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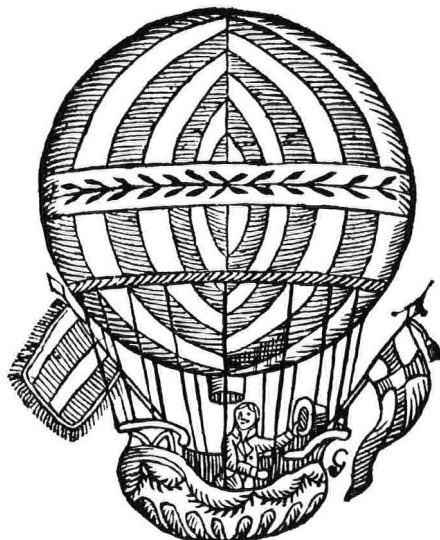
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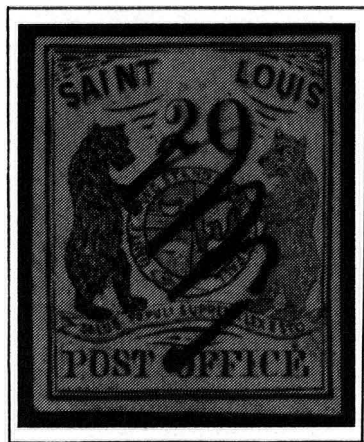
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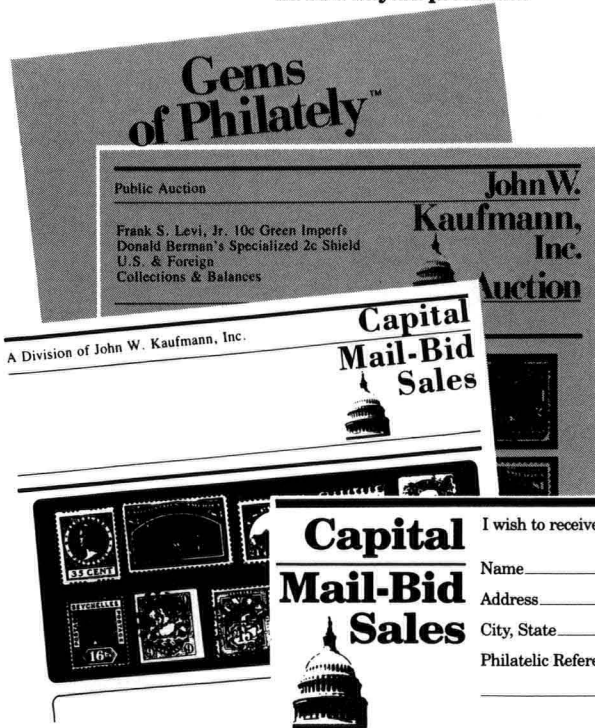
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THE EDITOR'S PAGE

The principal feature of this issue is a combined, detailed discussion of registration by Thomas J. Alexander and Richard B. Graham appearing in the 1851-61 and 1861-69 sections respectively. In order to present the main arguments of both authors and preserve the continuity of exposition it has been necessary to curtail some other sections.

Also of note in this issue: the start of Bob Meyersburg's discussion of carrier operations in New York City, a continuation of Scott Trepel's census of 1869 inverts, and of George Arfken's series on the Columbians, a further instalment of Colin Tabart's outline of rates from Great Britain to the Americas, and of Jack Arnell's vignettes of U.S. transatlantic mails. Rare and unusual covers by *Ariel* are featured in the foreign mails; other interesting covers appear in the Cover Corner and the prestamp section.

To those who have inquired about *North Atlantic Mail Sailings* — the light is now visible at the end of the tunnel. The book should be ready for distribution about the end of September.

HELP WANTED

The following request for help is in relation to a worthy scientific/historical project. Please check the material in your collections and provide Dr. Buerki any assistance possible.

S.M. McD.

WANTED: For purposes of historical research, photocopies of correspondence to or from **Caleb Taylor**, druggist of **Philadelphia**, during the period **ca. 1812 to 1820**. I have approximately 100 such letters in my possession with which I hope to study trends in American drug therapy during the early Federal period. I have reason to believe that these letters are part of a larger collection which was broken up and sold some time ago for philatelic purposes. Costs for photocopying and postage will gladly be reimbursed. Contact Robert A. Buerki, The Ohio State University College of Pharmacy, 500 West Twelfth Avenue, Columbus, Ohio 43210-1291 or telephone (614) 292-4722.

Review: The Gold Rush Mail Agents to California and their Postal Markings, 1849-1852 By Theron Wierenga. Published in 1987 by the author, at P.O. Box 595, Muskegon, Michigan 49443. Hardbound, cloth with gold stamping, 288 7½ × 9½ pages, 17 halftone illustrations; available from the author at \$40.00, postpaid.

Not many books about as narrow a subject have as wide a range of usefulness to so many fields of collecting. This work contains a great deal of original research in other fields necessary to be pulled together to permit Wierenga to pull his rabbit out of the hat — identifying those, ashore and afloat, who applied the well known markings from the early days of the steamer route via Panama to California.

We have never been really sure just who applied the markings Pan. & San Fran S.S.; PANAMA; Panama & N.Y., and N.Y. & Chagres S.S., although we knew they were associated with the California steamers.

Wierenga now not only tells us who applied the markings but when, where, and why, and he has assembled and documented the data, much from original sources, that support his conclusions convincingly.

These data, in the form of tables, reproduced letters, and newspaper articles, and other information from official sources, present records of the ships that carried the California mails in both oceans, the steamer lines behind them, the names of the route agents who made the round trips with the mails from New York to San Francisco and back, and the consular agents at the Isthmus who handled the mails. Each trip they made is tabulated, including the names of the ships upon which they traveled and the sailing and arrival dates as available.

It's very convincing.

This is a companion volume to Wierenga's previous work, published in 1983, *United States Incoming Steamship Mail, 1847-1875*, which, while desirable to have to make full use of this book, is just now out of print (but check your book dealer).

The new work, however, while it will stand by itself quite well, contributes strongly to the previous book by providing far more detail and thus a better understanding of the California mails and the methods and people by which it was handled.

This book not only makes very clear the why, where, and when of the markings, but gives an excellent overall picture of mail handling aboard ships on contract routes in our early use of such. Wierenga's previous work really has too broad a coverage to have dwelt on the details needed for us to understand more than the bare process.

Aside from the wide range of data Wierenga presents all neatly funneled into his narrow subject, his new work has a great selection of newspaper items, letters and the like that make both the route agents and the consular agents flesh and blood people rather than just names or even shadowy government "functions," and the net result is a book that reads quite well.

I recommend this work highly, simply as providing a much augmented understanding of mid-19th century postal history and times, even for those not deeply involved in steamship or western mails collecting. For those who are, both this book and Wierenga's previous book are essential.

Richard B. Graham

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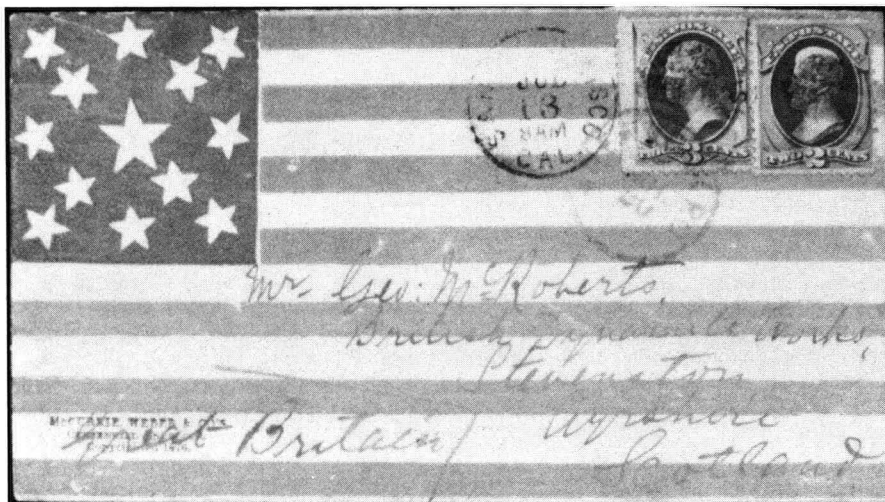
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POSTAGE RATES BETWEEN U.K. AND NORTH AND CENTRAL AMERICA
AND THE CARIBBEAN 1711 to 1900

COLIN TABEART

(Continued from *Chronicle* 138:87)

PACKET RATES TO WEST INDIES, NORTH AND CENTRAL AMERICA

Prior to 1840 the packet service to the USA was intermittent, especially during the 18th century. Existence of a packet rate should not be presumed to imply that a packet service operated.

Dummer's Packet Service: Information from L.E. Britnor's *History of the Sailing Packets to the West Indies*.

1702 Service commenced. From Falmouth to: St. Kitts, Barbados, Nevis, Antigua, Montserrat, Jamaica. Rate established by Royal Warrant dated 4.12.1702 as 9d single, to and from London.

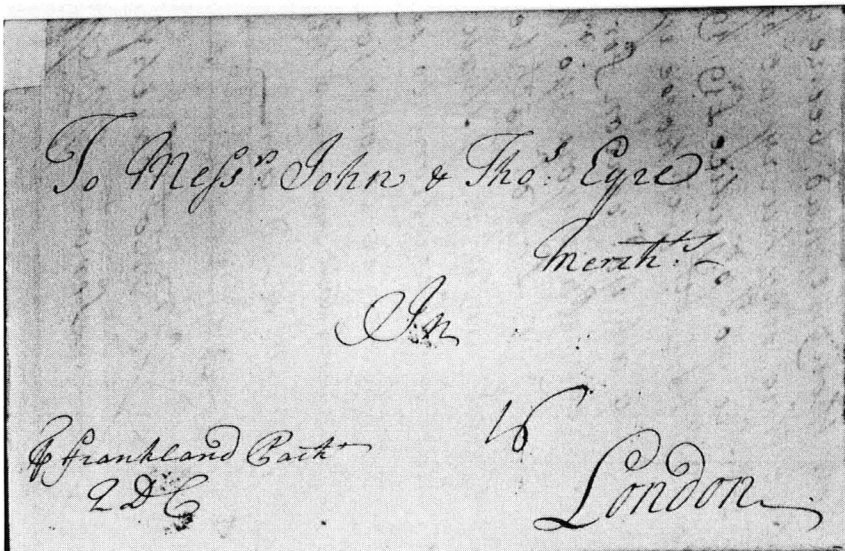


Figure 15. Cover carried by the Dummer packet service. Dated at Jamaica 3 December 1705 and endorsed "p. Frankland Packt/QDC."

20.1.1705 Rates increased by GPO Notice 20 Jan 1704/5 (*i.e.*, 1705 in modern usage) to: 1/3d single to or from London. Increase confirmed by "An Act at our court of St James" on 12 Feb 1704/5.

1711 Dummer's Service ceased. *Martlett* arrived in UK 19 Dec 1711 with the last mail.

1.6.1711 9 Anne C 10. London to NY and NY to London, 1/-. Letters collected and delivered between London and the pkt port pay the same rate. Anywhere in WI to NY, 4d. Chief Offices established in the American Provinces for distribution of mail. For rates see inland section.

London to: Jamaica, Barbados, Antegoa, Montserrat, Nevis, St. Christopher's: 1/6d single.

Figure 16. Philadelphia to London 5 April 1774. Double letter marked in red "To pay 1/-" (Phila.-N.Y.). Struck in black IN^D AND PAC^T/POSTAGE, rated "3N," including 2 x 1/- for packet. Red PHILA/DELPHIA and 5/AP; black NEW-YORK and 6/AP.



- 1745 (After Britnor). PO Notice published in *The St. James Evening Post* of 7 Dec 1745. Stated that pkts would sail monthly from Falmouth to Jamaica, Barbados, Antigua, Nevis and St. Christopher's. Rate 1/6d single. Britnor states that these pkts seem to have been very irregular. In 1755 a new service started.
- 24.10.1755 GPO London published a public notice in the press. "Letters and packets for the said islands and colonies on the continent of North America, will be taken in, at this office, from the date hereof, upon their being paid for, after the rates, settled by Act of Parliament, as undermentioned, viz:
 From London to the islands of Barbados, Antegoa, Montserrat, Nevis, St. Christopher's and Jamaica, 1/6 d single.
 London to New York, New England, Virginia, Maryland, and all other colonies on the continent of North America, 1/- single.
 Note that these rates were as 9 Anne c 10.
- 10.10.1765 5 Geo III C 25. London to any port in the British Dominions in America, 1/-, PP. Revised inland rates in the British Dominions in America established as follows: To or from any Chief Office established, or to be established, 4d under 60 miles, 6d under 100 miles, 8d under 200 miles, plus 2d for every extra 100 miles. From any port within the Br Dominions in America to any other port within the said dominions, 4d.
- 1.1.1777 *London Gazette* dated 21 Dec 1776. "A mail for NY will be made up and forwarded from hence the 1st Wednesday in every month as formerly, to commence Wednesday 1st Jan next year." By Command of the Postmaster General. Note: US inland rates not known to the author. See below for 1792.

22.5.1784 GPON. "Notice was given by an advertisement from this office of 18 Nov last, that the packet postage of 1/- between London and NY, might or not be paid beforehand; but difficulties having arisen in the collection of the packet postage in North America . . . both the inland and packet postage . . . must absolutely be paid."

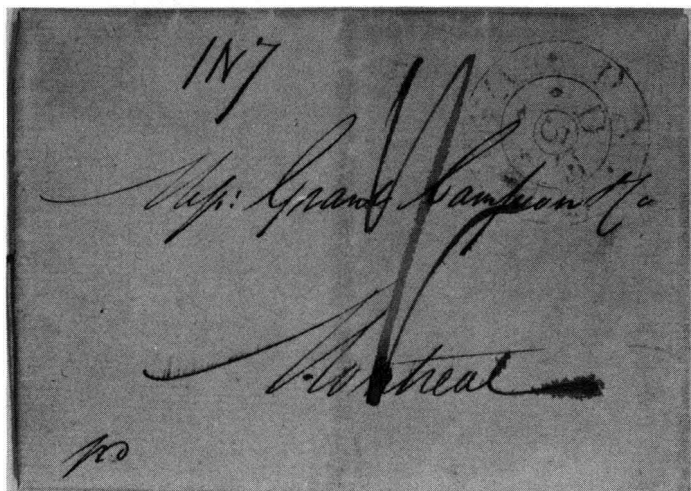


Figure 17. London PAID DE 3 1795 to Montreal. Packet postage of 1/- paid to New York. By closed bag from New York to Montreal, where rated 1N7 due: 1/- U.S. (20¢, 250-350 m.), 7d Canadian, border to Montreal.

1.6.1792 US Act dated 20 Feb 1792. (After M.C. Blake and L.L. Downing). US inland rates were: Single sheet under 30 miles, 6¢; 30-60 miles, 8¢; 60-100 miles, 10¢; 100-150 miles, 12½¢; 150-200 miles, 15¢; 200-250 miles, 17¢; 250-350 miles, 20¢; 350-450 miles, 22¢; over 450 miles, 25¢.

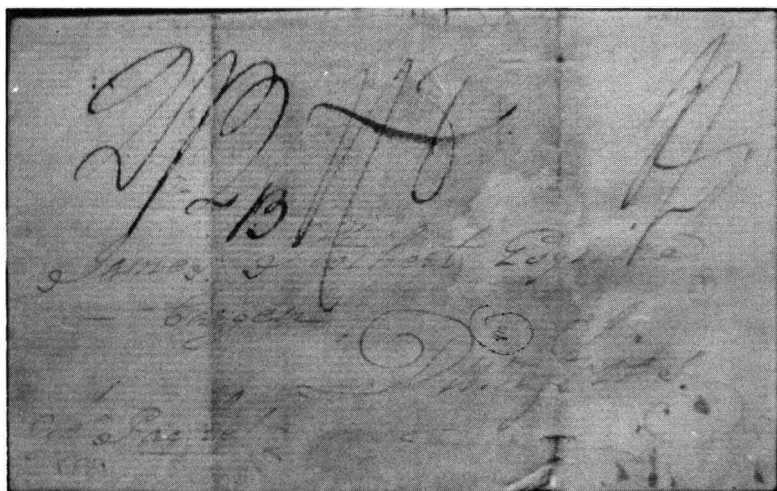


Figure 18. Jamaica to Dumfries "per Packet." Initially rated 1/8 (1/- packet + 8d inland to London, over 150 m.). At London 1/8 deleted, rerated 2/2 to include extra 6d London to Dumfries. Black ms. rates, no postal markings. 1797.

5.1.1797 37 Geo III C 18. From any port in GB to any port in the British Dominions in N America or the W Indies, pkt postage 1/-, + inland to the port. As the pkt port was Falmouth this made the rates from London 1/8d; Fal 1/-; + UK inland if posted elsewhere.

2.3.1799 US Act dated 2 Mar 1799 (After M.C. Blake & L.L. Downing). US inland rates altered to: 0-40 miles, 8¢; 40-90 miles, 10¢; 90-150 miles, 12½¢; 150-300 miles, 17¢; 300-500 miles, 20¢; 500 miles & over, 25¢.

5.4.1801 41 Geo III c 7. UK inland rates increased. Falmouth to NY still 1/-; London to NY increased to 1/10d.

Figure 19. London to Philadelphia 2 June 1803. Paid 1/10 packet rate. At New York rated 12½¢ due. By Townsend from Falmouth 13 June, arrived N.Y. 8 August.



12.3.1805 45 Geo III C 11. Increased UK inland rates by 1d, and also: “To the British Dominions in America” packet postage increased by 1d; “from and to Great Britain to and from parts beyond the seas, not within His Majesty’s Dominions” an additional 2d. It would seem that this Act increased the inland postage from London to Falmouth (a distance of 270 miles) from 10d to 11d, and the packet postage from 1/- to: 1/1d if to a British Dominion, 1/2d if to a foreign country; *i.e.*, London to Br N America 1/1 + 11d = 2/-. Mr. Geoff Osborn notes that the 2/- rate applied from London to Bermuda.

1807 The *Post Office Directory* interpreted the Act 45 Geo III c 11 to give a rate from London to: America and the West India Islands, 2/- single, PP, *i.e.*, a pkt postage of 1/1d from Falmouth thus suggesting that, here, “America” should be interpreted as **British America only**. However the distinction is not drawn and the rate to the USA may have been 2/- also.

1812 POD. London to America & the W Indies, 2/-; Falmouth to America & the W Indies, 1/1d.

9.7.1812 52 Geo III c 88. Additional UK inland postage (1d single) imposed on: “letters to & from His Majesty’s Dominions and plantations in North America” . . . and “to or from parts beyond the seas whether within His Majesty’s Dominions or not” 2d single extra.

(To be continued)

Correction: in the May issue, captions for Figures 4 and 10 are incorrect: the practice was for the port of entry to rate postage only to London; the London office rated the postage for destinations beyond, marked the total and deleted the original rating. *Mea culpa* — S.McD.

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J. C. ARNELL

6. The Advent of the American Sailing Packets

Robert G. Albion in *The Rise of New York Port* has described how news of the treaty of peace ending the War of 1812 reached New York on the evening of Saturday, 11 February 1815, in the following:

It was a bitterly cold night and there were only three men at the *Gazette* office in Hanover Square instead of the usual group who gathered nightly to discuss the affairs of the town and of the world. As those three were about to leave for home, a pilot breathlessly staggered into the room with the news of peace. The British sloop-of-war *Favourite* was lying below with an American legation secretary and a British King's messenger aboard, the bearers of the official tidings of the seven-weeks-old treaty at Ghent. The news spread like wildfire throughout the city.

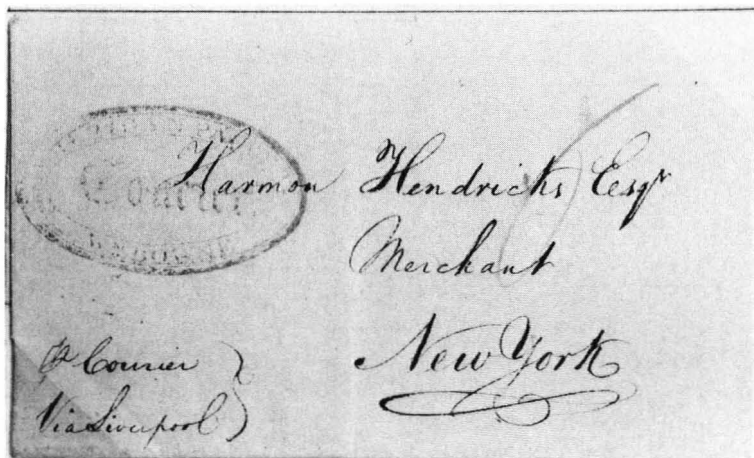


Figure 1. Letter from Bristol dated 29 September 1819 and sent privately to the Black Ball agent at Liverpool. Delivered to the Courier and struck with the captain's handstamp "AMERICAN PACKET COURIER WM. BOWNE." Rated 6 cents postage due as a ship letter at New York.

For more than half a century, American ports had faced war conditions or something approaching them; now there was to be peace on the oceans for nearly as long. Until this time, Boston and Philadelphia had been the prominent ports, now New York was to become the focal point of trade and her sailing packets were to challenge the supremacy of British merchant shipping. From 1815, more than thirty "regular traders" operated between New York and Liverpool, sailing when they had a cargo, and usually making two round trips a year. In contrast to these traders were the British Post Office mail packets, the only vessels before the war to have fixed dates of departure (hence the name "packet"), and consequently they carried much of the transatlantic mail.

Figure 2. Letter from New York dated 9 June 1821. Carried by the Black Ball *Amity* to Liverpool, where struck with a boxed "LIVERPOOL/SHIP LETTER" and rated 4/9 Stg. postage due as a triple letter (3 × 8d ship letter fee + 3 × 11d inland postage to London).



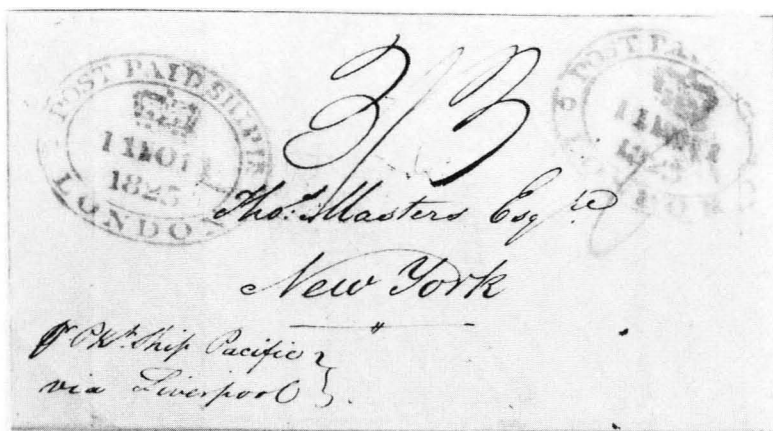


Figure 3. Triple letter from London dated 11 November 1825 with 3/3 Stg. postage prepaid as an outgoing ship letter (3 x half the packet postage of 2/2 from London). Carried by the Black Ball *Pacific* to New York, where rated 6 cents postage due as a ship letter.

Isaac Wright & Son and Francis Thompson had experimented briefly with operating vessels in regular succession between New York and Liverpool, although not on a pre-announced schedule. On Friday, 24 October 1817, notices appeared in the New York papers that beginning in January 1818 their packets would “positively sail full or not full from Liverpool on the 1st, and from New York on the 5th of every month, throughout the year.” A similar announcement appeared in Liverpool a month later.

The company, which was soon known as the Black Ball Line because of a black ball worn at the top of the mainmast and a large black circle painted on the foretopsail of each vessel, began operations with four ships — *Amity*, *Courier*, *James Monroe*, and *Pacific* — of about 400 tons. The *Courier* was three days behind schedule inaugurating the Liverpool-New York service, sailing on 4 January, while the *James Monroe* left New York as scheduled on 5 January.

For a few years, the Black Ball Line had the route to itself until the Red Star or New Line began operations in January 1822, sailing from Liverpool on the 12th and from New York on the 25th of each month. In response, the Black Ball Line added four more ships in February 1822 with scheduled sailings on the 1st and 16th from each port. Then in August of the same year, the Fourth or Swallowtail Line joined the others, with sailings from New York on the 8th and from Liverpool on the 24th of each month. This provided a virtual weekly service of fast packets, which were soon handling most of the transatlantic mail and passengers, as the government’s monthly Falmouth packets were not only slow and infrequent, but it was more expensive to send a letter by them. The result was the discontinuance of the Falmouth-New York packet service at the end of 1826, with Halifax becoming the western terminus of the

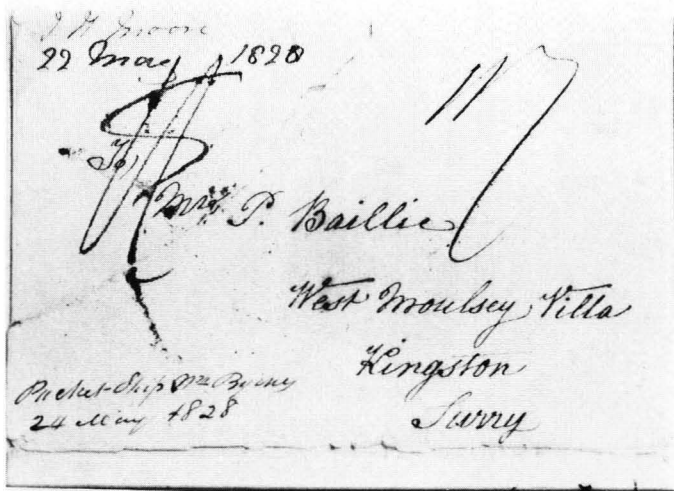


Figure 4. Letter from Brooklyn dated 22 May 1828. Carried by the Red Star *William Byrnes* to Liverpool, where back-stamped with a boxed “LIVERPOOL/SHIP LETTER” and incorrectly rated 1/-Stg. postage due, which was correctly to 1/7 Stg. (8d S.L. fee + 11d inland postage to London).

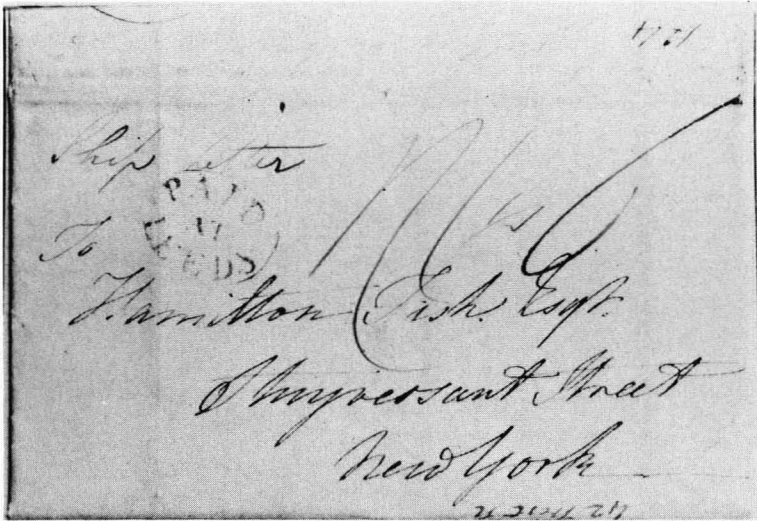


Figure 5. Letter from Leeds dated 5 July 1834 with 1/1½ Stg. postage prepaid as an outgoing ship letter (half the packet postage of 2/3 from Leeds). Probably carried by a Red Star packet to New York, where rated 6 cents postage due as a ship letter.

Falmouth packets. The Kermit Line in 1834 and the Dramatic Line in 1837 provided still more frequent service until the arrival of steam.

The year 1822 also saw the establishment of the first New York-London packet service, which did not function properly until mid-1824 with sailings on the 1st of the month from both ports. In 1827, the two original partners separated and a second line came into being.

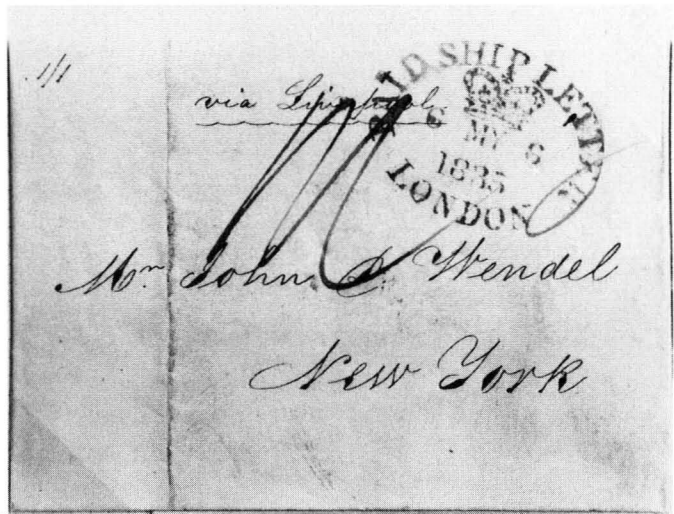


Figure 6. Letter from London dated 6 May 1835 with 1/1 Stg. postage prepaid as an outgoing ship letter (half the packet postage). Probably carried by a Red Star packet to New York, where it was delivered privately.



Figure 7. Letter from Liverpool dated 20 September 1838. Carried by the Blue Swallowtail *Independence* to New York, where date-stamped with "SHIP" on 24 October and rated 39 cents (should have been 39½ cents) postage due to Richmond (2 cents S.L. fee + 2 × 18¾ cents inland postage).

The original line was known as the Black X Line and now sailed on the 15th of the month, while the other was a second Swallowtail Line sailing on the 1st. Owned by the same company, the Swallowtail ships were distinguished by *blue* pennants for Liverpool and *red* ones for London.

Other lines and routes came into being, but the above carried the bulk of the transatlantic mail until the coming of steam.

From the postal history point of view, the New York-Liverpool letters are all very

Figure 8. Express letter (triple) from New Orleans dated 15 June 1839 with \$2.25 postage to New York prepaid. Addressed to Prime Ward & King, New York, who passed it to Gilpin's Exchange (backstamp) for forwarding, where it was marked "pr. Garrick" of the Dramatic Line. Backstamped with an unboxed "LIVERPOOL/SHIP LETTER" and rated 4/9 Stg. postage due as a triple letter to London.

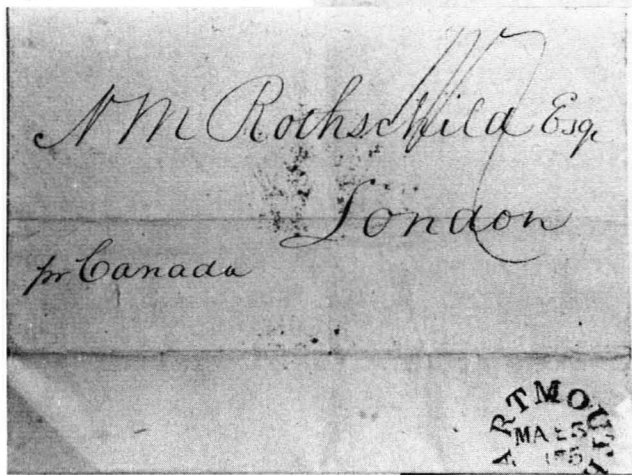
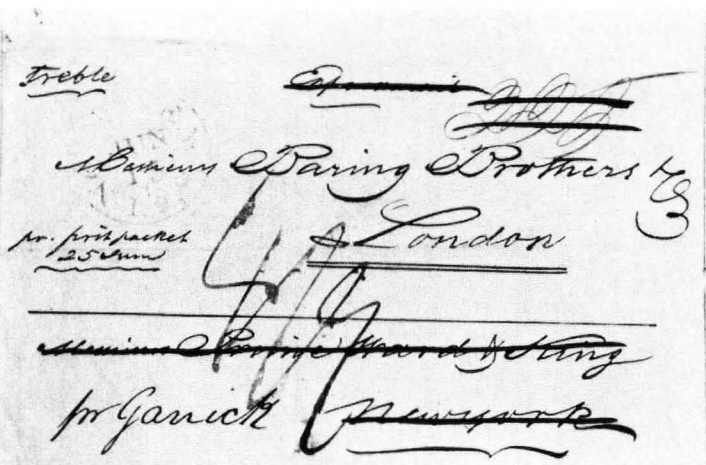


Figure 9. Letter from New York dated 27 February 1835. Carried by the Red Swallowtail *Canada* and landed at Dartmouth on 23 March, where backstamped with a boxed "DARTMOUTH/SHIP LETTER" and rated 1/7 Stg. postage due to London.

Figure 10. Letter from Philadelphia dated 9 April 1838. Sent privately to Joseph W. Alsop Jr., New York (backstamp) for forwarding. Carried by the Red Swallowtail *Toronto* and landed at Weymouth, where backstamped with a boxed "SHIP LETTER/WEYMOUTH" and rated 1/6 Stg. postage due to London.



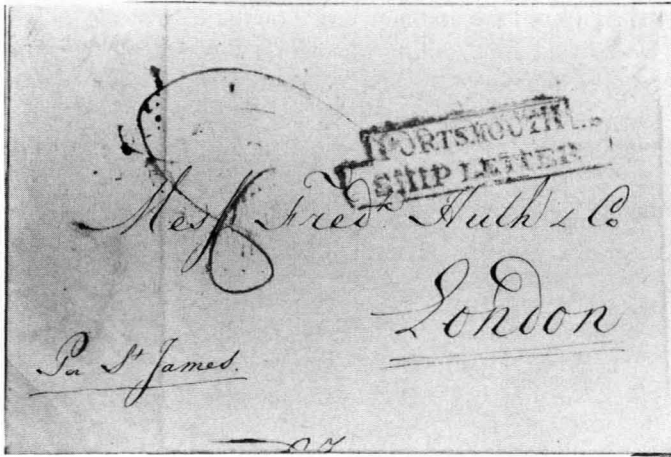


Figure 11. Letter from New York dated 1 May 1840. Carried by the *St. James*, a private trader, and landed at Portsmouth, where struck with a boxed "PORTSMOUTH/SHIP LETTER" and rated 8d Stg. postage due.

similar, having either New York "SHIP" datestamps or "LIVERPOOL SHIP LETTER" handstamps, with manuscript postage due. The only potential interest lies in collecting vessel names, which are usually written on the letters, or Forwarding Agent markings, which will be the subject of a future vignette. In contrast, the New York-London letters are interesting, as all London-bound packets put into a port along the south coast of England to land the mail and so expedite its delivery to London, and probably also for water and supplies at the first landfall. As a result, Ship Letter handstamps for all the ports from Penzance to Gravesend may be found on such letters. Those in the opposite direction may carry one of the "PAID SHIP LETTER" handstamps of London or other towns. A selection of American packet letters to both ports is shown.

Figure 12. Letter from New York dated 10 August 1844. Carried by the *Red Swallowtail Toronto* and landed at Portsmouth, where struck with an unboxed "PORTSMOUTH/SHIP LETTER" and rated 8d Stg. postage due.

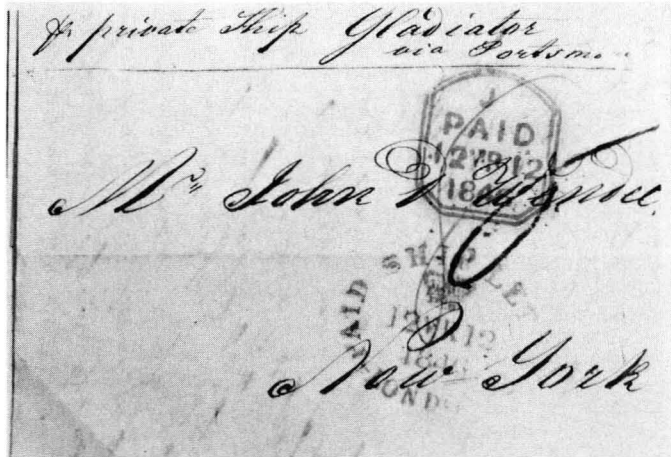
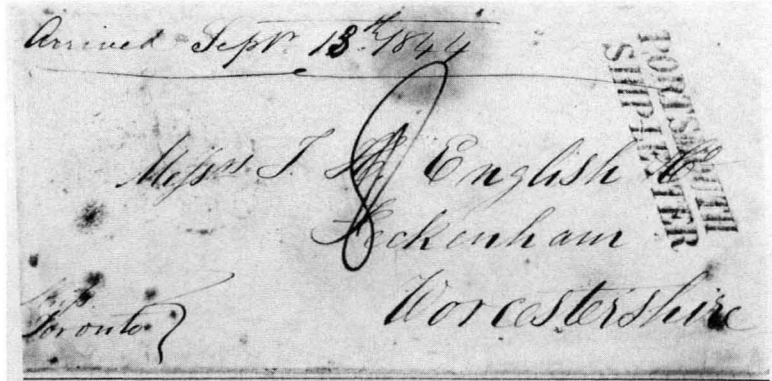


Figure 13. Letter from London dated 12 March 1846 with 8d Stg. postage prepaid as an outgoing ship letter. Carried by the *Red Swallowtail Gladiator*, which sailed from London on 7 March and called in at Portsmouth for late mail on her way to New York, where rated 6 cents postage due as a ship letter.



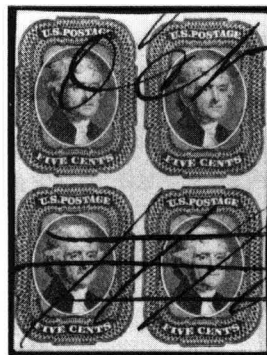
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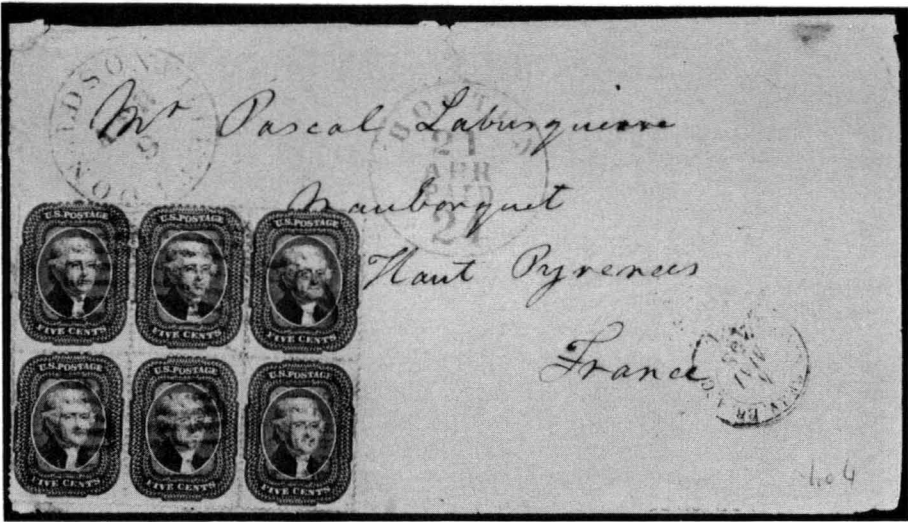


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1856 5c Red Brown (Sc. 12), used block of four.

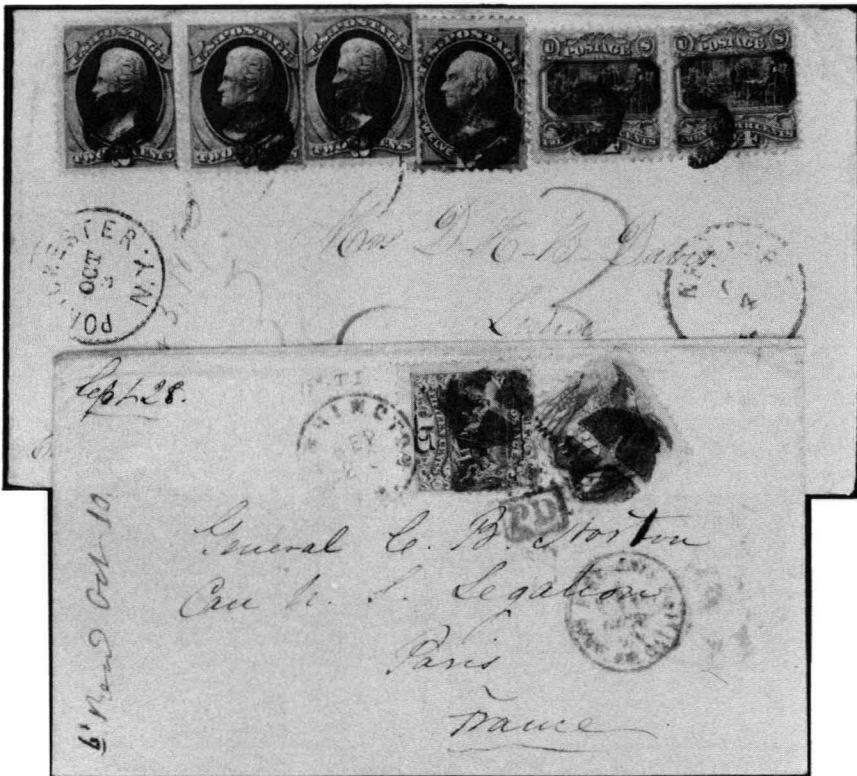


1857 10c Green type IV (Sc. 34), the mint block containing two of the Type IV recut positions; 1863 5c Red Brown (Sc. 75), the only recorded mint block.

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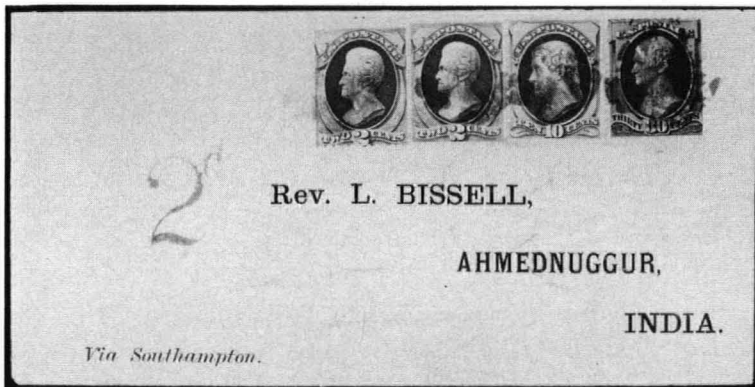
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FRANK MANDEL, Editor

GOLD RUSH MAIL SOMETIMES HAS INTERESTING COMBINATIONS

Figures 1 and 2 illustrate the flapside and front of a cover recently obtained in a Henry M. Spelman III auction. It encloses a letter of E. H. Janes datelined New York, June 10, 1851, to his brother Joseph Janes. Joseph had gone to California to seek his fortune in the goldfields, and while the letter quite naturally concerns family and financial matters, there are a few passing references of philatelic interest. For one thing, it comments on the frustrations in transmitting newspapers and serial publications from east to west. It concludes: "You must excuse me for not filling the sheet as I did not commence until late and I wish to send this down in the morning so goodbye. . . ." E. H. Janes evidently was trying to meet a deadline.

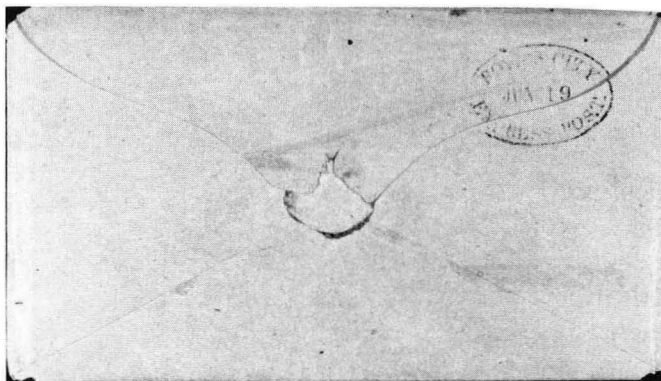


Figure 1. Flapside of cover in Figure 2, with black oval 29½ × 20 mm. BOYD'S CITY EXPRESS POST./ JUN 11 9 marking. (Photo by David L. Jarrett.)

Rather than take the letter to the New York P.O. himself, he entrusted it to BOYD'S CITY EXPRESS POST whose black oval marking is found on the flapside. This marking is dated JUN 11 9(AM). Boyd's, a private post (local) delivered it to the New York P.O., thus transferring it to the government postal system, where it received the large black NEW-YORK/JUN 11/40 marking on the same day. The 40 referred to the 40 cent rate then in effect between the east and west coasts. Boyd's was a competitive system, and likely collected a penny or so from the writer of the letter for their service, though discreetly, their fee is not indicated on the envelope. The 40 cent government rate was to be collected from the addressee in California.

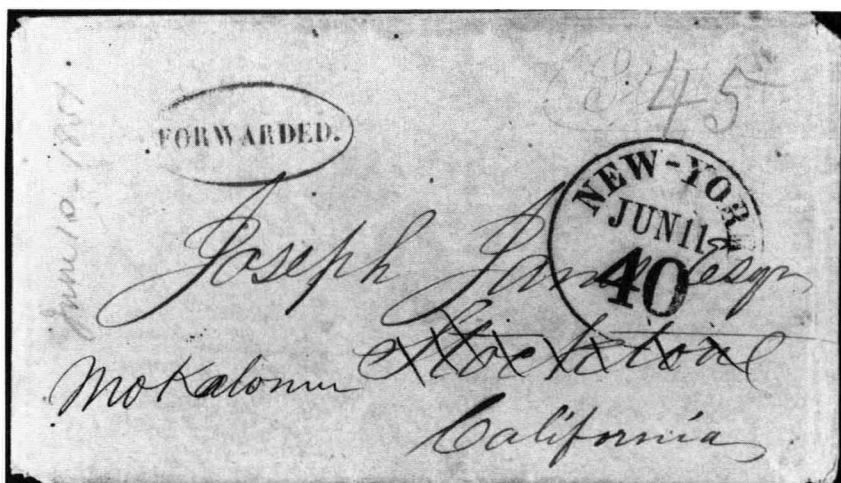


Figure 2. Cover with black 34½ mm. NEW-YORK/JUN 11/40 townmark, blue oval 33 × 16½ mm. FORWARDED. applied in Stockton, Cal., and pencil 45 (cent) rate. (Photo by David L. Jarrett.)

Theron Wierenga's recently published book, a most valuable reference indeed, entitled *The Gold Mail Agents to California and their Postal Markings, 1849-1852*, provides a possible clue about the deadline the sender of this cover may have been trying to meet. In the beautifully organized table (p. 178) I note that the United States Mail Steamship Company's vessel *Georgia* cleared New York on June 11, 1851, carrying mail bound for California via the Panama route. Whether the New York P.O. acted as expeditiously as Boyd's is another question, of course. If the letter missed *Georgia* it could have travelled out on the U.S.M.S. Co. ship *Empire City*, which Wierenga records as having cleared New York on June 13.

For the western leg of the Panama route, I consulted Wierenga's table of sailing dates for the Pacific Mail Steamship Company, and, assuming that the mail took on average 10 days to travel down to Panama (Chagres), see that their contract vessels *Tennessee* and *Fremont* both cleared Panama on July 1, 1851, arriving at San Francisco on July 20 and 29 respectively (p. 201). Such great variances in sailing times up the Pacific coast seem to be quite common, incidentally.

In travelling from June to July 1851 this letter crossed not only great distances, but also, one of the more significant changes in U.S. postal rates. As of July 1, 1851, the trans-continental rate (distances over 3,000 miles) was drastically reduced from 40 cents, whether paid or collect, to 6 cents if prepaid, and 10 cents if collect, a rate structure that remained in effect until 1855.

More to the point, by the time this letter reached its first destination, Stockton, California, probably in late July 1851, the rate for letters conveyed between places on the west coast had also been reduced, from 12½ cents, whether paid or collect, to the regular domestic letter rate of 3 cents if prepaid, or 5 cents if collect. Joseph Janes was not in Stockton to receive his brother's letter, but the Stockton P.O. appears to have had instructions to forward it, and they applied their blue oval FORWARDED marking and sent it along to Mokelumne, California.

Mokelumne, or Mokelumne Hill, or Moquelumne Hill, all popularly referred to as "Moke Hill," was the most important town in Calaveras County and a rich mining area, bustling with churches, schools, a newspaper office, a courthouse, a jail, and (eventually) a branch of the Wells, Fargo & Co. Express. Brother Janes was obliged to fork over a total of 45 cents (not too much by California gold standards) to the United States P.O., the total rate being indicated by a penciled 45 above the New York postmark.

This cover nicely demonstrates that the rates during this transitional period were determined by the date on which a particular service was initiated. The trip from New York to Stockton began under the old 40 cent rate period, and that was the cost to the recipient despite the fact that it did not arrive until after the new rate period had begun. Likewise, the trip from Stockton to Moke Hill was started after the change in rates, so the cost was the new 5 cent collect rate, not the old rate of 12½ cents. The combined rate of 45 cents then is a rather unusual hybrid, making this cover doubly unusual in that it also was handled by a combination of carriers (Boyd's private express and the government system) over a long route, to a place where and a time when gold still had the nation's imagination in thrall.

CHEAP POSTAGE? (SO WHAT'S NEW?)

I must confess that every time the postal rates go up I have a persistent attack of spleen. It is not only the politics and bureaucratic ineptitude of the thing that annoy me. At the root of it is the unpalatable observation that, during my whole lifetime, the trend has been to raise rates without improving service. Paying more for less, like entropy, like Murphy's Law, like the impossibility of keeping riff-raff out of the New York subway system, soon assumes the dimensions of an ineluctable universal principle. It is not comforting to realize that more than 100 years ago the pressures exerted by some concerned citizens actually helped send postal rates down.

The story of the campaign for cheap postage has been told before, and usually ends up

focusing on the beautiful propaganda envelopes associated with this movement in the early 1850s. Nevertheless, as this subject is very dear to my spleen, I would like to document some of the stampless items associated with it. Some of these are not as dramatic as those lovely old illustrated envelopes, but they present the case for cheap postage quite effectively.

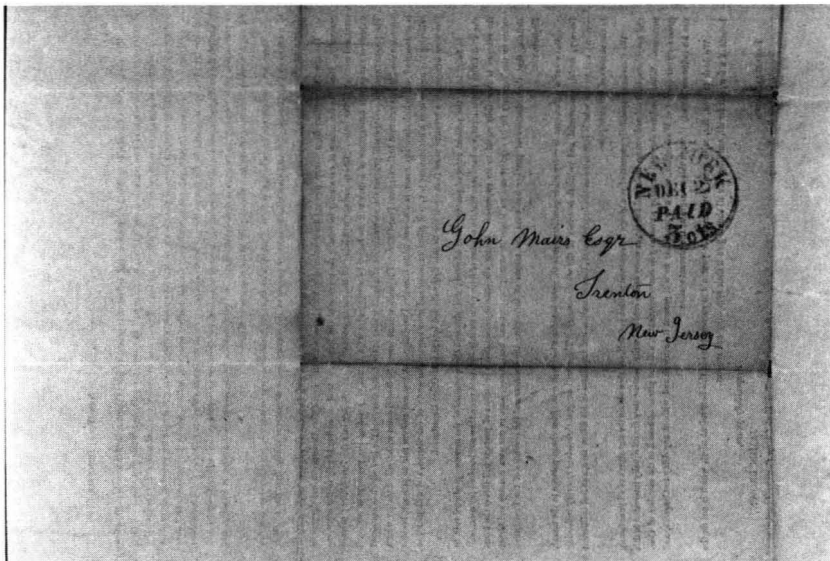


Figure 3. Address leaf of 1848 cheap postage circular with red 36 mm. NEW-YORK/DEC 27/PAID/3 cts. townmark for printed circulars. Prepayment of the circular rate was compulsory at this time. (Photo by David L. Jarrett.)

Figure 3 shows the address leaf of a folded printed circular, datelined New York, December 1848, addressed to John Mairs, Esq., of Trenton, New Jersey. I have seen other correspondence to this gentleman, some of it official, and would not be surprised to learn that he was a substantial person in his time. The circular is postmarked with a large red NEW-YORK/DEC 27/PAID/3 cts. The 3 cent circular rate was in effect from March 1847 to July 1, 1851. The regular letter rate during this period, but beginning July 1, 1845, was 5 or 10 cents, depending on the distance the letter travelled (under/over 300 miles).

Figure 4 illustrates the contents of the circular, signed by James Brown, President of the New York Cheap Postage Association. It sets forth the aims of their organization, which included in addition to the reduction of rates of postage, the encouragement of prepayment of postage, the free delivery of letters and newspapers (carrier service), and the abolition of the franking privilege. There is considerable resort to the "moral, literary, social, commercial and political interests" in adopting their suggestions, but my spleen is most attuned to this paragraph:

In July, 1845, the present rates of postage were adopted, and although the opponents of the measure predicted ruin to the Post-Office Department, we have seen the number of letters has already increased more than one hundred per cent., and the revenue is now fully equal to its expenses. Hence the stale objection that a reduction of postage will throw the Post-Office on the Treasury for its support can no longer be urged, experience has proved, both in our country and Great Britain, that the reduction of postage has been the means of increasing the business and revenue of the Post-Office Department.

The circular goes on to urge the recipient to sign an enclosed petition to Congress. Figure 5 illustrates the petition, which nicely summarizes the objectives of the cheap postage group. How effective were they? Generally:

1. The rates of postage on regular letters were reduced as early as July 1, 1851, but the reduction was not exactly as suggested.

Figure 4. Contents of 1848 cheap postage circular in Figure 3. (Photo by David L. Jarrett.)

New York, December, 1848.

Sir:

The object of this Circular is to obtain your assent and influence in procuring from Congress an Act to reduce the rates of postage to a uniform rate of two cents for a single letter, weighing half an ounce, pre-paid, and double that rate if not pre-paid; a reduction of postage on newspapers and all printed matter, and in no case to exceed one cent a sheet; to reduce the postage on letters and newspapers by mail packets and steamers to a rate which will bring it within the power of every class of our citizens to maintain a frequent intercourse with their friends in other countries, without feeling the postage to be a bur-
densome tax; to adopt measures for the free delivery of letters and papers in all our towns and cities wherever it is practicable; and to abolish the franking privilege entirely, allowing the postage of members of Congress to be paid as their other expenses; and to remunerate postmasters by an increase of their commissions, as a compensation for the loss of the privilege of franking, and for any temporary reduction arising from the adoption of the cheap rates of postage.

These are the objects for which the New York Cheap Postage Association was organized, and they are desirous of awakening the attention of their fellow citizens in every section of the country to the advantages arising from the adoption of the above measures.

The benefits resulting from cheap postage are incalculable, both in respect to the Post-Office Department and the people generally. It will be the means of essentially increasing the revenue of the former, as well as adding largely to the improve-
ment and comfort of the latter. Cheap postage will bring all the correspondence of the country into the Post-Office; private
expenses and private conveyances of letters will no longer be sought after as a means of avoiding the payment of postage. The pre-payment of postage will prevent the accumulation of unpaid matter in the Post-Office, and the loss which is sustained
upon the dead letters returned to the General Post-Office. The mails will no longer be loaded down with franked matter which
is seldom read, and which, in many cases, is not even taken from the Post-Office. A low and uniform rate of postage, besides
relieving the people from a burdensome tax, will afford an easier and more expeditious mode of calculation, and will yield, in
less than five years, a revenue more than equal the sum now collected by the Post-Office Department.

In July, 1845, the present rates of postage were adopted; and, although the opponents of the measure professed faith in
the Post-Office Department, we have seen that the number of letters has already increased more than one hundred per cent, and
the revenue is now fully equal to its expense. Hence the state objections that a reduction of postage will throw the Post-
Office on the Treasury for its support can no longer be urged; experience has proved, both in our own country and Great
Britain, that the reduction of postage has been the means of increasing the business and the revenue of the Post-Office
Department.

But what is paramount to every other consideration is the great benefits which will result from cheap postage to the moral,
literary, social, commercial and political interests of the whole country. There will suggest themselves to every reflecting
person; and no man who is interested in the improvement, the civilization and happiness of his fellow men, can feel indiffer-
ent to the success of our enterprise.

We therefore respectfully request of you to sign the enclosed petition yourself, and then obtain the signatures of all your family
and neighbors, both old and young, male and female, so many as can read and write, because they are all equally interested in this
measure. Where you have obtained as many names as you can conveniently, will you please address it to the member of Con-
gress for your district at Washington, with a request that he will present it forthwith and without any delay to Congress, and
use his influence to carry through this measure at the present session.

We look to you, Sir, with great confidence, for your aid to encourage us in this benevolent effort, which is not for the
benefit of a few, but for all, and therefore all should give it their sympathy and support.

Respectfully yours,
JAMES BROWN,
President of the New York Cheap Postage Association.

HARRISON BATES,
Corresponding Secretary.

2. There were reductions in the rates of postage on printed circulars and other printed transient matter, also after July 1, 1851, but mandatory prepayment on this class of mail would not become effective until 1857.

3. Packet and foreign mail rates were subject to complex treaties between various national bureaucracies (varying degrees of ineptitude), so it cannot be said that anything of real consequence occurred on this score until the 1870s with U.P.U. rates.

PETITION FOR CHEAP POSTAGE.	
To the SENATE and HOUSE of REPRESENTATIVES of the UNITED STATES, in CONGRESS ASSEMBLED:	
<i>The undersigned, citizens of</i>	
<i>respectfully petition Congress to pass a law, establishing</i>	
<ol style="list-style-type: none"> 1. A uniform rate of <i>Two Cents</i> postage on letters weighing half an ounce, and two cents for every additional half ounce, <i>prepaid</i>, and double that rate if not prepaid. Drop letters one cent, 2. Newspapers, periodicals, and all printed matter, one cent per sheet; but newspapers of the smaller size half a cent., to be <i>prepaid</i>, except newspapers and periodicals sent from the office of publication. 3. To reduce the postage on letters and newspapers by mail packets and steamers, to a rate which will bring it within the means of every class of citizens to maintain frequent intercourse with their friends in other countries, without feeling the postage to be a burdensome tax. 4. To adopt measures that in all large towns and cities there shall be a free delivery of letters and newspapers, and also for the reception and conveyance of letters to the post-office for the mails free of any expense. 5. To abolish the franking privilege entirely, that postage may be paid on every thing sent by the mails. Postage of members of Congress to be paid as their other expenses, and postmasters to be remunerated for the loss of the franking privilege and the temporary diminution of their income, by an increase of their commissions. 	
NAMES.	PLACE OF RESIDENCE.

Figure 5. Enclosed petition to Congress for cheap postage. (Photo by David L. Jarrett.)

4. Free mail delivery (carrier service) in many large towns and cities became effective in the federal system on July 1, 1863, and this service rapidly took hold, so the cheap postage folks were a little ahead of their times on this one.

5. The reformers were dreaming if they really thought that the “postage of members of Congress [were] to be paid as their other expenses,” or that the franking privileges of all of our bureaucrats were going to be completely abolished. However, there were significant

modifications in the privileges held by humbler folk, including postmasters, first in 1863, and then there was a broader, more serious attempt at abolition of the privilege in 1873. Congressmen, however soon granted themselves back their old powers after this little experiment, just as surely and as piously as they regularly vote to raise their own salaries, and they still flood our mailboxes with their junkmail and propaganda. More food for the spleen.

I cannot leave this topic without one more observation concerning the circular. It was co-endorsed by one Barnabas Bates, as "Corresponding Secretary." Mr. Bates, in fact, was the guiding spirit of the cheap postage movement, and had long expended tremendous volumes of time, energy and money to bring about his vision, which went far beyond the matter of the postage rates. He was a true 19th century reformer, sincerely motivated and dedicated, and though his name is not often evoked these days, in his own way he was quite effective. Would the shade of old Barnabas but arise to pester the legions of burdensome bureaucrats with their burdensome taxes, and coax from their complacent stupors the minds of a citizenry nurtured on too much "Dynasty" and "Dallas"!

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U.S. CARRIERS

ROBERT MEYERSBURG, Editor

NEW YORK: AN OVERVIEW OF ITS CARRIER OPERATIONS BETWEEN 1825 and JUNE 30, 1863

ROBERT B. MEYERSBURG
1825-1851

The Postal Act of 1825 empowered the Postmaster General to direct employment of letter carriers at those post offices where he felt the service they could provide would benefit both the General Post Office and the public.

The Postal Act of 1836 established carrier fees: "For every letter received by a Carrier to be deposited in the post office there shall be paid to him at the time of receipt not exceeding two cents; such receipts shall constitute a fund for the compensation of the Carriers. Letters delivered by Carriers not exceeding two cents. Newspapers and pamphlets delivered by Carriers — one half cent each item."

This chapter deals with the letter carrier history of New York City only during the period between 1825 and 1863 (when the fee period ended). There were letter carriers at the New York post office when it changed from a British colonial function to a United States service at the time of the Confederation. Unfortunately for the historians, records of carrier appointments in the Journals of the Postmaster General are available only from 1836. In that year there were five new carrier appointments, and in 1837 nineteen more were added. John H. Hallett was appointed superintendent of the carrier service in 1839.

From 1825 until July 1, 1845, drop letter postage was one cent. From 1845 until June 30, 1851, it was two cents, reverting to one cent thereafter.

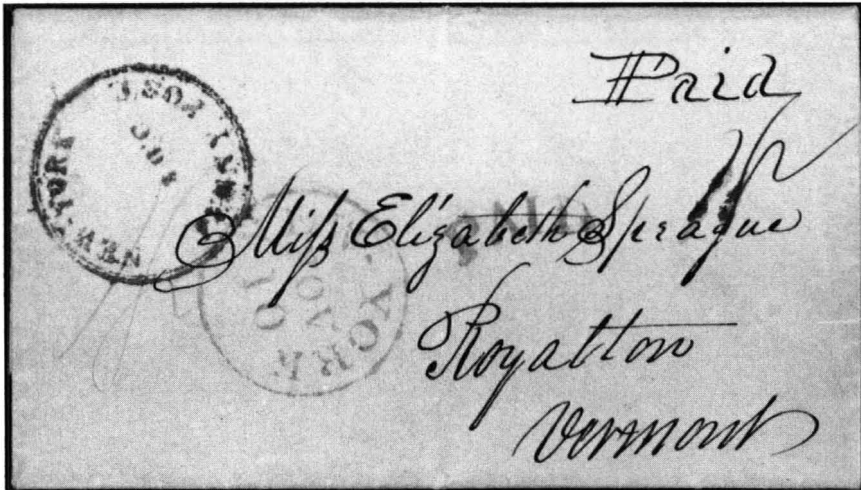


Figure 1. New York Penny Post, November 10, 1840.

In January of 1840, the first private local post in the United States was established, under the name New York Penny Post. It distributed letters and small packages throughout the city from some seventy-five collection points on a twice-a-day schedule, with a three cent delivery fee to be paid in cash (Figure 1). It appears to have provided a useful public service until it was discontinued at the end of 1841 for lack of profitability — due, no doubt, to the practice of collecting the charge on delivery rather than requiring prepayment. It was exclusively a local post, not providing any collection service to the mails, and this lack also contributed to its failure.

In January 1842 the assets of the New York Penny Post were acquired by Henry T.

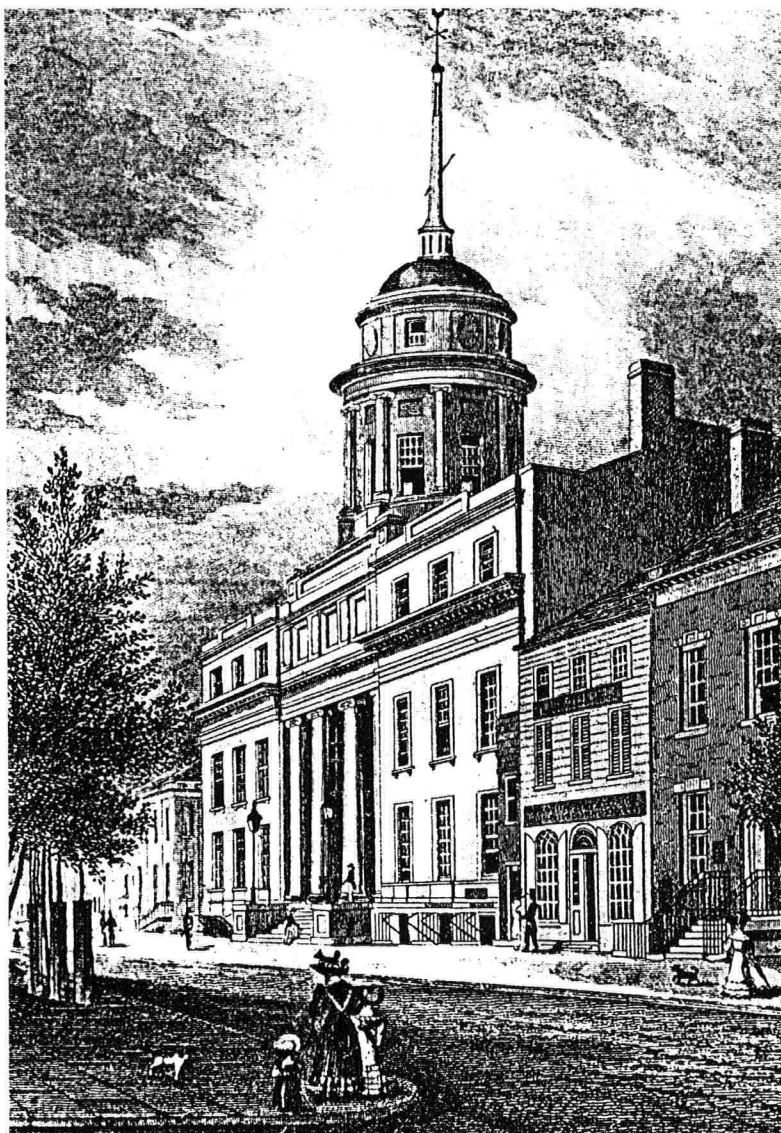


Figure 2. Merchants Exchange, opened in 1827.

Windsor, a British subject resident in Hoboken, who reorganized them into the City Despatch Post along the lines of Rowland Hill's successful British system. Windsor felt that the name of a well-known local New Yorker would benefit the new organization, and he asked his friend Alexander Greig to lend his name to the enterprise. Greig acquiesced, and the new local post became known as Greig's City Despatch Post, his name appearing in the newspaper advertisements as agent. Windsor, following Rowland Hill's example, issued an adhesive stamp of three cents denomination on February 12, 1842, which date is probably a few days after the City Despatch Post commenced operation.

Within a few months, the new City Despatch Post was doing almost double the volume of business than were the carriers of the New York post office; and when this came to the attention of the Postmaster General, he directed the New York postmaster to establish a similar service.

Consequently, John L. Graham, the postmaster of New York, negotiated with Greig for the purchase of the City Despatch Post, which was successfully accomplished at a cost to the



Figure 3. Lower Manhattan in 1850.

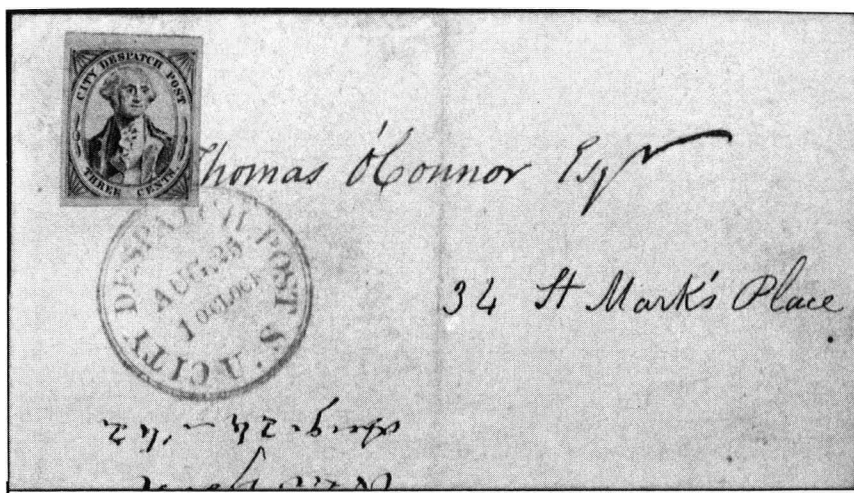


Figure 4. A City Despatch Post stamp prepaying drop letter postage and carrier delivery fee, August 25, 1842.

Post Office of \$1200. Alexander Greig was employed as a U. S. letter carrier, and the postmaster was authorized to employ additional carriers as required.

In 1842 the New York post office was in the Rotunda in the northeast corner of City Hall Park, and the Branch post office was in the Merchant's Exchange at the corner of William and Exchange Streets (Figure 2). The limits of city delivery extended northward from the Battery to 22nd Street, and from the Hudson River to the East River (Figure 3). One hundred and twelve collection points were established in this area, with three collections and deliveries a day. Stamps for prepayment could be purchased for \$2.50 a hundred.

The new acquisition of the New York post office commenced operation as the United States City Despatch Post on August 16, 1842. The government honored the use of the City Despatch Post adhesive as a U. S. carrier stamp (Figure 4) until the plate could be reengraved to produce a new stamp bearing the name of the United States City Despatch Post. The first of the new stamps was available by the beginning of September, printed in black on unsurfaced colored wove paper. Two varieties are known, one on grayish-blue paper, recorded used as early as September 2; and the other on a rosy buff paper (Figure 5), of which only a very few uncanceled copies have been found. In February 1843 the stamps appeared printed on both green and blue surface-colored glazed paper (Figure 6). The majority of copies seem to fall between the extremes of green and blue into a wide blue-green spectrum. One distinctive shade, a dull yellowish-green known as apple-green, is quite rare.

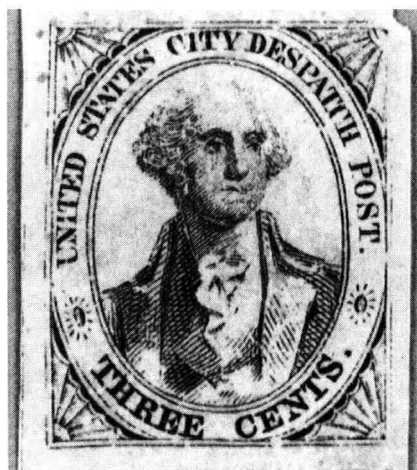


Figure 5. The black on buff United States City Despatch Post stamp.



Figure 6. A blue-green U.S. City Despatch Post stamp paying the collection fee to the mails, February 28, 1843.

The three cent denomination combined a two cent carrier fee with one cent drop letter postage, which remained in effect until July 1, 1845, when the drop letter postage increased to two cents. This had a negative impact on the carrier service, since it raised the cost of a local letter to four cents.

In June 1844 John T. Boyd started a local post in New York which offered a more frequent service than the government carrier service, extending to 26th Street, for two cents per letter. As his business increased, that of the U. S. City Despatch Post declined steadily; and on December 1, 1846, the U. S. City Despatch Post was discontinued by order of the Postmaster General. Some of the carriers, under the direction of Abraham Mead, organized a private post called the Post Office City Despatch, with three daily collections and deliveries and a two cent charge.



Figure 7. Charles Coles ran the City Despatch Post as a local mail service from 1847 until 1849.

Other private posts sprung up in profusion and prospered during the time that the U. S. Post Office in New York was absent from the carrier scene (Figure 7).

(To be continued)



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THE 1847-51 PERIOD

PLATING THE 5¢ 1847 STAMP

CREIGHTON C. HART

As everyone knows, Elliott Perry successfully plated the 10¢ 1847 stamp in 1922. His research proved that there were two sets of impressions on the plate (10 × 10) side by side separated by a wide gutter. This was a direct contradiction to the official post office sworn affidavit that the plate had only one set of impressions when it was destroyed in October 1851.

A straddle pane pair of the 10¢ whetted Perry's curiosity and led to the plating of the 10¢. Until that time collectors had considered this 10¢ straddle pane pair and the three 5¢ straddle pane pairs that turned up much later as extra wide marginal copies.

Perry's revelation of the 200 impressions on the 10¢ plate led others to attempt plating the 5¢ stamp. Most active was Stanley B. Ashbrook. Unaware that straddle pane copies of the 5¢ existed, Ashbrook focused on plating the corner copies. His long labor resulted in successfully identifying eight different corner copies but continued examination of corner copies failed to show a ninth copy. This, of course, convinced Ashbrook that the 5¢ plate had two sets of impressions, 10 × 10, the same as the 10¢ plate.

Additional work identified a few other positions but he concluded that the plating of the entire 5¢ plate was not possible. Drawings showing the detailed plating of the 10¢ were published in the *Collectors Club Philatelist* in 1924 but no publicity has been given to the eight corner copies of the 5¢.

Tom Alexander and his small group of platers have offered to make detailed drawings of the eight different corner copies of the 5¢ as appeared so long ago for the 10¢. To do this he will need the cooperation of all collectors who have corner copies of the 5¢ stamp.

Collectors who are fortunate enough to have straddle pane copies of the 5¢ are urged to write Tom. By using these straddle pane copies Tom will be able to tell which corner belongs to the right or left pane.

The drawings and plating detail will appear in a chapter to be devoted to these eight corners and to the various double transfers on the 5¢ and 10¢ plates in a handbook on the U.S. First Issue now in preparation.

Collectors who have corner copies of the 5¢ should write to: Thomas J. Alexander, Suite 900, Commerce Trust Building, Kansas City, MO 64106.

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REGISTRATION

THOMAS J. ALEXANDER

It was once alleged that the 5¢ U.S. postage stamp of 1856 was issued to pay the 5¢ registration fee instituted by Act of Congress the previous year. That erroneous concept was refuted by the early classic students Stanley B. Ashbrook¹ and Delf Norona.² Barbara R. Mueller published a comprehensive survey of the registry system in 1955, confirming the findings of Ashbrook and Norona.³ Recently, a columnist for a major philatelic newspaper has again attempted to revive this old chestnut. While old chestnuts may never die (voluntarily), it is time to kill this one. In the process, Richard B. Graham and I would also like to review the early history of official registration in this country and show some very interesting classic covers that illustrate that history.

For a number of years prior to 1855 several U.S. postmasters had operated unofficial services by which valuable letters were "recorded." In the event of loss, proof of deposit in the postal system was required by the P.O.D. before it would attempt to discover the cause of the loss. The records of such covers at these cities was designed to provide that proof.⁴

The modern British system of registration had been instituted in 1841 (although occasional listing of letters had been practiced for many years prior to this). Postmaster General James Campbell began urging the adoption of an official U.S. registry system as early as 1853. In his Postmaster General's *Report* of 1854⁵ he outlined a specific scheme of registration, but stated that he would not institute the system without Congressional approval because of the additional expense that would be incurred by the Post Office Department.

In response to this recommendation, Congress included Section 3 in the Postal Act of 3 March 1855:

Sec. 3. *And be it further enacted*, That for the greater security of valuable letters posted for transmission in the mails of the United States, the Postmaster General be and hereby is authorized to establish a uniform plan for the registration of such letters on application of parties posting the same, and to require the prepayment of the postage, as well as a registration fee of five cents on every such letter or packet to be accounted for by postmasters receiving the same in such manner as the Postmaster General shall direct: *Provided, however*, That such registration shall not be compulsory; and it shall not render the Post Office Department or its revenue liable for the loss of such letters or packets or the contents thereof.

The act became effective on 1 July 1855. On 10 May 1855 Campbell issued a broadside titled "Instructions to Postmasters, and Notice to the Public" respecting the official registration system that was about to be adopted. This was followed by formal Regulations⁶ in exactly the same language, except that two more sections were added prohibiting any mark on registered letters indicating that they contained a valuable enclosure and requiring all postmasters to pay the registration fee on their own free mail.

In his Postmaster General's *Report* of 1855⁷ Campbell reviewed the establishment of the

1. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. II, H. L. Lindquist, 1938, pp. 352-360.

2. Delf Norona, "The Genesis of the U.S. Registry System," *The American Philatelist*, May 1934.

3. Barbara Mueller, "U.S. Registry Fee, 1855-1955," *Twenty-First American Philatelic Congress*, 1955, pp. 29-39.

4. Barbara R. Mueller, "United States Pre-1855 Registry Systems," *Twenty-Ninth American Philatelic Congress*, 1963, pp. 37-47.

5. See Appendix A. (Appendices A-D will appear in the next issue.)

6. See Appendix B.

7. See Appendix C.

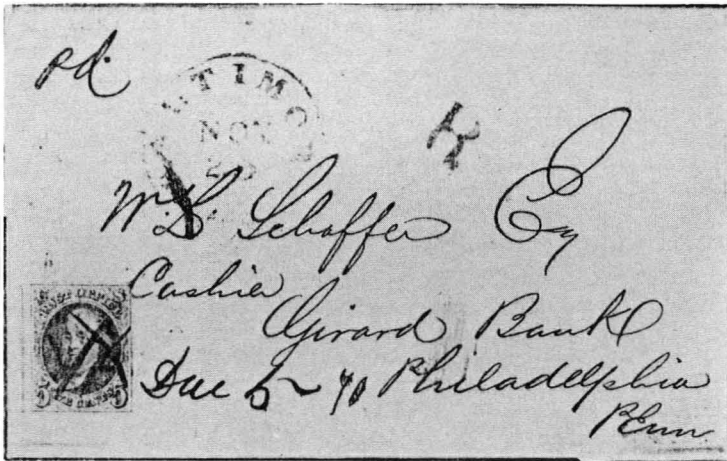


Figure 1. An early unofficial "recorded" cover to Philadelphia, where the "R" was applied.

system and described the new forms distributed to postmasters, which were designed to mesh registration with the text of the old forms. A copy of a completed blank is shown at Figure 3.

Unfortunately, in none of these statutes or documents was it explicitly stated that the registration fee was to be paid in cash, while the normal postage on the letter was to be paid by stamp or cash (prepayment of postage by stamp was required as of 1 January 1856). That omission, and the discovery of three covers that show the payment of the registration fee by postage stamp gave rise to the theory that the fee was to be paid by stamp and that the 5¢ stamp of 1856 had been issued to fill that need.

John Tiffany appears to have been the first to give it as his opinion that the 5¢ stamp was issued to pay the registration fee:

This stamp was issued to prepay the registration fee, but is often found on unsevered pairs upon California letters, and sometimes in triplets including the registration fee and a single postage to California.⁸

As far as this author knows, the last part of that statement is pure fantasy. If any such strip of three on cover to or from California exists, it has never been reported, nor has the Philatelic Foundation ever had such an item submitted to it. Tiffany gives no other authority



Figure 2. An unofficial (pre-1 July 1855) registered letter from Cincinnati to Philadelphia. The red "R" and ms "1344" were applied at Cincinnati; the ms "3" was the Philadelphia receiving number. Orange brown stamp (S1).

8. John K. Tiffany, *The History of The Postage Stamps of the United States*, C. H. Mekeel, Philatelic Publisher, St. Louis, Mo., 1887, p. 95.

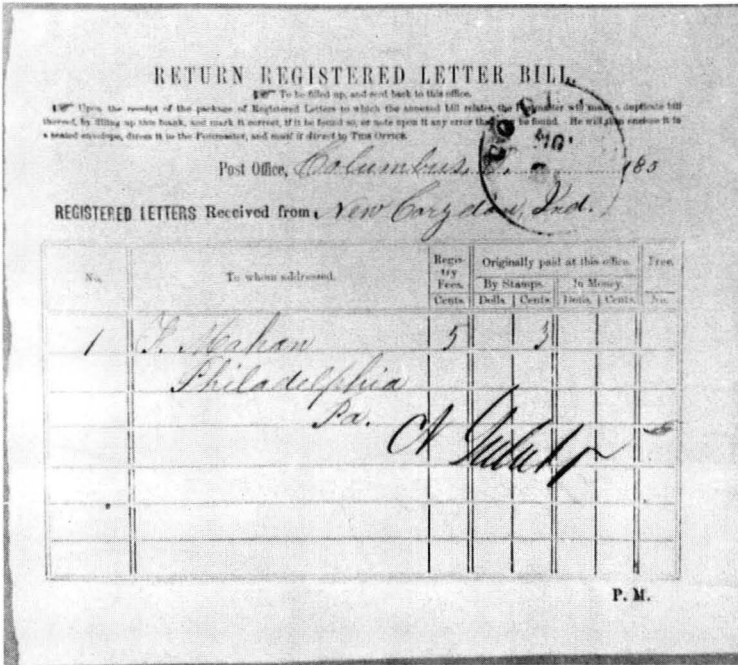


Figure 3. Return Registered Letter Bill showing separate entry for registration fee, containing no provision for payment of such fees by stamps.

for the first part of the statement to the effect that the stamp was issued to pay the registration fee.

John N. Luff, in his classic work of 1902, substantially repeats what Tiffany said:

The first five cent stamps were for the registration fee and two of them were frequently used to pay the rate over 3,000 miles, after it was changed in March, 1855.⁹

The greatest student to advance this theory (in part) was Elliott Perry, who set out his view at page 1647 in his house journal, *Pat Paragraphs*:

Neither the Act of 1855, nor [Postmaster General] Campbell's "Instructions", nor any other record which has been found, specify how the 5¢ registration fee was to be paid. Campbell had no more authority in the matter than was contained in the Act, and that law gave him no authority to require the registration fee to be paid only in cash. . . .

Few covers registered at the 5¢ fee are known. Two [three are now known — Ed.] of them

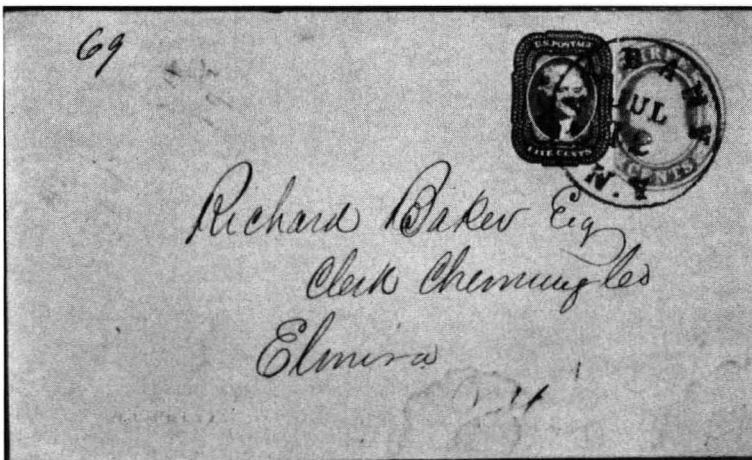


Figure 4. From Albany to Elmira showing registration fee prepaid by a 5¢ stamp.

9. John N. Luff, *The Postage Stamps of the United States*, The Scott Stamp & Coin Co., Ltd., New York, 1902, p. 74.

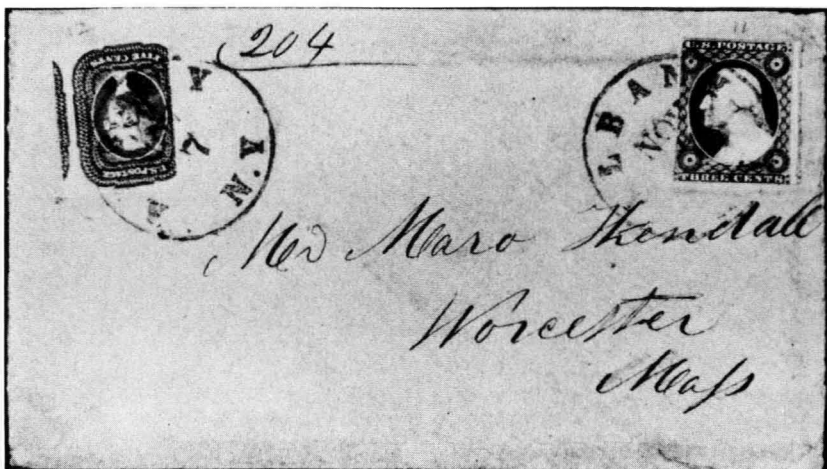


Figure 5. Second cover from Albany showing mistaken use of a 5¢ stamp to pay the registration fee.

bear the 5¢ stamp of 1856. A controversy exists regarding the reason for this 5¢ value. Was it originally issued chiefly with intent to facilitate prepayment of the 5¢ registration fee, and was it valid at any time or place for that purpose?

In Uncle Ike's opinion, registration of a letter bearing the full postage (including the registration fee) prepaid by stamps **could not legally be refused**, but as letters to be registered had to be taken to a post office usually it was convenient to prepay the fee in cash, and also that postmasters or the Department itself may have encouraged such payment and discouraged prepayment by the 5¢ stamp.

Perry does not explain why the Department would have issued the 5¢ stamp for the purpose of paying this fee and then discouraged its use for that purpose.

Illustrated here are the two covers from Albany, New York, used in 1857, which show the registration fee paid with a 5¢ stamp, as well as a later 1861 cover with the fee paid by a perforated 5¢ stamp. The two Albany covers were known to Perry when he wrote the note quoted above and constituted his proof that the fee *could* be (was not *required* to be) paid by stamps.

The weekly columnist mentioned above said: "Those who deny the 5¢ stamp was issued to pay the registration fee have to write off these two Albany covers as mistakes." This, of course, is exactly what they are. Of the hundreds of registered covers used after the



Figure 6. Perforated 5¢ stamp used in 1861 to prepay the registry fee.



Figure 7. Wilkes Barre to Philadelphia showing a ms "5" indicating payment of the fee in cash on a quadruple rate cover.

appearance of the 5¢ stamp in March 1856, none shows the use of a 5¢ stamp to pay the fee until November 1857, and not again until the last such example was used in 1861. These are not normal uses. They are mistakes on the part of the Albany postmaster in 1857 and the Norwich, Vt., postmaster in 1861. Three known errors committed over a six year period can

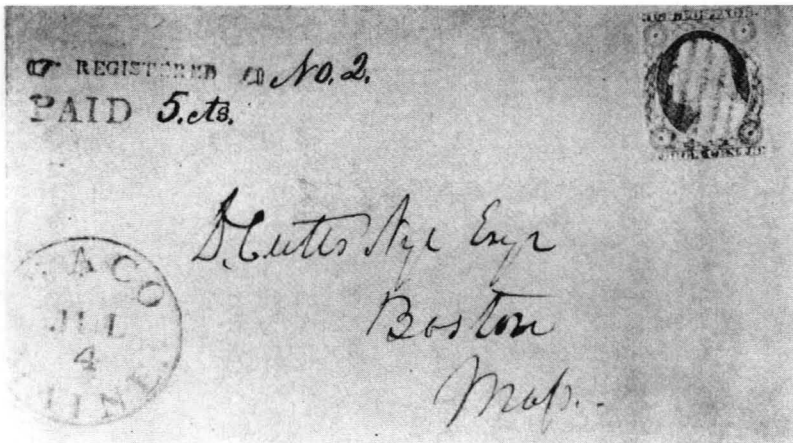


Figure 8. The Saco, Maine, postmaster clearly marked this cover to show the fee paid by cash through a combination of handstamps and manuscript markings.



Figure 9. Florence, Kentucky, manuscript notation showing fee paid in cash.

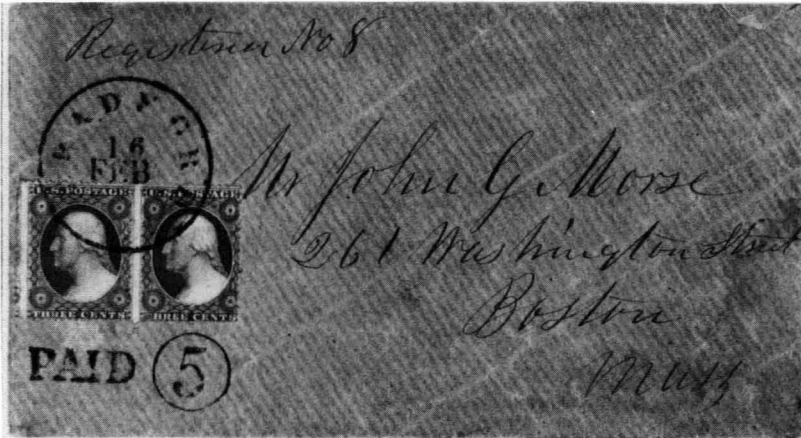


Figure 10. Bradford, N.H., handstamps showing prepayment of the registration fee in cash.

hardly be used to establish a general rule in the face of such overwhelming numbers to the contrary.

What evidence we have aside from the physical evidence of the covers themselves also confirms that the fee was paid in cash. New registration bills were printed by the P.O.D. by which each postmaster reported registered letters sent from his office. Figure 3 shows such a bill. Note that the postal rate can be reported as being paid by either cash or a stamp, while there is but one way to pay the registration fee. Further, some postmasters did not trust the effectiveness of the official forms to confirm that the registry fee had been paid. Using the analogy of noting the payment of postage by cash or by stamps on the cover itself, they recorded the payment of the fee in cash on the face of the cover. Examples of this abundance of caution are shown in Figures 7 to 10.

As Graham writes in his section, an 1863 P.O.D. instruction bulletin provided:

To entitle a letter to registration the regular postage must be prepaid by stamps; and in addition to this, the registration fee must be paid in money.

Finally, the May 1867 *United States Mail and Post Office Assistant* stated, under the heading "The New Registry System":

It is probable that before the next number of this paper reaches our subscribers, those of them who are postmasters will have received from the Department a copy of the new



Figure 11. An early July 1856 cover more or less complying with the regulation prohibiting any mark on a cover that contained a valuable enclosure, but retaining the old "R" recording mark.

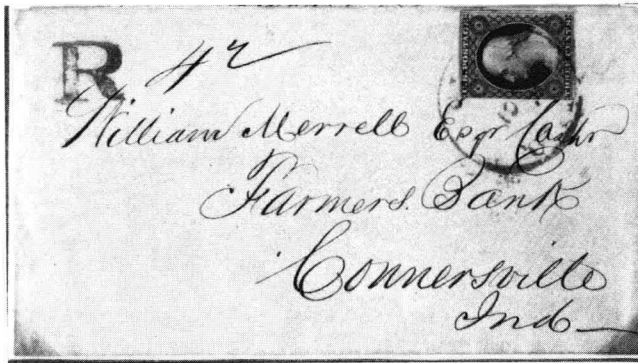


Figure 12. An 1857 cover with the registration number in addition to the Cincinnati "R."

Regulations covering the Registration of Letters. . . . We take this occasion to call their attention to some of the more important details to which it will be necessary to give careful heed in carrying out the new regulations. . . .

1. That the registry fee is to be paid in stamps (attached to the letter and cancelled) instead of in money, as heretofore. . . .

Aside from the question of whether the fee was to be paid in cash or by stamps, collectors are interested in the various forms of markings that are found on registered mail. Paradoxically, the first regulations prohibited the use of any mark whatsoever that would identify this class of mail:

Sec. 347. Postmasters are forbidden to make any mark, or entry of any kind, on registered letters, indicating that they contain a valuable enclosure.

This ambiguous statement was interpreted by the country's postmasters in various ways. Presumably, some of them followed it literally and if so, there is no way to identify a registered cover handled by them, since it would appear to be exactly the same as a normal unregistered cover. Figure 11 is an 1856 Cincinnati letter that comes close to following the regulation literally. However, the "R" marking previously used on unofficial recorded mail was retained, but without a registration number. The pre-1857 cover from Florence, Kentucky, at Figure 9 has no registration number, but a manuscript notation "Registered paid 5."

The PL&R of 1857 substituted Section 386 for old Section 347:



Figure 13. A quadruple rate cover from Nevada City, California, bearing perforated 10¢ stamps, Types IV, II and III.



Figure 14. Straight line post-1857 REGISTERED from St. Louis.

Sec. 386. Where a letter has been received, registered, and receipted for, as directed in Section 2, it is to be marked on its upper left hand corner with the number corresponding to it on the receipt book.

Figure 12 shows how the Cincinnati postmaster conformed to this change by showing the receipt number adjacent to the old "R" handstamp.

Even though it was not required, after the 1857 *PL&R* was issued, the word REGISTERED came into common use in conjunction with the registration number. This development is illustrated in Figures 13 through 15.

In his *Report* of 1 December 1860, Postmaster General Holt commented on a significant decline in the use of registration, apparently to the benefit of the private expresses. He urged a more secure system of conveyance and suggested some form of government insurance, a development that did not occur until more than three decades later.¹⁰

The 5¢ registration fee (always payable in cash) continued in effect until 1863, during the period that Graham discusses.



Figure 15. The Calais, Maine, postmaster enthusiastically struck his REGISTERED marking four times.

(To be continued)

10. See Appendix D.

REGISTRATION OF LETTERS, 1861-1869

RICHARD B. GRAHAM

As discussed by Thomas J. Alexander in the 1851-61 section, the original registry fee of 5¢ was required to be prepaid in cash, with all regular postage prepaid by stamps, not only on domestic letters but on registered letters sent abroad.

This situation continued in the 1861 period until the fee was raised to 20¢, still prepaid in cash, effective July 1, 1863. At the same time, the practice of obtaining a signed receipt from the addressee, to be returned to the sender, was initiated. Previously, such receipts had been retained at the office of delivery.

On June 1, 1867, further modifications of the registry system included the requirement that both regular postage and the registry fee be prepaid by stamps attached to the letter, and on Jan. 1, 1869, the registry fee was reduced to 15¢.

Thus, during the life of the 1861 issue, four different situations existed relative to the rates and method of payment of fees for registration of letters.

During the first period, as noted above, the mailer received a receipt from the post office at the time of mailing, but there was no provision for a return receipt, signed by the addressee showing receipt of the letter. The post offices of mailing and delivery were required to maintain record books showing registered letters sent and received; the sending office had to retain a duplicate of the receipt given the mailer and the delivering office had to retain the receipt signed by the addressee.

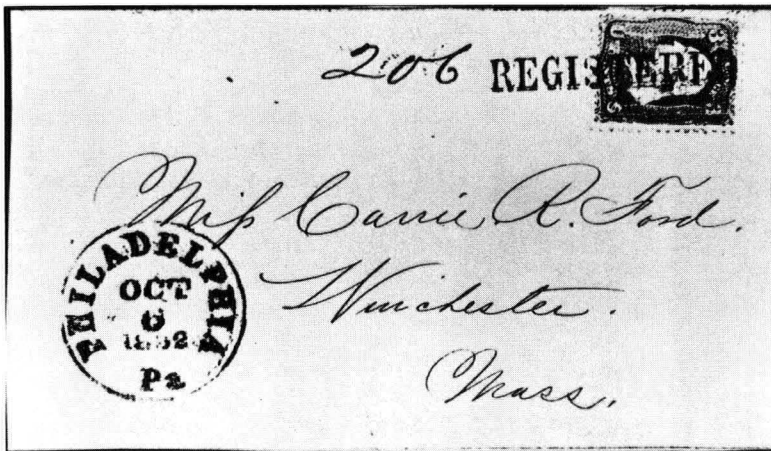


Figure 1. Registered cover from Philadelphia sent to Massachusetts in Oct. 1862. The 3¢ 1861 stamp, tied by the "REGISTERED" marking, paid the regular postage and the 5¢ registry fee was paid in cash.

While registered letters were sent in a separate bundle with a registered letter bill wrapped around them, they were in the same mail bags as the regular mail. Thus, the registered, and presumed valuable, letters were nicely segregated but otherwise unprotected for anyone with larcenous tendencies to quickly extract.

Thus, with this in mind, most businesses sent money and valuable negotiable paper by express company mails, at considerably higher fees, but those companies did maintain excellent records and take ample precautions to guard the valuables they carried against theft and robbery. Their operation, however, is another story for another time.

Since the postage on registered letters had to be prepaid by stamps, presumably every stamp of the 1861 issue may be found on a registered cover, but the only way these may be

distinguished from letters not registered is by the registry number, required by the regulations to be written at the mailing office in the upper left-hand corner of the cover.

Figure 1 shows, courtesy of Norman Shachät, a typical registered cover of the period prior to July 1, 1863, or, for that matter, later, since the only difference was that the cash registry fee was changed on that date — not apparent on letters. The cover in Figure 1 has a nice strike of the Philadelphia “REGISTERED” marking of the period and a manuscript registry number, “206,” otherwise it is exactly like other unregistered letters sent at that time.

As was pointed out in Alexander’s article, some of the early stamp writers assumed, based upon just two registered covers mailed at Albany, N. Y., with their 5¢ registry fees paid by 5¢ stamps over and above regular postage, that the 5¢ stamp of 1856 was issued to pay the 5¢ registry fee — an assumption that ignored hundreds of registered letters sent prior to 1867 that obviously had the registry fee paid in cash.

This claim, whatever its merits of indeterminable intent, rather than of actual events, has caused a great deal of confusion among owners of interesting registered covers, such as the large courthouse cover sent from Philadelphia shown in Figure 2. This cover was owned by the late Phil Ward, and is much appreciated by its present owner to the point of accepting Ward’s analysis of the cover.

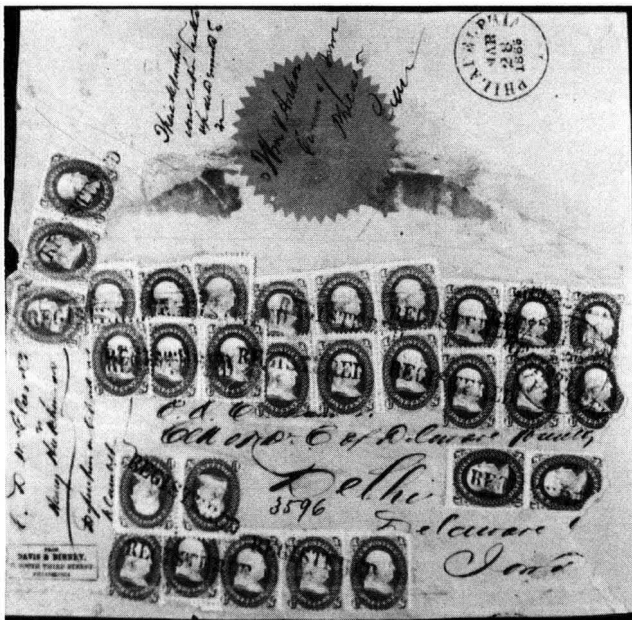


Figure 2. A courthouse cover bearing thirty 1¢ 1861 stamps, paying a 10 × 3¢ rate to Iowa for a letter weighing between 4½ and 5 ounces, sent from Philadelphia on Mar. 28, 1863. The registry fee of 5¢ was paid in cash.

The cover bears thirty 1¢ 1861 stamps, all cancelled by the Philadelphia “REGISTERED” marking of the period, and was mailed by Davis & Birney of Philadelphia (as per small corner card at lower left) to Iowa on March 28, 1863, per the Philadelphia backstamp.

Ward had the cover written up as being an eight times rate, or with 24¢ postage, plus 5¢ registry fee, and he accounted for the extra stamp by saying the cover was a carrier cover, even though it has no evidence of being such.

In my opinion, and as evident from the P.L. & R. of the period, this is simply a marvelous way of prepaying a ten × 3¢ or 30¢ rate on a cover weighing from 4½ to 5 ounces! The stamps covered so much of the area of the cover, front and back, that the Philadelphia postmark had to be placed on the back and there was just room to crowd the registry number in with the address.

Figure 3 shows a “Registered Letter Bill” covering a free letter sent from Columbus, Ohio (a distributing post office at that time) to nearby Parks Mills, Ohio, in 1863. It should be noted that the form is exactly like those of the 1850s, (including being locally printed, as it

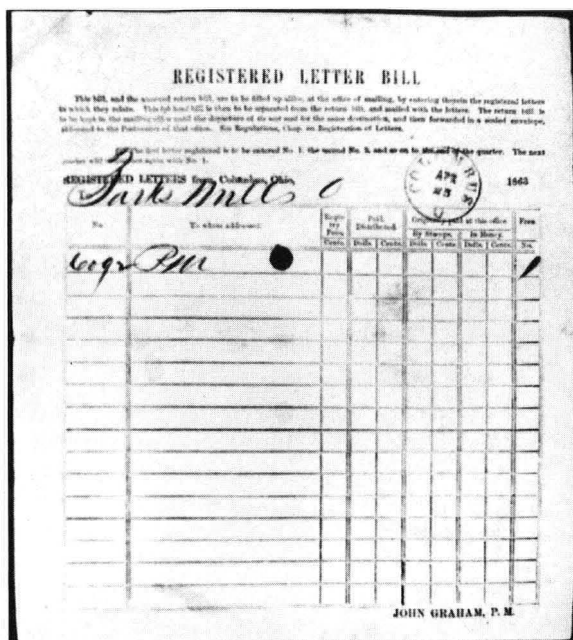


Figure 3. Registered letter bill of 1863, for a single free registered letter sent from Columbus to Parks Mills, Ohio. Note the postmark used as a dater, and the single column for registry fees.

has the postmaster's name included), and has the separate column for "Regist-ry/Fees/Cents" with separate columns for "paid by stamps" and "money" covering postage; as someone once noted, if registry fees had been payable in stamps there would have been two columns there, also.

The Postmasters General of the United States, regardless of their occasional opposing political sentiments, usually recommended changes in the registry system in their annual reports, and Montgomery Blair was no exception in his 1862 effort, suggesting that the registry fee be raised to 20¢ (probably recognizing that nearly all express company fees to carry valuables started at 25¢ or "two bits", usually marked on express covers as "2/-"). He also recommended that a signed receipt be obtained from the addressee to be returned to the sender, and both these changes were adopted in the new postal Act effective July 1, 1863.

But the registration fee was still payable only in cash. In fact, *Instruction No. 32*, in the 16 page bulletin sent to all postmasters announcing the provisions of the new Act, notes "To entitle a letter to registration the regular postage must be prepaid by stamps; and in addition to this, the registration fee must be paid in money."

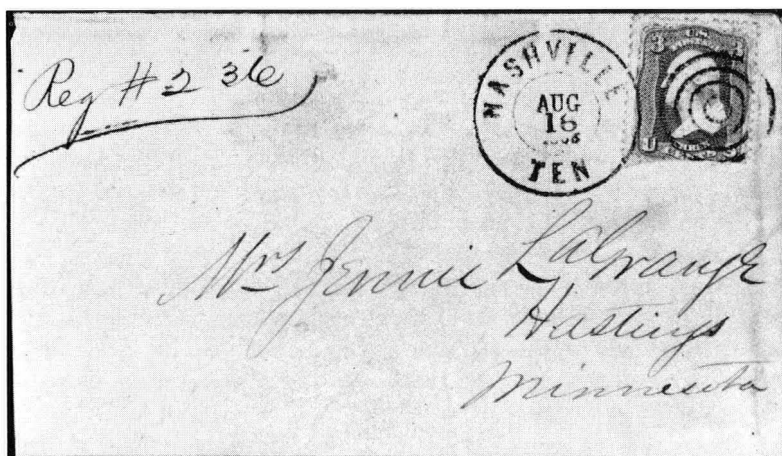


Figure 4. Sent from Nashville, Tenn., on Aug. 16, 1866, this registered cover (No. 236) had regular postage prepaid with a 3¢ 1861 stamp and the 20¢ registry fee was paid in cash.

As noted above, covers sent under the new regulation continued to look just the same; all they show is the regular postage and a number, as demonstrated by the cover shown in Figure 4, sent from postwar Nashville, Tenn., on Aug. 16, 1866, with a manuscript endorsement, "Reg. # 236."

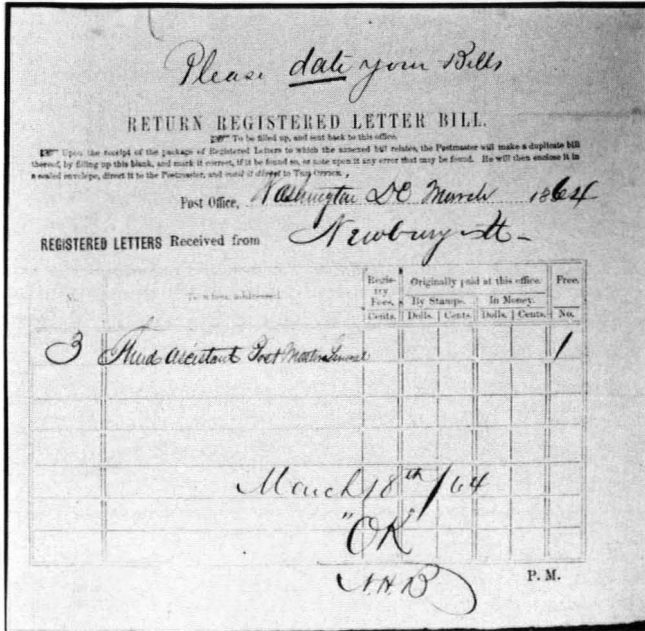


Figure 5. Sent from Washington, D.C., this Return Registered Letter Bill was returned to show receipt of three registered letters for the 1st Ass't PMG at Washington from Newbury, Vt., in March, 1864. This particular bill, marked "O.K." at Washington, was to be retained at Newbury on file.

Figures 5 and 6 show "Return Registered Letter Bills" sent back from Washington and New York, respectively, in 1864 and 1867. Both show interesting details of handling, including the "O.K." or "Correct" required by the regulations. Both these letter bills were returned to Newbury, Connecticut.

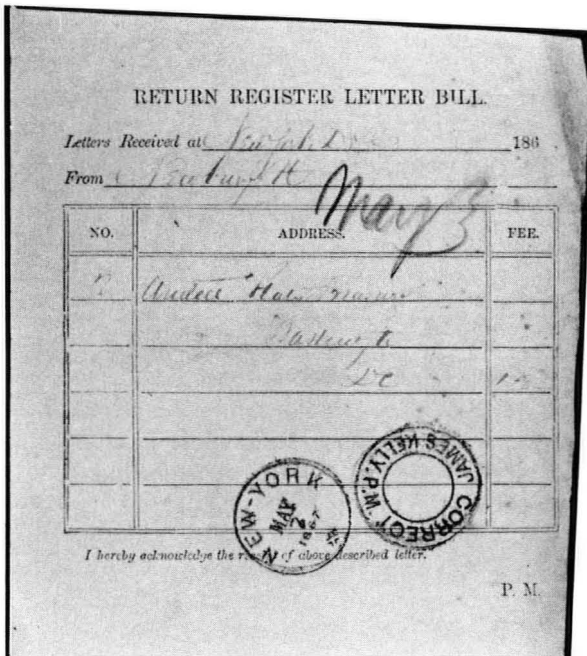


Figure 6. This Return Registered Letter Bill, in a different format from that of Figure 5, bears a New York postmark dated May 7, 1867, and New York Postmaster James Kelly's "CORRECT" stamp, confirming safe receipt of a registered letter from Newbury, Vt.

Figure 7 shows an interesting courthouse cover sent on Sept. 19, 1863, just after the new law of 1863 came into effect; had it been sent before July 1, 1863, it might have been very

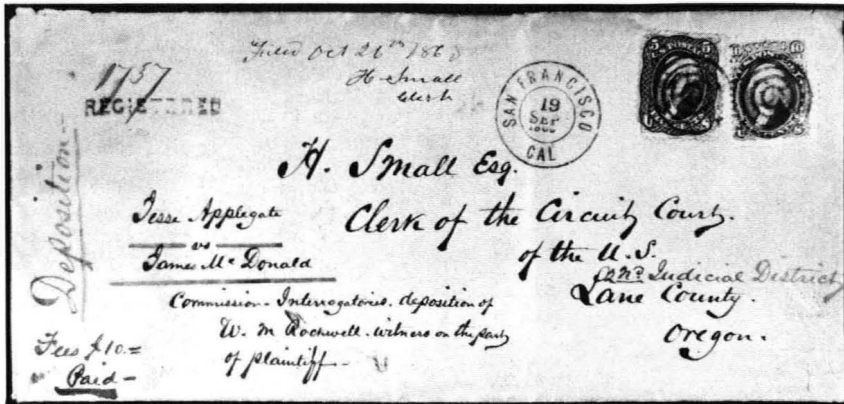
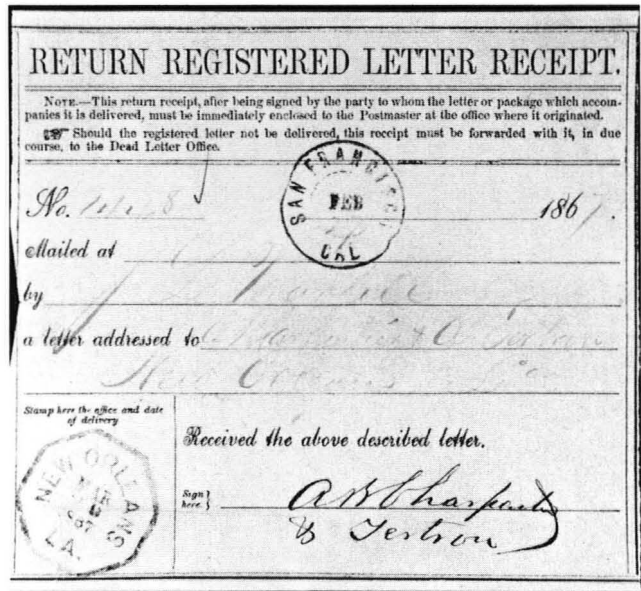


Figure 7. Mailed at San Francisco on 19 Sept., 1863, only a few months after the 3¢ uniform rate of 1863 went into effect, the 15¢ on this courthouse cover paid a five times 3¢ postage rate for a letter weighing between 2 and 2½ ounces. The 20¢ registry fee was paid in cash.

difficult to explain, as the 15¢ postage probably would have been claimed to represent the 10¢ “over the Rockies” rate in effect prior to July, 1863, and the remaining 5¢ postage probably would have been assumed to be the registry fee. As it is, it is simply a five × 3¢ or regular 15¢ rate with a 20¢ registry fee paid in cash.

Figure 8. A Return Registered Letter Receipt, sent with a registered letter to New Orleans, Feb. 27, 1867, and postmarked there on March 29, probably when the letter was delivered and the receipt signed. The receipt was then sent back to San Francisco where it was mailed to the sender of the letter on May 5, 1867.



Figures 8 and 9 show how return receipts were handled at the time. Figure 8 is a Return Registered Letter Receipt (in contrast to the Return Letter Bills shown in Figures 5 and 6, which were held in the post offices) which was returned to the sender at San Francisco in the envelope shown as Figure 9. The receipt was dated at San Francisco on Feb. 27, 1867, by a combination of postmark and manuscript on a receipt sent with a registered letter addressed to Charpentier & Fertron (?— the names are spelled differently in the address and signature) at New Orleans. The receipt is dated by a New Orleans postmark of Mar. 29, 1867, and presumably was signed that day and ultimately sent back to the San Francisco post office.

On May 9, 1867, it was sent back to the original mailer of the letter, one J. L. Martell in a handstamped facsimile franked envelope of the San Francisco postmaster, with the 10¢ embossed stamp voided by a punched hole.

Presumably, the San Francisco post office found this means of disposing of a large oversupply of 10¢ envelopes, made surplus by the rate reduction of July 1, 1863. (I've seen

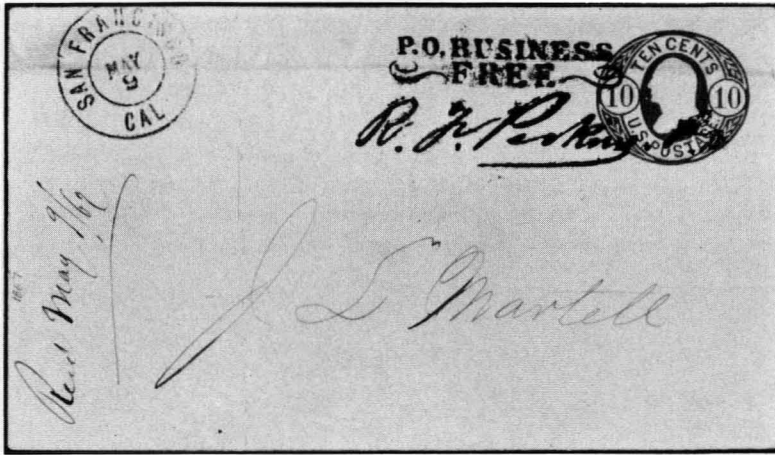


Figure 9. Envelope in which the Return Registered Letter Receipt shown in Figure 8 was mailed, undoubtedly as a drop letter as it has no town or street address. The envelope, a 10¢ embossed stamped envelope voided with a hole punched through the design, has been converted to an official free envelope by San Francisco Postmaster R. F. Perkins's facsimile handstamped franking signature and legend.

two or three more similar examples with San Francisco postmaster Perkins's facsimile franking signature.)

Thus, I think that a similar official mailing from the New Orleans to the San Francisco post office contained not only the receipt shown but an O.K.'d registered letter bill that the San Francisco post office retained. The latter office was over a month returning the receipt to the sender, presumably because the receipt and letter bill also had to be checked against the records.

The *U.S. Mail & Post Office Assistant* for February 1867 announced another revision of the registry system, and the May 1867 issue gave the points of revision and instructions for the new system to go into effect June 1, 1867. The main points were that the registry fee of 20¢ (but still 5¢ to certain foreign countries) was to be "paid in stamps [attached to the letter and cancelled] instead of money as heretofore, and that special, printed "Registered Letter Envelopes" were thenceforth to be used.

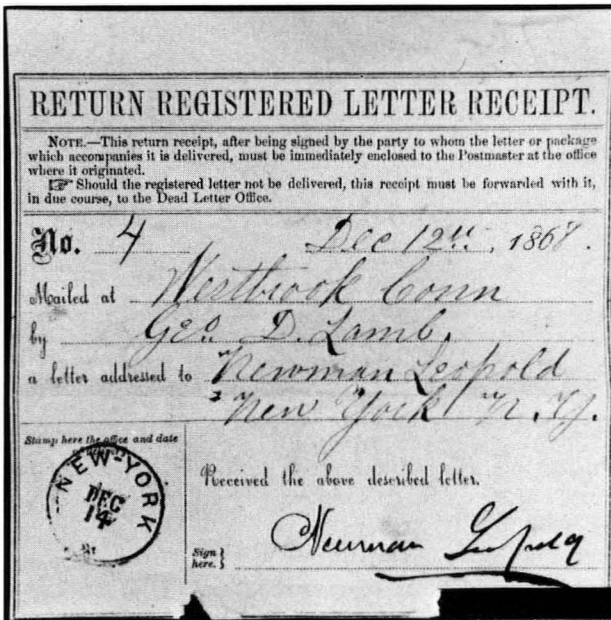


Figure 10. The new regulations of 1867 not only provided the registry fee was thenceforth to be prepaid in stamps, but also combined the registered receipt and letter bill forms into one paper, to be cut or torn in two after the form was returned. This Return Receipt form shows that it had the Registered Letter Bill detached at the bottom after it was returned to Westbrook, Conn., in December 1868 from New York.

There were several changes in procedures and many more in forms — the “Registered Letter Bill” and “Return Bill” were printed on one sheet and were to be sent back, unseparated, to the originating office after being received and O.K.’d.

Figure 10 shows a “Return Registered Letter Receipt” for a letter mailed at Westbrook, Ct., on Dec. 12, 1868, and directed to New York. New York postmarked the receipt on Dec. 14, and returned it, presumably still attached to the registered letter bill, to Westbrook, after obtaining the addressee’s signature (at the bottom).



Figure 11. The envelope in which the combined receipt and registered letter bill was returned from New York to Westbrook, Ct. The printed envelope, in a dark purple paper, has a printed legend including the facsimile free frank of New York Postmaster James Kelly, so that all the clerk in the New York post office had to do was provide the “Westbrook, Conn.” in the address.

The Westbrook P.O., after detaching and filing their registered letter bill, returned the receipt to the sender with or in the envelope in which it came from New York (Figure 11).

This envelope, printed in a deep purple, bears the printed facsimile franking signature of Postmaster James Kelley of New York City, and is addressed to “Postmaster/Westbrook/Conn.”

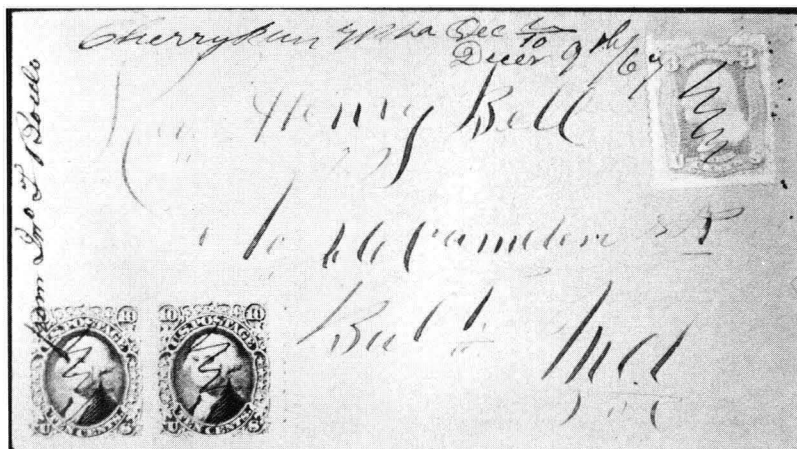


Figure 12. When the payment of the registry fee was converted from by cash to by postage stamps, the registry fee was 20¢, so this cover shows the easiest and probably most common method of paying both — a pair of 10¢ and one 3¢ stamp on a registered letter sent from Cherry Run, W. Va., to Balt[imore], Md. in Dec. 1867.

Figure 12 shows a registered cover sent from Cherry Run, W. Va. to Balt[imore], Md., on Dec. 9, 1867, prepaid with two 10¢ 1861 stamps for registration plus a 3¢ to prepay the regular postage. Probably this is the commonest style of registered envelope from the short

period during which the 20¢ registry fee was required to be prepaid by stamps. That situation was in effect for only 19 months, as the registry fee was reduced to 15¢ effective Jan. 1, 1869, only a few months before the new designs of the 1869 issue appeared.

I have recorded several covers with the 15¢ registry rate prepaid by the 15¢ Lincoln stamps, grilled and ungrilled, of 1866 to 1869. The nicest example I've seen of a cover sent during this period of the 15¢ registry fee was one in the Dave Baker collection, shown on page 272 of *Bakers' U.S. Classics*. This cover, sent from New York to Albany, N.Y., in July 1870, had the 15¢ registry fee and a triple 3¢ domestic rate all prepaid by a single 24¢ 1869 stamp.

As may be seen from the combination of Alexander's comments and those in this section, the registry system went from a minimal and not very useful beginning to a point where it was at least considered reliable enough in the 1870s that it saw considerable use. However, it wasn't until the 1890s that the Post Office Department would accept any liability at all for value of a registered letter lost in the mails. Although Congress authorized paying indemnity on lost letters with declared value of up to \$10.00 as of Jan. 1, 1893, it actually wasn't put into effect until 1898.

The annual reports of the Postmasters General, 1850s-1870s, make quite clear that they didn't consider the registry system any substitute for the express companies who carried the valuables then and later. Rather, it was for those who needed to assure themselves that a letter arrived safely, somewhat like the certified mail we have today.

The details of the handling of the covers internally in the post offices are spelled out in great detail in the P.L. & R. and various announcements and instructions of the 1861 and later periods, but the fact the early regulations of the 1850s never do spell out that payment of the registry fee was to be in cash has caused much confusion.

However, those who have studied the early period in depth, such as Miss Barbara Mueller, Stanley B. Ashbrook and Donald McGregor, to name a few who have written about early registered covers in great detail, have good reason to believe that the fees were always expected to be paid in cash prior to 1867. The key fact is not the two or three times the P.L. & R.s of the 1860s say the fee was to be paid in cash, but the fact that they had recorded just two covers bearing 5¢ stamps that obviously and clearly were intended to prepay a registry fee. Even then, one of the scholars commented that this was probably an error of a sender and not of the Albany post office where both were mailed. But even if it was an error of the Albany postmaster, the two or even ten covers would not offset the hundreds of registered covers sent between 1855 and 1867 that bear no stamps covering the registry fee, although they do bear registry numbers.

(The list of references will appear in the next issue.)

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USED 30-CENT 1869 INVERTS

SCOTT R. TREPEL

(Continued from *Chronicle* 138:124)

The survey of used 30¢ Inverts was initiated in *Chronicle* 138. That article explained the arrangement of the author's census of copies, which uses nine categories of centering to classify each stamp, and illustrated an exceptional group identified as the "Wide Spaced Inverts," so-named because the rows of horizontal perforations are approximately one millimeter further apart than the normal spacing.

The Centered Inverts

In this article, ten 30¢ Inverts from the "Centered" category are illustrated. These copies meet the following requirements: 1) the points of the flagpoles at left and right are practically equidistant to the perforations on each side, 2) the central fold of the flags at top and the central star at the bottom are practically equidistant to the perforations, and 3) all of the perforations are genuine.



Figure 1. Centered, cork cancel.



Figure 2. Centered, cancelled circle of wedges.



Figure 3. Centered, circle of wedges cancel.



Figure 4. Centered, cork cancel.



Figure 5. Centered, cancelled circle of Vs.



Figure 6. Centered, cork cancel, also part N.Y. transit pmk.



Figure 7. Centered, cork cancel.



Figure 8. Centered, circle of Vs cancel.



Figure 9. Centered, cancelled circle of Vs.

TABLE B

Figure 1. Cork cancel (matches Figure 7). Two internal cuts. PFC 109494. Ex Caspary, Siegel Rarities 1982.

Figure 2. Circle of wedges cancel. Perfs partly clipped at right, small tear at left. PFC 69000. Ex Herst, Klep, Wunsch (Siegel sale 530).

Figure 3. Circle of wedges cancel. Repaired at right, flags faded. PFC 12170.

Figure 4. Cork cancel. No further details. Ex Laurence and Stryker sale, May 7-10, 1948, lot 903.

Figure 5. Circle of "V's" cancel. Believed to be sound (not examined by author) and, if so, the finest known used 30¢ Invert. PFC 61643. Siegel Rarities 1980.

Figure 6. Cork cancel and part red New York transit (see Figure 11 for illustration of postmark). PFC 306. Ex "Country Gentleman's" Collection and Siegel sale, September 1983.

Figure 7. Cork cancel (matches Figure 1). Two small tears. PFC 2354. Ex Siegel sale, March 23, 1977.

Figure 8. Circle of "V's" (matches Figure 9 and others). PFC 14917. Ex Newbury (Pt. II), A. Richard Engel (Corinphila 1975).

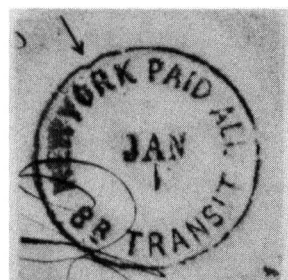
Figure 9. Circle of "V's" (matches Figure 8 and others). Two corner creases. PFC 11012. Ex Green (Harmer, Rooke sale, March 25-26, 1946), "Ambassador" Collection, Sotheby Parke Bernet sale, Feb. 5-7, 1980, now in Coulter estate.

Figure 10. Red cork cancel. Nibbed and blunt perfs, pinhole. No PFC. Siegel Rarities 1986.



Figure 10. Centered, red cork cancel.

Figure 11. NEW YORK BRITISH TRANSIT PAID ALL c.d.s. with indentation in outer circle, matching red postmark on stamp in Figure 6.



Although most, if not all, of these stamps have faults to varying degrees, these copies are the finest centered 30¢ Inverts. It is interesting that 25 percent of the recorded used 30¢ Inverts could be graded *extremely fine*, in terms of centering. This proportion of centered stamps to the existing supply is unusually high, especially in comparison with the other 1869 Inverts. At this point of the author's census of 15¢ and 24¢ Inverts, it is doubtful whether two or three of either stamp could make the *extremely fine* grade. If one were to attempt to assemble a centered set of used 1869 Inverts, it seems likely that the 30¢, although the rarest of the set, would be the easiest to obtain in this centering category.

Table B provides the relevant data for the ten stamps illustrated in Figures 1 to 10.

Cancellations

As the survey of used copies develops, a number of comparisons among the different examples may be made. The copies bearing identical cancellations will be noted throughout this series, and, in a later article, these matching copies will be discussed in detail.

The one significant postmark found in the Centered group is a portion of the red N.Y. British Transit datestamp (see Figures 6 and 11). Also of interest is the red cork cancel on the stamp in Figure 10, which is also found on other 30¢ Inverts but not on any 15¢ or 24¢ Inverts. Red, as a color in cancelling foreign mail at the New York post office, is normally found only on supplementary mail.

(To be continued)

THE FIVE CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

Postmaster General Wanamaker's December 5, 1892, Circular¹ described the 5¢ Columbian as "Columbus Soliciting Aid of Isabella after a painting by Brozik, in the Metropolitan Museum of Art in New York City. Color, Chocolate brown." Unlike the source of the 4¢ Columbian, the source of the 5¢ Columbian can be identified positively. The painting was painted in 1884 by a Czech artist, Vaclav Brozik. It was entitled "Columbus at the Court of Ferdinand and Isabella." In Wanamaker's time the painting was indeed in the Metropolitan Museum of Art but since 1929 it has been in the Hotel Manoir Richelieu, Murray Bay, Quebec.² (Murray Bay has been renamed La Malbaie.)

The assignment of a chronological position to the 5¢ Columbian is ambiguous. Columbus solicited aid from Queen Isabella twice: both before visiting the La Rabida monastery (30¢ Columbian) and after visiting the monastery. Davis, drawing upon Samuel Eliot Morison's book, *Christopher Columbus, Mariner*, places the 5¢ Columbian first among the Columbians chronologically and interprets the \$1.00 Columbian as illustrating the second visit.³ Other authors have the 30¢ Columbian first and the 5¢ Columbian second, interpreting Brozik's painting as depicting the second meeting of Columbus and Queen Isabella.⁴

Even more scarce than the lower value essays, the full 5¢ Columbian design is known only with the issued design vignette engraving surrounded by a water color in black brown of an elongated frame essay on thick artist cardboard. Essays of the vignette alone exist on india paper die sunk on card, but they are considered rare.

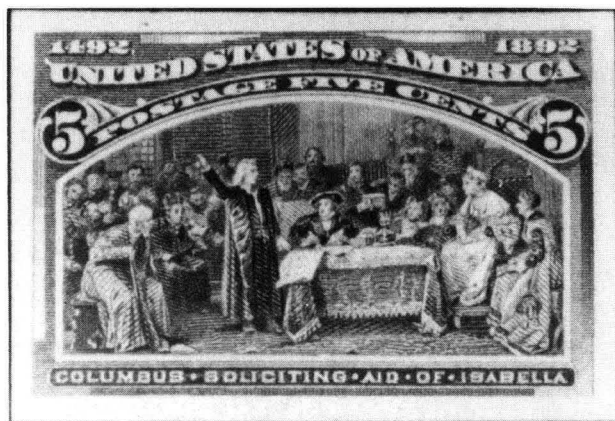


Figure 1. A plate proof of the final design.

A plate proof of the final design is presented in Figure 1. The vignette was engraved by Charles Skinner, the frame and lettering by D. S. Ronaldson.⁵ The American Bank Note Co. liked this vignette so much that they used it again on the Costa Rican 10 centimo stamp of

1. These official descriptions of the U.S. Columbians were repeated in the 1893 *Report of the Postmaster General*, p. 555.

2. John F. O'Brien, "Basis of the Design of the U.S. Columbian Issue of 1893," *The American Philatelist*, vol. 98, pp. 895-900, September 1984.

3. Henry F. Davis, "The Stamp of Approval," *The United States Specialist*, vol. 37, pp. 334-339, August 1966.

4. Stephen G. Esrati, "Oh Columbus," *The American Philatelist*, vol. 95, p. 616, July 1981.

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

Figure 2. A plate imprint block of the issued stamp.



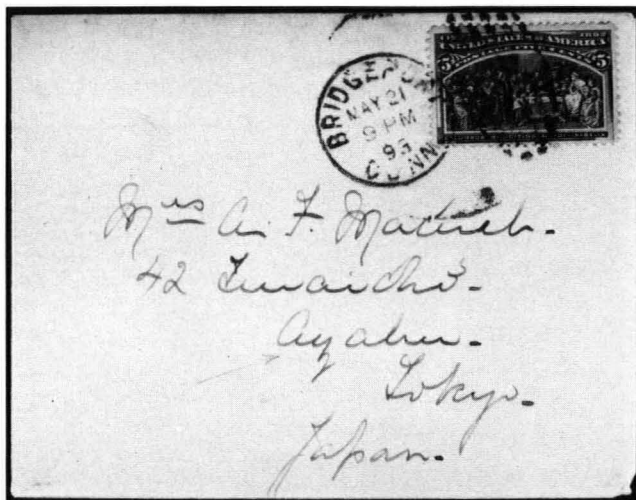
1923-26.⁶

In his 1894 *Report* (p. 472) the Postmaster General gave the number of 5¢ Columbians issued to postmasters as 35,248,250. While outnumbered by the 2¢ Columbians almost 42 to 1, the 5¢ Columbians were still the most numerous of all the Columbians beyond the 2¢ value. Figure 2 exhibits a plate imprint block of the issued stamp.

Five 100 subject plates were used to print the 5¢ Columbian: B6, B7, B8, B9, and B10.⁷

There are double transfers on the 5¢ Columbian; Brookman listed the color as varying from dark chocolate to yellow brown. But there is no variety comparable to the 2¢ imperforate or the 4¢ "error of color."

Figure 3. UPU rate, 5¢ per ½ oz., to Tokyo, Japan. Via San Francisco. BRIDGEPORT, CONN., MAY 21, 1893.



The 5¢ Columbian met a very specific and important need. It paid the 5¢ per half ounce Universal Postal Union rate for almost all overseas letter mail. Figure 3 displays a cover to Tokyo, Japan, from Bridgeport, Conn., May 21, 1893. There are San Francisco transit and Japanese receiving backstamps.

At this time, 1893, U.S. letters franked with U.S. Columbians were going to countries all over the world. Trans Pacific mail service to Japan had been inaugurated in January 1867 by the Pacific Mail Steamship Line.⁸ A Postal Convention between the United States and the Empire of Japan set the letter rate at 5¢ per half ounce effective April 1, 1876.⁹ On June 1, 1877, Japan joined the General Postal Union (UPU in 1878) becoming the second independent nation to join after the charter members.¹⁰ The letter rate became the 5¢ UPU rate.

6. A. A. Lauzon, *The United States Columbian Issue, 1893*, 1942, p. 26.

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

8. H. E. Lobdell, "1867, The Beginnings of Scheduled Trans-Pacific Mail," *American Philatelic Congress*, vol. 12, pp. 12-42, 1946.

9. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, 1982.

10. Montenegro was invited to attend the initial Postal Union Congress but was unable to do so. Montenegro adhered to the GPU on July 1, 1875, the date the Union became effective.

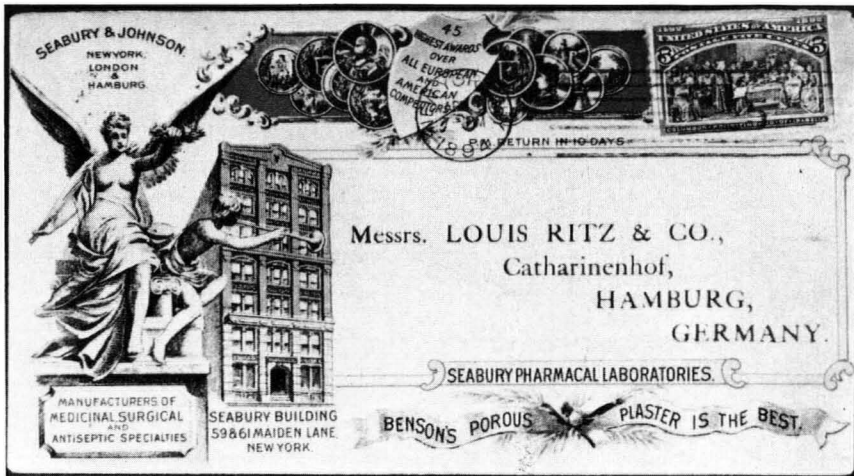


Figure 4. A red, green, and gold advertising cover to Germany. NEW YORK, N.Y., APR 6 1894.

If the cover to Japan is perfectly plain, the cover of Figure 4 to Germany is just the opposite. Printed in red, green and gold, this cover is a candidate for the most spectacular Columbian advertising cover in overseas use. From New York, N.Y., April 6, 1894, the cover bears a printed address to Hamburg, Germany. There is a Hamburg receiving backstamp. Again the 5¢ Columbian paid the 5¢ UPU rate.



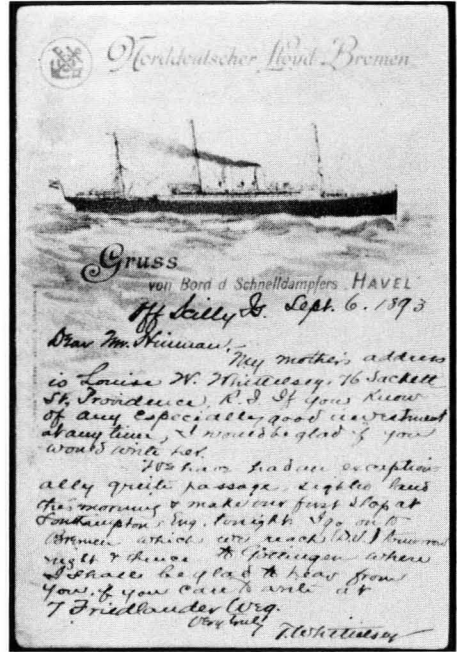
Figure 5. A 5¢ Columbian on a private German post card mailed aboard the German steamship *Havel*. U.S.-GERMAN SEA POST, SEP 6 93.

Figure 5 shows a private German post card franked with a 5¢ Columbian. The card was posted aboard the German fast steamer *Havel* on September 6, 1893, while the *Havel* was passing through the English Channel heading toward Germany. The illustrated message side of the card is displayed in Figure 6. This German postkarte, franked with a 5¢ Columbian, raises two questions: 1) Why the U.S. stamp? and 2) Why 5¢? (The UPU post card rate was 2¢.)

The answer to the first question, "Why the U.S. stamp?" is indicated by the cds U.S.-GERMAN SEA POST. Under terms of an agreement signed December 24, 1890, the U.S. and Germany agreed to each put a postal clerk aboard the German steamers of the North German Lloyd Steamship Co. and the Hamburg American Packet Co. to sort mail. The 5¢ Columbian German postkarte was deposited in the U.S. mail stream of the U.S.-German Sea Post and therefore required a U.S. stamp.

Why 5¢? The U.S. did not recognize private U.S. post cards in 1893. U.S. private post cards were permitted in the U.S. domestic mail July 1, 1898, and in international mail

Figure 6. The message side of the post card of Figure 5.



December 1, 1898.¹¹ To go through the U.S. mail in 1893 with a U.S. stamp, this private post card had to be paid the U.S. 5¢ overseas letter rate.



Figure 7. An obsolete pre-UPU 12¢ rate to Australia. MANKATO, MINN., OCT 24, 1893. Overpaid 7¢.

Finally an example of multiple use (two) of the 5¢ Columbian and mixed franking. Figure 7 offers a cover from Mankato, Minn., October 24, 1893, to Melbourne, Victoria, forwarded to Sydney, New South Wales. Like all U.S. mail to the eastern Australian colonies, the cover went via San Francisco. The two 5¢ Columbians and the 2¢ red 1890 issue paid a 12¢ per half ounce pre-UPU rate. Actually the Australian colonies had joined the UPU October 1, 1891, two years earlier. The correct rate in October 1893 was the UPU 5¢ per half ounce.

11. Insert No. 137.B for 1893 *Postal Laws and Regulations*.

PATRONIZE OUR ADVERTISERS

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

I. Addenda: Newly reported postmarks supplementing the listings in *U.S. Route and Station Agent Postmarks* by C. L. Towle, published by the Mobile Post Office Society, 1986.

ROUTE AGENTS — WATERWAY

H-4-c, BLACKWATER BOAT, VA., 24.5 mm., black, 1866-69. This interesting new waterway agent marking was submitted by Frank Bowling, Jr., in two examples, both moving southward to points in North Carolina. This riverboat usage was employed from Franklin Depot, Va., 37 miles southwest of Portsmouth, Va., on the Seaboard & Roanoke Railroad, to Plymouth, N.C. The 107 mile steamboat route was renewed after the Civil War in 1866. It operated, in order, southward from Franklin, on the Blackwater River, into the Nottoway River, into the Chowan River, thence into Albemarle Sound, reaching Plymouth, N.C., via a short run on the Roanoke River. Contract number was #5305 in 1866, three trips per week, with payment of \$2,354. In 1867 Route 5050 with two trips at same payment; thereafter operating three trips per week on contract route 5037, with payment of \$2,000 in 1868, \$2,600 for 1869-1871 period, and \$4,000 starting in 1872. In 1867 E. T. Murfre was mail route messenger and in 1869 E. B. Dozier held same position. In 1871 W. K. Hammond shows as route agent, but in addition to the boat run extended his trip over the Seaboard & Roanoke R.R. to and from Portsmouth, Va. At present we have no idea if this postmark was employed on mail moving in both directions. This postmark was evidently succeeded by H-4-a (PORTS. & PLYM. AGT.) in early 1870s.

M-15-g2, N.O. & V.M.L.R.R., 25.5 mm, black, Banknote. A new variety of the New Orleans & Vicksburg Mail Line River Route postmark employed on 397 mile Mississippi River steamboat run. This marking found on a cover to Natchez, Miss., with manuscript direction by writer, "per R. S. Lee," the famous racing riverboat.

ROUTE AGENTS — RAILROAD

350-K-2, A. & G. R.R., 25.5 mm., blue, 1871. (Wide spacing of R.R.) A new variety and color, employed on route over Atlantic & Gulf R.R. from Savannah, Ga., to Live Oak, Fl. The 180 mile line south through Georgia was completed in 1867-1868.

330-H-1, AT. TENN. & OHIO R.R., 26, black, 1879. A completely new and different type for this 49 mile route from Charlotte to Statesville, N.C. Line was torn up during Civil war to get badly needed rail for other railroads, but was finally restored to service June 22, 1871.

40-I-1, BENNINGTON R.R., 26 mm., black, late 1860s. This unusual type of newly reported Vermont route agent postmark is difficult to assign, as this one example reported has no indication of origin, but carries a Scott U.S. #88 tied, and is addressed to Cambridgeport, Mass. In all likelihood, it originated on the railroad from Rutland to North Bennington, Vt., 53 miles in length, with a 1.5 mile branch to the town of Bennington. This railroad was opened July 1852, and the branch into Bennington in 1854. It was operated by many companies: (1) 1852, Western Vermont R.R.; (2) 1857, Troy & Boston R.R. (Lease); (3) 1867, Bennington & Rutland R.R.; and (4) 1870, Harlem Extension R.R. It was also leased to the Central Vermont R.R. for a short period in 1867. Under one of the many existences of this railroad it is possible the route agent may have used the Bennington R.R. postmark, most likely No. 3. If the stamp was a late usage there could be two other possible routes of use, so this assignment must be considered tentative.

755-Y-1, CH. & S.W.R.R., 26.5 mm., blue, 1876. A new type for this route over the Chicago & Southwestern R.R., extending 321 miles from Wilton Jct., Ia., to Leavenworth, Ks. Railroad organized and construction begun in 1869, with line completed August 1871.

711-G-1, DE. & ST.L.R.R., 25.5 mm., black, Banknote. Another new type for the Wabash, St. Louis & Pacific R.R. route from Decatur, Il., to St. Louis, Mo., 110 miles. Line completed in 1870.

88-B-6, HOUSATONIC R.R., 32.5 mm., red-orange, 1850. This is a complete tracing shown for partial example in original book. The Housatonic R.R. chartered in Connecticut May 1836 and line finally completed from Bridgeport, Ct., to Pittsfield, Ma., 110 miles, Dec. 29, 1849. Example from letter sent from Brookfield to New Haven, Ct., on Oct. 14, 1850.

PLATE II

ROUTE AGENT POSTMARKS



H-4-c



M-15-g2



350-K-2



330-H-1



40-I-1



755-Y-1



711-G-1



88-B-6



465-L-1



481-R-1

*Mem + Copy RR,
July 6th / 1909.*

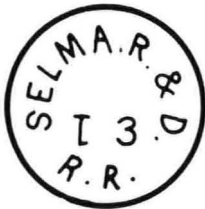
526-R-1



910-A-2

*A. W. Palmer RR
Jeb*

82-A-2



401-F-2

**SWRR
WAY**

360-D-1



114-O-2

465-L-1, H. & T.C.R.R., 26.5 mm., black, Banknote. Route agent postmark from main line of Houston & Texas Central R.R., Houston-Bremont, Tx., 67 miles, completed in 1870.

481-R-1, I. & GRT. N. R.R., 26.5 mm., black, Banknote. A new type of agent postmark used on 181 mile railroad from Palestine to Austin, Tx., 181 miles, completed in 1876. The International & Great Northern R.R. was formed by consolidation of International R.R. and Houston & Great Northern R.R. Sept. 22, 1873.

526-R-1, Mem. & Ohio R.R., July 6/60, 63 × 18.5 mm. manuscript in two lines, black ink. On letter to Paris, Tn. Memphis & Ohio R.R. chartered Dec. 5, 1853, as Nashville & Memphis R.R. Name changed 1854, with construction starting same year. Completed Memphis to Humboldt, Tn., Feb. 1, 1859, and entire Memphis-Paris-Clarksville line in Tennessee being completed March 31, 1861.

910-A-2, M.R.F.T.S. & G. R.R., 26 mm., black, Banknote. A new variety of this postmark used by route agent between Kansas City and Baxter Springs, Mo., 160 miles. Railroad company organized Oct. 20, 1868, and line completed May 2, 1870.

82-A-2, N.L.W. & Palmer R.R., 5 cts., black ink. A new type two line manuscript for this route on cover to Montreal with U.S. 5 cent 1847 with X pen-cancel. The New London, Willimantic & Palmer R.R. began construction July 30, 1848, opened to Willimantic, Ct., Nov. 15, 1849, and reached Palmer, Ma., 65 miles, Sept. 20, 1850.

401-F-2, Selma. R. & D. R.R., 25.5 mm., black, 1871. A new variety of this marking used on 237 miles route from Dalton, Ga., to Selma, Al. The Selma, Rome & Dalton R.R. rail line was opened June 1, 1870.

360-D-1, S W R R / WAY, 2 lines, black, 1866, (Way marking). This is a new illustration for that in original catalog, adding a second R for "Railroad" which shows faintly in a newly reported example.

114-O-2, U.S.EXPRESS MAIL, 30 mm., red, 1846. For quite a while the fact that there were four U.S. Express Mail agents on the Albany-Auburn-Buffalo, N.Y. route, with only one postmark reported, has been a concern. Now, finally, after checking many examples appearing in auctions we have located a second type with minor, but distinctly different, letter spacings around the outer rim. This 298 mile line was a very busy mail line and we strongly believe that, at a minimum, at least two more types should be found for this route.

Your Editor wishes to thank Messrs. Call, Clark, Ertzberger, Leet, Mason, Nettleship and Rotteck for their fine assistance.

CLASSIFIED

WANTED: POSTMARKERS, POSTAL ARTIFACTS. Send LSASE for illustrated list of items bought and traded to Dr. Scheer, 18 E. Rosemont, Alexandria, VA 22301.

POST OFFICE SEALS WANTED. Scott-listed "OX" numbers of the U.S. and possessions wanted on and off cover. Ship for immediate cash offer. I pay postage both ways. Karlin (A.P.S.), 1424 Sheepshead Bay Road (Suite 242), Brooklyn, N.Y. 11235.

OFFICIALS, 1873-1884, Covers, Trial Colors, Varieties, Exhibition Material. Will Buy or Trade. Bob Markovits, Box 891, Middletown, N.Y. 10940.

USED POSTAL STATIONERY, 12¢ up, esp. 90¢, including Mint, Proofs. Send net priced. Bob Markovits, Box 891, Middletown, N.Y. 10940.

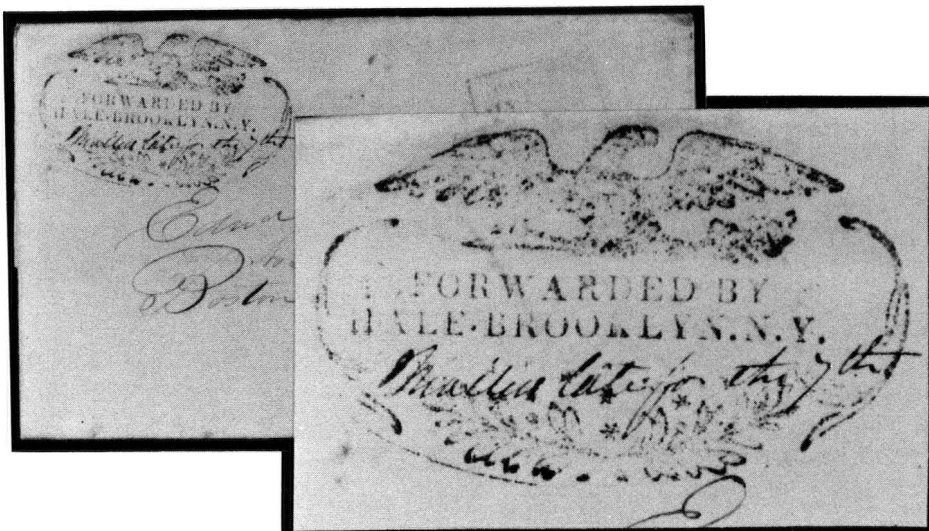
WANTED: DANISH WEST INDIES postal history (1874-1917). Ron Trosclair. 1713 Live Oak St., Metairie, LA 70005.

WANTED: Covers, picture postcards, registry receipts postally used small towns Nev., Ariz. LEP, Box 17463, Holiday, UT 84117.

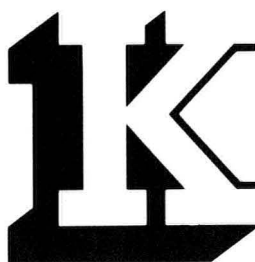
POSTMASTER GENERAL REPORTS - 1841-6; 61-2; 63-4; 65-6. \$6.50 each, \$24 all four. Postage \$1.25. DIB Enterprises, Box 18032CS, Cleveland, Ohio 44118.

FORT WAYNE, INDIANA advertising items wanted: covers, postcards, trade cards, all advertising memorabilia. Myron Huffman, 12409 Wayne Trace, Hoagland, Ind. 46745.

YOUR AD HERE FOR 50¢ A LINE. Send payment to: Robert L. Toth, 10015 Vista Dr., North Royalton, OH 44133. Next Deadline Sept. 15.



Without a doubt the most elite of fancy designs of a Stamplless Cover Collection would be covers with the fancy Eagle devices as illustrated above. There are, in all, around a dozen or so of these markings, some being town markings from places Perins Mills, Ohio and Upper Dublin, Pennsylvania and some are Name-of-Boat Markings like Steamer Cote Joyeuse and finally the Independent Mail and Local Delivery markings of Hale & Co. and Cummings Express. One would truly be hard-pressed to acquire just one example of each in any condition as there are probably less than 6 to 8 known of any one. The Hale marking illustrated above is one of these rarities and the first I've ever owned. It came to our firm as part of a small original find of Brooklyn covers. There were two of these Hale covers included. The markings are all derived from a "stock" device which allowed for changes in the center. They were principally in use in the 1840's with some being used later. New finds are being made virtually every day. This one came from a coin dealer who must have secured them from an old Brooklyn family. We were pleased to have these covers pass thru our hands and into collections where they will be appreciated.



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BREMEN CLOSED MAIL BY ARIEL

RICHARD F. WINTER

In June 1857, the second of two five-year contracts with the Ocean Steam Navigation Company to carry mails from New York to Bremen expired. Steamships *Washington* and *Hermann* of that line had been making mail voyages since the inaugural voyage of *Washington* in June 1847, generally on a monthly basis. The Postmaster General did not renew the multi-year contract as the Congressional mood was to reduce the subsidies awarded to the ocean steamship companies. Congress favored arrangements whereby the steamship lines would be compensated, on a trip basis, for the letters actually carried.¹ The Ocean Steam Navigation Company declined an offer of this type because the compensation would be considerably less than that which they had received under the earlier multi-year contract subsidy. They insisted on a renewal of their previous contract. Instead, the Postmaster General awarded a temporary contract to Cornelius Vanderbilt who operated the Vanderbilt European line of ocean steamships. The contract was for one year to continue the monthly mail service to Bremen, compensation for which would be the U.S. inland and sea postage on the mails carried.² Vanderbilt had been operating a steamship service to Havre, France, from New York at his own expense since April 1855. He made one round voyage to Bremen in 1856 and two in 1857 before the temporary contract became operative. Later, after the one-year temporary contract was finished he was awarded four additional trip contracts to Bremen to complete calendar year 1858. In all, the Vanderbilt European Line made 15 round voyages to Bremen carrying mails.³ There should have been a 16th round voyage in late 1858 and that is the subject of this report.

On 30 October 1858, *Ariel*, under Captain Ludlow, departed New York on the line's last contract mail voyage to Bremen via Southampton and Havre. The steamship carried 5,091 letters for Hannover and 1,139 letters for Bremen as shown in Figure 1, a copy of the record from the Bremen State Postal Archives.⁴ *Ariel* arrived at Havre on 19 November, but proceeded no farther. *En route* to Havre, Captain Ludlow decided to land all the mails at Havre and not proceed to Bremerhaven, the port city for Bremen, "because there was no hope of finding passengers in Bremen for the return voyage."⁵ Due to this arbitrary action, the mails for Bremen had to be sent overland by rail via Ostend, Belgium, and Aachen, Prussia. Still in closed mail bags, this special "closed mail" arrived at Bremen on 21 November 1858.⁶ The Vanderbilt European Line was liable for the transit fees incurred by this precipitate action of *Ariel's* captain. The amount of \$346.28 was deducted from the U.S. payment to the

1. A Congressional Act of 14 June 1858 formalized the mood of Congress with legislation that "it shall not be lawful for the Postmaster General to make any steamship or other new contract for carrying mails on the sea for a longer period than two years, nor for any other compensation than the sea and inland postage on the mails so transported" (*Annual Report of the Postmaster General* for 1858).

2. *Annual Report of the Postmaster General* for 1857.

3. Vanderbilt European Line steamships employed on the Bremen mail route were *Ariel* (7 R/V), *North Star* (5 R/V), *Northern Light* (2 R/V), and *Vanderbilt* (1 R/V).

4. Copies of documents from the Bremen State Postal Archives have been provided by Wolfgang Diesner, Bremen/Koeln.

5. History of the Bremen State Post, Chapter 22: "Postal Relations with the United States of America," *Geschichte der Bremischen Landespost* by Christian Piefke, 1947, translated by Charles J. Starnes.

6. Bremen State Postal Archives, *loc. cit.*

*Americanische Post
per Dampfschiff "Ariel" über Frankreich,
Belgien und Preußen hier eingegangen
am 21^{ten} November 1858.*

Hannover:

Sortbriefe:

1822 Stück zu mynfaß 2047 frz

Francobriefe:

3269 " zu mynfaß 3522 frz

Summa 5091 Stück zu mynfaß 5569 frz

Bremen:

Sortbriefe:

	1, weitergehend	313 Stück zu mynfaß	356 frz
Darin darunter Poste aufgeben	2, für Bremen, Bremerhaven u. Vegesack	272 " zu mynfaß	328 frz

Francobriefe:

	1, weitergehend	300 " zu mynfaß	330 frz
Darin darunter Poste aufgeben	2, für Bremen Bremerhaven u. Vegesack	254 " zu mynfaß	294 frz

Summa 1139 Stück zu mynfaß 1308 frz

Figure 1. Bremen State Post Office record related to receipt of mail on 21 November 1858 from the steamer *Ariel* by way of France, Belgium, and Prussia. The first vertical column to the left shows the number of pieces of mail while the column to the right shows the number of rates considering the weight.

Vanderbilt European Line of the inland and sea postage for the mails carried on this voyage.⁷ This is the amount that the Bremen Post Office had to pay to Belgium and Prussia and which was debited, subsequently, to the U.S.

From two outstanding collections of Bremen postal history come examples of covers carried on *Ariel's* interrupted voyage. Figure 2 illustrates a letter which originated in Eggertsville, New York, on 26 October 1858, addressed to Unterurbach, Württemberg. The letter was sent unpaid. The New York Exchange Office applied the black circular datestamp "N.YORK U.S.PKT. 14 Oct 30" to show the letter would be included in the Bremen mails

7. National Archives, Washington, D.C. *Postmaster General's Orders ("Journals")*, Record Group 28, Vol 45, p. 241, entry for 29 October 1859 stating "deducting the sum of \$346.28 paid by the Bremen Post Office to Belgium & Prussia for transit postage on mails for Bremen landed at Havre by the 'Ariel' in November 1858."



Figure 2. Unpaid envelope from Eggertsville, N.Y., 26 October 1858 to Württemberg. New York debited Bremen 14 cents in black "N. YORK U.S.PKT.14 Oct 30" datestamp. Bremen marked blue "24/9 Kr.R. AMERICA/UBER/BREMEN." Württemberg marked 33 kruziger postage due in blue pen. (Salm collection).

made up for the 30 October 1858 mail sailing of *Ariel*. The "14" cents expressed in the postmark was the U.S. debit against Bremen for U.S. inland and sea postage on the 22 cent rate to Württemberg by American packet under the 1853 Bremen Treaty. The letter was placed in a closed mail bag which was not opened until it reached Bremen. Here the blue handstamp "24/9 Kr.R. AMERICA/UBER/BREMEN" was applied to the letter showing 24 Rheinisch kruziger was due for transit fees to and through Bremen and 9 kruziger for transit fees to Württemberg by the Thurn & Taxis Posts. This use of blue for this marking is most unusual as, on every other example seen by the author, the color is red. Württemberg restated the total postage due of 33 kruziger in blue ink. Transit markings on the reverse of the cover show the letter passed through Frankfurt on 23 November 1858 and presumably reached its destination very shortly thereafter. The cover shows a manuscript "21 cts" in the upper right corner which was probably put there by the postmaster of Eggertsville to indicate a desire that the letter go by British open mail and an American packet from New York. Since the letter

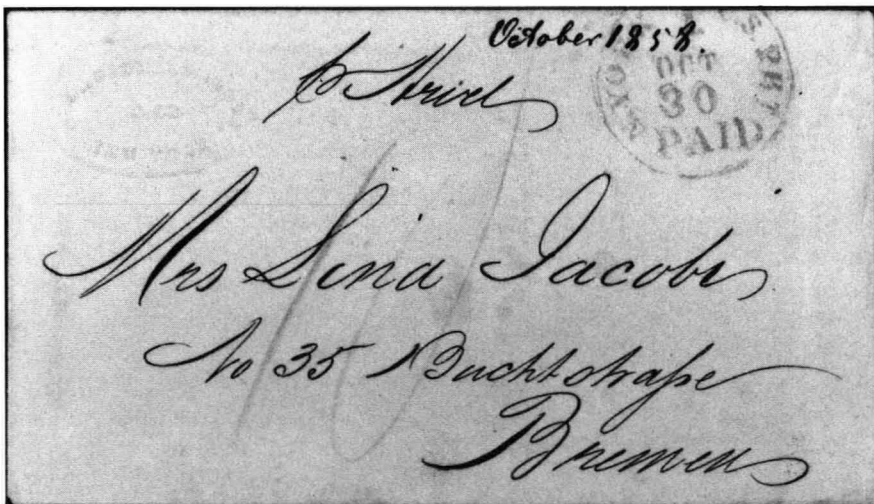


Figure 3. Envelope from New York, 30 October 1858, to Bremen, paid 10 cents in cash. New York credited Bremen 1 cent in red "N.YORK 1 U.S.PKT. PAID Oct 30" datestamp. (Diesner collection).

was unpaid and had no routing instructions written on it, the New York postmaster could put the letter in the next outgoing German mail which happened to be the Vanderbilt steamer for Bremen.

The second cover, Figure 3, shows a fully prepaid letter originating in New York on 30 October 1858 addressed to Bremen. The single, international rate of 10 cents to Bremen under the 1853 Bremen Treaty was prepaid. The New York Exchange Office credited Bremen with 1 cent in the red "N.YORK 1 U.S.PKT.PAID Oct 30" datestamp. The U.S. retained 5 cents inland and 4 cents sea postage on this letter. There are no transit markings on this or the previously described letter showing the landing in France or the passage through Belgium and Prussia because the letters were in closed mail bags. Only knowledge of the events which caused the unusual routing of the Bremen mails on this one voyage separates these two covers from the thousands of others that travelled the more normal route directly to Bremen.



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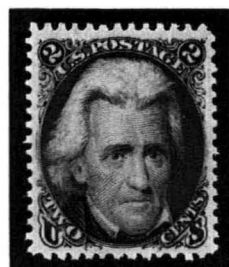
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ANSWER TO PROBLEM COVER IN ISSUE NO. 137



Figure 1a. Cuba to Barcelona, Spain, 1874.

A cover from Cuba to Spain, first shown in the February issue, appears again as Figures 1a and 1b. The promised comments which follow are provided by Dick Winter in collaboration with Charles Starnes.

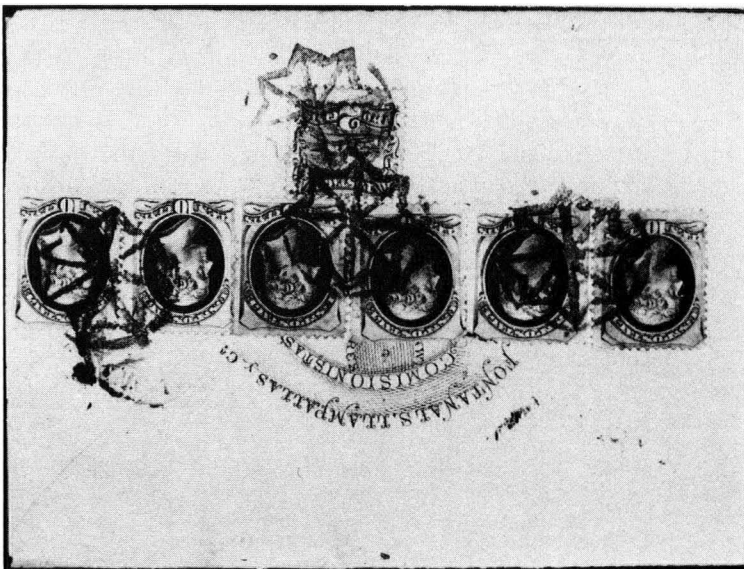


Figure 1b. Reverse of Figure 1a.

The problem cover from Cuba to Barcelona, Spain, (1874) presented in the February 1988 *Chronicle* involves some very difficult rates to understand. This cover is one of a number of covers from the same correspondence, all with mixed franking of U.S. and Cuban stamps applied in Cuba. Charles Starnes and I have carefully examined his photocopy records of a number of the covers from this correspondence and can point out a few facts from this

examination, none of which will permit a complete analysis of this cover, but which may be of interest to the readers. From there I will provide some information on the rates available at the time these letters were posted. We can offer explanations of the routing of the letter and the rates that should have been effective, but will offer no explanation for the payments actually made on these covers.

Starnes's photocopy records, along with the problem cover presented by Scott Gallagher, total seven covers spanning the period November 1874 to July 1875. From Bob Stone we know that more covers from this correspondence exist, but we have not been able to examine them. The letters are all addressed to Senior D. Francisco Quadrado of Barcelona, Spain. Each letter has a manuscript, informational statement on the letter face, probably made by the recipient, which indicates the letter contained a duplicate of earlier correspondence. These manuscript markings are dated and therefore establish the year of each cover even when there are no post office markings that do so. Each cover has a local payment in Cuban stamps of either 50 or 2×50 peseta placing each of the letters in the less than 1 ounce weight category. Four of the letters were sent from New York in the North German Union mails directly to Hamburg or Bremen for transport to Spain. Three letters were sent from New York by British mails via England and France to Spain. It is quite easy to identify the routing of these letters. The letters via Germany all have a large handstamp "Wfr," struck in Germany, for *Weiterfranco* or "paid beyond" Germany. The covers by the route through England and France went in the open mails to London and show London date stamps on the cover face and no "Wfr" marking. One exception is a July 1875 cover via England and France which doesn't show the London date stamp, but we cannot see the markings on the reverse of the cover to confirm it is not there. This cover does not have the "Wfr" marking.

During the period of these covers, there were three treaties through which the mails could have been sent via the U.S. The U.S.-British Treaty provided for mails through the U.S. fully paid to Spain with the British accounting to the U.S. 10 cents per single letter for the transit from Cuba. Since the British were already accounting to the U.S. for 2 cents, the Cuba transit resulted in an 8 cent rate increase. A second operative treaty was the U.S.-North German Union Treaty. This treaty specifically added 7 cents per 15 grams to the international rate for the Cuban transit. Fully paid rates to Spain were included. The last treaty was one under which we have seen no covers. This was the U.S.-Belgian Treaty which specified that 10 cents per 15 grams was to be added to the international rate for the transit from Cuba. Fully paid rates to Spain were also possible. The following table shows the effective rates from Cuba and the credit amounts to be applied at New York:

	British Treaty		NGU Treaty		Belgian Treaty	
	Rate	Credit	Rate	Credit	Rate	Credit
0-10gm	24	12	18	5	24	6
10-15gm	36	24	18	5	30	12
15-20gm	48	24	36	10	48	12
20-30gm	60	36	36	10	54	18
30-40gm	72	36	54	15	72	18
40-45gm	90	54	54	15	78	24

Note: The NGU Treaty table is calculated for the direct rate to Germany and not the closed mail via England rate. One cent per 15 grams should be added to the total rate for the latter case. No change in the credit markings is required. The Belgian Treaty table is calculated for the closed mail via England rate and not the direct rate to Belgium. Two cents per 15 grams should be subtracted from the total rate for the latter case. No change in the credit markings is required.

It would appear that all of the covers from the Quadrado correspondence were overpaid, some considerably. This is not surprising as the rates were quite complex. Since the desired routing or treaty was not specified on the letters, New York would send them by the most expeditious route for which there was sufficient prepayment. The cover in *Chronicle* 137

departed New York on the North German Lloyd steamer *Hohenstaufen* on 21 November 1874 and arrived with the other British mails at Southampton on 3 December 1874. An Inman Line steamer left New York on this same day, but carried no contract mails. London applied the circular PAID datestamp the next day and the circular PD marking. New York had marked "24/2" in red crayon to show a 24 cent credit to G.B. and that the letter was two rates or between 15-30 grams. If this letter weighed 20-30 grams then three rates would apply for calculating the total amount as the French transit charges changed each 7½ grams. The Cubans considered the letter to require two rates also as 100 peseta was prepaid for local fees. One of the two "2" markings in red crayon probably was applied here.

ANSWER TO PROBLEM COVERS IN ISSUE NO. 138



Figure 2. Cover, Helsinki to Minnesota, 1869.

Figure 2 shows a cover from Finland to the U.S. in 1869 with serpentine rouletted adhesives totalling 108 pennia. Several other covers from this same correspondence were in exhibits at FINLANDIA '88, just completed, and an answer came from Christian Sundman, who was President of that splendid international exhibition. Mr. Sundman writes:

The 28 + 80 pen cover is very interesting, and I am glad to be able to inform you of the following:

It was possible to calculate rates to the U.S.A. in different ways, depending on the route.

Figure 3. Registered cover, New York to Viborg, 1891.



As you can see from the cover the letter has been posted in Helsingfors (Helsinki), and it has arrived to the U.S.A. by ship via St. Petersburg and Bremen. That was the cheapest way. 28 pen. was the domestic rate, 80 pen. extra for the foreign rate, 108 pen. in total, for a single weight letter.

It is perhaps of interest to notice that the Russian handstamp is dated in the *Julian* calendar, where the difference to the Gregorian one was 12 days after in the last century, being today 13. The difference is thus growing by 1 day per 100 years.

Sweden-Finland had started to use the Gregorian calendar in 1753 and Finland was able to continue it together with the western world although it was the Grand Duchy of Russia from 1809 to 1917. Russia turned to the Gregorian time just after the revolution in 1918.



Figure 4. Registered cover, Philadelphia to Viborg, 1895.

Figures 3 and 4 show Registered covers between Finland and the U.S.A. We have a good analysis of both from Warren R. Bower, who writes:

Though it was possible then to send a registered letter short paid from the NYC PO, in practice it was seldom done. So I assumed the rate was OK before checking them via P.O. Guide of 1894.

Fig. 3: 5¢ postage and 10¢ for registration is correct. I can't read the cancels well, but it appears that letter was mailed at NYC P.O. Branch "O."

Fig. 4: PO Guide usually lists Finland rates under Russia, so you have to find the Finland-Russia conversion factor. Rates from Russia or Finland to US then were 5¢ (US) for

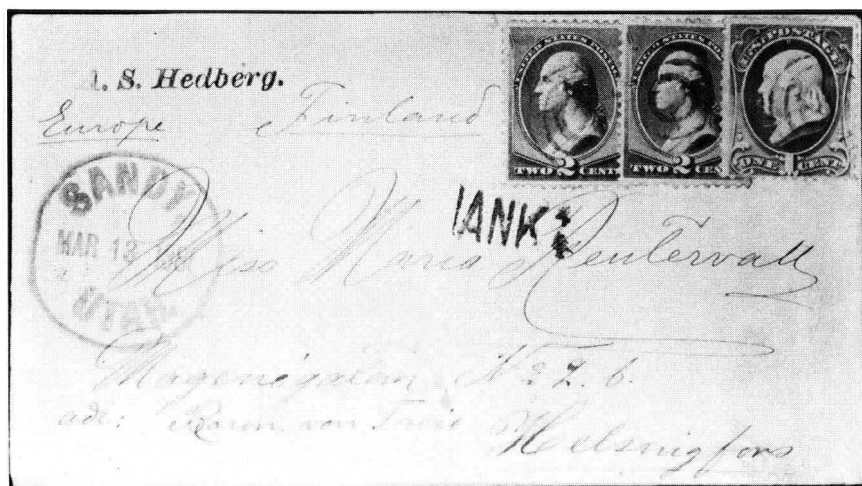


Figure 5. Sandy, Utah, to Helsingfor, 1881.

postage and 5¢ (US) for registration, and the Finland pen rate was 50 pen. = 10¢ (US), so letter was fully paid. (A return Finland receipt would have been another 5¢ (25 pen.) more. 10K (Russia) = 25 pen. = 25 cm = 5¢ (US). So: Fig. 3 & 4 rates fully paid.

Figure 5 shows a cover from Utah to Helsinki and as member Carl F. Braden, Sr., points out, the date cannot be 1881, or else the cover has been faked because the 2¢ stamps were not issued until 1883. A check with the owner of the cover disclosed the year of usage as 1886, based on a N.Y.C. transit marking on the back. The date in the cds wasn't fully struck. Visiting Finland and examining covers at FINLANDIA '88 was instructive, as President Christian Sundman explained that Swedish was, and still is, the other official language of Finland. He said that in the last century more Finnish letters were written in Swedish than in that country's first language. He explains that "ANK" is the abbreviation for the Swedish word "ankommit" and is frequently seen dated as an arrival marking. The English word "incoming" sounds and seems similar.

PROBLEM COVER FOR THIS ISSUE



Figure 6a. Austria to New York in 1851.

Since the last issue, New York dealer John A. Fox has died. I had known him since 1959 and he was a source of interesting covers, some of them controversial. To many, he was the best known for Confederate States of America covers; but he dealt in other items. Figures 6a and 6b show a cover from Fox sent from Austria to the U.S.A. in 1851 and bearing a nicely tied 9 Kreuzer adhesive. The transit markings on the back include Neisse, Breslau and Aachen. Can any reader explain the many markings on the front?

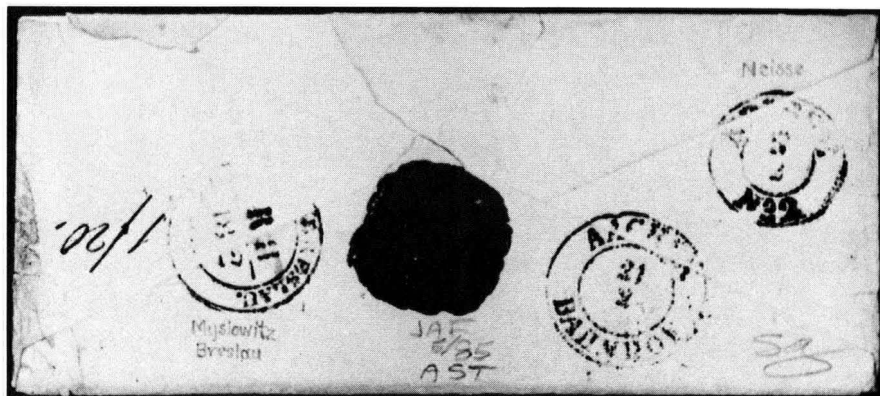


Figure 6b. Reverse of Figure 6a cover.

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Jack E. Molesworth
Duck Stamps (Federal & State)
B. Dumaine
Ed Kettenbrink
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Henry Gobie - Postal Hx
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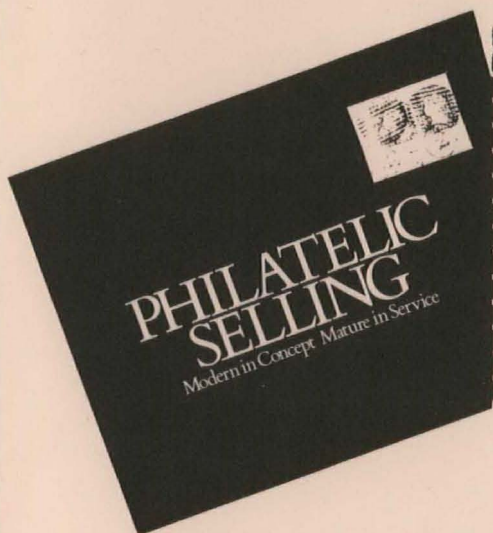
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