

THE CHRONICLE February 1989 (No. 141)

The
Chronicle
of the U.S. Classic Postal Issues

February 1989

Volume 41, No. 1

Whole No. 141

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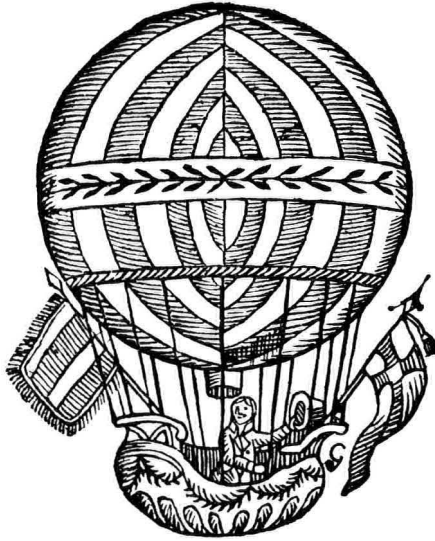
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of the U.S. Classic Postal Issues

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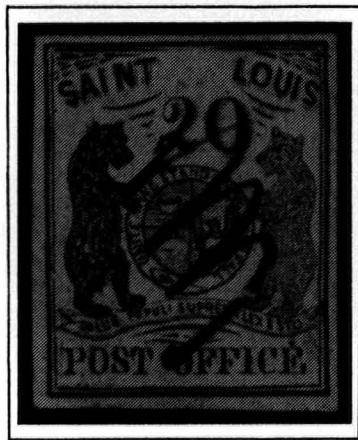
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THE EDITOR'S PAGE

This space is cordially turned over to our youngest editor, Scott Trepel, for a charming piece of philatelic nostalgia.

DR. CHASE WRITES FROM ABROAD

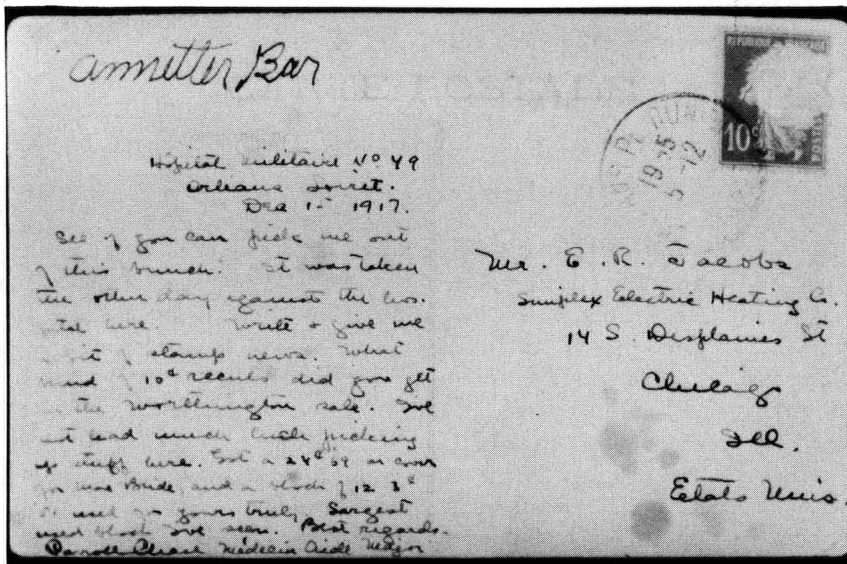
Through the cooperation and kindness of Louis K. Robbins, who is better known as an auctioneer and agent in New York City and lesser known as a collector of postcards, we are able to illustrate the picture and message sides of a remarkable piece of philatelic memorabilia (see accompanying illustrations). The group pictured on the card is the staff of the military hospital at Orleans Loiret during World War I. At the very center of the second row, with nurses at either side, is Dr. Carroll Chase, who served as a Major in a medical unit during the war. Though difficult for some to see without magnification, the studious, bespectacled features of the late Dr. Chase, a pioneer in the study of our classic postage stamps, are unmistakable and perfectly suited for a man who spent so much of his time examining the minute details of engraved stamps, in order to reconstruct the original plates' layouts. Dr. Chase's work has been justifiably called the basis upon which all later U.S. philatelic studies were modeled.



Even more fascinating than the image on this card is the message. Dr. Chase, in the midst of World War I, writes to Ernest R. Jacobs, the Chicago philatelist who played a major role in the formation of the Saul Newbury collection. The content is purely philatelic, and one can almost hear the distant thunder of cannon fire as Dr. Chase breaks from his duties to indulge in a bit of stamp gossip. On December 15, 1917, he writes:

See if you can pick me out of this bunch. It was taken the other day against the hospital here. Write and give me a bit of stamp news. What kind of 10¢ recuts did you get in the Worthington sale. I've not had much luck picking up stuff here. Got a 24¢ '69 on cover for Mac Bride, and a block of 12 3¢ '51 used for yours truly. Largest used block I've seen.

Best Regards, Carroll Chase



There must be more postcards and letters from Dr. Chase and other outstanding, deceased philatelic authorities. Anyone who possesses such memorabilia is encouraged to share some of the more significant examples with *Chronicle* readers. The writer thanks Louis K. Robbins for sharing this postcard and Torbjorn Bjork for his photographic work.

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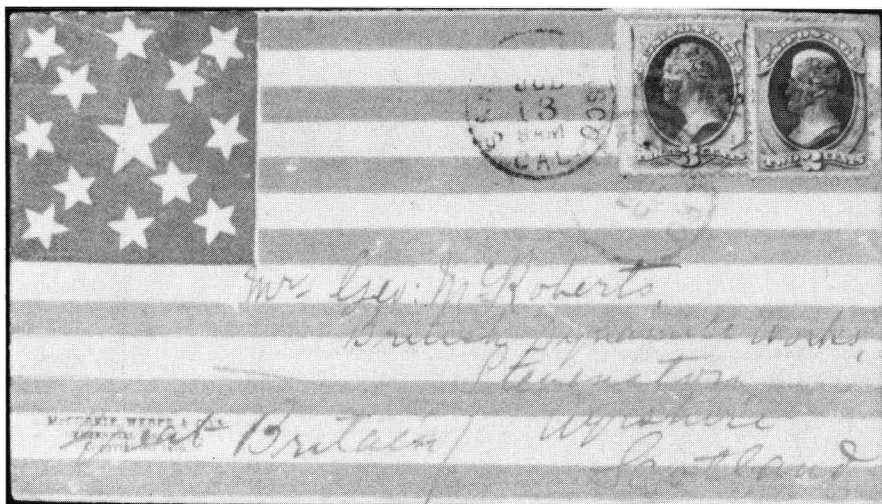
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5c Brown (Sc. 1)
"STEAM"



5c Red Brown (Sc. 12)
"STEAM/SHIP"



10c Green ty.I (Sc. 13)
"STEAMSHIP"



3c Red (Sc. 26)
"MILITARY
INSTITUTE"



5c Brick Red (Sc. 27)
N. Y. Ocean Mail



30c Orange (Sc. 71)
Soldier's Head



3c 1869 Re-issue
(Sc. 125)

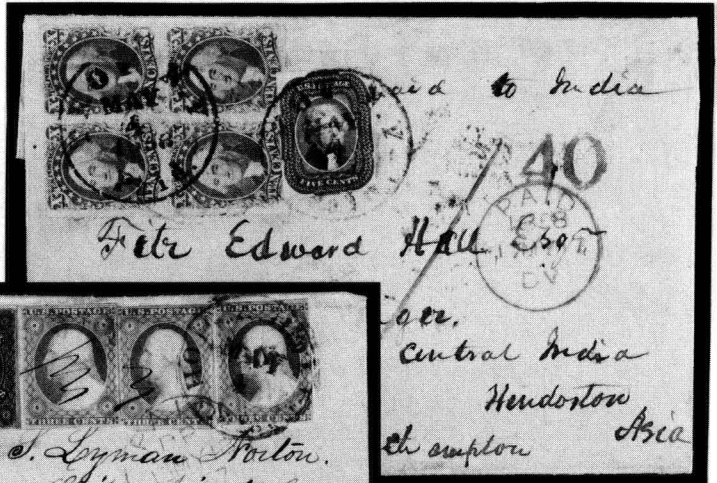


90c 1869
(Sc. 122)



6c Dull Pink (Sc. 159)
Fouled Anchor

45c rate cover to Hindustan,
with block of 1857 10c
ty. II-III and 5c 1856
imperforate, ex Neinken, Beals.



45c rate to Batavia,
Java, with 3c and
12c 1851 Issues



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GUEST PRIVILEGE

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

COLIN TABEART

(Continued from *Chronicle* 140:235)

PACKET RATES TO THE WEST INDIES, NORTH AND CENTRAL AMERICA

- 1841 POD. From or to London or any place in UK except Falmouth by Falmouth pkt to: Cuba, † 2/3d; Curacao, † Guadeloupe, † Martinique, † Porto Rico, † St Croix, † St Martins, † St Thomas, † Hayti, † 1/5d; 2d less from Falmouth. Anywhere in UK by Falmouth pkt to: Br W Indies & Honduras, 1/-. Anywhere in UK by Liverpool pkt to: USA, Br N America, Bermuda, Newfoundland, 1/-. All PP except to BWI, BNA, and Bermuda.

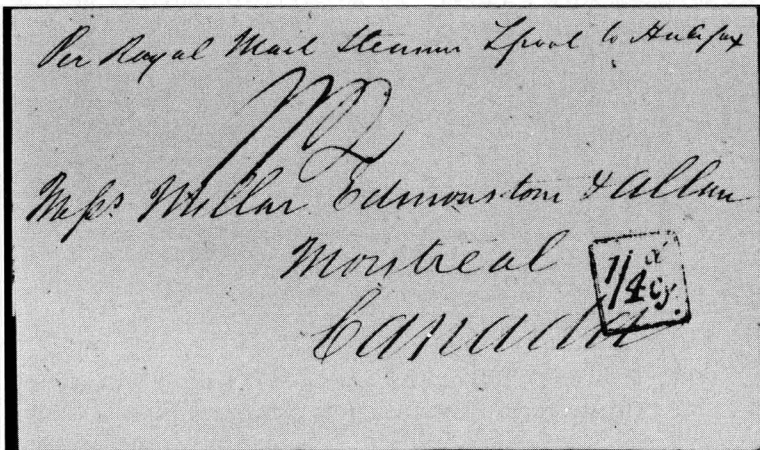


Figure 29. Glasgow, 17 Sep 42, to Montreal, unpaid at 1/2 stg., 1/4 cy. rate, including colonial internal postage. *Columbia* from Liverpool 20 Sep.

- 12.2.1841 Treasury Minute Book (Post 1 at PO Archives). "To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

I beg to acknowledge the receipt of Mr. Gordon's letter of the 1st instant stating with reference to the Minute of 6 July last, your Lordships are of opinion that parties in the Colonies of British North America should not be called upon compulsorily to prepay the internal Colonial postage of 2d on letters addressed by them to this country, but that it should be prepaid, or not, at the option of the sender, and if not prepaid that the additional 2d should be collected in this country. . . it has been decided that . . . the British, or packet rate of 1/- shall be consolidated with the Colonial rate of 2d, making the total uniform charge upon a letter conveyed direct by packet between the UK and British North America from the place of despatch to that of destination in either country 1 1/2d the 1/2 oz, except that letters posted at, or addressed to, the packet port of Halifax, the rate upon which will be 1/- only as they are not liable to internal colonial postage. . . I have prepared and shall immediately issue the necessary instructions to post-masters and agents." Prepayment of part of the consolidated rate not allowed. "With respect to the Governor General's observations on the collection by officers of this Department in Canada, of the Freight Money upon letters intended

to be conveyed by private vessels from the United States to this country, in the abolition of which most irregular and unsanctioned practice Your Lordships have fully concurred, I beg to refer to the correspondence which has passed on this point, and to state that I see no reason to alter the opinion I have already expressed on the subject.” Signed Lichfield.

- 11.10.1841 TW. “Letters not exceeding ½oz, brought into any of HM Colonies, at which a post office has been or shall be established by the PMG, and which not having passed through any post office subordinate to the PMG, shall not have previously been subjected to any charge of ship letter postage, there shall be charged and paid, in addition to any inland postage to which such letters may be liable for conveyance by the post within such colonies, a sea postage of 4d.”
- 1.1.1842 GPON 49/41. Royal Mail Steam Packet Co’s service opens. Additional mails to: Surinam 2/7d; St Juan de Nicaragua, Maracaibo, Bahia Honda, Carthagena, Cuba, 2/3d; BWI 1/-; FWI 1/5d; Chagres 1/2d. Note: the network originally included a branch line from Nassau to NY. This was discontinued in Sep 1842 after only 4 voyages.



Figure 30. Manchester to Boston, 13 Feb 42, by the rare West Indies route. Paid 1/- (U.K. packet); rated 20³/₄¢ due as ship letter at New York.

- 1.1.1842 TW. “By packet boat between any port in HM Colonies or possessions in N or S America, or the W Indies, and any other port in such colonies or possessions (without passing through the UK), there shall be charged, in lieu of the postage now payable, a rate of 4d.” “Between any port in the W Indies or N or S America, whether in HM Colonies or not, (but not including ports on the W coast of S America), and any other port in the WI or N or S America, not in HM Colonies or possessions, and not passing through the UK, a British rate of 1/-.”
- 1.6.1842 TW. From Spain to the W Indies or eastern N America, by British pkt and not passing through the UK, 2/-.
- 1843 POD (Southampton). British postage via Falmouth to: Antigua, Barbados, Cariacou, Dominica, Grenada, Jamaica, Montserrat, Nevis, St Kitts, St Lucia, St Vincent, Tobago, Tortola, Trinidad, Bahamas, Berbice, Demerara, Essequibo, Honduras, Chagres, 1/-; to Curacao, Martinique, Guadeloupe, St Croix, St Thomas, St Martin’s, Porto Rico, Cape Haytien (Hayti), St Juan (Porto Rico),

1/5d; Carthagena, Havana, Puerto Caballo, Santa Martha, St Jago da Cuba, Tampico, Vera Cruz, 2/3d.

Via Liverpool to: USA, Halifax, Bermuda, Newfoundland, 1/-; PEI, Canada, Nova Scotia & New Brunswick, 1/2d.

1844 POD. As 1843 except: via Southampton, not Falmouth; to Jamaica 1/2d (including colonial rate of 2d) except Kingston, 1/-; St Domingo, 1/5d.

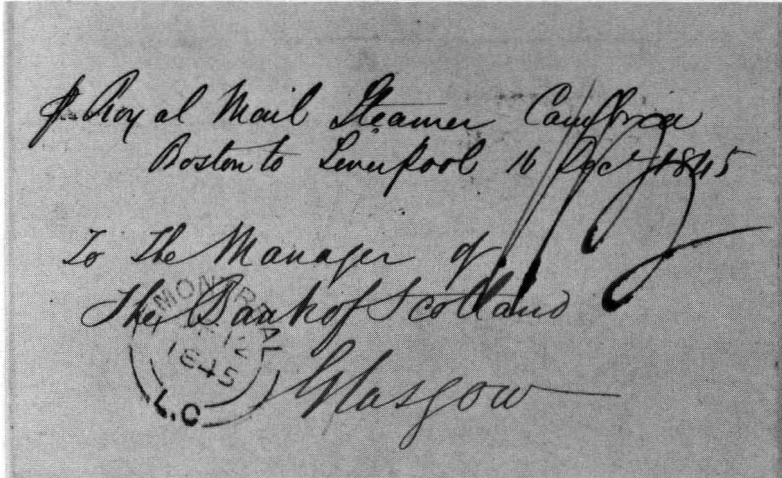


Figure 31. Montreal to Glasgow, 12 Dec 45, rated 1/2 stg. due. Via U.S. by closed mail, effective previous May. *Cambria* from Boston 16 Dec.

5.1.1844 TW. Changed the inland postal progression in BNA and the BWI from sheets to weight as for UK. Distance still remained, viz: up to 60 British miles, 4d pr 1/2 oz, 60-100 miles, 6d; 100-200 miles, 8d; every additional 100 miles, 2d. Between any port in the BWI and BNA by Br pkt or private ship, a sea postage of 4d. Letters between the UK and BWI or BNA (except letters posted or delivered at the port of arrival) an additional colonial rate of 2d over and above the British rate. If letters pass via the USA and are charged foreign postage, such foreign postage to be added also. "This warrant shall be in force only in places in BNA and the BWI where the PMG has already established, or shall hereafter establish, posts; and that the term BNA shall include the provinces of Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and Newfoundland; and that BWI shall include

Figure 32. New Orleans, 22 Apr 48, to London, PAID 10 U.S. inland by distance. *Acadia* from Boston 3 May, to Liverpool 16 May, rated 1/- due for packet.



the Bermudas, the Bahamas, and other Br islands commonly called the W Indies, as also the colonies of Br Guiana and Honduras.”

- 1847 POD. To BWI, including Kingston Jamaica, 1/-, Jamaica and Berbice, 1/2d, which includes the intercolonial rate of 2d.
- Jul 1847 GPON 14/47. Additional route to the USA by Fr pkt from Havre, 1/3d ¼ oz, 2/1d pr ½ oz. NB the Br rate was 5d pr ½ oz, the Fr rate 10d pr ¼ oz.
- 1.1.1848 TW. Between Martinique and Guadaloupe and the BWI and BNA a uniform rate of 4d (not passing via the UK).

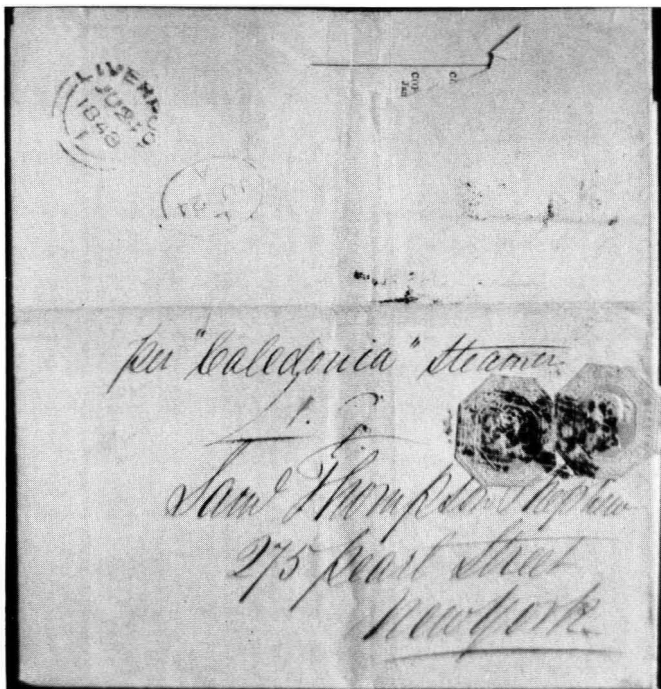


Figure 33. Liverpool to New York, 24 Jun 48, by *Caledonia* on first retaliatory voyage. Double letter prepaid 2/- by stamps. Retaliatory-rated “48¢” in blue ink at New York.

Notes: All the rates above to the USA were subject to US inland rates in addition on arrival. From Jun 1847 the UK PO imposed an additional 1/- rate on letters carried by US steamers arriving in UK. Due to UK intransigence the USA passed an Act on 27 Jun 1848 imposing an additional 1/- on all mail carried by any pkt (but in reality only applicable to UK Pkts). This “Retaliatory Rate” can be found on mail to the US between July and Dec 1848. Sanity eventually prevailed and a treaty was worked out. Whilst this treaty was being ratified the rates previous to the dispute were temporarily used (i.e. 1/- + US inland). These “Restored Rates” can be found on mail leaving the UK between 30 Dec 1848 and 10 Feb 1849 (4 voyages only). The treaty was ratified by the UK on 23 Jan 1849 and proclaimed on 15 Feb 1849.

(To be continued)

Correction: The caption for the illustration on p. 231 of *Chronicle* 140 unaccountably jumped ship while the captain was distracted. It has been impressed back into service and stands at attention here.

Figure 20. Halifax, N.S., to London, 20 December 1813. Quadruple letter, 1 oz. (notation upper left), rated 8/8. Black PACKET LETTER.

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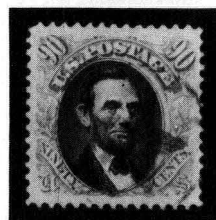
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THE WEBSTER KNIGHT AND BENJAMIN K. MILLER PHILATELIC COLLECTIONS: IMMORTALITY ENSHRINED

STANLEY M. BIERMAN, M.D.

Collectors in a generic sense are a different breed from their more earthbound counterparts who have never experienced the enjoyment of the *chase*, nor felt the exaltation of a *find* of rare books, ephemera, or postage stamps. The many years of pursuit and inquiry required to put together a major philatelic collection are fired for most individuals by a spectrum of emotions which vary in intensity from challenge and excitement, to fixation and obsession. Once the assemblage is gathered, it is a natural extension for the owner to preserve and protect his or her life's effort for future generations to know, admire, and appreciate. In this manner posterity is served by preserving a distinct body of philatelic work, and in a more restrictive sense the collector achieves a feeling of immortality with the maintenance in perpetuity of the treasure. To this end, society, abetted to some extent by tax laws, has encouraged the donation of personal property to private or public institutions, thereby enshrining the acquisition and memory of the donor. The preservation of these public gifts is dependent on two important but unrelated matters: the financial endowment of the bequest, and the concern of the institution to support and enthusiastically promote the collection.

Perhaps the circumstances surrounding the formation and care of the Webster Knight Collection at Brown University and the Benjamin K. Miller Collection at the New York Public Library best typify the dichotomy and controversy that arise over the bequest of private stamp collections to public institutions. The tale of these two collections brings to focus the philatelic debate raised in *Linn's Stamp News* whether stamp collections truly belong in museums.¹

Webster Knight, a prominent Rhode Island banker and cotton manufacturer, was born in Providence on August 10, 1854, the son of Robert and Josephine Louise (Webster) Knight, and a descendant of Richard Knight, a native of England who came to America in 1635 and settled in Newport, R.I. After receiving his preliminary education at Mowry and Goff's School in Providence, Webster Knight graduated from Brown University in 1876, and soon thereafter entered the employ of B.B.&R. Knight, a firm established in 1852 by his father and his uncle, Benjamin B. Knight, for the manufacture of cotton sheeting and shirts. Following his father's death in 1912, Webster Knight became senior member of a partnership that included his brother, C. Prescott Knight. In 1918 the firm was incorporated, and later sold and reorganized as a subsidiary of Consolidated Textile Corporation. The latter company in time became the largest textile manufacturing organization in the world, operating today under the well-known trade name of "Fruit of the Loom."

In 1906 Knight was elected president and trustee of Peoples Savings Bank, and director of the Industrial Trust Co., Providence Gas Co., and Providence Mutual Fire Insurance Co. He was financially involved with a long list of other public companies, as well as serving as president and trustee of the Homeopathic Hospital in Providence. He was active in public affairs and served as president of the Warwick (Rhode Island) Town Council for four terms. Webster Knight was married on January 27, 1881, to Sarah Waldo Lippitt, daughter of Peleg Wilbur Lippitt, and from this union came two children: Robert Lippitt Knight and Adelaide Knight. Knight was an assistant quartermaster of the Rhode Island National Guard, and for his service was accorded the title of colonel. He played a prominent rôle in Republican politics, served as a presidential elector in 1904, and in 1905 was appointed by Governor Charles Warren Lippitt to his personal staff. Webster Knight also maintained close affiliations with his alma mater, Brown University. In 1924 he was elect-

1. Michael Laurence, "Stamp Collections Don't Belong in Museums," *Linn's Stamp News*, July 1, 1985, p. 3.

ed a trustee, and contributed to the erection of Martson Hall on the Brown University campus.²

While his crowded business career left few moments for the pursuit of more ethereal quests, Knight did find time to join the Rhode Island Historical Society and become an avid stamp collector. Knight's initial stamp collecting career was alleged to have begun about 1870, and he went about purchasing then-current U.S. postal emissions. His foremost interest was in the acquisition of early U.S. general issues in blocks of four. Until that time the most valuable block-of-four collection belonged to A. B. Slater, a fellow Rhode Islander who undoubtedly knew and fraternized with Knight.³ Slater sold 750 blocks of U.S. general issues at the 47th J.M. Bartels auction held on May 15-16, 1912, and Knight was undoubtedly the recipient of the better quality Slater material.⁴ Over the next several decades there were a number of major U.S. sales and private treaty offerings, and, acting through philatelic agents, Knight added rare blocks to his growing collection including a used block of four 10¢ U.S. 1847 (ex-Sinkler) with violet pen cancellation, purchased for \$3,800. It is believed that Philip H. Ward, Jr., sold Knight many of the gems from the Lozier Collection (ex-Worthington) which was known to contain outstanding blocks of the U.S. general issues for the 1847 to 1890 period.⁵ When the Wharton Sinkler Collection was broken up in 1926, a used block of four of the 10¢ U.S. 1847 issue with red cross cancellations was placed by Ward into the Knight Collection.⁶ A brief recitation of important auctions during his years of acquisition that highlighted blocks of four and quality United States material included the sales of O.S. Hart (Nassau 1913), George Worthington (Morgenthau 1917), Clarence Eagle (Morgenthau 1923), Carroll Chase (Kelleher (1925), Arthur H. Lamborn (Nassau 1927), W. C. Bowers (Drew 1928), and A. B. Slater (Kelleher 1930). At some indeterminate date important additions were made to Knight's holdings by private treaty acquisitions from the collections of Dr. Stephen A. Welch and William Congdon. In forming his great stamp collection, Knight always looked for freshness of material, but did not always succeed in acquiring the best-centered items.

Knight had a brief flirtation with the stamp trade, being one of five owners of stock in the American Collectors Company, which group also included such notable collectors as Dr. Walter Woodman of Cambridge, Joseph S. Rich of New York, and dealers Ernest M. Carpenter and Albert W. Batchelder, the latter two of the New England Stamp Co.⁷ These five individuals purchased controlling interest in the Scott Stamp and Coin Co. which, in 1901, had been consolidated with the New England Stamp Co. to form the stock of the American Collector's Company.⁸ Scott Stamp and Coin Co. had been purchased in 1886 from the founder and namesake owner, John W. Scott, who sold his rights, title, and interests to G. B. Calman and Henry L. Calman. It is notable that both Scott Stamp and Coin Co. and New England Stamp Co. continued in New York and Boston, respectively, under their better recognized corporate names. The New England Stamp Co., which had become initially incorporated in March 1893, acquired the unsold property of Frederick W. Ayer in 1904 from Stanley Gibbons Ltd., and later acquired portions of the C. F. Rothfuchs stock.

2. Anon., "Webster Knight," *National Cyclopedia of American Biography* 39:113, James T. White Co., 1954; anon., "Obituary: Webster Knight," *New York Times*, July 1, 1933, p. 13.

3. Anon., "Knight Permanent Exhibition," *Mekeel's Weekly Stamp News* LIV (#2568): 242 (Mar. 25, 1940); Stanley M. Bierman, "Alpheus B. Slater, Jr., and the Stamps of the Providence, R.I., Postmaster," *Chronicle* 136:230-235, 1987.

4. Anon., "Bartels Slater Sale," *Mekeel's Weekly Stamp News* XXVI (#1117):167 (May 25, 1912).

5. Philip H. Ward, Jr., "Joe T. Lozier Collection," *Mekeel's Weekly Stamp News* XXXVIII (#1751):397 (July 28, 1924).

6. Philip H. Ward, Jr., "U.S. 1847 Blocks," *Mekeel's Weekly Stamp News* LXIX (#2317):265 (June 3, 1935).

7. Charles J. Phillips, "Albert W. Batchelder," *Stamps* 12:257 (Nov. 16, 1935).

8. Anon., "Twenty Years of Progress," *New England Stamp Monthly* II:38 (Feb. 20, 1913).

In 1912 the Boston firm acquired the marvelous collection of proofs and essays of U.S. documentary and proprietary revenue stamps formed by Hiram E. Deats. Scott Stamp and Coin Co. also held stamp auctions during this period of ownership (1901-1914), but sales appeared at infrequent intervals and generally were undistinguished except for the 1901 auction of Deats's U.S. revenues.⁹ The American Collectors Co. directed Scott Stamp and Coin Co., and through A. W. Batchelder and Freeman Putney, Jr., controlled the affairs of New England Stamp Co. from 1901 until 1914, when two-thirds of the stock was acquired by Boston financier Charles E. Hatfield, who took control of the firm and installed Hugh M. Clark as manager.

Judge Robert Emerson showed portions of the Knight Collection at Providence Night held at Collectors Club of New York on March 20, 1929, including blocks of four and eleven of the 5¢ U.S. 1847 issue (ex-Hawkins) along with mints blocks of four of most of the classic U.S. postal issues. A fine block of four 10¢ U.S. 1847 (ex-Sinkler) was the only used item in the display. Little was written about Webster Knight in subsequent years until an announcement appeared in the philatelic press that he had died on June 30, 1933, at his summer home at Alton Bay, Lake Winnepesaukee, New Hampshire.¹⁰ Under condition of his will, Brown University in Providence, R.I., was designated the recipient of Knight's superb United States general issues collection in blocks of four. The collection was bequeathed on the express condition that it be kept on permanent display in the John Hay Library, and suitably mounted at the expense of the estate. A special fund of \$50,000 was established, income from which was to be employed for the maintenance and care of the collection. The executors of the will were instructed to engage the services of Judge Robert S. Emerson, William H. Congdon, and Robert F. Chambers, all Rhode Island residents, to form a committee to oversee the supervision of this task. The will stipulated that if Brown University declined the gift, the collection was to be given to the Rhode Island School of Design in Providence, or if declined by the latter, to one of Knight's lineal descendants.

Following the death of Judge Emerson in January 1937, and that of William Congdon in June of the same year, a new committee formed by E. Tudor Gross and Colin MacR. Makepeace took over the task of mounting, housing, and displaying the collection. The directors did see to the sale of Knight's U.S. in complete sheets which was offered at Daniel F. Kelleher sale #397 of February 26, 1938. The sale consisted of 84 panes from 1857 to 1923 and was highlighted by Scott 310, 369, and C1-3, the proceeds going into the maintenance fund. The Knight collection was formally accepted in 1940 by Brown University President Dr. Henry M. Wriston. An October 6, 1942, letter from Robert F. Chambers to Ezra Cole is known in which Brown University, representing the Knight estate, sold Clarence Brazer an unspecified number of sheets of U.S. proofs for \$1,700.

In putting together the collection for general display, chronological arrangement of material was followed throughout. When completed by the curators and ready for display on March 22, 1940, the Knight collection was described in the contemporary philatelic press as follows:

There are five cabinets, each containing twenty-four sliding frames, each accommodating twelve ordinary album pages, six on a side, protected by heavy plate glass.

The Knight collection includes all the early classics, several unique in unused blocks, along with rarities of both 19th and 20th century issues. The exhibit, in its completeness, offers all that is to be desired in a general showing of unused United States blocks.

The first regular Governmental issue of 1847 is represented by two beautiful 5-cent Franklin imperforates, one a block of twelve, the other of four stamps. The 10-cent Washington, a really wonderful item, is a used block of four, the only used piece in the collection.

9. Stanley M. Bierman, "J.W. Scott Sales 1870-1919," *Philatelic Literature Review* 35:113-136, 1986.

10. H.L. Lindquist, "Col. Webster Knight of Providence, R.I., Leaves Stamp Collection to Brown University," *Stamps* 4:297 (Aug 26, 1933).

The imperforates of 1851-57 are complete in blocks with one exception, while the 1857-60 issues with the same design but perforated, are all shown. Likewise the 1861 series is also complete with a single exception, the 5-cent mustard colored value.

The 1869 first United States "pictorial stamps," often referred to as our "first commemoratives," present a magnificent lot of blocks. All denominations are there, including both types of the 15-cent stamp, with the 30-cent and 90-cent values superbly centered.

The "Bank Note Issues" of 1879-94 are complete in blocks of various sizes. The Columbians of 1893, also in blocks of various sizes, present a striking display, especially the dollar values these being the first time these high denominations appeared in our postal issues.

All the "Bureau Issues," produced by the Bureau of Engraving and Printing, from 1894 to date are complete, some of the larger pieces commanding attention. The Transmississippi blocks of 1898, portraying western life, are unusual in the larger blocks, particularly the dollar values.

In the experimental "bluish paper varieties" of 1909 only blocks of the exceedingly rare 4-cent and 8-cent stamps are missing. Large blocks showing the 1916-17 "5-cent carmine error" imperforate, and the more recent 1930 Von Steuben imperforate also feature 20th century issues, which in themselves are practically complete.

In addition to the regular and commemorative issues the Knight collection includes a particularly fine showing of airmails, parcel posts and postage dues. The selection of Confederate States and United States possessions are also worthy of note, together with Departmentals and Revenues.¹¹

Other reviews¹² of the display observed that the U.S. 1918 Jenny airmail invert was absent, but could not otherwise fault the collection. Additional items in the Knight collection not mentioned in the review included a block of four and eight of the 1842 City Despatch, sheets of the Providence postmaster, and a beautiful lot of U.S. essays and proofs including revenue proofs. Knight's departmental stamps in blocks of four form what is probably the most important collection ever assembled, and are believed to have come from private treaty arrangements with Harry Konwiser and Philip H. Ward, Jr. Souren's glowing tribute ended with the observation that the magnitude of the collection, its real beauty, and master philatelic achievement could only be appreciated by personal inspection. Located in the John Hay Library of Brown University, the Knight Collection has been, and continues to be, a mecca for philatelists. A large philatelic library consisting of 1,000 volumes, portions of which came from Judge Robert S. Emerson, can be found across the street in the John D. Rockefeller, Jr., Library.

The remounting of the Knight Collection was undertaken in 1983 by three members of the Brown University stamp committee, successors to the original group appointed under Webster Knight's will. Members of the Rhode Island Philatelic Society placed the collection in 250 pull-out frames for better display. During the past decade, the committee has concentrated upon adding modern error blocks as well as purchases of blocks missing from the collection.

The John Hay Library of Brown University has proudly displayed its collection and husbanded its bequest since 1940. A theft of 37 blocks of U.S. 1893 Columbian Exposition issues took place during the night of October 15, or in the early morning hours of October 16, 1949. The door to the stamp room was torn off its hinges, and the burglars ripped two stamp cases from their wall cabinets. They smashed the glass to remove the valuable stamps, but fled leaving the other 122 cases in the collection intact. Some 168 stamps consisting exclusively of U.S. 1893 Columbian issues, then valued at \$10,000, were taken

11. Anon., "Brown University Library Puts Knight Collection on Display," *Weekly Philatelic Gossip* 30:68 (Mar. 30, 1940).

12. Y. Souren, "'Webster Knight' Collection on Display at the John Hay Library, Providence, R.I.," *Mekeel's Weekly Stamp News* LIV (#2571):306 (Apr. 15, 1940); anon., "Knight Permanent Exhibit," *Mekeel's Weekly Stamp News* LIV (#2568): 242 (Mar. 25, 1940).

from the display case. Included were blocks of four, eight and twelve of the 4¢ through \$1 Columbians, including high-value denominations in blocks of four and eight of the \$3 through \$5 issue. The robbers left behind them sufficient burglar tools to have completed the task; police theorized that the thieves were frightened off before they could complete the heist.¹³ A \$1,000 reward was offered for information but the stolen material was never recovered; insurance funds paid for replacement of many of the stolen items. The John Hay Library has otherwise been a safe haven for its wonderful philatelic collection. This situation is in striking contrast to the fate of the equally fine philatelic property of B.K. Miller bequeathed to the New York Public Library in the 1920s, whose care and maintenance was not so fondly overseen.

13. Anon., "Knight Collection Looted," *Mekeel's Weekly Stamp News* 73:283 (Nov. 14, 1949); anon., "\$1,000 Reward," *Mekeel's Weekly Stamp News* 73:348 (Nov. 14, 1949).

(To be continued)

VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J. C. ARNELL

8. Collection of U.S. Postage in the Canadas

The previous vignette gave a brief history of the use of "closed bags" for the transit of the Mails between Great Britain and Canada through the United States from its establishment in 1792. The same postal convention that provided for the use of "closed bags" also introduced a system for the collection of unpaid U.S. postage in Canada, particularly on incoming ship letters. This was a one-sided arrangement, as there was no reciprocal system.

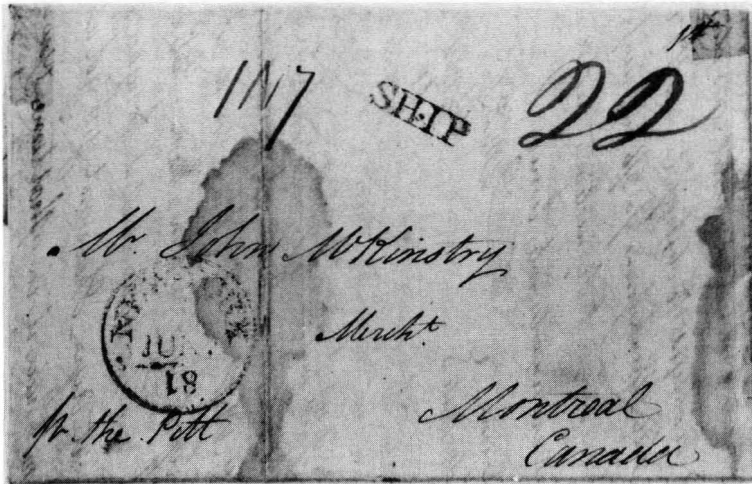


Figure 1. From Glasgow, 25 Feb 1804, carried to New York by private trader, where struck "SHIP" and rated 22¢ due to exchange office at Burlington (2¢ ship fee + 20¢ inland). At Montreal converted to 1/- Cy., and 7d Cy. B.N.A. inland added for total of 1/7 Cy. Note: "1st" upper right indicates original.

The pertinent text in the 1792 postal convention is given below:

3. As it often happens that letters addressed to British subjects in the province of Canada are received from vessels arriving in the ports of the United States, and sometimes letters in like manner addressed may be dropped into the Post Offices of the United States, without notice of the postmasters: all such letters shall be made up into proper mails, directed to the postmaster at Montreal, and conveyed as far as Burlington aforementioned. The postmaster at Montreal will be charged with the postages of those mails, which he will be pleased to collect and after deducting a commission of twenty percent on the monies so collected, for his trouble, remit the residue to the General Post Office of the United States. Any of these letters becoming Dead, may be transmitted quarter-yearly by the postmaster at Montreal, to the General Post Office of the United States, for which he will receive due credit.

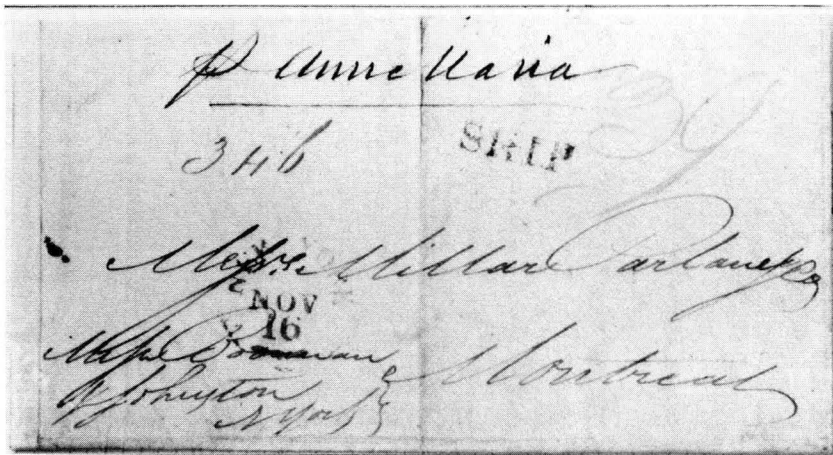


Figure 2. Letter from Liverpool 1 Sep 1818, on the *Anna Maria* to New York, there date-stamped 16 Nov, struck "SHIP" and rated 39¢ U.S. (2¢ ship + 2x18¹/₂¢ inland). At Montreal 39¢ converted to 2/- Cy. and 1/6 Cy. added for total of 3/6 Cy. The hypothesis is that 9d Cy. single charge lines to Montreal represents 4¹/₂d inland by mileage, 1¹/₂d border transfer fee, plus 50% surcharge.

4. A similar arrangement would be proposed respecting letters from the province of Canada to citizens of the United States, but here the Post Offices will be so numerous (from one to two hundred) that the account for postages of letters so dispersed would be extremely trou-

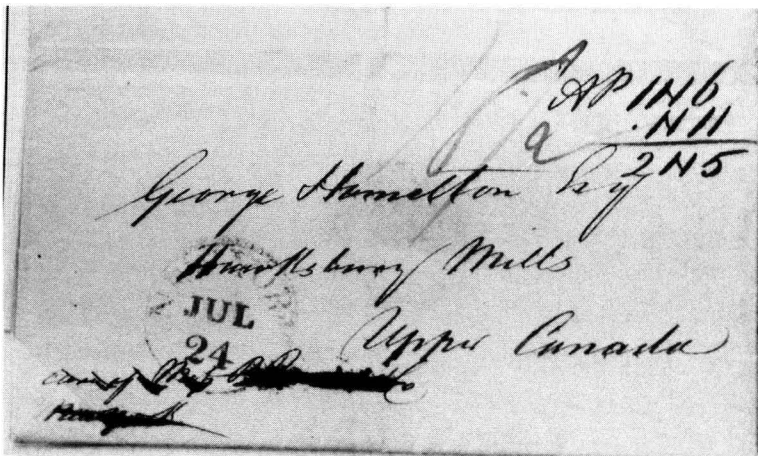
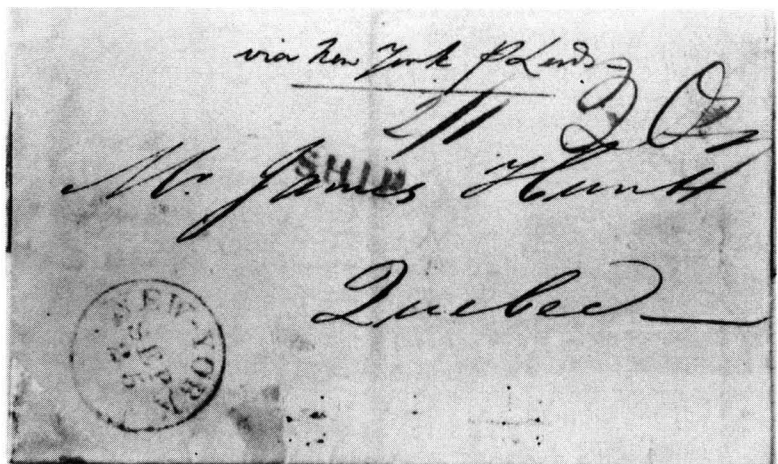


Figure 3. From Liverpool 16 Jun 1823, carried privately to N. Y. to forwarder, who mailed it 24 Jul. Rated 18¹/₂¢ U.S. to Kingston, U.C., ex. office, U.S. amount wrongly stated as 1/3 Cy., instead of 11d Cy., and 3d Cy. ferrage added: "AP 1N6." Inland 11d Cy. for 2/5 Cy. total.

Figure 4. London, 22 Aug 1826, by American sailing packet to New York, where date-stamped 25 Sep, struck "SHIP," and rated 20³/₄¢ (2¢ ship + 18³/₄¢ inland) to Can. border. At Montreal U.S. charge converted to 1/1 Cy. and 1/- Cy. added for postage to Quebec, tot. 2/1 Cy.



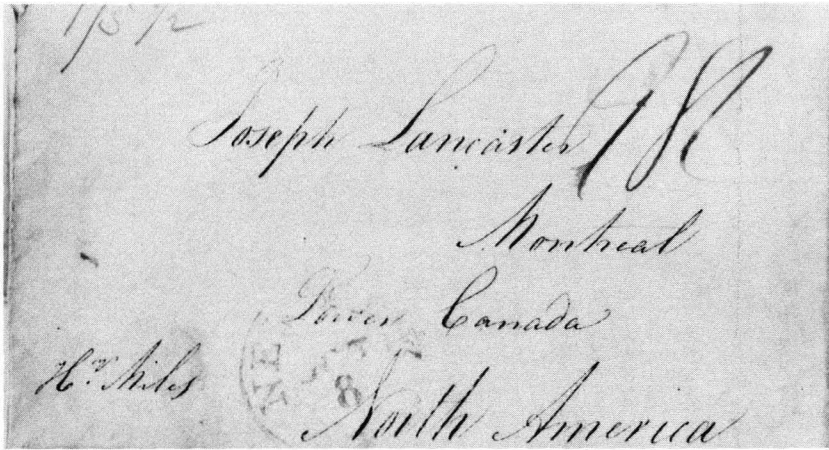


Figure 5. Letter from Kensington, 23 Aug 1832, carried privately to New York, and mailed there 8 Oct, rated 18³/₄¢ to border. At Montreal, this was converted to 11¹/₂d. Cy. and 6d Cy. (4¹/₂d inland + 1¹/₂d transfer fee) added for 1⁵/₂d Cy. total.

blesome. It will therefore be expedient that the postages of all these letters as far as Burlington should be paid at the post offices in the province of Canada, and the Postmaster at Burlington (to whom the mail containing them may be addressed) will sort and send them in mails to the respective post offices in the United States, which shall be at or nearest to their places of delivery.

The postal information given in the 1800 Quebec *Almanac* advised the readers that a Mail for England is dispatched from Quebec...once a month in winter to be put on board the first Packet Boat for Falmouth (from New York). A Mail for Burlington in the United States is made up at Quebec every Thursday, and at Montreal every Saturday, by which conveyance Letters may be sent for Europe under cover to a friend at New York, on paying the Canadian Postage at the office at which the letter is put in.

As time passed, unofficial arrangements were made between post offices on the frontier for the exchange of mail, which would have been prepaid at least to the frontier. The confusion that this caused in the accounting for postage led to an arrangement in 1829 between the two General Post Offices to limit this exchange of mail to:

- Lewiston, N.Y. - Queenston, U.C.
- Cape Vincent, N.Y. - Kingston, U.C.
- Ogdensburgh, N.Y. - Prescott, U.C.

Figure 6. Letter from Bath, U.C., 4 Jul 1832, prepaid 1/7 Cy. (4¹/₂d inland to Kingston, 3d ferriage ["BP 7¹/₂" and 11¹/₂d [18³/₄¢ U.S.]). Kingston "PAID" and 18³/₄ for N.Y.P.O. Probably by Black Ball packet to Liverpool, where struck large "LIVERPOOL/SHIP LRE," rated 1/7 Stg. due (8d ship, 11d inland).

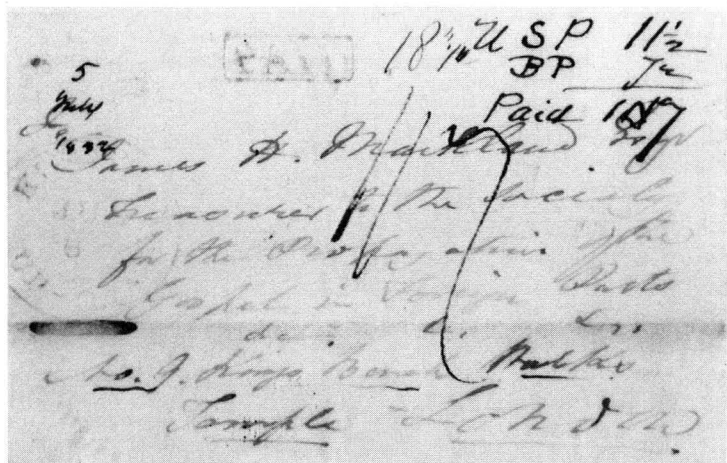
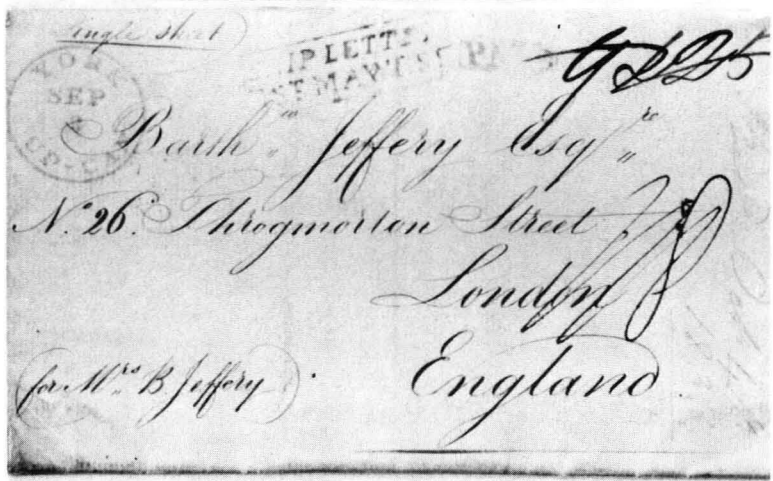


Figure 7. From York, U.C., 29 Aug 1833, mailed 3 Sep, prepaid 9d Cy. (7d inland + 2d ferriage) and 25¢ U.S. to N.Y. Probably conveyed by Red Swallowtail packet 10 Sep. Landed at St. Mawes, Cornwall, struck boxed "SHIP LETTER/ST. MAWES," rated 1/8 Stg. (8d ship, 1/- inland) to London.



Highgate, Vt. - St. John's, L.C.
 Derby Line, Vt. - Stanstead, L.C.

As before, Canadian letters had to be prepaid to the frontier, where they were rated by the local U.S. post office to their destination. Letters from other offices in Canada were to be sent to the most convenient of the above offices. On letters for overseas, the U.S. postage had to be paid to a port, usually New York. In such cases, the U.S. postage was also collected at the mailing office and sent along with the letter, except for a ten percent commission. It would appear that the other half of the twenty percent commission allowed by the U.S.P.O. was shared equally between the exchange office and the Deputy Postmaster General, as the latter was responsible for accounting to Washington for all the U.S. postage collected in the Canadas. By 1840, the number of mutually agreed exchange offices had been increased to eleven under the same terms, except that Kingston accounted directly to Washington for its U.S. postage.

With respect to letters for the Canadas, the 1832 Instructions to U.S. Postmasters stated:

302. Letters placed in any office in the United States addressed to offices in the British Provinces, are to be rated with the proper postage to the United States' line. This postage is not required to be paid in advance, as it will be collected, and accounted for, by the British Post Office Department.

303. Special instructions in regard to the mails to, and from the British Provinces, have been given to the distributing offices in the frontier States.

304. Postmasters in other States, will mail all letters to the British Provinces, in packets addressed *Northern, Eastern or Western*, as the case may be.

While no reference has been found as to the method used to remit the U.S. postage to Washington, it is presumed that it was originally done by commercial bills of exchange at sight or short date. However early in 1837, the U.S. Postmaster General required that all future remittances were to be in specie and this prompted the Canadian requirement "that henceforth you receive nothing but *legally current Specie* in payment for United States' Postage, which Specie you will remit, at regular periods, to the distributing Post Masters in direct communication with the United States, to whom it may respectively be payable, in order to its being put in train for transmission in Washington." Later that same year, the financial situation eased and bank notes were again redeemable for specie. This, coupled with the remittance of Freight Money to the pioneer steamship agents in New York in 1839 in the form of drafts drawn on merchant bankers, suggests that the postage was remitted to Washington by the same means.

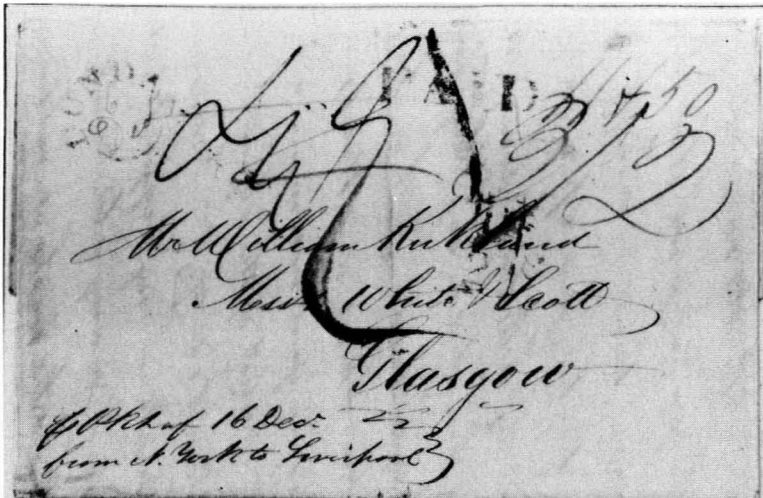


Figure 8. Double letter from Dundas, U.C., 6 Dec 1834, 11d Cy. (2x4 $\frac{1}{2}$ d inland + 2d ferriage) and 50¢ U.S. inland to N.Y. prepaid. Endorsed for Black Ball packet, 16 Dec, to Liverpool, where backstamped boxed "LIVERPOOL/SHIP LETTER," rated 4/9 Stg. as triple letter (3x8d ship +3x 11d inland). Backstamped Glasgow 14 Jan 1835, "4/9" deleted, rerated 3/2 Stg. as double.

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U.S. CARRIERS

ROBERT MEYERSBURG, Editor

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

ROBERT B. MEYERSBURG

(Continued from *Chronicle* 140:247)

1856-1863

The Postmaster of New York City, General Dix, wrote a remarkable detailed description of the mechanics of the carrier system in New York in the late 1850s in his report to the Postmaster General, and pertinent extracts follow:

I deem it my duty to present a full statement of the condition of the system of collecting and delivering letters in this city by carriers and mail messengers. From the time of its establishment it has been steadily increasing in importance, and it has become, from the magnitude of its operations, a subject of the deepest interest to the inhabitants, not merely as regards their correspondence with each other, but that also which extends beyond the limits of the city. The regular and prompt delivery of letters to those to whom they are addressed, and the equally punctual delivery at the post office of such as are to be transmitted by mail, constitute the whole value of such a system, and no effort has been spared to give it the necessary efficiency in these respects.

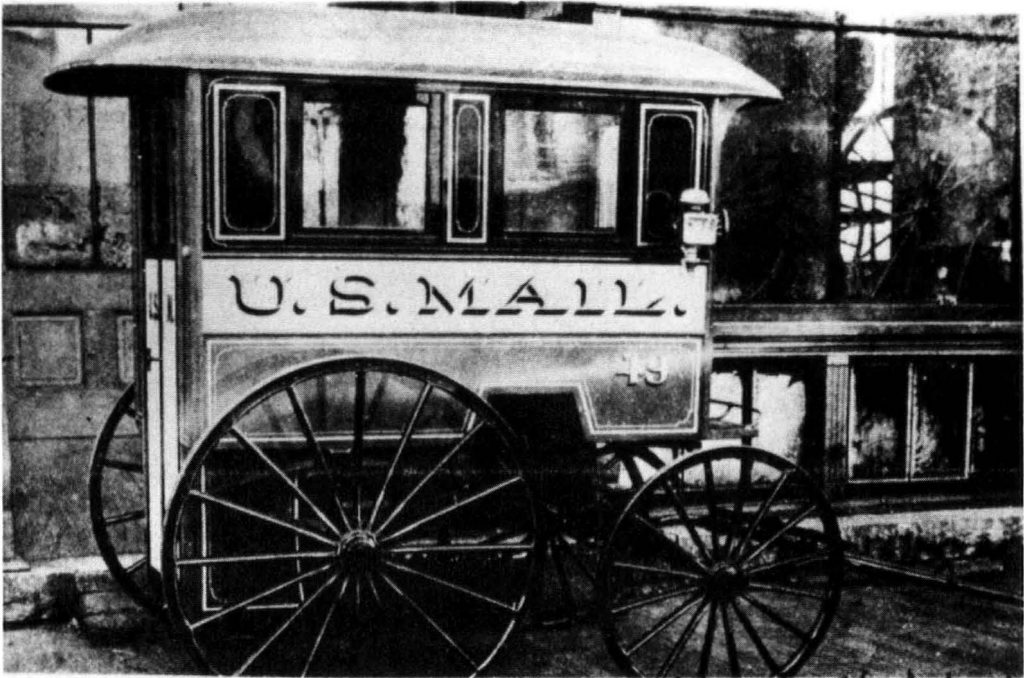


Figure 16. A typical mail wagon used between the main post office and the lettered mail stations.

To facilitate the receipt, delivery, and transmission of letters written here, and to expedite the delivery of those received by the mails, and addressed to persons within the city, six stations have been established in different localities; the nearest one about a mile and a half from the post office, and the most distant about three miles. [In 1857 the locations were: Station "A" — 129 Spring St.; Station "B" — 439 Grand St.; Station "C" — Fourth St. corner of Troy; Station "D" — Bible House, Astor Place and Ninth St.; Station "E" — 408 Third Ave.; Station "F" — 368 Eighth Ave.] Each of these stations is in charge of a superintendent, assisted by a clerk, and

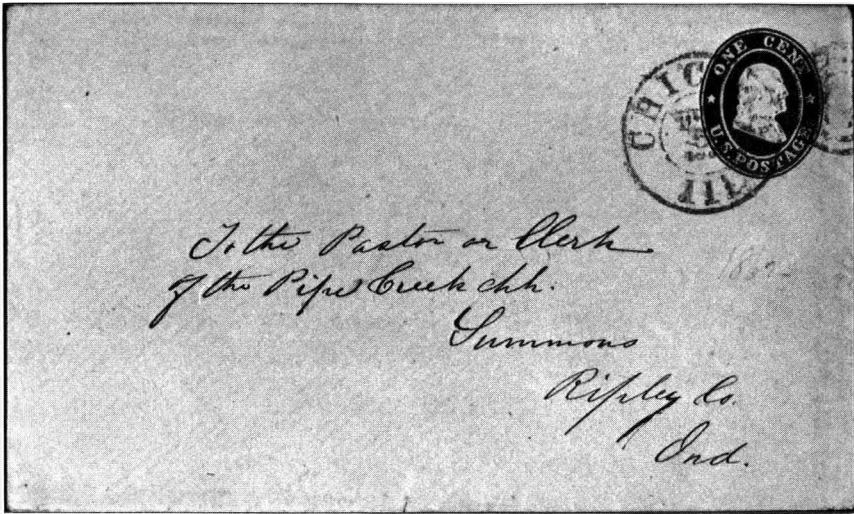


Figure 17. A one cent star die embossing used as a postage stamp.

in two cases by two clerks. To each station is attached a corps of letter carriers, varying from seven, the lowest, to thirteen, the highest number. The principal office may be regarded as a station for the purpose of collecting and delivering letters. It has twenty-nine carriers attached to it, requiring, from its location in the business part of the city, a much larger force than the stations proper. From these stations, and from the principal office, the carriers depart four times in each day to deliver letters to the persons to whom they are addressed within certain allotted districts. The whole number of carriers is eighty-nine. [The overall management of the Letter Carriers' Department of the New York post office was in the hands of John H. Hallett, who bore the title "Alphabet and Carrier Superintendent"].

The carrier's department at the post office is organized under a superintendent, with a corps of clerks, whose principal duty it is to receive and assort all letters intended to be delivered by carriers. These letters are separated and sent seven times a day to the respective stations from which they go out for delivery. The hours of departure from the post office and arrival at the upper station are as follows:

- Leave post office at 6.30, a. m.
- Arrive at upper station at 7.15, a. m.
- Leave post office at 7, a. m.
- Arrive at upper station at 8, a. m.

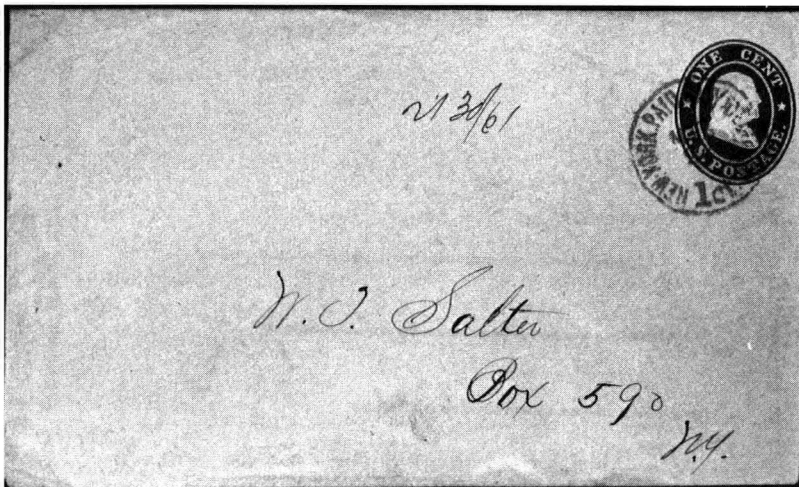


Figure 18. A one cent star die embossing used as a carrier stamp.

Leave post office at 10, a. m.
Arrive at upper station at 10.45, a. m.
Leave post office at 11, a. m.
Arrive at upper station at 12.05, p. m.
Leave post office at 12.30, p. m.
Arrive at upper station at 1.15, p. m.
Leave post office at 3, p. m.
Arrive at upper station at 3.45, p. m.
Leave post office at 3.30, p. m.
Arrive at upper station at 4.30, p. m.

This service is performed by two wagons [Figure 16] and two mail messengers. On their return from the station, six times a day, they bring with them to the post office letters to be transmitted by mail, and letters to be delivered in the lower part of the city.

As soon as the letters dispatched to the stations at the 2d, 4th, 5th and 7th of the above-named periods of departure from the post office are assorted, they are taken out and delivered by the carriers to the persons to whom they are addressed. The deliveries commence at the post office at 8.30, a. m., 11.30, a. m., 1.30, p. m., and 3.15, p. m. At the stations the first delivery commences at 8.30, a. m., and the three other deliveries somewhat later than the hours fixed for those at the post office.

Thus it will be seen that all letters received at the post office, and at the stations addressed to persons within the limits of the city, are delivered four times each day. On Sunday no deliveries are made.

The carriers' deliveries do not now go further north than Fifty-fifth street, but they will be extended with the growth of the city.

In order to give further facilities for correspondence, 574 cast-iron street boxes, for the reception of letters, have been affixed to the lamp posts, so distributed as to embrace every portion of the city below Fifty-fifth street, and the letters deposited therein are taken out four times a day and carried to the post office, or to the nearest station. For this purpose, twenty-eight collectors or collecting carriers are employed. The collections commence at 8 and 10 o'clock, a. m., and at 1.30 and 9 o'clock, p. m. On Sunday the 9 o'clock p. m. collection only is made. Until recently, the last collection of the day was made at 7, p. m., too late an hour for the afternoon mails, and too early for letters written in the evening. The change from 7 to 9, p. m. accomplishes a two-fold object: it secures the transmission by the morning mails of letters written before 9 in the evening, without putting the writers to the expense and inconvenience of sending them to the post office; and the boxes being cleared of their contents before the streets are deserted, the danger of depredation is effectually guarded against.

The letters collected from the lamp-post boxes within about one mile of the post office, are carried directly to the office. Those collected from boxes more remote, are carried directly to the nearest stations, to be sent out for delivery by the carriers, if addressed to persons in the upper districts, or to be taken to the post office, if intended for transmission by the mails, or to be delivered in the lower part of the city. To secure a more prompt delivery of city letters, they are exchanged between the stations as soon as possible after the collections are made.

It is not generally understood that there are six post offices on the island of New York, and, of course, within the city, for the corporate limits embrace the whole island. There is one at Yorkville, about five and a half miles from this office; one at Manhattanville, about seven and a half miles; one at Harlem, about seven and a half miles; one at Washington Heights, about nine miles; and one at King's Bridge, about ten miles.

About 118th street, the island diminishes in width rapidly, and continues very narrow to its northern extremity at King's Bridge. From the peculiar conformation of the island, if it were now in its upper portions as compactly built up, and as densely peopled as it is in the lower part of the city, all the postal facilities it would need could be furnished by means of the six post offices and six stations already established, with the addition of a station near 35th street, in the Sixth avenue, and another in the neighborhood of Bloomingdale. The five up-town post offices may be made, like this office and its stations, centers of radiation for the delivery of letters by carriers; and, by the establishment of street boxes, as the city extends, for the collection of letters, and boxes for delivery at the stations, when they shall be called for, the wants of the city

will be amply provided for. There is already a carrier at the Yorkville post office, who goes out three times a week with the letters which have not been called for; but, as there is no provision by law for paying him except by his fees, he cannot afford to make more frequent deliveries. They will increase as that part of the city fills up, and its correspondence is sufficient to pay for the service. It would certainly be very desirable that there should be a free delivery throughout the city, but this would require an annual appropriation of about one hundred thousand dollars from the public treasury by Congress, at the present time, and a corresponding addition to that amount every year, as the city extends.

It would also be desirable to increase the number of daily deliveries from four to six, making an average of one in two hours for each day of medium length throughout the year. But to perform this additional service, about sixty more carriers would be required, and a further expenditure of at least \$30,000 per annum.

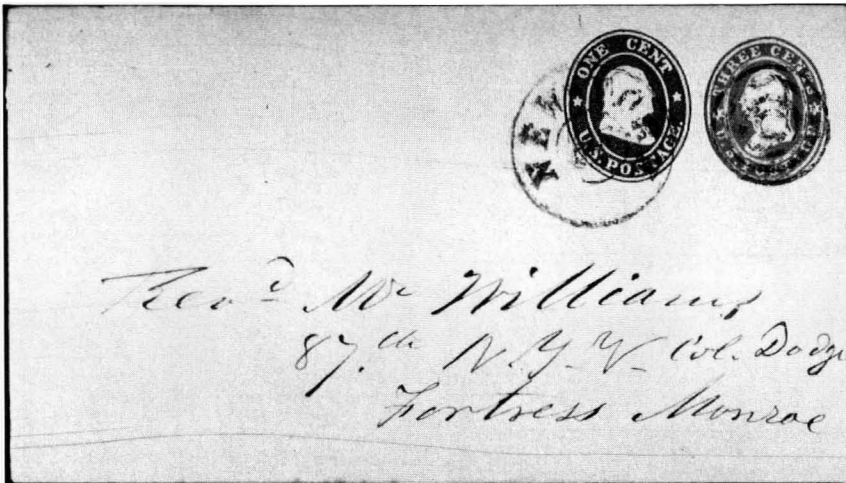


Figure 19. A compound star die envelope used in New York.

During this period carrier collection fees were prepaid by postage stamps, the current one-cent stamps of the 1851, 1857, and 1861 series being the virtually exclusive instruments of payment. During the last six weeks of 1860 the Post Office Department issued two new stamped envelopes which had carrier applications: a one-cent star-die envelope the embossing of which was a postage stamp when used for mailing circulars (Figure 17), but a carrier stamp when used to carry a city letter or prepay a collection fee to the mails (Figure 18); and a compound star-die envelope which bore a one-cent stamp to prepay the carrier collection fee to the mails and a three cent stamp for inter-city postage (Figure 19).

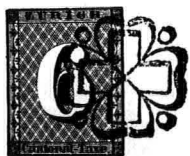
Neither of these envelopes was demonetized in the summer of 1861 when the 1851 and 1857 postal series were invalidated and replaced by the new postage series of 1861. The compound envelopes were utilized almost exclusively in the New York post offices, only a handful having been seen with postmarks of other cities.

(To be continued)

OOPS!

The photo on p. 172 of the August 1988 *Chronicle* was inadvertently substituted by the author for one showing city letter use. It is believed that the N.Y. Penny Post was in fact a private city post and that the cover illustrated, which is genuine in all respects and to date unique, was taken to the post office and mailed to Vermont by the Penny Post carrier either as a personal favor or under a private arrangement with the writer.

However, if other similar covers exist, we will have to reconsider the status of the N.Y. Penny Post — so please notify me if you have one, and enclose a xerox.



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THE 1851-61 PERIOD
THOMAS J. ALEXANDER, Editor

U.S. POSTAL MARKINGS: 1851-1861

Letters under the heading "Tracing Number" identify a new tracing on the accompanying plate. A number under this heading identifies the tracing number of a previously reported marking that appears in *USPM* as published in 1979.



A1

RANDOLPH CENTRE, N.Y..

Nov 13

A



B

PAID 3

C

FORD

D

OVERLAND MAIL

F



E

Straight Line, Oval and Fancy Townmarks

Wording	Tracing Number	Shape & Size	Rarity Number	Notes
Pennsylvania				
PARIS/msD/P ^A	A1	b-sl-22x20		Red. J. Wagshal
New York				
RANDOLPH CENTRE, N.Y./msD	A	1-58x3	1	D. Jarrett

Unusual Circular Townmarks

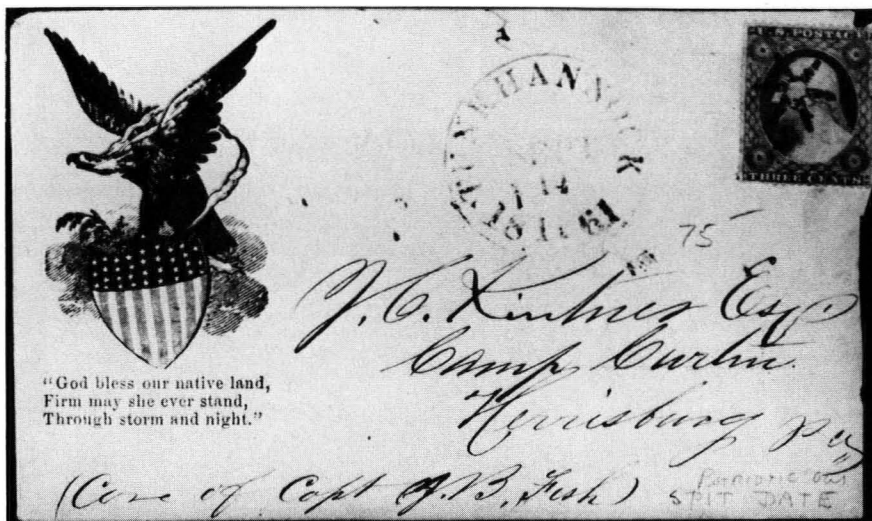
Wording	Tracing Number	Type(s)	Shape & Size	Rarity Number	Notes
Michigan					
OSHTEMO/D/MICH	B	K7	r-c-18 1/2		Brown. D. Jarrett
New York					
.WETHERSFIELD. SPRINGS/D/N.Y		K1, K5	c-38		Black. J. Wagshal

Year Dated Townmarks

Wording	Tracing Number	Shape & Size	Rarity Number	Notes
1861				
TUNKHANNOCK/D/18Pa61	18	c-32	6	See photo. R. Graham

Unusual Rating Marks on Stampless Mail

Town	Tracing Number	Shape & Size	Notes
D. PAID and Numeral, With or Without CENTS, CTS, or C.			
Randolph Centre, N.Y.	C	sl-20x5; 5x7 1/2	D. Jarrett



Auxiliary Postal Service Markings

Town & State	Tracing Number	Wording	Shape	Rarity	Notes
			& Size	Number	

Advertised

St. Joseph, Mo.		ADVERTISED	sl-43x5		
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Forwarded, Misdirected

Biddeford, Maine		FORWARDED	sl-41 $\frac{1}{2}$ x5		
Charlestown, Mass.	D	FOR'D	sl-30x11		
Macon, Ga.		FORWARDED	sl-43 $\frac{1}{2}$ x3 $\frac{1}{2}$		Greg Sutherland
Newport, R.I.		FORWARDED	SI-38x5		G. Sutherland

Missent, Too Late

Newbern, N.C.	E	MISSENT/AND/ FOW'D	r-c-25 $\frac{1}{2}$		Blue. J. Wagshal
Westchester, Pa.		MISSENT	sl-31 $\frac{1}{2}$ x 5 $\frac{1}{2}$		1856. G. Johnson
Zanesville, Ohio		MISSENT	sl-29 $\frac{1}{2}$ x5		Greg Sutherland

Overland Mail

Town and State	Tracing Number	Wording	Shape	Rarity	Notes
			& Size	Number	
Weaverville, Cal.	F	OVERLAND MAIL	sl-32x2 $\frac{1}{2}$		Add. info requested

"REGISTERED" VERSUS "RECORDED" MAIL

JAMES W. MILGRAM, M.D.

The interesting series of articles on registration of mail in the 1850s-1860s by Thomas J. Alexander and Richard B. Graham (*Chronicles* 139 and 140, August, November 1988) are quite informative and depict many interesting covers. However, I am unhappy that the terminology of "recorded" still persists in the discussion of early registered mail. To my knowledge there was never any official correspondence or regulations to imply that such letters were anything but registered. Despite speculation that the "R" markings could signify "recorded" rather than "registered," this is not supported by any facts.

From my review of the literature and many covers, it seems that Stanley B. Ashbrook¹ was the person responsible for calling some of these covers "recorded" letters rather than "registered" letters. I suspect the reason for this is the existence of a bank cor-

1. S.B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Vol. 2. New York, Lindquist, 1938.

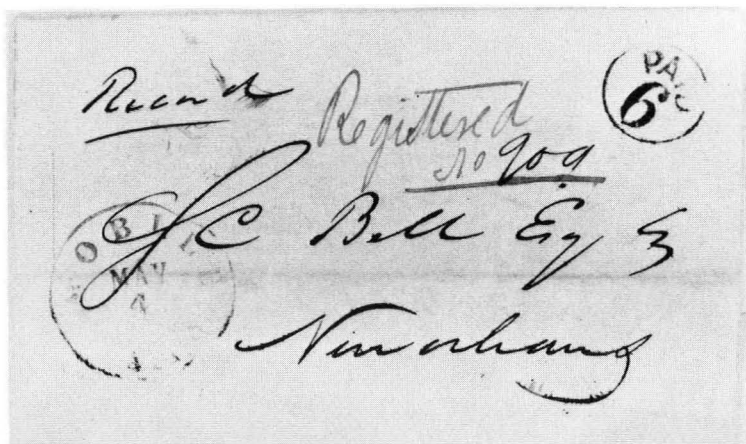


Figure 1. "Registered No. 909" in manuscript, black "MOBILE Ala. May 4" (1854) and "PAID 6" in circle, double rate to New Orleans.

respondence addressed to "S. C. Bell, Cashier, New Orleans." This is a fairly large correspondence with quite a few registered letters bearing money between Mobile and New Orleans. One of these is shown in Figure 1. It can be seen that the sender of the letter wrote "record" in the upper left corner of the cover. But the postal marking is a manuscript "Registered No. 909" as well as the handstamped town and rating markings. In 1855 a handstamp reading "REGISTERED No _____" in a black rectangular frame was also used on similar covers. The "record" marking on these covers is purely a directive by the sender. It has no postal significance.

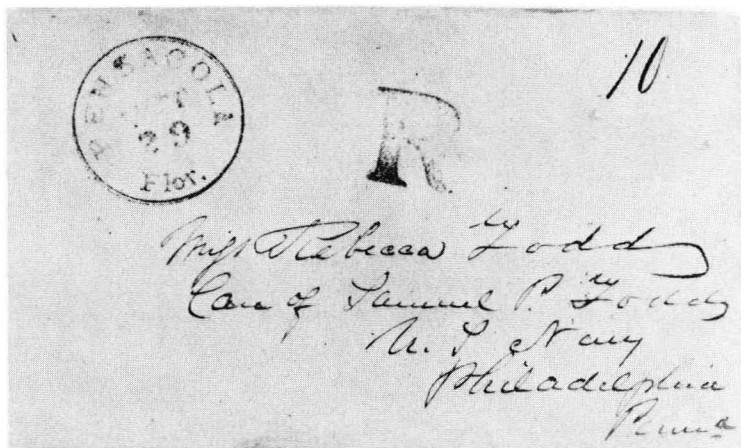


Figure 2. Large blue "R", black "PENSACOLA Flor." (1845) and "10" to Philadelphia. This is the earliest dated town postmark on a United States registered cover.

The "R" markings of Philadelphia begin in 1845. Shown in Figure 2 is the earliest known example, which is on a cover originating at Pensacola, Florida, October 29, 1845. The large blue "R," like the later red "R" handstamp from Cincinnati discussed by Alexander, was first used without the cover's being numbered on its face. But later during the period of the small blue "R" and subsequently, all registered covers at Philadelphia bear numbers in the lower left corner of the face of the cover. In Figure 3 is such a cover which has a "28" next to the address. This cover also bears a black straight line "REGISTERED" from the town of origin, Lewistown, Pennsylvania. Thus there are two registered postmarks on this cover from different towns. Whenever the "R" was written out or a handstamped marking was used, the usage is always "registered."

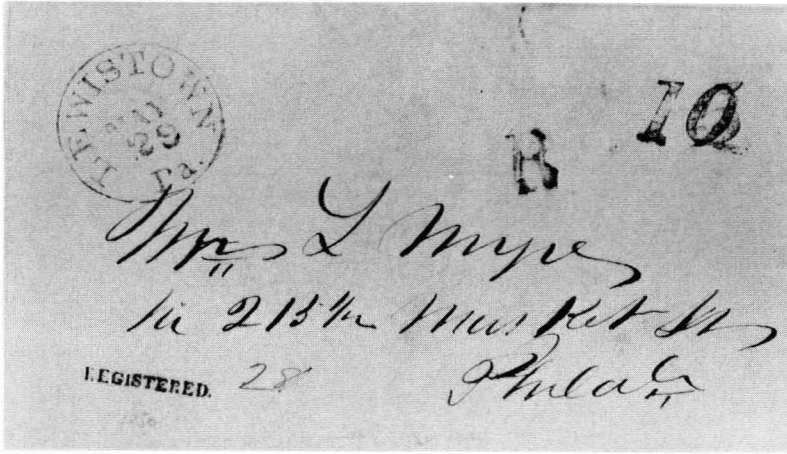


Figure 3. "REGISTERED" in black straight line, "LEWISTOWN, Pa. MAY 29" (1850) and "5" rerated to "10." The small blue "R" and a manuscript "28" were applied in Philadelphia.

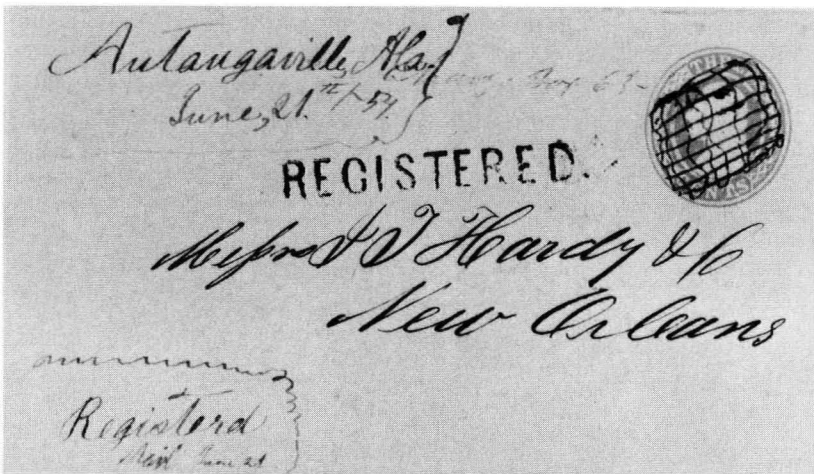
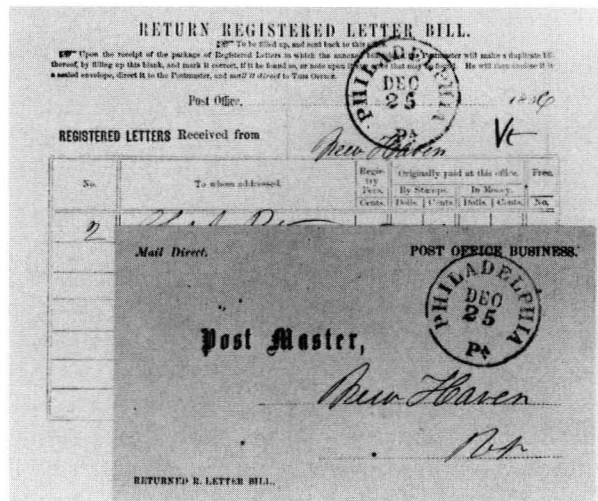


Figure 4. Three cents entire cancelled manuscript "Autaugaville Ala. Jun. 21th/54" and "Registered Mail June 21." The straight line "REGISTERED" was applied in New Orleans, another example of a cover with two different registered mail postmarks.

Figure 5. Official cover bearing "RETURNED R. LETTER BILL" imprint, postmarked "PHILADELPHIA PA. DEC. 25" (Christmas Day). The enclosed 1856 return registered letter bill bears the same postmark.



(Continued on page 37)

Coming this March, the final portions of The Walter C. Klein Collection of U.S. Stamps and Covers

The 1988–89 auction season will resume after the holidays with the fourth and fifth sales of The Klein Collection, comprising proofs, used and unused stamps, blocks and postal history of the 1845–1869 issues. Featured here are a few of the highlights from this offering of over 1,000 lots.



5c Brown (Sc. 1)



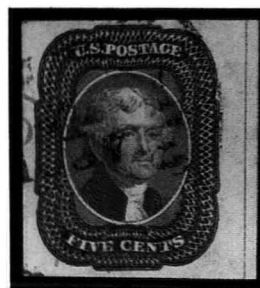
5c Red Brown (Sc. 1)



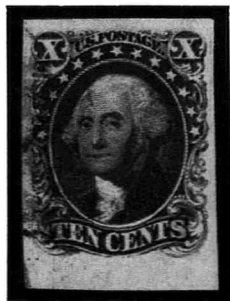
10c Black (Sc. 2)



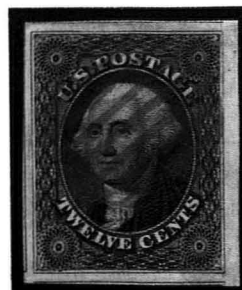
5c Red Brown (Sc. 12)



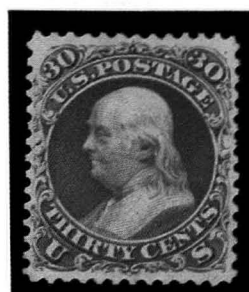
5c Red Brown (Sc. 12)



10c Green ty. I
(Sc. 13)



12c Black (Sc. 17)

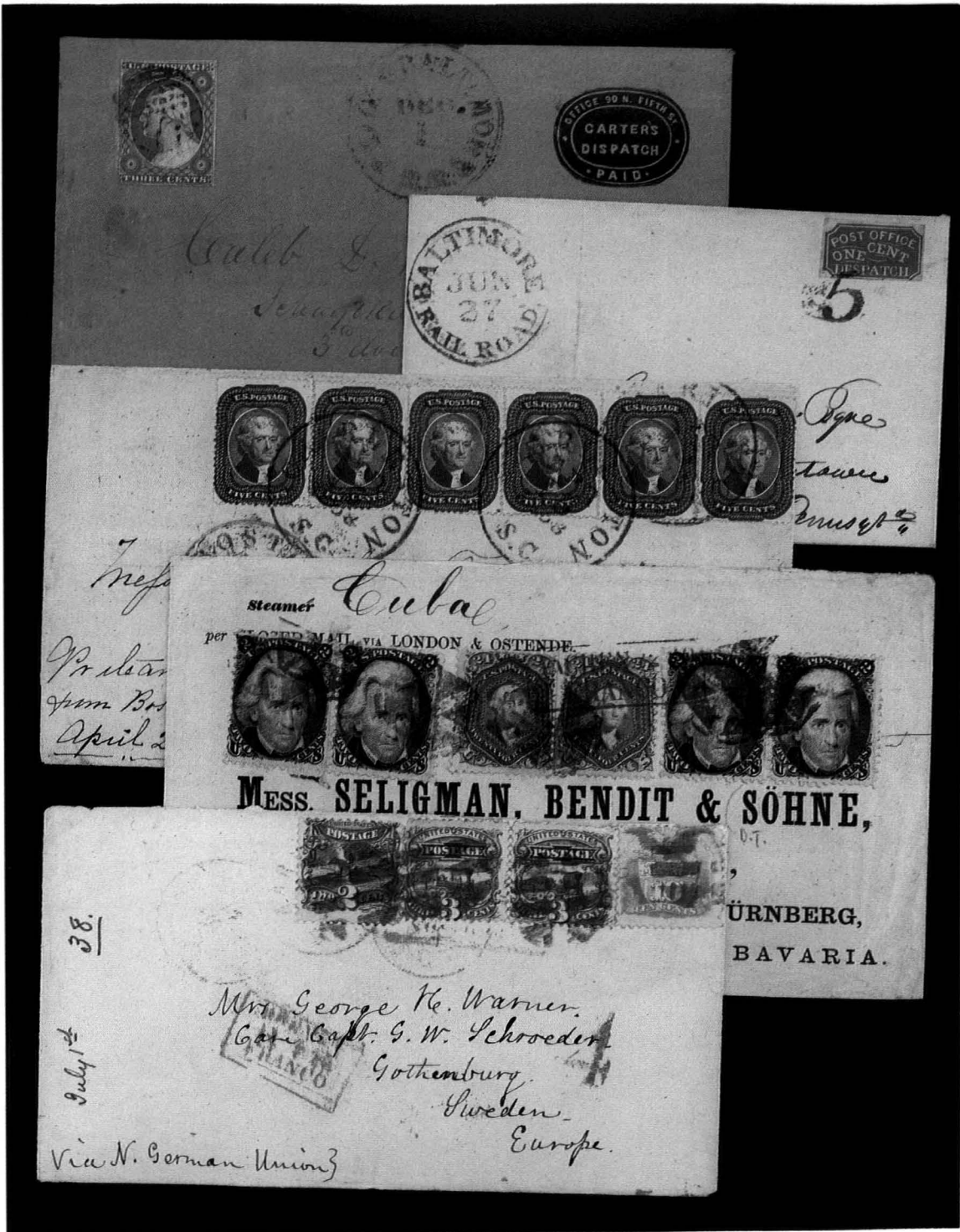


Top Row: 1c Blue ty. III (Sc. 21),
30c Orange (Sc. 38), 5c Orange Brown reprint
(Sc. 43)

Second Row: 3c Pink (Sc. 64), 5c Buff (Sc. 67),
12c and 30c 1861 Re-issues (Sc. 107, 110)

Third Row: 3c Dull Red (Sc. 11), 1c Blue ty. II (Sc. 20)

Bottom: U.S. City Despatch Carrier (Sc. 6LB3)



Covers from Part Five, the sale of Postal History, including rare local and carrier issues, the 5c Red Brown (Sc. 28) strip of seven on cover, a double rate cover to Germany with "Black Jack" franking, and multi-color 1869 franking to Sweden.



Above: 2c 1869 Re-issue block (Sc. 124) and used 1869 Pictorials

Catalogs for Both Sales \$16

To receive catalogs for Parts Four (1845–1869 Issues) and Five (Postal History) of The Klein Collection, please send check or money order (\$8 each) to Christie's Stamp Department, 502 Park Avenue, New York, N.Y. 10022.

For information regarding these sales or Christie's services please feel welcome to contact Scott Trepel or Elizabeth Pope at 212-546-1087.



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For example, the small town of Autaugaville, Alabama, which did not even have a handstamp with the town's name, employed the terminology "Registered Mail" (Figure 4) in 1854. The black handstamp "REGISTERED" was applied in New Orleans. A similar entire with a Columbus, Mississippi, town handstamp bears a manuscript "Register No. 68" and also the black straight line "REGISTERED" applied in New Orleans.

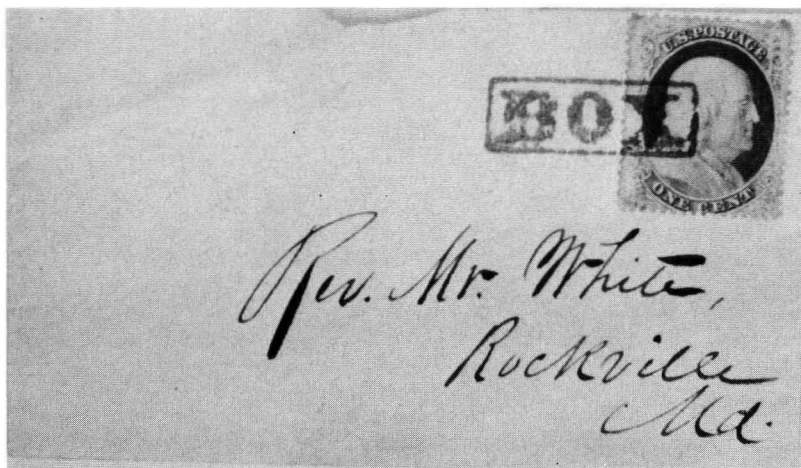
When the Act of March 3, 1855, authorized a uniform plan for the registration of letters as well as a fee of five cents, the terminology was always "registered" or "registration." Not only the official act, but also several different types of circulars mailed to postmasters at the time used only the word "registration." The official forms also used the "registered letter" terminology. The "RETURNED R. LETTER BILL" on the cover shown in Figure 5 was certainly meant to signify "registered"; the enclosed bill bears the word "registered" in three places and the fee is termed a "registry fee."

Thus I would like to suggest that the terminology "recorded letter" or "recorded mail" could be eliminated from any discussion of either pre-1855 or post-1855 registered mail usages.

"BOX" MARKING

MILTON MITCHELL

Some 25 years ago I was invited up to the attic of a very old house in Sandy Springs, Maryland, by a gentleman, himself about 65 years old, whose 90-year-old mother had just passed away. There were some wonderful covers from the family's correspondence, including several #1's, many # 11's, 25's and 26's, etc., with interesting cancellations and postal markings, and the illustrated cover with "BOX" cancellation on this Type 5 one-cent stamp.



Although I regularly subscribe to most of the major auction catalogs, and read nearly everything that is written on the subject of 19th century United States material, I have yet to see anything written or shown regarding a similar postal marking.

I am, of course, aware that some of the early postal regulations, such as those of October 23, 1843, contain language such as the following:

Postage on Box Letters, 141. All letters placed in a post office to be delivered from it to the persons addressed, called "Box Letters," the deputy postmaster may charge and receive one cent each.

Mr. Calvet M. Hahn in his excellent article in the *SPA Journal* (January 1977) discussed these and other similar regulations on the subject of "Origin of the Drop Letter Charge," but I still have to wonder if anyone has in his possession a similar cover with "BOX" cancellation or can shed any further light on this subject. If so, I would appreciate

receiving correspondence on this subject at 3401 Hallaton Court, Silver Spring, Md. 20906.

SAILINGS OF THE UNITED STATES MAIL

Jan. 1, 1852 to Oct. 1, 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 140:259)

VANDERBILT AND INDEPENDENTS (cont.)

FOR SAN FRANCISCO. *N.Y. Herald*. Fri. May 7, 1852, Vanderbilt's Line - Departure Date - May 20, 1852, 3 P.M., S.S. Prometheus for San Juan de Nord, connecting with S.S. Pacific over Nicaragua transit route for San Francisco.

FOR SAN FRANCISCO. *N.Y. Herald*. Sun. May 23, 1852, Vanderbilt's Line Departure Date - Sat. June 5, 1852, 3 P.M., S.S. Northern Light for San Juan del Norte, connecting with S.S. Pioneer and Independence over the Nicaragua Transit Route.

FOR SAN FRANCISCO. *N.Y. Herald*. June 8, 1852, Vanderbilt's Line - Departure Date - Sat. June 19, 1852, 5 P.M., S.S. Prometheus for San Juan del Norte, connecting with steamer Pacific over the Nicaragua Transit Route.

N.Y. Herald, June 20, 1852. Vanderbilt Line - Notice to Calif. passengers. Great reduction in steerage passage for through tickets. S.S. Daniel Webster will take the place of the Prometheus and sail on Mon. June 21, 3 P.M., from Pier No. 2, No. River, for San Juan del Norte direct, connecting with the Pac. Steamer on the Nicaragua Transit Route, having but 12 miles of land transportation. Apply D. B. Allen, Agent, 9 Battery Place.

THROUGH TO SAN FRANCISCO. *N.Y. Herald*, Sun. May 16, 1852, N.Y. & S.F. S.S. Co. - Departure Date - Wed. 23rd, June, 1852, S.S. United States for Aspinwall, Navy Bay, connecting with S.S. Winfield Scott at Panama for S.F. The S.S. "U.S." has made the voyage between N.Y. and Chagres in 7 days 19 hrs, and Winfield Scott performed the voyage between N.Y. and Panama in the shortest time on record, both as to running and actual time from port to port.

FOR SAN FRANCISCO VIA RIO JANEIRO & VALPARAISO AND PANAMA. The new double engine S.S. "Cortes" 1,800 tons, will depart for the above ports on Thurs. 1st day of July ensuing. Apply Davis Brooks & Co., 28 Weaver St.

FOR SAN FRANCISCO. *N.Y. Herald*, Wed. June 9, 1852, N.Y. & S.F.S.S. Co. - Departure Date - Fri. July 2, 1852, 3 P.M., S.S. United States for Aspinwall, Navy Bay, connecting at Panama with S.S. Winfield Scott for S. F.

N.Y. Herald, July 2, 1852, Independent Express Mail for Calif., S. America, Oregon, Sandwich Islands & China will close this day at 2 P.M.; in charge of a special messenger per steamer United States, via Aspinwall & Panama. Berford & Co., 2 Astor Place.

FOR SAN FRANCISCO. *N.Y. Herald*, Wed. June 23, 1852, Vanderbilt Line - Departure Date - Mon. July 5, 1852, 3 P. M., S.S. Northern Light for San Juan del Norte, connecting with S.S. Pacific over the Nicaragua Route.

FOR SAN FRANCISCO. *N.Y. Herald*, Sat. June 26, 1852, Vanderbilt Line - Departure Date - Mon. July 5, 1852, 3 P.M., S.S. Prometheus for San Juan del Norte, connecting with S.S. Pacific over the Nicaragua Transit Route.

FOR SAN FRANCISCO. NOTICE TO CALIF. PASSENGERS. *N.Y. Herald*, Fri. July 2, 1852, Vanderbilt Line, Departure Date - Tues. July 6, 1852, 3 P. M. S.S. Prometheus for San Juan del Norte, connecting with S.S. Pacific over the Nicaragua Transit Route.

N.Y. Herald, June 25, 1852, FOR SAN JUAN & NAVY BAY. S. S. Westwind, will leave on Tues. July 6, apply Butler Bros., 163 & 118 South St.

FOR SAN FRANCISCO. *N.Y. Herald*, Wed. July 7, 1852, Vanderbilt Line - Departure Date - Tues. July 20, 1852, 3 P.M., S.S. Northern Light for San Juan del Norte, connecting with steamer S.S. Lewis, over the Nicaragua Transit Route.

FOR SAN FRANCISCO FOR SAN JUAN DEL NORTE. *N.Y. Herald*, Wed. July 21, 1852, Vanderbilt Line, Departure Date - Thurs. Aug. 5, 1852, 3 P.M., S.S. Prometheus for San Juan del Norte, connecting with S.S. Pacific over Nicaragua Route.

FOR SAN FRANCISCO. *N.Y. Herald*, Sat. July 3, 1852, N.Y. & S.F.S.S. Co., Departure Date - Sat. Aug. 14, 1852, 3 P.M., S.S. United States for Aspinwall, Navy Bay, connecting at Panama with S.S. Winfield Scott for San Francisco.

FOR SAN FRANCISCO. *N.Y. Herald*, Fri. Aug. 6, 1852, Vanderbilt Line, Departure Date - Fri. Aug. 20, 1852, 3 P.M., S.S. Northern Light for San Juan del Norte, connecting with S.S. Pacific over the Nicaragua Transit Route.

FOR SAN FRANCISCO. *N.Y. Herald*, Mon. Aug. 2, 1852, N.Y. & S.F.S.S. Co., Departure Date - Wed. Sept. 1, 1852, 3 P.M., S.S. United States for Aspinwall, Navy Bay, connecting with S.S. Winfield Scott at Panama for S.F.

FOR SAN FRANCISCO. *N.Y. Herald*, Sat. Aug. 21, 1852, Vanderbilt Line, Departure Date - Sat. Sept. 4, 1852, 3 P.M., S.S. Prometheus for San Juan del Norte, connecting with S.S. Lewis over the Nicaragua Transit Route.

FOR SAN FRANCISCO. *N.Y. Herald*, Tues. Sept. 7, 1852, Vanderbilt Line - Departure Date - Mon. Sept. 20, 1852, 3 P.M., S.S. Northern Light for San Juan del Norte, connecting with the Pacific Steamer over the Nicaragua transit route.

FOR SAN FRANCISCO. *N.Y. Herald*, Sept. 20, 1852, Vanderbilt Line, Departure Date - Sept. 20, 1852, 3 P.M., S.S. Star of the West for San Juan del Norte, connecting with the Pacific Steamer over Nicaragua Transit Route.

FOR SAN FRANCISCO. *N.Y. Herald*, Thurs. Sept. 2, 1852, N.Y. & S.F.S.S. Co., Departure Date - Thurs. Sept. 23, 1852, S.S. United States for Aspinwall, Navy Bay, connecting at Panama with S.S. Cortes for San Francisco.

THROUGH SAN FRANCISCO NO DETENTION ON THE ISTHMUS. *N.Y. Herald*, Thurs. Sept. 16, 1852, N.Y. & S.F. Line - Departure Date - Sept. 23, 1852, 3 P.M. S.S. Sierra Nevada for Aspinwall, Navy Bay, connecting at Panama with S.S. Cortes for S.F. This line has never failed to connect at the appointed time.

FOR SAN FRANCISCO, only line giving tickets for crossing the Isthmus. *N.Y. Herald*, Wed. Sept. 22, 1852, Vanderbilt Line - Departure Date - Tues. Oct. 5, 1852, 3 P.M., S.S. Prometheus for San Juan del Norte, connecting with S.S. Pacific over the Nicaragua Transit Route.

U.S. MAIL SAILINGS, NEW YORK VIA PANAMA TO SAN FRANCISCO

October 20-December 27, 1852

FOR CALIFORNIA & OREGON VIA ASPINWALL & PANAMA. *N.Y. Herald*, Oct. 6, 1852, U.S.M.S.S. Co., Departure date - Oct. 20, 1852, 2 P.M. S.S. Illinois, connecting with P.M.S.S. Oregon at Panama to sail for San Francisco.

FOR CALIFORNIA & OREGON VIA ASPINWALL & PANAMA. - *N.Y. Herald*, Oct. 12, 1852, U.S.M.S.S. Co., Departure date - Nov. 5, 1852, 2 P.M., S.S. Georgia, connecting with P.M.S.S. Panama, leaving Panama immediately for S.F.

FOR CALIFORNIA & OREGON VIA ASPINWALL & PANAMA. - *N.Y. Herald*, Nov. 6, 1852, U.S.M.S.S. Co., Departure date - Nov. 20, 1852, 2 P.M., S.S. Illinois, connecting at Panama with the P.M.S.S. Northerner.

FOR RIO JANEIRO & VALPARAISO & PANAMA. - *N.Y. Herald*, Oct. 30, 1852, P.M.S.S. Co., Departure date - on or about Dec. 5, S.S. John L. Stephens. [No other information]

FOR CALIF. & OREGON VIA ASPINWALL & PANAMA. - *N.Y. Herald*, Nov. 21, 1852, U.S.M.S.S. Co., Departure date - Dec. 6, 1852, 2 P.M., S.S. Georgia, connecting with the P.M.S.S. Co's regular mail steamer at Panama for S. F.

FOR CALIF. & OREGON VIA ASPINWALL & PANAMA. - *N.Y. Herald*, Dec. 10, 1852, U.S.M.S.S. Co., Departure date - Dec. 15, 1852, 2 P.M., S.S. El Dorado, connecting at Panama with the P.M. Co's steamer and sail immediately for S.F.

FOR CALIF. & OREGON VIA ASPINWALL & PANAMA. - *N.Y. Herald*, Dec. 7, 1852, U.S.M.S.S. Co., Departure date - Dec. 20, 1852, 2 P.M., S.S. Illinois, connecting at Panama with the P.M.S.S. Co's regular mail steamer and sail immediately for San Francisco.

FOR CALIF. & OREGON VIA HAVANA FOR ASPINWALL & PANAMA. - *N.Y. Herald*, Dec. 23, 1852, U.S.M.S.S. Co., Departure date - Dec. 27, 1852, 2 P.M., S.S. Cherokee. [No other information given]

(To be continued)



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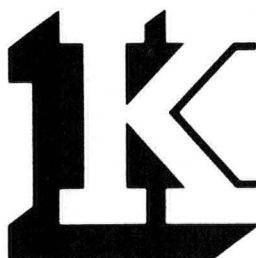
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I once received a call from a woman who told me she had a small boxful of New Jersey covers used in the 1860's and 70's and a cover to China with three 10 cent stamps and one 3 cent stamp. By now I'm pretty blasé about "boxfuls of old covers" but the China cover intrigued me, especially since she told me the stamps were imperforate, I went to see the covers the next day. When I got there I wasn't surprised to find the New Jersey covers to be the garden variety. But the China cover... it was from the famous "Blodgett" correspondence. I couldn't imagine how this woman acquired a cover from such a famous correspondence since she obviously wasn't a collector. I asked her about that. She told me that her late husband's mother's maiden name was Blodgett and that she had kept this cover for sentimental reasons but that there had been dozens of these covers which her husband had sold in the early 1960's to a New York dealer. Now anyone who collects classic Trans-Atlantic rate covers remembers the great sale of these "Blodgett" covers in the early 1960's. Many of them bore 10 cent Type I's and IV's and there were many combinations of types. It was a fabulous group. One recently sold in the Grunin Collection and fetched a five figure price. When I examined this remaining cover I found that all the 10 cent stamps were Type I's. I told her that they were better stamps than any in her "old box" and made an appropriate offer. I came away happy. While I wasn't the beneficiary of the original find of the 1860's, I did hold in my hand this lonely echo of that bonanza. What happened to her "box of old covers"? Honestly, I don't remember.



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THE U.S.S. *MERCEDITA* ON PATRIOTIC COVERS FROM THE SHIP
RICHARD B. GRAHAM

One of the more interesting but most difficult aspects of collecting Civil War covers and postal history occurs when a design printed as a patriotic effort ties in with the actual source or use of the cover.

Certainly many patriotic designs were based upon scenes, events, and prominent people of the war. Charles Magnus and others produced many panoramic scenes of cities, battles, and battle areas, many of which were "lifted" from artwork in the contemporary illustrated weeklies of the time, such as *Harper's Weekly* and *Frank Leslie's Illustrated Weekly*. Perhaps "adapted" is a better term than "lifted," for the use of such art, which undoubtedly had to be redrawn somewhat for patriotic covers, but I have often wondered what acknowledgement or compensation was paid for its use. Probably none, I suspect.

Most of the artwork concerning battles occurred after the fact, thus making use of patriotics depicting such scenes, even from the battle areas, without much meaning. However, portraits of battle leaders, sent by soldiers in armies commanded by those officers, are not uncommon; also a few covers exist from U.S. Naval vessels bearing an illustration of the ship. Probably the most famous of these are the covers sent in 1862 from aboard the U.S.S. *Mercedita*, made more interesting because of the disastrous encounter of that ship while in the blockade of Charleston, S.C., with a pair of Confederate ironclads on the night of Jan. 31, 1863.

As the Civil War opened, the Federal government quickly found that many of their existing naval ships were unsuited for blockade duty. The old sailing frigates and ships-of-the-line were unable to catch steamers and also of too deep draft – *i.e.*, they could not be used safely or efficiently in the often shallow offshore waters encountered in blockade duty, and were speedily relegated to duties as receiving or store ships. The lighter sloops of war and brigs were also of little value in pursuing blockaders and were soon laid up.

The steamers needed for blockade duty were bought from the commercial sector. Relatively fast steamers built for service as coastal packets were found ideal. They were fast enough to deal with most blockade runners, and large enough to carry heavy guns and enough coal to remain on blockade off a hostile shore for several weeks. In such service, they usually were under sail, with boiler fires banked except when conditions were such that they expected to encounter blockade runners.

The *Mercedita*, said by the entry in Vol. IV of *Dictionary of American Naval Fighting Ships* (Navy Dept., Naval History Div., Government Printing Office, Washington, 1969) to have been named after the Indiana town, Mercedes, as a "diminutive" meaning "graceful(!)" was built at Brooklyn, N.Y., in 1861 and was registered as a U.S. "steam propellor" at the Port of New York on June 26, 1861. However, she apparently never operated as a commercial packet or at least not very long as such, as she was purchased by the Navy on July 31, 1861, for blockade duty.

According to the entry in Vol. 1, Series II, of the *Official Records of the Union and Confederate Navies in the War of the Rebellion*, usually known as "ORN," (Govt. Printing Office, Washington, 31 Vol. 1894-1927) the *Mercedita* was a 1,000 ton screw steamer or "propellor" armed with eight 32 lb. smooth bore cannon, with a top speed of 11.5 knots and a loaded draft of 12' 3", which meant that she could work in somewhat shallower water than such ships as the U.S.S. *Hartford*, Admiral Farragut's famous flagship, which had a draft of over 17 feet.

More important for our considerations in the official entry was that *Mercedita's* sailing rig was that of a "barkentine," *i.e.*, she had three masts, of which the foremast was

square-rigged and the other two, fore-and-aft-rigged. This may be confirmed from the illustrations of the ship on the covers shown here.

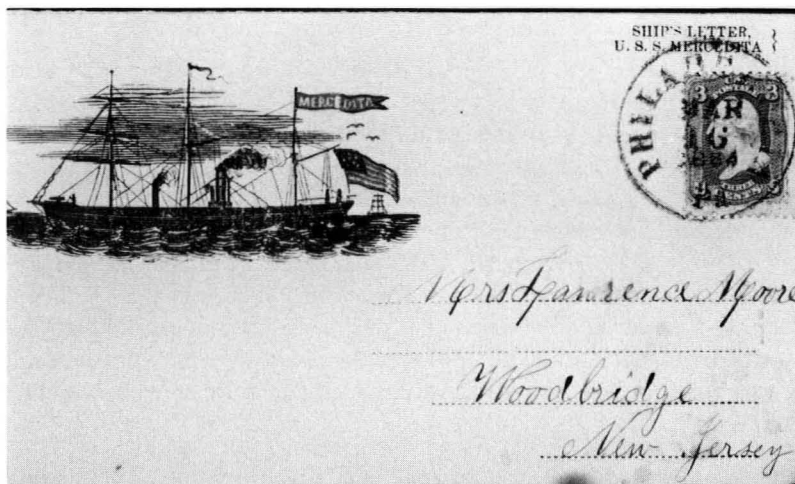


Figure 1. Sent from the *Mercedita* in the Gulf of Mexico in early March 1862, this cover showing the ship also bears a printed legend to facilitate use under the enactment of Congress of Jan. 21, 1862, permitting sailors and marines in the service to send their mails collect. An announcement was made on February 8, 1862, that such letters had to bear the signature of the commanding officer or lieutenant of the ship, and the legend, "Naval letter," so these designs, which read "SHIP'S LETTER," may have been printed before the announcement was widely distributed.

The three covers illustrated show *Mercedita* with the mainmast (in the center) at two different locations, the covers in Figures 1 and 3 showing it between two smokestacks, and that in Figure 2 with the mainmast set more toward the stern and back of a single tall stack. Also, the vessel portrayed by the Figure 1 and 3 illustrations is longer, lower and more rakish than that in the Figure 2 drawing.

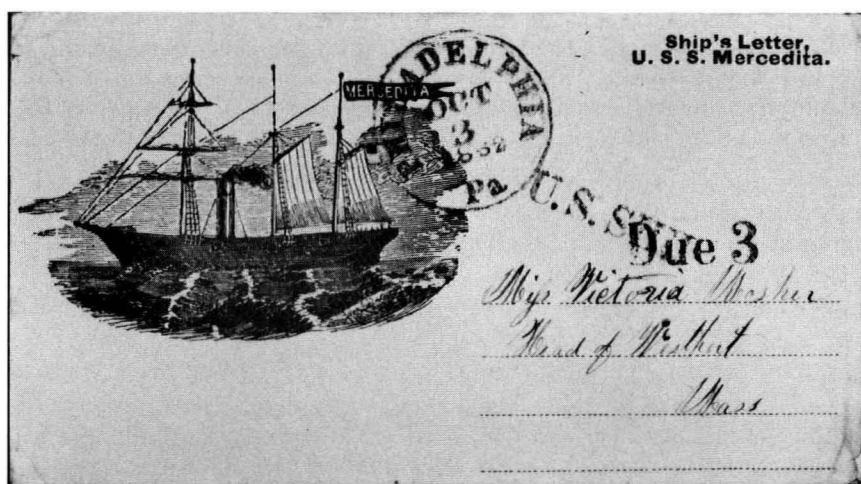


Figure 2. Although this cover, a different design from that of Figure 1, bears a legend intended to facilitate sending unpaid as a "Naval Letter," it does not bear the required signature of an officer of the ship, but was accepted to be sent collect from Philadelphia, per the "U.S. SHIP" marking which meant the letter was accepted as a ship letter. But, since the ship fee was not paid out to the master of the Federal or "U.S." ship, it was not added to the postage to be collected from the recipient.

The pictures on the three covers show the ship in black with blue and black backgrounds. Flags are in red, white, and blue, and the long pennant with “Mercedita” in relief is in blue. The photo of Figure 3 shows my notes made at the time I borrowed the cover many years ago to photograph it.

The cover in Figure 1 is in the Gordon Bleuler collection, that in Figure 3 belonged to Frank S. Levi at the time it was photographed. The cover in Figure 2, in the George Walcott collection as Lot 618, now in this writer’s collection, caused him to wonder what the *Mercedita* really was like. A fourth cover, with a design similar to that of the one in Figure 2, but with a verse beneath, and addressed to Mrs. Lawrence Moore, same as the Figure 1 cover, is illustrated as No. 884 in Dr. James Milgram’s *Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890* (Collectors Club of Chicago, 1984).

This latter cover, postmarked at New York with a marking type used in 1862 struck over the design so that the date is unclear, has the “verse” below the illustration – actually a quotation from Commander Stellwagon of the *Mercedita* — which proves use prior to the ship’s being sent north in February 1863, after which the entire crew, including Stellwagen, left the ship.

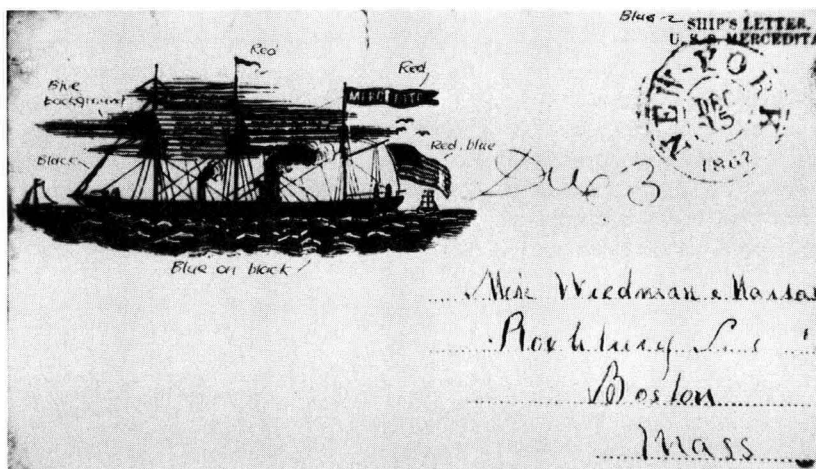


Figure 3. Sent from the blockade of Charleston, S.C., this cover was fetched into New York by a Navy ship on Dec. 15, 1862, marked “Due 3” in manuscript and sent on its way, even though it had no certifying signature as a Naval Letter, nor is it marked “U.S. SHIP.” The notes on the photo show the colors as recorded at the time the photo was taken.

The service of the *Mercedita*, relative to her assignments and location, tells us much about the handling of the three covers shown. *Mercedita* was assigned to the Gulf Blockading Squadron in January 1862, and, after that squadron was divided into East and West Gulf Blockading Squadrons (EGBS and WGBS) by an order of the Navy Dept., Jan. 20, 1862, was assigned to the EGBS with headquarters at Key West, a Florida town that remained in Federal hands throughout the war.

The order wasn't implemented until the new commander of the WGBS, David G. Farragut (later Admiral), arrived at Ship Island to prepare to capture New Orleans.

In the meantime, the *Mercedita* had been assigned to the Pass à l'Outre, one of the passes into the Mississippi River, on blockade duty, on Jan. 27, 1862, and she remained there until she finally joined the EGBS about March 12, 1862, and was assigned without delay to the blockade of Apalachicola, Florida. Since the local Confederate military promptly evacuated the town, the *Mercedita* was replaced by a sailing ship by mid April and sent to operate in the New Providence Channel to intercept any blockade runners she could discover running out of the Bahamas.

In this service, the *Mercedita* captured several vessels, including one, the *Bermuda*,

that was large, valuable, and important.

On July 28, 1862, the *Mercedita* was ordered to New York for repairs, and on Sept. 1, 1862, was ordered to join the South Atlantic Blockading Squadron (SABS) with headquarters at Port Royal, S.C., where the Federals had established a strong bridgehead on the coast of the Confederacy.

On Sept. 19, 1862, *Mercedita* was at Port Royal and was promptly assigned to the blockade of Charleston, S.C. Aside from occasional trips to Port Royal for coal, *Mercedita* was on this service until she was rammed by the ironclad C.S.S. *Palmetto State* which came out of the mists at 4 AM on the morning of Jan. 31, 1863, to attack the *Mercedita* as the first blockader encountered.

With a large hole at the waterline and a heavy cannon shot through the steam drum, that scalded or killed several of her crew, the *Mercedita* was believed to be in a sinking condition and hailed the Confederates for help, announcing she had surrendered. Agreeing that the ship was sinking, the Confederates took the captain's and crew's parole and went on about their business. However, the crew was able to stop the leaks and restore power, and, as the Confederates had, after attacking three more vessels, retreated back into Charleston harbor, the *Mercedita* went on to Port Royal. After much contention, the U.S. Navy Dept. decided that since the Confederates, as it were, abandoned their prize, and never took possession of the *Mercedita*, she could still be used after being repaired, and the crew was considered paroled.

On Feb. 12, 1863, Capt. Stellwagen and the *Mercedita* were ordered to tow the damaged British steamer *Ossian* to Philadelphia, which they did, arriving there on Feb. 28, 1863. Capt. Stellwagen and his crew were detached and ultimately sent to other duties, and the *Mercedita*, after being repaired, was sent to the Caribbean to guard the Windward Passage through which the steamers from Panama carried mails and treasure from California.

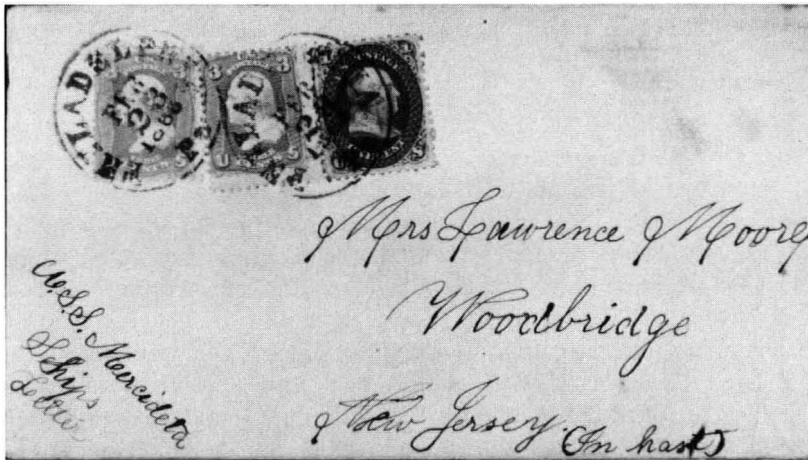


Figure 4. Sent from the *Mercedita* after she arrived at Philadelphia in early February 1863, after being rammed and defeated by the C.S.S. *Palmetto State*. Since the entire crew was sent away from the ship, this cover probably marks the end of the illustrated covers from the *Mercedita*. The 1¢ stamp was used to prepay the carrier fee on this double weight letter to the Philadelphia post office from the Navy Yard.

No illustrated covers have been seen from this later service, but, of the three covers illustrated here, the locations from which they were sent may all be identified. The cover shown in Figure 1, postmarked at Philadelphia on Mar. 16, 1862, was sent from the *Mercedita* at about the time she was detached from the blockade of the Mississippi River's Outer pass, in early March 1862, although the vessel that brought the letter to Philadelphia

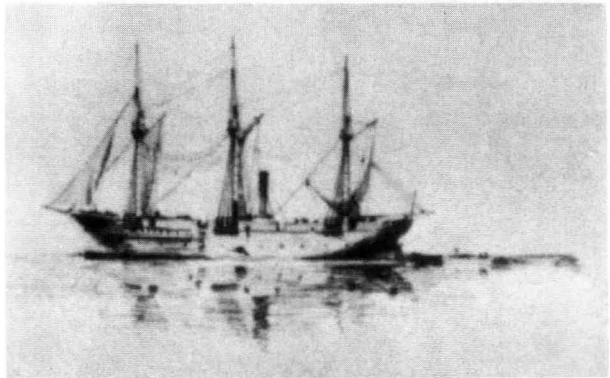
hasn't been identified.

The cover in Figure 2, with a Philadelphia postmark of Oct. 3, 1862, and a matching straightline "U.S.SHIP" marking, arrived there aboard the U.S.S. *Keystone State* on that date and was sent from the *Mercedita* from the blockade of Charleston, or while coaling at Port Royal — always a good time to send letters. The *Keystone State* had fetched Admiral DuPont, then in command of the SABS, north for a conference at Washington and the ship then went on to Philadelphia for repairs.

The cover shown in Figure 3, with a New York postmark of Dec. 15, 1862, was brought there by one of the vessels sent for repairs to New York.

As noted previously, the cover of Figure 1 and another cover with a design similar to that of the Figure 2 cover, except for an added legend, are both addressed to Mrs. Lawrence Moore of Woodbridge, N.J. Figure 4 shows another cover from aboard the *Mercedita*, addressed to Mrs. Moore, sent after the ship had returned to Philadelphia on Feb. 23, 1863, to be repaired after her encounter with the C.S.S. *Palmetto State*. From this, and knowing that Mrs. Moore's correspondent was, as part of the crew of the ship, detailed to other duties or discharged, this shows he survived and also helps confirm that the illustrated covers all came from the ship during its service in 1862 or early 1863.

Figure 5. Drawing of the *Mercedita* made by Xanthus Smith in the 1880s for the *Century Magazine* series that was made into *Battles and Leaders of the Civil War*, published in four volumes in that era. A comparison with the designs on the envelopes sent from the *Mercedita* show that this drawing came from still a different source.



The sources of the designs aren't as easy to determine as the sources of the covers. I have a note, source unknown, that an illustration of the *Mercedita* was in an issue of *Harper's Illustrated Weekly*, date unknown, as part of a group of ships. If so, and the design used for Figures 1 and 3 was taken from that picture, it had to have been prior to the use in March 1862. A drawing was made of the *Mercedita* intended for *Battles & Leaders*, the marvellously detailed history of the Civil War compiled by interviews and articles by the participants, published by the Century Company of New York in the 1880s after the articles had appeared in the *Century Magazine*. While this drawing, by Xanthus Smith, during the war a member of the SABS at Charleston and Port Royal and later at Mobile, was apparently used in the magazine, it didn't appear in the four volume work compiled from the articles. Although stated to have been made from sketches made by Smith at the time, it is definitely not the source of either of the designs discussed here, as may be noted from Figure 5. It was published in minute form for record purposes, some years ago when *American Heritage* published the *Century Collection of Civil War Art*, based upon a discovery, made shortly before, of three trunks of the original artist's drawings.

It is possible that all the drawings are accurate. The *Mercedita* may have looked as shown on the covers of Figures 1 and 3 when she first went to war, a time when, usually, drawings and paintings are made. She was sent back to New York to be repaired just before the design of Figure 2 appeared, and the changes shown may have been made in the process of providing new boilers, a common need at a time when ships used salt water for boilers to generate steam. "Thus, moving her mainmast back to the rear of the stacks may

have been done, perhaps, to provide better draft, or for other reasons, but is not illogical.

In any case, these covers provide the Civil War postal history collector with added interest from the history of the ship. It also adds authentication to covers that, although listed in various publications, have been described with a few minor errors such as wrong year dates, spelling of the ship's name and interpretation of usage.

The data used for these notes were taken mainly from ORN, Vols. 13, 17, and 18 of Series I, and Vol. 1 of Series II. In addition, such publications as the "Lytle-Holdcamper List," more formally known as *Merchant Steam Vessels of the United States*, (Steamship Historical Society of America, Inc., Staten Island, N.Y., 1975) and List No. 22, *List of American Flag Merchant Vessels that received certificates of Enrollment or Registry at the Port of New York, 1789-1867* (National Archives, Washington, D.C., 1968), and many other works than those cited here were consulted.

LEOMINSTER DUE POSTAGE LABELS OF THE 1860s

RICHARD B. GRAHAM

In *Chronicle* 48 (October 1954 — and it doesn't seem like 34 years ago), the late Lester L. Downing, with help from Carl Cowdry, authored an article about the Leominster, Mass., postmaster, Charles H. Colburn, and his use of the "3" numeral to cancel stamps on covers. This marking and an illustration of a cover may be found in *Simpson's USPM*, pages 116-118.

The *Chronicle* article, which was an attempt to put to rest the occasional assumption that stamps with the "3" neatly centered on them used at Leominster were precancelled, pictured the actual instrument used and described Colburn's use of it.

This was obtained from memoirs of Colburn's successor, one Thomas A. Hills, who had served previously as Colburn's aide and many years later wrote about Colburn's method of handling his duties.

In short, while the "3" is always nicely centered on the stamp, and no covers, I think, are known where it ties the stamp to the cover, this factor is simply due to Colburn's extremely precise and deliberate methodology of postmarking letters, which involved heating up the canceller and making test markings every few minutes. There is no evidence at all that any of these stamps so cancelled were ever sold and used as precancels.

The "3's" were used to cancel stamps of both the 1851-57 and 1861 eras, and possibly later, as Colburn served as postmaster at Leominster from 1833-1874, according to Hill's memoirs, with but one eight-day interruption because of politics.

The covers shown with this article indicate that Colburn developed other interesting methodology in the 1860s not often used by postmasters elsewhere. These show use at Leominster, beginning in early 1862, if not sooner, of what in essence might be called "postmaster's provisional postage due stamps," except that, since they were apparently handstamped one at a time in spare moments, two are seldom identical.

Colburn's "stamps" consisted of various handstamps applied to strips of thin dark red or maroon paper, either pre-gummed at one end or, in most cases that I've seen, at least, only attached to the cover at one end of the strip.

When incoming letters were received at Leominster with postage due, the strips with appropriate wording were applied to the covers and, presumably, due postage was ultimately collected when each letter was delivered.

I show four examples of these, all different and all from 1862-63, but I have photos of later similar uses at Leominster in the early 1870s.

Figures 1 and 2 show the earliest examples I've recorded. These are two of four covers recently sold as one lot (at \$1600.00!) in a Robert Kaufmann sale, all from the same correspondence and all originating with a soldier of the 26th Massachusetts Volunteer Infantry during the Federal occupation of Ship Island, Mississippi, and capture of New Orleans in 1862. They all are addressed to Dr. Edward White at Leominster.

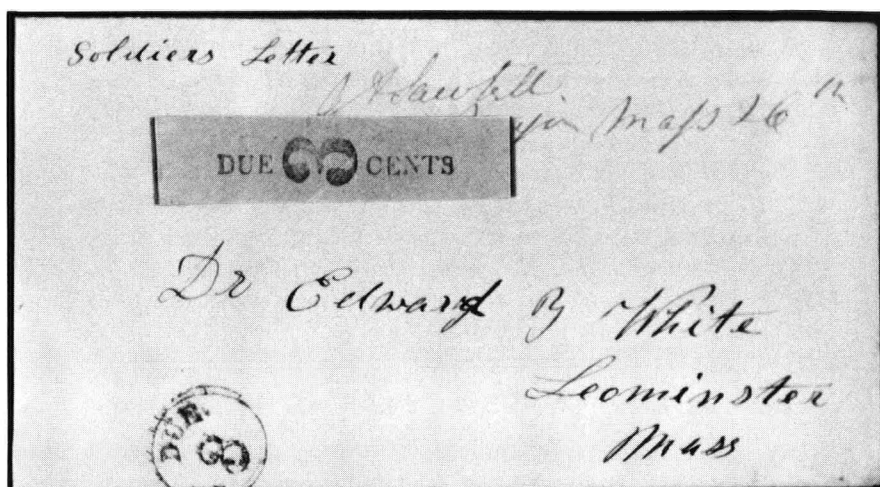


Figure 1. Leominster "DUE 3 CENTS" magenta label on cover from Ship Island, Miss., which entered mail at Baltimore, Md., as certified soldier's letter. Content of the letter is datelined January 1862. The dark lines around the label in the photo were produced in the photographic process, as the label was so dark that "pasteovers" had to be used to provide a usable illustration.

The cover shown in Figure 1, bearing a soldier's letter endorsement of an officer of the 26th Massachusetts, which had arrived at Ship Island in December 1861, long before an occupation post office was established there, contains a letter datelined "Ship Island, Jan. 29th/Gulf of Mexico." The letter was carried north, probably, by one of the Army transports that had brought more troops to Ship Island for the subsequent Federal attack on Confederate-held New Orleans. The only handstamp on the cover is the blue "DUE/3" in a small circle, which, from other examples, we know to have been applied at Baltimore, Md.

The cover was transmitted to Leominster where the strip of maroon paper bearing its legend "DUE 3 CENTS" (with the "3" on its side) was attached.

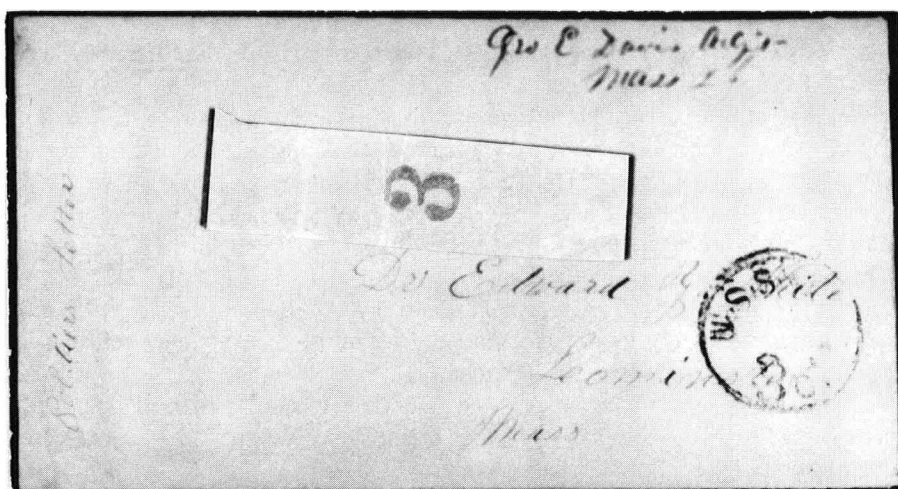


Figure 2. A similar cover from the same correspondence as that of Figure 1, sent from Ft. St. Phillip on the Mississippi River below New Orleans, May 9, 1862, per dateline. The maroon strip of paper attached to show postage due at Leominster simply has a "3." Again, the dark areas around the label are from the photographic process and not the cover.

Figure 2 shows another cover of the correspondence bearing a "U.S.SHIP/3c" marking applied at one of the northern ports to indicate, although it was treated as a ship letter,

no 2¢ fee had been paid out or was being charged because the letter was brought into port by a Federal or “U.S.” ship whose master wasn't permitted to accept the ship fee.

This cover, also bearing a soldier's letter endorsement and signature of an officer of the 26th Massachusetts regiment, contains a letter datelined “Fort St. Phillip(s) [sic!] Mississippi River Louisiana/May 9, 1862.”

After the fleet commanded by David G. Farragut (later Admiral) had passed the forts defending the river below New Orleans in April 1862, the forts soon fell from a combination of mortar bombardment and isolation, and the 26th Massachusetts was assigned to occupy the forts to control the river below New Orleans.

When the cover shown in Figure 2 reached Leominster, a strip of maroon paper with a “3” was attached indicating postage was due, and, I presume, collected.

Figures 3 and 4 show two more examples of this odd method of Postmaster Colburn's in collecting postage due.



Figure 3. Placed in the mails at Old Point Comfort, Va., in July 1862, and probably from a soldier or sailor with Federal forces on the Confederate coast, this cover was underpaid, and should have had 6¢ postage. Thus, the postmaster at Leominster first applied a label indicating 3¢ due, then, evidently in accordance with instructions left with him, applied another label showing six cents due for forwarding and totalled the two for a “Due 9 cts” collect charge.

The cover shown in Figure 3, probably from a soldier, as it appears to bear an Old Point Comfort, Va., marking of July 1862, was apparently underpaid 3¢, being more than 1/3 ounce weight. Thus, when it was received at Leominster, Postmaster Colburn applied a red label reading, “UNDERCHARGED/DUE 3 CENTS.” Then, recognizing that he had instructions on file to forward mail to the addressee, now at Northboro, Mass., he added a second red label reading, “FORWARDED 1862/DUE SIX CENTS,” and totalled the two labels, as it were, with a manuscript “Due 9 cts” below the labels. A Leominster datestamp of July 21 (faint and at lower left – it may not show in the photo) completes the story.

Figure 4 shows still another use, again probably from a soldier, addressed to Leominster, but also forwarded to Northboro, but to apparently a different member of the family to whom the Figure 3 cover was sent. This cover has a red label reading “FORWARDED 1863/DUE 3 CENTS.” It was originally sent from Louisville, Ky., on Feb. 16, 1863, and forwarded at Leominster on Feb. 19, 1863.

Going back to the correspondence of Figures 1 and 2, a third cover was prepaid by a stamp, sent from New Orleans, and the fourth cover, also a due soldier's letter sent from

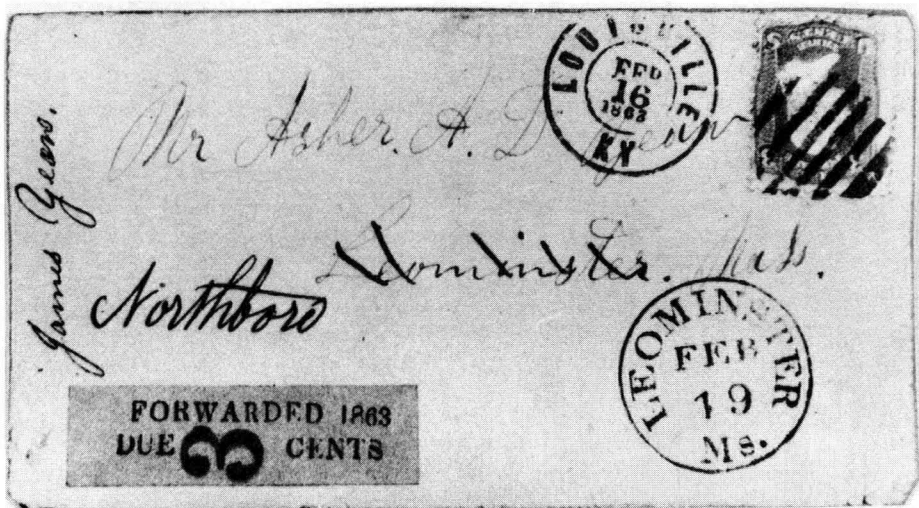
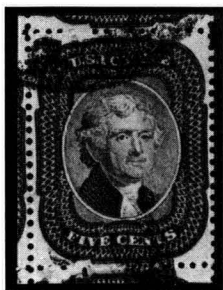


Figure 4. Sent from Louisville, Kentucky, in February 1863, this cover was forwarded from Leominster on Feb. 19 with a maroon label showing "FORWARDED 1863/DUE 3 CENTS" as a forwarding charge.

New Orleans in July 1862, has but a bit of a Leominster due postage strip attached, the rest evidently having been torn off.

Further reports of other examples of these interesting usages are solicited, since each seems to be different. From the 1870s, I have photos of two covers with due strips applied at Leominster, and two more with similar strips sent in Iowa with no relationship to Leominster. Further data on those are solicited.



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PRO cert.



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Red & Black cancels
PRO & PFC



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1869 COVERS TO GERMANY: THE 7¢ RATE

MICHAEL LAURENCE

Despite its modest appearance, the cover shown in Figure 1 is a scarce and interesting postal history artifact, significant for several reasons. Additionally, it sheds light on a postal rate to Germany that is not usually associated with the 1869 stamps.

The cover originated in Florence, S.C., and was datestamped there on July 8, 1870. Not too many higher-value 1869 covers survive from the devastated areas of the reconstruction south. My records show only two or three 10¢ 1869 covers from South Carolina.

The Figure 1 cover is addressed to a destination in Germany. It was sent via the cheaper “direct” route, as indicated by the routing “via Hamburg or Bremen.” Direct carriage is confirmed by the New York exchange office marking, which might not show clearly in the Figure 1 photo. The marking reads NEW YORK PAID ALL DIRECT JUL 12.

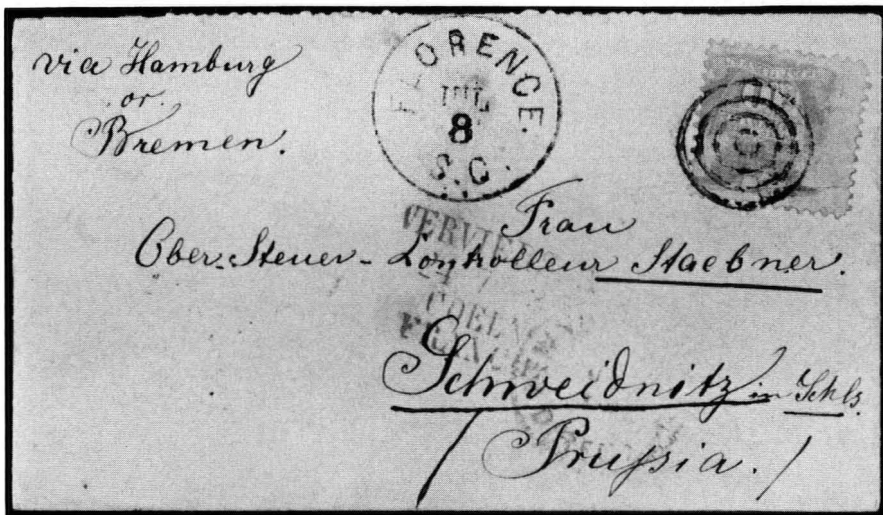


Figure 1. 10¢ 1869 cover from Florence, S.C., to Germany, posted July 8, 1870. Paying the short-lived 7¢ rate, the cover bears a New York “direct” marking and a Verviers-Cologne receiver, two markings that should not occur on the same cover.

However, the cover also bears a “Verviers-Coeln” receiving mark, applied on a railway sorting car at the Belgium-Germany frontier. This marking is characteristic of the more expensive “via England” route. It should not appear on a “direct” cover. The presence of these two conflicting markings on the same cover requires some explanation.

Throughout the lifetime of the 1869 stamps, mail could be sent from the U.S. to Germany by two different routes. The cheaper and slower was the direct route, via steamers of the Hamburg-American or the North German Lloyd Lines. Both these German-owned lines sailed weekly from New York, with HAPAG debarking its direct mails at Hamburg and NGL debarking its direct mails at Bremen. Both lines made regularly scheduled intermediate stops at England, and HAPAG also stopped at Cherbourg, in France. But the direct mail for Germany stayed on board all the way to the German port.

The alternative route was almost invariably designated “via England.” This was the successor to the familiar Prussian Closed Mail route. During the 1869 era, covers to Germany “via England” would leave the transatlantic steamer at the first British port, to proceed onward to Germany by train and ferry. This route was faster and more costly than re-

maining with the German steamer through the Channel and into the North Sea. It's important to understand that the German steamers crossed the Atlantic with covers that travelled on both routes. Some got off at England, and others stayed on board all the way to Germany.

As established by the U.S.-German postal treaty negotiated in 1867, the direct rate from the U.S. to Germany, effective 1 January 1868, was 10¢. The 1867 postal treaty required revision by 1870, after the U.S. and England agreed to a reduction in the bulk postage paid to the steamer lines carrying mails between them, and after both the German lines agreed to accept these lower fees. Articles of agreement signed in the spring of 1870 produced lower rates that went into effect on 1 July 1870. The direct rate from the U.S. to Germany was reduced from 10¢ to 7¢.

However, the Franco-Prussian war was looming just as the lower rate took effect. War was declared by France on 19 July 1870. While the German forces were destined to prevail in eight short months, Germany had no navy. Since the German North Sea ports were easily subject to French blockade, the HAPAG and NGL steamers were withdrawn to neutral locations. And as a consequence, while the 7¢ direct rate existed in theory, there were soon no ships by which covers franked at that rate could be carried.

In all, the German steamers made seven transatlantic crossings from New York during July 1870, after the 7¢ rate became effective and prior to the suspension of service. Covers that show the 7¢ direct rate from this period – whether properly prepaid or overpaid – are surprisingly scarce, possibly because correspondence via this route diminished as the likelihood of war increased, and possibly too because such covers have not yet been fully recognized by collectors.

Besides the cover in Figure 1, I know of only two other 10¢ 1869 covers posted at the 7¢ rate during the brief window in the summer of 1870 during which such covers could be carried. Service was revived fitfully during the fall of 1870 and resumed regularly when peace was restored in February 1871. Covers showing the 7¢ rate from the postwar era are more frequently seen, but by then the 1869 stamps had been supplanted by the Banknotes, so that 1869 covers are uncommon. One such cover is shown as Figure 2, discussed more extensively below.



Figure 2. 6¢ and 1¢ 1869 stamps properly prepaying the 7¢ direct rate to Germany, a rate that was only sporadically available during the lifetime of the 1869 stamps.

The Figure 1 cover crossed the Atlantic on the HAPAG steamer *Holsatia*, departing New York City July 12. The war was officially declared just one week later, while this

cover was still at sea. *Holsatia* would ordinarily call at Plymouth, England, and Cherbourg, France, before going on to Hamburg, but such a course was now out of the question.

According to information developed by Clifford Friend and Walter Hubbard, published in *Chronicle* 105, *Holsatia* landed all its mails at Plymouth on July 22. The vessel stayed at Plymouth for a month, then sailed for Scotland to wait out the war.

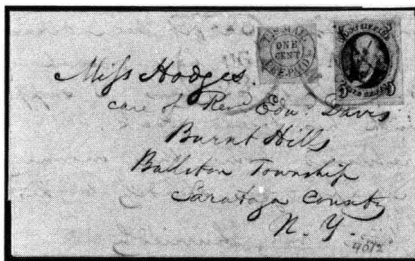
Holsatia's direct mails to Germany were obviously treated just like the "via England" mails. This explains the unusual presence of the Verviers-Cologne railway marking, which, as noted, is usually seen on covers posted at the higher "via England" rate. It is never found, except in the instance of a highly idiosyncratic crossing such as this one, on covers that bear "direct" markings from the U.S. exchange office.

Figure 2 shows a cover from December 1870, on which the 7¢ direct rate to Germany is paid by the seldom-seen combination of a 6¢ and a 1¢ 1869 stamp. This cover is date-stamped Williamsburgh, N.Y., Dec. 7, bears a NEW YORK PAID ALL DIRECT marking dated Dec. 10, and a Bremen receiving mark dated 25-12-70. According to the Friend-Hubbard data, this cover must have crossed on the NGL steamer *America*, which arrived Bremen December 24.

As noted, covers bearing this rate properly paid by 1869 stamps are not at all common. Additionally, it's my impression that the combination of 6¢ plus 1¢ 1869 is a very scarce one. By way of a comparison, my continuing studies of the 10¢ 1869 stamp show not one cover bearing the combination of 10¢ plus 1¢ 1869. (There are several covers bearing 10¢ 1869. 1¢ 1869 plus other stamps, but none bearing just the two.) Thanks to Rev. Edward Busch of La Verne, California, for sharing this cover.

For more information on covers to Germany during the 1869 era, including copious references, see my broad survey article, "10¢ 1869 covers to Germany," in *The 1982 Register* of the U.S. 1869 Pictorial Research Associates.

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THE EIGHT CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The December 5, 1892, Post Office Circular that announced and described all of the other stamps of the Columbian series made no mention of the 8¢ Columbian. The 8¢ Columbian was a late addition, made necessary by the reduction of the registration fee from 10¢ to 8¢, January 1, 1893. A Post Office Circular dated February 28, 1893, announced:¹

On the 1st of March, 1893, the Department will begin the issue of the following article of stamped paper:

1. An 8-cent postage stamp of the Columbian series minted for the payment of the reduced fee on registered matter. This stamp is of the same general style as the other denominations of the Columbian stamps, and bears a reproduction of the picture painted by Francisco Jover, the original of which is now in Spain, entitled "Columbus Restored to Favor." The color of the stamp is magenta-red.

O'Brien gave the full title of the painting as "The Affectionate Reception of Columbus by Ferdinand and Isabella," by Francisco Jover y Casanova (1830-1890).²

The precise date of issue is open to question. Heizmann quoted a Post Office document giving March 3 as the date.³ Brookman compromised with March 2. Whatever the early March date, this was the first eight cent stamp the U.S. had issued. The 8¢ General Sherman definitive of the 1890 series did not appear until March 21.

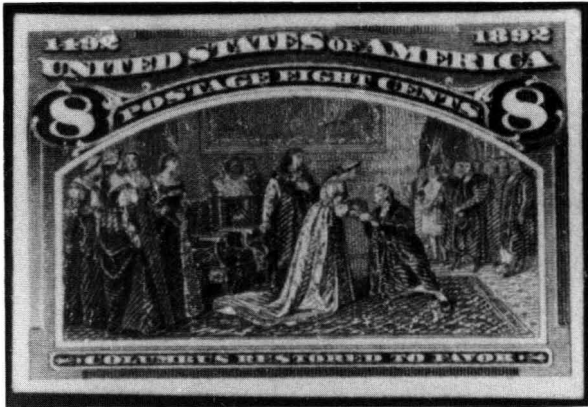


Figure 1. Plate proof of the final design.

Figure 1 exhibits a plate proof of the final design. The vignette was engraved by Charles Skinner, the frame and lettering by D. S. Ronaldson.⁴ In his study, *Essays for U.S. Adhesive Postage Stamps*, Clarence Brazer lists only a single incomplete engraving of the design in black on india paper.

Only 10,656,550 8¢ Columbians were issued.⁵ Five 100-subject plates were employed in the printing: II129, II130, II131, II132 and II133. There are different color shades and some double transfers but no major varieties. Figure 2 offers a plate imprint block.

1. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, III:68-69, 1967.

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

3. Louis J. Heizmann, "Wanamaker's Columbians," *American Philatelic Congress*, 34:91-98, 1968.

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

5. *Report of the Postmaster General*, 1894, p. 472.

Figure 2. Plate imprint block.



The main use of the 8¢ Columbian was, naturally, the payment of the new 8¢ registry fee. Figure 3 shows a registered cover to Canada, May 16, 1894. At that time rates to Canada were the same as U.S. domestic rates. A 2¢ Columbian paid the postage, an 8¢ Columbian paid the registration fee.

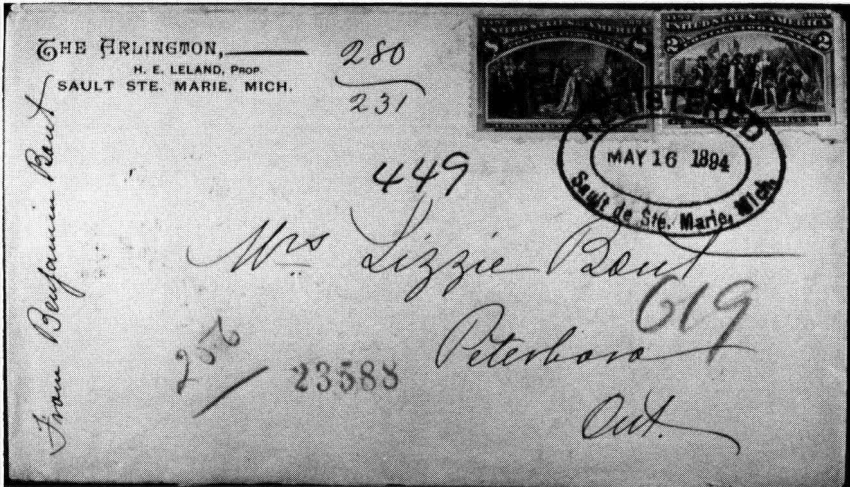


Figure 3. Registered to Canada, MAY 16, 1894. Domestic rates applied: 2¢ per ounce for postage, 8¢ for registration.

Figure 4 offers an unusual example of single stamp usage of the 8¢ Columbian, a single stamp paying a single rate. This is an official business card from the Department of the Interior, Seattle Wash., May 29, 1894. Postage was free but registration was not. To

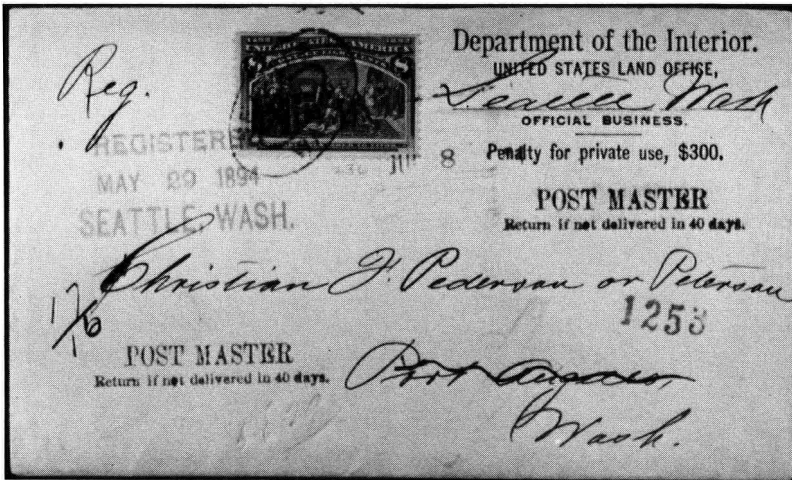


Figure 4. Official business postal card from the Department of the Interior, Seattle, Wash., MAY 29, 1894. For official business postage was free; registration still cost 8¢.

register this official business card cost the Department of the Interior 8¢, paid with an 8¢ Columbian.



Figure 5. NEW YORK, FEB 21, 1894, to Switzerland; 10¢ UPU double postage, 8¢ registration.

Of course the 8¢ Columbian was valid for regular postage. An example of one 8¢ Columbian paying for registration and a second 8¢ Columbian helping to pay the 10¢ UPU double rate postage is seen in Figure 5. This cover to Switzerland was posted in New York, February 21, 1894.

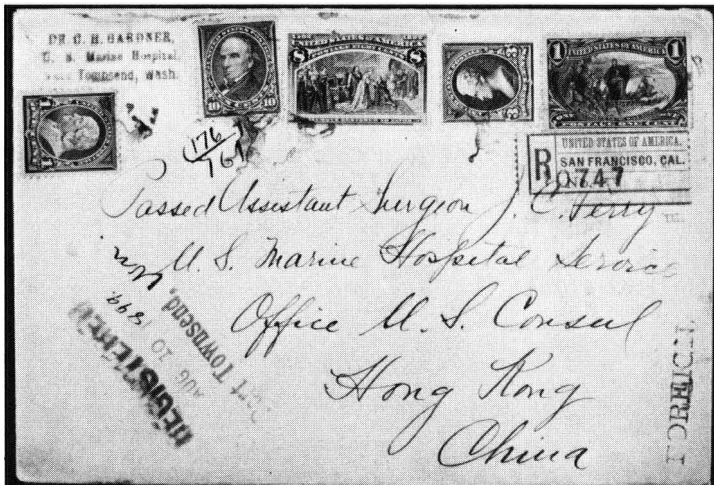


Figure 6. Port Townsend, Wash., to Hong Kong, China, AUG 10 1899. Registration emphasized with a San Francisco registry seal. Stamps cancelled with the Port Townsend "kicking mule."

A registered cover to Hong Kong, China, is displayed in Figure 6, from Port Townsend, Wash., August 10, 1899. This was late usage of the 8¢ Columbian but the registry rate was still 8¢ and the stamp was still valid. The cover sports a San Francisco registry seal but the most unusual feature is the series of small (purple) cancellations. Close examination shows that each is a mule, the famous kicking mule. The story of this unauthorized cancellation has been detailed by Cornell and by Waud.⁶

6. Lee H. Cornell, *The Tale of the Kicking Mule*, 1949; Morrison Waud, "Kicking Mule Cancellations," *Chronicle* 25:225-231 (November 1973).



Figure 7. From New York, February 15, 1895, to Switzerland. Registered and as such overpaid 16¢. An attempt to show off these new and attractive stamps.

With its array of stamps of different issues, the cover of Figure 6 could be called philatelic, deliberately contrived. For the cover of Figure 7, showing the first seven denominations of the Columbians, 1¢ through 8¢, there is no doubt. There had been such criticism of the Columbians, some of it political, some from people who simply objected to anything new. But Mrs. Zeller of Brooklyn, who created this 1895 cover, was proud of the new Columbians and wanted to show them off to her friends in Switzerland.

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THE FOREIGN MAILS

CHARLES J. STARNES, Editor

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"ART-5 B.R. PKT." HANDSTAMPS ON UNPAID WEST COAST LETTERS

CHARLES J. STARNES

From 1 Jul. 1851 to 1 Jul. 1863 the British convention international rate was 29¢ from the west coast (California, Oregon, Washington Territory from 1853), prepayment optional. Our listing of 52 covers, Nov. 1851-Jun. 1863, includes prepaid 34 *to* and six *from* the U.K., with the other 12 unpaid *to* the U.K. The prepaid letters were marked PAID at San Francisco and then routed to New York, where they were properly credited (3¢ if by Am. Pkt., 19¢ Br. Pkt.) for shipping to England.¹ The unpaid letters went via San Francisco and New York, but they were not debited there, being carried as closed mail to Liverpool by British packet; American packet transatlantic-carriage unpaid covers may exist. Upon delivery at the Liverpool exchange office the covers were handstamped with the ART-5 B.R. PKT. classification and the 1/2 1/2 to collect from addressee (1sh.2 1/2 d., 29¢/1/2 oz.). Figure 1 shows a typical cover; another was illustrated by Walter Hubbard.²

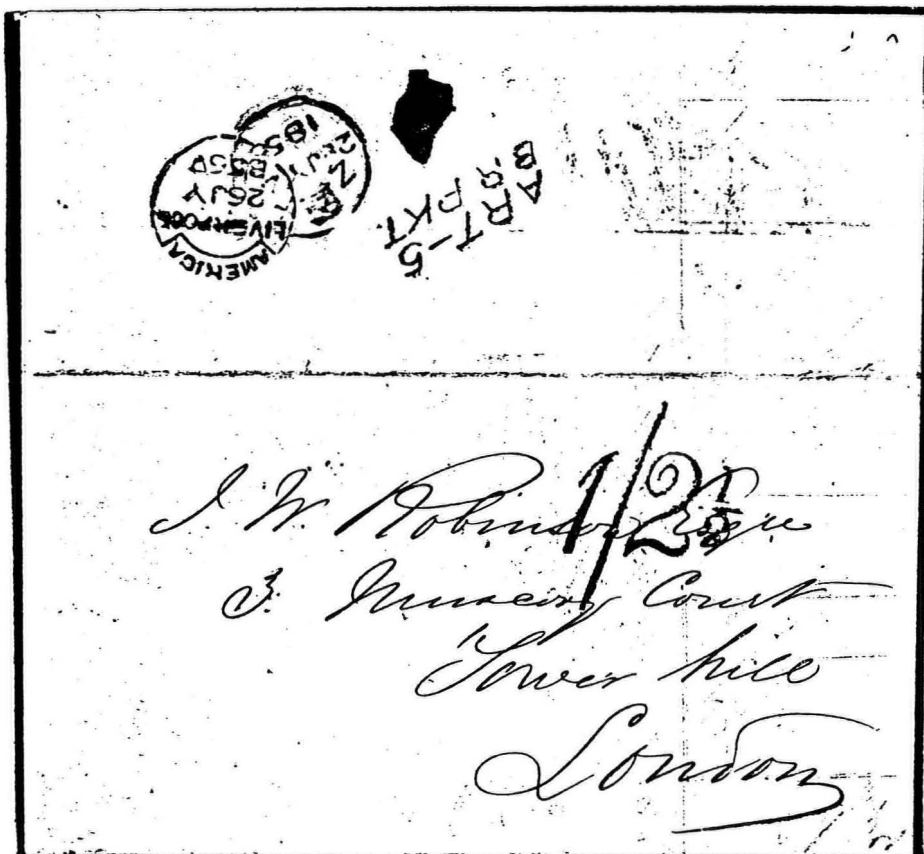


Figure 1. Unpaid 29¢ rate. Business letter dated San Francisco, 19 Jun. 1856 to New York, 16 Jul. on Cunard Canada to Liverpool, 26 Jul. to London, 28 Jul. Rated with 1 sh. 2 1/2 d. (29¢) total due and stamped ART-5 BR PKT. Article 5 in Letter Bill and other account forms for U.S.-U.K. treaty mail referred to unpaid closed mail in transit.

1. San Francisco was a receipt and distribution center for British mails, but was not authorized to act as an exchange office for British convention mails *to* or beyond England until 1 Jan. 1868.

2. W. Hubbard, "Closed Mails from California to Great Britain, 1849-1860," *Chronicle* 109, 60-61.

Unfortunately, there has been some confusion in explanation of the use of the ART 5 handstamps. Robertson pictures the two ART 5 (B.R. and U.S.) and the 1/2 1/2 markings, states their use as "1849?-60" authorized charge on mail from the west coast of America.³ Frank Staff wrote that the ART 5-B.R. PKT. was "A postmark used in connection with Article 5 of the Convention,"⁴ referring to the U.S.-U.K. convention of 1848-49, on the transit of closed mails via the U.S. between the British North American Provinces and the U.K. And in 1981, Hubbard, in the article cited, ties the ART handstamps with the convention, adding they were "occasionally found on unpaid letters from California which had crossed the United States and the Atlantic in closed bags."

G.

Letter bill for the correspondence between the United States and the United Kingdom.

Mail from _____ to _____ by the _____ packet.

POST OFFICE, _____,
the _____ of _____, 184

The following articles are sent herewith, the receipt of which it is requested may be acknowledged, viz:

§ I.—Unpaid letters, &c., to be placed to the credit of the United States office.

	Statement by the United States office.		Verification by the British office.	
	Dollars.	Cents.	Dollars.	Cents.
1. Unpaid letters from the United States for the United Kingdom at — cents the single rate..				
2. Unpaid letters from foreign countries, United States possessions, &c., in transit through the United States for the United Kingdom..				
3. Newspapers in transit through the United States for the United Kingdom at 2 cents each.....				
4. Missent, redirected, and returned letters received from the United Kingdom.....				
5. Closed mails for the British office in transit through the United States.....				
ORIGIN.	The weight of letters and the number of newspapers contained in the closed mails are to be entered in the verification column by the British office.		Net weight of letters, in ounces.	Number of newspapers.

Figure 2. Letter Bill form, Regulations for Execution of the 1848 U.S.-U.K. Convention. Note Article 5 of Section 1 above, used for accounting unpaid closed mail via U.S. to U.K.

Michael Jackson, Secretary of The Postal History Society of Great Britain, in his fine summation, "The ART and Accountancy Marks Issued to Liverpool in Connection with the British-United States Treaty of 1848-49,"⁵ gives the correct explanation of the ART 5 handstamps. They were used to note the receipt of unpaid letters sent by closed mail via the U.S. to England. A copy of the Letter Bill accompanying such mail is shown as Fig. 2 (the same wording appears in the Acknowledgement of Receipt and in the amended forms

3. A. W. Robertson, *The Ship Letter Stamps of Liverpool*, 10-11.

4. F. Staff, *The Transatlantic Mail*, 167.

5. *Postal History, The Bulletin of the Postal History Society*, No. 241 (1st Quarter, 1987).

of 1856). Jackson gives the dates of dispatch to Liverpool, from G.P.O. records, of these steel handstamps:

8 Nov. 1850	ART-5	(intended use on unpaid California and Oregon letters via New York — G.P.O. Instructions No. 10, April 1850; the 59¢ rate)
24 Jul. 1851	ART-5 B.R. PKT. ART-5 U.S.PKT.	(the 29¢ rate)
Feb. 1853	1/2 1/2	(single rate collect)

We have, so far, no reliable record of the ART-5 handstamps usage on Canadian unpaid letters via U.S. to the U.K., nor on other unpaid “via U.S.” covers not pouched at San Francisco.⁶ Our record of unpaid closed mail from the U.S. west coast with ART-5 B.R. PKT. spans May 1853 - Dec. 1859.

6. For example, unpaid covers, Cuba via U.S. to the U.K., had a total single rate of 29¢ - 1/2 1/2 collect (10¢ Cuba to NY + 16¢ transatlantic + 3¢ Br. inland) - but were open mail, debited at New York and accounted on the Letter Bill as Article 2 items (see Fig. 2).

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

JEFFREY C. BOHN

(Continued from *Chronicle* 140:282)

PERIOD III: September 1851 - December 1855

While most of the U.S. mails to France after 1 September 1851 were carried by regular contract packets, and were separately bagged in order to take advantage of the reduced closed mail rates through England, letters were occasionally sent by private (non-contract) ships, or carried as loose letters aboard scheduled steamers. In general, these letters did not enter the U.S. post, and as such, were not handled under the U.S.-British treaty. England treated these items as incoming ship letters, and included them as open mail under Article 13 of the Letter Bill. As a result, these letters were struck with the usual COLONIES/&c ART 13 accountancy marking, and were forwarded to France at the 3sh 4d per ounce bulk rate. Figure 11

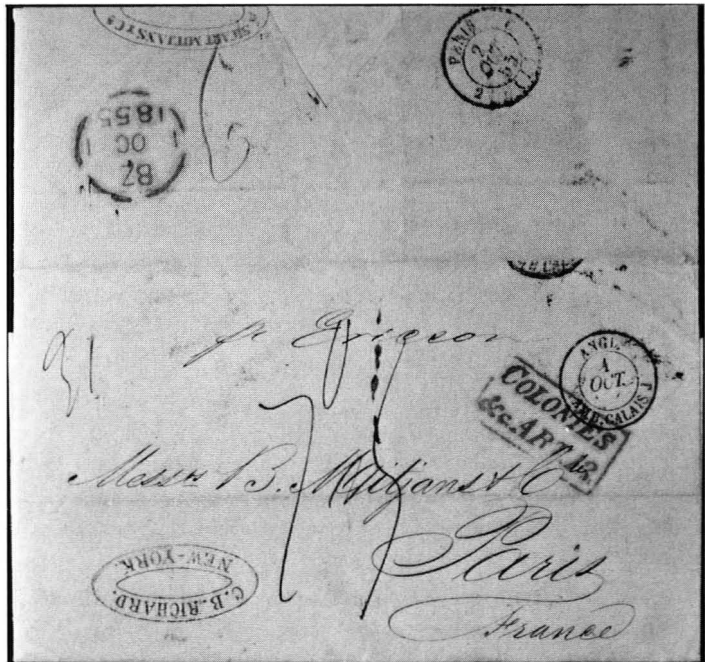


Figure 11. An 1855 letter from Cuba to Bordeaux, sent via New York and carried as a loose letter to England, where the COLONIES/&c ART 13 marking from Period III was applied. (Stempien Collection)

shows an example of an 1855 letter forwarded outside of the mails from Cuba to New York, and sent aboard the private steamship *Ericsson* to Southampton. On arrival in England, this letter entered the British post as an incoming ship letter, and, therefore, was exchanged with France under Article 13 of the Letter Bill. In France, a collection of 75 decimes was required to pay the French internal postage, plus the credit to England on this five times rate letter.

On 1 April 1852, additional modifications to the convention resulted in the appearance of a new Letter Bill. While the bulk rates of exchange for unpaid letters and printed matter remained the same, the Letter Bill Article numbers were changed. Letters from the United States now fell under Article 14, and printed matter was exchanged under Article 20. Despite these changes to the Letter Bill, it appears that no modifications were made to the accountancy markings applied to unpaid mail, as letters continued to receive the old COLONIES/&c ART 13 marking. The Register of Steel Impressions does indicate, however, that the ARTICLE.14.F marking shown in Figure 12a was proofed on 10 April 1852, and sent to the Foreign Office. Presumably, this marking was intended for use under the Franco-British convention, but actual examples have not been recorded.

ARTICLE.14.F

(a)



(b)

Figure 12. (a) An accountancy marking that may possibly have been used on letters exchanged under Article 14 of the Letter Bill (Period III); (b) A provisional accountancy marking used during August 1852 on unpaid letters exchanged at the 3sh 4d per ounce bulk rate.

Apparently, the British concluded that future additions and adjustments to the Franco-British convention were always going to result in modifications to the various Letter Bills. Thus, in an effort to avoid the continual changes in accountancy markings that would be required to match the adjustments in Article numbers, a new series of markings was introduced. These markings were completely different from those previously used in that they did not refer to a specific Letter Bill Article number, but instead, gave a direct indication of the bulk rate of exchange. The new markings appeared in various geometric shapes, and contained the letters "G.B." when representing the exchange rates on unpaid mail sent from England to France, and the letters "FR." when representing the bulk exchange rates on unpaid mail sent from France to England. Examples of these markings can be found in the Register of Steel Impressions, and their use has been documented during the two week period of 11-24 August 1852.

The new-style accountancy marking associated with unpaid letters exchanged under Article 14 of the Letter Bill is shown in Figure 12b, where the starshaped handstamp reflects both the bulk exchange rate (3sh 4d), and the country (G.B.) claiming the credit. On U.S. mails, this marking should be encountered only on letters that were sent in the British open mails to France. Such an example is shown in Figure 13, where the Swarts' local post was used to carry this letter to a private ship sailing from New York to England. In England, this cover entered the British post as an incoming ship letter, and received the GB/3sh4d accountancy marking (in black ink) at the London Foreign Office on 24 August 1852. Although England exchanged the letter with France under Article 14 of the Letter Bill, France apparently treated this cover as if it had been prepaid to the French border, and forwarded it to Baden debited only with the French transit fees. Perhaps the French postal clerks in charge of rating and sorting this letter were confused by the presence of the unusual stamp and/or the



Figure 13. An 1852 letter from New York to Sunthausen, Baden, carried by private ship to England, and showing the GB/3sh4d accountancy marking.

lack of the normal accountancy marking, and therefore, could see no reason why this letter should be rated any differently.

Whether these markings were intended to fully replace the old style accountancy handstamps is not known, but their short existence indicates that France was not enamored with their usage. As the above letter demonstrates, these markings often led to confusion, and since their design did not strictly conform to the original wording of the convention, their use was abandoned. By the end of August 1852, the COLONIES/&c ART 13 marking was again placed into service. Whatever their shortcomings, the basic design of these markings must have made a favorable impression, for they would serve as prototypes for all the accountancy markings developed under the 1857 Franco-British convention.

PERIOD IV: January 1856 - December 1856

Additional modifications to the Franco-British convention resulted in the formation of a new Letter Bill. Effective 1 January 1856, unpaid letters from “countries beyond sea” were now to be exchanged under Article 18 of the Letter Bill, and unpaid printed matter from the same origins was to be exchanged under Article 24. Again, the rates of exchange for both these categories of mail did not change. The new accountancy markings associated with the modified Letter Bill are shown in Figures 14a and 14b.



(a)



(b)

Figure 14. The accountancy markings intended for use on unpaid letters (Article 18) and printed matter (Article 24) sent from the U.S. to France in the British open mails during Period IV.

As in Period III, the only letters from the United States that should have received the accountancy marking of Figure 14a are those letters exchanged in the British open mails to France. An example of this usage is shown in Figure 15. This letter originated in New York, and was endorsed to be sent by the Cunard Line packet *Persia*. Since the *Persia* had already sailed, it apparently was taken directly to the Cunard merchant steamer *Alps*, which was leaving New York the next day for England or France. While the *Alps* was occasionally hired

by both the U.S. and the British post office to carry the mails, she was not under any contract for this voyage. Therefore, this letter entered the British post as a non-contract ship letter, and was forwarded to France under Article 18 of the Letter Bill. Since this was a double weight letter, a collection of 30 decimes was required to pay the French internal postage, plus the credit to England.

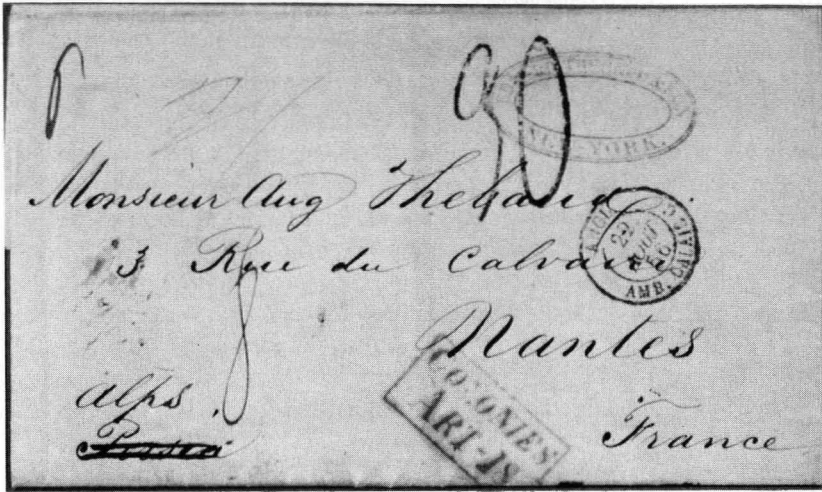


Figure 15. An 1856 letter from New York to Nantes, carried by private ship to England, and forwarded to France under Article 18 of the Letter Bill. (ex James Pratt Collection)

The ART-24 accountancy marking shown in Figure 14b was proofed on 22 December 1855, but as of this writing, no examples of its usage have been reported on printed matter from any origin.

PERIOD V: January 1857 - March 1857

By September of 1856, England and France had formulated and signed a new postal convention that was to become effective on 1 January 1857. In general, the exchange rates established by this new convention were much lower than those under the 1843 convention, and there were many more categories and Article numbers assigned to the new Letter Bills. Specific regulations regarding the usage of accountancy markings under this new convention were outlined under the Detailed Articles of Execution, of which Article XXXII stated:

Ordinary unpaid letters . . . and printed papers of every kind, charged with transit or sea rates, which shall be exchanged in ordinary mails between the Post Office of France and the Post Office of Great Britain, shall receive, in some conspicuous part of the address, the impression in black ink of a stamp intended to show the rate at which the dispatching office shall have delivered those letters and printed papers to the other office.

Within this same Article were shown representative examples of these accountancy markings. Each of the markings intended for use on unpaid mail sent to France from England had a different and distinctive geometric shape, and contained the letters "GB" (indicating a credit to Great Britain), as well as an indication of the bulk rate of exchange (in French currency).

As under the previous convention, individual unpaid letters arriving in France were rated at the 7½ grams per single weight basis, and the single weight credit to England was again calculated by dividing the bulk rate of exchange (in grams) by four. By the time this new Franco-British convention became effective, the French internal postage had already been established at a uniform 20 centimes per 7½ grams for prepaid letters, with an additional 20 centimes per 7½ gram penalty required for the delivery of unpaid letters. Multiple weight letters (multiples of 7½ grams) were rated accordingly. Thus, the total postage collected on unpaid letters forwarded from England to France included the French credit to England (one quarter of the bulk exchange rate), plus the 40 centimes per 7½ gram French internal postage.

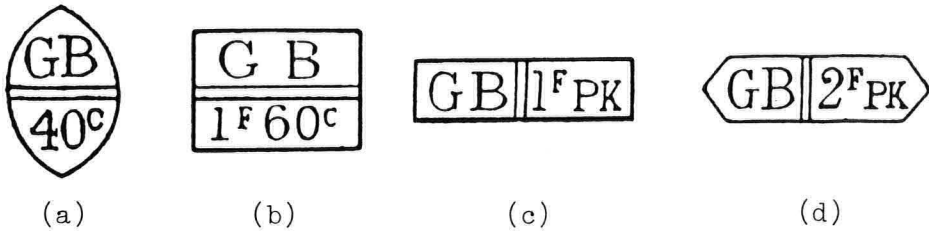


Figure 16. The various types of accountancy markings found on letters and printed matter sent from the U.S. to France in the British open mails during Period V.

Letters sent to France from the United States during the first three months of 1857 were handled in the British open mails, and were rated differently depending on which country was responsible for the sea transit. If the letters arrived in England with the transatlantic service provided by American packet, then England debited France only with British transit postage, and exchanged these letters at the 40 centime per 30 gram bulk rate. If England was responsible for the transatlantic services from the U.S. (*i.e.*, if the letters were carried by British packet or by a private/non-contract vessel), then the bulk exchange rate on letters forwarded to France was established at 1F60c per 30 grams. The GB/40c and GB/1F60c accountancy markings used on such mail are shown in Figures 16a and 16b respectively.



Figure 17. An 1857 letter from New Orleans to Genoa, sent by American packet to England, and forwarded to France with the GB/40c accountancy marking.

An example of a letter carried by American packet from the U.S. to England, and forwarded to France during this first three month period of 1857, is shown in Figure 17. This letter originated in New Orleans on 10 January 1857, and was prepaid 21 cents for the British open mail rate by American packet. It was sent out of New York on the Collins Line steamship *Ericsson*. England forwarded the letter to France at the 40 centime per 30 gram bulk rate, and applied the appropriate GB/40c accountancy marking. France forwarded the letter to Genoa under the existing Franco-Sardinian convention, where on arrival, a collection of 10 decimes was required to pay the Sardinian internal postage, plus the 82 centime credit to France. France, in turn, credited 10 centimes to England for the British transit fee charged to this letter.

An example of a letter carried by British packet from the U.S. to England during the first three month period of 1857 is shown in Figure 18. This letter originated in Philadelphia on 20 December 1856, where it was prepaid 5 cents in cash for the British open mail rate by British packet. It was sent out of New York aboard the Cunard steamer *Africa*. Even though this

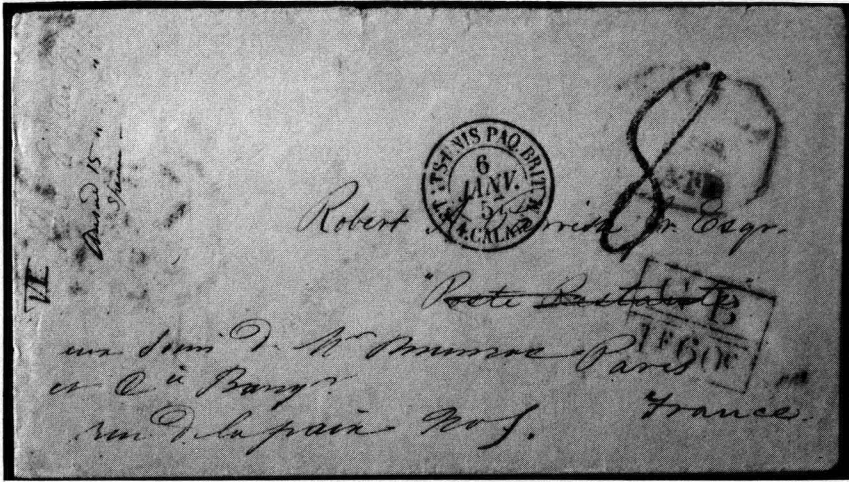


Figure 18. An 1857 letter from Philadelphia to Paris, sent by British packet to England, and forwarded to France with the GB/1F60c accountability marking.

letter began its journey under the old Franco-British convention, by the time it reached England, the new convention was in effect, and London forwarded it to France at the 1F60c per 30 gram exchange rate. On arrival, a collection of 8 decimes was required to pay the French internal postage of 40 centimes, plus the 40 centime credit to England.

Printed matter exchanged under the new Franco-British convention was also rated differently depending on whether England or the U.S. was responsible for the transatlantic service. On printed matter sent from the U.S. to France during the first three months of 1857, and carried by American packet to England, the exchange rate was established at 1 Franc per kilogram. For printed matter carried to England by British packet or private vessel, a bulk rate of 2 Francs per kilogram was in effect. Examples of the corresponding GB/1FPK and GB/2FPK accountability markings used on such printed matter are shown in Figure 16c and 16d respectively.

Figure 19 shows a printed circular from New Orleans, mailed on 17 January 1857, and

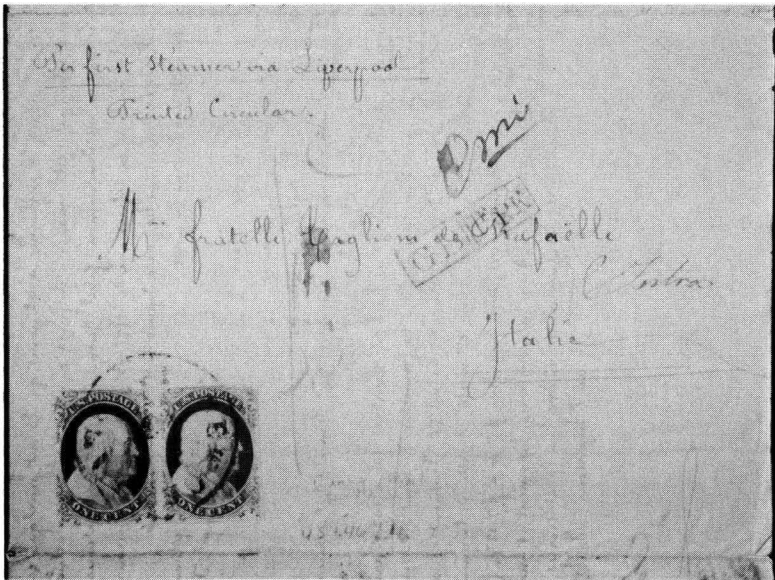


Figure 19. An 1857 printed circular from New Orleans to Intra, Sardinia, sent by American packet to England, and forwarded to France with the GB/1FPK accountability marking. (Wagshal Collection, ex Neinken)

prepaid 2 cents for the U.S. internal postage to New York. Due to heavy ice storms along the East coast, this circular did not reach New York until the end of January, when it was placed aboard the next available steamship bound for England. This was the Collins Line steamer *Atlantic*, whose departure from the New York harbor had also been delayed by the ice until 1 February 1857. On arrival in England, the circular was struck with the GB/1FPK accountancy marking, and forwarded to France at the appropriate exchange rate. France forwarded the circular to Intra, Kingdom of Sardinia, under the Franco-Sardinian convention, where a collection of 17 centesimo was required to pay the Sardinian internal postage, plus the 15 centesimo credit to France. France, in turn, had to reimburse England for the British transit services provided.

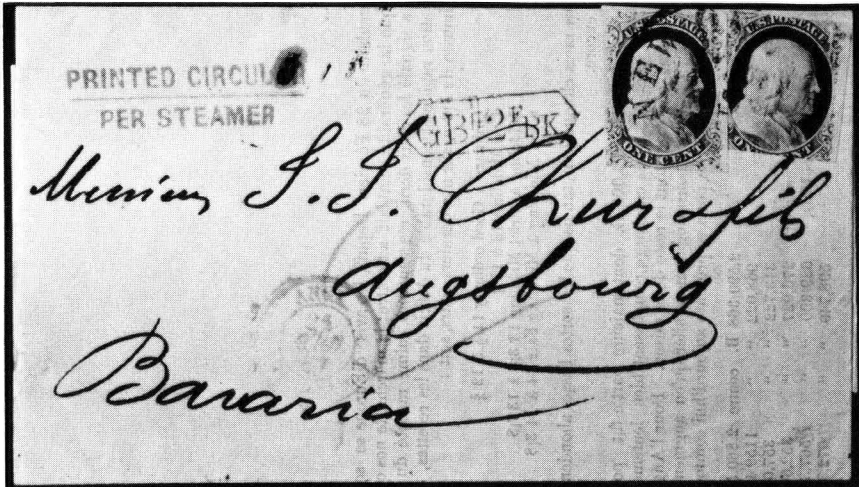


Figure 20. An 1857 printed circular from New Orleans to Augsburg, Bavaria, sent by British packet to England, and forwarded to France with the GB/2FPK accountancy marking.

An example of printed matter carried by a British packet from the U.S. during the first three months of 1857, is shown in Figure 20. This circular from New Orleans was prepaid 2 cents for the U.S. internal postage to Boston, where it was placed aboard the Cunard steamship *Europa*.⁹ In England, the circular was marked with the GB/2FPK accountancy marking and forwarded to France at the appropriate exchange rate. France forwarded the circular to Augsburg under the Franco-Bavarian convention, where a collection of 7 kreuzers was required to pay the Bavarian internal postage, plus the credit to France. Again, France was required to reimburse England 10 centimes for all transit services provided.

After many years of deliberation and negotiation, France and the United States finally agreed to the terms of a joint postal convention that became effective on 1 April 1857. Under this new treaty, mails between the U.S. and France could now be entirely prepaid to destination, and could be exchanged either directly between the U.S. and France, or sent via England as before. The U.S.-French Treaty mails passed through England in closed bags, so that as of 1 April 1857, the use of accountancy markings on unpaid mail sent from the U.S. to France all but disappeared.

9. The *Europa* did not leave Boston until 8 April 1857, and although this was after the official beginning of the new U.S.-French convention, for some reason the Boston Post Office continued to make up the mails for France under the former British open mail provisions, rather than under the closed mail provisions of the new Treaty. As such, this was the last shipment of mail sent to France under the so-called three month period.

(To be continued)

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 140

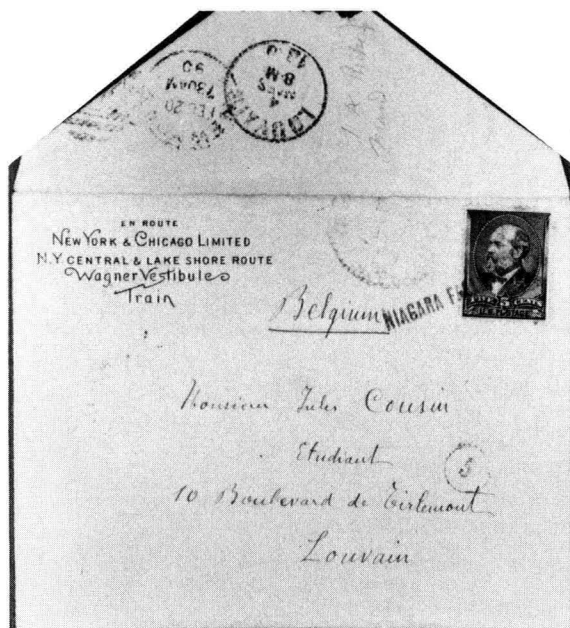


Figure 1. Cover to Belgium in 1890 with straightline NIAGARA FALLS.

Figure 1 shows a cover from Niagara Falls, N.Y., to Belgium in 1890. The flap is opened up showing the New York transit marking and the Louvain receiving marking. The first answer was from international member James F. Van der Linden of Germany who explains the circled "5" on the center right of the cover front. It has nothing to do with the 5¢ U.P.U. rate, but is the postman's distribution number at Louvain. Van der Linden explains that every town in Belgium used these from about 1860 to 1930, and numbers over 300 are seen in big cities. The next answer came from Daniel P. Seigle, a longtime collector of R.P.O. markings. He suggests that a railway mail clerk used the straight line "Niagara Falls" marking to kill the stamp a second time, because the killer duplexed with the cds barely canceled the stamp. A lengthy comment, appreciated, came from Henry M. Spelmann III, a postal history dealer from California. He writes:

I have never seen the straight line cancel on the cover to Belgium before, but here are a few thoughts which might help.

It might be a hotel marking of some sort. But they usually didn't cancel the stamps. A weak guess.

Maybe it was applied on a train, a ship or an excursion steamer. Barely possible, but again, they seldom canceled the stamp, unless they had an R.P.O. clerk on board, and then the style is all wrong. We are familiar with the R.P.O. markings of the period. The unusual markings applied on trains were usually the R.P.O. clerks' handstamps, which almost always had more information on clerk's name, date, run, etc. Furthermore, seldom do you find both a railway marking and a town marking on the front of a cover other than forwarded or special delivery mail. It could have been a transfer clerk's marking, but again, this is not the normal style at all.

Perhaps the most probable solution is that the straight line was applied in the Niagara Falls P.O. when someone saw how faintly the cover was canceled, and feared that the stamp might be reused. The P.O. would be likely to have such a straight line marking for use on registry cards, etc., and perhaps it was wielded by a supervisor or inspector.

Close scrutiny of the stamp does not determine for sure if the purple SL marking is under or over the light smudgy black killer; but it appears to be over it.

Figure 2 shows the front of a letter from Kansas to Brunswick in 1864 with bold black killers "XV" and a Fort Leavenworth cds in the same intense black. This cds is struck five times on the back, with one of them as strong as the killer, apparently the first hit by the marking device. The fourth and fifth strikes show clearly the weaker markings resulting from not re-inking. Sorry that a photograph cannot show this. However, the clues were enough that The Philatelic Foundation gave the cover a good certificate, #0143046. This was given in spite of the rarity of the "XV" killer, not listed in the reference books scanned. The previous owner of the cover was sure it was genuine, and explained the 33¢ paid as 28¢ for postage and 5¢ for registration. The rate to Germany was 28¢ from 9/61 to 1/68 prepaid via Prussian Closed Mail, as this cover is inscribed. William Crowe remarked that he had seen the cover years ago, the only example of the "XV" killer, and felt it was genuine. Here is what Henry M. Spelman III writes:

I have never seen the "XV" before. The markings indicate that the postage was prepaid, and there is room for the rate to have been applied at the upper right had it been paid in cash. If the killer is genuine, which is always a problem, the 3¢ stamp could have been ignorantly intended to pay the domestic postage and the three 10¢ the international. The placing of the stamps seems to rule out the possibility of the 3¢ being on the cover when taken to the P.O. and it being too hard to add 27¢ in the limited space available. [Henry properly questions the killer, viewed only in the photograph, and not knowing of the P.F. certificate.]

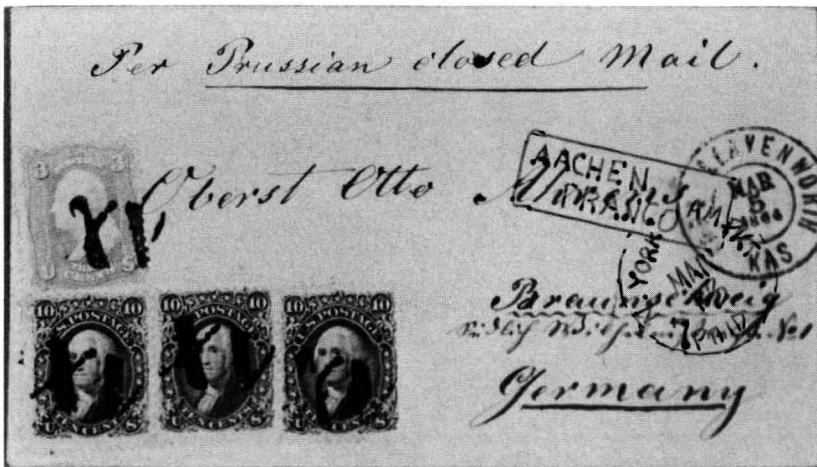


Figure 2. To Germany in 1864 from Kansas.

Another answer was received from member Allan Radin, who tells us:

I have never before seen the "XV" killer. Nor can I deduce the significance of the circled "6" and "26/3" on the reverse.

As for the 33¢ franking, there is no problem. It is an overpayment. By 1864 the prepaid Prussian Closed Mail single rate between the U.S. and all members of the German-Austrian Postal Union had been reduced to 28¢. However, overpayments at the former 30¢ rate were frequent, either through ignorance of the rate change or because in many cases it was simply more convenient to use a 30¢ or 3 x 10¢ of the 1861 issue rather than make up 28¢. Considerably less frequent are overpayments because a sender (or perhaps even the local postmaster of a small office) thought it necessary to pay the domestic rate in addition to the applicable foreign mail rate. It will be noted that the New York exchange office properly credited 7¢ to Prussia, which corresponds to the correct prepaid rate.

The illustrated cover is probably unique in that both types of underpayment exist on the same cover.

Just received another response from Dr. James W. Milgram, who writes:

Re your cover shown with the Roman numeral "XV" cancels, I own and depicted on the front page of the *U.S. Cancellation Club News*, Vol II, No. 8 (March 1973) a cover with this cancellation tying a 3¢ stamp to Lincoln, Illinois. The copy is clearly dated Mar 17, 1864. A second cover from the same correspondence was shown in the July 1973 issue (Vol II, No. 10) with a "5" killer and a similar Fort Leavenworth cds. My opinion is that both the "XV" and the "5" are just unusual killers and have no other significance to do with postal use.

PROBLEM COVERS FOR THIS ISSUE

Figure 3 shows a piece of equipment recently sold by an antique dealer in Indiana who said it had come from an old post office. It is made of wood, steel, and castings. The latter bears this inscription "Federal Eq. Co., Carlisle, Pa. Model 7568 C." Can one of our readers identify this object?



Figure 3. What is the purpose of this item?

Figures 4 and 5 show the front and back of a cover from Brazil to the U.S. with a 200 reis stamp killed and tied by a barred marking with a circled "2" in black. The markings

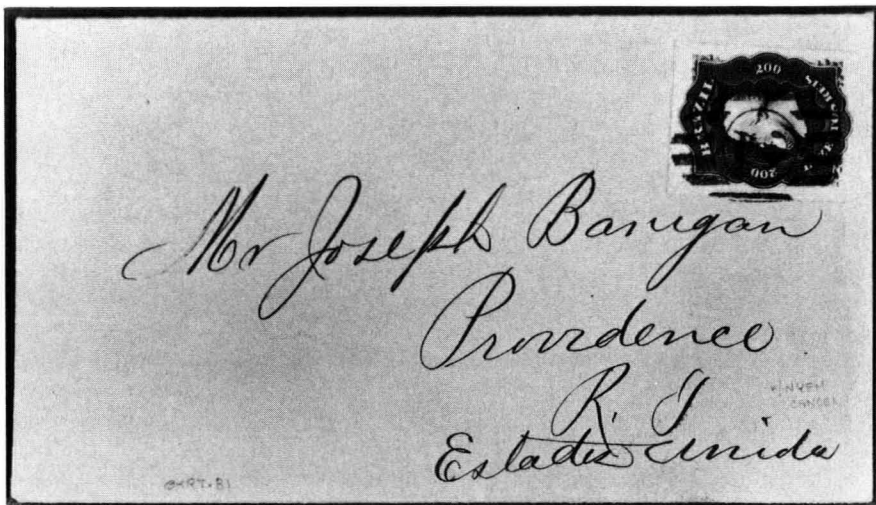


Figure 4. Undated cover to the U.S. from Brazil with 200 reis, rouletted.

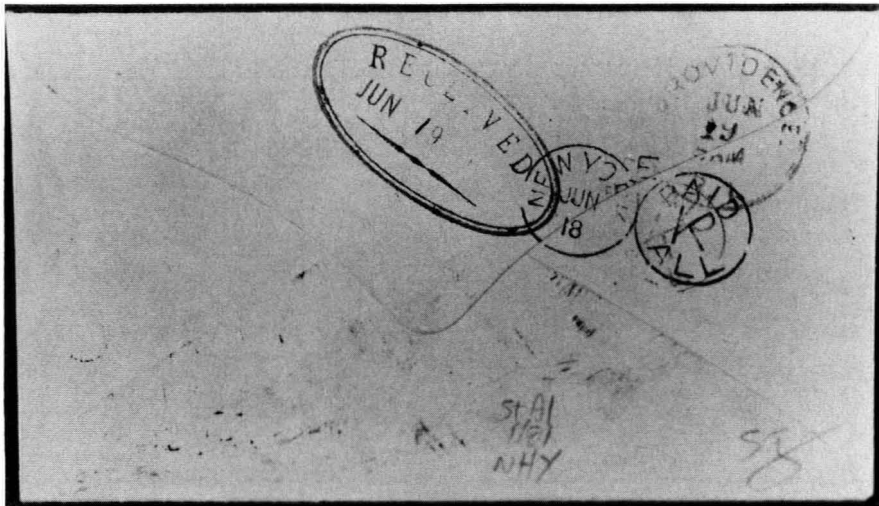


Figure 5. Reverse of cover in Figure 4.

on the back are all in black except the oval receiving mark which is purple. The New York PAID ALL and Providence markings show no year. What is the probable year of usage and did the stamp pay the proper rate for that date?

Please send your answer within two weeks of receiving this with suggestions for future items. They should be U.S. related and before the Bureau Issue of 1894.

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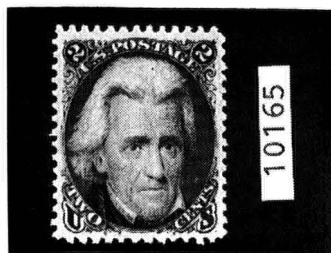
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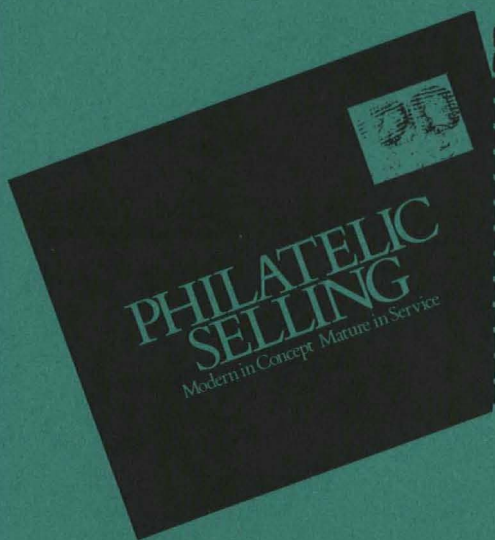
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