

THE CHRONICLE February 1988 (No. 137)

The

Chronicle

of the U.S. Classic Postal Issues

February 1988

Volume 40, No. 1

Whole No. 137

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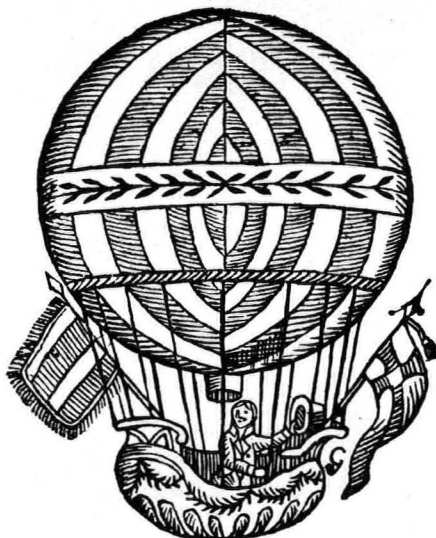
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The Chronicle of the U.S. Classic Postal Issues

ISSN 0009-6008

February 1988

Published Quarterly, in
February, May, August, and November.

Vol. 40, No. 1
Whole No. 137

\$3.50 Members
\$4.00 Non-Members

Official publication of the U. S. Philatelic Classics Society, Inc.
(Unit 11, A. P. S.)

Annual dues
\$15.00

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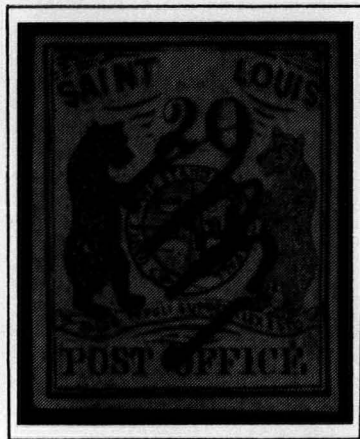
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Put me to work for you.

When it's time to consign your "yesterday's collection" to auction, call me. I'll go to work for you right away. First, I'll personally come out to see you. (If I'm not in when you call, it's because I'm on the road seeing another collector. But I'll call you back.) Then, in the comfort and privacy of your home or office we can discuss the best way to handle your collection. You'll find me helpful and sympathetic.



As soon as your material is in my shop, I'll study it to determine the best way to realize the most for you.

Important decisions will be weighed. Shall we clear it all out in a single auction? Shall we place parts of it in our auctions of specialized material where they would fit in nicely? Shall we place parts into sales of "name" collections where they might be enhanced by such proximity? Shall we put aside exceptional items for inclusion in our annual Gem Sale where realizations are often astonishing? You won't be left out of these deliberations. You'll get my recommendations and reasons why before we lock up the sales.

After that, we'll turn to the critical business of lotting and describing. We pride ourselves on this. Since we know our collector-buyers, we break lots down with their interests in mind. We don't cherry-pick the easy ones and relegate the rest to large lots and remainders. We milk each decent item. This means better realizations for the collector-seller. In each lot, we look for the "hidden value" — the unusual cancel, the faint double transfer, the out-of-the-ordinary usage that would make that item a prized addition to a collection. And this too makes for better realizations for you.

We're meticulous in our descriptions. For instance, when is "fine" not so fine? A stamp off-center top and bottom is worth more than the same item off-center left

and right. Yet each can properly be described as "fine." To make sure the better "fine" gets the better price, we photo it. Who benefits? Both you and the buyer.



I work for you in other ways:

All auction catalogs are not created equal. I honestly think mine are better. Since "presentation" in a catalog is so important, you'll see that I picture 75% of the items, many larger than actual size. This 75% compares with an average of 50% in most others' catalogs. That's important for your material, because most buyers can't come personally to view the lots. If a buyer can't see what he's buying, chances are he won't buy. But a photo does the trick. Also, you'll find the important items illustrated in full color in every sale. This draws attention to them and they realize more. And as much as possible, we position photos adjacent to their lot description. That's a convenience to the buyer and a giant headache to us. But since buyers expect it and sellers request it, we do it.

A truism: "If you're willing to sell, they're willing to buy." I make sure your material is offered in my catalogs to thousands of collector specialists and dealers here and abroad. Their collecting interests cover a broad spectrum. They're a very receptive audience for quality material and they're serious buyers.

As an auction is concluded and the hammer falls on the last lot, we'll already be hastening our settlement with you to get your money into your hands. A number of factors will be working for you here. First, our computerized system eliminates the mountain of tedious paper work in tracking and invoicing every lot and bidder. Secondly, our buyers tend to pay promptly; we discourage slow payers by dropping them from the catalog list. Most important, our return rate is surprisingly low. We work hard at that by making sure our descriptions are accurate, our claims not exaggerated, and most material photographed.

Let me respectfully suggest that when the time comes to sell, take a few minutes for a toll-free call to me (800-424-9519). Let's discuss your collection. You may end up putting me to work for you then and there.



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THE EDITOR'S PAGE

Beginning under Guest Privilege in this issue is a chronological table outlining postage rates from the U.K. to the Americas from 1711 through the 19th century. This valuable compilation, which is derived mainly from official sources, is the work of Colin Tabcart, one of our British members. The first section concerns U.K. inland rates. Anyone who has experienced the frustration of analyzing the U.K. inland charges (before the 1840 reform) on transatlantic mail covers, for example, will appreciate the utility of this information.

A contributor to Guest Privilege and new member questions whether his articles should still appear in that section. The term "Guest Privilege" was first used to cover material that did not readily fit under the sections then current. It wasn't intended to imply non-membership. Perhaps it is no longer appropriate. If you have a suggestion for a new title, please send it to me.

Reminder: *North Atlantic Mail Sailings* may still be ordered at the pre-publication price of \$34.50. Checks to USPCS at 2030 Glenmont Dr. NW, Canton, Ohio 44708.

* * *

Review: Confederate States of America — Markings and Postal History of Richmond, Virginia. By Peter W. W. Powell. Hardbound, 188 pages, 142 cover illustrations, 117 tracings of markings. Published by Leonard H. Hartmann, P.O. Box 36006, Louisville, Ky. 40233, at \$50 postpaid.

Richmond, as the capital of the Confederacy, was central in its postal operations. This book builds on previous work by Thomas Pratt and Tom Parks to develop a classification system for Richmond postmarks of the Confederate period. Powell goes beyond the early studies to assign various sub-types to the eight main circular datestamp types, enabling the reader to assign dates to covers and to assess their relative scarcity. The different types and sub-types are clearly illustrated by line drawings (with descriptions pointing out distinguishing features) and by photos of actual covers.

Additional chapters treat manuscript markings; the use of blue ink in Richmond postmarks; PAID and DUE handstamps; and auxiliary markings, such as ADVERTISED, FORWARDED, HELD FOR POSTAGE, etc. All these subjects are thoroughly illustrated with examples of covers and tracings. Concluding chapters discuss penny post; official and semi-official mail; express companies; Richmond prisons, hospitals and military units and patriotic, advertising and flag of truce covers, plus a chronology of important dates.

Recommended as a valuable resource for any collector of Confederate material.

Susan M. McDonald

POSTAGE RATES BETWEEN U.K. AND NORTH AND CENTRAL AMERICA
AND THE CARIBBEAN 1711 to 1900

COLIN TABEART
INTRODUCTION

Many postage rates are well known to students of Postal History, but sometimes they are difficult to find, or to interpret. This series of articles should give students the data needed to interpret single letter rates between the United Kingdom and North America, Central America, and the Caribbean Islands, called collectively "The Americas" hereafter. It begins by outlining UK inland rates, which were added to all ship and packet letter rates prior to 1840. Transatlantic ship letter rates follow the UK inland section, then the packet rates. Inland rates in the Americas are given where known, but no attempt has been made to verify these rates from original documents. The remainder of the rates have been taken, wherever possible, from original sources such as Acts of Parliament, Treasury Warrants, and Post Office notices, mainly held at UK Post Office Archives at Freeling House, London. Place names are spelled as they appear in the original source.

Omissions from the data are: privilege rates, *e.g.* for servicemen, circulars, consignees, etc.; postcard and newspaper rates; and multiple rates, though the scale of progression is given where known. Unless otherwise stated rates are for a standard letter as follows: Per single sheet, provided that it weighed less than one ounce, one rate. Progression was generally 2 rates for 2 sheets, 3 rates for 3 sheets, and 4 rates per ounce. In 1840 the UK progression changed to a scale based on weight, viz: up to ½ ounce, one rate; ½ oz to 1 oz, 2 rates; 1 to 2 oz, 4 rates, 2 to 3 oz, 6 rates.

Interpretation of the legal language of Treasury Warrants, Acts of Parliament, etc., is sometimes difficult. Explanatory notes, or the full text in quotes, are given where considered

ABBREVIATIONS

Acts of Parliament written: "5 Geo III c22," meaning 5th year of reign of George III, chapter 22 (standard legal terminology)	POD	= Post Office Directory
Bel	PP	= Must be prepaid
Br	PPV	= Prepayment Voluntary (but fine possible)
BWI	PS	= Private Ship (<i>i.e.</i> , not a packet)
BNA	PU	= Postal Union
F	S or Soton	= Southampton
For	SL	= Ship Letter
Fr	SNCo	= Steam Navigation Company
FWI	SSCo	= Steam Ship Company
GPON	TW	= Treasury Warrant
GPU	UD	= Unpaid double
Hal	"Via . . ."	means must be superscribed by the route indicated to pay the rate specified
NY	†	= Must be prepaid
PD	‡	= Additional charge levied on delivery
PEI		
PG		
Pkt		
POC		

necessary. When interpreting postage rates care is needed. British documents often quote the *British* postage only; this is denoted by the abbreviation "Br" in the text. Colonial and/or US inland rates may have to be added. To alleviate confusion as much as possible periodic quotes from the Post Office Guides are given. These usually show the amount the sender had to pay if posting a letter in UK, not necessarily paid to destination. Reciprocity of rates eastwards cannot be guaranteed!

Dates given are, where possible, the date the rate came into force. Where not given in the source document the date of the document is given. Dates are written 4, 5, 1888, which means 4 May 1888 - **American readers beware!**

ACKNOWLEDGEMENTS

My grateful thanks are due to: The staff at Freeling House, London, for their willing and courteous assistance — without which this series could not have been attempted; the Library of the University of Southampton from which most of the Acts of Parliament were obtained; R. F. Winter for all his help and encouragement; and the Authorities quoted in the text, whose earlier work has been drawn on to fill in gaps. I am conscious that the story is incomplete in many areas, but the data needed to fill the gaps were not available to me; any help readers can give to make it more complete would be appreciated.

UK INLAND RATES

1,6,1711 9 Anne c 10. By penny post within the cities of London and Westminster, and the Borough of Southwark, and to be received and delivered within 10 miles from the General Letter Office in London, 1d.

From London: up to 80 miles, 3d; over 80 miles, 4d. To Berwick, 4d. To Edinburgh, Dumfries, Cockburnspath, and between Dumfries or Cockburnspath & Edinburgh, or from London to Dublin, 6d.

From Berwick: up to 40 miles, 3d;

From Edinburgh within Scotland: up to 50 *English* miles, 2d; 50-80 miles, 3d; over 80 miles, 4d.

From Dublin within Ireland: up to 40 *English* miles, 2d; over 40 miles, 4d.

Between Donaghadee & Portpatrick: 2d.

American Colonies Inland Rates: 9 Anne c 10 set inland rates for the American colonies, as follows:

To and from New York 0-60 *English* miles, 4d; to Perth Amboy the chief town in East New Jersey, and to Bridlington the chief town in West New Jersey, and from NY between 60-100 *English* miles, 6d; to New London the chief town in Connecticut, and Philadelphia the chief town in Pennsylvania, 9d; to Newport the chief town in Rhode Island, Providence Plantation in New England, Boston the chief town in Massachusetts, Portsmouth the chief town in New Hampshire, Annapolis the chief town in Maryland, 1/-; to the chief offices in Salem, Ipswich, Piscataway, and to Williamsburg the chief office in Virginia, 1/3d; to Charlestown the chief office in N and S Carolina, 1/6d.

To and from Perth Amboy and Bridlington. 0-60 miles, 4d; 60-100 miles, 6d. The same rates were imposed from and to any of the post towns mentioned above.

Thus a letter from England to a place 30 miles from Annapolis (say) would be charged: UK inland according to distance to the packet port, the packet postage to New York (1/-), the postage from NY to Annapolis (1/-), and the postage from Annapolis for 30 miles (4d). See Figure 1.

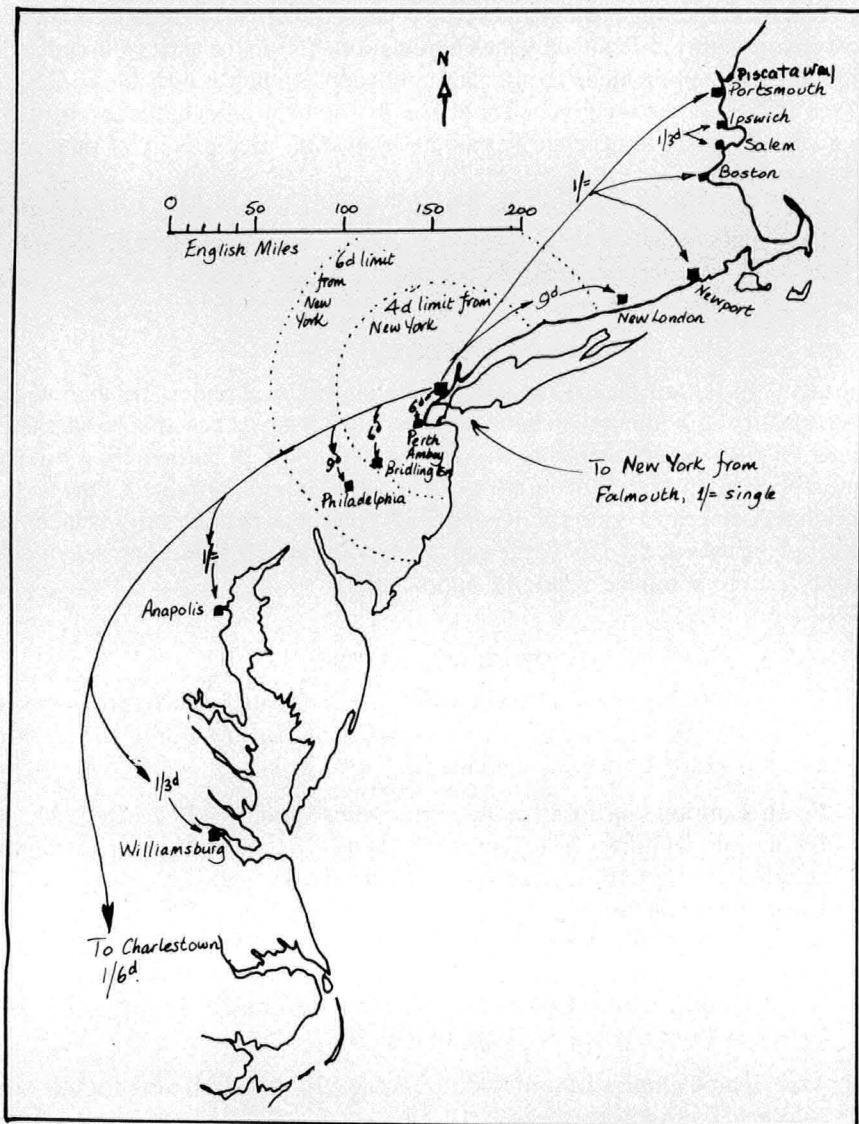


Figure 1. Diagram of rates per 9 Anne c. 10 in American Colonies.

- 1761 *London & Its Environs*, published 1761. Held at PO Archives. As 9 Anne c 10 *except*; Additional rate introduced for 80-140 miles of 4d, over 140 miles, 6d. It is not known what Act authorised this change, if indeed it is genuine — see 1777 entry below, which does not mention this 80-140 mile rate.
- 10,10,1765 5 Geo III c 25. "For the port or conveyance of every single letter, not exceeding one post stage from the office where such letter may be put in, the sum of 1d." Ditto 2 post stages, 2d. The latter applied in England only, the former in Great Britain and Ireland.
- 5,7,1767 7 Geo III c 50. Packet established between Whitehaven (Cumberland), and Douglas, Isle of Man. Rate 2d.
- 1777 *Guide to London* — held at PO Archives.
Between any PO in England and any place not exceeding 2 stages from such office and not passing through London, 2d.

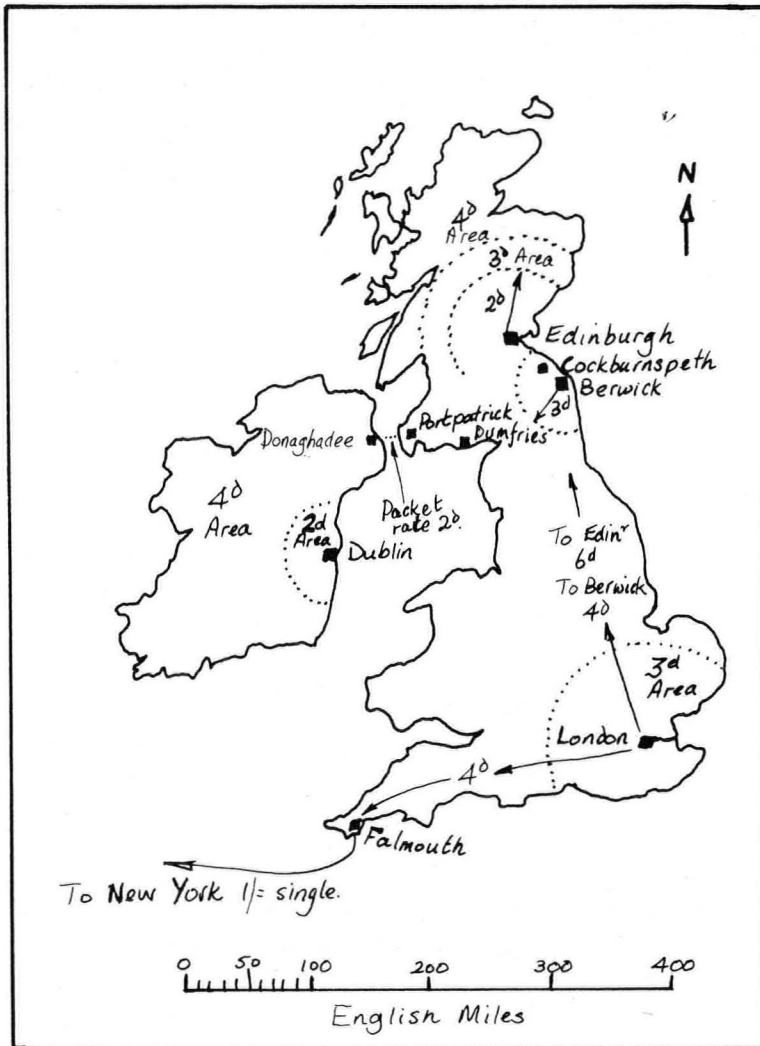


Figure 2. Diagrammatic representation of 9 Anne c. 10 in United Kingdom.

Between any PO in England and any place not exceeding 80 miles from such office and not passing through London, 3d.

Between any PO in England and any place above the distance of 80 miles from such office and not passing through London, 4d.

Between London and: Dublin via Holyhead; Edinburgh, Dumfries, or Cockburnspeth, 6d.

Between any PO in Scotland and any place above 1 stage and not exceeding 50 miles and not passing through Edinburgh, 2d.

Between any PO in Scotland and any place in the same Kingdom above 50 and not exceeding 80 English miles, and not passing through Edinburgh, 3d; above 80 miles, 4d.

Portpatrick to Donaghadee over and above all other rates, 2d.

London to Donaghadee via Carlisle and Portpatrick, 10d.

Between any PO in Ireland and any place in the same Kingdom above one stage and not exceeding 40 English miles from such office and not passing through Dublin, 2d; above 40 miles, 4d.

- Between Great Britain and the Isle of Man over and above all other rates, 2d. Within the cities of London, Westminster, Southwark and their suburbs, 1d on putting in, and also a penny upon the delivery of such as are directed to any place beyond the said cities and their suburbs, within the district of the penny post.
- 31,8,1784 24 Geo III session 2, c 25. Additional rates imposed within Great Britain, making: Not exceeding one post stage, 2d; one to two post stages, 3d. Within England: over 2 post stages & under 80 miles, 4d; 80 to 150 miles, 5d; above 150 miles, 6d. London to Edinburgh, Cockburnspath, or Dumfries, or between the latter 2 places and Edinburgh, 7d. Within Scotland: above one post stage and under 50 miles, 3d; 50 to 80 miles, 4d; 80 to 150 miles, 5d; over 150 miles, 6d. *No letter (not passing through London) to or from Glasgow, or the intermediate places by way of Carlisle, shall pay a higher rate of postage than if the same had passed through Edinburgh, to or from Glasgow; and that no letter passing to or from Edinburgh, or any intermediate places in England and Scotland, north of London, shall be subject to a higher rate of postage than 7d single.*
- 1784 25 Geo III c 17. Established an independent Irish Post Office. Bill allowed a Dublin Penny Post to be set up to serve a district not more than 4 miles from the General Post Office. Ship letter rates and methods of measuring mileage established.
- 5,4,1787 27 Geo III c 9. Packet established between Milford Haven and Waterford. Rate 6d single, *provided that no letter between London and Waterford via Milford Haven shall be charged with a higher rate of postage than letters between London and Dublin via Holyhead.*
- 28,3,1794 34 Geo III c 17. "For every letter originally sent by the said carriage called the Penny Post, and not first passing by the General Post, from any place out of the Cities of London and Westminster, the Borough of Southwark, and the respective suburbs thereof, to any places within the said cities and Borough, and the suburbs thereof respectively, the sum of one penny *in addition to* the one penny now payable." Postage PP or not at option of sender. Postmaster may charge for each letter originally sent by the penny post (and not first passing by the General Post), which is not PP, the following: any place within London, Westminster, Southwark, and suburbs, to another place within said cities, borough, or suburbs thereof, one penny; from said Cities, Borough or suburbs, to any place outside, twopence. Letters put into the penny post for transmission by the General Post to be PP 1d. Letters from the General Post, delivered by the Penny Post, one penny to be paid on delivery (plus General Post charge). Ten mile limit on any Penny Post may be extended at discretion of PMG.
- 28,3,1794 34 Geo III c 18. By pkt from Weymouth (or any other convenient port), to or from any port in Jersey or Guernsey, 2d single over and above all other rates payable. Inland rates established within Jersey and Guernsey as the rates payable in England.
- 5,1,1797 37 Geo III c 18. Inland English Rates. Up to 15 miles, 3d; 15-30 miles, 4d; 30-60 miles, 5d; 60-100 miles, 6d; 100-150 miles, 7d; over 150 miles, 8d. Within Scotland add 1d to all rates.
- 5,4,1801 41 Geo III c 7. Within Great Britain: Up to 15 miles, 3d; 15-30 miles, 4d; 30-50 miles, 5d; 50-80 miles, 6d; 80-120 miles, 7d; 120-170 miles, 8d; 170-230 miles, 9d; 230-300 miles, 10d; every additional 100 miles or part thereof, an additional 1d.

“Penny Post” between cities of London, Westminster, Southwark, increased to 2d.

By packet boats between Holyhead or Milford Haven and Ireland, 2d.

Clause Five, “It shall be lawful for the PMG to . . . undertake . . . the conveyance and delivery of letters directed to persons living in towns, villages, and places (not being post towns) from the respective post towns to which such letters shall be carried by the post . . . and to take such sums of money . . . for such respective extra service to be performed as shall be mutually agreed upon by the PMG and the inhabitants respectively.”

Clause Six, “Nothing in this Act shall . . . hinder or prevent the inhabitants of such towns, villages, and places from carrying, or re-carrying, or employing any messenger, servant, or other person, to carry or re-carry any letters to or from the post town in such manner as they have heretofore been accustomed and are by law authorised.”

Holyhead or Milford to Ireland, 2d.

25,3,1803 43 Geo III c 28. **Within Ireland.** 0-15 *Irish** miles, 2d; 15-30 miles, 3d; 30-50 miles, 4d; 50-80 miles, 5d; over 80 miles, 6d. Letters passing through the GPO in Dublin if posted more than 4 miles from the GPO to pay the rate *to* the GPO and the rate *from* the GPO according to the distance scale above. From and to any place within the limits of the circular road about the city of Dublin, 1d PP; beyond the circular road and within the circuit of the penny post, an additional 1d on delivery.

* According to Robertson, 100 Irish miles = 127 English miles.

12,3,1805 45 Geo III c 11. Added 1d to all General Post rates within Great Britain, and between Great Britain and Ireland. Hence within Great Britain the rates were: 0-15 miles, 4d; 15-30 miles, 5d; 30-50 miles, 6d; 50-80 miles, 7d; 80-120 miles, 8d; 120-170 miles, 9d; 170-230 miles, 10d; 230-300 miles, 11d; every additional 100 miles an extra 2d.

Also: “letters sent by the post now known as the twopenny post, and not passing and afterwards to pass, by the general post, directed to or sent from places beyond the delivery of the general post letter carriers,” an additional 1d. “Letters, originally passing by the general post, directed to places beyond the delivery of the general post, and afterwards delivered by the 2d post,” an extra 2d.

To Guernsey & Jersey and the Isle of Man increased by 1d. This increased the packet postage to Guernsey, Jersey and to the Isle of Man from 2d to 3d.

1808 *The Court & City Register* of London interpreted the twopenny post rates of 45 Geo III c 9 as follows: From any parts of the cities of London or Westminster or the Borough of Southwark, and not beyond the limits of delivery of the general post letter carriers, 2d; letters put into the 2d post to be forwarded to the GPO, and thence to be conveyed by that post, or coming by the general post, 2d; letters passing to or from any place within the 2d post district, and not within the delivery of the general post letter carriers, 3d.

15,6,1810 50 Geo III c 74. **Within Ireland.** “From and after the expiration of 10 days from the passing of this Act” added 1d to all rates within Ireland established by 43 Geo III c 28. This would make the rates; 0-15 *Irish* miles, 3d; 15-30 miles, 4d; 30-50 miles, 5d; 50-80 miles, 6d; over 80 miles, 7d.

- 1811 On p. 59 of *Post Towns, Post Roads & Postal Rates*, Robertson lists rates within Ireland stated to be taken from the 1828 Thom and Johnston guide and based on "51 Geo III c 119, 1811." However, since 51 Geo III c 119 was not a Postal Act, the reference is believed to be mistranscribed for "54 Geo III c 119," listed below under 1814. The Robertson listing is therefore omitted.
- 9,7,1812 52 Geo III c 88. Additional rates of postage as follows: Within Great Britain, above 20 miles, 1d; to and from Ireland, 1d. Interpreted by Robertson within Great Britain as: 0-15 miles 4d; 15-20 miles, 5d; 20-30 miles, 6d; 30-50 miles, 7d; 50-80 miles, 8d; 80-120 miles, 9d; 120-170 miles, 10d; 170-230 miles, 11d; 230-300 miles, 1/-; 300 miles plus, 1d per 100 mile increment.
- 3,6,1813 53 Geo III c 58. **Within Ireland.** Between Dublin and Post Towns: under 10 Irish Miles, 2d; 10-20 miles, 3d; 20-30 miles, 4d; 30-40 miles, 5d; 40-50 miles, 6d; 50-60 miles, 7d; 60-80 miles, 8d; 80-100 miles, 9d; over 100 miles, 10d. All money in *Irish* currency.
- 3,6,1813 53 Geo III c 68. Repealed the exemption from tolls (25 Geo III c 57) of mail coaches with more than 2 wheels in Scotland. To compensate the PO for the increased cost of conveying the mails to and within Scotland, the Act allowed the PMG to "have, receive and take for the post and conveyance of all letters . . . in or by any mail coach or carriage with more than 2 wheels, to or from any place within Scotland, or from any place within England or Ireland, or from any parts beyond the seas to any place within Scotland, (or vice-versa), in addition to all other rates, the sum of ½d for each letter."
- 23,7,1814 54 Geo III c 119. "From and after 10 days of the passing of this Act, it shall be lawful for the Postmaster General of Ireland . . . to demand . . . for the postage of all letters . . . within Ireland, according to the several rates, *Irish* currency hereinafter mentioned:" from the office in Ireland where put in, to any distance not exceeding 7 miles, 2d; 7-15 miles, 3d; 15-25 miles, 4d; 25-35 miles, 5d; 35-45 miles, 6d; 45-55 miles, 7d; 55-65 miles, 8d; 65-95 miles, 9d; 95-120 miles, 10d; 120-150 miles, 11d; 150-200 miles, 12d; 200-250 miles, 13d; 250-300 miles, 14d; every further 100 miles add 1d. All rates *Irish* currency, all distances *Irish* miles. The Act further provided that letters passing through the chief office in Dublin would pay only according to the distance between the sender and the recipient, not as heretofore one rate to Dublin and another rate from Dublin.
- 2,7,1819 59 Geo III c 48. Act to repair roads between London and Holyhead, and London and Bangor, and to build a bridge over the Menai Straits. Clause 59 authorised an additional 1d single for all letters "conveyed by post to and from any part of Great Britain and Ireland, or from any part beyond seas to any place within Ireland, or from any place within Ireland to any place beyond the seas, by the way of Dublin and Holyhead."
- 24,7,1820 1 Geo IV c 89. Packet postage between Port Patrick and Donaghadee increased by 2d, making 4d single.
- 28,5,1821 1/2 Geo IV c 35. Building of the bridge over the River Conway. Additional rate of 1d "on all letters and packets conveyed by post, to or from any part of Great Britain or Ireland by way of Conway and Chester."
- 5,8,1822 3 Geo IV c 105. Packet postage between Liverpool and the Isle of Man, 6d.

10,6,1825 6 Geo IV c 28. Packet post established between Liverpool and Dublin. Pkt postage 8d, *provided that no letter sent via Liverpool shall be charged with a higher rate of postage than that liable if sent by way of Holyhead.*

5,7,1827 7/8 Geo IV c 21. Repealed the requirement to pay separate inland rates in Great Britain and Ireland, and substituted an overall rate according to distance in *English miles*, between despatching and receiving places. It further required postage in Ireland to be paid "in the currency and lawful money of the United Kingdom of Great Britain and Ireland."

Between Great Britain and Ireland for a land distance not exceeding 15 *English* miles, 4d; 15-20 miles, 5d; 20-30 miles, 6d; 30-50 miles, 7d; 50-80 miles, 8d; 80-120 miles, 9d; 120-170 miles, 10d; 170-230 miles, 11d; 230-300 miles, 12d; 300-400 miles, 1/1d; 400-500 miles, 1/2d; 500-600 miles, 1/3d; 600-700 miles, 1/4d; over 700 miles, 1/5d. Add packet and toll charges according to route as follows: Port Patrick to Donaghadee, 4d; Holyhead or Milford Haven, 2d; via Liverpool & Dublin, 8d (provided that not charged a higher rate than if sent via Holyhead); via Holyhead and Dublin add 1d Menai Bridge charge; via Chester and Conway add 1d Conway Bridge charge.

Within Ireland. Distances in *Irish* miles, rates in the currency of the United Kingdom; 0-7 miles, 2d; 7-15 miles, 3d; 15-25 miles, 4d; 25-35 miles, 5d; 35-45 miles, 6d; 45-55 miles, 7d; 55-65 miles, 8d; 65-95 miles, 9d; 95-120 miles, 10d; 120-150 miles, 11d; 150-200 miles, 1/-; 200-250 miles, 1/1d; 250-300 miles, 1/2d; every additional 100 add 1d.

24,3,1832 2 William IV c 15 allowed the PMG to establish penny posts in Ireland.

21,6,1836 6/7 William IV c 25. Additional rate of 1/2d single on all letters between Britain and Ireland via Milford and Waterford.

1,8,1837 1 Vic c 34. This Act consolidated most of the then-existing rates into a single Act as follows: within GB and within the islands of Jersey, Guernsey, and the Isle of Man, as 52 Geo III c 88; Scottish Additional 1/2d as 53 Geo III c 68; within Ireland, and between GB and Ireland, as 7/8 Geo IV c 21; Milford additional 1/2d as 6/7 William IV c 25; Liverpool to the Isle of Man as 3 Geo IV c 105.

Between Weymouth and any port in Jersey or Guernsey, and between any port in Jersey and any port in Guernsey, 3d.

Dublin Penny Post: between places within the limits of the said post, 1d; between places within the limits and places beyond the limits, or two places both beyond the limits, 2d.

London 2d Post: By such post between places within the delivery of the General Post, 2d; between a place within the said limits and any place beyond the same, or between places both of which are beyond the said limits, 3d; letters originally sent by the General Post directed to places beyond the said limits and delivered by the 2d post, and letters originally sent by the 2d post and afterwards passing through the General Post, 2d in addition to all other rates.

Reduction of Inland Postage on letters going abroad. By pkt to the Br Dominions in America or the West Indies (except Cuba and Saint Domingo), or received by pkt from those places, the inland rate shall be reduced by 1d. No reduction on letters to or from Mexico, Cuba, or Saint Domingo.

5,12,1839 Treasury Warrant. Scale of increments changed from sheets to weight, one rate under 1/2 oz, 2 rates from 1/2 to 1 oz, 4 rates from 1 to 2 oz, plus 2 rates per additional oz. Uniform inland rate of 4d per 1/2 oz established. All additional tolls

(Scottish Addl ½d, Menai/Conway Bridge, Milford Road, etc.) abolished. Penny and 2d posts continued to deliver general post letters, but without additional charges, except for *franked* mail and other mail exempt from general post charges, which continued to pay 1d or 2d as appropriate. Prepaid mail within 1d and 2d posts reduced to a uniform 1d; unpaid mail rated as before. "In all cases where the rate of 4d herein authorised shall exceed . . . the existing rates on single letters . . . there shall be taken the like rates of postage only . . . by distance or otherwise." The Post Office Directory for Jan. 1840 interpreted this as meaning that a letter not travelling more than 8 miles was rated 2d.

10,1,1840 TW. Uniform inland rate reduced to 1d per ½ oz. This rate lasted until 1918, although the weight allowed for a single rate was increased from time to time.

(To be continued)

THE SLATER PROVIDENCE COLLECTION AND THE WRIT OF REPLEVIN

STANLEY M. BIERMAN, M.D.

While on a trip to Boston with my family, I decided to motor to the Rhode Island Historical Society (RIHS) Library in Providence to view the Slater Collection of Providence Postmaster Provisional stamps which was the subject of my last article in *Chronicle of U. S. Classics*.¹ Devoted to the collecting, preservation and sharing of Rhode Island history, the RIHS consists of three facilities: (1) John Brown House; (2) Museum of Rhode Island History at Aldrich House; and (3) Library. Arrangements for the visit were made through Ms. Christine Lamar, Reference Librarian of the Rhode Island Historical Society. The trip was both rewarding and illuminating in permitting the author to see first hand the rarities in this magnificent collection. The pleasure of the trip to the library however was clouded by a mystery surrounding the discovery of missing or unaccounted portions of the postal history section of the famous collection. A curious legal document regarding a writ of replevin appended to the Slater album seemed to be the touchstone of this mystery.

The Rhode Island Historical Society is housed in a two story wood and brick building located on 121 Hope Street in Providence on a quiet, tree-lined picturesque street. The first floor of the library contains a large reading room and an extensive bibliographic file system of Rhode Island history. The second floor houses the major bibliographic rarities of the library including the two volume Slater Providence Postmaster Provisional Collection which I was permitted to view.

The first of two leather bound albums was brought to me, and under the watchful eyes of the curator, I began turning pages while entering on scrap paper pencilled notations of philatelic items contained therein. Review of my scribbled notes includes reference to George Hussey reprints of the Providence PMP in nine different colors from the first stone, a mixed plate of 100 of the 5¢ and 10¢ issues from the first stone, a 5¢ plate of 100 in pink-brown from the second stone and a 10¢ plate of 100 in grey black from the third stone. There were Swiss facsimiles of the issues as well as S. Allan Taylor, New York and Philadelphia examples of facsimiles. I also noted fake cancellations on the issue, and a sheet of reprints in green printed by Henry G. Mandel annotated with the Earl of Crawford's handwritten comments. The original corroded copper plate employed in the production of the Providence Rhode Island PMP was present. There were 1898 New York reprints with and without lettering along with printer's waste of the 1893 reprints, and examples of different types of papers employed in stamp production.

After satisfying myself as to the contents of the first album, I requested the curator to bring me the second Slater album. Appended to the album was Slater's original bequest to the

1. S. M. Bierman, "Alpheus B. Slater, Jr. and Stamps of the Providence, R.I., Postmaster," *Chronicle* 136:230-235 (November 1987).

Rhode Island Historical Society with the Trust dated October 14, 1930, and signed by Albert Claffin, President of the RIHS. An announcement was attached to the frontispiece that the Slater Collection had been previously shown in Boston at the National Philatelic Exhibition held August 11-16, 1930, where it won a gold medal. Also appended to the album was an insurance policy dated September 7, 1931, from the Phoenix Assurance in the amount of \$44,600. The transit policy covered the collection which was also displayed at the National Philatelic Exhibition held in Memphis on September 14-19, 1931.

In turning the album pages of volume II to view the Providence PMP covers, much to my surprise and chagrin, several of the postally used covers which were well known to me from Slater's 1930 book on *The Stamps of the Providence, R.I. Postmaster 1846-1847* were missing and replaced by photographs; the originals were nowhere to be found, nor could the curator provide me with information as to their whereabouts. Contemporary newspaper accounts were found pasted to the front album cover including a *Providence Sunday Journal* dated October 11, 1931, with the heading "R. I. Historical Society . . . \$25,000 Stamp" which went on to note that the society had refused a \$25,000 offer from an unnamed source to purchase the Providence Collection. Another tear sheet from the same newspaper also dated October 11, 1931, included an account of the seizure by a *writ of replevin* of the Rhode Island Historical Society's \$25,000 collection.

Unfamiliar as I was with the legal jargon I inquired of the curator as to its meaning. I was informed that a *writ of replevin* is a document that provides the seller of a property the means to redeem that possession if the terms of sale unfairly or illegally concealed its true value. The *writ of replevin* was in support of the Tremont Nail Co. of Wareham, Mass., which claimed prior ownership of dozens of the Providence covers. The attorneys for the action claimed that dozens of stamps worth an estimated \$12,000 were found in an attic of a house in Massachusetts and sold to Slater by owners who were ignorant of their true philatelic value. A newspaper account (undated) followed in the Slater album headlined "Historical Society Loses Rare Stamps" in which it was noted that the Wareham, Mass., legal firm won a decision in favor of the Tremont Nail Co. in a court action decided by Justice Edward Blodgett. There were no subsequent newspaper accounts or clues in the album to determine what portions of the Slater collection were returned; nor could I elicit a statement from any of the library's employees as to the matters related to the writ and transfer of property.

Time did not allow me to view contemporary accounts of the trial which might have been available from records in the county court house. Subsequently I wrote to the RIHS to learn more about the legal actions. A search was made of the State Data Center by Ms. Lamar who discovered that records of civil court cases in Providence over 25 years old had been destroyed, nor could the accounts of the action be found in Superior Court records. James S. Kenyon, the litigant and owner of the Tremont Nail Co. during this time span, was long dead, and his son, James S. Kenyon, Jr., who took over the business died in 1986. The company which Ms. Lamar claims survives to this day does not know the whereabouts of the property, but does believe that the stamps were donated or sold soon after their acquisition from the RIHS.

A section of Slater's book (page 65) casts serious question as to the legality of the Tremont suit. Of no little mystery is the fact that all the covers owned by the Tremont Nail Co., consisting of Slater numbers 6, 9, 15, 20 and 42 were addressed to Thomas J. Coggeshall of Taunton, Mass. Mr. Coggeshall was treasurer of Parker Mills of Wareham, Mass., the latter company being the owner of the Tremont Nail Co. It is altogether confusing to learn on page 65 that A. B. Slater was President of the Eastern Nail Co. which purchased the failing Tremont Nail Co. in 1926 for an undisclosed amount. In searching the attic of his newly acquired business Slater found five stamped covers in the attic of the office and placed them in his Providence collection. Having thus legitimately purchased the property, the question arises as to why the Tremont Nail Co. requested a return of the stamped envelopes

which were not presumably its property. Looking at table I, if we are to believe that the missing covers which have been replaced by photographs constitute the returned property, then another explanation for their absence must be determined. It is to be noted that none of the missing covers are in the Coggeshall Find! *i.e.*, initially property of Tremont Nail Co.

Turning to pages 78-104 of the Slater book on *Stamps of the Providence, R.I. Postmaster 1845-1846*, the following Providence covers seem to be missing and replaced by photographs based on my pencilled notations:

10, 11, 13, 14, 17, 19, 22, 24, 31, 35, 40, 41, 43, 101, 201, 202, 207.

TABLE I

S#s	Addressed	Destination	Dated
10	Hon Byron Diman	Bristol, R.I.	Oct. 18
11	Cornelius & Co.	Philadelphia	Oct. 27
13	Gov Byron Diman	Bristol	Nov 13
14	Philip Talcott	Hartford, Ct.	Nov. 14
17	Samuel Thompson	New York	Nov 17
19	P. Wyckoff	New York	?
22	Clara Louisa Clapp	Boston	Dec 25
24	Clara Louisa Clapp	Boston	Jan 12
31	Clara Louisa Clapp	Boston	Feb 4
35	Hon B. Diman	Bristol	Feb 21
40	Clara Louisa Clapp	Boston	Mar 29
41	Waterman & Burgess	New Orleans	Apr 23
43	John Waterman	New York	May 10
101	Henschell	New York	Feb 3
201	Forgery (not ill. in Slater)		
202	Forgery (not ill. in Slater)		
207	William Bennet	Hubbardston	Apr 15

It is important to note that Hugh Barr sale #55 of September 22-23, 1939, included material described as being from an original find of a specialized collection although there are no accompanying photographs. Addressed to the same party in Boston which Barr does not specify (?Clara Louisa Clapp), the three proffered covers are described as (1) pen cancelled, handstamped PAID and on cover to Boston and dated Feb 11 in red; (2) dated Jan 22; and (3) dated Dec 25. The October 6, 1987, Christie's Robson Lowe sale includes four Providence postal history items (ex-Hart) two covers of which (Slater #38 and #42) I did not include in my pencilled list of missing covers (thus mistaking photographs in the albums for originals). Creighton Hart's letter to me of November 27, 1987, notes that the Providence material sold at the Christie's sale had been purchased by him in the early 1930s from W. C. Michaels, an early day collector.

There is no way to ascertain Slater's response to the legal challenge to the integrity of his collection following his bequest to the RIHS. Nor is there a means at this time to unravel the mystery as to why select covers are missing from the Providence Collection, and the confusion regarding why the Coggeshall correspondence was not included in the missing

covers, given its more immediate relation to the Tremont Nail Co. There are no surviving members of the 1930 RIHS to give us the answers, nor are there remaining court records to bear witness to the precise details of the legal action.

Alpheus B. Slater spent the last years of his life in quiet seclusion visiting with his friends at the Crown Hotel in Providence. There is no evidence he ever again viewed his wonderful Providence Rhode Island Postmaster Provisional Collection. A. B. Slater died on September 9, 1936, some five years after the legal challenge of the *writ of replevin*.

VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J. C. ARNELL

5. Post Paid Withdrawn Ship Letters & U.S. War Surcharge Postage

Two seemingly unrelated subjects are treated together because they were nearly contemporary at the end of the War of 1812 and found together on letters from England to America during the short period that they were in force.

A brief review of earlier developments may help to understand this unusual British action. Soon after the establishment of the first mail packets, the British Post Office Act of 1711 set the packet postage at 1/- Stg. and at the same time made it illegal to send a letter by private ship over any route where there was a packet service. To any other destinations, ship's masters were free to carry letters at whatever fee they chose. The transatlantic packet service during the 18th century was never more frequent than once a month and was more expensive than the trading captains, so that most letters went by the latter, as enforcement of the law was difficult at best and often non-existent.

Appreciating that it was losing a lot of revenue, the Post Office by the Act of 1799 not only raised the ship letter postage on incoming letters from 1d. Stg. to 4d. Stg., but levied a fee of half the packet postage on all outgoing letters, irrespective of where they were going or whether there was an alternate packet service. Attempts were made to persuade the ship agents and coffee-house keepers, who handled most of the letters, to collect this fee for the Post Office, but little extra revenue resulted.

Finally, the Act of September 1814 made it compulsory to take all outgoing letters to the Post Office to be charged a fee of one-third of the packet postage. The public reaction to this unfair charge, for which no service was given, was such that it was dropped within a year, after which by the Act of July 1815 the Post Office undertook to handle all outgoing ship letters for half the packet postage, paying the ship owners and captains for the service.

It was during this brief period that the "POST PAID WITHDRAWN SHIP LETTER" handstamps were used. My examples are from either London or Liverpool, and I have never seen any others, although Alan Robertson in his famous treatise listed Bristol, Dartmouth, Greenock, Margate, Poole, Queenborough, and St. Ives as well. He also pictured a cover from Antigua with a manuscript "Withdrawn Ship Letter" in the fleuron datestamp of 21 June 1815 and "Paid 1/5."

The distinctive handstamps were used on the back of letters to show the payment of the fee. This was supposed to be struck across the closure to prevent the letter's being opened after the postage was paid. Liverpool appears to have been careless about this, so that the fronts of some letters can be shown together with the backstamp.

Immediately after the War of 1812, a 50 percent surcharge was added to U.S. postage rates on 1 February 1815 to help pay the expenses of the war. This was in effect until 31 March 1816, when the rates were returned to those established in 1799.

Three covers with both these charges are shown here. The first (Figure 1) is a very early postwar commercial letter from R. & W. Pulsford, London, dated 18 March 1815, which was



Figure 1. London, 18 March 1815, to New Hampshire. "P. 9." Backstamped "POST PAID WITHDRAWN SHIP LETTER LIVERPOOL." Rated 32¢ due at U.S. War of 1812 rates.

sent privately to Liverpool. At the Liverpool post office, the postmaster began to mark it as a prepaid Falmouth packet letter at $2/3$ Stg. As it was too late to connect with the *Hinchinbrook*, the first packet to sail to New York in two years, which left on 31 March, the partially-written "P 2/" was crossed out and replaced with "P 9" — a third of the packet postage or 9d. Stg, and the letter backstamped across the closure with a double circle "POST PAID WITHDRAWN SHIP LETTER LIVERPOOL" on 3 April. It was sent by the *Benjamin*, a British trader, to New York, where it was datestamped with "SHIP" on 1 June and rated 32 cents postage due (2 cents ship letter fee + 30 inland postage to Portsmouth).

When word of the treaty of peace reached New York by the British sloop-of-war *Favourite* on 13 February 1815, American trading vessels made ready to sail to England. The fast sailing ship *Milo*, Captain Sam Glover, left Boston on 12 March and arrived at Liverpool on 30 March. She was loaded in two weeks and sailed for Boston on 16 April, arriving on 3 June to be "the first American master to enter Liverpool and the first to return after the war."



Figure 2. London, 5 April 1815, to New Hampshire. Triple letter "P 2/3." Backstamped "POST PAID WITHDRAWN SHIP LETTER LIVERPOOL." Rated 47¢ due Boston to Portsmouth at War of 1812 rates.

His was not the first cargo, as the *Benjamin* had got to New York two days earlier and undoubtedly other British vessels had been arriving regularly since Spring.

The *Milo* carried a 5 April letter (Figure 2) also from R. & W. Pulsford, London, which contained two other letters, making it a triple. As a result, 2/3 Stg. was prepaid at Liverpool as an outgoing ship letter and the letter backstamped with the same "POST PAID WITHDRAWN SHIP LETTER LIVERPOOL." When it was entered as a ship letter at Boston, it was rated 47 cents postage due (2 cents S.L. fee + 3 × 15 cents inland postage to Portsmouth).



Figure 3. London, 25 March 1815, to Rhode Island, Double letter "P 1/6." Backstamped "POST PAID WITHDRAWN SHIP LETTER LONDON." At New York rated 53¢ due to Providence at War of 1812 rates.

The third letter (Figure 3) was also from London and enclosed a protest for a £1,000 Bill of Exchange. It was dated 25 March 1815; being a double letter, it was charged 1/6 Stg. as a prepaid outgoing ship letter and marked to go by the *Leander*. Backstamped with "POST PAID WITHDRAWN SHIP LETTER LONDON." Arriving at New York, it was rated 53 cents postage due (2 cents S.L. fee + 2 × 25½ cents inland postage to Providence).

In each case, the U.S. postage reflected the War Surcharge.

Editor's note: for additional details on POSTPAID WITHDRAWN SHIP LETTER markings, see *Chronicles* 106 and 109.

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EPHEMERA
Wrappers

A thing that is short-lived or transitory; lasting only a few hours or days. In philately the term "ephemera" is likely to be applied to things that have continued to survive over time when, in fact, they should have been thrown away soon after they served their initial purposes.

Consider newspaper wrappers. The object of interest to their recipients was, of course, the newspaper. Their enclosing wrappers, which sometimes had postal markings or stamps affixed to them when they passed through the mails, were usually stripped off, and one can easily imagine where they ended up. The newspapers often ended up in the trash too, for as we know, there is nothing more stale than old news, so newspapers might be deemed to be "second order ephemerae."

There is a philatelic correlate to all of this: That which is most likely to be thrown away is also likely to become unusual if it survives, if not quite scarce.



Figure 1. Wrapper enclosing 1846 prices current originating in Havana, Cuba, conveyed to the U.S. by private ship, entered mails at WILMINGTON, N.C., where a blue 30 mm. townmarking and matching 20½ × 4 mm. SHIP marking were applied. No rate indicated. That this item has survived intact is quite unusual — a good example of ephemera. (Photo by Peter Hedrington)

Figure 1 illustrates a prices current, a four-page newsletter printed on a single folded sheet, called *The Mercantile Weekly Report*, "Vol. XXVIII, no. 1186," datelined Havana, Cuba, Saturday, 11th April 1846, and still enclosed in its original wrapper composed of two crossed and sealed bands of fragile green paper. The wrapper bears the recipient's name, a commercial firm, Messrs. Jos. Ballister & Co., of Boston, Mass. This little publication was transmitted to the United States aboard a private ship and entered the mail at Wilmington, N.C., where a blue townmarking dated April 21 and a handstamped SHIP marking were applied. Unfortunately there is no indication of the total amount to be collected from the recipient. It seems likely that this would have been the sum combining a private ship fee and a rate of postage on a publication of this type.

The ship fee is straightforward. Since the Act of March 3, 1799, section 8, it had been set at 2¢ for every letter conveyed by post beyond the port of entry, and this fee had been

confirmed by several subsequent postal laws.

I am less certain about which rate of postage would have been applied to this particular piece. The problem is this: If considered to be a newspaper of less than 1,900 square inches in size transmitted more than 30 miles beyond the place at which it was printed, section 2 of the Act of March 3, 1845, would have been applicable, subjecting it by reference to an earlier Act of March 3, 1825, section 30, which imposed a rate of 1½¢ for newspapers conveyed more than 100 miles. If considered to be a printed circular, however, printed on single-cap paper, and *unsealed*, section 3 of the same 1845 act would have come into operation, with a rate of 2¢ for each separate sheet, without regard to distance. The few rated wrappers I have been able to locate from the period treated their contents as circulars, but this item would seem to fit very well into the definition of a newspaper set forth in section 16 of the 1845 act: . . . “any printed publication issued in numbers, consisting of not more than two sheets and published at short intervals of not more than one month, conveying intelligence of passing events. . . .” There is even a third possibility: that because the wrapper was *sealed*, and despite the fact that its contents were partly visible, it would have been considered to be an ordinary letter, and therefore liable for 10¢ in postage for the trip from Wilmington to Boston, which was well in excess of 300 miles. Perhaps a reader with an ardent interest in transient matter rates can direct our attention to conclusive information. The fact that the wrapper is unrated suggests that the Wilmington post office might have had a few questions of their own about the proper rate, and may have deferred the decision to their brethren in Boston.

ORNAMENTED TOWNMARKINGS An Interesting Pair

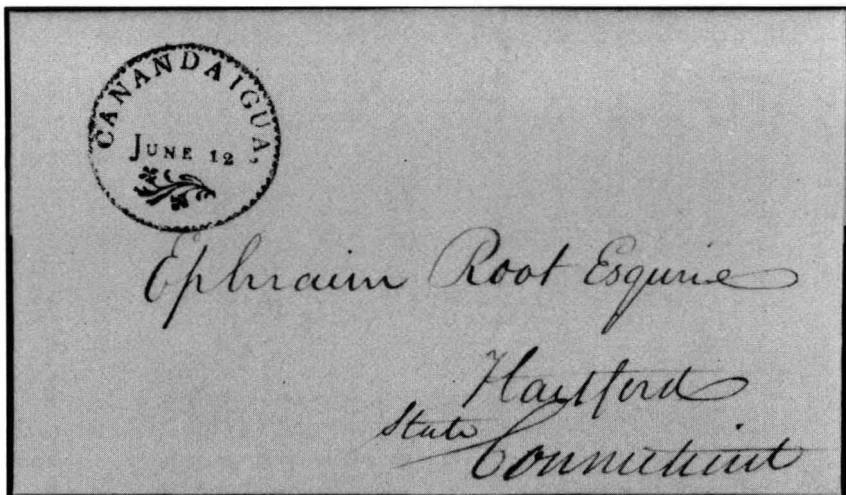


Figure 2. Folded letter dated June 12, (1803) with a neat strike of CANANDAIGUA, (N.Y.), black 30 mm. townmarking including ornamental spray of flowers. No rate indicated.

Two recent auctions provided an opportunity to make one of those little observations which often lead to further speculation. Figure 2 illustrates lot 245 from David G. Phillips's sale of May 15, 1987, a fancy black circular townmarking used on a folded letter from Canandaigua, (New York), dated June 12, (1803). The inner aspect of the circle is toothed or notched, but the really fancy feature is an ornamental spray of flowers beneath the date. This cover does not seem to have been rated, but neither is it free franked, and in any event this is not the gist of this note.

Figure 3 illustrates a similar cover, this from the Richard C. Frajola auction of May 30, 1987, lot 230. This second folded letter is also dated 1803, and was sent about a month later, on July 10. It is a fully rated letter from the well known Nicholas Low(e) correspondence. It is

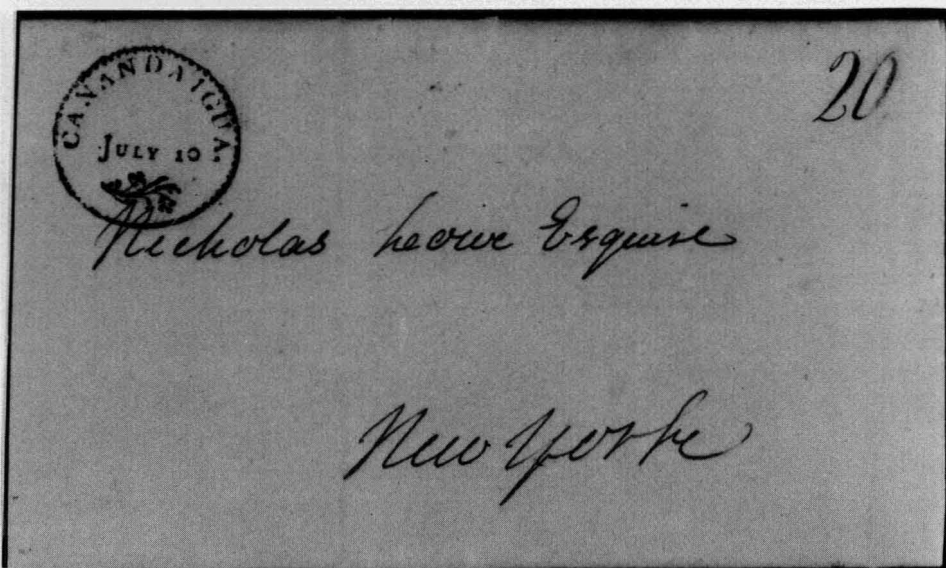


Figure 3. Folded letter dated July 19, (1803) with another clear strike of black CANANDAIGUA townmarking, but with the ornamental spray of flowers in an "inverted" position.

readily apparent that the ornamental spray of flowers is in an inverted position as compared to the previously described example.

Figure 4 illustrates enlargements of the markings for easy comparison. Making some allowance for wear and inking variations, it will be noticed that we are dealing with markings that originated from the same handstamping device. The relationship between the lettering of

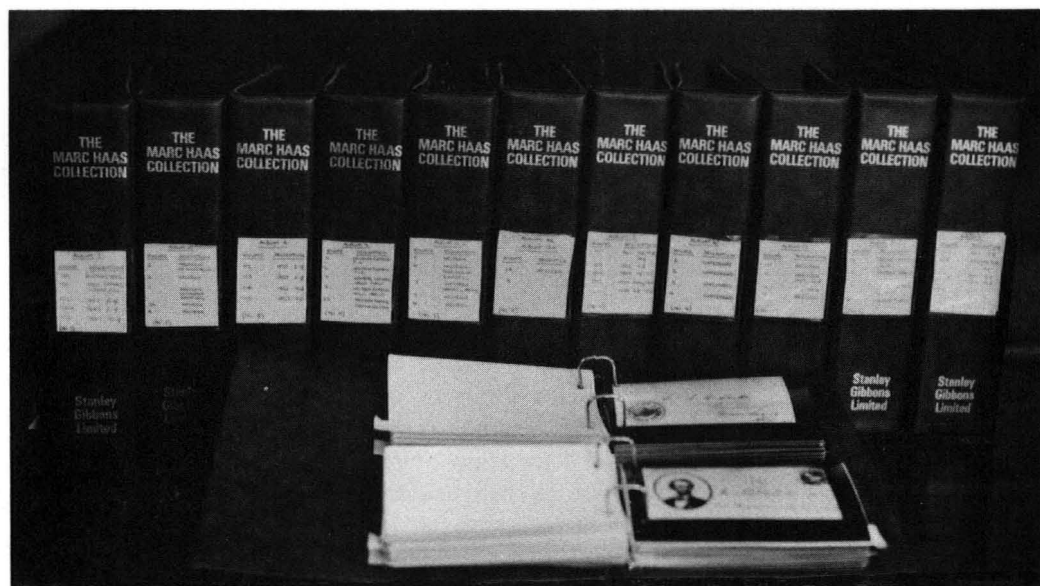


Figure 4. Enlarged photographs of CANANDAIGUA townmarkings indicate that these impressions were struck from the same basic handstamping device, leading to speculation about the significance of the ornamental spray of flowers. (Photos by David L. Jarrett)

the town names and the inner notches of the enclosing circles helps establish this quite nicely. All of the devices of this period were of a simple tenon-mortise construction, with the date portion of the marking being struck from loose type slugs, usually held in place by a screw that entered the handstamp from the side.

Ornamentation can be found in quite a number of early 19th century townmarkings. There is a wide range of stars, asterisks, dots, dashes, brackets, fleurons, and other nice little designs. Much of this was purely ornamental and fanciful. A few instances have been noted where such ornamentation was used to conceal or dress up some otherwise plebian feature of the handstamp device, such as shaping the nailheads holding a metal facing secure within a wooden handstamp into stars. This pair from Canandaigua points to yet another possibility, however: That ornamentation may have been used in conjunction with a *functional* feature.

The fact that the ornament is found in two opposing positions indicates that it was at the end of an additional loose slug within the handstamp's mortise, or central cavity. We might further speculate that the function of this "keystone" slug was to assist in the alignment of the loose date type slugs above it, to steady them and prevent them from slipping around. Close examination of the impressions of the dates of these markings reveals that three or more date slugs were used in composing them, and that the alignment, even with the additional slug bearing the ornament in place, was far from perfect. Happily, this pair now resides in the collection of a prominent eastern collector, so they can continue to excite our admiration and speculation.



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U.S. CARRIERS

ROBERT MEYERSBURG, Editor

Regular readers of this column may be interested to learn that a surprising number of questions about how one should collect carrier material have been received since publication of the Carrier chapters commenced six years ago. While I answered each question at the time, a review of the replies tells me some integration and editing is in order; so I will offer a few thoughts in the ensuing paragraphs.

Basically, carrier material is collected from the "fee period," prior to June 30, 1863, during which time the carriers' salaries were effectively the sum of the fees they collected for their services, usually one or two cents per letter. Carrier fees were abolished on July 1, 1863, when postage paid all mail handling charges, from collection from the letter boxes to delivery at the recipients' door when that was possible.

Several of the historically "great" carrier collections contained a wealth of material relating to the official and semi-official carrier stamps and their uses. In structure, they essentially followed the catalog listing, showing one or more examples of each stamp and its representative usage. In substance, they tended to neglect several equally important carrier collecting areas — those of postage stamps prepaying carrier fees; and of letters bearing no adhesive stamps at all, but containing markings indicating carrier handling.

Starting with the premise that there is still a great deal to be learned about the workings of the carrier system, it is evident that detailed knowledge about the system is essential in order to recognize a carrier cover by its franking and marking. Research yet to be conducted into the early records of the Postmaster General will reveal names and dates of carrier appointments, and will certainly add to the list of post offices that provided carrier service during the fee period. Once the new post offices are identified, review of period newspapers will, it is hoped, provide notices of carrier services with routes, fees and the like. It is not beyond the realm of possibility that new carrier stamps are waiting to be discovered.

For those interested in the dying art of plating, there is infinite room for creative research. Relatively few of the semi-official stamps have been plated, and our knowledge of the various forms of their printing is negligible. New varieties, such as *tête bêche* or sidewise insertion into plates or clichés may turn up, along with multiple variations in the type-set stamps so popular with some postmasters or carrier superintendents.

Condition of material remains an important consideration. Perfection of appearance is certainly the ideal objective, but the demand far outreaches the available supply of material, and so a ratty-looking cover can be an important piece in a collection.

Postal clerks and letter carriers, being human, could and did make mistakes in the markings they applied to the letter-sheets and envelopes; and only a thorough knowledge of the subject will keep important pieces with erroneous markings from being rejected as forgeries or non-carrier usages. And while speaking of forgeries or other forms of fakery, keep in mind that most "manufacturers" don't know much about the subject — so again, knowledge is the best tool this writer knows to help determine the genuineness of material. Other useful tools are those used for any careful study of a philatelic item — a 10X illuminated magnifying glass, an ultraviolet or quartz light, a small but bright pen flashlight to illuminate stamps on cover from behind, and a carefully kept set of records and notes on the results of your research and study.

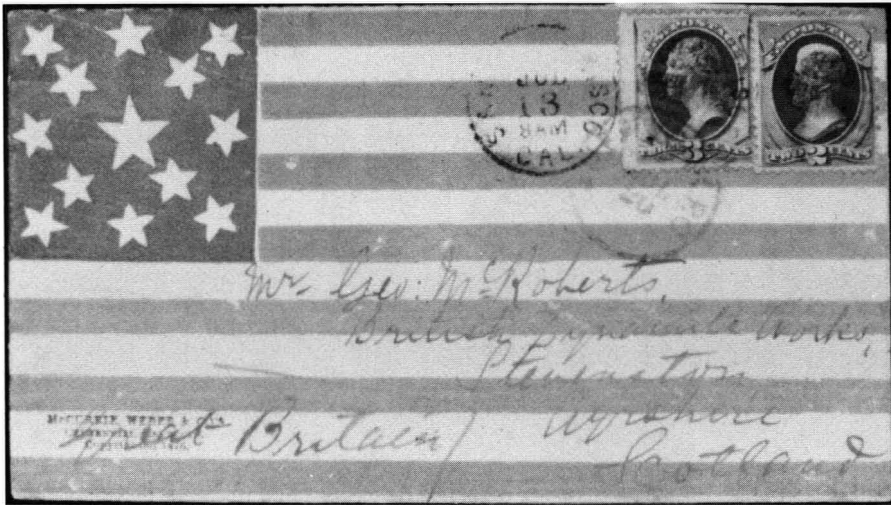
Finally, be gentle with your erasers. Some of the more important carrier markings on the face of an old letter sheet may be a disfiguring penciled "1" or "2" that cries for removal to pretty up the appearance of the cover.

The above is not intended to be a treatise on how to assemble a carrier collection. It is just the expression of some thoughts stimulated by your questions, which, along with your comments, are always welcome.

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BLEEDING KANSAS

THOMAS J. ALEXANDER

Very little has appeared in the philatelic press about the war that flared within Kansas Territory and along its border with Missouri just prior to the Civil War. The cause was the revocation of the Missouri Compromise when Kansas and Nebraska Territories were created in 1854. The previous prohibition against the extension of slavery north of Missouri's southern border was replaced with a squatter sovereignty provision. The general assumption was that Nebraska would come into the Union as a free state and that Kansas would be a slave state.

This neat balancing of north-south interests was rudely upset when the New England Emigrant Aid Society, and several similar organizations, were established by northern abolitionists for the express purpose of financing emigration into Kansas by free state easterners. Southern interests attempted to counter this move by encouraging pro-slavery parties to emigrate. The result was a series of clashes between the factions characterized by ambush, murder of unarmed citizens, and town burnings.

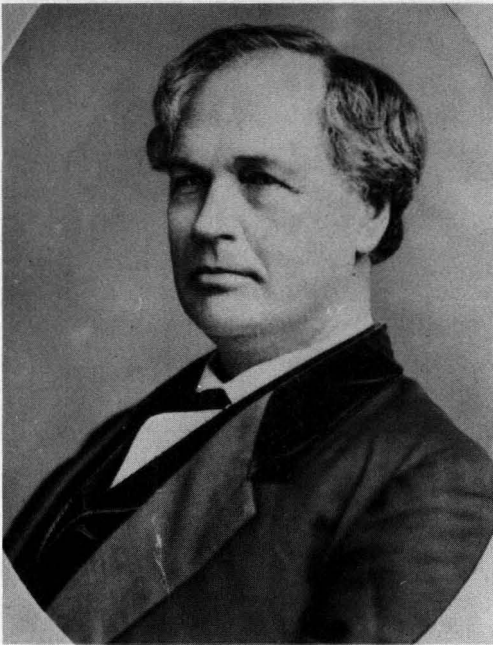


Figure 1. James W. Denver, the author of the letter described in this article.

Persons appointed as territorial governor of Kansas rarely survived long in that office; most of them resigned as soon as they discovered the no-win position in which they had been placed. James William Denver was one of these, and the most prominent. A veteran of the Mexican War, he was an early emigrant to California. He was elected to Congress from that state and was chairman of the Congressional committee authorizing the construction of the Union Pacific Railroad. Later, he served as Commissioner of Indian Affairs and then, for a brief time in 1858, was Governor of Kansas Territory. During his term of office gold was discovered in the Rocky Mountains (then a part of the Territory), and the new city of Denver was named for him. He was then re-named Commissioner of Indian Affairs and during the Civil War served as a Brigadier General in the Union army.

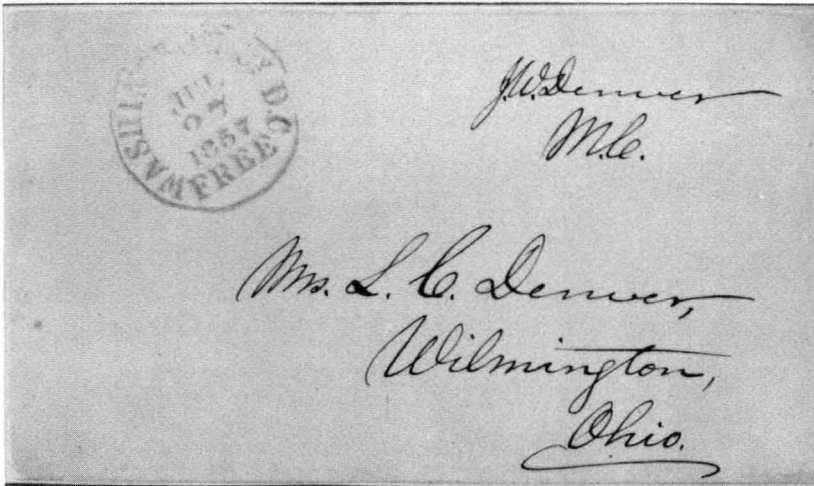


Figure 2. Free frank of Denver as Member of Congress from California.



Figure 3. Louise C. Denver, the recipient of this letter.

Figure 4 illustrates a fairly mundane-appearing cover from Lecompton, K. T., that hides an important historic document. Dated 18 April 1858, it is addressed to Mrs. L. C. Denver/Wilmington/Ohio. The greeting on the enclosed letter is to "My Dear Wife." It is signed "Will." The keys to the identity of the author lie in the facts that Lecompton at that time was the capital of Kansas Territory; Denver's wife's name was Louise C. Denver; and Denver used the contraction of his middle name when writing to friends and family. At the time this letter was written, Mrs. Denver was visiting her family in her home town of Wilmington, Ohio.

The enclosure is a combination love letter and report on the continuing warfare within the territory, the most graphic portion of which is:

We have had a great deal of rain this Spring, and it is pouring down now. I hope it will continue for a month or two at least, so as to prevent the marauding vagabonds who curse the Territory from carrying on their operations. Their late movements have been directed against



Figure 4. The cover that enclosed the Denver letter, bearing a large LECOMPTON/APR/-/K T townmark.

the town of Fort Scott in the Southern part of the Territory. I sent two Companies of Cavalry down there just in time to prevent the rascals from burning the town. I have kept them there ever since and if this wet weather only continues the villains will have to keep in doors and let the people alone.

This, and other examples of correspondence to Mrs. Denver, are reported in *Denver, The Man*, by George C. Barns, Shenandoah Publishing House, Inc. (1949).

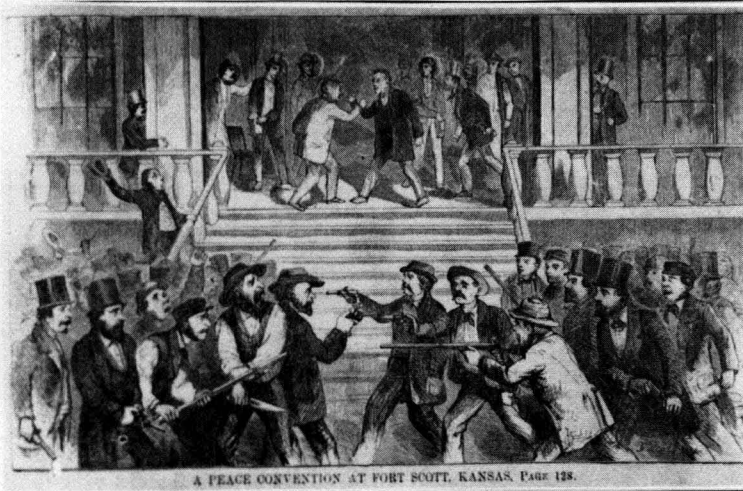


Figure 5. A contemporary humorous woodcut that appeared in Harper's describing a "peace convention" at Fort Scott, the town that Denver saved from burning by "marauders."

THE BISECTS OF THE THREE CENT 1851 ISSUE

STANLEY M. PILLER

(Continued from *Chronicle* 136:255)

Diagonal Bisects

There are nine diagonal bisects recorded. Three are upper right diagonals; two each are upper left, lower left and lower right diagonals. Three are 10¢ rates, while five are 1¢ rates. All but one of these is considered genuine by the author.

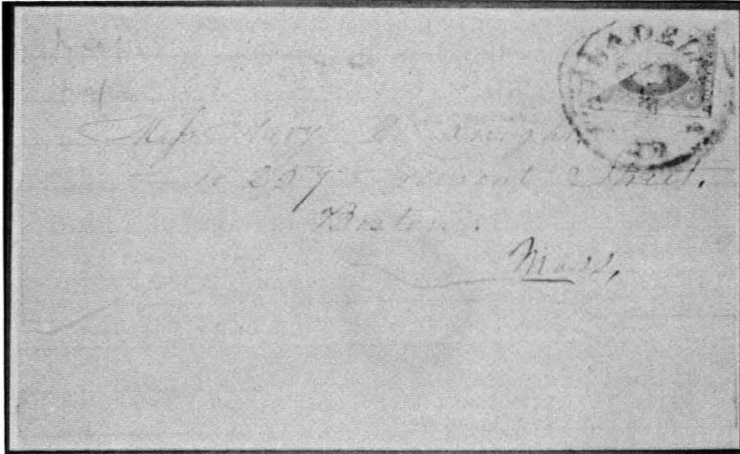


Figure 8. Lower left diagonal bisect on wrapper. Author's photo.

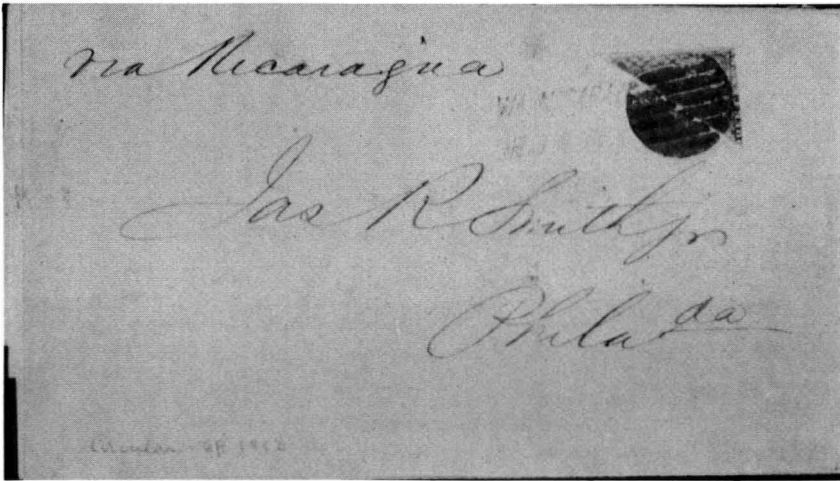


Figure 9. Lower right diagonal bisect on circular from San Francisco to Philadelphia. Siegel Rarity Sale, 1975.

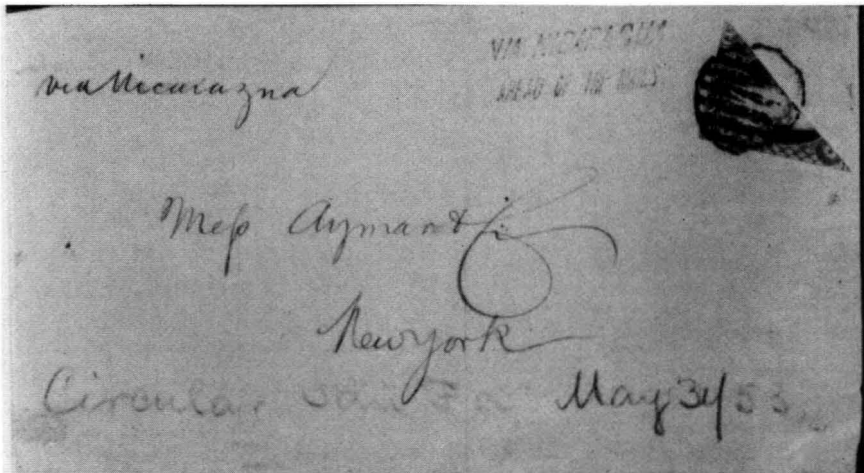


Figure 10. Lower right diagonal bisect on circular, San Francisco to New York. Siegel, June 18, 1964.

1. Lower left diagonal bisect on folded wrapper, Philadelphia to Boston. One cent newspaper rate. Apparently whoever was sending the newspapers ran out of 1¢ stamps, so a 3¢ stamp was bisected to prepay the rate. Sold at Sotheby's 21 November 1977 sale; has a Philatelic Foundation certificate. Figure 8.

2. Lower right diagonal bisect on a circular, dated 1853. San Francisco to Philadelphia. Tied by a grid as well as a straightline VIA NICARAGUA/AHEAD OF THE MAILS. Ex-Polland. This was lot 29 in the 1975 Robert A. Siegel Rarities Sale. Figure 9.

3. Lower right diagonal bisect on a circular front, used from San Francisco to New York City, May 30/53. Tied by a black grid. This cover also bears the straightline VIA NICARAGUA/AHEAD OF THE MAILS. The last record I have of its sale was in Robert A. Siegel's sale of 18 June 1964. Figure 10.



Figure 11. Upper left diagonal bisect on circular postmarked New York.

4. Upper left diagonal bisect. Tied by a circular NEW YORK/5 Cts. townmark to an unsealed circular to Fulton, New York. Ex-Chase and ex-West. I have no record of this cover since the West sale. Figure 11.

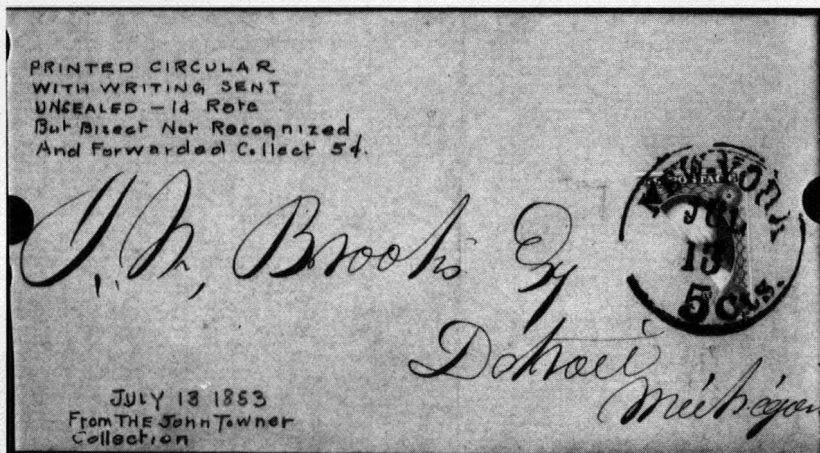


Figure 12. Upper right diagonal bisect on circular, New York to Detroit. Ashbrook photo.

5. Upper right diagonal bisect. This bisect is also tied by the circular NEW YORK/D/5 Cts. townmark. The cover is addressed to Michigan. It is pictured by Stanley B. Ashbrook in his *The United States One Cent Stamp of 1851-1857*, Vol. 2, p. 122. There he states this is a cover, although only one-half of a cover is illustrated. I have no record as to its present whereabouts. Figure 12.

Ten Cent Rates

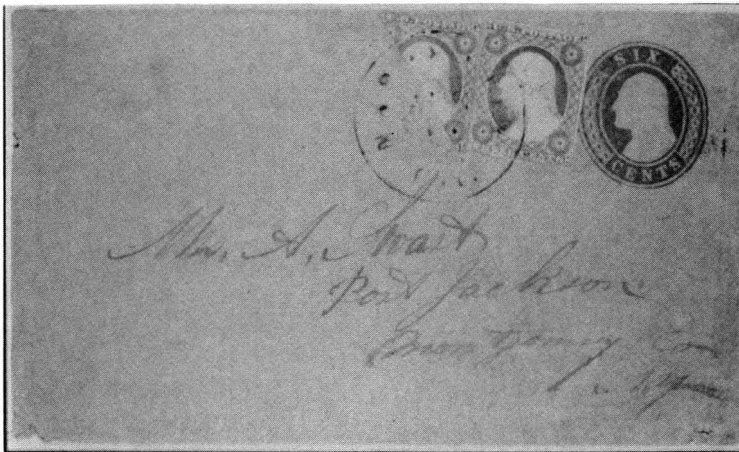


Figure 13. Upper right diagonal bisect making up 10¢ rate from California. Author's photo.

6. Upper right diagonal bisect used with a 6¢ Nesbitt envelope and a single 3¢ stamp from Nappa City, California, to Port Jackson, New York, on 10 August (1855?). The bisect and stamp are tied by the Nappa City townmark. This was lot 43 in the Robert A. Siegel 1976 Rarities Sale. Figure 13.

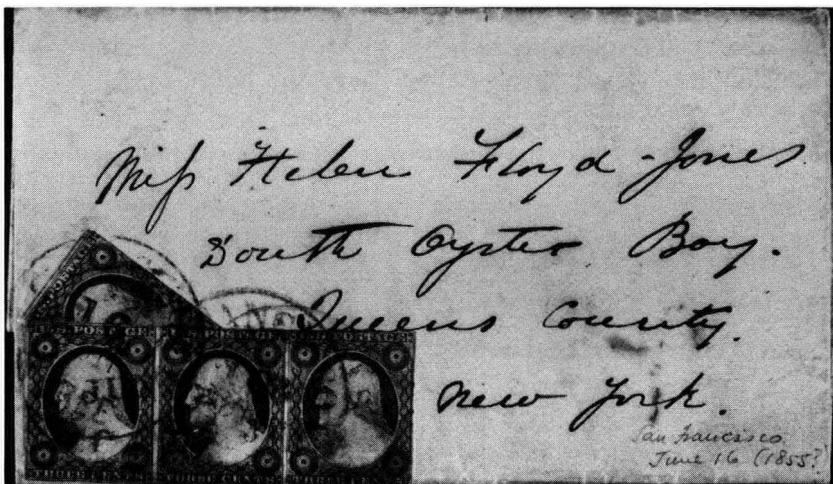


Figure 14. Upper right diagonal bisect from San Francisco to Oyster Bay at 10¢ rate. Ex-Beals.

7. Upper right diagonal bisect placed above a horizontal strip of three 3¢ stamps. Tied by the San Francisco townmark to Oyster Bay, New York. Figure 14.

8. Upper left diagonal bisect in conjunction with a pair and a single 3¢ stamp, arranged in block form on the cover. San Francisco to North Providence, R. I. The cover is ex-Emerson (Lot 66) and is currently in the Hirtzel Collection in the Swiss Postal Museum at Bern. No photo available.

Chronicle 77 included three additions to the Beals list in *Chronicle 76*, two being the covers listed here as #3 and #8. The third item was a wrapper endorsed "1 Newspaper" to South Hadley, Mass., and bearing an *uncancelled* upper left diagonal bisect (Siegel, June 23, 1971, lot 499).

In the same update Susan McDonald questioned the bisect reported by Dr. Chase³ from New York (Exp. Mail pmk.) to St. John, N.B. The cover bears a bisect of the 12¢, not the 3¢,

3. Chase, Carroll, *The Three Cent Stamp of the United States 1851-1857 Issue*, pp. 217-220.

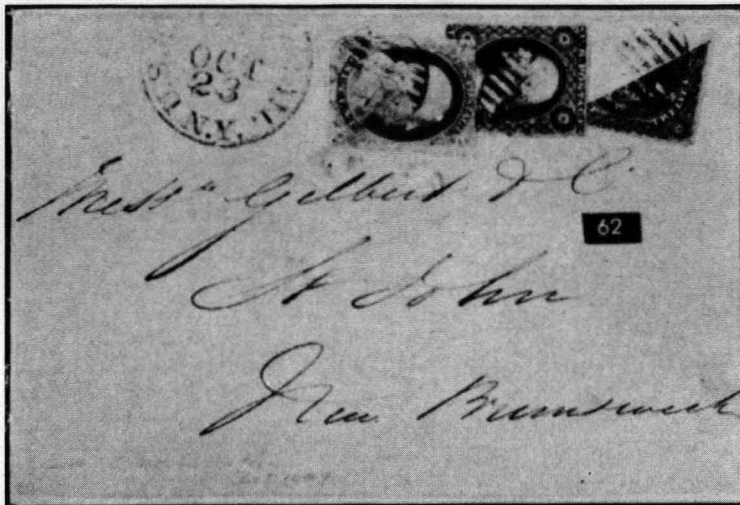


Figure 15. Cover to St. John, N.B., with 12¢ bisect, erroneously reported as 3¢. Siegel sale, June 1964.

and was included in the Alexander listing of 12¢ bisects in *Chronicle* 75.

This cover is illustrated in Figure 15 in the fervent hope that it can be eradicated from the list of 3¢ bisects once and for all.

I know of no other 3¢ bisects. As can be seen from this list, they are the rarest of all the classic bisects. The author would appreciate being told of the whereabouts of those on this list where I have indicated that the present location is unknown. I would also very much like to see and record any cover not listed here.



9, red c.d.s.
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33, PFC
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90, PSGS
cert.
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78, x-Newbury
- Kharach
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U.S. Classics at Christie's in March

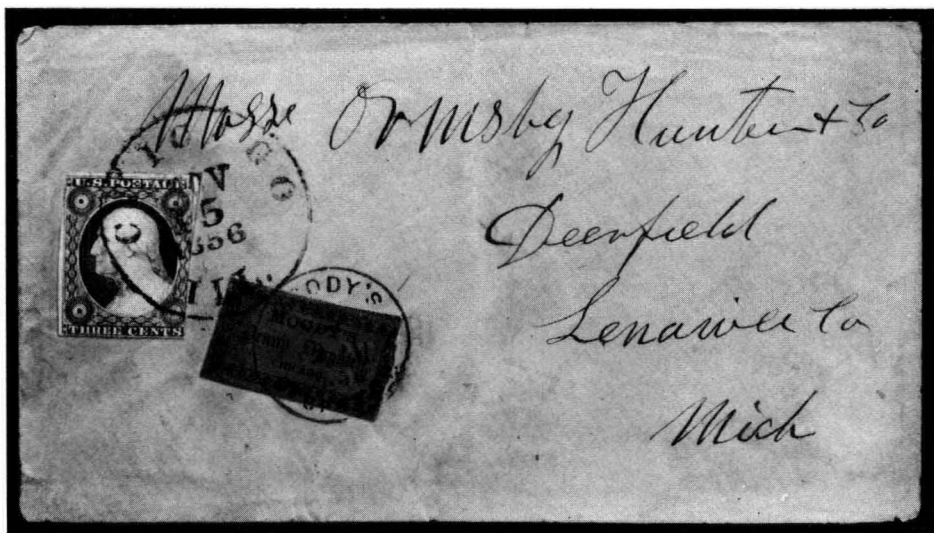
Christie's takes pleasure in announcing four auctions offering a diverse and extraordinary range of classic stamps and covers from outstanding collections.

United States Stamps and Covers—March 15

Including a fine collection of Presidential free franks, an outstanding run of singles and blocks, and featuring the Chicago Postal History collection formed by the late Dr. Clarence Hennan.



The only recorded example of McMillan's City Dispatch Post adhesive and a cover bearing the rare Moody's adhesive tied by the government and company postmarks, from the Dr. Clarence Hennan collection of Chicago.



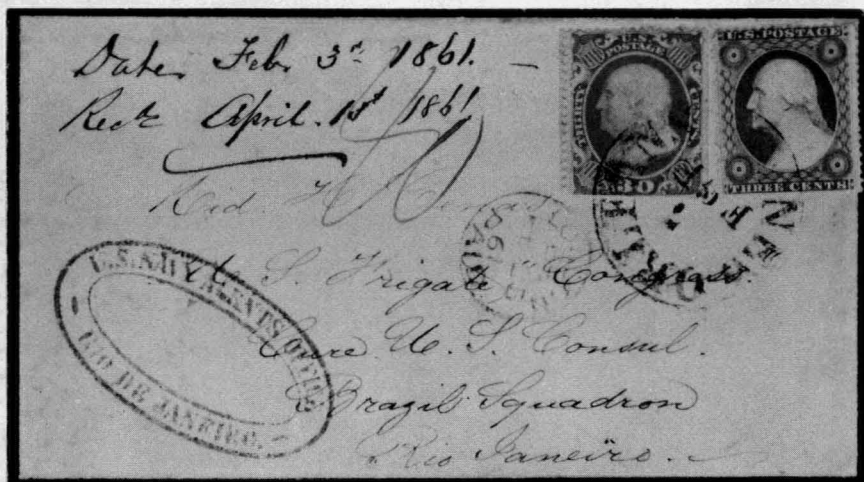
**The Peter A. Robertson Collection of
Cuba-Insurrection and Puerto Principe Issues
March 15**



Unquestionably the most complete and important collection of these issues ever assembled, with numerous rarities, multiples and covers. The catalog for this sale will become a lasting reference to the subject.

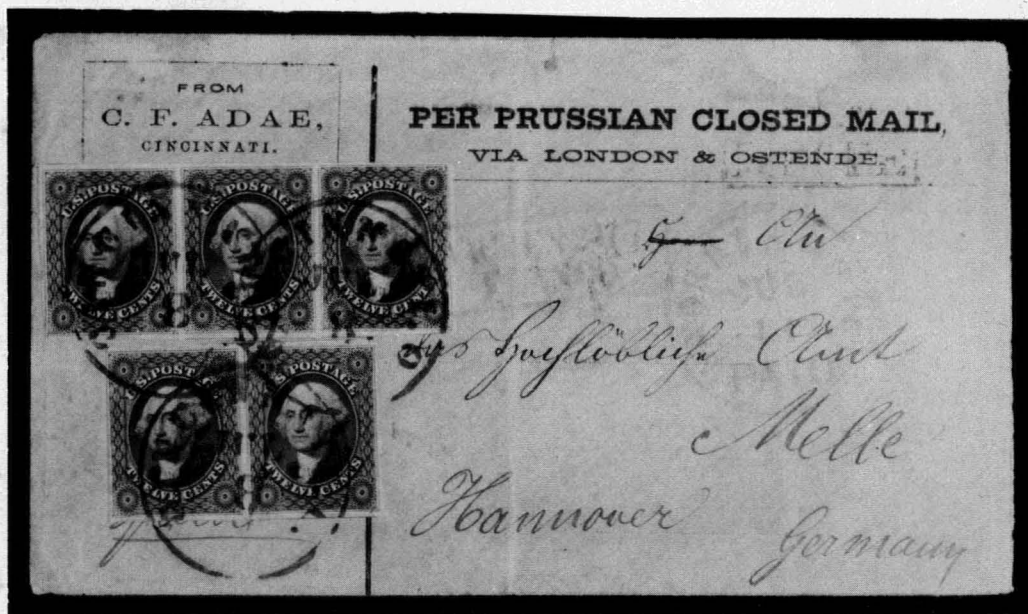
The only recorded copy of the 5¢ on 5m fourth printing tall surcharge; covers bearing the 1896 5c Republic of Cuba stamp, a first day usage of the Puerto Principe first printing, and the only recorded fifth printing multiple on cover (the two other fifth printing covers known are also included in the collection).





The Louis Grunin Collection, Part Three—March 16

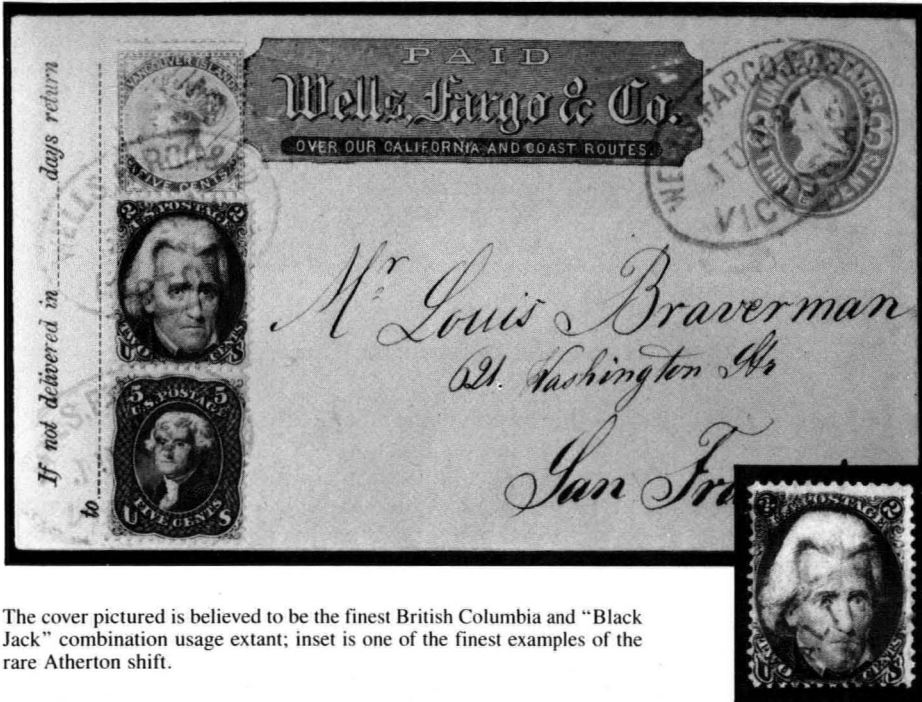
The third and final part of this award-winning collection offers 218 lots of 1851–57 stamps on covers, including foreign mails, Westerns and territorials, Civil War period usages, and the famous 90¢ “Filstrup” cover. Also offered is a separate section of illustrated and propaganda covers from the stampless period through the Bank Notes, featuring many rare designs.



At top is a Confederate usage from New Orleans to the Blockading Squadron at Rio de Janeiro, care of the Navy Department forwarding agent; at bottom is a double Prussian Closed Mail rate cover to Germany franked with a strip and pair of the 1851 12¢ Black.

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RICHARD B. GRAHAM, Editor

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MAIL ADDRESSED TO EXECUTIVE DEPARTMENTS: THE NEW POSTAL LAW OF 1863

RICHARD B. GRAHAM

The new postal law effective July 1, 1863, changed a great many long-time and well established features of the postal system of prior years. The major change was a 3¢ per half ounce first class letter rate from coast to coast, but there were many other changes that, although less obvious, were even more drastic. The age-old ship letter fee of 2¢, previously added to inland postage, was eliminated (although still paid to ship captains) by converting to a rate of double postage. Fees for carrier service and way letters were no longer charged as postage, and even the drop letter fee of 1¢ per letter, on which prepayment had been made compulsory only in 1861, went to a rate of 2¢ per half ounce by the new law.

There were many other changes and innovations, and some of them, found to have flaws, loopholes, or simply not working well, were hastily amended or replaced in other postal acts in 1864 and 1865. For the postal historian, this sequence produced several types of covers not seen before or since, some of which are very rare.

Another by-product of this rapid shuffling of the P.L. & R. was caused by the fact there was no full issue of the P.L. & R. between 1859 and 1866, when the Civil War was in full sway and there was also a great deal of turnover in postmasterships, so that many of the bulletins advising of the new laws were not available to incoming postmasters. Consequently, some of the postal enactments were not understood by or amendments not known to many postmasters, and covers reflecting these conditions have survived to puzzle today's collectors.

One of the less obvious features of the new law of 1863 eliminated the age-old free franking privilege of receiving, free, mail addressed to those with the privilege, as well as sending it free under the signature of the franker. The only exception was made for official communications addressed to the executive departments of the government "by some officer of the department, or an officer under its control or responsible to it; and in such cases, under the words 'official business,' on the envelope, the officer must sign his name with his official designation. . . ."

The result of this limited sort of quasi-franking privilege was that just about every departmental officer in the country away from Washington had envelopes printed up with a complete legend, including a space for signatures and with the title of office and "Official Business," imprinted, for use in writing back to their departments. However, since the envelopes could pass through the mails free under a franking signature only when addressed to the home departments, where the envelopes were routinely discarded, such covers, used exactly as per the law, have had about the lowest survival rate of any class of free frank.

Many of these envelopes do exist bearing postage stamps — often over a franking signature when an officer signed his envelope *en masse* for future use by himself or others in his office. However, I have no record of any such covers used correctly in every way as intended under the 1863 laws.

Figure 1 shows what is probably the closest example to the ideal that I've seen. It bears the imprint "Official Business" and the franking signature and title of "Q.(uincy) A. Gillmore/Maj. Gen'l" and is addressed to the chief of staff of General Henry W. Halleck at Washington, who, until March 1864, commanded the Union armies and then became Grant's chief of staff; in his case, acting as an administrative clerk in Washington while Grant led his armies from the field.

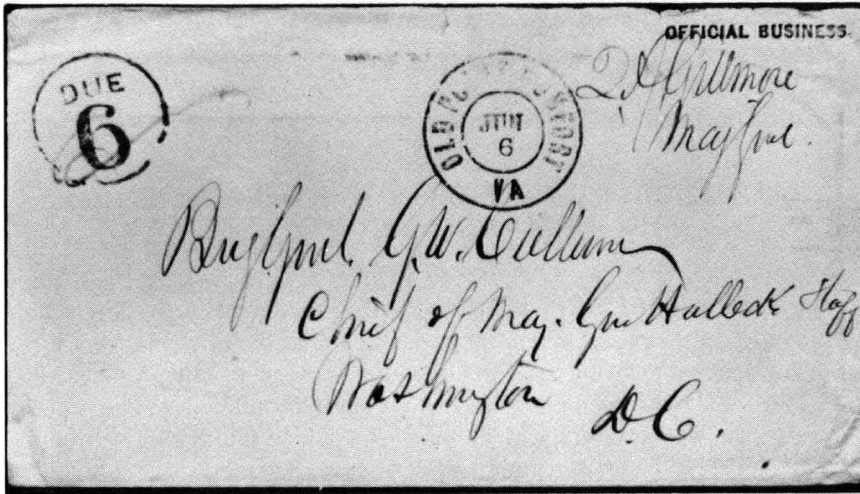


Figure 1. Franked by General Quincy A. Gillmore from the siege of Charleston, S.C., to the War Department, this cover was charged with due postage when it entered the mails at Old Point Comfort. Under the Act of 1863, double postage was charged on unpaid letters but it probably should have been mailed free under the franking laws of the same Act.

The cover, which can be dated as having been sent in 1864, entered the mails at Old Point Comfort on June 6, and was charged double postage, due 6¢ as an unpaid letter under another new provision of the Act effective July 1, 1863. However, I see no reason why it wasn't accepted as a properly franked letter addressed to the War Department by an officer "under its control or responsible to it" since it has an "official business" imprint.

At the time, Gen. Gillmore, a fortifications and army heavy ordnance expert, who had made a name for himself as the officer primarily responsible for the capture of Fort Pulaski, Ga., in 1862, was in command of Federal forces besieging the forts guarding Charleston, S.C., from June 1863 until May 1864, when he was moved to the Shenandoah Valley, and the career of the addressee, General Cullom, also confirms the year of the sending of this cover as being 1864.



Figure 2. Gen. Quincy A. Gillmore.

Oddly, about the only other imprinted, signed cover of this nature of which I have a record, came from the correspondence of the Naval counterpart of Gen. Gillmore, Admiral John A. Dahlgren (Figure 3), who was in command of the squadron blockading Charleston and bombarding Ft. Sumter in Charleston harbor. I have no photo of the cover, which is addressed to Dahlgren's family, but many other similar covers, bearing Dahlgren's signature

Figure 3. Admiral John A. Dahlgren.



but with postage stamps prepaying the postage on what was obviously private and not official correspondence exist.



Figure 4. Official envelope with Dahlgren's signature as a frank, but as personal mail to Dahlgren's family, sent with a 3¢ stamp prepaying postage.

Figure 4 shows a cover of this nature (together with the heading of the enclosed letter, in Dahlgren's hand) that entered the mails at New York. Other examples from this correspondence are known with postmarks of the Federal occupation post office at Port Royal, S.C., and also of Old Point Comfort.

Another oddity in this sequence is that while Gen. Gillmore was a fortifications and, perhaps, practical ordnance expert, Dahlgren was the Navy's primary ordnance expert for many years, and the photo (Figure 3) shows him with one of the pet heavy "bottle-shaped" cannon that he developed.

The new provision of the law effective July 1, 1863, was announced to the armies in general orders No. 179 of the War Dept. Adjutant General's Office, Section II, dated June

17, 1863, as being in effect “from and after the 30th instant,” which provided ample time for envelopes to be printed up and probably also accounts for the fact that so many of the known envelopes, with postage stamps over the legends, are known with military imprints. The Adjutant General’s order stated that the new law applied only to mail “addressed to heads of bureaus having the franking privilege,” which, while not exactly the way either the law or the instructions accompanying Section 42 reads, may be the reason the cover in Figure 1 was charged due postage.

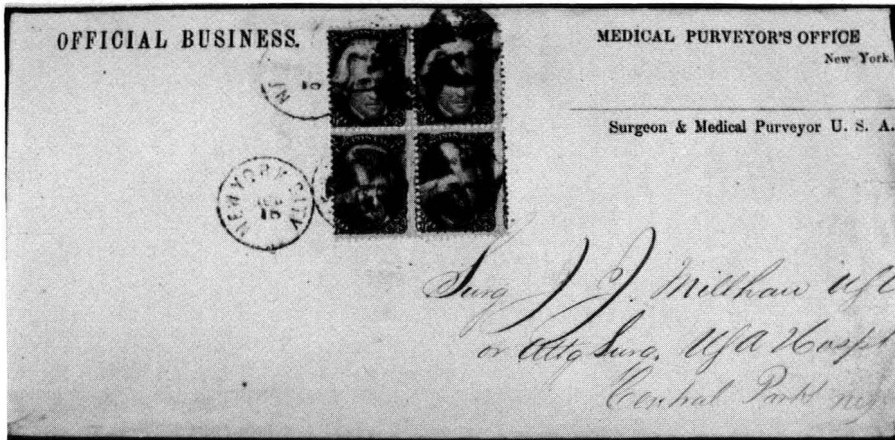


Figure 5. With an official imprint of the Medical Purveyor’s Office at New York, and space for a franking signature, this cover was sent with quadruple postage prepaid by a block of four Black Jacks as a drop letter in a city with carrier delivery, New York, circa 1864-6.

Figure 5 shows a nice example of a cover imprinted for this new provision of the P.L. & R. and sent under the new law regarding drop letters. It bears an imprint with space for a signature to frank mail addressed to the medical department of the Army, but it was sent as a quadruple rate drop letter, with free carrier delivery prepaid by a block of four of 2¢ Black Jack stamps, to an army surgeon at the army hospital located in New York City’s Central Park. Prior to the Act of 1863, this cover could have been mailed as a drop letter for 1¢, with carrier delivery available for another cent, both prepaid.

Probably the same or a similar instruction as provided by the Adjutant General’s office

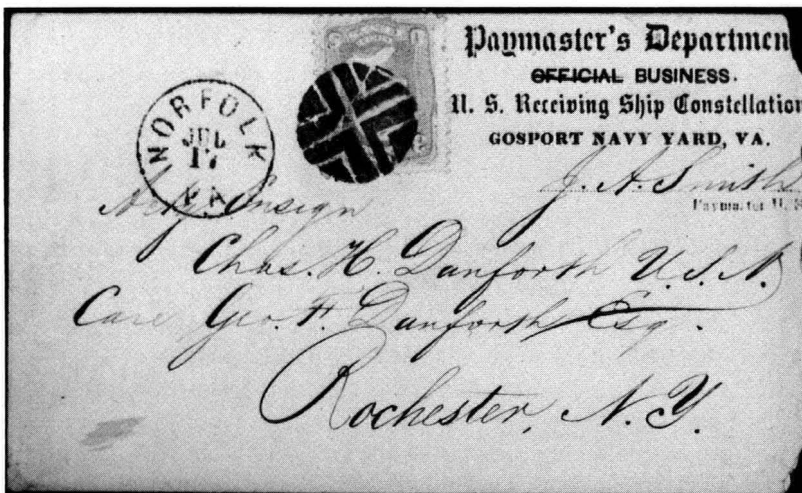


Figure 6. An official envelope on official business and with franking signature, this cover, sent circa 1865, required postage because of not being addressed to the appropriate bureau at the Navy Department. However, if sent in 1865 or later, the franking signature was no longer required to send mail to the Washington departments free.

to the army was also provided to the navy, as shown by the cover in Figure 6.

The cover bears the imprint, styled for franking, and with the signature, of Paymaster J(oseph) A. Smith of the *U.S. Receiving Ship Constellation* at the Gosport Navy Yard, Va., and bears a 3¢ 1861 stamp of a pale shade postmarked with a Norfolk, Va., duplex handstamp dated July 17. The cover has no year date by postmark, content or docketing, but the year and usage are quite interesting relative to subsequent events.



Figure 7. The U.S.S. Sloop of War *Constellation*, as she appeared in the Civil War era.

Both the U.S.S. *Constellation* (Figure 7) and Paymaster Smith are interesting from the standpoint of past glories and also with respect to using events in their histories to year-date the cover. The key item is that the requirement that official letters addressed by officers such as Smith to the Navy Department, or at least his supervising bureau, the Bureau of Provisions & Clothing, had to be signed had been abolished by the revised postal laws in a bulletin dated May 1, 1865. This was part of Section 1 of the three page bulletin signed by Postmaster General William Dennison. The relevant paragraph, part (a) noted:

That all communications on official business, of whatever origin, addressed to heads of the Executive Departments of Government, or heads of bureaus therein, or to Chief Clerks of Departments, or one authorized by the Postmaster General to frank official matter, shall be received and conveyed by mail free of postage, without being franked or endorsed "Official Business."

The instructions contained no other comments on the matter, but the evident reason was that a great deal of pressure (and probably important official letters that ended up in the Dead Letter Office) had caused the old part of the franking privilege of receiving mail free to be revived for the executive departments.

Returning to the cover shown as Figure 6, this would seem to limit the date of the cover to July 1864 or, at the latest 1865, as the order, dated May 1, 1865, didn't get promulgated throughout the military and naval establishments all that soon, one would think, especially with a rapid demobilization after the Civil War beginning to attain full momentum by July 1865.

However, the record on both the *Constellation* and Paymaster Smith, both with past but no present glories to boast of, establishes that the date of the cover can be no earlier than 1865.

The original U.S.S. *Constellation* had been the first ship of the Navy under the federal government to be commissioned, being a 38 gun frigate (guns on two decks and full ship sailing rig) launched on 7 Sept. 1797 with two important victories in the Quasi-War with France of 1798-1800. After that, she had a long and distinguished career but was finally allowed to rot away at anchor "in ordinary" or "mothballs" until in the 1850s. Then, in

accordance with a Navy Department practice of those days, she was broken up or scrapped, her name board jacked up as it were, and an entirely new ship built under it using accumulated maintenance funds but without specific authorization by Congress. However, she emerged from this renovation not only as a new ship but one of a different type — about like replacing a heavy cruiser with a destroyer — being a 26 gun sloop of war (ship rigged, but all guns on one deck). (The plans used for the rebuilt version later caused some controversy in official circles when furnished for the *Constellation* to be rebuilt to be a shrine at Baltimore.)

In any case, the cover shown in Figure 6 is from the sloop version of the *Constellation*, as is shown in Figure 7.

As a sailing vessel, the *Constellation* was of little value in the *Civil War* chasing fast steamers running the blockade and she spent most of those years as the Navy's sole showing of the flag in the Mediterranean, finally becoming the station or "receiving ship" at the Gosport Navy Yard at Norfolk in the spring of 1865.

Smith, too, wasn't available until near the end of 1864, his moment of glory being as Paymaster of the U.S.S. *Kearsarge* when that ship sunk the Confederate raider, *Alabama*, off Cherbourg, France, on June 19, 1864. The *Kearsarge* and Smith were back at Boston by the end of 1864, so, as confirmed by the history of both the *Constellation* and Paymaster Smith, the cover in Figure 6 couldn't have been sent before July 1865, after the requirement of signing such letters was no longer in effect.

Whether being one of about fifteen "J. Smiths" in the Navy in 1864 or being a Navy Paymaster, who was the counterpart in combination of the army's quartermasters and paymasters, is more obscure is hard to say, but there has never been much historical interest in Navy paymasters, and Smith is no exception. The one brief biographical listing I could locate, in Lewis R. Hammersley's *The Records of Living Officers of the U.S. Navy and Marine Corps*, 3rd edition (J. B. Lippincott, Philadelphia, 1878) simply states Smith was assigned to "receiving ship, Norfolk, 1866; Fleet Paymaster, Gulf Squadron, 1867," which implies he was on the *Constellation* only in 1866. For the moment, however, I am assuming that ex-Marine Hammersley was interested in Navy paymasters only on pay day, and am assuming the cover was sent in 1865. The Norfolk duplex postmark probably is equally appropriate for either 1865 or 1866 and so is the shade of the 3¢ stamp.

I have dwelt at considerable length on this cover partly to show that something of interest can often be developed of even the most inconsequential appearing item, if one starts to nose into the references, and also, of course, to help explain what these signed and apparently franked covers that also have postage stamps are all about.

Even though the cover sent in Figure 6 was mailed after the requirement for signatures was no longer in effect, the cover illustrates that Smith was one of those officials who pre-signed his envelopes when there was little else to do, and also that about the only examples of this morsel of postal history will be found bearing postage stamps.

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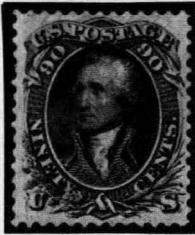
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INDIAN TERRITORIAL POSTMARKS ON THE 1869 ISSUE

JAMES W. MILGRAM, M.D., AND GORDON BLEULER

Oklahoma was an inhabited territory for a very long period of time and thus territorial postmarks exist for eight decades. Indian Territory was formally established on June 30, 1834, but five post offices were in existence before this date, Cantonment Gibson, Choctaw Agency, Fort Towson, Hicksville, and Miller Court House. The earliest mail contract was to carry the mails between Little Rock, then Arkansas Territory, and Miller Court House in 1824. A cover is known bearing a postmark dated 1824. Indian Territory was not a territory like the others which had territorial governments and which eventually became states. The land was given to the different Indian nations which held all property in common and governed themselves. In fact, postal service was one of the few functions that was run by the federal government rather than the tribes themselves. The postal markings reflect the location of the post office within an individual Indian nation more commonly than the whole territory. After the Civil War many additional western tribes were given lands originally held by the five "civilized" tribes who had been forced to move to Indian Territory in the 1830s. Whites did not come to the territory in any large numbers until the Oklahoma land rushes of 1889. Oklahoma Territory was established in 1890. It combined with Indian Territory to become the 46th state on November 16, 1907.

Thus the 1869 stamps were current during a period when there were still relatively few active post offices in each of the different Indian nations. Therefore, it is not surprising that covers with Indian Territorial postmarks bearing the three cent stamp (Scott No. 114) are quite rare. No covers are known with other denominations of this issue.

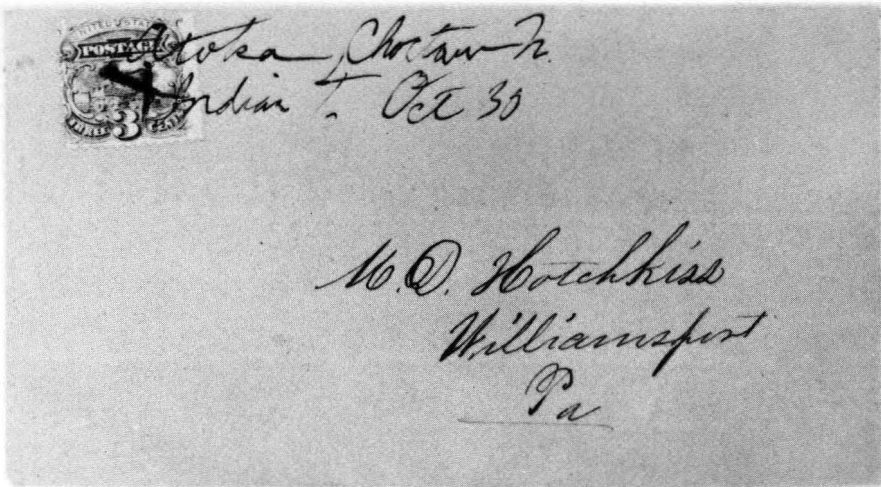


Figure 1. Atoka Choctaw N. Indian T. Oct 30 postmark.

Figure 1 illustrates a cover bearing a manuscript "Atoka Choctaw N. Indian T. Oct 30" postmark. This postmark describes Atoka as being within the Choctaw Nation which in turn was within Indian Territory, a most thorough postmark. This post office was established January 23, 1868, and is still in existence. The county is Atoka County. An 1868 postmarked cover bearing a three cent 1861 stamp is also known.

In Figure 2 is a cover bearing a "Creek Agency I.T. 12/17/69" postal marking (courtesy Jim Stever). This post office was established June 7, 1843. It did not operate between

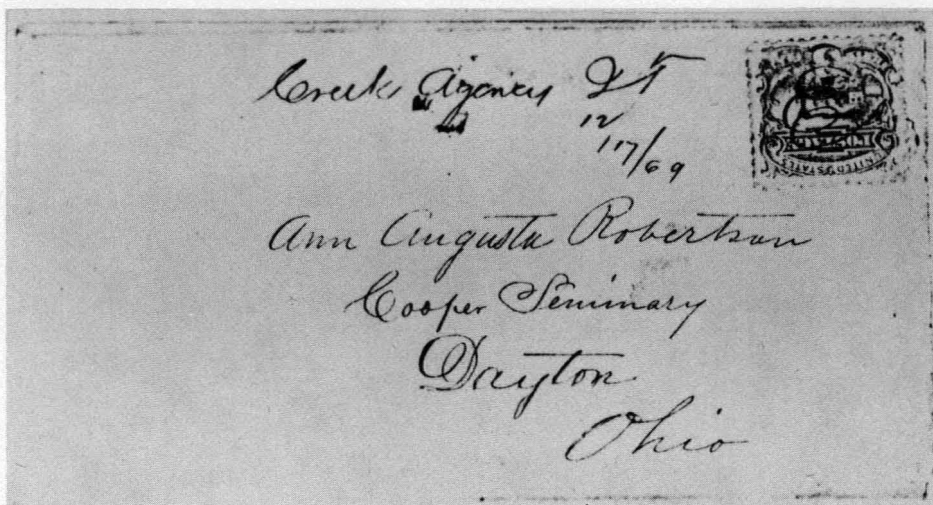


Figure 2. Creek Agency I.T. 12/17/69 postmark.

October 31, 1851, to January 21, 1852. When reestablished the post office had been moved five miles across the Arkansas River. Apparently it did not operate during the Civil War. It was again discontinued for three months in 1867 and then permanently discontinued October 6, 1872. Covers are known during the 1840s to 1850s and early 1870s in addition to this example from 1869.

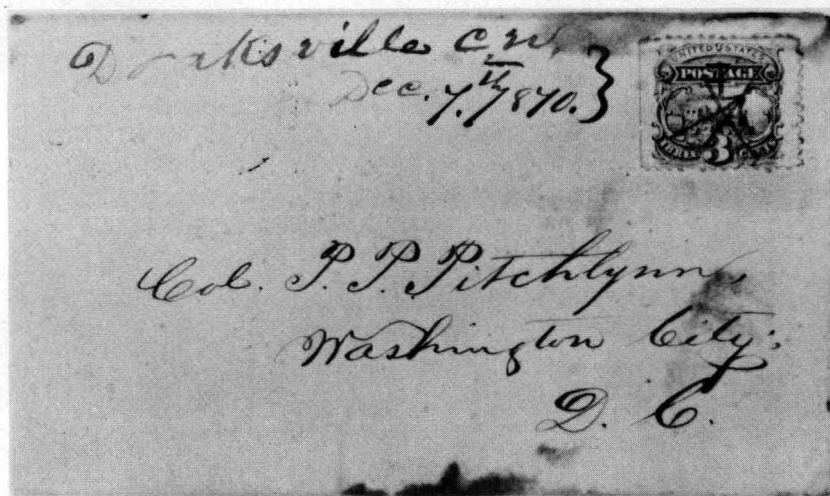


Figure 3. Doaksville C.N. Dec 7th, 1870 postmark.

The third town with a known postmark on the 1869 issue was Doaksville, one of the principal towns of Choctaw Nation. In Figure 3 is a cover postmarked "Doaksville C.N. Dec 7th, 1870." It is addressed to Peter P. Pitchlynn, a principal chief of the nation, whose mail fortunately has been saved. Doaksville was established November 11, 1847. It is one of two Indian Territory towns known with postmarks on the 1847 issue stamps. It is also the only town known to have postmarked Confederate stamps within Indian Territory. The post office was discontinued July 2, 1866, reestablished May 28, 1867, discontinued September 15, 1867, and reestablished June 29, 1869 (until June 11, 1903). The reason so many examples of covers with early Doaksville postmarks exist is probably the location of the post office at the sutler's post for Fort Towson which was located nearby. Postmarks are known with various spellings of the town name.

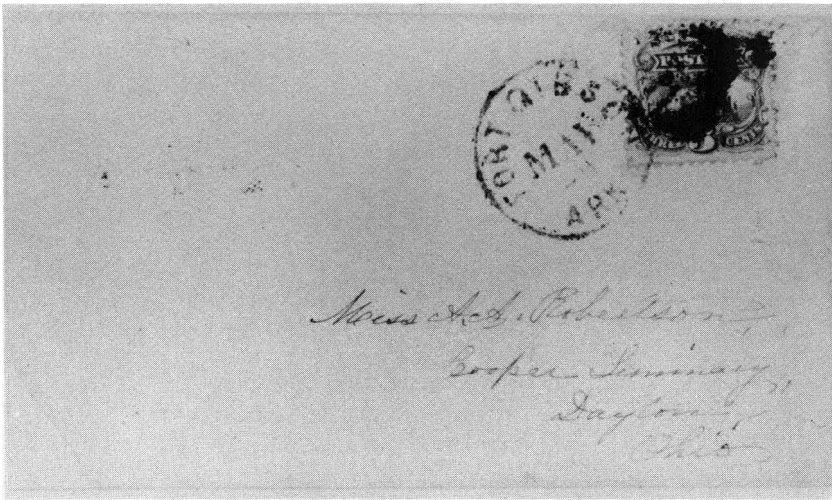


Figure 4. FORT GIBSON ARK May 30 postmark.

Fort Gibson is the only known handstamped Indian Territory postmark on this issue of stamps. It was the most important town within the territory. The postmark shown in Figure 4 reads “FORT GIBSON ARK May 30,” but the fort is within Cherokee Nation, not Arkansas. A number of Indian Territory towns used the designation “Arkansas” in their postmarks. Fort Gibson is presently located in Muskogee County, Oklahoma.

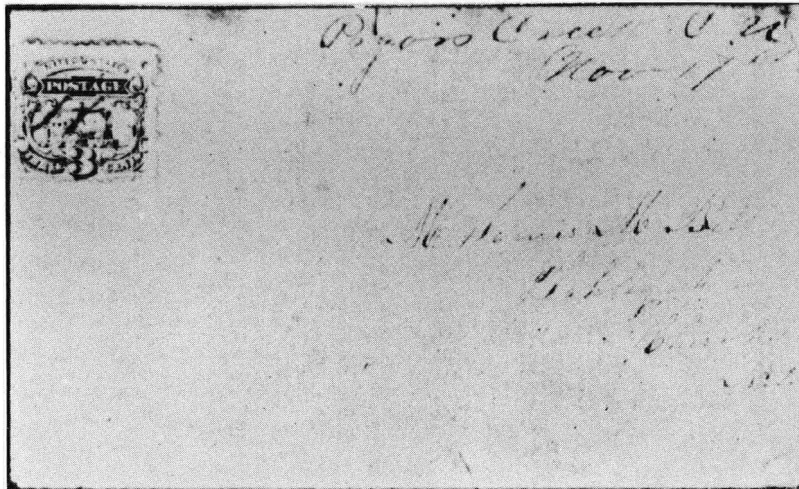


Figure 5. Pryor's Creek C.N. Nov.17th postmark.

The fifth town is Pryor's Creek, Cherokee Nation. Shown in Figure 5 is an example “Pryor's Creek C.N. Nov. 17th” in purple ink. This post office was established August 19, 1869, and was discontinued October 17, 1871. Later post offices at different locations used the names Pryor Creek and Prior Creek.

In Figure 6 is a cover postmarked “Scalesville C.N. Feby 2, 1870.” This post office in Choctaw Nation was established September 8, 1868. The town's name was changed to Buckluxy on March 1, 1870. This post office was discontinued May 20, 1872. It was located near Doaksville in Choctaw County, Oklahoma.

The final example shown in Figure 7 is “Scullyville C.N. Aug 18/70,” also in manuscript. The stamp is not tied by a handstamped killer which may have been applied in

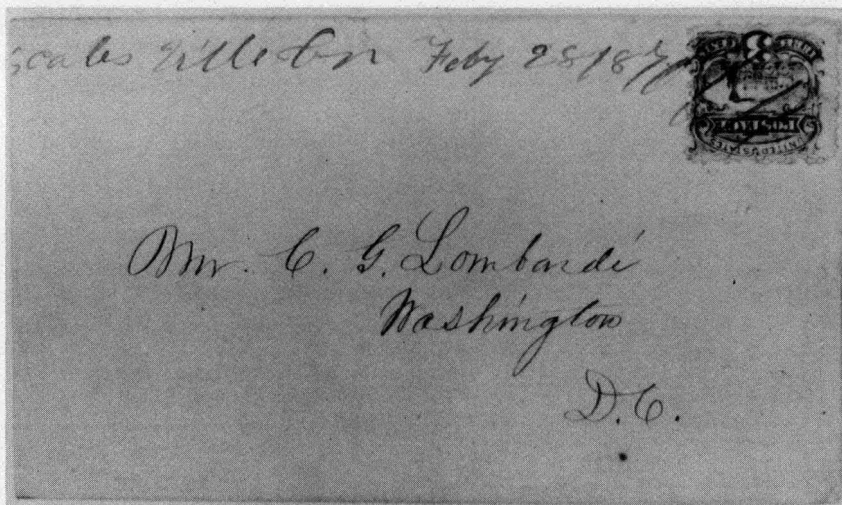


Figure 6. Scalesville C.N. Feb 2, 1870 postmark.

Washington where the "CARRIER AUG 26 8 A M" postmark was struck. This is another cover from the Pitchlynn correspondence. This post office in Choctaw Nation was established August 16, 1860. Prior to this date it had been Choctaw Agency. Although the name was changed back to Choctaw Agency December 14, 1860, a number of covers are known 1869-1871 with Scullyville, C.N., postmarks.

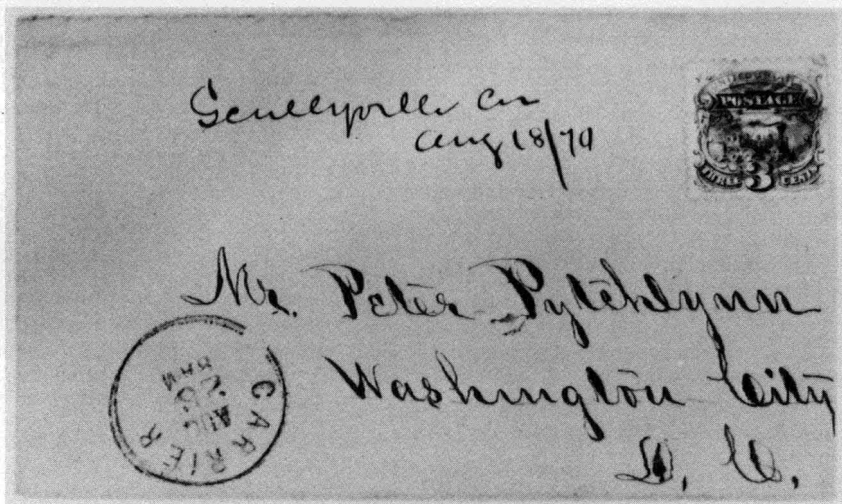


Figure 7. Scullyville C.N. Aug 18/70 postmark.

A town which might be expected to be found on the 1869 issue is Tahlequah, Cherokee Nation. This post office was established as Park Hill on May 18, 1838, and the name was changed to Tahlequah on May 6, 1847. Many covers are known during the 1840s and 1850s from this post office. Two covers from the James Bell correspondence show a manuscript postmark dated August 14, 1867, and a handstamped C.D.S. "TAHLEQUAH ARK.," 1868 or 1869.

Any additional towns with postmarks of Indian Territory should be reported to the section editor.

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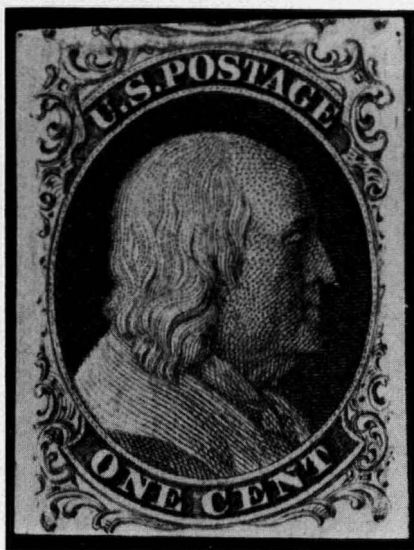
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THE THREE CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The December 5, 1892, Post Office Department Circular to Postmasters announcing the Columbian series of stamps and stamped envelopes said: "Three-cent. — 'Flagship of Columbus,' the Santa Maria in midocean, from a Spanish engraving. Color, medium shade of green." Heizmann¹ has given two other possible sources of the vignette.

Four, possibly five, essays for the 3¢ Columbian value are listed by Brazer.² Only one of these essays encompasses a nearly full, unique design concept entitled "Columbus Embarking on Voyage of Discovery." Three essays are recorded for the ship vignette finally adopted for this value, two of the ship vignette alone, and one surrounded with a partial frame with the legend "United States of America" and the dates "1492, 1892" at the top. All of these essays are listed as unique or very rare.



Figure 1. A plate proof on card of the 3¢ Columbian.

Three engravers cooperated in making the die. The vignette was engraved by Robert Savage, the frame by D. S. Ronaldson and the lettering by George H. Seymour.³

The number of the 3¢ Columbians issued was 11,501,250. This was less than one percent of the number of the 2¢ Columbians. These 11.5 million stamps were printed from



Figure 2. Plate imprint block of finished stamps.

1. Louis J. Heizmann, "Wanamaker's Columbians," *American Philatelic Congress*, vol. 34, pp. 91-98, 1968.

2. Clarence Brazer, *Essays for U.S. Adhesive Postage Stamps*, Quarterman reprint, 1977, p. 143.

3. Craig J. Turner, "The Early United States Bank Note Companies," *American Philatelic Congress*, vol. 38, pp. 11-47, 1972.

four 100-subject plates: numbers 56 and 57 with plate letter L, and 75 and 76 with plate letter R.⁴

The vignette, Columbus's flagship, the Santa Maria, has been a source of continuing controversy and amusement. The same picture appeared on the 10¢ value of Newfoundland's Cabot series of 1897 and on the 1936 Cocos Island series of Costa Rica. All of these stamps were printed by the American Bank Note Company. No one knew in 1892 (and no one knows now) precisely what the Santa Maria looked like. So the American Bank Note Co. simply picked out a plausible rendition of the ship and used that. For us it was Columbus's Santa Maria. For the Newfies it was Cabot's Matthew.

A particularly pertinent comment came from L. de Terey writing almost 60 years ago:⁵ "The stamp does not give the impression of the slow caravel crossing the sea on the lookout for the promised land — with a mutinous crew on board — but rather the artist's impression of the ship of victory speeding to its destination."

Let's not overlook the amusement. Examine closely the sails of the Santa Maria. They billow out to the right. Clearly the wind is blowing from the left. Now look at the pennant at the mast top. Equally clearly the wind is blowing from the right. The 3¢ Columbian was the butt of much joking and ridicule. It's not clear whether we should fault engraver Savage or the unknown original artist.



Figure 3. San Francisco to Austria. The 2¢ Columbian entire was uprated from the domestic rate to the UPU rate with the addition of the 3¢ Columbian, AU 30 93.

The 3¢ Columbian was an orphan stamp in the sense that no rate required it. This lack of any real need for the 3¢ Columbian is confirmed by the relatively low number issued. However, the U.S. had had 3¢ stamps since 1851 and Postmaster General Wanamaker was not about to abolish the 3¢ denomination at this point. Besides he obviously wanted a big issue, a large number of Columbians.

While not constituting a real need, there were two situations in overseas mail where use of the 3¢ Columbians was at least convenient. Figure 3 shows a 2¢ Columbian entire which paid the 2¢ domestic letter rate. The cover, from San Francisco, August 30, 1893, was addressed to Austria. A 3¢ Columbian was added to make up the 5¢ UPU rate to Austria.

Figure 4 exhibits a similar uprating but with registration. The 10¢ Columbian entire paid the 2¢ domestic rate plus 8¢ registration. Adding a 3¢ Columbian uprated the cover to the 13¢ rate (5¢ postage, 8¢ registration) to Sierra Leone. From New York, December 5, 1893.

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

5. L. de Terey, "The Ships of Columbus," *Philatelic Journal of Great Britain*, vol. 39, pp. 174-176, September 1929.

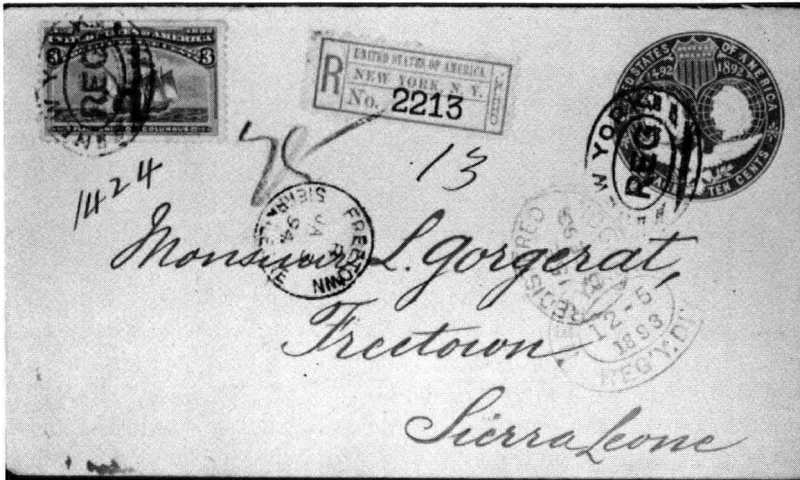


Figure 4. Registered to Sierra Leone, 5¢ postage, 8¢ registry fee. From New York, 12 - 5/1893. Red London transit postmark.

Seals, such as the New York registry seal on the cover of Figure 4, had been requested by the UPU to help identify registered letters in international mail and had been used by the U.S. since 1883. Barbara Mueller has written extensively about these seals in a series of articles in *The United States Specialist* (October 1972-October 1973).



Figure 5. Multiple use of the 3¢ Columbian. Registered in BOSTON MASS./DEC 8 1893. Paid double weight, up to 2 oz.

For both domestic and international mail the 3¢ Columbian was used in multiples and in combination with other stamps to make up higher rates. Figure 5 illustrates multiple use. Registered in Boston, December 8, 1893, the partial imprint block of four paid the 8¢ registry fee plus double rate postage of 4¢ for up to 2 oz. Lacking the enclosure there is no way of telling whether the 4¢ postage was actually required or not.

Figure 6 provides an example of combination use. From Ann Arbor, Mich., December 1, 1893, the 3¢ together with a 2¢ Columbian and the 5¢ Columbian entire paid the 10¢ double rate (up to 1 oz.) to Hawaii. (Hawaii was not yet a part of the U.S. and was not included in the 2¢ per oz. domestic rate.)

Some cover collectors look for single stamp usage, a single stamp paying exactly a single rate. The cover of Figure 7 from Wm. Witt has a single 3¢ Columbian but it is not exact payment of a single rate. Why the 1¢ overpayment? Convenience? Public relations? Perhaps

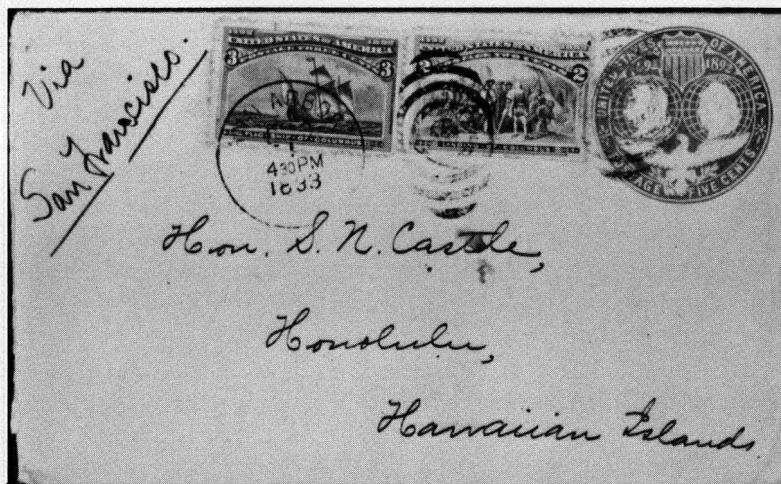


Figure 6. Double weight to Hawaii. ANN ARBOR, DEC 1 1893.

Wm. Witt had purchased sheets of the 3¢ Columbian as a speculation and could not sell them. This cover was not an isolated example. In 1979 when it was purchased, midwest cover dealers seemed to have scores of these Wm. Witt 3¢ covers. Some two years later a cover appeared with significant additional information about Wm. Witt. There was a much more elaborate return address which included the words: Wm. Witt, Dealer in Postage Stamps. Suspicion becomes almost a certainty that Wm. Witt, stamp dealer, prepared these covers deliberately to create philatelic souvenirs. So much for single stamp usage of the 3¢ Columbian.



Figure 7. Overpayment of the 2¢ city-carrier delivery rate by stamp dealer Wm. Witt. CINCINNATI, OHIO, OCT 24 93.

THE CONTINENTAL CONTRACT

HERMAN HERST, JR.

Except for collectors of Confederate States, not many of this generation of collectors will remember Van Dyk MacBride, who died in 1961. "Mac" was an indefatigable student and writer; he earned the John A. Luff award of the A.P.S. in 1952, and in 1962 he entered the A.P.S. Hall of Fame, established to honor the memory of deceased collectors who have served the hobby well. (I have often wondered why the award was discontinued in 1979.)

"Mac" had two careers in philately. During his tenure as one of the country's leading Confederate collectors, it was not known that prior to the 1920s, before such authorities on grills as Elliott Perry and Lester Brookman came on the scene, "Mac" was writing extensively on them. Why he put his tongs down about 1918, to pick them up again in the 1930s is anyone's guess.

"Mac" enjoyed collecting no less than he enjoyed dealing. While he never exactly hung out a shingle, he did not keep it a secret that he would buy philatelic items solely to exact a profit from them. Collectors did not always know this. He would write a prospect that he knew "someone" who had such and such that he could get for him as a favor at a modest price.

It was a standing joke among the "in" crowd that "Mac" ought to put in an application to the A.S.D.A. for membership.

I do not recall who sold Mac's Confederates, but it was not the sort of "name" sale that one might have expected, since he had himself sold so many of his choice pieces. But when death came to him, as it does to all of us, in 1961, in addition to his stamps there was a philatelic library, which included a mass of 19th century correspondence with postal offices, documents, postal contracts, and the like. Where he had obtained them, no one knew, as he had never discussed their existence. It is likely that he was just holding them until he could get around to studying them.

In one of those not so rare foolish decisions made by lawyers, banks and executors, MacBride's library and the accompanying fifteen or twenty pounds of documents was given to a New York auction house, now no longer in existence due to its having merged with another house. MacBride had a fine non-philatelic library, so whoever made the decision could not be blamed for selecting the prestigious auction house of Parke Bernet to sell the library.

What was unpardonable is that whoever made the decision did not recognize the philatelic part of the library, and all of it, and the documents, went to Parke Bernet where they were tacked onto a book sale. It was just by chance that I noticed them there, but I was a subscriber to Parke Bernet catalogs, and when I saw the name Van Dyk MacBride on the cover, I suspected that something philatelic might have sneaked in. It did.

I went to the sale. The Philatelic book section was not large and it was mostly routine. The lotting was well done; after all, anyone can read the name of an author and the title of a book, and Parke Bernet as a rule did not give estimates. But the accumulation of papers intrigued me, and I went to the sale to inspect them. As I recall, the contract for the printing of the 1869 issue was among them.

But to justify the title of this piece, there was a very interesting letter from the Continental Bank Note Co. to the Post Office Department. It protested the award of the contract for the National Bank Note Co. to print the series of stamps which we know as the "Bank Notes" which appeared in 1870.

It seems that the contract that was offered the National Bank Note Co. required that the premises of those who printed the stamps must not only be located in a fireproof building, but that the premises themselves be fireproof. Neither was the case with National, according to the Continental firm.

Brookman states that the award for printing the stamp went from National to Continental because the latter firm gave a lower bid. No mention is made of the protest of Continental; since the complaint had never been made public, there is no way that Brookman could have known of the letter.

We can only conjecture what effect Continental's complaint had on the officials who gave them the contract.

More than a quarter century ago the stack of MacBride papers was sold by me to Dr. Glenn E. Jackson. I have often wondered where they are now and when the day will come when some owner will do what neither "Mac" nor I ever did; write them up.

POSSIBLY THE EARLIEST RECORDED COVER FROM THE U.S. TO KOREA

RANDOLPH L. NEIL (RA 1316)

A number of readers were intrigued by an 1888 cover to Korea which appeared as one of the problem covers in *Chronicle* 111. Such items are unusually elusive because of that country's primitive mail system at that time, made difficult by the fact that Americans were not allowed to take up residence in Korea until 1884.

Compounding these problems was the fact that a sizable number of Koreans at the time apparently did not even want postal service to operate in their country. Hong Yung Sik, a rather forward-thinking government official, became Korea's first Minister of Posts in 1884 only to witness the burning of his post office in Seoul six months later. Such reactionaries were thus able to delay modern Korean postal service until 1895.

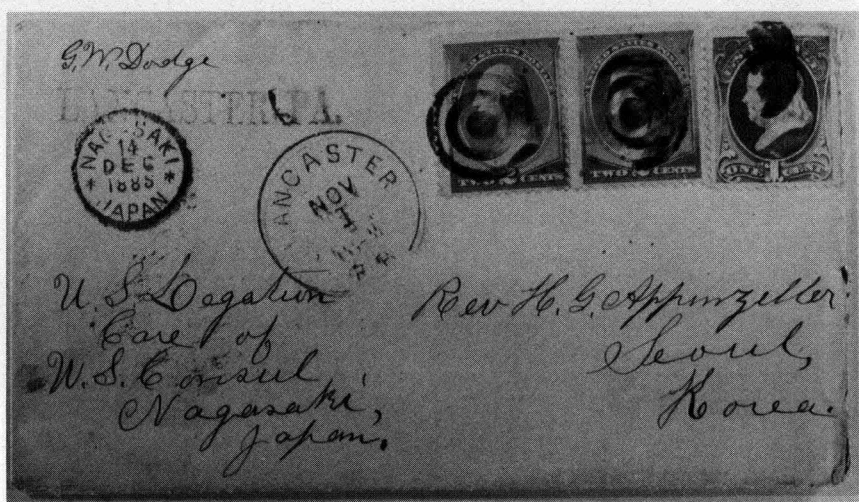


Figure 1. Cover mailed at Lancaster, Pa., Nov. 1, 1885, addressed to Seoul, Korea, with two 1883 2¢ and one 1881 1¢, making up UPU rate to Japan.

The cover in Figure 1 reached its destination through the good offices of the Imperial Japanese Postal Agency which handled at least part of Korea's international mails through their Treaty Ports and Customs Offices. According to David G. Phillips (in whose August 20, 1983, auction this cover appeared and who is also former president of the Korea Stamp Society) it is presently the earliest known usage from the United States to Korea.

Certain conditions reinforce the possible uniqueness of the cover. Reverend H. G. Appenzeller was among the very first U.S. missionaries admitted to Korea following the lifting of the ban on Americans' taking up residency there. And after having been placed into the Japanese mails by the U.S. Consul in Nagasaki, the cover went through a circuitous route before it finally reached the addressee in Seoul.

On the reverse of the cover is the scarce receiving mark of Jinsen (later Incheon), Korea, which was the last existing post office on the way to Seoul. From Jinsen the cover was placed into the hands of a Korean "peddler" or the unreliable horse post which, though primitive, were the only methods available for the transit of mail to towns with no existing post office.

And the significance of the cover was further emphasized by the competition this writer was up against to obtain it. It came from a serious Korean collector who thought such a usage

would be appropriate for display at the Seoul International Philatelic Exhibition which was held in 1984 in conjunction with the 100th anniversary of the country's first (albeit short-lived) postal system.

Not being a Korea specialist (the two 2¢ red browns were sufficient to attract me), I would appreciate help from other Route Agents who might shed more light on it — or who perhaps know of an earlier usage.

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THE FOREIGN MAILS

CHARLES J. STARNES, Editor
RICHARD F. WINTER, Assoc. Editor

UNPAID BRITISH & AMERICAN PACKET LETTERS FROM WESTERN SOUTH AMERICA VIA PANAMA DIRECT TO UNITED STATES

CHARLES J. STARNES



Figure 1. Normal part-paid franking. Valparaiso, Feb. 1864 to New York. Double rate, 2sh. Br. Pkt. paid, 20¢ U.S. collect.

By 1846 the Pacific Steam Navigation Co. had extended its runs from Valparaiso and Callao to Panama, making possible regular British packet transit of Bolivia, Chile, Ecuador, Peru, and western New Granada mails.¹ By 1849 the American packets (Pacific Mail S.S. Co. at Panama and United States Mail S.S. Co. via Chagres) could deliver and exchange such U.S. letters via the U.S. consul and British packet agency at Panama.² In this period mail *to* the South American countries was paid only to Panama,³ but mail *from* South American countries by British packet to Panama had to be prepaid at the respective British consulate or packet agency.⁴ The first official Post Office Department "Notice to the Public and Instructions to Postmasters" on "Mails to the Southwest Coast of South America," 1 May 1851, specified the details for the obligatory prepayment of total postage (U.S. and British) on letters *to* western South America, to be exchanged at Panama;⁵ the method (with subsequent rate changes and credits to Britain for their transit from Panama) was continued to GPU/UPU entrance of the five countries. However, mail exchange *from* these origins was different — Sec. 5 of the notice read:

All letters written in the South American States aforesaid, to any place in the United States, will be conveyed by steamship to Panama, and thence to the Pacific or Atlantic portions

1. A. R. Doublet, *The Pacific Steam Navigation Co.: Its Maritime Postal History 1840-1853 with Particular Reference to Chile*, Royal Philatelic Society, London 1983.

2. A. Linz, "The British Postal Service from Peru," *The Stamp Specialist*, No. 18, 1947, 117-128.

3. G. E. Hargest, "America's First Postal Convention Between the United States and New Granada, March 6, 1844," *Chr.* 71, 152-156.

4. Extract from 1841 "Instructions to British Consuls and other Persons appointed to act as Agents of the General Post Office in Foreign Ports in North and South America and the West Indies," *Encyclopedia of British Empire Postage Stamps*, Vol. 5, 699.

5. *United States Postal Guide and Official Advertiser*, Vol. I, May 1851, Wierenga reprint, 338-339.

of the United States, according to destination; provided that the South Pacific steamship postage, 25 cents the letter at the single rate of half an ounce, and 4 cents per newspaper, be prepaid in said South American States. The United States postage will in that case remain to be collected on delivery.

This part-paid franking was the usual method on western South America letters sent to the U.S.⁶ Figure 1 shows a typical cover: paid 2sh. (2 × 1sh. pkt.) at Valparaiso postal agency 1 Feb. 1864, PAID-TO PANAMA — exchanged at Panama, 21 Feb. — v. Atlantic & Pacific S.S. Co. from Aspinwall (Colon) — New York, 20¢ (2 × 10¢ U.S.) collect.

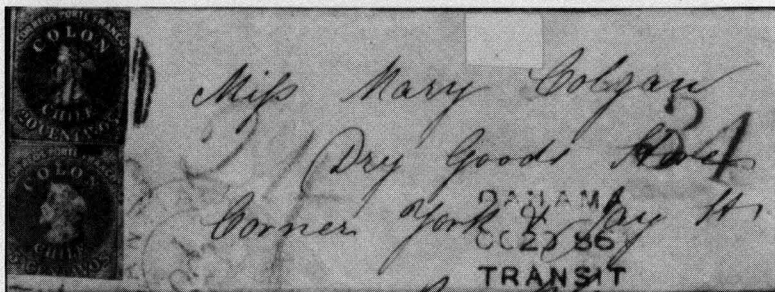


Figure 2. Br. & Am. Pkt. unpaid. Santiago, 5 + 20 ctvo. Chile 1862 stamps, internal postage — Panama, 20 Oct. 1864, 24¢ dr. U.S. — NY, 34¢ total collect.

Presumably any unpaid British packet transit covers arriving at the Panama agency and addressed to the U.S. would have been routed via England until some time in 1863, when the following account was given by the Postmaster General:⁷

An arrangement has also been concluded for expediting the transmission of unpaid letters addressed to the United States, received at Panama by British packets from countries on the west coast of South America; this department agreeing to collect, and to account to Great Britain, through the office of the British packet agency at Panama, for the unpaid postage charged thereon.

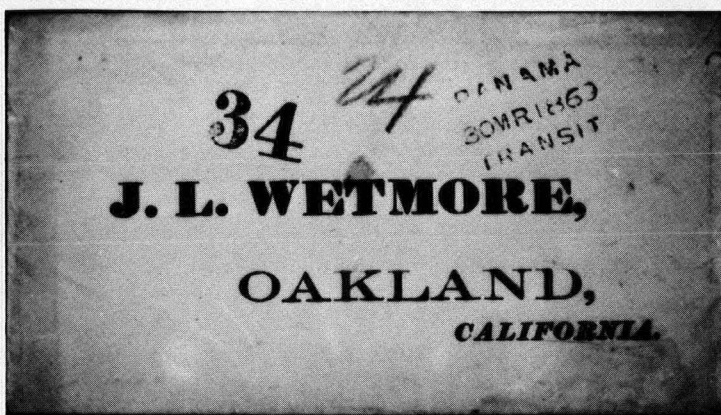


Figure 3. Br. & Am. Pkt. unpaid. Arica, Peru — Panama, 30 Mar. 1869, 24¢ dr. U.S. — San Francisco — Oakland, 34¢ total collect.

There is the usage problem; what is the earliest date for a fully unpaid, total rate collect cover from South America to the U.S., direct American packet from Panama? So far, the first cover is illustrated and described by G. E. Hargest:⁸ Santiago, 31 May 1863, 25 centavos

6. A few covers exist fully paid with South American, British, and U.S. stamps. Some covers were carried privately ("out of the mails," or "bootlegged") to Panama, and thence by Am. Pkt. to U.S.

7. *Postmaster General Report for Fiscal 1864*, Wierenga reprint, 790. The same procedure was given in detail in the Regulations for the U.S.-U.K. postal convention of 1868, Article 3.

8. G. E. Hargest, *Chronicle* 77, 55; Sotheby Parke Bernet, lot 797, 7-9 Mar. 1978; lot 1815, 23-26 Jun. 1981.



Figure 4. Br. & Am. Pkt. unpaid. Guayaquil, Ecuador, 24 Aug. 1873 — Panama, 28 Aug., 12¢ dr. U.S. — NY, 22¢ gold, 24¢ notes total collect.

Chile internal — Panama, 20 Jun. 1863, 24¢ dr. to U.S. — N. YORK STEAMSHIP JUL. 2, 34¢ collect — Brooklyn. We have listed total collect covers of this type from Chile: two in Sep. 1864, three in Feb., May, and June 1865; from Bolivia, Sept. 1868; from Peru, three in Mar., July, and Oct. 1869. Figures 2 to 5 have been chosen to illustrate the 34¢, 22¢, and 17¢ total packet postage collect at U.S. destination.

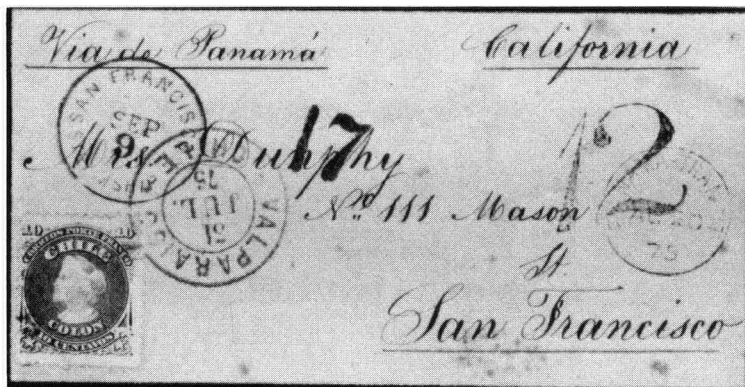


Figure 5. Br. & Am. Pkt. unpaid. Valparaiso, 31 Jul. 1875 — Panama, 20 Aug., 12¢ dr. U.S. — San Francisco, 17¢ total collect.

Two most interesting examples of the total unpaid letter routing via England should be mentioned. One⁹ originated in Bolivia — Arica Br. agency, 7 Oct. 1863 — Panama — Colon — London, 13 Nov. — Cunard *Arabia* — Boston, 27 Nov. — NY, 28 Nov. U.S. debited 64¢ (2sh. to U.K. + 16¢ transatlantic), U.S. collect 69¢ (64 + 5¢ inland) gold, 95¢ notes. The second cover¹⁰ started from Cerro, Peru, and reached Panama 22 Oct. 1863. From there the transit, debits and credits were exactly the same as the first cover. If the Hargest cover as described in *Chronicle 77* was indeed dated June 1863, the two Oct. unpaid letters could have been routed direct at the 22¢ total rate collect. It would be of some value if other early 1863 total unpaid covers could be located to bracket the change related by the U.S. Postmaster General in his 1864 Report.

9. T. Wierenga, *U.S. Incoming Steamship Mail. 1847-75*, 91-92.

10. P. Bargholtz, "A Costly Mistake on Peru-U.S. Mail," *Postal History Journal*, 77, 55-56.

AMERICAN PACKET MAIL DIRECTLY TO SPAIN

RICHARD F. WINTER

In October 1867 the Hamburg American Line, commonly referred to by its German initials, the HAPAG Line, inaugurated a new steamship service from Hamburg to New Orleans by way of Southampton, England.¹ This was a subsidiary service to HAPAG's regular line to New York and was intended for the winter months (September-May) only. The New Orleans line began calls at Havre, France, and Havana, Cuba, *en route* to and from New Orleans in October 1868, dropping the call at Southampton. In September 1871, HAPAG added a call at Santander, Spain, located on Spain's northern coast on the Bay of Biscay. This call was in addition to regular calls at Havre and Havana. The New Orleans service was a cargo steamship service without a mail contract. Seven different steamships operated on the New Orleans route during the years 1867-74 chronicled in this article.² The intended, regular winter voyages were often very irregular with some voyages missed entirely. New Orleans newspapers confirm only a few HAPAG steamships called there each winter. Table 1, at the conclusion of this article, shows the HAPAG voyages into New Orleans as reported in the Marine Lists of the New Orleans *Times Picayune*.

In the fall of 1871, the Postmaster General decided to take advantage of this route to inaugurate a direct mail service to Spain from the United States. The following notice was published in the November 1871 *United States Mail and Post Office Assistant*:

Post Office Department, Office of Foreign
Mails, Washington, D.C. Oct 25, 1871

The Hamburg-American Packet Company, having established a line of steamships between New Orleans and Havre, touching at the ports of Havana, Cuba, and Santander, Spain, arrangements have been made for the forwarding of a mail from *New Orleans* for Cuba and Spain by means of said steamers, comprising the correspondence for that island and country which the senders may wish to have forwarded by this line of steamships, and on which the United States postage shall have been fully prepaid, at the following rates, viz.:

On letters, ten cents per each half ounce or under; on newspapers two cents each; and on packages of printed matter other than newspapers, when not exceeding an ounce in weight, two cents; when exceeding an ounce but not over two ounces, three cents; when exceeding two ounces but not over four ounces, four cents; and an additional rate of four cents for every additional weight of four ounces or excess thereof.

The departures from New Orleans of the steamers of the Hamburg-American Packet Company, as far as reported, are as follows: November 1, November 29, December 27, 1871; and January 24, February 21, March 20, April 17 and May 15, 1872.

The above postage charges are in like manner to be levied and collected at the office of delivery on the correspondence received in the United States from Cuba and Spain by this line of steamships.

Postmasters will take notice hereof and govern themselves accordingly in levying and collecting postage on the correspondence so exchanged with Cuba and Spain.

By order of the Postmaster General.

Joseph H. Blackfan
Superintendent Foreign Mails

The popular New Orleans newspaper, the *Times Picayune*, notified its constituents on 2 November 1871 with the following, short notice:

Direct Mails to Spain — A dispatch, of October 25, to the *New York Journal of Commerce* says:

1. *North Atlantic Seaway*, Vol 1, by N.R.P. Bonsor, 1975 edition, p. 351.

2. HAPAG steamship on the New Orleans route include: *Allemannia*, *Bavaria*, *Teutonia*, *Germania II*, *Hammonia II*, *Vandalia*, and *Saxonia*. Only the last four were on the service when the direct mail rate to Spain was in effect.

The Post Office Department, today, ordered the conveyance of the mails from New Orleans to Havana, Cuba and Santander, Spain, on the Bay of Biscay, by the steamships *Germania*, *Saxonia* and *Vandalia*, of the Hamburg-American Steam Packet Company, commencing November 1. This will afford, for the first time, a regular postal communication with Spain. The single rate of letter postage by this route will be ten cents per half ounce.

Apparently there was sufficient commerce between New Orleans and Spain to warrant a dispatch of mails on this new route. Since the United States had no postal treaty with Spain, it was not possible to fully prepay a letter directly to a destination in Spain. Postage due of 1 Peseta would still be required; however, the mails could go there directly, and presumably, more quickly than by the established routes through England, France or Belgium, and later, Germany.

An examination of the *Annual Reports* of the Postmaster General shows that very little mail was dispatched on this route. There were fewer than four years that the 10 cent direct mail rate could have been used before the General Postal Union reduced the postage between these two countries. The *PMG Reports* show revenues on this route in only two of those years, fiscal years 1872 and 1873. The income from mails to Spain by the New Orleans direct packets was astonishingly small! In the year ending 30 June 1872 the income was \$27.40, or just 274 rates.³ At one rate per letter this would mean that a maximum number of 274 letters were conveyed. In the year ending 30 June 1873, the revenue was \$26.10 or 261 rates and the PMG noted only four mail trips to Spain.⁴ *PMG Reports* for 1874 and 1875 show no mails by this route. It would appear that by mid-1873, the Postmaster General decided to cease sending mails to Spain this way, perhaps because it was actually taking longer than if the mails were transported from New York to England and France.

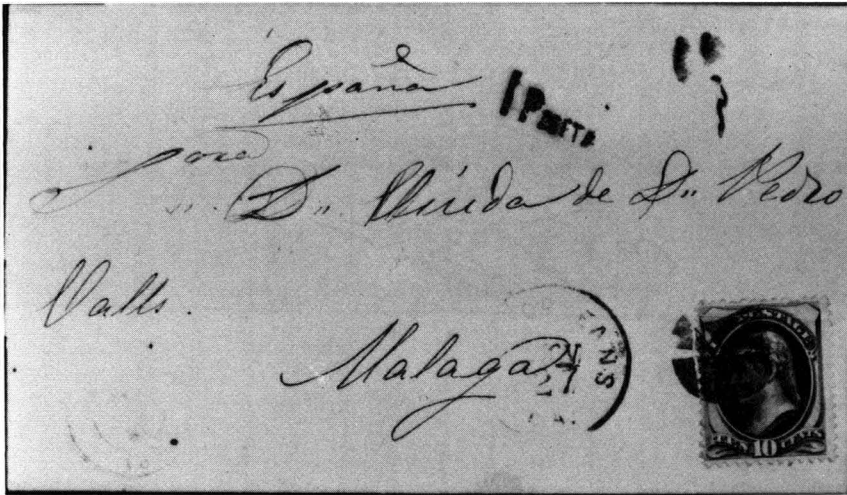


Figure 1. Folded letter from New Orleans (27 Nov 1872) to Malaga, Spain, carried by the HAPAG steamer *Vandalia* to Santander, Spain. Ten cent National Banknote prepays the American Packet direct rate to Spain. One Peseta postage due from addressee.

Figure 1 illustrates the 10 cent direct mail rate to Spain by American contract packet. This folded letter was written on 22 November 1872 in New Orleans and addressed to Malaga, Spain. A black New Orleans circular datestamp of 27 November corresponds with the sailing date of the HAPAG Line steamship *Vandalia* which departed New Orleans for Havana, Cuba, and Santander, Spain, on its return voyage to Hamburg. The arrival date of the steamer in Spain is not known, but a backstamp shows the letter reached Malaga on 24

3. *Report of the Postmaster General 1872*, Wierenga Reprint, pp. 170, 260.

4. *Report of the Postmaster General 1873*, Wierenga Reprint, pp.ix,116,235.

December 1872. The letter was properly prepaid 10 cents with a National Banknote Company adhesive (Scott # 150). Postage due of 1 Peseta (approximately 20 cents) was collected from the addressee.

Table 1
HAPAG to New Orleans

1867				ARR NO	STEAMSHIP	DEP NO	NOTES
DEP H	DEP SO						
2 Oct	6 Oct			25 Oct	Bavaria	15 Nov	1
1 Nov	5 Nov			27 Nov	Teutonia	15 Dec	
31 Dec	4 Jan			25 Jan	Bavaria	15 Feb	
1868				ARR NO	STEAMSHIP	DEP NO	NOTES
DEP H	DEP HA	DEP HAV					
1 Oct				24 Oct	Saxonia	10 Nov	2
1 Nov	5 Nov	24 Nov		28 Nov	Bavaria	10 Dec	
				31 Dec	Teutonia	10 Jan	
31 Dec	3 Jan			26 Jan	Saxonia	10 Feb	
1869				ARR NO	STEAMSHIP	DEP NO	NOTES
1 Feb				3 Mar	Bavaria	10 Mar	
1 Mar	4 Mar	26 Mar		31 Mar	Teutonia	10 Apr	
25 Sep	28 Sep			20 Oct	Saxonia	30 Oct	
23 Oct	26 Oct	15 Nov		19 Nov	Bavaria	27 Nov	
20 Nov	23 Nov	14 Dec		17 Dec	Teutonia	25 Dec	
18 Dec	21 Dec			11 Jan	Saxonia	22 Jan	
1870				ARR NO	STEAMSHIP	DEP NO	NOTES
15 Jan	18 Jan			12 Feb	Bavaria	19 Feb	
13 Mar	16 Mar	6 Apr		9 Apr	Teutonia	16 Apr	
6 Dec				1 Jan	Allemannia	9 Feb	
1871		DEP SA	DEP HAV	ARR NO	STEAMSHIP	DEP NO	NOTES
24 Sep	26 Sep	30 Sep	18 Oct	22 Oct	Germania II	1 Nov	3
4 Nov	7 Nov	11 Nov		3 Dec	Hammonia II	13 Dec	
18 Nov	29 Nov			23 Dec	Vandalia	3 Jan	
16 Dec	19 Dec	23 Dec		20 Jan	Germania II	24 Jan	
1872				ARR NO	STEAMSHIP	DEP NO	NOTES
14 Jan	18 Jan			18 Feb	Saxonia	21 Feb	
11 Feb	15 Feb		8 Mar	12 Mar	Vandalia	20 Mar	
9 Mar	12 Mar	16 Mar	2 Apr	6 Apr	Germania II	17 Apr	
3 Apr	9 Apr	16 Apr		5 May	Saxonia	15 May	
14 Sep	17 Sep	21 Sep		13 Oct	Saxonia	23 Oct	
19 Oct	22 Oct	26 Oct		17 Nov	Vandalia	27 Nov	
30 Nov	3 Dec	7 Dec		6 Jan	Saxonia	11 Jan	

1. HAPAG steamships called off Southampton on both the outward and homeward voyages of the initial service to New Orleans.

2. Commencing with this voyage, calls at Havre and Havana were added to both the outward and homeward voyages. Southampton was dropped as a point of call.

3. A call at Santander, Spain, was added to both the outward and homeward voyages. On some homeward voyages a call at Cherbourg was made in addition to the calls at Santander and Havre.

1873

DEP H	DEP HA	DEP SA	DEP HAV	ARR NO	STEAMSHIP	DEP NO	NOTES
1 Feb	4 Feb	9 Feb		5 Mar	Vandalia	14 Mar	
29 Mar	1 Apr	5 Apr		1 May	Germania II	7 May	
20 Sep	23 Sep	27 Sep		18 Oct	Germania II	29 Oct	
18 Oct	21 Oct	25 Oct		23 Nov	Vandalia	26 Nov	
13 Dec				11 Jan	Germania II	21 Jan	

1874

31 Jan	3 Feb			3 Mar	Vandalia	11 Mar	
19 Feb				14 Apr	Germania II	22 Apr	

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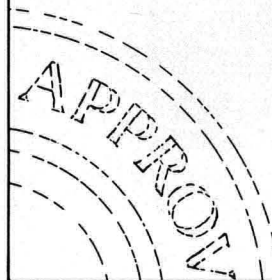
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THE COVER CORNER
SCOTT GALLAGHER, Editor

As this is being written the end of 1987 is approaching, too rapidly. It is obvious from auctions and mail that our members and philatelic friends are busy with holiday and personal matters. This happens every year with the February issue being readied for printing at the end of December. It is a credit to our Editor-in-Chief, Susan McDonald, that it all falls together, and we all thank her. Thanks are due also to the few responders to the difficult items in the last issue, November 1987.

ANSWER TO PROBLEM COVERS IN ISSUE NO. 136

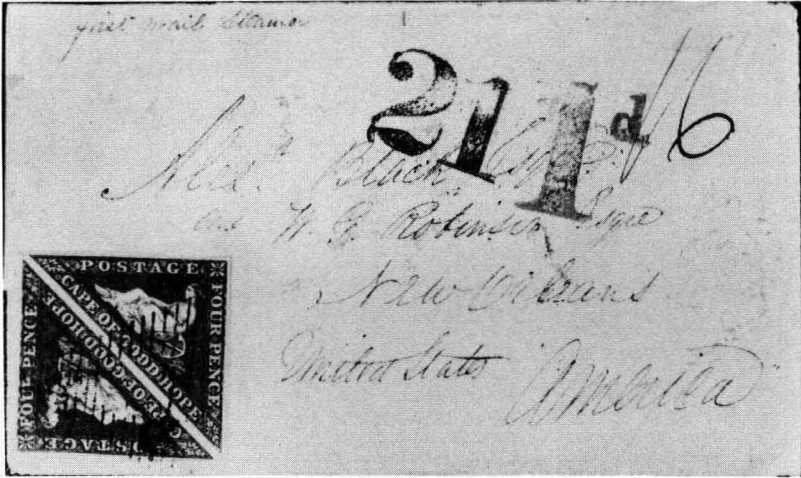


Figure 1a. Cape of Good Hope to New Orleans.

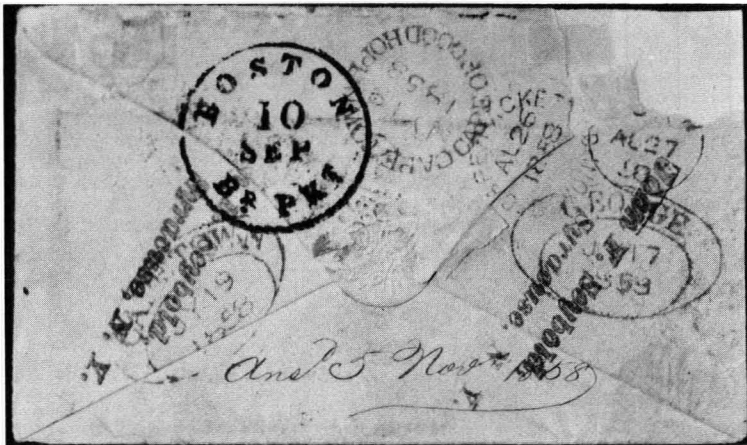


Figure 1b. Reverse of Figure 1a.

Figures 1a and 1b show the front and back of a cover from Cape of Good Hope to U.S. in 1858. The first responder is Theron Wierenga who writes:

The 8d in local postage appears to be an overpayment of the 6d rate to London. The 1d in red is a credit to Britain for local postage. Because the British local postage was a part of the 6d rate, it was not charged again on the transatlantic rate. The ms. "16" is the debit to the U.S. for only the sea postage as this went by British packet. Boston added 5¢ to this for U.S. inland and the large "21" is the total due in the U.S.

The next answer, a thorough one, comes from Richard F. Winter, who tells us:

This letter was posted in George (Georgetown), Cape Colony on 17 July 1858. It was processed at the Capetown post office two days later, 19 July 1858 and put on board the Royal Mail steamer *Phoebe* which departed on 21 July 1858 for England. *Phoebe* arrived in Devonport (Plymouth), England, on 26 August 1858. There is a faint strike on the reverse of the cover of the CAPE PACKET/date/1858/DEVONPORT (Robertson P-4). From here the letter went to London on 27 August 1858 and was sent to Liverpool to catch the 28 August 1858 sailing of the Cunard steamer *Asia* for Boston. *Asia* arrived in Boston on 10 September 1858. The letter was then sent overland to New Orleans, probably arriving about 7-9 days later.

The letter is prepaid with two 4d postage stamps. The rate to England from the Cape of Good Hope was only 6 pence. The overpayment may account for an internal fee to Capetown or just an overpayment, I am not sure. A one penny credit to Capetown was assessed and shown with a large red handstamp. This was a colonial credit under the British postage system. When the letter arrived in London, the 16¢ debit was marked in the upper right corner. (This is not a 1/6 marking but 16¢) Under the U.S.-British Treaty of 1848 the British were entitled to the transatlantic fee since a British steamship carried the letter to the U.S. Boston marked 21¢ postage due which consisted of the 16¢ owed to G.B. plus a 5¢ rate, the British Open Mail rate by British packet which was due. The John F. Seybold/Syracuse, N.Y. marking on the reverse of the cover is a collector and not a postal marking.

This is a very handsome cover. The government steamship mail service from Capetown to England had just started in September 1857 after some earlier, unsuccessful attempts. Apparently, it was an Admiralty contract for the Admiralty station at Devonport was used as a terminus instead of the seaport of Plymouth two miles away. Arrivals of the Cape packets are shown in *The Times* of London.

A late answer was received from John Griffiths, along similar lines to those above. Because of the overpayment, John was suspicious that the stamps do not belong and have been fraudulently added. However, a careful recheck of the actual cover shows that the stamps are properly tied by the cancellation and also by a slight crease in both stamps and cover paper.

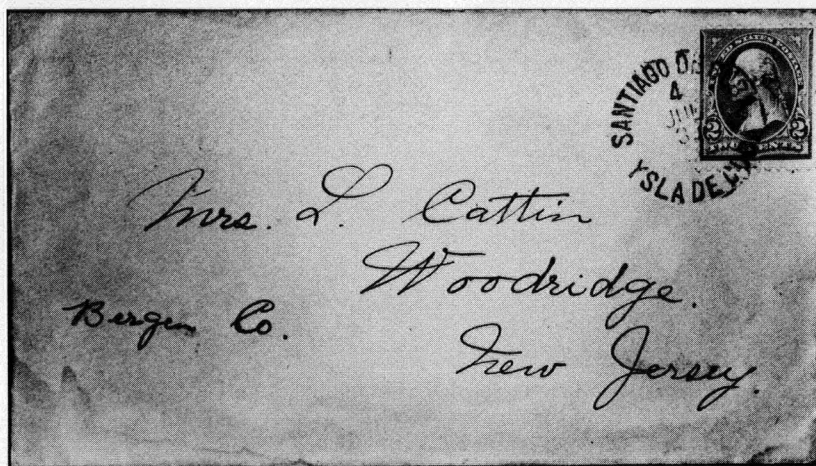


Figure 2. From Cuba in 1898.

Figure 2 shows a cover from Cuba in 1898. Walter Haag collects "Fourth of July" postmarked covers and cards so he thinks it is a great item. His wife, Joanne Haag, collects the Pan American issue of 1901, and she believes that Spanish marking devices were used at least until then. Warren K. Bower is writing an article on "DUE" covers from the Spanish-American War, and used some of the facts he has unearthed to give our readers this answer:

Assuming the 4 July 1898 cancel to be correct, and I have no reason to doubt it, the following U.S. Postal Rules were in effect at that time:

PO Order 161, of April 26, 1898, basically stated that because of hostilities between U.S. and Spain (and its colonies) that the U.S. would not dispatch any mail to them.

PO Order 201, May 24, 1898, ordered that mail to and from persons with the *US forces* in the Philippine Islands would be subject to postage rates and conditions in the domestic mails of the US. etc, etc. (No info was given as to type of stamps to use from Phil. Is to U.S. But mail from service men in active duty overseas could be sent due, per old rules stemming from Civil War, with no added penalty.)

PO Order 219, June 7, 1898, ordered similar treatment of mail *to and from U.S. forces* at or near the islands of *Cuba* and *Puerto Rico* . . . and be dispatched . . . to Tampa, Fla. for dispatch, with no statement as to type of stamps to use.

There was at the time of July 4, 1898, *no* provision for the sending of civilian mail to or from people not connected with the U.S. forces. The effectivities of these orders were as soon as published, but of course they could not be put into practice until the information was received at the various points involved. (And I do not know the method of transmitting this info: telegraph, mail or whatever, to estimate speed of transmittal, etc.)

The old Cuban postal system was largely kept intact, but remodeled a bit after the U.S. system, and was under U.S. military control, including the telegraph system. The U.S. declaration of war with Spain actually provided that we should not attempt to annex Cuba, which was permitted with other Spanish Islands. So the Cuban PO really did not fade out under our occupation, hence the use of old handstamps, etc. However, until we either brought over stamps usable by Cuba, etc., our military mail was either sent "due" as Soldier's Mail, or apparently with U.S. reg. domestic stamps brought over by individuals.

From my own collection of mail from Puerto Rico 1898 through 1900, 2¢ was the rate for letters from members of the U.S. occupying forces, and they were not always certified. The rate for civilian mail was 5¢ at first, the U.P.U. rate for a ½ oz. letter, and was paid in stamps. Mixed frankings, *i.e.*, U.S. and P.R. or Cuban stamps, are known.



Figure 3. Cover from Guatemala, October 6, 1860.

Theron Wierenga also furnished an answer for the covers from Guatemala in Figures 3 and 4. He writes that the cover in Figure 4 is a double weight letter, originally addressed to Washington, D.C. The single weight rate for over 2,500 miles was 20¢, hence the 40 is U.S. cents. The extra 6¢ was for forwarding ($2 \times 3¢$) from Washington, D.C., to NYC. The "8" is Guatemala's charge for 8 reales, for double weight. The cover in Figure 3 shows 4 reales, for single weight, and the "STEAMSHIP 10" of New York in black is the standard, well-known marking, explained in Theron's book.

Susan McDonald has sent a similar response and continues:

The real puzzle about the two Guatemala covers is why, with the same postmark of origin, one is charged at the under 2,500 mile rate and the second at over 2,500 miles. The explanation is contained in a clipping reproduced in Theron Wierenga's reprint of PMG King's copy of the 1852 *P.L. & R.* The excerpt, headed POSTAGE TO PANAMA, with ms. date "Dec 1856,"



Figure 4. From Guatemala, July 6, 1860.

states that the distance from New York to Panama via Havana is over 2,500 miles and the postage therefore 20¢ under the March 3, 1851, Act. The notice continues, "It appearing, however, that the distance between those points *by the direct line* is only two thousand three hundred and forty-five miles, we are authorized to say that the Postmaster General has made an order to receive postage accordingly. Therefore, from New York, or any place within one hundred and fifty-five miles of that city, to Panama, the rate will hereafter be ten cents. . . ." The Figure 3 cover addressed to New York and single weight is thus subject to the 10¢ rate. But Washington is more than 155 miles beyond the port of entry at New York, so the cover in Figure 4 incurs the 20¢ over 2,500 mile rate, which is doubled to 40¢.

Susan credits Dick Graham for alerting her to the Dec. 1856 notice.

PROBLEM COVERS FOR THIS ISSUE

Figures 5a and 5b show the front and back of our newest problem cover, mailed from Cuba in 1874 with "2,4, 24/2" crayoned in red, and stamps of Cuba on the front and the U.S. on the back. Is the 62¢ in U.S. stamps a correct total, and what does it represent?



Figure 5a. Cuba to Barcelona, Spain, 1874.

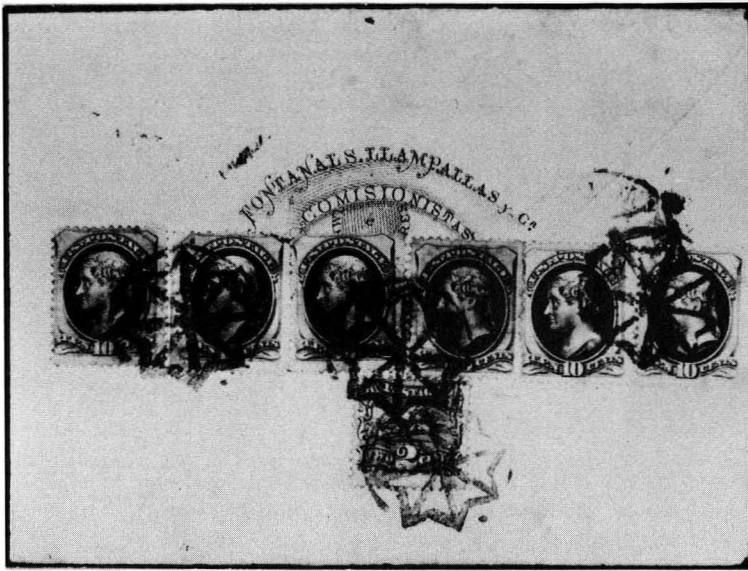


Figure 5b. Reverse of cover in Figure 5a.

Figure 6 shows a stampless cover of the Civil War period. The date could be 1863 or 1865. All markings are in black. What did the 1¢ cover, and who paid it? Where was "Headquarters Dept. (of the) South" located?

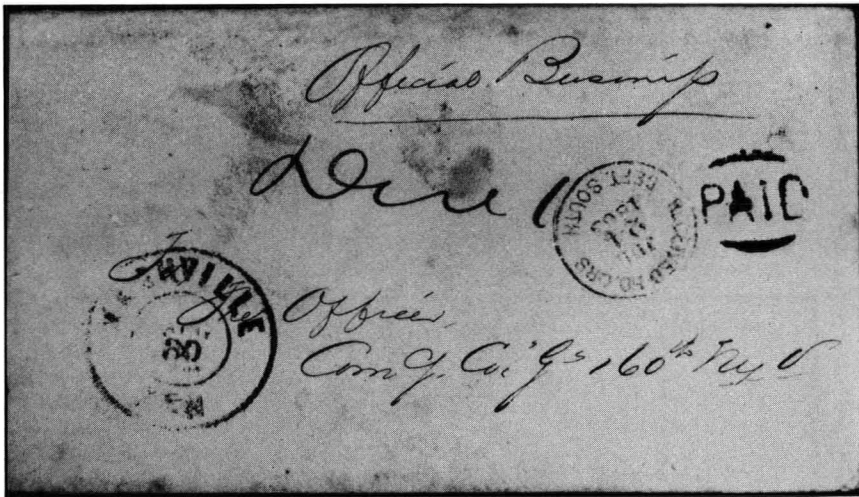


Figure 6. Civil War period cover, "Due 1."

Next June at Helsinki the international exhibition FINLANDIA '88 will be held. For the next issue, we would like to include some covers between the U.S. and Finland. Please send black and white glossy prints of any items you feel would be of interest to readers.

Send your answers to the Cincinnati P.O. Box for the latest problem covers within two weeks of receiving your *Chronicle*.

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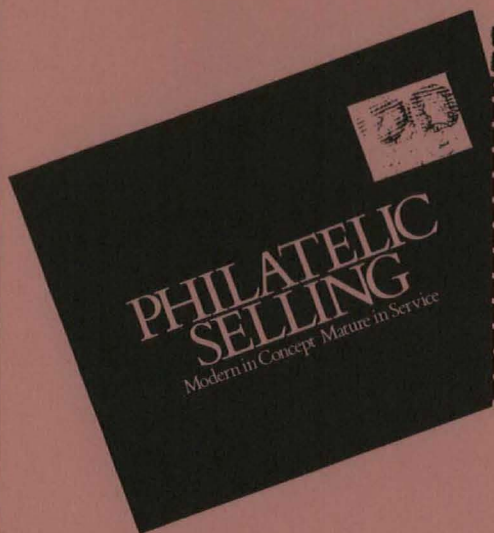
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