of the US General Issues consisted of an unused example of both the \$2.00 and \$5.00 Department of State issues which went to Mr. Seebeck for \$1.40 and \$3.55. A so-called unique 1853 3¢ Die A envelope valued at \$25.00 sold to Mr. Levick for a dizzying \$15.00, and the total proceeds of the sale prior to commission were \$453.42.

A lesser individual would have been dissuaded from pursuing stamp collecting, but undaunted by the miserable financial showing at the sale of his prized stamp collection, Sterling decided to take up stamp dealing. This choice was undoubtedly prompted as a means of bolstering his menial salary, working at off banking hours from 8:00 PM to midnight in the attic of his Trenton, New Jersey, home. Purchases of post office fresh material were offered by mail advertisements in the philatelic periodicals of the day. In January 1877 Sterling produced an amateurish 34-page catalogue entitled "Descriptive Price Catalogue of Stamps of the United States, Attempted by E.B.S." Cheered on by his early success as a mail order stamp dealer, he undertook a second edition of the catalogue in 1882 in which he described 491 varieties, 254 adhesives, 237 envelopes and illustrated his catalogue with 100 cuts. His sixth and final 74-page edition entitled "Catalogue of Adhesive Postage and Stamped Envelopes of the United States Only" appeared on January 1, 1887, and was broadened to include near 1,000 varieties of US issues; it also contained a separate 42-page section entitled "Standard Reference List of the Private Local Postage Stamps of the United States of America" which was compiled and edited by a dentist named William H. Mitchell.

Sterling proselytized the virtues and potential financial rewards of stamp collecting, with particular reference to Revenues, in the regional and national philatelic periodicals of the day. By 1885 his burgeoning philatelic business was sufficiently sound as a financial base to allow him to resign his position in the bank. The stamp shop located at 132 E. State Street in Trenton was one of the largest philatelic establishments in the nation exclusively devoted to sale of stamps. He boasted that by 1887 he maintained a stock of \$15,000 in US stamps and was making \$5,000 yearly from his enterprise. To further bolster his philatelic credentials, Sterling joined the American Philatelic Association at its founding on September 14, 1886, becoming its 12th charter member. In August 1887, Sterling exhibited the Carpenter US Revenue Collection at the second annual convention of the APA which met in Chicago. The spectacular collection contained 6,000 revenue stamps and was valued in excess of \$5,000. Included were five varieties of the \$5,000 revenue stamp in different colors, along with a number of proofs and designs submitted to the Government by the engraver Samuel H. Carpenter from whom Sterling had acquired the unique collection for \$500 in December 1884.⁴

In October 1887 Sterling acquired the quintessential collection of fine proofs on India paper formed by Albert Goodall (1826-1887), late President of the American Bank Note Co., for a price in excess of \$1,000.⁵ Considered the most valuable collection in existence, the Goodall Die Proofs were printed in five trial colors, and the 25X40mm dies mounted on 40X45mm cards and then appended to album pages. The trial colors had been printed about 1880 from the dies of the American Bank Note and Continental Bank Note Cos. as well as those of Rawdon, Wright and included issues from the United States, Canada, New Brunswick, Newfoundland, Nova Scotia and Brazil. Produced as specimens from the American Bank Note Co. for agents to show prospective customers, some five sets of these Goodall reprints were produced.

Sterling caused a considerable stir in the philatelic community when he announced on January 23, 1888, that he had sold the celebrated Carpenter and Goodall Collections to the youthful Hiram E. Deats of Flemington, New Jersey. Heralded as the largest private treaty sale of stamps ever held to that time, the \$7,000 fee also included a number of other Sterling ephemera. Piqued by the disclosure of this acquisition, Deats wrote on March 5, 1888 to Smith & Klock, editors of a local philatelic journal, noting that Sterling's US proof stamps, documents, proprietary and postage were only valued at \$5,000 while the balance of 4,000 varieties of paper currency, \$600 in coins, lots of stone and bone implements and South Sea

4. C.W. Brazer, "US Revenue Essays & Proofs of E.B. Sterling, 1887," *Essay Proof J* XI:33-34, 1954 (Jan).

5. C.W. Brazer, "Goodall Trial Color Die Proofs," *Essay Proof J* X:22, 1953 (Jan).

Island curios constituted the remainders.

With the successful sale of these two major collections to Deats, Sterling approached Joseph R. Carpenter of the Philadelphia Bank Note Co. to acquire in November 1889 his US Internal Revenue Proof collection. Notification of the purchase appeared in the advertising section of the May 1890 edition of *Metropolitan Philatelist*. Some time prior to this acquisition Sterling had established himself in the good graces of the US Treasury Department with his discovery of a counterfeit beer keg revenue stamp. The Internal Revenue Service seized the brewery for its illegal acts, and fined them \$30,000. For his role in uncovering the crime Sterling was rewarded with a \$2,000 government fee and allowed to keep the counterfeit stamp for his collection. On the strength of this association, it is believed that Sterling was placed in the advantageous position of learning that the US Treasury Department wished to dispose of its duplicates. In a story detailed in the previous *Chronicle* a consortium of Hiram E. Deats and E.B. Sterling acquired 200 tons of governmental "refuse" for a mere \$5,000.⁶ The February 1891 issue of *Metropolitan Philatelist* carried an announcement that the two had purchased the US Government Treasury Department remainders and were offering portions for sale to prospective customers. The advertisements continued monthly until March 1892 when an announcement appeared as to the dissolution of the partnership of Deats and Sterling with all debts outstanding to be received by E.B. Sterling.

Throughout this seemingly productive and financially rewarding period in his life, Sterling was beset by many financial woes resulting from his overly ambitious forays into non-philatelic ventures. The financial insecurity of his youth had so molded Sterling's character that by age thirty-seven (1888) he had expanded his business enterprises into areas beyond his limited experiences and abilities. The driving ambition for success so fired his soul as to lead him into uncharted areas of real estate, banking, insurance and thence ultimately to speculating in Colorado silver mines in the strike-it-rich era of the 1880s. When his financial empire began to crumble, Sterling was forced, once again, to sell off his most tangible asset to protect himself against creditors. In a series of six auctions held between December 20, 1887, and June 28, 1888, Sterling auctioned his entire collection of US Postage and Revenue Stamps through George A. Leavitt and Co. as catalogued by Edward Frossard (see Table I).

Highlights of the first sale included a Brattleboro PMP on half an original envelope which went for \$50. Eleven copies of New York PMPs sold for prices of between \$2.20 and \$3.20 per copy, while a sheet of 12 of the Providence PMP saw \$36 and a 10¢ St. Louis Bear realized \$29. Unsevered pairs of the 1860 24¢ and 30¢ issue were bid to \$22.00 and \$30.00 respectively, and were to end up in the Ferrary Collection. An unused strip of four of the 10¢ 1847 issue sold for \$7.80 and the high point of the sale was an unused 30¢ 1869 invert which was sold to William Thorne for \$30.00. The seemingly modest prices realized at this auction must be reflected against the prevailing sales of this era. It was noted in an 1888 philatelic periodical (*PJA* IV:313, 1888) that Henry Collins, manager of the Scott Stamp and Coin Co., had just sold the used block of four of the 24¢ 1869 invert to the same Mr. Thorne for \$200, acknowledging the "bargain" nature of the acquisition. Finally in December 1888 Sterling sold his entire stock of Match and Medicine and card stamps to C.H. Mckeel of St. Louis. Acclaimed as the most complete collection in the world, the passage of this great stock effectively ended Mr. Sterling's career as a stamp dealer.

With the fragmentation of his financial empire still echoing, one event was to lead to the final unraveling of Sterling's primary involvement with stamp dealing. As the popular Vice President of the American Stamp Dealers Association, Sterling was involved in sending APA stamp circuits to various members in different cities. Sterling noted that some of the circuits contained forged signatures and substituted stamp items. Sterling approved of an article

6. Anon., "Sterling's Speculation," *Phil J Amer* 6:254, 1890.

TABLE I. E.B. STERLING COLLECTION AS SOLD THROUGH ED. FROSSARD**Catalogue of the Entire Private Collection of United States Postage and Revenue Stamps Formed by E.B. Sterling, Esq. Trenton, NJ**

Part I	Dec 20, 1887	Adhesive Postage and Stamped Envelopes including Officials, Locals, Carriers, General Issue, Department, Telegraph, Express Stamps, Cut and Entire Envelopes.
Part II	Jan 26-27, 1888	Revenue Stamps including Entire Series of Document, Proprietary, Medicine, Rare Oddities, State Revenue and License Stamps.
Part III	Feb 16, 1888	Revenue Stamps including Entire Series of Match and Playing Card Stamps
Part IV	Mar 29, 1888	Stamped Envelopes, Department, Proprietary, Medicine, Document, Match, St. Louis 10¢
Part V	June 28, 1888	With Addenda, comprising . . . US and Foreign Stamps made by F.P. Richardson, Esq.
Part VI	Sept 27-28, 1888	With Addenda, comprising . . . Postage Stamps of all Countries made by Senor R. Curiel Contino.

written by C.B. Corwin and published in the November 1890 issue of *Metropolitan Philatelist* entitled "Who Is The Forger" in which names of 19 members of the Chicago branch are listed as suspects. S.B. Brandt of Chicago was incensed with the blanket accusation leveled against the whole of the stamp collecting community in his fair city and accused Sterling of being guilty of a breach of official etiquette. When it was noted that the 57 forgeries involved a mere \$35.98 the imbroglio seemed all the more unnecessary.⁷

Little was written about or heard from Sterling following this incident. He did have one final fleeting moment with philatelic immortality. On May 11, 1892, he attended an auction of autographed letters belonging to Dr. James H. Causten held by Thos. Burch's sons of Philadelphia.⁸ Included in the sale was a lot of eight letters from Benjamin Selliman, Professor at Yale University. While available for examination to all buyers, the lot was not carefully inspected but the 10¢ purchase price was sufficiently modest that Sterling saw that the lot was shipped back to Trenton. A month later on June 14, 1892, Sterling discovered to his unbridled enthusiasm that he had discovered an original New Haven PMP envelope. It was in perfect condition with the E.A. Mitchell signed stamp, official markings and addressed to Francis Markoe, Jr., of Washington City. Sterling observed that he was offered \$2,000 for the rarity but was awaiting a better price. The famous PMP was to subsequently find itself in the Ferrary Collection before passing to the Hind and thence Caspary Collection. This was E.B. Sterling's last philatelic hurrah.

Sometime in 1909 E.B. Sterling took a position with the New Jersey State Comptroller Inheritance Tax Department. In this capacity he had some 130,000 New Jersey estates under his jurisdiction as examiner for the state. He was actively involved in Republican politics and had an esoteric but rewarding hobby in collecting and cataloguing mushrooms. He actually gathered some 800 species of these fungal growths and published many of his discoveries in *Lloyd's Mycologic Magazine* to the presumed excitement and admiration of fellow mycologists.

Sterling was married for over 50 years and his golden anniversary was celebrated in the philatelic press of 1925 where he was remembered as an honorable, friendly and popular old time philatelist.⁹ Earlier steel engraved pictures of Sterling produced in 1887 revealed a kindly but proper gentleman with a distinctive black beard which pre-empted his cheeks and parted in the center of his chin swinging in two undulating banners to his shoulders. The photograph taken 37 years later revealed a man with sad eyes, neatly trimmed beard and balding head, much worn by the intervening years.

7. Anon., "Sterling," *Phil J. Amer* 6:282-83, 1890.

8. Anon., "A Wonderful Discovery," *Metro. Phil* III:60-62, 1892 (July).

9. Anon., "A Notable Anniversary," *Mekeel's WSN* XXXVII#8, Feb 25, 1894.

On November 29, 1925, Edward Boker Sterling died at age 74 following a long and trying illness which his son claims he bore with fortitude and spirit.¹⁰ Sterling was lauded in the philatelic press of the day as a "genuine original" referring to his self-made status, involvement with business, science and politics.¹¹ The American Revenue Association has established an E.B. Sterling Memorial Roll as a mark of recognition in the field, and as a lasting tribute to this important American pioneer fiscalist.

10. Anon., "Edward Boker Sterling," *Amer Phil* 39:220, 1926 (Jan).

11. Anon., "E.B. Sterling," *Amer Phil* 37:189-191, 1924 (Jan).

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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

(Continued from *Chronicle* 126:89)

MAIL TRANSPORT WITH ENGLISH PACKETBOATS

The technological development in the 18th century was one of the important factors for the growth of the British Empire. The need for worldwide communication was one of the reasons that the small 150 tons British packetboats found their way to all remote corners of the world.

Even after the separation of the thirteen colonies in North America, the English kept up a mail transport along the North Atlantic route and so already in March 1784 the Falmouth Line service was restored. Although the English maintained a packetboat service with North America in the period of French domination of continental Europe (1793-1814) — with Bermuda as place of exchange during the war between the USA and Britain from 1812 to 1814 — one can conclude that this mail transport destined for continental Europe practically came to a standstill after 1806. This was not the same for the French and Dutch ships that sailed to North and Central America, whereby for safety reasons the crossings were mostly made in convoy under protection of warships. Also the young nation at this time did keep its end up and in the second and third decade of the 19th century the fast-sailing American ships dominated “the Atlantic Shuttle.” Ships of the “Red Star Line” (“Second Line”) and the “Black Ball Line” became a usual sight on the New York-Liverpool route. Much mail for The Netherlands was transported with these lines in this period.

The development of steamships brought a great change in this pattern so that the new English ships quickly controlled most of the mail transport to and from America.

Welcome as this might have been for the British Postal Administration and the British Admiralty, they very soon came to the conclusion that it was cheaper to transport mail by private companies. From the beginning it was quite clear that this service would have to be subsidized even when in private hands. The contracting of a postal connection Liverpool-Boston took place by open tender. The first contract was concluded in 1839 with Mr. Samuel Cunard whereby the subsidy was fixed at £55,000 per year. This contract, which was realized with the British Admiralty as a partner, demanded an increasing financial aid for several years.

The result of this policy was the strong foundation of national shipping companies, which made it possible that lines such as the Peninsular and Oriental Steam Navigation Company, the Cunard White Star Line and others, in a later phase could adequately transport mail without subsidies.

1840

The Cunard Line began the service between Liverpool and Boston on July 4, 1840, while the average crossing time was about fourteen days. The sailings were quite regular and took place twice per month in summer and once per month in winter.

1843

On December 2, 1843, the Dutch Postal Administration announced the possibility of this service to the public (Circular nr. 332).

Article 36

In the *Nederlandsche Staats-Courant* [Official Gazette] an announcement will be made of the following contents, a copy of which will be sent to the postmasters which they will hang outside their offices:

The minister of Justice, ad interim entrusted with the functions of Minister of Finance,

makes known that following a recently concluded treaty between the Dutch and the English Postal Administrations, and starting coming Jan 1st, several new regulations concerning the correspondence between the two kingdoms and concerning those that can be maintained via England with other countries or colonies, will come into effect.

The most important points which are of immediate interest to the public are the following:

3rd. It will be possible via the Dutch post offices and therefore without the mandatory intervention of a correspondent in England, to send and receive letters via England with all colonies, countries and possessions with which a regular communication exists from England. The correspondents are obliged to docket this route on their letters, moreover there will be a compulsory prepayment for those letters at a rate not exceeding the one applied in England for the same service, except for the postage between The Netherlands and England.

4th. The occasions for which this service can be used in this country are at present the following:

b. Other countries and colonies or possessions:

To Spain and Portugal once a week with the packetboats from Southampton <if so desired by interested party>.

To Madeira, the Azores or Flemish Islands and the Canary Islands once a month with the packetboats from Falmouth.

To the USA twice a month in the summer and once a month in the winter with the packetboats from Liverpool.

There was a compulsory prepaid postage of 120 cents for letters to be sent, viz, 20 cents domestic postage + 100 cents English postage for a single weight letter (15 grams). Depending on the destination in the USA, one also had to pay domestic postage there. In The Netherlands 120 cents postage was charged on incoming letters transported along this route.



Figure 13. Letter sent in 1846 per Cunard Hibernia. Postage of 120 cents (Dutch) to be collected from the recipient.

On April 8, 1838, a mail service had been opened by the British Great Western Steam Ship Company with two steamships, the *Great Western* and the *Great Britain*. The income from this service was only 2d per letter, the amount which the British Post Office (GPO) allowed for Ship Letters (letters sent per private vessel). However the GPO actually charged the packet tariff of 1/- to the receiver or the sender respectively. Under these circumstances the *Great Western* could not keep up the competition and this service was discontinued in 1846. The same happened with the St. George Steam Packet Co. which had been operating since March 28, 1838, a service between Portsmouth via Cork to New York with the *Sirius*.

In 1840 there was much opposition in the USA to the choice of Boston as arrival harbour

of the Cunard Line. When, in 1847, the Cunard Line won a new contract from the British government, New York was immediately added to the sailing schedule. The ships continued to sail from Liverpool but then alternatively sailed to New York and Boston and then every second week in the four winter months and every week in the other eight months of the year. The rate remained 1/- per ½ oz. prepaid.

Names of the Cunard Liners, known to us, that served between 1840 and 1858 on the North Atlantic route are the following:

<i>Acadia</i>	<i>Cambria</i>	<i>Hibernia</i>	<i>Arabia</i>
<i>America</i>	<i>Canada</i>	<i>Niagara</i>	<i>Persia</i>
<i>Britannia</i>	<i>Columbia</i>	<i>Africa</i>	<i>Andes</i>
<i>Caledonia</i>	<i>Europa</i>	<i>Asia</i>	<i>Alps</i>

U.S. and British Rates as of July 1, 1845

U.S. Rates (Act of March 3, 1845)

Inland or domestic

Single rate for letters not over ½ oz. (28.35 grams):

Under 300 miles	5¢
Over 300 miles	10¢

Rate progression:

Every add. ½ oz. or fraction, 1 add. rate

Packet postage (to or from port):

Not over ½ oz.	24¢
Over ½ oz. but not over 1 oz.	48¢
Every add. ½ oz. or fraction	15¢

Ship rates (private ships, not under gov. contract):

Addressed to port of arrival	6¢
Addressed beyond port: ship fee	2¢ plus inland

British Rates (Prepaid in G.B. on letters sent, and collected on those received)

(Between anywhere in G.B. and U.S. frontier)

Packet postage (by Cunard contract packets)

Not over ½ oz.	1/-
----------------	-----

Ship rates

Not over ½ oz.	8d
----------------	----

Rate progression (both packet and ship)

Not over ½ oz.	1 rate
Over ½ but not over 1 oz.	2 rates
Over 1 oz. but not over 2 oz.	4 rates
Every add. oz. or fraction	2 rates

(Adapted from George E. Hargest, *History of Letter post Communication between the United States and Europe, 1845-1875*, Washington, 1971, p. 8.)

The importance of the contract of December 2, 1843, with the English Postal Administration lies predominantly in the fact that one no longer had to make use of the service of a correspondent or a forwarding agent for mail transport to the USA.

1848

The postal regulations of 1848 confirmed and enlarged the possibilities of transport via England (Circular nr. 379). When the USA in the middle 1840s decided to take part in the Atlantic mail transport, this meant for England, economically seen, a setback, which grew into a confrontation ending in a postal war between England and the USA in the second half of 1848.

In American postal history this period is known as the "Retaliatory Period" which was ended through diplomatic intervention. On February 15, 1849, a postal treaty between the USA and England became effective; the sea rate was reduced from 24¢ per ½ oz. to 16¢ or 8d.

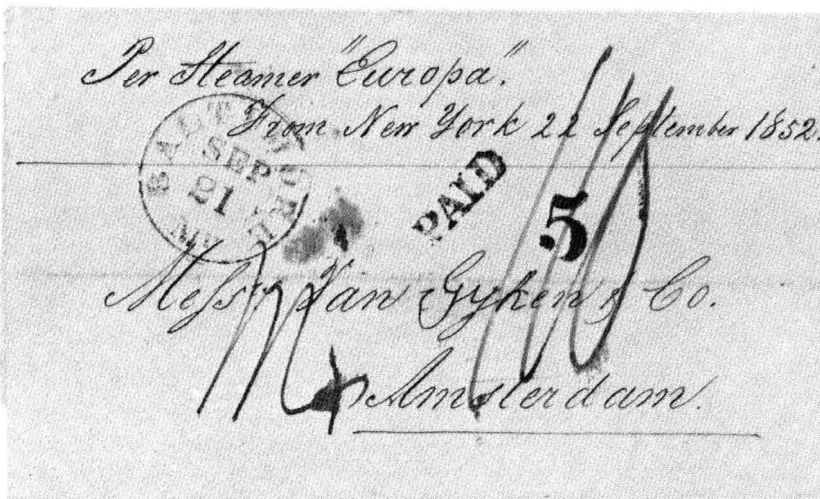


Figure 14. Weekly alternate sailing of the Cunard Line: *Europa* from New York.

Much of this can be found back in Circular nr. 396 of March 21, 1849.

Article 3

The regulations concerning mail transport to the USA via England have been modified with the following because of the recently signed treaty between the two countries:

§ 1. Mail transport between the USA and England will in future not only be maintained by English, but also by American packetboats, each service being autonomous.

§ 2. Correspondence between The Netherlands and the USA can be sent with either service and in both cases through the English Administration; postage, however, will be levied in different ways.

§ 3. When sending mail with the English packetboats, which sail every second Friday in the months January, February, November and December and in the rest of the eight months each Friday from Liverpool, in this country a compulsory postage of F 1.- (one guilder) has to be paid on both incoming and outgoing letters, out of which 80 cents or 1 Sh 4d is credited to the English Office. This postage comprises the sea freight between England and America for which reason on those letters, both going and coming, only American domestic postage has to be paid in the USA.

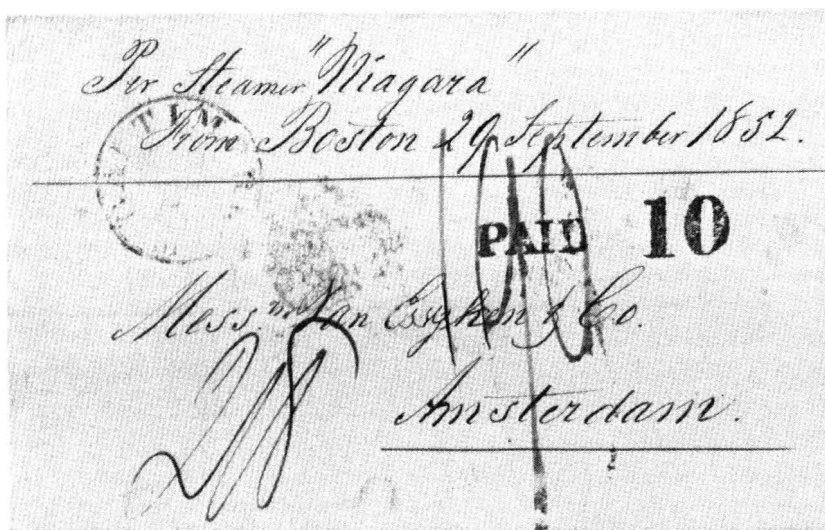


Figure 15. Weekly alternate sailing of the Cunard Line: *Niagara* from Boston. A double letter.

§ 4. For mail sent with the American packetboats, for which the sailing dates are as yet not known, the sea fare between England and America, for both directions, will be levied in the USA and no payment to the English Administration is required from here. Sending mail to America with these packetboats is subject only to a compulsory prepayment in The Netherlands of 60 cents, this being equal to the postage of a regular English letter, of which 40 cents or 8d goes for the English Postal Administration. Incoming letters will be subject to the same postage.

§ 5. With regard to postage for newspapers or other printed matter under wrapper, there is no difference by which packetboat it is sent. In each instance, whatever the direction, 10 cents per sheet will be charged in The Netherlands out of which 5 cents is for the English Office.

§ 6. On all letters and newspapers which are to be sent from this kingdom via England with an American steamboat, it must be clearly written on the outside: "per Amerikaansche stoomboot" or "by United States Packet." Whenever this is not done, it will be sent via England with an English packetboat and then as referred to in § 3 as mentioned above.

1850

The dates of departure for 1850 were published in Circular nr. 408 of January 30, 1850.

Article 5

Correspondence with North America via
England

The following notice, which will be published in the Official Gazette, is communicated to all postmasters so that they will be able to inform interested parties. A copy of this notice will also be hung at those offices where mail for North America is plentiful.

The Minister of Finance informs interested parties that the sailing dates for packetboats sailing from Liverpool to the USA for the year 1850 are set as follows:

12 and 26 January	6, 13, 20, and 27 July
9 and 23 February	3, 10, 17, 24 and 31 August
9 and 23 March	7, 14, 21, and 28 September
6, 13, 20 and 27 April	5, 12, 19 and 26 October
4, 11, 18 and 25 May	2, 9, 16, 23 and 30 November
1, 8, 15, 22 and 29 June	7 and 21 December

The boats will sail alternatively from Liverpool to Boston or New York, beginning this year with Boston. The trip is expected to take 14 days to Boston and 17 days to New York. A choice can be made to send letters to North America via Rotterdam twice a week or daily via Ostend. In both cases there is a compulsory prepaid postage.

The Hague, January 25, 1850

The Minister
van Bosse

The distinction between British and American packetboats as mentioned in Art. 3 of Circ. nr. 396 was terminated with the publication of Circ. nr. 428 of October 10, 1850:

Article 11

Correspondence with North America

Post office officials are notified of the following modifications in the methods for processing and sending of mail for North America via England, in order to be prepared in case the matter presents itself:

2nd. That which is made public in resolution nr. 121 (Circ. nr. 396) of March 21, 1849, and then in particular § 6 of art. 3, will be modified as follows. Letters to be sent to the USA via England will be sent with the first departing steamship, be it English or be it American. However postage will be charged as in the mentioned Circular.

At the end of 1850 Circular nr. 431 made an announcement regarding the sending to California and Oregon, while Circ. nr. 443 of September 1851 detailed this further.

Article 1

Correspondence with California, Oregon and Cuba.

The existing regulations for sending overseas mail via England, will be modified as follows:

§ 1. The English postage and disbursement for letters for or from California or Oregon sent with the West Indian packetboats via Chagres and Panama (see art. 5 of Circ. nr. 431) will in future cost 1.80 guilders or 3 shillings for each single letter; including the Dutch postage of 20 cents, the total comes to 2 guilders.

§ 2. Besides the forwarding by means of the West Indian packetboats, there is another possibility for sending letters to California and Oregon, including the island of Cuba, and that via the USA by way of New York or Boston.

The English postage and disbursement for letters sent along this route will be 1.05 guilders or 1 shilling 9 pence so that, including the Dutch postage of 20 cents, this comes to a total of 1.25 guilders. However no letters will be sent via this route unless "over de Vereenigde Staten" is clearly indicated on the address-side of the letter.

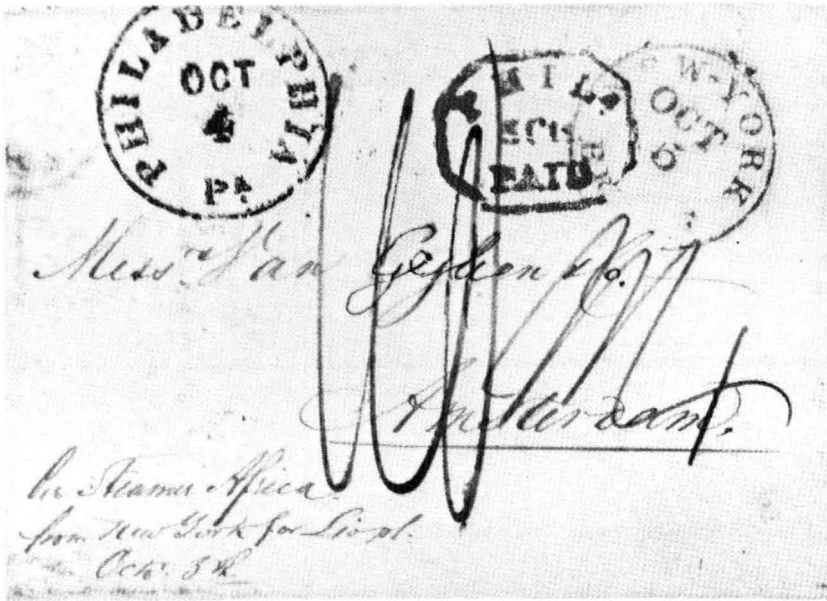


Figure 16. Letter from Philadelphia via New York per Cunard Africa in 1853. U.S. treaty inland of 5¢ paid in Philadelphia.

1853

In Circular nr. 483 of December 1853 it was announced that postage for mail between The Netherlands and foreign countries (including the USA) sent via England was reduced.

Article 12

Correspondence between The Netherlands and the English or other colonies and foreign countries, transit by England

With regard to mail between this kingdom and the English or other colonies and foreign countries, the forwarding of which on a one by one basis is taking place via England, the needed information can be found in a separate table which is attached to this resolution. In the table each type of mailing for every occasion which exists in England for further transport of mail can be found. The letters from this kingdom that are to be sent, are subject to a compulsory prepaid postage to the amount mentioned in the table, while for incoming letters the postage due is found in a separate column. The postage is calculated for single letters, the heavier ones following the regular progression. This table replaces the tariff list which was published by Circ. nr. 332, as well as the instructions issued later on this subject.

Rectification of a Typographic Error

On the last two pages of the table attached to Circ. nr. 483 there is printed:

United States of North America
Via Liverpool with English Packetboats

Compulsory prepaid postage for letters for The Netherlands:

OLD			NEW		
English post.	Dutch post.	Total	English post.	Dutch post.	Total
>>.80	>>.20	1.00	should be >>.60	>>.20	>>.80
>>.80	>>.20	1.00	should be >>.60	>>.20	>>.80

The postmasters are requested to correct this error immediately with pen in the copies of this table sent to them.

Circ. nr. 499 of December 30, 1854, mentions a temporary change in the sailing dates.

Article 5

Temporary change in the sailing of packetboats from England to North and South America

Of the various notices regarding a temporary modification or suspension of the service of some packetboats of the British Postal Administration due to war circumstances, which this and last month, on behalf of this Department, have been made known to the public and to the postmasters, the following is here being restated, since for future occasions and until further notice, this will be useful:

1st. The departure dates of the packetboats between England and the USA are so planned that every Saturday, alternatively a British or American steamship will leave Liverpool. The British steamers will sail from Liverpool for Boston and call at Halifax. They will leave on January 6th and 20th next and then every other week. The American boats, on the other hand, will service Liverpool and New York and will leave on January 13th and 27th next.

Other announcements that have been made so far concern only a single trip or standby, which have already taken place. Most likely there will be further announcements made of which the postmasters should take notice of by reading the *Staats Courant* [Official Gazette] daily.

1855

With Circ. nr. 504 it was made known on June 19th, 1855, that the post office of Breda, thus far functioning as foreign exchange office for the mail to the USA, was being replaced by the Moerdijk Forwarding Office (Expeditie Kantoor Moerdijk). Changes were made continuously as shown by Art. 3 of Circ. nr 512 of December 29, 1855, and Art. 4 of Circ. nr. 515 of March 11, 1856.

Article 3

Packetboat service between England and North America

Starting January 1st changes are being made in the instructions published in Art. 5 of resolution nr. 197 of December 30, 1854 (Circ. nr. 499), concerning the service of the packetboats between England and the USA, in that:

1st. Each Saturday of each week a British packetboat will leave from Liverpool for New York and Boston alternatively. In the latter case the boat will call at Halifax. The first boat will leave next January 6th for Boston.

2nd. The American boats will also sail each week and leave on Wednesday alternatively from Liverpool or Southampton for New York. The other regulations will remain in force so that letters sent by British packetboats will have to be prepaid with 80 cents to the American port of arrival, while those sent with American boats require 40 cents prepayment to the English port, with the understanding that letters to be transported with American boats are clearly marked as such.

Finally, in order to determine the time of forwarding from here, it should be noted that the mail is forwarded from London on the day preceding the day of sailing of each packetboat from the English port.

Article 4

Correspondence with California, Oregon and the Sandwich Islands

Because it has been found that letters for California, Oregon and the Sandwich Islands are preferably sent via the USA rather than by West Indian packetboats and then via Panama, and so altering the instructions given in the table included in Circ. nr. 498, the following is brought to the attention of the postmasters:

1st. All letters and newspapers for California, Oregon and the Sandwich Islands, not carrying instructions to the contrary, will be sent from England along the USA route, that is via Liverpool and then New York or Boston. The compulsory prepaid postage will be 1.05 guilders for letters and 7½ cents per sheet for newspapers.

2nd. That the possibility will remain open to send mail via Southampton and Panama, but this will have to be clearly stated on the address-side of the letter. The compulsory prepaid postage in this case will be 1.80 guilders for letters and 17½ cents per sheet for newspapers.

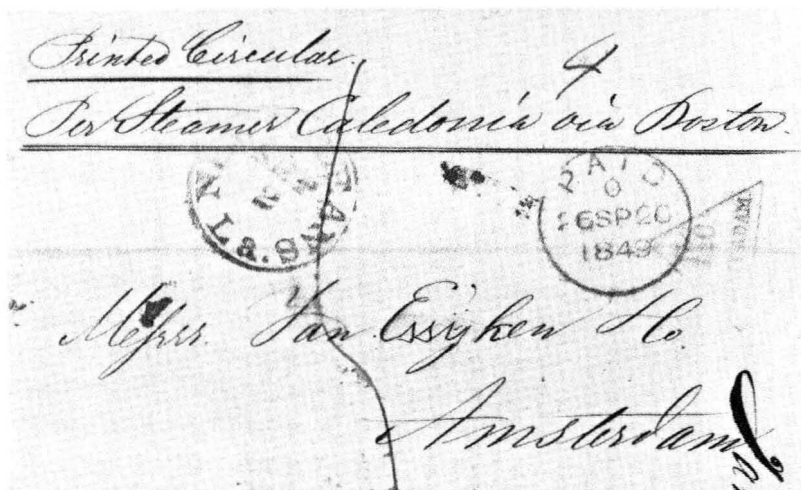


Figure 17. Printed matter sent from New Orleans via Boston per Cunard Caledonia. The triangular Dutch handstamp represents fiscal duty to be collected.

1858

The service by private vessel remained open but in this period it decreased sharply. Circ. nr. 544 of February 13, 1858, mentioned a new postage regulation for this type of transport.

Article 1

Correspondence with colonies and overseas countries by way of private vessels, transit through England

The postmasters are notified of a British Postal Administration's notice whereby the sea postage for all letters from colonies and overseas countries, which are transported to or sent from English ports with private steam or sailing ships, in all cases where up till now this postage has been over 6 pence (30 cents), will be reduced to this amount.

Those letters which are sent to or from The Netherlands and which belong to this category, will be charged for a usual international postage of 40 cents, thus in total 70 cents and which will be paid here, whereof 50 cents will be for England and 20 cents for this government; thus modifying the directions of the table included with Circ. nr. 498 or later instructions.

So that there be no misunderstanding, the aforementioned is in regard to correspondence with colonies and overseas countries which are received or sent in transit via England, but by no means does it concern correspondence between The Netherlands and Great Britain which continuously should be handled according to the regulations in Circ. nr. 483 and 498, even if transport is to and from by private vessel.

Meanwhile changes in the sailing dates continued. The Galway Line came and went.*

* (Although this line belongs to the British packet service, discussion will take place at the end of the chapter "Transport with American Packetboats.")

Due to the Civil War in the USA changes were necessary in the mail route. With Art. 2 of Circ. nr. 615 of December 29, 1863, the postage for California and Oregon was made equal to that for other parts of the USA. In September 1864 (Circ. nr. 632) an additional postal treaty was concluded between The Netherlands and England (additional to that of December 1843) the tenor of which was a lowering of international rates for letter post "which will also be applied for the postage of letters in transit."

1866

Facilities for the postal transport between the USA and The Netherlands via England were expanded in Circ. nr. 678 of August 20, 1866.

Article 7

Letters sent to the USA via England are, on account of the regulation in the table attached to Circ. nr. 632, in this country subject to a compulsory prepaid postage to the port of disembarkation in the USA in the amount of 55 cents for a single letter.

Certain further arrangements for this kind of correspondence have been made in that as of September 1st the letters between The Netherlands and the USA via England, can be sent to and fro either unpaid or prepaid to the place of destination for a postage of 70 cents for the single letter of 15 grams or less.

For prepaid letters from The Netherlands to the USA as well as for the unpaid letters from the USA to The Netherlands, the British Administration is to receive 62½ cents (1Sh ½d). The British Administration on the other hand, will reimburse the Dutch Administration a postage of 5 cents (1 penny) for unpaid letters from The Netherlands to the USA and for prepaid letters from the USA to The Netherlands.

Time had come for a direct contact between the USA and the Dutch Postal Administration by which the role of the "carrier," how ever important it had been in the past, diminished.

(To be continued)

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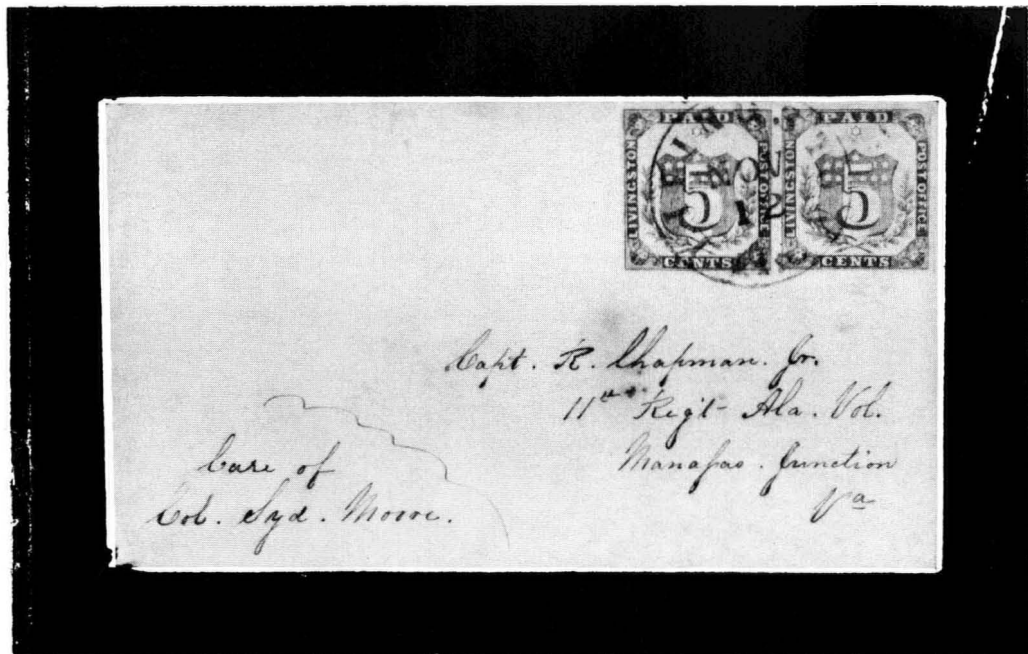
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MORE ABOUT THE EARLY POSTMARKS OF COLUMBUS, OHIO, 1816-1819

RICHARD B. GRAHAM

In *Chronicles* 120-121 (November 1983 and February 1984) there appeared a review of the early markings of Columbus, Ohio, up to 1833.

A few scattered reports with additional dates of some of the types were received, the most notable being from Richard Schwinn, but the most important aspect was my locating a group of misplaced notes and photocopies passed along by Associate Editor Charles I. Ball some time ago. These listings were mainly from correspondences of Ohio governors in the Ohio Historical Society archives, the most important being those of Ohio political mastodons Thomas Worthington and Ethan A. Brown. These data have extended considerably the record of the handstamps of the years 1816-1819.

Figure 1 repeats the plate of postmarks shown as Figure 4 in *Chronicle* 120, and Table A is an update of accompanying Table I. The latter has been considerably changed, not only to include dates but also to tabulate the numbers of covers bearing each type that I have recorded.



Figure 1. Columbus, Ohio postmarks of 1816-1819. See Table A.

The reports and data in the rediscovered file add one or more covers to each of the three types where I had previously recorded but one example. Another important addition is the record of manuscript markings between dates where no covers bearing handstamps were recorded. While such a record doesn't prove that no handstamps were used at those times, it is at least indicative.

No new styles of the "Columbus variable" handstamps have been reported. This doesn't mean that all of these have been seen, but it does indicate that we know of most of them.

The newly compiled data add one additional cover to the Type 1 marking and four for Type 2, two each in black and red. One of the covers with a Type 2 marking in red was dated Oct. 28, (1817) which brings our knowledge of the use of this color to a point some three weeks earlier than previously known.

The file also added two more covers from the Peter Hitchcock, M.C., correspondence in the Western Reserve Historical Society. There was a second cover with a Type 3 marking,

TABLE A
"COLUMBUS/ OHIO" or "COLUMBUS/ O" Postmark Types of 1816-1819, in Figure 1.

Tracing No.	Color	Early to Late Use Dates now recorded	No. known	Overall size, mm.	COLUMBUS ²		OHIO ²
					Arc	Type hgt.	
1.	Black	12 Dec. 1816-1 Jan. 1817 ¹	9	27; circle of trifoliolate ornaments			
2.	Black	15 Jan. 1817-25 Sept., 1817	8	27½; circle of symbolic torch ornaments			
2.	Red	28 Oct. 1817-28 Dec. 1817	8	Same; ornaments badly clogged and worn.			
3.	Red	1 Jan. 1818 ¹	2	27 x 27	27 x 13	¾	12 x 2½
4.	Red	4 Jan. 1818-12 Jan. 1818	2	28 x 21½ ³	28 x 13 ³	¾ + ³	17 x 3½
5.	Red	15 Jan. 1818-12 Feb. 1818	4	27 x 22 ³	27 x 12 ³	¾ ³	15 x 3½
-	Mss.	March ?, 1818	2	----	----		----
6.	Black	26 June 1818-9 Oct. 1818	3	26 x 22½	26 x 9½	½	9½ x 2½
7.	Black	10 Dec. 1818 ¹ -29 Mar. 1819	20+	27 x 12½	See note 4	¼	----
-	Mss.	18 May 1819-18 June 1819	9	----	----		----
8.	Black	12(?) July 1819-8 Dec. 1819	20+	26½ x 20½	26½ x 9½	¾	14½ x 3¼

1. More than one example exists, same date.
2. These tabulations refer to the dimensions of the component parts of the markings, where appropriate.
3. No. 4 types are heavily overinked; No. 5 types are much lighter and hence, smaller.
4. "COLUMBUS, O." Arc. without "OHIO."

used on the same date as the one already recorded, New Year's Day of 1818, and a Type 4 marking used January 12, 1818. Previously, only one example of each of these types had been recorded.

Just as significant was the addition of two more covers bearing the Type 6 marking, neatly bracketing the August 1818 date of the only example previously seen. The dates of the newly recorded Type 6 markings are 26 June and 9 Oct., 1818.

As was noted, at least two examples have now been recorded of each of the types of Columbus postmarks of 1816-1819 traced in Figure 1. Some collectors have always felt that owning the only known example of a rare postmark was a very good thing; others feel better if a few confirming copies are known. Probably the most gratifying situation for those who like to own "exclusive" examples is to own the only example in the hands of collectors with three or four confirming examples having been recorded in archival holdings.

The notes and reports added several more examples of Types 7 and 8, as well as a few more of the Columbus double ovals of circa 1820-1833.

It may be noted that there is a good run of manuscript covers recorded between May 18 and June 18, 1819, helping fill in a period, February to mid August 1819, when no handstamped markings had been recorded. Since the Type 7 markings are now known used as late as March 29, 1819, and the Type 8 markings are known used in July, the four-months' gap we had in 1819 becomes minimal. The same is true of the six-months gap in records of handstamps of 1818. The Type 5 marking is still not recorded as used later than February, but the Type 6 marking, previously not recorded earlier than August, is now known used in June, and in addition, two Columbus manuscript markings are known with March dates, although, oddly, neither has a legible day date.

Reports of further covers extending dates of use or of the colors in which these markings were applied will be appreciated.

PATRONIZE OUR ADVERTISERS


THE CARRIER STAMPS OF THE UNITED STATES

ELLIOTT PERRY
ROBERT B. MEYERSBURG, EDITOR

NEW ORLEANS

(Continued from *Chronicle* 126:100)

To the Public.



UNITED STATES
CITY POST.

In execution of the power conferred by Congress, under the provisions of the 10th section of the New Postage Act, approved March 3d, 1851, the Postmaster General has established Post Routes on and over all the *Streets, Avenues, Roads and Public Highways* within the limits of NEW ORLEANS, from and after the 30th day of June, 1851.

With a view to carry out the provisions of said 10th section, the Postmaster of New Orleans has divided the city into convenient Routes and Delivery Districts, as per Table appended below, and has nominated to the Postmaster General suitable persons to be employed as Letter Carriers, who have been appointed, and are duly sworn and under bond with sufficient sureties for the faithful performance of their duties.

The carriers have fixed upon suitable and proper points in their respective Districts for the establishment of places of deposit of letters, and for this purpose have put up substantial and secure Letter Boxes, each of which will be visited three times a day, as follows:

Letters going from one part of the city to another, if put in Boxes by morning ... 6½ morning ... 9 afternoon ... 1 or Post Office by morning .. 7½ morning .. 10½ afternoon .. 2½ are delivered by morning 8 noon 12 afternoon ... 4

Each delivery should be completed generally in about one hour after the despatch from the Post Office, according to distance and number of letters, &c.

ON SUNDAYS AND HOLIDAYS

there will be no collection and no delivery after 11 o'clock, A. M.

Each Letter Carrier is entitled to charge:

Two Cents on *delivery* of each letter mailed out of the city and by him received from the Post Office.

One Cent on *delivery* of each drop-letter taken from the Post Office, in addition to the drop-postage of one cent.

One Cent on *delivery* of each city letter found in the Boxes or received by him on the way. (Letters intended for the mail or for City Delivery are brought by the carriers to the Post Office, *free of charge*.)

One Cent on *delivery* of each circular, handbill, card, notice, &c.

One Half Cent on *delivery* of each newspaper or pamphlet, &c.

Carriers are not allowed to receive more than the rates mentioned above.

To facilitate the mailing of letters and other mailable matter, suitable stamps, of the denomination of 12c, 3c, and 1c, for the *prepayment of postage*, and a carriers' stamp of 1c, for the *prepayment of the carriers' charge* of that sum on drop and city or box letters, circulars, &c., can be had at the Post Office, or on application to the carriers.

The following suggestions are made with a view to expedite the service and prevent mistakes:

1. Direct your letters correctly and legibly.
2. Give the street and number, or, in default of the number, state between which streets or at which corner.
3. Give your address on the face or back of the letter, or use an address seal, in order that the letter may be returned to you if the addressee is not found, or that he may know where to direct his answer.
4. Whenever you remove, report in writing the street and number of your new residence, to the Superintendent of the Carriers, at the Post Office.
5. Send your address, by street and number, to your friends and correspondents abroad, and request them to superscribe their letters accordingly.
6. If you do not wish to receive your letters through the Carriers, lodge with the Superintendent your written request to retain your letters in the Post Office.
7. No letter can be delivered without first passing through the Post Office to be rated and stamped.
8. The date stamp on letters, or, if there be more than one, that having the latest hour, shows the day and time of day they were despatched from the Post Office for delivery. Persons having occasion to complain of the delay of their letters are requested to transmit, to the Postmaster, the covers, with a statement of the time of delivery.
9. Carriers are strictly forbid returning, to any person whatsoever, letters that may be applied for, under whatever circumstances the recovery may be urged. Such letters must be brought by the carriers to the Post Office, where they will be retained subject to the call of the writer.
10. Valuable letters brought by mail or intended for the mail, under registry, can only be received or posted at the Post Office.
11. Letters, whose owners cannot be found, are put in the General Delivery, and, if not called for in a week, they are advertised.
12. For departures and arrivals of the mails, consult the Schedule affixed to the Letter Boxes.

TABLE OF DELIVERY DISTRICTS.

SECOND MUNICIPALITY.

District No. 1. Wards 1 and 3, bounded by Felic- ity Road, Canal the River, Camp and Magazine.	District No. 2. Wards 2, 4 and 7, bounded by Felic- city Road, Maga- zine, Camp, Cir- cus, Julia, Canal and the Woods.	District No. 3. Wards 5 and 6, bounded by Julia, the River, Canal and Circus.
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FIRST MUNICIPALITY.

District No. 4. Wards 1, 2 and 3, bounded by Canal street, the River, St. Peter and the Woods.	District No. 5. Wards 4, 5, 6 and 7, bounded by St. Peter, the River, Eplanade and the Woods.	THIRD MUNICIPALITY. District No. 6 Wards 1, 2, 3 and 4, comprising the whole municipal- ity.
---	--	---

M. MUSSON, Postmaster.
 POST OFFICE, NEW ORLEANS, Aug. 8, 1851—3t

Figure 5. Post Office notice of August 8, 1851.

Editor's Note: Figure 5 is a Post office notice promulgated by New Orleans Postmaster M. Musson on August 8, 1851. It states: "To facilitate the mailing of letters and other mailable matter, suitable stamps, of the denomination of 12¢, 3¢ and 1¢, for the *prepayment of postage*, and a carrier's stamp of 1¢, for the *prepayment of the carriers' charge* of that sum

on drop and city or box letters, circulars, &c., can be had at the Post Office, or on application to the carriers." This notice predates the issuance of the Post Office Department's first official carrier stamp (which bore no mark of value) by two months; and no semi-official adhesives have been identified from New Orleans. Since Mason's City Express was the only local post active in New Orleans at the time of this announcement, could Mason's stamps (Scott L210) have been the ones referred to in the notice? If any reader has a cover bearing 102L1, would he or she please notify the editor. Also, reader views on this question would be welcomed.

In October 1851 a supply of 50,000 of the "Franklin" carrier stamp was sent to New Orleans, where they were received at the post office on October 19. The few known to have been used were canceled with a circular grid. No evidence appears that any of the "Eagle" carrier stamps were sent to or used at New Orleans.

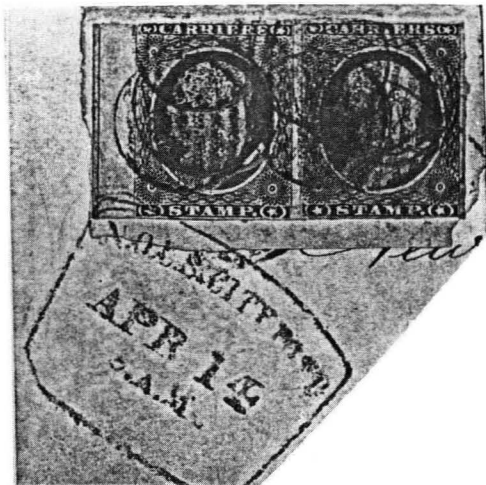


Figure 6. Pair of Franklin carrier stamps used in New Orleans.

The Hessel collection contained a horizontal pair of the Franklin carrier, canceled, and showing part of the snow shovel in green (Figure 6). This pair might have been used to prepay a double rate "city letter," or possibly one stamp was used incorrectly for U. S. drop letter postage and the other prepaid the one cent fee for delivery by carrier. Another possible use would have been to prepay the two cent delivery fee on a letter coming into New Orleans.

Note: The framed "N. O. U. S. CITY POST" with date (and in its early form, time of delivery) is commonly referred to as the New Orleans snow shovel because of its shape. From

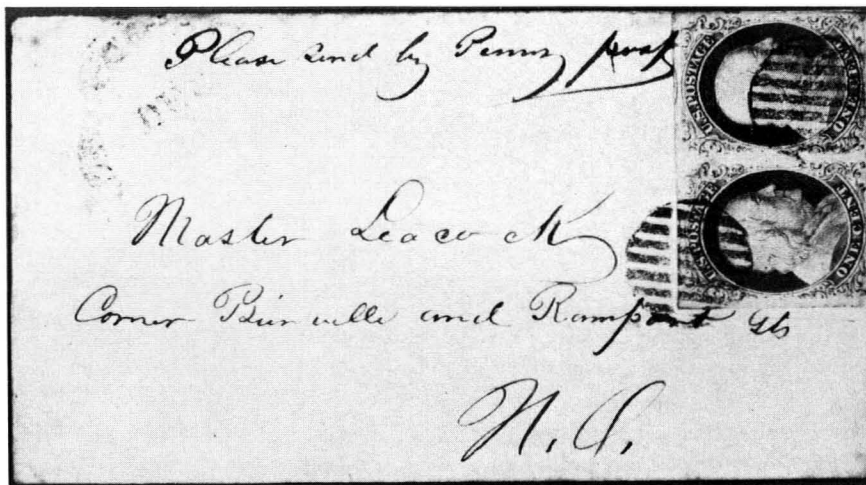


Figure 7. Local letter on which both drop postage and carrier delivery fee are prepaid by postage stamps.

its earliest appearance in 1851 until April 1853 it was impressed in green; and after April 1853 it is found only in blue.

The only evidence noted to date of the use of one cent postage stamps of 1851 or 1857 to pay the U.S. carrier fee in New Orleans was a cover in the Jeffreys collection which was endorsed for delivery by the Penny Post. (Figure 7). This was a drop letter on which the one cent postage and one cent carrier fee were paid by a pair of the one cent 1851. The stamps were canceled with circular grids and no carrier handstamp was used on the cover. No indication of the year of use appeared.



Figure 8. WAY rate cover from New Orleans to New York.

Several covers from or to New Orleans are known with a one cent and three cent stamp of the 1851 series (Figure 8). Evidently the one cent stamp was used to prepay the one cent "WAY" fee for loose mail handed to a contract mail carrier (such as closed pouch service by steamboat), and does not show service by local letter carrier in New Orleans.

It is quite possible, however, for a letter with the way fee prepaid by a one cent stamp to have been delivered by carrier in any city then having U. S. carrier service, and to be either with or without a marking to indicate such delivery. The cover (Figure 9) bearing a one cent and three cent 1851 postmarked Brattleboro, Vt., and also struck with the New Orleans snow

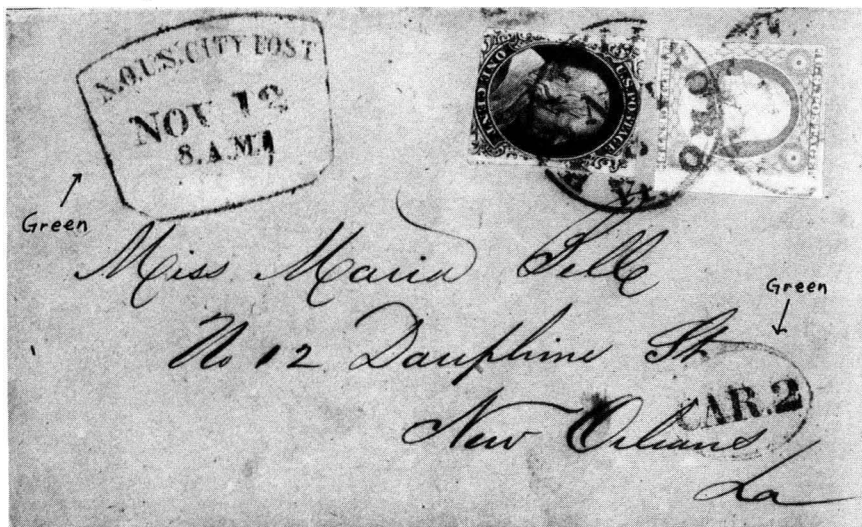


Figure 9. WAY rate cover from Brattleboro delivered by carrier in New Orleans.

shovel reading "N. O. U. S. CITY POST," with month, day and hour of delivery is an excellent example. This letter was handed to a contract mail carrier who deposited it in the Brattleboro Post Office (with closed pouches picked up along his route), and was entitled to claim one cent from the Brattleboro postmaster for this way service (*i.e.*, carrying a loose letter). On arrival in New Orleans the letter was turned over to the carrier service (U. S. City Post), and the two cent fee for carrier delivery was collected in cash from the addressee. "CAR. 2" in an oval indicates the fee. Both carrier markings on this cover are struck in green.

NEW ORLEANS CARRIER POSTMARKS

In the absence of any semi-official carrier stamps from New Orleans, the principal means of identifying carrier covers from that city is by the postal markings. There are two basic postmarks, both bearing the lettering "N. O. U. S. CITY POST" and the date. Their shapes differ, one being the previously described snow shovel, the other being a circular date stamp.



Figure 10. New Orleans "Snow shovel" postmark variations.

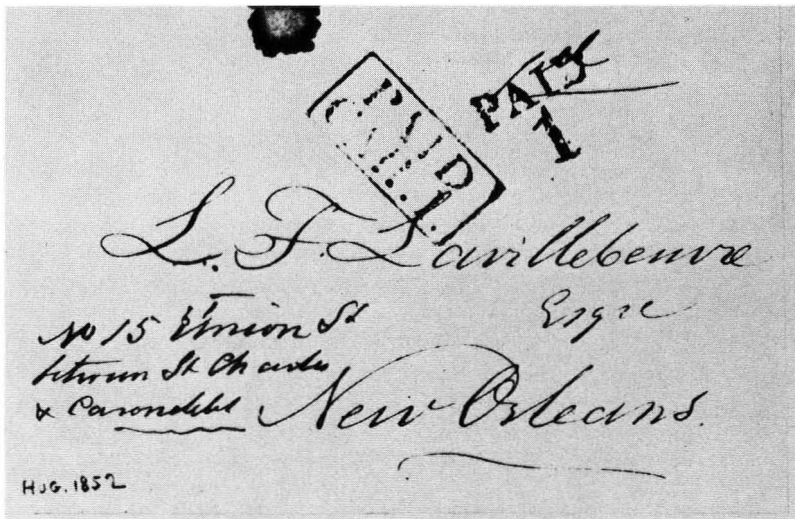


Figure 11. Early PAID and CAR. 1 marking applied by N. O. U. S. CITY POST.

Snow Shovel: there are four variants of this postmark (Figure 10). The original, which is found in green from 1851 until April 1853, contains the hour of delivery under the date; "8 A.M.," "11 A.M." and "3 P.M." are known. This marking is found in green and blue. The second variety, also found in both colors, has the delivery hour replaced with a slug. The third, found only in blue, contains only a slug; while the fourth, also found only in blue, has only the date.

Covers with the snow shovel marking also frequently include an additional marking (in the same color) indicating the delivery fee. This rate mark is a small oval, enclosing either "CAR. 1" or "CAR 2." (see Figure 9). An earlier rate mark, known only in green, is also known in a large rectangular frame (Figure 11). The same type, but having the numeral "2," was probably used but has not been seen. This marking is considerably rarer than the oval.

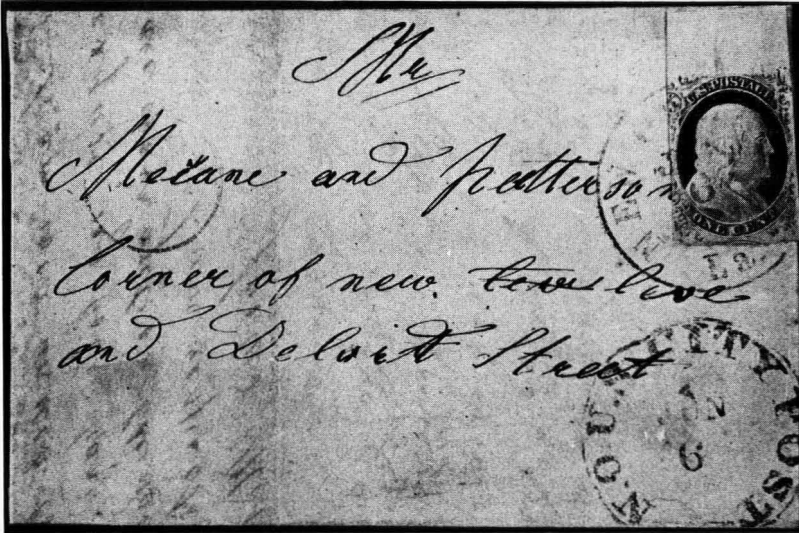


Figure 12. Drop letter showing circular postmark of N. O. U. S. CITY POST.

Circular Marking: the second type of U. S. carrier postmark of New Orleans has "N. O. U. S. CITY POST" arranged in circular form and completed by an ornament at the bottom. The abbreviated month and day appear in the center in two lines, and the whole is framed by a single line circle. This postmark was in use as early as March 1855 in blue, and in

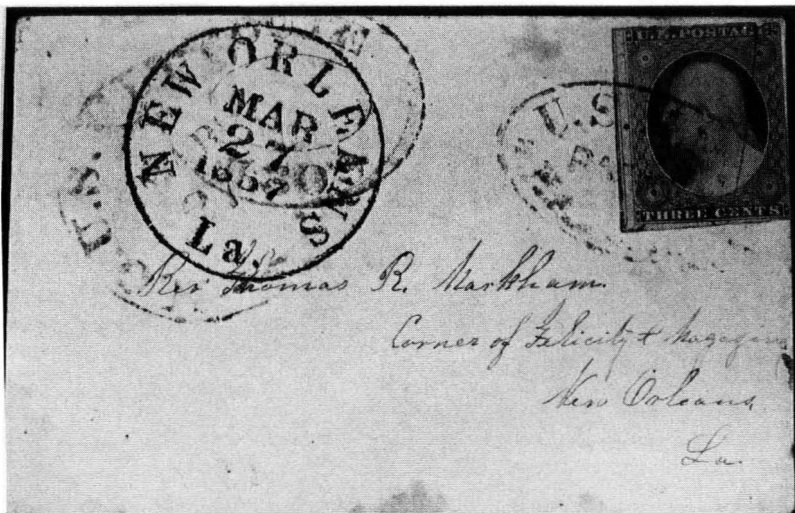


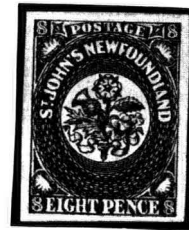
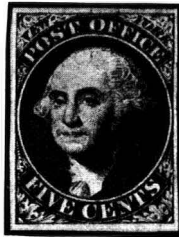
Figure 13. Letter from the mails delivered by N. O. U. S. CITY POST showing circular carrier postmark, packet boat marking and contract mail route marking.

1857 or later in black. Rate marks have not been seen used with it. It was used both to and from the mails as well as on local delivery drop letters (Figures 12 and 13).

New Orleans was the only post office south of Maryland, the Ohio River and Missouri to make returns of letter carrier service. The fees were two cents for a letter, one cent for a circular, and one half cent for a newspaper or a pamphlet. Complete years are given to December 31, 1859, and the returns include April, May and June of 1860, but with no returns for the first quarter. No service was reported thereafter during the fee period, nor in the autumn of 1863.

<i>Fiscal Year</i>	<i>Number of Letters</i>	<i>Number of Circulars</i>	<i>Newspapers & Pamphlets</i>	<i>Amount Rec'd and Paid Out</i>
1852	63,377	12,302	3,662	\$1,408.90
1853	100,559	16,308	10,040	2,219.93
1854	100,495	12,866	7,374	2,176.83
1855	98,662	14,823	4,299	2,141.15
1856	99,571	11,478	5,844	2,135.52
1857	109,873	13,101	10,670	2,381.82
1858	117,289	8,708	11,304	2,498.36
1859	112,676	8,533	9,248	2,385.08
1860	87,100	3,290	6,525	1,807.52

The carrier fee for handling a "city letter" which required no postage was one cent; and for a drop letter the fee was one cent in addition to the postage. Apparently the quantities given as "circulars" and on which the fee was also one cent, actually include the city letters and drops, as otherwise the quantities of mail at two cents, at one cent and at one-half cent would not reconcile with the amounts received and paid out each year.



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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

UNUSUAL USAGES

STANLEY M. PILLER

Mistakes on the part of a postal clerk or the sender of a letter can produce genuine covers that show false rates on their faces. Here are three examples.

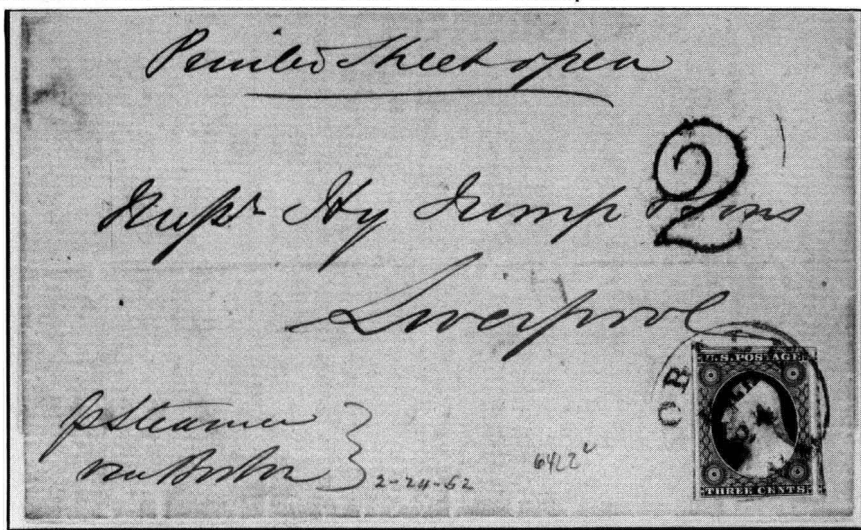


Figure 1. Printed circular to Liverpool, overpaid 1¢.

Figure 1: U.S. printed circulars to Great Britain were charged 2¢, with prepayment being required, whether carried by U.S. or British packet. This represented the U.S. postage only; the British collected an additional 2d on their end. Such circulars, usually prepaid with two 1¢ stamps, are not rare. Here a 3¢ stamp, Type I (64R2^L) was used to prepay a printed circular to Liverpool from Mobile. It was endorsed to go via British packet at Boston. A 1¢ overpayment of the correct 2¢ rate is rare, since most business houses that produced these circulars had the correct postage. In this instance, the firm had probably used up its stock of 1¢ stamps on this mailing, and deliberately wasted the extra 1¢ in order to make the desired steamer connection.

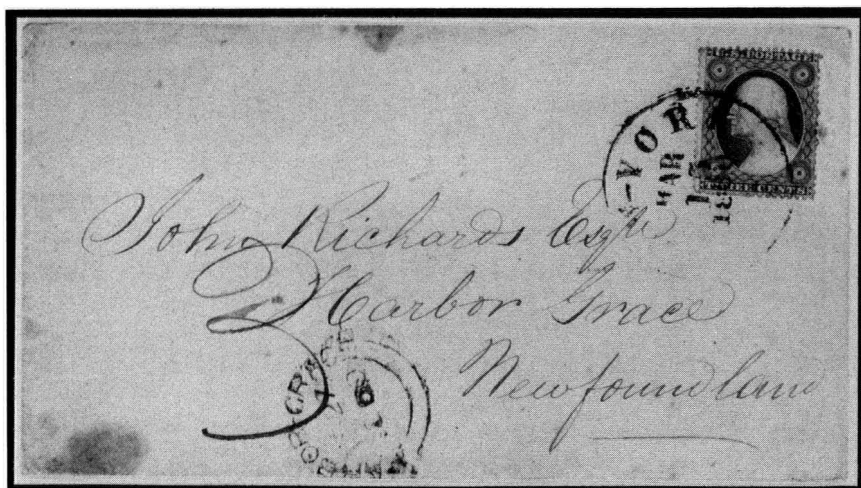


Figure 2. Cover to Newfoundland with incorrect U.S. postage and packet rate not charged.

Figure 2: Mailed from New York to Harbor Grace, Newfoundland, on 15 March 1860. The route traveled was overland to Boston, and from Boston to Halifax by the Cunard packet *America*, arriving there on 23 March. By 26 March it was at St. John's, Newfoundland, and has a Harbor Grace receiving mark dated 27 March. The rates should have been:

U.S. postage to Boston	5¢
British packet to Halifax, & auxiliary packet Halifax - St. John's	4d stg.
St. John's to Harbor Grace	3d cy.

The U.S. postage was underpaid 2¢ by the 3¢ stamp. The St. John's to Harbor Grace postage was collected from the addressee, per the "3" ms. There is absolutely no evidence on the cover that the 4d stg. rate from Boston to St. John's was either charged or collected. Neither was the underpayment of U.S. postage noted.



Figure 3. Cover from England at single rate, forwarded in U.S. at double rate by mistake.

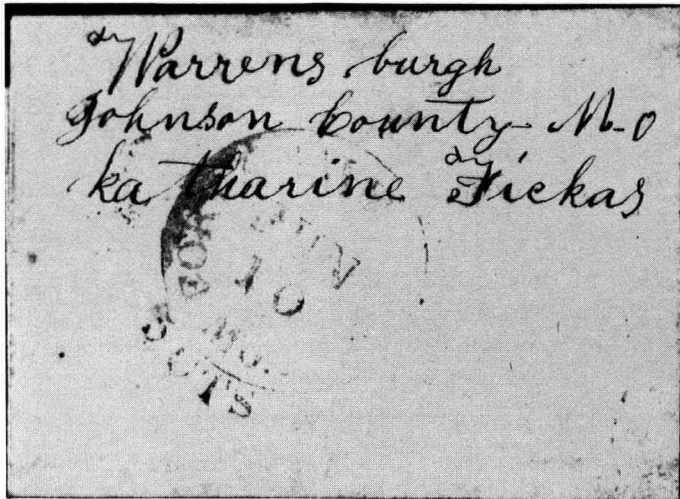
Figure 3: A cover from England to the U.S. which left Great Britain on 9 July 1858. The one shilling rate was prepaid with two 6d stamps. The red 21/CENTS indicates the cover was carried by an American packet, the U.S. being credited 21¢ for the ocean postage plus its inland rate under the treaty. On arrival in Vermont, the letter was forwarded to New York. However, the person who forwarded the letter assumed the two British stamps indicated a double rate, and so he mistakenly prepaid a double weight forwarding rate of 6¢, thereby overpaying this rate by 3¢.

FORT LEAVENWORTH/MO

Shown here is a partially struck FORT LEAVENWORTH/JUN/10/MO townmark. The rating mark 5 CTS is apparently attached to the bottom of the townmark rim. The cover was sold in the John A. Fox auction of the Corwith Wagner Collection on October 23, 1957, but was not illustrated in the catalog. It is now owned by William C. Jennens. The letter is datelined "Fort carney-May-the-26th-1850."

This is the only example of the long-lived Fort Leavenworth townmark with an attached rate. Another use on the same day (June 10, 1850) has a separate X handstamp for the 10¢ rate to the east; it has no evidence of an attached handstamp. The separate handstamps for the 5¢ rate were two different styles of "5" without CTS.

Was this a new attached rate handstamp? Or was the rating language removed from the old handstamp when 10¢ covers were rated, and never replaced? Or did it drop off because it was insecurely attached to the old townmark? The editor would appreciate photocopies of this



townmark used from May through July 1850, in an attempt to discover if any of these questions can be answered.

PSEUDO 1851 YEAR DATE

Victor B. Krievins reports the off cover stamp shown in Figure A. It appears to have been struck with a townmark including an 1851 year date. The problem, of course, is that on March 13, 1851, these stamps had not yet been designed or printed. The stamp plates as position 69L2 and its color is characteristic of stamps printed in 1853 and 1854. The writing across the face of the stamp appears to be the beginning of the word "Paid."

There are two possible explanations. The first is that the item is fraudulent, the entire townmark having been faked. Both Mr. Krievins and Robert A. Siegel, however, are of the opinion that this was caused by a misassembling of the date within the townmark, the final "1" which should have been in front of the "8" being misplaced, with the final digit of the year being omitted altogether.



Figure A.

CONSERVATION AND RESTORATION SERVICE

Professional, university-trained paper conservators will undertake the cleaning and repairing of manuscripts and covers and the removal of soil, stains, ink and foxing from philatelic properties in accordance with strict museum standards.

References supplied upon request

Send items for quotation to

PHILATELIC RESTORATION WORKSHOP

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New York, N.Y. 10163

U. S. POSTAL MARKINGS, 1851-1861

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape Type & Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
----------------	---------------------------	----------------------------------	--------------------------	-------------------------------

Straight Line, Oval & Fancy Townmarks

Illinois

SHABBONA GROVE/D/ILL.	52	f-sc-44x18	5	Rarity no. reduced from 9.
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Unusual Circular Townmarks

Illinois

-CHICAGO./D/ILL.	A	K1 30½		Red, black, blue. Note 1.
------------------	---	--------	--	---------------------------

Kansas Territory

.COFACHIQUI./D/K.T.	B	K1 28½	10	J. A. Eggen. Stampless.
---------------------	---	--------	----	-------------------------

Wisconsin

leaf AFTON leaf/msD/WIS.	C	K1, 5, 18 dc-40		J. R. Kesterson, S5.
--------------------------	---	-----------------	--	----------------------

Townmarks of Educational Institutions

<i>Institution</i>	<i>Shape and Size</i>	<i>Reported by/ Notes</i>
--------------------	-----------------------	-------------------------------

Ohio

Central College	c-29	R. B. Graham, brilliant green.
-----------------	------	--------------------------------

Virginia

University of Virginia	c-32; dc-26	R. B. Graham, blue.
------------------------	-------------	---------------------

Rating Marks on Stampless Mail

A. Decorative PAID Without Numerals or Obliterating Bars

<i>Town and State</i>	<i>Tracing Number</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
Patterson, Cal.	D	M4-dlo-22x10		

<i>Town and State</i>	<i>Tracing Number</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
-----------------------	---------------------------	-----------------------------	--------------------------	-------------------------------

D. PAID and Numeral, With or Without CENTS, CTS, or C

Bethel, Vt.	E	b-sl-29½x9½		
Clarksville, Tenn.	F	sl-17x17		G. Sutherland. Blue.
Clinton, Mass.	G	arc-22x22		
Dexter, Mich.	H	dc-26		
Henniker, N. H.	I	c-23½		
Hillsboro Bridge, N.H.	J	c-22		
Jackson, Miss.	K	c-19		
Mason, N. H.	L	c-20		
New Ipswich, N. H.	M	sl-12x18		S. M. McDonald
West Port, Conn.	N	c-29½		
Williamson, N. Y.	O	sl-20x6½		"3" may not be attached; measurement PAID only.
Worcester, Mass.	P	c-26½		Also used to cancel 1851 stamps.

Obliterators Without Numerals or Lettering

Illinois

Rushville	Q	L7-20		F. A. Valentine
-----------	---	-------	--	-----------------

Insufficient Postage

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Reported by/ Notes</i>
New York City	R	DUE 10	sl-31x6	G. Sutherland



Forwarded, Misdirected

Brattleborough, Vt. S FORWARDED 5 s1-29x4 G. D. Johnson. "5" may be attached.

Steamboat and Steam Markings

4. Combinations of STEAM or STEAMBOAT and rate numeral on same handstamp.

Mobile, Ala. I STEAM/5 dlo-21x18 Black, red, blue. Blue reported by R. E. Picken.

1. At *Chronicle* 113:30 the measurement of this marking was reported as c-32. The tracing was taken from a not exact size photocopy. Thanks to B. J. Wallace for this correction.

UNITED STATES MAIL STEAMSHIPS

July 1, 1851 to Jan. 1, 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 124:249)

NEWS-ITEM — NOTICE: The contract heretofore existing between the P.M.S.S. Co., and Messrs. Zachrisson, Nelson & Co. of Panama, having expired June 30th, ultimo, notice is hereby given that, on and after July 1, 1851, the agency of said Company at Panama, and all business connected with the same will be conducted by and with the signature of Oliver Ellsworth - Agent P.M.S.S. Co.

N.Y. Herald, July 1, 1851. P.M.S.S. Co. - (Only through Line for Calif. & Oregon) - The public are informed that under the new arrangement of this Company, steamers inspected and approved by the Navy Dept., and carrying the U.S. Mails will continue to leave Panama & San Francisco the 1st and 15th day of each month unless detained by unavoidable accident, and will touch at Acapulco, San Diego, and Monterey. The following Steam Packets belonging to the P.M.S.S. Co., are now in the Pacific one of which will be always in Port at each end of the Route:

Oregon	1,099 tons	Republic	1,200 tons
Panama	1,087 tons	Carolina	600 tons
California	1,050 tons	Columbus	600 tons
Tennessee	1,300 tons	Isthmus	-
Northerner	1,200 tons	Unicorn	600 tons
Columbia	800 tons	Fremont	600 tons
Antelope	-		

The new S.S. Columbia will ply between S.F. and Ports in Oregon, awaiting at the former Port the arrival of the mails and passengers from Panama, and returning without delay with the mails and passengers for the Steamer from San Francisco. A regular line of propellers will be kept up for the transportation of freight and transient passengers between Panama and S.F. The well known S.S. Sarah Sands, of 1,500 tons burthen, now under charter to the Company, and peculiarly commodious in her cabin arrangements, will be kept running as an extra family boat. One of the above Steamers will keep up the connection between Acapulco and the other Mexican Ports. The connection in the Atlantic will be maintained by the U.S.M.S.S.:

Georgia	3000 tons	Crescent City	1500 tons
Ohio	3000 tons	Cherokee	1300 tons
Empire City	2000 tons	Philadelphia	1100 tons

Leaving N.Y. for Chagres on the 11th and 25th of each month. The new S.S. El Dorado & Falcon will form a direct Line between New Orleans & Chagres, leaving at such periods as will insure as little detention as possible on the Isthmus, and forming with the Pac. Steamships a through line to and from New Orleans and ports in Mexico, Calif. & Oregon. Passengers from New Orleans can be secured from Armstrong, Lawrason & Co., Agents at that place. The fare for through tickets from N.Y. to S.F. has been reduced from \$400. in State Room to \$330. - \$330. in Lower Cabin to \$290. - \$200. in Steerage to \$165. The rates from N.Y. to Chagres will be at the lowest adopted by any safe sea steamer between those ports. For choice of berths, apply at the office of the Company, 54 & 55 So. St. and at their agency, 177 West St.

N.Y. Herald, July 2, 1851. P.M.S.S. Co. - Only through Line for S.F. via Havana & Chagres. Fare reduced. On Friday, July 11, at 3 P.M., the splendid double engine steamship Ohio, J.F. Schenck U.S.N., commander, will sail on Fri. July 11, at precisely 3 o'clock P.M., from the Pier at the foot of Warren St., N.R. [meaning North River] with the Gov't mails, for Chagres, via Havana. Passengers transferred at Havana to the splendid double engine S.S. Falcon. Passengers leaving in the Ohio will connect with the favorite U.S.M.S.S. Panama to sail from Panama on or about the 1st of Aug. For freight or passage, apply at the Office, 54 & 55 So. St., or at 177 West St., cor. Warren St.

NEWS-ITEM #3 — ARRIVAL OF THE S.S. EMPIRE CITY WITH THE CALIF. MAILS & A MILLION AND A HALF OF GOLD DUST, etc. etc. — The S.S. "Empire City", Capt. Wilson, arrived at an early hour this morning (July 6, 1851) from Chagres, via Kingston, Jamaica. She left Chagres on the 26th and Kingston on the 29th of June. The Empire City brings over a million and a half of gold dust, 375 passengers, also the Calif. mails to June 1, brought by the S.S. Tennessee at Panama. [Then follows report on various things not relating to mail, which I thought unnecessary to copy].

N.Y. Herald, July 7, 1851. NEWS-ITEM - The S.S. Empire City, and Georgia have arrived at this port with the Calif. mails and about two millions in gold dust.

N.Y. Herald, July 8, 1851. FOR SAN FRANCISCO VIA RIO & VALPARAISO. The new and splendid double engine S.S. Golden Gate of 2000 tons burthen, Carlile P. Patterson, U.S. Navy Commander, will have quick dispatch for S.F., stopping at Rio & Valparaiso. The Golden Gate has been built to carry U.S. Mails between Panama & S.F., is double iron braced and has unsurpassed accommodations for passengers. For passage apply to Howland & Aspinwall, 54 South St., N.Y.

N.Y. Herald, Oct. 5, 1851. TO PASSENGERS FOR CALIF. S.S. Golden Gate. This magnificent steamer was spoken off Pernambuco; seventeen days out, and there is no doubt that she will be able to leave Panama, the latter days of Oct. For further information apply to the Office of Pacific Mail S.S. Co.

TO CALIF. VIA PANAMA. *N.Y. Herald*, Wed. Dec. 3, 1851, Pac. M.S.S. Co., Departure date - on or about Jan. 1st, 1852, S.S. Golden Gate from Panama. Passengers leaving N.Y. in the U.S. Mail Steamer of Dec. 11, will be on time to connect with the Golden Gate at Panama.

N.Y. Herald, July 11, 1851. FOR CALIF. U.S. Steamers Georgia & Empire City 11th and 12th inst. Special notice to visitors to Calif. We feel it our duty to our fellow countrymen to state that our experience has convinced us that the only reliable through line to Calif. is the U.S. Mail Line; notwithstanding the over-much boasting of the self-styled Independent Line. Passage on the U.S. Through Line can be had cheaper than on the Independent Line, and the U.S. Mail Steamers are not in the habit of breaking down. For passage apply to Berford & Co., 2 Vesey St., Astor House.

N.Y. Herald, July 11, 1851. MAILS FOR CALIF. NEWS-ITEM - The Weekly Herald - The Cheap Mail Lines. The mail S.S. Georgia, Capt. Porter, will leave this port at 3 o'clock this afternoon, for Chagres to touch at Havana. She carries the Gov't Mails, the postage by which, arranged by Postmaster General Hall, amounts almost to a prohibition. These mails will close at 2 o'clock. The Empire City, Capt. Wilson, will leave tomorrow, the 12th, inst., direct for Chagres. She carries Berford & Co's or the cheap and independent mails. We are informed by B. & Co., that they violate no law, as their mails do not go within the jurisdiction of the U.S. Berford & Co. carry letters and newspapers at three cents each and make money, while the Gov't demand fifteen cents each. The Weekly Herald will be published to go by both lines and the public can select between the Gov't and high priced line or Berford & Co. and cheap line. It will be ready at 10 o'clock, A.M. Single copies of the Herald can be obtained in wrappers at the desk at sixpence per copy. It will contain the latest news from all parts of the world. The Prometheus, another independent mail steamer will leave this port on Mon. She goes to San Juan de Nicaragua - the new route.

FOR SAN FRANCISCO VIA HAVANA AND CHAGRES. *N.Y. Herald*, July 8, 1851, Pac. Mail S.S. Co., Departure date - July 11, 3 P.M., S.S. Georgia, connecting at Panama with S.S. Panama. Leave Panama on or about 1st of Aug.

N.Y. Herald, July 12, 1851. BERFORD'S & CO'S GREAT CALIF. EXPRESS. Freight 10 percent less than by any other Express - Postage 3 cents, freight 40 cents per lb. Through to Calif. in 30 days. By Empire City, 12th inst. We respectfully announce that our arrangements for transporting gold dust, goods, letters and newspaper, cannot be surpassed by those of any other Express. Our goods are received by our agents Messrs. Evers & Waterman, formerly Messrs. Ran, Runnels & Co. at Chagres, and are transported by them to Panama with the greatest dispatch; and they give no preference to any Express Co. forwarding their goods in advance of any other Express. Our rates are from 10-20% less than of any other Express Co. Our mails leave N.Y. two days after the U.S. Mails and arrive in San Francisco simultaneously with them. Our postage on a single letter, not more than ½ ounce is only 3 cents if prepaid. Postage on newspapers is 3 cents prepaid without regard to weight; and exchanges for all the press will be taken free. We send a mail to all parts of South America and all parts of Calif., Chagres and Panama. Passage by the U.S. "Only through Line" to Calif. secured at our Office at lowest rates. Our Office in the Calif. Exchange, a fire proof building, though surrounded by the flames of the late fire, was not injured. Berford & Co., 2 Vesey St., Astor House, N.Y.; also Corner Clay & Kearney Sts., Portsmouth Sq., San Francisco.

FOR CALIF. AND OREGON VIA CHAGRES DIRECT. *N.Y. Herald*, July 3, 1851, Departure date - Sat. July 12, 3 P.M., Pac. M.S.S. Co. S.S. Empire City, connecting at Panama with S.S. Panama. Leave Panama on or about 1st of Aug.

TO CALIF. VIA CHAGRES. *N.Y. Herald*, July 16, 1851, Pac. Mail S.S. Co., Departure date - July 26, 3 P.M., S.S. Cherokee to Chagres via S.S. Falcon from Havana, connecting with S.S. Northerner, leaving Panama on or about Aug. 15th.

CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, July 16, 1851, Pac. M.S.S. Co. Departure date - July 28, 1851, 3 P.M., S.S. Ohio to Chagres, connecting with S.S. Northerner. Leave Panama on or about Aug. 15th.

FOR SAN FRANCISCO VIA RIO & VALPARAISO. *N.Y. Herald*, July 25, 1851, Howland & Aspinwall, Departure date - Aug. 1, 1851, 12 o'clock, S.S. Golden Gate for San Francisco, stopping at Rio & Valparaiso. [no other connection mentioned].

(To be continued)

WORLDWIDE STAMPS & POSTAL HISTORY



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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

SHIP ISLAND, MISSISSIPPI, AN UPDATE AND A NEW MARKING

RICHARD B. GRAHAM

One of this editor's pet projects for the last thirty years or so has been the development of the rather complex postal history connected with the capture of New Orleans in the Civil War by forces under Admiral David G. Farragut and General Benjamin F. Butler. The staging area for the troops under Butler was Ship Island, Mississippi, which also had a harbor used by the Federal blockaders and warships.

Ship Island had a post office set up for the troops on the island, and its markings ranged from manuscripts to straightline to the standard circular types.

I have written up this subject twice before — first in the *28th American Philatelic Congress* book of 1962 and later in the *Chronicle*. The latter was in Nos. 78 and 79 (May and August 1973). Since this last effort was over a dozen years ago, an update seems in order, especially since two reasons have developed to do so.

The first of these is to record and illustrate the last type of Ship Island postmark used, a double circle dated July 17, 1862. A tracing from the cover is shown as an inset on the photo, which is shown through the courtesy of Donald F. Garrett (Figure 1). The other reason is that some of the conclusions drawn in the earlier articles have been questioned and updating the data behind the conclusions seems useful.

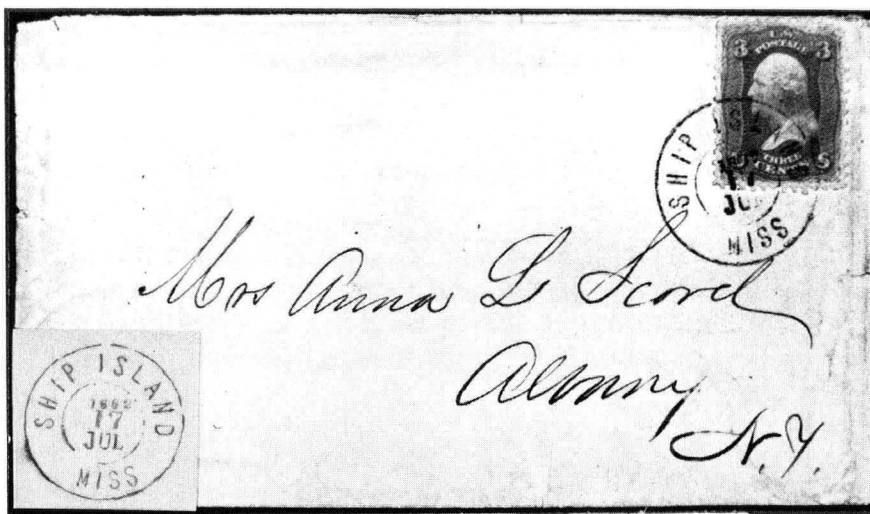


Figure 1. The final type of Civil War Ship Island occupation postmark. Courtesy of Donald F. Garrett.

Since the two articles with most of the background and data were published a good many years ago, a capsule review of the events connected with the postal history aspects seems desirable, particularly since the uses of the various markings are closely tied to the troop movements.

The first Federal troops were sent to Ship Island in December 1861 and by the third week in April 1862, when most of the troops on the island were loaded on ships for the attack on New Orleans, well over 10,000 soldiers were on Ship Island.

General Benjamin F. Butler had fetched a duly appointed Federal postmaster for Ship Island with him, John M. G. Parker, who started postmarking soldiers' letters in manuscript on March 20, 1862. All the other Ship Island markings from this sequence of events are also of 1862 dates, as nearly all the troops were gone from there by August.

John M. G. Parker at that time had been a naval officer and a postal employee in Massachusetts. He was also then General Butler's brother-in-law, the duly appointed postmaster of Ship Island, Miss., and he may also have been the Quartermaster of a Massachusetts Regiment, as a letter from Butler requesting Parker's appointment as such exists. In any event, the Ship Island post office is considered by many Civil War collectors, correctly so, I feel, to have been a military or Army Post Office.

In late April, Farragut attacked and passed the two forts below New Orleans on the Mississippi River, and arrived at New Orleans on April 25th. The forts surrendered on April 28th, and Butler and most of his troops landed and took possession of New Orleans on May 1, 1862. Some of Butler's troops, under General Williams and escorted by the Navy, went on upriver to occupy Baton Rouge and later attempted to capture Vicksburg. Other regiments crossed the Mississippi and captured towns and railheads west of the river, but Butler's headquarters remained at New Orleans which remained a Federal possession for the rest of the war.

As of May 1, when Butler occupied New Orleans, portions of seven regiments and two batteries of artillery remained on Ship Island under General Shepley. The 26th Massachusetts was occupying the captured forts, St. Phillip and Jackson, on the lower Mississippi below New Orleans. Portions of the regiments remaining on Ship Island were sent to occupy a few other positions around New Orleans such as Forts Pike, Wood, and McComb.

Of the troops still on Ship Island as of May 1, 1862, there were four Maine Regiments, two of Vermont troops, and one New Hampshire Regiment. There was also a small battery, each, of Maine and Vermont troops.

Between May 5 and May 19, 1862, all of these troops except the 13th Maine Regiment had been sent to New Orleans or other locations away from Ship Island. Most of the 13th Maine was also sent to garrison the other small forts and by July 10, only two companies of the 13th Maine (and a few men from all the regiments in a hospital there) of all of Butler's troops, remained on the Island. They were to remain there until January 1863, at which time they were replaced by Corps d'Afrique troops (black troops with white officers) raised in Louisiana by Butler.

The locations of the troop units, on practically a day-by-day basis and identified by numbers and state name as regiments of infantry, batteries of artillery or companies of cavalry, can be determined from various publications as extracted from the official reports of the war. Such information is most useful in working out details of Civil War postal history as will be seen.

Another great advantage to such studies is that Civil War troops were mostly raised in the areas as designated by their "state" names. Most of the mail from the troops is addressed to the home states. In addition, the Soldiers' Letter certification process, by which mail could be sent by soldiers collect, required an endorsement of the certifying officer's unit which usually contained the state name. Putting these factors together, geographic locations from which many Civil War soldiers' letters were sent are easily determined and the covers bearing Ship Island postmarks (many of which, as we shall see, never saw Ship Island) are no exception.

For some years Mr. Donald F. Garrett and this writer have been recording Ship Island covers, and we often exchange notes. Mr. Garrett keeps his records by types and dates of the postmarks; appropriate for a collector of Mississippi postal history. My records also include the names and towns of addressees, by state, and also, if determinable by soldier's letter certification or content, the military unit from which the letter was sent, as well as date and postmark data. Between us, we have recorded over 200 covers with Ship Island markings from the period being discussed, all with useful information.

Correlating all this with the postal events, Postmaster John Parker's appointment at Ship Island was the same date the office was officially established (per the archival records) Feb.

7, 1862, even though Parker didn't arrive at Ship Island until about March 20. On April 30, 1862, in a letter to General Shepley at Ship Island, General Butler (then aboard a transport approaching New Orleans) ordered "let the postmaster remove himself to New Orleans." Obviously, Butler preferred that his post office be at his headquarters, so that the Ship Island tail didn't wag the New Orleans dog, and on May 2, 1862, in another official letter, Butler stated he had "appointed Postmaster Parker of Ship Island to be Postmaster of New Orleans!"

Butler probably considered he had full authority to move and redesignate his post office and also to appoint the postmaster, as a part of his command, even though such are normally Post Office Department prerogatives. However, Butler's record indicates he seldom hesitated in assuming whatever authority he needed.

This whole process probably put Parker in an interesting spot. As an experienced postal employee, he would have known of his responsibility to the Post Office Department, which, however, also required him to repossess abandoned U.S. postal property. However, Butler was not only his military commander but his brother-in-law and also a powerful politician. Parker unquestionably made the move; just how much of the postal operation he took with him is an open question to be discussed later. We do know that a mob had broken into the New Orleans post office as the Federal ships arrived opposite the city. The mob walked off with much of the post office equipment, as well as rifling the mails accumulated in the post office.

Everything was a huge mess when Butler, and, presumably, Parker, arrived and by Butler's order, the accumulated and rifled mail was not only sorted but the content examined and recorded. Many New Orleans businessmen and some of the foreign consuls undoubtedly regretted enthusiasms for the Confederate cause expressed in some of their letters.

Parker fortunately only had to deal with his somewhat ambiguous appointment for about a month, as Special Agent Major Robert K. Scott of the Post Office Department soon arrived in New Orleans and wrote 3rd Assistant P.M.G. E. S. Zevely on June 6 that he had placed Parker in charge of the New Orleans post office as chief clerk. Scott evidently also brought along new New Orleans postmarking devices, since the earliest New Orleans occupation postmark I have recorded is that of June 2, 1862. Parker was officially appointed to be postmaster at New Orleans on Feb. 19, 1863.

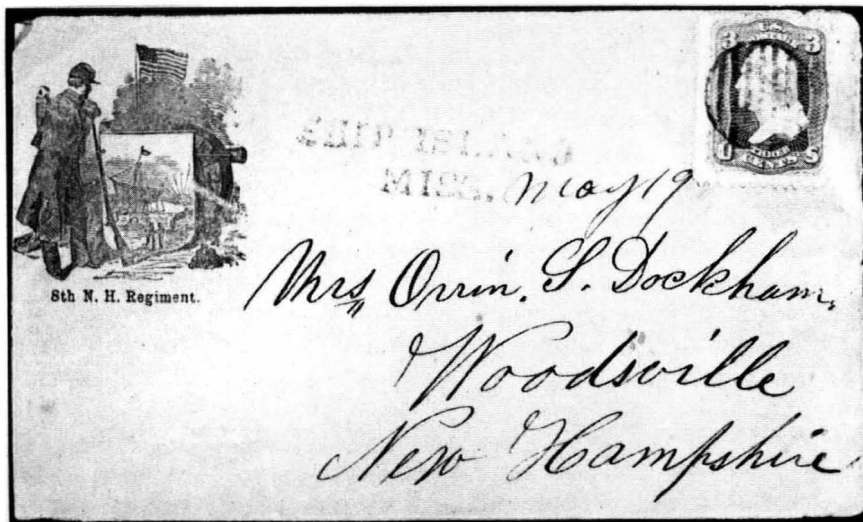


Figure 2. The Ship Island straightline marking, on a cover from a member of the 8th New Hampshire and postmarked May 19, 1862.

Chaplain C. E. (or C.S.?) Blake of the 13th Maine Regiment was officially appointed to be postmaster at Ship Island, per the archival record, on July 5, 1862. According to the same record, the Ship Island post office was closed on August 5, but the 1863 *U.S. Register* gives the date as August 13, 1862.

Considering the necessary time lapse of ten days to several weeks between official actions in Washington and the actual events at Ship Island or New Orleans, it appears likely that Parker simply turned over the mail responsibility at Ship Island to Chaplain Blake when the former left for New Orleans.

Within a week after Parker left, most of the rest of the troops also left and the mail emanating from Ship Island would have decreased in comparative volume. By mid-July, but two companies (about 200 men) remained of the 13th Maine so that there was little need for a separate post office.

In the meantime two other factors in the mail situation had appeared. On May 2, 1862, the U.S. Department of State had published an announcement over the signature of Secretary William H. Seward to the effect that mails could again be sent through the Federal postal system to and from New Orleans. (Like Butler, Seward never hesitated to run someone else's business.)

At the same time, the Army and Navy despatch steamers, which had been carrying most of the mails to the forces at Ship Island, made New Orleans their main base of operations in the Gulf, only occasionally calling at Ship Island, and Spofford & Tileston's steamers resumed their New Orleans service from New York, etc. They also carried mail.

Soon after, General Butler announced in the New Orleans newspapers that the post office there was reopened for business use, etc. He did imply such use was limited to foreign consuls and those with legitimate business not in conflict with Federal sympathies.

At this point, it seems useful to correlate troop and postal data with the records of the covers as compiled by Donald Garrett and the writer, but first, let's look at the markings, even though those were carefully recorded in the previous articles.

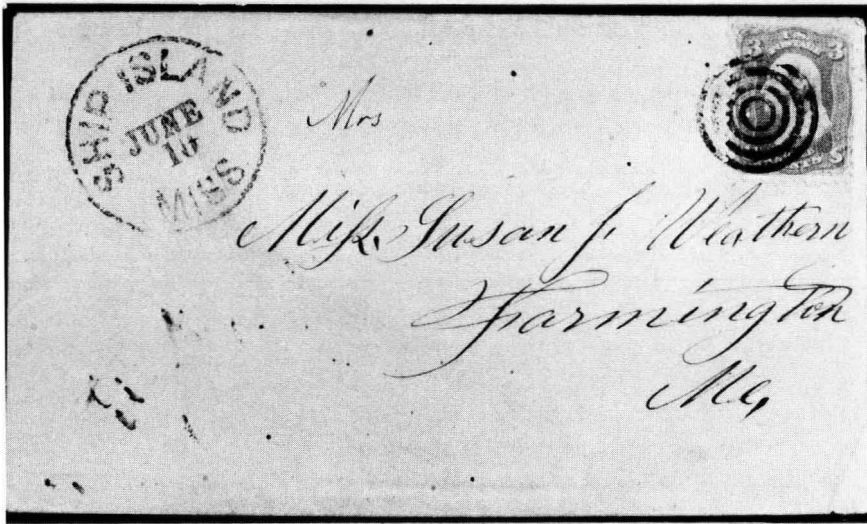


Figure 3. The Ship Island balloon marking, in its rather battered state near the end of its usage. A rare complete strike of the marking.

The first markings used were manuscript, from March 20 until March 29, according to our record, with a second period of usage from May 5 to May 12, 1862.

Figure 2 shows a cover with the straightline marking. The earliest use recorded is of March 27, 1862, and the latest June 5; there were other elements of the use which will be discussed later. Figure 3 shows a cover with the round Ship Island "balloon" marking; the earliest date recorded is April 30 and the latest June 11, but further discussion is also needed here of other aspects.

The double circle marking shown on the cover illustrated in Figure 1 is only presently recorded as used in July although I have an unconfirmed report of a June usage.

TABLE A
STYLE OF SHIP ISLAND POSTMARK AND DATES OF USAGE (1862)

Place Where Used	Manuscript Markings	Ship Island Straightline	Balloon Marking (II) Double Circle
Ship Island	20 Mar.-26 Mar.(26)		
Ship Island		27 Mar.-28 Apr. (85)	
Ship Island(?)			30 Apr.-10 May (12)
New Orleans	5 May-17 May (12)		
Ship Island		12 May-5 June (15)	
New Orleans			13 May-30 May (29)
Ship Island			5 June-11 June (5)
Ship Island			(II) 17 July (3?)

Note: The numbers in () after dates show number of covers recorded for each category.

From the records of the covers, the uses of each style of postmark may be divided into segmental time periods as shown in Table A. Also entered in Table A in parentheses are the numbers of covers recorded bearing markings of each category. For example, the manuscript markings were used as described previously, March 20-29 with the use of the straightline first seen on March 27. However, there was another period of use of manuscripts (after none being seen for about a month) in early May and these latter appear to have been applied by several different people.

The straightlines were in use from March 27-April 28 and then again, from May 12-June 5, with 85 covers recorded in the former period, 15 in the latter, and none between April 28 and May 12. The balloon markings don't have as obvious lines of demarcation in their periods of use, but they are listed in three periods, April 30 - May 10 (23 covers); May 13 - May 30 (29 covers) and June 5 - June 11 (5 covers).

These segments correlate nicely with the troop movements, locations, and identities. Table A includes locations relative to the intervals of use of the markings, based upon these factors.

The opening periods of the uses of the manuscript and straightline markings, with 111 covers recorded, include covers to about every state having troops at Ship Island and, of course, adjacent states. The early straightline segment could be further subdivided into groups sent before and after April 19, when the volume greatly decreased as the troops left the Island. But 11 covers were recorded for the period after April 19 and through April 28, when the use of the marking disappears entirely for about two weeks. No cover with a straightline marking and dated between April 29 and May 12 has as yet been recorded in our study.

From May 12 to June 5, there are 15 covers recorded with the straightline marking, and all but one are addressed to Maine, New Hampshire, or Vermont (the exception is to New York, as I recall). In addition several of these covers have patriotic corner cards (see Figure 2) or soldiers' letter endorsements indicating they were sent by some of the troops still on Ship Island or the nearby forts. No covers with the straightline marking have been recorded to date from the troops then with Butler at New Orleans and even farther away.

The earliest use I have recorded of the round balloon marking, April 30, 1862, is on a cover addressed to Connecticut. Subsequent covers with that marking, dated between April 30 and May 4, seem to have been sent from troops still on the Island. Two covers, with dates of May 6 and May 8, both bearing the certification of an officer of the 8th Vermont (which arrived at New Orleans May 8) are of the "Meredith" correspondence (a Civil War correspondence containing over 700 letters, still, as far as I know, undistributed) from an officer on the staff of General Williams who was sent to Baton Rouge in command of the Federal forces.

The only other cover I have recorded with the balloon marking dated between May 5 and May 20 is a "Whittier" cover from the 30th Massachusetts, then at New Orleans, the cover

being postmarked May 13 (or May 18?).

Beginning May 20 or 21st, and stretching through May 30, 28 more covers with the balloon marking are recorded; all those identifiable as to source came from troops at New Orleans or elsewhere than Ship Island. Two covers dated May 28 are from troops at Fort Pike, located at the east end of Lake Pontchartrain and only slightly closer to New Orleans than to Ship Island.

Figure 4 shows one of the very few New Orleans civilian covers I've seen with the Ship Island balloon marking. The faintly struck marking is dated May 29 and the enclosed letter, written in German, is datelined at New Orleans on the 28th. The latest date of this segment of use of the Ship Island balloon marking I have recorded is of May 30, 1862, after which no dates have been recorded until on June 5th.

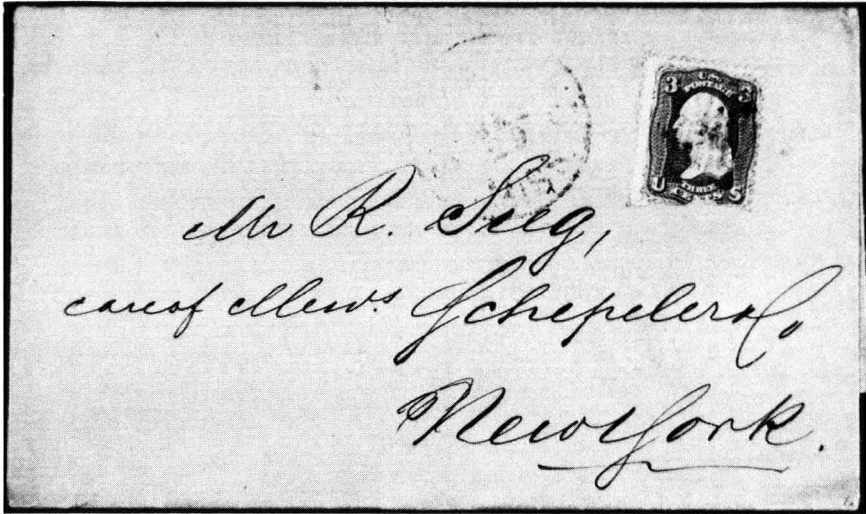


Figure 4. A rare civilian cover from New Orleans during the period the Ship Island balloon marking was in use there. Written in German with a New Orleans dateline of May 28, the faint postmark is dated May 29 (1862).

The final period of use of the balloon marking includes five covers with dates of June 5 until June 11, which is the latest date recorded for use of this marking. All the covers from this final segment evidently originated at Ship Island.

To this writer, the conclusion is inescapable that Postmaster John Parker, ordered by his military commander to move his post office from Ship Island to New Orleans, did so early in May 1862, but retained the Ship Island name for the office. I believe the covers with manuscript Ship Island postmarks, dated in May, and in several different hands, were all applied under Parker's supervision at New Orleans. It is probable that Parker found no New Orleans postmarking devices when he took over the New Orleans post office, but in any case it was his duty to retrieve any government property he found there.

The balloon Ship Island marking arrived from the north just after the forts below the city fell to the Federals, and the device may have been dropped off at Ship Island at that time by a despatch vessel. In any case, the covers dated in the first few days of May appear to be from troops still on Ship Island.

When General Butler ordered the New Orleans post office to be reopened, I believe that Parker had the new balloon style postmarker sent to New Orleans for use there. This probably occurred about the time the bulk of the rest of the troops on Ship Island were ordered to New Orleans and elsewhere.

When the New Orleans postmarking devices used in June 1862 were brought from the north by Special Agent Robert K. Scott, Parker sent the balloon Ship Island device back to Ship Island for use by the post office still operating there. Scott, in his letters north, probably

also recommended that Chaplain Blake be appointed Ship Island postmaster, and the new, small double circle marking was evidently sent down by return mail. Its use was light, as only about 200 troops remained there, and but few covers were sent by them.

In the opening paragraph of these notes, I commented that some of my conclusions, as expressed in the two previous articles, had been questioned. One such event was in the *American Philatelist* for November 1983 in an article titled "The Ship Island, Mississippi Circular Cancellation," by an author whom I won't name here. That article quoted from my earlier articles and also illustrated two covers with the balloon marking, dated June 5 and 6. With the illustrations, the article quoted from my 1973 *Chronicle* articles (inaccurately) that I had stated the latest known use of the balloon (circular) marking was on May 30, 1862. The article went on to claim the June 5 and June 6 uses were "evidence that the circular postmark had been steadily used at Ship Island during the month of May into early June," thus refuting the idea that the balloon marking was ever used at New Orleans.

Actually, the author didn't correctly or completely quote my remarks about the late uses of the balloon marking. I stated that "most of the covers which bear the balloon marking, as recorded by the writer, are dated between May 20 and May 29, and are from regiments known to have left Ship Island prior to the date of use," in referring to the probable use at New Orleans. This is on page 166 of *Chronicle* 79 and on page 169, there was noted: "The latest Ship Island marking seen by the writer is on a cover addressed to Mrs. C. S. Blake, at Bangor, Maine, with the round marking dated June 11 (1862)."

At the time, I had been told of but not seen an example of the double circle marking.

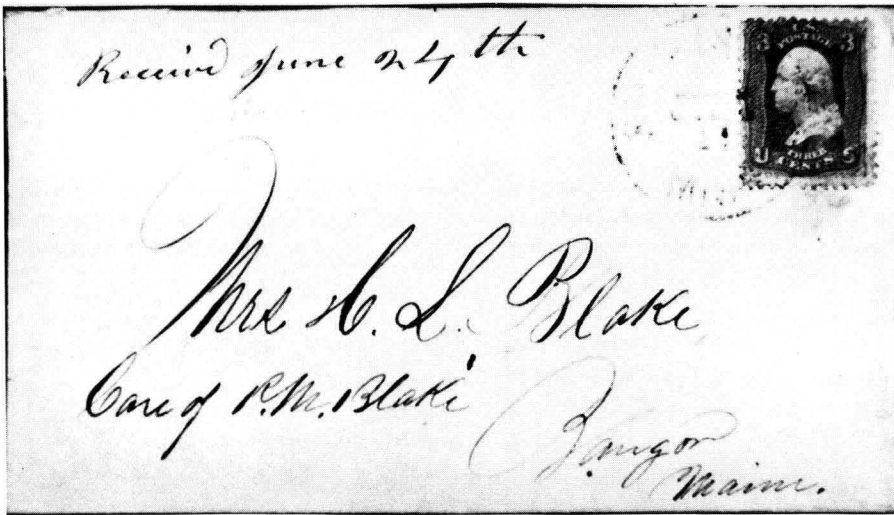


Figure 5. The latest use of the Ship Island balloon marking after it was returned to Ship Island. Postmarked June 11 (1862), the letter is from Ship Island postmaster Rev. C. S. Blake to his wife in Maine. Rev. Blake was Chaplain of the 13th Maine Volunteer Infantry regiment.

The cover with the June 11 balloon marking wasn't illustrated in the 1973 article since the marking is a rather faint (but legible) strike. It is shown here as Figure 5, mostly because it is addressed to the wife of Chaplain Blake of the 13th Maine, the Ship Island postmaster at that time. Perhaps, had I illustrated this cover in my 1973 article, the author of the *American Philatelist* article might have read my article at least a little less carelessly!

The point of all this, of course, is that conclusions cannot always be drawn with assurance, but there should be at least enough data available to provide a sound basis for analysis. Since a few friends have asked me about the article in the *American Philatelist*, it seems desirable to make a far more complete — and probably far more boring summary of compiled data than normal. As to the conclusions drawn, I leave it to the readers of the *Chronicle* as to whether the data compiled here substantiate those conclusions.

COMMENTS ON COVERS BEARING THE U.S. 3¢ 1861 WITH MONTH AND 1861 YEAR DATE

ABE BOYARSKY

It has been almost five years since my request for information on 3¢ 1861 covers appeared in the Chairman's Chatter. Since that time I have recorded 598 covers with a month and 1861 year date.

The breakdown is as follows:

August — 83
September — 175
October — 126
November — 133
December — 81

Of the almost 600 covers from this period, 20 percent of this total are from the Pink family; Rose Pink, Pink, and Pigeon Blood Pink:

August — 19
September — 43
October — 27
November — 9
December — 8

The earliest date I have recorded for use of a 3¢ 1861 is August 17, 1861. The earliest patriotic is August 21, 1861 (Rose Pink Methuen 10 C 5)*.

The National Bank Note Company had printed shades earlier in the year that were rejected by the Post Office Department because the color was not satisfactory. Demonetization placed such a demand for the new 3¢ 1861 stamps that many of these earlier shades were sent to post offices. Some of these shades exist today without a proper name. Until a knowledgeable committee can agree on names, identification will have to wait.

I wish to acknowledge the following collectors who were kind enough to send material for study and others for information, slides, photocopies, etc.

Dr. Stanley M. Bierman	Richard B. Jordan
Bruce P. Cameron	John D. Kohlhepp
C.W. Christian	James S. Leonardo
Bill Claghorn	L.H. Lewis
William C. Coles Jr.	Leonard McCabe
Dr. Robert L.D. Davidson	Robert B. Meyersburg
Joseph Dienstfrey	Herbert Nickleson
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Gilbert A. Fitton	Perry Sapperstein
Barbara B. Fosdyke	Dr. Richard M. Searing
William B. Gibson II	Thomas E. Stanton
Bruce W. Hazelton	Scott R. Trepel
William K. Herzog	Robert K. Waite Sr.
Robert G. Jones	

* *Chronicle* 86:95-6.

REPORTS AND NEW DATA

Several of the articles in this section of recent *Chronicles* have brought interesting responses — some of it quite belatedly and some of which I am quite dilatory in acknowledging and reporting. These are reviewed by subject, following.

DEMONETIZATION STATUS OF THE 1¢ STAR DIE ENVELOPES AND WRAPPERS

In an article on this subject in *Chronicle* 118 I stated the wrappers were issued "at the

time the envelopes with the same embossed stamp were being demonetized.” In an article in *Chronicle* 120, about a newly reported use of the “Chicago City” postmark of 1863, with letters in the date slots, I again implied the 1¢ star die envelopes were demonetized. In *Chronicle* 124, this idea was updated and reviewed to note that no evidence existed that the 1¢ star die envelopes were demonetized, and examples existed showing use long after the demonetization of the 3¢, 6¢ and 10¢ star die envelopes had taken place by those values being replaced.

This matter is again brought up for two reasons. I should have noted that one other important bit of evidence was overlooked as to its significance, at least insofar as my discussion was concerned.

This is simply that no 1¢ envelope of a new design was issued to replace the 1¢ star die, even though the 1¢ circular and drop letter rates continued to be in force until July 1, 1863.

After that date, and until the 2¢ drop letter rate established on that date was again reduced to 1¢ in those towns not having free delivery (carrier) service by the act of March 3, 1865, there were no pertinent 1¢ rates and hence no call for 1¢ stamped envelopes.

The second reason is a continuing influx of reports calling my attention to post-1861 uses of the 1¢ star die envelope. The latest group reported is among the most interesting — uses after July 1, 1863, with 2¢ Black Jacks to make up a 3¢ single letter rate. In the Richard Frajola sale which will take place just before these words reach readers of the *Chronicle*, there are three such covers with a Black Jack added to the star die to make up the normal 3¢ rate, and also one more similar usage on a 1¢ star die wrapper. The three uses on the envelopes are two from New York City and one from Rock Island, Illinois, with the Rock Island “examined/prisoners’s letter” handstamp also on the cover.

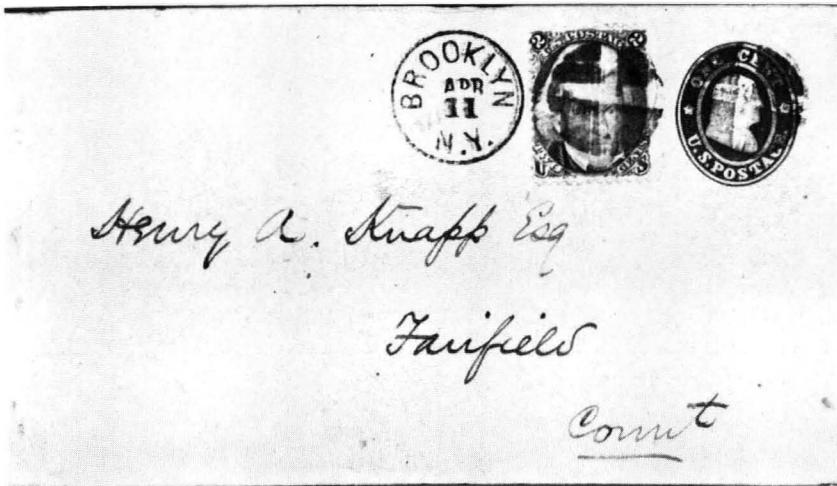


Figure 1. A 1¢ star die wrapper used after July 1, 1863, as an envelope with a 2¢ Black Jack stamp added to pay the 3¢ letter rate. Courtesy Richard Frajola.

Figure 1 shows the 1¢ star die wrapper with Black Jack, used from Brooklyn, N.Y., to Fairfield, Connecticut, with the wrapper pasted up and used as an envelope.

For those with the urge to detect similar uses, the paper of the wrappers is vertically or horizontally laid, while that of the envelopes is diagonal. In addition, the knives used for the wrappers are obvious, but the paper, while listed as manila as well as in other colors, shows a wide variety of textures.

To date, I have recorded seven uses of the 1¢ star die envelope with Black Jacks added. This is of interest, since the Black Jack was issued for use with the various 2¢ rates established by the act effective July 1, 1863, which also made the 1¢ star die postal stationery useless without added stamps for the time being.

THE HARRISBURG "1" IN CIRCLE RATE STAMP USED AS A CANCELLING DEVICE.

In *Chronicles* 112, 113, and 125, the use of a "1" in a circle handstamp at Harrisburg, Pa., in the 1850s and 1860s was discussed, the uses being varied and unusual.

A use as a 1¢ due on an advertised letter was noted, but other covers involved other possibilities, such as carrier use or even as a precancel.

The idea of the marking being a carrier use was pretty much laid to rest in the discussion in *Chronicle* 113, since there is no record of Harrisburg having had official carrier service during the period the "1" was in use, and the fact it obviously was used by the clerks in the Harrisburg post office seems to preclude any use by an unofficial carrier not paid by the Post Office Department.

In *Chronicle* 125, the possibility of the "1" being a precancel use was discussed, two different specialists in early precancels having suggested this when a cover with the "1" used to cancel a stamp on a Pennsylvania state governmental cover was reported. Although precancelled stamps or at least those with obvious control markings on covers sent by legislators and other offices of the state government are well known, only the fact that the "1" and its circle were almost always seen struck entirely on the stamp and thus not tying the stamp to the cover indicated a possible precancel usage.

Consequently, I requested reports of covers with the "1" marking tying the stamp thus proving it to have been applied after the stamp was on the cover.



Figure 2. A 3¢ 1861 stamp used on a patriotic cover originating at Camp Simmons near Harrisburg, Pa., with the stamp cancelled by the Harrisburg "1" in a circle. In this case, the "1" ties the stamp to the cover, thus proving the use was not a precancel. Photo courtesy James E. Kloetzel of Richard Wolffs, Inc.

Figure 2 shows a photo of such a cover sent to us by Mr. James E. Kloetzel of the Richard Wolffs organization. The marking obviously ties the stamp to a patriotic cover and a photo of the back (submitted but not shown here) indicates the cover originated at Camp Simmons, the Civil War military mustering camp at Harrisburg. Other similar covers from that camp have been previously reported, but the marking is centered on the stamp in most cases and doesn't thus tie.

Mr. Kloetzel's cover confirms the use of the marking was simply to cancel the stamps and has no other significance on the covers from Camp Simmons. It also certainly helps to discourage the thought that use on covers from members of the Pennsylvania state government were as precancels.

It has always seemed apparent that the Harrisburg precancels were done by a clerk in the state capitol and not so supplied by the Harrisburg post office, which probably points at their

use being more as control marks than as precancels. Just the same, the Harrisburg post office usually didn't provide any additional cancellations, which makes the use a form of precancel, regardless of how or who authorized its use.

THE NORTON PATENT MARKINGS ON THE 1861 STAMPS AND COVERS

Some tracings, a photo and notes were in this section of *Chronicle* 126 relative to the use of the Norton patent style duplex postmarks at New York City. This article supplemented Mr. T. J. Alexander's in the same issue on the same subject as applied to the usage at Troy, N. Y., on the stamps of 1859-60.

Because the original tracing plate duplicated the Troy duplex marking which was also shown in the 1851 section as an addition to *Simpson's U.S.P.M.*, it was decided to eliminate this portion of the tracing.

Unfortunately, in the process a slip-up occurred, so that only the postmark was removed and the patent killer portion remained. Therefore, in the tracing on page 110 of *Chronicle* 126, the killer at the extreme left should be deleted.

Since *Chronicle* 126 has only been here a short time as this is being written, there has been but one response. This was Donald B. Johnstone's interesting report of a 1¢ plus 3¢ 1861 carrier cover used from New York on the same date as the cover shown on page 11 of *Chronicle* 126. As Prof. Johnstone remarked, "even the edge of the slug shows and resembles 621," speaking of the "lazy" year date of the Norton c.d.s.

Johnstone goes on to remark that the late Elliott Perry, upon seeing the cover reported, stated that at that time, this was the latest date he'd seen of the use of this style postmark (with lazy year date) at New York City.

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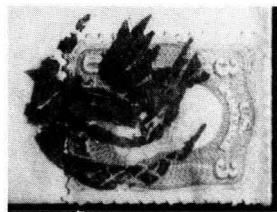
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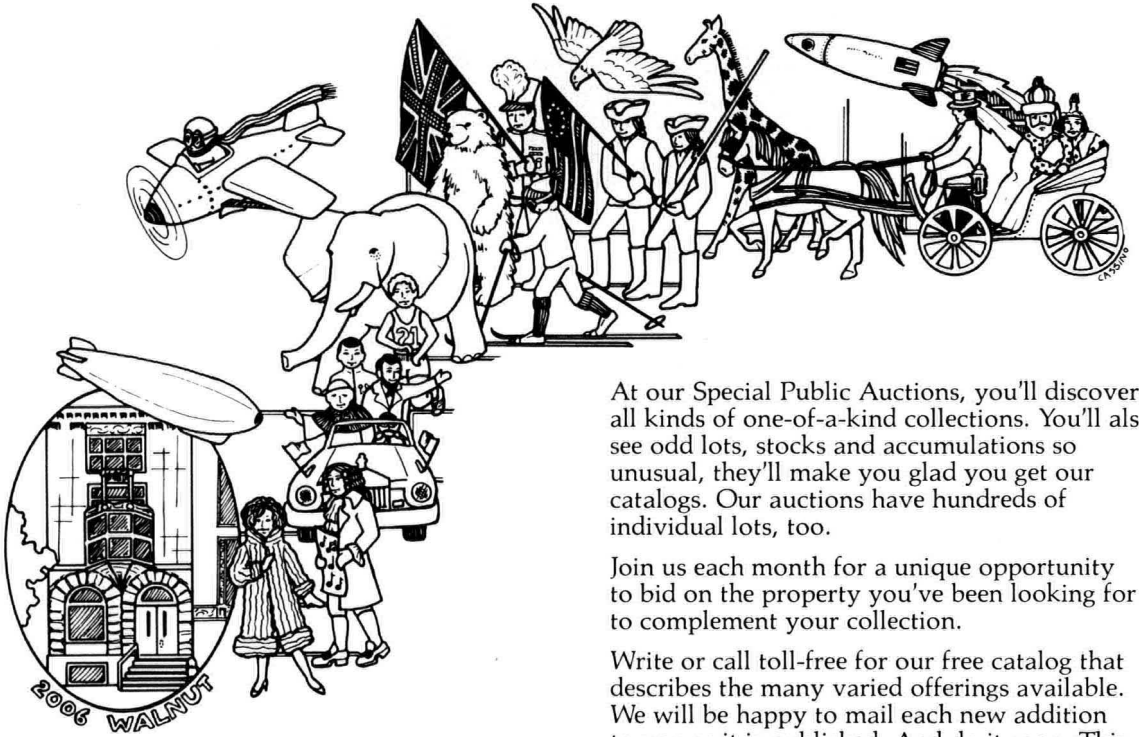


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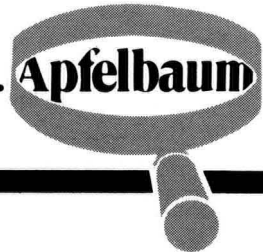
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A WORD FROM THE SECTION EDITOR

Philatelic discoveries are more interesting to read about when they are new, so we break from the 1869 Inverts series to report on a few items that have come to the author's attention. The first is a 3¢ stamp with six grills, discovered and written up by Leonard Sheriff. The second is an "earliest" use of the 15¢ Type I, postmarked New Orleans, March 31, 1869. The third is the set of 15¢, 24¢, 30¢ and 90¢ Re-issues in used pairs, all identically cancelled.

The Inverts series will continue soon.

A SEXTUPLE GRILL VARIETY

LEONARD S. SHERIFF

In Volume 33, #2 (No. 110) of the *Chronicle*, May 1981, the author, along with William K. Herzog, wrote an article on the triple grill variety which their joint research disclosed was a truly rare variety. The article had been occasioned by the discovery by the author of two Scott #97, 12¢ F grills, each of which had received a Philatelic Foundation Certificate. Their search of the Philatelic Foundation's records indicated no other triple grill certificate was issued for any stamp of either the 1867-68, 1869 or the 1870 issues. However, a check of auction catalogs and philatelic literature available to Mr. Herzog revealed three additional triple grills, *viz.*, Scott #100 (30¢ F grill), Scott #114 (3¢ 1869), and Scott #121 (30¢ 1869). Scott also lists triple grills alongside Nos. 87, 88, and 94. Neither writer had ever viewed Nos. 87, 88, 94, 114 or 121 varieties and, therefore, their genuineness was uncertain.

This tabulation of existing triple grills makes it clear that the triple grill variety is truly a rare item with a maximum of probably eight examples, covering seven stamps, being known. The article quotes Ben Chapman on the 3¢ 1869 as stating that "seeing a triple grill must be a beauty to behold. I have never seen one on the Loco." The writer, having uncovered two examples of Scott #97, was on the lookout for further triple grills when he spotted a 3¢ 1869 triple grill being offered by John W. Kaufmann, Inc., in its Auction 107, Lot 87. The catalog value was \$100 and the purchase of the stamp was made for \$260, which the writer considered to be an exceptionally low price. It did seem to prove the existence of the Scott #114 triple grill variety.



Figure 1. Front and back of 3¢ 1869 with sextuple grill.

Upon examination of the item by the writer and Mr. Louis K. Robbins, after it was purchased, it was decided that it should be submitted to the Foundation for a certificate, not because it did not have a triple grill but because, in their opinion, it contained a sextuple grill, one of which was a portion of a split grill. Their judgment was corroborated by the Philatelic Foundation which issued a certificate for a sextuple grill describing it as "genuine with six grills, one split and a light horizontal crease."

The writer is completely at a loss for any possible theory upon which six clear grills would be struck on a single copy of #114. In the triple grill article the authors concluded that "the chance of finding a single grill struck three times is extremely remote."

Why would anyone feed a sheet of stamps into the grill roller six times? Comments are invited.

A "ONCE UPON A TIME" COVER

SCOTT R. TREPPEL

The author is certainly not alone in his occasional fantasies about covers that once were franked with the stamps that collectors now proudly display in album spaces. Recently, the 1869 Re-issues created a particularly outrageous fantasy cover, that, if extant today, would surely rank as one of the greatest.

Illustrated in Figure 1 is a "set" of the bi-color 1869 Re-issues, all in pairs, identically cancelled with a somewhat muddled target. To the best of the author's knowledge, this set has not been reconstructed in published form.



Figure 1. Pairs of the bi-color reissues with identical cancellations.

The 15¢ and 24¢ vertical pairs were sold by Stanley Gibbons as part of their share of the John C. Juhring 1869 collection. Later, the 15¢ pair turned up in a Daniel F. Kelleher auction. The top stamp of each pair has a blue crayon mark that is similar to ones put on registered mail at British post offices. Registered mail to England in the late nineteenth century typically bears this blue crayon marking.

Juhring must have had his 90¢ Re-issue pair in a different part of the collection, for it shows up in the Sotheby Parke Bernet sale of their portion. This pair later appears in a Robert A. Siegel auction, and now resides in the collection of a prominent East Coast collector.

The 30¢ pair was sold by Robert A. Siegel in his September 21-22, 1983, auction. Its current whereabouts is not known.

Judging from the stamps and postmarks, we can surmise that these Re-issue pairs were used on a piece or a few pieces of philatelic mail. The postage rate would be extraordinarily high to require pairs of these high values, so perhaps an overpayment was involved. Whatever the cover, this set of pairs still makes a most impressive display.

MARCH 31, 1869, NEW ORLEANS POSTMARK ON 15¢ TYPE I

The stamp illustrated in Figure 1 is postmarked "NEW ORLEANS/LA./MAR/31," and although it has no yeardate, we are able to date the postmark by reconstructing the types of datestamps used at New Orleans in the 1869-70 period. Such analysis shows that the Mar. 31 datestamp on this 15¢ Type I stamp can only have been made in 1869, making this the earliest

recorded use of any bi-color 1869 stamp.



Figure 1. New Orleans March 31 postmark on 15¢ type 1.

The illustration is taken from the Robert A. Siegel October 10-11, 1972, auction catalog, in which this stamp was included as lot 958. The “MAR/31” date appears to be clearly struck. This same datestamp is shown on the cover illustrated in Figure 2, a 30¢ used from New Orleans to France in 1869.



Figure 2. Same type postmark on 1869 cover to France.

A survey of dated covers dates this marking from 1866 to August 1869. By September, or probably earlier, a new datestamp was brought into use. We find no further use of the earlier type datestamp after this point.

A bit of circumstantial evidence adds support to the Mar. 31, 1869, date. By March 1870 the Type I stamps had been replaced by Type II stamps. The late use of a Type I at a large, active post office is highly unlikely.

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THE 1890 ISSUE USED ON TREATY RATE MAIL IN THE U.P.U. PERIOD

SCOTT R. TREPEL

Introduction

The purpose of this article is to identify the rates and markings associated with mail between the United States and the few countries who were not Universal Postal Union members during the 1890s. This article will focus on the Australian and South African colonies, who joined the U.P.U. in 1891 and 1892-1898, respectively. Its scope will be further limited to the use of the 1890 American Bank Note Company stamps only.

The author has tried to keep track of all non-U.P.U. rate covers of this period. The eight representative examples shown in this article comprise about one-third of the total number of covers seen by this author that bear 1890 stamps for a non-U.P.U. rate. Even allowing for the many covers this author has not seen, it is reasonable to estimate a very small existing supply. The reasons for this scarcity will be explained in this article.

The author's information about foreign mails has been derived from the important secondary sources — Hargest, Starnes, Robinson, Beecher, et al. — and from the official U.S. Post Office Department's *Postal Guide*. In addition to these published sources the author has relied heavily on personal communication with other foreign mail students. In this regard the contributions from Henry W. Beecher, Calvet M. Hahn, Stephen Albert, and John D. Kolhepp are gratefully acknowledged.

Australian Treaty Mail

The nation of Australia was formed from the colonies of New South Wales, Queensland, South Australia, Tasmania (Van Dieman's Land), and Victoria. For the purpose of discussing foreign mails these pre-Dominion governments must be considered individually, along with the separate colony of New Zealand. Surrounding Pacific islands with their own postal administrations are relevant to this subject but will not be considered in this article.

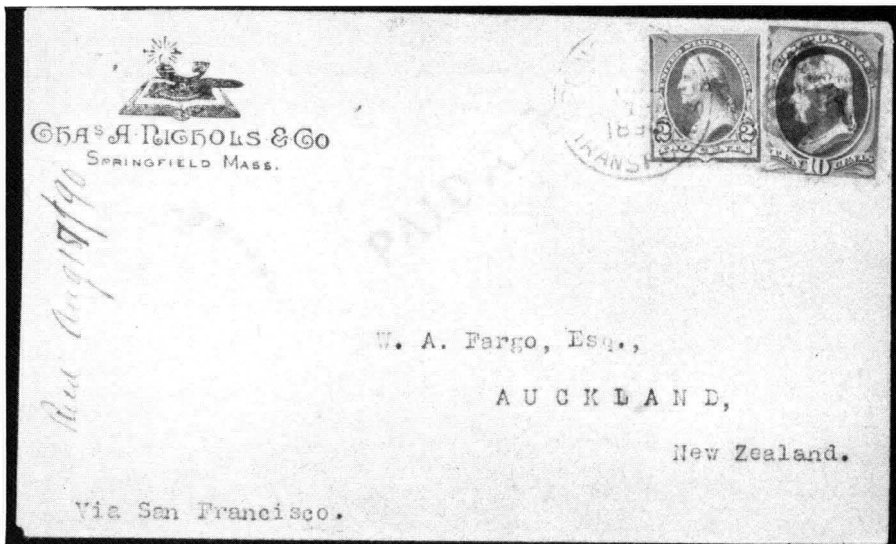


Figure 1. Boston to Auckland, N.Z., June 15, 1890, at 12¢ rate with 1890 2¢. Red PAID ALL. From the Fargo correspondence.

The Australian colonies and New Zealand joined the U.P.U. in 1891; however, there is uncertainty in the author's mind as to the exact admission dates for each. According to

Starnes's book on foreign postal rates, the Australian colonies joined the U.P.U. on August 1, 1891, and New Zealand followed on October 1. The official *Postal Guide* and other sources give the October 1 admission date for all Australian colonies, as well as New Zealand. The problem with this dating contradiction arises when we attempt to classify covers to any one of the six Australian colonies dated in the August-September 1891 period. None has been seen so far.

The single letter class rate was 12¢ per half ounce, which paid the letter's way to the final destination. Unlike the U.P.U. rate, it did not provide for free forwarding of mail. The 12¢ treaty rate was replaced by the 5¢ U.P.U. rate per half ounce (based on the 25 centimes per 15 grams U.P.U. standard), along with reduced rates for postal cards and printed matter. The domestic 10¢ registration fee applied in all cases.

1890 Issue Covers to Australian Colonies

Most values of the 1890 Issue were issued in February. By June the series was complete, except for the 8¢ Sherman, which was not issued until 1893. Use of the 1890 Issue on Australian treaty mail could only occur in a very brief timespan — perhaps seventeen months at most. On this basis we may conclude that such covers are scarce.

The few covers seen by this author show a consistent transit marking pattern. Mail to Australia (except the colony of Western Australia) and New Zealand, was sent via San Francisco and should carry a S.F. postmark. Mail to Western Australia was sent via New York City, so one would expect to find a N.Y.C. postmark. However, no cover to Western Australia has been seen to confirm this expectation.

Figure 1 illustrates a cover to Auckland, New Zealand, from the W. A. Fargo correspondence. Fargo was involved in book publishing and received a large volume of mail. The Fargo correspondence, or at least a portion of it, was offered in two Robson Lowe Postal History Auctions in 1975 and 1976. Most of the covers in those offerings pre-date the 1890 period, and have large Bank Note or Canadian frankings. Covers in the 1890 period were grouped together in the Robson Lowe offering, so it is difficult to learn specifics about them from the auction catalog descriptions. There are several unusual forwarded/postage due covers mentioned, but little more about them is known. The author would appreciate any information pertaining to the Fargo correspondence.

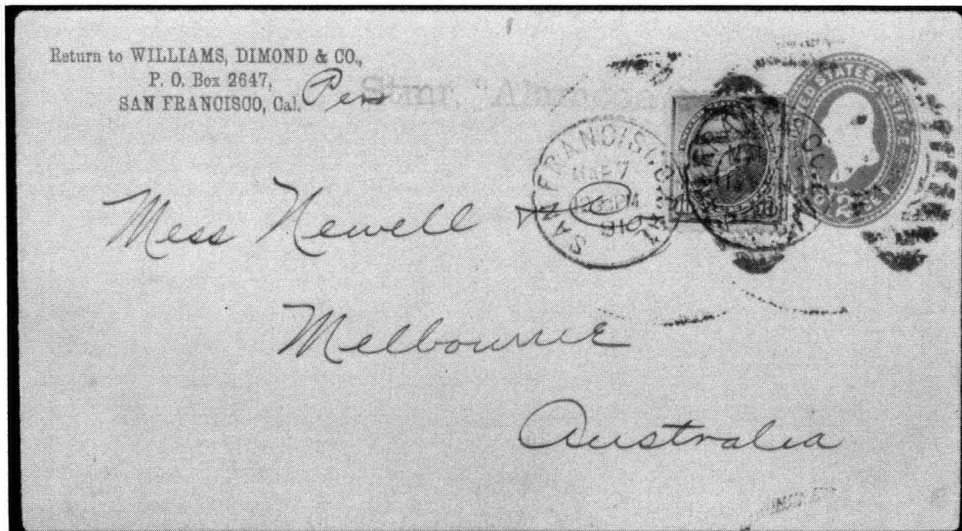


Figure 2. San Francisco March 7, 1891, to Melbourne, Australia. Per "Stmr. 'Alameda'," Note absence of PAID ALL marking.

Returning to the cover in Figure 1, it represents the usual routing and postmarking procedure for Australia and New Zealand bound treaty mail. The cover was sent from

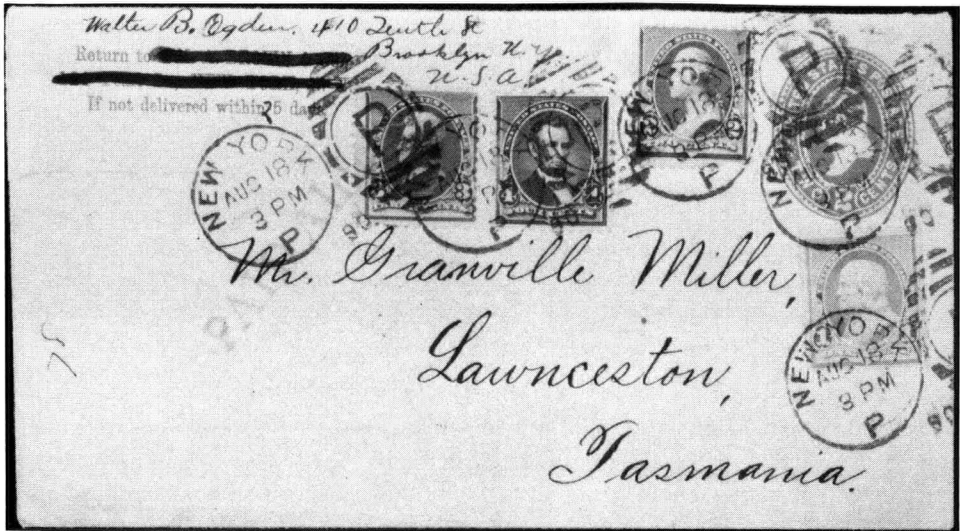


Figure 3. New York, Aug. 18, '90, to Tasmania, with several 1890 denominations to make up rate on 2¢ envelope. Red PAID ALL.

Massachusetts on June 15, 1890, then passed to the N.Y.C. foreign mail exchange office. There the cover was handstamped "PAID ALL" in red. This marking instructed the S.F. exchange office to treat the letter as fully prepaid. It is found on all treaty mail to Australia sent between the N.Y.C. and S.F. exchange offices. It is not found on mail emanating from the port of embarkation, as the next cover demonstrates.

The cover to Melbourne in Figure 2 originated at the S.F. post office. It has no "Paid All" marking of any kind. Although not stated in any official *Postal Guide* issues, it is the author's hypothesis that this "Paid All" marking conveyed a message strictly between the office sorting the mails and the office whose duty was to dispatch the mails overseas. If the "Paid All" marking was required by foreign transit and receiving offices, as some might argue, then why does it not appear on all treaty mail from the U.S. to Australia?

The covers in Figures 3 and 4 are addressed to two other Australian colonies — Tasmania and New South Wales. Both covers originated in the East, where they received the red "PAID ALL" handstamped marking, and then left the U.S. via S.F.

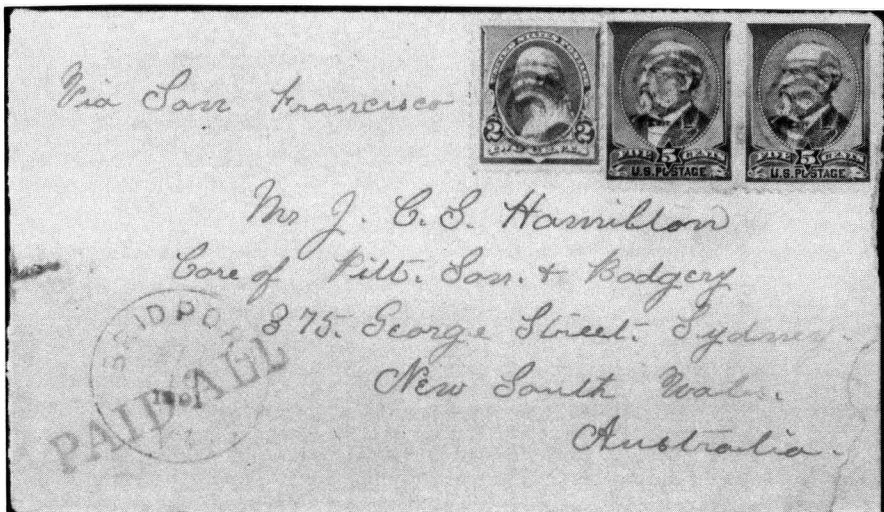


Figure 4. Bridport, Vt. (?), May 16, 1891, to Sydney. "Via San Francisco" with red PAID ALL.

South African Treaty Mail

When we come to South African treaty mail, there is considerably more to discuss. The period during which the 1890 Issue could be used on treaty mail is much longer, and the existence of a large correspondence to the Cape of Good Hope has given us many more covers to study.

The Union of South Africa was created in 1910 from the colonies of The Cape of Good Hope, Orange River, Natal and Transvaal. In the pre-Dominion period, each colony must be considered individually and in line with the turbulent political situation of the 1890s.

Natal was the first South African colony to join the U.P.U., on July 1, 1892. The South African Republic (Transvaal under British rule) followed on January 1, 1893. The Cape Colony was admitted on January 1, 1895, and the last of the South African colonies to join was Orange Free State, in 1898.

The treaty rates to these colonies can be divided as follows:

- 15¢ — for all colonies; effective until June 30, 1892; 5¢ retained by U.S., 10¢ credit to England
- 10¢ — for all colonies except Natal (U.P.U.); effective from July 1, 1892; termination date unknown
- 5¢ — reduced treaty rate (listed in 4th quarter 1894 *Postal Guide*) for all non-U.P.U. destinations; inception date unknown, effective until December 31, 1894
- 5¢ — U.P.U. rates and conditions extended to all destinations, including non-U.P.U., per U.S. Postmaster General order effective January 1, 1895.

Without knowing the inception date for the 5¢ “reduced” treaty rate, it is difficult to determine whether a 10¢ rate cover is a *single* treaty rate or *double* 5¢ treaty rate. There is no question that the 5¢ reduced rate was announced prior to the January 1, 1895, P.M.G. order; the question is when, and any assistance in determining the inception date will be gratefully acknowledged.

A remarkable feature of the South African rates is that prior to July 1, 1892, the U.S. was still accounting for credits to England on South Africa bound mail. These covers are the last of a breed that faced extinction with the expansion of the U.P.U.

1890 Issue Covers to South Africa

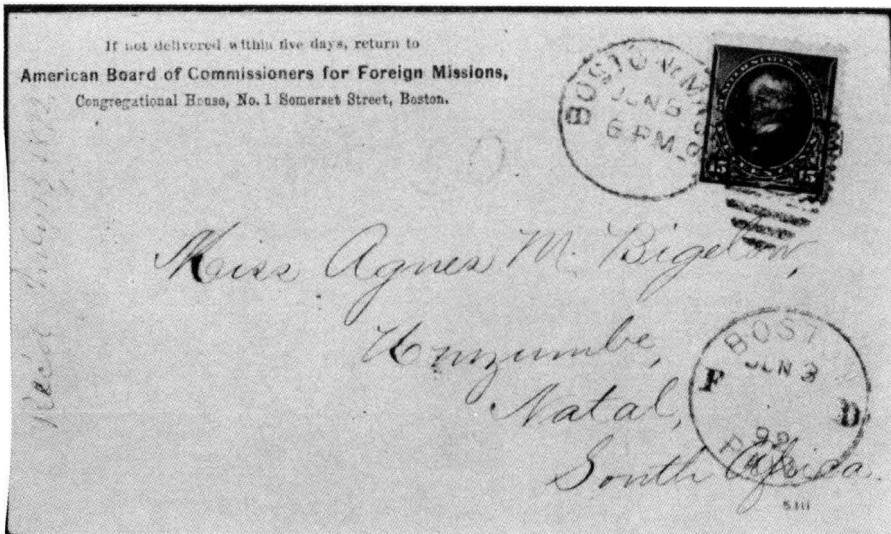


Figure 5. Boston to Natal, South Africa, the 15¢ treaty rate paid by 1890 15¢, only three weeks before Natal joined UPU.

The cover in Figure 5 is illustrated in Brookman's *U.S. Postage Stamps of the 19th Century*, III, 45. It is a treaty rate cover from Boston to Natal, postmarked June 9, 1892, just

before Natal joined the U.P.U. The author is very fond of this cover (he does not own it) and of Brookman's understated appraisal of its rarity: "Not a valuable cover but one that would take a great deal of searching to duplicate."

Another 15¢ rate cover (to The Cape of Good Hope) is illustrated in Figure 6. It bears the same elements of the Brookman cover, but the markings are clearer in this photograph. The 15¢ 1890 stamp is tied by the New Haven, Conn., September 1, 1891, postmark. The red pencil "50" denotes the credit to England in centimes (50 centimes equals 10¢). The cover is addressed to the Huguenot Seminary at Wellington and was routed through N.Y.C. where the credit marking was applied.



Figure 6. New Haven, Conn. Sept. 1, 1891, to Cape of Good Hope at 15¢ rate.

This cover is typical of the Landfear correspondence, named for its principal correspondent, Miss. M.E. Landfear. The Landfear correspondence must have been a huge original find, for its contents are scattered wide and far, showing up in just about every dealer's stock and auction around the world. Judging from the Landfear covers seen so far, this author believes that the frequency of communication had diminished by the 1890s. It seems that for every post-1890 Landfear cover there are twenty pre-1890 covers. Of course the earlier covers, with their brilliant multi-color high denomination Bank Note frankings, have commanded more attention and higher prices.

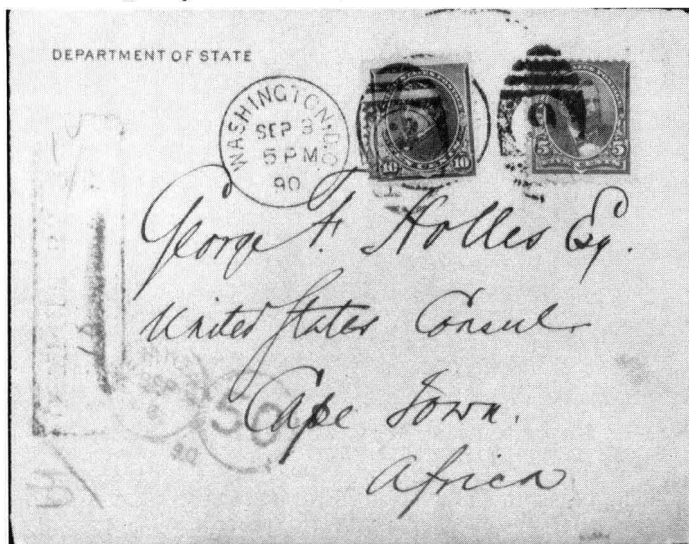


Figure 7. Washington, D.C., to Capetown. At first only the 5¢ stamp was affixed and cover was returned for additional 10¢ required.

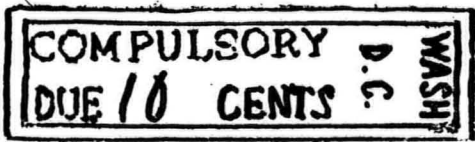


Figure 7a. The magenta handstamp struck on cover in Figure 7.

The treaty rates to non-U.P.U. countries had to be prepaid in full. Therefore, it would be very unlikely, if not impossible, to find a short paid treaty rate cover. The closest we come to such a thing is the cover illustrated in Figure 7. In this case a State Department employee sent the cover to the U.S. Consul at Cape Town with only a 5¢ 1890 stamp. It was received at the Washington, D.C., post office on September 2, 1890, and the stamp was cancelled with a 5:30 p.m. number "9" duplex. A magenta handstamp (see Figure 7a) was applied at the left — it reads: "COMPULSORY/DUE 10 CENTS/WASH/D.C." (the "10" is inserted in blue pencil). The next day, at 5:00 p.m., the additional 10¢ 1890 stamp was cancelled (number "3" duplex), and the cover went on its way to N.Y.C., where the "opera glass" red credit handstamp was applied.

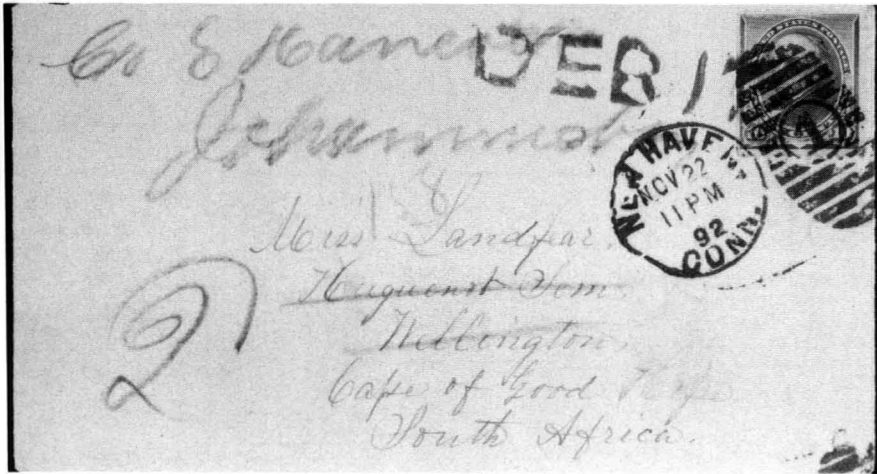


Figure 8. New Haven, Conn., Nov. 22 '92, to Wellington, C.G.H., at 10¢ rate. Forwarded to Johannesburg DEBIT 2(d).

The only legitimate postage due treaty rate covers are those that had to be forwarded, thereby incurring an additional charge. The cover in Figure 8 shows this type of postage due charge. It is addressed to Miss Landfear at the Huguenot Seminary in Wellington, but upon arrival was redirected to Johannesburg. The 10¢ 1890 stamp sufficiently prepaid the 10¢ treaty rate, but it did not allow for forwarding. The pencil numeral "2" (in blue) denotes 2 pence due, and the crude woodcut "DEBIT" handstamp is the British equivalent of "due."

Conclusion

Although the U.P.U. standardized postal rates and regulations throughout much of the world, it did not altogether eliminate independent postal treaties. The author has chosen the last decade of the nineteenth century as a field for study because it represents this transitional period. The purpose of this article is to make readers aware of the time periods in which treaty rates remained effective, and to explain the covers associated with these treaty rates. The scarcity of such covers has been reiterated with the intention of alerting readers to opportunities that might pass unnoticed.

The author is interested in recording covers with the 1890 Issue used to pay any treaty rate. The Fargo correspondence is especially important in this regard. Clear reproductions will be acknowledged with appreciation and reimbursement of postage costs. Send correspondence to Scott R. Trepel, c/o Christie's, 502 Park Avenue, New York, N.Y. 10022. Inquiries related to this subject will be answered if accompanied by a self-addressed stamped envelope.

THE FOREIGN MAILS

CHARLES J. STARNES, Editor

UNUSUAL BRITISH OPEN MAIL MARKING

RICHARD F. WINTER

Although the postal convention between the United States and the United Kingdom of Great Britain and Ireland became effective on February 15, 1849, the detailed regulations were not negotiated until May 1849. The Articles resulting from these negotiations became effective on July 1, 1849, and included a listing of foreign countries to which letters could be sent, passing in transit through the United Kingdom, and which letters were required to be delivered to the British Post Office free of all postage, whether packet or inland postage. This category of mail was to become known as British Open Mail. Letters sent from the U.S. by American Packet had to be prepaid 21¢ per single rate so they would arrive at England "free of all postage." Letters sent by British Packet were prepaid 5¢ per single rate and paid only to the British ship in the U.S. harbor, thereby arriving in the British postal system "free of all postage." Since these letters were paid only to the British postal system, all additional expenses incurred in transit to the final destination were collected at that destination. Compensation to the British Post Office for handling these mails was in accordance with the various postal arrangements between Great Britain and the host countries.

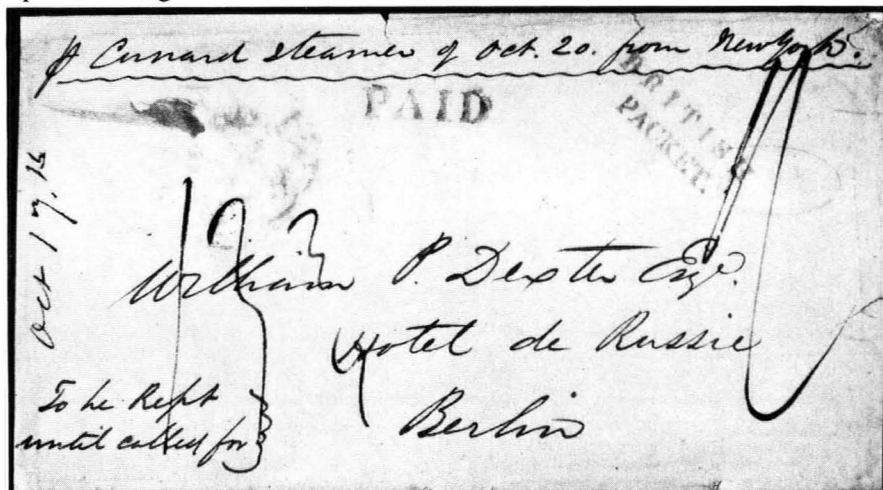


Figure 1. October 1852 envelope to Berlin, Prussia, prepaid 5¢ for British Open Mail service by British Packet from New York. Red, two-lined BRITISH PACKET. handstamp in upper right and bright blue 13¾ silbergroschen due.

For a short time in the early 1850s, an unusual handstamp was used at the New York Exchange Office, presumably to identify the steamship service for British Open Mail letters. Figure 1 shows this marking as BRITISH PACKET., a two-lined, red handstamp.* This cover is believed to have originated in New York on October 17, 1852, and was addressed to Berlin, Prussia. It was sent in the British Open Mail by the Cunard steamer *Asia*, which departed New York on October 20, 1852. Five cents was prepaid as the proper single rate by British Open Mail and British Packet. The letter was sent through Belgium to Prussia from London in closed mails under the terms of the Anglo-Prussian Treaty of 1852. England debited Prussia 1 shilling for the 8 pence transatlantic expense and 4 pence British and Belgium transit fees. The amount due from the addressee was 13¾ silbergroschen.

To date, seven examples of the BRITISH PACKET. handstamp have been recorded

* Another fine example of the BRITISH PACKET. marking in red appears opposite p. 12 of *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU* by Charles J. Starnes.

during the period August 24, 1852-February 15, 1853. All but two are in black ink. The color of the ink used with this handstamp appears to have no significance. It would seem likely that a similar handstamp with the words AMERICAN PACKET. in two lines should also exist, but an example has not been reported. It would be helpful if any route agent can report an example of the two-lined AMERICAN PACKET. handstamp, as well as any other examples of the BRITISH PACKET. marking.

HISTORY OF THE BREMEN STATE POST

CHAPTER 22 — POSTAL RELATIONS WITH THE UNITED STATES OF AMERICA

(Continued from *Chronicle* 126:138)

Senator Duckwitz was most interested in strengthening transatlantic communication, and, above all, in preventing its cession with the eventual discontinuance of the Ocean Steam Navigation Co. He proposed to the Bremen firm of W. A. Fritze and Co. that they put their two passenger and freight steamers, the *Hansa* and *Germania* (bought at the sale of the German Federation fleet) on the Bremen-New York run. At the same time the Senate requested its Minister Resident Schleiden in Washington to try to have the Ocean Steam Navigation Co. add two further ships, with specifications the same as those of the Fritze steamers. If the United States Postmaster General did not agree, Schleiden was to use the occasion to try to realize different Bremen wishes, primarily a reduction of the postage on the direct New York-Bremen run, in order to meet Prussian competition. The diplomatic measures of the wise and energetic Bremen business leader resulted in the production of a short written agreement, by which the steamers *Germania* and *Hansa* were to take over the Atlantic traffic. On 4 Aug. 1853, despite Belgian remonstrances, the Resident Minister concluded with Postmaster General Campbell an additional compact to the Postal Arrangement of 29 March/26 June 1847, that dealt with the joint mail transferral between the United States and Bremen. The additional articles included mainly the following: the American postage was set at 10¢ (4½ silbergroschen) under ½ oz., 20¢ (9 sgr.) for ½ to 1 oz., 40¢ (18 sgr.) for 1 to 2 oz., and 20¢ for each oz. or fraction thereof over 2 oz. The reduced American postage applied only to correspondence of those states of the German-Austrian Postal Union which would reduce the German postage for letters to and from the United States via Bremerhaven to 5¢ (2 sgr.) or less. For the states that had not reduced their postage, the rate was 15¢ (6½ sgr.) up to ½ oz. and equivalent increases for higher weights. The 10¢ or 15¢ rate applied also to correspondence to other countries via the German-Austrian Postal Union or the United States, such third countries having to pay the transit postage. Newspapers up to 3 oz. were 2¢ (1 sgr.) and printed matter 1¢ (½ sgr.). The former United States transit payment of 20 percent was discontinued, and a payment of 1¢ the single rate was made for each unpaid letter from Bremen delivered to the United States and for each paid letter from the United States received at Bremen, if the letter was carried by an American steamer; if carried by Bremen steamer, the credit was 5¢. The 5¢ credit was increased to 10¢ with letters to those German states which had not reduced their postage to 5¢.

This treaty, which exceeded all Bremen expectations, went into force 15 Aug. 1853. Three months' notice could be given for termination of the contract if the Bremen steamers ceased operation on the line. Schleiden, in spite of much effort, had not been able to exclude this clause; it seemed very inconvenient, but practically it was of no importance. The convention was signed: "James Campbell, Postmaster General" and "Rudolph Schleiden, Minister Resident of the Republic of Bremen." Most of the collective Postal Union states soon joined in this extremely favorable important convention for all Germany, with only the omission of Baden, Württemberg, and Thurn and Taxis.

As we have seen, a single letter between the United States and the states of the German-Austrian Postal Union, via Bremen, now was 6½ sgr. (4½ sgr. foreign and 2 sgr. Union postage) which is just half the postage of the Prussian-American line. Consequently,

the latter route was used mainly for fast mail, while less urgent letters, especially emigrant correspondence and heavy mail, went by the Bremen Line.

In the meantime Duckwitz had made an agreement with W. A. Fritze and Co. for delivery of the two steamers for the American trade. To participate in the mail trade the firm required a very favorable share of the Bremen share of the total postage. Fritze imposed the condition that his ships' sailing times should be fitted in with those of the *Washington* and *Hermann*, so that a ship would leave about every 14 days from New York and Bremen. There were several catches to this. First, the poor passage of the *Germania* to New York was not very encouraging, the ship having boiler trouble and taking a full 24 days for the journey, while the Ocean Steam Navigation Co. ships took 17 days and the Cunard Line vessels only 14. The *Hansa* following shortly thereafter likewise had mechanical trouble and was several days late to New York. The second journey of the *Germania*, due to machinery defects and boiler trouble, was also discouraging; the new undertaking was scarcely started and it had become the joke of the American newspapers. At the request of Postmaster General Campbell, the *Hansa*, which was unquestionably better than its sister ship, made a round trip journey in December, so that both ships had completed their required runs. Duckwitz had expected further passages in February but was thwarted; only after repeated efforts was he able to get Fritze to establish a passage plan for 1854, including only four voyages, starting with the *Hansa* on 20 July and ending with the return trip of the *Germania* from New York on 17 Nov. But even the limited passage schedule was not kept by Fritze, for on 26 Oct. the City Post Office announced that the scheduled trip of the *Germania* on that day could not take place "due to changing circumstances," and that further trips of the Bremen steamships would not take place that year. Fritze himself had decided this, because the *Germania* was once again in need of repair and the *Hansa* had no cargo of goods or passengers. To add to the serious embarrassment of the Bremen-New York Line, the steamers *Washington* and *Hermann* had discontinued trips for the winter months. A way out was found; unpaid letters went by the Prussian-American Line, paid letters went via England to Liverpool to New York by American steamers, and foreign letters were despatched by sailing vessels.

In January 1855 Fritze had still one more schedule for the New Year, with the *Hansa* to arrive on its first journey to New York on 18 March, yet on the 19 February Duckwitz had to inform Resident Minister Schleiden that the equipment of their ships *Hansa* and *Germania* had been sold in England. As a matter of fact, the English had chartered both ships for troopships for the duration of the Crimean War, and at a high figure. Duckwitz raged in his letter with the words, "I hope that the loss of these ships will make our merchants realize they must build propellor steamships." He continued that the *Hermann* had cracked in the severe cold of the last winter and had only been able to make Southampton, although Bremerhaven could have been reached. "If sailing ships can do it, why not steamers?," was his legitimate question.

Schleiden, in the interim, had been trying to form a closer German-American postal communication, and on 17 May 1855 he obtained an additional article to the Bremen-American Convention of 4 Aug. 1853, referring to "The Registration of Valuable Letters." It concerned registered letters, that, however, were only entered in the papers of lading, and for which the sender was not reimbursed in the event of loss. The addressee had to confirm receipt. According to a semi-official emission of the "Daily Union," the American postmaster was not allowed to mark the letter as registered, which would invite robbery — permitting us to speculate on how the honesty of the American postal officials must have been viewed.

The Ocean Steam Navigation Co., often reported dead, had, in spite of many mishaps, always revived again. In the middle of June 1854, Schleiden gave notice that the financial condition of the company was quite favorable, that the total debts had been paid, and there were means for a dividend payment. The yearly report of the Bremen postal committee gave a

favorable statement on the shipping venture, pointing out that the steamers *Washington* and *Hermann* had made their passages with great regularity in the past year. Previous vigorously expressed wishes for the dissolution of the company, if they could not be made by the German group as a specific yearly proposal, would be entirely ignored. The course of 1855 was also favorable, and in 1856 Schleiden recommended earnestly an expansion of the shipping wharves. Then came the unexpected decision of the American Senate at the beginning of March 1857 — the mail agreement with the company was not to be renewed, but was to go to the contractor who would offer the lowest price. On 1 July the postal contract with the company was terminated, and the new Postmaster General Brown agreed with American ship owner Commodore Cornelius Vanderbilt that he had underbid the previous subsidy paid to the Ocean Steam Navigation Co.

Thus, after ten years, the company came to an undeserved end. At times in the last years of its existence it had been of great use to the Bremen and German trade, although not directly by its postal business; its end was regretted by many German-Americans. Our old acquaintances, the steamers *Washington* and *Hermann*, made several voyages to the American west coast as passenger steamers. The *Washington* was wrecked in 1863, and the worn-out *Hermann* sank in Japanese waters in 1869.

In his *Denkwürdigkeiten*, Schleiden writes about the end of the Ocean Steam Navigation Co. as follows, “It had paved the way for a later undertaking [referring to the North German Lloyd], showing us how to get results, how to do things, and how not to do things. The flow of goods and people has been directed to Bremen, postal trade was promoted; through the postal conventions made in all directions, and depending on this steamer line, we have laid the foundation on which we can build later.”

Great disadvantage to Bremen was feared as a result of the agreement between the Postmaster General and Vanderbilt, which had been made over all protests of Minister Resident Dr. Schleiden. It was feared that the unscrupulous self-made man Vanderbilt would devote his entire energy to the Bremen Line and stab the just-christened North German Lloyd before it could get started. Fortunately it happened otherwise, for Vanderbilt put his worst ships on the Bremen-New York run, and its organization was so poorly run that soon Vanderbilt could not meet the Bremen competition.

On 13 June 1857 the Vanderbilt steamer *Ariel* left New York for Bremerhaven, followed later by the *North Star*. On 16 July the Postal Commission of the Bremen Senate announced to the German Postal Union that in the future the mail between Bremerhaven and New York would be forwarded, under the old conditions, by the Vanderbilt Line. Moreover, ship letters could be sent every 14 days by the English propeller steamers *Argo*, *India*, *Jason*, and *Queen of the South* of the European and Asian Steamship Co. The latter arrangement lasted only to the beginning of November, when the ships were used for troop transport to the East Indies. So the Bremen-United States line was temporarily dependent on the inferior Vanderbilt steamers, which were soon driven by sea damage into this or that harbor of refuge — and suddenly, at the start of winter, their runs ceased altogether. As a consequence of these constant troubles one could not talk of a regular postal service. Even the American Postmaster General confided to the Bremen Minister Resident that Vanderbilt had cheated him. Due to a sea accident of the *Ariel*, Post Director Dr. Bartsch announced that on the return journey to New York a large mail would, lacking other means, have to be sent as “closed mail” by the Hapag steamer *Hammonia*. Bartsch spoke of the “necessity caused by Vanderbilt’s breaking his word” and concludes his performance, “the weight presses on our breast in this moment, and each day brings new trouble.” From a letter of Bürgomeister Duckwitz we find how “odious” the thought has been that the Bremen mail had to be sent by a Hapag steamer, and that the contracts with the United States of 12-13 June 1857 likewise arranged the forwarding of postal matter to New York as competition to the Bremen Line.

In spite of the known and frequent interruptions, *Washington* did not consider warning

Vanderbilt. He held fast to his contract till 1860, although his ships were more and more being displaced by those of the North German Lloyd. On 19 May the Bremen authorities notified the German Postal Union that the North German Lloyd steamers, *Bremen*, *Hudson*, *New York*, and *Weser*, would carry the mails every 14 days to New York at the same low rates as the American steamers. This postal forwarding was not, however, limited to North America, but extended to all parts of Central and South America serviced by the United States postal system. Besides this, the circular stated, the Vanderbilt steamers would operate until 3 September. Whether the latter line could continue their runs to 3 September, or whether another company (the North German Lloyd?) would take their place, was still uncertain.

The Vanderbilt steamer *Ariel* made the last mail passage, an undistinguished run from New York in November 1858. Although the captain had to deliver the mails at the Weser, he landed her in Le Havre, "because there was no hope of finding passengers in Bremen for the return trip."(!) Due to his arbitrary action, the letter bag had to be sent by rail via Belgium and Aachen to Bremen. Since the captain had no legitimate reason for his conduct the company was liable for the high transit costs. From this time we shall not hear of the Vanderbilt ships.

The North German Lloyd now had free rein. After the *Bremen* had left Bremerhaven on her maiden voyage to New York 19 June 1858, the steamer *New York* on 14 August left for New York with a heavy mail. Their passages were without incident, but the young shipping line was soon to suffer a series of accidents. In the night of 2-3 Nov. 1858 the steamer *Hudson* went up in flames at her Bremerhaven wharf, and in the same month sea damage forced the *Bremen*, en route to New York, to lay over at Southampton. In December the *Weser*, on her first trip to New York, was forced by the stormy weather to return to Queenstown (Ireland); she was only put back in service in March 1859. Just to round out all this bad luck, the *Bremen* on her return from New York in the beginning of 1859 had a break in the crankshaft which laid her up for six months. For a while the Lloyd was dependent on one transatlantic steamer, the *New York*. Under such circumstances it was impossible to carry out the promised 14-day schedule and to forward the mails regularly. These sad events caused Post Director Dr. Bartsch to utter the lament, "What will they think of us in America when we, disregarding our public announcements and promises, delay letters, newspapers, and printed matter for America, the West Indies, Mexico, etc., for six weeks?" There remained only one unlovely way out — the same one used when the Vanderbilt ships failed — to use the Hapag Line. At the start of 1860 the steamer *Bremen*, on the homeward journey from New York, had repeated machinery trouble and was out of commission in January, March, and May. In these cases, too, the Lloyd was forced to rely on the Hapag vessels. Nevertheless, Lloyd made a mail agreement with the Postmaster General of the United States that depended to a great extent on the speed of their vessels. From then on, and especially after the end of the Civil War in 1865, the Lloyd prospered greatly, due in good part to the upswing in emigration to America. In 1867 the company could begin to plan a weekly schedule between the United States and Bremen with eight great steamships, which would be very suitable for the postal traffic. The year 1882 saw the start of rapid steam travel; 1883 brought the regular weekly schedule between Bremen and New York, and on their 25th year Lloyd owned 97 ships, with 29 in transatlantic service. In 1885 the North German Lloyd concluded an agreement with the German Empire for the establishment and maintenance of a mail steamer line to East Asia and Australia. At New Years 1891 the Secretary of State Dr. v. Stephan established a sea postal service for both the Lloyd line between Bremerhaven and New York and Hapag between Hamburg and New York. At first there was placed one German and one American postal clerk (later three each) on shipboard in a special room for mail service. Their job was to sort out the very large mail crossing to the United States or to Germany, a business that had formerly been done by the postmasters in Bremen, Hamburg, and New York *only after arrival at port*. In this manner there was a great decrease in the travel time of a letter from sender to addressee.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 126

As AMERIPEX '86 nears, prospective exhibitors pore over past purchases, or seek unusual covers; and Randy Neil, in the *American Philatelist*, helps with advice on suitable material for exhibits. Pertinent to the subject, especially for our members, is an article on "The Postal History Class and Its Exhibits at National Shows" by Werner Elias, with comment by Ernst Cohn, in the June 1985 *Postal History Journal*. Some of the covers used in the Cover Corner are interesting and colorful enough to be in an award winning exhibit, and Figures 1 and 2 show one. A thorough analysis of this was received from C.W. Bert Christian, who writes:



Figure 1. Cover to Italy in 1868.

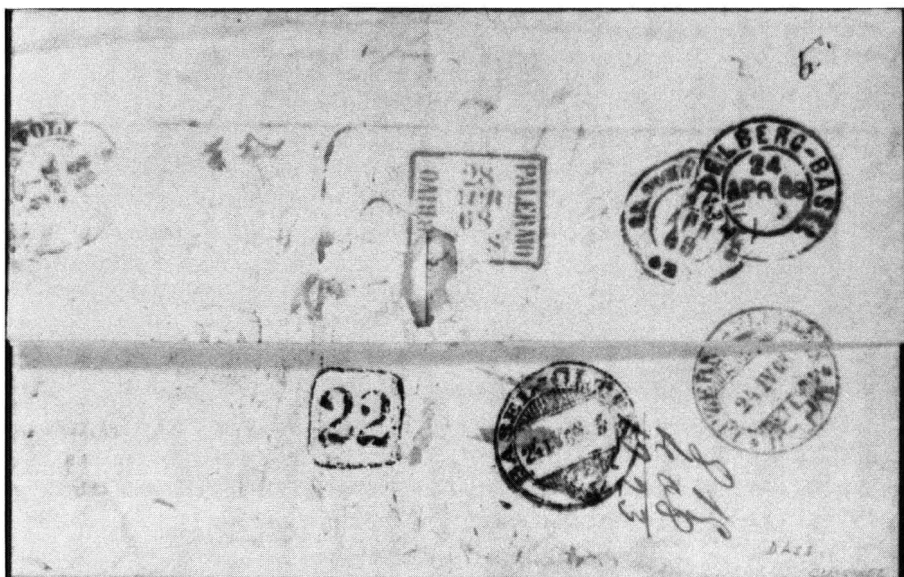


Figure 2. Reverse of cover in Figure 1.

The Supplementary Mail was applied at the dock after the P.O. had closed. The *Hansa* was a North German Lloyd ship carrying the mails to Bremen.

The stamps totalling 38¢ paid the double rate to the North German Union, but not beyond. The letter arrived in Bremen 4/22/68 and received the boxed "FRANCO" marking. The manuscript figure appears to be 2½ (silbergroschen) or about 6¢ U.S. due beyond N.G.U.

From Bremen it went by rail per the "Heidelberg-Basel" and "Basel A Olten" markings.

In Switzerland it received the "Débours Transit" marking which means "Disbursement [for] Swiss Transit" and "AFFR. INSUF." indicating insufficient postage.

Bert doesn't mention the boxed "22" on the back, but we can surmise that it is the Bremen arrival date or perhaps a due marking. The owner will have to determine which, and how much of this explanation to include when he writes up the exhibit.

This analysis still leaves some unanswered questions. Charles Starnes's rate book lists the NGU closed mail rate to Italy (all destinations except Rome) at 19¢ per ½ oz., effective January 1868. The additional rate for supplementary mail makes a total of 38¢ — the amount paid by stamps. Furthermore, the New York and Bremen offices designated the letter as paid, by stamping "PAID ALL" and "FRANCO" respectively. The unpaid portion appears to be the Swiss transit charge, which means the ms. "2½" (or is it "3½"?) is an Italian marking, probably in decimes. Did this cover travel outside normal NGU channels?



Figure 3. Prepaid stampless cover from Ireland, June 13, 1849.

Figure 3 shows a stampless cover from Ireland. Thorough analyses were received from Dick Winter and Dick Graham, as well as comments from Susan McDonald. Dick Graham also did the excellent photograph, bringing out the pale reddish markings. All three agreed on the main points and their answers are summarized as follows. The cover was prepaid at the 1/-treaty rate and left Liverpool on the *Hibernia* on June 16, arriving New York June 29. Susan points out that the PAID/SHIP is listed in the *ASCC* on p. 258 as a New York City marking with dates of use 1849-52. She has the marking on a cover which arrived at New York April 19, 1849, by the *Europa*. Dick Winter records use from 19 April 1849 through March 1851 and a late use in 1855. Both Winter and Graham suggest the marking represents an ad hoc effort to indicate prepayment on treaty mail in the early period. The familiar New York curved PAID was used for this purpose as early as March 8, 1849, and New York had a circular BR PKT marking with PAID by May 1850; the availability of these devices may help account for the sporadic use of the PAID/SHIP handstamp. The British P.O. had treaty credit and debit markers prepared almost immediately — their use is reported in March and April 1849.

Whether this marking was used only on incoming prepaid British treaty mail is not known. Additional reports of covers struck PAID/SHIP are solicited and should be sent to

Dick Winter or the editor-in-chief. If new information results a follow-up report will appear.

PROBLEM COVERS FOR THIS ISSUE

Sharp black and white photographs with contrast are needed for use in a philatelic journal. In the printing process the photo is copied twice, once through a screen. If the contrast is too harsh, then the result will lack shading. With blues, reds and grays of postal markings, and pale writing, there can be problems. The solution involves filters, lighting and film. Experience precludes dozens of shots. Henry Meyer was an expert and generous until his death, and Dick Graham learned a lot from Henry, and on his own. Cincinnati school teacher John Payne is helping with photos for this column, and Figure 4 shows one of his efforts. It is a patriotic bearing a Baltimore cds and "Due 3" in the same blue. What is strange about this item?

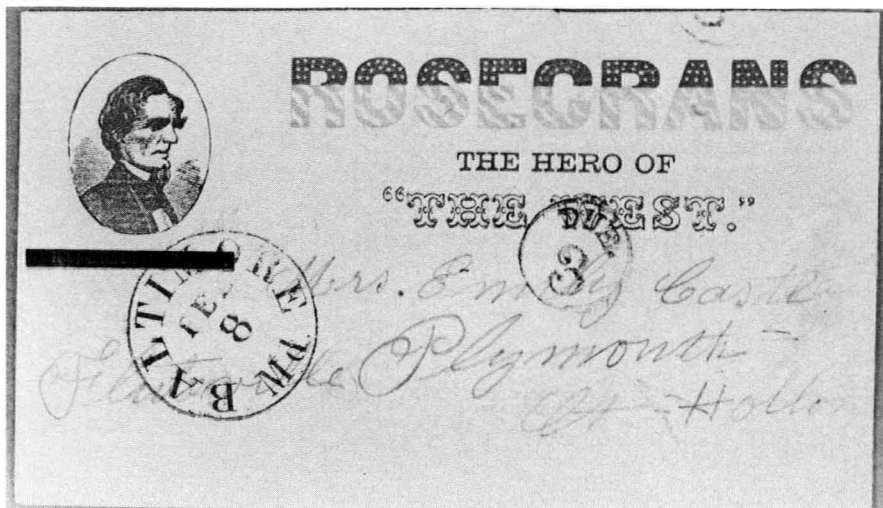


Figure 4. Patriotic cover postmarked Baltimore, with DUE 3.

Figure 5 shows a cover to England with a strip of three of the 5¢ Taylor and a New York marking in red with Jul 2. The rate to England was lowered from 6¢ to 5¢ on 1 July 1875, and 10¢ could cover registration. Any comments?

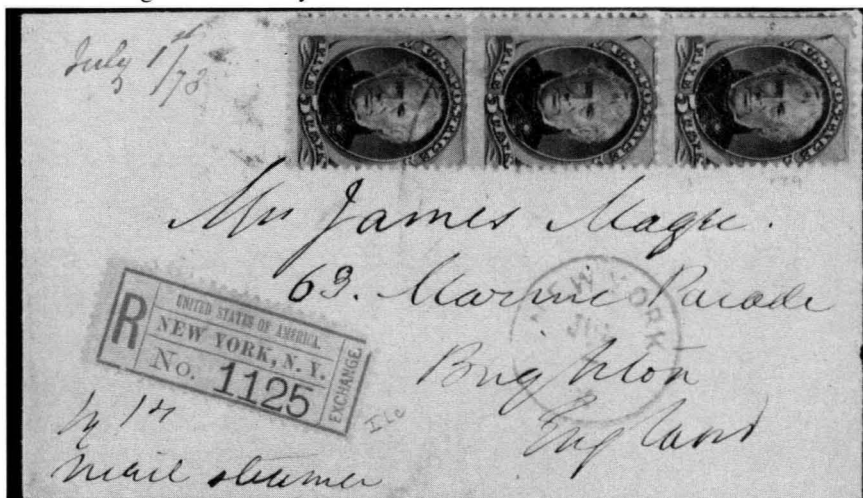


Figure 5. Cover to England with three 5¢ Taylors.

Please send your answers within two weeks after you receive the *Chronicle*, and any potential candidates. We can have a photo made, but send a copy of the cover first.

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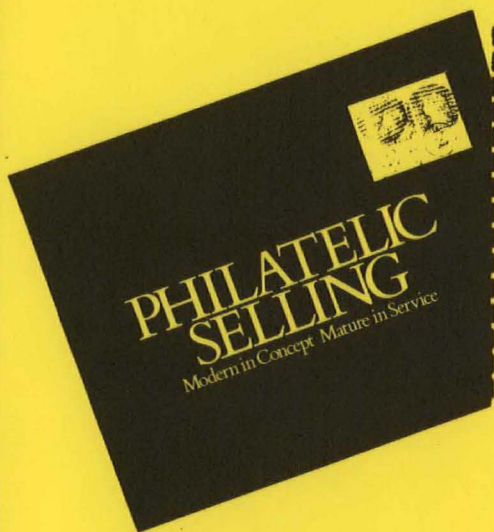
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