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Chronicle
of the U.S. Classic Postal Issues

November 1988

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Whole No. 140

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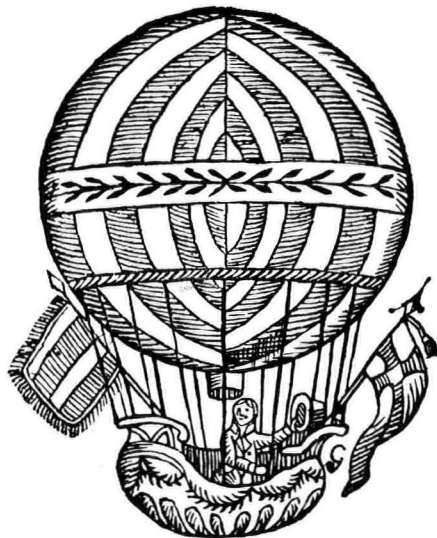
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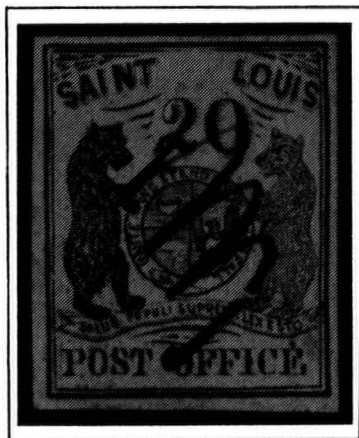
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THE EDITOR'S PAGE

Review: The Postage Stamps & Postal History of Colonial Vancouver Island & British Columbia, 1849-1871. The Gerald Wellburn Collection. Edited by Daniel Eaton and Jack Wallace. Hardbound; 164 10" by 13½" pages, nearly all in color. Published by F.E. Eaton & Sons, 1860 One Bentall Centre, 505 Burrard St., Vancouver, B.C., Canada V7X 3M6. Available at \$195 Can./\$155 U.S. from the publisher and several dealers.

Aside from a brief summary of Vancouver Island/British Columbia history, a sketch of Gerald Wellburn's life and accomplishments, some comments from Mr. Wellburn, and a page describing the editors, this entire book consists of exact size color reproductions of Gerald Wellburn's exhibit pages.

As most readers are aware, Vancouver Island and British Columbia were dependent on U.S. mails for communications with the outside world and the rest of Canada until after their stamps were superseded by those of Canada, and the Canadian transcontinental railroad was completed in 1885. Therefore much of the contents of this book relates to U.S. postal history and concerns covers bearing U.S. stamps. In fact, U.S. stamps were required on mail leaving British Columbia until June 30, 1870.

The discovery of gold on the Fraser River in 1858, and later at Cariboo and other sites, instigated a gold rush that paralleled California's. Wells Fargo had been active in Vancouver Island and British Columbia for many years; they were joined by a large number of other express companies formed to serve the miners, including such famous names as Barnard's, Ballou's, and Dietz & Nelson. The extensive unusual markings and postal practices that resulted are illustrated in colorful express covers, handstamps, and paste-ups.

The collection begins with artifacts associated with the first explorers of the region, such as Simon Fraser, Alexander Mackenzie, and members of the Hudson's Bay Company. The following section on the Gold Rush contains numerous items bearing U.S. stamps, and a variety of fascinating express covers. Next the stamps of British Columbia/Vancouver Island are shown, with examples of postal use, often on cover with U.S. issues, and including rare express covers. The separate issues of Vancouver Island and British Columbia appear next, frequently in combination with U.S. stamps of the 1861-69 issue. Succeeding pages on the overprinted B.C. issues of 1867-71 contain two covers showing the very rare use of the 1869 10¢ from British Columbia. The collection concludes with the admission of British Columbia as a province of Canada in 1871 and the destruction of B.C. stamp remainders.

Mr. Wellburn's exhibit pages are 7½" by 5¼", a fine size to display a single cover. Since they are reproduced two to each book page, over 300 exhibit pages are illustrated. The write-ups are neatly and painstakingly done in pen and ink (some by lamplight). Many pages are decorated with charming original pen drawings of individuals and places associated with the material displayed. Gerald Wellburn has used maps, newspaper clippings and ads, contemporary photographs, and original documents to enhance the exhibit where appropriate. The result is a highly individualized collection where every page evokes the patience and love that have gone into its production.

Those exhibitors who have suffered under the rigid conformity of some judging critiques or pronouncements may be heartened to learn that this collection received the Grand Prix National at Capex 1951 and also at Capex 1987, as well as numerous other awards. Since the collection has recently been dispersed at auction, this volume is your remaining chance to study it and refer to it at leisure. The book is magnificently produced in splendid, faithful color and is indispensable to any serious student of U.S. postal history. It is the best of its kind I have ever seen. Don't be put off by the price — it is a real bargain.

Susan M. McDonald

HENRY G. LAPHAM: UNITED STATES PRIMITIVES EXTRAORDINAIRE

STANLEY M. BIERMAN, M.D.

Ferrary, Worthington, Hind, Green, Caspary, Lilly, and Boker are among the well-known but few select names in a pantheon of collectors of United States Postmaster Provisionals. The name of Henry G. Lapham is less well recognized by most modern day philatelists, notwithstanding the fact that he won a Gold Medal at the 1926 New York International Philatelic Exhibition for his quintessential collection of New York Postmaster Provisionals, and a Grand Award at the 1936 Third International Philatelic Exhibition (TIPEX) for his remarkable collection of U.S. Postmasters' Provisionals. While unattractive in both design and engraving, postmasters' provisional issues hold a special fascination that transcends their undistinguished appearance. A thread common to all parties who desire to possess these so-called "United States primitives" is the requirement of extraordinary wealth and Henry G. Lapham, a successful Boston investment banker, oilman, philanthropist, and sportsman was well endowed to this end. Charles J. Phillips noted that, "after the death of Arthur Hind, Henry Lapham ranked as the third greatest stamp collector in the United States" (behind Caspary and Gibson).¹

Henry G. Lapham was born in Brooklyn in 1874 to John and Mary Elizabeth Walker Lapham. His father was a New York leather merchant and tanner, and owner of a firm which had been established by his grandfather and namesake, Henry George Lapham. With the assistance of his brother, Lewis Henry Lapham, John Lapham merged several small companies and helped create the Central Leather Co. of Pennsylvania. Lapham's parents moved to Boston, and from this base their fortune grew and the family prospered. In time the Lapham financial empire extended from involvement with the American-Hawaiian Steamship Co. to ownership in Texas and California oil fields. The family's financial base was rooted in the Texas Corporation of which his father and uncle were early directors. The Texas Corporation, forerunner of the modern day Texaco, was founded in 1902 by Joseph Cullinan and Arnold Schlaet.²

Henry G. Lapham graduated from Yale in 1897 where he was an outstanding scholar and developed a keen affection for all aspects of sports and athletics; in 1917 he contributed \$350,000 to erect an athletic clubhouse at his Alma Mater, which acknowledged his beneficence by naming the structure after him. Shortly after his graduation from college, Lapham married Rebecca Lounsbery of New York from which union two children were born: Raymond W. Lapham of Brookline, and a daughter Mrs. Charles Honeywell of Honolulu.³

Lapham's business affiliations were broad and included directorates in the Ventura Consolidated Oil Fields, Essex Aniline Works, Inc., National Rockland Bank of Boston, Pollack Pen Co., Petroleum Heat and Power Company, Commonwealth Trust Co., and American-Hawaiian Steamship Company. In 1933 Lapham was involved in a legal scandal when the Texas Corporation was sued by eight independent oil companies on monopolistic charges of cutting retail gasoline prices and conspiring to put them out of business.⁴ Oil at that time was selling for 10 cents a barrel in comparison to today's price of \$15 per barrel. Lapham was forced to resign in September 1933 as executive director of the Texas Corporation in the aftermath of the legal battle that ensued. Thereafter he entered investment banking in Boston

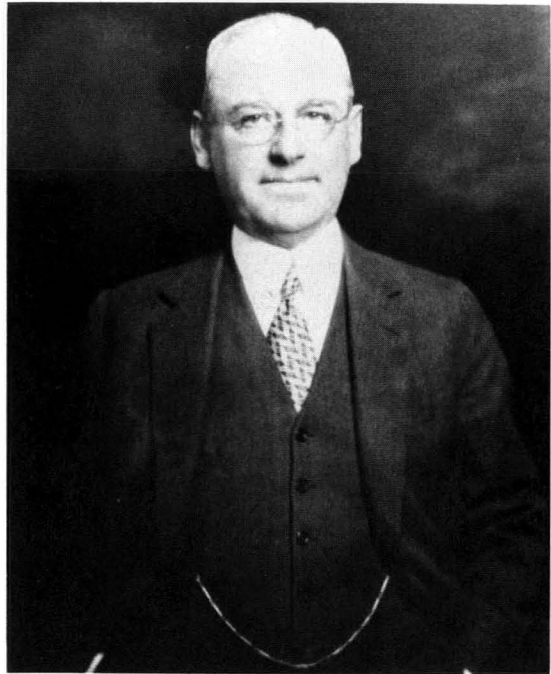
1. Charles J. Phillips, "Death of H.G. Lapham," *Stamps* 30:9 (Jan 6) 1940.

2. Marquis James, *The Texas Story, The First Fifty Years 1902-1952*, Texas Co., 1953.

3. Phillips, *loc. cit.*

4. Anon., "Lapham," *New York Times*, Jan. 15, II, 14:8, 1933.

Henry G. Lapham



and was head of Lapham, Davis & Bianchi, a Federal Street banking firm, as well as treasurer and director of B.A. Corbin & Sons and vice president of the Franklin Shoe Co.

In 1917, Lapham and Henry G. Powning acquired B.A. Corbin, a shoe manufacturing firm, and the partners foreclosed and later re-incorporated with the Koehler Manufacturing Co., producers of miner's safety lamps.

Throughout his busy and eventful life Lapham took a keen interest in all forms of athletics, and was himself an avid sportsman belonging to no fewer than 36 different clubs. He was elected President of the Boston Athletic Association in 1920 and two years later was appointed a member of the American Olympics Association. Later in life he helped develop and became President of the Boston Gardens Arena Corporation. He was President of the International Billiards Association and Director of the Boys Club of Boston where he anonymously established scholarships for deserving young men.

Henry G. Lapham's involvement in stamp collecting can be circuitously traced by reconstructing transfer of philatelic properties known to be in the possession of certain parties. Philip Ward's column "Chronicle of New Issues" appearing in the January 15, 1921, issue of *Mekeel's Weekly Stamp News* refers to a wonderful assemblage of postmasters' provisionals belonging to an unnamed client (Henry Gibson) in which were to be found two Alexandrias on cover including a unique [*sic*] blue paper copy, a ten cent Baltimore, unique pair of five cent Baltimores on cover, a Millbury, two Brattleboros, one of which was mint and the other on cover, reconstructed sheets of the three states of the plate of the St. Louis Bears (ex-Deats), three copies of the Providence PMP on cover, scores of New York PMPs including a reconstructed plate composed entirely of horizontal and vertical pairs. It is clear that Gibson did not keep this incredible collection of postmasters' provisionals and sold most of these rarities in early 1922 by private treaty through the Boston stamp dealer Warren Colson to Arthur Hind, Alfred Caspary, and Henry Lapham.⁵ The sale and transfer of property took place prior to the third Ferrary auction of U.S. material which suggests that these two parties (Gibson and Ferrary) controlled the bulk of the world's postmasters'

5. Fred J. Melville, "Ferrary and His Wonderful Stamps," *The Stamp Lover* XV: 61-66 (September) 1922.

provisional rarities. Philip Ward claimed that Arthur Hind had the pick of the Gibson Collection of Baltimore issues and acquired the buff Alexandria cover while passing up the Blue Boy which was to go into the Caspary Collection.⁶ While comparisons of quality and desirability for rarities amongst postmasters' provisionals may be odious, it appears that the finest of the Gibson PMPs went to Henry Lapham who acquired the reconstructed plates of St. Louis Bears (ex-Deats), numerous New York PMPs, and pair of five cent Baltimores on cover along with additional rarities (to be described).

At the third Ferrary sale of April 5-7, 1922, Warren Colson acted as agent for both Henry Lapham and Alfred Caspary. In competition with Arthur Hind who was represented by Hugo Griebert, the two dealers divided most of the postmaster rarities between themselves for their clients. The Boston dealer purchased for Lapham the Ferrary Alexandria cut square on buff (lot 536), Annapolis cover (lot 539), Brattleboros (lots 557-559), unique mint Millbury cut square (lot 563), and many of the St. Louis Bears (lots 521-535). One wonders whether Lapham had "deeper pockets" than Caspary at this time. In later years Caspary was to recapture by private treaty many postmaster gems lost to his friendly competitor in the Ferrary sale.

When the Leon Adutt Collection came to market in October 1922 it is believed that Lapham was a major buyer of the New York PMPs. Adutt was a prominent British collector from Margate and President of the Thanet Philatelic Society. He assembled an exceptional collection of U.S. and C.S.A. contained in 13 large albums and estimated to be worth \$30,000.⁷ Additional New York PMP material is known to have come to Lapham through the 1924 Nicholas Waterhouse sale by Puttick & Simpson held in London, where Edward Stern of the Economist Stamp Co. was the major buyer of 31 lots of New Yorks.⁸ Included in the Waterhouse sale was a complete reconstructed plate of 40 NYPMPs which sold for 350 pounds sterling and was to go to its new American owner. Prior to that time John Luff and O.S. Hart had pioneered the plating of the New York stamp. With material belonging to Hiram Deats at their disposal, they erroneously reached the conclusion that the plate consisted of five vertical rows of ten. It remained for A. Hatfield to demonstrate in 1921 that the plate consisted of five vertical rows of eight. He accomplished this task by employing the collections of Henry Needham, Senator Ernest Ackerman and Alfred Caspary which were at his disposal.⁹ A. Nicholas Reggio, Lapham's philatelic secretary, also proved and confirmed the forty plate positions of the New York Postmaster Provisionals.

The origin of the stamps in the Lapham's reconstructed Brattleboro plate can be traced, in part, to E. Harrison Sanford, a New York collector who in the 1880s succeeded in acquiring six copies of the rare postmaster provisional.¹⁰ It is not known in what year Lapham acquired or completed his unique reconstructed plate of Brattleboros but Warren Colson did make the separate stamp acquisitions and left it for Reggio to prove the positions.¹¹ The accuracy of Reggio's plating was subsequently challenged. This fabulous Brattleboro plate first appeared at auction in the 1966 Siegel Rarities of the World sale where it realized \$32,500, and last was offered at the 1986 Siegel Rarities where in combination with the "Mystery" Position 11 it was sold for \$57,500 plus commission.

6. Philip Ward, "The Ferrari of America," *Mekeel's Weekly Stamp News* XXXVI: 469-470 (Sept. 30) 1922.

7. Douglas Armstrong, "The 'Adutt' Collection of U.S.," *Mekeel's Weekly Stamp News* XXXVI:486 (Oct. 7) 1922.

8. Philip Ward, "To London and Waterhouse Sale," *Mekeel's Weekly Stamp News* XXXVIII:617 (Dec. 1) 1924.

9. A. Hatfield, Jr., *The New York Postmaster's Stamp*, Scott Stamp & Coin, New York, 1921.

10. Edward Knapp, "Stamp Collecting and Collectors, Years Ago and Today," *Mekeel's Weekly Stamp News* XXXVII:311-13 (June 16) 1923.

11. Elliott Perry, "Brattleboro's Mystery Stamp," *American Philatelic Congress* 15:18-29, 1949.

One of Lapham's most important and ambitious acquisitions came through the purchase of the G.W. Armitage Collection of United States for \$100,000¹² which had been acquired by Frank Godden, a London stamp dealer, some time in 1930.¹³ The collection had won the Grand Gold Medal at the 1923 London International Exhibition and the Tilleard Medal from the Royal Philatelic Society. Little was described about the collection in the 1923 London International Exhibition catalogue aside from its concentration on U.S. classic stamps of the 1847-1860 period. Godden's 1930 announcement in the pages of *Stamp Lovers* proclaimed the Armitage Collection to be the finest in all Europe.

One of the gems of the collection was a cover bearing a 90¢ U.S. 1860, 30¢ U.S. 1860 and 12¢ U.S. 1857, tied with a New York red grid cancellation, addressed to Calcutta, India. The 90¢ U.S. 1860 "Armitage" cover was acquired by Warren Colson who received a Philatelic Foundation certificate prior to sale to Lapham. Stanley Ashbrook challenged the \$1.32 rate to India in his *Special Service* believing a 42¢ carriage appropriate. Ashbrook claimed that the cover was manufactured by removing the 12¢ issue, which was repositioned in the lower left corner, and a 90¢ U.S. applied in its place. Also included in the Armitage Collection was a block of thirty 3¢ U.S. 1857 issues and a unique block of six New York postmaster provisionals on cover that added to Lapham's already superb collection. This particular cover, which is pictured in Philip Wall's series on New York postmasters in the August 1981 issue of the *Chronicle*, has not resurfaced since Lapham's death. Armitage had been an important buyer at the 1924 Waterhouse sale.

Lapham showed his specialized collection of New York Postmaster Provisionals at the 1926 New York International Philatelic Exhibition where he won a large gold medal for his entry. Lapham's collection of NYPMPs was the largest and finest ever assembled to that time. He possessed at least 700 examples of the stamp including a half dozen examples of the rare "R.H.M." signature. Among the items displayed were a complete plate in single specimens exhibiting the 40 plate positions, and a reconstructed plate with vertical and horizontal pairs. The collection was mounted on 125 Oriel album pages of which only half were shown in the frames. This observation is difficult to reconcile with the fact that Lapham showed in two frames.

It is not clear why Lapham did not enter his entire postmasters' provisionals in the 1926 New York International Philatelic Exhibition given that his splendid collection was complete, less only the Alexandria Blue Boy, Boscawen, and Lockport. Alfred Caspary showed in the postmasters division of the 1926 Exhibition in one frame displaying the Alexandria Blue Boy along with a ten cent Baltimore, a Millbury, Brattleboro, and cut square New Haven; Hon. J. S. Frelinghuysen entered a modest postmaster collection of NYPMPs and Baltimores, and Warren Colson displayed (though not in competition) examples of Brattleboros, Millbury, New Haven, St. Louis Bears, and also the unique block of 20 of the one cent 1901 Pan American invert.

Henry Lapham did finally show his collection of postmasters' provisionals for Boston Night presentation which was held on April 4, 1928, at the Collectors Club of New York.¹⁴ Included in the exhibit were the following items: (1) an unused copy of the Alexandria PMP on buff with 40 stars and a used copy on cover with 39 stars; (2) an Annapolis cover stamped on back in red; (3) 14 examples of Baltimore five cent PMPs all on covers including six on blue paper, six on white and the unique pair; (4) a ten cent Baltimore issue on white and the other on bluish paper (ex-Duveen); (5) the unique reconstructed plate of the ten [sic] varieties of Brattleboro PMPs including one with the engraver's imprint; (6) a superb unused copy of the Millbury PMP with full gum and a used copy on cover; (7) New Haven envelope blue on

12. Charles J. Phillips, "Frank Godden," *Stamps* 15:189 (May 9) 1936.

13. Announcement, *Stamp Lovers* XXIII:23 (June) 1930.

14. Anon., "Boston Night, April 4, 1928," *Collectors Club Philatelist* VII:190-191 (July) 1928.

buff and red on white; (8) three plate reconstructions of the St. Louis Bears (ex-Deats and ex-Ayers) consisting of the printing on greenish paper, second state on gray lilac, and final state after the two 20¢ were erased and replaced, being plated on rare pelure paper; (9) seven examples of reconstructed plates of New York PMPs including exclusive red cancellations, another of mixed cancellations, another mostly consisting of unused examples, and a plate made from overlapping pairs. Included was the unique block of six on cover and eleven copies with the "R.H.M." signature.

Altogether Lapham displayed 850 copies of New York postmaster provisionals. There is no indication that he showed a Providence R.I. postmaster cover, and it is a curious observation that Lapham rejected a 1927 offer by Daniel F. Kelleher of the Clapp Find of Providence covers, which were subsequently to go to A.B. Slater (as noted in *The Stamps of the Providence, R.I. Postmaster 1846-1847*, p. 66). He did finally acquire a name-erased Providence cover that had circuitious philatelic provenance from F.W. Hunter (1900) to Dr. William C. Bowers to Hiram Deats to Dr. Carroll Chase to Henry C. Gibson to Warren Colson, thence to Lapham, and recently to appear in the John D. Pope III sale (John Fox 1984). Lapham also showed an interesting collection of British Guiana to the appreciative crowd that met that memorable night at the Collectors Club of New York. The following year his magnificent German States were shown at a Collectors Club of New York meeting.

Lapham's interests extended beyond collecting U.S. and he sent his philatelic secretary, A. Nicholas Reggio, to exhibit his collection of Tasmania and New Zealand at the Collectors Club of New York show in February 1930. This Australian collection had been purchased from Dudley L. Pickman through Warren Colson and included Sydney Views and plated Laureated Heads. Perhaps Lapham's most outstanding foreign collection was his Spanish stamps on cover which received honors at the August 1930 American Philatelic Association convention held that year in Boston.

Given the vastness and dimensions of Henry Lapham's Collection of Postmasters' Provisionals, it is curious that he did not acquire the few missing pieces (Lockport and Boscawen) when the Arthur Hind Collection was offered by Charles J. Phillips on November 20-24, 1933. Hind's Boscawen with catalogue estimates of \$15,000 went for a modest \$5,000 to Frank Marquis; the cover was subsequently sold at Hugh Barr sale #37 of February 6, 1937, to Roy Fitzgerald of Dayton, Ohio, for \$5,100. Warren Colson's personal auction catalogue of the Hind U.S. sale (courtesy of Philip Wall) is present in the Bierman Philatelic Library along with Colson's bid sheets for four parties which are initialed as "RCB" (Roscoe C. Burleigh), "HMS" (Hugh M. Southgate), "JWD" and "BOO." Colson did acquire the Alexandria black on buff envelope @\$4,000, Annapolis envelope @\$2,600, ten cent Baltimore on bluish @\$10,500, New Haven envelope @\$2,250 and unique Lockport for \$2,500. These select items were to subsequently appear in the Caspary Collection despite the fact that Colson's own bid sheet did not include an initial for "AHC." Given Lapham's obvious desire for completeness in the area of postmasters' provisionals, it must be presumed that he and Colson were not on good terms, otherwise it would seem reasonable that the elusive rarities (Lockport and Boscawen) would have been acquired at the Hind sale. Notwithstanding the presumed dubious authenticity of the Boscawen, this is not an unreasonable conclusion given Colson's fiery temper and penchant for controversy.

It was at the 1936 TIPEX that Henry G. Lapham reached his philatelic zenith winning the Grand Award of the Exhibition, albeit his collection was entered in the name of his son Raymond W. Lapham. Shown in five frames, the collection was described in the philatelic press as containing all examples of postmasters' provisional stamps as previously displayed at the 1928 Collectors Club.¹⁵ Unbowed by his apparent disaffection by Lapham, Warren

15. Philip Ward, "The U.S. Exhibits at TIPEX (continued)," *Mekeel's Weekly Stamp News* L:298 (June 6) 1936.

Colson was quoted in the contemporary press as saying, "The most important deduction to be drawn from the Third International Philatelic Exhibition recently held in New York is the position given by the jury to the most interesting of all phases of stamp collecting — the Postmasters' Issues of the United States. These are our primitives and when a jury composed of non-dealers and headed by the foremost philatelist of the old world — Sir John Wilson, President of the Royal Society, London — places the highest possible award of the entire show on the Lapham Collection of U.S. Postmasters' Stamps, it leaves nothing further to be said. Those who have studied and understood the stamps of this fascinating period feel the jury honored its own wisdom in making this decision even more than the stamps themselves, as this is a collection beyond reproach and magnificent in every way."¹⁶

Lapham's 19th century United States (ex-Armitage) was described only briefly as containing an immaculate complete set of August 1861 issues, and an irregular unused block of the 1¢ U.S. 1851, including a type I 7RIe. Lapham's U.S. general issues collection was shown by Reggio on October 6, 1937, at the Collectors Club of New York and was highlighted by used and unused blocks of four of the 5¢ U.S. 1847, a corner block of six of type II 1¢ U.S. 1851 (which Lapham had exchanged with Caspary), blocks of all the U.S. 1857-1860 issues, the first and second printings of U.S. 1861, as well as most of the U.S. 1869 pictorial issues in blocks and strips.¹⁷ Lapham's reconstructed plate of Brattleboro stamps which was then in the possession of his son Raymond, was displayed by A. Nicholas Reggio at the September 16, 1938, Brattleboro Stamp Exhibition. The complex and confusing matters relating to the plating positions of the Brattleboro stamp in the Colson-Lapham reconstruction, are covered in exhaustive detail in Calvet Hahn's authoritative review on the subject.¹⁸

Henry G. Lapham died on December 13, 1939, at age 65 in Brookline, Mass., following a long illness. His stamp collection was acquired in greater part by his son, but little philatelic information of consequence was ever written about Raymond Lapham, who died on July 11, 1976, in Scarborough, Maine. The Philatelic Foundation is believed to have a letter from Stanley Ashbrook in which Raymond Lapham claims that upon his death his collection would never be sold, given the family's controlling interest in Texas Gulf Sulfur which was worth \$100,000,000.¹⁹ However in personal communication with Henry G. Lapham II of Manchester, Mass., that grandson has said he is unaware of any remaining portions of the stamp collection. Most of Henry G. Lapham's postmaster's provisionals were to find their way by private treaty into the Alfred Caspary and Josiah K. Lilly collections. Lapham's reconstructed plate of unused New York postmaster provisional (ex-Gibson), believed the finest extant, was acquired by John Boker, and after minor modification of some plate positions appeared at the October 6, 1987, Christie's Robson Lowe sale. As noted previously, Lapham's Brattleboro plate was first offered at the 1966 Siegel Rarities. In personal communication Ezra Cole, Robert Siegel, Bernard Harmer, and Raymond Weill, all denied knowledge as to the means whereby components of the Lapham collection entered into the philatelic mainstream. It is believed that John Boker acquired most of Lapham's postmaster's provisionals and much of his U.S. material by private treaty.

The author wishes to acknowledge the help of Stafford Archer, Historian of Texaco, Inc., and Judith Ann Schiff of the Yale University Library.

16. George Sloane, "The Lapham Postmasters' Stamps," *Stamps* 15-437 (June 13) 1936.

17. Charles Phillips, "Evening at the Collectors Club," *Collectors Club Philatelist* XVII: 68-69 (Jan.) 1938.

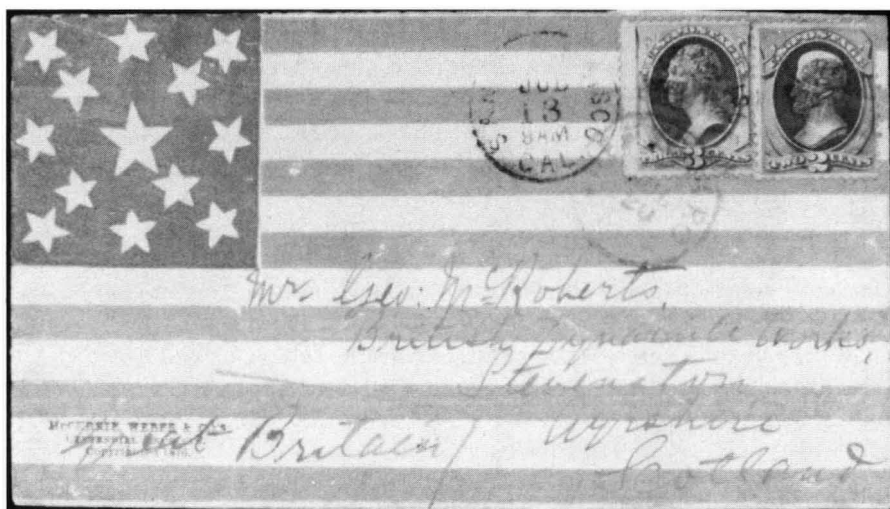
18. Calvet Hahn, "The Plating of the Brattleboro," *Collectors Club Philatelist* 67: 17-24, 85-108, 1988.

19. Philip Wall, personal communication, January 1988.

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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* 139:157)

PACKET RATES TO WEST INDIES, NORTH AND CENTRAL AMERICA

- Jul 1812 GPO Notice No. 1 "On Packet and Ship letter rates. To all Postmasters." From Falmouth to the West Indies and America, 1/3d. "On letters sent to Falmouth postmasters are to add to the packet rates a sum 1d less than the new inland rates from their offices to Falmouth, viz from York to Falmouth is now 1/2d, therefore a letter from York to Malta (packet rate 2/3d) is 1/1d plus 2/3d, in all 3/4d." PP mandatory except for the West Indies. Note: it is not known what Act authorised this reduction of inland rates by 1d, but it was probably 52 Geo III C 88, an extract only of this Act having been seen by the author.
- Jan 1813 POD. To America & the W Indies from: London 2/2d, Fal 1/1d, PP except to the W Indies. Note: the 2/2d rate from London accords with the GPO Notice above, the 1/1d rate from Falmouth does not. Since the inland rate from London to Falmouth was 1/- it would seem that the *correct* rates should have been: Falmouth to America, 1/3d as per GPO Notice No 1 above; London to America 2/2d, being 1/3d + 1/-, abated by the 1d set out in the GPO Notice, giving 2/2 in all. The 1/1d rate from Falmouth may thus have been an error.



- 11.3.1813 GPON. "HM pkts having ceased to go to NY you are to cease receiving letters with pkt postage to the USA. Only ship letter bags may occasionally be sent."
- Jan 1814 POD. To America & the W Indies from: London 2/2d; Fal 1/1d, PP. Note: again the 1/1d rate from Falmouth is not in accord with known Acts; however, as it appears in the official *Post Office Directory* it was probably the rate charged, whether authorised or not.
- 1.2.1815 US Act dated 23 Dec 1814 (After M.C. Blake & L.L. Downing). US inland rates changed to: 0-40 miles, 12¢; 40-90 miles, 15¢; 90-150 miles, 18¾¢; 150-300 miles, 25½¢; 300-500 miles, 30¢; 500 miles & over, 37½¢.
- 1816 POD. To America or the W Indies from: London, 2/2d; Falmouth, 1/3d. Note the abatement of 1d on the London-Falmouth inland rate of 1/-, and the 1/3d rate from Falmouth.
- 31.3.1816 US Act dated 1 Feb 1816 (after M.C. Blake & L.L. Downing). US inland rates reverted to those in force on 2 Mar 1799.

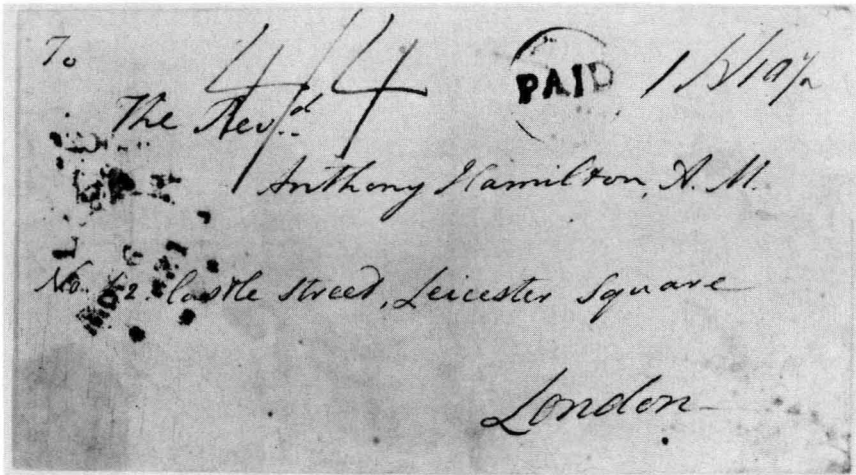


Figure 21. Fredericton, N.B., 26 September 1821 to London. Paid 1N10½ cy. at double inland rate to Halifax. Rated 4/4 due as double packet letter.

- 1.5.1816 US Act dated 9 Apr 1816 (after M.C. Blake & L.L. Downing). US inland rates changed to: 0-30 miles, 6¢; 30-80 miles, 10¢; 80-150 miles, 12½¢; 150-400 miles, 18½¢; over 400 miles, 25¢.
- Jan 1817 GPON to all Postmasters. Falmouth to America and the W Indies, 1/3d + UK inland to Fal abated by 1d. PPV to W Indies and British America, otherwise PP. Note: this made the rate from London 2/2d, *i.e.*, the same as in the July 1812 GPO Notice.
- 3.3.1825 US Act dated 3 Mar 1825 (after M.C. Blake & L.L. Downing). US inland rates changed to: 0-30 miles, 6¢; 30-80 miles, 10¢; 80-150 miles, 12½¢; 150-400 miles, 18¾¢; over 400 miles, 25¢. These US inland rates were in force until 30 Jun 1845.
- 22.6.1825 6 Geo IV c 44. Packet postage to or from Colombia and Mexico to or from Falmouth, 2/1d. Note: at this time Mexico included Cuba, so Falmouth to Cuba became 2/1d, London to Cuba became 3/-.

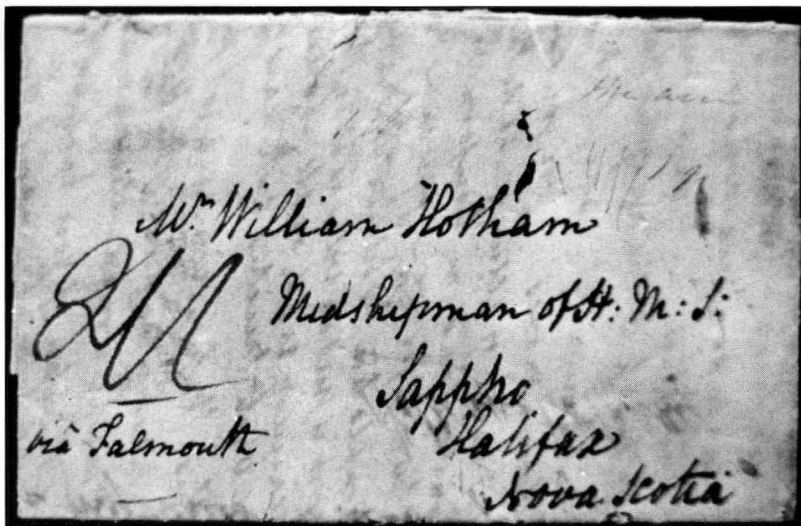


Figure 22. Bath to Halifax "via Falmouth," 1 January 1825. Rated 2/1 in black: 1/3 packet and 10d inland Bath to Falmouth (120-170 m.).

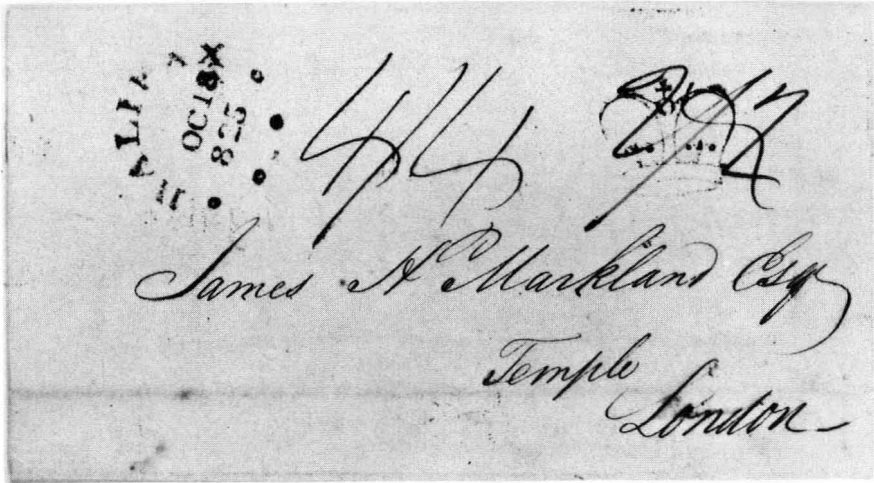


Figure 23. Halifax to London 18 October 1825. Unpaid, 2/2 rate (single) deleted by crown handstamp. Rerated 4/4 as double. By *Sphynx* from Halifax 19 October, arrived Falmouth 8 November.

21.3.1827 7/8 Geo IV c 6. Falmouth to: St Domingo 1/3d, Cuba 2/1d. Must be PP.

1828 POD. London to: America, Saint Domingo, W India Islands, 2/2d; Cuba 3/-. (Note: Cuba & Saint Domingo rates accord with 7/8 Geo III c 6 + 1/- inland from London abated by 1d).

1830 POD. As POD for 1828 but Honduras & Tampico added at 3/-.

1834 POD. London to Haiti, 2/2d.

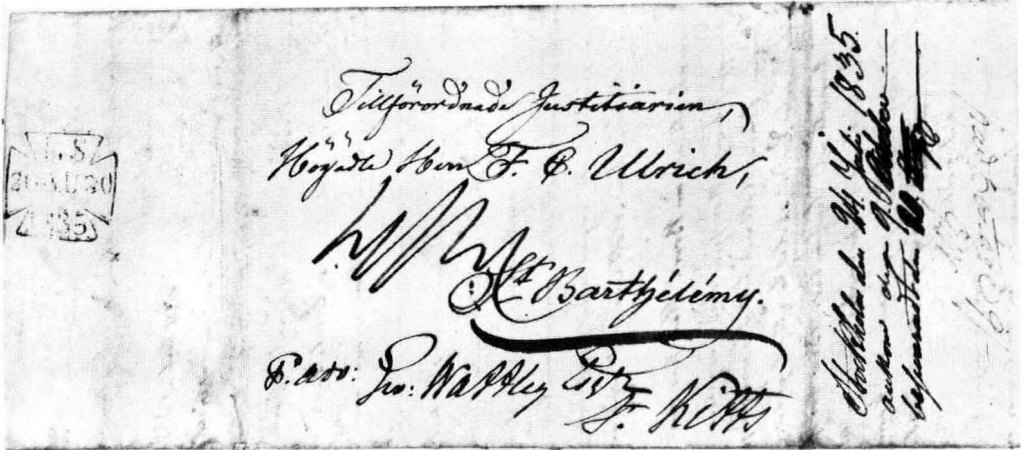


Figure 24. London to St. Barts, 30 August 1835. Outside mails from Sweden and mailed at London. Rated 4/4 as double. In care of agent at St. Kitts for forwarding to St. Barts at extra charge.

1836 POD. London to W India Islands, British America, and the USA, 2/2d.

1837 POD. London to: North America, viz: Quebec, Montreal, all parts of Canada, Halifax, Nova Scotia, Prince Edward's Isle, New Brunswick, Bermuda, Newfoundland, † New York † and the USA, † 2/2d. London to the West Indies, including: Jamaica, Barbados, New Providence, Turk's Island, Bahamas, Antigua, Barbice, Cariacou, Demerara, Dominica, Grenada, St Lucia, Montserrat, Nevis, St Vincents, St Kitts, Tobago, Tortola, Guadaloupe, Martinique, St Thomas, † Curacao, † Surinam, † St Martins, † St Croix, † 2/2d. PP optional except those marked †.

1.8.1837 1 Vic c 34 dated 12 Jul 1837. Between any UK port and any port in: Cuba, Columbia, or Mexico, 2/1d; Saint Domingo, 1/3d. Between Falmouth and any port in the British Dominions in N America or the W Indies (except Cuba or Saint Domingo), 1/3d, plus UK inland abated by 1d. This important Act does not mention the USA.

1838 POD. As POD for 1837, including the USA.

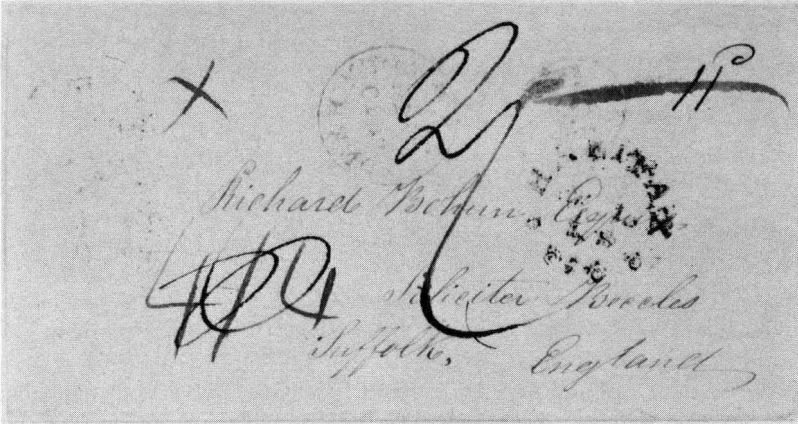


Figure 25. Fredericton, N.B., 10 Apr 39, paid 11d (single) to Halifax where rated 4/4 double. P.O. instruction of 21 Mar not yet received at Halifax. At London rated 2/- due.

21.3.39 P.O. instruction: "the Postage on Letters to and from *North America*, conveyed by Her Majesty's Packets, having been reduced to the uniform Rate of 1s. Single, 2s. Double, and so on in proportion, you will in future charge that Rate upon such Letters, without adding any charge for Inland Postage. Letters for *Nova Scotia*, *New Brunswick* and the *Canadas*, may be forwarded as heretofore, without the previous Payment of Postage." (*Packet minute books*, quoted in Jephcott, Greene & Young, *P.H. of Nova Scotia & New Brunswick*, and Staff, *Transatlantic Mail*).

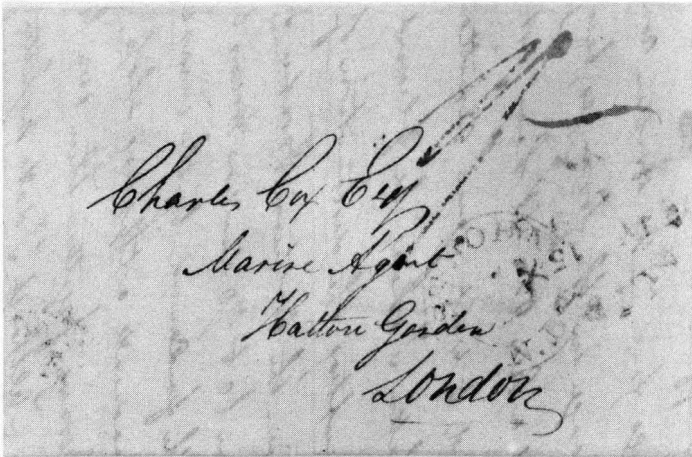


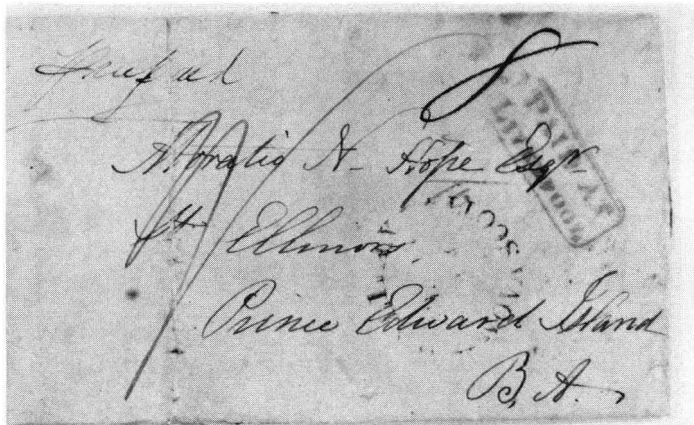
Figure 26. St. John, N.B., 9 Jul 39, rated 1/- due. P.O. instruction 21.3.39 widely and willfully misconstrued to include col. inland, as here.

5.12.1839 Treasury Warrant dated 22 Nov 1839. Between any place in the UK and any British Dominion or Colony (except the Cape of Good Hope, the Mauritius, Ceylon, and the East Indies) one rate of postage of 1/- per ½ oz. Note that this TW abolished UK inland postage for these letters; it specifically did not abolish inland postage on "Foreign" letters, which included the USA.

Jan 1840 POD. From anywhere in UK to: Quebec, Montreal, Canada, Halifax, Nova Scotia, PEI, New Brunswick, Newfoundland, New York,† USA,† Jamaica,

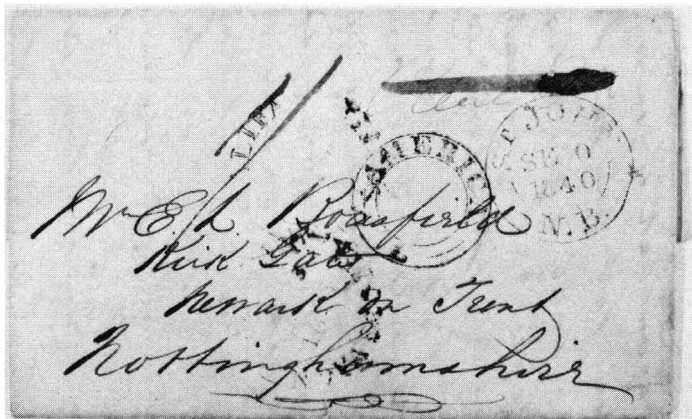
Barbados, New Providence, Turks Island, Bahamas, Antigua, Berbice, Carriacou, Demerara, Dominica, Grenada, St Lucia, Montserrat, Nevis, St Vincent, St Kitts, Tobago, Tortola: 1/- pr ½ oz; to Guadeloupe, Martinique, † St Thomas, † Curacao, Surinam, † St Martins, † St Croix, † 2/2d. From London (Falmouth in brackets) to: Hayti 2/3d (1/3d) PP; Havannah 3/1d (2/1d) PP. London to: Cuba 3/1d; St Domingo 2/3d. † must be PP.

Figure 27. Liverpool, 3 Jul 40, to Prince Edward I. Carried on inaugural trip of Cunard contract service. Paid 1/- (pkt. and Br. inland). Treasury minute 6 Jul not eff. till 4 Sep, hence rated 8d cy. due Halifax to P.E.I.



- 1.9.1840 3/4 Vic c 96. Between any place in the UK and any port in HM Colonies, a uniform rate of 1/-; between any of HM Colonies through the UK, a uniform rate of 2/-. Between any place in the UK and the USA a uniform rate of 1/-. Between a port in the UK and: any port in Cuba, 2/1d; any port in St Domingo, Martinique, Guadeloupe, St Thomas, St Martins, St Croix, or any other foreign island in the W Indies between which no other rate is herein authorised, a Br rate of 1/3d plus 2d UK inland for any distance conveyed within the UK. The Act also allowed the Treasury to set rates of postage by Treasury Warrant (TW), published in the *London Gazette*, provided such warrants were laid before Parliament within 14 days or, if not sitting, within 14 days of reassembling.
- 2.9.1840 TW. Between the W Indies and the following places, via the UK but not passing through London, the following Br rates which must be paid before the letter can leave the UK: to Spain, 3/5d; Portugal, 2/10d; Brazil, 3/10d; Buenos Ayres, Chili, Peru, 3/8d; Mexico, Colombia, Cuba, 3/4d; St Domingo, 2/6d.

Figure 28. St. John, N.B., 30 Sep 40. "Paid 2½" (col. inland, 2d stg., 2½d cy.) to Halifax. Rated 1/- due for pkt. and Br. inland, per Treasury minute eff. 4 Sep.



- 4.9.1840 Treasury Letter Book Minute dated 6 July, effective 4 Sep. To Br N America 1/2d PD (except Halifax, 1/- PD). (Not seen by author — from Jephcott, Greene, & Young's *PH of Nova Scotia & New Brunswick*).

(To be continued)



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J.C. ARNELL

7. Closed Bag Transit of British North American Packet Mails

Following the passage of the U.S. Post Office Act of 1792, which established the inland postage rates in decimal currency and therefore stabilized them, Timothy Pickering, the U.S. Postmaster General, signed a Postal Convention with Hugh Finlay, his Province of Canada counterpart. This convention is particularly historic, as it was the first, and only, international postal agreement that the U.S.P.O. had for the next fifty years. It provided for the collection of unpaid U.S. postage in Canada, and established the principle of allowing unopened bags of British packet mail to transit the country on the basis of a certified Letter Bill.

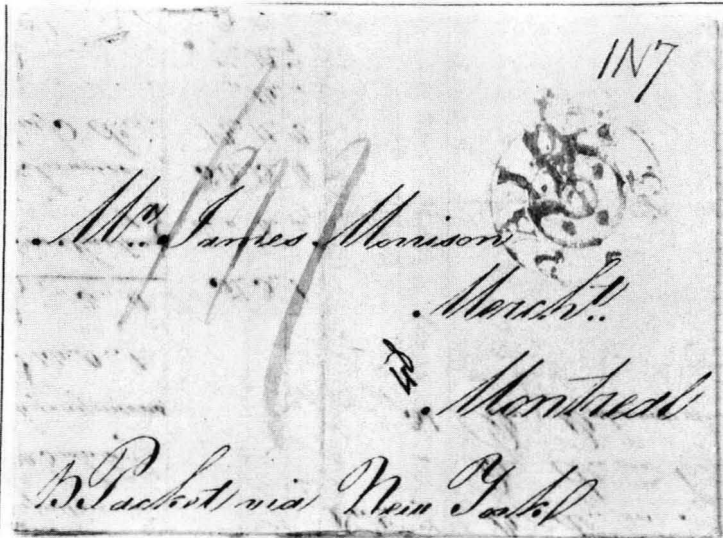


Figure 1. Letter mailed at London on 7 February 1793 with 1/- Stg. packet postage to New York prepaid. Carried in a closed bag by the *Roebuck* packet from Falmouth on 16 February to New York and thence to Montreal, where it was rated 1/7 Cy. postage due, representing 20 cents (1/- Cy.) U.S. inland postage to Burlington and 6d Stg. (7d Cy.) B.N.A. inland postage to Montreal.

Under the terms of the convention, the U.S.P.O. undertook to convey British Mails, including letters, packets and newspapers, between New York City and Burlington, Vermont (the northern limit of the postal service) at the current U.S. inland postage rates. These Mails were to be handled in unopened bags, under the terms specified in the convention, viz.:

That the dignity of the two nations and the friendship subsisting between them, require a mutual confidence in the officers who conduct the business relative to their mutual intercourse, the Post Bills made out under the hands of the sworn officers of the Department of the British Post Office specifying the numbers of single, double and triple letters, the number and weights of Packets, and the numbers of newspapers, contained in any British mails destined to pass thro' the States of New York and Vermont, to or from the province of Canada, shall be admitted as conclusive evidence of the contents of such mails, the postage of which shall be rated according to those bills — The Deputy Postmaster General for the province of Canada to make due provision for the payment of the amount of such postage quarter-yearly into the General Post Office of the United States.

In addition to the U.S. postage collected in Canada under the above arrangement, provision was also made for the collection of unpaid postage on ship letters arriving at American ports and letters originating in the United States proper. This will be the subject of the next vignette.

Actually this system was only used with the winter Mails carried by the British packets to and from New York. During the months of April through November, the Falmouth packets

called at Halifax, Nova Scotia, on their way to and from New York, and landed the Canadian Mails there on the outward voyage, collecting the British Mails from Canada on their return. The British Government was not very happy with the idea that all correspondence with Canada passed through American hands, so when it was decided in 1806 that the Falmouth winter packets would call at Bermuda on the way to New York, the Canadian Mails were landed there and taken to Halifax by a Royal Navy brig and thence overland to Quebec City. However, the return Mails from Canada continued to go through New York until the War of 1812 disrupted the packet service.

The years immediately after the war saw the rise of the American sailing packet companies, which were soon providing a weekly transatlantic service, and so carrying most of the former Falmouth packet mail (Vignette 6). In order for Canadians to take advantage of this better service, their letters had to be prepaid to New York and sent through the U.S. postal service from the border. In fact, the use of "closed bags" for British packet letters from Canada was not reestablished after the war, and letters to go by that route were addressed to the care of the British packet agent at New York and mailed with both Canadian and U.S. inland postage prepaid.

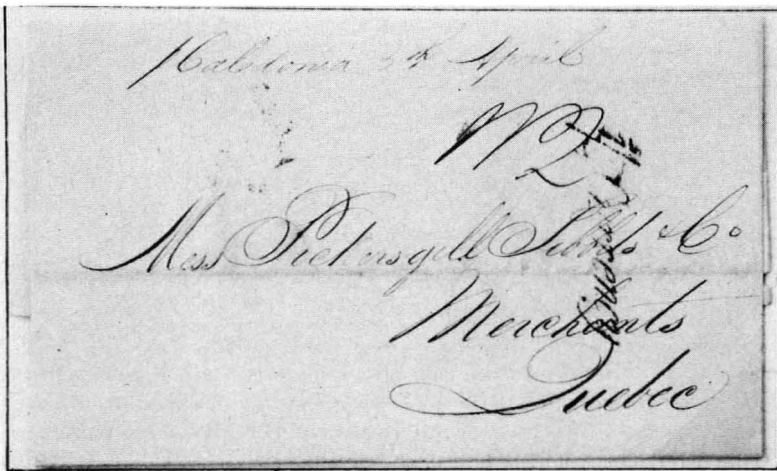


Figure 2. Letter from Liverpool dated 5 April 1845 with 1/2 Stg. postage due. Carried by the Cunard steamer *Caledonia* from there on the same day and arrived at Boston on 21 April in the first closed mail under the newly signed agreement with the United States. Delivered to the British packet agent at New York and escorted by John Vane of his staff to Montreal, where it was struck with "1/4 Currency" in black to show the postage due.

However, once the Cunard steamers took over the British transatlantic mail contract in 1840 and made Boston the western terminus, the Canadians once again sought to have their correspondence speeded up by the shorter overland route to Boston compared to Halifax, but were not prepared to pay the additional U.S. postage. A possible way of achieving this was included in the 1841 report of the Commissioners appointed to investigate B.N.A. Post Office operations. This suggested that:

Were it possible to obtain from the American Government permission to send a light Mail Express from Boston, on the arrival of the Steam ships, to Kingston and Montreal, a great saving of time might be effected by the arrangement. It would, in our opinion, be very desirable that an attempt should be made to induce the American Government to enter into a convention similar to that by virtue of which the overland Mail from India to England is carried through France. If the proper steps were taken, we cannot think there would be any serious difficulty in arranging with the United States the terms and conditions upon which such a permission should be accorded; so as to secure to the inhabitants of this part of the country all the advantages which it can possibly derive from the great establishment of Atlantic Steamers, without trenching upon the right of postage enjoyed by the United States. If such an arrangement should

hereafter be contemplated, it will be found necessary, we think, that the messengers carrying this express should be in the employ of our Establishment. The rate should be uniform, but necessarily much higher than the charge upon letters sent by way of Halifax.

Nothing came of this proposal until late in the summer of 1843, when public pressure forced the British Post Office to seek the permission of the American Government "to forward the Mails passing between Canada and this Country through the United States under the Seal of Her Majesty's Post Office." There does not appear to have been any American response to this request. A follow-up led to an informal visit by a U.S.P.O. confidential agent to the Canadian Deputy Postmaster General in February 1844 to suggest that the amount of mail involved was too great to be handled by the current U.S. postal transport, so that a separate contractor would be required, in which case it was thought that the British might as well arrange for the transportation of their Mails, while still paying the U.S.P.O. the equivalent inland postage.



Figure 3. Letter from Liverpool dated 3 May 1845 with 1/2 Stg. postage due. Carried by the Cunard steamer *Britannia* from Liverpool the next day and arrived at Boston on 19 May in the third closed mail, and was handled in the same way as the 5 April 1845 letter (Figure 2).

For the rest of the year, there was a continuing exchange of correspondence between London, Washington, and Montreal, with exploratory trips by officials on the fledgling railroads out of Boston and along proposed routes, leading up to the signing of a "closed mail" agreement at year-end. This became effective in April 1845. The agreement provided for the transport of the Mails by the U.S.P.O. "in bulk, in closed bags under the lock or seal of the British Post Office, and with them a mail agent or courier if one be provided by the British Post Office to accompany and take charge of said mails." The postal charge was to be "the equivalent of one franc, to wit: 18 6/10 cents per net ounce for all letters or written mails; and the equivalent of five centimes, to wit: 9/20 mills for each newspaper, price current, and other sheet of printed matter." These charges to be adjusted, if U.S. postage rates were reduced. The weights of the contents of the bags were to be certified by either the Liverpool or Montreal postmaster to the Boston postmaster, who would calculate the U.S. postage due to be paid quarterly.

The first "closed mail" arrived at Boston on the *Caledonia* on 21 April and was escorted to Montreal by John Vane of the British packet agent's office in Boston. On his return on 1 May with the first return "closed mail" for the *Caledonia's* return voyage, Vane reported the difficulties he had encountered:

No proper carriages were placed at my disposal for the conveyance of the Mail between Concord, and Burlington either going towards Montreal or on my return to Boston — I cannot, and beg most distinctly to state that I will not be answerable for the safety of the Mail, unless



Figure 5. Letter from London dated 4 October 1847 with 2/4 Stg. postage prepaid as a double weight letter. This was put in the Boston bag, instead of the closed bag for Montreal, in error. Carried by the Cunard steamer *Cambria* from Liverpool on 4 October and arrived in Boston on 20 October, where it was datestamped with "BOSTON SHIP" and rated 7 cents postage due (2 cents ship letter fee + 5 cents inland postage to the Canadian border). Although datestamped at Montreal in red to show that it was a prepaid letter, it was still rated 7d Cy. postage due in black manuscript, made up of 4½d Cy. (equivalent to 7 cents) and 2½d Cy. B.N.A. inland postage as a single weight letter. This letter was in the second last mail before the closed bag system was discontinued in anticipation of the Retaliatory Act.

proper carriages are provided with wooden tops so that the Mails can be locked up — We met two accidents in coming here in consequence of the waggons being overloaded, and I therefore must have the "veto" upon the Drivers overloading the carriages, and it must also not be left to the discretion of the Drivers, or Contractors to change the carriages as often as they please — In going the waggons were changed three times between Concord, and Burlington, and being placed upon open waggons the Mail Bags were continually falling off, to the great risk of loss, or destruction. In returning the waggons were changed eight times between Burlington, and Concord, several times during darkness, so it was not possible for me to know whether my Mail was safe or not — Unless some more efficient arrangement is made, I must beg to decline taking charge of the next Mail to Canada, as by so doing I render myself responsible where no care or exertion on my part can avail for the Mail's safety. I beg also to state that there is no proper accommodation provided for the Officer in Charge of the Mail.

While there was some improvement, on his arrival at Montreal with the second Mail on 9 May, Vane reported:

between Concord, and Burlington the waggon was only changed once, but still the waggon was an open one, so that upon my arrival at Burlington at 4 O'clock P.M. on the 7th Instant — I was obliged (the Steamer for St John's not having arrived) to have the waggon placed under a shed in the Inn yard, as it was raining, and the wet would have otherwise damaged the Mail — There I remained sitting upon the waggon for six hours, which gave me plenty of time to ruminate upon the varieties of the world, the chance of having to remain where I was all night, and also upon the having to remain where I was all night, and also upon the effeminate indulgence of a couch. -

"Luxuria Incubit, victumque ubi dicitur orbem."

I trust that measures may be taken to enable the Officer in Charge to lock up the Mail, or also it is utterly impossible for him to be answerable for the Mails safety.

After this, better wagons with canvas covers were supplied and the major problems appear to have been solved. However in March 1846, the sudden breakup of the winter road caused the mail wagon to overturn many times, and at Lebanon, New Hampshire, the officer



Figure 4. Letter from Toronto dated 27 September 1845 with 10 cents U.S. postage prepaid, which was unnecessary, as the letter would have been part of a closed mail for London. Carried by the Cunard steamer *Britannia* from Boston on 1 October and arrived at Liverpool on 14 October. Backstamped at London on 15 October and rated 1/- Stg. postage due.

in charge of the Mails was thrown off the wagon and broke his leg. This system of “closed mail” transport continued until October 1847, when the American Government abrogated the “closed mail” treaty in response to the difficulties in England over the transit of American packet Mails through England to the continent.

With the termination of the arrangement for the transit of “closed mails” to Canada, the British Post Office attempted to establish a private mail courier service between Montreal and the Cunard steamer at New York; in effect, a private “closed mail.” It is strange that it should have attempted this, because it was precisely this system that the Americans had wanted to institute for their Mail landed at Southampton, and which the British had adamantly refused. To counter this, the U.S. Postmaster General issued instructions that any person attempting to carry such mail through the United States was to be arrested and prosecuted in every state through which the mail was carried.

From November 1847 until the beginning of 1849, all Canadian Mails went via Halifax. With the ratification of the U.K./U.S. Postal Treaty of 1848, all the problems of the past disappeared and “closed mails” were recognized as the normal method of transit.

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

ROBERT B. MEYERSBURG

(Continued from Chronicle 139:176)

In 1845 the post office was moved to a new building that had been the Dutch Reformed Church on Nassau Street between Liberty and Cedar Streets (Figures 8 and 9); and the Branch post office was moved to Chatham Square.

The lack of official letter carrier service in New York troubled the Postmaster General, and he made a move to reestablish it on December 21, 1848, and at the same time remove the

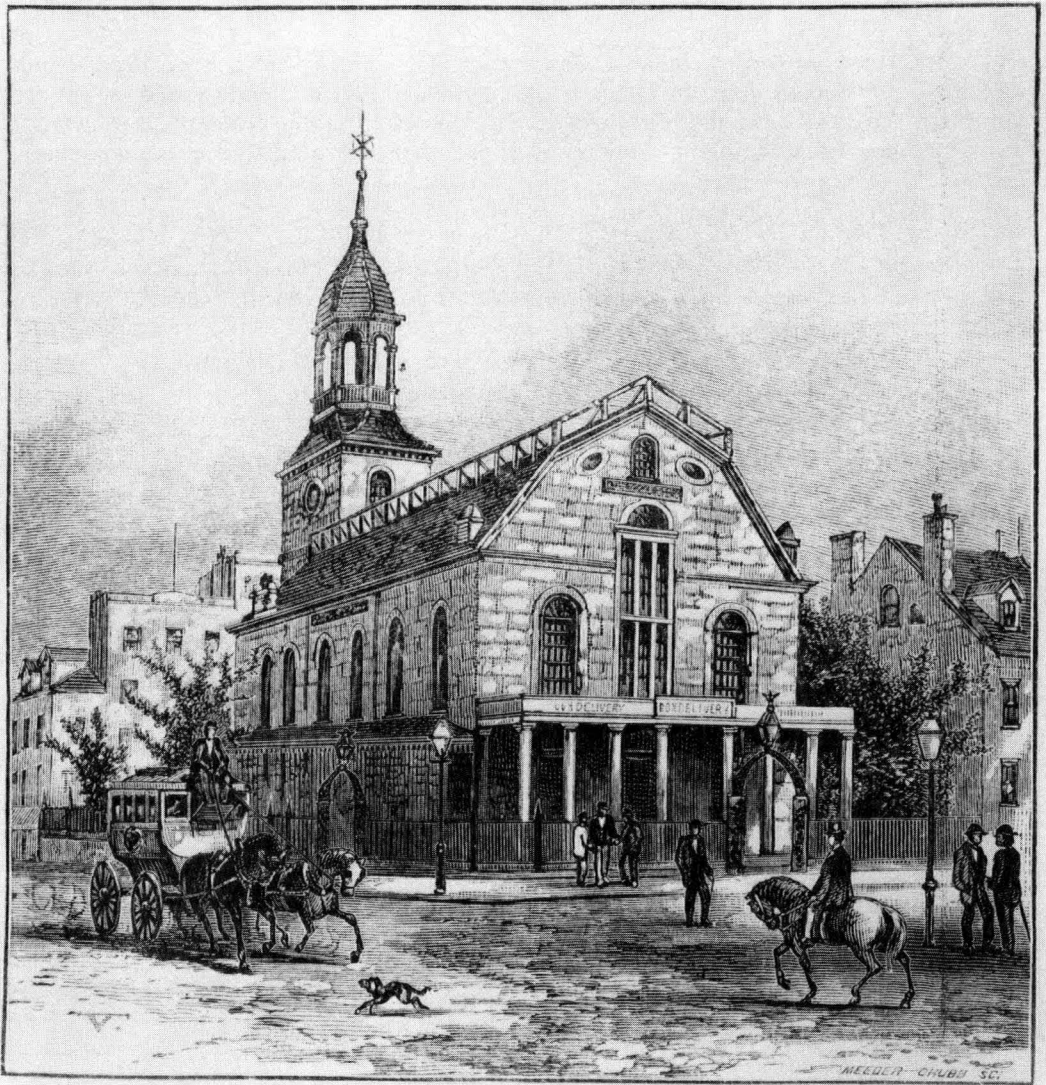


Figure 8. The New York Post Office, 1845-1875. The building had been the Dutch Reformed Church.



Figure 9. The interior of the New York Post Office in 1845. (Courtesy of the Smithsonian Institution.)

major potential competitors, as may be seen by the following order of that date:

Letter Carriers: City of New York. Ordered, that Aaron Swartz be appointed a letter carrier for so much of the city of New York as lies within the following bounds, to wit: — all north of Chambers and Roosevelt Streets and a line connecting them, and that — Boyd be appointed a letter carrier for all south of said Chambers and Roosevelt Streets and a line connecting them — that all letters for delivery within said bounds be handed over by the Postmaster of the City of New York to said Letter Carriers for delivery, except such as the persons to whom they are addressed may have requested in writing, addressed to the Postmaster, to be retained in the Post Office — and the said carriers will receive the same and pay the postage thereon or make such deposits as shall be satisfactory to the Postmaster and deliver the same as soon thereafter as practicable after the opening of the mails at the office; said delivery to be made not less than twice each day in every part of the District above described and oftener if necessary in such parts of the District as may be convenient to the City Post Office: — and for each letter coming through the mails and so delivered, the carriers may receive one cent from the person to whom it is delivered and for each newspaper or pamphlet half a cent; for each drop letter, so delivered, the carriers will collect two cents and retain one cent for the delivery thereof and the other cent to be paid to the City Post Office as a part of its revenues. Any letters so delivered and paid for by said Carriers and which shall not be delivered because the person addressed cannot be found or refuses to receive, shall be returned to the City Post Office and the amount of money paid shall be returned to the carrier. That it shall be the duty of said carriers to have boxes prepared for the reception and collection of letters for the City Post Office at his own expense at such places as shall be approved of by the City

Postmaster, having at least one in every ward in the City and to take all letters deposited in the boxes to the City Post Office in time for the outgoing mails, not less than twice each day from every ward in the City and oftener if the same shall be deemed necessary, and the said carriers shall be authorized to receive from each person so depositing their letters one cent for each letter, which shall be all the compensation to which he is entitled, and in case of letters sent from one part of the City to the other, the carrier collecting said letters and depositing them in the City Post Office may receive from the person so forwarding their letters one cent for delivery in the City Post Office, and the carrier taking such letters from the Post Office and delivering the same in other parts of the City shall receive one cent which shall be in lieu of the drop-letter postage, provided, that a letter carrier when such letters are collected in his own District for delivery in the same shall charge therefor but one cent, and may deliver the same without taking it into the Post Office: and that it shall be the duty of said letter carriers and collectors of letters, to deliver into the City Post Office all letters that are to go out of said City to any other place, and they shall not be in any wise directly or indirectly connected with any Express taking packages or letters to or from the City.

On December 26, 1848, the following order appeared:

City Post Delivery — New York. Ordered, modify proposed order of 21 December so as to place the Letter Carrying business in the hands of Mr. Boyd, Mr. Swartz and the present letter carriers respectively. Authorize PM of New York to select one of the above as a superintending letter carrier, giving to each of the others a beat, and retaining the residue of the City to himself; all to be arranged subject to approval of the Postmaster of the City, and the whole expense to be covered by the one cent per letter to be paid by the parties in each case. The selection of the Superintendent and the arrangements to be reported, that new bonds may be issued and the service ordered into operation at earliest practicable day.

Early in January 1849 the Postmaster General, in a move to extend and improve the carrier service, established a one cent carrier fee in the larger cities. This one cent covered collection to the post office, delivery from the post office, and collection and delivery of local letters handled exclusively by the carrier department (city mail).

With the new fee schedule offering a more attractive future for carrier service in New York, and with the option to choose his own carrier superintendent, the New York postmaster selected one of his more senior employees, Robert Roberts, to oversee the operation of the new carrier department. Neither Boyd, whose City Express business was operating in the black, nor Swartz, who had just bought out Bouton's City Dispatch Post and added its clientele and boxes to his own Chatham Square operation, were prepared to give up their

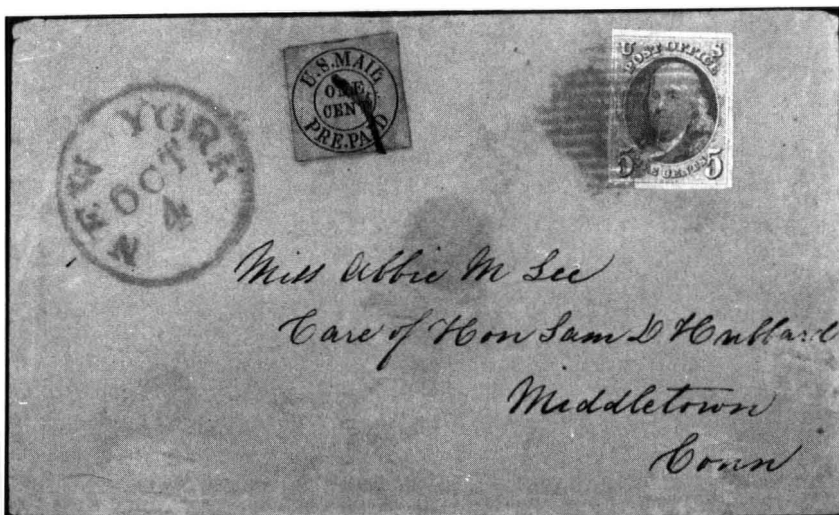


Figure 10. The black on rose U.S. Mail stamp, October 4, 1849.

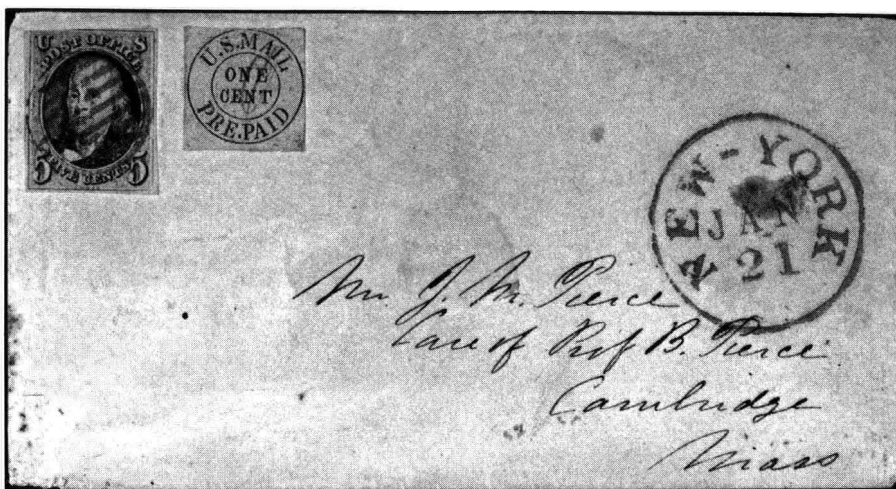


Figure 11. The black on buff U.S. Mail stamp, January 21, 1850.

lucrative businesses for a “beat” in downtown New York, the only revenue of which would be the pennies collected for the carrier services they would provide. Both of them had been New York post office employees at an earlier date, and so they had no illusions about the government offer. Neither of them was fazed by the threat of prosecution, and they stayed in business, competing with the New York post office carrier service, Swartz until 1856 and Boyd until the time of his death in 1859.

Roberts had a small stamp prepared resembling a “Lifesaver” mint, containing the words U. S. MAIL — PREPAID between concentric circles and the denomination ONE CENT in two lines within the inner circle. The stamps appeared in February 1849, printed in black, first on rose-colored paper (Figure 10), then on buff paper (Figure 11), and finally in 1850, on glazed yellow paper (Figure 12). It is probable that these stamps were not sold after June 1851, but they appear to have remained valid for use until the carrier fees were abolished in 1863. The only special postmark showing carrier service that was used with these stamps was a red circular strike containing the words U. S. CITY MAIL in the center and NEW YORK around the inside of the circle (Figure 13). It is an uncommon marking, found on only a few local letters.

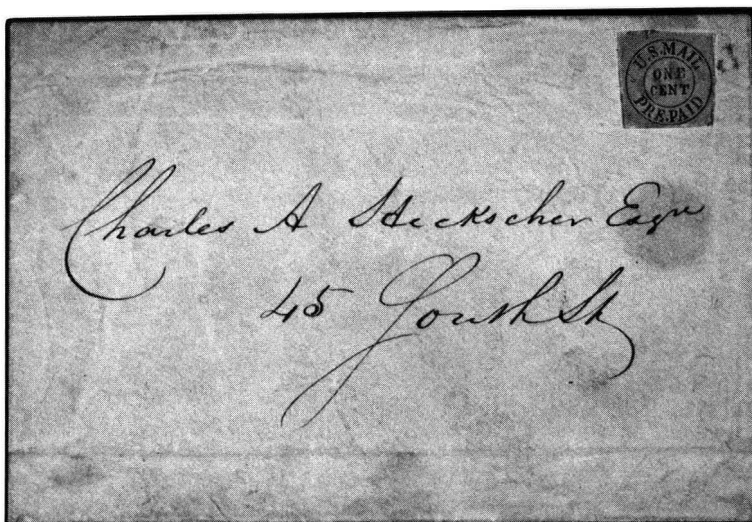


Figure 12. The black on glazed yellow paper U.S. Mail stamp cancelled “PAID.”

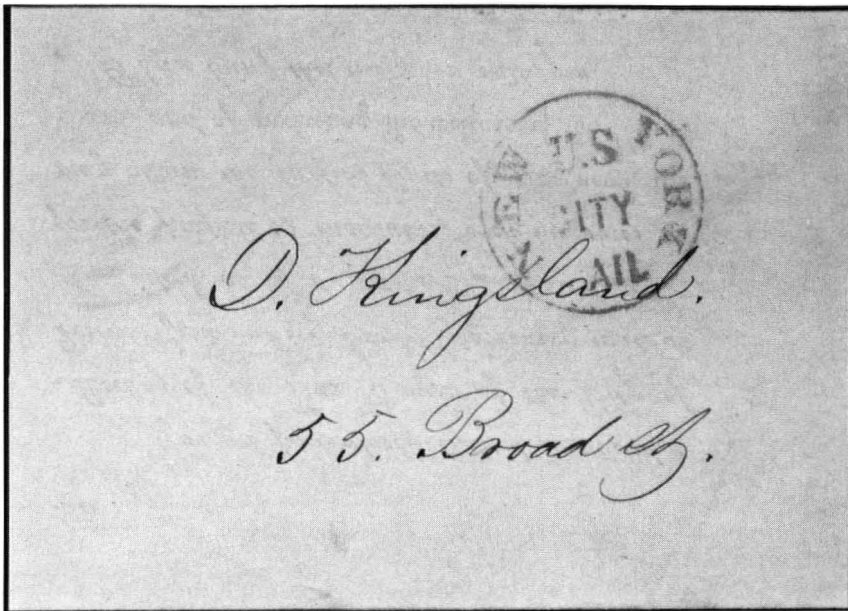


Figure 13. The U.S. CITY MAIL/NEW YORK postmark.

John Luff reports a cover bearing three of the yellow stamps used to pay the regular postage on a letter mailed in New York on July 24, 1851, addressed to Newburgh, N. Y. (Figure 14).

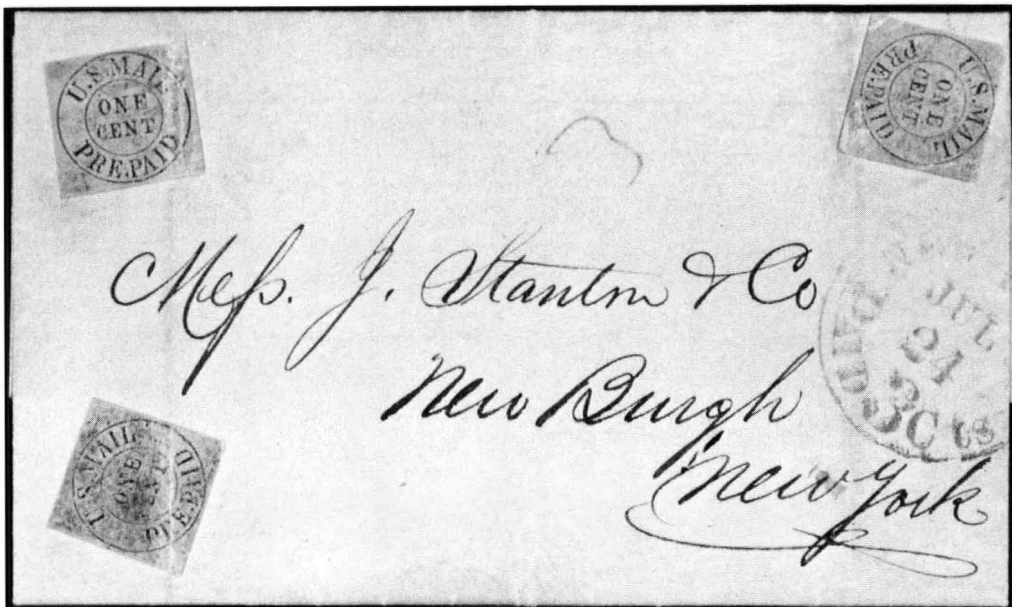


Figure 14. Three yellow U.S. Mail stamps paying regular postage to Newburgh, N.Y., July 24, 1851.

1851-1856

The Postal Act of 1851 empowered the Postmaster General to establish post routes within cities and towns which would be served by letter carriers. This law was intended to disenfranchise the local post competition, since the Post Office Department had the exclusive right to carry mail on post routes. Thus, private carriers attempting to operate over the same routes would be illegal and subject to prosecution.

The Postmaster General executed these special powers by declaring the streets, avenues, roads, and public highways of New York south of 55th Street to be Post Routes. The private posts paid little or no attention to the Postmaster General's order. Both Boyd and Swartz, who had been identified as serious competitors to the government's monopoly earlier, continued to grow and thrive; and the New York Post Office's Carrier Department was hard pressed to find enough business to stay in operation.

Under the Acts of 1836 and 1851 the Postmaster General could set carrier fees anywhere within the two-cent maximum limit at his discretion. They could vary from city to city depending on the particular needs of the public and of the Post Office Department. In New York he eliminated the collection fee to the mails, while keeping the delivery fee from the mails at two cents, to be paid on delivery. Consequently there was no need for a special carrier adhesive stamp on letters carried to the post office. Drop letters for local delivery paid one cent drop letter postage and one cent carrier fee, the latter again paid on delivery. City letters were handled by the carrier service for one cent, which was either prepaid or collected on delivery. No examples of letters have been found bearing a one cent postage stamp with carrier markings; and, in fact, during this period, until January 1856, no special carrier postmark has been seen.

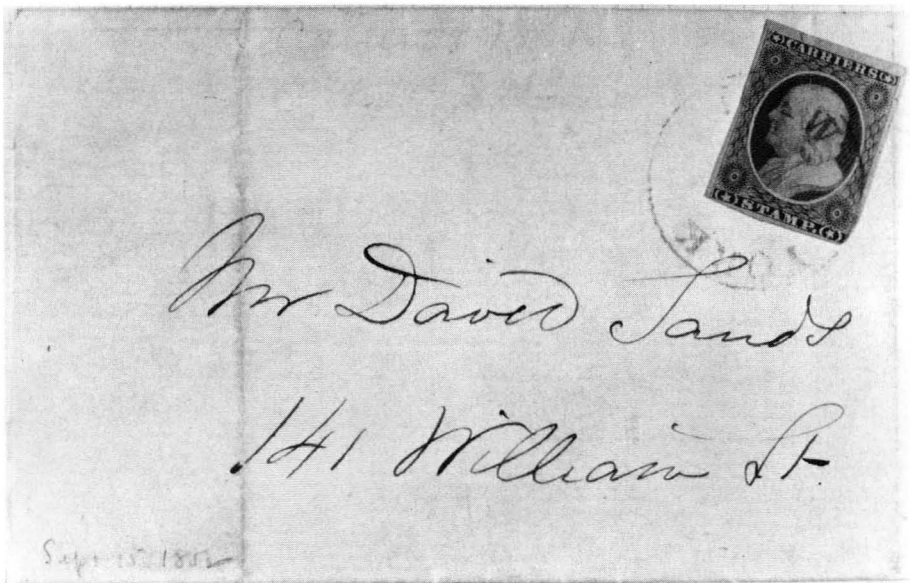


Figure 15. A Franklin carrier stamp used in New York City, September 15, 1852.

(To be continued)

The only reported adhesive stamps showing carrier service from 1851 to early 1856 are on four Franklin carrier covers, all used in the latter part of 1852; and it is not certain that these stamps were ever placed on sale in New York. They are canceled in red with the same basic device seen in Figure 13, but with the U. S. CITY MAIL inscription removed (Figure 15). This marking is also found in black on circulars and in a few cases, on foreign mail.

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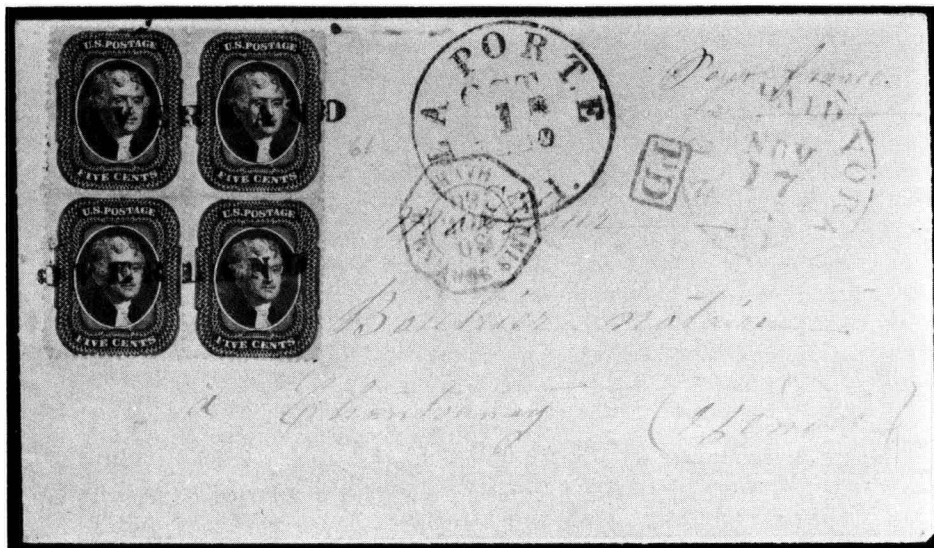
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These are just a few of the pleasant surprises our consignors received during the 1987-88 auction season. In philately, we are referring to consignors such as Louis Grunin, Dr. Joseph Rorke, Peter A. Robertson, Watt C. White, Walter C. Klein and The American Bank Note Company.

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CHRISTIE'S
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TYPING OF U.S. POSTAL STATIONERY DIE 5, GROUP 1.

JOHN R. WEIMER

Postal stationery is a branch of philately whose cadre of devotees evolved early. The stage was set for envelopes by the Act of Congress March 3, 1845, which based postal rates on weight. The Act of August 31, 1852, required the Postmaster General to provide suitable envelopes and stamp the postage on them. Five million envelopes were delivered to postmasters in June 1853 by George F. Nesbitt & Co. and envelopes have been available continuously since. Very few records were kept by either Nesbitt or the Post Office Department so that most of our knowledge of the stamped envelopes has come from study of the envelopes themselves.

As in any study, Dies were assigned numbers and then studied for varieties. Die 5, a 3¢ Red of the first issue, was found to divide into two major groups depending on the length of the bar of the "T" of "THREE" (Figure 1). A longer bar of 2mm. was recently designated Die 5, Group 1, by the United Postal Stationery Society. Generally, gross inspection suffices but occasionally measurement is necessary. The shorter bar of 1.75mm. is designated Group 2. There are 11 varieties of Group 1.

As scientific method developed, a useful tool in the classification of a group of objects was found to be the use of discernible characteristics. Such key characteristics have been used in philately in the past¹ but Die 5 is not known to have been previously keyed. The following has been found to be useful and makes the identification of the varieties less awesome.

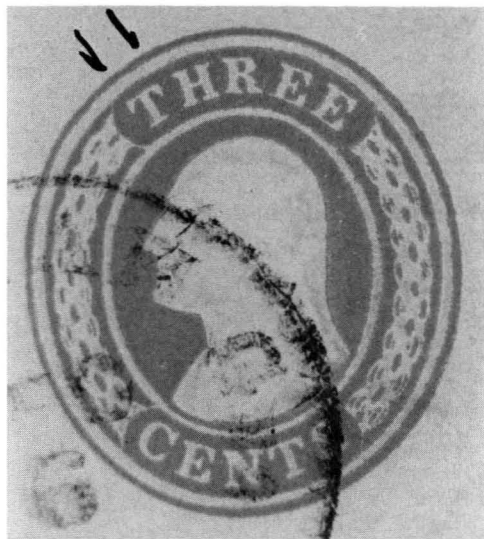


Figure 1. Die 5, Group 1, Type 1: T not below H, TH not Close, RE wide.



Figure 2. Die 5, Group 1, Type 6: T below H, TH not close, T not close to curve, T of CENTS higher and short.

Step 1: "T" below "H" of "THREE": Types 3, 4, 5, 5A, 6, and 10. The top of the "TH" is almost level in Type 6 but the bottom of the "T" is low (Figure 2).

Step 2: "TH" close

- a. "EE" close: Type 3
- b. "EE" not close: Type 4 (Curves are flat)

¹ I. A. N. Caudell, *A Synoptic Key to the Catalogued Envelope Stamps of the United States*, Washington, D.C., privately printed, c. 1914.



Figure 3. Die 5, Group 1, Type 2: T not below H, TH close, LL curve falls away, T above S of CENTS.



Figure 4. Die 5, Group 1, Type 8: T not below H, TH close, LL curve round, N touches T of CENTS.

Step 3: "TH" not close

- a. "T" close to curve
 1. Upper Right (UR) curve round: Type 5A
 2. UR curve falls away: Type 10
- b. "T" not close to curve
 1. "T" of "CENTS" in line: Type 5
 2. "T" of "CENTS" higher and short: Type 6

Step 4: "T" not below "H": Types 1, 2, 7, 8, and 9.

Step 5: "TH" close

- a. LL curve falls away.
 1. "T" above "S" of "CENTS": Type 2 (Figure 3)
 2. "T" not above "S" of "CENTS": Type 9
- b. LL curve round: Type 8 — "N" touches "T" of "CENTS" (only close if lightly inked) (Figure 4)

Step 6: "TH" not close

- a. "RE" wide: Type 1
- b. "RE" not wide: Type 7

These are only some points of distinction. Others are found and accompanied by excellent photographs in both Thorp² or the *UPSS Catalog*.³

Other helpful hints can be used. The only Type where "HR" are closer than "TH" is Die 5, Group 1, Type 1. "NTS" misalignment is indicative of Type 6.

The "N" touching "T" distinction can be confusing as between Types 2 and 8. Both are in the "TH" close group; however, the "TH" is grossly closer in Type 2 (Figures 3 and 4).

The weave ornamentation on either side of the embossing is also distinctive and is helpful in confirming the typing.

A key is especially useful when typing a stack of envelopes. Each has its rarity quotient and just when you think a variety doesn't exist one is found. The pictures cited, as well as

2. P. H. Thorp, *Thorp-Bartels Catalogue of the Stamped Envelopes & Wrappers of the United States*, 1954.

3. *UPSS Catalog of the 19th Century Stamped Envelopes & Wrappers of the United States*, UPSS, Inc., 1984.

those in other publications, are excellent but the surest way to type a stamp is to compare it with a known example. A set of the envelopes with Dies not obscured by cancellations is the best aide in identification. A sharp and a blurry example of each also can be helpful.

REGISTRATION

THOMAS J. ALEXANDER

(Continued from *Chronicle* 139:187)

APPENDIX A

REPORT OF THE POSTMASTER GENERAL

December 4, 1854

Very soon after I entered upon my duties in this department, its large and increasing correspondence in regard to the loss of valuable letters intrusted to the mails, attracted my attention. I found, on examination of the subject, that although Congress, in establishing our postal system, appears to have had principally in contemplation the providing of suitable and convenient means of correspondence, and the diffusion of intelligence, yet from that time until now the mails have been used, to a large and constantly-increasing extent, for the transmission of bank-notes and other valuable enclosures, and are now the principal means through which the remittances of the country are made, while neither the laws nor any regulations of this department have provided any additional guards for their security against loss or depredation beyond those originally established.

In view of the enormous sums which are constantly passing through the mails, the losses by depredation are inconsiderable. Still such losses are numerous. Their aggregate amount is large, and they are increasing with the growth of our country and the extension of its mail service. Under these circumstances I have thought it proper to recommend such legislation on this subject as may enable this department to give greater security to valuable letters in the mails, without assuming any liability for their ultimate loss. By our present system, all letters mailed at a given date at one post office, for delivery or distribution at another, are entered *in gross*, according to their several rates of postage, upon one post-bill. If a letter of great value is embraced in the bill, neither its address nor any other description of it is entered on the post-bill, by which it can be distinguished from other letters of the same grade or rate of postage. Nor is the address or description of any such letter entered on the postmaster's account of mails sent, nor indeed upon any other record kept in the office from which it is sent. The only account kept by the postmaster is a *money account*, made up each day of the several aggregates of postages of the different rates, either collected or charged unpaid.

It will be seen that, under such a system of accounts, a missing letter can never be traced with certainty, for the account neither furnishes evidence that a particular letter ever reached the place of its destination, nor even that it left the office of mailing. Believing that this imperfection in our system can only be remedied by the adoption of a general and uniform plan of registration for all valuable letters, I have, after consulting the experience of other countries on the subject, devised a plan of registration which I think suited to our circumstances, and likely to add greatly to the security of the mails against depredation. It provides that receipts shall be given for valuable letters when posted, and that duplicates of these receipts shall be kept for reference at the office of mailing; that the full address of such letters shall be entered on a separate post-bill, which shall be copied at large upon an account to be kept of registered letters sent. This post-bill is to be forwarded in a sealed envelope, separate from the package of letters to which it relates, and its receipt at the office of its destination is to be acknowledged by a duplicate thereof returned to the office of mailing, marked correct or otherwise, as it may be found on comparison. It provides that, at the large offices, valuable letters shall be received at one window only, and that the receiving clerk shall check them to the register clerk, and he to the mailing clerk. It is, in short, designed to fix responsibility, and to furnish means which do not now exist for tracing a missing letter from the point of its reception to that of its disappearance. To carry this plan into effect, it will be required that new and expensive blanks be prepared and distributed, and that an increased clerical force be employed in the principal post offices. I have not, therefore, felt at liberty to adopt it without the sanction of Congress, and authority to establish such additional rate of postage on this class of letters as may be deemed adequate to the expense of registration.

In Great Britain the "registration fee" on inland and most foreign letters is sixpence sterling (about twelve cents,) in addition to the ordinary rates of postage; and it is expressly provided that "such registration shall not render the Postmaster General, or the post office revenue, in any manner liable for the loss of any

such post letters, or the contents thereof." It is believed that authority to establish an additional rate of five cents on each letter registered, and to require the postage on all registered letters to be prepaid, would enable the department to carry into effect the plan here submitted without prejudice to its revenues. It is not proposed to make the registering of valuable letters compulsory, nor that the government shall become liable for such letters when lost, but only to enable each person mailing a valuable letter to do so in the ordinary manner, or to add something to its security, by the payment of a small registration fee. I have no doubt that the registration of valuable letters, as proposed, would be highly appreciated as a means of security by the large commercial classes of the community, whose collections and exchanges are made principally through the mails, and who have, from time to time, urged in vain upon this department the adoption of some such plan for their protection. I believe, too, that such a system of registration would relieve this department from the imputation of numerous losses not properly chargeable upon it; cases in which valuable letters alleged to have been lost through the mails, either never reached any post office, or have been stolen after arriving at the places of their destination.

APPENDIX B

REGISTRATION OF LETTERS

Sec. 330. Letters, alleged to be valuable, posted at one Post Office in the United States, and deliverable at another such office, shall from and after the first day of July, 1855, be registered at the office of mailing, on the application of the person posting the same, *and the payment of a registration fee of five cents.*

Sec. 331. Postmasters are instructed to enter all such letters in a book to be prepared and kept for the purpose, to be called the *Receipt Book* (which, in small offices, will be prepared by stitching together the several sheets of blank receipts furnished by this Department,) containing blank receipts with a wide margin for a brief duplicate of each, as in Bank check books. The postmaster will enter in this margin the number of the receipt, the date of filling it, the name of the person to whom the letter is addressed, and of the place to which it is to be mailed. He will then fill up the receipt to correspond with this marginal entry, separate it from the margin, and deliver it to the person who deposited the letter.

Sec. 332. *Registered Letters* will not be entered in the ordinary accounts of mails received and sent, but separate accounts of such letters will be kept at each Post Office, to be called *account of registered letters received*, and *account of registered letters sent*, blanks for which will be furnished by the Department.

Sec. 333. When a letter has been received, registered, and receipted for, as directed in Section 331, the Postmaster will enter its number, the date of mailing, the rate of postage, the name of the person to whom it is addressed, and of the office (whether of distribution or delivery) to which it is to be sent in his *account of registered letters sent*. He will then make a separate letter bill for each registered letter or parcel of registered letters for the same office of delivery or distribution, entering therein the number, address, registration fee, and rate of postage of each. He will then mail each such letter or parcel of letters, *in a separate package from his unregistered letters*. The letter bills of such registered letters will not be enclosed in the packages with them, but such letter bills will be enclosed in a separate wrapper or envelope, *sealed* and addressed *to the Postmaster*, at the office to which the corresponding package of registered letters is sent.

To prevent delay in the examination and comparison of letter bills, the Postmaster at each of the larger offices will assign to some confidential clerk (not employed in opening the mails) the duty of opening in his absence official letters addressed to him.

Sec. 334. In all large offices, where letters are received, entered and mailed by different persons, it shall be the duty of the Postmaster either to keep the *Receipt Book* provided for in Section 331, or to designate some one specially for that service.

Sec. 335. The Postmaster, or receiving clerk, having received a letter for registry, will pass it to the clerk who keeps the *account of registered letters sent*, who will receipt for it by writing his name or initials across its marginal entry in the receipt book. He will enter it in his account of registered letters sent, and keep it in a secure place of deposit until the hour of mailing. He will then make up his letter bill of registered letters, which is to be forwarded in a separate sealed wrapper or envelope as provided in Section 333, addressed to the Postmaster at the office to which the corresponding package of registered letters is to be sent. It shall also be his duty to make up each package of registered letters, address it to the office of its destination, and see that it is placed in its appropriate bag at the moment when that bag is to be finally locked and sent from the office.

Sec. 336. On the receipt at the distributing office, of registered letters for distribution, the clerk who opens and distributes the mail, will apply to the Postmaster, or to such one of his assistants as may be

authorized to open official letters addressed to him, for the corresponding letter bill. Having compared the letters with the bill, he will indorse it "correct" if he finds it so, or will note the error if there be one, and will pass it with the letters to the clerk who keeps the account of *registered letters received for distribution*, who will enter its contents in his account and indorse upon it his signature or initials. He will then fill up the corresponding return bill, noting upon it whether correct or otherwise, and will pass it to the Postmaster or his principal assistant, who will see that it is returned by the first mail thereafter with his indorsement, to the office of mailing.

Sec. 337. Registered letters remailed at a distributing office for their respective offices of delivery, are to be passed from the charge of the clerk who keeps the account of registered letters received, into the charge of the clerk who keeps the account of registered letters sent (if two are employed in these duties) who will receipt for them by endorsing the original letter bill, and afterwards dispose of them in the same manner as provided in Section 335, for letters originally mailed at the office.

Sec. 338. On the receipt of registered letters at smaller offices of delivery, the Postmaster or his assistant will compare such letters with their letter bill, make a duplicate upon the blank return bill annexed and will then mark the return bill *correct*, or note upon it any error found in the original bill, and inclose it in a sealed wrapper or envelope, and *mail it direct* by first mail to the address of the Postmaster *at whose office it was originally mailed*.

Sec. 339. On the receipt of registered letters at the office of delivery, if it be a large one, the clerk who opens the mail will apply for the post-bill, and otherwise proceed in the same manner as prescribed in Sec. 336. The clerk who keeps the account of registered letters received, will, on receiving the letter-bill enter its contents on his account, make a duplicate thereof on the blank return bill which accompanies it, and having indorsed thereon the word "correct" if it be so, or noted the error if there be one, he will pass it to the Postmaster or his principal assistant, who will inclose it in a sealed envelope and *mail it direct* by first mail to the address of the Postmaster from whose office the bill was received.

Sec. 340. When the duplicate letter bill of any registered letter or letters is returned from the office of distribution or delivery to the office where it was originally mailed, that fact shall, in each case, be noted by a check mark in the margin of the account of *registered letters sent*, opposite the original entry; and if it be *not* duly returned, the failure shall in like manner be noted by a different check mark, and such failure shall in all large offices be immediately reported by the clerk who keeps the *accounts of registered letters sent* to the Postmaster or his principal assistant, and each Postmaster will give immediate notice to the chief clerk of this Department of every such failure noted in his office.

Sec. 341. If upon receipt of any duplicate or return letter bill, it be found on examination that a letter originally mailed with it is missing, or that any important error or discrepancy is endorsed on it, the fact will be duly noted on the account of registered letters sent, and immediately reported to the chief clerk of this department, and if the discrepancy implies a robbery of the mail, or if a money letter or package of considerable value is found to be missing, such report *will be made by telegraph if possible*.

Sec. 342. It will be the duty of the Postmaster to report by telegraph any mail robbery of which he may otherwise receive early information.

Sec. 343. On the delivery of a registered letter at the office of its destination, a receipt therefor shall be taken from the person authorized to receive it, and such receipt will be carefully filed and preserved at that office.

NOTE.—The blank receipts furnished by this department can be used for this purpose, but Postmasters may adopt any other certain method of verifying the delivery of registered letters.

Sec. 344. Letters to Germany by the Bremen line *via* New York, and by the Prussian closed mail *via* New York and Boston, will be registered in the same manner and on the same terms as those deliverable in the United States, but the postage on such letters must be prepaid to the place of their destination.

Sec. 345. Prepaid letters *from* Bremen, and those received by Prussian closed mails, (if accompanied with letter bills similar to those prescribed for the use of this Department,) will be duly registered at the American office of distribution or delivery at which they are first received, and will thereafter be treated in all respects in the same manner as letters originally mailed in the United States.

Sec. 346. Each Postmaster will see that his accounts of registered letters are legibly and accurately kept; and at the end of each quarter he will forward with his quarterly returns full and perfect transcripts of such accounts with the letter bills pertaining to them, retaining the original accounts in his office for reference.

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

Sec. 348. Postmasters and others having the franking privilege are not allowed to send registered letters without paying the registry fee.

APPENDIX C
REPORT OF THE POSTMASTER GENERAL

December 3, 1855

In my last annual report I recommended the adoption of a system of registration for giving greater security to valuable letters intrusted to the mails. By the third section of an act approved March 3, 1855, Congress authorized the Postmaster General to provide means by which any person desiring to post a valuable letter to be sent by mail, might, at his option, have it registered upon payment of a fee of five cents, in addition to the rate of postage chargeable thereon, it having been estimated that this additional payment would cover the expenses incident to such registration. To carry into effect the authority thus granted by Congress, it became necessary to prepare and distribute among the several post offices blanks for a new system of accounts, to show, in respect to registered letters, not only the receiving and sending of each mail, as formerly, but the receiving, sending, and delivery of each particular letter. These blanks, with accompanying instructions, were prepared and distributed as early as possible after the passage of the act referred to, and were in the possession of each postmaster before the commencement of the fiscal year (1st July, 1855,) when it went into operation. To guard as much as possible against the mistakes and errors likely to arise from innovation upon the long-established forms in which postmasters' accounts had been kept, I preserved and adapted these forms to the new requirements of the law, and have thus endeavored, by the simplest means possible, to secure uniformity and accuracy in the keeping and rendering of the accounts. A just estimate of the value and ultimate success of the plan of registration adopted cannot be formed from the short experience had of it. Its operation brings to the immediate knowledge of the department not only every failure, but every delay in the transportation and delivery of registered letters; and in carefully observing its operation, with a view to such modifications as may be required, I have, in each day's report, found abundant proofs of its usefulness, and also of the necessity of perfecting it by such means as experience may suggest.

By arrangements with Prussia and Bremen, the registry system has been extended to letters conveyed between the United States and Germany. (See articles of agreement annexed.)

APPENDIX D
REPORT OF THE POSTMASTER GENERAL

1 December 1860

REGISTRATION OF LETTERS

The Act of March 3, 1855, providing for the registration of valuable letters posted for transmission in the mails of the United States has now been in operation more than five years, but with results, I regret to add, which have disappointed the expectations that led to the adoption of this novel feature in our postal system. Whether regarded as a precaution for the protection of the interests of this class of correspondents, or an instrumentality for the detection of depredations upon the mails, the law has proved a failure. The government assumes no responsibility whatever for the loss of letters or packets thus registered, and as they are conveyed in the same pouches, they are surrounded by no greater guarantees for their security, either in transmission or delivery, than such as belong to the ordinary mails of the country. They bear a mark, however, which indicates to all through whose hands they pass, their valuable character, and this indication serves rather to suggest and invite depredation than to prevent it. The practical working of our mail system makes it entirely manifest that everything — be it bulk or registry mark — which points out the valuable contents of letters and packets, is as far as possible to be avoided as certainly endangering their safety. The principal argument which has been advanced in support of the existing registry act is that it operates as a safeguard for the rest of the mails by diverting the attention of depredators from them. While this is no doubt true to a degree, it serves rather to confirm than to confute the view which I have presented against the longer continuance of a precaution that is fruitful only in danger to what it was designed to protect. The sagacity of private interest is proverbial, and the following table, showing the revenue derived from the registration of letters for the last five years, makes it clear that the public are fast losing the confidence with which the registry system was at first received.

Amount of fees collected for registered letters for the fiscal

year ending June 30, 1856	\$31,466.50
year ending June 30, 1857	35,876.87
year ending June 30, 1858	28,145.16
year ending June 30, 1859	25,052.95
year ending June 30, 1860	25,038.70

It will be observed that the receipts for 1860 were \$10,838.17 or 30.2 per cent less than for the year 1857. This exhibits a falling off in the number of letters and packets registered to the amount of 216,760; and yet during the brief period in which this decline occurred, the general correspondence and revenues of the service increased at least fifteen and a half per cent. This condition of things can only find an explanation in the fact that correspondents have become convinced that in registering their valuable letters they have been but holding a light for the depredator, instead of darkening his way or embarrassing him in the commission of his crime. In this conviction I fully concur.

It can scarcely be doubted that some plan could be devised, in connection with the existing postal service, which would secure the conveyance of all valuables committed to the mails under satisfactory guarantees for their safety, and under proper responsibilities on the part of the government, but whether the public would submit to the increased rates of postage, which the administration of such a system would involve, may well be questioned. The subject is commended to the consideration of Congress as one of much importance, and should such a plan as has been suggested be devised and successfully carried into execution, not the least of its advantages would be the withdrawal of treasure from the ordinary mails of the country. The temptation to which postal officials are now exposed would no longer exist, and most of the demoralization that dishonors the service would then disappear.

**SAILINGS OF THE UNITED STATES MAIL
TO SAN FRANCISCO DIRECT VIA CAPE HORN**

Jan. 1, 1852 to Oct. 1, 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 136:260)

N.Y. Herald, August 4, 1852 - TO CALIF. per S.S. Cumberland to sail shortly. J.H. Oakford, 92 Wall St.

N.Y. Herald, Sept. 10, 1852 - S.S. Cumberland will sail for San Francisco about the 15th inst.

N.Y. Herald, Aug. 10, 1852 - TO SAN FRANCISCO per S.S. William Penn of Despatch Line to sail soon.

N.Y. Herald, Sept. 8, 1852 - Despatch Line for San Francisco - Per Clipper ship "Flying Dutchman" to sail shortly.

N.Y. Herald, Sept. 20, 1852 - S.S. Hannah Thornton of Despatch Line to sail soon.

N.Y. Herald, Sept. 30, 1852 - TO SAN FRANCISCO per Packet ship (Despatch Line) "Helen McGaw" to sail shortly.

EMPIRE CITY LINE

TO SAN FRANCISCO VIA CHAGRES - *N.Y. Herald*, Sun. Jan. 25, 1852 - Empire City Line - Departure Date - Thurs. Feb. 12, 1852, 3 P.M. - S.S. Quartz Rock for Chagres direct.

N.Y. Herald, Jan. 28, 1852 - Empire City Line for San Francisco via Chagres direct on Thurs. 12th of Feb. The new and splendid steamer Sierra Nevada (1,800 tons burthen) J.D. Wilson, Cmdr., formerly of the Empire City, will leave her Pier No. 3, N.R. for Chagres direct on Thurs. 12th of Feb. 3 P.M. This S.S. has unequaled accommodations for steerage passengers, having been constructed with special reference to their comfort. Apply to J.W. Raymond, 34 B'way. [Note: The above boat is also listed by the Independent Line for same date of departure.]

FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Thurs. Feb. 26, 1852 Empire City Line - Departure Date - Wed. Mar. 17, 1852, 3 P.M. - S.S. Sierra Nevada for Chagres, connecting at Panama with S.S. New Orleans.

N.Y. Herald, Mar. 23, 1852 - FOR SAN FRANCISCO DIRECT - *N.Y. Herald*, Mar. 23, 1852 - Empire Line - Departure Date - within a few days - S.S. Josiah Quincy - no connection points given.

FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Thurs. Mar. 25, 1852, Empire City Line - Departure Date - April 20, 1852, 3 P.M. - S.S. Sierra Nevada for Chagres direct, connecting at Panama with S.S. New Orleans. *N.Y. Herald*, Apr. 22nd, S.S. Sierra Nevada will leave on Apr. 22, instead of 20th.

FOR SAN FRANCISCO - *N.Y. Herald*, Apr. 22, 1852, Empire City Line - Departure Date - May 20, 1852 - S.S. Sierra Nevada for Chagres direct, connecting at Panama with S.S. New Orleans.

FOR SAN FRANCISCO VIA ASPINWALL NAVY BAY DIRECT. *N.Y. Herald*, Tues. 27, Apr. 1852 - Empire City Line - Departure Date - Mon. May 24, 1852 - S.S. Sierra Nevada for Aspinwall, connecting at Panama with S.S. New Orleans.

Sun. May 23, 1852, *N.Y. Herald* - Letter Express Mail for Calif. Aspinwall, Panama, South America, Sandwich Islands & China by S.S. Sierra Nevada, May 24th. Berford & Co., No. 2 Astor House.

FOR SAN FRANCISCO VIA ASPINWALL NAVY BAY. *N.Y. Herald*, Tues. June 1, 1852. Empire City Line - Departure Date - Sat. July 3, 1852 - S.S. Sierra Nevada for Aspinwall Navy Bay, connecting by Panama Railroad to Gorgona. Change of sailing date: *N.Y.H.*, June 5, S.S. Sierra Nevada will leave July 10, 1852, connecting at Panama with S.S. New Orleans for S.F.

FOR SAN FRANCISCO VIA ASPINWALL & SAN JUAN. *N.Y. Herald*, Tues. July 27, 1852, Empire City Line - Departure Date - Thurs. Aug. 19, 1852 - S.S. Sierra Nevada for Aspinwall direct.

FOR SAN FRANCISCO VIA ASPINWALL GREATLY REDUCED RATES - *N.Y. Herald*, Mon. Sept. 6, 1852, Empire City Line - Departure Date - Mon. Oct. 4, 1852, 3 P.M. - S.S. Sierra Nevada for Aspinwall Navy Bay by Panama Railroad to Gorgona.

THROUGH TO SAN FRANCISCO VIA ASPINWALL & PANAMA, *N.Y. Herald*, Thurs. Sept. 16, 1852, Empire City Line, Departure Date - Thurs. Sept. 23, 1852, S.S. Sierra Nevada for Aspinwall & Panama, connecting with the N.Y. & S.F.S.S. Lines' steamers. The Sierra Nevada will leave again on Oct. 19th, connecting at Panama with S.S. City of Pittsburgh.

FOR SAN FRANCISCO VIA ASPINWALL NAVY BAY, *N.Y. Herald*, Fri. Sept. 24, 1852 Empire City Line - Departure Date - Tues. Oct. 19, 1852, 3 P.M. - S.S. Sierra Nevada for Aspinwall Navy Bay, connecting at Panama with S.S. City of Pittsburgh, for San Francisco.

VANDERBILT AND INDEPENDENTS

N.Y. Herald, Wed. Jan. 14, 1852 - Through tickets to California by the new and Independent S.S. Line leaving N.Y. for Chagres direct Jan. 20th & Feb. 1st, lower than any other line. Apply to E.G. Height, Agent, 7 Battery Place.

TO CALIFORNIA FOR SAN JUAN & CHAGRES DIRECT. *N.Y. Herald*, Thurs. Jan. 15, 1852, Independent Line - Departure Date - Jan. 20, 1852, 2 P.M., S.S. United States - No other information. [Obviously the above steamer sails for both company's "Ind. Line" as well as "N.Y. & S.F. Line", as indicated by the following.]

N.Y. Herald, Jan. 15, 1852 - Independent Line to Calif. For San Juan & Chagres direct. The new and splendid steamship United States, Chas C. Berry, Cmdr., 1,500 tons burthen, having superior accommodations, and first of the new and Independent Line for California against the Monopolist's, will leave Pier No. 3 North River on Tuesday, Jan. 20, 2 P.M. for the above named ports. For freight & passage apply to Palmer & Co., 80 Broadway.

TO CALIFORNIA VIA CHAGRES, *N.Y. Herald*, Fri. Jan. 16, 1852, Independent Line - Departure Date - Wed. Jan. 21, 1852, 3 P.M., S.S. Pioneer for Chagres direct.

N.Y. Herald, Jan. 16, 1852 - Through tickets to California on the Independent Steamers, leaving New York on the 20th of January and the 1st of Feb., will connect with the following steamers "New Orleans," "Gold Hunter," "Monumental City." The New Orleans will take the passengers of the steamer of the 29th of Jan.

from N.Y. Through tickets are properly guaranteed against detention on the Isthmus and the only sure line for passengers to take through tickets. For freight or passage apply to B.S. Haight, 7 Battery Pl.

N.Y. Herald, Jan. 27, 1852 - Independent Line to Calif. Through tickets for Chagres and San Juan direct. The new and splendid S.S. "City of New York" B.C. Baxter, Cmdr., built in the strongest manner, will leave her Pier No. 3, North River, on Sat. Feb. 7th for the above named ports. For freight and passage apply to Palmer & Co., 80 Broadway or B.S. Haight, 7 Battery Place.

N.Y. Herald, Sun. Feb. 8, 1852 - The S.S. City of New York of the Independent S.S. Co. was unavoidably delayed yesterday leaving her dock as appointed, in consequence of there being such a number going to Calif. that Messrs. Palmer & Haight has refused to issue any more tickets on that ship, etc.

TO CALIFORNIA, *N.Y. Herald*, Sun. Feb. 1, 1852, Independent Line - Departure Date - Thurs. Feb. 12, 1852, S.S. Sierra Nevada for Chagres, also S.S. United States for Chagres on Feb. 16. *N.Y. Herald*, Feb. 19, S.S. "U.S." will leave on Feb. 19th instead. [The Sierra Nevada is also listed by the Empire City Line for same date of departure.]

FOR CHAGRES & SAN JUAN. *N.Y. Herald*, Mon. Feb. 2, 1852, Ind. Line Opp. to Mon. - Departure Date - Mon. Feb. 16, 1852, 3 P.M., S.S. United States for Chagres. [As per *N.Y.H.* Jan. 15, & Feb. 2nd 1852, this steamer was listed by both companies, Ind. Line and N.Y. & S.F. Line.]

N.Y. Herald, Feb. 26, 1852. The Independent Line particularly calls the attention of Californians to the Company's new boat "William Penn" offering splendid accommodations, etc., etc.

FOR CALIFORNIA - *N.Y. Herald*, Thurs. Feb. 12, 1852, Independent Line - Departure date - Thurs. Feb. 26 1852 - S.S. Brother Jonathan for Chagres connecting with the Ind. Steamer to sail from Panama March 15th. Note: This steamer will land passengers at Kingston, Jamaica, on the outward trip. Change of sailing date. Above S.S. will sail on Sat. 28th. Brother Jonathan will meet at Panama with S.S. Monumental City as per notice of *N.Y. Herald* on Feb. 13, 1852.

N.Y.H. Feb. 10, 1852 - Independent Line for Calif. S.S. Brother Jonathan to sail for Chagres, and San Juan on Thurs. Feb. 26, 3 P.M.

FOR CALIFORNIA - *N.Y. Herald*, Feb. 14, 1852 (Sat.), Independent Line - Departure Date - Mar. 1, 1852, S.S. Frank Johnson for Chagres, connecting at Panama to San Francisco with Clipper Bark "Hersalla".

N.Y. Herald, Mon. Mar. 1, 1852 - The New Atlantic & Pacific Independent S.S. Co. The only through line for Calif. via Chagres direct in opposition to the old Monopoly. This Line is now fully complete and all passengers property guaranteed against detention at Panama. The new and splendid S.S. William Penn will leave from Pier 3 N.R. Mar. 2, direct for Chagres, connecting at Panama with the Independent steamers. The books will be opened today for 6th & 16th of Apr. steamers. Apply to Palmer & Co., 89 B'way or B.S. Haight, 7 Battery Pl.

FOR CALIFORNIA. *N.Y. Herald*, Feb. 20, 1852, Ind. Line, Departure Date - Mar. 2nd, 1852, 2 P.M., S.S. William Penn for Chagres and San Juan as per *N.Y.H.*, Feb. 22, connecting with Ind. Steamships at Panama.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Tues. Mar. 2, 1852, New Atl. & Pac. Ind. Line - Departure Date - Mar. 3, 1852 - S.S. William Penn for Chagres, connecting at Panama with Ind. steamers.

FOR SAN FRANCISCO. *N.Y. Herald*, Sun. Feb. 29, 1852, Vanderbilt Line - Departure Date - Wed. Mar. 3, 1852, 2 P.M. S.S. Lewis for San Francisco, touching at Valparaiso & Panama.

FOR CALIFORNIA. *N.Y. Herald*, Thurs. Feb. 12, 1852, New & Ind. S.S. Co. opp. to old Mon. - Departure Date - Mar. 6, 1852, 3 P.M. S.S. City of New York connecting with Ind. Steamships at Panama.

FOR SAN FRANCISCO TOUCHING AT RIO DE JANEIRO AND VALPARAISO - *N.Y.H.*, Sun. Feb. 22, 1852, Ind. Line - Departure Date - Sat. Mar. 6, 1852, 3 P.M. S.S. Pioneer. No other data given - *N.Y. Herald*, Mar. 8, 1852, gives Pioneer sailing date as of Mar. 13, 1852. *N.Y. Herald*, Mar. 18th, 1852 again gives change of sailing date for Pioneer to be Mar. 18th.

TO CALIFORNIA VIA PANAMA. *N.Y. Herald*, Jan. 28, 1852, Independent Line - Departure Date - Sat. Mar. 15, 1852, S.S. Sierra Nevada, connecting with S.S. New Orleans from Panama for San Francisco.

TO CALIF. with N.Y. STEAMERS FROM PANAMA. *N.Y.H.* Feb. 22, 1852, Ind. Line - Departure Date - Mar. 15, 1852 - S.S. Monumental City from Panama, to leave on Mar. 15th.

TO CALIFORNIA FOR CHAGRES - *N.Y. Herald*, Mon. Mar. 1, 1852, New Atl. & Pac. Ind. S.S. Co. same as Independent Line - Departure Date - Mar. 16, 1852 S.S. City of N.Y. for Chagres, connecting at Panama with the Ind. Stmrs.

Through to San Francisco. *N.Y. Herald*, Mon. Feb. 2, 1852, N.Y. & S.F. Line Departure Date - Fri. Mar. 26, 1852, 3 P.M., S.S. United States for Chagres connecting at Panama with S.S. Winfield Scott to sail for S.F. on Apr. 10th. Next trip of S.S. United States scheduled by same line for Thurs. May 20th, same connecting point and steamer.

N.Y. Herald, Feb. 2, 1852 - Through to San Francisco. New York & San Francisco Steamship Line. The new S.S. United States, will take her departure for Chagres on Friday 26, of Mar. next at 3 P.M., connecting at Panama with S.S. Winfield Scott, departing from Panama to San Francisco on the 10th of April.

TO CALIFORNIA. *N.Y. Herald*, Mar. 24, 1852, Independent Line - Departure Date - Mar. 25, 1852, S.S. United States, connecting at Panama with S.S. Winfield Scott for San Francisco.

TO SAN FRANCISCO. *N.Y. Herald*, Fri. Mar. 5th, 1852, Independent Line - Departure Date - Fri. Mar. 26, 3 P.M., S.S. Brother Jonathan for Chagres connecting with Ind. Steamers for Calif. *N.Y.H.* Apr. 13, 1852, next sailing of Brother Jonathan scheduled for May 1st.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Sat. Feb. 14, 1852, Vanderbilt Line - Departure Date - Apr. 1st, 1852, S.S. Northern Light (her first trip) for Chagres, connecting with S. S. Lewis for San Francisco. *N.Y.H.*, Mar. 9, changed to date of sailing Apr. 10, connection the same.

N.Y. Herald, Sat. Apr. 3, 1852. Vanderbilt's Line. Notice to 5th of Apr. passengers. The steamer "Northern Light" will take the place of the "Prometheus" and leave from Pier No. 2 North River on Mon. 5th inst., at 3 P.M. D.B. Allen, Agent.

TO CALIFORNIA WITHOUT DETENTION ON THE ISTHMUS. *N.Y. Herald*, Wed. Mar. 17, 1852, New Atl. & Pac. Ind. S.S. Co. (same as Independent Line) Departure Date - Apr. 6, 1852, 3 P.M., S.S. William Penn for Chagres & San Juan.

FOR SAN FRANCISCO VIA NICARAGUA. *N.Y. Herald*, Fri. Apr. 23, 1852, Vanderbilt Line, Departure Date - Wed. May 5, 1852, 3 P.M. - S.S. Northern Light for San Juan del Norte, connecting with S.S. Lewis. The favorite S.S. Prometheus will succeed the Northern Light and leave May 20, connecting with S.S. Pacific.

N.Y. Herald, May 1, 1852, S.S. Brother Jonathan after extensive alterations will leave positively for S.F. on May 10th, 3 P.M.

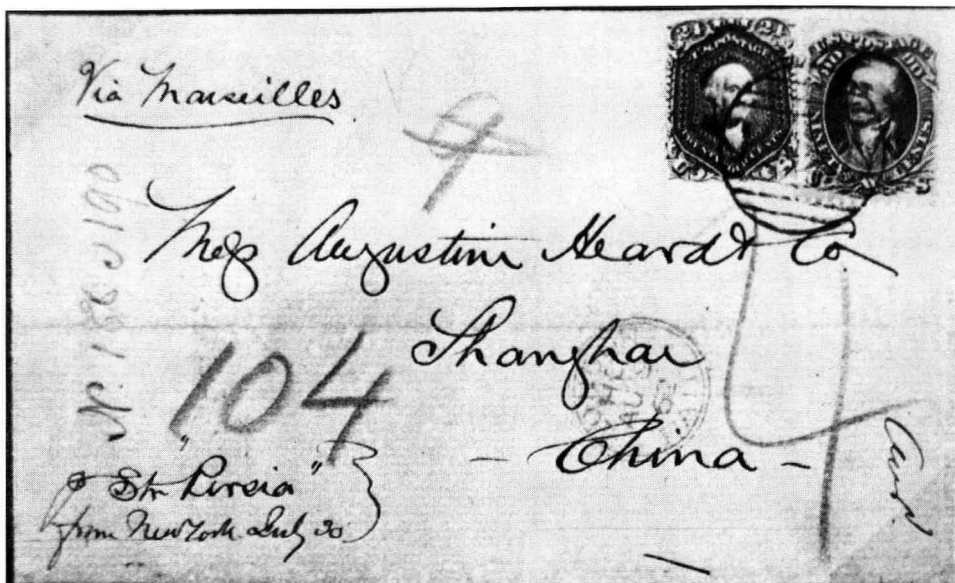
TO SAN FRANCISCO. *N.Y. Herald*, Sat. Mar. 27, 1852, N.Y. & S.F.S.S. Line - departure Date - Thurs. May 20, 1852, 3 P.M., S.S. United States for Chagres, connecting at Panama with S.S. Winfield Scott for S.F. *N.Y.H.* Apr. 17, change of sailing date to May 22nd. Passengers will disembark along the wharf at Aspinwall and take the Panama R.R. now opened nearly to Gorgona, thus avoiding risk attendant upon landing in boats at Chagres and the river navigation to Gorgona. Further change of sailing date. *N.Y. Herald*, Apr. 22, 1852, S.S. United States will take her departure for Aspinwall (Navy Bay) on Sat. 15th of May, 3 P.M.

PATRONIZE OUR
ADVERTISERS

COVER USAGES OF THE 90¢ 1861 AND 1868 ISSUES

WILLIAM K. HERZOG AND CHARLES J. STARNES

Cover usages of the known 90¢ 1861 stamps were listed by J. David Baker in October 1964.¹ In May 1968, his original list of 27 covers was increased to 47,² and in December of the same year one more was reported.³ And in 1971 Jerome S. Wagshal recorded the famous 90¢ grill cover to Peru.⁴ No further listing has been noted in the literature to date. We have been able to add to Baker's total of covers, making possibly a more comprehensive and informative survey of these always-in-demand treasures.



No. 6 in Table I. To China. By Persia from NY 30 Jul 62; credit \$1.04 to GB.

This listing includes 62 believed-genuine 90¢ 1861 covers (Table I), two approved 1868 grill covers (Table II), and nine 1861 dubious items (Table III). A Table IV tabulates the authentic covers (Tables I and II) by destination, city of origin, and year of use. The designation "cover" means envelope, folded letter, or front of about envelope size or larger (not a small piece). The Table I list is sequentially numbered and arranged under destination by mailing date. The stamp values are 1861 ungrilled issues unless noted otherwise. The mail system and the correct convention postage are shown under *Total Rate*. A confirming source for Baker's originally listed covers is used whenever possible: the two unconfirmed Baker covers are listed under *Source* as "Original No. 18" and "Original No. 33." The nine dubious covers, five of which were in Baker's original list,⁵ range from doubtful to obvious alterations. Information as to the source and expert opinion noted under *Explanation* in Table III may be requested from the writers.

1. J.D. Baker, "The 90 Cent Stamps of 1860, 1861, and 1867," *Chronicle* 48, 36.

2. J.D. Baker & F.S. Levi, Jr., "Additions to the Listing of Known 90¢ 1861 Covers," *Chronicle* 58, 66.

3. J.D. Baker, "Ninety Cent U.S. Stamps of the 1857, 1861, and 1869 Issues," *The American Philatelist*, Vol. 82, No. 12, 1099.

4. J.S. Wagshal, "The Ninety Cents 1861 Grilled Stamp on Cover," *Chronicle* 69, 28.

5. J.D. Baker, *Chronicle* 48, *loc. cit.*

Symbols For Tables I-III

* following cover no., recorded in Baker's original list of 47

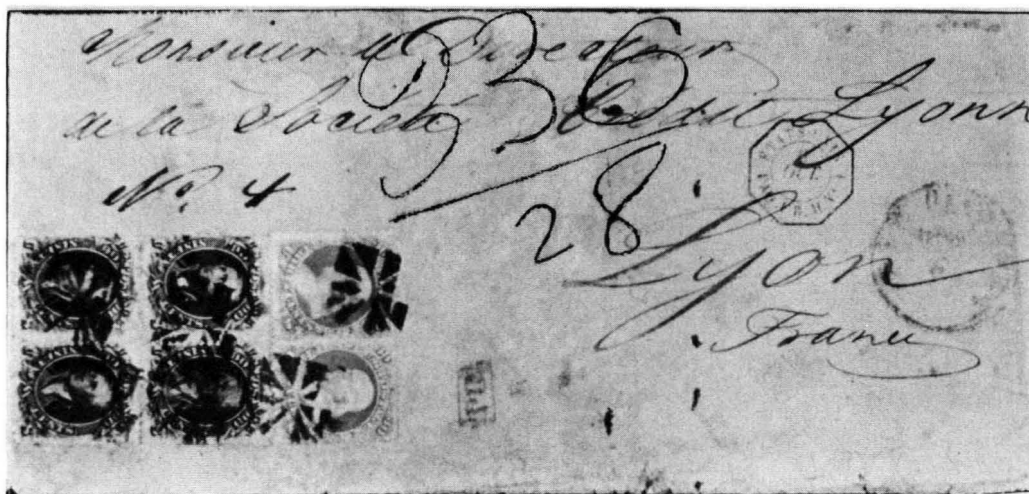
† following cover no., illustrated in *Bakers' U.S. Classics*

(d) in "From" column, origin of earliest identifiable date marking

in "Source" column, H/R = Harmer Rooke; Gim/Man = Gimelson, Manning

Abbreviations for Mail Systems

APkt + Br v Pan	American Packet, + British via Panama
Br	British
Br v E	British via England
Br v M	British via Marseilles
Br v S	British via Southampton
Fr	French
NGU, cm	North German Union, closed mail
PCM	Prussian Closed Mail



No. 37 in Table I. To France. French Line *Ville de Paris* from NY 6 Oct. 66.

A total of 351,150 90¢ ungrilled stamps and 30,820 grilled issues were delivered to post offices.⁶ The former, with 62 covers listed, is by far the most common 90¢ stamp on cover; conversely, the two grill covers are very rare. The second grill cover, No. 64, appears to have been handled by Perry in 1936.⁷

When his list consisted of 27 covers in 1964, Baker speculated that 70 covers should exist.⁸ Although at the moment this total of genuine covers has not been realized, it is possible. We would appreciate information on additional covers⁹ and also any further data on the listed items.

6. W.K. Herzog, "The Story of the United States Grilled Postage Stamps," *American Philatelic Congress*, Book 44, 67-103.

7. The second 90¢ grill cover was not completely unknown. Elliott Perry offered a 90¢ 1868 cover in his *Pat Paragraphs* of 1936 and 1943. Unfortunately, there was no accurate description or photo. The cover listed as 64, which surfaced in 1984, is believed to be the "Perry" cover.

8. J.D. Baker, *Chronicle* 48, *loc. cit.*

9. A possible additional 90¢ 1861 cover is "90,90/Boston/Hong Kong/Heard & Co./Fr.," from Herzog's notes — to China but no listed date or source. Help wanted.

TABLE I: 90¢ 1861 COVERS

No	Date	Stamps	From	To	Addressee	Total Rate	Notes	Source
CANADA								
1	?,73	90 + 2,2,2NatG	?,NYdocket(d)	Montreal	Sup. Court	Treaty,.96	"Filed 18 Dec. 73"	Wolffers 132:32
CHINA								
2*	Nov 27 61	90,10,5,3	Boston(d)	Hong Kong	Heard Co.	Br v M,1.08	PF 21998, Waterhouse	Harmers, Lon 6/27/55:535
3	Feb 12 62	90,24	NYC(d)	Shanghai	Heard Co.	Br v M,1.14	PF 8564	Siegel 560:107/80 Rar.
4*	Mar 19 62	90,12,3,3	NYC/docket(d)	Shanghai	Nixon	Br v M,1.08	London AP ? 62	PF 26322
5*	Jun 21 62	90,12,3,3	NYC(d)	Shanghai	Nixon	Br v M,1.08	PF 6065	Siegel 210:587/Krug
6*	Jul 29 62	90,24	Boston(d)	Shanghai	Heard Co.	Br v M,1.14		Harmer 11/56:186/Caspary
7*	Sep 9 62	90,24	NYC(d)	Shanghai	Heard Co.	Br v M,1.14		Siegel 583:402
8	Oct 25 62	90,24	NYC(d)	Shanghai	Heard Co.	Br v M,1.14	PF 30617	Siegel 350:77/69 Rar.
9*	Dec 11 62	90,24	Boston(d)	Shanghai	Heard Co.	Br v M,1.14	NYC Dec 13	Harmer 11/56:187/Caspary
10*	Dec 29 62	90,10,5,3	NYC(d)	Hong Kong	Archer Co.	Br v M,1.08		Ward 12:260/Gibson
11	Feb 9 63	90,24	NYC(d)	Shanghai	Heard Co.	Br v M,1.14	PF 18001	Kelleher 516:104
12	Apr 11 63	90,24	NYC(d)	Shanghai	Heard Co.	Br v M,1.14	PF 51027	Harmer 2343-5:499/Hessel
13*	May 23 63	90	NYC/Lond(d)	Shanghai	Nixon	Br v S,.90	PF 82708	Knapp 5/5/41:2873
14*	Aug 7 63	90,10,3,3	Bost/Lond(d)	Hong Kong	Heard Co.	Br v M,1.06		Siegel 679:195/87 Rar.
15*	Sep 12 63	90,10,3,3	Bost/NYC(d)	Shanghai	Heard Co.	Br v M,1.06		Harmer 11/56:188/Caspary
16*	Nov 24 63	90,10,3,3	Boston(d)	Shanghai	Heard Co.	Br v M,1.06	ex Waterhouse	Siegel 210:584/Krug
17*	Dec 24 63	90,90,30,2	NYC(d)	Hong Kong	Archer Co.	Br v M,2.12	PF 21999,ex Gibson	Harmer 10/23/50:861/Moody
18	Mar 23 64	90,10,3,3	NYC(d)	Hong Kong	Archer Co.	Br v M,1.06		Ishikawa book
19*	Apr 26 64	90,10,3,3	NYC(d)	Hong Kong	Archer Co.	Br v M,1.06		H/R 10/39/S. Brown
20	Mar 25 65	90	Boston(d)	Hong Kong	Delano	French,.90		Ivey 5/26/86:180
21*†	Mar 28 65	90,90,12,10,10	NYC(d)	Hong Kong	Heard Co.	Br v M,2.12	ex Waterhouse	Siegel 210:588/Krug
22*	Oct 14 65	90,90,30,2	NYC(d)	Hong Kong	Heard Co.	Br v M,2.12	ex Newbury	Siegel 526:167/Baker
23*	Nov 15 65	90,10,3,3	NYC(d)	Hong Kong	Middleton	Br v M,1.06		PF 21996
24*	Nov 25 65	90	NYC(d)	Canton	Carlowitz	Br v M,.53	PF 8536, overpd 37¢	Siegel 283:68/65 Rar.
25†	Jul 20 66	90	Baltimore(d)	Shanghai	Heard Co.	Br v S,.90	ex Newbury	Siegel 526:165/Baker
ENGLAND (U.K.)								
26	Sep 18 63	90,10,10,10	San Fran(d)	Marston	Sampson, Low	Br,1.44 unpd.	Underpd 5x24,6/-due	auction clipping
27*	Dec 29 63	90,3,3	Boston(d)	Bristol	Hodges	Br,.96	PF 10740	Siegel 579:132/81 Rar.
28*	Apr 15 65	90,3,3	NYC(d)	Edinburgh	Stewart	Br,.96	stolen from Starnes	Siegel 8/13/62:468
29*	Jul 1 65	90,30,24	NYC(d)	London	Kendall Sons	Br,1.44		Siegel 210:586/Krug
30*	Jul 8 65	90,24,24,3,3	San Fran(d)	?,England	?	Br,1.44		Original 33

No	Date	Stamps	From	To	Addressee	Total Rate	Notes	Source
31	Apr 26 67	90,3,3	Wash,DC(d)	London	Stevens	Br,.96		Feldman 5/30/86: 50453
32*	Nov 3 67	90,5,1	NYC(d)	Liverpool	Bank of Lpl	Br,.96		Siegel 210:582/Krug
33	Dec 18 67	90,3,3	Boston(d)	Birmingham	Morgan	Br,.96	PF 35020	Frajola 10/81:379/Herzog
34	Feb 1 ?	90,3,3	Rochester(d)	Edinburgh	Stewart	Br,.96		PF 1817
FRANCE								
35*	Dec 26 62	90,90,10,5	NYC(d)	Bordeaux	deleted	Fr,1.95	ex Caspary	Siegel 210:589/Krug
36*	May 19 66	90,12,3	New Orleans(d)	Paris	Weiss	Fr,1.05	PF 9228, ex Gibson	Siegel 8/13/62:467
37*	Oct 6 66	90B4,30,30	NYC(d)	Lyon	?	Fr,4.20	<i>Linns</i> 6/11/84 p.35	Siegel 371:61/70 Rar.
38	Dec 22 66	90	New Orleans(d)	Paris	Cordier	Fr,.75	overpd,PF 100001,NY 12/29	Frajola 17:332
39*	Dec 29 66	90	NYC(d)	Paris	Andries	Fr,.90		Siegel 210:583/Krug
40	May 13 69	90	Wash,DC(d)	Paris	Reubens	Fr,.90	PF 12055	J. Kauf. 12/13/86:80/Gem
41	Dec 21 ?	90,12,3	New Orleans(d)	Bordeaux	?	Fr,1.05	NYC Dec 24	PF 37503
GERMANY								
42*	Jul ?1 ?	90	NYC(d)	Leipzig	Schall	NGU cm,.90		PF 10001
HAWAII								
43*	Oct 28 62	90	Boston(d)	Honolulu	Allen	.90(9x)	PF 82709	Siegel 371:60/70 Rar.
INDIA								
44*	May 19 68	90,10+12G	Boston(d)	Ahmednuggar	Bissell	Br v S,1.12		<i>19th APC</i> , p65,fig 4
JAPAN								
45*	Oct 28 65	90,10,5,1	Elmira NY(d)	Kanagawa	Hall	Br v M,1.06	PF 12892	SPB 58:112/Ishikawa
NEW SOUTH WALES								
46*†	Jul 6 63	90	Wash,DC(d)	Sydney	Hogan	Br v M,.90	ex Gibson	Siegel 526:164/Baker
47*	Aug 8 64	90	Wash,DC(d)	Sydney	Hogan	Br v M,.90	ex Knapp	Siegel 596:211/82 Rar.
48	Jan 9 66	90	Wash,DC(d)	Sydney	Hogan	Br v M,.90		Siegel 560:108/80 Rar.
49*	Oct 2 66	90,30,12	Wash,DC(d)	Sydney	Hogan	Br v S,1.32		Ward 12:261/Gibson
50	Dec 11 66	90,90	Wash,DC(d)	Sydney	Hogan	Br v M,1.80		Ishikawa book
NORWAY								
51*†	Apr 18 62	90,1,1	San Fran(d)	Thronjein	Heister	PCM,.92		Siegel 210:585/Krug
SAINT HELENA								
52	Jul 28 66	90	Jersey Cy/NYC(d)	St. Helena	Consul	Br v S,.90	signed Ashbrook	Siegel 412:932
URUGUAY								
53	Oct 7 63	90,90	Phila(d)	Montevideo	Morgan	Br v E,1.80		Gim/Man 9/26/67:291
54	Oct 23 63	90,90	Phila(d)	Montevideo	Morgan	Br v E,1.80		Deschl 6/13/70:105A
55*	Jun 3 65	90,90	Phila(d)	Montevideo	Morgan	Br v E,1.80		Original 18
56	Jun 29 65	90,90	Phila(d)	Montevideo	Morgan	Br v E,1.80		H/R 5/15/63:200

TABLE I (cont.)

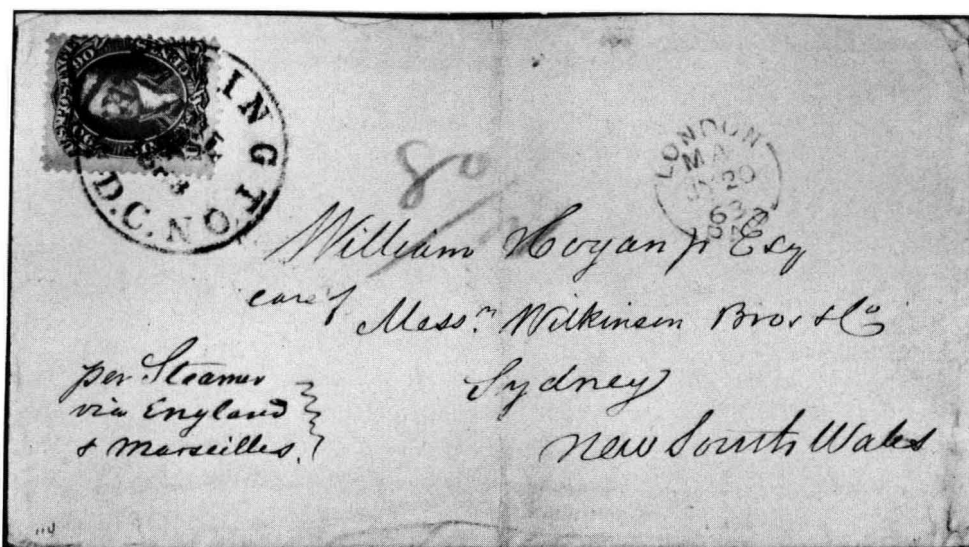
No	Date	Stamps	From	To	Addressee	Total Rate	Notes	Source
WEST COAST OF AFRICA								
57*	Mar 4 65	90,90,30,30,24	NYC(d)	Corisco	Mackey	Br,2.64	ex Fleckenstein	Siegel 679:196/87 Rar.
ZANZIBAR								
58*	Sep 24 67	90	Salem, Ms(d)	Zanzibar	Goodhue	Br v M.,90	London 5 OC 67	Siegel 448:64/74 Rar.
59*	Oct 24 67	90	Salem, Ms(d)	Zanzibar	Goodhue	Br v M.,90		Siegel 679:194/87 Rar.
60*	Aug 6 68	90,3,3	Salem,Ms(d)	Zanzibar	Goodhue	Br v M.,72	overpaid 24¢	PF 21997
DOMESTIC USES								
61*	Jul 31 ?	90,90,90, 30,10,10	Stockton, Cal(d)	Rockport, Ms	Choate	3.20	front only	Siegel 391:62/71 Rar.
62	?	90,3	Reading, Pa	Oley, Pa	Glase	.96		PF 94395

TABLE II: 90¢ F-GRILL COVERS

PERU								
63†	May 8 69	90G,12G	San Fran(d)	Lima	Castaneda	APkt+ BrvPan, 1.02	PF 21793, ex Haas	<i>Chronicle</i> 69:29
DOMESTIC USES								
64	Mar 16 73	90G + 30,24 Nat	Norwalk, O/(d)	Cleveland	Earl Bill	1.44(48x)	front, <i>Chr.</i> 123:200	Siegel 632:271/84 Rar.

TABLE III: DUBIOUS 90¢ 1861 COVERS

No	Date	Stamps	From	To	Addressee	Explanation (Expert opinion)
CHINA						
1*	Oct 22 63	90,24,10	NYC/Lon(d)	Shanghai	Heard Co.	Exp.: "Stamps used on cover; stamp removed LL." 18¢ over, BrvM,1.06
2*	Jan 26 64	90,24	NYC(d)/Lon 2/8	Shanghai	Heard Co.	Exp.: "Stamps did not originate," 8¢ overpay,1.06
3*	Jan 3 65	90,10,3,3	NYC(d)	Hong Kong	Archer Co.	Exp: "90¢ and 10¢ did not originate," inexplicable rate for Fr markings
ENGLAND						
4*	Apr 9 67	90,3,3	Wash,DC(d)	Leicestershire	Thornton	Exp:"90¢ did not originate," mkg indicate Br,.96
FRANCE						
5*	Feb 3 ?	90,24,24,24,3	San Fran(d)	Paris	Donahue	Exp:"65,72,78 did not originate," no clear rate mkg
6	Apr 6 68	90	San Fran(d)	Tremblare	Conte Co	Exp:"stamp did not originate on FL," Fr.,15;75¢ overpay
7	Aug 30 ?	90	?/Phila/Calais(d)	?	?	Exp:"defective 90¢ did not originate," "16" due mkg
GERMANY						
8	Nov 6 ?	90	NYC/ms(d)	?,Bavaria	?	Exp:"90¢ did not originate, tying cancels fraudulent," no clear rate mkg
ITALY						
9	Dec 12 64	90,30,3,3	NYC(d)	Palermo, Sic.	deleted	Mkgs indicate Fr,.21 (overpaid 1.05!)



No. 46 in Table I. To New South Wales. On *Arabia* from Boston 9 Jul 63.

TABLE IV: INFORMATION FOR ACCEPTED 90¢ 1861 & 90¢ 1868 GRILL COVERS

Destination	Origin	Year of Use	
China	24 NYC	24 1861	1
England/Scotland	9 Boston	11 1862	11
France	7 Washington, DC	7 1863	12
New South Wales	5 Philadelphia	4 1864	3
Uruguay	4 San Francisco	3+1G 1865	12
Domestic Uses	2+1G New Orleans	3 1866	9
Zanzibar	3 Salem, Mass.	3 1867	5
Canada	1 Baltimore	1 1868	2
Germany	1 Elmira, NY	1 1869	1+1G
Hawaii	1 Jersey City, NJ	1 1873	1+1G
India	1 Norwalk, Ohio	1G Unknown	5
Japan	1 Reading, Pa.	1	64
Norway	1 Rochester, NY	1	
Peru	1G Stockton, Cal.	1	
St. Helena	1 Unknown	1	
West Coast of Africa	1	64	
	<u>64</u>		

REGISTRATION OF LETTERS, 1861-1869

RICHARD B. GRAHAM

(Continued from *Chronicle* 139:195)

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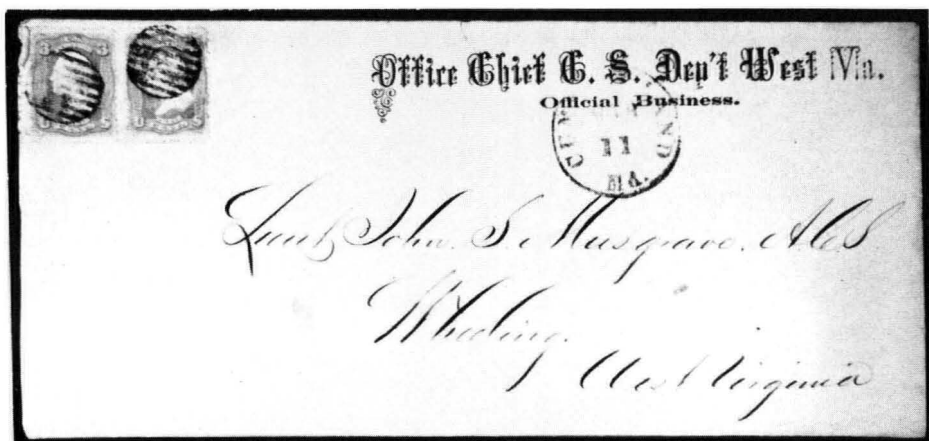
Luff, John N. *The Postage Stamps of the United States*, 1902.

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NOT CONFEDERATE STATES

When this cover recently turned up, there was some tendency on the part of the dealer in whose hands it was placed to suspect that the wording on the cover meant "Office Chief (of) C(onfederate) S(tates) Dept. of West Virginia." However, he also noted this was offset by the fact that the cover bore U.S. rather than Confederate stamps and also that it was sent from Cumberland, Md., after West Virginia was cut off to become a Federal state in 1863.



Actually, the initials "C.S." in the legend stand for "Commissary of Subsistence" and the cover was thus printed up for the use of the officer responsible for food supplies for the military in the Federal Department of Western Virginia.

The coincidence of meaning of the initials "C.S." misleads dealers and auction describers at times, so perhaps it is time it was placed in the record.

Richard B. Graham

CENSUS OF VERMONT BLACK JACK COVERS

Mr. Durward Momsen of the Vermont Postal History Society has been conducting a census of Black Jack covers used in Vermont, which has already produced a few installments in the *Vermont Philatelist*.

Mr. Momsen has available forms on which the desired data may be recorded, which include post office of origin, month and day of postmark; year of postmark and how determined (CDS, docketing, etc); address; other postal markings; stamps; other data, such as style and color of envelope, etc; describe content, if any (or furnish photocopy) and source of data (submitter's name and/or where the data was obtained).

This may be sent together with a photocopy of the cover, to Durward Momsen, 38 Pleasant St., Somersworth, N.H. 03878.

I assume Mr. Momsen will furnish copies of his census form to those requesting them.

Richard B. Graham

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THE 1869 PERIOD

SCOTT R. TREPPEL, Editor

USED 30-CENT 1869 INVERTS

SCOTT R. TREPPEL

(Continued from *Chronicle* 139:197)

Author's Note: The survey of used 30¢ Inverts is continued from *Chronicles* 138 and 139. For an explanation of the arrangement of the author's census, please refer to *Chronicle* 138. Categories previously covered are "Wide Spaced Inverts" and "Centered" copies.

The Center-West Inverts

In this article, eleven 30¢ Inverts from the "Center-West" category are described, ten of which are illustrated. These copies meet the following requirements: 1) the point of the flagpole at left is close to or just touching the punched holes of the perforations, while the point of the flagpole at right is far from the perforations (approximately 1½mm), and 2) the central fold of the flags at top and the central star at the bottom are practically equidistant to the perforations.



Figure 1



Figure 2



Figure 3

In discussing the 30¢ "Centered" Inverts, the author observed that 25 percent of the recorded used copies could be graded *extremely fine*, in terms of centering only, and that such a proportion was unusually high for early U.S. stamps. In a similar vein, the copies in the "Center-West" category are generally well-centered, and, in certain cases, have been offered as *very fine* or *extremely fine* by informed stamp auctioneers. Therefore, another 25 percent of the recorded 30¢ Inverts must be weighed in the category of attractive, high grade examples.

Table C provides the relevant data for the ten stamps illustrated in Figures 1 to 10, and the Tapling (British Library Collection) copy of which no photo is available. The author apologizes for the poor reproductions in Figures 9 and 10, but these are the best available.



Figure 4



Figure 5



Figure 6

TABLE C

Figure 1. Circle of wedges cancel. PFC 115791. Ex Stolow sale, June 6, 1983.

Figure 2. Circle of 8 wedges (“rosette,” unusual cancel). Flagpole point at left into perforations. PFC 163512. Ex “Isleham” Collection.

Figure 3. Circle of 8 wedges (matches Figure 4). PFC 30527. Ex Crocker, Moody.

Figure 4. Circle of 8 wedges (matches Figure 3). PFC 380, 449 and 29688. Ex Picher.

Figure 5. Circle of “V’s” cancel (matches “Centered” copies shown as Fig. 8 and 9 in *Chronicle* 139). Ex Eno (Siegel sale, June 1980, lot 879).

Figure 6. Circle of 8 wedges cancel. Thin, tear at bottom, corner fault. Flagpole point at left touches perforations. PFC 43574. Ex Klein sale, 1930.

Figure 7. Circle of “V’s” cancel. Flagpole point into perforations at left. PFC 59554 states “reperforated at left” (author disagrees, see text). Ex Hessel.

Figure 8. Circle of “V’s” cancel, slightly blurred, possibly matching Figure 5. Two corner creases. PFC 49398. Ex Grunin, Sheriff.

Figure 9. Circle of wedges cancel. Previously described as reperforated and repaired. Ex Fifield sale, Mar. 30, 1948, lot 427.

Figure 10. Circle of wedges cancel. No further details. Recorded only from 1942 Spencer Anderson advertisement.

Tapling Collection. British Library. Categorized based on notes taken during author’s visit. No photo or details.



Figure 7



Figure 8

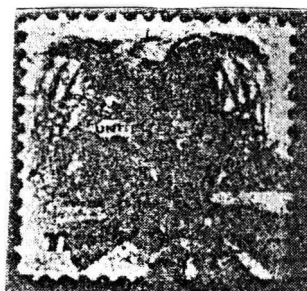


Figure 9

Reperforating

The copy in Figure 7 has a P.F. certificate that describes the left side as reperforated. This stamp, in the context of the copies in this “Center-West” category, does not seem abnormal, and, in fact, it is nicely mated with the stamps in Figures 2 and 6, both of which have clean P.F. certificates. All three have the flagpole point actually projecting into the perforation holes, and the corresponding wide right margin. The author has personally

Figure 10



examined the stamp in Figure 7 and found nothing to support the P.F. opinion. For the record, the author's professional involvement in selling this stamp must be noted, but this occurred well after the P.F. issued its certificate and the content of the P.F. opinion was fully disclosed in the auction catalog description.

Another stamp, Figure 9, was described in its 1948 offering as reperforated and repaired, but it is included in this category because of its appearance.

Cancellations

There are a few matching cancellations among the copies recorded so far in this survey. The "Centered" stamp shown in *Chronicle 139* as Figure 8 (ex Newbury) bears a New York Circle of "V's" cancellation also found on Figure 9 in the same article and Figure 5 in this article. The similarity between the Newbury copy and the copy shown as Figure 5 is noteworthy. One can almost imagine them on separate letters mailed by the same sender and cancelled by the same clerk.

Figures 3 and 4 bear the same cancellation, a Circle of eight Wedges, three of which are grossly formed and joined together. There are other cancels similar to this found on the 30¢ Inverts, but at this time they do not appear to be identical.

(To be continued)

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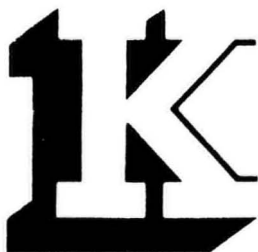
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THE SIX CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The official post office description of the 6¢ Columbian was “‘Columbus Welcomed at Barcelona,’ scene from one of the panels of the bronze doors, by Randolph Rogers, in the Capitol at Washington. On each side of the scene is a niche, in one of which is a statue of Ferdinand, and in the other a statue of Bobadilla. Color, royal purple.”¹ The welcoming scene took place about April 20, 1493, upon Columbus’s return from his first voyage. Chronologically this scene is ninth in the series, following the landing of Columbus on the 2¢ Columbian. The statue of Ferdinand on the left is understandable; he was the king of Spain. But Bobadilla? He was the man, later appointed royal commissioner, who put Columbus in chains. Actually the statue on the right represents the Spanish discoverer and adventurer, Vasco Nunez de Balboa, who crossed the Isthmus of Panama in 1510 and claimed the Pacific Ocean for Spain.²

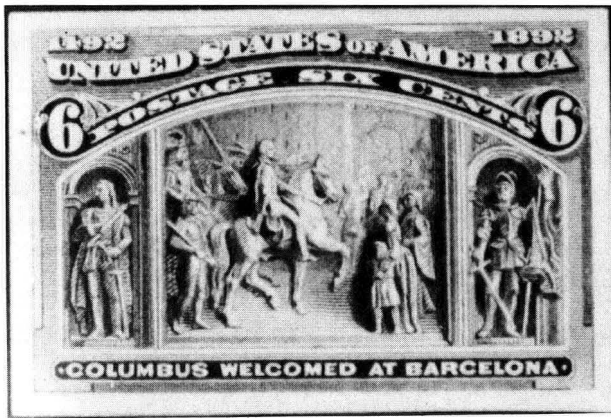


Figure 1. Plate proof of the final design.

In his book, *Essays for U.S. Postage Stamps*, Clarence Brazer lists three examples for the 6¢ value. Unique is a nearly finished india on card essay in blue violet. A black essay of only the frame and lettering without the vignette is listed as rare. Finally a ferrotype metal plate is known from which prints in red on card have been recorded.

Figure 1 displays a plate proof of the final design. The vignette was engraved by Robert Savage, the frame by D. S. Ronaldson and the lettering by George H. Seymour.

The 1894 *Report of Postmaster General Bissell* listed only 4,707,550 6¢ Columbians issued to postmasters. This was the smallest number for any of the Columbians below the 15¢ denomination. Brookman stated that 48,400 remainders were destroyed in Washington in June 1897.³ Only one 100-subject plate was needed to print the 6¢ Columbian: plate Z104.⁴ There are color shades and double transfers but no really major varieties. Figure 2 presents a plate imprint block.

The 6¢ Columbian was not designed for any specific single postal rate. Instead, it found

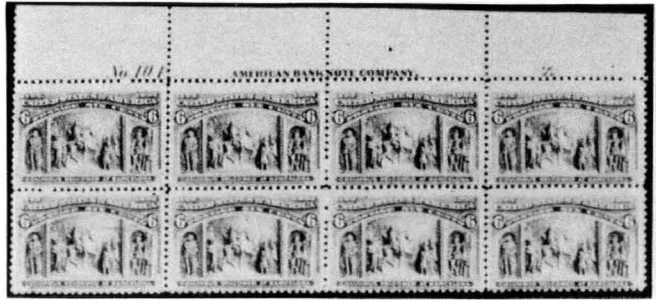
1. Circular to Postmasters, Columbian Series of Postage Stamps and Stamped Envelopes, Post Office Department, Washington, D.C., December 5, 1892.

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

3. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, Vol. III, pp. 66-67, 1967.

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

Figure 2. Plate imprint block of the issued stamp.



use in paying multiple rates and, in multiples or in combination with other stamps, in paying higher rates. Figure 3 illustrates a 6¢ Columbian paying a triple 2¢ per ounce domestic rate. The cover was posted in New York, N.Y., March 23, 1893. Of course, in the absence of the enclosure there is no way of checking that the weight was actually over 2 ounces and not over 3 ounces.

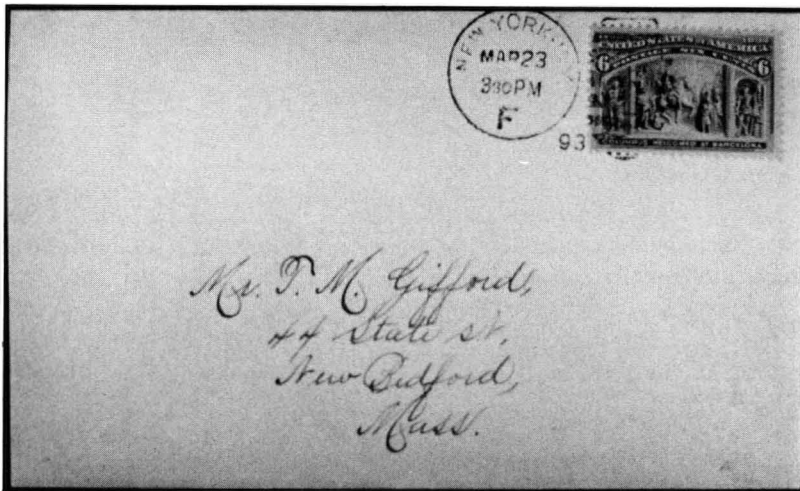


Figure 3. Triple 2¢ per ounce domestic rate. NEW YORK, N.Y., MAR 23 93.

An example of combination use is provided by the cover of Figure 4. A registration fee of 8¢ and 2¢ postage were paid by a 6¢ Columbian and a 4¢ Columbian. J. W. Scott (as in

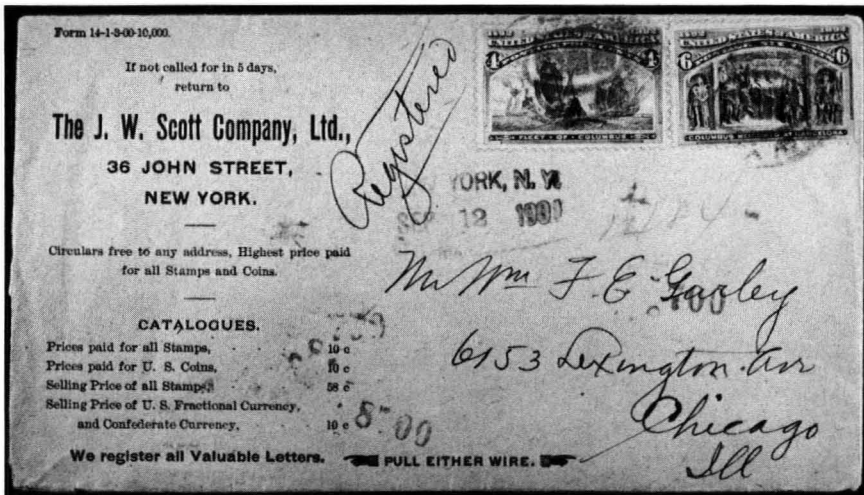


Figure 4. Combination use: 4¢ and 6¢ Columbian paying 2¢ postage plus 8¢ registration. NEW YORK, N.Y., SEP 12 1901.

Scott Catalogue) could have used a 10¢ or two 5¢ Columbians but this 4 + 6 combination had more eye appeal. This suggests that Scott's cover is philatelic in the sense of being deliberately contrived to create a philatelic item. So far as the choice of stamps is concerned, that's a reasonable conclusion. However the cover probably did carry normal correspondence and stamps. In that sense it would be normal commercial use. The year 1901 is rather late usage of the Columbians. You wonder if Scott purchased the stamps from disillusioned speculators at less than face value and used the stamps for their public relations impact.

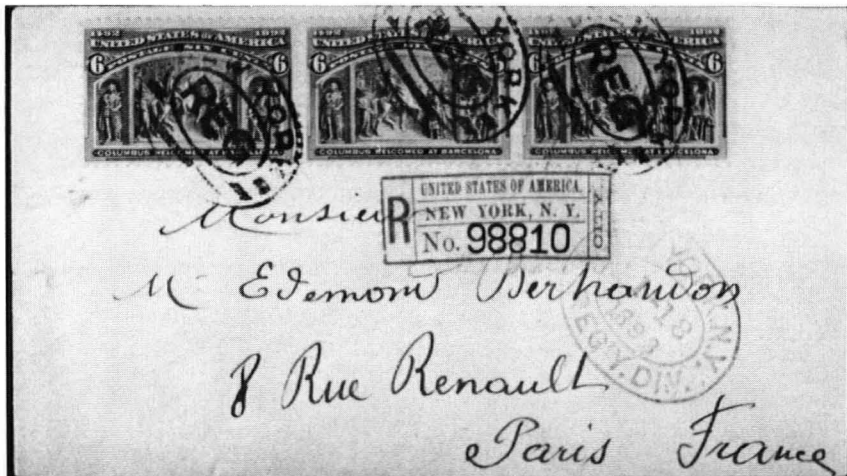


Figure 5. Three 6¢ Columbians could have paid double 5¢ UPU rate plus 8¢ registration. Actually, this was a single rate registered cover with no enclosure. NEW YORK, N.Y., 11-18 1893.

Figure 5, with three 6¢ Columbians, presents a much more extreme case of philatelic use. Now the three 6¢ Columbians did pay (and pay exactly) a double 5¢ UPU rate plus 8¢ registration to France. This is clearly not a case of massive overpayment. But consider the following. This cover was one of about a dozen exotic Columbian covers offered in an auction several years ago. The dozen covers were mailed on the same day, to the same address and carried consecutive registry seal numbers. Most of the covers had stamp franking that did not pay an exact rate. Figure 5 was an exception. There's more. This cover is made of very thin, flimsy material, an extremely poor choice for carrying an overweight enclosure. Finally, on the back the sender wrote "Empty." There never was an enclosure. Exact rate or not, this cover was contrived. This cover is philatelic, a philatelic souvenir — like most

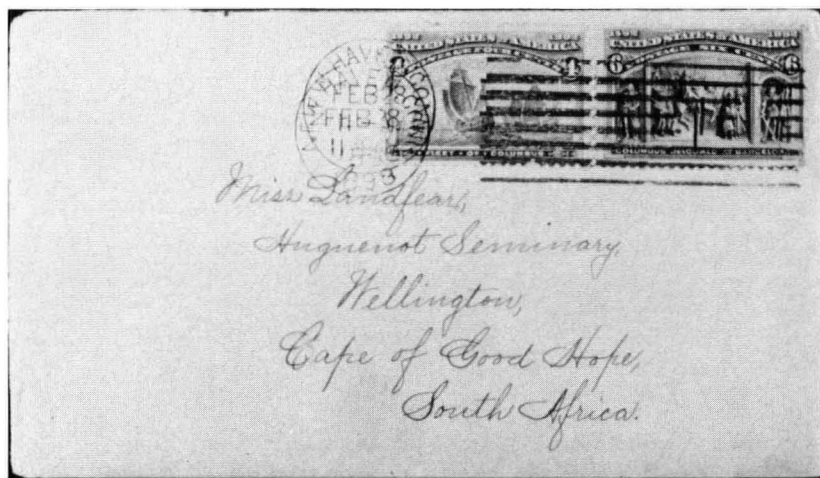


Figure 6. Non-UPU rate of 10¢ per half ounce to Cape of Good Hope. NEW HAVEN, CONN., FEB 28 1893.

modern first day covers.

The same stamp combination seen in Figure 4 reappears in Figure 6 but for a completely different and a very unusual rate. The cover was mailed in New Haven, Conn., February 28, 1893, and addressed to Cape of Good Hope, South Africa. In 1893 Cape of Good Hope or Cape Colony was a separate British colony and was not part of the Universal Postal Union. (Cape of Good Hope joined the UPU January 1, 1895.) Instead of the 5¢ per half ounce UPU rate, the postal rate to non-UPU Cape of Good Hope was 10¢ per half ounce.

In his 1893 *Report* Postmaster Bissell wrote “. . . the whole civilized world (except the Chinese Empire, the Cape Colony, the Orange Free State, and a few isolated islands or groups of islands) form practically a single postal territory. . . .”⁵ Considering that Hong Kong and the Chinese treaty ports were included in the UPU, Columbian covers to non-UPU countries or colonies are truly scarce.

5. *Report of the Postmaster General, 1893*, p. 450.

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**FRANCO-BRITISH ACCOUNTANCY MARKINGS ON
 TRANSATLANTIC MAILS FROM THE UNITED STATES
 1843-1875**

JEFFREY C. BOHN

INTRODUCTION

On 3 April 1843, France and England agreed to the terms of a new postal convention, which not only outlined the regulations and fees associated with the conveyance of mails between France and England, but also established the various exchange rates for mails to and from foreign countries. Terms of the convention provided that letters could be sent either fully prepaid to destination, or sent entirely unpaid (insufficiently prepaid letters were to be treated as totally unpaid). In either case, both England and France were to account for their own internal postage, plus any additional transit fees required for each item handled. Thus, a

TABLE No. II.—Unpaid Correspondence.

Numbers of the Articles in the Accounts.		Origin and Destination.	Rate per Ounce.	Sent.	Received.
Credit of France.	Credit of England.			Ordinary Letters.	Ordinary Letters.
			s. d.	Ounces.	Ounces.
§ I. From the United Kingdom, British Colonies, &c.					
9		From the United Kingdom for France, Mediterranean, German States, &c.	1 0		
10		From Jersey and Guernsey for ditto	0 0		
11		From Jamaica, Canada, New Brunswick, &c., for ditto	4 0		
12		From other Colonies and Countries beyond Sea for ditto	3 4		
§ II. British Possessions, &c., in the Mediterranean.					
(By the British Packet.)					
13		From Alexandria for France and Algeria	1 8		
14		From Gibraltar for the French Office at Alexandria ...	1 8		
15 }		From Malta for { France and Algeria	0 10		
16 }		{ The French Office at Alexandria ...	0 10		

TABLE No. III.—Transit Newspapers charged with Postage.

Numbers of the Articles in the Accounts.		Origin and Destination.	Rate per Paper.		Sent.	Received.
Credit of France.	Credit of England.		For France.	For England.		
			Cents.	Pence.	Number.	Number.
23	...	From the United Kingdom { for the Mediterranean and Countries beyond Sea for Spain and Portugal	10	...		
20	...		4	...		
17	...	From British Colonies and Countries beyond Sea for France and Algeria	1		

Figure 1. A portion of the original Letter Bill from the 1843 Franco-British convention, showing the Articles of exchange for unpaid letters and printed matter.

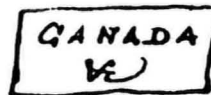
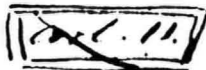
system of debits and credits was required for the exchange of all mails between the two countries. The formal accounting of these postal charges was to be included on a Letter Bill that accompanied each bag of mail. The Letter Bill was divided into several Tables (categories) that reflected the various types of mail enclosed (Paid Correspondence, Unpaid Correspondence, Transit Newspapers, Registered Letters, etc.). Under each category of mail, the different exchange rates for the various origins and/or destinations were indicated by a separate Article number.

Figure 1 shows a portion of a Letter Bill that England would have included with the bags of mail delivered to France.¹ This particular segment of the Letter Bill deals with Unpaid Correspondence (Table No. II) and Transit Newspapers charged with Postage (Table No. III), and indicates the Article numbers and corresponding rates of exchange under which the mails were handled. Note that although England's charge for unpaid letters delivered to France was expressed as a bulk rate (per ounce), individual letters were actually rated at a single weight basis of ¼ ounce in England, and 7½ grams in France.

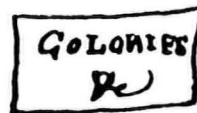
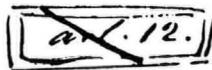
The introduction of accountancy markings under this new convention was agreed upon in the additional instructions of execution, signed on 1 May 1843. Section LVII of these instructions stated:

In order that, in the transmission of letters originating in the colonies and countries beyond the sea, forwarded by the British Post Office to the Post Office of France, there may be no confusion between letters coming from the British possessions, which are to be accounted for at the rate of 4 shillings per ounce, and those coming from other British possessions, or countries beyond sea, which are to be accounted for at the rate of 3sh. 4d. per ounce, such letters shall be marked on their face by the British Office with a special stamp, indicating, as below, the heading of the letter-bill of the said Office under which they are to be respectively inscribed, namely:

1. North America, Canada, New Brunswick, &c.



2. Colonies and countries beyond sea.



Although the sketches illustrated above indicate two of the formats envisioned for the accountancy markings to be used under this convention, sample strikes of the actual handstamps found in the Register of Steel Impressions² are presented in Figure 2. These markings were proofed on 13 May 1843, and were sent to the Foreign Office branch of the London Post Office. It was here that these handstamps were applied to each arriving unpaid letter that was to be forwarded to France under either Article 11 or Article 12 of the Letter Bill.

The 1843 Franco-British postal convention went into effect on 1 June, and remained in force for more than 13 years before it was replaced by a new convention on 1 January 1857. This last Franco-British convention provided for the exchange of mails between the two countries until 1 January 1876, when France formally entered the General Postal Union. Throughout this entire period, many changes were made to each convention, and accord-

1. Clive Parry, (Editor), *Consolidated Treaty Series*, Oceana Publications, Inc., Volume 94, p. 368, 1969.

2. "Register of Steel Impressions," Post Office Archives, London, Volumes 5-33, 1843-1875. (Markings reproduced by courtesy of Post Office Archives.)

CANADA
&c. ART. 11.

COLONIES
&c. ART. 12.

Figure 2. Examples of the actual accountancy markings applied to unpaid letters exchanged under Article 11 and Article 12 of the Letter Bill.

ingly, several revisions were made to the Letter Bills. As a result, the accounting article numbers and rates of exchange were modified, and new or different handstamps were required to indicate these changes. The following discussion will attempt to show the various accountancy markings found on unpaid mail sent from the United States to France under these two Franco-British postal conventions, and where possible, examples of covers bearing these markings will be illustrated.

For organizational purposes, the total time frame under which the accountancy markings were employed has been divided into eight distinct periods. Each period corresponds to the introduction of new markings, or to the reuse of old markings, necessitated by changes in the operating and/or accounting procedures under each convention. Readers will note that several of the markings intended for use under these conventions are known to the author only from proof impressions found in the Postal Archives. It is hoped that this article will elicit responses from any collectors who can report usages of these unrecorded markings.

It is also important to note that the column in the Table II Letter Bill referring to the Article numbers for British charges to France is headed "Credit of England." Therefore, in the following analyses of individual covers, the term "credit" is used to describe the British share of the amount collected by France.

PERIOD I: June 1843 - January 1846

As the United States had no postal agreement with either England or France at the time the 1843 Franco-British convention went into effect, all letters from the U.S. sent to France via England were treated as totally unpaid, and were considered to be from a "country beyond sea." England included these letters under Article 12 of the Letter Bill, and forwarded them to France at the 3sh 4d per ounce bulk rate. An example is shown in Figure 3. This letter originated in New Orleans on 1 June 1844, and was prepaid 50 cents for the double rate U.S.



Figure 3. An 1844 letter from New Orleans to Besançon, sent by British packet to England, and forwarded to France under Article 12 of the Letter Bill.

internal postage to Boston,³ where it was placed aboard the Cunard steamship *Caledonia* bound for England. The Foreign Office in London treated this letter as totally unpaid, applied the COLONIES/ &c ART 12 marking of Figure 2 in red ink, and forwarded it to France at the 3sh 4d per ounce bulk rate. On arrival at Besançon, a collection of 19 decimes was required to pay the French internal postage, plus the amount due to England.

As noted earlier, individual unpaid letters arriving in France were rated at the 7½ grams (¼ ounce) per single weight basis. Thus, the amount due to England for a single weight letter was calculated by dividing the bulk rate of exchange (per ounce) by four. Multiple weight letters (multiples of 7½ grams) were rated accordingly. For the letter shown in Figure 3, France collected 10 decimes (one-quarter of the 3sh 4d exchange rate) for the British share. Since France was collecting the British portion on a per letter basis, yet paying England on a bulk weight basis, an extra “profit” on each transaction was usually made.

Prior to 1 August 1849, the French internal postage applied to letters entering France from foreign origins, was a function of both weight and the straight-line distance between the city of entry, and the city of destination.⁴ For the Figure 3 example, France collected 9 decimes for a letter weighing less than 7½ grams that was carried the 500 KM distance between Boulogne (the port of entry) and Besançon.

Figure 4. Accountancy marking intended for use on unpaid printed matter exchanged under Article 17 of the Letter Bill.



The Letter Bill shown in Figure 1 indicates that newspapers, journals, and other printed matter sent from the United States to France via England, were to be exchanged under Article 17 at a 1 penny per journal exchange rate. On 29 April 1844, the accountancy marking shown in Figure 4 was entered into the Register of Steel Impressions, and sent to the Foreign Office, presumably for use on such printed matter. However, the use of this marking has not been recorded on printed matter from any origin, including the United States.

PERIOD II: January 1846 - September 1851

Late in 1845, England and France agreed to additional changes in their postal convention that resulted in a restructuring of the Letter Bill. Unpaid letters from “countries beyond sea” that were sent in the British open mails to France were now to be exchanged under Article 13 instead of Article 12. Although the bulk rate of exchange for these letters remained the same, a new accountancy marking on the form shown in Figure 5a was introduced. The new Letter Bill was to have been introduced on 1 December 1845, but the old COLONIES/ &c ART 12 marking is seen in continuous use well into the beginning of 1846. In fact, the earliest recorded use of the COLONIES/ &c ART 13 marking is not until 20 January 1846⁵.



(a)



(b)



(c)

Figure 5. The various types of accountancy markings found on unpaid letters exchanged under Article 13 of the Letter Bill.

3. Prior to 1 July 1845, the U.S. internal letter postage rates were based on distance traveled and number of sheets enclosed, rather than the actual letter weight.

4. A detailed analysis of these complicated rate progressions may be found in the following reference: Richard F. Winter, “Mails from U.S. to France via England: 1836-1849,” *Fiftieth American Philatelic Congress*, 1984, pp. 185-192.

5. Raymond Salles, *Encyclopedie de la Poste Maritime Francaise*, Volume VIII, 1972.

Except for the new accountancy marking, letters from the United States to France during this period are similar in appearance to those previously encountered. After 1 August 1849,⁶ however, France replaced its complicated internal postage rate structure with a fixed fee of 50 centimes per 7½ grams, regardless of distance. Since the portion due to England on these letters remained at 10 decimes per 7½ grams, letters exchanged under Article 13 after this date show postage due charges in multiples of 15 decimes.

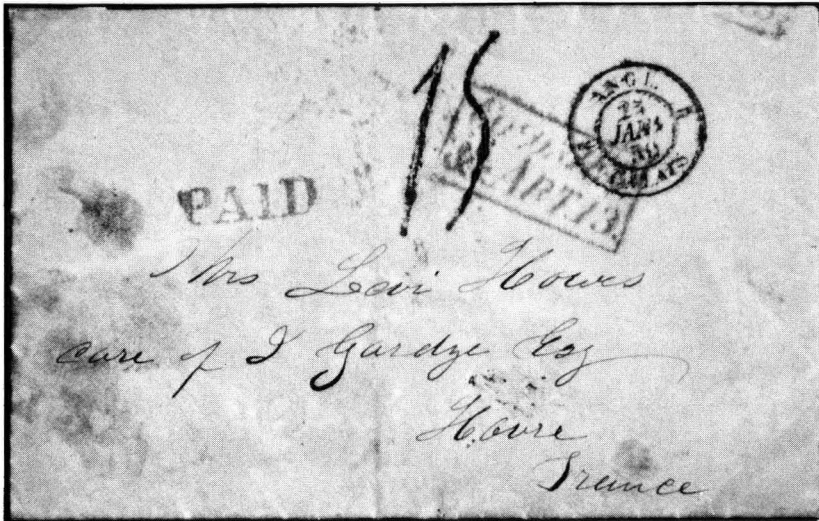


Figure 6. An 1850 letter from Dennis, Mass., to Le Havre, showing the COLONIES/&c ART 13 accountancy marking from Period II.

Figure 6 shows an example of an 1850 letter from Dennis, Massachusetts, to France, on which the 5 cents U.S. internal postage has been prepaid in cash. This cover was carried to England by the British packet *Cambria* out of Boston, and forwarded to France under Article 13 of the Letter Bill. On arrival in Le Havre, a collection of 15 decimes was required to pay the French internal postage, plus the 10 decime credit to England.

Occasionally, unpaid letters exchanged under Article 13 failed to receive the normal British accountancy marking of Figure 5a, and instead, sometimes received either the boxed ART.13 marking shown in Figure 5b, or a manuscript “Art 13” similar to that shown in Figure 5c. Both the markings 5b and 5c were applied in France (probably in Paris or on the Calais to Paris ambulant), and presumably were added to each letter to justify the postal charges to be collected. The absence of the usual COLONIES/&c ART 13 marking on these letters was occasionally the result of an oversight by the London Foreign Office, but more often, it was due to the fact that these letters were processed at one of the other British exchange offices, and were sent directly to France without ever passing through London.⁷ Although several examples of the markings shown in Figures 5b and 5c used on letters from non-U.S. origins are known, there is no record of their use on letters from the United States. Such a use is indeed possible, however, and for the sake of completeness, these markings have been included in this discussion.

On 15 September 1848, France and England agreed to additional articles concerning the transit of mails through the Isthmus of Panama. Prior to this date, unpaid letters sent to France from the West coasts of Central and South America were exchanged under Article 13 regardless if they were sent via Panama, or around Cape Horn. After this date, letters sent to France via Panama were exchanged under Article 15 of the Letter Bill at the 5sh 4d per ounce

6. Joany, et al, *Les Tarifs Postaux Francais 1627-1969*, Editions Loisirs et Culture, 1982.

7. This last scenario was typical of U.S. mails sent to France by the Ocean Line steamers out of New York, in which the letters for France were offloaded at Southampton, where they were processed and sent directly to the exchange office at Le Havre.

rate. This higher exchange rate reflected the normal British packet service fees and internal postage charges associated with the Article 13 letters, plus the additional Panama transit charges. Letters exchanged at this new 5sh 4d per ounce bulk rate received the PANAMA/TRANSIT accountancy marking shown in Figure 7a. Note that this marking is different than the accountancy markings used thus far in that the Letter Bill article number is not indicated. Presumably, letters from the West coast of the United States could have been exchanged under the Panama Transit Article on the Letter Bill if the letters would have been delivered to the British Agency at Panama, and then carried directly to England via British West Indies packets. Unfortunately, all the letters reported thus far which were addressed to France from the West Coast of the U.S. were carried by U.S. packets all the way to New York, and then forwarded by the British (or American) steamers to England. As such, these letters all received the normal COLONIES/&c ART 13 marking of Figure 5a.



Figure 7. Accountancy markings applied to unpaid letters sent to France via the British office at Panama.

The possibility of finding a PANAMA/TRANSIT letter from the West coast of the United States is reduced to the time span of just under two and one half years, for on 1 January 1851, additional articles were introduced into the Franco-British convention that specifically covered the mails addressed to France from California and Oregon that were sent through the British Agency at Panama, and carried by British packets to England. Such letters were to receive the straight line CALIFORNIA accountancy marking shown in Figure 7b, and were to be exchanged at a 7sh 4½d per ounce bulk rate. Although the marking was applied here in error, Figure 8 represents the only recorded example, and shows a November 1850 letter from San Francisco to Bordeaux. The letter was prepaid 56 cents for American packet service all the way to England, and was carried by the *Oregon* from San Francisco to Panama, the *Crescent City* from Chagres to New York, and the Collins Line steamer *Baltic* from New York to Southampton. As a result of this routing, this letter should have received the typical COLONIES/&c ART 13 accountancy marking, but instead was struck with the red straight-



Figure 8. An 1851 letter from San Francisco to Bordeaux, sent via Panama, and bearing the straight line CALIFORNIA accountancy marking. (Stempien Collection)

line CALIFORNIA handstamp, and exchanged at the 7sh 4½d per ounce bulk rate. On arrival in France, a collection of 28 decimes was required to pay the 23 decime credit to England, plus the 5 decime French internal postage.

ARTICLE.18

ARTICLE-18

(a)

(b)

Figure 9. The two types of accountancy markings found on printed matter sent to France under Article 18 of the Letter Bill.

Printed matter sent from the United States to France via England during this period was exchanged under Article 18 of the Letter Bill, and the two types of accountancy markings applied to such material are shown in Figure 9. The earliest examples of these markings found in the Register of Steel Impressions are dated 11 June 1850, so it is questionable whether printed matter exchanged with France before this date actually received an accountancy marking. Figure 10, an 1851 printed circular sent from New Orleans to France via England, shows the red ARTICLE.18 accountancy marking of Figure 9a. Although this circular was prepaid 4 cents (2 cents U.S. postage + 2 cents British transit fee),⁸ it was forwarded to France as totally unpaid. On arrival in France, a collection of 15 centimes was required to pay the 10 centime (1 penny) credit to England, plus the 5 centime French internal postage.

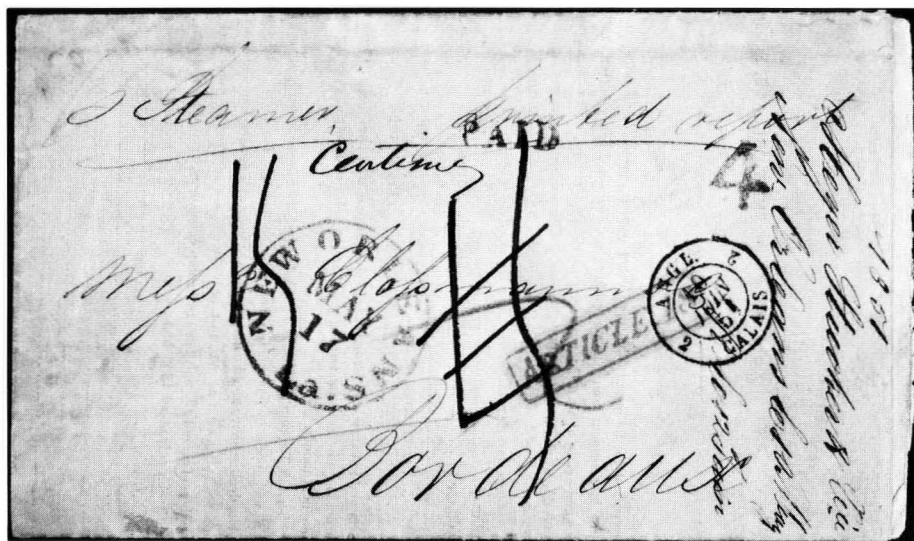


Figure 10. An 1851 printed circular from New Orleans to Bordeaux, showing the ARTICLE.18 accountancy marking from Period II. (Stempien Collection)

8. Section 147 of the 1852 *Postal Laws and Regulations of the United States of America* discusses newspaper rates under the U.S.-British Treaty of 1848. Although the Treaty mentioned only newspapers, all printed matter not considered a letter was treated under the quoted newspaper rates:

Sec. 147. *Newspapers.* - Between the United States and Great Britain, the United States postage on each newspaper is *two cents*, which must be collected whether the paper is sent or received. In like manner, the British office collects its portion, also, of *two cents* per newspaper. Thus, though such paper comes, as it should do, marked "paid," there is still the United States postage of two cents to be collected of the receiver. If the newspaper, however, has passed, or is to pass, *in transit* through Great Britain from or to some other foreign country, then the sum, in each instance, to be collected here, is *four cents* — two United States and two British.

On 15 February 1849, the U.S.-British postal convention went into effect, greatly facilitating the exchange of mails between the two countries. For accounting purposes, a distinction was made between American and British packet services on mails to and from England, and a system of debits and credits was established. Unfortunately, while this convention provided for the forwarding of U.S. mails to various foreign countries via England, France was specifically excluded. Therefore, U.S. letters to France continued to be sent in the open mails through England, where they were forwarded under Article 13 of the Franco-British Letter Bill. Since England collected 3sh 4d per ounce on these letters, regardless of which country provided the transatlantic service, it became evident that double sea postage was being collected on those letters conveyed by American packets. This discrepancy was not eliminated until 1851, when France and England agreed to a provision for the forwarding of mails to the U.S. in closed bags, and at correspondingly lower rates which differentiated between American and British packet services. Although the return correspondence from the U.S. to France continued to be exchanged in the open mails through England, the reduced closed mail rates were invoked, provided that the mails were separately bagged and no sorting was required by the British office. Hence, after 1 September 1851, any U.S. correspondence sent to France and exchanged at the closed mail rates through England no longer exhibits any of the accountancy markings associated with the Franco-British convention.

(To be continued)



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Albert Chang
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Larry Bustillo
Joe Kirker
Richard Drews
Stephen Knapp
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Larry Cohen
Richard Champagne
Albert Chang
David Champagne
Allen Hofsetz

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Brian M. Green
Jack E. Molesworth
Duck Stamps (Federal & State)
B. Dumaine
Ed Kettenbrink
Coil Issues
Richard Champagne
Lewis Kaufman
David Champagne
Albert Chang
Special Delivery
Lewis Kaufman
Tom Vaillancourt
Phil Bansner

Henry Gobie - Postal Hx
JR Shoemaker
Officials
Phil Bansner
Lewis Kaufman
Albert Chang
Richard Champagne
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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 139

As written in the last issue, N.Y. dealer John A. Fox, who died recently, supplied some very interesting covers, including our last "problem." One responder said he couldn't explain the problem, but thought readers might enjoy the advertising card, Figure 1.



Figure 1. Truth in advertising?

Figures 2a and 2b show the front and back of a cover from Austria to the U.S. in 1851 with a 9 Kreuzer stamp, the highest denomination of the first issue. At that time, and until 1858, 60 Kreuzer were equal to 1 Gulden; and after that it took 100 Kreuzer. This is pertinent, since Vivien Sussex of the British Michael Jackson firm noted that some stamps could have been on the back where part of the flap at the left is torn off. Directly under this, upside down is "1/20" which was 1 Gulden 20 Kreuzer. The torn area is not large enough for any combination of stamps (lowest would have been nine) adding up to the difference. Gulden value stamps were not issued until 1890. Vivien also alertly noted that the docketing is incorrect as the cover could not have left Austria on 16 Feb. and arrived in New York 2 March; but she is in general agreement with our other responder, Richard F. Winter, who writes:

The problem cover shown in August 1988 *Chronicle* is a very interesting one that offers some insight into how the mails were transported within Prussia during the mid-nineteenth century.



Figure 2a. From Austria to the U.S. in 1851.

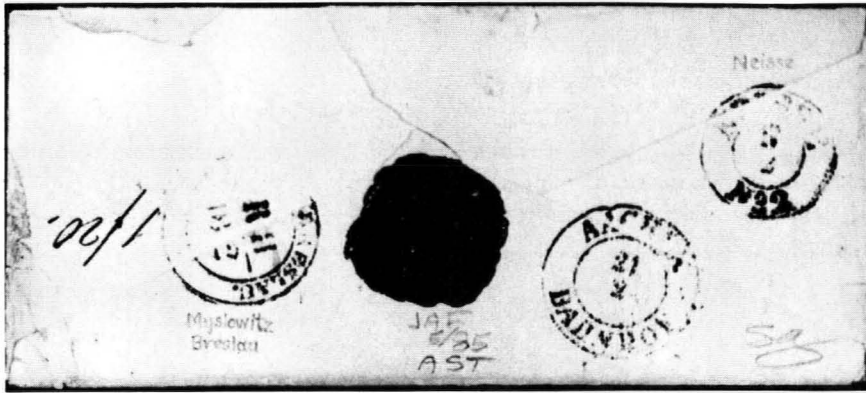


Figure 2b. Reverse of cover in Figure 2a.

The letter was posted on 16 February 1851 in the small Austrian Silesia town of Freiwaldau just a few miles from the Austrian-Prussian frontier. The straightline "FRANCA" handstamp was applied there to show the letter was fully paid. The letter was also marked in pen across the face in a criss-cross fashion, a custom to show prepayment. The letter travelled north on the post roads about 30 miles to Neisse, Prussia, where it was backstamped on the 17th and was put on a railway mail car of the Prussian railway system. The boxed "Aus Osterreich" handstamp in black was probably applied at Neisse to show the letter came from Austria. The accompanying map illustrates the route the letter travelled on the Prussian rails west to Aachen. When mails from Neisse joined the mail rail line from the Polish border office at Myslowitz to Breslau, the letter received another backstamp in the travelling post office of that train. This T.P.O. marking is the double ringed circular date stamp partially struck which reads Myslowitz-Breslau around the top of the date stamp. There are no other railway markings to show the rest of the rail transit, but I have shown the principal cities through which the railroad passed *en route* to Aachen. The east-west rail route was the only link across Prussia at the time and the means by which mails were moved quickly and efficiently through the North German States. At Aachen the letter was backstamped with a railway station postmark, Aachen Bahnhof. The circle "P." was also applied to show a fully paid letter under the Anglo-Prussian Convention of 1 October 1846 (effective 1 January 1847). This Convention governed closed mails between Prussia and England and allowed for mails beyond both Prussia and England. The letter arrived at London on 22 February 1851 and received the paid circular date stamp on the letter face. It was then put into another closed mail bag to be conveyed to the United States under the terms of the U.S.-British Treaty of 1848. The letter was sent to Liverpool for the 1 March 1851 sailing of the Cunard steamship *Asia* which arrived in New York on 14 March 1851. The New York Exchange Office struck the circle "5" postage due marking.



Now, a look at the rating of the letter. In Freiwaldau, the letter was prepaid 1 Gulden 20 Kreuzer (80 Kreuzer Austrian or about 63 cents) which was marked on the letter reverse in manuscript. This would pay all transit fees to the U.S. border until the Anglo-Prussian Convention. The 9 kreuzer postage stamp paid a portion of the total transit fee, the Austrian transit, while the remainder was paid in cash. This was an allowable mixed combination of prepayment, but is scarce on transatlantic covers. The letter weighed $\frac{3}{4}$ Loth (between $\frac{1}{4}$ to $\frac{1}{2}$ ounce) and was so marked in the upper right corner. This was necessary since the Belgian transit fee was calculated on the basis of $\frac{1}{4}$ ounce rates while the British and German transit fees were based on $\frac{1}{2}$ ounce rates. Under the Anglo-Prussian Convention the following breakdown of the transit fees occurred:

8d = 16 cents	Foreign transit to Austrian States
4d = 8 cents	Prussian transit
2 x 2d = 8 cents	Belgian transit
6d = 12 cents	British transit
8d = 16 cents	Sea postage under U.S.-British Treaty
<u>60 cents</u>	

The manuscript "6" on the cover face is a statement of the British transit fee in pence. Since the letter was sent through the British postal system from Austria and not under an agreement between Austria and the U.S., it could not be paid to destination, but only to the U.S. border. At New York the letter was marked for 5 cents postage due to account for the remaining postage due.

PROBLEM COVERS FOR THIS ISSUE

Figure 3 shows an envelope sent in 1890 from Niagara Falls to Belgium. The blurry cds, in black, is that of Niagara Falls. The straightline marking killing the stamp is in purple. The little circled "5" is in black, as are the markings on the flap. The "5" and the SL marking are uncommon. Why are they on this cover?

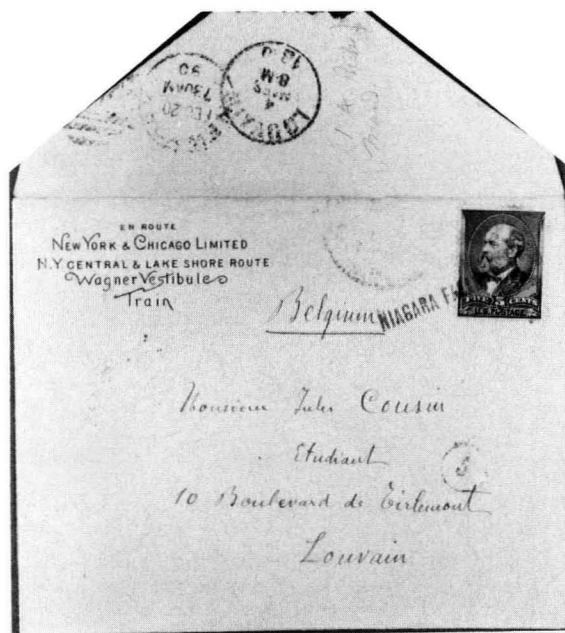


Figure 3. Cover with straightline NIAGARA FALLS.

Figure 4 shows an envelope which is postmarked Fort Leavenworth, Kas. Mar. 5 1864. Over this cds are New York and boxed Aachen markings in red. The killer is a bold black

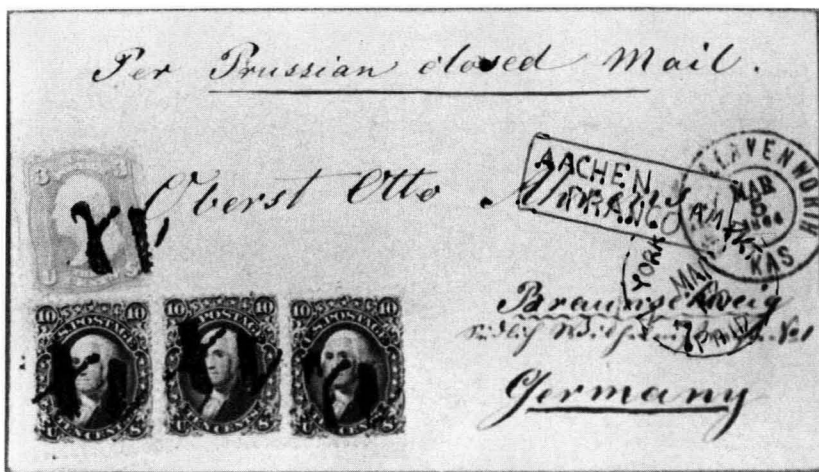


Figure 4. Kansas to Germany in 1864.

“XV” neatly killing the stamps of the 1861 issue. They total 33¢. Why? On the back are four more strikes of the Fort Leavenworth cds and also circled “6” and “26/3” both the same greyish color. Has any reader seen the “XV” before?

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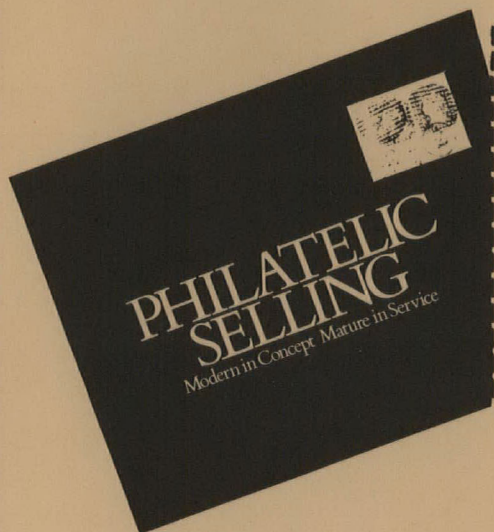
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