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The

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Whole No. 132

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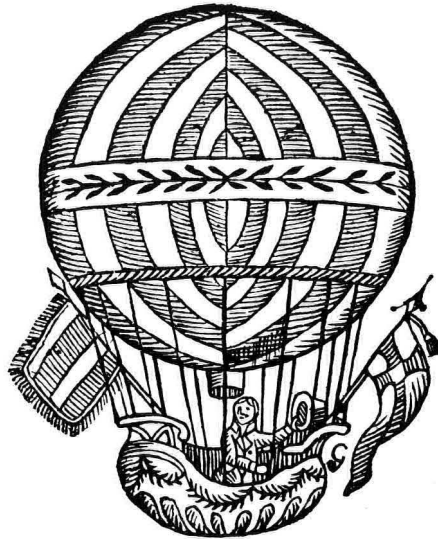
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THE EDITOR'S PAGE

This issue contains so much unusual and diverse material that there should be something for every collecting taste, whether for stamps, postal history, plating, postal stationery, or markings.

It is a great pleasure to welcome two distinguished philatelists for the first time to these pages. In the guest section Dr. J.C. Arnell, author of the acclaimed *Atlantic Mails*, begins a series of vignettes dealing with early U.S. transatlantic mails, setting them in the context of the historical and social conditions under which they operated. The prestamp section features an important contribution by Allan L. Steinhart, prominent Canadian author, collector, and dealer, illustrating and documenting a little-known aspect of U.S.-Canadian mails. After reading this, you may wish to check your cross border covers.

Bob Meyersburg presents an extraordinary discovery in the carrier field. In the 1851 section Jerome S. Wagshal discusses the important new information developed by Frank S. Levi, Jr., on Plate 1 of the 1855 10¢, and promises a detailed study for future publication. Identification of the first Nesbitt stamped envelope and discovery of the 1¢ plate No. 12 on cover are reported by Tom Alexander.

In the foreign mail section Charles J. Starnes illustrates and explains a previously unreported rate and route from the West Indies to the U.S. Richard Winter confirms the 24 January 1857 substitution of *Constitution* for the Ocean Line's *Hermann* by presenting covers which clearly demonstrate how the New York Exchange Office handled these mails.

Interesting and uncommon postmarks on stampless covers are discussed by Frank Mandel. Bert Christian outlines the position of Pictou, N.S., as a mail distribution center in the 1861 section. Dr. James W. Milgram provides an example of a different style Civil War soldier's valentine. The Civil War is also the focus of Dick Graham's article on handstamped and printed franks. Scott Trepel reviews the recently published 1869 cover census, while the 24¢ banknote covers in the Bissell find are discussed by Richard M. Searing. The Cover Corner presents some unusual and intriguing cover puzzles for you to solve.

Dr. Stanley M. Bierman offers another of his absorbing recollections of legendary past philatelists; this time the subject is Clarence Eagle, whose revenue collection resides in the Smithsonian Institution's Postal History division. When the U.S.P.C.S. annual meeting was held in Washington, D.C., in June 1984 a small group of those attending was privileged to view albums from the Eagle and other noted U.S. collections in a private session. That experience has enhanced my appreciation of Dr. Bierman's account while reinforcing my doubt that Eagle's bequest (or similar gifts) has achieved what he intended. But that is an argument for another time.

There are two main reasons for reciting the contents in detail. First, the number of new facts presented makes it evident that there is plenty left to discover in all phases of philately. In fact, there appears to be an expanding universe of philatelic information. Corollary to that is the second point — this material does not spring full-blown from the head of Jove. The function of the section editors is supposed to be to receive articles and reports from readers, screen them, and prepare them for publication; not to write all the material themselves. They need your help. So each of you has the opportunity — even obligation — to explore that universe and report your discoveries to the appropriate editor so that your fellow collectors may share them.

GUEST PRIVILEGE

VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J.C. ARNELL

PREFACE

In the first 1985 issue of the *Canadian Philatelist*, I began a series of early British North American postal history articles aimed at discussing aspects of the subject that I had tended to treat as common knowledge, but which seem to be unknown to many collectors. After the first ones had appeared, your editor commented favourably on the concept, with the result that I offered to do a parallel series for the *Chronicle*.

In one sense, there will be some overlap, as U.S. Colonial postal history is actually British North American as well. However, I have used the geographical distinction between the original American colonies and the northern provinces as the basis of topic separation. In like manner, some subjects have a common base, but require different treatment in the two contexts. Two examples which illustrate this are Freight Money and Closed Mails. With respect to the latter, Closed Mails were the main route for transatlantic letters to and from the Canadas from 1845, but did not become important in the American context until the Canadian railroads linked Detroit and Chicago with Quebec City and the Allan Line steamers in 1859.

While there will be an attempt to treat subjects in chronological order, this may not always occur, particularly if a reader should write to me about an interesting problem, the answer to which could form a vignette!

* * * * *

1. EARLY TRANSATLANTIC LETTERS

It seems worthwhile at the start of the series to recall the setting within which the early transatlantic letters were sent and received. By the beginning of the 18th century, all the major powers of Europe had established colonies and trading posts in some part of the North American continent to exploit the riches of the land, be it fish, trees for masts, sugar or gold.

Although the number of settlers and other immigrants was small, the areas they attempted to occupy and control were large. The English, who are the principal focus here, were spread along a narrow strip of the eastern seaboard from Maine to South Carolina, except for about 250 miles of Indian territory between the two Carolinas, which tended to isolate the southern settlers, as the only means of communication with their northern neighbours was by water. By 1700, there were about a third of a million English in the colonies; over a third of whom were in New England, half as many in the middle colonies, and most of the rest around the Chesapeake — the Carolinas were home to a mere 12,000.

There was a dual need for transatlantic communications. The more important was probably that between the colonists and their sponsors in the English companies of merchants, who financed the original settlements and benefitted from the trade generated therefrom. However, of increasing importance was the colonists' need to keep in touch with their trading captains, once they had become a part of the Atlantic peripheral trade.

Because an organized transatlantic mail service was lacking, letters were carried by any vessel about to depart for the opposite shore. Only official correspondence of great import could command a special despatch boat, which would normally be a fast naval sloop. For the majority, letters were taken to the local coffee house and deposited in one of the bags hung there by ships' captains, for most people lived on or near the coast. It is difficult to establish how much "private postage" was paid on each letter. By age-old custom, captains received a penny for each letter brought into Great Britain and a penny, and sometimes two pence, for accepting outbound letters. Obviously, the coffee house proprietors received some gratuity

for providing space for the mailbags. While the ship letter charges — which tended to be the same in both England and America — paid by the recipient of a letter can usually be ascertained from the manuscript markings on it, those paid by the sender do not appear to have been recorded anywhere, and what they were is gathered from secondhand information.

Although finding a vessel about to sail in the right direction could pose a problem for the sender, this was often minor compared to the subsequent hazards facing a Mail. Of a continuing nature were the natural threats of storms and hidden reefs, which could destroy a vessel and its cargo; and the carelessness of some captains, who allowed the letters entrusted to their care to be handled by their crew and passengers under the guise of assisting with their sorting. These latter were wont to remove interesting looking letters or to mislay them. In addition, there was the threat of pirates in peacetime, and privateers and enemy naval vessels in time of war, lying in wait for the unwary merchantman, particularly off the entrance to the English Channel.

To counter this, most business correspondence was sent in duplicate or triplicate on different vessels. Particularly in the early 19th century before the arrival of steam packets, the monthly commercial letters between trading firms in England and America often contained copies of previous letters on the same letter sheet as the originals. This practice was more pronounced in British West Indian correspondence, where piracy was rife and many Admiralty packets and merchant vessels were taken.

J.H. Kemble, writing in the *Mariner's Mirror* in 1940, gave an example of the difficulties encountered in the early 18th century in this regard. In 1702, Lord Nottingham wanted to send duplicates of letters to the colonial governors across the Atlantic and was informed by the Admiralty that those for Jamaica could be sent by two naval vessels leaving for there, but that it was not known “how to contrive to send on the letters to Barbados, New England, Virginia, Pennsylvania, the Leeward Islands, Carolina and Bermuda.” As England was then at war with France and Spain, her merchant vessels were held in port by government order to avoid capture. It was suggested that permission be given to one of them to clear for Virginia on condition that it carry the Mail!

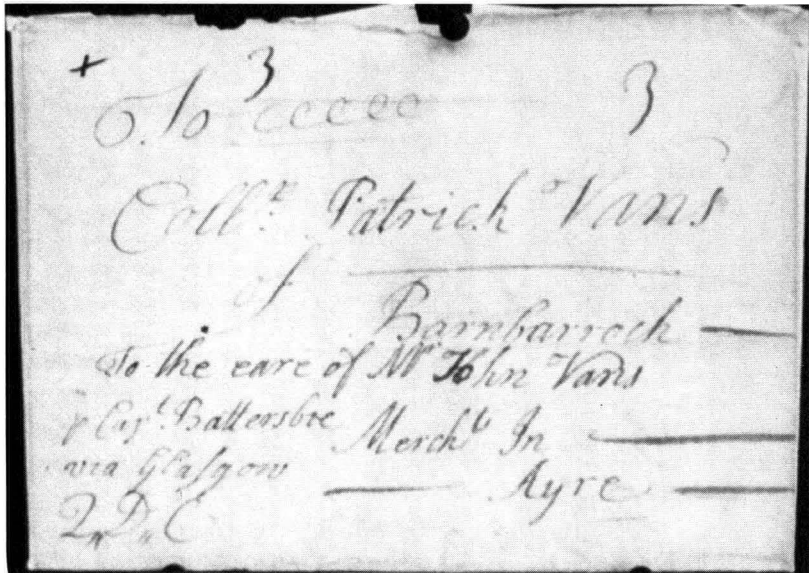


Figure 1. Boston to Barnbarrack, Scotland, by way of Glasgow and Ayre, 1726.

A few of my covers illustrate what has already been described. Figures 1 and 2 show two letters written by Patrick Vans in Boston to his father in Scotland on 21 January and 31 August 1726. As they reflect the life of a newly-arrived immigrant, some of the contents are quoted. The first begins:

I wrote you p way of Bristoll Capt Samuell Moore sailed from hench abut the 25th of November which I hope Is Come Safe to your hand before now and should be very Glad you would be so kinde as to let me have an ansure as Soon as possible Concerning my being bound to my Cussen for I will not In the least proced in it without your advice Concerning it but if you think well of it I am very well Satisfied to take up with it but it shall be as you think most proper by the reason you know better what belongs to it than I do and therefore Shall leve it all to your further advice it. As for the advancing of my Stock Shall leave that to my Cussens Letter to you for he tells me he has write of it to you.

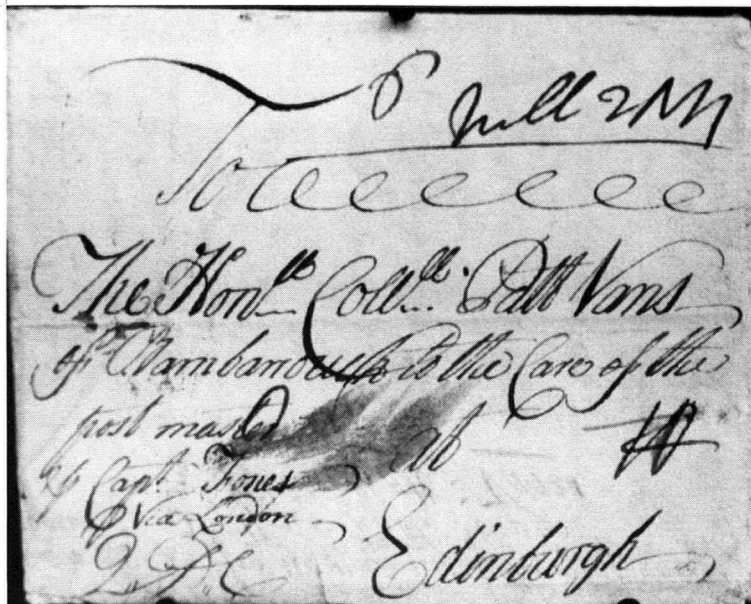


Figure 2. Same correspondence as Figure 1, sent via London and Edinburgh, 1726.

The second acknowledged the receipt of two letters from his father three weeks earlier, which must have referred to the matter of being apprenticed to his cousin, for he wrote:

As Concerning my being bound I can give you no ansuer as yet my Cussing being now Lately married here to a Minister daughter a pretty modest Covell young Lady as any in Boston and he being in Such a hurry that he and I has had no Discourse about it as yett.

In sending his account, after acknowledging receipt of £25, he explained:

My diett and Lodging comes to a great dale of money but cannot help it being no more than others pay and also Cloathes being very dear comes to a pretty dale of money, and my passage and Severall other things ammounting to £108..18..4 as you may see p. the Inclosed Acco^u.

As a reflection of the paucity of opportunities for sending letters across the Atlantic, a postscript dated 31 October, exactly two months later, stated: "I desoned to have sent the above p/ vaa: Glasgow but the Ship Sailed before I knue."

The addresses and routing of the two letters are interesting. The first was addressed to the care of John Vans, presumably a relative, in Ayr and was carried by a Capt. Battersbee to Glasgow, while the second was sent to the care of the Edinburgh postmaster and was delivered to the London post office by Capt. Jones. The first was a single letter and was rated 3d. Stg. postage due (1d. captain's gratuity + 2d. inland postage from Glasgow to Ayr); the second, having the account enclosed, was rated at the one ounce or quadruple rate of 2/4 Stg. postage due (4 × 1d. captain's gratuity + 4 × 6d. inland postage from London to Edinburgh).

Figure 3 shows a letter from Wassons & McKenzie, Charles Town, South Carolina, dated 10 May 1738, reporting the loss of the *Baltick Merchant*:

in attempting to gett over the barr, with a fair prospect, but by the Ignorance of a young pilott,

she was run aground on a place call'd the N^o breakers, Mr. GM gave the fellow a Caution, but he was positive & assur'd him he was right; the Consequence is, that above $\frac{3}{4}$ of the Cargo is damag'd & must be sold here & the ship, must be very much hurt, having lain on the sands for 12 hours; we have gott above 700 barr^{ls} ashoar, about 350 in good Order, whereof about 220 b^{ls} are yours.

After more details about the vessel, they concluded: "We hope you are Insur'd, as we are in part," and then listed bills drawn against the addressee in the amount of £1034:13:10½, which at 770 per cent amounted to £7967:3:5 Cy.



Figure 3. Charlestown to Bristol, 1738, rated 9d due.

There is no indication of where the letter was landed in England, but it was at a port more than 80 miles from London, as it was rated 5d. Stg. postage due (1d. captain's gratuity + 4d. inland postage to London). It was backstamped at London with a Bishop mark on 17 July, where an additional 4d. inland postage to Bristol was added for a total postage due of 9d., shown as "In (all) 9."

Figure 4 shows a letter from Quintin McColme, Lamenton, East New Jersey, dated 14 December 1741, giving a detailed account of his management of 700 acres of the addressee's land in Elizabeth Town. While there had been an agreement of sale, he had not been able to

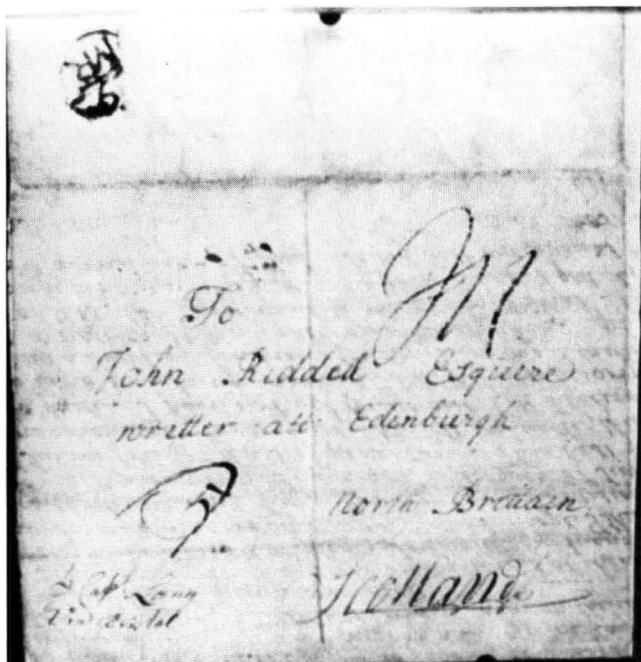
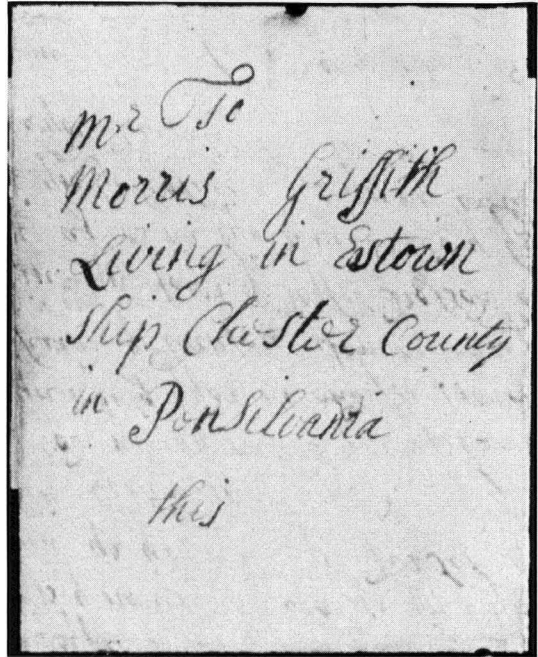


Figure 4. From New Jersey to Edinburgh via Bristol in 1741.

collect any money due under it, so he had repossessed the land. He discussed several options available under the poor market conditions. He had a balance of £128:18:9 East New Jersey Currency “att 8 Sh. p. oz; which I hope I shall gett to remitt to you, next summer, or beginning of winter.” He asked for direction as to “what manner & to whom to remitt yor money when I get it, for there are no goods here can turn to yor advantage.”

He asked that a reply be directed to him: “To the care of Dr John Nicolls of New York.” This letter was carried by Capt. Lang, possibly from Elizabeth, and, if not, from New York, to Bristol, where it was rated 5d. Stg. postage due to London (1d. captain’s gratuity + 4d. inland postage). It was backstamped at London on 9 March and an additional 6d. inland postage from London to Edinburgh added for a total postage due of 11d.

Figure 5. To Pennsylvania from Wales, 1753. No postal charges shown — did not enter mails.



Mr To
Morris Griffith
Living in Estown
Ship Chester County
in Pennsylvania
this

Of particular interest is the letter shown in Figure 5. This was from Sarah Griffith and her husband David John, Llandisilio, Isgair, Wales, dated 12 March 1753, to her parents in Pennsylvania. It is written in Welsh and translates in part:

We have four children and they are a support to us in this world. We cannot solve the problem of coming over because of the requirements of the landlord and others, and we, in good will and love, are sending this small gift of flannel to you, my mother, in the hope that you will wear it for my sake and hoping again we will be able to come over if you could send some assistance with the same Captain or at least (in the smallest measure) we hope to have an answer to our letter as soon as possible because we know this captain.

A friend in Ottawa, who translated the letter for me, sent it to the North American Welsh newspaper *Ninnau*, asking whether any reader could confirm whether Sarah and David John were able to emigrate. William F. Griffiths of the National Welsh-American Foundation, who is no relation, reported that there are documents showing that they were in Pennsylvania in 1766, when Morris Griffith, the father, died, and his wife Mary, who died in 1771, made bequests to Sarah John and granddaughters Susanna, Margaret, and Mary — the fourth child mentioned in the 1753 letter must have died.

Finally, the letter in Figure 6 from George Burnet, New York, dated 11 April 1753, also reflects the difficulty in obtaining money in the early colonies. He enclosed a “first Bill of Exchange for Fifty Pounds Sterling” by order of Mr. Alexander Malcolm, and explained that:

the gentleman that sent me the money for the Bill is one mr peter kemble a merchant that lives about fifty miles from here I received his letter yesterday with the money and he desired me to

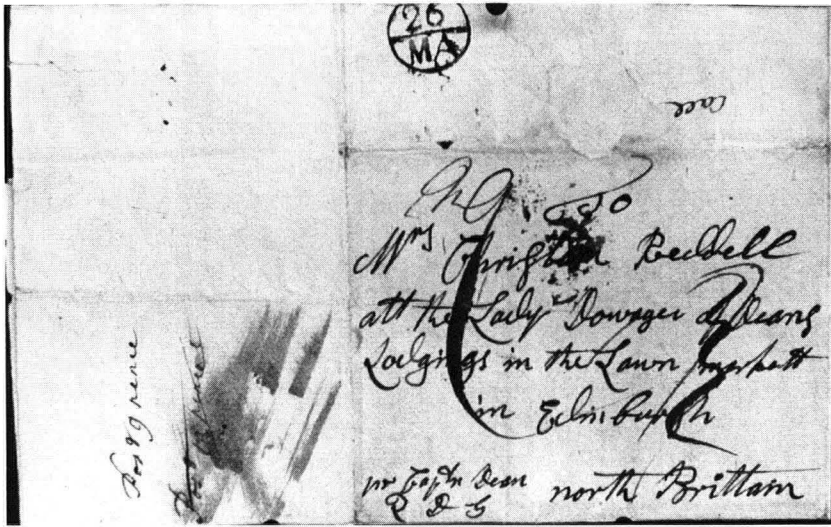


Figure 6. New York to Edinburgh in 1753. Carried by Capt. Dean to London where it entered mails.

acquaint you that he would sent the money sooner but he could no gate it in and I know money is very hard to be got in in that place of the Country where he lives.

The letter was carried by Capt. Dean to London, where it was backstamped with a Bishop mark on 26 May and rated 7d. Stg. postage due to Edinburgh (1d. captain's gratuity + 6d. inland postage). An additional 2d. was apparently charged for delivery, as shown by the "In (all) 9."

Dr. Arnell's address is P.O. Box HM 1263, Hamilton HMF, Bermuda.

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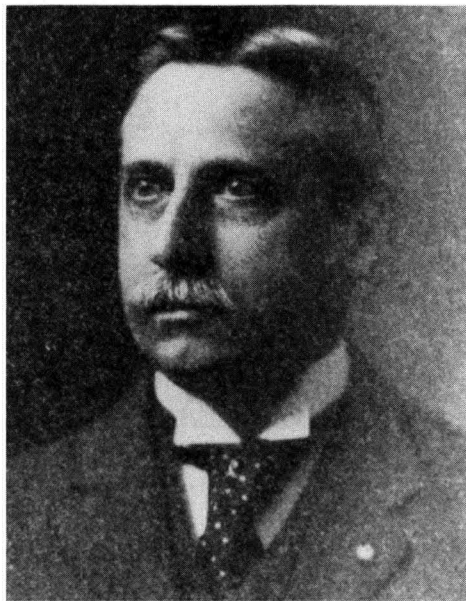
CLARENCE H. EAGLE: NO MORE BUFFALOS

STANLEY M. BIERMAN, M.D.

Clarence Eagle, who amassed the finest collection of United States Revenue and Match-Medicine issues extant, was once asked in a 1907 interview¹ as to his view on the furtherance of his specialty. "As to the future of Match and Medicine stamps," the New York City philatelist replied, "[my] interest in them may die out for the same reason buffalo hunting has — no more buffalos to shoot — but my experience has been that there is a keen enjoyment in nearing a goal of completion always in sight." Having thus reached near perfection in acquiring every recorded specimen in his philatelic specialty, Eagle vowed subsequently to bequeath his superlative collection of U.S. Revenues and Match-Medicine issues to the nation that the collection might be kept complete, and held in perpetuity for future generations to know and appreciate; the gift presently resides in the Postal History section of the Smithsonian Institution.

In addition, Eagle gathered an award-winning assemblage of U.S. Proofs and Essays, built an imposing collection of U.S. General Issues highlighted by the finest 1869 Pictorial section ever assembled, possessed an important postal history collection, and was a notable philatelic author and scholar. In its time the Eagle Collection was second only to that of George Worthington in philatelic importance.

Clarence H. Eagle was born in New York City in 1855, son of Commodore Henry Eagle, U.S.N. His father, who entered military service in 1818, was a colorful and much decorated naval officer. As a young lieutenant, Henry Eagle engaged pirates off the West Indies coast, later fought aboard U.S. naval vessels in the Pacific theater, and helped blockade naval



Clarence H. Eagle (Photograph c. 1913).

ports during the American Civil War. The Eagle family fortune was built through part ownership of commercial steamboats, held jointly through marital ties with the Vanderbilt family, as well as construction in naval iron work.² Despite his father's illustrious naval career, the young Clarence Eagle chose in 1875 to join the Seventh New York Army Regiment, rising in time to the rank of Major in the First Brigade. Eagle was married in 1881 to the daughter of Enoch Ketchan, which joined two prominent New York families with strong financial backings; two children were born to the union.³ Two years later Eagle left the service though he continued to maintain alliance with a number of military orders including Sons of the Revolution, Society of Colonial Wars, and Military Order of Foreign Wars.

In 1883 Eagle embarked on a business career and established himself in the printing profession in New York City where his enterprise prospered. Undoubtedly Eagle's keen knowledge of paper and printing techniques led him into philatelic channels. Eagle's entry

1. Anon., "Finest Collection of U.S. Revenues," *Mekeel's Weekly Stamp News* XXI:399-401 (#883), November 30, 1907.

2. Anon., "Henry Eagle," *National Encyclopedia of American Biography*, IV (Charles Scribner & Sons, New York, 1931).

3. Anon., "Obituary: Clarence Eagle," *New York Times* 17:5, December 28, 1922.

into serious philately began in 1889, albeit he recalled ruefully having sold off his stamp collection 25 years earlier for a jackknife. He initially collected U.S. Envelopes and U.S. Locals but extended his interests into Canada, British North America, Mexico, and U.S. General Issues. However he became enamoured with U.S. Revenue issues and set aside his other collecting interests. His entry into this specialized area in 1889 was poorly timed given the fact that two years previously the finest collection of U.S. Revenues extant, consisting of the E.B. Sterling Collection, had been dispersed at six auctions through George A. Leavitt Co. as catalogued by Ed. Frossard. It is believed that Eagle acquired the bulk of his Revenue and Match-Medicine issues through dealers present at the Sterling sales, and in particular through Charles H. Mekeel of St. Louis, Mo., who purchased the unsold bulk of Match-Medicine issues by private treaty in 1888.⁴

The next major auction of U.S. Revenues consisting of the George B. Mason dispersal was held by Scott Stamp and Coin Co. on May 21, 1890. In succession other important revenue auctions were held including those of Joseph Leavy (Scott Stamp & Coin Co., 143rd sale, March 15, 1897), Henry Chapman, Jr. (J.W. Scott, May 11, 1899), J.S. Dionian (J.W. Scott, November 20, 1900), Hiram Deats (Scott Stamp & Coin Co., 155th sale, May 23, 1901), Dr. James H. Stebbins, Jr. (J.W. Scott, January 15, 1903), and William A. Castle (B.L. Drew, 110th sale, April 22, 1903).⁵

In 1907 Eagle announced from his offices at 57 Broad Street that he had the undisputed finest collection of U.S. Revenue issues extant. Prior to this time E.C. Farnsworth of Portland, Maine, had laid claim to this superlative,⁶ and surely Hiram Deats had amassed his own magnificent collection.⁷ Through auction acquisition and private treaty arrangements, Eagle was finally to establish his true primacy in this field. He purchased many of his rarities through George J. Carter, a Brooklyn dealer, and Charles A. Nast of Denver; the latter was the acknowledged doyen of Match and Medicine collectors.⁸ However Eagle's greatest philatelic coup in acquiring U.S. Revenue issues for his "Government Collection" must surely have come in January 1912 when A.W. Batchelder of the New England Stamp Co. offered the Hiram Deats Collection of Proofs and Essays of U.S. Documentary and Proprietary Revenue stamps at private treaty.⁹ Eagle was given first choice of items from sections 6 through 14 of the Deats Collection. The Deats Collection was described as, ". . . the best all around U.S. Revenue collection ever gathered together. [It is clear that there were obvious differences in opinion as to who owned the "best" Revenue collection.] It comprises not only the regular revenues, imperf., part perf. and perf. in singles, pairs, blocks etc. but also the finest collection of Match & Medicine stamps ever assembled; then add to this wonderful collection of Revenue Proofs and Essays, Die Proofs and Plate Proofs in singles and blocks, many of which are Plate Number and Imprint."¹⁰

In 1906 the United States Revenue Society was formed with George J. Carter as President and Clarence H. Eagle as Vice President. Eagle wrote for *Carter's Messenger*,¹¹ one of the first philatelic periodicals devoted exclusively to U.S. Revenue, Match and Medicine issues. The following year Eagle published scholarly papers for *Mekeel's Weekly*

4. S. M. Bierman, "E. B. Sterling: The Pioneer Fiscalist," *Chronicle* 127:152-157 (August 1985, Vol. 37, No. 3).

5. Auction catalogues in Bierman Philatelic Library.

6. L. Robie, *Stamp Hunting* (Donahue, Hennberg Co., Chicago, 1898), p. 121.

7. S. M. Bierman, "Hiram E. Deats: The Philatelic Farmer from Flemington," *Chronicle* 125:14-17 (February 1985, Vol. 37, No. 1).

8. Anon., "Charles A. Nast," *Carter's Messenger* II:12, 1911.

9. Anon., "Deats Collection of Proofs and Essays," *New England Stamp Monthly* I:25-26, January 20, 1912.

10. Anon., "H. E. Deats' Celebrated Revenue Proof Collection," *NESM* I:74, May 20, 1912.

11. C. Eagle, "Minor Varieties and Shifted Dies of Match-Medicine," *Carter's Messenger* I:41-43, 1908.

Stamp News.¹²

Eagle entered his magnificent collection of U.S. Revenue, Match and Medicine stamps in the 1913 New York Philatelic Exhibition¹³ where he won a gold medal. At the same Exhibition, Eagle's collection of U.S. General Issues in blocks of four won an extra silver medal; his U.S. Proofs and Essays which filled 12 albums won an extra silver medal. The latter collection of 1869 Pictorial Proofs and Essays had been acquired by Eagle through a private treaty arrangement with the Earl of Crawford.^{14,15} The transfer of material must surely have taken place some time immediately prior to the New York Exhibition given Crawford's death on January 13, 1913. The contents of this superlative 1869 Pictorial collection have been previously enumerated.¹⁶ The Crawford-Eagle collection included many unique items such as the well known pencil sketch of the 2¢ Postrider which piece appeared at the John C. Juhring 1869 Pictorial sale by Sotheby Parke Bernet at its June 14, 1978, auction. In addition there were other unique pencil sketches for the 3¢, 5¢, 12¢, 24¢, and 30¢ issues. It is sad to note that none of these 1869 essays have appeared at public auction or exhibition (aside from their sale at the 198th J.C. Morgenthau auction of Eagle material on May 15, 1923).

The source of these rare 1869 Essays, Proofs and Trial Colors is of great historical interest, and their provenance can be traced to Henry Mandel who was the official counterfeit expert for the American Bank Note Co. When Mandel died in 1902, a clipping appeared in a New York newspaper headlined "MANDEL STAMPS ARE VALUED AT A FORTUNE/SOME CONNOISSEURS APPRAISE THE REMARKABLE COLLECTION AS HIGH AS \$25,000." The article proceeded to describe the 19 volume collection of 20,000 pieces as the most remarkable and valuable collection in the world.¹⁷ John W. Scott and J.C. Morgenthau acquired the collection for a sum believed to be \$50,000; these items were subsequently sold at the William Alexander Smith sale by John W. Scott held on October 26, 1903. Later in 1903 other portions of Mandel's essays and proofs consisting of the 1869 section were sold by Albert W. Batchelder of the New England Stamp Co. to James Ludovic Lindsay, the 26th Earl of Crawford, for \$30,000.¹⁸

Following his 1913 triumph at the New York Philatelic Exhibition, Eagle expanded his collecting interests into U.S. General Issues and Postal History. He was an active bidder at the O.S. Hart sale by the Nassau Stamp Co. on May 16, 1913, and at the Charles Gregory sale by J.C. Morgenthau on December 7, 1915, but far and away his most important purchases came at the George Worthington sales held in 1917 by Morgenthau, and from which source Eagle acquired many of his blocks of four U.S. General Issues and 1869 Pictorials. Eagle also developed a superb precancelled collection which was practically complete and considered by Eagle also for a national bequest. Eagle's U.S. General Issues in strips and blocks were shown to appreciative audiences on occasion at the Collectors Club of New York.

In June 1921 Eagle attempted to sell his entire collection of U.S. Revenues by private treaty through Edward Stern of the Economist Stamp Co., in contradiction to his avowed pledge to donate his collection to the Smithsonian Institution. In deference to his wishes Eagle did put restrictions on Stern that the entire collection be sold intact rather than by

12. C. Eagle, "Match Wrappers of Byam, Carlton & Co.," *MWSN* XXII:393-394 (#934), November 21, 1908.

13. Anon., "Mr. Clarence H. Eagle," *Philatelic Gazette* III:338 (October 1913).

14. J. M. Bartels, "Sale of Eagle Collection, Section 3," *MWSN* XXXVII:285 (#1691), June 2, 1923.

15. C. Brazer, "Clarence H. Eagle, Esq.," *Weekly Philatelic Gossip* 32:255 (#1017), May 3, 1941.

16. S. M. Bierman, "Essay/Proofs at Early 20th Century Auction Sales; Clarence H. Eagle," *Essay Proof Journal* 42:29-36 (#165), 1985.

17. H. Herst, "More about Mandel Collection," *Essay Proof Journal* 22:18 (Winter 1965).

18. S. M. Bierman, *The World's Greatest Stamp Collectors* (Frederick Fell Publishers, New York, 1981).

piecemeal.¹⁹ Failing to find a buyer, the collection was returned to the owner. In 1922 Eagle fell ill with an unknown ailment and culled duplicates from his immense collection of Match and Medicine Proofs and Essays which he offered anonymously at the Bertram L. Drew sale held on December 8, 1922, in Boston. Two weeks following the auction, Clarence H. Eagle died at his home in Port Washington, L.I., on December 22, 1922, at the age of sixty five.²⁰ With his passing, H.D. Watson, executor of his estate, announced that Eagle's unrivaled collection of U.S. Revenues along with his Match and Medicine collection on which he had toiled so diligently would be given as a bequest to the nation. In 1923 the Print Department of the Library of Congress received 25 albums containing some 5,445 specimens of U.S. Revenues and Match-Medicine proofs and stamps constituting the most complete and detailed collection ever formed. Because of the deteriorating condition of one of the volumes, its contents were incorporated into an album with a loose jacket thus accounting for the 24 volumes present in the Smithsonian (personal communication, James H. Bruns, 1986). On July 3, 1958, the Eagle Collection was transferred to the Postal History section of the Smithsonian Institution where it can presently be viewed upon special arrangements with James Bruns, Curator.

Eagle's executor also announced in early 1923 that it was the wish of the deceased to have the remainder of his collection of U.S. General Issues, Postal History and duplicate U.S. Revenues, Match-Medicine issues offered at auction to other collectors.²¹ The first auction of Eagle material came through the J.C. Morgenthau sale #196 of April 4-5, 9-10, 1923.²² Heralded as the finest offering of U.S. issues since the Worthington dispersal of 1917, the sale included a number of defective, heavily cancelled or repaired large blocks of early U.S. General Issues, many of which did not sell. The sale began with an impressive array of postal history items consisting of 448 lots of stamps on original covers. Eagle had marked nearly every piece in cipher as to its initial purchase price and origin. Highlights of this section included a horizontal pair of the 5¢ New York Postmaster Provisional on cover from Boston to New York @\$130, a lower left diagonal half of the 1847 10¢ on cover cancelled "POTOMAC STEAMSHIP OCT 30" @\$127.50, a vertical pair of 1857 30¢ on cover from New York to France @\$172.50; also included was an 1869 12¢ in combination with 30¢ on cover to Hong Kong @\$160, a horizontal pair of the 1869 24¢ and single on cover with an ECV of \$450 but no indication made of sale. At the second session of April 5, 1923, highlights of the U.S. General Issues offerings included a slightly defective used block of four of the 1847 5¢ issue @\$255, a used block of four 1847 10¢ (ex-Worthington, \$460) which sold for \$650, and a block of 16 india paper proofs of the 1847 10¢ overprinted "SPECIMEN" @\$105. Other notable items included a used block of nine of the 1851 12¢ @\$325, an 1851 10¢ (Scott 31) block of eight lightly cancelled with bottom row complete scrolls @\$310, and a great rarity consisting of an 1860 90¢ (Scott 39) used block of four on piece of original cover from Washington to Hong Kong (straight edge at bottom and left), which remarkable item went for \$340. This piece was acquired by Senator Ernest Ackerman and noted in Stanley B. Ashbrook's paper on "U.S. 90 Cent Stamps of 1860 On and Off Cover."²³ The first and second sessions realized \$5,981 and \$14,803 respectively with auction prices reaching 90 percent ECVs in many cases. Healthy bidding was seen at the third session where an 1867 90¢ (Scott 101) in a block of four saw \$210, an 1869 15¢ in a used block of nine and a fine used example of the 90¢ (Scott 122) in a block of four brought \$205 and \$340 respectively. The total realization of the first Eagle sale by J.C. Morgenthau was a

19. Anon., "Eagle Collection Sold," *MWSN* XXV:386 (#1590), June 25, 1921.

20. H. Watson, "Clarence H. Eagle," *MWSN* XXXVII:80 (#1675), February 10, 1923.

21. Anon., "The Eagle Auction," *MWSN* XXXVII:203 (#1684), April 14, 1923.

22. J. M. Bartels, "The Dispersal of the Eagle Collection," *MWSN* XXXVII:209-210 (#1685), April 21, 1923.

23. *American Philatelic Congress Book 17*, 1951, pp. 100-113.

respectable \$38,346.

The second sale of the Clarence Eagle Collection was held on May 3 and 5, 1923, at the 113th J.M. Bartels auction.²⁴ There was a fine showing of 89 lots of U.S. postal history items, and unusual cancellations although the quality of offerings was less than that of the preceding Morgenthau sale. The strongest feature of the auction was in the 1890 issues which in imperforate blocks of four from the 1¢ to 90¢ realized \$199; high value 1893 Columbians in blocks of four realized prices ranging from \$27.50 to \$56. Imperforate blocks of four of the 1895 issues from 1¢ to \$5 saw \$352, while defective used examples of the 1901 Pan American inverts of the 1¢ and 2¢ denomination went for \$59 and \$171 respectively. There was a fine showing of the 1908 blue paper varieties with the 5¢ and 13¢ issues in blocks of four going for \$105 and \$102 respectively. Another interesting piece consisting of a used block of 36 of the 1918 \$5 issue along with additions for a postage of \$460.80 reached a bid of \$162. A near perfect example of the 1918 C3a 24¢ invert, constituting one of the earliest public offerings of the item at auction, went for \$610. The 854 lots of Eagle material realized a cumulative \$8,100 for the estate at this Bartels sale.

The third installment of the Eagle dispersal took place on May 15-17, 1923, at the 198th J.C. Morgenthau sale.²⁵ Included in the first session was the finest collection of 1869 Pictorial Essays and Proofs ever assembled. The 454 listed lots evoked little interest with 90 percent being acquired by the dozen or so floor bidders who were generally New York dealers. Disinterest in the 1869 proofs must surely have stemmed in part from the fact that when Eugene N. Costales compiled the first *Scott's Specialized Catalogue* in 1923 he did not designate proof valuations; inclusion of proofs, though not detailed, first appeared in the Scott fifth edition of 1928 under John Nicklin's authorship. Outside the proof section, stamps of the 1869 Pictorials fared better with a half sheet of 150 of the 3¢ issue with split grill realizing \$142.50, mint blocks of four of the 10¢, 15¢, 24¢, and 90¢ seeing \$205, \$139, \$63, and \$345 respectively. It is notable that nearly all the above-mentioned items were described in the catalogue as off center, as were offerings of the three used 1869 inverts which were all repaired and defective. Of some interest was lot 863 consisting of an 1869 30¢ invert (121b) described as "counterfeit made by Wolle, a clever piece of work and sold as counterfeit." The sale ended with a number of examples of Departmentals and SEPCIMEN issues. The total realized at this sale was \$15,088. Harold D. Watson, executor of the Eagle estate, noted that the amounts received at auction were double acquisition costs, except for the losses experienced in the 1869 Essay Proof area of material acquired from the Earl of Crawford.

Percy Doane offered additional Eagle material in 856 lots at his 158th Auction held on May 26 and 28, 1923.²⁶ A handful of revenue enthusiasts bid \$12,800 at this sale bringing the cumulative Eagle auction realizations to \$73,000.

The next Eagle offering was at Kelton and Sloane's 18th auction held on June 22-23, 1923. Included was a miscellaneous assortment of U.S. General Issues including defective examples of the 1869 inverts which had failed to sell at previous sales, a nice assortment of fancy cancellations, remainders of Match and Medicine issues, and a large collection of specialized 3¢ 1851 issues most of which had come through Dr. Carroll Chase; this was highlighted by a reconstruction of the major cracked plate which went for \$63.50. No cumulative auction total can be determined from this sale, nor from the final Eagle dispersal which was held on September 29, October 3-4, 1923, by Max Ohlman at his 89th sale. The auction catalogue noted that all lots were to be sold without reserve or return. The sale consisted of a variety of unsold U.S. General Issues, Revenues, Private Proprietary die proofs, and other material of little consequence.

24. J. M. Bartels, "Sales of Eagle Collection, Section II," *MWSN* XXXVII:261 (#1689), May 19, 1923.

25. J. M. Bartels, "Sale of Eagle Collection Section 3," *loc. cit.*

26. J. M. Bartels, "Sale of Eagle Collection, Section IV," *MWSN* XXXVII:295 (#1692), June 9, 1923.

Clarence H. Eagle's legacy to the philatelic community must surely reside in the bequest of his superlative collection of U.S. Revenues, Match and Medicine Issues, to the nation. His wish to preserve this priceless collection in its completeness can be viewed as a noble gesture of generosity and an enduring mark of philatelic conservatorship. Balanced against this noble but self-serving gesture was Eagle's recognition that other elements and duplicates of his collection would find ready harbour and safe haven in the possession of other private collectors. Notwithstanding Eagle's penchant for acquiring less than perfect examples of stamps, he did have an appreciation of the rarity of large (but defective) issues. Perhaps the Yin-Yang in this quality-rarity conflict was reflective of Eagle's own philosophical view of stamps not as pieces of colored paper with financial worth, but, rather, as representatives of messages from a bygone era.

The author is indebted to James Bruns, Curator of the Postal History Section of the Smithsonian Institution, and Werner Elias of the Collectors Club of New York for their help in the preparation of this manuscript.

Collection Building

Advantageous Selling

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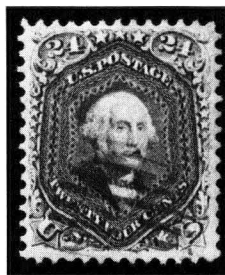
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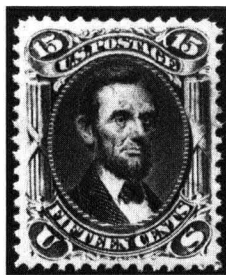
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PRESTAMP & STAMPLESS

FRANK MANDEL, Editor

EDITOR'S NOTE

To begin at the beginning I have selected a number of small topics which, I hope, can be expanded as additional information and material come to hand. If readers have any items that seem to further illuminate these subjects I would be very pleased indeed to consider publishing the data. Appropriate credit will always be given unless anonymity is requested. A clear photograph, plus basic information, including size and color of markings and date of use, are all that are needed to get this into print.

PRINTED POSTAL MARKINGS

If restricted to town markings, this is a small subject, indeed. Very few examples can be found where the post office name has been printed on a cover, rather than having the conventional manuscript or handstamped markings. The only instances that have come to my attention were used in connection with some type of commercial enterprise, where the postmark was included as part of a printed form or circular. In these rare instances the post office apparently agreed to this addition in order to facilitate the sending of the printed matter. The convenience aspects of this early, albeit uncommon, practice may bring to mind later instances in which stamps were cancelled as a matter of convenience during a printing process, in such places as Cumberland, Maine, and Glen Allen, Virginia.

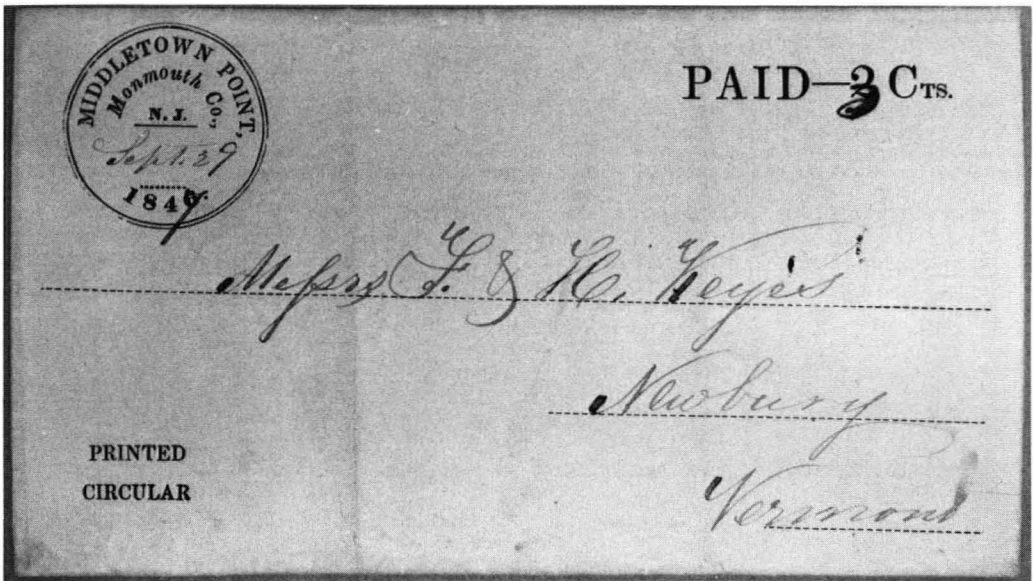


Figure 1. Printed postmark of MIDDLETOWN POINT, Monmouth Co., N.J., was part of an 1847 printed circular from Philetus Phillips.

My first example is the 29 mm. black double circle of MIDDLETOWN POINT, / Monmouth Co./N.J., shown as Figure 1. This was part of a grayish blue circular sent by Philetus Phillips, and the style of the marking generally conforms to the handstamped town marking used at this post office, except that the outer line is doubled. These circulars were prepared in 1846 but by the time this one was mailed the rate on single circulars had been increased from two to three cents, which obliged the post office to re-rate the cover's printed PAID — 2 CTS. by changing the 2 to a 3 in manuscript. They also added the month and day dates Sept. 29 and altered the year date to 1847 in manuscript. This town marking is a great oddity from several angles: it is printed, includes the county name, and also includes the year date, all of which are not typical for that period. It would appear that Philetus Phillips was a

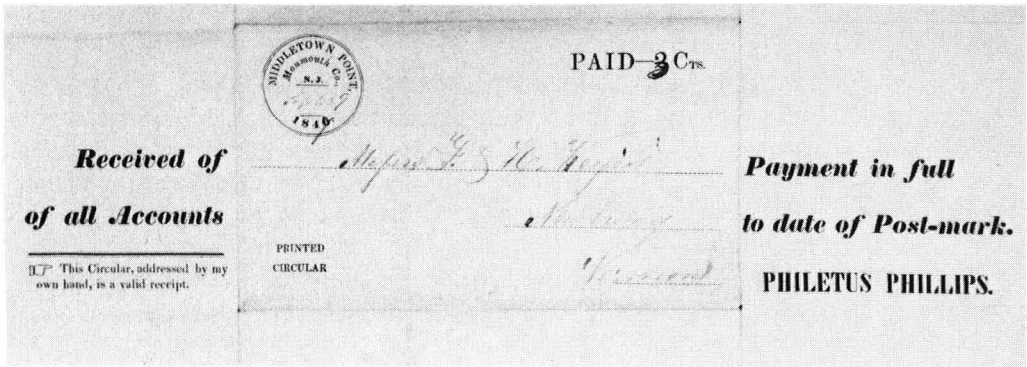


Figure 1a. Cover of Figure 1 opened out to show printed receipt.

thoughtful businessman, for he realized that the post office could be made an accessory in providing his clients or business correspondents with a neat receipt, as it will be noted that this circular has a printed flap stating: "Payment in full to date of Post-mark. Philetus Phillips." This is the only example of this printed marking that has come to my attention. It is shown in Figure 1a.

The second example is also all of a piece, and is illustrated as Figure 2. This is the 33.5 x 10.5 mm. straightlined Proctorsville, Vt./April,(30) 18(50), in black fancy type. It is printed on a grayish blue form in which is written the identity of shareholders in the Bank of Black River located in Proctorsville. This sealed form was sent at a rate of five cents collect to the town clerk at Weston, Vermont, probably in compliance with some periodic legal requirement. While the circular rate between 1847 and 1851 was only three cents, as was shown with the Middletown Point cover, this would only have applied if this had been a prepaid unsealed circular containing no writing of any sort. The post office completed this bank form by adding the day and year dates, and the rate with nice manuscript flourishes. Only a handful of covers with this printed marking have been recorded, but a few of these, used in or after 1851 have been seen with three cent 1851 stamps affixed.

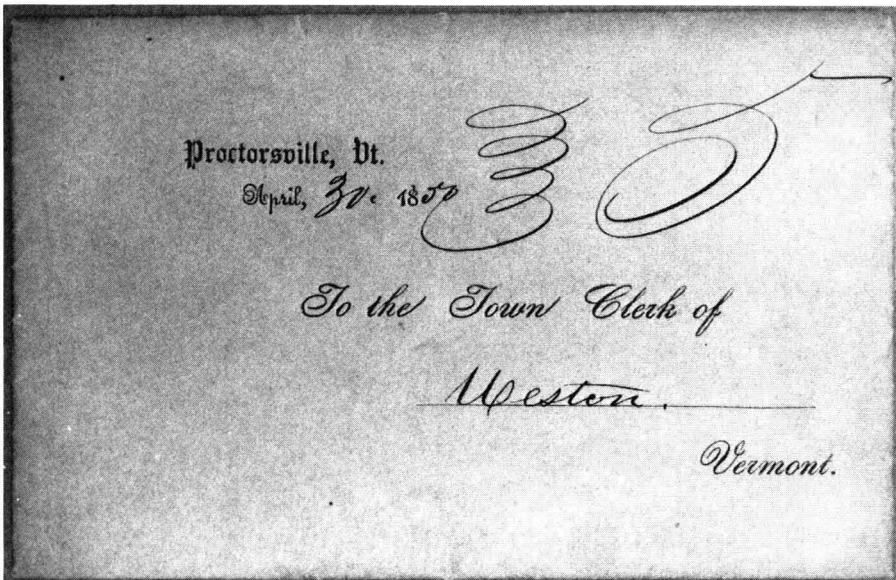


Figure 2. Printed postmark of Proctorsville, Vt., was part of an 1850 bank form.

Other stampless printed town markings that come to mind were applied to circulars pertaining to the sale of post office handstamps manufactured by the celebrated Edmond S. Zevely, including the well-known Ludlow, Mass., circular of one of his distributors, Charles

M. Willard, and the apparently unique circular from Cumberland, Md., with an integral 2 cent rating. Who knows of others?

STENCIL-HANDSTAMP-MANUSCRIPT COMBINATION

Another distinctly odd way of postmarking a letter was to use a stencil device. In this case ink or special stencil paste would literally be painted through letter-shaped holes which were punched into a thin sheet of paper, cardboard or soft metal to create the marking, rather than being written or applied with a handstamp. These markings have a characteristic broken appearance since not all letters of the alphabet can be punched into a stencil device using continuous lines. For example, the letter O would have to be formed as (), and so forth. I have been able to document the use of stencils at several dozen post offices during the nineteenth century, beginning in the 1820s, and plan to republish some of this information in this section at a later date.



Figure 3. Stencil postmark of SHERWOODS CORNERS, N.Y., used in 1844, incorporates a small handstamped date "April 29" which is most unusual for this type of marking.

One of the more attractive specimens of this style was used in the 1840s at SHERWOODS CORNERS/N.Y., illustrated in Figure 3. This Cayuga county post office was fairly active, and at least one large correspondence has survived, so quite a number of examples have become available, in a nice range of colors that includes dark green, greenish gray, blue and a distinctive lilac. (Some of these inks may have been unstable, creating some additional odd hues over time.) The post office eventually shortened its name to SHERWOODS/N.Y., and created a much scarcer stencil marking by using only the upper half of the device.

Unlike handstamps, stencil devices do not have a tenon-mortise construction which can hold date slugs. As a result, the post office almost always added the date in manuscript. Therefore, the Richard C. Frajola sale of the Lounsbery collection on January 26, 1986, included an unusual example of stencil postmark, and indeed, it is the only one that I can recall seeing where the date was added using a separate small handstamp. The 35 mm. stencil part of the postmark is bright blue, the handstamped date April 29 is black, and this 1844 cover is also rated Paid 18¾ written in reddish ink. The date is very neatly oriented above N.Y. and it makes one wonder why the post office personnel would have gone to such pains to do such a thing. But then, the use of a stencil to postmark mail would also seem to be a rather cumbersome, messy way of proceeding in the first place.



Figure 4. Stencil postmark of ECONOMY, PA., used in 1832, has the typical format for this style, with the date added in manuscript.

For the purpose of comparison, the much scarcer 28 mm. stencil postmark of ECONOMY/PA. in brownish red, used in 1832, is shown in Figure 4. It has the usual arrangement, with the date Oct. 12 and postmaster R.L. Baker's free mail endorsement added in red ink manuscript.

(Photography by Peter Hedrington.)

CROSS BORDER MAIL: THE EXCHANGE SURCHARGES, 1842-43

ALLAN L. STEINHART

Today anyone who exchanges Canadian for United States money and vice versa knows their value is not equal. The U.S. dollar is at present worth more; so there are exchange rates between the two moneys. In the past the Canadian dollar has sometimes been worth more. Sometimes the value of one dollar has been allowed to float or the value has been pegged.

Today is no different from the period some 140 years ago. The values of Canadian and U.S. currency were pegged at fixed rates of exchange at most times. Due to various factors in the marketplace pressure was sometimes placed on one money or the other, so that the official rate of exchange was not a true figure. The only time there was such an official surcharge due to fluctuations in the exchange rates between the U.S. and Canada officially noted by the Post Office in the pre-1875 period occurred in 1842.

This surcharge was placed on U.S. postage collected in Canada on incoming and outgoing mail including not only cross border mails but also transatlantic mails to Canada routed via the U.S. The first official notice of this surcharge was a circular dated March 1, 1842, issued under Deputy Postmaster General Stayner's hand at Quebec from the General Post Office, initiating a six percent surcharge on U.S. postage collected in Canada. The circular read as follows:

The heavy loss (in consequence of the Exchange being materially against Canada) which now attends the transmission to Washington of the United States postage collected by this Department, compels me to adopt the only means left by which the existing arrangement, so indispensable to the Public, can be maintained — and that is, to add to the United States Postage rates, the amount of premium which I am compelled to pay for draughts on New York! At present the rate is 6 per cent, and I must request of you (until further notice) to add this 6 per cent (as nearly as may be practicable) to any United States Postage paid at your Office: and in remitting your American Postage to the Frontier Distributing Office, throu' which you communicate with the United States, you will add this 6 per cent, sending the amount in money

— for example, supposing the United States Postage for which you have to account amounts to	\$10 50cts
You will add thus; 6 per cent for difference of Exchange	63
Amount to be transmitted	\$11 13cts

As this is a new feature in the collection of United States Postage, arising from circumstances which I am unable to control, I beg of you to explain to all persons who are called upon by you to pay this difference in Exchange, why it has become necessary to make the regulation, let it be fully understood that it is a charge exclusively upon Foreign Postage, that no individual in the Post Office benefits by it, and that it will cease with the cause that has given rise to it.

It may be necessary for me to remark that whilst the Exchange was, to a moderate extent only, against the Country, I thought it unnecessary to call upon the Public to make good the loss; but it has now become so onerous that I have no alternative except the course which I am adopting.

This circular is pretty well self-explanatory but let us review some of its provisions:

1. There was a loss of public money due to variations in exchange between U.S. and Canadian currencies outside the fixed rates.

2. A six percent surcharge was placed on U.S. postage collected in Canada, whether on incoming or outgoing mail.

3. The exchange surcharge was only temporary.

The circular had an additional note appended to the bottom showing how some U.S. postage rates were now to be converted into Canadian currency:

Note: — In converting United States Postage into Halifax Currency and adding the 6 per cent thereto, the following as a general rule appears to be the fairest that circumstances will permit:
 For the American rate of 25 cents collect 1s. 4d. Cy.
 For the American rate of 18¾ cents collect 1s. 0½d. Cy.
 For the 12½ cents rate and under, add 0½d. currency upon collection.

The U.S. single rates of postage in the 1842-43 period, their normal conversion into Canadian money, and the conversions with application of the 6 percent exchange surcharge, and with the subsequent 2½ percent surcharge are given in Table I. The last two rates are those from New York and Boston to the border including the U.S. 2¢ ship letter fee; these are often found on Canadian transatlantic mail sent via the United States.

The circular quoted above was endorsed in manuscript, “This circular was distributed to 442 offices the 14 March 1842.”

This 6 percent surcharge on the U.S. postage collected did not last long. A new circular was issued on the subject by Stayner from the General Post Office at Quebec dated May 17, 1842, which reduced the exchange charge on U.S. postage to 2½ percent. The circular read as follows:

Adverting to my circular dated the 1st March last, I have now to advise you that in consequence of the reduction which has recently taken place in the Exchange on New York, it will be necessary for you from the receipt of this communication to add only 2½ instead of 6 percent to the American postage collected by you.

Since it is noted on the March 1, 1842, circular that it was distributed to most post offices on March 14, 1842, and this new circular was issued on May 17, 1842, the 6 percent surcharge was in effect just over two months.

The new exchange rate of 2½ percent continued for some time. It was officially ended by a third circular issued by Stayner dated December 27, 1843, on a number of subjects. The first part of the circular announced the discontinuance of the exchange charge on U.S. postage collected in Canada. The relevant section read as follows:

No. 1 — His Lordship, The Postmaster General, is pleased to direct that the charge of 2½ percent which is now added to United-States Postage collected in this Country with a view to cover the loss by Exchange in remitting the Revenue so collected to Washington, shall be

U.S. RATE	TABLE I CONVERSIONS IN CANADIAN CURRENCY		
	Normal	6% Surcharge	2½% Surcharge
6¢	4d. cy.	4½d. cy.	4½d. cy.
10¢	6d. cy.	6½d. cy.	6½d. cy.
12½¢	7½d. cy.	8d. cy.	8d. cy.
18¾¢	11½d. cy.	1/0½ cy.	1/0 cy.
25¢	1/3 cy.	1/4 cy.	1/3½ cy.
20¾¢	1/1 cy.	1/2 cy.	1/1½ cy.
27¢	1/4½ cy.	1/5½ cy.	1/5 cy.

discontinued, — you will therefore, from the receipt of this order, cease to make any such charge, confining yourself simply to converting the United-States rate into Halifax Currency, for example: making 25 cents, 1s. 3d. Hx. Cy. and so on, in proportion for a greater or a lesser rate.

This circular effectively ended the exchange surcharges on U.S. postage collected in Canada. The 6 percent charge was collected for about two months and the 2½ percent surcharge for just over 19 months. In reference to Table I, it should be noted that conversions of multiple rates were not necessarily double the figures listed. For example, U.S. 52¢ normally converted to 2/7 cy., not 2/9 as would be supposed, and in the 2½ percent exchange period this amount converted to 2/8, which included 1d. exchange. The U.S. amount of 37½¢ in the 2½ percent period converted to 2/0 cy. or 1/11 cy. plus 1d. exchange.

Many times there appears to be no surcharge, either 6 or 2½ percent; often the conversions do not work out properly. In most cases this can be explained simply by the fact that postmasters in rural and smaller centres were just not as aware, alert or able to make these conversions and so numerous errors in rating occurred. It must also be remembered that this surcharge did not apply to all cross border mails or transatlantic mails passing through the United States.

The surcharges are found on two classes of cross border covers: first, on letters *from* the United States to Canada, where both U.S. and Canadian postage was collect in Canada; second, on covers *from* Canada to the United States, where both U.S. and Canadian postage was prepaid in Canada. Most transatlantic mail sent via the U.S. fulfilled these conditions (there being no other mechanism to collect U.S. postage) and was subject to the surcharges. On letters *from* the United States with the U.S. postage paid to the border and only Canadian

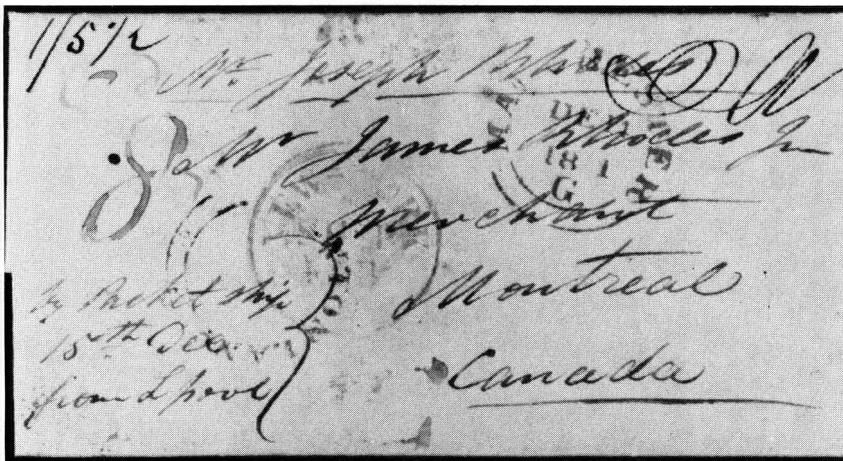


Figure 1. England, December 1841, to Montreal, by private ship via New York. Outward ship letter fee of 8d. stg. prepaid. Rated 20¾¢ U.S. due, equal to 1/1 Can., plus 4½d., total 1/5½ cy. due. Normal conversion rates.

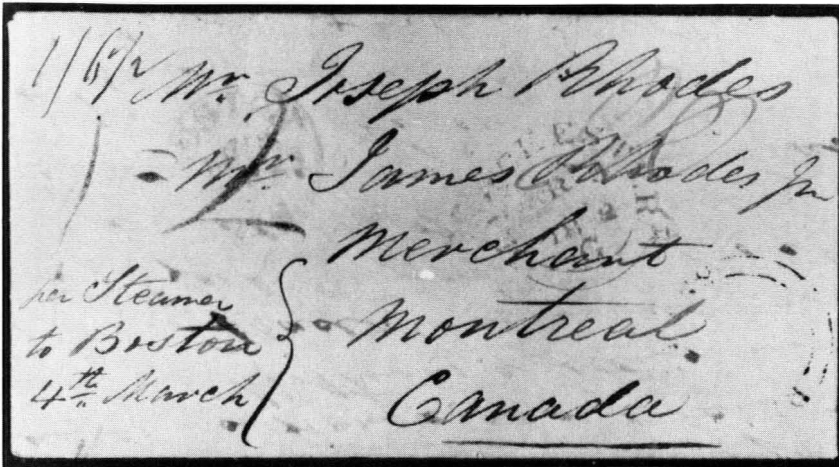


Figure 2. Same correspondence as Figure 1, mailed March 1842 by Cunard packet via Boston. There rated 20¾¢ U.S. due, converted to 1/2 cy. with 6 percent exchange (1d.) on U.S. amount, for total of 1/6½ cy. due.

postage collect, or on letters from Canada with only the Canadian postage prepaid, and the U.S. portion collect, the surcharge rates did not apply, as they were levied only against U.S. postage collected in Canada.

It should be noted that at this time Canadian postmasters acted as agents of the United States Post Office in the collection of American postage in Canada on a commission basis. The amounts collected, less 20 percent commission, were remitted to the United States through the office of the Deputy Postmaster General of Canada. The reverse of this was not true — all Canadian postage was collected in Canada. A letter from Toronto to New York could be prepaid Canadian and American postage (“paid all the way”), prepaid Canadian postage only with U.S. collect (“paid to the lines”), but could not be sent with both Canadian and U.S. postage collect. Exchange, if applicable, would be charged only on the first example. Conversely a letter from New York to Toronto could be sent with both U.S. and Canadian postage collect; with American postage prepaid and Canadian collect, but not with both postages prepaid. Again, only the first example would be charged exchange, if applicable.



Figure 3. Same correspondence as Figures 1 and 2, dated April 1843, by Cunard packet via Boston, rated 20¾¢ U.S. With 2½ percent exchange then in force, this converted to 1/1½ cy. plus 4½d. Can. for 1/6 cy. total due.

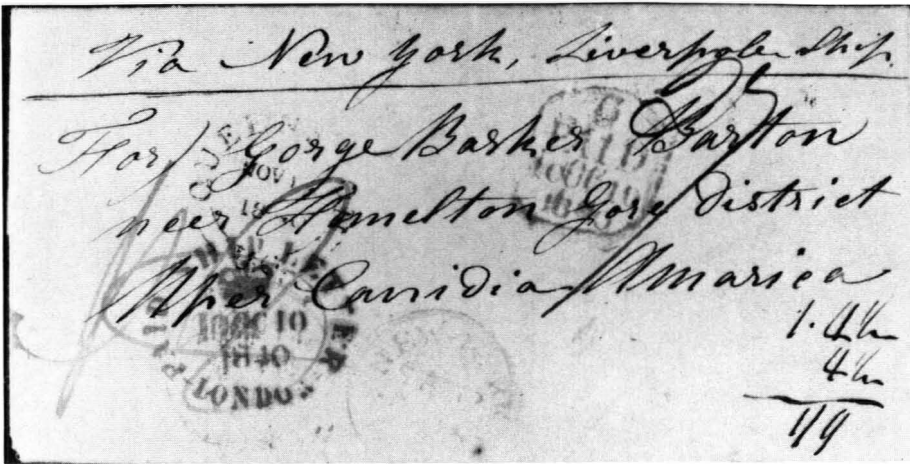


Figure 4. By private ship from London, October 1840, via New York, rated 27¢ U.S. (25¢ inland, 2¢ ship fee) to Niagara border. At Queenston itemized: 27¢ equal to 1/4½ cy. plus 4½d. Can. for 1/9 cy. total at normal conversion rates.

The operation of the surcharge rates may be illustrated by a series of covers. Figures 1, 2, and 3 show three transatlantic covers from the same correspondence. The cover in Figure 1 was mailed December 11, 1841, in England and was prepaid 8d. stg. as an outward ship letter to be forwarded by American sailing packet to New York. There the cover received a red NEW YORK SHIP cds dated FEB 6 (1842) and was rated 20¾¢ collect in blue ink, 18¾¢ from New York to the border plus 2¢ U.S. inward ship letter fee. On arrival at Montreal, the cover was rated 1/5½ cy. collect: 4½d. Canadian postage from the border to Montreal plus 1/1 cy. equal to 20¾¢ U.S. The covers in Figures 2 and 3 were both prepaid 1/2 stg., the single rate from Britain to Canada by Cunard steamer via Halifax. They are endorsed "Per steamer to Boston" and "per steamer via Boston" respectively and so were carried to Boston instead of Halifax. At Boston a red Boston SHIP datestamp was applied; both covers were rated 20¾¢ U.S. postage (2¢ ship fee + 18¾¢ inland). Both were rated 4½d. Canadian from the border to Montreal. The Figure 2 cover was mailed in March 1842 and falls into the 6 percent surcharge period while that of Figure 3 is dated April 1843, within the 2½ percent surcharge period. All three covers are rated the same in North America: 20¾¢ U.S. and

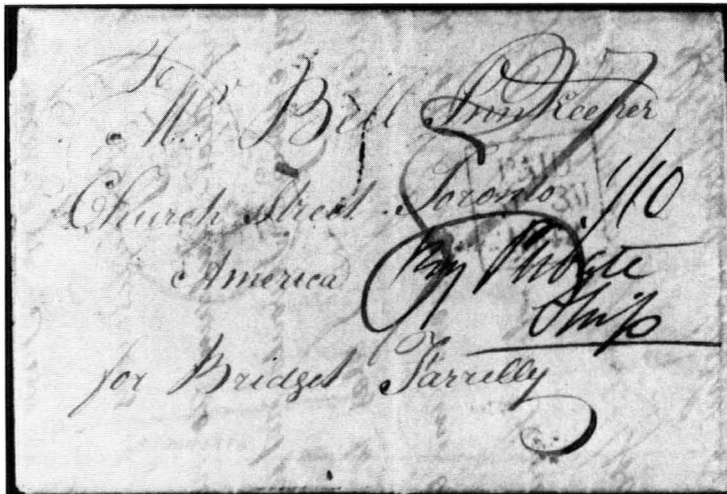


Figure 5. Private ship from Liverpool April 1842, via New York, rated 27¢ U.S. to which 6 percent surcharge applied, thus 1/5½ cy. plus 4½d. Can. across lake to Toronto, total 1/10 cy. due.

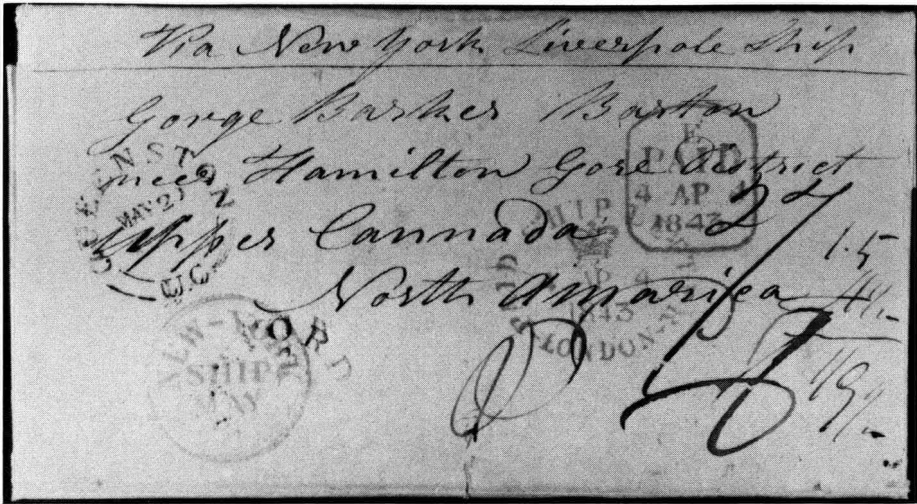


Figure 6. From London in April 1843 by private ship via New York, rated 27¢ U.S. This was subject to 2½ percent surcharge, and converted to 1/5 cy., to which 4½d. Can. was added, total 1/9½ cy. 4½d. Canadian, but each has a different amount of total collect postage: 1/5½, 1/6½, and 1/6. Figure 1 shows the normal conversion. For Figure 2 the U.S. 20¾¢ was converted to 1/1 and another penny (1d. cy.) exchange was added at the 6 percent rate, while in the case of Figure 3 the U.S. postage was also converted to 1/1 cy. but with ½d. cy. exchange added at 2½ percent.

A similar group of three covers is shown in Figures 4, 5, and 6. All three show the same rates of postage, and the only differences are the exchange surcharges. All were prepaid 8d. stg. as outward ship letters, two with oval London PAID SHIP LETTER datestamps and the third with a Liverpool PAID SHIP LETTER on the reverse. All three were carried by American sailing vessels from Liverpool to New York, where they received New York SHIP postmarks and were rated 27¢ U.S. due: 2¢ ship letter fee and 25¢ for over 400 miles to the Niagara frontier, for exchange through the Lewiston-Queenston border offices. Two of the covers were addressed to Hamilton, less than 60 miles from the border and therefore liable for Canadian postage of 4½d. The third, Figure 5, was addressed to Toronto, normally rated at 7d. (61-100 miles from the border), but, because it was carried across Lake Ontario directly

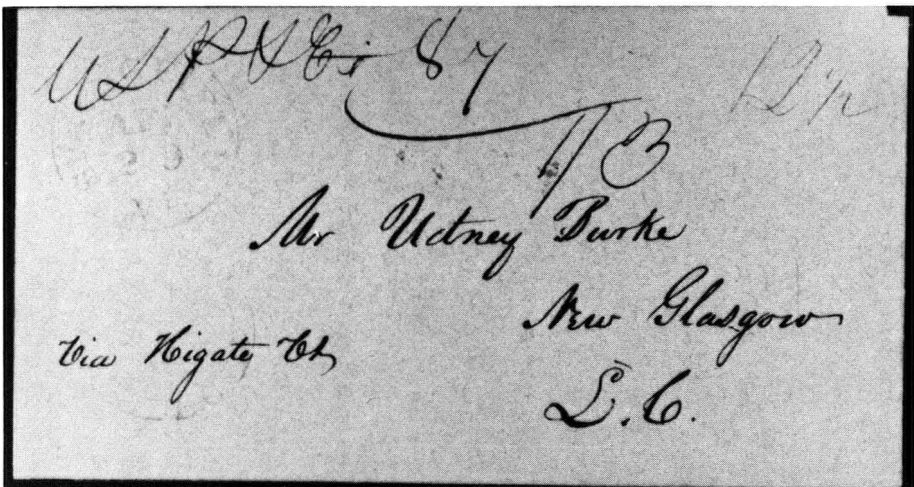


Figure 7. From Springfield, Vt., April 29, 1843, with 12½¢ U.S. due to border. Via Montreal which noted "USP & Ex 8," levying ½d. surcharge at 2½ percent on the 12½¢, plus 7d. Can., total 1/3 cy. due.

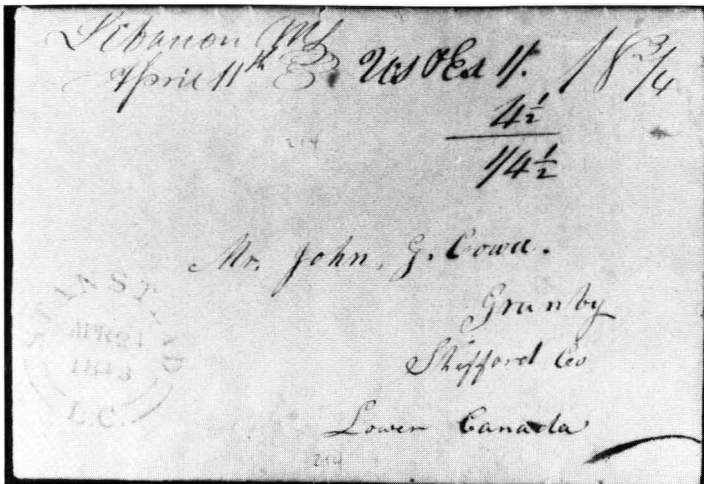


Figure 8. From Lebanon, Mass., April 11, 1843, with 18¾¢ U.S. postage due. Via Stanstead, L.C., which endorsed "US & Ex 1/2." adding ½d. at 2½ percent when converting the U.S. amount. Total collect, with 4½d. Can. added, was 1¼½ cy.

by steamboat, a distance under 60 miles, it was also rated 4½d. Canadian postage. The cover of Figure 4 dated 1840 shows the 27¢ converted to 1¼½ for a total of 1/9 collect. Dated in April 1842 during the 6 percent exchange surcharge period, the cover in Figure 5 shows a collect postage of 1/10: 1¼½ (27¢) plus 4½d. Canadian plus 1d. exchange on the 27¢. Figure 6 dated May 1843, during the 2½ percent exchange period, shows total collect postage of 1/9½, since the exchange surcharge on 27¢ was figured at ½d. Again we see three covers with the same postage rates in the U.S. and Canada, but with different collect amounts because of variations in the exchange surcharge.

Figure 7 illustrates a cross border cover dated April 29, 1843, in the 2½ percent surcharge period, from Springfield, Vermont, to New Glasgow, Lower Canada, rated 12½¢ U.S. postage collect to the border. The cover was routed via Montreal, where it received a datestamp and was endorsed "USP & Ex" in manuscript and rated 8d. for U.S. postage: 12½¢ equal to 7½d. cy. plus ½d. exchange, plus 7d. Canadian (61-100 miles) for a total of 1/3 cy. collect.

Figure 8 has a similar endorsement. The cover was mailed in April 1843, also during the period of the 2½ percent surcharge, at Lebanon, Mass., addressed to Granby, L.C., and rated 18¾¢ U.S. to the border via the Stanstead, L.C., exchange office. There it was endorsed

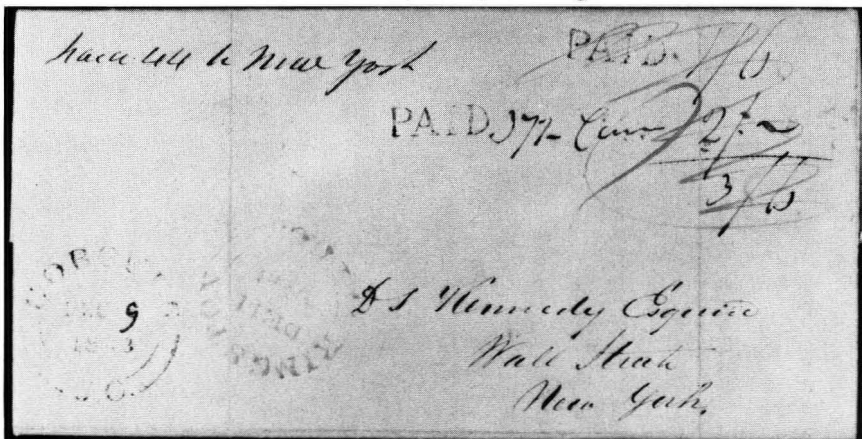


Figure 9. Double letter from Cobourg, U.C., via Kingston to New York, Dec. 9, 1843, with Can. and U.S. postage prepaid in Canada. U.S. postage of 37½¢ (double the 18¾¢ rate from border to New York) was converted to 2/- Can. cy. which included the 1d. surcharge at 2½ percent.

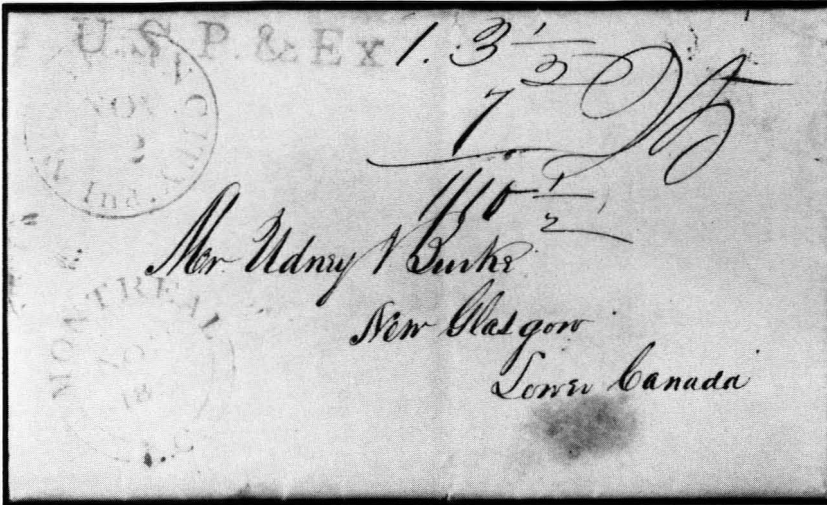


Figure 10. Cover from Michigan City, Ind., Nov. 12, 1843, to New Glasgow, rated 25¢ U.S. due. Routed via Montreal exchange office which applied straightline handstamp "U.S.P. & Ex." indicating the addition of ½d. surcharge at 2½ percent in converting the U.S. amount.

"US & Ex 1/." for 11½d. cy. (18¾¢) and ½d. exchange; with Canadian postage of 4½d. the total collect was 1¼½ cy.

The cover in Figure 9 is the reverse of those previously illustrated; it shows the exchange surcharge assessed on a cover from Canada to the United States with both Canadian and U.S. postage prepaid in Canada. The cover, mailed at Cobourg, U.C., Dec. 9, 1843, was endorsed "Paid 44 to New York" and exchanged via the Canadian office at Kingston. This was a double letter rated twice the 9d. cy. postage from Cobourg to the border: "PAID 1/6" and with U.S. postage also prepaid: "PAID 37½," twice 18¾¢ from the border to New York. The 37½¢ was converted to 2/-, including an exchange surcharge of 1d. cy., since the normal conversion for 37½¢ U.S. was no more than 1/11 cy.

Figure 10 shows a cover from Michigan City, Ind., Nov. 12, 1843, addressed to New Glasgow, L.C., as was Figure 7, and thus also routed via Montreal, where it was postmarked and a red straightline marking reading "U.S.P. & Ex." was applied and the U.S. 25¢ collect converted to 1/3½ cy., which included an exchange surcharge of ½d. cy. To date three covers with this handstamp have been reported.

Although other unofficial fluctuations in conversions and other local surcharges for such fluctuations did occur, this is the only instance I know of in nineteenth century cross border rates that was sanctioned by the Canadian Post Office with official circulars issued to delineate the rates of exchange. Surely this must rank as one of the more unusual aberrations in the study of Canada-United States cross border ratings.

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ROBERT MEYERSBURG, Editor

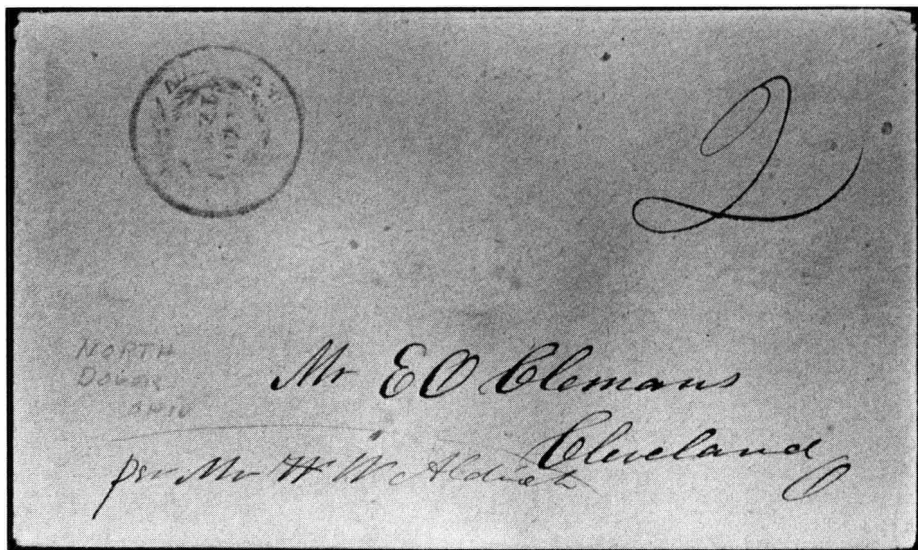
A NEWLY-IDENTIFIED CLEVELAND CARRIER COVER

ROBERT B. MEYERSBURG

A carrier cover of some importance was recently brought to my attention by Lowell Newman, late of the Smithsonian Institution's National Philatelic Collection, whose skilled eye has been responsible in the past for other significant carrier finds.

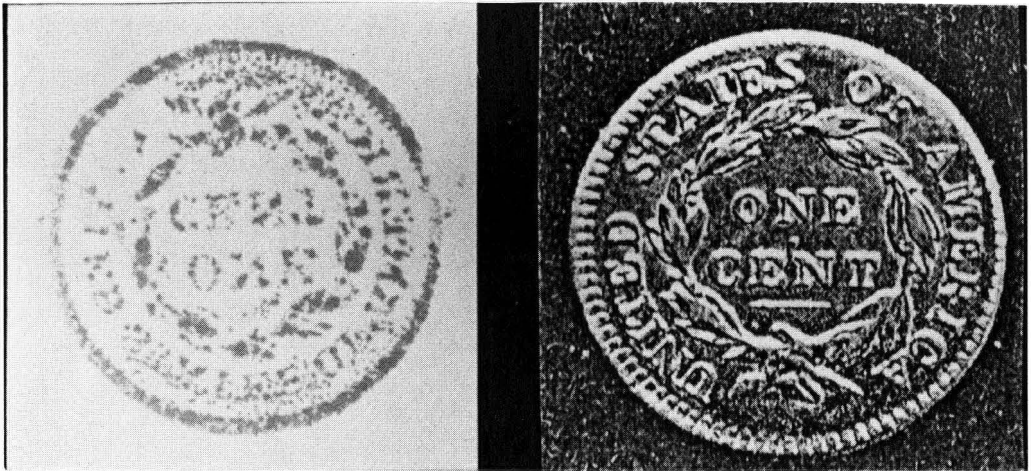
From the editorials and advertisements in the *Cleveland Plain Dealer and Herald*, we know that carrier service was initiated in that city on January 16, 1854, by Henry S. Bishop, who was "duly appointed and commissioned by the Postmaster-General to act as POSTMAN for Cleveland and Ohio Cities." His fees were standard for the period — one cent for collection and two cents for delivery.

There are, unfortunately, so few philatelic relics of Henry Bishop's "postman" activities that our real knowledge of Cleveland's carrier history is pitifully limited. My personal belief, based on my records, is that Bishop's City Post service lasted only a few months — perhaps only until the summer of 1854. Carrier service was continuous in Cleveland throughout the fee period, but probably not under the formal name "City Post," and Bishop appears to have divided his time between post office clerking and acting as penny postman.



Recently discovered Cleveland carrier cover.

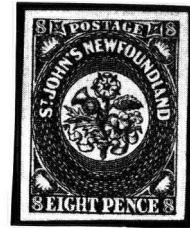
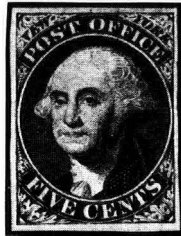
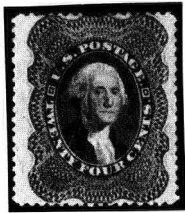
The subject cover contained a letter written in North Dover, Ohio, and dated only Sept. 5. However, it was possible to establish 1854 as the year it was written, with a good degree of probability, based on the letter's contents. Thanks are due to Tom Allen, whose research into Cleveland's historical records facilitated the dating. The envelope bears the endorsement "per Mr. W. Aldrich" and the enclosed letter was terminated in a hurry "because Mr. A. is waiting." Thus we know it was hand-carried to Cleveland, where it was handed to a carrier for delivery to the addressee. Since Bishop was Cleveland's only carrier until early in 1856, and this cover does not bear any of his stamps, it tends to support the growing belief that Bishop's City Post became defunct as a functioning entity after only a few months of operation, although Bishop himself still provided carrier service for the Cleveland post office. In his handling of this piece of mail, he marked his delivery fee (2¢, due from the addressee), and added, in red ink, the impression of a current one-cent coin to show "penny



The type of coin used (right), and its impression as it appears on the envelope.

post” service — “penny post” being the generally accepted name of the government carrier service.

While I have seen occasional impressions of dimes, half-dimes, and three-cent coins used as fancy cancellers, this is the only penny marking of which I am aware, used for any purpose. If any of the readers know of any other such one-cent coin markings, or can add to the Cleveland carrier history during the 1850s in any way, please advise your carrier section editor.



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NEW PLATING INFORMATION ON THE TEN CENT STAMP OF 1855: THE SALE OF THE LEVI COLLECTION

JEROME S. WAGSHAL

In this era of the ascendancy of postal history over plating in classical philately, a remarkable holding has come to the market which recalls the enthusiastic emphasis on plating which characterized philately several decades ago. In three sales between October 1985 and January 1986, John W. Kaufmann sold the Ten Cent 1855 collection of Frank S. Levi, Jr.¹

This was a remarkable trove of the Ten Cent 1855 for several reasons. It was the largest holding of this issue that this writer can recall ever coming to the market. In all, there were over 1,100 copies of this stamp, principally in singles. There were a number of multiples, including many pairs and strips of three, several strips of four and five, and several blocks of four and larger. The largest piece was a block of 12, ex-Caspary, and described as the third largest block of this stamp known. Most stamps were off cover, and the relatively few covers were not significant as postal history. Other collections of this stamp, such as the Newbury and Caspary collections, have contained pieces of greater individual rarity and value. However, this author cannot recall any holding even approaching the Levi collection in terms of sheer quantity of stamps.

Also remarkable was the condition of the Levi collection, in terms of the margins of the stamps. Of course, in material of this kind defects characteristic of the age of the issue had to be expected; these include thins, discolorations and toning, some tears, and most frequently encountered, creases. Nevertheless, overall, the Levi holding was significantly above the average in margins and quality of cancellation (almost all the stamps were used), so as to show the significant parts of the stamp design and its border areas.

The quality of the Levi collection reflected the obvious purpose for which it was assembled, that is, to advance the plating of Plate 1 of the Ten Cent stamp of 1855. I have not had the privilege of meeting Mr. Levi, but it is possible to tell something about a person by analysis of his philatelic holding. From the Levi collection, it is clear that Mr. Levi was an outstanding student of the plating of the Ten Cent stamp of 1855.

Indeed, it is my conclusion, based on only a partial examination of the Levi holding, that Mr. Levi was probably the most advanced student of the plating of this stamp in the history of classical U.S. philately. Without intending any invidious comparisons, the fact remains that it appears that Mr. Levi knew more about this plate than any other student. I use the past tense only because the Levi collection has now been dispersed and the extent to which that knowledge has been preserved and can be reported is somewhat in doubt, a point to which I shall return.

To put the matter in context, a brief history of the progress of the plating study of the Ten Cent stamp of 1855 will be helpful. Beginning in mid-1897, John N. Luff published a series of articles in the *American Journal of Philately*, discussing the stamps of the United States in studious fashion. These articles were collected in his major work, *The Postage Stamps of the United States*, published in 1902. Luff's study was significant. It went into such matters as earliest date of use, gave figures on quantities issued, and discussed the types of the stamp. Although Luff did not define the types of the Ten Cent stamp of 1855 in the same way as modern classification in the *Scott U.S. Specialized Catalog*, he did recognize the distinctive

1. The collection was dispersed in three sales: John W. Kaufmann, Inc. auction 115, held 29 October 1985, devoted almost exclusively to the Levi Ten Cent 1855 collection; auction 119, the Kaufmann Gems of Philately sale held 7 December 1985, in which about 61 of the more valuable pieces of the collection were offered; and auction 120, held 28 January 1986, in which 454 lots of the stamp were included.

character of the recut varieties, and the difference in the three reliefs which resulted in what are now termed Types I, II and III.

Beginning in the October 1935 *American Philatelist*, Stanley B. Ashbrook began a series of detailed articles on the Ten Cent stamp of 1855-1857, which, when collected and slightly revised, were published in 1936 under the title *The United States Ten Cent Stamp of 1855-1857*. In this work, Ashbrook identifies William L. Stevenson as the pioneer student of the stamp, and author of articles on the stamp published in *McKeel's*. Ashbrook credits Elliott Perry as having identified the position of the only recut on the right pane, 3R1, and having also "succeeded in making a correct grouping of the other seven [recuts]," but without having been able to assign specific plate positions to these seven recut positions. According to Ashbrook, Perry also deserves the credit for discovering the "correct disposition of the three reliefs on the plate"; and Perry and Stevenson also identified some misplaced transfers of these reliefs.

The greatest of all classical students, Dr. Carroll Chase, also made a contribution to the study of the Ten Cent stamp of 1855. In February 1921, Chase and Ashbrook co-authored an article entitled "Notes on the Ten Cent 1855-1857 United States Adhesives," which included the correct plate positions of the seven recuts on the left pane of Plate 1. (Ashbrook indicates that it was he who did the principal plating work leading to this result.) These seven recuts are of course positions 54, 55, 64, 65, 74, 76 and 86 on the left pane. Their proximity to one another made identification of their relative positions possible before their positions within the pane of 100 were established.

Ashbrook's 1938 book was a major advance in the study of the stamp. In terms of plating, the three reliefs were superbly illustrated, as were the eight recuts. Also illustrated were a number of double transfers, as well as lesser varieties, curls, dots and similar plate markings. However, Ashbrook made no attempt at a complete plating of Plate 1. Indeed, he deliberately eschewed this undertaking, stating:

My interest in the stamp has been confined principally to the reconstruction of the two plates, and in this connection, might add that my attempt to put these plates together was commenced in 1919. The entire reconstruction of either plate has not been completely finished up to the present time, but I feel reasonably safe in stating that even if entirely completed I doubt if the accomplishment would add little to the information at hand . . .²

Ashbrook's words are reminiscent of Luff's comment, made almost 40 years earlier about the Three Cent stamp, that ". . . the hopelessness of finding or correctly placing all the varieties is at once apparent, to say nothing of the lack of interest or value in such a restoration."³ Ashbrook was as wide of the mark as Luff. It is of course impossible to assign any concrete value to a philatelic plating study in terms of life's practicalities. However, as an intellectual exercise it is no less respectable than any other, and perhaps more challenging than most.

Fortunately, Mortimer L. Neinken did not subscribe to Ashbrook's view, and his 1960 revision of Ashbrook's 1936 book was the result.⁴ In this work, Neinken gave plating diagrams for all of the Plate 1 positions, although noting that no plating marks had been found on four positions, two on each pane.⁵ In addition, Neinken presented a plating study of Plate 2, a subject beyond the scope of this article.

In terms of the study of Plate 1, Neinken's book had significant effects, both good and bad. The good effect was that Neinken presented a vast amount of new plating data which up until that time were available only to a very few select, highly specialized students, and he memorialized this information in permanent, readily accessible form. There was, un-

2. Stanley B. Ashbrook, *The United States Ten Cent Stamp of 1855-1857*, 1936, p. 3.

3. John N. Luff, *The Postage Stamps of the United States*, 1902, p. 69.

4. Mortimer L. Neinken, *The United States Ten Cent Stamps of 1855-1859*, 1960. Hereafter cited as "Neinken, *Ten Cent*."

5. Neinken, *Ten Cent*, at p. 47.

fortunately, a bad effect to this presentation, and that is that collectors, viewing the enormous array of detailed plating drawings, generally assumed that the Neinken book was the ultimate study, which precluded any further advance in the plating of Plate 1. This was not so. In fact, Neinken's diagrams are effective plating guides to approximately two-thirds of the 200 positions. They contain a few errors and leave much out.

Indeed, Neinken himself recognized that he had not presented the last word on the stamp. Just before the conclusion of his book, he wrote a statement which deserves to be quoted in full:

NEW INFORMATION

Continuous research by students results in new information being made available about the early U.S. stamps. For example, while this book was being prepared for publication, four changes had to be made in the text because of new information. Undoubtedly after this volume is distributed, collectors will furnish data of which the writer was not aware. As this is received, it will be forwarded to the editor of "the U.S. 1851-60 Chronicle" with a request that it be published in an early issue. In addition, when a significant amount of such material has been accumulated, it will be forwarded for publication in one of our leading philatelic magazines, such as "The Collectors Club Philatelist."⁶

Neinken was as good as his word. Corrections to several Plate 1 positions were subsequently published in *The Chronicle*, although the accumulated corrections did not warrant a comprehensive update.

This history brings us to the Levi sale.

The most remarkable aspect of the Kaufmann catalogs of the Levi collection is that every stamp is illustrated and assigned a plate position in the description. These plate positions of course come from Mr. Levi. (Unfortunately for future students, Mr. Levi did not mark the plate position on the back of each stamp in a distinctive hand as Chase did with the Three Cent stamp⁷ and as Ashbrook did with the One Cent stamp; plate positions can only be identified on the Levi stamps by matching auction catalog descriptions to the catalog photos.) To any student of the Ten Cent stamp of 1855 this was an unmistakable signal of an extraordinary offering, because no such complete plating has previously been given in any sale.

Any collector who has attempted to plate an ordinary Type II stamp with a position dot in the northwest corner knows that, even with this major aid, plating of individual copies is generally possible in perhaps half or fewer cases using the Neinken diagrams. In single Type III stamps, all of which lack position dots, plating is generally not possible except for a small number of positions which bear very distinctive plating marks.

Yet here was a collection in which *every stamp*, single copies as well as multiples, had been assigned a plate position. Even more remarkable, single copies were presented for positions 27L, and 23 and 47R, three of the four positions for which Neinken had stated he had not found plating marks.⁸ Furthermore, single copies were also presented for positions 68L, and 67 and 68R, three positions for which Neinken stated it was impossible definitely to plate.⁹ It thus became apparent that Levi was presenting a major addition to the knowledge of this stamp. Neinken identified Levi as one of the students who helped him in his preparation of the book.¹⁰ It was therefore a reasonable assumption that the Levi plating claims deserved credence, or at least careful examination to see if a major stage beyond Neinken's research had been reached.

6. Neinken, *Ten Cent*, at p. 252.

7. It is an interesting fact that one of the Ten Cent 1855 stamps which I examined in the third section of the Levi collection was plated on the back in Dr. Chase's distinctive hand.

8. Neinken, *Ten Cent*, at p. 47.

9. *Id.*

10. Neinken, *Ten Cent*, at p. 252.

There was a time urgency about determining the merits of the Levi plating, because the collection was going on the block. As every plating student is aware, a single copy of a particular plate position is generally inadequate for the identification of an unknown position, and, indeed, is even inadequate for the identification of true plating marks. The nature of the printing process from engraved plates is such that some tiny marks may show on individual copies which are not the product of the indentations of the engraved plate and thus are not repeated. These artifacts cannot serve as plating marks and in fact seriously mislead the plater. Only by an examination of a number of copies from the same position can true plating marks be identified. Furthermore, some tiny marks may change shape from impression to impression, depending perhaps on the direction of the final wipe of the plate before printing, so that examination of several copies is required to achieve a full understanding of the true character of the plating mark, and its varying appearance.

These factors made examination of the Levi collection before its sale a matter of the highest priority. Where or when would such an enormous hoard of this material be available for study? Each stamp catalogued a minimum of \$275.00, and individual copies averaged well over \$150 in market value. Yet here were multiple copies of most of the 200 positions of Plate 1! I had never imagined that such a treasure existed, and in a matter of days it was to be dispersed to the four winds. Unfortunately, obligations had prevented my study of the first section of the sale. I was determined not to let the opportunity slip by when the second section was offered. It was fortunate that examples of the positions were divided nearly equally between the two major sections of the sale. Accordingly, a number of positions in the January 1986 sale were represented by anywhere from three to eight copies, ample for plating study. Laying other matters aside, I spent all the available inspection time on the study of this material, and when I told John Kaufmann about my project, he graciously made special arrangements for additional examination.

The result was well worth the effort in a number of aspects. Obviously, the most important benefit was that I was able to improve Neinken's plating diagrams of a number of positions by discovery of new marks, a more accurate depiction of the shape and character of marks previously identified, and, in some cases, by concluding that marks shown on the Neinken diagrams were not present, at least with sufficient frequency to be of value in plating. Among a number of interesting marks, I discovered what appears to be previously unlisted minor double transfer. And on one copy I saw a mark which had the characteristics of a possible hairline crack. There was not a duplicate copy of this position in the offering, so confirmation of that possibility must await another day. In quantitative terms, if one estimates that Neinken presented 65 percent of the plating of Plate 1, Levi provided another 25 to 30 percent, leaving only between 10 and 20 positions still to be done.

This is a major contribution.

This examination also served to remind me forcefully of the importance of the quality of impression in plating the Ten Cent stamp of 1855. Every true plating mark is of course an indentation on the engraved plate. As the surface of the plate wore after heavy use, some shallow plating marks disappeared, and others changed shape. Examination of a number of copies from the same position served to show the disappearance of some of these marks or their transformation.

In this connection, it is particularly interesting to note that there is not always a clear correlation between the date of use of a Ten Cent 1855 stamp and the quality of impression. The products of Plate 1 were first issued in imperforate form in May 1855, and continued to be used in this form until the second half of 1857, when perforated stamps were issued. Ordinarily, it might therefore be expected that the finest impressions would be found in the 1855 imperforate emissions, and the poorest impressions would be in the post-1857 perforated stamps. However, some of the finest impressions are to be found on perforated stamps from Plate 1, whereas imperforate copies issued and used a year or more earlier can be found which are the fuzzy product of a badly worn plate.

The explanation for this phenomenon is probably the same as that given by Neinken in connection with the similar occurrence of sharply printed perforated examples of the One Cent stamp from Plate 1 Late:

Some of the perforated stamps which are known undoubtedly come from early printings of this plate. It is this author's opinion that after the sheets were printed, and after they were laid out to dry, the sheets were then neatly stacked in high piles. When an order came to fill a requisition from a post office, a number of sheets were counted off the top of these stacks. When the new printings were made, the new sheets were simply placed on top of the stacks, and therefore, sheets from early printings always remained at the bottom of the stacks. When all the sheets remaining in these stacks were perforated, it resulted in the perforation of a number of sheets from early printings. . . .¹¹

Although I have never seen this point discussed previously in connection with the Ten Cent stamp, information presented by Luff at the turn of the century tends to support it. Luff presented statistics of the quantity of stamps delivered by the printers to the post office during the 1851-1855 period. A comparison of the Ten Cent delivery data with that of the delivery data for the Twelve Cent stamp, issued in 1851, is particularly interesting. According to Luff, these are the quantities of the two values received from the Toppan firm by the post office over the five year period of 1851-55:¹²

<i>Fiscal Year Ending</i>	<i>Ten Cent</i>	<i>Twelve Cent</i>
June 30, 1851	—	200,000
June 30, 1852	—	480,000
June 30, 1853	—	—
June 30, 1854	—	60,000
June 30, 1855	<u>747,000</u>	<u>120,800</u>
Total	747,000	860,800

These data indicate that the total quantity of each of these two denominations was about the same, with only a slightly greater amount of the Twelve Cent issued, a fact reflected in the approximate equality in catalog value of the Twelve Cent stamp and the Type II (lowest price) Ten Cent stamp, with the latter being about 10 percent higher in catalog value. The significant difference between these two denominations is that the Ten Cent stamp was apparently produced in one massive operation in mid-1855, so that the sharp prints from the new plate and the fuzzy printings from a worn plate would have been more nearly contemporaneous than with the Twelve Cent stamp. As a result, the piles of the Ten Cent stamp may have been accumulated from sharp to fuzzy without great amounts being shipped out in the interim.

CONCLUSION

Although students of the art of plating may be an endangered species, I am confident we have not become extinct. Surely there are classic U.S. collectors who will be interested in having the considerable supplemented and revised information that is available on the Ten Cent stamp of 1855. For all of you fellow platers, take heart. Mr. Levi has agreed to permit the author of this article to present the information he accumulated from his holding, which this author will add to the product of his own study. Anyone who has been studying Plate 1 of the Ten Cent stamp, and who has plating information to contribute should contact Jerome S. Wagshal at the address shown in the Society membership list. Credit will be given for contributions of information beyond that now assembled.

11. Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861*, 1972, at p. 134. Although much of the text of this book is a reprint of the original work by Stanley B. Ashbrook, this particular observation was added by Neinken. Mr. Levi tells me that it was he who originally suggested this phenomenon to Mr. Neinken.

12. Luff, *supra*, N. 3 at p. 73.

THE FIRST NESBITT STAMPED ENVELOPE

THOMAS J. ALEXANDER

Early stamped envelopes are classified according to the die that produced the stamp, the watermark in the envelope paper, the color of that paper, and the size of the envelope. With this complex classification system (made even more complex by the enormous number of die sub-types in the Nesbitt envelopes), it is not surprising that the characteristics identifying the very first stamped envelope to be issued in 1853 have escaped the attention of general collectors, and apparently also the attention of the editors of *Scott's Specialized Catalogue of United States Stamps*.



Figure 1. The diagonal lines and "stepped" POD/US watermark mentioned in *Scott's Specialized Catalogue of United States Stamps*.

The key to identifying the U.S. "No. 1" stamped envelope is the unique watermark found in its paper. The existence of this key was reported simultaneously in *The Chronicle* 45:11 (July, 1963) and *U.S. Envelope World* 40:53 (August, 1963).¹ The initial discovery was made by Oscar Salzer, a fact acknowledged by both Tracy W. Simpson and Prescott H.

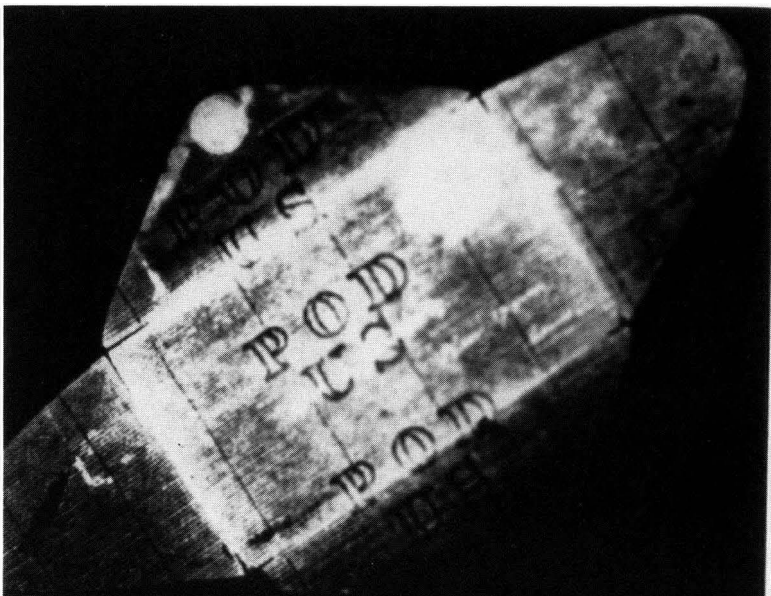
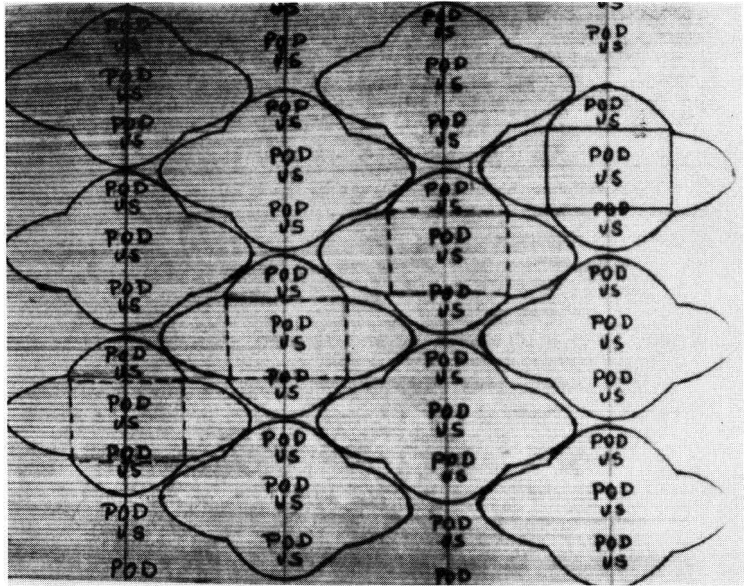


Figure 2. The horizontal lines and "block" POD/US watermark found on the first Nesbitt envelopes.

1. A house organ published by Prescott H. Thorp.

Thorp in their articles.

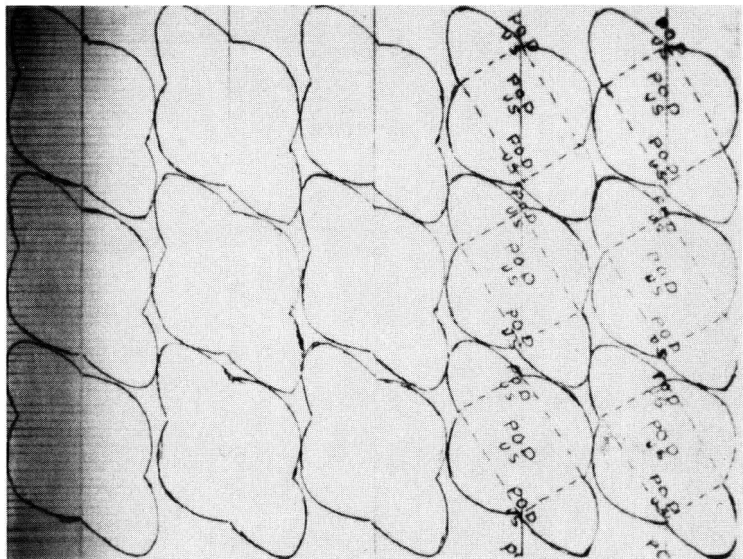
Figure 3. A layout of the inefficient manner of cutting the first envelopes.



The only Nesbitt watermark illustrated in the *Specialized Catalogue* or in the *UPSS Catalog of the 19th Century Stamped Envelopes and Wrappers of the United States*² is the example shown in Figure 1, with the top of US touching the bottom of POD against a background of diagonal laid lines. The *Specialized Catalogue* notes that early printings of U1 occur on “Horizontally Laid Paper.” The *UPSS Catalog* notes that “Several varieties of this watermark have been identified by specialists,” but does not describe them. It also states “The earliest Nesbitt Envelopes were printed on paper which had the watermark parallel to the laid lines. These envelopes were cut and folded so that the watermark was positioned horizontally in the center of the front face of the envelope Only a handful of these envelopes exist today.”³

An example of this first horizontally laid paper with the unique watermark is shown in Figure 2. Figures 3 and 4 show how these envelopes were cut. The cutting of envelopes with

Figure 4. The positioning of the cutting of the second envelopes, permitting more envelopes to be produced from one sheet of paper.



2. Edited by Edmund C. McGovern, published by the United Postal Stationery Society, 1984.

3. Both quotes from page 141.

diagonal laid lines permitted 15 envelopes to be produced from a sheet of paper that produced only 12 under the first system.

In each case, the contractor was careful to ensure that the watermark fell across the face of the envelope, in the first case with a horizontal arrangement and in the second with a diagonal arrangement. In the first watermark the letters POD are separated from the letters US.

Mr. Thorp summarized his findings on page 60 of his article:

In this writer's opinion there can be no doubt of the following facts:

1. The Nesbitt envelopes with the horizontally laid lines with the watermark illustrated in Fig. 1 are the very first envelopes issued.
2. This watermark was reserved exclusively for these first envelopes and the number issued of them was comparatively small being confined to a trial batch of paper.
3. This first envelope, which is so easily recognized should be singled out and listed in all stamp catalogues as "No. 1," and thus be accorded the recognition it so richly deserves and has so long been denied.

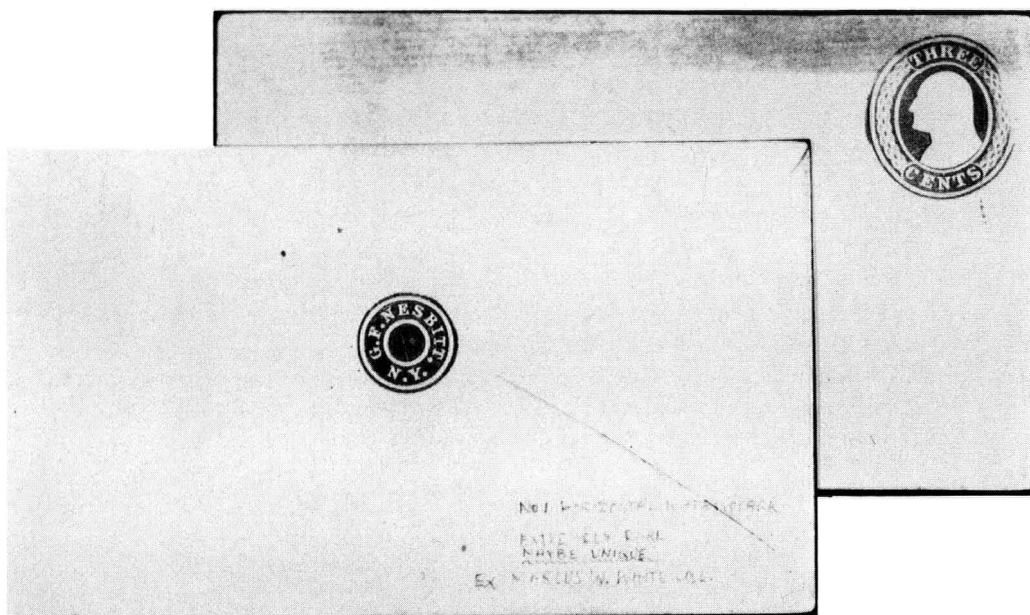


Figure 5. (top) A possibly unique unused example of the first Nesbitt envelopes. Figure 6. (bottom) The back of Figure 5, showing the early Nesbitt seal.

Figures 5 and 6 show the front and back of what may be the only recorded unused example of the first envelope. This is from the Marcus White collection, which was essentially created by Thorp, and which formed the basis of his catalog. If any of our readers know of another unused entire, the section editor would be grateful if they would report it to him.

1855 POSTAGE ACT

Through the courtesy of Richard B. Graham and Randy Burt we are able to illustrate a broadside published by the POD and sent to all postmasters, titled "NEW POSTAGE ACT." Mr. Burt is co-curator of the Honolulu Advertiser Collection of Hawaii and turned up the broadside in his recent extensive searches of the Hawaiian archives in Honolulu. It had been sent from the POD in Washington to the Hawaiian PMG (who was also the owner of the *Honolulu Commercial Advertiser* and incidentally the man who produced the Hawaiian Missionary stamps).

It summarizes the landmark act of 1855 that increased the postal rates above 3,000 miles

NEW POSTAGE ACT.

Instructions to Postmasters.

The particular attention of Postmasters and others is invited to the provisions of the annexed act, passed at the last session of Congress. It will be observed—

1st. That from and after April 1st, 1855, the single rate of postage on a letter conveyed in the mail for any distance *between places in the United States* not exceeding three thousand miles, is three cents; and for any distance exceeding three thousand miles, ten cents.

2d. That from and after April 1st, 1855, pre-payment, either by stamps, stamped envelopes or in money, is compulsory.

3d. That from and after January 1st, 1856, all letters between places in the United States must be pre-paid, either by postage stamps, or stamped envelopes.

4th. That the laws relating to the franking privilege are not altered.

5th. That the existing rates and regulations in regard to letters to or from Canada and all other foreign countries remain unchanged.

Unpaid letters mailed before April 1st, 1855, will be forwarded and delivered upon the payment of the postage by the person addressed.

Postage stamps and stamped envelopes of the denomination of ten cents will be prepared and issued speedily; and the Department will use every exertion to supply all the Post Offices with one and three cent stamps also, as fast as they may be required.

Absolute prepayment being required on all letters to places within the United States, from and after 1st April, 1855, great care should be used, as well in prepaying the proper amount on letters above the weight of half an ounce as on single letters.

Postmasters will post up conspicuously in their respective offices a notice calling attention to the provision of the act requiring prepayment.

The provisions in regard to the registration of valuable letters will be carried into effect and special instructions issued on the subject as soon as the necessary blanks can be prepared and distributed.

JAMES CAMPBELL,

Postmaster General.

POST OFFICE DEPARTMENT,

March 12, 1855.

Figure 1. Instructions to Postmasters, 1855.



Figure 2. Cover from Mississippi to California, 2 April 1855.

to 10 cents, required prepayment of all domestic postage (either by stamps or money) as of 1 April 1855, required prepayment of domestic postage by stamps or stamped envelopes only as of 1 January 1856, and established the federal registry system.

Dated 12 March 1855, the broadside mentions what must have been an astronomical task — that of providing all of the 1,663 post offices in the country with postage stamps and producing a new 10 cent stamp to meet the new rate to and from the West Coast.

Figure 2 shows a cover from Jackson, Mississippi, to Mariposa, California, that was caught by the rate change. The writer, who was apparently unaware of the change, marked his cover “Paid 6” in anticipation of saving his addressee the 4 cent surcharge under the old rates for unpaid mail. On delivering his letter to the post office on 2 April he was informed of the change in rate the day before. He paid his 10 cents and the postmaster applied his handstamps PAID/10.

ONE CENT PLATE 12 PLATE NUMBER



In *The United States One Cent Stamp of 1851 to 1861*, Mortimer L. Neinken stated that no part of the right plate number from Plate 12 had ever been reported. Through the courtesy of Earl Oakley we are able to show the full plate number attached to a strip of three, positions 58-60R12. The stamps are Type II and show the mottled ink film which is characteristic of Plates 11 and 12. The strip is tied to a patriotic cover to Mendota, Illinois, from Springfield, Illinois, dated 8 May 1861. Only a portion of the cover is shown to permit a more detailed illustration of the Type II imprint and the number.



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UNITED STATES MAIL STEAMSHIPS

July 1, 1851 to Jan. 1, 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 131:188)

N.Y. Herald, Nov. 6, 1851. PACIFIC MAIL STEAMSHIP CO. SPECIAL NOTICE. The Steamer "Cherokee" will be despatched from her pier at the foot of Warren Street for Chagres, on Thurs. Nov. 6, at 3 P.M. precisely.

FOR CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Tues. Oct. 28, 1851, Pac. M.S.S. Co., Departure date - Nov. 10, 1851, 3 P.M. (Mon.) S.S. Empire for Chagres via S.S. Philadelphia from Havana, connecting with S.S. Tennessee, leaving Panama without delay.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Tues. Oct. 28, 1851, Pac. M.S.S. Co., Departure date - Tues. Nov. 11, 1851, 3 P.M., S.S. Ohio for Chagres, connecting with S.S. Tennessee, sailing without delay for S.F. on arrival of passengers and mail from Panama.

FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Wed. Nov. 12, 1851, Pac. M.S.S. Co., Departure date - Sat. Nov. 22, 1851, 3 P.M., S.S. Illinois for Chagres, connecting with one of the Co's extra steamers, sailing without delay for San Francisco on arrival of the passengers and mail from Panama.

N.Y. Herald, Nov. 15, 1851. Adams & Co's Great Calif. Freight, Packages & Parcel Express, per U.S.M.S.S. Illinois on Sat. Nov. 22, Georgia on Mon. Nov. 24, and El Dorado Wed. Nov. 26. In consequence of the accumulating amount of freight ordered for the Calif. market, to go by our line, we have found it necessary to send a special express in advance of our regular day by the U.S. Mail Steamer Illinois on Sat. Nov. 22, 3 P.M. in charge of a special freight agent and special through messenger.

FOR CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Nov. 15, 1851, Pac. M.S.S. Co., Departure date - Nov. 24, 1851, 3 P.M. (Mon.) S.S. Georgia for Chagres via S.S. Philadelphia from Havana, connecting with S.S. Northerner, leaving Panama without delay for S.F.

N.Y. Herald, Nov. 28, 1851. NOTICE: Notice to Passengers holding tickets for El Dorado and the mail steamer from Panama to San Francisco. In consequence of the detention of the El Dorado, tickets for her and the mail steamer from Panama to S.F. will be redeemed if holders desire, at office of Pac. Mail S.S. Co., 177 West St. cor. Warren, North River.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Fri. Nov. 21, 1851, Pac. M.S.S. Co., Departure date - Wed. Nov. 26, 1851, 3 P.M., S.S. El Dorado for Chagres, connecting with S.S. Northerner, leaving Panama immediately.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Fri. Nov. 28, 1851, Pac. M.S.S. Co., Departure date - Mon. Dec. 1, 1851, 3 P.M., S.S. El Dorado for Chagres, connecting with one of the Company's extra steamers, sailing without delay for S.F.

N.Y. Herald, Thurs. Dec. 4, 1851. Pacific Mail Steamship Co. The hour of sailing of the steamers of this Company is changed from 3 o'clock to 2 o'clock P.M.

TO SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Mon. Dec. 1, 1851, Pac. M.S.S. Co. Departure date - Sat. Dec. 6, 1851, 3 P.M., S.S. Cherokee for Chagres, connecting with S.S. Panama to sail without delay for S.F.

SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Mon. Dec. 1, 1851, Pac. M.S.S. Co., Departure date - Thurs. Dec. 11, 1851, 3 P.M., S.S. Ohio for Chagres connecting with S.S. Golden Gate to sail without delay for S.F.

N.Y. Herald, Wed. Dec. 17, 1851. Berford & Co's great Calif. Letter, Parcel & Package express. By Steamer El Dorado Mon. 22nd and by Georgia, Wed. 24th, in charge of special messengers through to S.F. Freight 20 percent less than by any other express. Through with the U.S. Mail in about thirty days. No charge for custom house or consular fees, package not to exceed 12 pounds, water proof, can be sent till 10 A.M. the days of sailing. Passage on the above steamers can be secured at 3 Broad St. corner of Wall & 2 Vesey St., Astor House.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Fri. Dec. 12, 1851, Pac. M.S.S. Co., Departure date - Mon. Dec. 22, 1851, 2 P.M., S.S. El Dorado for Chagres, connecting at Panama with one of the Company's extra steamers to sail immediately for S.F.

FOR SAN FRANCISCO VIA CHAGRES. CHANGE OF SAILING DATE. *N.Y. Herald*, Wed. Dec. 17, 1851, Pac. M.S.S. Co., Departure date - Mon. Dec. 22, 1851, 2 P.M., S.S. El Dorado for Chagres, connecting at Panama with one of the Co's extra steamers, sailing without delay for S.F.

TO CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Sat. Dec. 13, 1851, Pac. M.S.S. Co., Departure date - Wed. Dec. 24, 1851, 2 P.M., S.S. Georgia for Chagres, connecting with S.S. Oregon to sail without delay for S.F.

FOR SAN FRANCISCO & OREGON VIA CHAGRES DIRECT. *N.Y. Herald*, Sat. Dec. 27, 1851, Pac. M.S.S. Co., Departure date - Tues. Jan. 6, 1852, 2 P.M. S.S. Cherokee for Chagres, connecting with one of the Co's steamers leaving Panama without delay for S.F.

FOR CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Sun. Dec. 28, 1851, Pac. M.S.S. Co., Departure date - Fri. Jan. 9, 1852, 2 P.M., S.S. Empire City for Chagres via S.S. Philadelphia from Havana, connecting with S.S. California for S.F.

FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Sat. Dec. 27, 1851, Pac. M.S.S. Co., Departure date - Sat. Jan. 10, 1852, 2 P.M., S.S. Ohio, for Chagres, connecting with S.S. California. Leave without delay for S.F.

FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Sun. Jan. 11, 1852, U.S. and Pac. M.S.S. Co., Departure date - Thurs. Jan. 22, 1852, 2 P.M. S.S. El Dorado for Chagres, connecting with the extra Feb. steamer from Panama to S.F.

FOR SAN FRANCISCO VIA HAVANA & CHAGRES. *N.Y. Herald*, Sun. Jan. 11, 1852, U.S. & Pac. M.S.S. Co., Departure date - Sat. Jan. 24, 1852, 2 P.M. S.S. Georgia for Chagres, connecting with S.S. California, leaving Panama without delay for S.F.

VANDERBILT VIA NICARAGUA

July 1, 1851 to Jan. 1, 1852.

N.Y. Herald, July 4, 1851. NEWS-ITEM #1. FIFTEEN DAYS LATER FROM CALIF. Arrival of the Steamship Prometheus. Three millions of gold dust on the way to N.Y. Revival of business in S.F. Nominations for State Officers. Expedition to Lower Calif. Riot in the City of Nevada. Mining Intelligence. Agricultural Prospects of Calif. The Indian Troubles. Execution in Stockton, etc. etc. etc. The Steamship Prometheus, Capt. H. W. Johnson arrived Thurs. morning (July 3, 1851) at an early hour from Chagres, via San Juan de Nicaragua. She brings advices from S.F. to the 31st of May - fifteen days later than our previous dates. We are under obligation to Mr. R. Lord, the gentlemanly purser of the Prometheus, to Dodge & Co., and Adams & Co's Express, for the prompt delivery of Panama, Calif. & Oregon figs. The Prometheus arrived at Chagres on her outward passage on the morning of the 22nd June, left Chagres on the evening of the 23rd, and arrived at San Juan in 22 hours. Left San Juan on the morning of the 25th at 1 o'clock A.M., and arrived off Sandy Hook on Wednesday July 3rd at 10 o'clock P.M. - Making her voyage from San Juan in 7 days and 21 hours, [following this, there was given a list of passengers; incidents of trip, as well as details of items listed in the heading of this news-item.]

N.Y. Herald, July 4, 1851. NEWS-ITEM #2. LATER NEWS FROM CALIF. - THE NEW LINE TO THE PACIFIC. By the arrival of the S.S. Prometheus at this port yesterday morning, we received 15 days later news from Calif. via Nicaragua - the new route of Capt. Vanderbilt, connecting the two oceans. This is the first time that we have received news direct from Calif. and the Pacific in this way; and according to all appearances, it is only in earnest of what we may expect hereafter. By this news we learn that San Francisco and Stockton have, phoenix like, arisen from their ashes - that the bustle of trade and commerce is again heard in the high ways, and by ways of those cities - and that the inhabitants whose career was temporarily arrested by conflagration, (which was so destructive as almost to destroy the energies of any people) are again on the high road to wealth, prosperity & greatness. Such extraordinary recuperation as we witness in Calif. is without a parallel. It would really seem as if no misfortune, no matter how great and no calamity, no matter how disastrous can prevent the new State on the Pacific from becoming an empire of itself, and, in

time, one of the most powerful states of the Confederacy. We also learn by this arrival, that the large sum of nearly 3 millions of dollars worth of gold dust is enroute to New York. This is, indeed, surprising intelligence, when we take into consideration the vast quantity of gold which has been received from the same quarter since the commencement of the present year. There is very little doubt now, we think, that the gold deposits of that celebrated region are literally inexhaustible, and that the amount that they will yield will hereafter be proportionate to the number of persons engaged in searching for it, and in the improved machinery that may be used for separating it from the quartz with which it is mixed. With such a prospect before us, there is no danger of an immediate revulsion in finances or commercial affairs. The yield this year will not fall far short of sixty millions of dollars; and we would not be at all surprised if, within the 12 months ensuing, it should amount to one hundred millions. Such an immense annual addition to the precious metals as we have every reason to expect from that source, will of course exercise a great influence on their value throughout the world. This is the first arrival by the new Nicaragua Route since it went into operation. The success of the enterprise thus far, must be gratifying to Capt. Vanderbilt and those connected with him in it. Hereafter, we presume, communications between N. Y. and Calif. by the way of Nicaragua will be regular although not so frequent as it will be when all the steamships which the Company contemplate, shall have been put upon the route. It is calculated now that this route is in operation, that, making liberal allowances for delays etc., passengers, letters, and newspapers will reach San Francisco from N. Y. in 20 days, whereas it takes 30 and upwards by other routes. The great problem which has engaged the attention of the whole commercial world for three centuries past, is being solved by American enterprise. And by American enterprise the Atlantic & Pacific Oceans are being connected at two different points - by the way of the Isthmus of Panama, and by way of Nicaragua, when both shall have been in full operation, then will occur that great revolution in the commerce of the world which has occupied so much attention which has been looked forward to for centuries and which American enterprise will effect. [After this followed a lot of comment as to the commerce between Asia & Europe by this new route, as well as Mexico and Central America and the prediction of N. Y. becoming the great centre and focus of exchange and finance, ruling the rest of the world which I do not think necessary to copy.]

N.Y. Herald, July 6, 1851. THE NEW & INDEPENDENT LINE FOR CALIF. VIA NICARAGUA. The S.S. Prometheus will leave Pier 2, N.R. on Monday, July 14, at 3 o'clock P.M. for San Juan direct, connecting with the new and elegant S.S. Pacific, Capt. Bailey, to leave San Juan de Sud on the 25th. Passengers will take a new iron steamer at San Juan, sent there for the purpose, and pass up the river and across Lake Nicaragua to Virgin Bay, and pass over a good road 12 miles distant to the Pacific, where the beautiful S.S. Pacific will be in readiness to receive them. Passengers may secure through tickets at No. 9, Battery Place.

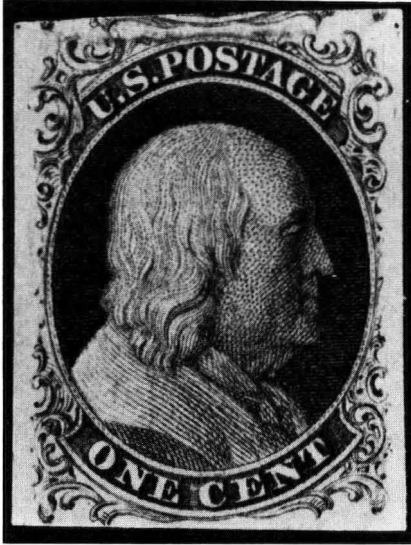
N.Y. Herald, July 14, 1851. NEWS-ITEM — MAILS FOR CALIF. The S.S. Prometheus, Capt. Johnson, will leave this port at 3 o'clock this afternoon for San Juan de Nicaragua. Mails will close at half past two o'clock this afternoon at the different express offices.

FOR CALIF. VIA SAN JUAN DE NICARAGUA & CHAGRES. *N.Y. Herald*, July 31, 1851, Vanderbilt's new and Indep. Line, Departure date - Aug. 13, 3 P.M., S.S. Prometheus for San Juan, connecting with S.S. Pacific, leaving without delay for S.F. [Note: Delayed sailing as per *N.Y. Herald*, Aug. 14, 1851, for S.S. Prometheus is Aug. 14th instead of 13th.]

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Aug. 19, 1851, Vanderbilt's new & Independent Line, Departure date - Fri. Sept. 12, 1851, S.S. Prometheus for San Juan de Nicaragua (12 miles land transportation to San Juan del Sur), connecting with S.S. Pacific for S.F. In consequence of this route having been lately put in operation, and the determination of the proprietor not to crowd his ships with a number beyond that may be taken comfortably, he has come to the conclusion to take but a limited number through. Plans of cabins may be seen and tickets secured on early application to D.B. Allen, only office of the Line, 9 Battery Place, upstairs.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Sept. 7, 1851, Vanderbilt's new and Independent Line, Departure date - Fri. Sept. 12, 1851, S.S. Prometheus via San Juan de Nicaragua to San Juan del Sur, connecting with S.S. Pacific for S.F.

(To be continued)



#7, * No Gum



#26, * OG, NH

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

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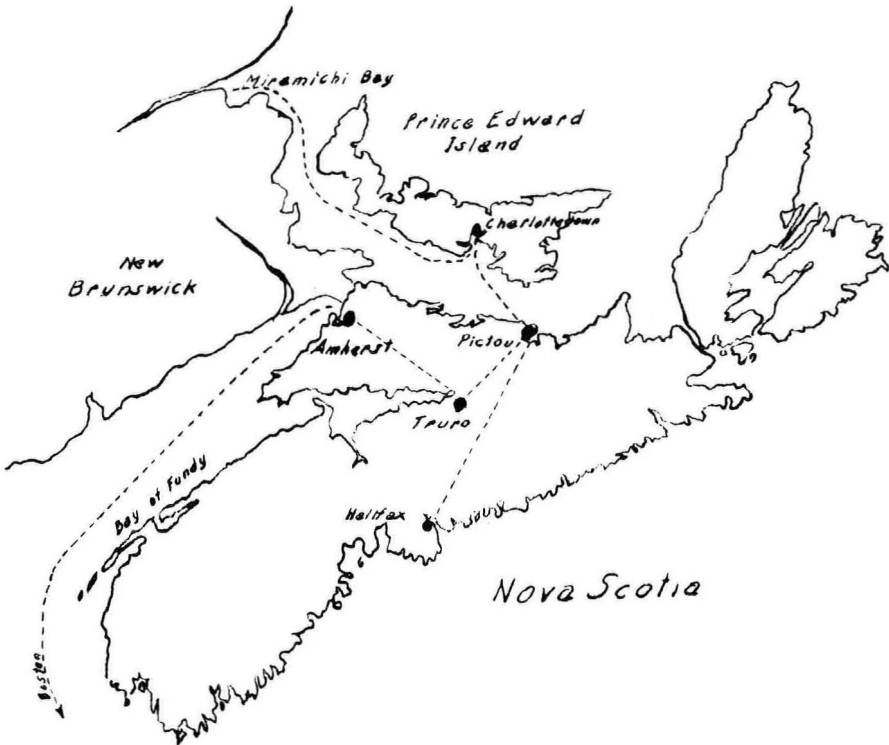
PICTOU, NOVA SCOTIA, DISTRIBUTION CENTER

C.W. BERT CHRISTIAN

Originally an Indian settlement, Pictou as a community was first settled in 1763 by a small group of colonists from Maryland and Pennsylvania. Located in a secluded area on the north shore of Nova Scotia, Pictou boasted a fine natural harbor.

A regular mail service between Pictou and Halifax, then the largest settlement in Nova Scotia, was established in December of 1801. By foot and by horseback this route was covered once every two weeks through the next eleven years. By 1813 some improvement in this initial service was made possible through a grant from the legislature. The grant was issued in favor of one R.V. Masters who became the first postmaster of record.

In 1816 the service was increased to weekly trips, the mail at this period transported by stage and by sleigh. With an increase in the grant the improved schedule was maintained for several years. The importance of Pictou as a mail distribution center rapidly increased and with improved roads and new stage contracts mail was soon on a regular three day per week schedule between Pictou and Halifax. This service was maintained through the summer months and as often as the stages could run throughout the balance of the year.



With the growing availability of steamship service mail was soon being routed through Pictou for the steamers that made the trips to Charlottetown on Prince Edward Island, and on north to Miramichi and as far as Quebec whenever the Northumberland Straights were free of ice. The population of the area was growing and by 1840 the postal revenue of Pictou exceeded that of all the Post Offices in Nova Scotia, with the exception of Halifax on the southern shore, boasting nearly 20,000 inhabitants.

When the Cunard transatlantic mail service began in 1840, Pictou was an important

transfer point in the arrangements for conveyance of correspondence to Canada. When the steamers arrived at Halifax, the bags for Canada were transported by mail coach to Pictou and then by auxiliary steamer from Pictou to Quebec during the season of navigation. This system continued until 1845 when an agreement with the United States provided for transport of Canadian mails across U.S. territory. This was a period of great prominence for Pictou.



Cover from La Porte, Ind., to Pictou in 1862, with 1861 10¢ paying postage.

Through the following years numerous changes were seen in the postal service due to contract changes with the stages and steamship lines and to the advent of the railway lines which now had reached as far as Truro, 40 miles southwest of Pictou. On May 31, 1867, the Nova Scotia Railway officially opened the rail lines through to Pictou Landing and announced, "The cars are now running regularly between Halifax and Pictou Harbor, and will continue to carry mails. . . ."

This signalled an end to transportation of the mails by stage. Ships, also, were becoming less important in their relation to communications. By early 1868 the Dominion Government assumed control of the Colonial postal system of Nova Scotia, from which point many changes occurred throughout the area.



Backstamps showing cover's route.

Pictou retained its importance in mail distribution for many years but rapid advances in transportation methods by rail, sea and air gradually affected both the system and the area until now, in the 1980s, the Pictou postal service is reduced to the level of a local Post Office extending service only to its 4,000 plus residents.

The cover pictured from Laporte, Indiana, to Pictou was routed through the Boston Exchange, by steamer to Amherst, N.S., thence overland to Truro and Pictou at the ten cent per one half ounce rate.

References

- Journal of the Postal History Society of Canada*, #31, 30 Sept. 1982.
- Simpson's U.S. Postal Markings*, 2nd edition, 1979, page 317.
- The Postal History of Nova Scotia and New Brunswick, 1754-1867*, 1964, pages 175-179.

EDITORIAL

Several reports and articles require more or less editorial comment. Probably the most important is Clifford C. Cole, Jr.'s fine article on the Premières Gravures which appeared in the June 1986 issue of *The American Philatelist*.

The article, "Oh, No! Not Those Premieres Gravures Again," is nine pages long with 30 illustrations. It presents an excellent down-to-earth, common sense viewpoint in attempting to review the reasons, as Cole notes, for the Premières, rather than the "results" of their appearance.

Author Cole takes us into the print shop as it were, with respect to the technical details of the sizes of the stamps, the spacing between them on the transfer rolls and the plates, and the need for consistency from denomination to denomination or plate to plate so that they could all be perforated on the same machines. He then exercises his imagination to place himself (and his readers) in the premises to judge the effects of the technical factors. While other collectors may not agree with his scenario, to me it certainly makes better sense that new plates had to be made simply for production reasons than the deliberately planned "issuance" of the Premières that has been suggested by Luff and others.

I won't spoil his story by quoting Cole further, although I can make a few comments about the issuance of the 10¢ Type I after the Type II had appeared, and on the current "stamp" paper that presumably differs somewhat from the papers on which the rest of the Premières may be found. This is to repeat the opinion of the late Elliott Perry that the use of the Type I plate was simply an error made in putting the wrong plate on the press. Against this, of course, is the idea that the whole affair was simply a "first in-last out" sequence that often occurred when stamp stocks were stored in piles of sheets. When orders depleted the stack to lower points than before, each such event provided earlier printings, sometimes of early shades, than had appeared for some time.

While, as Cole points out, we'll probably never know what did happen, his idea that their appearance was more a result of production problems and Post Office Department pressure on a new supplier when the new stamps were badly needed than anything else, makes sense to me.

- *Chronicle* 131 carried an article regarding the use of high value 1861 stamps being used to prepay domestic rates. The article had two photos of such covers which unfortunately got reversed in the process of getting into print, as a glance at their captions will make clear.

There have been several reports of high value domestic uses paid by both single 24¢ and single 30¢ stamps from Leon Hyzen, with two examples of the 24¢ and William B. Robinson with a huge cover bearing a single 30¢ paying a ten times domestic rate.

- On page 193 of *Chronicle* 131, there was illustrated a strip of five 10¢ 1861 postage currency stamps cut from the 50¢ denomination and used to prepay postage from Cincinnati across the Ohio River to Fort Thomas, Kentucky. The cover is addressed to Lt. H.H. Bandholtz of the 6th U.S. Infantry, and when the article was submitted, Editor Susan M. McDonald commented that the cover was probably philatelic. Pat Herst also wrote to remark that he believes the addressee, Lt. Bandholtz, was the Bandholtz of the famous Bandholtz find — a very large 1847 piece on cover.*

I should confess that, while not recognizing Bandholtz's name as that of a famous philatelist, I had told the owner who had submitted the cover that I felt it was a philatelic use. Such, however, doesn't alter the point that was attempted to be made — that the stamp designs were legitimate and certainly a proof or essay used to mail a letter wouldn't be challenged by the regulations, although the overlapping of the designs might be grounds to do

* *Editor's Note:* For details of the finds made by Major Cleveland H. Bandholtz see Dr. Stanley M. Bierman's article "The Ludlow-Beebe Find" in the August 1984 *Chronicle* (No. 123). Major Bandholtz was the son of the Lt. (later General) Bandholtz to whom the cover was addressed. S. M. McD.

so, under the *P.L. & R.*

The purpose of the illustration was to locate uses in the 1860s, but so far, no one has reported any such usage.

Richard B. Graham

HANDSTAMPED AND PRINTED FACSIMILE FREE FRANKS OF THE 1860s RICHARD B. GRAHAM

Before the Civil War, the signatures on covers free-franked by government officials were normally handwritten, plus “free” and a legend or title of office. The “free” and the title or legend of office, beginning in the 1840s, were sometimes handstamped and after the use of envelopes by the government offices came into being, the “free” and title of office often were

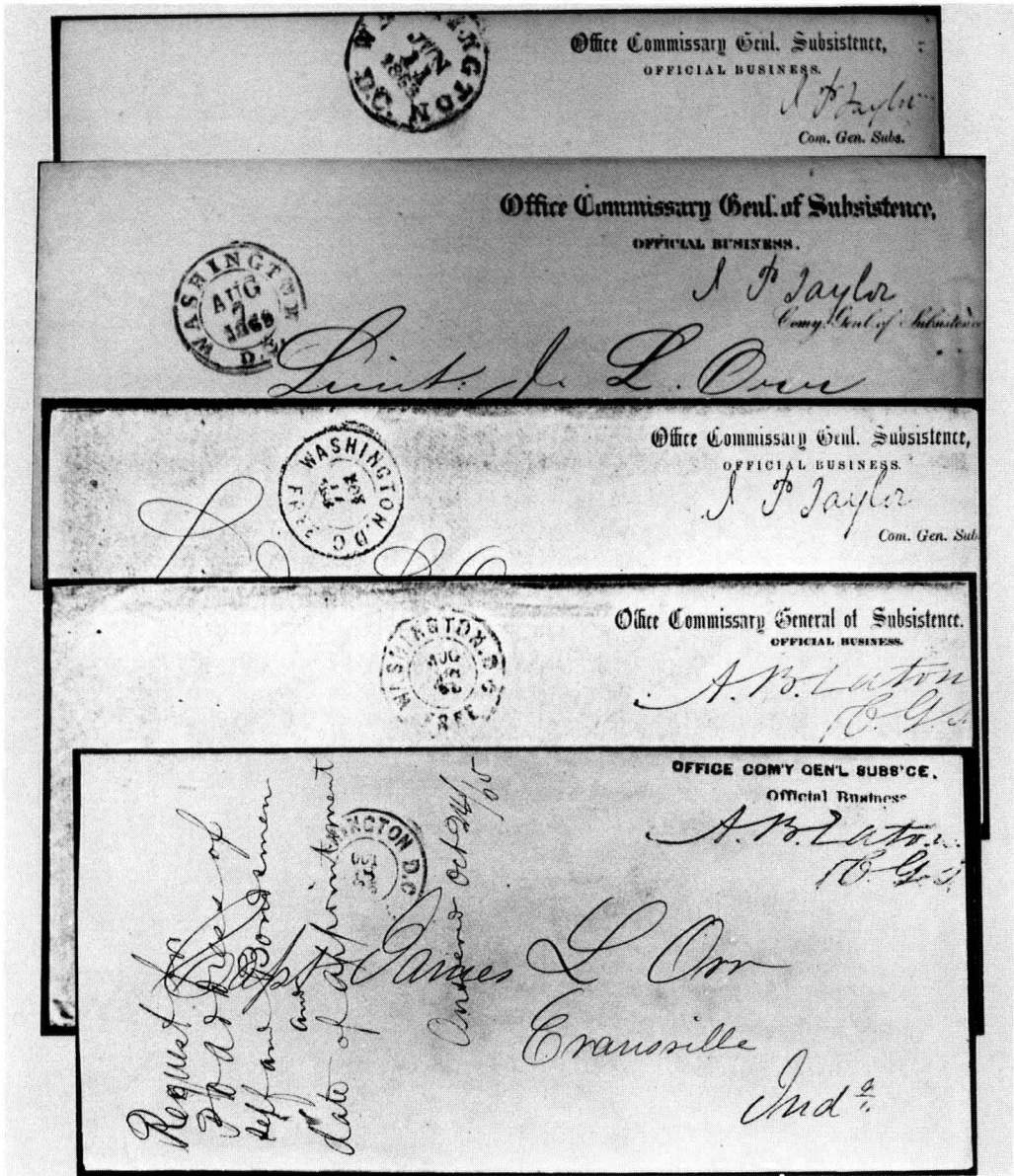


Figure 1. Montage of official covers sent from the office of the U.S. Army's Commissary General. All bear franking signatures of the Commissary General, but only the top cover, dated in June 1863, has a signature actually written by the franker.

included as part of the printed legend on the cover with the signature of the official handwritten in an appropriate space.

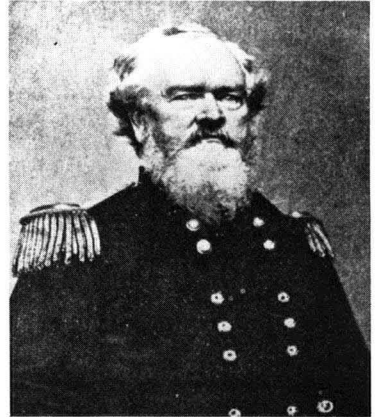
In the late 1850s, an occasional isolated instance of a handstamped facsimile signature on a franked cover may be found, but the practice was unusual.

By the time the Civil War was in full swing, some of the Departments with huge volumes of mail had been forced to resort to handstamped and even printed facsimile signatures on envelopes as part of the official franking legend. Figure 1 shows a run of five covers out of a group of about twenty, all from the Commissary General of the Army and all addressed to an officer serving as Commissary of Subsistence (responsible for handling food supplies) of the 42nd Indiana Regiment and later, as a Captain, of the second division of the 14th Army Corps.

The covers, all mailed from Washington, date from May 1863, when the signatures of Commissary General Joseph Pannel Taylor were handwritten, through the War years and after, as Commissary Orr's accounts were not settled until long after he had left the Army.

In Figure 1, the top cover, sent in June 1863, bears a handwritten signature of Taylor; all the rest have printed facsimile signatures of either Taylor or his successor, Gen. Amos B. Eaton (Figure 2).

Figure 2. Commissary General Amos B. Eaton.



Taylor, a career army officer and a brother of President Zachary Taylor, died in office June 29, 1864, and was succeeded by Eaton. Some of the post-war franks of the correspondence bear signatures (written) of Col. A.E. Shiras as Acting Commissary General; Shiras succeeded Eaton in 1874 as Commissary General.

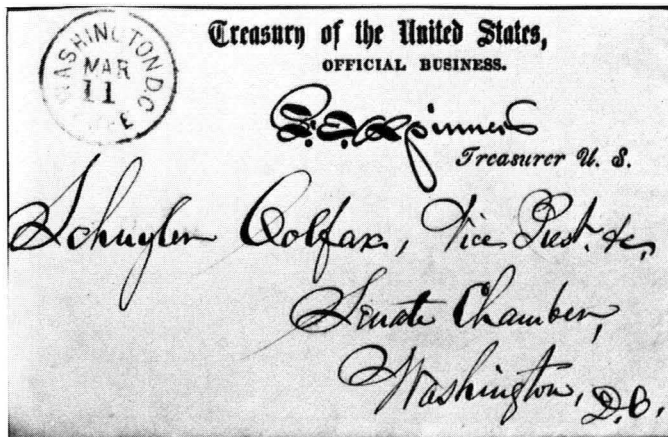


Figure 3. Cover with facsimile franking signature of U.S. Treasurer Francis E. Spinner provided as part of the printed franking legend.

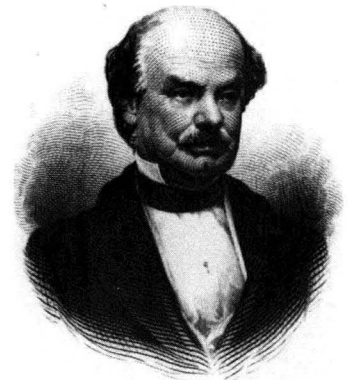


Figure 4. Francis E. Spinner.

The Commissary General's Department of the Army wasn't the only Army department using a similar practice, nor was the War Department the only Executive Department or Bureau using printed facsimile franks. Figure 3 shows a cover with a printed facsimile of the magnificent and ornate signature of Francis E. Spinner (Figure 4), Treasurer of the U.S., and Figure 5 shows a similar type cover with the facsimile frank of 3rd Assistant Postmaster General Alexander N. Zevely which includes his facsimile manuscript legend of office.



Figure 5. Facsimile franked cover of A.N. Zevely, 3rd Ass't P.M. Gen'l, with the facsimile writing as part of a printed legend.

These are only the tip of the Civil War iceberg, and yet most discussions of 19th century franking laws indicate that franking signatures were supposed to be handwritten. So, a brief review of the franking laws relative to this aspect seems useful here.

The *Postal Laws & Regulations* (or, from 1799 until 1843, "Instructions") governing franking rather took for granted that those with the free mail privilege "franked" their outgoing mail by writing their name on each letter. The *P.L. & R.s* of the early years dwelt as much upon receiving official mail free as upon sending it, other than to harp on the requirement that those with the privilege could frank only letters written by themselves or at their direction and on the business of their offices. The privilege of receiving mail free continued, and was probably the more important aspect of the privilege until 1864.

From 1799 until the landmark postal enactment of 1825, each successive postal act contained the following provision; in 1818 as Section 24:

. . . and provided, That no letter or packet from any public officer shall be conveyed by post, free of postage, unless he shall frank the same, by writing his name and office on the outside of such letter or packet, and until he has previously furnished the Postmaster of the office where he shall deposit the same, with a specimen of his signature.

The margin beside this provision says, simply, "Franking," — as defined by the General Post Office.

This part of the law was echoed in the Regulations or Instructions of the *P.L. & R.* by a section noting: "No letter shall be admitted as franked unless the officer writes his name and office on the outside of the letter or packet (see the *act*, Section 24)."

The new postal act of 1825, in its final section, repealed all former postal acts (except for a few provisions dealing with contracts or setting penalties for offenses against the postal laws). Sections 27 and 28 of the act of 1825 spelled out the franking privilege but the wording requiring written signatures was dropped at that time. After that, the Instructions and Regulations sections continued to require written signatures (even, for a few years, referring to the 24th section of the superseded act of 1818!) or the "written name" of the officer with the franking privilege.

The use of written signatures was apparently considered implicit in the words “frank” or “franking” relative to the free mail privilege of government officials. Section 320 of Chapter 49 of the regulations of 1843 (this *P.L. & R.* has by far the most comprehensive regulations of any with respect to the franking privilege), comments:

It is because the letter is actually, or by construction of law, *from* the person authorized to send it free, that it is exempted from postage. The frank is merely the certificate that it is so. When therefore, circumstances connected with the letter are such as to show that it is *not* from such a person, and that the frank on it is in effect, a false certificate, deputy postmasters will, in such cases, charge the letter with postage

The franking privilege was abolished in the Executive Departments (except for the three Assistant Postmasters General) and restored again in 1847 to “all who had before exercised it” but it was never the same after that in the Bureaus and Offices of the Government. Volumes of mail had greatly increased and some of the Departments of the Treasury had grown to include a large number of clerks — most of whom did considerable Departmental business by mail. Thus, it is probable in such departments and offices that the free franking of mail by signature had become as much a burden as a privilege.

The obvious answer to requiring cabinet members and heads of Bureaus and Offices to spend large blocks of time franking covers was simply to pass the burden to a lower echelon, and, even as early as 1836, the Chief Clerk of the U.S. Patent Office was given a carefully worded privilege of franking large bundles of official documents, etc., and in 1845, the same privilege was extended to the Chief Clerk of the State Department. It was made quite clear that their privileges applied only to sending official mail, however. In 1847, when the franking privilege was restored to the Executive Departments, the “Heads of the Departments” were permitted to delegate the franking of mail to their Chief Clerks.

Chief Clerks were, in more modern terms, office managers whose duties were mainly to supervise the flow of routine business in the offices of government.

By 1859, although the *P.L. & R.* had remained substantially unchanged, the Chief Clerks of the Departments franked much of the outgoing mail and franks of cabinet members are usually found only on personal mail. Bureau heads, etc., however, were still required to frank the mail from their offices but could frank mail only “On Official Business,” this phrase usually being included in a printed or handstamped franking legend on the official envelopes.

During the Civil War, the Bureaus of the War Department, the Departments of the Army, and the Auditors’ Offices of the Treasury Department were faced with handling large volumes of mail, and the Postal Laws, at least, had not demanded a signature written by hand for some time; the Regulations asked only that the signature be a “written signature.” While this seems an evasion of the wording of old laws and regulations, even the Post Office Department was using facsimile signatures by the mid 1860s as is demonstrated by Figure 5.

(To be continued)

CIVIL WAR SOLDIER’S VALENTINE

JAMES W. MILGRAM, M.D.

In the November 1985 issue of *The Chronicle of the U.S. Classic Postal Issues* (No. 128) Richard Graham described two well-known valentines of the Civil War era. I would like to show a different Civil War soldier’s valentine. The cover bears a three-cent stamp postmarked “WASHINGTON CITY FEB 10.” It is an ornate floral embossed type of envelope which does not have patriotic sentiment (Figure 1). The stamp is of a shade indicating the year of usage was probably 1862.

However, it is the enclosure which is of special interest. I have a copy without a cover of the tent valentine shown by Graham in Figures 2 and 3 of his article and can state that my opinion is that both enclosures were printed by the same manufacturer. They are both embossed paper. The label below the design is similar. There is a printed background behind



Figure 1. Embossed valentine envelope.

a fold-open design. Neither valentine bears any printer's imprint.

The closed view is shown in Figure 2 and is a seated soldier reading a letter from home and using a drum for a writing table. The background under the picture is in green. The oval design is printed in black and is hand-painted in multicolors.

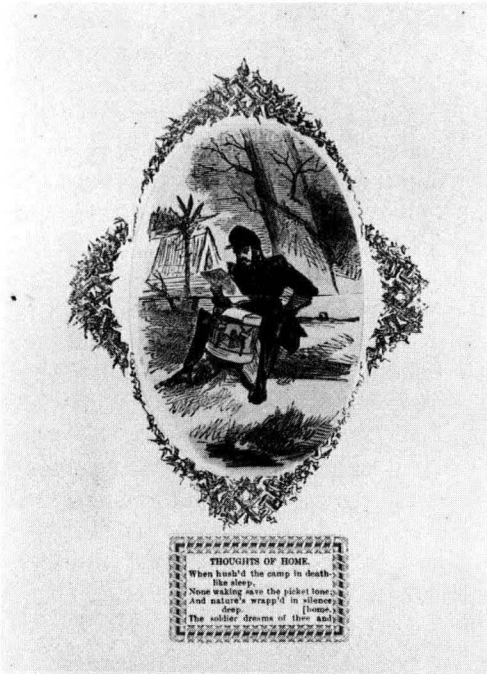


Figure 2. Enclosure, closed view.

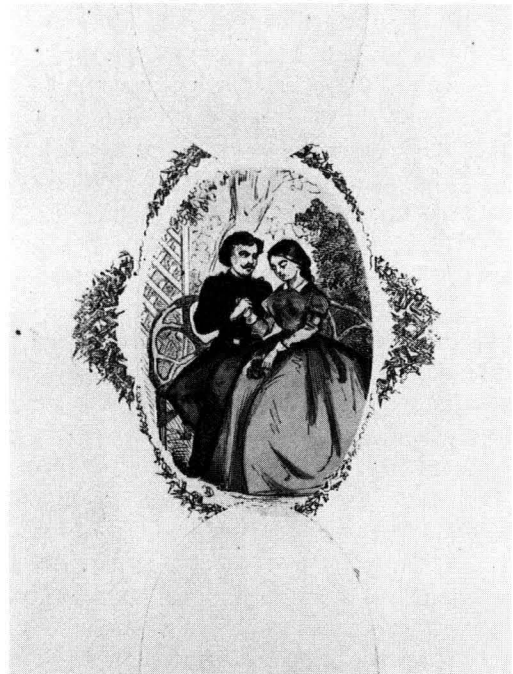


Figure 3. Enclosure with flaps open.

The open view (the soldier's memory) shown in Figure 3 depicts the soldier seated beside his loved one in a garden. The inner oval design which is also hand-painted is printed on an oval piece of paper which is glued to the main valentine as is also the red and blue label "Thoughts of Home." I suspect this enclosure is the same design mentioned by Graham in his Soldier's Farewell envelope No. 12. But the year date appears to be 1862 which would make sense because the vast majority of Civil War patriotic covers and letter paper were printed in 1861 or 1862.

THE 1869 PERIOD

SCOTT R. TREPPEL, Editor

Review: The 1869 Issue on Cover: A Census and Analysis. Co-edited by Jonathan W. Rose and Dr. Richard M. Searing. Published by 1869 Pictorial Research Associates Inc. Hardbound, 223 pages, 75 B & W illustrations, 41 color illustrations. Available at \$70 (regular edition) and \$125 (deluxe edition) from Jeffrey M. Forster, 99 Almaden Avenue, Suite 400, San Jose, CA 95113. Make checks payable to 1869 P.R.A. Inc.

The 1869 P.R.A. organized the 1869 cover census six years ago. Their goal was to record existing covers for each value, including special printing and re-issue stamps, and to publish the results in book form for release at Ameripex in Chicago last May. This ambition was partly fulfilled; the listings for five of the eleven 1869 stamps (and all later printings) are reasonably complete, and the book was ready in time for the Chicago show.

To record hundreds of covers (in the case of the 10¢, over one thousand), including pertinent data and source identification, is an enormous task requiring extreme patience and dedication. The P.R.A. and the census leaders who assembled the data are to be congratulated for their accomplishment in producing a listing which will be useful to anyone who collects and researches the 1869 issue.

The main attraction of this book is that it puts into one place the most up-to-date lists of 1869 stamps on cover. Furthermore, census co-ordinator Richard Searing has used a computer to organize the data into two forms: a list by date sequence and another by destination. Statistics are summarized, helping the reader to draw his own conclusions.

The stamps considered substantially complete in terms of covers recorded are: 10¢ (over 1,000), 15¢ type I (133), 24¢ (72), 30¢ (58), 90¢ (the one recorded cover has been lost to philately since its theft in 1968), special printing/re-issues (28), and mixed frankings (87).

There are no census listings for the 1¢, 2¢, and 3¢ values. The lists of 6¢, 12¢, and 15¢ type II covers are described as "preliminary." The quantities listed are given as follows, along with the P.R.A.'s estimated surviving quantities: 6¢ (420 v. 1300-1400), 12¢ (432 v. 800-1,000), and 15¢ type II (425 v. 500-600).

It would be unfair to criticize this book for having incomplete listings, especially in the case of the lower value stamps where many thousands exist. However, some may question the practicality of publishing a \$70 book which will become obsolete almost immediately, as new listings are made. Furthermore, much of the content duplicates the P.R.A.'s published listings and articles in the *Register* yearbooks and *1869 Times* quarterly journal (there are repeated bibliographic references to published P.R.A. literature). In fact, many subjects are given sketchy treatment in the book, while the articles referred to are more informative. One would expect the reverse to be true.

Perhaps this reviewer is overly concerned with the pocketbooks of collectors. However, the great cost of publishing, for both the society and buyers, makes it necessary to consider the cost-effectiveness of a hardbound book.

However, if one realizes all of this before purchasing this book, it will still prove to be useful in many ways. The real meat of this book — the census listings — will help collectors determine scarcity ratings for covers they own or wish to purchase. Collectors of state material will be able to pinpoint the existence of covers in their collecting area. Expertising will be easier with this data base within easy reach. The lists of questionable and certifiably fake covers might well pay for the book many times over, if one uses it to protect himself from buying bad covers still on the market.

Generally, the analysis of cover data is enlightening and well-reasoned in relation to the data base, even when incomplete. The co-editors do seem to have tripped up on their estimates of 15¢ type I stamp production: in Jon Rose's article on the type I, he concludes that

120,000-140,000 type I stamps were issued; in Richard Searing's article on the type II stamp, he reaches the conclusion that 350,000 type I's were issued. The most recent research has provided persuasive analysis that probably no more than 110,000 type I's were issued.

Sometimes the text wanders beyond the boundaries of useful analysis, to include such statements as, "Despite the publicity given to huge prices for philatelic pieces, their real value lies in the pride of ownership." The sentence may be true, but its place in an analysis of 1869 covers is questionable.

If style is important, then this book will surely please. The binding is sturdy, and the large size allows it to rest open on a table. The typeface is readable, and color illustrations add a visual dimension lacking in many reference books.

Scott R. Trepel

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**THE TWENTY-FOUR CENT BANKNOTE STAMPS ON COVER
PART 1: THE BISSELL FIND****RICHARD M. SEARING**

In 1912, an event occurred which was to profoundly affect the collecting of U.S. classic covers, particularly those of the banknote period. Two daughters of a deceased missionary, who had been stationed for nearly eight years at a remote crossroads in western India, decided to sell some letters that they had inherited. They asked a mutual friend to contact the prominent stamp dealer, J.M. Bartels, to see what the letters might bring. These letters became known as the famous Bissell correspondence to Ahmednugur, Western India.

For those present readers unfamiliar with the story of this find, the late Jere Barr wrote a scholarly article in the 1952 *American Philatelic Congress Book*, #19. The following biographical excerpt is taken from that article:

Rev. Lemuel Bissell, D.D., was a missionary in India from 1851 to 1891, a period of forty years. The envelopes to Dr. Bissell from the Board of Commissioners for Foreign Missions of the Congregational Christian Church in Boston, Mass., from 1868 to 1875, came on the philatelic market in the spring of 1912 in a sale to J. Murray Bartels, a well known stamp dealer in New York City.

Lemuel Bissell was born in South Windsor, Conn., December 12, 1822; in 1835 he moved to Milan, Ohio; graduated at Western Reserve College in 1845, and from the Seminary in 1848. He was married to Mary Elizabeth Beaumont at Cleveland, Ohio, on April 3, 1851, and was ordained a week later on April 9. Dr. and Mrs. Bissell embarked at Boston, Mass., on May 8, 1851, sailed around the Cape of Good Hope, and arrived at Bombay on August 27.

For the first nine years of his missionary life, as a representative of the American Board of Commissioners for Foreign Missions, of the Congregational Christian Church, Dr. Bissell was stationed at Sirur, a small town directly east of Bombay, where he worked among the surrounding villages. In 1861 he moved to Ahmednagar, about 35 miles northeast of Sirur, so that he might conduct a school for catechists. The course of study included higher mathematics, natural philosophy, astronomy, the Bible, moral science, and English, "taught as a classic." His biographer tells of his intense interest in astronomy, which most delighted him in teaching.

In 1865 he became missionary secretary at Ahmednagar for the American Marathi Mission. A brother missionary states that in his position as secretary "we have seen in a marked degree his carefulness, his accuracy, and his impartiality."

Dr. Bissell's contemporaries speak of his carefully prepared and eloquent sermons, many given in the Marathi language, as he rarely preached in English. It is evident from all the information the writer has been able to obtain, that Dr. Bissell was an unusual character, forceful in speech, accurate in his accounting, loved by his fellow workers, methodical in his daily living, and had the rare ability as an intellectual of imparting knowledge and Christianity in a simple and understandable manner.

For more details on the find and a photo of the Rev. Lemuel Bissell, the interested reader should consult the Barr article.

The first public notices of the Bissell covers appeared on May 1 and May 15, 1912, in the *Philatelic Gazette* and are reproduced as Figure 1. Needless to say, a few prominent collectors snapped up the offering without hesitation.

As Barr pointed out, the Bissell cover find had several features that were noteworthy to both early and modern collectors. The covers were all standard letter size and in excellent condition. The rates were mostly multiples of 22¢ and 28¢ rates and required several stamps of varying denominations to pay the postage. The stamps were generally above average and the postal markings were usually clear and colorful. Prior to 1912, what few high denomination stamps that were known on cover were generally on large packages or on bank mail. In

U. S. on COVERS

We have just purchased the correspondence of a missionary in India consisting of about 100 envelopes sent from Boston between 1867 and 1875. All of these bear high denominations, each letter having required 34c. to \$1.12 postage. There are many interesting combinations and pairs. The 24c. purple is well represented. The lot is composed principally of the following catalogue numbers: 71, 78, 79, 100, 116, 117, 121, 137, 139, 143, 150, 151, 153, 154, 161, 162, 165, 165a.

These will be submitted on approval to collectors known to us. Don't miss this rare opportunity. It may never come again and they will not last long at our prices.

J. M. BARTELS CO.,

99 Nassau St.,

New York.

Those U. S. Covers

Advertised in last issue GAZETTE, have sold splendidly. They were just what some had been trying to get for years. There are still some nice ones left, such as 1861 and 1867 24c and 30c; 1870 10c and 30c grilled; also 12, 24 and 30 National, 12c and 30c Cont. Each cover has several stamps, the envelopes not clumsy, large sizes. Write at once, before all are gone.

J. M. BARTELS CO.

99 Nassau St.

NEW YORK

Figure 1. Original advertisements of the Bissell find as placed by Bartels in the *Philatelic Gazette* in May 1912 (as reproduced in the *Nineteenth Congress Book*).

1910, the famous cover collection formed by John F. Seybold had been sold at public auction (*Chronicle* 122) so that interest in stamps on original letters was increasing. A find like the Bissell correspondence was like a bolt from the blue to those collectors following in Seybold's footsteps.

The Bissell correspondence covers a period of 90 months between 1868 and 1875, and consists of about 100 covers, or about one per month (some later estimates state 200). The point of interest for this article is that, until this find, the 24¢ banknote stamp was very rare on cover with perhaps two or three known examples. In the Bissell letters, more than half of the covers had copies of this 24¢ stamp, all in combination with other values.

For the past several years, I have been recording the 24¢ banknote stamp used on cover. Combining my records with those compiled by Frank Levi, Jr., I now list 56 covers from the Bissell find with one or more 24¢ banknote stamps used to pay the postage. In part I of this study, I will concentrate on showing typical examples of the various rates on Bissell covers with the 24¢ stamps and reserve the other non-Bissell 24¢ covers for a future effort. In part II of this article, I will list all the Bissell 24¢ covers in my record together with markings and discuss their routings.

Before I begin, please note the following. There was a complete absence of 90¢ banknote covers, 24¢ 1869 uses, or any 12¢, 24¢ grilled covers in the Bissell cover find as originally reported, but several covers had lost stamps. However, some of these letters appeared in later years bearing the above stamps, through apparent faking and attempted fraud (see *Chronicle* 103, p. 194 and pp. 215-18 in *Pat Paragraphs*, the Bureau Issues reprint of 1981).

As if to compensate for these important omissions, the find included five pairs of the 30¢ grilled banknotes. At present, there are only a dozen or so 30¢ covers known. In the Siegel sale of the Hirschfield collection (#631), three of these 30¢ grilled pairs on cover were sold at one time. In a future work that is in preparation, I shall list all of the Bissell covers in my records. For now, I shall address only the 24¢ usages on cover.

During the 1870-75 period, three services to India in the British mails were available. The most used was the via Southampton route at 22¢ per ½ oz., in effect January 1870 through June 30, 1875. A 30¢ per ½ oz. rate via Marseilles in British mails operated January to November 1870. This was replaced by the via Brindisi service at a rate of 36¢ per ½ oz. November 1870 to January 1871 when the charge for British service via Brindisi was reduced to 28¢ per ½ oz. until GPU. The via Southampton rate became 21¢ per ½ oz. and the via Brindisi rate 27¢ per ½ oz. effective July 1, 1875, when General Postal Union regulations came into force. Under these new rules the U.S. retained the GPU rate of 5¢ on mail to

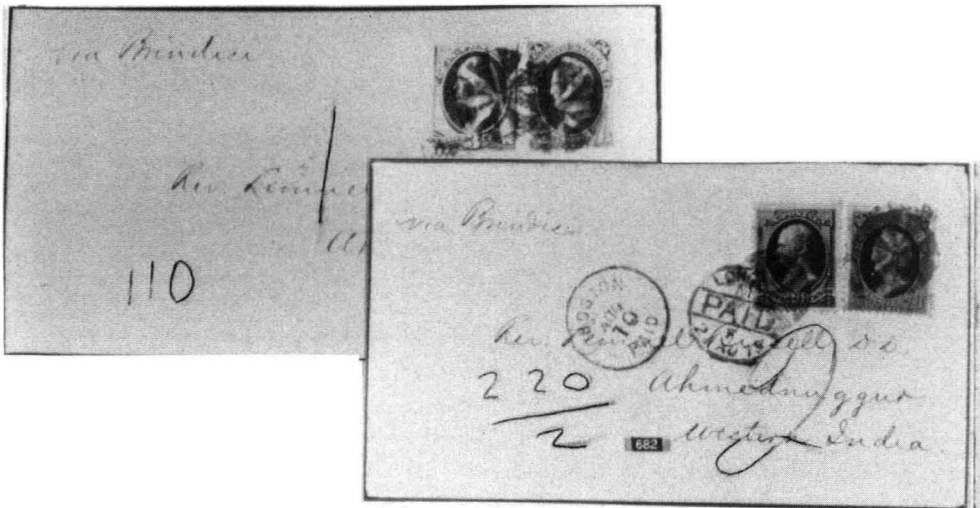


Figure 2 (left). Single 27¢ rate via Brindisi (3¢ + 24¢), mailed late July 1875; received at London 4 AU 75. Ms. "1" and "110" centimes (22¢) credit markings. **Figure 3 (right).** Double 27¢ rate via Brindisi (30¢ + 24¢) from Boston AUG 10 (1875); received London 21 AU. Ms. "2" and "220/2" credit to Britain.

non-member countries, and the credit to countries providing intermediate service was expressed in centimes (5 centimes equal 1 cent), as provided for debits and credits under GPU (and later UPU) agreements. The 21¢ and 27¢ rates operated only one year until British India joined GPU 1 July 1876. All Bissell covers shown here were transmitted in British mails by the Southampton or Brindisi services.

The majority of the Bissell covers show double, triple, and quadruple the above rates so that use of 24¢ and 30¢ stamps was necessary. The single 22¢ via Southampton rate would represent a 2¢ overpay with a 24¢ stamp, and I don't now record such a use.

The scarcest rate paid with the 24¢ stamp in the Bissell find is the single 27¢ rate via Brindisi. I presently record only the example shown in Figure 2 and pictured in the Barr article. I would appreciate any information about additional covers with this rate.

The next scarcest uses in the record are the double 27¢ rate via Brindisi and the triple 22¢ rate via Southampton, with two each presently recorded. See Figures 3 and 4. The former use is scarce due to the short period of validity, while the latter is probably scarce because other combinations, such as two 30¢ plus 6¢, more easily reach 66¢. Many such combinations are recorded in the letters; however, at least four stamps would be required to make the rate with the 24¢.



Figure 4 (left). Triple 22¢ rate via Southampton (24¢ pair, 6¢, 12¢) mailed Dec. 5, 1871; London receipt 17 DE; red ms. "54/3" credit to Britain and 3d handstamp for colonial share. **Figure 5 (right).** Quadruple 22¢ rate (three 24¢, 6¢, 10¢), mailed Sept. 13, 1871; London 27 SE. Printed address; credit "72/4" and red "4" colonial share.



Figure 6 (left). Single 28¢ rate via Brindisi (two 2¢, 24¢), March 19, 1875; received at London 22 MR; red "1" and "24" credit. **Figure 7 (right).** Double 22¢ via Southampton rate (24¢, two 10¢), Dec. 13, 1872; red London receiving 26 DE 72. Credit "36/2" and red handstruck "2" colonial share.

Next in scarcity are the quadruple 22¢ rate and the single 28¢ rate. The 88¢ payments all occurred in the 1870-71 period and show three covers on record, two 30¢ grill pairs and a pair of 24¢. I record only two covers with multiples of the 24¢ value, and Figure 5 shows one of these usages. The 28¢ rate via Brindisi was used during the 1873-75 period of the Bissell correspondence, and one of the three covers recorded is shown in Figure 6.

The greatest number of Bissell 24¢ usages paid the double Southampton 22¢ rate (44¢) with 20 covers recorded. Figure 7 shows a fine example of the usage. The next most common uses are the double pre-1875 Brindisi 28¢ rate (56¢) with 10 covers recorded and the triple Brindisi 28¢ rate (84¢) with nine covers presently on record. Figure 8 shows an example of the 56¢ rate, and Figure 9 the 84¢ payment. At present, I show no record of 24¢ covers paying the 22¢ via Southampton, the 36¢ rate via Brindisi, or the 30¢ rate via Marseilles. Does any reader have or know of such usages?

All of the Bissell covers were mailed from Boston, except one from New Haven, Ct.



Figure 8 (left). Double 28¢ rate via Brindisi (2¢, 24¢, 30¢), May 31, 1875; red London 12 JU 75. Credit "48/2" and red "2" colonial share. **Figure 9 (right).** Triple 28¢ via Brindisi (24¢, two 30¢), mailed April 1, 1875; London 12 AP 75. Credit "72/3" in red; 3d colonial.

They all show a red Boston PAID as the transfer port for foreign mail and the red London PAID with receiving date in varying degrees of clarity. The multiple rates are generally indicated by a red or blue crayon numeral, with the British credit amount above.

Some covers show printed addresses. The cover backs in many cases are covered with inked computations which could indicate why the Reverend saved them; he may have used them for his computations and record keeping in lieu of scarce paper. When he returned to the U.S., he brought his records with him.

Most of the cover backs also have "Sea Postoffice" markings which are illustrated as Figure 11 in the Barr article. The 1d, 2d, 3d markings correspond to colonial postage credited by Britain.

(To be continued)

References

- Jere Hess Barr. "The Bissell Correspondence of 1868-1875," *Nineteenth American Philatelic Congress*, Newark, N.J., November 1, 1953.
 Elliott Perry, *Pat Paragraphs*, 1981 Bureau issues Association reprint.

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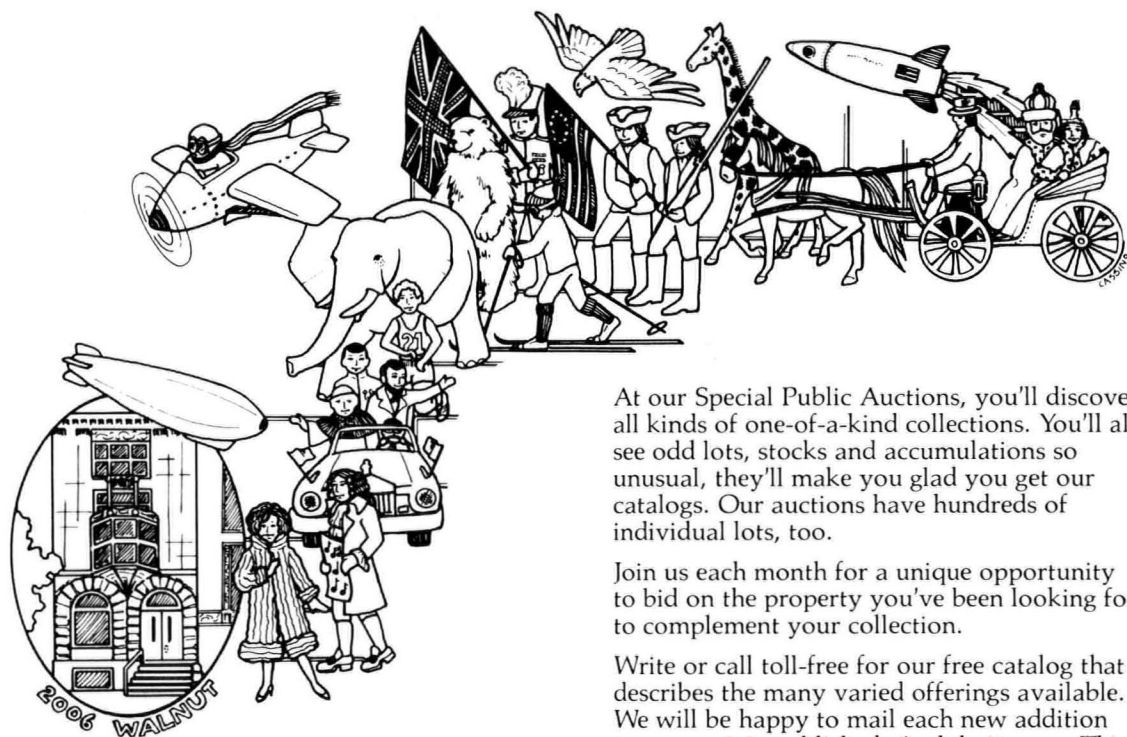
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THE FOREIGN MAILS

CHARLES J. STARNES, Editor

RICHARD F. WINTER, Assoc. Editor

BRITISH WEST INDIES MAIL VIA ENGLAND TO THE UNITED STATES

CHARLES J. STARNES

It has been assumed that mail exchange (by private ship, contract, or convention) between the United States and the British West Indies was "direct," *i.e.*, effected by sea transit along eastern seaboard and coastal routes, not indirectly via England. However, the 1849 U.S.-U.K. convention regulations, Table B, list 19 British West Indies possessions to which mail could be sent under the 5/21¢ provisions. These open mail rates were not listed after Jul. 1851 when the 10/20¢ U.S. "direct" postage charge to British Caribbean points was substituted. The same system of American and British packet exchange was continued to GPU/UPU entry.¹

Until recently all covers from the British West Indies to the U.S. appear to have gone by one of the direct routes. Indeed, Robert G. Stone in his excellent handbook on the Danish West Indies² gives many routes from the West Indies via St. Thomas to the U.S. by British or British and American packets, but does not mention the possibility of transit via England to the U.S. (presumably his extensive survey of covers showed no example). Two auctions of fine Barbados collections³ listed no such covers from that colony, and personal files show no record of correspondence from any Caribbean or Gulf source by British mail via England to the U.S. Nevertheless, letters could have been sent following the fully prepaid conditions of Article 12 of the 1849 U.S.-U.K. convention. This would require a 1sh.8d. via Southampton rate to U.S. port (derived from 1sh. West Indies postage to U.K. + 8d. transatlantic) to 1854, then 1sh.2d. (from change to 6d. for packet to U.K.) to 1863.⁴ The latter rate was published in Trinidad in a rate table from the London G.P.O. in 1860,⁵ and was generally applicable for the British West Indies.

This circuitous route would not normally be chosen, but we can show it was used on occasion. Illustrated here is a cover franked at 1sh.2d. with two 1sh. and two 1d. '59 issues from Bridgetown, Barbadoes, 9 Jun. 1860⁶ — by Royal Mail Steam Packet feeder line to St.

1. 10¢ U.S. prepay to exchange point from Jul. 1864; 18¢ total prepay to destination from Aug. 1872; 13¢ from Jul. 1875 to GPU/UPU. For more details of this split-rate system:

U.S.P.O. notice — mails to southwest coast of South America (*U.S. Postal Guide & Official Advertiser*, May 1851, p. 338).

U.S.-U.K. convention additional articles, eff. 15 Jan. 1853 — mails to and from all British and foreign ports at which the British mail packets in the West Indies touch.

U.S.-U.K. convention additional articles, eff. 1 Jun. 1853 — mails to Danish West Indies.

U.S.-U.K. convention additional articles, eff. 1 Oct. 1853 — mails to and from all foreign ports on the western coast of South America at which the British mail packets touch.

U.S.-U.K. convention additional articles, signed Jun. 1858 — St. Thomas exchange office to replace Kingston.

Office of Foreign Mails, 5 Aug. 1872 — all mail for West Indies, British as well as foreign, via St. Thomas or Havana, thence by British packets to destination, must be prepaid with total postage of 18¢.

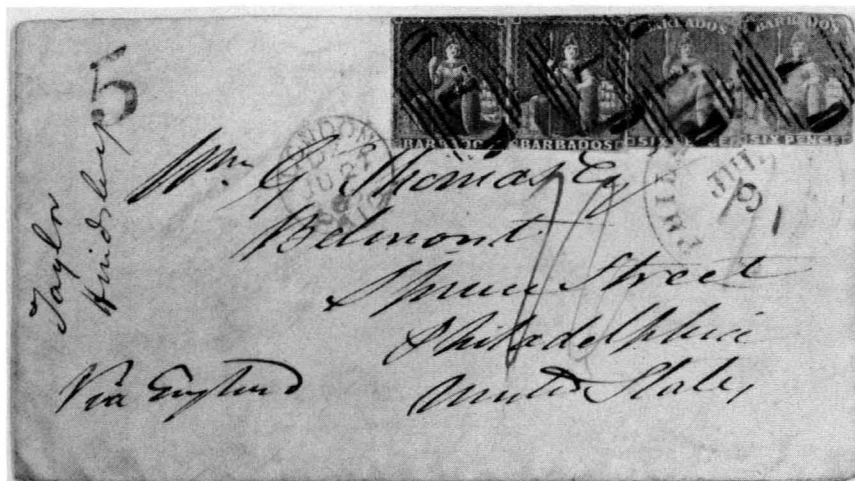
2. R.G. Stone, *Danish West Indies Mails, 1754-1917*, Vol. 1, Postal History.

3. Benwell collection, Harmers London, 25 Apr. 1985; Hackmey collection, Feldman, 16 Apr. 1986.

4. L.E. Britnor, *British West Indies Postal Rates up to 1900*, pp. 20-22.

5. *Trinidad Royal Gazette*, from the General Post Office, 30 Apr. 1860, Rowland Hill, to the Postmaster General, Trinidad: "Table showing the total amount of postage, including the colonial inland rate, to be collected in the British West Indies upon letters and book packets forwarded through the United Kingdom addressed to the undermentioned colonies and foreign countries . . ."

6. BARBADOES JU 9 1860; stamps cancelled with barred "1" of Bridgetown G.P.O. (Heins, *The Numeral Cancellations of the British Empire*. p. 32.)



Bridgetown, Barbados, to Philadelphia, 1860: the 1sh.2d. rate to the U.S. via England. (McDonald collection)

Thomas,⁷ and thence by the main line to Southampton. At London, 27 Jun., the cover was marked to show 16¢ credit to the U.S. for transit to New York by American packet; the letter reached Philadelphia 9 Jul., 5¢ inland collect. Fellow editor Richard Winter furnishes additional evidence for this remarkably close-scheduled letter.

The Times, London: "Royal Mail Co. steamship 'La Plata' arrived at Southampton 4:30 PM, 26 Jun. 1860 with mails in charge of Lt. Campbell, RN, Admiralty Agent. The voyage was a very fast one of 13 days from St. Thomas [three days ahead of the contract time requirements]." Mails included dates from a number of places in the West Indies and Mexico, one of which was Bridgetown, Barbados, 10 June. "The U.S. mail steamer 'Fulton,' Captain J.A. Wotton, embarked mails and passengers from Southampton the afternoon of 27 Jun. 1860 on her way from Havre to New York, arriving there on the morning of 9 July."

It is hoped the write-up of this apparently uncommon route to the U.S. from the West Indies will stimulate the disinterment of similar covers for further study.

7. R.G. Stone, *op. cit.*, pp. 3-27.

BREMEN MAIL BY CONSTITUTION

RICHARD F. WINTER

On only one occasion during its ten year history did the Ocean Steam Navigation Company have to charter a steamship to carry U.S. mails in place of its own steamships, *Washington* and *Hermann*. This occurred on the 24 January 1857 mail voyage from New York on which the *Constitution* of Société Belge des Bateaux à Vapeur Transatlantiques, a Belgian steamship company, replaced *Hermann*. Archival documentation of this steamship substitution was presented in February 1977 in a *Chronicle* article by William K. Herzog.¹ This documentation indicated that *Constitution* carried a closed mail² for Bremen which was landed at Antwerp and went overland to Bremen by a special messenger. The closed mail arrived at Bremen on 12 February 1857.³

1. *Chronicle* 93:62-64.

2. Closed mails were those mails forwarded by an exchange office (New York in this case) in sealed mail bags to an exchange office abroad passing unopened through the territory of one or more foreign countries. *Constitution* mail bags for Bremen were opened for the first time and sorted upon arrival at Bremen.

3. Documents from the Bremen State Postal Archives, Germany, provided by Wolfgang Diesner, Bremen/Koeln, show that 8,230 letters and 1,069 newspapers arrived at Bremen on 12 February 1857 from *Constitution* via Antwerp.



Figure 1. Montra, Ohio, 3 January 1857, to Württemberg sent "unpaid 22," but mistaken in New York for a paid letter. Credited 8¢ to Bremen when letter reworked from 17 January Prussian Closed Mail bag to 24 January Bremen Mail bag. Bremen marked blue "AMERICA/ÜBER BREMEN/FRANCO" (Diesner collection).

While examples of covers carried on this voyage are quite scarce, two can now be presented, each of which shows signs of the uncertainty that encompassed the 24 January voyage of the Ocean Line. Figure 1 shows a letter which originated in Montra, Ohio, a small post-village of Shelby County in west-central Ohio. The letter is postmarked in manuscript "3 January" in the lower left corner. It is addressed to Württemberg and was originally sent unpaid. The postmaster at Montra marked "New York NY DPO" to direct the packet of letters, of which this was the top one (or, perhaps, the only one), to the proper distribution post office for the foreign mails. Annotations such as this are usually not seen on letters as the letters were forwarded in bundles with an outer wrapper upon which the endorsements were written. At New York, the postal clerk in the Exchange Office struck a "N.YORK 7 Am.Pkt. PAID Jan 17" datestamp in red which indicated the letter was intended to be sent out on the 17 January 1857 mail voyage of the Collins Line steamer *Ericsson* as a *prepaid* Prussian Closed Mail letter.⁴ This is curious since the Montra postmaster marked the letter "unpaid 22" in manuscript along the right edge of the envelope. However, the postal clerk misinterpreted this annotation and rated the letter for a credit of 7¢ to Prussia. From a 7 January 1857 letter to the Postmaster General by the office of the Ocean Line in New York,⁵ it is known that arrangements had just been made for the Belgian *Constitution* to carry Bremen mails. Soon thereafter, the New York Exchange Office must have also been notified of this arrangement as they then reworked some of the mails. An eight-bar, red obliterator was struck over the 7¢ credit in the New York date stamp and another exchange stamp applied, "N.YORK 8 U.S.PKT. PAID Jan 24," in red, crediting Bremen with 8¢ on a paid 22¢ rate.⁶ The letter left New York 24 January on the *Constitution*, substituting for the *Hermann*. Upon arrival of the closed mail in Bremen, the letter was struck with the three-line, blue handstamp

4. See *History of Letter Post Communications Between the United States and Europe 1845-1875* by George E. Hargest, pp. 129-130, for a description of a cover, Figure 82, which was prepaid for Bremen mails and was sent as fully paid in the Prussian Closed Mail during this same time period when the Ocean Line was having steamship difficulties.

5. *Chronicle* 93:62-64.

6. George E. Hargest, *op. cit.*, 110-111. The articles of the U.S.-Bremen convention effective 15 August 1853 are listed and an accounting table furnished. The latter is partially mislabeled; a suitable chart is appended.

CREDITS OR DEBITS ON BREMEN MAIL INTERNATIONAL RATES

Rate	To Bremen		
	Am.Pkt.	Brem.Pkt.	
10¢ paid, credit Brem.	1¢	7¢	5¢*
10¢ unpaid, debit Brem.	9¢	3¢	5¢*
		To Oldenburg	
13¢ paid, credit Brem.	4¢	10¢	8¢*
13¢ unpaid, debit Brem.	9¢	3¢	5¢*
		To GAPU	
15¢ paid, credit Brem.	6¢	12¢	10¢*
15¢ unpaid, debit Brem.	9¢	3¢	5¢*
22¢ paid, credit Brem.	8¢	19¢	17¢*
22¢ unpaid, debit Brem.	14¢	3¢	5¢*

* to June 1858.

“AMERICA/ÜBER BREMEN/FRANCO” acknowledging prepayment which the Americans had stated. Backstamps on this letter show it passed through Frankfurt on 14 February and Stuttgart on 15 February 1857. Of the 22¢ thought in error to have been paid on this letter, the U.S. lost 14¢ (inland and sea postage) and also 8¢ to Bremen (inland and transit postage to Württemberg).



Figure 2. Blairsville, Indiana, 6 January 1857, to Schorndorf, Württemberg with “Paid 30” manuscript for single Prussian Closed Mail rate. New York weighed letter at greater than ½ oz. and sent in Bremen Mail at 2 × 15¢ paid to Bremen only with 2¢ credit to Bremen. Two × 9 kreuzer postage due, the unpaid transit fee to Württemberg. Bremen marked red “Paid to Bremen” and “AMERICA/ÜBER BREMEN” handstamps. (Salm collection)

Figure 2 illustrates a letter posted in Blairsville, Indiana, on 6 January, a few days after the Montra letter. A manuscript endorsement to this effect shows in the lower right corner, not the usual place for postmasters to mark letters. Blairsville was also a very small, post-village in Posey County, 12 miles from Evansville. The letter was addressed to Schorndorf, Württemberg, and prepaid 30¢ (manuscript upper right corner). In New York the letter was originally marked “N. YORK 7 BR. PKT. PAID Jan 13” in red to go on the Prussian Closed Mail made up on 13 January for the next day sailing of the Cunard steamer *Niagara* from Boston. From the two letters it can be surmised that New York reworked the Bremen mails, previously rated, sometime between 13 and 17 January, changing letters that would have been sent in Prussian Closed Mail to Bremen Mail. Again, this letter shows the use of the eight-bar, red obliterator to cross out the 7¢ credit to Prussia. It was remarked for

the 24 January mail sailing with the Bremen Mail of *Constitution*. The rating of this cover is quite interesting. The New York office found the letter was double weight, thus insufficiently prepaid for the 2 × 22¢ Bremen Mail rate to Württemberg. It was processed at double the international prepaid rate to Bremen only, 20¢ (18¢ U.S. inland and sea postage and 2¢ Bremen inland postage). The “N. YORK 2 U.S. PKT. PAID Jan 24” handstamp shows the Bremen office was credited with 2¢. On arrival at Bremen, the letter was struck with a red, straightline handstamp “Paid to Bremen”⁷ and a red “AMERICA/ÜBER BREMEN,” weight checked (upper left corner “1¹/₁₀ loth” in red crayon), and then marked for a 2 × 9 kreuzer postage due, the transit fee to Württemberg with the Thurn & Taxis Posts. Backstamps show the letter reached Frankfurt on 14 February and Schorndorf on 16 February 1857.

7. Charles J. Starnes, *Chronicle* 83:176; 116:287. Two types of the straightline handstamps are described; rationale for use and covers described. Despite the conclusion reached in the *Chronicle* 116 article that the “Paid to Bremen” marking was applied at New York, this author believes the marking was applied in Bremen. This conclusion was reached after examining three of these scarce covers, each of which showed the “Paid to Bremen” marking in exactly the same color as the Bremen-struck “AMERICA/ÜBER BREMEN” marking and each a different color or shade of color from the New York office handstamps. It must be pointed out that at least three covers with a boxed “FRANCO/BIS/BREMEN” marking in black are known to exist from July 1849 to September 1852 mailed from Württemberg to the U.S., which raises the question why Bremen would have both a German and an English language handstamp for the same purpose. Further evidence, other than the circumstantial evidence previously cited, will be necessary to firmly settle the question of where the “Paid to Bremen” marking was applied. Two views have been presented.

LIGNE M TRANSIT, HAVANA TO NEW ORLEANS

CHARLES J. STARNES

A recent story of the ill-fated French Ligne Annexe M, Havana to New Orleans,¹ concluded with a request for further evidence of this operation. Now, thanks to Robert G. Stone, editor of *France & Colonies Philatelist*, we can note that a supportive item was illustrated and discussed in this fine periodical in 1980.² It was a business cover directed “per Guyane” and franked at 60 centimes, bearing the consulate postal agency handstamp LA HAVANE 26 JANV 1867 (similar to Salles 1365b). The letter arrived in New Orleans 30 Jan. (cds.) and was stamped with 10¢ collect: STEAMSHIP 10 (USPM no. 7, p. 272).

1. “Postal Peculiarities,” Chr. 131, 214.

2. J.E.I. and R.G.S., *France & Colonies Philatelist*, Oct. 1980, No. 182, p. 132.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 131

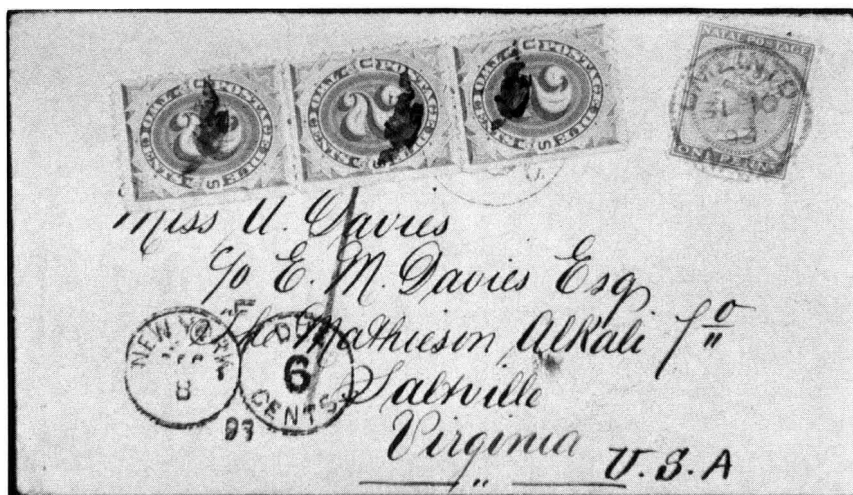


Figure 1. From Natal to Virginia, 1893.

Figure 1 shows a cover from Natal to the U.S. in 1893. Correct written answers were received from Mike Levy and Gerald Cross, and several verbal comments at recent shows. A detailed answer was received from Warren R. Bower, who wrote:

A single rate UPU letter from Natal to USA in 1893 was 2½d (5¢ US). The letter was prepaid only with their 1d (2¢ US) domestic rate stamp, so letter was short-paid 1½d (3¢ US), which per UPU rules was doubled to a 6¢ Due for delivery in USA. Natal joined UPU on 1 July 1892. This due rating was made by the NYC Main P.O.'s Foreign Exchange Office, who applied their "Opera Glasses" 6¢ Due, dated handstamp.

The 6¢ due charge was paid with a vertical strip of 3 x 2¢ AmBN dues. This was a bit unusual in that most due strips (2,3 or 4) were usually horizontal strips. A 6¢ due was a fairly common due charge for short-paid UPU (to US) letters then. Most were paid with a 1¢ and a 5¢ due stamp. The 3 x 2¢ strips were less common, and 6 x 1¢ stamps were usually limited to very small towns. A few large cities, primarily Boston and NYC, used pairs of 3¢ dues, which was



Figure 2. Wrapper with five 1861 10¢ to New Brunswick.

the most efficient method.

Figure 2 shows a refolded wrapper bearing five 10¢ stamps of the 1861 issue. Since the letter rate was 10¢ per ½ oz. why the extra 40¢? The submitter, C.W. Bert Christian, writes:

My own theory is that it went at first class rate under the treaty rate of 1864-67 between the U.S. and Canada and New Brunswick. To quote the Act of Jan. 20, 1865: "All mailable matter (with the exception of newspapers, periodicals . . .) which may be conveyed by mail westward . . . and eastward from the eastern boundary of California, shall be subject to prepaid letter postage rates." Under this rate it may have contained a book manuscript, proof sheets or similar with a weight exceeding two ounces.

PROBLEM COVERS FOR THIS ISSUE

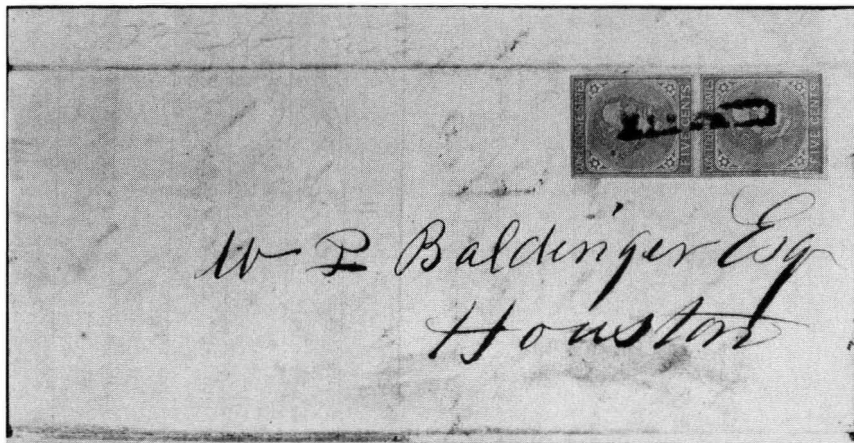


Figure 3. Confederate cover with local printings of 5¢, addressed to Houston.

Here is the next problem cover, a Confederate one, with a pair of local printings paying ten cents. Figure 3 shows the folded letter, addressed to Houston, and written from Dickenson Bayou on 23 Sept. 1863. Figure 4 shows a close-up of the odd killer. Can any student identify this, and also explain the rating of the letter?

Figure 5 shows an exciting mystery submitted by a prominent collector of Cuban material. It follows our recent theme of asking readers about items with a foreign country-U.S. connection. The stamp is of Cuba in the 1850 decade, a ½ real plata fina (fine silver). It is tied by a New York cds in red. The "NA 1" is in blue. The notation seems to read "Steamer Caharriba." Can anyone explain this item? How did the United States get credited, and why

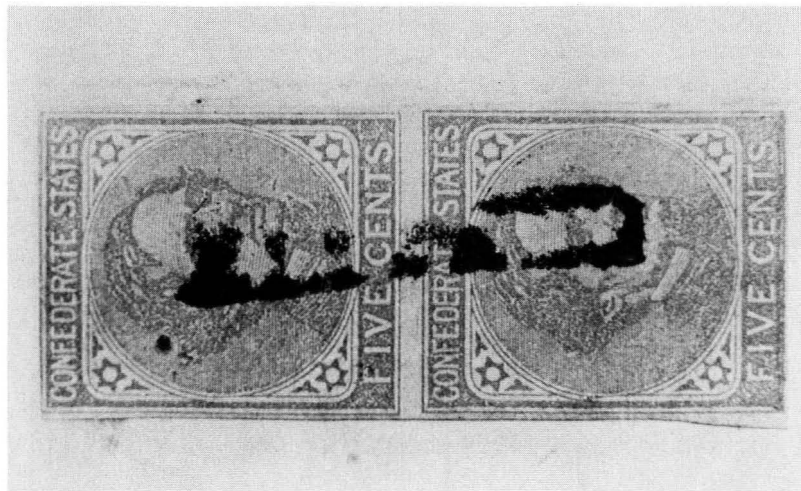


Figure 4. Enlargement of stamps and killer of Figure 3.

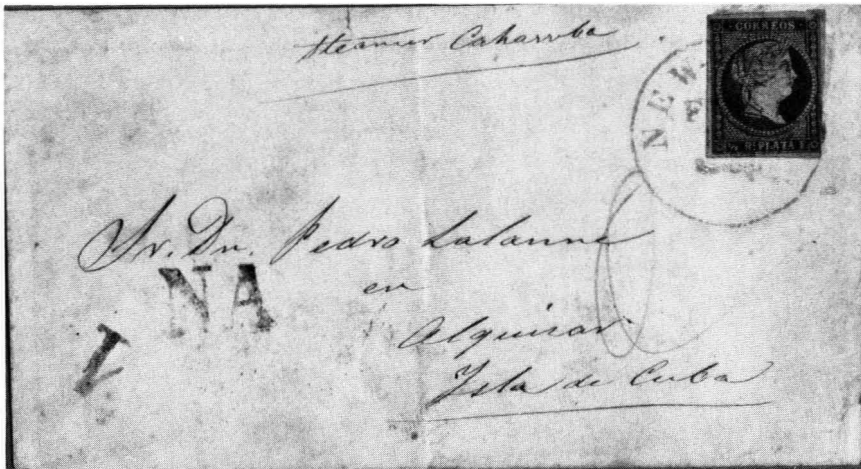


Figure 5. Cover to Cuba with Cuban stamp tied by New York Postmark.

did the clerk in N.Y. cancel the Cuban stamp? There are no markings on the back, and the enclosure is gone.

Send answers, prods, or new puzzles to the Cincinnati P.O. Box soon.

Review: DAKA 1987. By Erik Paaskesen. Second edition, 152 pages; parallel text in Danish and English. Published by the author and available from him at Beukenlaan 16, 1980 Tervuren, Belgium. Approximate cost \$15.

This is a catalog of classic (to 1912) stamps and covers of Denmark, Danish West Indies, Greenland, and the Faroe Islands. There is a useful section on postal markings including foreign frankings, such as British ones in the Caribbean. The catalog is pocket-sized, bilingual, neatly printed on quality paper, and seems quite accurate in pricing and comments on market evaluations. The author is Erik Paaskesen of Belgium, the expert who has helped Peter Meyer with his award-winning exhibit of Danish West Indies material. Collectors interested in this area should try to purchase a copy of this catalog.

Scott Gallagher

Review: Swedish Letter Rates to Foreign Destinations 1855-1895. By L. H. Stone, Tomas Bjärenger, and Jan Billgren. In English. Full leather binding, 235 pages, 51 black and white illustrations, 67 in color.

At STOCKHOLMIA '86 a literature entry, *Swedish Letter Rates to Foreign Destinations 1855-1895*, was unusual in that it was an expanded picture book of the National Grand Prize exhibit of L. H. Stone, from the United States. Mr. Stone's collaborators were Scandinavians Tomas Bjärenger, who specializes in the early issues of Sweden, and Jan Billgren, whose interest is end-of-the-century material. The color reproductions are excellent; since all the covers bear stamps, there is pleasing impact. The illustrations are not solely from Mr. Stone's collection; more than half the covers shown are from other sources.

The major difference between this book and some past "vanity" productions showing individual collections is the excellent group of about fifty rate tables. In this respect the book can be as useful to those collectors interested in Swedish outbound mail, as the books of Hargest and Starnes are for U.S. outbound covers.

The edition is only 200, and the price is \$400 U.S. In spite of the steep cost, the beauty of the book has resulted in the sale of more than half the edition to collectors who examined it. Leonard Hartmann, the literature dealer in Louisville, Ky., is getting in a small supply.

Scott Gallagher

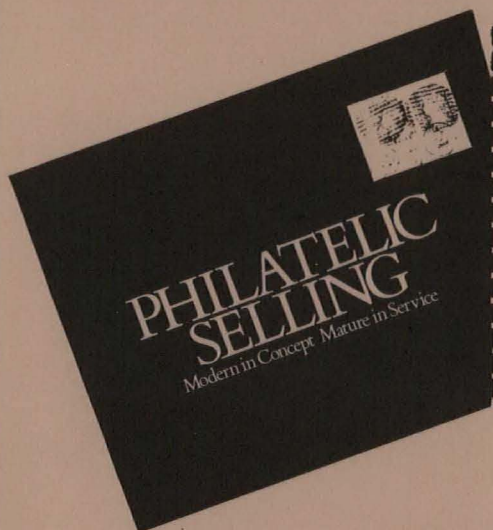
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