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The
Chronicle
of the U.S. Classic Postal Issues

November 1987

Volume 39, No. 4

Whole No. 136

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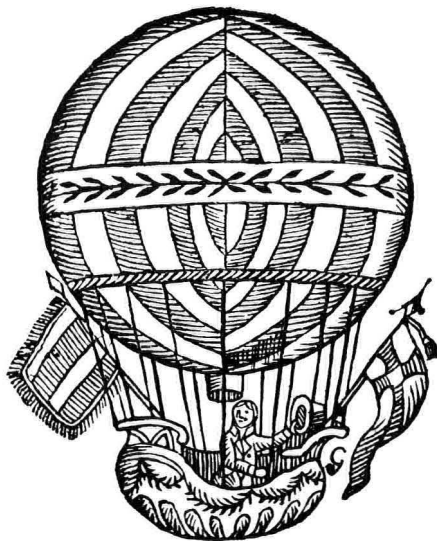
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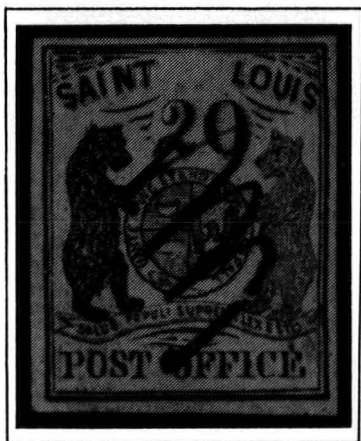
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The bottom line is . . .
**WE WILL WORK
HARDER FOR YOU!**

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

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IN MEMORIAM



ELLIOTT H. COULTER

1924-1987

Elliott Coulter, at the young age of 63, passed away on October 9th from pneumonia. News of his passing will bring sadness to everyone who knew him, for Elliott was universally regarded as a truly kind and compassionate man.

Born in New York City and graduated from City College, Elliott built a successful insurance business in partnership with Edward Groner. The firm of Coulter & Groner handled many unusual theatrical and entertainment policies, including at least half a dozen Muhammad Ali prize fights and the famous David Frost interview with President Richard Nixon. Elliott also provided financial backing for movie and theater productions.

Elliott first started stamp collecting as a child. His interest was rekindled later in life when he introduced philately to his son, Matthew, then nine years old. As Elliott admitted on numerous occasions, he “overwhelmed” his son with stamps until they both realized the collection had become Elliott’s project. After accumulating foreign stamps, then forming a fine unused U.S. stamp collection, Elliott was introduced to the 1869 Pictorial issue by a local dealer. At that point began the love affair between Elliott and the 1869s.

The 1869 collection progressed from essays, proofs and stamps into covers, and, ultimately, into the subject with which Elliott’s name is synonymous — “1869 Usages Around the World.” Elliott amassed what is widely recognized as the most significant collection of 1869 covers to foreign destinations. One of life’s great challenges for a professional was to find a destination that Elliott did not already have.

At the same time Elliott collected, he participated in promoting the hobby through prominent collector societies. Remarkably, within a decade Elliott served the Collectors Club of New York (as a member of the Board of Governors), The Philatelic Foundation (as Chairman), the U.S. Classics Society (as a Director), and 1869 Pictorial Research Associates (as President). Elliott’s published work, including articles in *The Chronicle* and *1869 Times*, the annual 1869 P.R.A. *Register*, and the Philatelic Foundation’s *OPINIONS* books, earned him respect as a knowledgeable philatelist and researcher. His last and most significant achievement in philately — the one for which he had strived most — was the *1869 Cover*

Census book.

Elliott's personality, beyond all of his professional and philatelic accomplishments, is what made him such a remarkable human being. His calmness, sense of humor, and profound sensitivity to other's feelings, earned him the love and respect of friends and colleagues. There is one occasion of this spirit by which I shall always remember Elliott. Shortly after we met, Elliott invited me to visit his home in Westchester County, look at covers, and have dinner with his family. I made the one-hour drive in my second-hand Toyota and was warmly welcomed by Elliott and his wife, Judy. I was only 17 or 18 at the time, but Elliott made me his contemporary, and would do so for the rest of his life.

Closest to Elliott are his surviving wife, Judith, his daughters, Janie and Julie, his son, Matthew, and sister, Muriel Schwartz. Not far from them, however, is his other family — all of us who were fortunate to have Elliott as a friend, advisor, and an always spirited storyteller.

S.R.T.

IN MEMORIAM



JAMES H. BEAL

1922-1967

The sudden death of James H. Beal in late July was a stunning loss to his many friends in the hobby and to the philatelic community as a whole.

Jim's devotion to philately extended far beyond his own collecting interests. He was always quick to encourage, to educate, and to enlighten collectors, whether beginners or sophisticates. At the same time he was tough in his attitude to dubious philatelic practices and their practitioners, and uncompromising in his determination to thwart the wrongdoers. Jim's activities in putting the forger de Thuin out of circulation, in heading the APS theft committee and recovering many stolen items, and his exposition of fakes and forgeries in his lectures at APS seminars have been well publicized and deservedly praised.

But these are not the whole measure of the man: his enthusiasm for philately, his humor, his interest in and concern for the individual were communicated directly in his personal associations. It was always a pleasure to share Jim's company. We are all diminished by his passing.

S.M. McD.

THE EDITOR'S PAGE

ANNOUNCEMENT: NORTH ATLANTIC MAIL SAILINGS 1840-75

North Atlantic Mail Sailings 1840-75 by Walter Hubbard and Richard F. Winter will soon be ready; publication is expected early in 1988. The book covers 31 lines operating as contract mail carriers on the North Atlantic and lists arrivals and departures on both sides of the ocean. The book contains 432 pages and over 250 illustrations, plus maps. Each chapter includes a brief history of the steamship company described. A chapter on markings used at the New York exchange office shows over 375 life-size tracings. Appendices which help to determine which sailing carried an individual cover include a perpetual calendar, a chart of steamship line operations by years, a chronological listing of Saturday sailings by American contract lines, a list of Bremen closed mail trips, and an index of steamships by company.

The prepublication price has been set at \$34.50 postpaid; after publication the price will be \$39.50; prepaid orders only. Orders now being accepted; checks should be made to U.S.P.C.S. and sent to 2030 Glenmont Dr. NW, Canton, Ohio 44708. Order now and be sure of prepublication savings.

Review; OPINIONS IV: Philatelic Expertizing — An Inside View. Edited by Elizabeth C. Pope. Hardbound, 250 pages, with many illustrations. Published by The Philatelic Foundation, 270 Madison Ave., New York, N.Y. 10016. Available from the publisher @ \$32.50.

This is another in the series illuminating expertizing procedures and standards. As usual, a wide range of problems and solution techniques is presented. In several instances new evidence and arguments have persuaded the Foundation to change its opinion on a previously issued certificate — it is refreshing to know that such reconsideration is possible.

Articles dealing primarily with U.S. stamps and their characteristics include Philip T. Wall on a 5¢ Annapolis PM provisional, Stanley M. Piller on distinguishing between the 12¢ 1851, 1859, and 1875 reprint, Bert Christian on proofs altered to resemble stamps, and two major types of Z grill by Jerome S. Wagshal.

Peter Robertson contributes interesting comments on the 24¢ Continental Bank Note — the stamp in question was originally analyzed in detail by Richard Searing in the November 1985 *Chronicle*.

Articles in which postmarks are the deciding factor include forged Colorado Express markings by David L. Jarrett, Bill Crowe's review of a fake postmark on a 90¢ 1860, and Henry Stollnitz on a supplementary mail fake.

Actual use on cover is the foremost consideration in articles by Bill Crowe on a tampered Heard cover, Michael Laurence on an altered 1869 cover, and a fine exposition by Elliott Coulter on expertizing 1869 re-issues on cover.

Fakery on later issues, such as forged plate numbers on airmail blocks, and doctored Lindbergh booklet panes, is included. Wallace R. Beardsley has provided an excellent technical article on plating as a tool in expertizing Hawaiian provisionals.

Foreign countries represented include Bulgaria, China, Fiji, Puerto Rico, Haiti, Japan, Newfoundland, and the Vatican. Of special note is Ernst M. Cohn's analysis of the C.IX cancel of the French Commune period.

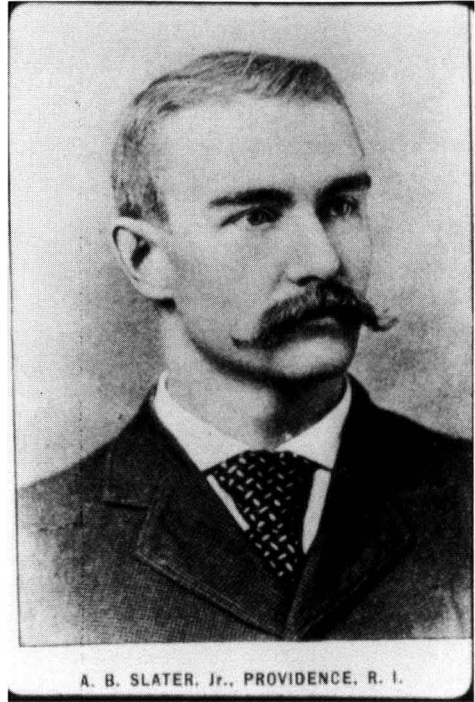
The most unusual feature of *OPINIONS IV* is a lengthy treatise by Frank Mandel on the conservation and restoration of philatelic material. Mandel reviews in detail and in clear language the various techniques available for preservation of paper items, primarily covers. He explains what methods may be attempted by the amateur and which should be reserved to the professional. He also details safe (and unsafe) storage and handling procedures. An excellent presentation which every collector should read carefully and refer to often.

Susan M. McDonald

ALPHEUS B. SLATER, JR. AND STAMPS OF THE PROVIDENCE, R.I., POSTMASTER

STANLEY M. BIERMAN, M.D., F.A.C.P.

Alpheus B. Slater, fondly known by his contemporary philatelic colleagues as "Uncle John,"¹ and referred to in the philatelic literature as "Mr. Block o'Four Slater"² is best known to modern day collectors for his interest in and association with the Providence, R.I., Postmaster Provisional stamps. Slater was born in Providence, Rhode Island, in the 1860s, the son of Alpheus Brayton Slater, a prominent civil engineer who was director of the Providence Gas Company and President of the New England Guild of Gas Engineers.³ The second of three children, the young Alpheus B. Slater grew up in this prosperous New England family whose immediate relatives were well established in the state of Rhode Island. Prominent Slater relatives included John Fox Slater of Slatersville, R.I., an important cotton mill owner, manufacturer, and philanthropist who came to richly endow a fund to provide for the education of black teachers in the 1880s. Alpheus B. Slater, Jr., early on evidenced a keen interest in his father's profession,



and went on to obtain a degree in topographical engineering from Worcester Technical College. Following graduation he joined the United States Navy where he honed his engineering skills. The youthful Slater struck a dashing profile, standing six feet three inches tall with a well proportioned athletic body and carefully groomed walrus mustache. His handsome features, charming manner and family connections were to lead him to a diplomatic career and he soon found himself engaged by the federal government in engineering projects along the Mexican border. In 1885 he accepted a position with a New York syndicate for service in Brazil where he helped to lay out the public works for the city of Rio De Janeiro.⁴ During a three year stint from 1885 to 1888 he helped in the design and construction of electric and gas plants along with the development of the city's electric railroads and tramways. While in that country he mastered the Portuguese language, and in time became conversant in no fewer than six other tongues. His linguistic talents permitted him to convey his skills in the various posts to which he was assigned. Slater also acquired an interest in the fascinating Bull's Eye stamps of that country and built a fine collection during his stay.

1. Anon., " 'Uncle John' Slater Dies," *Weekly Phil. Gossip* XXIII:778 (Oct 3) 1936.
 2. Anon., "Town Tips," *Eagle Philatelist* III:7 (Dec) 1893.
 3. Anon., "Slater, Alpheus Brayton," *National Cyclopedia* IX:177 (Dec) 1903, James White & Co., New York; Richard Herndon, ed., "Slater, Alpheus Brayton," *Men of Progress . . . in the State of Rhode Island*, Boston, 1896, p. 134.
 4. Anon., "A. B. Slater," *Phil. J. Amer.*, 10:9, 1893.

As word of Slater's engineering abilities and managerial talents spread, he accepted work in Marionsberg, Germany, and later traveled to the city of Medina in Persia where he helped construct an aqueduct for the city. Fluent in the Arabic tongue, he was able to complete his engineering task but declined to present a bill for services. He was honored for his beneficence by his hosts who made him an honorary Arab sheik in elaborate Islamic ceremonies. Slater was subsequently to return to the United States where he became manager of the Providence Gas Company and settled into a quiet life of civic duty and responsibility. He resided at 572 Elmwood Ave. in Providence, R.I., in a large and well appointed home. He also found time to indulge himself in leisure time stamp collecting and to attend regularly the American Philatelic Association conventions.

Slater's interest in stamps began in early childhood and at the prompting of Charles A. Hopkins of the Providence Gas Company, he began collecting the then current postal issues in blocks. It is noted that as early as 1867 Slater had acquired a sheet of stamps of the Providence, R.I., for the lordly amount of \$2.50 from John B. Calder, a local stamp dealer. Slater became a member of the Rhode Island Philatelic Society on February 1, 1892, and served as its President in 1894. The Rhode Island Philatelic Society had a long and illustrious history and was said to be the oldest continuous stamp society in the United States being organized on February 2, 1885.⁵ As Slater's collection grew and interest in the field of philately became more intense, his passion turned to collecting U.S. General Issues in large pieces and blocks.

Slater developed a major U.S. collection whose contents were detailed by E. B. Sterling in an exclusive story written for a national philatelic journal.⁶ Quoting from a section of the article, "Mr. Slater's collection of United States issues are [sic] a most wonderful assortment from the 1847 5¢ and 10¢ to the present day [1923]. It seemed to me that a veritable mint was being constantly operated under my very eyes. To describe the 'gems' would take considerable space, then the shades, pairs, strips, blocks and covers, would fill a volume of praise. The 'specialized' collection of 5¢ and 10¢ issues are [sic] beautifully mounted with great care, in a special volume made for Mr. Slater, containing steel engraved portraits of Franklin and Washington. This collection contains many real gems. While Mr. Slater does not pay rapt attention to the various cancellations, such as red, green, and the towns, etc., he has a fine assortment of the same. He prefers the specimens used in various combinations on the covers. The collection is very rich in various shades off the covers of the 5¢, which he has in great abundance. Then the proofs, essays, India-trials and cardboard proofs, many in full sheets. One would think he had a corner in this issue, but there are other collectors who think they also have a corner in these early 1847s." Sterling went on to describe Slater's assemblages of U.S. General Issues, Revenue stamps, Documentary, Match and Medicine along with his Great Britain colonies in America and Canada. The New York Postmaster stamps were well represented along with semi-official issues, as well as a large assortment of 1865 Newspaper stamps in numerous shades including originals, reprints and counterfeits.

Slater is, however, best known for his collection of the postmaster provisional stamps of Providence, R.I. The crudely manufactured postmaster provisional issues of this period hold a particular fascination to collectors, and the history of the Providence issues and that of its postmaster are particularly well documented.⁷ Welcome B. Sayles had been appointed

5. Wendell Mowry, "The Rhode Island Philatelic Society," *MWSN* XXIV (#1035):336-368 (Oct 29) 1910.

6. A. B. Slater, "The Postage Stamps of the Providence, R.I. Postmaster," *Amer. Phil.* XXI:205-220 (Apr) 1918.

7. A. B. Slater, "The Postage Stamps of the Providence, R. I. Postmaster," *MWSN* XXXII (#1424):121-125 (Apr 18) 1918; Anon., "The Famous Providence Local," *MWSN* XXIV (#1035):371 (Oct 29) 1910; Anon., "A Famous Old Local," *MWSN* XIX (#741):81 (Mar 11) 1905; E. B. Sterling, "Mr. Alpheus B. Slater and the Rhode Island Philatelic Society," *Albemarle Stamp Collector* 9:117-120, 1923.

postmaster of Providence, R.I., in 1845 by President James K. Polk, and then reappointed in 1853 by President Franklin Pierce following a tenure at this post by Henry L. Bowen for the 1849-1853 period. During his administration as postmaster, Sayles became impressed with the British use of postage stamps and chose to employ their system in Providence given the utility and convenience of prepayment by stamps. To produce these stamps he ordered a copper plate to be engraved for the printing of the intended issues by a prominent local engraver and watchmaker named George W. Babcock. Initially it was decided to produce a sheet of twelve 5 cent and four 10 cent stamps having a face value of \$1.00 per sheet, but to defray costs of engraving Babcock produced a finished plate which contained eleven 5 cent and one 10 cent stamp. The stamps were arranged in four rows of three stamps each.

Sayles then enlisted the firm of Henry A. Hidden & Co. to print the stamps from Babcock's plate on hard, grayish-white handmade paper such as was employed for producing banknotes of the period. The ink employed for printing was not the standard full black but rather a grayish black which imparted a particular cast to the paper. It is believed that a total of 500 sheets were produced by the firm. On Friday, August 21, 1846, the first 300 sheets of the stamps along with the copper plate used for printing were delivered to the post office. Because of the fact the stamps were un gummed by the printer, Robert H. Barton, who was Assistant Postmaster, spent a tedious Sunday afternoon spreading mucilage on the stamps from the two bundles. The stamps were ready for use the first day of issue, August 24, 1846. On that day a handbill appeared in Providence offering the sale of the issues for prepayment of letters at prices at a premium of five percent in advance of the regular rate of postage to defray the cost of engraving and printing. A similar announcement appeared published in the *Providence Daily Journal*.

About 300 sheets had been sold when the provisional issues were withdrawn from sale on July 31, 1847, following the receipt of the official U.S. issues at Providence on the same date. The remaining 200 sheets were stored in the post office until 1850 when the post office was moved a new location in Providence and the remaining sheets which were postally unused were given to one of Sayle's postmen named John Hagan.

A number of stories, mostly apocryphal, have emerged concerning the Providence, R.I., Postmaster stamps. The best known of these stories relates to the Hagan find of a large number of unused sheets. Hagen was one of the three letter carriers of the city of Providence. An oft repeated story⁸ suggests that many of the reprint sheets which had come to market were playthings found pasted by Hagen's children to the wall of his small attic room. In correspondence from Henry Hagan, son of the postal carrier, written to E. Tudor Gross, dated May 21, 1924, and reprinted 17 years later,⁹ the son noted that the story was fanciful and exaggerated. Quoting from the letter, "When it was decided to discontinue their use [stamps of the Providence, R.I., Postmaster], the janitor was instructed to burn up the supply on hand, and when my father picked up a few sheets and not the bundles as reported, and said he would take them home for the children to play with. Later as my mother saw the children putting some on a tree box in front of the house, took charge of the rest and put them away saying that some day these may be valuable, and in later years after my father's death she dealt out a few to my older brother to sell for whatever they could get. I am of the opinion and believe that 60 sheets in all would cover the entire lot. Very respectfully yours (signed) H. B. Hagan."

For many years it was believed that the Providence, R.I., Postmaster Provisional engraving plate was either in the custody of the State Treasury or the Rhode Island Historical Society. However, Postmaster Sayles, who died on December 13, 1862, at the Battle of Fredericksburg, gave the printing plate and some stamps as a souvenir to his nephew,

8. Donna O'Keefe, "Controversy Arose Over Providence Cover," *Linn's Stamp News* (Aug 26) 1985, p. 38.

9. E. Gross Tudor, "The Providence Postmaster Find," *MWSN LXI* (#2634):416 (June 30) 1941.

Lycurgus Sayles, some time in 1857. In 1893 E. B. Hanes of the New York philatelic auction firm of Bogert and Durbin successfully negotiated the purchase from Lycurgus B. Sayles of the Providence, R.I., printing plate along with 32 whole sheets and some remainders for the sum of \$2,500.¹⁰ With trip expenses, cleaning the plate, making reprints and other incidentals the cost of acquisition came to \$3,000. Hiram Deats offered to purchase the Providence plates for his own use but the request was declined. The copper plate was cleaned of the film of black oxidation by the Providence plate printing firm of Livermore & Knight for purposes of making reprints by the new owners. In the course of cleaning and inking to get the correct shades of colors, 27 trial impressions were prepared. Most of these reprints were little more than printer's waste but some of these items worked themselves into the philatelic stream through the New York auctioneer George R. Tuttle. Fifteen sets of trial color proofs were produced in September 1893 on hard white cardboard measuring 9¹/₈ by 7¹/₁₆ inches in colors of black, seal brown, Cossack green, dark oriental blue, and ox blood red. The printing was done under heavy pressure so that the plate was forced into the cardboard making a sunken impression. In addition 509 reprints were made at this time on three different varieties of hard handmade paper. So as to reduce the likelihood that the reprints would be confused with the original Providence stamp, the paper bears the imprint of BOGERTDURBIN with one letter to each stamp.

A second reprinting of the Providence, R.I., stamp was undertaken in 1898. R. R. Bogert who was president of Bogert and Durbin was induced by Henry Mandel of the American Bank Note Co. to electroplate the Providence plate ostensibly so as to avoid wear and tear while making the reprints. The new impressions were taken in New York City under the supervision of Bogert and his cousin Percy G. Doane. Fifteen trial impressions were prepared followed by 1,018 reprints on fine quality white paper which was thinner and softer than the first Providence reprint paper. Mandel furnished indelible aniline ink and bronze for printing the letters BOGERTDURBIN on the back of the reprints, albeit some examples of reprints have appeared with the initial removed probably by a glass pencil eraser. Soon after the reprinting in June 1899 a holding company formed by George R. Tuttle and Arthur E. Tuttle took over the interest of R. R. Bogert and obtained most of the reprint issues and the printing plate. The plate was kept by Tuttle in a chamois bag carefully stored in a safety deposit vault in Philadelphia. One day while it was being examined, perspiration from Tuttle's forehead fell on the plate which was casually returned to its resting place. When the plate was next examined, corrosion of the iron coating induced by the sweat had so damaged the plate that the owner decided to sell it to A. B. Slater who acquired the icon on May 29, 1917.

Long before the appearance of reprints, counterfeits of the Providence, R.I., Postmaster stamps had worked their way into the philatelic mainstream. Five different imitations of the Providence stamps are known, all of which appear as lithographs or photoengravings. One counterfeit was produced by George Hussey, proprietor of Hussey's Post. Best known for his reprints of local posts, Hussey approached Charles A. Pabodie, a local Providence copper engraver, to prepare a plate of the postmaster stamps, ". . . for purposes of illustration." A reprint of the issue was made in February 1865 which was intentionally flawed by Pabodie so as to make it distinct from the original: the 10 cent stamp was made 1mm shorter than normal and the period after "cents" on the 5 cent issue was eliminated. Subsequently Hussey took this plate to New York where Thomas Wood prepared three lithograph stones with 50 subjects each of the 5 cent issue. Examples of this "reprint" appeared at the September 17, 1957, John Fox sale. Consisting of an irregular plate of 47 (5 × 9 + 2) examples of the 5 cent Providence issue, the bottom right three issues were excised from the pane; curiously a second lot of the reprint also appeared, again missing the bottom three issues.

10. Luther Mott, "The Plate of the Providence Locals Found," *The Philatelic Era*, VII: 34-35 (Oct) 1893.

A second facsimile came from a photoengraved plate produced in Geneva, Switzerland, by L. H. Mercier, while a third facsimile was produced by surface printing in Leipzig, Germany, and was sold to unsuspecting clients imprinted with New York postmarks cleverly placed so as to cover the most noticeable defects in the counterfeits. Many Providence, R.I., issues with New York cancellations also came through S. Allan Taylor who produced his counterfeits by the process of zinc photoetching of an original sheet. Slater reported other forgeries came through New York and Philadelphia sources. Many of these forgeries have been placed on stampless Providence covers and sold to unsuspecting philatelists. An analysis of Providence covers submitted to the Philatelic Foundation for the period of 1945 to 1980 revealed that seven of 21 covers with 10 × 1 issues were considered as not genuine¹¹.

With his 1917 acquisition of the Providence plate through Tuttle, Slater decided to chronicle the history of the issue. A detailed history of the Providence, R.I., Postmaster stamps along with documentation of the multiple reprintings was written by Slater and first published in 1918 in *Mekeel's Weekly Stamp News*¹² and simultaneously appeared in the April 1918 issue of *The American Philatelist*.¹³

On May 15-16, 1912, Slater sold a major portion of his stamp collection at the 47th J. M. Bartels auction.¹⁴ The sale consisted of in excess of 750 blocks of U.S. issues; the high point was an unused block of eight of the 5¢ U.S. 1847 (2 + 3 + 3) with full OG; the gem realized \$260. A 10¢ U.S. 1847 horizontal strip of five with left sheet margin and red cancellation saw \$62, a EXF unused 90¢ Pictorial 1869 in a block of four realized \$50 along with near perfection blocks of most issues thereafter to current. There were marvelous representations of Departmental issues, Newspapers, Proofs and Essays, Envelopes along with a 4¢ Pan American invert which brought \$51. The sale realized a cumulative \$5,410 for the consignor. The better part of the block of four collection was acquired by Col. Webster Knight who further enhanced his collection through acquisitions from the Stephen A. Welch and William Congion collections. The Knight collection (ex-Slater) is presently ensconced in a permanent collection housed at the John Hay Library of Brown University where it is claimed by the University to be, “. . . indisputably recognized as the world's (most) outstanding collection of unused United States blocks.”¹⁵

In July 1930 Slater acquired the collection of Providence, R.I., covers formerly in the possession of George Anthony and having thus consolidated the single finest assemblage of stamps of the Providence Postmaster, went on to publish an updated 1930 version of his 1918 article, including a listing and photograph of all the known Providence covers. His classic study appeared in a monograph entitled *The Stamps of the Providence, R.I. Postmaster, 1846-1847*.¹⁶ The book which showed a smiling visage of the mustachioed “Uncle John” on the frontispiece was limited to 300 printings. Slater also set up a trust agreement with the Rhode Island Historical Society as custodian to ensure that his wonderful collection would be kept in perpetuity for future generations to know and admire. Slater did show his quintessential “Providence Collection” to an appreciative crowd at the March 20, 1929, Rhode Island Philatelic Society.¹⁷ Little was subsequently heard from Slater insofar as philatelic activities albeit he was persuaded to show his Providence Collection once again at the National Stamp Exhibition held in Memphis, Tenn., in 1931.

11. Anon., “The Providence Rhode Island Provisionals of 1846,” *Philatelic Foundation Analysis Leaflet*, October 1980.

12. A. B. Slater, “The Postage Stamps of the Providence, R.I. Postmaster,” *MWSN*, *loc. cit.*

13. A. B. Slater, “The Postage Stamps of the Providence, R.I. Postmaster,” *Amer. Phil.*, *loc. cit.*

14. Anon., “Bartel's Slater Sale,” *MWSN* XXVI (#1117):167 (May 25) 1912.

15. Anon., “Brown University Library Puts ‘Knight’ Collection on Display,” *Weekly Philatelic Gossip* XXX (#960):68 (Mar 30) 1940.

16. A. B. Slater, *The Stamps of the Providence, R.I. Postmaster 1846-1847*. Published by the author, 1930.

17. Charles Phillips, “Providence Night Observed,” *MWNS* XLIII (#1996):233-234 (Apr 8) 1929.

The final dispersal of Slater's postage stamps appeared at Daniel F. Kelleher's 381st sale of March 23, 1935. Entitled "Magnificent Collection of the United States Issues of 1847," the offering constituted the largest and finest collection of 1847 issues to come to market up to that time (notwithstanding private treaty offerings of U.S. 1847 issues such as Senator Ackerman's acquisition of the Chase collection). The sale began with unique Franklin essays for the 1847 issue along with bank note vignettes of Franklin followed by 64 lots of large die proofs of the 5¢ U.S. 1847 issue on india, which realized between \$59 and \$69 each. There were three lots of the regularly issued 5¢ stamps in blocks of four, of which a defective block sold for \$250, and a horizontal block of six, followed by 60 lots on original cover, with singles realizing \$16 and pairs of the 5¢ at \$31. Another section highlighted the 10¢ 1847s in which there were 68 lots of large die proofs, 50 lots of the issued stamp with four unused examples, one of which sold for \$235, along with 21 lots on cover. Complete panes of die proofs on india paper of the US 1875 Reprints for the 5¢ and 10¢ issue saw \$157.50 and \$222.00 respectively, while plate proofs on cardboard in complete panes of 50 saw \$102 and \$215. The latter items along with major components of the large die proofs were probably acquired in greater measure by Clarence Brazer who chronicled the sale and who, himself, was building a major collection of essays and proofs of the 1847 issue.¹⁸ Some four years following the final Slater auction, Hugh C. Barr had an offering of Providence, R.I., covers at his 55th sale of September 23, 1939. While not designated in Barr's sale as belonging to Slater, the several lots of covers which were noted to be from an original find included an original sheet of 12, and ten full sheets of 1898 reprints; the lots were described as from, "a famous specialized collection . . . formed many years ago and sold with an absolute guarantee."

Alpheus Brayton Slater died on the morning of September 9, 1936, at his home at 31 Rusling Place, Bridgeport, Ct. An affable, genial and good natured individual, and one of the then oldest surviving members of the American Philatelic Society (APS #307), "Uncle John" was fondly remembered in the philatelic periodicals of the day.¹⁹ Slater's generous donation of his Providence Collection to the Rhode Island Historical Society certainly is an enduring monument to his memory. Consisting of stamps in every possible variation, the Providence Collection includes original sheets, postally used examples, old prints of the Providence post office of the period, reprints and proofs along with the original printing plate. It is without question the finest specialized collection of these stamps in existence and this day the collection can be seen by modern day philatelists to marvel and admire.

The author is indebted to Christine Lamar of the Rhode Island Historical Society for help in the preparation of this manuscript.

18. Clarence Brazer, "Slater Sale of U.S. 1847," *Stamps* 11:12 (Apr 6) 1935.

19. G. Sloane, "Alpheus B. Slater," *Stamps* 16:439 (Sept 26) 1936; Charles Corwin, "Alpheus Brayton Slater," *Amer. Phil. L.*:25 (Oct) 1936.

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VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J. C. ARNELL

4. War of 1812

On 18 June 1812, the United States declared war on Great Britain on the grounds of impressment by the Royal Navy, violation of the three-mile limit, among others. With the American Navy and privateers soon out in force, the Falmouth packets were prime targets; while the British blockade of the coast kept most American trading vessels in port. As a result, there was little trans-atlantic mail during the war to and from the United States, and such as there was had evaded the blockade.

Both the North American and West Indian Falmouth packets were captured in the course of the war. The first to be taken was the *Prince Adolphus* on the way home from Martinique; the captain surrendering because he claimed that he did not know there was a war on. The first actual engagement occurred in September 1812, when the *Princess Amelia* on the way to the Leeward Islands surrendered to the Baltimore schooner *Rossie*, a privateer carrying one long 9-pdr. and ten 12-pdr. guns, after her captain, master and one seaman had been killed. By the time that the Treaty of Ghent was signed in December 1814, some twenty packets had been taken. Nearly three months later, the *Windsor Castle* was outward-bound to Halifax with five Mails, when she was attacked on three separate occasions, finally surrendering to an American privateer on 15 March 1815 after the Mails had been sunk.

Notwithstanding the war at sea, the British Post Office attempted for some months to keep the New York mail route open. The *Carteret* with the June 1812 Mail went to New York from Halifax in August and returned safely. Two months later, the *Swiftsure* sailed there from Halifax under a flag of truce, as did the *Chichester*, *Francis Freeling* and *Queen Charlotte* from Bermuda under flags of truce with the November, December, and January (1813) Mails. For the rest of the war, the packets sailed only between Falmouth and Halifax. Even so, the *Duke of Montrose* and *Manchester* were captured two weeks apart in June 1813 on their way to Halifax, as was the *Morgiana* early in 1814.



Figure 1. New York to London, 23 December 1812, by private ship. Struck oval SHIP LETTER/LONDON, rated 4d due.

I have several letters from this period, which originated in the United States and reached England by various unusual routes. Three are illustrated and explained below.

The first letter (Figure 1) was written by Margaret Douglas, New York, on 23 December 1812, presumably to her husband or son. It was carried to London by a private vessel before

the blockade was too effective and arrived on 11 February 1813. It was entered as a Ship Letter and so stamped, and rated 4d. Stg. postage due.

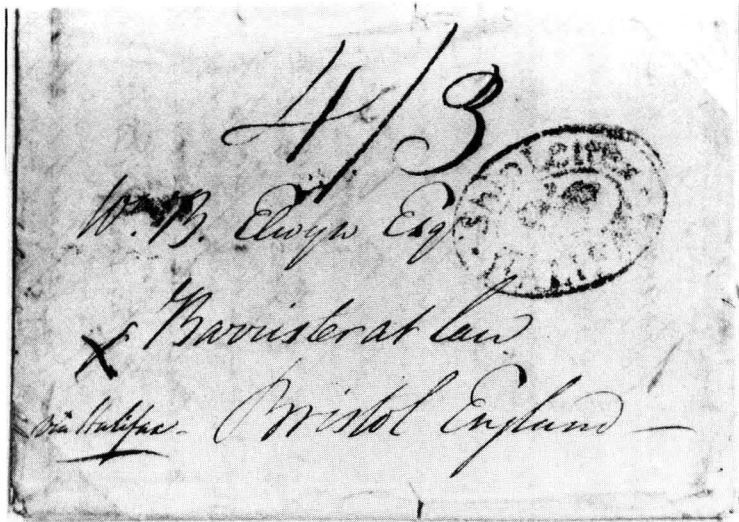


Figure 2. Portsmouth, N.H., 2 January 1813, by private ship to Halifax, then by *Chesterfield* packet to Falmouth.

The second letter (Figure 2) was written in Portsmouth, New Hampshire, on 2 January 1813 by a brother of the addressee. It was taken to Halifax, Nova Scotia, by a private vessel,

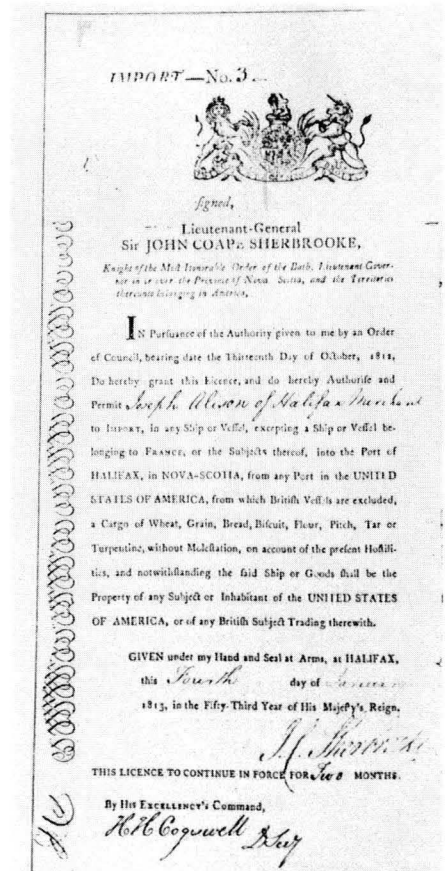


Figure 3. Import license issued to Joseph Allison, 4 January 1813.

where it was backstamped on 29 January and struck with a double oval “Ship Letter Halifax.” It was not charged the regular ship letter fee on arrival at Halifax, although the “1” at lower right appears to have been a Halifax debit, as it is included in the final postage due. The letter was carried from Halifax by the *Chesterfield* packet on 9 February and arrived at Falmouth on 1 March, where it was rated as a double letter with 4/3 Stg. postage due (2 × 1/3 packet postage + 2 × 10d. inland postage to Bristol + 1d. debit shown at lower right).

The routing of this letter posed a problem until I obtained the import license shown herewith (Figure 3). This was issued by Sir John Sherbrooke, Lieutenant Governor of Nova Scotia, to Joseph Alison on 4 January 1813, authorizing him to import a variety of foodstuffs and shipbuilding supplies under specified conditions from any port in the United States “without Molestation.” As the dates of the letter and license match, it seems probable that the letter reached Halifax along with the supplies procured under the license.



Figure 4. Richmond, Va., 20 February 1813 to Scotland. By private ship to Lisbon, then by packet to Falmouth. Rated as packet letter.

The third letter (Figure 4) was from William Muir, Richmond, Virginia, dated 20 February 1813 to his grandfather. It was carried privately by the *Pacific* to Lisbon, Portugal, where it was delivered to the British consular office, whence it must have been forwarded by a returning Falmouth packet for it to have been struck with the “LISBON/F” datestamp on 5 May. The 2/9 Stg. postage due was made up of the 2d. gratuity paid to the *Pacific*’s captain at Lisbon + 1/3 packet postage + 1/4 inland postage to Kirkcudbright. Howard Robinson in *Carrying British Mails Overseas* explains these special handstamps as being used on smuggled letters and others, which should have been in the packet mail, to explain the charging of full packet postage. There was a similar stamp for each packet route.

Following the signing of the Treaty of Ghent, consideration was given to resuming the Falmouth-New York packet service. To this end, the *Hinchinbrook* sailed from Falmouth on 31 March 1815 (two weeks after the *Windsor Castle* had been captured and taken to Norfolk) and arrived at New York on 13 May, after a stop at Halifax on 25 April. There were a couple of subsequent events when packets were seized and held briefly by American officials, but never again was the transatlantic mail between the two countries interrupted.

The final stage in the resumption of normal relations is reflected in the official letter (Figure 5) from the Treasury Department to the Collector of Customs at New York over a year later, which reads:

Treasury Department,
7 July 1816.

Sir,

The Secretary of State has written to you, on the subject of three trunks, which have arrived

at New-York, in the Montague Packet, containing the archives of the British mission to the United States. You will be pleased to permit those Trunks to be delivered to Mr. Moore, the Agent for the British Packet, with as little delay as possible, without inspection, and free of Duty.

I am, very respectfully,
 Sir,
 Yr. mo. obed Sert
 A. J. Dallas

David Gilsson Esq.
 Collector, New-York

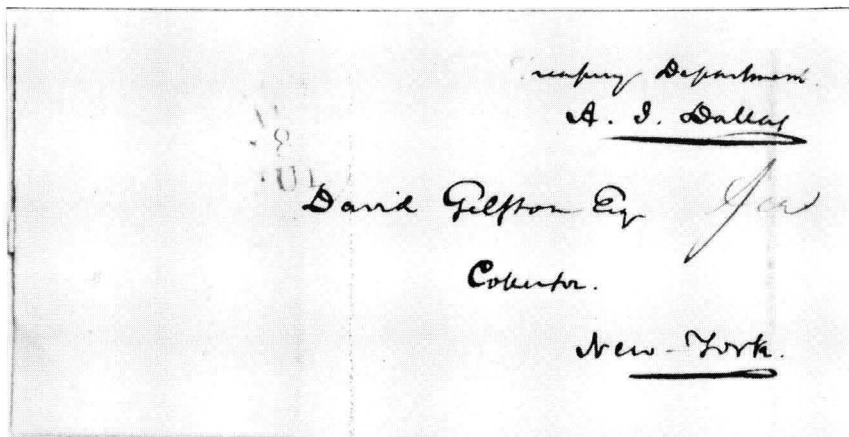
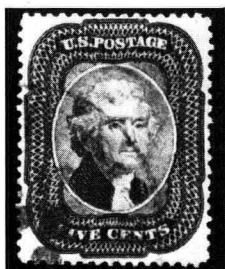
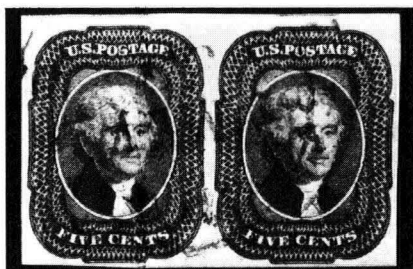


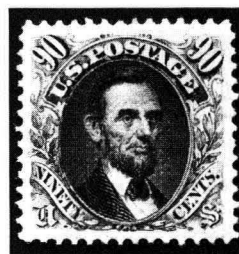
Figure 5. Letter from Treasury Department 7 July 1816.



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PRINTED POSTAL MARKINGS

(continued)

Postmaster Free Franks

In sharp contrast to the foregoing discussions of printed townmarkings and rating marks, the number of examples of printed markings on letters transmitting mail free of postage is quite extensive, therefore no attempt will be made to document every recorded variety. A few typical examples will suffice.

Further, this topic will be limited to items originating from U.S. postmasters. Recently, in *Chronicle* 132, Richard Graham presented information on the printed facsimile free franks of the 1860s. For the most part this pertained to the departments other than the post office, and included several illustrations of these handsome printed markings. It should be referred to for much useful background information on this subject.

At the risk of being somewhat tedious I shall recapitulate some of the legal basis of these postal artifacts. As early as the Act of March 2, 1799 (section 17) postmasters had been permitted to have letters and packets not exceeding one-half ounce in weight conveyed to and from them free of postage. In 1845 (Act of March 3, 1845, section 5) there was an attempt to repeal all prior acts and regulations concerning franking, replacing these with a quarterly allowance on *official* mail for all persons who theretofore had the privilege. Section 6 of this act retained a conditional authorization for the three Assistant Postmasters General to transmit mail free of postage on *official* business, with a similar dispensation for deputy postmasters. This attempt to curb the abuses connected with the franking privilege does not appear to have been either very satisfactory or successful.

The Act of March 2, 1847, section 1, reinstated the privilege of postmasters whose compensation for the last preceding year did not exceed \$200 to send all letters (but *not* wholly printed matter or unsealed circulars) written by themselves, and to receive all letters addressed to themselves on their *private business* free of postage, limited to one-half ounce per letter in weight. This private privilege (attaching to the office, not the person) would have been *in addition* to their right to send letters on their *official business*. This dual privilege remained essentially undisturbed for another 16 years.

In 1863, postmasters' franking privileges were greatly modified. The Act of March 3, 1863 (effective June 30, 1863) thereafter limited free mail to *official* communications to other postmasters, the envelope to be marked "official" and with the signature of the postmaster. This terminated the postmasters' *private* mail privilege which had, with the exception of the period 1845-1847, been in effect in some form since the Act of 1799. The further act of March 1, 1869, specified that the franking privilege be exercised by the persons entitled to it by the *written autograph signature* upon the matter being franked.

The move to limit the franking privilege generally culminated in the Act of January 31, 1873, which abolished franking privileges from and after June 30, 1873, and the enabling Act of March 3, 1873, which repealed, from and after June 30, 1873, all laws and parts of laws permitting the transmission by mail of any free matter whatever. These 1873 laws also ushered in the era of official (or departmental) stamps and stamped envelopes, and ultimately, in 1877, the use of penalty envelopes.

There is a large mass of surviving stampless letters containing instruction or advice, directed to local postmasters, originating from the Post Office bureaucracy in Washington, which bear postal markings printed in whole or in part. Various Postmasters General, Assistant Postmasters General, P.O. Auditors Offices, the Dead Letter Office, the Inspection Office, and suppliers of post office blanks seem to have been particularly active in using such forms. I have recently acquired a significant holding of these covers, used between the 1820s and 1880s, and once they have been organized and studied, intend to publish many items of

interest. Accordingly, I shall not focus on printed markings originating from Washington departmental offices at this time.

Until, and even during the 1850s printed markings originating from local postmasters are scarce, and quite unusual, especially if used in connection with their privilege to send letters on their *private* business. This privilege did not extend to sending wholly printed matter including unsealed circulars, and there seems to have been little incentive to produce “all of a piece” printed circulars in connection with their private business, though it is also possible that such items simply have not survived very well.

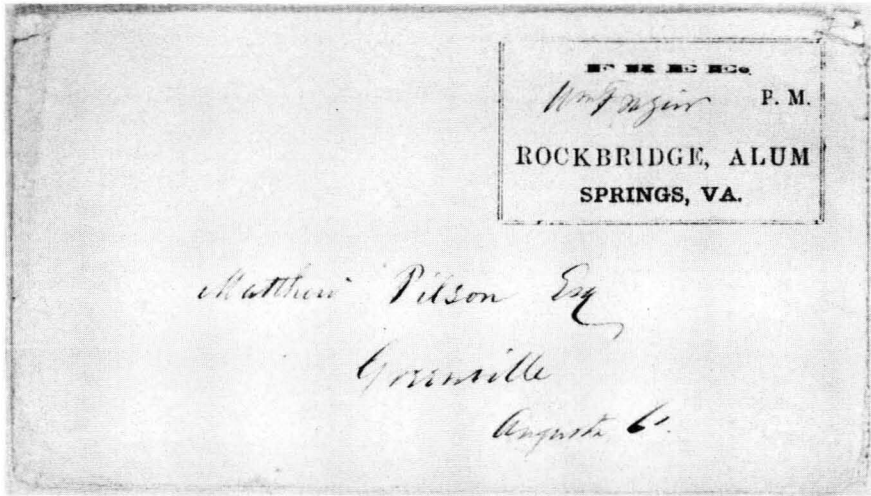


Figure 1. Printed FREE frank of ALUM SPRINGS (ROCKBRIDGE CO.), VA., in black 53½ × 30½ mm. double-lined box with manuscript signature. Postmaster William Frazier used several different types of these printed markings on his private business. (Photo by Peter Hedrington)

Figure 1 illustrates the black printed boxed franking of William F. Frazier, postmaster of Alum Springs, Rockbridge (Co.), Virginia, used ca. 1853. On this cover the signature alone is in manuscript. A few examples are known with manuscript dates, and at least one also has a redundant “Alum Springs” added in manuscript. Mr. Frazier used at least four different types of printed free markings between 1853 and 1861, including a printed label. During the Confederacy, some of these envelopes were used with Confederate stamps affixed over the FREE part of the printed marking. The financially hard-pressed Confederate Congress had moved at a very early date to sharply limit franking privileges.

All recorded examples seem to have been used in connection with Mr. Frazier’s private business. Alum Springs (not to be confused with Rockbridge Baths) was located in the central part of the valley between the Allegheny and Blue Ridge Mountains, on the main road 17 miles N.W. of the county seat of Rockbridge County, Lexington. This county boasted a celebrated 19th century tourist trap, a natural rock bridge. It was also in an area of numerous busy thermal and medicinal springs of which Alum Springs was one. This site was often referred to as “The Rockbridge Alum Springs” to distinguish it from other medicinal baths, most notably the Bath Alum Springs in nearby Bath County, and this also probably explains the odd order of the office’s name in the printed marking.

Examples of printed markings used in connection with local postmasters’ privilege of sending free letters on official business become fairly common after the mid-1850s. Figure 2 illustrates an early example of a printed facsimile signature, that of L. A. Thomas, postmaster at New Haven, Conn., used in 1855. As is often the case with such items, it is dated with a black circular townmarking, OCT/18/1855. This encloses a letter to the postmaster at New Haven, Vermont, which reads:

Dear Sir

I send you herewith letters for Ebenezer H Hays & Cornelia Taylor the others had been

taken out

truly
Lucius A. Thomas, P.M.

This evidently pertains to letters which had been missent to New Haven, Conn., instead of New Haven, Vermont, and touches on one of the reasons a printed free marking would have been used at a busy office — to save time. One can imagine that the large office at New Haven, Conn., often received mail intended for one of the other nine offices throughout the country that shared a similar name. During the same period this office also used a hand-stamped MIS/SENT marking (refer to pages 253-255 of *Simpson's U.S. Postal Markings, 1851-61*, 2nd ed. by Thomas J. Alexander) to expedite the handling of such mail. My thanks to Mr. John Wyerts for bringing this example to my attention.

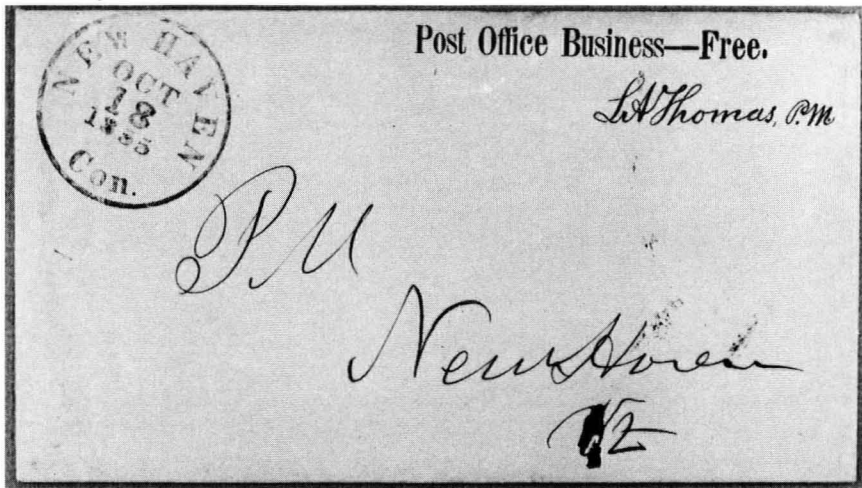


Figure 2. Printed FREE frank of NEW HAVEN, Conn., used in 1855. Black 72 × 15 mm. with facsimile signature. Postmaster L.A. Thomas used these envelopes to enclose post office business, in this instance a letter to another postmaster concerning missent letters. Dated with black year-dated 34½ mm. townmarking. (Photo by Peter Hedrington)

Figure 3 illustrates the yellowish envelope bearing black printed free markings in Old English type, used at the post office at Leominster, Mass. It is endorsed in manuscript by

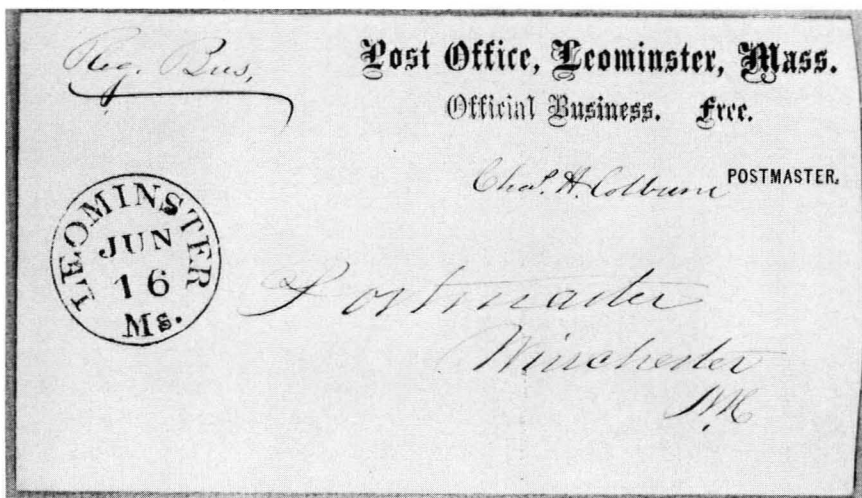


Figure 3. Printed FREE frank of LEOMINSTER, Ms., with fancy Old English letter type in black 84 × 24 mm. with manuscript signature. Postmaster Chas. H. Colburn used these printed envelopes to expedite his official business. Dated with black 30 mm. townmarking. (Photo by Peter Hedrington)

Chas. H. Colburn, longtime postmaster at this office, and is dated with a black townmarking. There are no contents, but the letter is addressed to the postmaster at Winchester, N.H., and may well have been about another missent letter, unclear handwriting at that time often causing such confusion. Since it is not dated one cannot be absolutely certain that this envelope was created to conform to the post - June 30, 1863, limitations on postmasters' franking privileges. Leominster was a thriving, high volume office in Worcester Co., located at the rail junction of the Fitchburg Railroad, and the Fitchburg and Worcester Railroad, 26 miles N.E. of Worcester, Mass., and 46 W.N.W. of Boston, and on the Nashua River. Mr. Colburn seems to have been an unusually fastidious postmaster for he is well known to 1851-61 specialists for his habit of carefully cancelling stamps and stamped envelopes with numeral 3 rating handstamps (often erroneously considered to be precancels), and to 1861 specialists for his use of a distinctive circular canceller at some times called "stove pipes," and at other times the "Leominster links."

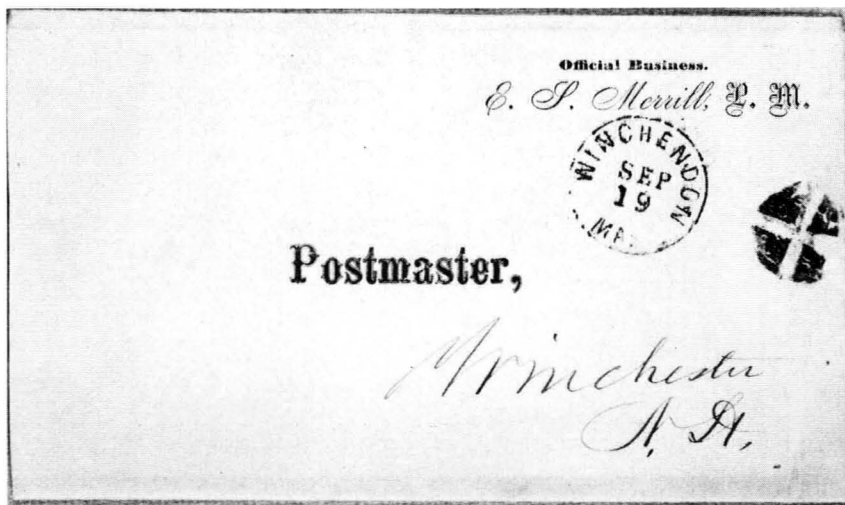


Figure 4. Printed marking of WINCHENDON, MAS., in black 54 × 7 mm. with stylized facsimile signature. Postmaster E. S. Merrill used these envelopes to enclose official mail to other postmasters. Dated with black 22 mm. townmarking which is duplexed with a quartered cork canceller.

The lucky postmaster at Winchester, N.H., was also the recipient of the cover illustrated as Figure 4. This bright yellow envelope has a black stylized facsimile signature of the postmaster at Winchendon, Mass., E.S. Merrill, and is dated with a black townmarking which is duplexed with a quartered cork canceller. It lacks contents, but the similarity in town names almost certainly points to another missent letter problem. It was also probably created after the 1863 limitation of free mail to letters sent between postmasters, since the print format of the address included the word "Postmaster," and because the duplexed townmarking is of a style and typeface more typical of the late 1860s. Winchendon, Mass., was another busy Worcester Co. post office, in an industrial town intersected by the Cheshire Railroad, about 54 miles west of Boston. This cover reflects two different time saving devices: the use of a duplex canceller, and a printed franking for official post office business.

This concludes, for a while, my description of printed markings. Further examples will be illustrated as they come to my attention. I shall end this segment with a happy thought: The printed townmarkings and rating marks of the 1850s and 1860s could be thought of as the ancestors of the printed meter and permit markings seen today, and the printed free frankings of the mid-nineteenth century are the precursors of printed penalty envelopes of our time. Such stampless uses certainly did not end with the 19th century, and some of these modern artifacts are, in my view, collectible as tomorrow's classics.

Thanks to the generosity of Robson Lowe, we now have access to his voluminous files on the independent mails. They include the Perry-Hall manuscript, Robbie's own extensive notes and articles, and a wealth of correspondence with the top students of the past half-century. These will be edited and published in the *Chronicle*. They will appear in the Carrier section on an ongoing basis, along with carrier articles.

THE INDEPENDENT MAILS

INTRODUCTION

The story of the independent mails is a chapter from the continuing tale of the conflict between the public and private sectors of our economy.

As a background to the story of the independent mails, let us examine briefly the financial status of the "average" American worker in the 1840s. A carpenter earned from \$2 to \$2.50 a day; a shoemaker's daily pay varied from 25 cents to 65 cents; cotton workers earned 65 cents per day. The *annual* pay of a seamstress averaged \$58.50. Printers and pressmen were paid from \$8 to \$12 per week; and school teachers \$10 to \$12 per month.

The Postal Act of March 2, 1792, established rates of postage for letters varying linearly with distance through nine zones from 6 cents per sheet for distances under 30 miles to 25 cents per sheet for distances over 450 miles, with no weight limit. The Act of March 3, 1825, reduced the number of zones to six and placed a three pound weight limit on letters. The Act of March 2, 1827, further exacerbated the cost situation by providing that even though a letter be composed of a single sheet, it would be charged with quadruple postage if it weighed an ounce.

In Great Britain, prior to December 5, 1839, the postage rates were generally similar to the rates in the United States, but the intense agitation for relief from the high postal rates led to the adoption, by 1840, of a uniform rate of 2 cents (1d) per half ounce letter which increased at the rate of 2 cents (1d) per half ounce up to a maximum limit of one pound, above which weight the Post Office would not carry the letter. This action encouraged the American public to press even harder for reduction of postal rates.

In the United States, until about 1835 the Post Office was able to operate profitably, but expansion westward and to the south saw the establishment of new, thinly populated post routes and the opening of many new post offices. With the advent of the steamboat and the railroads, private express companies were founded, which began carrying mail over limited routes at lower rates than those charged by the Post Office. The Postmaster General responded to the pressures of Congress by appointing postmasters for reasons of political expediency, and the yearly surplus turned into a deficit. The Postmaster General blamed the express companies for the change.

Due to the hue and cry for lower postal rates some members of Congress tried to pass bills to reduce existing rates, but they failed because the Postmaster General had not recommended such action. It was difficult for him to support such bills when his department was showing deficits where not so long ago there had been surpluses (Figure 1). His survival tactic was to remind the sponsors of the bills that he would be forced to reduce the number of post offices in their districts, leaving their constituents with reduced (or, in many cases, no) service; and putting politically appointed postmasters out of a job.

Agitation for reduction of postal rates was reported as early as 1836 in the northeastern states. Letters and editorials in many regional newspapers recommended that the public should support the express companies which carried the mail in competition with the Post Office as a means of pressuring the government to lower their rates (Figure 2).

CHEAP POSTAGE.

We beg leave to call the attention of the Postmaster General to the fact that a large number of new Post Offices have been established in the United States since he left Washington on his tour of pleasure at the North. It seems that the person or persons enumerated below not having the fear of the aforesaid unctious before their eyes and having more confidence in the legal opinions of Judge Story than in his notions, have undertaken to furnish the people of the United States with a cheap postage system. In what manner he will present the subject at the next session of Congress will probably puzzle him as much as it does the public.

Mr. Wickliffe has been engaged for the last two years in issuing circulars to the Assistant Postmasters of the United States containing instructions as to the mode in which naughty boys who marked newspapers with a pen could be detected, and restricting the franking privilege of members of Congress, and in bringing a great many petty, vexatious, and as the Courts have decided illegal suits against Express agents and common carriers. In some of these cases he has displayed a meanness and malice common to those who love power and are in the wrong. Judge Story has at a single blow upset all his theories all his doctrines and the prospect is that his decision will very soon upset the Post-Office department.

For the benefit of our readers as well as for the information of Mr. Wickliffe, we have collected the following list of towns and places where new post-offices have been established. It would be useful to the people at large if it were copied in the country papers.

Hale & Co., office 58 Wall street, send daily to the following places—postage 6½ cents, stamps 20 for one dollar.

Philadelphia, Pa	Newark, N. J.	Norwich, Ct
Troy, N. Y.	Manchester, Ms	New Haven, Ct
Saratoga Springs, "	Danvers, Ms	Hartford, Ct
Albany, N. Y.	Topsfield, Ms	New London, C
Providence, R. I.	Springfield, Ms	Amherst, Ms
Newport, R. I.	Northampton, Ms	Greenfield, Ms
Pawtucket, R. I.	Worcester, Ms	E. Hampton, Ms
Woonsocket, R. I.	Boston, Ms	Lowell, Ms
Bristol, R. I.	Andover, Ms	Haverhill, Ms
Warren, R. I.	Salem, Ms	Lynn, Ms
Portsmouth, N. H.	Nahant, Ms	Newburyport, Ms
Portland, Me	New Bedford, Ms	Belfast, Me
Bucksport, Me	Frankfort, Me	Hampden, Me
Camden, Me	Bangor, Me	Lubec, Me
Calais, Me	Bath, Me	Gardiner, Me
Augusta, Me	Hallowell, Me	Saco, Me
E. & W. Thomaston, Me		

Wednesday's and Saturday's mail to Eastport, Me., and St. Johns, N. B., 12½ cents postage,—time through 50 hours. Mr. Hale is daily adding to his post route.

Overton & Co's Post Office—Mails daily; price 6½ cents for each letter. Stamps twenty for a dollar, to the following places. Office No. 3 Broad street.

Caldwell's	Syracuse	Providence
Puckskill	Auburn	Nantucket
West Point	Geneva	New Bedford
Cold Spring	Canadagua	Worcester
Newburgh	Rochester	Boston
Fishkill	Lockport	Lynn
Poughkeepsie	Batavia	Lowell
Catskill	Ithaca	Salem
Hudson	Oswego	Portsmouth
Albany	Buffalo	Hallowell
Troy	Newark, N. J.	Augusta
Schenectady	Philadelphia	Eastport
Utica	New Haven	and Bangor
Rome	Hartford	
	Norwich	

Mails close for Philadelphia and the East 4¼ P. M., North and West 6¼ P. M. Boxes for the deposit of letters are at 7 Centur's slip; 64 Wall st, cor. Pearl; Express Office, 112 Broadway; Astor House, and Tribune Office, 162 Nassau st, opposite the Park.

THE AMERICAN MAIL COMPANY, come next, originally established by Mr. Lysander Spooner, who has the credit of being in advance even of Judge Story, in writing and publishing an opinion which we considered, and so stated at the time, unanswerable; but for which some of our cotemporaries here and elsewhere reproached both us and him as being guilty of waging war against all law and order, simply for publishing. The Company send to the following places from 56 Wall street and 23 Chambers street,

Philadelphia,	Portsmouth, NH	Canadagua, N. Y
Boston, Ms	Newport R I	Rochester, "
Providence, R I	Portland, Me	Batavia, "
New Bedford, Ms	Hallowell, "	Buffalo, "
Nahant, "	Augusta, "	West Point, "
Norwich, Ct	Eastport, "	Cold Spring, "
Worcester, Ms	Lubec, "	Newburgh, "
Haverhill, "	Collis, "	Fishkill, "
Salem, "	West Hampton, "	Poughkeepsie, "
Manchester, "	Springfield, "	Catskill, "
Danvers, "	Hartford, Ct	Hudson, "
Topsfield, "	New Haven, Ct	East Hampton, Ms
Newburyport, NH	Pittsfield, Ms	Andover, Ms
E. Thomaston, Me	Albany, N Y	Amherst, N H
	Troy, "	Beverly, Ms
	Saratoga, "	Danvers, "
	Schenectady, "	Pawtucket, R I
	Utica, "	Woonsocket, "
	Rome, "	Bristol, "
	Syracuse, "	Warren, "
	Auburn, "	Ithaca, "
	Geneva, "	Oswego, "
	Natucket, "	Lockport, "
		Albion, "

UP THE LAKES TO
 Erie, Pa
 Grand River, O.
 Randolph City,
 Adrian, Mich.
 Ypsilanti,
 Ann Arbor,
 Kalamazoo,
 Chicago, Illinois.

Connecticut, Ohio	Ashabula, Ohio
Cleveland, "	Huron, "
Toledo, "	Maumee City, "
Monroe, Mich.	Detroit, Mich.
Dexter, "	Grasslake, "
Jackson, "	Marshall, "
Racine, Wis.	Southport, Wis.

UPPER CANADA.
 Kingston—Agent. Toronto—Agent. Waterloo—Agent.
 Burbank & Co. James Browne. Levi Carter.

Pomeroy & Co., (office No. 2 Wall street—postage and stamps same as above), send to the following

places:—

Albany,	Troy,	Saratoga,
Schenectady,	Fonda,	Fultonville,
Canajoharie,	Sharon Springs,	Fort Plain,
Little Falls,	Herkimer,	Utica,
Rome,	Canastota,	Syracuse,
Auburn,	Arrows,	Ithaca,
Waterloo,	Geneva,	Canadagua,
Rochester,	Batavia,	Attica,
Buffalo,	Albany,	Springfield,
Worcester,	Boston,	Hartford,
Northampton,	Norwich,	Providence,
Erie, Pa.	Connat,	Painville,
Maumee City,	Ashabula,	Grand River,
Cleveland,	Sandusky,	Huron,
Toledo, Ohio.	Detroit,	Grass Lake,
Marshall,	Adrian,	Appelant,
Ann Arbor,	Kalamazoo,	Toledo,
Monroe,	Dexter,	Jackson, Mich.
Milwaukie,	Southport,	Racine, Wisc. Ter
Chicago, Ill.		

We think this will answer for one day. The decision of Judge Story was made about six weeks since. What will become of the department at the end of a year at this rate? We believe that Adams & Co. and Harnden & Co., take letters to Boston and some other places, but as we have not the list we are unable to say where.

Figure 1. CHEAP POSTAGE — New York Express, July 25, 1844

THE CHEAP INDEPENDENT POSTAL SYSTEM.
 Readers of New York and Boston papers cannot fail to have noticed the numerous advertisements of new offices established for the reception of letters for the cheap mail. The last instance of this kind was announced by us on Tuesday, in the case of Overton & Co., who advertise to take letters to Boston for five cents, (or four by purchasing stamps.) Their boxes are placed in all parts of the city, and are open an hour later than the mail, which advantage alone would attract the correspondence of merchants, to whom the acquired time is most valuable. The private mail system is not second in importance to the U. S. mail even now to the people of New York. From New Orleans and the Southern cities the U. S. mail is depended upon, but this cannot be said of the great Eastern, Northern and Western routes. At this time there are in this city six private mails to Boston alone. Lines are also organized to Philadelphia, all the towns along the North River to Troy, west to Chicago, Detroit, Buffalo, &c., east to Hartford, New Haven, New Bedford, Nantucket, Providence, and the other manufacturing towns in Rhode Island, to all the towns between Boston and Bangor, and to all the towns near Boston of any importance. Thus it will be seen that a new department, possessing the entire confidence of the public, carrying letters at one-quarter of the mail rates, have possessed themselves of the carriage of the immense correspondence arising from the great produce trade between the Lakes and the Ocean. The letters relating to the great bulk of the freighting interest of New England, that of our rapidly growing manufacturing interest, including also the whaling interest, and the large numbers of private letters written

by New England men, which are certain to go by the cheapest route, comprise no small amount of the revenue of the Post Office Department.

By the late decisions of the highest legal authorities of the land, the managers of this new business are assured of perfect protection from the threats of the Government; and the people, long impatient for a reduction of postage, are getting used to the new mode of carrying letters, which cannot be changed until Congress see fit to remodel the department, and give it the efficiency of the private mails, by reducing the rate of postage to the low standard.

The Government must see, from the extent of the private mails described, that whatever may be their policy, the people have, so far as the North is concerned, settled the question of cheap postage. The Post Office Department cannot stand under this severe drain on its resources, and the sooner a reformation is set about, the better for all interested in the transmission of letters.

The Department thus far have upon several occasions called upon Congress to pay its way. The Whig Congress were called upon to pay half a million for old deficiencies, and Congress will hardly adjourn without making some provision for old debts. The Whig Senate passed a bill which would have saved the Government a vast amount of revenue, and in a measure have met popular expectation. The House of Representatives declined to act upon the bill, and thus the Department, under the bad administration of Postmaster General Wickliffe, the worst it has ever had, is going on from bad to worse. The evil will soon become so bad, that of necessity it must cure itself.

Figure 2. THE CHEAP INDEPENDENT POSTAL SYSTEM — New York Express, July 4, 1844

The public pressure for lower postage rates kept growing, and time ran out for the Postmaster General. By July 1844, the majority of the independent mails had arrived on the

W. WYMAN'S EXPRESS MAIL.

HAVING increased my facilities, I am now able to forward Letters to nearly all the principal Cities and Villages in the United States where any of the Independent Mails are sent, by the most rapid conveyances.

For the better accommodation of my customers, I have a Box at the Exchange Office of Mr. J. M. Donn, 72 State street, opposite Kilby street, where Letters for New York and the West may be deposited until a quarter past 3, P.M.

Postage 6 Cents, or 20 Stamps for \$1.

Principal Offices—8 Court street, Boston; 3 Wall street, New York.

REFERENCES:

<p style="text-align: center;"><i>Boston.</i></p> <p>Messrs. Eben'r. Francis, J. E. Thayer & Bro. Hon. Abbott Lawrence, H. B. Stone, Esq., Pres. Suffolk Bank. sept 24 31&MWF18W</p>	<p style="text-align: center;"><i>New York.</i></p> <p>Messrs. John Ward & Co. Jacob Little & Co. Samuel Ward, Esq. J. J. Fisk, Esq. Cashier Amer. Ex. Bank. WM. WYMAN.</p>
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Figure 3. WYMAN'S EXPRESS MAIL — Boston Advertiser, Sept. 24, 1844

scene. They carried mail in competition with the Post Office between towns and cities in the northern and eastern regions of the country (Figure 3), and for a very short period from Albany to Buffalo (Figure 4) and thence to the western shore of Lake Michigan. They charged 5 cents for a single letter if prepaid, or 6¼ cents if collect. Some of the posts defined a single letter as one weighing up to one ounce, while others rated the letters by the number of sheets of paper contained in each one.

Figure 4. HALE & CO.'S INDEPENDENT MAIL ARRANGEMENT — Boston, June 20, 1844

HALE & CO.'S
INDEPENDENT MAIL ARRANGEMENT.

LETTERS forwarded to and from Boston, Portland, East Thomaston, West Thomaston, Camden, Belfast, Bucksport, Frankfort, Hampden, Bangor, Eastport and Calais, Maine.

To and from Providence, Taunton, New Bedford, Worcester, and Springfield, Mass.

To and from New York, Philadelphia, Albany, Troy, Rochester and Buffalo, N. Y.

OFFICES AND AGENTS.

HOSTON—Hale & Co. 23 State street.
PORTLAND—C. Radcliffe, Canal Bank Building.
EAST-THOMASTON—O. H. Fales.
WEST-THOMASTON—J. T. Gleason.
CAMDEN—E. Cushing.
BELFAST—Dutton & Williams.
BUCKSPORT—Smith & Robinson.
FRANKFORT—J. Hersey, Jr.
HAMPDEN—S. Davis.
BANGOR—J. J. Jerome.
EASTPORT—Hale & Co.
CALAIS—Hellow & LeFavor.
PROVIDENCE—Hale & Co. corner of North Main and Market square.
NEW YORK—Hale & Co. 58 Wall street.
PHILADELPHIA—Hale & Co. Chestnut street.
ALBANY—Brainard & Co. 14 Exchange.
TROY—L. Farwell, 200 River street.
ROCHESTER—Hatch & Co.
BUFFALO—Hatch & Co.

POSTAGE, 6¼ CENTS—20 Stamps for \$1.

HALE & CO. beg leave to remind the public that they were the first to put in operation the system of Cheap Postage, and have at great expense proved the legality of the carriage of Letters out of the Mail, and that their arrangements are such as to insure the safe and early delivery of all Letters entrusted to them.

HALE & CO. take pleasure in referring their customers to the past as a criterion of what may be expected of them for the future.

OFFICE, 23 STATE STREET,
 Corner of Devonshire.
J. W. HALE,
W. B. KINBALL.

June 20 InThMif

Basically, the independent mails charged between a half and a quarter of the rates charged by the government, and they bit deeply into the Post Office receipts by the end of 1844. The Postmaster General brought some of them before the U.S. District Courts, charging them with violating the Postal Act of 1825, which made it a crime to carry letters outside the mail over post routes either on horseback or by stagecoach (Figure 5). The independent mails based their defense on the fact that they used steamboat or railroad or both to transport the mails, and that the Act of 1825 made no mention of either of these means of transportation. The courts sustained the independent posts in these cases, and left the Postmaster General with little alternative to proposing a new postal bill to Congress — a bill which had to accomplish at least two fundamental things. First, the rates of postage had to be such that the public would opt for government service — and to this end he recommended for consideration approximately the rates charged by the independent posts. Secondly, the definition of post roads and post routes had to be brought up to date in specifying the means of carrying the mails. This bill was passed and was signed on March 3, 1845. It became effective on July 1, 1845, establishing a rate of 5 cents per half ounce for distances up to 300 miles, and 10 cents per half ounce for greater distances. It put some real teeth into the law about the carriage of letters outside the government mail. The habitual mail carrier outside the Post Office Department could be fined \$150 for each offense, as could the owner of the carrier and the personnel who operated the train or steamboat or any other public conveyance.

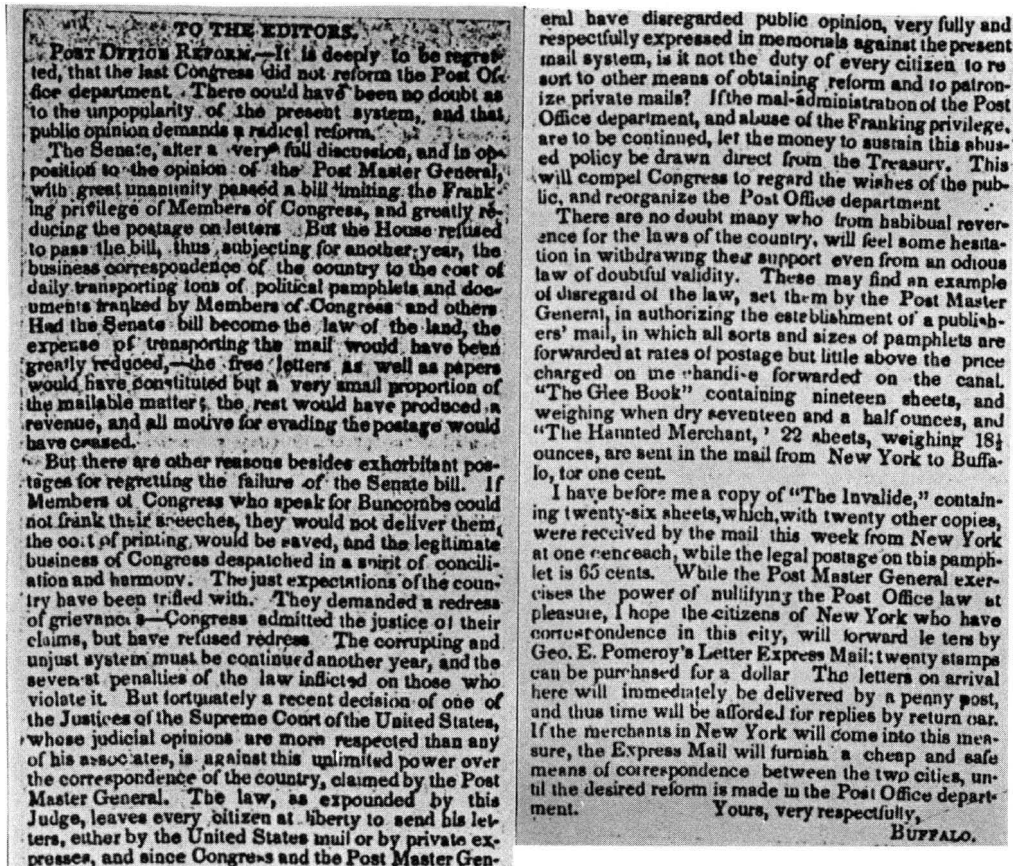


Figure 5. POST OFFICE REFORM — New York Express, July 10, 1844

This made the carrier and its personnel more or less unpaid police officers for the Post Office.

As a result, the independent mails then in operation closed down on June 30, 1845, after having forced the government to reduce drastically their postal rates, which resulted two years later in the issuance of our first postage stamps, the 5 and 10 cent values of 1847.

In the colonial days, in order to send a letter across the ocean, it was necessary first to take it to some tavern where the ships' captains congregated, and seek out a ship due to sail for the location of the addressee. In England, the fee usually charged by the captain was an English penny. At the port of arrival the mail was taken by the captain to his favorite tavern or coffee house where it was delivered, with any letters not called for placed on a bulletin board or in a box. As a matter of passing interest, America's first post office was established in one of Boston's leading taverns, in order to provide greater security for the mail.

By the end of the 17th century, after several efforts to establish private post offices failed, the British Post Office took over the management of the American mails. Following a general overhaul of the regulations of the British Post Office in 1711, rates of postage were set for the first time between New York and London at one shilling per single letter. This was poorly received in America as the British Post Office gave no service for the shilling and the public had grown used to paying a penny for the ocean transportation of their letters. The British Postal Act of 1711 provided that if a letter referred to a part of the ship's cargo it was to be transported free — which, of course, most of them did. The Act of 1711 also attempted to control the ships' captains by requiring them to deliver their letter bags to the Post Office under penalty of a heavy fine; but despite the law, the tavern delivery remained the popular custom.

Benjamin Franklin was the Postmaster General under the Continental Congress from 1775 until the Constitution was ratified in 1789. Under his guidance, the Postal Act of 1782 was formulated and passed, and it established a postal rate of four pennyweights of silver for foreign letters of single weight. This was equivalent to one shilling but was based on the Spanish silver dollar or piece of eight (50 cent) pennyweights.

After 1789, under the Constitution, the government was responsible for the domestic and foreign mails. For incoming mails, before the ship's captain could conduct any other business he first had to turn over any mail he carried to the Post Office; and so the Post Office had the incoming foreign mail carried on American ships reasonably well under control. Mail arriving by foreign packets did not pass through the Post Office. For mail to be delivered from the Post Office to the addressee at the port of arrival, the charge was 6 cents for a single letter, 2 cents of which went to the transporting ship's captain. For letters going on to a more distant post office, the charge was the inland postage plus 2 cents, and the letter had to be stamped SHIP.

The Post Office had substantially less control over the outgoing foreign mail. It charged one cent for placing a letter on board a ship if it was mailed at the port of departure, but if it was received in the incoming mail from another post office, it was put on board the ship free, the only special requirement being that the U. S. inland postage must be prepaid.

Since the British Post Office did not sanction prepayment of the sea postage or English inland postage in America, it was difficult at times to collect the postage due on delivery, because the addressees often refused to accept the letter because of the high cost.

Figure 6. HARNDEN & CO. — Boston Transcript, Oct. 26, 1840

HARNDEN & CO'S
 BOSTON, LIVERPOOL & LONDON, AND BOSTON, PROVIDENCE, NEW YORK & PHILADELPHIA Package Express, Foreign Letter, General Forwarding and Commission Office.

W. F. HARNDEN has associated with himself DEXTER BRIGHAM JR; under the firm of HARNDEN & CO. They have established a branch of their house in Liverpool and London, and Mr Brigham will reside permanently there to conduct the business.

Their Offices are No 8 Court st. Boston; corner of Union Buildings, Providence; No 2 Wall st, New York; and corner of Third and Market sts, Philadelphia. Due notice will be given of their Offices in Liverpool and London. Packages, Parcels, Samples of Goods, Specie, Bank Notes &c. will be received at either Office, and forwarded promptly as directed.

Particular attention will be paid to purchasing goods, executing orders and collecting and paying drafts, notes and bills; in short, any and all business entrusted to their charge will meet with prompt attention.

Foreign Letter Department. Letters for the British and North American Royal Mail Line of Steam Ships, are kept at their Office in New York and Boston, where letters will be received either for the United Kingdom or any part of the Continent, the postage of which can be paid here. All letters paid here must be directed to care of Harnden & Co, Liverpool, and their House in Liverpool will pay the English postage and re-mail them.

Bills of Exchange. They will draw at sight Bills of Exchange on England, Ireland and Scotland, for sums from 5 to £100.

N. B. All goods must be marked care of Harnden & Co. They hope by unremitting attention and promptness to make their Agency useful to all classes of the community.

References. Thomas B. Curtis Esq, Boston; Baring, Brothers & Co, Liverpool; Samuel Wells Esq, Paris; Goolhue & Co, New York; Fletcher, Alexander & Co, London.

oct 26 HARNDEN & CO.

By 1839 this situation presented an opportunity for several of the American express companies to arrange a prepayment in both directions (Figure 6). The ship operators now charged \$1 per letter at the American end, this fee including both the sea and English inland postage.

In 1840 the Cunard Line started regular mail packet service between Liverpool and Boston, with a uniform charge of one shilling covering both sea and British inland postage. On letters to Europe using this service, only the U. S. inland postage had to be prepaid — 6

cents if the letter was mailed in Boston, 18¾ cents if mailed in New York (rates for single letters) (Figure 7).

FOREIGN LETTER OFFICE,
13 Court street,
 IN CONNECTION WITH
HALE'S FOREIGN LETTER OFFICE,
NEW YORK.

LETTERS are forwarded for the *London, Liverpool and Havre* Packets—for *South America, West Indies, and all other foreign ports* for 18½ cents each.

LETTERS FOR NEW YORK

forwarded by **SPECIAL MESSENGER DAILY** for 6½ cents each.
 Bags are closed at 3½ o'clock, P. M.

Office 13 Court street, Boston. }	JAS. W. HALE.
“ 58 Wall street, N. York. }	W. B. KIMBALL.

dec 6 1stf

Figure 7. HALE'S FOREIGN LETTER OFFICE — First Boston advertisement, Dec. 6, 1843.

The Post Office felt they were losing a considerable amount of foreign mail revenue to the Adams & Co. and the Hale & Co. expresses, and they tried to reduce this loss by making an agreement with the Cunard Line whereby an Admiralty agent traveled on the ships, deputed to seize and return to the Post Office any letters on which the U. S. inland postage had not been prepaid.

Adams, Hale and others countered this move by mailing the letters in the Boston post office. One independent carrier, Harnden, paid the Post Office 18¾ cents for each single letter he carried between New York or Philadelphia and Boston until July 1844, when he advertised a fee of 12½ cents. Apparently the Boston post office never held Adams or Hale accountable to this practice, since the records show that they each carried about 2,000 letters for the sailings from Boston.

In March 1844 the postmaster of New York sent out circulars and put up placards stating that there was no possibility of letters being placed on board the Cunard ships unless they were deposited in the New York post office. He may have frightened some of the merchants into using the U. S. mails, but the independents still handled the bulk of the letters.

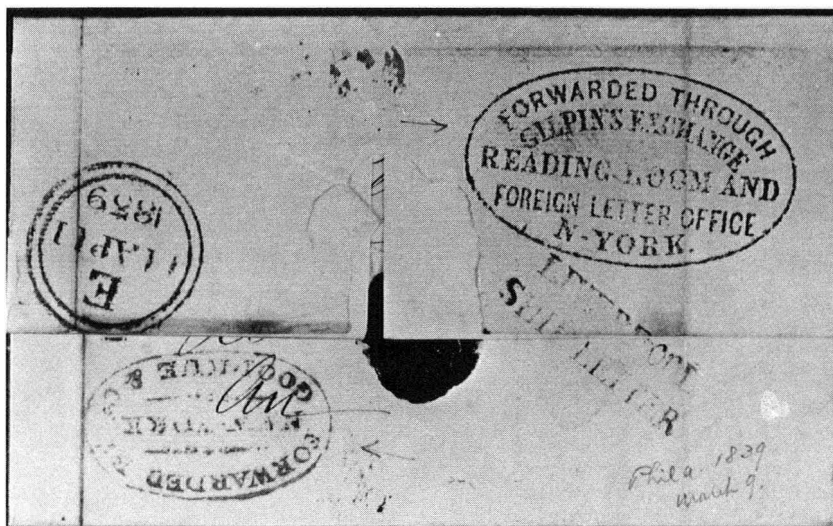


Figure 8. Letter forwarded through GILPIN'S FOREIGN LETTER OFFICE.

In 1843 there were five packet companies leaving New York for England, all of them charging 12½ cents for sea postage by sailing vessel. The British Post Office refused to collect this sum on unpaid letters to England and reimburse the five companies for ocean postage. The companies then tried to have the U. S. Post Office require prepayment of sea postage, but because of the complications that would attend the establishment of such a practice, the Post Office rejected the request. The packet companies then notified all users that no letter would be accepted for carriage, either from the Post Office or any other source, unless the ocean postage of 12½ cents for sailing ships, 25 cents for steam ships was prepaid to specified company agents, who made up the letter bags at their respective premises.

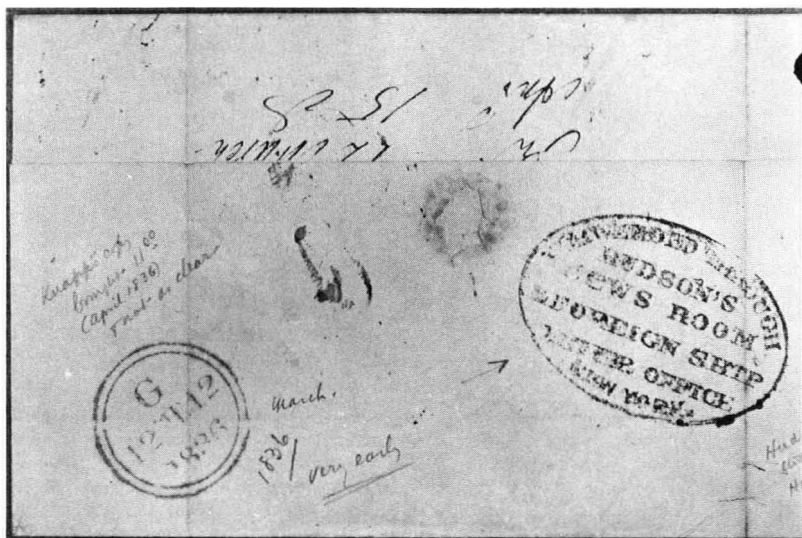


Figure 9. Letter forwarded through HUDSON'S FOREIGN SHIP LETTER OFFICE.

In addition to the express companies, there were a number of News Room forwarders of foreign mail. Gilpin's Exchange was in operation at 67 Merchant's Exchange as early as 1835. Figure 8 illustrates a cover which left Philadelphia on March 9, 1839, and arrived in England in April. Hudson's News Room in the Tontine Building at Wall and Water Streets forwarded foreign letters from 1835 until he sold his business to Hale in 1837. A cover forwarded by Hudson is illustrated in Figure 9. The letter was dated January 30, 1836, and arrived in England on March 12, 1836. Examples of the express companies and other independent carriers will be covered in the chapters on their activities.

PHILATELIC BIBLIOPOLE

Authoritative philatelic literature: US, CSA, GB, Maritime, Forgeries, GB and the Empire.
Books from over 100 publishers in stock.

96 page Stock Catalog \$2.00 pp, free with order.

Our Own Publications:

Postal History of Indiana, two volumes, 1100 pages 1976	\$75.00	Postal History of The Forwarding Agents.....	\$35.00
U.S. Letter Rates to Foreign Destinations, 1847 to GPU-UPU.....	\$27.50	CSA Philatelic Subject Index and Bibliography 1862-1984	\$45.00
Fresno and San Francisco Bicycle Post of 1894	\$50.00	Private Ship Letter Stamps of the World, Vol. 1-3.....	\$110.00

LEONARD H. HARTMANN P.O. Box 36006, Louisville, Ky 40233, (502) 451-0317



THE BISECTS OF THE THREE CENT 1851 ISSUE

STANLEY M. PILLER

Bisecting a 3¢ stamp to pay postage of less than 3¢ is one of the more interesting usages of this denomination. Such bisecting was never authorized by law. In most cases, however, postal authorities allowed mail prepaid in this manner to pass without being charged postage due.

About 100 examples of bisected 10¢ 1847 stamps have been recorded,¹ and more than 100 examples of bisected 12¢ 1851 stamps are known.² Bisections of the 12¢ 1851 issue had appeared as early as 1851, but the great flood of them occurred in 1853, when the San Francisco postmaster ran out of 3¢ stamps. He began selling bisected 12¢ stamps to pay the 6¢ rate to the East. The New York City postmaster wrote the PMG, inquiring as to the validity of such use. As a result, the Post Office Circular of 10 November 1853 was issued, prohibiting the use of bisected stamps:

If the stamp be cut off or separated from the envelope on which it was made (stamped envelopes) the legal value of both is destroyed; neither does the law authorize the use of parts of postage stamps in pre-payment of postage.

Students therefore assume that bisections were legal before this circular was issued, but not after that date.

In the November 1972 *Chronicle* (#76) the late David T. Beals III published a listing of 3¢ 1851 bisect covers recorded to that date. The list, which contained 12 covers, was based on reports by Dr. Carroll Chase, Stanley B. Ashbrook, Philatelic Foundation files, and the author's records. The present article is intended to bring the Beals listing up to date.

Only 16 examples of bisected 3¢ stamps are now known, making them the rarest of all classic bisections. The rates are either 1¢ circular or drop rates, or 1¢ making up the 10¢ transcontinental rate (in addition to three complete 3¢ stamps).

Vertical Bisections

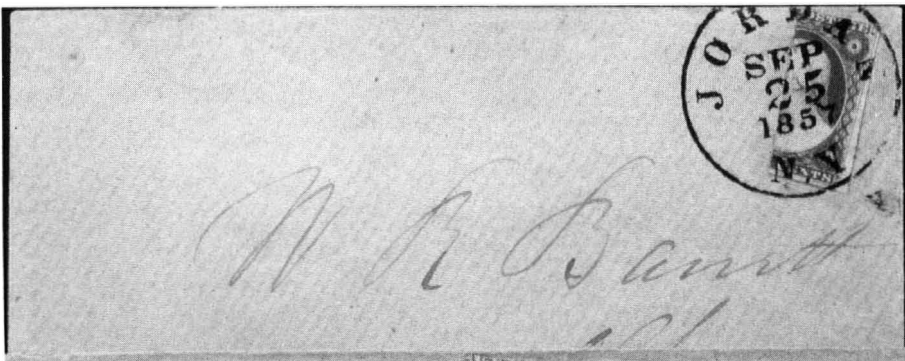


Figure 1. Right vertical bisect, Jordan, N.Y., from Christie's Grunin Sale I.

1. J. David Baker, Creighton C. Hart, Susan M. McDonald, "1969 Revision of the 10¢ Bisect Cover List," *Chronicle* 63:94.

2. Thomas J. Alexander, "Bisections of the 12¢ 1851 Issue," *Chronicle* 75:121.

There are seven vertical bisects recorded. Three are left bisects; four are right bisects. It is this author's opinion that four are genuine, while three are questionable.

The Genuine Bisects

One Cent Rates

1. Right vertical bisect on cover from Jordan, N. Y., to Albany, 25 September 1857. The bisect is tied by a vivid black circular date stamp. The cover is an unsealed envelope which probably contained a circular. It is ex-Chase and West (Lot 398), where it was sold with another cover from the same correspondence. It was last sold in Christie's Grunin sale, Part I. Illustrated in Beals' article. It has a Philatelic Foundation certificate. See Figure 1.

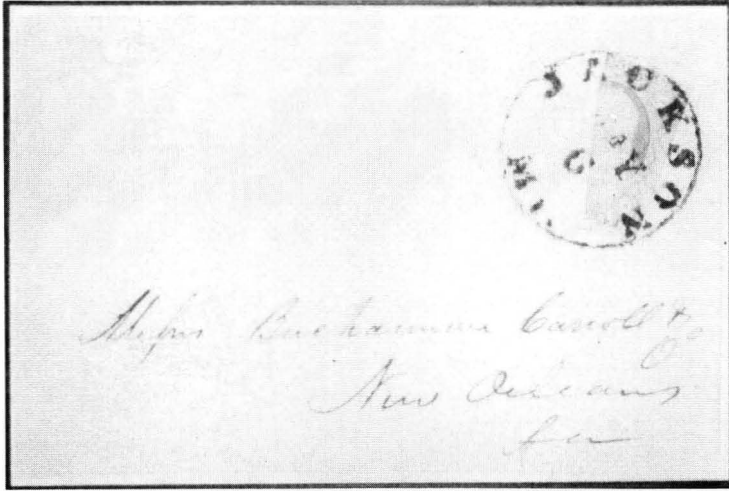


Figure 2. Right vertical bisect, Jackson, Miss., author's photo.

2. Right vertical bisect on large part of folded circular, Buchanan-Carroll correspondence. The bisect is cancelled by a green Jackson, Mississippi, townmark to New Orleans. The cover is ex-West (Lot 400 where it was described as a diagonal bisect, which it isn't). In the West sale was another cover from Jackson with three 1¢ stamps (Lot 338) from the same correspondence. The bisect cover has a Philatelic Foundation certificate. See Figure 2.

Ten Cent Rates

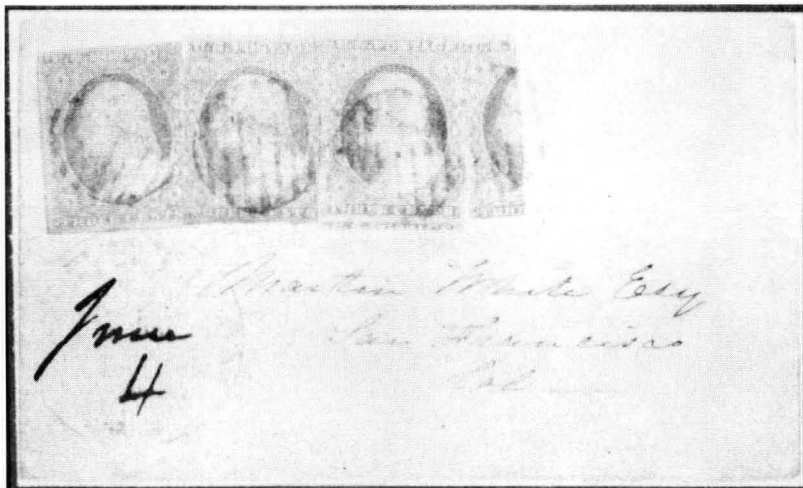


Figure 3. Left vertical bisect, Wrentham, Mass., to San Francisco. Author's photo.

3. Left vertical bisect on cover from Wrentham, Massachusetts, to San Francisco, along with three single 3¢ stamps. All of the stamps are from Plate 5 Late. The two left stamps are in a different shade from the bisect and its adjacent single. All stamps are cancelled by black grids and the left stamp is tied by the townmark. The cover has a notation "H. B. Phillips 1901" and is ex-Worthington (1917), ex-collection of Mr. X, ex-Krug (Lot 221) and ex-Rust (1987 Robert A. Siegel Rarity Sale). It has a Philatelic Foundation certificate and is signed by Stanley B. Ashbrook.

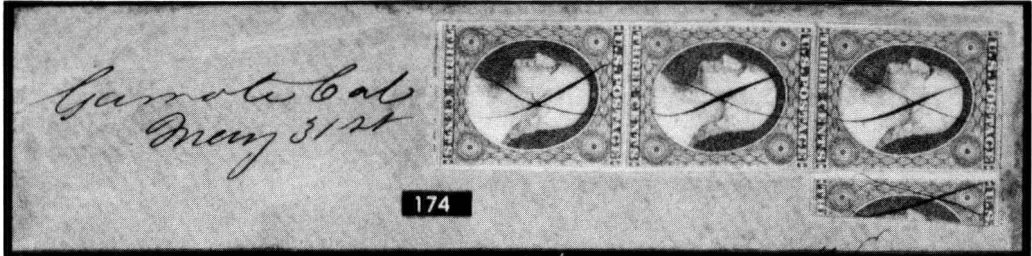


Figure 4. Left vertical bisect on cover from Garrotte, Cal. Siegel Rarity Sale, 1982.

4. Left vertical bisect attached to a vertical strip of three in block form. The townmark a manuscript Garrotte, California; used to East Brooklyn, New York. Each stamp, including the bisect, is individually cancelled by a manuscript "X." See Figure 4.

Questionable Bisects

5. Right vertical bisect from St. Louis, Missouri, to New York City, dated 20 July 1856 on a patched up blue folded cover, which was sealed with sealing wax. In my opinion, this is not a bisect, but a very badly cut stamp. The cover is ex-Caspary and ex-Haas. See Figure 5.

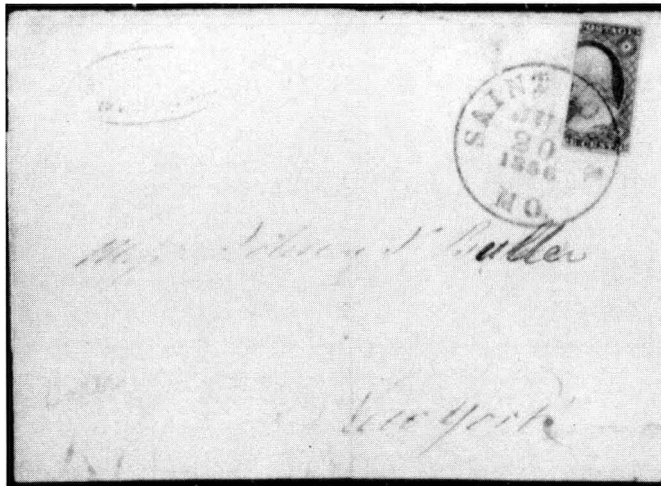


Figure 5. Right vertical bisect, postmarked St. Louis, from Caspary sale catalog, Harmer.

6. Right vertical bisect from New Orleans to San Francisco. It consists of a strip of two and a half and a single turned on its side. All are cancelled with black grids. The cover is ex-Krug. It has been given both bad and good Philatelic Foundation certificates. It is signed by Chase and Ashbrook. In my opinion it is a fake bisect. At one time I bought this cover and returned it when I got the bad Foundation certificate. I believe the left stamp (position 42L3) has been added, that a 1c stamp was removed, and that the bisect was created from a strip of three (47-49RIL). The strip and single *are not* tied together, though they give the impression of being so. Figure 6.

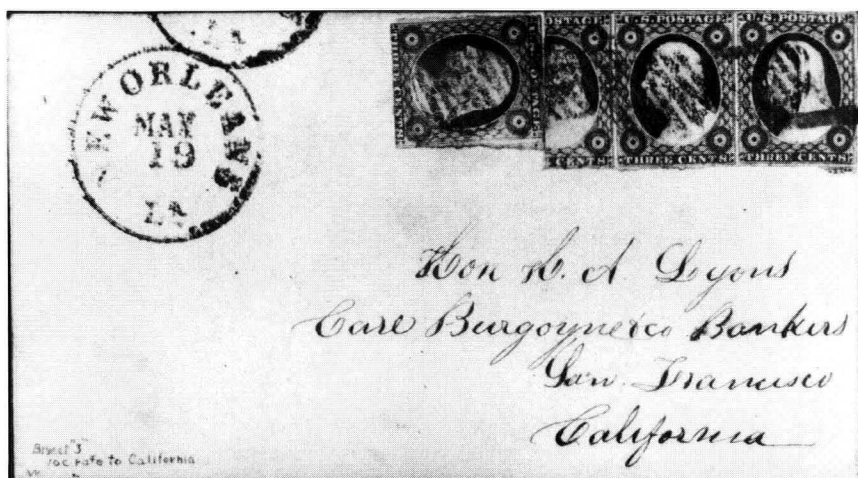


Figure 6. Right vertical bisect to San Francisco. *Special Service* photo.

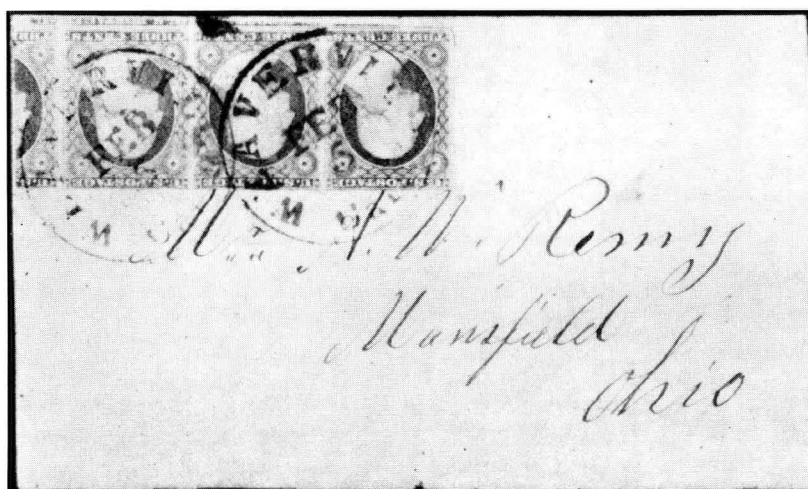


Figure 7. Left vertical bisect, California to Ohio. Siegel Rarity Sale, 1976.

7. Left vertical bisect from Weaverville, California, to Mansfield, Ohio. This is a horizontal strip of three and one-half. Chase describes it as a cover. Actually it is a front. It may be genuine, but there is no way to prove if the whole stamp was there. It is ex-Chase, Wood, Collins, Jeffries. Figure 7.

(To be continued)

CORNER CARDS USED AS TOWNMARKS

At *Chronicle* 113:35, we reported and illustrated a cover from Tyree Springs, Tennessee, where a corner card had been adopted by the postmaster as a part of his townmark. The *PL&R* required each postmaster to mark every piece of ordinary mail originating at his office with the name and state of the office, and the date the letter entered the mail system. Since the name and state were a part of the corner card, the Tyree Springs postmaster simply wrote the date below it to meet the requirements of the *PL&R*.

David L. Jarrett has turned up two additional examples, shown here. Although the

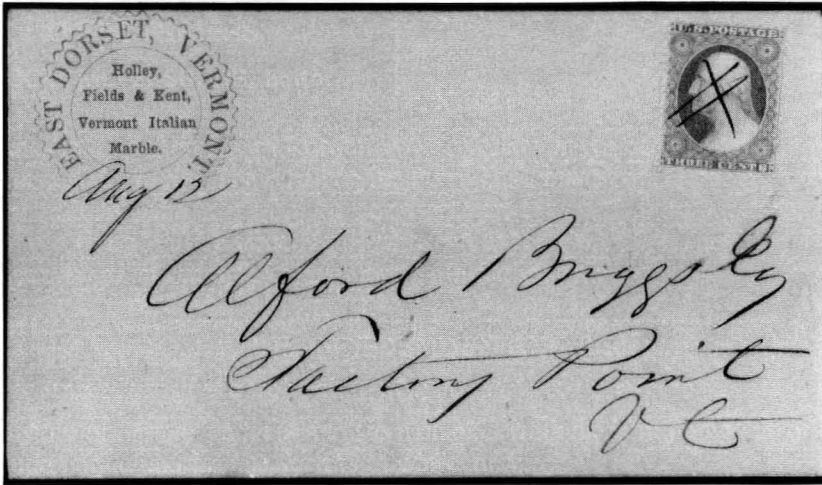


Figure 1. A commercial corner card used by the postmaster at East Dorset, Vt., as a partially pre-printed townmark, the date being added to the town and state in manuscript.

Crawford House cover bears a 3¢ 1861 stamp, he believes the same corner card was used during the prior period. If so, similar uses with 3¢ 1857 stamps should exist. Can anyone show us one?

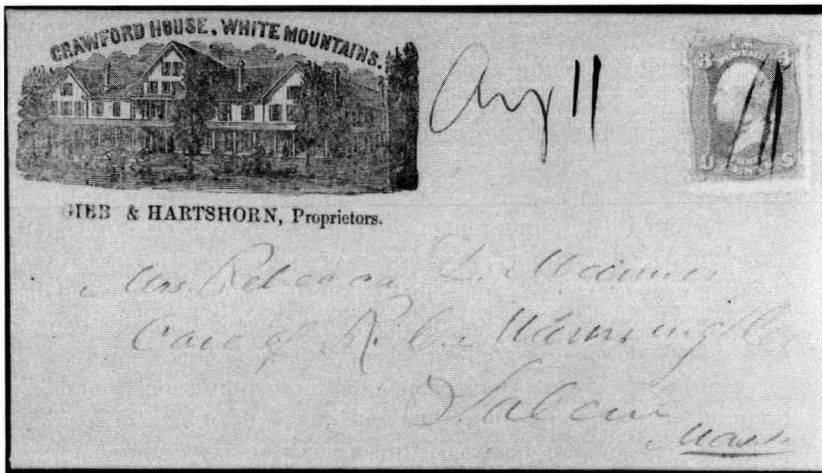


Figure 2. A similar use at Crawford House, New Hampshire. Here, the postmaster did not really comply with the regulations, since the state name is missing from the corner card.

SAILINGS OF THE UNITED STATES MAIL
U.S. Mail Steamship Co. — New York to Panama
Pacific Mail Steamship Co. — Panama to San Francisco
January to December 1852
STANLEY B. ASHBROOK

(Continued from *Chronicle* 135:182)

N.Y. Herald, Sun. June 6, 1852 - U.S.M.S.S Co., connecting with P.M.S.S. Co. only through line for Calif., Oregon Via Aspinwall & Panama. By order of Postmaster General, the U.S.M. Steamers, with the great Calif. & Oregon Mails after the 9th inst. are to be despatched on the 5th and 20th of each month, direct for Aspinwall. When these dates occur on Sunday, the sailing to be postponed until the following Monday. The Pacific Mail steamers are to be in readiness for immediate despatch on arrival of the mails at Panama.

Agreeable to the above the splendid new U.S. Mail S.S. Illinois, fastest steamer in the world, will sail on Mon. June 21st, 2 P.M. The P.M.S.S., Golden Gate will be in readiness at Panama to receive the Illinois mails and passengers and sail immediately for S.F. The Illinois requires but seven and a half days to perform her trip to Aspinwall. The Isthmus transit per R.R. etc. is reduced to about one and a half, and the Golden Gate's time from Panama being less than 12 days the whole trip, barring unavoidable accidents, may be accomplished inside 22 days. Transit at the Isthmus at the passengers' expense. Chas. A. Whiting, 117 West St. cor. Warren.

For Calif. & Oregon via Aspinwall Navy Bay - *N.Y. Herald*, Tues. May 25, 1852, U.S.M.S.S. Co., Departure date - Wed. June 9th, 1852, S.S. Empire City via Havana by S.S. Philadelphia for Aspinwall.

N.Y. Herald, Wed. June 23, 1852, U.S.M.S.S. Co., connecting with the P.M.S.S. Co. Only through line for Calif. and Oregon via Aspinwall and Panama. By order of Postmaster General, the U.S.M. steamers with the great Calif. and Oregon Mails are to be despatched on the 24th of this month for Aspinwall via Havana. The Pacific M. Co.'s steamer "Northerner" was to be despatched from San Francisco in place of Golden Gate, will be in readiness at Panama to receive the Cherokee's mails and passengers and sail immediately for San Francisco.

N.Y. Herald, Sun. June 27, 1852, U.S.M.S.S. Co., connecting with Pacific Mail S.S. Co. Only through mail line for Calif. and Oregon via Aspinwall and Panama. By order of the Postmaster General, the U.S.M. Steamers with the great Calif. and Oregon Mails are to be despatched on the 5th and 20th of each month direct for Aspinwall; and from New Orleans on the 7th & 22nd. When these dates occur on Sunday, the sailing to be postponed until Monday following. The Pacific Mail steamers are to be in readiness for intermediate despatch on arrival of the mails at Panama. The following is a list of the steamships belonging to this Company:

Georgia	3000 tons	Crescent City	1500 tons
Ohio	3000 tons	Cherokee	1300 tons
Illinois	2500 tons	Philadelphia	1100 tons
Empire City	2000 tons	El Dorado	1000 tons
Falcon	1000 tons		

Leaving New York for Aspinwall on the 5th and 20th of each month. The S.S. El Dorado and Falcon will form a direct line between New Orleans and Aspinwall, leaving on the 7th and 22nd of each month, and forming with the Pacific Steamships a through line to and from New Orleans and ports in Mexico, Calif. and Oregon. Passengers are landed at the railroad depot Aspinwall free of expense. The R.R. being in operation and cars running over half the distance from Aspinwall to Panama, the transit of the Isthmus may be performed in from 18 to 24 hours. The expense which varies from \$10 to \$25 to be borne by passengers. Pacific Mail S.S. Co. - Under the new arrangement of this Company, steamers inspected and approved by the Navy Dept. commanded by Navy officers and carrying U.S. Mails will hereafter leave Panama immediately on arrival of the Atlantic mails and San Francisco, on the 1st and 15th day of each month and will touch at Acapulco. A reserve boat will be kept at each end of route to cover accidents. The following steam packets belonging to P.M.S.S. Co. are now on the Pacific, one of which will be always in port at each end of the route.

Tennessee	1300 tons	Northerner	1200 tons
Republic	1200 tons	Oregon	1099 tons
Columbia	800 tons	Columbus	600 tons
Constitution	800 tons	Carolina	600 tons
Antelope	750 tons	Isthmus	600 tons
Panama	1087 tons	Unicorn	600 tons
California	600 tons	Fremont	600 tons

The new S.S. Columbia will ply between San Francisco and ports in Oregon awaiting at the former port the arrival of the mails and passengers at Panama and returning without delay with the mails and passengers for the steamer from San Francisco. Chas. Whitney, 177 West St. Cor. Warren St.

For Calif. & Oregon via Aspinwall & Panama - *N.Y. Herald*, Wed. July 7, 1852, U.S.M.S.S. Co., Departure date - Tues. July 20, 1852, 2 P.M., S.S. Illinois for Aspinwall & Panama, connecting with S.S. Northerner for San Francisco.

For California Via Aspinwall & Panama - *N.Y. Herald*, July 21, 1852, U.S.M.S.S. Co., connecting with

P.M.S.S. Co., Departure date - Aug. 5, 1852, 2 P.M., S.S. Ohio for Aspinwall & Panama, connecting with S.S. Tennessee for San Francisco.

For Calif. & Oregon Via Aspinwall & Panama - *N.Y. Herald*, Sun. Aug. 6, 1852, U.S.M.S.S. Co., Departure date - Fri. Aug. 20, 1852, 2 P.M., S.S. Illinois for Aspinwall & Panama, connecting with S.S. Panama for S.F.

For Calif. & Oregon via Aspinwall & Panama - *N.Y. Herald*, Aug. 22, 1852, U.S.M.S.S. Co., Departure date - Sept. 6, 1852, 2 P.M., S.S. Ohio, for Aspinwall & Panama, connecting with S.S. Panama for San Francisco.

For Calif. & Oregon via Aspinwall & Panama - *N.Y. Herald*, Wed. Sept. 8, 1852, U.S.M.S.S. Co., Departure date - Mon. Sept. 20, 1852, S.S. Illinois for Aspinwall & Panama, connecting with S.S. Golden Gate at Panama to sail for San Francisco.

For Calif. & Oregon Via Aspinwall & Panama - *N.Y. Herald*, Sept. 21, 1852, U.S.M.S.S. Co., Departure date - Oct. 5, 1852, 2 P.M. U.S. Mail S.S. Georgia for Aspinwall and Panama, connecting with S.S. Tennessee for San Francisco.

TO SAN FRANCISCO DIRECT VIA CAPE HORN Jan. 1, 1852 to Oct. 1, 1852

N.Y. Herald, Jan. 13, 1852 - FOR RIO DE JANEIRO, VALPARAISO, PANAMA & CALIF. The new and double engine S.S. Winfield Scott, 2,400 tons burthen, Henry Conilard, Commander, will depart for the above parts on or about the 20th of January ensuing. For passage apply to - Davis Brooks & Co., 28 Beaver St. [*N.Y. Herald*, Jan. 20, gives same advt. with sailing date changed to Sat. 24th, of Jan.]

FOR RIO DE JANEIRO, VALPARAISO, PANAMA & SAN FRANCISCO. - *N.Y. Herald*, January 20, 1852 gives sailing date of S.S. Winfield Scott, as of Sat. January 24th, 1852.

N.Y. Herald, Jan. 20. - S.S. Andalusia to sail for Calif. on Jan. 24th.

N.Y. Herald, Sun. Jan. 25, 1852 - San Francisco Direct - The splendid Baltimore clipper "Sea Nymph" - Capt. Hale will leave immediate despatch. - Apply to J.S. Oakford, 120 Water St.

N.Y. Herald, Tues. Jan. 20, 1852 - First vessel for San Francisco. Despatch Line ship "Michael Angelo" only 783 tons - W.H. Wilson, Cmdr. at pier 3 East River. Shippers will please close their engagements at once, as the ship will have the usual despatch of this line. This splendid ship being of extraordinary speed, very small capacity, the first to leave, and having but a very small part of her cargo disengaged, presents the most favorable conveyance to the above port. Six passengers can be taken. - E.B. Sutton, 84 Wall St.

FOR CALIFORNIA - *N.Y. Herald*, Tues. Feb. 24, 1852 - Despatch Line - Departure Date - Fri. Feb. 27, 1852, 11 A.M. S.S. Michael Angelo for San Francisco.

N.Y. Herald, Feb. 4, 1852 - Clipper Ship "Sea Nymph", to sail on Feb. 15th, "Calif. Packet" on the 10th of Mar. [No company's name given.]

N.Y. Herald, Fri. Feb. 13, 1852 - Through tickets for Calif. via Straits of Magellan and Panama by the magnificent new double engine S.S. Reindeer, 1,200 tons - Capt. D.L. Wilcox, which will sail from N.Y. for the above ports on Thurs. April 1st, 1852. This S.S. was built expressly for Calif. trade. Is coppered and copper fastened, and is expected to make the shortest voyage ever made to Calif. Passengers limited. John Hall, Creeks Hotel, 195 Washington St., N.Y.

N.Y. Herald, Feb. 13, 1852 - S.S. "Ino" for San Francisco on Mar. 1st. *N.Y. Herald*, Mar. 9, sailing date changed to Mar. 12th. [Last change of sailing date Sat. Mar. 13th.]

N.Y. Herald, Feb. 14, 1852 - FOR SAN FRANCISCO Direct by Packet Ship "St. Patrick", having immediate despatch.

N.Y. Herald, Feb. 19, 1852 - FOR SAN FRANCISCO DIRECT. Clipper ship "Julia Ann" to sail on Mar. 1st [no company's name given]. Change of sailing dates: *N.Y.H.*, Feb. 27, gives sailing date of Mar. 6, *N.Y.H.*, Mar. 9, gives sailing date of Mar. 12, *N.Y.H.* Mar. 11, gives sailing date of Mar. 13, *N.Y.H.*, Mar. 14, gives

sailing date of Mar. 16, *N.Y.H.*, Mar. 16, unavoidably detained - sails Mar. 17, 1852.

N.Y. Herald, Feb. 26, 1852 - Clipper ship "Sea Nymph" will sail for San Francisco Sat. morning Feb. 28, 1852.

N.Y. Herald, Feb. 26, 1852 - As per announcement on this date the S.S. Queen of the East will leave soon for California.

N.Y. Herald, Feb. 28, 1852 - FOR SAN FRANCISCO DIRECT - To sail on Mar. 15th, Clipper Ship "Kate Napier" [No company given.] - Change of sailing date - *N.Y. Herald*, Mar. 19, 1852, Clipper Ship "Kate Napier" will sail on Mon. Mar. 22nd.

N.Y. Herald, Feb. 28, 1852 - New line to California Direct for San Francisco - The splendid coppered and copper fastened clipper ship North America will sail from her pier 5 East River on Mon. Mar. 22; for passengers only. Passengers going by this ship will, after the 17th of Mar. be permitted to go on board and will be free from expense until they arrive at S.F. The proprietor of this ship expects to go from port to port in 90 days. Apply to Adam Smith, 28 Front St. - *N.Y. Herald*, Feb. 28, 1852, lists a S.S. "Bark Kremlin" to sail on Feb. 28th, Sat. 11 A.M.

N.Y. Herald, Mar. 10, 1852 - The sailing in near future of Clipper Ship "White Squall" was given on this date for San Francisco.

FOR SAN FRANCISCO - *N.Y. Herald*, Feb. 23, 1852 - Despatch Line - Departure Date - Mar. 20th - S.S. Empire - change of sailing date. *N.Y. Herald*, Mar. 20, 1852, date of sailing changed to Sat. 27th.

FOR SAN FRANCISCO DIRECT - *N.Y. Herald*, Mar. 14, 1852 - This paper lists S.S. Fanny Major to sail for San Francisco on her second trip on Mon. Mar. 22nd.

N.Y. Herald, Mar. 17, 1852 - S.S. Ino to sail for San Francisco on Wed. Mar. 17th, at 10 A.M.

N.Y. Herald, Sun. Mar. 21, 1852 - As per announcement of this date, the clipper "Pathfinder" is to sail on or before the 1st day of April. Apply to Merritt and Traske, 28 So. St.

Mon. Mar. 22, 1852, *N.Y. Herald*, - Clipper Ship Harriet Hoxie will sail for San Francisco on Tues. 23rd of Mar. E.B. Sutton & Co., 84 Wall St.

N.Y. Herald, Mar. 24, 1852 - FOR SAN FRANCISCO - S.S. "Jeanette" in N.Y. to sail as per above date as soon as booking is completed.

N.Y. Herald, Mar. 25, 1852 - As per announcement of this date, Clipper Ship "Tropic" will soon leave on her trip for San Francisco.

N.Y. Herald, Mon. Mar. 29, 1852 - DESPATCH LINE FOR SAN FRANCISCO - [Change in their advertisement] - First Clipper. The superior and favorite A 1 Baltimore Clipper Bark "Southerner", Capt. Ed. Hooper is now rapidly loading at pier 15 East River foot of Wall St. This beautiful bark is only 500 tons and has just returned from San Francisco performing the voyage in 89 sailing days, besides stopping at Rio de Janeiro & Valparaiso, and presents now, beyond question, the most favorite conveyance to the above port. All freight must be alongside before Sat. next, third April. Superior accommodations in cabin only at \$250. E.B. Sutton, 84 Wall St., also Everett & Brown, 159 Front St.

N.Y. Herald, Wed. Mar. 31, 1852 - This date announces the Clipper ship "Atlanta" to sail shortly. No date as yet given - Agent, John Ogdan, 116 Wall St.

N.Y. Herald, Apr. 8, 1852 - FOR SAN FRANCISCO, May 5th - passengers only. The new clipper "Defiance" will sail as above. Mailer & Lord, 108 Wall St., Agent.

N.Y. Herald, Thurs. Apr. 15, 1852 - This paper announces the sailing of the clipper ship "North Star" about April 24. Change of sailing dates - *N.Y. Herald*, Apr. 23. S.S. North Star will sail about Apr. 26. *N.Y. Herald*, Apr. 25, 1852 - "North Star will sail on the 29th of Apr." *N.Y.H.* Apr. 28, "North Star" will sail 1st of May. *N.Y. Herald*, May 2, 1852. S.S. North Star being unavoidably detained on account of the weather, will positively sail on Tues. May 4th. *N.Y.H.*, May 7, 1852 S.S. North Star will sail on Sat. morning at ten o'clock.

N.Y. Herald, - FOR SAN FRANCISCO - CLIPPER LINE - The splendid ship "Gazelle", Dollar Master now loading at pier 9 East River will have immediate despatch, having a large proportion of her cargo engaged; for freight or passage - Apply to John Ogden, No. 116 Wall St.

N.Y. Herald, Apr. 19, 1852 - This date announces the sailing of Clipper Bark Southerner for San Francisco on April 19th.

N.Y. Herald, Fri. Apr. 23, 1852 - Clipper ship "Union" for San Francisco to leave port soon. *N.Y. Herald*, May 5, 1852. S.S. "Union" will sail about May 20th. May 20th, 1852, S.S. Union will sail June 15th.

N.Y. Herald, Wed. Apr. 28, 1852 - This paper announces that the magnificent clipper "Antelope" of the Despatch Line will sail soon for San Francisco.

N.Y. Herald, Apr. 29, 1852 - FOR SAN FRANCISCO per S.S. "City of Pittsburgh", on Tues. June 1st, 1852, touching at VALPARAISO & PANAMA - Change of sailing dates - *N.Y. Herald*, May 7, "S.S. City of Pittsburgh" will sail Tues. June 15th. *N.Y.H.*, June 7, "S.S. City of Pittsburgh" will sail June 16th. *N.Y.H.*, June 10, "S.S. City of Pittsburgh" sailing early in July. *N.Y.H.*, June 15, "S.S. City of Pittsburgh" will sail for San Francisco July 10th. *N.Y.H.*, July 11, "S.S. City of Pittsburgh" having been unavoidably detained will positively sail for S.F. on Sat. July 17th, touching at Rio Janeiro, Valparaiso and Panama.

N.Y. Herald, Apr. 29, 1852 - FARE REDUCED FOR CALIFORNIA - Best ship in New York for San Francisco direct - The splendid A No 1 and very superior coppered and copper fastened clipper ship "Dakotah" will sail from Pier No. 6 East River, on Mon. May 20. Apply Adam Smith, 28 Front St.

N.Y. Herald, May 4, 1852 - New Clipper "Josephine" will sail for San Francisco early next week. Apply to James Smith & Son, 14 Wall St.

N.Y. Herald, May 4, 1852. - FOR SAN FRANCISCO - By Half Clipper Ship "Eliza Malory" of the Despatch Line, to sail soon.

N.Y. Herald, May 5, 1852 - FOR SAN FRANCISCO DIRECT per the N.Y. clipper ship "William H. Harbeck", to sail on May 12th. Apply, Harbeck & Co., 60 Wall St.

N.Y. Herald, May 6, 1852 - FOR SAN FRANCISCO per Clipperbark "Rising Sun", to sail shortly. Apply Isaac T. Smith, 101 Wall St. cor. Front.

N.Y. Herald, Sun. May 9, 1852 - FOR SAN FRANCISCO DIRECT, per the new and beautiful clipper ship "Racer" to sail about May 25th. Apply to agents, Butler Bros., 163 and 118 South St., N.Y.

N.Y. Herald, Tues. May 11, 1852 - FOR SAN FRANCISCO, per Clipper Ship "Victoria" from Panama about May 25th. Superior accommodations, etc. Apply to Dickson de Wolf & Co., Sacramento Street, San Francisco.

N.Y. Herald, Mon. May 24, 1852 - Clipper Ship "Messenger" for San Francisco - Apply to Booth and Edgar, 95 Front St.

N.Y. Herald, June 3, 1852 - The new Clipper Ship "Warner" has been sold for 24,000 and will have immediate despatch in Bailey & Hincken's Line for California. *N.Y. Herald*, June 24, 1852 - S.S. Warner will positively sail on the 1st of July. *N.Y. Herald*, July 16, 1852. Union Line packets, San Francisco direct. Clipper "Warner" will sail from her berth Pier No. 9, East River on Sat. July 17.

N.Y. Herald, June 17, 1852 - Clipper "Golden Gate" for San Francisco to sail soon. Russell & Norton, 31 Old Slip.

N.Y. Herald, June 29, 1852 - FOR SAN FRANCISCO to sail about the 15th of July. Clipper ship "Sovereign of the Seas" recently launched by Mr. Donald McKay, will be despatched for San Francisco about the 15th of July. She is built on the model of the "Flying Cloud" and is supposed to be the longest and sharpest square righted ship afloat. Apply to Grinnell, Minturn & Co., 78 South St.

N.Y. Herald, July 13, 1852 - Despatch Line for San Francisco - Clipper "Raven" scheduled to leave shortly.

FOR CALIFORNIA - *N.Y. Herald*, July 17, 1852 - Despatch Line - Departure Date - July 25, 1852 - S.S. Arcole via the Cape.

(To be continued)

Philatelists as Auctioneers

Look around at today's top auction houses. Then look for the philatelists—the people who know as much about stamps as they do about business.

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CHRISTIE'S
ROBSON LOWE

502 Park Avenue
New York, N.Y. 10022

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

"CONTRABAND" MAILS OF THE CIVIL WAR

RICHARD B. GRAHAM

Mr. Dane S. Claussen has provided us with a typed excerpted article that appeared in the New York *Evening Post* for February 19, 1862, discussing the illegal mail service between North and South. I find this, as does Mr. Claussen, quite interesting. What the article calls "contraband mail" we term illegal across-the-lines or smuggled mail between North and South in the Civil War.

Such mails are one of the most fascinating aspects of Civil War postal history, but also probably by far the most difficult to collect and exhibit for obvious reasons. The covers sent illegally bear no markings showing what they are, normally, and thus identification is very difficult without an enclosed letter showing origin. Most of these that were bound south were mailed under a separate cover to an illegal mail "drop" in the border states, where the outer envelopes were probably discarded when the letters were received and before they were smuggled through the lines in order to avoid identification if the mail was captured.

The Confederate-sponsored illegal mail system in the east was well organized, and north of the Potomac had many elements. Letters were surreptitiously collected in many cities in the North and mailed, individually or packaged, through the Federal mail system to individuals living in the border states who would either arrange for the letters to be smuggled into Confederate-controlled territory or do it themselves. Thus, covers addressed to these people have a good possibility of having contained a letter to have been smuggled south.

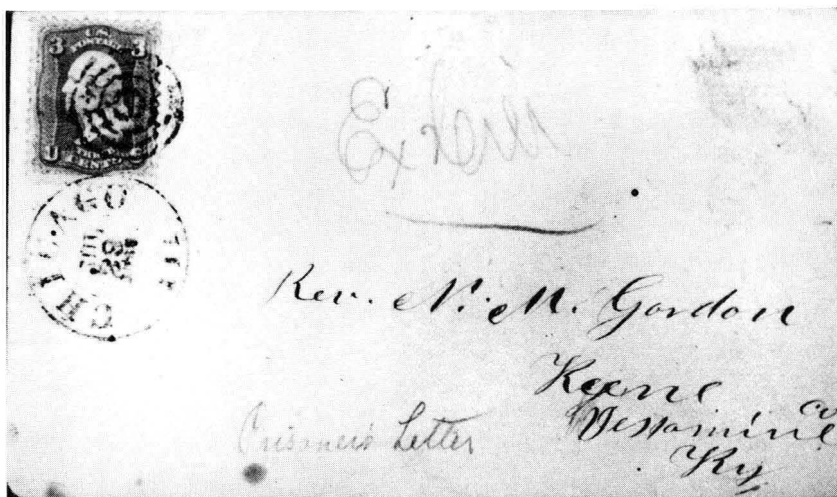


Figure 1. A letter addressed by a Confederate prisoner of war at Camp Douglas, Chicago, to Rev. N. M. Gordon at Keene, Jessamine Co., Kentucky. Rev Gordon is believed to have conducted a clandestine mail service between North and South.

The names of a few such addressees are known, such as Rev. N. M. Gordon of Keene, Ky., as on the cover shown in Figure 1. This cover, sent by a prisoner at Camp Douglas at Chicago in 1863, bears a manuscript censoring "Ex/ Gill(?)" and couldn't have contained a letter to be sent South unless it was extremely discreet and the writer knew Gordon would know where to send it. However, the late Thomas M. Parks and also Henry A. Meyer listed Gordon as one of those to whom letters intended to be sent on to the Confederacy were mailed.

Figure 2. Thomas A. Jones, a Maryland farmer who served as a mail drop and way station on a route for illegal mail between North and South. Jones also helped John Wilkes Booth escape.



Another such illegal postman was Thomas A. Jones (Figure 2) who lived during the Civil War in Maryland on a farm in his words “bounded on the west by the Potomac River and on the north by Pope’s Creek,” which was some thirty miles or more below Washington by land and further by the river, but was at a point where the Potomac, a very wide river below Washington, was somewhat narrower, being only about a two mile row to carry the mails to Virginia.

In 1893, a small book written by Jones was published, detailing his helping John Wilkes Booth escape across the Potomac after assassinating Lincoln. The book, published by Laird & Lee of Chicago, and titled *J. Wilkes Booth* is mostly about Booth’s escape but the first two chapters, obviously to establish why Jones helped Booth, describes his earlier career and his activities as a “mail drop” handling illegal mail both ways in the mail smuggling system, and a great deal of detail is given.

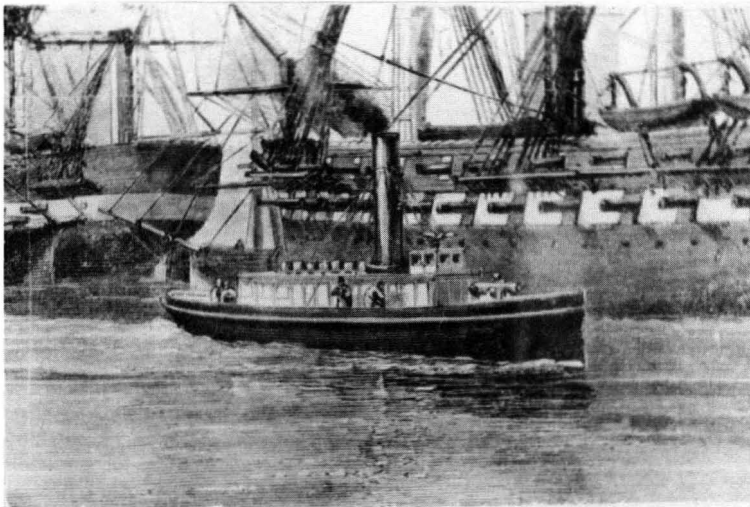


Figure 3. The U.S.S. *Resolute*, a tiny gunboat that patrolled the Potomac River during the Civil War trying to prevent illegal mails and other contraband materials from crossing the river.

He remarked that he never had a mail captured in spite of the activities of the gunboats patrolling the river, such as the U.S.S. *Resolute* (Figure 3) which spent most of the war on such duties and did capture a good many illegal boats attempting to cross the river. The name of the *Resolute*, a tiny steam tug with an equally small crew, survives through at least one

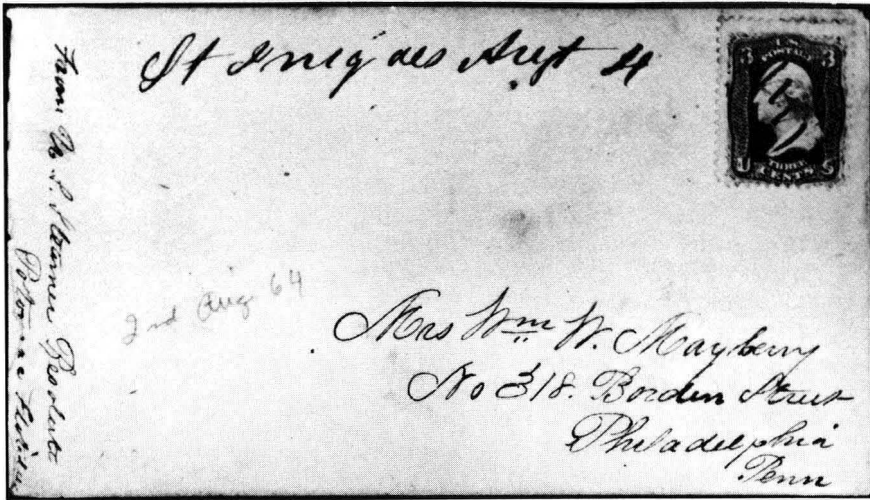


Figure 4. A Cover from aboard the U.S.S. *Resolute*, then at St. Inigoes, Maryland, in St. Mary's County not far from the prisoner-of-war camp at Point Lookout, where covers from the *Resolute* were also occasionally mailed.

correspondence with several covers sent from points along the Potomac, such as the cover shown in Figure 4 from St. Inigoes, Md.

Another mail runner of a different kind also wrote a book about his experiences after the war. This was *Absalom Grimes, Confederate Mail Runner*, published by the Yale University press in 1926, but Grimes was a mail carrier between Missouri and her Confederate soldiers in the field which is a different kettle of fish from the type of operation conducted by Gordon and Jones. Needless to say, covers addressed to Gordon at Keene, Ky., or Jones at Allen's Fresh, Maryland, or other nearby towns, are worth some attention if dated 1862-5, as they may have carried letters meant for the south.

The New York *Evening Post* article submitted by Mr. Claussen tells us how some of the illegal mails were carried through the lines, in spite of patrols, gunboats and threats of imprisonment, as follows from the Feb. 19, 1862, issue:

THE CONTRABAND MAIL

How the Rebels get their Letters and Papers

(In publishing the following article, we think it well to say that we do not vouch for the accuracy of the statements. We are, however, assured by the writer that all he states is absolutely true, to the best of his knowledge and belief. There is no doubt that the rebels keep up a constant and important correspondence with their agents in the North, and our correspondent, who has had some means to inform himself on this subject, believes that their communications are made chiefly in the three ways described by him — EDS).

Everybody knows that Washington is full of rebels and rebel sympathizers, who have managed, ever since hostilities began, to keep their friends across the Potomac duly informed of every movement of our troops. But as everybody does not know how these communications are kept up between the North and the South, the information I have gathered on the subject, in active service during the summer and winter, may be generally interesting to the public.

MISCONCEPTION ON THE SUBJECT

It is necessary to premise that the popular conception of the contraband mail service between the two sections does not do justice to its efficiency and extent. It is not enough to imagine a few solitary individuals sneaking here and there along the lines of our Army of the Potomac and watching for an opportunity to pass our pickets and cross the river. Neither is the subject covered by the items we see in the papers to the effect that suspicious characters are occasionally arrested with letters concealed in their hats, shoes, coats or underclothing, and that now and then a lady is caught with her crinoline outside a vast quantity of rebel

correspondence. All these developments do not belong to the regular contraband post, but are transient expedients, the acts of private parties. They form about all the general public knows of mail carrying to Secessia, but are no recognized or important feature of that service. The real contraband mail is founded upon quite a different basis.

CONTRABAND POSTAL SERVICE

The truth is, the Confederate authorities have agents among us who forward to their masters the news from Boston and New York, &., with a regularity and promptness which leave the recipients little to desire. Jeff. Davis and his consellers (sic!) have the New York papers at the rebel capital within 24 hours after their issue, and this not occasionally, nor through unusual channels and chances but as the result of a regular system of mail transportation. An instant's reflection is sufficient to show that the rebel leaders do not trust their correspondence to such uncertain consequences as are afforded by the stragglers here and there who succeeded in passing our lines. The fact is equally notorious that the rebel government is placed in possession of every notable item of intelligence, either foreign or domestic, almost simultaneously with ourselves. How is this done?

THE WATER ROUTE

There are three great routes by which letters and newspapers are daily transported from the northern states to the south side of the Potomac. The first of these which I shall notice is the water route via Chesapeake Bay. Its headquarters are in Baltimore. To get the mails from New York and other points to the Monumental City is such an easy matter that we need not inquire whether they are taken in the form of various articles of merchandise, or through the regular United States mail, under cover to sundry respectable "Union men" of the city. The remainder of the transportation on this route is performed by water, little boats and tugs running down the Chesapeake under cover of the night, and landing the mails at convenient stations on the Virginia coast, on the lower Potomac. The sole difficulty in operating this part of the rebel service is the "flotilla of the Chesapeake," which remains conveniently in the lower bay for days together, at times, and thus affords the agents of the Confederacy a clear field. What with the cover of darkness, an intimate knowledge of the coasts, celerity, and a variety of papers and characters for their boats, etc., the rebels have made this route far the most sure and prompt medium of transporting the northern and eastern mails to the South.

THE WAGON ROUTE

The next route in importance is the wagon or pike route, which has its headquarters in Washington. Its operations are based upon the possession of the countersign by the rebels. The lower counties of Maryland, especially the districts in the neighborhood of the river, are closely and strongly in sympathy with the rebels. As teamsters can come and go everywhere in the state, without let [?] or hindrance from our pickets, the only thing essential to the carrier of the mail by this route is for him to vividly imagine himself a teamster in the United States service, and perhaps have those magic initials on his wagon. He receives his mail about dark on each day, within a hundred rods of the Capitol, and is provided at the same time with the countersign of our army for the night. He has then only to drive down the pikes into the counties below Washington, ride boldly through the lines of our pickets (which have recently become efficient thereabouts), give the countersign as correctly as it could be furnished by General McClellan himself, and then proceed to the appointed rendezvous on the bank of the river, where a boat is in waiting to carry the mails across the river. The whole service on the route is thus performed with safety, and despatch, on simple business principles. The only difficulty ever experienced, as far as our informant (a rebel prisoner) knew, was occasionally the forgetfulness of the carrier, who, one night, permitted the countersign to slip out of his remembrance, and accordingly found himself under the necessity of knocking one of our pickets senseless before he could pass on to the boat in waiting.

THE OCEAN ROUTE

A third and very important route for the transmission of intelligence to the rebels is the Atlantic Ocean itself. It is generally known that our blockade does not extend above the capes of Virginia, and the same lights which enable our transports to reach Fortress Monroe are

equally suitable to guide a rebel packet to Norfolk. The writer trusts he may be pardoned for stating the fact that the federal authorities, from Marshal Murray to the President, do not appear to have paid sufficient attention to the ease and celerity with which the rebel agents and sympathizers in our midst can communicate by this route with their friends in Secessionia. The "through time" of intelligence from New York to any part of the South via Cape Henry and Norfolk need not exceed, in pleasant weather, thirty or thirty-five hours. The writer has no doubt, from assurances which have been made to him, that frequent communication is kept up between our city and Cape Henry by several fast steamers and tugs, which are ostensibly employed in quite a different business.

THE VIRGINIA TERMINUS OF THESE ROUTES

"The northernmost station of the Fredericksburg and Richmond Railroad is the point where the mails are delivered in Virginia by both the Washington and the Chesapeake routes. Thither the little mail boats of the Potomac proceed after receiving their freight, and as their voyage consists in little more than crossing the river, they have no danger or difficulty in the passage from the general station [Ed note: ?] the mails are dispatched to Richmond by express trains.

OTHER CONVEYANCES

Besides the regular routes we have mentioned, there are various facilities for communication with the rebels which we cannot mention in the limits of this brief sketch. Some of the incidents of the business which have fallen under the notice of this writer are comical enough. One night, when members of a company were picketing near Muddy Branch [Ed. note: a creek running into the Potomac from Maryland west of Washington and south of Gaithersburg, Md.], one of them saw something moving on the ground, riverwards, a short distance from his post. It was evidently neither man nor beast, as it did not display the multiple movements of a human being, but moved as a mass whose moving force was exterior to itself. Drawing nearer to the object, which naturally quickened its progress as he approached, though without giving any signs of locomotion, he saw that it was a bag of recognizable dimensions, filled with some sort of contents, and gliding over the ground like a snake. For an instant the picket, who was a devout Catholic, crossed himself at the sight of so strange a phenomenon as a "bag crawling," as he afterwards expressed himself, but he soon rushed forward and seized it. The bag was full of newspapers destined for the rebels, and a long rope was attached to its neck by means of which a rebel, who had passed the sentry in due form a few moments before, was engaged in hauling the bag across his beat and down the hill to the water where he had a boat ready to convey it across the river to Virginia. The bag and its contents were duly confiscated, but the rebel escaped.

A few other points pertaining to the carriage of mails across the lines need discussing. First, considering the secrecy in which the illegal systems necessarily operated, and the fact that most of the books describing the authors' participation in such activities were written thirty years or more after the facts, detailed accuracy shouldn't be expected, but the general picture is probably quite authentic.

It also should be noted that as the lines between the armies gradually moved southward, with many surges back and forth, the routes over which the illegal mails were carried perforce also shifted. Thus, while Jones at the crossing of the Potomac south of Washington continued to operate, the Virginia side, Confederate-controlled at first, was eventually far from the Confederate-controlled territory, even though it wasn't held in force by the Union forces.

In reading the books and a contemporary article such as the one republished here, a distinct impression is produced that the Confederates far exceeded the North in such activities, but it is well known that the North also had their agents in the South, such as Elizabeth Van Lew of Richmond. However, the big difference is that while the Confederate-sponsored mail service apparently carried some civilian mails as well as those of the agents and spies, the North did not, and very little is known or has been published about the Northern secret mails if we discount the blustery works of Secretary of War Stanton's head of secret service, Lafayette Baker.

To the best of my knowledge, the Confederacy never placed a formal interdict on mails to the North as did the Federals in August 1861.

One other situation has always seemed to me to be a “natural” for transmission of civilian letters across the lines when time pressure wasn’t a factor.

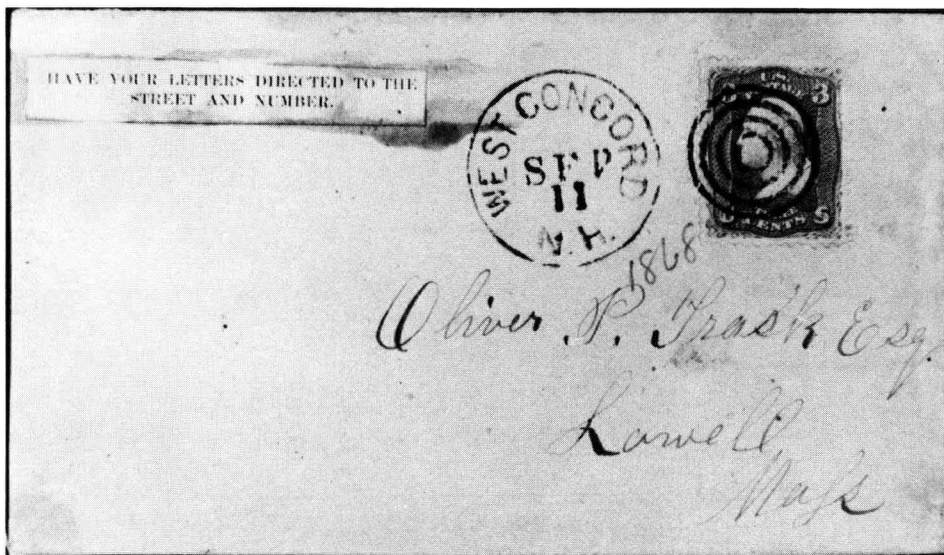
This was the situation where certain towns, such as Winchester, Virginia, at the head of the Shenandoah Valley, changed hands so many times during the war. One authority on Confederate Virginia mails once remarked that when the Federals held the town, the Federally appointed postmaster ran the post office and when the Confederates held it, a Confederate postmaster came in and sent the mails south. While I don’t know the relationship of these two gentlemen, it must have been fairly friendly to have permitted them to operate as they did and it would have been an ideal situation to have transferred mail between North and South.

Much more can be written (and a great deal more has been) about these sorts of mails but very little can be proven and very few covers exist that can clearly be identified as having been carried illegally across the lines. Most of those I have seen are in the hands of collectors of Confederate material, I suspect, but there should be a good many bearing 3¢ 1861 stamps that are as yet unrecognized.

“HAVE YOUR LETTERS DIRECTED TO STREET AND NUMBER”

With the beginning of free carrier service in many of the country’s larger cities as a result of the postal enactment effective July 1, 1863, the Post Office Department also initiated a campaign to get people in those cities to have their correspondents address letters to street addresses.

Until that time, unless an addressee arranged to have carrier delivery, a letter was held until picked up. If it wasn’t picked up after a designated period of time, then the letter was advertised. The system required a great deal of traffic in and out of post offices, even though many merchants and businesses used box numbers. The remainder, however, were given their mail by a system similar to the more modern “general delivery” in that those expecting mail went to a counter and gave a clerk their name and possibly other identification and the clerk had to sort through alphabetized stacks to locate any mail to be delivered. It wasn’t a very efficient system in terms of clerical time or, for that matter, those asking for mail — particularly if there was none for the person that day!



The free carrier system was aimed at eliminating that inefficiency by replacing clerical time with carrier time and also eliminating long lines in the post office, etc. However, it could

work well only if a high percentage of the incoming letters had street addresses and numbers so that the letters could be delivered without searching city directories, or the post office's having to maintain the old system on a large scale along with the expense of the carrier system, too.

Thus, the post offices having free carrier service for some years routinely applied handstamps to incoming mail without street addresses to notify their correspondents of such.

The cover shown with these notes takes a little different turn, in that it uses a printed label, applied at Lowell, Mass., to convey the message, "HAVE YOUR LETTERS DIRECTED TO THE/ STREET AND NUMBER." A pencilled notation dates the cover as having been sent to Lowell from West Concord, N.H., in 1868.

I wish to thank both Perry Sapperstein and Len Persson for reporting this item and allowing me to photograph it.

Richard B. Graham

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POST OFFICE RECORDS CONFIRM MARCH 20, 1869, ISSUE DATE

SCOTT R. TREPEL

For many years philatelic authorities have argued over the date on which the 1869 Issue was released. Now, based on records uncovered in the National Archives by researcher Alfred E. Staubus, the release of the 1869 stamps to the New York City post office seems certain to have taken place on March 20, one day after the Post Office Department gave the Stamp Agent his orders for immediate delivery.

The Post Office Dept. orders arose from New York Postmaster James Kelly's written request to Third Assistant Postmaster General A. N. Zevely. Kelly's letter states that supplies

Post Office, New York,
March 18th 1869

Sir:

I have to inform you that I shall probably be out of several denominations of postage stamps by Saturday evening 20th inst. I am informed by the Stamp Agent that he is not yet authorized to supply any of the new issue, and therefore does not feel at liberty to anticipate any portion of my order of the 23rd ultimo.

Will you be kind enough to furnish him with the necessary instructions, to supply whatever denominations I may actually require to meet the demands of the public.

Respectfully
Your obedient servant
James Kelly, P.M.
W. Leguire

Wm. A. M. Quirk
3rd Apt. M. N. Y.

Figure 1. Letter of James Kelly, March 18, 1869.

Figure 2. Notation on file folder.

Letter of Isaac

Recorded, *M 167* Volume *7*

Name of writer, *PM*

O. address, *New York*

Date of Letter *March 18 1869*

Subject *Wants Stamp Agent instructed to deliver him stamps of new issue.*

Referred to, *See memo.*

Answered, *19 March, Agent will deliver such new stamps as are required in advance of the receipt of requisition which leaves him on the 20 instants.*

Must bring some day.

Copies this also reply to NY and return to Post

Letter Book *6r* Page *117 118*

of current stamps will soon be depleted (by Saturday evening, March 20) and requests immediate delivery of the “new issue.” Official docketing by Zevely’s office (perhaps Zevely himself) authorizes the Stamp Agent to deliver the new stamps *in advance* of the formal requisition order dated March 20.

The wording of the documents (transcribed herein) and timing of events leaves no doubt that the New York Post Office had their supply of the 1869 Issue on Saturday, March 20, 1869.

ACKNOWLEDGEMENT

Mr. Staubus, whose interests lie in the U.S. Officials and penalty entires, should be commended for his astuteness in picking up this small, but enormously significant piece of information.

PM. Kelly’s letter reads:

Official notation of response appears on the outside of the file folder.

Post Office, New York

March 18th 1869

Sir:

I have to inform you that I shall probably be out of several denominations of postage Stamps by Saturday morning 20th inst. I am informed by the Stamp Agent that he is not yet authorized to supply any of the new issue, and therefore does not feel at liberty to anticipate any portion of my order of the 23d ultimo.

Will you be Kind enough to furnish him with the necessary instructions, to supply whatever denominations I may actually require to meet the demands of the public.

Respectfully
Your Obedient Servant,
James Kelly, P.M.
per Cashier

Hon. A. N. Zevely
3d Asst P.M. Genl.

Official notation of response appears on the outside of the file folder:

Answered, 19 March, Agent will deliver such new stamps as are required *in advance* of the receipt of requisition which leaves here on the 20th instant. Wrote Boyd same day.

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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

THE TWO CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The U.S. Post Office considered the 2¢ Columbian to be the most important of the set of 16 stamps. It would pay the 2¢ per ounce domestic rate. So, disregarding chronological order of the designs, the Post Office assigned the most important design to the 2¢ Columbian. In the words of Postmaster General Wanamaker's Circular the design was "Landing of Columbus, after the painting by Vanderlyn, in the Rotunda of the Capitol at Washington. Color, purple maroon." (Vanderlyn's painting had been used earlier for the vignette of the 15¢ stamp of the 1869 series.)

Several essays of the 2¢ Columbian stamp are listed in Brazer's classic study, *Essays for U.S. Adhesive Postage Stamps*. Three of these are the issued stamp design, but differing in small details.

One of these essays shows essentially the design eventually adopted for the 5¢ value. Another shows the basic 2¢ design with small numerals and incomplete shading details from the issued stamp. This "small numeral essay" also exists in over two dozen trial colors on white cardboard.

In addition to these full design essays, several partial vignette essays are known, but are very rare or unique.

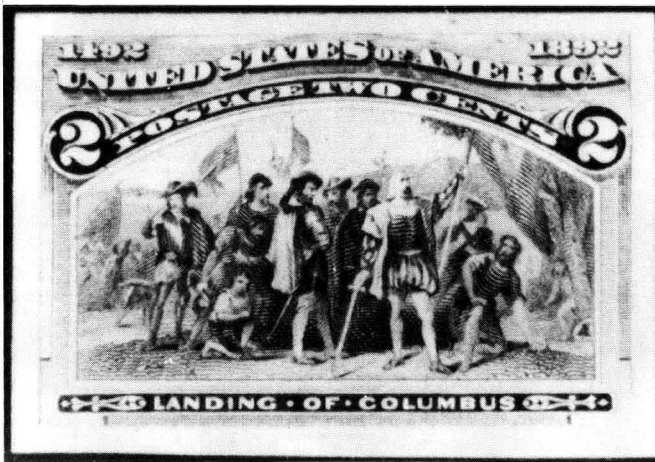


Figure 1. "Landing of Columbus" from a proof on card.

Figure 1 presents a plate proof on card of this 2¢ Columbian design. The vignette was engraved by Alfred Jones and Charles Skinner. The frame and lettering were done by D. S. Ronaldson.¹ Incidentally, two recent articles in the *National Geographic* indicate that the landing pictured in Figure 1 took place on Samana Cay some 65 miles southeast of San Salvador and not on San Salvador itself as previously thought.²

The number of 2¢ Columbians printed was an astounding one and one-half billion, 1,464,588,750 to be precise.³ This was 73 percent of the total number of all of the Columbians. For each \$1.00 Columbian issued there were 26,600 2¢ Columbians. For 39 years the 2¢ Columbian held the U.S. record for numbers of a commemorative stamp issued. To this day it still ranks sixth.

1. Craig J. Turner, "The Early United States Bank Note Companies," *Am. Phil. Congress*, vol. 38, pp. 11-47, 1972.

2. Joseph Judge and James L. Stanfield, "The Island of Landfall," *National Geographic*, pp. 566-572, 578-599, November 1986; Luis Marden, "Tracking Columbus Across the Atlantic," *ibid.*, pp. 572-577.

3. 1894 Report of the Postmaster General.

Figure 2 shows a plate and imprint block of eight of the issued stamp. To produce the one and one-half billion 2¢ mint Columbians the American Bank Note Company laid down 90 200-subject plates. These plates would fit in the steam presses that had been printing the smaller definitive stamps from 400-subject plates. But this was not enough. In addition there were 45 100-subject plates that were used in the hand roller presses.⁴

With 135 plates and 1½ billion stamps printed there was ample opportunity for varieties. First, the 2¢ Columbian appeared imperforate. Scott lists it as 231b, the only value of the 16 to escape perforation. Imperforate pairs or blocks are rare. As a plate variety there is the “broken hat,” the hat of the man in the foreground to the left of Columbus showing a large notch in the top of his hat. This was the result of a gradually developing defect in the transfer roll. The variety is quite common. There is a multitude of shifted and multiple transfers, broken frame lines, etc. for the specialist.⁵



Figure 2. Plate-imprint block of 2¢ Columbian stamps.

Because of the importance of Columbus’s discovery of the new world it was to be expected that many countries would issue stamps to note the event. In 1893 Venezuela issued a 25 centimo stamp showing the landing of Columbus. The vignette of the landing is completely different from Vanderlyn’s painting but the shape and frame of the stamp are almost identical to the U.S. 2¢ Columbian. The American Bank Note Company printed both stamps. The Venezuelan stamp is pictured by Lauzon and by Gray.⁶

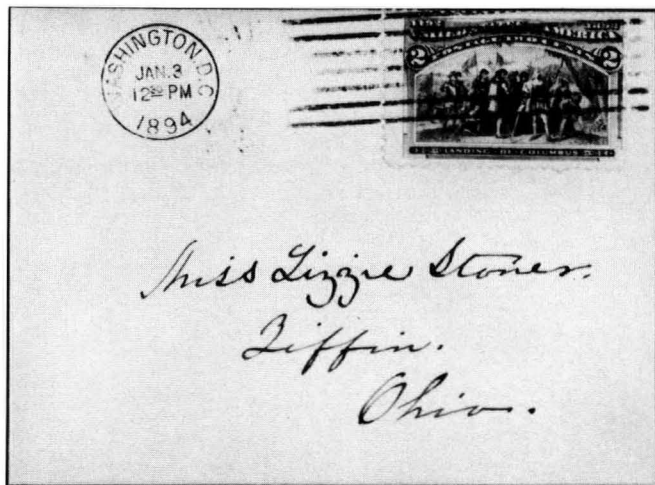


Figure 3. A domestic rate mourning cover, 2¢ per ounce. Washington, D.C., JAN 3, 1894.

Before exploring the postal usage of the 2¢ Columbian, it’s interesting to look back at the reaction of some of the public including the business community in 1893. There was widespread ridicule of the Columbians in general and of the 2¢ denomination in particular.

4. F. L. Ellis, “Columbian Plate Numbers,” *The Bureau Specialist*, vol. 35, pp. 232-234, June 1964.

5. A. A. Lauzon, *The United States Columbian Issue, 1893* (1942).

6. Lauzon, *op. cit.*, Stephen W. Gray, “The Influence of United States Stamps on the Design of Foreign Stamps,” *Essay-Proof Jour.*, vol. 5, pp. 3-8, January 1948.

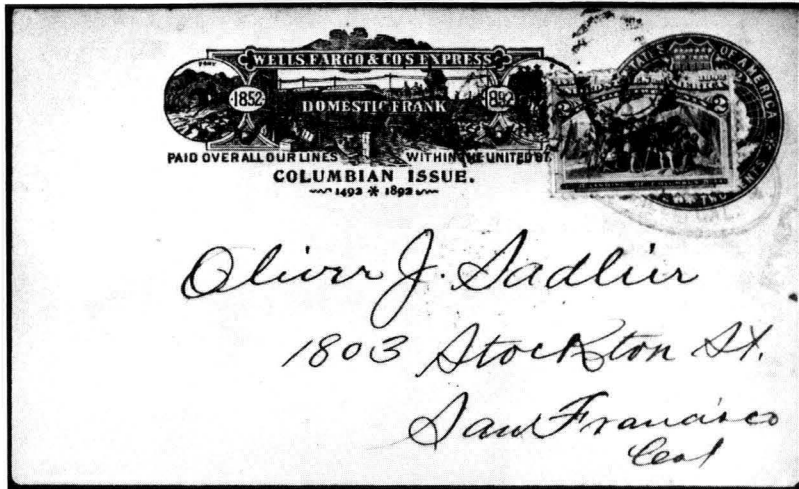


Figure 4. From Yountville, Cal., by Wells, Fargo. 2¢ Columbian added to have U.S. Post Office provide city delivery. MAY 2, 94.

There were a variety of reasons or pretexts for this ridicule: (1) The stamp vignettes were not in chronological order. As mentioned earlier this was deliberate on the part of the Post Office. (2) No attempt was made to reconcile the various paintings. Powell on the 1¢ showed Columbus clean shaven the night before landing. Here Vanderlyn on the 2¢ shows Columbus with a full beard the next morning. (3) The size of the stamp was new and anything new came in for criticism. In particular business people objected to having to lick so much gum. Lauzon quotes one joke of that time:

Wife: "Say, dear, did you mail my letter this morning?"

Husband: "Why, Mary, how can you ask it? You forget that this was my busy day, and I did not have time to lick a Columbus."

(4) Politics. The Republicans, responsible for the Columbian issue, lost the 1892 election. The Democrats took over on March 4, 1893, and were stuck with Wanamaker's Columbians. Heizmann⁷ relates how U.S. Senator Wolcott had introduced a resolution in the U.S. Senate calling for the withdrawal of the Columbians. Fortunately for the philatelic world the senator's resolution went nowhere.

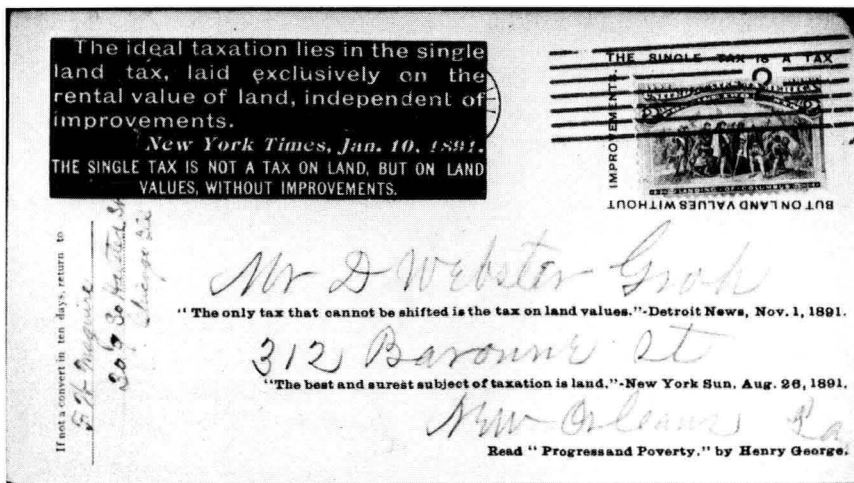


Figure 5. Tax reform 1894 style by Henry George. Chicago, Ill., MAY 21, 1894.

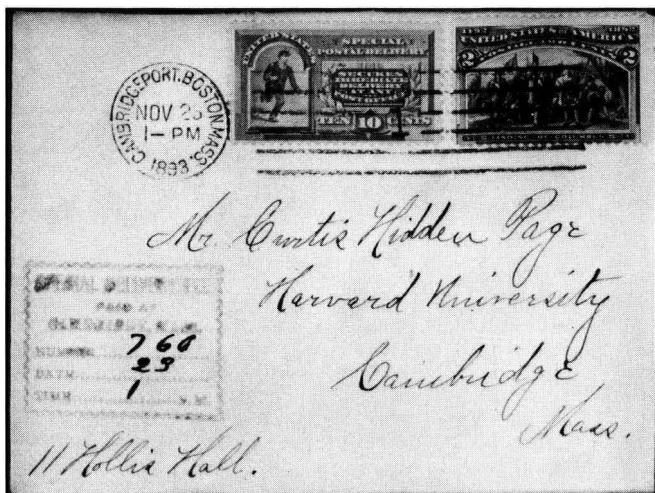
7. Louis J. Heizmann, "Wanamaker's Columbians," *Am. Phil. Congress*, vol. 34, pp. 91-98, 1968.

By an overwhelming majority the dominant use of the 2¢ Columbian was paying the 2¢ per ounce rate on domestic mail. Figure 3 illustrates this use: a mourning cover from Washington, D.C., JAN 3, 1894. This use of a black border during a period of mourning was popularized by the example of Queen Victoria of Great Britain following the death of her consort, Prince Albert.

On the cover pictured in Figure 4, Wells, Fargo affixed the 2¢ Columbian. Wells, Fargo had carried the cover from Yountville, Cal., to San Francisco but wished the U.S. Post Office to take care of city delivery. There is a MAY 2 94 backstamp.

Not all covers were as plain or as simple as the cover in Figure 3. This was a time of advertising covers, often with flamboyant advertising. Figure 5 shows an unusual example from Chicago, Ill., May 21, 1894. We have just had tax reform in 1986. Here is Henry George's proposal for tax reform in 1894, a single tax on the use of land, a sort of land rent. All other taxes would be abolished, gradually.

Figure 6. Special delivery. Cambridgeport, Boston, Mass. NOV 23, 1893.



Special delivery had been introduced into many cities on October 1, 1885. The authorization from Congress was for "any city, town, or village containing a population of 4000 or over," a grand total of 555 post offices. On August 4, 1886, Congress authorized special delivery for all post offices. Figure 6 displays a special delivery letter from Cambridgeport, Boston, Mass., NOV 23, 1893. The 10¢ special delivery stamp paid only for the special delivery service. Postage of 2¢ was still required, here paid with the 2¢ Columbian. The special delivery stamp shown here is the orange Scott E3. The original blue

Figure 7. Patriotic (and late) usage. 5¢ per half ounce overseas rate. San Juan, Porto Rico, DEC 27, 98.



of E1 and E2 was changed to orange January 24, 1893, to avoid confusion with the blue 1¢ Columbian of the same size and shape. The special delivery stamp color returned to blue May 19, 1894.

Overseas use of the 2¢ Columbian is shown in Figure 7. This is also late usage and, one might say, philatelic usage. Jesse W. Sargent selected a Spanish-American War patriotic cover, affixed a 2¢ Columbian and a 3¢ definitive and mailed the cover to himself at his Walden, Mass., home. The postmark is San Juan, Porto Rico, DEC 27 98. The rate was 5¢ per half ounce, properly paid.

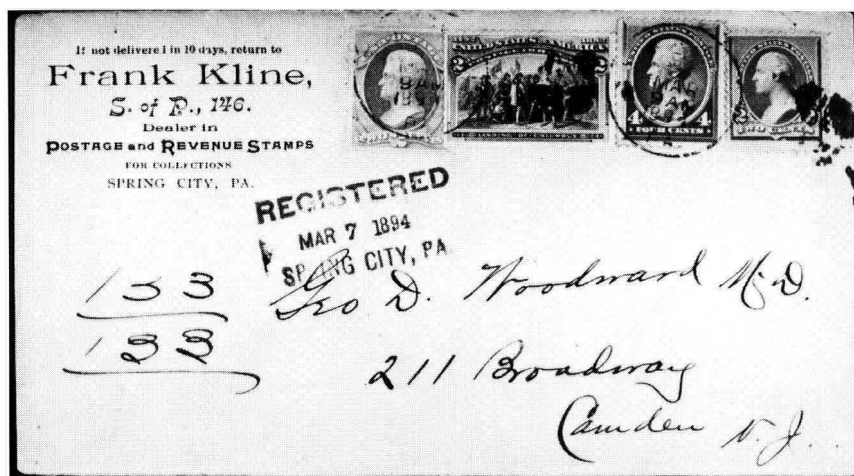


Figure 8. Mixed franking, registered. A stamp dealer's creation. Spring City, Pa., MAR 7, 1894.

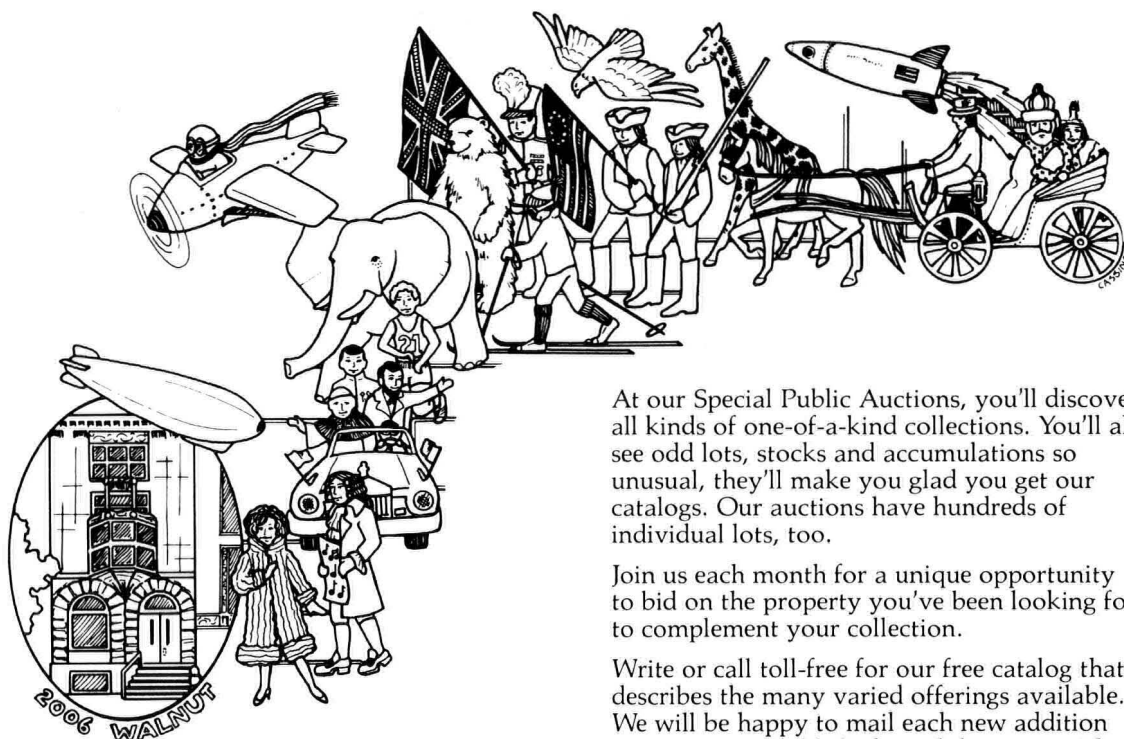
The cover from Spring City, Pa., MAR 7, 1894, illustrated in Figure 8, exhibits an unusual combination of stamps and the solution to a puzzle. The four stamps, left to right, are the 1879 2¢ vermilion, the 2¢ Columbian, the 1888 4¢ carmine and the 1890 2¢ carmine. The 10¢ total paid the 2¢ postage and the 8¢ registry fee. (The registry fee had been reduced from 10¢ to 8¢ January 1, 1893.) The puzzle was the existence of numerous covers franked with stamp combinations similar to this, though often totaling 11¢, all addressed to a mysterious Frank Kline. Why the crazy combinations of stamps? Why the overpayments? This cover provided the answer. Frank Kline was a stamp dealer. He had made up the strange covers for return mailing from his customers to himself. Those covers addressed to Frank Kline and the cover of Figure 8 may be labeled "philatelic" in the sense of being deliberately contrived to create a philatelic item. It should be understood that the term "philatelic" is value neutral and is simply used to distinguish items such as the cover of Figure 8 from normal, commercial use.

APOLOGY AND CORRECTION

Due to a series of misadventures, the article "A Five Cent Garfield Plate Variety" in the August issue was wrongly attributed to Richard M. Searing. The author is actually Michael Ley. This fine article was Mike's first attempt at philatelic writing and he deserves congratulations.

The section editor and the editor-in-chief join in humble apology to Mike for the mixup.

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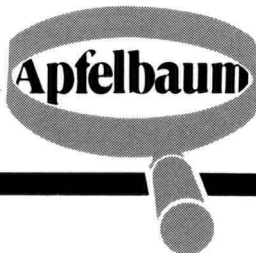
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THE FOREIGN MAILS

CHARLES J. STARNES, Editor

RICHARD F. WINTER, Assoc. Editor

PRUSSIAN DIRECTIVE: PAID TO THE BORDER

CHARLES J. STARNES

The U.S.-Prussian convention, effective 16 Oct. 1852, set a 30¢/½oz. international rate¹ between the two signatories (and members of the German-Austrian Postal Union²), prepayment optional, part payment ignored. The convention text pertinent to U.S. letter postage to places beyond the GAPU was given in Article IV:

On all letters originating and posted in other countries beyond the United States and mailed to and deliverable in Prussia, or in any other of the states forming the German Postal Union; or originating and posted beyond the states forming the said German Postal Union, and mailed to and deliverable in the United States or its territories, the foreign postage (other than that of the states belonging to the German Postal Union, and other than that of the United States) is to be added to postage stated in Article II. And the two Post Office Departments are mutually to furnish each other with lists stating the foreign countries, or places in foreign countries, to which the foreign postage and the amount thereof must be absolutely prepaid, or must be left unpaid. And until lists are duly furnished, neither country is to mail to the other, in the closed mails, any letter from foreign countries beyond it, or for foreign countries beyond the country to which the closed mail is sent.

In Washington the U.S. postage table for PCM mails to beyond GAPU destinations was dated 13 Oct 1852; later announcements of changes, the last in Mar. 1867, all gave the rates as optional prepay to specific countries (including the “foreign postage”³), or required prepay to the other group (only the international postage, not the “foreign postage”).

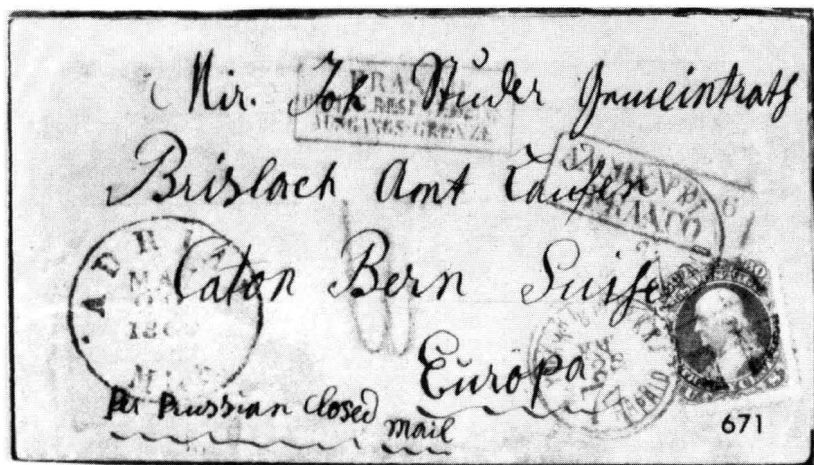


Figure 1. Adrian, Mich. to Bern, Switzerland, 1863. Paid at 30¢ GAPU for 35¢ rate — New York, 7¢ credit to Prussia — Aachen, type B handstamp.

Although the wording of Article IV for the first category — the foreign postage “must be absolutely prepaid” — seems to the author (a mere chemist) to be unequivocal, it was apparently understood that the optional PCM foreign rates in the U.S. tables could be fully

1. Changed later to 28¢, *Chronicle* 49, 73-76.

2. An informative tabulation of the 38 territories and the 20 postal administrations comprising the GAPU is given by Donald Patton, *Hamburg*, opp. p. 14.

3. J. Van der Linden, in his monograph “Prussian Closed Mail,” pp. 14-15, lists payments in U.S. currency by the U.S. to Prussia on the receipt of unpaid letters from the GAPU or farther places in transit, Oct. 1852-Jan. 1868. Subtraction of 5¢ from these credits to Prussia gives the amount of foreign postage.

paid, left unpaid, or part-paid.⁴ Aachen exchange processing for part-paid letters included a special handstamp directing paid transit to the appropriate exchange point at the GAPU border. The two major types,⁵ boxed “Paid Prussian Union Members Deliver to Border,” can be characterized:

	Type A	Type B
wording:	Franco Preuss: resp. Vereins/:Ausg.Gr.	FRANCO PREUSS.RESP.VEREINS. AUSGANGS.GRENZE.
rectangular frame: ⁶	38.5x14.7mm.	38.1x14.7mm.
observed usage:	red, May 1853-Jan. 1860 blue, Oct. 1865-Nov. 1867	red, Oct. 1860-Sep. 1863

The incomplete record appended includes 35 covers to eight destinations (probably many more exist to Italy and Switzerland). Of these, 25 items were franked at 30¢ or 28¢ and credited with 7¢ to Prussia for the single GAPU rate. Figure 1 shows a typical example of processing on a cover from Adrian, Mich., in 1863 to Bern Canton, Switzerland. It was franked with a 30¢ '61 (correct rate 33¢ prepaid, 35¢ unpaid) and credited at New York with 7¢ for the single GAPU rate (28¢ prepaid, 30¢ unpaid); at Aachen, 10 Jun., there was stamped the regular boxed Aachen/date/Franco and also the type B directive.



Figure 2. Yale, British Columbia, via Wells-Fargo — San Francisco — New York credit 7¢ only on obsolete 35¢ rate — Aachen, Sep. 1862, type B handstamp — Bergamo, Italy.

Four covers were franked at lower incorrect rates, but above 30¢. On three of them the New York office caught the error. Illustrated as Figure 2 is a magnificent cover from Yale, British Columbia, in 1862, bearing 2½d. '60 Victoria & B.C. local postage and 35¢ U.S. (correct rate 42¢) — via Wells-Fargo to San Francisco — 7¢ credit at New York — type B marking at Aachen, 7 Sep. — Bergamo, Italy. On the fourth cover of this group (list no. 13)

4. The Apr. 1853 PMG notice to postmasters, also printed in the *National Intelligencer*, stated that “less than the combined rate of 30¢ on a letter goes for nothing.”

5. *U.S. Postal Markings*, 4(1959 ed.), 291(1979 ed.); *Letter Post Comm. etc.*, 145; *Chronicle* 44,9:62,82-83:105,58-59:111,209.

6. Strikes often blurry, and some dots missing. Measurements average about 1% variance, center to center. Heartily recommend “Philatelic Measurements,” C.H. Werenskiold, *Am. Philatelic Congress Book* 31, 107-116.

apparently the New York office was unaware of a Prussian increase in rate.⁷

Another group of three covers sadly shows the New York office struck the wrong 7¢ credit on correctly prepaid covers.⁸ Since Prussia thus did not get their quid pro quo for foreign postage, Aachen directed Paid-to-Border only. Figure 3 presents a cover from Davenport, Iowa, in 1855, postage 37¢ (the correct total rate) but credited only 7¢ at New York — type A hdstp. — near Kiel, Holstein. Although the U.S. *PL&R* first listed a separate rate to Holstein in 1857, that Duchy was under the rule of the Kingdom of Denmark, and not a member of the GAPU 1853-1863; PCM postage would have been the 37¢ rate to Denmark in 1855.⁹



Figure 3. Davenport, Iowa, franked 37¢ correct rate — credited 7¢ in error at New York — Aachen, May 1855, type A handstamp — near Kiel, Holstein.

Two neglected mavericks of postal history — printed matter items — can be recorded with Paid-to-Border handstamps. Van der Linden¹⁰ illustrates a circular paid at the PCM 6¢ “newspaper” rate, ms. “1 circular,” lv. New York on the Cunard *Canada* 11 May 1853, then via Liverpool and Ostend to Aachen 24 May. There it was stamped with type A notation, a very early usage,¹¹ and routed to Amsterdam, 10¢D. collect. An article on the PCM newspaper mails¹² describes a 6¢ rate wrapper to Switzerland. Since it is obvious that this postage paid only to the border, why the type B handstamp? This wrapper was marked 10 rappen (2¢), the Swiss local printed matter charge for under 4 loth (2oz.) over 10 hours (31 miles) distance.¹³

7. The earliest increased rate from New York, so far noted, was 15 May 1860. Cover listed no. 13 indicates Prussia had increased to 42¢ by 1 Jan. 1860. Most likely as a result of the 1859 Sardinian and French vs. Austria War, Prussia routed more mail via Switzerland to Italy in this troubled period. Werner Steven, *Zusammenstellung der Portosätze für die correspondenz mit dem Ausland, 1846-1875*, lists nine rate variants 1 Nov. 1859 - Apr. 1860 by this transit.

8. Editor McDonald has a cover from Chicago to Boncourt, Switzerland, in 1864; postage paid at correct 33¢, but New York first struck the 7¢ cr. hdstp., then corrected their error by crossing it out and marking a ms. 12¢ credit, assuring normal mail handling.

9. Summaries of political and postal affairs in Holstein: *Alt Deutschland unter der Lupe*, Vol. XI, *Schleswig-Holstein*, 751-6; *American Philatelic Congress*, Book 29, 192-197.

10. *PCM*, loc. cit., p. 23.

11. Preceded only by the forerunner, an ms. “fr Aus Grenze” on a Nov. 1852 cover to Switzerland — *Chronicle* 115, 217.

12. *Chronicle* 107, 200. The “newspaper” rate of 6¢ prepaid was listed not only for the GAPU destinations, but also for continental Europe and Scandinavian countries.

13. *Tell*, Vol. 3, No. 7, p. 148.

PAID TO BORDER PCM HANDSTAMP USAGE

No.	Date(d)	Cover postage	Correct rate	Hdstp. type	Description	Reference
DENMARK						
1.	4 Nov 1856	36¢	35¢	A	Texas — NY, 21 Oct, 7¢ cr. — Aachen(d) — Gettorf.	#377, Siegel 17 May 1979
2.	15 Aug 57	30¢	35¢	A	Stockton, Cal., 18 Jul — NY(d), 7¢ cr. — Copenhagen.	#1878, Wolfers 29 May 75.
HOLLAND						
3.	24 May 53	6¢ (circular)	6¢	A	NY, 10 May, "Paid All" — Aachen(d), "Franco" — Amsterdam, "10."	Van der Linden, <i>PCM</i> , p. 23.
HOLSTEIN						
4.	24 Apr 55	37¢	37¢	A	Davenport, Ia., 16 Apr — NY(d), 7¢ cr. — near Kiel.	#11030, Feldman 21 Apr 85.
5.	22 Feb 61	36¢	35¢	B	Fort Davis, Tex. 22 Jan — NY, 9 Feb, 7¢ cr. — Aachen(d) — Hamburg, 23 Feb — Glückstadt.	Van der Linden, <i>op. cit.</i> , p. 19.
6.	19 Oct 61	30¢ + \$1 Pony	35¢	B	San Francisco, 14 Sep — Pony to Atchison — NY, 5 Oct., 7¢ cr. — Aachen(d) — Elmshorn.	#251, Siegel 4 Apr 79.
ITALY						
7.	31 Mar 57	30¢	35¢	A	Hartford, Conn. — NY, 18 Mar, 7¢ cr. — Aachen(d) — Rome.	#1735, Kelleher 5 Feb 85.
8.	5 May 57	30¢	38¢	A	Cazenovia, N.Y., 14 Apr — NY, 18 Apr, 7¢ cr. — Aachen(d) — "Via di Svizzera" — Genoa.	McDonald coll.
9.	3 Feb 58	30¢	38¢	A	Mobile, Ala., 19 Jan — NY(d), 7¢ cr. — "Via di Svizzera" — Italy.	#106, Siegel 30 Nov 81.
10.	24 Mar 58	30¢	38¢	A	Mobile, Ala, 1 Mar — NY, 7 Mar, 7¢ cr. — Aachen(d) — Genoa, 29 Mar.	<i>Chronicle</i> 62, 83.
11.	29 Jan 58-9	30¢	38¢	A	Indianapolis — NY(d), 7¢ cr. — Spezia.	#980, Siegel 23 Jan 80.
12.	4 Dec 58	30¢	35¢	A	New Albany, Ind., 30 Nov — NY(d), 7¢ cr. — Florence.	#54, Siegel 23 Apr 83.
13.	2 Jan 60	35¢	35¢ at NY, 42¢ at Aachen	A	Pittsfield, Mass, 16 Dec — NY, 17 Dec, 12¢ cr. — Innsbruck(d) — Florence.	Starnes coll., stolen.
14.	13 Aug 61	35¢	38-49¢	B	Newport, R.I., 29 Jul — NY, 31 Jul, 12¢ cr. — Aachen(d) — Italy.	#29, Heiman 24 Feb 65.
15.	7 Sep 62	2½d. B.C. + 35¢	42¢	B	Yale, Brit. Columbia — San Francisco, 1 Aug — NY, 27 Aug, 7¢ cr. — Aachen(d) — Bergamo.	#165, S.P.B. 30 Oct 79.
RUSSIA						
16.	13 Jul 61	30¢	37¢	B	Boston — NY, 29 Jun, 7¢ cr. — Aachen(d) — St. Petersburg.	#833, Siegel 28 Jan 75
17.	1 May 62	30¢	37¢	B	Salem, Mass., 15 Apr — NY, 19 Apr, 7¢ cr. — Aachen(d) — St. Petersburg.	#347, Siegel 27 Aug 77.

No.	Date(d)	Cover postage	Correct rate	Hdstp. type	Description	Reference
SWEDEN						
18.	22 Sep 60	40¢	42¢	B	Wells-Fargo — NY(d), 7¢ cr. — Stockholm.	Radin coll.
SWITZERLAND						
19.	17 Apr 55	30¢	35¢	A	Philadelphia(d) — NY, 7¢ cr. — Rohrschach.	<i>Chronicle</i> 62,82.
20.	24 Jul 58	30¢	35¢	A	Findlay, O., 7 Jul — NY, 10 Jul, 7¢ cr. — Aachen(d) — Switzerland	#11057, Feldman 21 Apr 85.
21.	Nov (57-61)	30¢	35¢	A	Carrollton, Ky. — NY(d), 7¢ cr. — St. Gallen.	#3143, Harmer 18 May 76.
22.	10 Nov 60	36¢	35¢	B	Augusta, Ga., 6 Nov — NY(d), 7¢ cr. — Geneva.	<i>Chronicle</i> 47,35.
23.	28 Dec 60	30¢	35¢	B	Jefferson, N.Y., 21 Dec — NY(d), 7¢ cr. — Bern.	Reich coll.
24.	28 Jul (61)	6¢ (wrapper)	6¢	B	Cape Vincent, N.Y. — NY, "Paid All" — Aachen(d) — Geneva.	<i>Chronicle</i> 107,200.
25.	12 Mar 62	30¢	35¢	B	Helena, Mont., 1 May — NY(d), 7¢ cr. — Zürich.	#100, Siegel 8 Dec 64.
26.	4 Jun 62	30¢	35¢	B	Cold Springs, Colo. — NY(d), 7¢ cr. — Locarno.	#1861, Wolffers 29 May 75.
27.	24 Jun 62	30¢	35¢	B	Chicago, 6 Jun — Boston, 11 Jun, 7¢ cr. — Aachen(d) — Zürich.	Radin coll.
28.	10 Jun 63	30¢	35¢	B	Adrian, Mich., 22 May — NY, 25 May, 7¢ cr. — Aachen(d) — Bern.	#671, Harmers NY 3 Jun 82.
29.	12 Sep 63	30¢	33¢	B	Virginia City, Nev. Terr., 7 Aug — NY, 29 Aug., 7¢ cr. — Aachen(d) — Geneva.	Hargest, <i>Letter Post, etc.</i> , p. 145.
30.	18 Oct 55	30¢	35¢	A	Sacramento, Cal., 4 Sep — NY, 4 Oct, 7¢ cr. — Aachen(d) — Geneva.	Van der Linden, <i>op. cit.</i> , p. 9.
31.	6 Apr 66	30¢	33¢	A	St. Joseph, Mo., 20 Mar — NY, 24 Mar, 7¢ cr. — Aachen(d) — Munsingen, 9 Apr.	Starnes coll., stolen.
32.	10 Apr 66	28¢	33¢	A	New Orleans, 20 Mar — NY, 7¢ cr. — Aachen(d) — St. Gallen.	#1188, Ivy 2 Oct 83.
33.	3 Jun 67	30¢	33¢	A	Selma, Ala.(d) — NY, 7¢ cr. — Basel, 28 Jun — Zürich, 29 Jun.	Radin coll.
34.	12 Nov 67	30¢	33¢	A	Brenham, Tex.(d) — NY, 7¢ cr. — Chaux de Fonds.	#218, Frajola 10 Sep 83.
TURKEY						
35.	26 Sep (63-67)	30¢	38¢	A	NY(d), 7¢ cr. — Constantinople.	#333, Frajola 23 Oct 81.

PATRONIZE OUR ADVERTISERS

U.S. STEAMSHIP POSTAGE NOT PAID

RICHARD F. WINTER

Examples of an unusual two-lined handstamp reading "U.S. STEAMSHIP / POSTAGE NOT PAID" have recently come to the attention of the Foreign Mails section editors. The marking, shown in Figure 1, is believed to originate with the New York Exchange Post Office. Three examples have been seen with users during the period August 1850-April 1851.

U. S. STEAMSHIP POSTAGE NOT PAID

Figure 1.

The marking has been found only on covers to France by way of England. In each case, the letter was prepaid 5 cents and endorsed to go by American packet which would have required a 21 cent rate. Apparently the New York Exchange Office had enough incorrectly paid letters arriving there to warrant the creation of a special handstamp. During the period of its use, letters to France via England required a prepayment of 5 cents if sent in British Open Mail by a British Packet and 21 cents if sent by American Packet. The postage due in France was a uniform 15 decimes per $7\frac{1}{2}$ gram letter. Of the 15 decimes collected the French paid Great Britain 10 decimes for transit fees to France regardless of which type of packet carried the letter. Before the fall of 1851 there appears to have been no benefit from any attempt to identify which packet service carried the letters. In September and December 1851, the French reduced their postage according to which packet service carried the letter to England.¹ They also introduced new entry markings to show this difference. Taken literally, the "U.S. STEAMSHIP / POSTAGE NOT PAID" marking would mean that the U.S. inland postage was paid and the sea transit was not paid. This made no difference until September 1851 when the British charge to France differed depending on the packet service used. After this time, the handstamp might mean that transit was by a British packet but a special two-lined handstamp, "BRITISH/PACKET,"² was introduced in New York by mid-1852 to indicate the same thing. Presumably this was to identify the packet service to England for mails going beyond England sent in the British Open Mails. Lacking any definitive information on this marking, examination of the few covers seen does not provide any sensible reason for New York's use of the handstamp other than the incorrect rating mentioned above. Since so few of these markings have been reported it may be that the marking was abandoned soon after it was first used because it was ambiguous and confusing.

Figure 2 illustrates the use of this marking. Originating in Philadelphia on 14 April 1851, this folded letter was posted the next day and marked with a blue PHIL^A.Pa./APR 15 circular date stamp. In addition Philadelphia struck a red, octagonal handstamp PHIL^A./5Cts./PAID to show the prepayment of the 5 cent British Open Mail rate by British packet. The letter was endorsed to go by the steamer *Baltic* from New York on April 16th. When the letter got to New York, the red, octagonal handstamp showing the prepayment was misread to be the version showing 24 cents paid and the letter was treated as a fully paid letter

1. French circular 67 dated 1 September 1851 reduced the rate on letters carried by American packets to England from 15 decimes to 8 decimes per $7\frac{1}{2}$ grams. Additionally, effective 1 December 1851, the rate on letters carried by British packets to England was reduced from 15 decimes to 13 decimes per $7\frac{1}{2}$ grams. These two rate reductions had the effect of reducing the amount the French paid the British for transit fees from 10 decimes to 3 and 8 decimes respectively.

2. *Chronicle* 127:206-207.

to England at the 24 cent rate, *i.e.*, New York showed a 3 cent credit to England. The postal clerk's error was corrected by crossing through the red "3" in pencil. Since the proper payment of 21 cents for the American packet *Baltic* had not been paid, the letter was held for the next British packet sailing which was the Cunard steamer *Africa* from New York on 23 April 1851. *Africa* arrived in Liverpool on 4 May and the letter reached London later that same day as shown by a London backstamp. New York used the red "U.S.STEAMSHIP / POSTAGE NOT PAID" handstamp to show that the required 21 cents had not been paid. It is not clear for whose benefit this marking was intended as the letter shows no evidence of being returned to Philadelphia. The marking would, of course, explain to the addressee why the letter was delayed and not carried by the vessel designated. The letter arrived in Paris on 6 May, having entered France at Calais, and was marked for 15 decimes postage due. A red, "COLONIES &c ART. 13" handstamp was applied at London to show that France was being debited under accounting Article 13 of the letter bill at the rate of 3 shilling 4 pence per 30 grams of letter weight or 10 pence for this single rate letter (equivalent to 10 decimes).

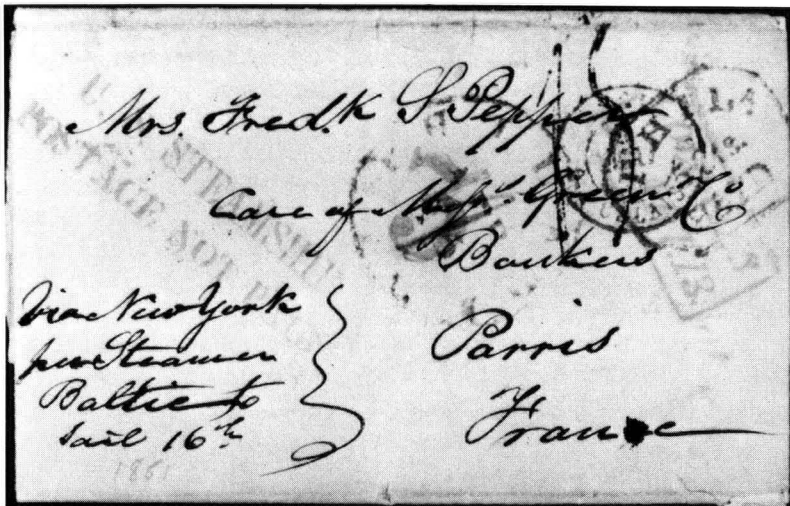


Figure 2. April 1851 folded letter from Philadelphia to Paris with 5 cents prepaid, but endorsed for American Packet *Baltic*. Red "U.S.STEAMSHIP / POSTAGE NOT PAID" marking. Due 15 decimes postage in Paris.

Two other examples of this marking have been reported by Michael Jackson of London. The first is a folded letter posted in Roxbury, Mass., for Paris on 4 February 1851. The letter shows a prepayment of 5 cents, the British Open Mail rate by British packet. It is endorsed for the steamer of 5 February which was the American packet *Arctic* from New York. Since only 5 cents had been paid, New York held the letter for the 12 February sailing of the Cunard steamer *Canada* from Boston. The Paris backstamp of 25 February on this cover is consistent with the 23 February arrival of *Canada* in England. Postage due of 15 decimes was marked in Paris. The last of the reported covers originated in New Orleans and was posted there on 14 August 1850. It shows a handstamp "PAID/5" marking of New Orleans indicating that the British Open Mail rate by British packet was paid. The letter, however, is endorsed for the steamer *Pacific*, which was an American packet scheduled to depart from New York on 24 August 1850. Again, since the 21 cent rate had not been paid for the American packet service, New York held the letter for the 28 August sailing of the Cunard steamer *Niagara*. The French entry marking on the cover of 11 September is consistent with the arrival of *Niagara* at Liverpool on 9 September. Paris marked the letter for 15 decimes postage due.



#7, * No Gum



#26, * OG, NH

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THE COVER CORNER

SCOTT GALLAGHER, Editor

Before we start with current answers and new problems, readers may be interested in hearing what Allan Radin, recently recovered from an operation, writes about the interesting cover shown on page 146 of the CAPEX issue.

I noticed your statement that the French "P.D." marking indicates full payment to the destination. After all, it does abbreviate "payé à destination." There is widespread misunderstanding of the application of this marking because of the inconsistent interpretation of "destination" by French offices. Sometimes it was taken to have the very obvious meaning, at other times it was taken to mean prepayment to the farthest point to which a letter could be prepaid under a treaty to which France was a party. The letter to Spain which you showed could be prepaid only to the Spanish frontier. There is no better illustration of French inconsistency in applying this marking than is on letters from France to the U.S. in the British open mail. To cross the Atlantic by British packet such letters could be paid only to the U.S. frontier, with the U.S. internal postage to be collected from the addressee; by American packet they could be prepaid only to the British ports, with both sea postage and U.S. internal postage to be collected from the addressee. These letters will be found both with and without "P.D." markings.

ANSWER TO PROBLEM COVERS IN ISSUE NO. 135

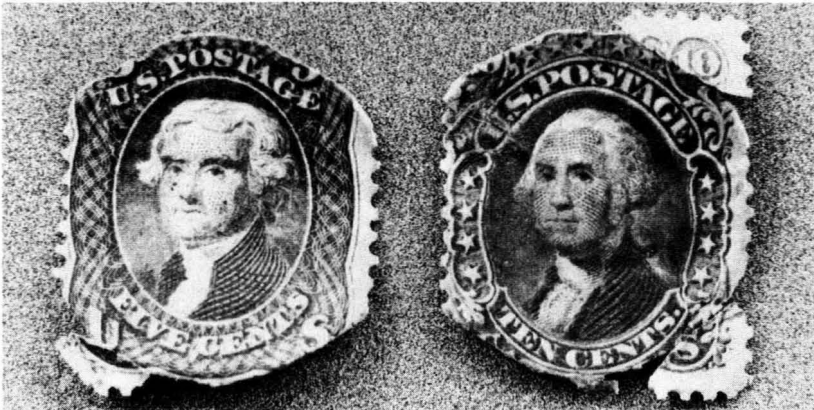


Figure 1. Whence these stamps?

Figure 1 shows two stamps of the 1861 issue in damaged condition, the response from alert Route Agents was overwhelming with written answers from William C. Allen, Carl F. Braden Sr., James W. Busse, H. Grant Crowell, Murray Gottlieb, Perry Sapperstein, Charles F. Shreve, Dr. John R. Weimer, Bob Mazzaferro, and W. T. Wynn. Since some of their comments were similar, here is a composite of their answers:

1. These came from encased postage stamps patented by John Gault of Boston in 1862 and used as coins in place of solid metallic ones which had become scarce due to the Civil War.
2. They were removed from brass holders which were round, and had a mica window at the front, and advertising on the back.
3. The damaged stamps have little value, but in the original holders, they would be worth hundreds of dollars each. Values are given in the 1987 *Scott Specialized Catalog*, starting on page 745.
4. Some people removed them to use as postage after the war, and others years later to obtain stamps for album pages. (One responder and his sister opened some they found in an attic to obtain stamps for their collections.)
5. During the war, stores that had taken them in opened up the holders to use the stamps for postage, since they were not redeemable by the advertiser or the U.S. Post Office.

6. Some fakers are taking stamps out of holders and replacing them with higher denominations such as 12¢, 24¢, 30¢, or 90¢, The Philatelic Foundation reports.

This group of several dozen consisted solely of fives and tens, and was sold by an antique/gift shop in Evansville, Ind., which also sold stamp packets and coin supplies. The proprietors, man and wife, said they had thrown the brass parts and pieces of mica into the garbage, so they are somewhere in the city dump.

It seems likely that these came from holders advertising H.A. Cook, a store in Evansville for whom only the 5¢ and 10¢ denominations are listed in the Scott catalog. Another store there, and nearby cities had fives and tens, but other denominations as well.

All of the respondents lamented the loss of value, and several said that their removal of stamps from covers years ago was similar.

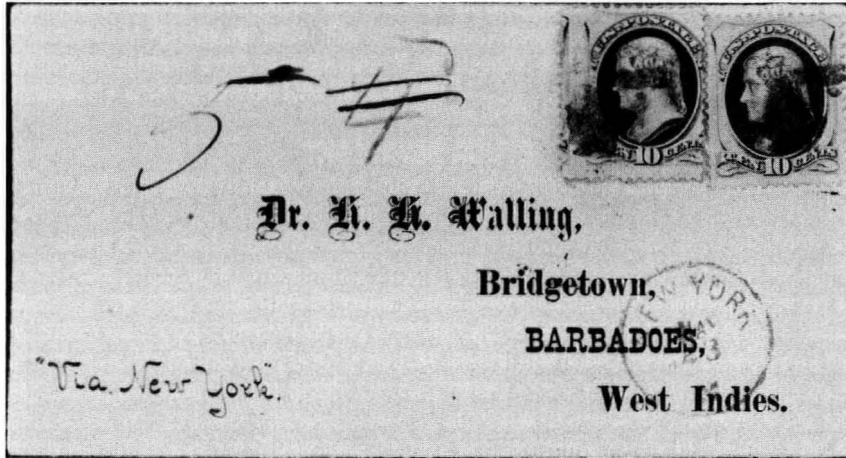


Figure 2. New York to Barbados in 1872.

Figure 2 shows the unusual cover to the Caribbean with Scott #139 and #150 to the right, tied. At first impression, one would surmise that the rare stamp was added. However, the paper beneath it is gum stained with an exact impression of the stamp. There is no gum staining under the tied #150. This is all very strange, because the single weight rate via the U.S. Brazil Line was 10¢, and both the U.S. and England used ½ oz. for a single weight. There are other covers known, some bearing two commoner U.S. stamps, but with single rate British postage. It seems unlikely that a faker would have added a stamp to those, although this one is suspect. Three responders have bravely answered:

Calvet Hahn of New York City phoned suggesting that one U.S. stamp paid for transmission from Cuba, and the second for Brazil Line rate.

Robert G. Stone writes:

Your problem cover is straightforward as to routing but there are questions: if the cover were double weight to require 20¢ franking then that is inconsistent with the Barbados 5d due charge — should have been 8d British packet charge St. Thomas to B, plus 1d local charge. It seems likely that the left hand 10¢ stamp has been added, and if not why wasn't the other stamp a #139 too? Cover evidently originated outside New York City, hence the "Via New York," and was sent in the closed special bag for British mail to St. Thomas British P.O. via the U.S. mail packet; the US-GB postal conventions of 1867-1868 provided for the British bag to be carried between NY and StT on the US mail packets, for mail destined to points beyond St. Thomas by British mail packets. Such covers are not rare. (See Stone *Danish West Indies Mails*, vol. 1, pp. 3-35.) Letter could have been sent also via Havana but the sailing dates and elapsed time indicate it was via the U.S. packet in this case.

H. L. "Butch" Arnould writes:

Concerning the cover to Barbados via St. Thomas: It must have gone from New York to St. Thomas on the United States and Brazil Mail Steamship packet (probably the *South*

America) from the date on the N.Y. postmark. I presume the St. Thomas backstamp is a British mark. For mail going beyond St. Thomas the letters could be carried in a closed British bag and put into the British mails directly without going through the DWI post office at all. On the 2d and 17th of each month a Royal Mails packet was scheduled for the Barbados and Demerara route so this cover made it to St. Thomas in time to catch the 2 June sailing. The ms "4" rating would pay the postage for a single letter on the RM packet of 4d. This was corrected to 5d to include the local Barbados postage. It is not clear to me why two US 10¢ stamps were required. Perhaps the sender thought it was double weight, when in fact it was single. As for the two stamps being different issues, I suppose that happened sometimes. As you know, the grills on the Bank Note stamps are apt to be very faint, with only a very few points visible. Are you sure that the second stamp really is ungrilled? By the way, *The DWI mails*, Vol. I, pp. 4-30, lists just three covers with Scott #139.

The cover will be submitted soon to The Philatelic Foundation in New York City, and their determination will be shared with our readers.

PROBLEM COVERS FOR THIS ISSUE

Figures 3a & 3b show the front and back of a letter from the Cape of Good Hope to the U.S. in 1858. The pair of four pence blue triangulars is tied by a black barred killer. The "21" and "1/6" are in black and the "1d" is in red. On the back the Cape Packet and Boston markings are in black, and all others in red. Can a reader explain these rate markings and how the letter was handled from origin to destination?

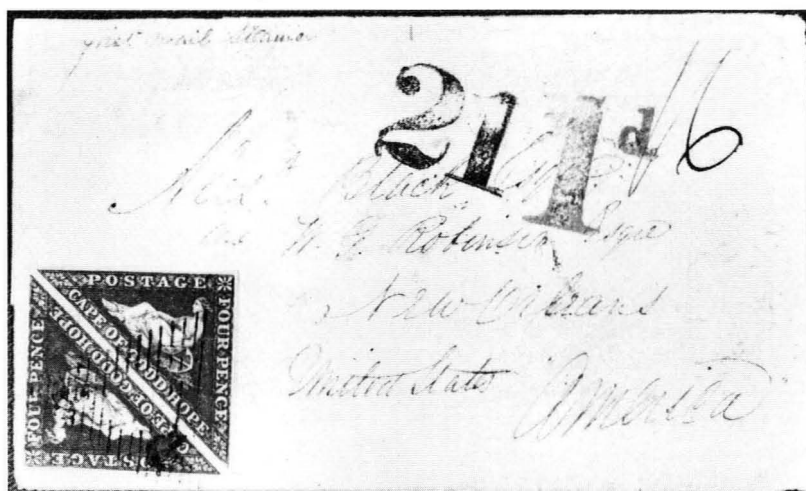


Figure 3a. Cape of Good Hope to New Orleans.

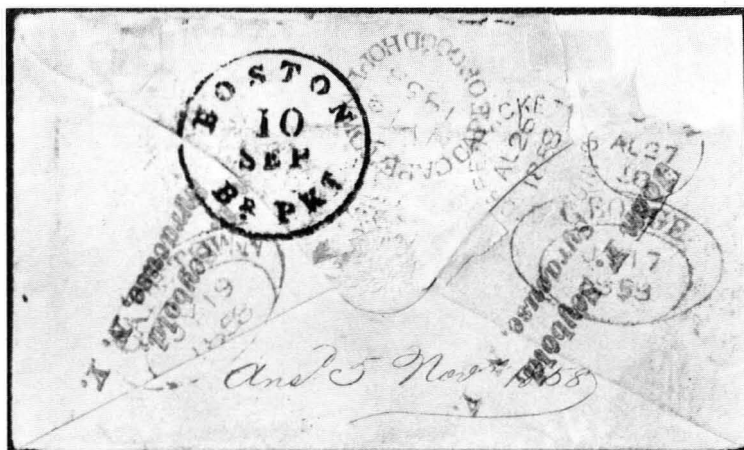


Figure 3b. Reverse of cover in Figure 3a.

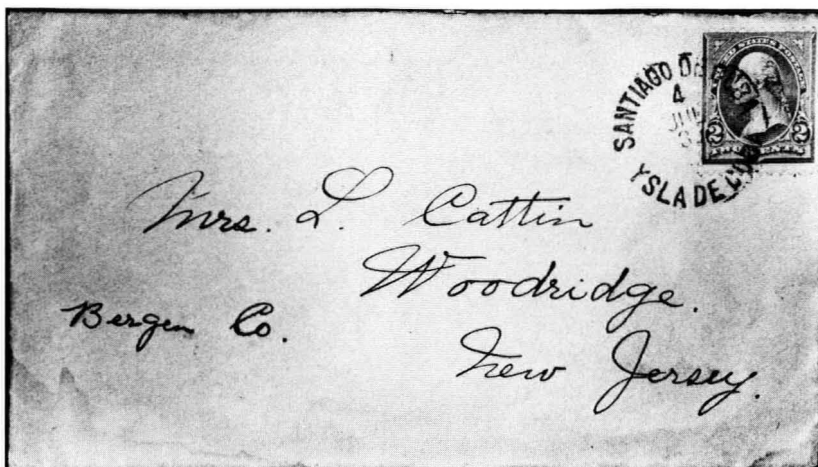


Figure 4. Cover from Cuba, 1898.

Figure 4 shows a cover from Cuba to the U.S. with a 2¢ carmine stamp of the 1894 issue killed by a cds of Santiago de Cuba. The date looks like 4 July, with an inverted 98. Was 2¢ the correct postage? How long were Spanish marking devices used after occupation? There are some collector members with knowledge of this Spanish-American War period. Will at least one of them respond?



Figure 5. Cover from Guatemala, October 6, 1860.

Figures 5 and 6 illustrate two covers from Guatemala mailed in 1860 within the space of four months. The cover in Figure 5 is dated October 6 and bears a numeral “4,” struck at origin, and a black “STEAMSHIP 10” — all quite neat and straightforward.

The second cover (Figure 6) is dated July 6, and struck “8” (an erroneous amount being overstruck at left). It was postmarked with a black “N. YORK STEAMSHIP” with no amount expressed. The cover was rated “40”¢ U.S. due. When the cover was forwarded, it was rated an additional 6¢ for a total of 46¢ due. Was a mistake made by one of the U.S. clerks who



Figure 6. From Guatemala, July 6, 1860.

rated the Figure 6 cover? Or is there a logical explanation for the apparent discrepancy in rates? Is the Figure 5 cover correctly rated?

Please send your answers promptly to the Cincinnati P.O. Box.

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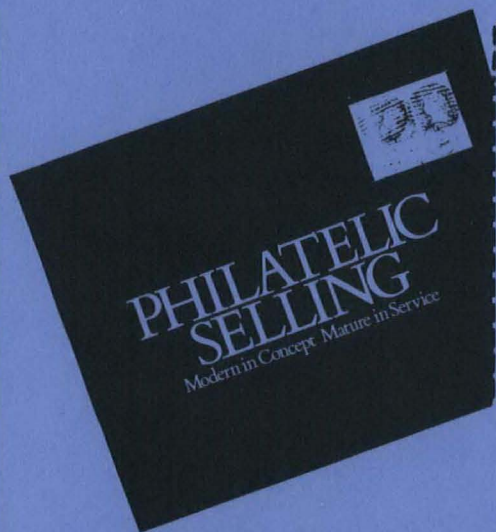
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