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of the U.S. Classic Postal Issues

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Volume 41, No. 2

Whole No. 142

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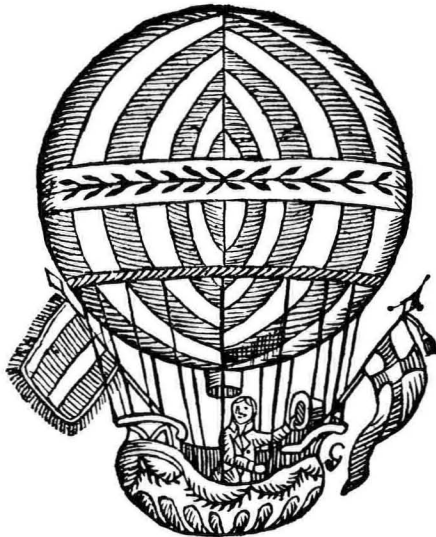
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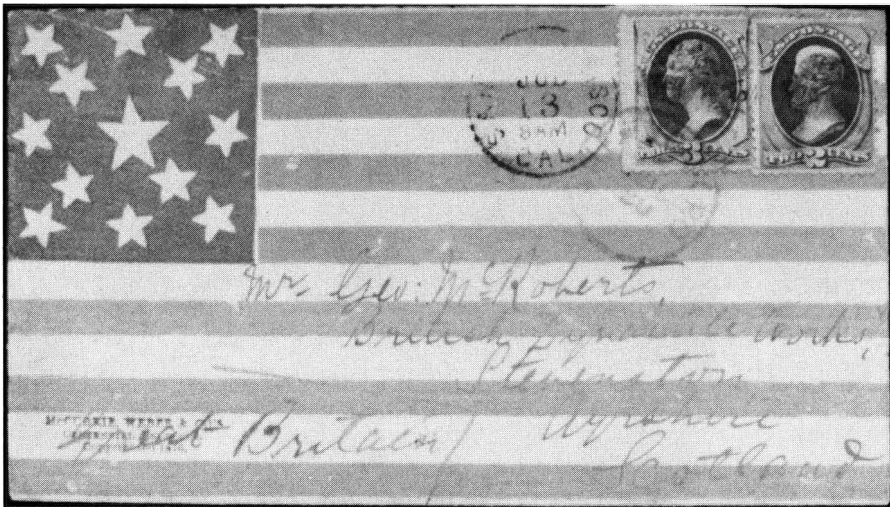
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THE EDITOR'S PAGE

Review: United Kingdom Letter Rates 1657-1900, Inland & Overseas. By Colin Tabcart. Softbound, 114 8¹/₄" x 11³/₄" pages; protective clear plastic covers front and back. Available from the author, 238 Hunts Pond Rd., Titchfield Common, FAREHAM, Hants. P014 4PG, England @ £14.00 surface mail, or £16.00 airmail (remittance in sterling, please).

For the convenience of U.S. and Canadian buyers, copies may be ordered from Richard F. Winter, 6657 New Chandler Ct., Burke, Va. 22015 @ \$25.00 postpaid to U.S. addresses; \$26.00 postpaid (U.S. funds) to Canadian addresses. Checks to Dick Winter, please.

This is the complete work of which the West Indies, North and Central America portion has been appearing in the *Chronicle* for several issues. The book represents five years of research and gathers an immense wealth of information in one volume. The contents include an introduction outlining use, and chapters on U.K. inland rates and ship letter rates to and from the U.K. Separate sections deal with packet letters to North and Central America and the West Indies, as already noted; to South America; to Africa; to Europe; to the Ottoman Empire; to Australasia; and to the Far East. Several pages list privilege rates for the British armed forces and the related charges and regulations.

Three appendices provide sterling equivalents of foreign currencies, alternate place names (and spellings), and a select bibliography. An index of principal subjects and four pages of cover illustrations and analyses complete the volume. A helpful addition in a pocket inside the back cover is a listing of abbreviations and symbols used; this simplifies reference to the text.

The compilation of rate information is restricted to letter rates (except for servicemen's privilege rates). These are presented chronologically with exact dates wherever possible. Information is based in most cases on official documents: actual legislation, treaties, treasury warrants, GPO notices, and other post office publications. Details have also been derived from semi-official postal guides and rate lists. For later years data appear in tabular form alphabetically by country, and chronologically by source. The author has surveyed an enormous volume of reference material, much scattered or not readily accessible to the public, and collected it in eminently usable form without sacrifice of accuracy or detail. Colin Tabcart has made a significant contribution to postal history research; I am proud that some of it has appeared in these pages.

This monograph has been printed in strictly limited quantity, already reduced by U.K. sales. If you are interested in foreign mails, British, U.S., or otherwise, avoid disappointment and order your copy promptly.

Susan M. McDonald

Review: The Confederate States of America; General Issues Stamp Album. By Conrad Bush. Card cover, 24 pages. Available from the author, P.O. Box 956, Fort Walton Beach, FL 32549-0956 at \$3.50 postpaid.

This little album is a fine introduction to the general issues of the Confederacy. The stamps are illustrated and described individually in detail. Information on printing methods, inks, and printers is provided. The booklet is well produced on substantial paper — an excellent tool to attract collectors to these issues.

S. McD.

GUEST PRIVILEGE

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

COLIN TABEART

(Continued from *Chronicle* 141:15)

PACKET RATES TO THE WEST INDIES, NORTH AND CENTRAL AMERICA

29.12.1848 TW. This warrant was a half-way house prior to ratification of the treaty. “. . . all letters between the USA and any part of the UK, or between the USA and any of Her Majesty’s Colonies, or any foreign country through the UK, (the sea conveyance of such letters between the UK and the USA being by US packets), shall, instead of being liable to the Br rates of postage now chargeable thereon, be free of all Br postage for the conveyance between the USA and any part of the UK.”

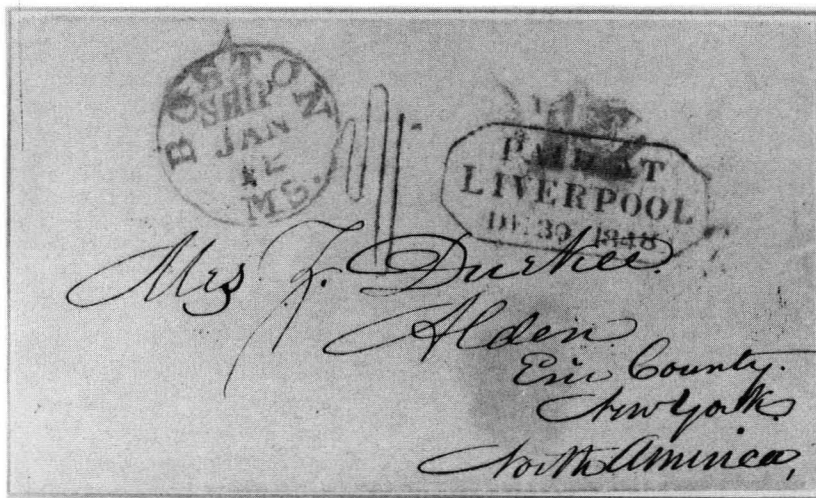


Figure 21. Liverpool, 30 Dec 48, to Alden, N.Y., at restored rate, as in 29 Dec T.W. Paid 1/-; rated 12c ship due: 2c ship, 10c over 300 m.

- 1.1.1849 TW. Between Castries and Suffriere in the island of St Lucia, a colonial rate of 1d. Between the BWI and Madeira via the UK, a Br rate of 1/-. Letters transmitted by pkt employed by the Govt of the Colony of the Bahama Islands between any two ports in the said Colony shall be charged with rates as determined by the Colonial Govt.
- 15.2.1849 Anglo-US Postal Treaty. 1/- pr ½ oz (24 cents), split: UK inland 1½d (3 cents); US inland 2½d (5 cents); sea postage 8d (16 cents) to go to the country providing the pkt. These rates applied to anywhere in the US except California and Oregon, for which US inland was 40 cents, making a total of 59 cents, or 2½½d. *Note: these rates were not announced in the UK until TW dated 8 March 1849.*
- 15.4.1849 TW. Between UK and any port or place in Canada, New Brunswick, Nova Scotia, and PEI, by Br pkt, an uniform Br rate of 10d and a colonial rate of 2d. To Newfoundland uniform Br rate of 1/-. *Note: these rates applied to direct Br pkt mail only; rate via the USA remained 1½d (which included the colonial 2d rate) — see 1851 below.*

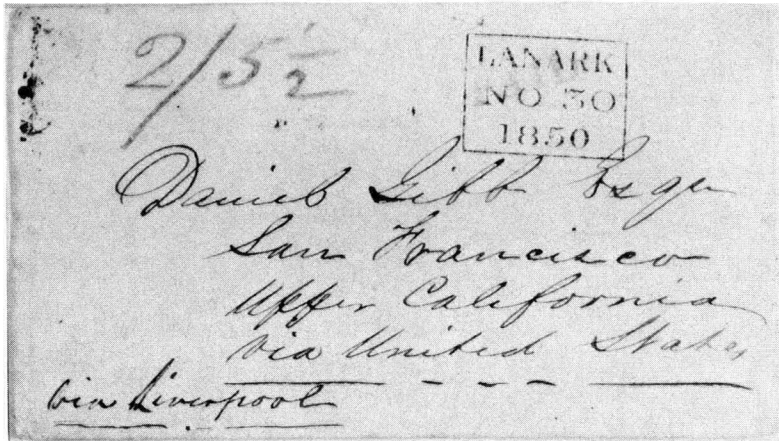


Figure 22. Lanark to San Francisco, 30 Nov 50, paid at 2/5¹/₂ (59¢).

- Apr 1850 GPON 10/50. "The US having established mail pkts between NY and Chagres, in connexion with a line of pkts proceeding at regular intervals from Panama to San Francisco. . ." letters to California and Oregon "via NY" or "via the US" will be charged combined Br & US postage 2/5¹/₂d, PP.
- Oct 1850 GPON 36/50. Mails to California and Oregon will be sent via WI pkt from Soton to Panama unless otherwise directed, whence they will be forwarded by US mail pkt to San Francisco. Rate 2/9d PP, combining Br, US, and New Granadian postage.

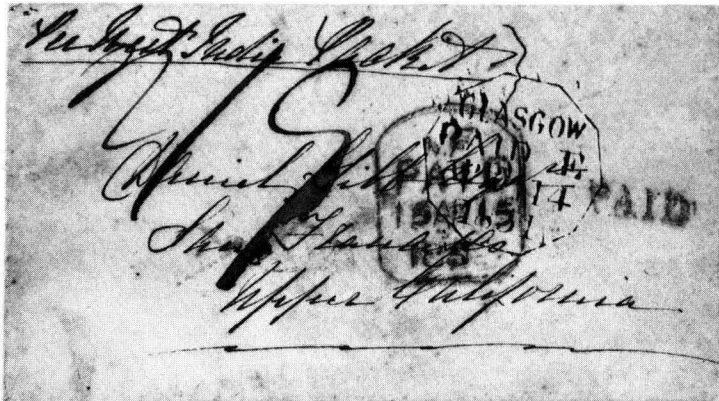


Figure 23. Glasgow, 14 Apr 51, to San Francisco, via W.I. packet, prepaid 2/9, as Oct 50 GPON.

- Oct 1850 GPON 37/50. US mail pkts to carry CMs for Canada, New Brunswick, Nova Scotia, PEI. Letters to be endorsed "via NY" or "via USA." Rate 1/2d, prepayment voluntary.
- Jan 1851 GPON. By pkt from Liverpool to: California & Oregon, 2/5¹/₂d, PP; Cuba via USA 1/4d, PP. Note: Cuba from Southampton still rated 2/3d. By pkt from Liverpool to: Nova Scotia, PEI, New Brunswick, 1/-; Canada 1/2d (note the contradiction with TW 14.4.1849 for Canada, but note also that the July 1851 GPON gives Canada via Halifax as 1/-, so this route probably omitted in error); to NS, PEI, N Brunswick via USA, 1/2d; all inclusive of colonial 2d rate and US rate where applicable.
- Jul 1851 GPON. US inland rate to California & Oregon reduced to 10 cents, making the rate from the UK to those states 1/2¹/₂d. Letters had to be endorsed "via NY" or

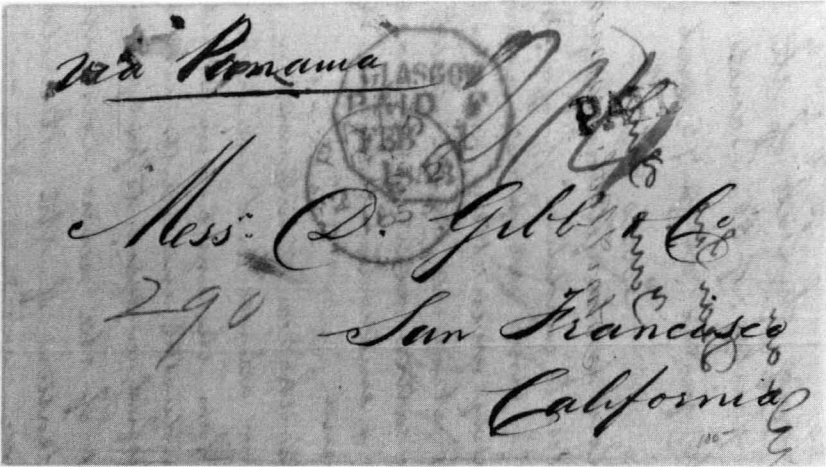


Figure 24. To San Francisco from Glasgow, 1 Feb 53, paid 2/4, via W.I. packet, reduced rate eff. 1 Jul 51.

“via USA,” otherwise sent via W India pkt via Panama at 2/4d pr ½ oz, PP. Rates for Br N America as Jan 1851.

Aug 1851 GPON. Letters to Cuba “Via the USA” reduced to 1/2½d, otherwise sent via the W Indies pkt at 2/3d.

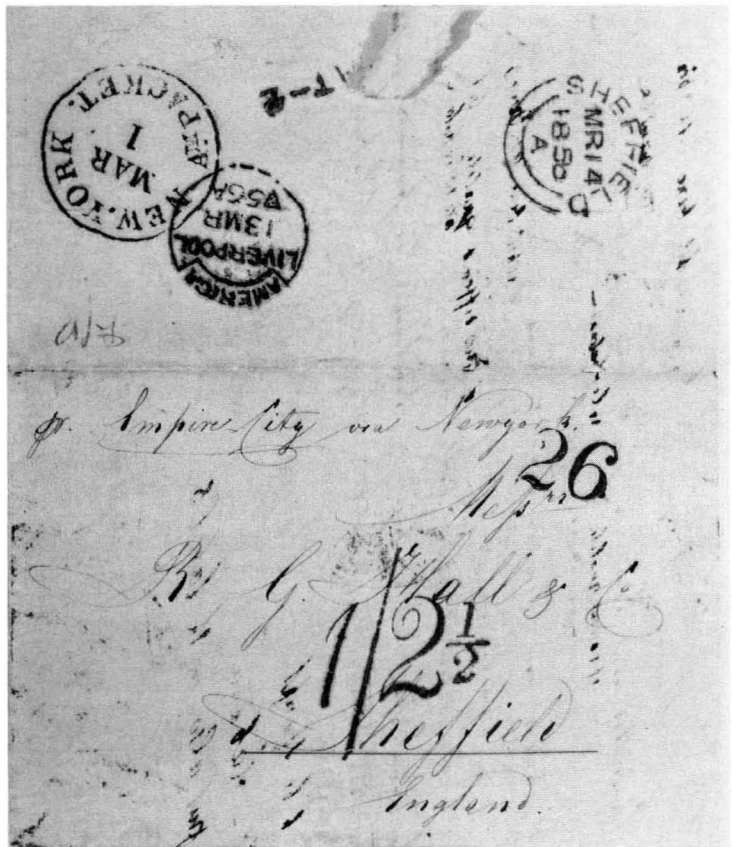


Figure 25. Havana, 22 Feb 56, to Sheffield, unpaid at 1/2½ rate via U.S. Debit 26¢: 10¢ Cuba-U.S., 16¢ U.S. packet. Partial strike “ART 2.”

1.7.1852 TW. UK to Danish W Indies by Br pkt, pkt postage 1/-. Between the Danish and Br W Indies, a Br rate of 4d.

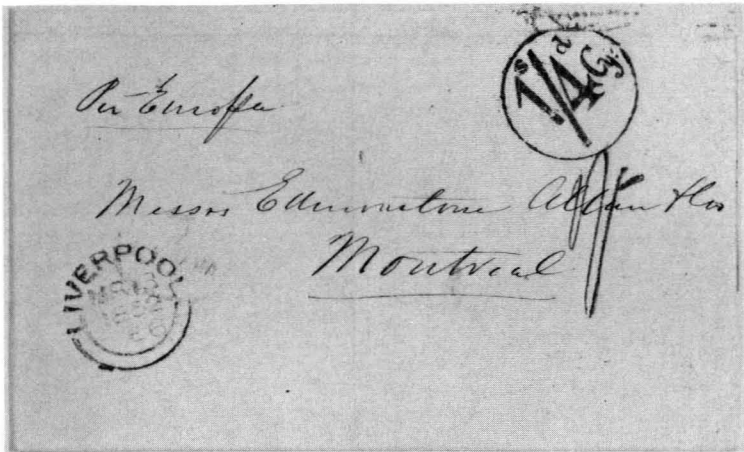


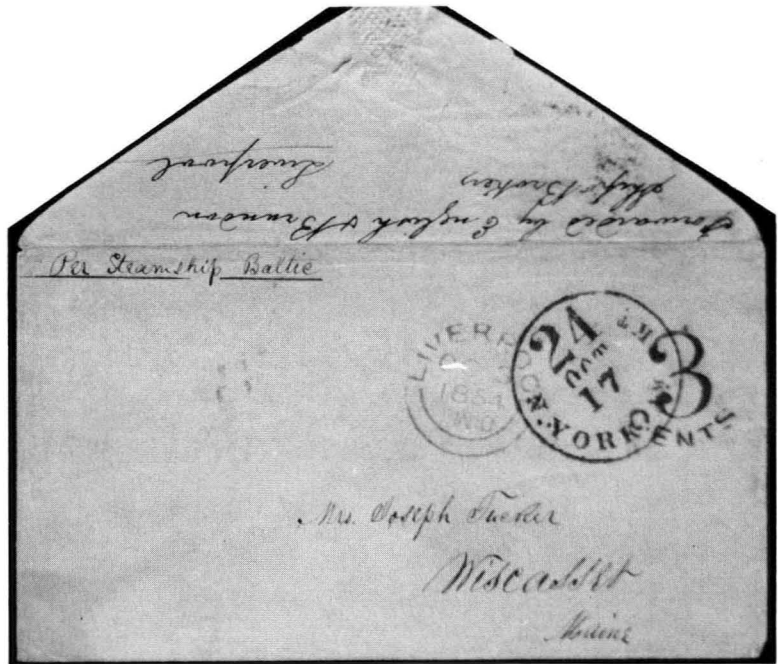
Figure 26. Liverpool to Montreal, 13 Mar 52, unpaid at 1/2 stg. British debit 1/-, Can. handstamp for 1/4 cy. due.

- Jan 1853 GPON. UK to St Thomas 1/-, PP.
- 8.4.1853 TW. Establishment of Canadian Pkts. "Letters between the UK and Br N America direct or via the US by Canadian Pkt shall be charged with precisely the same rates of postage as if the sea conveyance had been by Br pkt."
- 23.3.1854 TW. By Br, Colonial, or Foreign packet (**Except US packets**) between UK and Canada, PEI, Bermuda, Antigua, Barbice, Grenada, Demerara, Trinidad, Cariacou, Tobago, Montserrat, Nevis, St Kitts, Tortola, Dominica, St Lucia, St Vincent, Jamaica, Bahamas, Honduras, a uniform Br rate of 6d.
- Mar 1854 GPO Instructions to Postmasters enlarged on the TW dated 23.3.1854. By Br pkt to Canada and PEI, 6d. Letters to Canada not endorsed "via Halifax" go via the US and the US transit rate of 2d must be added, making 8d in all. By US pkt to Canada existing rates remain, *i.e.*, 1/2d.
- 1.7.1854 TW. 6d rate extended to Newfoundland.
- 1.6.1855 TW. 6d rate extended to Turks Island.
- Feb 1856 GPON. Letters for California & Oregon will be forwarded via NY unless specifically addressed "By W India Pkt."
- May 1856 *British Postal Guide*. Rate of 6d to BWI confirmed as above; also 6d rate to St Eustatius, St Martins, St Croix, St Thomas, Surinam, PP; Havana 1/2½d "via USA."



Figure 27. Unpaid double letter by Br. packet from Liverpool to Boston, 20 Apr 50. Br. debit 38¢, rated 48¢ due.

Figure 28. Liverpool to Wiscasset, Me., 4 Oct 54, unpaid single letter by Am. packet *Baltic*.



- 1.7.1857 TW. UK to Vancouver's Island uniform Br rate of 6d. NB: See *Br Postal Guide* for 1860 below for actual rates.
- 1.2.1858 TW. UK to W Indies (except Barbadoes, Trinidad, Turks Island) to be prepaid. Letters posted with no postage, or less than the single rate, to be returned to sender. Letters posted with at least the single rate to be forwarded, charged with the deficiency + 6d fine.



Figure 29. Double letter paid by stamps; Manchester to N.Y., 17 Aug 55, by Cunard *Canada*. Credit 10¢ to U.S.

- 16.4.1858 TW. UK to USA by Canadian pkt. No Br rate to be taken, but sea postage to be as charged by the Canadian Govt.
- 1.7.1858 TW. UK to Guadaloupe, Martinique, Curacao, Br rate of 6d by Br pkt or private ship.
- 1.10.1858 TW. Prepayment and fines as specified in TW effective 1.2.1858 to apply to Barbadoes & Trinidad also.

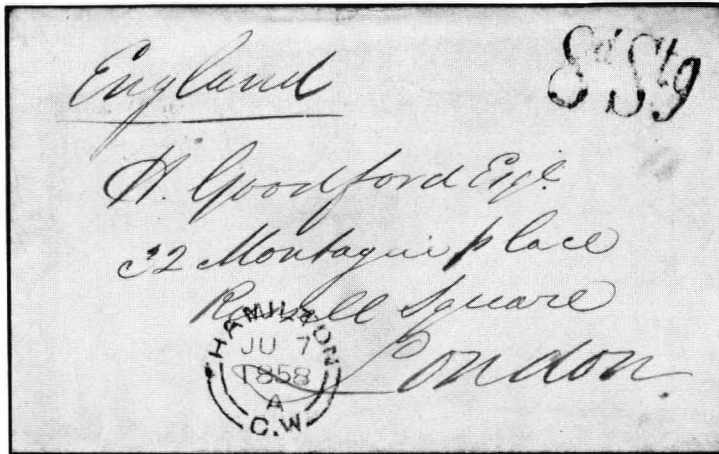


Figure 30. Hamilton, C.W., to London, 7 Jun 58. Unpaid at Br. packet rate of 8d stg.

- 1.1.1859 TW. UK to Haiti by Br pkt, a uniform rate of 6d. Between any port in Haiti and any other port (not via the UK) by Br pkt, 4d.
- 1.4.1859 TW. Between UK and Canada to be PP. Unpaid/underpaid to be forwarded charged with the deficiency + 6d fine.
- 1.8.1859 TW. Provisions of the TW effective 1.4.1859 extended to New Brunswick, Nova Scotia, and Newfoundland.
- 1.8.1859 TW. To Nicaragua by Br pkt, a uniform rate of 6d. Between Nicaragua & any other For port, without passing through UK, by Br pkt, Br rate of 4d.
- 1.8.1859 TW. To the Kingdom of the Mosquitos by Br pkt, a uniform rate of 6d. Between Mosquitos & any other For port, without passing through UK, by Br pkt, Br rate of 4d.
- 1.7.1860 TW. Provisions of the TW effective 1.4.1859 extended to PEI and Turks Island.
- 3.4.1862 French pkts from St Nazaire to Vera Cruz, calling at Martinique & Santiago da Cuba. Rate from UK 8d per ¼ oz.

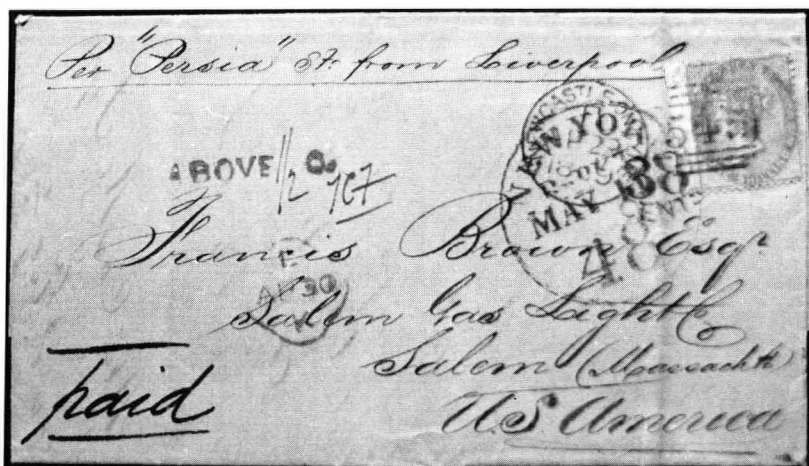
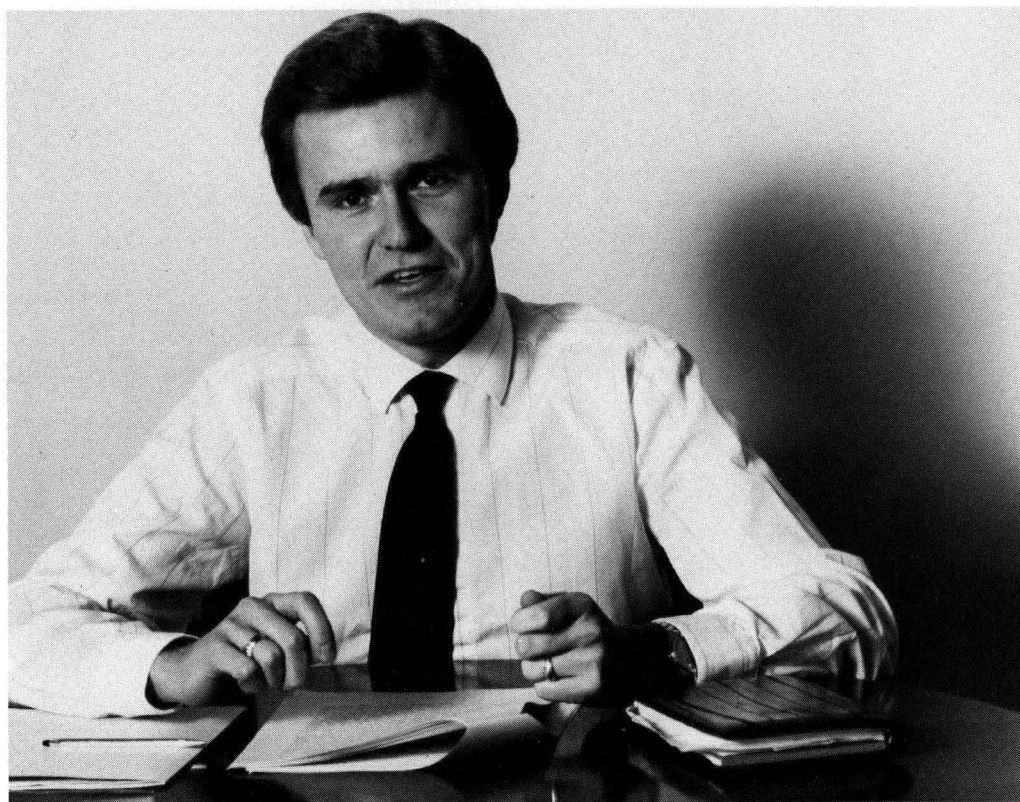


Figure 31. Newcastle to Salem, 29 Apr 59, per *Persia*. Prepaid 1/-, but "ABOVE ½ OZ." Therefore payment disallowed; rated 48¢ due.

(To be continued)

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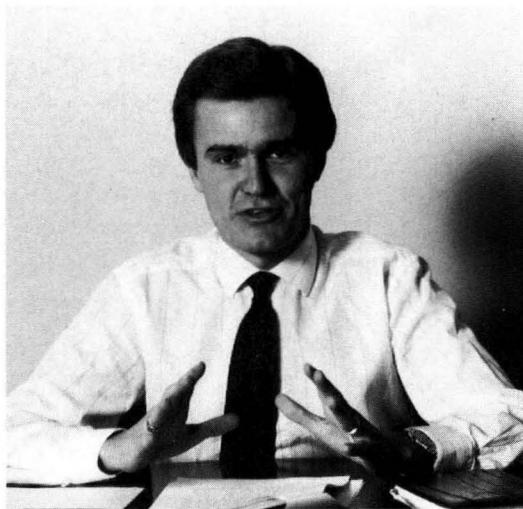
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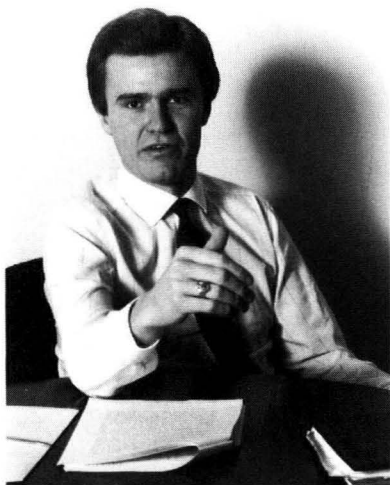
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THE WEBSTER KNIGHT AND BENJAMIN K. MILLER PHILATELIC COLLECTIONS: IMMORTALITY ENSHRINED

STANLEY M. BIERMAN, M.D.

(Continued from *Chronicle* 141:22)

THE KNIGHT-MILLER STORY: PART II

Benjamin Kurtz Miller was born in Milwaukee, Wisconsin, on June 6, 1857. Following graduation from Pennsylvania College in Gettysburg in 1877, he studied law and was admitted to the Wisconsin Bar in 1880.¹⁴ Following a successful career in the legal profession and shrewd investment in real estate, he retired in 1906 at age 49 and traveled extensively, having a particular attraction to the jungles of Africa where he engaged in big-game hunting. He displayed specimens of his wild game trophies in his summer home at Wild Rose, Wisconsin.

It is not known when Miller's initial interest in philately began, for his name could not be found in a membership list of the 1896 Minnesota Philatelic Association.¹⁵ Miller made some of his initial stamp purchases from Eben S. Martin who held auction sales in Minneapolis in the early 1900s. Minneapolis was some distance away from the major philatelic centers of the country, and Miller undoubtedly utilized the services of dealers such as Warren Colson, Philip H. Ward, Jr., and Charles J. Phillips in assembling his United States collection. In later years he evinced scholarly interest in the hobby, and published his observations on "U.S. Specimen Stamps" and "Tentative List of U.S. Stamp Dies" in a 1921 philatelic periodical.¹⁶ Miller acquired Carroll Chase's Franklin and Eagle carriers through Philip Ward, Jr.,¹⁷ and purchased a major portion of Harry M. Konwiser's U.S. departmental issues.¹⁸ One of his major acquisitions consisted of capturing the lion's share of the Ludlow Beebee material following the find in 1924. He purchased 218 copies of the 5¢ and 10¢ US 1847 issues, including many pairs and strips, from H. F. Colman, a Washington, D.C., dealer.¹⁹ Miller spent between \$140,000 and \$160,000 in putting together his collection, which was purported to be the most nearly perfect and complete assemblage of U.S. stamps in existence.²⁰ It was housed in 47 stamp albums with each volume containing 50 pages of U.S. general issues from 1847 to 1925. Ward observed in 1924 that it had taken Miller upwards of ten years to accumulate this world-class collection, implying a late start in philatelic interests by the Milwaukee attorney.

Charles J. Phillips, the prominent New York dealer, visited his client in Milwaukee in 1924, at which time the two discussed the disposition of the philatelic property that Miller wished to bequeath to a public institution. Phillips prevailed upon the attorney to donate the collection to the city of New York rather than his hometown of Milwaukee, to allow a greater number of philatelists to view the collection.²¹ Miller engaged the services of Elliott Perry, the New Jersey dealer, to begin to mount the stamps and annotate the material for public display, following the model employed for the Tapling Collection in

14. Charles J. Phillips, "The Miller Collection of United States Postage Stamps," *New York Public Library Bulletin* 40:421-426, 1936.

15. H.S. Swensen, *The Philatelic Newsletter*, Vol. 1, #10, Dec. 1895.

16. B.K. Miller, "U.S. 'Specimen' Stamps," *Albemarle Stamp Collector* VII: 303-304, 1921; "Tentative List of U.S. Stamp Dies," *ibid.* VII:286-288, 1921.

17. Philip H. Ward, Jr., "B.K. Miller of the Middle West," *Mekeel's Weekly Stamp News* XXXVIII (#1748):362 (July 7, 1924).

18. Harry M. Konwiser, "U.S. Departments in the Miller Collection," *The American Philatelist* 39:160 (Dec. 1925).

19. Charles J. Phillips, "Reminiscences of the Veterans," *Collectors Club Philatelist* X:199-202 (Apr. 1931).

20. Anon., "The Miller U.S. Collection," *Mekeel's Weekly Stamp News* XXXIX (#1781):113 (Feb. 23, 1925).

21. Charles J. Phillips, "The B.K. Miller Collection," *Stamps* 10:233-234 (Feb. 16, 1935).

London. In January 1925, Miller traveled to New York to talk to authorities at the New York Public Library, which public institution had been chosen as the repository of his bequest. It was Miller's wish that, through the donation, the collection would be useful to stamp collectors as a reference source. On February 6, 1925, Miller turned over his superb collection to the New York Public Library.²²

B.K. Miller died at age 71 on March 17, 1928, and up to the time of his death he continued to add to the collection as if it were his own.²³ A sum of money was set aside to pay for exhibit cases and costs of mounting, but under conditions for transfer of property by Miller to the New York Public Library, there was no money for the maintenance of the collection. Covenants of transfer dated February 5, 1925, did direct the New York Public Library, Astor, Lenox and Tilden Foundation to care, take custody, preserve, house, and exhibit the collection. The brief document designated that the property be maintained in perpetuity by the institution.

The B.K. Miller Collection contained practically every major variety of postal issues listed in the *Scott's U.S. Specialized* catalogue. The Miller holdings were generally detailed and enumerated in Phillip's article that appeared in a 1935 issue of *Stamps*.²⁴ There was a reconstructed plate of New York postmaster provisionals, along with two panes each of 100 subjects of a plate reconstruction of the 10¢ U.S. 1847 issue, many of which examples came from the Ludlow Beebee find. Missing only two or three positions, this philatelic icon had been plated by Elliott Perry and was described in the 1924-1926 series in *The Collectors Club Philatelist*. There were many examples of the 10¢ U.S. 1847 bisects on and off cover. Several of the 1¢ U.S. 1851 reconstructed sheets were present, along with plates 0 through VIII of the eleven 3¢ U.S. 1851 planes (ex-Chase). The August 1861 printings as well as all the September issues were noted, along with practically all the rare grill issues. The set of U.S. 1869 pictorials surprisingly lacked a 10¢ example, but contained all three of the inverts, of which the 30¢ variety was the high point, and stated to have cost Miller \$1,750. He was complete in all respects in the way of re-issues and special printings, through the Bank Notes and Omahas. Phillips's 1935 enumeration ended with U.S. 1901 Pan American inverts, including the 1¢ and 4¢ denominations in blocks of four, with the comment that the latter item had been stolen in 1934 by a thief who cut the block from the glass frame. It is important to note that large blocks of early U.S. general issues, later to be included in the Miller collection, were not enumerated in Phillips's list.

Most of the collection, including the reconstructed plate of the 10¢ U.S. 1847, was not put on public display, and only a portion of the Miller collection, which was mounted by Elliott Perry between 1925 and 1928, was shown at the New York Public Library during the 1930s. In the 1940s Norman Serphos, president of Scott Stamp and Coin Co., began to mount the post-1901 general issues which were exhibited to the public during the 1940-47 period. Herman Herst, Jr., asserts that it was a well-known fact in philatelic circles that Serphos traded remainders from his own 1936 TIPEX award-winning aerophilately collection with the New York Public Library in exchange for the Miller sheets, rare plate numbers and other duplicate material. The Serphos sale of "Flown Cover Collection" held by Harmer, Rooke, New York, on May 19-21, 1941, was met with loud yawns by collectors, following which it is believed that the dealer inveigled library authorities into enhancing the Miller Collection with the inclusion of examples of aerophilately. This trade was accomplished notwithstanding covenants of the will and strong sentiments by New York dealers against the transaction.

22. George Amick, *Jenny!*, Amos Press, Sidney, Ohio, 1986, p. 158.

23. Anon., "Two Deceased Leaders," *Mekeel's Weekly Stamp News* XLII (#2943): 221 (Apr. 2, 1928); Philip H. Ward, Jr., "The B.K. Miller Collection Acquired by the New York Public Library," *Mekeel's Weekly Stamp News* XXXIX (#1779):82 (Feb. 9, 1925).

24. Charles J. Phillips, "The B.K. Miller Collection," *loc. cit.*

The Serphos connection with the New York Public Library remains ill-defined to this time, but a curious twist was to evolve in the relationship. It was claimed that during the early 1940s, a certain employee of Scott Stamp and Coin Co. who was moonlighting at the New York Public Library filched some stamps from the collection.²⁵ In what is surely a strange and perhaps spurious story, whose truth and accuracy cannot be verified given the death of the parties involved, a report appeared in *Stamps* in 1941 noting a remarkable find of U.S. 1847 issues.²⁶ Included in the article were photographs of the so-called "find" consisting of blocks of eight and twelve of the 5¢ U.S. 1847 issue, and blocks of three and six of the 10¢ U.S. 1847 variety. It was asserted that a New Yorker, whose identity was not revealed, came across these incredible blocks while going through correspondence in his grandmother's estate. Brought by the young man to the Scott Stamp and Coin Co., the material was purchased by Serphos and added to the Scott stock. The used block of six 10¢ U.S. 1847 issue was placed by Serphos in the J.C. Morgenthau sale #449 of April 12, 1943. This particular sale consisted of rarities from the Philip B. Phillipp collection, commingled with material from the vaults of the Scott Stamp and Coin Co. Four principal items consisting of the unique horizontal unused block of ten New York postmaster provisional (Scott 9X1) and a companion reprint block of nine of the same design, along with the used block of twelve of the 5¢ U.S. 1847 and used block of six of the 10¢ U.S. 1847 were purchased by the New York Public Library from the Phillipp auction. It has been suggested by some authorities that the blocks were uncatalogued stamps belonging to the Miller Collection at the New York Public Library, and were returned to the institution rather than purchased.

Philip Wall commented²⁷ that a column published in a wartime issue of *Stamps* publicly accused the "finder" of the 1847 blocks of diverting a large number of early 20th century stamps and complete panes from the Miller Collection to the Scott firm's subsidiary, J. C. Morgenthau & Co., for public auction. The writer of the column questioned who received the proceeds of the sale, and what, if anything, was given the library in return? Other curious observations relate to George Van der Berg's column in a 1945 issue of *Stamps* in which the author stated he was informed that the library had sold a huge accumulation of sheets from the Miller Collection.²⁸ George Sloane made much the same observation, noting that "numerous entire mint sheets of stamps, with Omahas and other commemorative in abundance [including] sheets of Bluish Papers," were quietly sold at a New York auction bringing thousands of dollars.²⁹ Sale #450 of J. C. Morgenthau, dated September 20-24, 1943, which immediately followed the Phillipp auction, contained 420 lots of U.S. complete sheets for the period 1857 to 1927, and included a sheet of the 6¢ U.S. bluish paper issue and two sheets of the Lincoln bluish paper, nearly all the 1909 to 1925 commemorative issues, and sheets of all airpost issues (C1-6). Much of the sheet material is believed to have come from the B.K. Miller Collection, and is more than likely that this 20th century material was exchanged by the New York Public Library with Serphos for the rare 20th century blocks.

A scathing attack by Stephen Rich in 1942 in a philatelic periodical³⁰ noted the sorry state of the Miller bequest; he offered the services of the Collectors Club of New York to assist the New York Public Library, but his condemnation did not evoke much of a response. When George Van Den Berg visited the Miller Collection in 1945 he was shocked

25. Philip T. Wall, "New York Postmaster's Provisionals Stolen from the New York Public Library," *Chronicle* 114:92-96 (May 1982).

26. Anon., "An Important Find of 5¢ and 10¢ U.S. 1847s," *Stamps* 36:41 (July 12, 1941).

27. Philip T. Wall, personal communication, 1987.

28. George Van den Berg, "Philatelic Notes," *Stamps* 52:239 (Aug. 18, 1945).

29. George B. Sloane, "N.Y. Public Library Collection," *Stamps* 54:557 (Mar. 30, 1946).

30. Stephen Rich, "That Miller Collection in the N'Yawk Public Library," *Mekeel's Weekly Stamp News* LIX (#2709):363 (Dec. 7, 1942).

Columbians were observed to be deteriorating with curling and cracking of the gum.³¹ Finally, after much prodding, the New York Public Library undertook in 1946 to enlarge the display which had been kept in a third-floor library room. George Sloane observed that the library never evidenced any real appreciation of their bequest and commented that the collection was treated by library officials "like an unwanted stepchild."³² On April 4, 1949, the complete Miller Collection was put on permanent exhibit in the building's main lobby, following mounting of the U.S. 1902-26 section by Norman Serphos.³³ One hundred vertical golden-oak sliding display frames were installed with transparent enclosures to show the Miller U.S. stamp issues which were exhibited four pages to a frame.

Disinterest, a cavalier attitude, neglect, and poor supervision were to characterize the New York Public Library's stewardship of the Miller Collection. On June 9, 1975, a thief smashed into the so-called break proof exhibit frames and made off with a strip of four of the first coil stamp (Scott 318).³⁴ Library officials temporarily removed the collection from public view for new installation and protective covering, but security remained lax. As might be anticipated, disaster struck the Library again in the pre-dawn hours of Sunday, May 9, 1977.³⁵ Thieves, believed sequestered in the library prior to the previous night's closing, broke into the display cases housing the collection between the hours of 2 a.m. and 5:10 a.m. Alarm systems were triggered in the large corridor at the Fifth Avenue entrance, but it took the single uniformed security guard 30 to 40 minutes to investigate the incident. Edward White, the library's public relations director, observed that one of the two assigned night guards was out on sick leave. Police postulated that thieves forced the locks open and utilized an acetylene torch to open the frames which were protected by Lexan, a bulletproof plastic. The thieves then pried open ten of the frames and used a strip of plastic to hold an alarm switch in place. When one of the strips fell out of the eleventh frame it caused the alarm to sound.

One hundred and fifty-three rare stamps were stolen from the Miller Collection. Amongst the stolen items were the bottom margin block of ten of the New York postmaster provisional and an 1862 reprint proof block of nine, the used vertical block of six 10¢ U.S. 1847, the used horizontal block of twelve 5¢ U.S. 1847, a grilled 30¢ U.S. 1867 (six extant), the 15¢ and 30¢ U.S. 1869 pictorial inverts, blocks of four of the 4¢ and 8¢ U.S. 1908 bluish paper issues and a U.S. 1918 Jenny airmail invert. The total value of the stolen material was estimated between \$250,000 and \$500,000, which was insured through Frank Hall & Co. but carried a \$100,000 deductible clause.³⁶

The *New York Times* of June 17, 1977, noted that library officials had obtained a blurry Polaroid snapshot of a suspicious-looking character who was observed viewing the collection prior to the theft. Described as a slim-built, 30-year-old man with reddish hair and blue eyes, the individual identified himself as "Ralph Carroll of Rego Park Queens" to library officials, but Detective Merkle of the Manhattan Burglary Squad found the address to be bogus, and the interloper departed. A certain high-ranking New York philatelist claims to have observed an out-of-state stamp dealer loitering about the display cases prior to the theft, but no arrests were made despite FBI investigation into the affair.

Police investigative units commented that it took the New York Public Library five days to provide them with what turned out to be an incomplete list of the stolen stamps.

31. George Van den Berg, *loc. cit.*

32. George B. Sloane, *loc. cit.*

33. Anon., "New York Public Library Completes Permanent Philatelic Display," *Stamps* 67:108 (Apr. 16, 1949).

34. Anon., "Rare Coil Stamp Stolen," *Western Stamp Collector*, Aug. 30, 1975.

35. Anon., "Early U.S. Stamps Stolen from N.Y. Library," *Stamps* 179:658 (June 4, 1977).

36. Mark Kellner, "Library Won't Be Fully Embursed," *Stamp Collector* 50:1 (May 28, 1977).

This list was passed along to Leo Farrel, Special Agent for the Brooklyn-Queens FBI, who along with the Stamp Theft Committee of the American Philatelic Society launched a nationwide inquiry. Although hampered by the lack of usable photographs of the rarities, the investigative parties determined that major portions of the Miller theft turned up in the possession of Lambert Gerber, a Tamaqua, Pennsylvania, philatelic dealer.

Gerber began his philatelic career in 1934 dealing from Tamaqua, a pleasant mountain community situated between Allentown and Hazelton, Pennsylvania. For 44 years, Gerber held hundreds of auctions of modest philatelic properties, with a particular slant to U.S. essays and proofs. Beginning in 1978, however, he began to offer exceptional quality U.S. rarities, in a series of ten private treaty sales. Among the offerings was a used block of four of the 5¢ U.S. 1847 which aroused the interest of a Tulsa collector, William R Grimm, when he read Philip Wall's article on "US 1847 Blocks Stolen From the New York Public Library," as published in the November 1982 issue of *The Chronicle of the U.S. Classic Postal Issues*. Grimm came to the realization that a used horizontal pair of the 10¢ cent U.S. 1847, which he had innocently purchased at a 1980 Stolow auction, came from the original Miller block. Grimm came to this conclusion in examining a photograph of the used block of four 5¢ U.S. 1847 depicted in Ryohei Ishikawa's book on *The United States Stamp 1847-1869*. He determined that cancellation marks on his own pair and Ishikawa's block were identical to those present on the 1941 New York "find" stolen from the New York Public Library. These pieces were initially part of the defective used block of twelve of the issue. It was assumed that Gerber excised the better quality right end of the block of four which the Tamaqua dealer sold to Ryohei Ishikawa for a reported \$20,000; the block was returned when Ishikawa was later informed that the piece was stolen property. Ishikawa never succeeded in collecting his acquisition costs from the Gerber estate. Stolow was left holding the bag after it refunded Grimm his purchase price.

It was, however, Philip Wall's article appearing in *Chronicle* 116 that is credited with providing the link to alert the FBI and the APS Stamp Theft Committee. In studying plating positions of New York postmaster provisionals, Wall determined that strips of the issue cut from the Miller block of ten had come through the Gerber firm. Wall also determined that sections of the New York postmaster provisional plate proof on blue bond paper, including a scarce block of four, which was advertised by Gerber as constituting a reconstruction, had been cut from the stolen Miller pane some time between 1977 and 1979. Attention was turned to volume five of Gerber's "United States and Canada Gems and Rarities" which pictured three examples of the U.S. 1918 Jenny airmail inverts with prices varying between \$38,500 for an off center example with straight edge, to another specimen for \$59,000, to a gem of the invert offered for \$69,000. When one of the specimens that was privately purchased by John W. Kaufmann, a Washington, D.C., dealer, was offered at auction on May 5, 1979, suspicion was further aroused in the philatelic community. It was clear to several authorities knowledgeable about plate positions of the Jenny invert that several stamps had been re-perforated so as to appear to be different from the specimens present in the Miller collection.

The long and complex story of the search for the stolen Miller property is detailed in George Amick's *Jenny!*³⁷ (pages 155 to 168) and will not be fully recounted here. Sixty-nine of the total 153 stolen stamps, including the Jenny inverts, were traced to Gerber, while seven items were recovered from collectors, and five from other dealers. Lambert Gerber died August 8, 1981, taking with him the secrets of his acquisition. With the 1982 expiration of the statute of limitations on the burglary, there were no indictments nor arrests made on the stamp heist.

In May 1984, W. Earl Sumner, FBI special agent from Northern Ohio, who had worked in the area of stamp theft, and James H. Beal, chairman of the APS Stamp Theft

37. George Amick, *loc. cit.*

Committee, announced the recovery of the Miller stamps.³⁸ Following the return of the stolen material, under strict gag rules, the federal grand jury proceedings were held in New York. The New York U.S. District Court attempted to adjudicate legal issues that arose between the library, three insurance companies that had paid \$237,500 for the theft claim, and the several stamp dealers and collectors who had acquired the stolen property, including Grace Gerber, executrix of her husband's estate. Following legal maneuvers, the New York Public Library reimbursed the insurance companies \$180,000 for the recovered material. The stolen stamps were returned on July 8, 1986, as part of the court settlement by order of Federal Judge William Knapp.³⁹ The stamps were remounted, re-annotated, and subsequently quietly retired to a vault in the New York Public Library where they reside to this day. There has been some fanciful talk about a *cy-près* legal maneuver to set aside the Miller covenants to allow the institution to sell its treasure at auction to interested parties, but library officials fear that this action might be a bad precedent for subsequent bequests.

Thus ends the tale of two world-famous philatelic properties bequeathed to public institutions. From the weave of circumstances and events surrounding the husbanding of the respective bequests, the reader can draw his or her own conclusions. Can immortality be enshrined as Knight and Miller seemed to have envisioned, or would philately have been better served had these valuable properties been placed at public auction for future generations to own, admire, and protect?

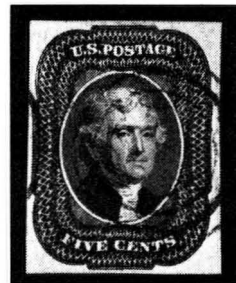
38. Anon., "FBI Announces Largest Stamp Theft Recovery Ever," *The American Philatelist* 98:1187-1191 (Dec. 1984).

39. Anon., "Miller Collection Could Go Back on Public Display," *Linn's Stamp News* 59 (#3009):1 (July 7, 1986).

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

ROBERT B. MEYERSBURG

(Continued from *Chronicle* 141:31)

City letters and letters to the mails may be identified by their postal markings and franking. Figures 20 through 32 show representative New York carrier usages and postmarks.

Figure 20. Postmark (in red) "U.S. MAIL CITY DELIVERY PAID 1," Oct. 16, 1856.

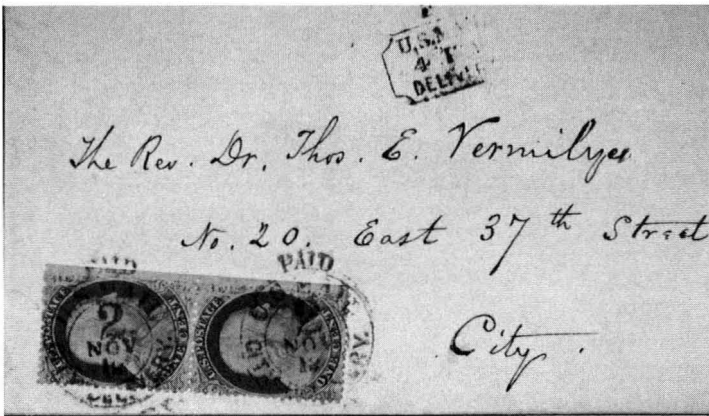
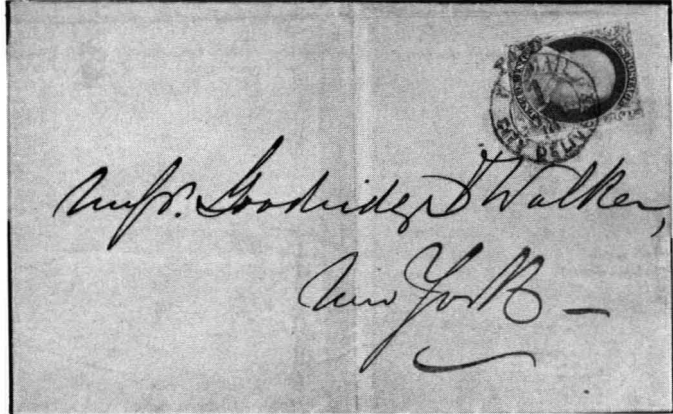


Figure 21. Postmarks (in black) "U.S. MAIL CITY DELIVERY PAID 2" AND "U.S. MAIL 4 P. M. DELIVERY."

Figure 22. Postmark (in black) "U.S. MAIL CITY DELIVERY 1."



Figure 23. Postmarks (in black) "NEW YORK CITY DELIVERY 1ct." and "B - U.S. MAIL 4P.M. DELIVERY."

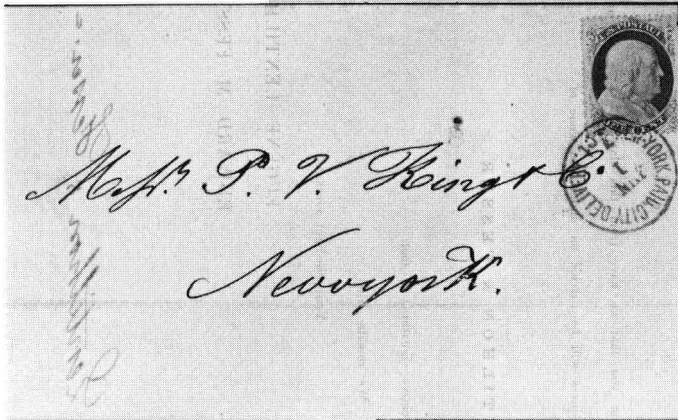
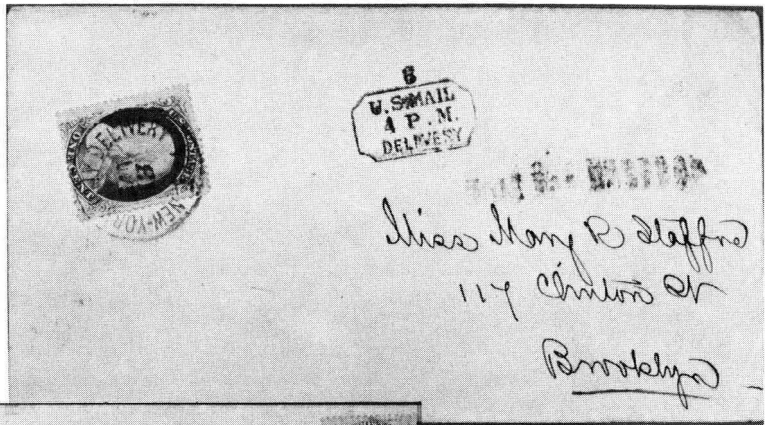


Figure 24. Postmark (in red) "NEW YORK PAID CITY DELIVERY 1ct."

Figure 25. Postmark (in red) "NEW YORK CITY PAID 1 CT."

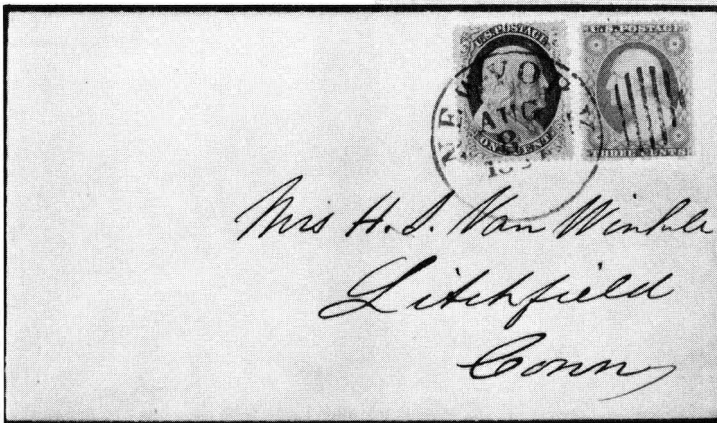
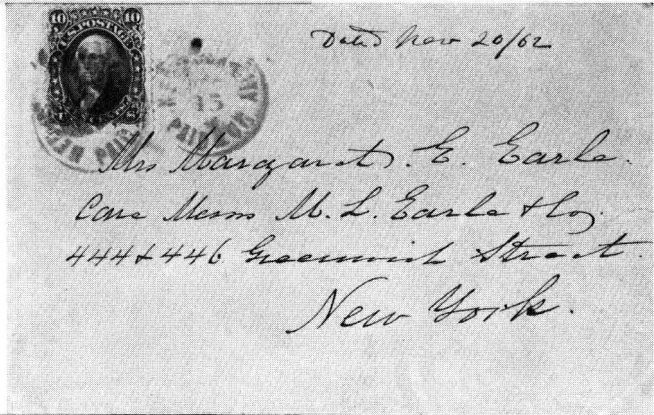


Figure 26. Duplex cancellation 1¢ + 3¢ 1857 series.

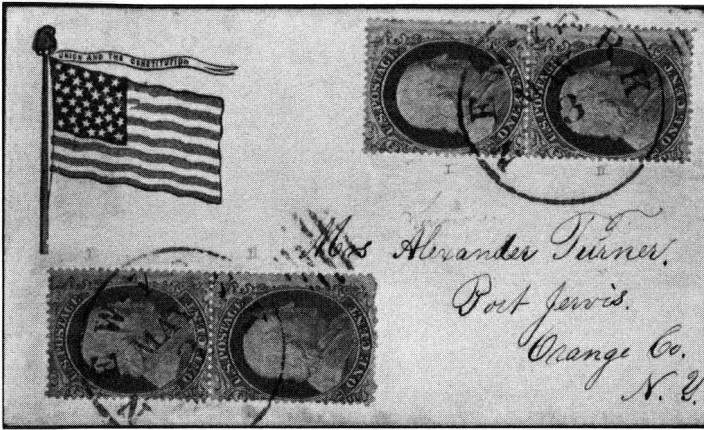


Figure 27. Four copies of 1¢ 1857 paying postage and collection fee to the mails.

Figure 28. 1¢ 1857 prepaying carrier collection fee on cover to Bremen in Bremen mail.

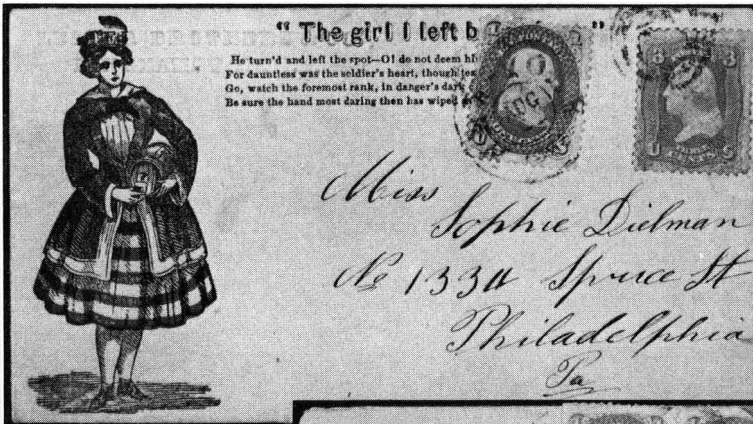
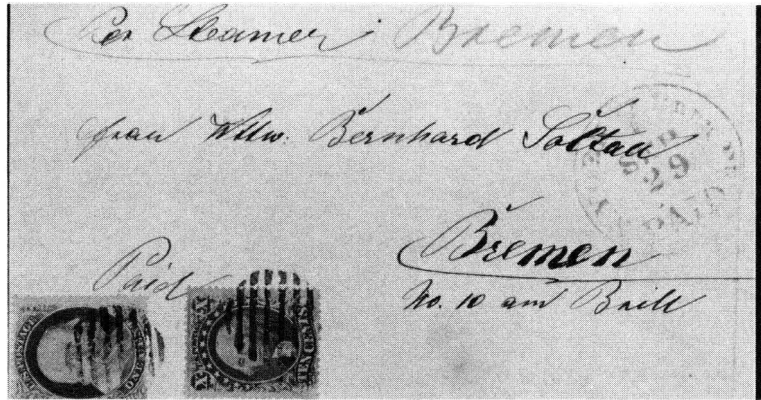
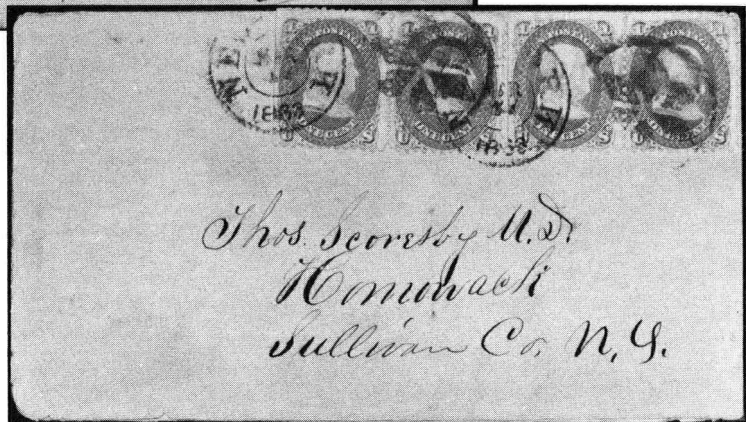


Figure 29. 1¢ 1861 series paying carrier fee to the mails.

Figure 30. Four 1¢ 1861 stamps paying postage and collection fee.



After June 30, 1863, carrier collection and delivery fees were abolished in the New York City postal districts (and some 48 other post offices designated by the Postmaster-General as far west as St. Louis), and the letter carriers were placed on fixed salaries. The drop letter postage was increased to two cents, prepaid, with free city delivery.

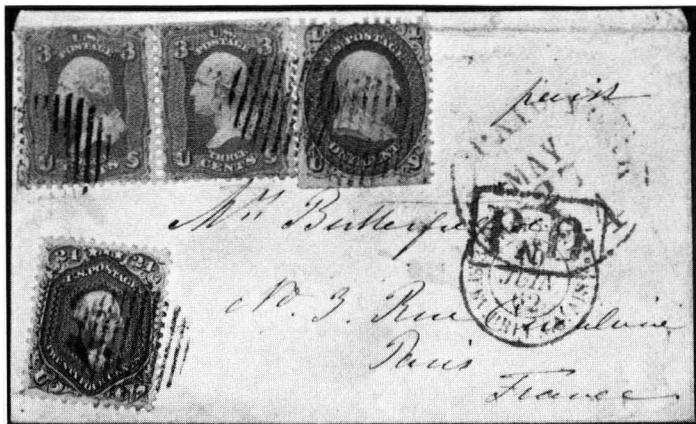


Figure 31. 1¢ 1861 series paying collection fee to the New York post office on double weight transatlantic letter to France.

The National Philatelic Collection of the Smithsonian Institution was kind enough to make their file of photographs available, from which Figures 8, 9 and 16 were taken.

For those readers who want to pursue a more detailed history of the New York carriers, there are many excellent articles available for further reading. Among them are those listed below.

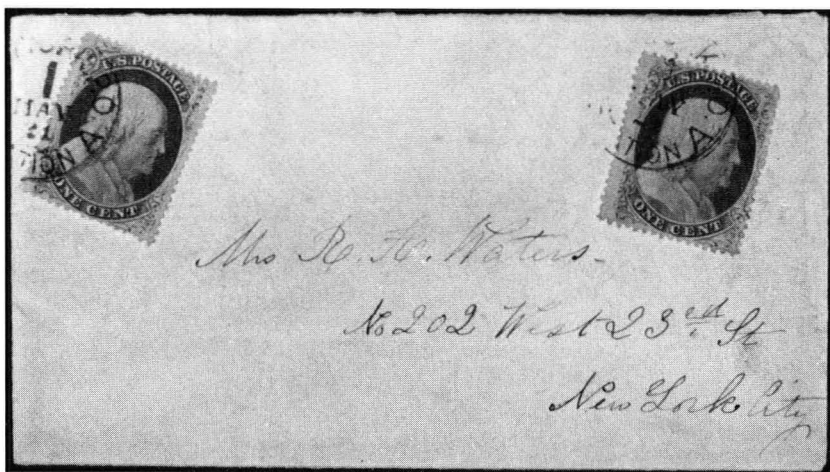


Figure 32. Postmark (in black): "NEW YORK P.O. STATION A."

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 . "The First U.S. Postage Stamp," Booklet No. 30.

THE 1847-51 PERIOD

PRESIDENTIAL LETTER TO RUSSIA

RICHARD F. WINTER

James K. Polk, the 11th President of the United States, was one of the hardest working and most productive of our Presidents, serving from 4 March 1845 to 3 March 1849. More territory was added to the United States under Polk than any other President except Jefferson. He settled the 40-year-old Northwest Boundary dispute with Great Britain resulting in retaining the territory containing the State of Washington. Through his able management of the Mexican War and the ensuing peace negotiations, he caused the southwest boundary to move to include New Mexico and California. When Polk left office after serving only one term, the United States stretched from the Atlantic to the Pacific Ocean. The first two treaties to govern mails between the U.S. and foreign countries were negotiated under Polk's administration, the 1847 Treaty with Bremen and the 1848 Treaty with Great Britain. Satisfied that he had accomplished the goals he set for his Presidency, James K. Polk declined requests to run again for a second term and died three months after retiring to private life.

Philatelists remember Polk as the President during whose administration the 1847 stamps were issued.

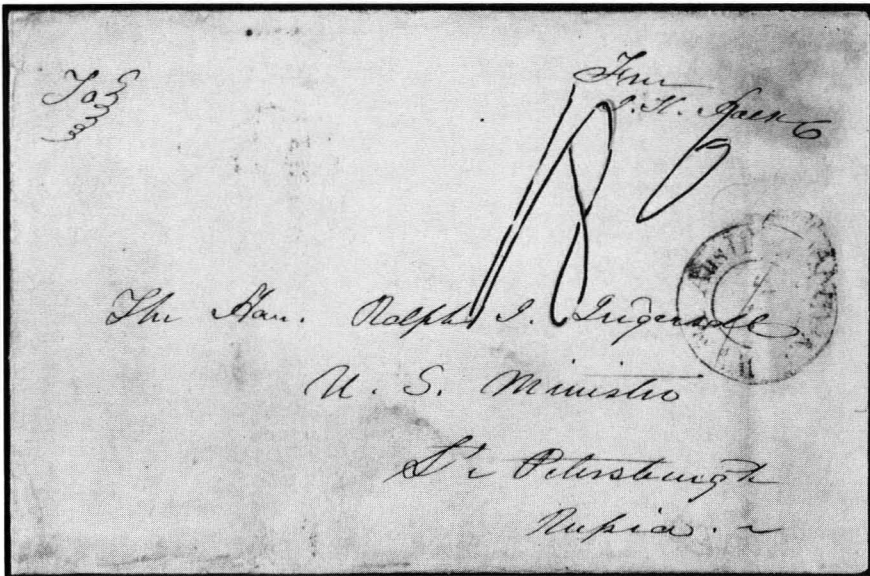


Figure 1. June 1848 envelope franked by President James K. Polk to U.S. Minister in St. Petersburg, Russia. Cover entered British mails at London and was conveyed under the Anglo-Prussian Treaty of 1846. London marked 6 pence debit to Prussia and Aachen restated unpaid British postage of 18 silbergroschen.

A most interesting cover, written by James K. Polk, is shown in Figures 1 and 2. The envelope, without its contents, is addressed to The Hon. Ralph I. Ingersoll, U.S. Minister to St. Petersburg, Russia. James K. Polk's free frank appears in the upper right corner. The right to send mail free of charge by placing a signature on the piece of mail was a privilege extended to all Presidents until it was abolished on 1 July 1873.

The free franking privilege applied for use within the U.S. mail system only. There was no provision in the foreign postal treaties for free mail by Government officials. A Presidential frank would not exempt the payment of the required overseas postage. This

cover shows no origin postmark which strengthens the theory that it was handled outside the regular U.S. mails. Two possibilities seem likely. First, the letter may have been carried overseas privately as a favor and deposited in the London mails. The reason for the free frank is not obvious if this were the case since President Polk's signature would serve no purpose in the British mail system. A second possibility is the letter was placed in a special government mail or consular pouch and required the President's signature to authenticate for this use. This seems to be a more reasonable explanation. The absence of a Washington, D.C., postmark would be consistent with this supposition.

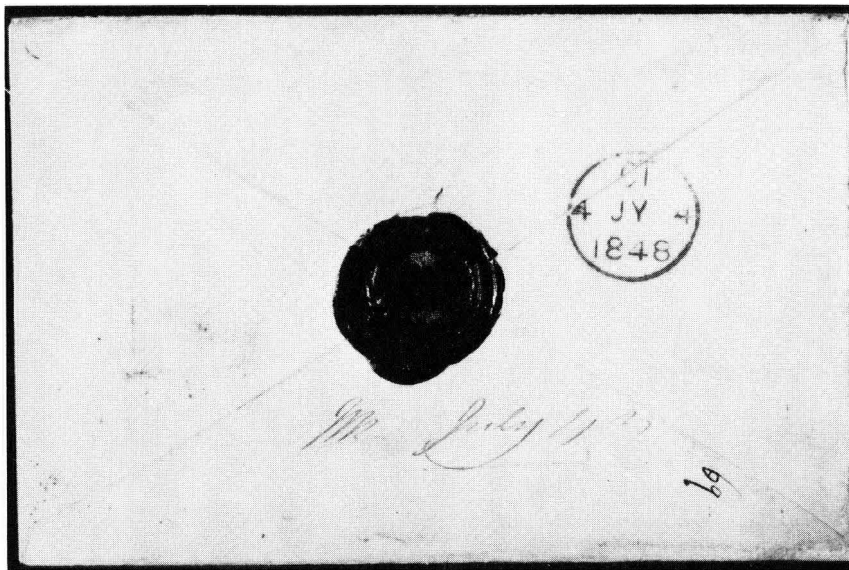


Figure 2. Reverse of cover showing London date stamp, initials and date U.S. agent handled cover in London, and Russian postage due of 69 kopecks.

While we can not be sure when the letter was written, the London date stamp on the cover reverse fits with the arrival of a transatlantic steamer from New York. On 20 June 1848, the Ocean Steam Navigation Company steamship *Hermann* departed New York and arrived off Southampton on 3 July 1848. A diplomatic or courier pouch carried on this steamer would have reached London on 4 July, the date of the London postmark. The initials and manuscript date "July 4th" on the reverse suggests the letter may have been placed in the mails at London by a U.S. consular official or agent there. Once the letter entered the British mail system it was handled under the Anglo-Prussian Treaty of 1 October 1846 which permitted letters to be sent either prepaid or unpaid from England to Prussia, and beyond, in this case, to Russia. The British forwarded the letter unpaid in the mails exchanged with Aix-la-Chapelle (Aachen), Prussia, through Belgium. London marked a debit to Prussia of 6 pence in the upper right corner of the cover, the British fee under the Treaty. On 7 July Aachen struck the double circle date stamp, illustrated in Figure 3, which contains the words "Aus ENGLAND Per AACHEN."



Figure 3. Aachen marking showing date closed mail bags from London were opened. Mail from England entering Prussia at Aachen travelled through Belgium.

There are no other postal markings on the cover except rate markings. The letter probably travelled by the Prussian railway system across Northern Germany to Stettin where there was a steamship service through the Baltic to St. Petersburg.

Aachen restated the total British postage of 1 shilling 9 pence (21 pence) as 18 silbergroschen. A manuscript "18" appears on the cover just to the left of the British debit. The British postage to Russia by the Prussian mails through Belgium included 6 pence to G.B., 4 pence Belgium transit (1/4-1/2 ounce letter), 7 pence Prussian transit, and 4 pence foreign fees. The Treaty provided that 1 penny British was equivalent to 10 pfennige Prussian. Since 12 pfennige was equal to 1 silbergroschen, the sum of 21 pence was approximately 18 silbergroschen. On the reverse is a small, manuscript "69" which is the Russian postage due of 69 kopecks. Since 1 silbergroschen was equivalent to 3 kopecks, approximately 43 kopecks of this postage due was paid to Prussia for the accumulated transit fees to Russia.

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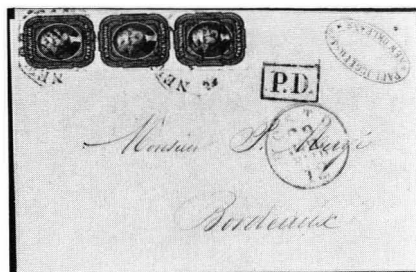
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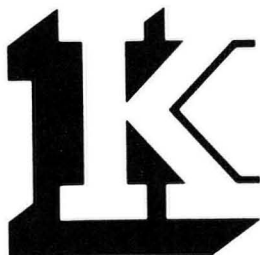
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Many of you may be familiar with the term "Ex-Donald Malcolm Collection". Whenever used it designates a cover as being in a class by itself, one of only a few where quality, beauty and sometimes rarity have blended into a cover which is really desirable to own. Donald Malcolm's collection was sold in the early '70's and looking back on it I am always amazed at the assemblage. When Mr. Malcolm was forming this great collection he used to frequent the New York City dealers and ask the same question "What do you have that's pretty and overpriced?" One of his favorites was the one illustrated above. It combines all of his required elements in a way that makes it very desirable. It is dated August 2, 1844 and although the letter is no longer with it probably originated in Buffalo or possibly Detroit. The Express was established by Henry Wells only a month before and covers are quite scarce. This one travelled to the city of New York and was handed over to Boyd's City Express Post for local delivery. Note that the Boyds marking ties the Letter Express stamps. Virtually every other cover known with this stamp is untied with a handstamped marking.

It was our pleasure to have sold this cover along with many others of similar quality and rarity in a recent private treaty sale of a wonderful collection of Locals and Carriers. We were able to bring together buyer and seller so that each was pleased with the transaction.



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TYPING OF U.S. POSTAL STATIONERY DIE 5, GROUP 2

JOHN R. WEIMER

Stamped envelope Die 5 is divided into two groups.¹ Group 1 with 11 types has a long (2mm) crossstroke of the T of THREE and the T of CENTS. Group 2 with 20 types has a shorter (1.75mm) crossstroke of the Ts.

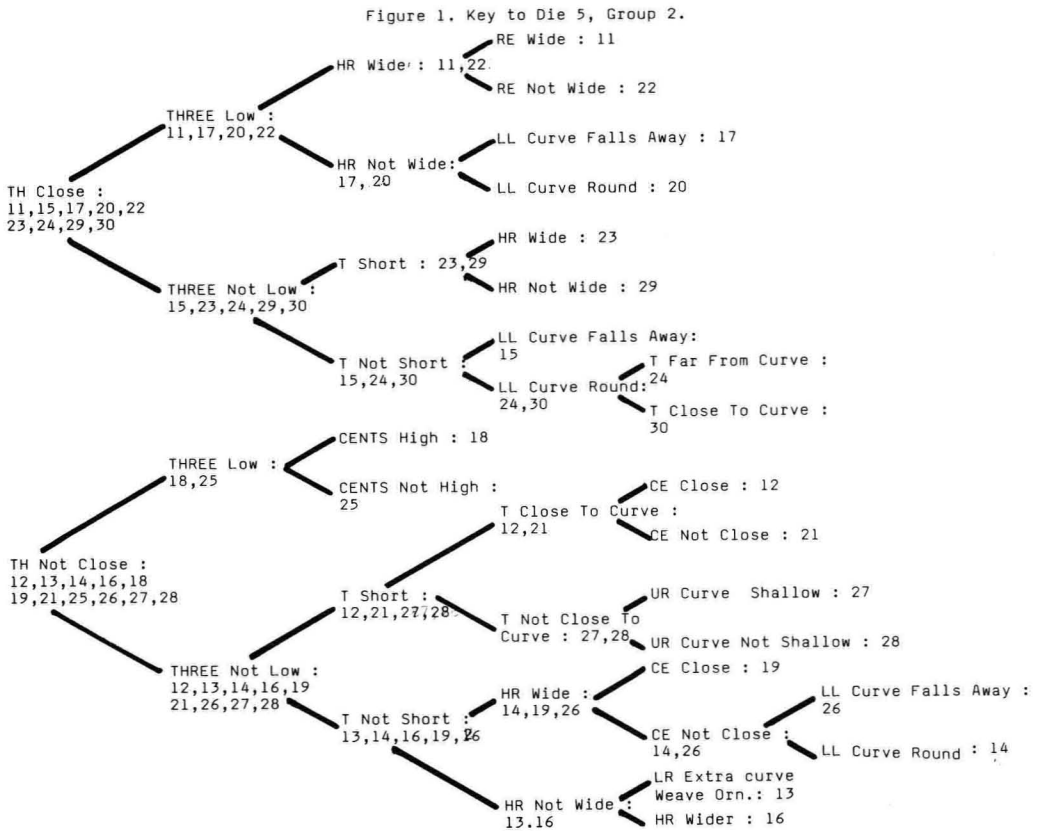


Figure 1. Key to Die 5, Group 2.

A key is a means of sorting a group of objects by grouping them together by common characteristics. These common characteristics are usually not absolute but comparative. Group 1 has been keyed.² A key is presented here to sort the Group 2 types (Figure 1). The 20 types are divided 9/11 by the separation of the TH of THREE. A diagnosis as to the type is arrived at in six steps. Many other characteristics are present but these seem to be the most useful.

Some types are readily identified and the key is not necessary but they are included for completeness. Type 13 (Figure 2) has an extra loop outside the lower right (LR) curve

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

2. John R. Weimer, "Typing of U.S. Postal Stationery Die 5, Group 1," *Chronicle* 140:250-252 (November 1988).

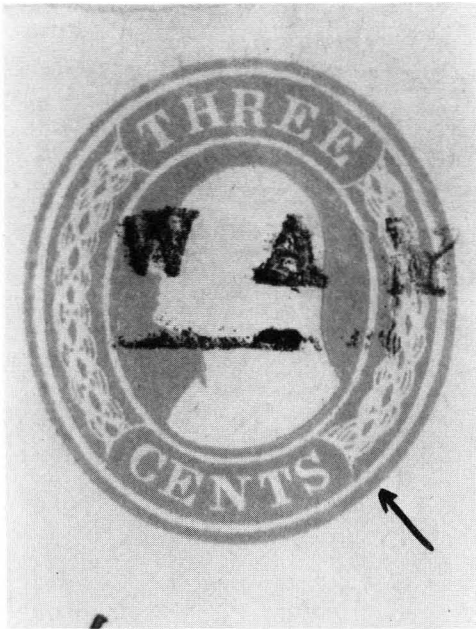


Figure 2. Die 5, Group 2, Type 13: TH not close, THREE not low, T not short, HR not wide, extra curve.

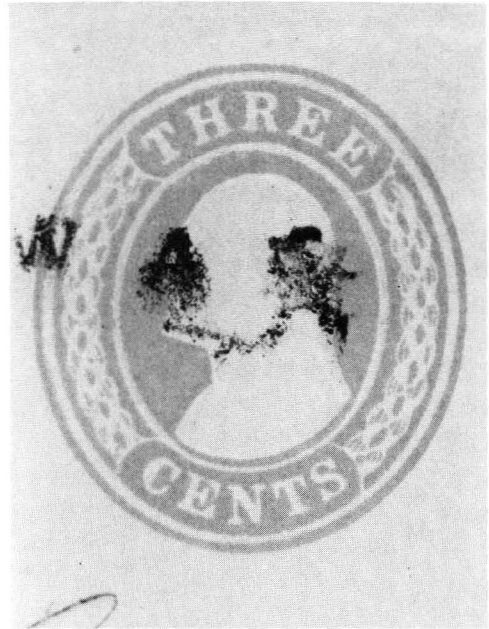


Figure 3. Die 5, Group 2, Type 14: TH not close, THREE not low, T not short, HR wide, CE not close, LL curve round.

above the weave ornament. Type 25 has an extra loop on the right third up the weave on the inside.

Some types are particularly difficult to determine such as Type 14 (Figure 3) versus Type (T) 16 (Figure 4). In T16 the LL curve is flatter, TS is parallel and TH is closer.

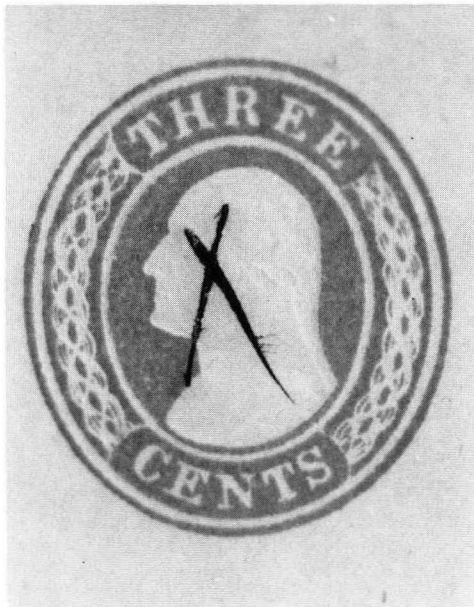


Figure 4. Die 5, Group 2, Type 16: TH not close, THREE not low, T not short, HR not wide, HR wider.



Figure 5. Die 5, Group 2, Type 21: white paper.



Figure 6. Die 5, Group 2, Type 21: buff paper.

Characteristics of the paper can alter the appearance of the die. The crisp impression of T21 on white paper (Figure 5) is not easily reconcilable with the fuzzy impression of T21 on the less expensive buff paper (Figure 6).

Typing envelope stamps is not as awesome as winter botany but a key is still user-friendly.

POSTAGE STAMP AGENCY

THOMAS J. ALEXANDER

The contract for the production of the 1851 issue of postage stamps was dated 10 June 1851. It was very specific concerning the handling of the plates and dies and the delivery of completed postage stamps to the Post Office Department:

... the stamps shall be delivered from time to time to such persons as shall be authorized to receive the same by an instrument of writing duly executed under the hand of the Postmaster General and the seal of the Post Office Department, and that on delivery of each such parcel of stamps ordered, they, the said parties of the second part, will prepare and furnish the agent authorized to receive them, with an accurate statement verified by oath of one of said parties of the second part, of the number of stamps prepared and delivered to them by said Agent of the Department. And the parties of the second part further agree that if the Postmaster General deems it necessary, he may appoint a Special Agent of the Department who shall be at all times present when the dies and plates are taken from the place of deposit hereinafter mentioned to be delivered to the parties of the second part for the execution of any order of stamps given by the Department and be and remain with them during the process of printing and preparing said stamps and receive them as fast as they may be finished. When any order for stamps is filled or completed, then the dies and plates are to be carefully enveloped and sealed up, the Agent of the Post Office Department placing the seal and Toppan, Carpenter, Casilear & Company placing their seal upon the package or packages, which are to be deposited with the Assistant Treasurer of the United States at Philadelphia for safe keeping. When the plates and dies or either of them are again required for use, the opening of the package or packages is to take place in the presence of an Agent of the Post Office Department and one of the firm of Toppan, Carpenter, Casilear & Company, or their Agent, each breaking his own seal.

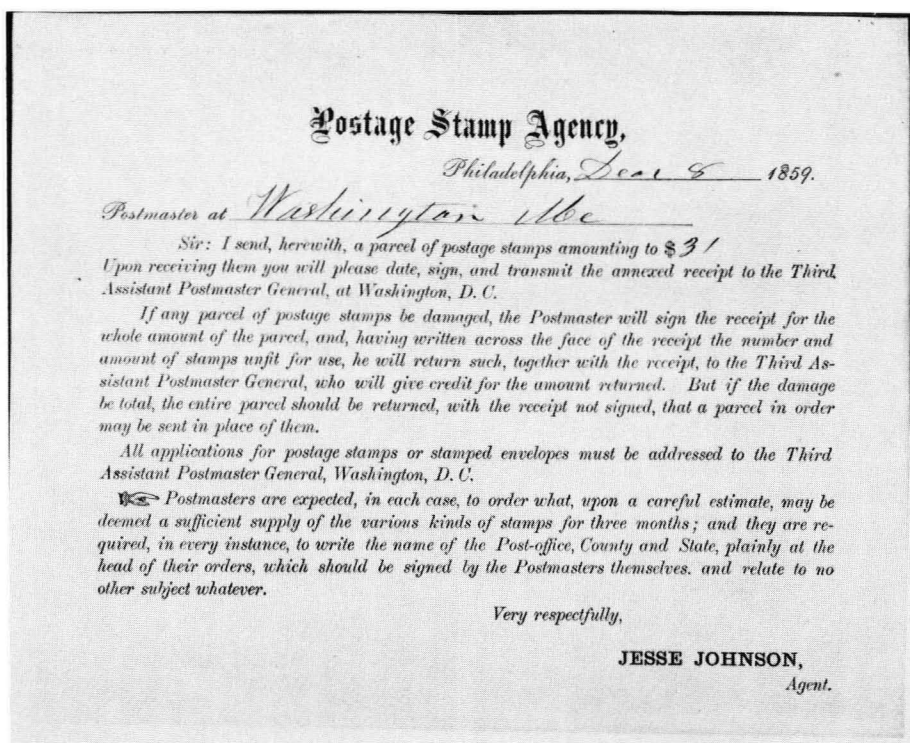


Figure 1. A form letter from Special Agent Jesse Johnson accompanying the delivery of postage stamps to the postmaster at Washington, Me.

The writer has never seen an appointment of such a Special Agent, to be stationed at or near the Treasury building in Philadelphia. None of the *Federal Registers* lists such an Agent. The *PL&Rs* of the period uniformly specify that all orders for postage stamps should be sent by postmasters to the Post Office Department in Washington. And yet the attached illustrations show that such a Special Agent was functioning in 1859.

The covering letter that accompanied a shipment of \$31 in postage stamps (presumably ten sheets of 3¢ stamps and one sheet of 1¢ stamps) is shown in Figure 1. The envelope that contained the package measures 9¹¹/₁₆ x 4³/₈ inches. Thus, it is certain that sheets were not mailed flat, either being folded or separated to fit the envelope. There is a control mark at the upper left hand of the envelope (9837).

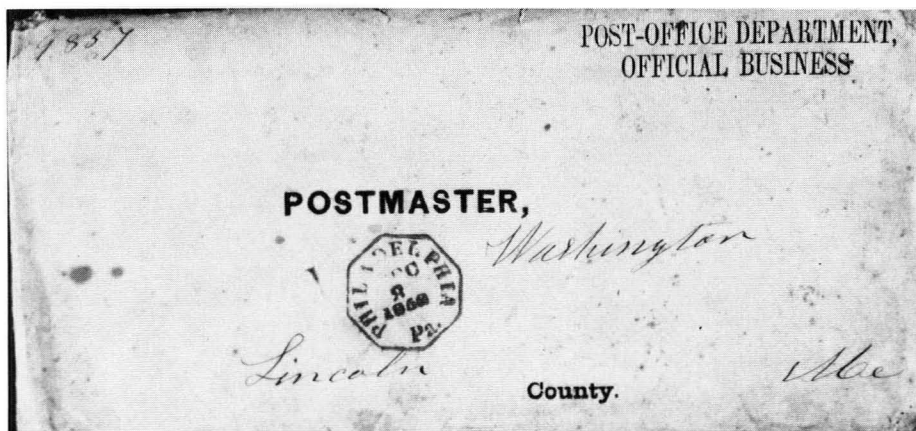


Figure 2. The oversized envelope in which the stamps were placed.

If any reader knows when the Special Agent was first appointed, or has other evidence of his operations, please let me know and I will include that information in a follow-up article.

SAILINGS OF THE UNITED STATES MAIL

STANLEY B. ASHBROOK

(Continued from *Chronicle* 141:40)

VANDERBILT & INDEPENDENT SAILINGS FROM NEW YORK

October 19, 1852 to January 1853

THROUGH TO SAN FRANCISCO. - *N.Y. Herald*, Oct. 6, 1852, N.Y. & S.F.S.S. Co., Departure date - Oct. 19, 1852, 3 P.M., S.S. United States, connecting at Panama with S.S. Cortes.

FOR SAN FRANCISCO. - *N.Y. Herald*, Oct. 7, 1852, Vanderbilt Line, Departure date - Oct. 20, 1852, 3 P.M., S.S. "Star of the West" for San Juan del Norte, connecting with the Pacific steamer over the Nicaragua Transit Route.

FOR SAN FRANCISCO. - *N.Y. Herald*, Fri. Sept. 24, 1852, N.Y. & S.F.S.S. Co., Departure date - Thurs. Oct. 28, 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 VIA ASPINWALL (NAVY BAY). - *N.Y. Herald*, Oct. 15, 1852, Empire City Line, Departure date - Nov. 4, 1852, 3 P.M., S.S. Sierra Nevada connecting at Panama with S.S. City of Pittsburgh to sail immediately for S.F.

FOR SAN FRANCISCO. - *N.Y. Herald*, Oct. 21, 1852, Vanderbilt Line, Departure date - Nov. 5, 1852, 3 P.M., S.S. Prometheus for San Juan del Norte, connecting with the Pacific steamer over the Nicaragua Route.

FOR SAN FRANCISCO VIA ASPINWALL DIRECT. - *N.Y. Herald*, Nov. 4, 1852, Empire City Line, Departure date - Nov. 5, 1852, 3 P.M., S.S. Northern Light, connecting at Panama with S.S. City of Pittsburgh. Note: S.S. Northern Light will take the place of Sierra Nevada.

THROUGH TO SAN FRANCISCO VIA ASPINWALL NAVY BAY. - *N.Y. Herald*, Oct. 24, 1852, N.Y. & S.F.S.S. Co., Departure date - Nov. 10, 1852, 3 P.M., S.S. United States, connecting at Panama with S.S. Winfield Scott for San Francisco, stopping only at Acapulco for supplies.

THROUGH TO SAN FRANCISCO FOR ASPINWALL, NAVY BAY. - *N.Y. Herald*, Oct. 31, 1852, N.Y. & S.F.S.S. Co., Departure date - Nov. 13, 1852, 3 P.M., S.S. United States, connecting at Panama with S.S. Cortes, stopping only at Acapulco for supplies. [This is obviously a change of sailing date from the 10th.]

THROUGH TO SAN FRANCISCO AT REDUCED RATES. - *N.Y. Herald*, Nov. 10, 1852, N.Y. & S.F.S.S. Co., Departure date - Nov. 19, 1852, 11 A.M., S.S. United States for Aspinwall, connecting at Panama with S.S. Cortes, stopping only at Acapulco for supplies.

FOR SAN FRANCISCO. - *N.Y. Herald*, Nov. 9, 1852, Vanderbilt Line, Departure date - Nov. 20, 1852, 3 P.M., S.S. Star of the West, connecting with the Pacific steamer over the Nicaragua Transit Route.

FOR RIO JANEIRO & VALPARAISO. - *N.Y. Herald*, Nov. 9, 1852, Empire City Line, Departure date - on or about Nov. 25, S.S. Sierra Nevada.

FOR SAN FRANCISCO. - *N.Y. Herald*, Nov. 23, 1852, Vanderbilt Line, Departure date - Dec. 4, 1852, 3 P.M., S.S. Prometheus for San Juan del Norte, connecting with the S.S. Pacific over the Nicaragua Transit Route.

FOR CALIFORNIA VIA ASPINWALL. - *N.Y. Herald*, Nov. 22, 1852, Ind. opp. Line, Departure date - Dec. 6, 1852, 3 P.M., S.S. Uncle Sam, connecting at Panama with the Independent steamers on the Pacific.

THROUGH TO SAN FRANCISCO FOR ASPINWALL, NAVY BAY. - *N.Y. Herald*, Nov. 21, 1852, N.Y. & S.F.S.S. Co., Departure date - Dec. 13, 1852, 4 P.M., S.S. United States, connecting at Panama with S.S. Cortes for S.F., stopping only for supplies at Acapulco.

FOR SAN FRANCISCO. - *N.Y. Herald*, Dec. 7, 1852, Vanderbilt Line, Departure date - Dec. 20, 1852, 3 P.M., S.S. Star of the West, connecting with the S.S. Brother Jonathan over the Nicaragua Transit Route.

FOR SAN FRANCISCO. - *N.Y. Herald*, Dec. 13, 1852, Vanderbilt Line, Departure date - Dec. 20, 1852, 3 P.M., S.S. Northern Light, connecting with S.S. Brother Jonathan over the Nicaragua Transit Route.

THROUGH TO SAN FRANCISCO VIA ASPINWALL DIRECT. - *N.Y. Herald*, Dec. 15, 1852, Empire City Line, Departure date - Dec. 24, 1852, 3 P.M., S.S. United States, connecting at Panama with S.S. New Orleans for S.F.

FOR SAN FRANCISCO. - *N.Y. Herald*, Dec. 22, 1852, Vanderbilt Line, Departure date - Jan. 5, 1853, 3 P.M., S.S. Star of the West, connecting with the Pacific steamer over the Nicaragua Transit Route.

THROUGH TO SAN FRANCISCO VIA ASPINWALL DIRECT. - *N.Y. Herald*, Dec. 22, 1852, Empire City Line, Departure date - Jan. 5, 1853, 3 P.M., S.S. United States, connecting at Panama with S.S. New Orleans, for S.F.

THROUGH TO SAN FRANCISCO. - *N.Y. Herald*, Dec. 7, 1852, N.Y. & S.F.S.S. Co. Departure date - Jan. 5, 1853, 3 P.M., S.S. United States, connecting at Panama with S.S. Winfield Scott, stopping only at Acapulco for supplies.

THROUGH TO SAN FRANCISCO FOR ASPINWALL, NAVY BAY. - *N.Y. Herald*, Dec. 14, 1852, N.Y. & S.F.S.S. Co., Departure date - Jan. 5, 1853, 3 P.M., S.S. Uncle Sam, connecting at Panama with S.S. Winfield Scott, stopping only at Acapulco for supplies.

THROUGH TO SAN FRANCISCO. - *N.Y. Herald*, Dec. 25, 1852, N.Y. & S.F.S.S. Co., Departure date - Jan. 20, 1853, 3 P.M., S.S. Uncle Sam, connecting at Panama with S.S. Cortes for S.F., stopping only at Acapulco for supplies.

DIRECT SAILINGS
NEW YORK VIA CAPE HORN TO SAN FRANCISCO
October 5th, 1852 to January 1st, 1853

FOR SAN FRANCISCO. - *N.Y. Herald*, Oct. 5, 1852 - Dispatch Line announces the way to Calif. by Clipper Ship "John Gilpin" but gives no departure date. E.B. Sutton, 84 Wall St.

N.Y. Herald, Oct. 16, 1852 - Announcement of departure of Packet Ship "Helen McGaw" on Oct. 18th, 11 o'clock for S.F. Agents, E.B. Sutton, 84 Wall St. (fitted as a Marseilles packet)

FOR SAN FRANCISCO. - *N.Y. Herald*, Oct. 23, 1852, announces Clipper "Trade Wind." Apply to Booth & Edgar, 95 Front St.

FOR SAN FRANCISCO. - *N.Y. Herald*, Nov. 5, 1852, Dispatch Line, Departure date - None given, Clipper Alboni [no other information] Apply to E.B. Sutton, 84 Wall St.

FOR SAN FRANCISCO. - *N.Y. Herald*, Nov. 6, 1852, Announcement of Ship "Hopewell" for San Francisco, but no departure date given. Agents, E. B. Sutton, 84 Wall St.

FOR SAN FRANCISCO. - *N.Y. Herald*, Nov. 7, 1852, announces Packet Ship "Shakespeare," no date of departure given.

N.Y. Herald, Nov. 12, 1852, NOTICE: Passengers to be on board Steamer "Hector" Pier 4 North River at 3 P.M.

For San Francisco. - *N.Y. Herald*, Nov. 13, 1852, Dispatch Line, Departure date - Nov. 16, 1852, Clipper Winged Racer. No connection given. E.B. Sutton, 84 Wall St.

N.Y. Herald, Dec. 22, 1852, Announcement of departure of Ship A. Cheesebrough next week for S.F. Apply to J.S. Oakford, 92 Wall St.

**1852 Arrivals of Mail Steamships at
The Port of New York from *Panama & Nicaragua***

Jan. 3, 1852, *N.Y.H.* ARRIVAL OF S.S. CHEROKEE. FIVE DAYS LATER FROM CALIFORNIA. The U.S. Mail S.S. Cherokee arrived yesterday, brings news from Calif. of a later date by five days than that brought by the Prometheus. She brings mails to the 5th of Dec. last. She experienced very severe gales and winds for the first five days from Chagres in consequence of which the passage was considerably lengthened. Had she escaped the gales the time of passage from San Francisco to New York would have been 23½ days. This is the quickest passage ever made being only 26 days 11 hours from S.F. to N.Y.

Jan. 6, 1852, *N.Y. Herald.* ARRIVAL OF THE BROTHER JONATHAN. SEVEN DAYS LATER FROM CHAGRES. The S. S. Brother Jonathan, Capt. Mills, arrived yesterday morning from Chagres via Kingston, Ja. She left Chagres on the 29th ult., and Kingston on the 3rd inst. The S. S. Union was at Chagres awaiting the arrival of passengers. There were not many on the Isthmus.

Jan. 12, 1852, *N.Y. Herald.* ARRIVAL OF THE DANIEL WEBSTER. TEN DAYS LATER FROM CALIF. Another quick trip from San Francisco. The S. S. Daniel Webster, Capt. Baldwin, arrived yesterday morning from San Juan whence she sailed on the 1st inst. She brings news from San Francisco to the 15th ult. inclusive, in a little over 26 days through, the shortest trip on record. The D.W. sailed from San Juan with 32 passengers for New Orleans and 255 for New York.

Jan. 15, 1852, *N.Y. Herald.* ARRIVAL OF THE EL DORADO. The S.S. El Dorado arrived last night having left Chagres on the 4th inst. She brings Calif. mails, specie and passengers. The S. S. Panama from S.F. Dec. 5 (indistinct) had arrived at Panama; also the S.S. Republic. Left at Chagres the S.S. Union for New York, Via Jamaica, to sail the same or next day. The El Dorado was detained at Chagres two days by the non arrival of the Panama which ship was obliged to bear the Republic company from Acapulco to Panama. The Republic being in a crippled state.

Jan. 31, 1852, *N.Y. Herald.* TIDINGS FROM CALIFORNIA ARRIVAL OF PROMETHEUS AND CHEROKEE SEVEN DAYS FROM CALIF. The S.S. Prometheus, Capt. H. Churchill from San Juan arrived yesterday A.M., with passengers, etc. She brings news from San Francisco to the 2nd inst. The Prometheus left San Juan on the evening of the 19th inst; on the same night off the Cape of Delaware, experienced severe gale from the East which continued 36 hours. On the 8th south of the Gulf Stream, experienced heavy gale from south and south-west, which lasted 18 hours. On the 11th she passed reef of Marageina at 4 P.M., saw the wreck of a large vessel on the southpoint. The S.S. Cherokee, Capt. Tanner, also arrived yesterday evening with the Calif. mails. Owing to heavy weather at Chagres the Cherokee was obliged to take all mail on board at Navy Bay. She left on the 20th. The Cherokee on her outward passage carried the passengers of the new S.S. Independence from Kingston, Ja. on to Chagres, the latter having put in there with the greatest part of her machinery disabled and leaking. The Independence left here on the 1st inst. for Chagres and San Juan and when three days out in a heavy gale broke her wheel and had her foretopmast with yard and sail carried asea. She, as her machinery became so disabled, had to put into Kingston, arriving on the 12th inst.

Feb. 5, 1852, *N.Y. Herald.* ARRIVAL OF THE OHIO AND EMPIRE CITY. The S.S. Ohio, Capt. Schenck, arrived yesterday morning from Chagres by way of Havana. She brings gold dust of about 200,000. The Ohio left Chagres on the night of the 23rd ult., and arrived at Havana on the morning of the 27th ult., left that port for New York on the morning of the 30th ult. The S.S. Empire City, Capt. Leeds, has also arrived. She sailed from New Orleans on the 24th ult. The Empire City left Havana at noon on the 30th ult. She brings passengers, etc.

Feb. 14, 1852, *N.Y. Herald.* NEWS FROM CALIFORNIA ARRIVAL OF THE DANIEL WEBSTER. This S.S. arrived yesterday morning from San Juan with fifteen days later news from Calif. She arrived out at San Juan on Jan. 30th, making the passage in 8 days and 16 hours. The S.S. Independence left San Francisco Jan. 17, at 4 P.M., 56 hours after the U.S. Mail Steamer California. The passengers of the S.S. Daniel Webster and Independence have been 26 days and 19 hours from S.F. to N.Y.

Feb. 17, 1852, *N.Y. Herald*. TWENTY-FIVE DAYS & EIGHTEEN HOURS FROM SAN FRANCISCO. THE SHORTEST TIME ON RECORD. ARRIVAL OF EL DORADO AND UNITED STATES. The S.S. El Dorado, Capt. Hartstein arrived at this port at 5 yesterday afternoon with five days later news from Calif. The passengers were only 25 days and 18 hours in coming through from S.F. The S.S. United States, Capt. Berry from Chagres, via Kingston, Ja., arrived at this port at about 11 p.m. last night. She left Chagres, Feb. 6, 4 P.M. Time of the United States from Kingston to this port was 6 days 10 hours.

Feb. 29, 1852, *N.Y. Herald*. ARRIVAL OF S.S. PROMETHEUS. This S.S., Capt. Churchill, with passengers etc., arrived yesterday morning from San Juan de Nicaragua. She brings San Francisco dates to the 3rd inst. The Prometheus arrived at San Juan in the afternoon of the 14th and sailed on the evening of the 19th.

Mar. 1, 1852, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY. The S.S. Crescent City arrived at this port yesterday from Chagres whence she sailed on the 19th inst. She brings Calif. mails of the 1st ult.

Mar. 15, 1852, *N.Y. Herald*. ARRIVAL OF THE DANIEL WEBSTER FOURTEEN DAYS LATER FROM CALIF. The S.S. Daniel Webster reached quarantine early this morning with 14 days later intelligence from Calif. The D.W. left San Juan de Nicaragua on the 6th inst., at noon, and arrived off Sandy Hook last evening 9 P.M., making her passage 8 days 9 hours. She connected with the S.S. Pacific, Capt. Jarvis, which left San Francisco on the 14th inst. and arrived at San Juan del Sud on the 27th.

Mar. 16, 1852, *N.Y. Herald*. ARRIVAL OF THE EL DORADO FOUR DAYS LATER FROM CALIF. The El Dorado arrived at this port at 4 P.M. yesterday with four days later advices from Calif. than those received yesterday by the Daniel Webster. The news from San Francisco was 26 days and four hours in coming through to this city.

Apr. 13, 1852, *N.Y. Herald*. ARRIVAL OF THE EL DORADO & DANIEL WEBSTER FIFTEEN DAYS LATER FROM CALIF. The S.S. El Dorado arrived at this port about 6 P.M. yesterday from Aspinwall (Navy Bay) via Chagres whence she sailed on the 3rd inst. She brought news from Calif. to the 15th, as the news was taken to Panama by the mail S.S. California which left S.F. on the 15th ult. The S.S. Daniel Webster reached this port last night from San Juan and has advices from California two days later than those brought by the El Dorado. The "D.W." connected with Steamer New Orleans which left San Francisco on the 17th ult. The Tennessee was to have left on the 20th ult. She will bring three days later news than is published in the Herald this morning. It will be brought to this port by the Georgia.

Apr. 17, 1852, *N.Y. Herald*. ARRIVAL OF THE SIERRA NEVADA. This S.S., Capt. Wilson, arrived yesterday from Aspinwall (Navy Bay) and Kingston, Jamaica. She left the former at 8 P.M. on the 6th and the latter on the morning of the 10th inst. She brings new from San Francisco to the 20th ult., which had arrived at Panama by the S.S. Tennessee.

(To be continued)

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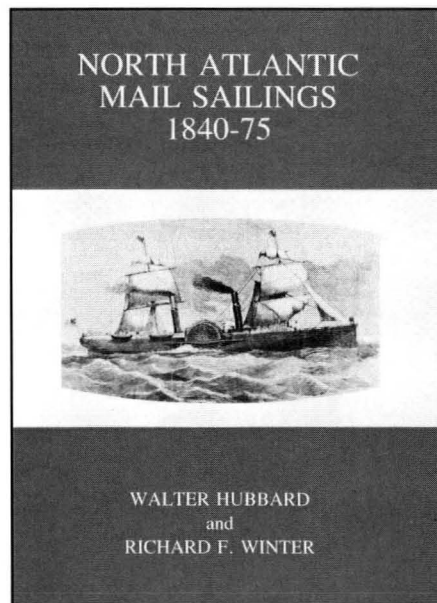
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SHIP ISLAND, MISSISSIPPI, IN THE CIVIL WAR:
COMPLEX POSTAL HISTORY

These pages have from time to time contained what to some readers of the *Chronicle* would seem a surfeit of postal history about a very small subject that historically lasted but a fleeting instant in time and saw no major battle to be discussed and reported by the historians of the Civil War.

To the postal historian, however, the mail from the ships and men involved in the occupation of Ship Island, Mississippi, off the coast in the Gulf of Mexico, as a staging area for the subsequent attack and capture of New Orleans, probably offers a wider variety of strange and unusual practices of mail handling and transmission from December 1861 into the summer of 1862 than any similar six months period in history.

This writer has been engaged in the study of this postal history situation, and, as may be noted from the feature article in this issue, so has Dr. James Milgram.

The key issue that Dr. Milgram discusses (and he has assembled some important covers that fill in several holes in my sequences) was when the Ship Island, Mississippi, balloon style postmark was brought from Ship Island to be used at New Orleans.

Interestingly, at the time Dr. Milgram's article was submitted, I had also encountered some additional material that pertained to this situation. In fact, a short article showing another cover from the White correspondence (note the Leominster postage label covers in *Chronicle* 141) with a Ship Island balloon marking dated May 27, 1862, with an enclosed letter dated the previous day, had been submitted and set in type.

The article also included a summary of the various periods of use and location of the balloon marking, whether at Ship Island or New Orleans, and this, revised in the light of Dr. Milgram's article, follows later, but a key item is that Ship Island postmaster John

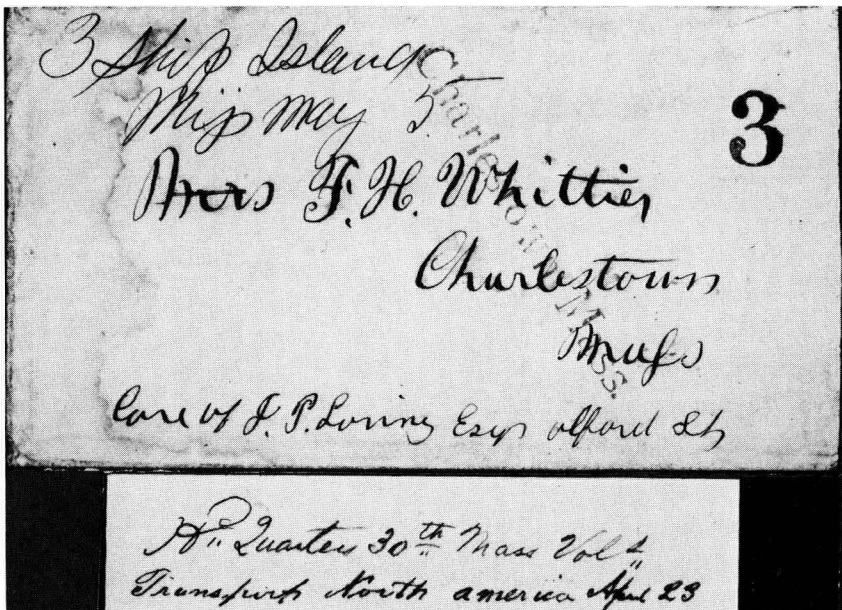


Figure A. From an officer of the 30th Massachusetts Volunteers, with dateline aboard the troop transport *North America* (then in the Mississippi River below the forts guarding New Orleans) on April 23, 1862. The letter probably was in a letterbag that arrived at New Orleans about the same time as did the regiment and which, as may be noted from the Ship Island, May 5, manuscript postmark, was processed at the New Orleans post office by the crew from Ship Island on that date. The red "Charleston, Mass." straightline marking on the cover is a receiving mark applied there to unpaid letters.

M.G. Parker was ordered by General Benjamin F. Butler, commanding all Federal troops in the area, to “transfer himself to near New Orleans” on April 30, 1862. At that time, about half the troops in the area were aboard transports in the river below New Orleans, awaiting the forts below the city to fall. These troops landed with Butler on May 1, and Butler had appointed Parker “Acting Postmaster” of New Orleans on May 2.

Under just what authority Butler did this remains uncertain, but it is possible that Parker also had an appointment as a staff officer or aide to Butler in addition to the appointment as postmaster of Ship Island from the Post Office Department. This possibility is being now explored by attempting to obtain Parker’s military record, assuming he had one.

In any case, Parker and his army helpers found the New Orleans post office in a tremendous mess from the invasion of a mob, but apparently started sorting through (and examining, relative to army intelligence aspects) the accumulated mail as early as May 3rd.

The Ship Island balloon marking had arrived at Ship Island about the time Parker left, as the earliest date of use I’ve recorded is April 30, 1862, on a cover from a soldier of an unidentified unit still at Ship Island.

Parker and his helpers started to process accumulated army mail on, I suspect, May 5, 1862, at New Orleans, using manuscript Ship Island markings in about eight different hands. Figure A shows a typical cover of this period, with enclosed letter from an officer of the 30th Massachusetts Volunteers aboard the transport *North America*, dated April 23rd, which was a few hours before Admiral David Farragut’s ships passed the forts and went on to New Orleans.

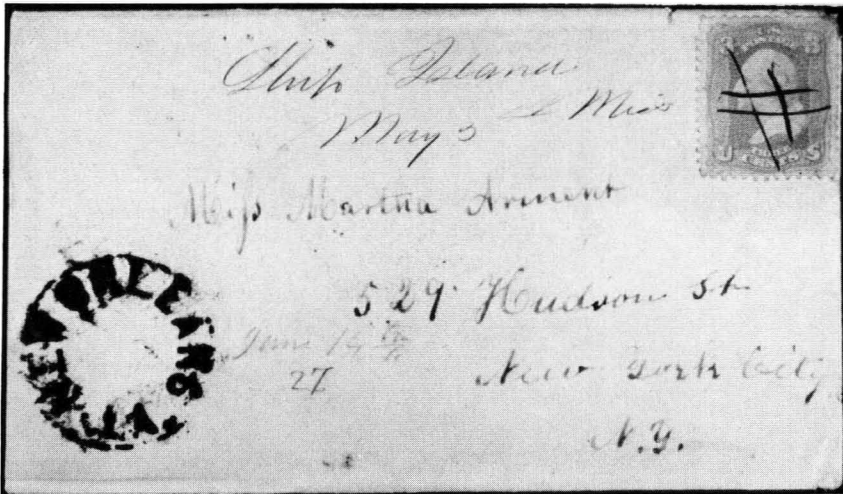


Figure B. Another cover with a Ship Island, May 5, manuscript marking processed with the first batch of mail handled at New Orleans when Postmaster Parker of Ship Island commenced operations there. The New Orleans undated handstamp is an example of an old, prewar type handstamp apparently found by Parker or his men in the rubble at the post office.

Parker’s crew apparently never located the small New Orleans double circle markings that had been in use under the Confederates, but they did find one remaining badly battered town datestamp without date logo slugs. Figure B shows an example of this marking on a cover from an unidentified unit but which also bears a Ship Island, May 5, manuscript marking with a pen cancel of the stamp. This cover is from the Arment correspondence, of which I have seen several examples from Ship Island, but all have stamps and none identify the unit.

Figure C shows a cover with an 1864 use of the same New Orleans datestamp as on the cover in Figure B (it does have a date logo in this usage) to postmark a 2¢ Black Jack on a prices current addressed to New York, the top of which is shown just above the cover.

The covers shown in Figures A and B, (and many more like them) plus the informa-

tion in the Butler papers indicating Butler had ordered Parker to New Orleans and appointed him postmaster there, seems to leave little doubt of the movement of the main portion of the Ship Island post office to New Orleans, although, as is demonstrated in Dr. Milgram's article, mail from the troops on the island continued to be processed there using the balloon marking for some time afterwards.

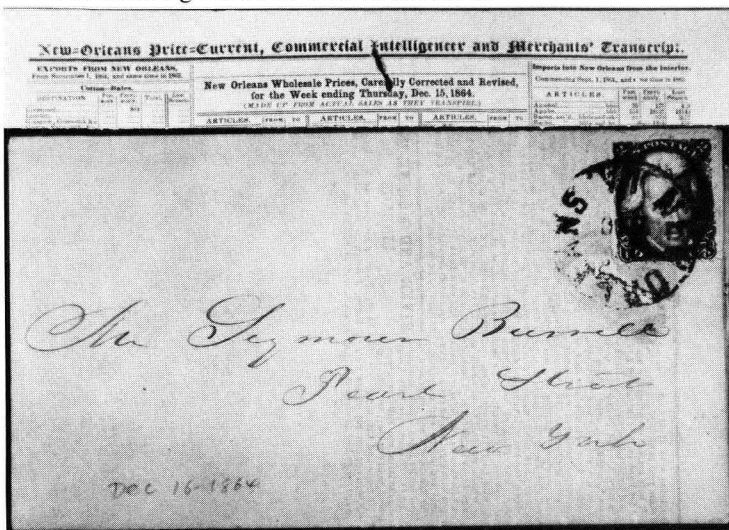


Figure C. Another, later use of the prewar New Orleans handstamp, on a prices current of 1864. The handstamp has a date logo, believed to read DEC, day illegible; the content is dated Dec. 15, 1864.

The question has been not so much why but when Parker had the balloon marking brought to New Orleans for use there. The “why” is twofold — both for official and practical reasons. Officially, Parker’s appointment was as Ship Island postmaster, although it was also his duty to take possession of recaptured Post Office Department property — such as the New Orleans post office and its equipment. Practically, there was apparently only the one handstamping device available with a New Orleans town name, and that was in poor condition and probably without date logo slugs. And, it didn’t take much longer to write “Ship Island” on letters than to write “New Orleans.”

The key to identifying either the Ship Island manuscript or balloon markings as to whether applied at Ship Island or at New Orleans has been occasional datelined enclosed letters (I’ve recorded about half a dozen) and the identification of the troop units and their locations, as determined by military reports, records and other data, on the date the letters were written.

In my articles, referenced by Dr. Milgram, in the 28th *Congress Book* (1962) and in *Chronicle* 78:102-103 (May 1973), there was included a chart of the Federal military units that could have sent mail from Ship Island, their dates of arrival and movement to New Orleans, and other information helpful to identify the location of each unit at the time mail from it was sent.

Both charts, the *Chronicle* version being an update of the *Congress Book* compilation, contain typos and errors or conflicting data. For those interested, I will be glad to send a current version (not necessarily error-free; we are always seeming to find new data that amend the old) to those supplying postage in a request for it.

The locations and time spans of the various Civil War era “Ship Island, Miss.” markings may be summarized as follows:

- Manuscript “Ship Island” markings, used at Ship Island, Mar. 20-26, 1862 (26 covers recorded) and at New Orleans, May 5-17, 1862 (13 covers recorded).
- “SHIP ISLAND” straightline marking, always used at Ship Island. March 27-April 29, 1862 (87 covers recorded) and again, May 12-June 5, 1862 (15 covers recorded).
- “SHIP ISLAND” balloon marking, 32 mm dia., used at Ship Island, Apr. 30-May 10, 1862 (16 covers); at New Orleans, May 13-30 (33 covers) and again at Ship Island, June 5-11, 1862 (5 covers recorded).
- “SHIP ISLAND” double circle, July 17, 1862 and circa (3 covers), all at Ship Island.

- “NEW ORLEANS/LA” pre-war 31 mm dia. marking, used on cover with ms. “Ship Island,” May 5, 1862 (1 cover).
- “NEW ORLEANS/LA.”, 25 mm double circle c.d.s., occupation marking first used at New Orleans, June 2, 1862.

As may be noted from Dr. Milgram’s article, following, the exact date the balloon marking was last used at Ship Island, in its first period of use there, and the earliest use at New Orleans still remain somewhat indefinite. Milgram confirms it was still in use at Ship Island as late as May 10 (reference, my table on page 188 of *Chronicle* 127), and he shows a cover with a May 13 use, addressed to Maine. The date both in my table in *Chronicle* 129 and in the present compilation also reflects May 13 usage at New Orleans; this date was based upon two covers, one a “Whittier” cover (note Figure A with these notes) and the other from an unknown source but addressed to Connecticut.

Thus, further reports of Ship Island covers for this period are still solicited.

Richard B. Graham.

**FEDERAL REOCCUPATION POSTAL MARKINGS —
SHIP ISLAND, MISSISSIPPI
JAMES W. MILGRAM, M.D.**

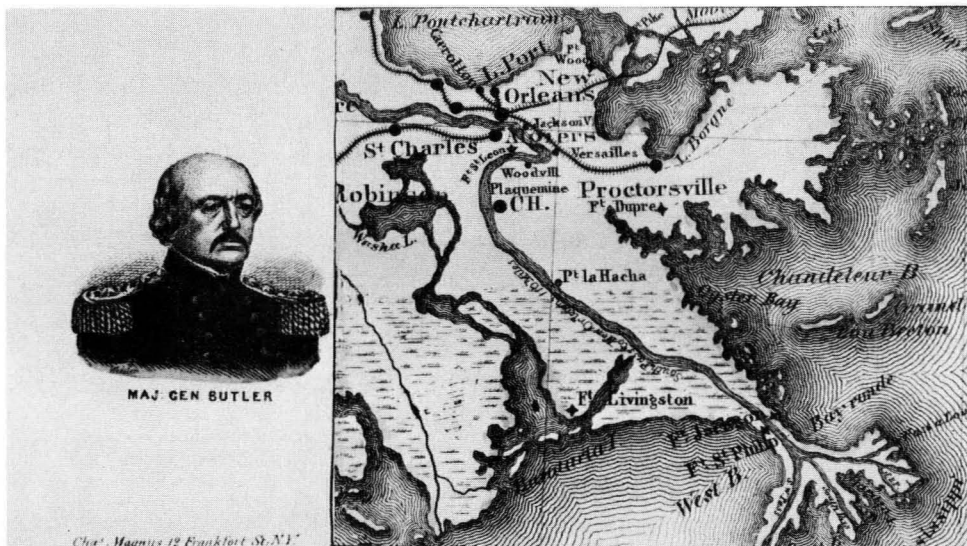


Figure 1. Multi-colored Charles Magnus lettersheet depicting Major General Benjamin Butler and map of New Orleans and its environs.

The editor of this section and this writer have been in disagreement regarding the particular usage of one of the postmarking devices used on the military mail of Major General Benjamin F. Butler’s occupying Union army shortly after the fall of New Orleans on April 25, 1862. The land attack on the forts surrounding New Orleans was performed by troops stationed at Ship Island which is seen at the upper right corner in the map of the multi-colored patriotic Magnus lettersheet shown in Figure 1. Each of us has written several articles on the subject which are listed in the references. The reason for this present article is not to be argumentative, but to report the findings of nearly 50 previously unrecorded Ship Island postal usages, many with accompanying letters. This material, in addition to new purchases by the writer, includes examples shown to him by Bruce Hazelton, Erin Gunter, Carl Osgood, William Lamkin, Fred Lightfoot, and Helen Bannister.

In Richard Graham’s most recent article on the subject (*Chronicle* 127:184-190, 1985), he outlined three periods of use for the balloon marking, the circular marking which has had some questions attached as to its uses. These are uses at Ship Island, the island from which Butler’s troops staged their offensive, April 30-May 10, uses from New Orleans May 13-30, and finally uses from Ship Island again on June 5-11. Graham states

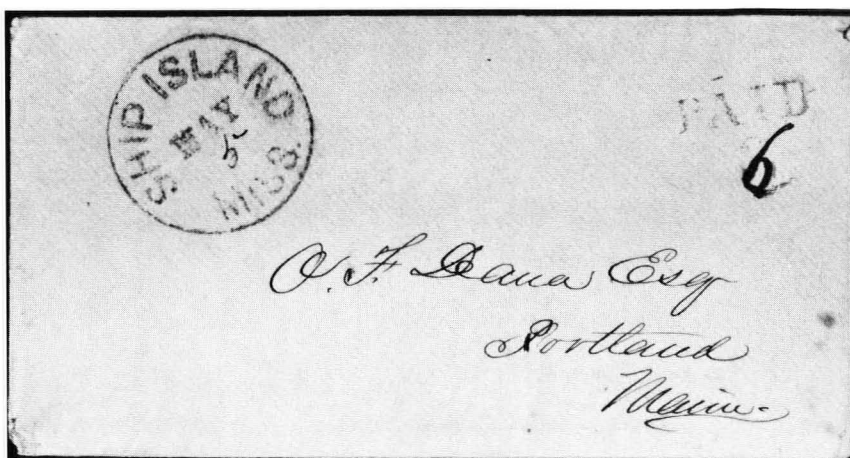


Figure 2. Circular "SHIP ISLAND MISS. MAY 4" altered to May 5, and "PAID 3" altered to "6."

"covers with that marking, dated between April 30 and May 4, seem to have been sent from troops still on the Island." He then goes on to state that he has seen only three examples (May 6, May 8, and May 13 or 18) between the dates of May 5 and May 20. Following that are 28 covers including those without identification as to the sender and others from soldiers known to be from units stationed at or around New Orleans, but none identifiable as to source came from troops at Ship Island. However, Graham describes no covers with letters during this time period.

Of the newly reported covers, the two early examples of the circular handstamp bear May 5 dates. Both of these bear May 4 dated handstamps altered by pen to May 5. Both bear handstamped "PAID 3" markings, one altered to "PAID 6" (Figure 2). This is the identical "PAID 3" handstamp found on an April 25 straightline example from the same correspondence, a marking definitely known to have been used only on the island at the provisional post office (Figure 3).

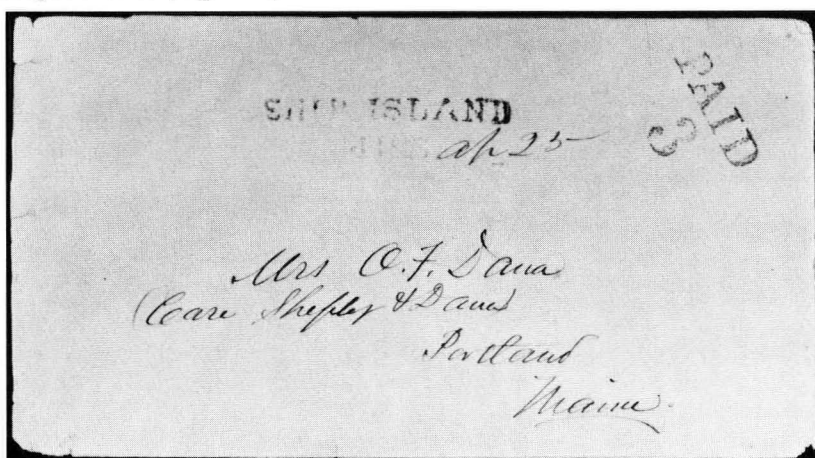


Figure 3. Straightline "SHIP ISLAND MISS," ms. "Apr 25," and "PAID 3" from same correspondence as Figure 2.

The cover with matching patriotic lettersheet shown in Figure 4 seems to establish that the marking was in use on the island then because both the letter and the postmark bear a May 6 date. In Figure 5 is a second example of the May 6 postmark, this time with the separate "3" handstamp, also bearing a letter dated at Ship Island on May 6, 1862. In Figure 6 is another practically identical cover from this same correspondence, with a May 10 letter and dateline at Ship Island. The "Due 3" marking seems to be that of Old Point

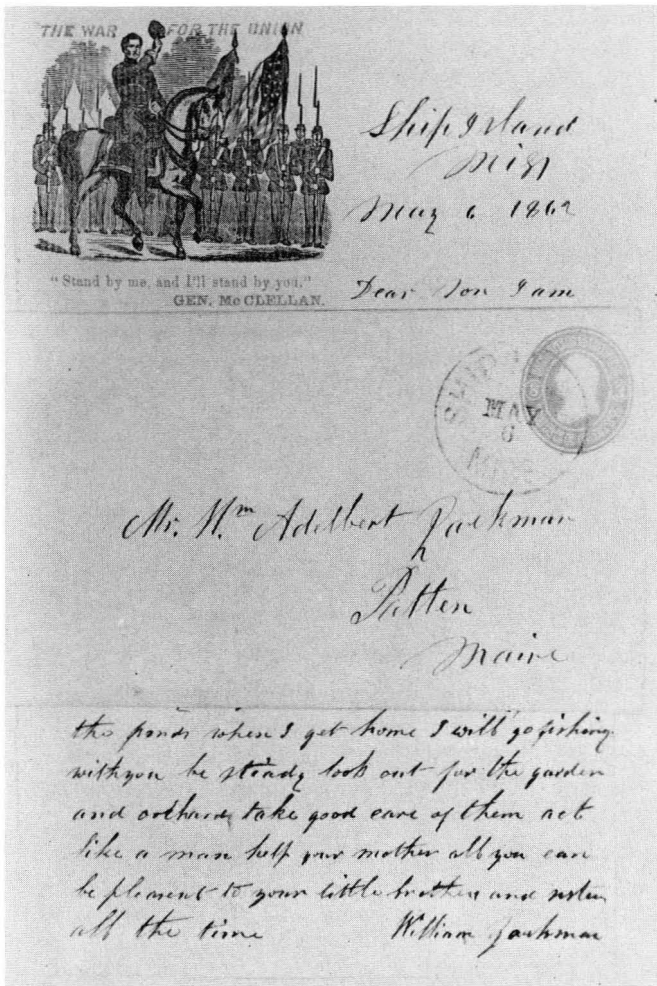
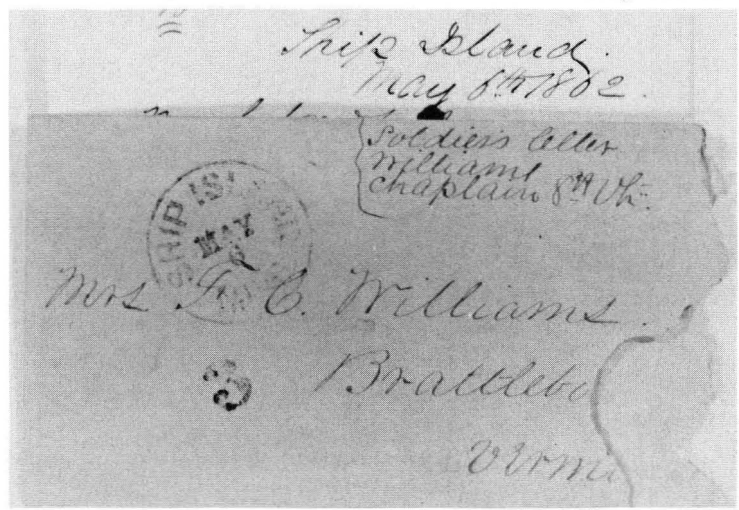


Figure 4. Circular "SHIP ISLAND MISS. MAY 6" on three cent entire, patriotic lettersheet with letter datelined on the same day at Ship Island.

Comfort, Virginia, through which the letter passed to enter the regular mails. Erin Gunter wrote me: "the reason that erroneous conclusions have been drawn from soldiers letters with May cancels of Ship Island when the units involved were in New Orleans is readily explained by reading the second sentence of the May 6 letter [Figure 5]. While the 8th Vt. was en route, and later, at New Orleans, at least 36 members were still on Ship Island."

Figure 5. Circular "SHIP ISLAND MISS. MAY 6" and "3," chaplain's certification of soldier's letter. The letter dateline is shown as "Ship Island, May 6th 1862."



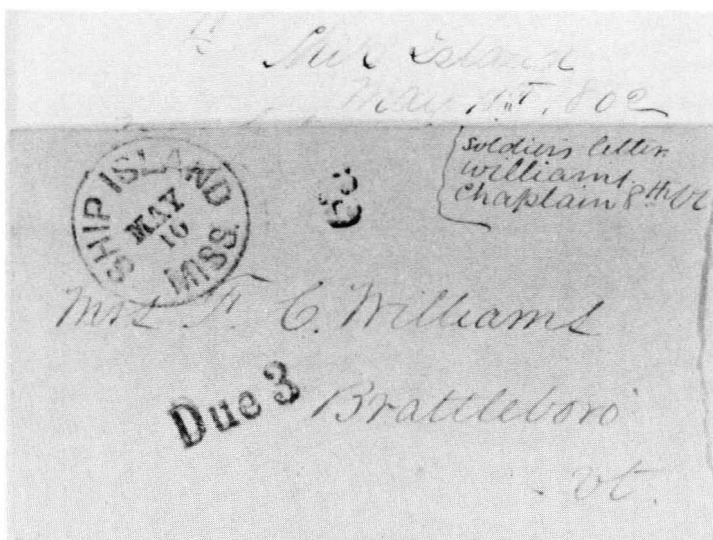


Figure 6. Circular "SHIP ISLAND MISS. MAY 10" and "3," also "Due 3" with chaplain's certification as Figure 5. The letter is also dated on the same day at Ship Island.

Mr. Gunter disagreed with a theory I proposed that New Orleans mail was sent back to Ship Island: "it is also unlikely that quantities of mail were sent to Ship Island for processing — after all the office has been left in charge of a clerk. Early letters from New Orleans to the East coast were almost entirely transported in Navy ships."

The next example (Figure 7) is dated May 13, but unfortunately this is a patriotic envelope without contents. However, it does establish that the marking was in use at this time (somewhere). Because of the dearth of existing covers until May 20, it is possible that the marking was still on Ship Island with its small number of residual troops rather than at New Orleans.



Figure 7. "SHIP ISLAND MISS. MAY 13" on overall patriotic "State of Vermont" with three cent stamp, grid cancel.

May 20 is the next available postmark which is clearly struck on a cover bearing a three cent stamp with an unclear grid cancellation. This cover contains a letter headed "Custom House New Orleans May 19" from a writer in A Corps 13th Ohio Volunteers.

The next letter bears a pair of three cent stamps cancelled "PAID" and with a circular postmark dated May 23 (Figure 8). This letter is also still present, and although of a different correspondence from the preceding item, is headed "Custom House New Orleans May 22nd 1862."

A number of circular markings are in the Colby correspondence shown to the writer by Bruce Hazelton. One letter is headed "Camp Parapet near Carrolton New Orleans May



Figure 8. "SHIP ISLAND MISS. MAY 23" on cover with pair of three cent stamps cancelled with "PAID."

22, 62." The cover also bears the written notation on its face "Camp Parapet N.O. near Carrolton." The postmark is an unclear May 24 circle with a grid cancel on the stamp. Another example of the postmark dated May 26 contains a letter from the same location dated May 25th.

Three other circular postmarks dated May 23 (stamp with similar grid), May 30 (oval "DUE 3") and May 31 (oval "DUE 3") bear no letters although the May 31 cover is certified by the major of the 12th Maine Regiment.

What are my conclusions? The evidence is conclusive that the circular marking was used on the island until at least May 10. There is then an uncertain period of ten days during which few examples have been reported. From May 20 through May 31 the evidence strongly suggests that the marking was in New Orleans, although I would like to see a cover bearing a New Orleans letter of the same date as the postmark. But I will concede that the evidence supports Richard Graham's premise that the marking was used in New Orleans at this time. Then in June the marking overlaps usages of the New Orleans, La., double circular postmark and was undoubtedly used on the island again. What is missing in this record is the type of postmark used at Ship Island on letters originating there during the last two weeks of May 1862.

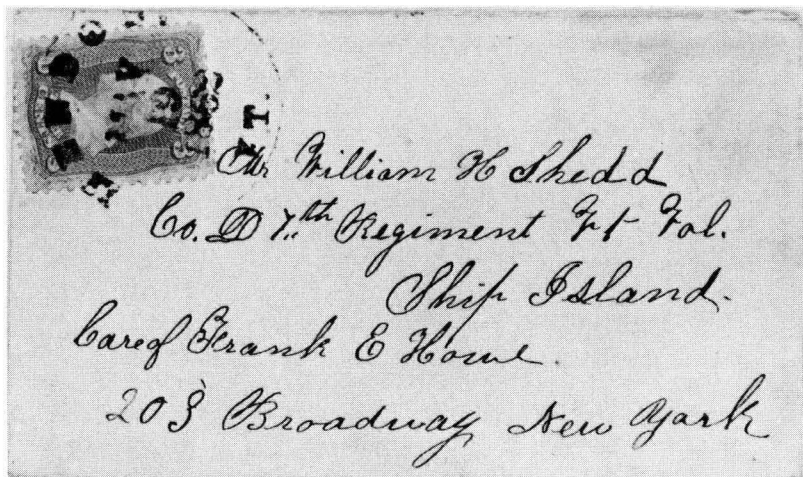


Figure 9. Reverse usage to soldier in the 7th Regiment, Vermont Volunteers at Ship Island. The soldier probably had given his family the instructions as to the address for his letters.

The troops which were part of Butler's Department of the Gulf received their mail through Ship Island at first. In Figure 9 is an example postmarked May 19, 1862, addressed to a soldier in the 7th Regiment Vermont Volunteers.

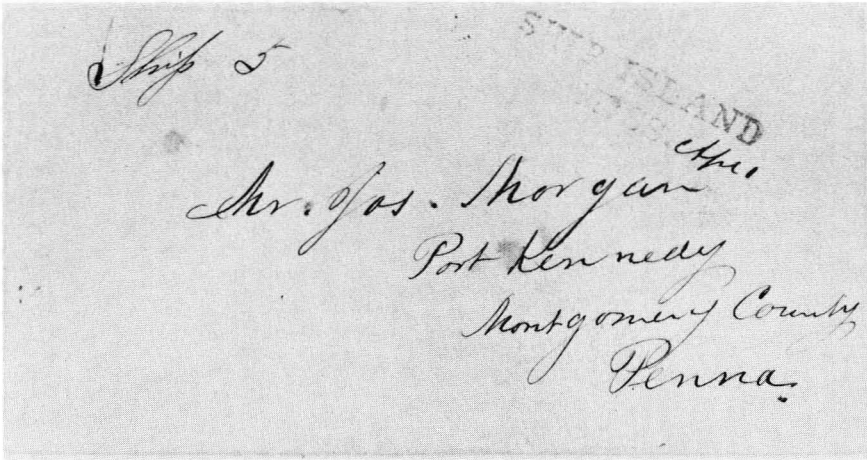


Figure 10. "SHIP ISLAND MISS." with April 1 manuscript date and "Ship 5" also in manuscript.

In Figure 10 is a previously unreported usage, a "Ship 5" with a straightline marking dated April 1. One can speculate that this was a letter carried to Ship Island by a vessel not in the U.S. navy.

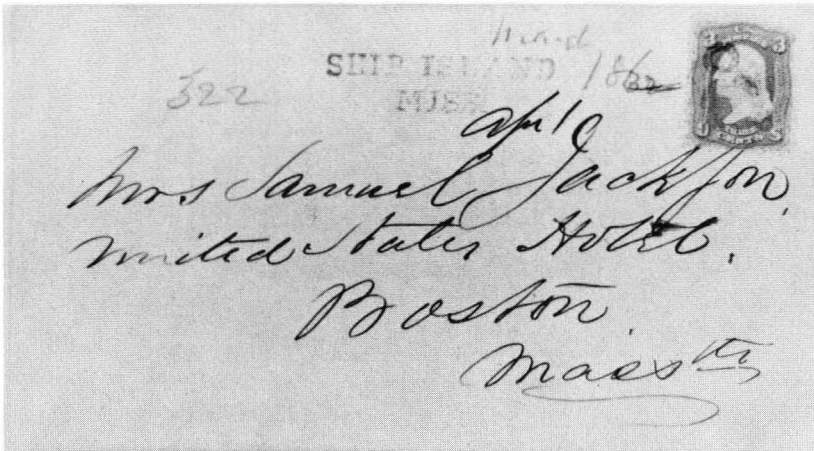


Figure 11. Straightline "SHIP ISLAND MISS.," ms. "Apr 1," and three cent stamp with three links cancel.

An unusual three links killer from Ship Island has come to light. The better struck of the two examples of this marking used in conjunction with an April 1 dated straightline is shown in Figure 11, courtesy of Richard Frajola.

Finally, a different small circular "SHIP ISLAND MISS. FEB 20" dated marking used on a three cent 1869 stamp has been found (Figure 12). The letter originated on the island.

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- Fishel, W.S. "More About Ship Island, Mississippi," *The American Philatelist* 61:798-803, 1948.
 _____. "Ship Island, Mississippi," *The American Philatelist* 59:411-418, 1946.
 Graham, Richard B. "Postal History of Ship Island, Mississippi," *Twenty-eighth American Philatelic Congress*, 1962.
 _____. "Postal History of Ship Island, Mississippi," *The American Philatelist* 87:1077-1079, 1973.
 _____. "Ship Island, Mississippi, 1861-62," *Chronicle* 78:97-104; 79:163-169, 1973.

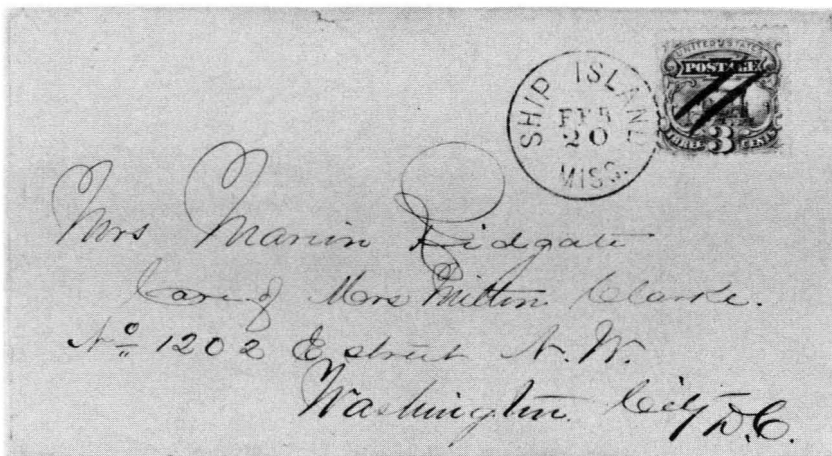


Figure 12. Circular "SHIP ISLAND MISS. FEB 20" (1870) tying three cent 1869 stamp, also with purple pen cancel.

- _____, "Ship Island, Mississippi, An Update and a New Marking," *Chronicle* 127:184-190, 1985.
- Milgram, James W. "During the Civil War, Ship Island, Mississippi," *The American Philatelist* 87:791-803, 1973.
- _____, "The Fall of New Orleans," *Stamps*, Oct. 25, 1975, pp. 226-228.
- _____, "The Ship Island, Mississippi, Circular Cancellation," *The American Philatelist* 97:1005-1006, 1983.

ACROSS THE LINES MAILS OF 1862

By a printed circular of May 27, 1861, Postmaster General Montgomery Blair had directed the suspension of all Federal mail facilities in the seceded states as of May 31, 1861. This included operations of both post offices and mail contract carriers. The Confederate Post Office Department had been getting their ducks in a row for some time previously, and had already announced their assumption of their postal system as of June 1, 1861.

Blair's announcement didn't, however, ban communications; it simply suspended the Federal mechanism for the mails, ordering that all letters mailed in the north but addressed south were henceforth to be sent to the Dead Letter Office. Hence, of course, the marking "mails suspended" that was eventually applied to such letters when they were returned to their senders by the D.L.O.

On August 10, 1861, President Abraham Lincoln proclaimed all commercial intercourse with the south was to cease as of August 16, and on August 26, 1861, Postmaster General Blair issued the following order:

The President of the United States directs that his proclamation for the 16th, interdicting commercial intercourse with the South, shall be applied to correspondence.

Officers and agents of the Post Office Department will, without further instructions, lose no time in putting an end to the written intercourse with those states by causing the arrest of any express agent or other person who shall after this order, receive letters for transmission to or from said states, and will seize such letters and forward them to this department.

(Signed) Montgomery Blair, Postmaster General

The express companies who had been carrying mails between Nashville and Louisville and possibly over other routes between the lines, announced their termination of such services, or at least discontinued them openly.

Although Blair's announcement indicated assumption of responsibility for open mail civilian communication policing by his department, it could not and did not apply to the operations of the military and, presumably by other departments of the government.

GENERAL ORDERS, }

No. 7. }

HEADQUARTERS OF THE ARMY.

ADJUTANT GENERAL'S OFFICE.

Washington, January 29, 1862.

By direction of the Secretary of War, private letters received by officers of the Army for transmittal through the lines of the United States troops to persons living in the enemy's country, will not hereafter be forwarded, but will be sent to the Dead Letter Office, in the city of Washington. Exception to this rule is made in favor of letters addressed to officers and men detained as prisoners by the insurgents.

BY COMMAND OF MAJOR GENERAL McCLELLAN:

L. THOMAS,
Adjutant General.

OFFICIAL:

Assistant Adjutant General.

In the meantime, residents of the north, anxious to continue communication with family or friends in the seceded states, and, presumably, also to continue business relationships by some, apparently made it a practice to send letters enclosed in mail to acquaintances who were Federal army officers in contact with or who could communicate by flag-of-truce with Confederate forces.

Evidently, these officers were frequently asked to send mail across the lines by flag-of-truce, and undoubtedly, many did so barring either orders or reasons not to do so. At the time, Simon Cameron was Secretary of War, but he was removed, as being hopelessly bogged down in details, and replaced by Edwin M. Stanton on Jan. 15, 1861. Stanton, as well organized as Cameron was befuddled, promptly caused a series of orders to be issued by army headquarters to bring order out of chaos.

An order solving the question of the legality of Federal army officers' transmitting private letters by flags-of-truce has recently come to hand and is illustrated with these notes.

Issued on Jan. 29, 1862, it requires all private letters sent to officers for transmittal through the lines to be sent to the Dead Letter Office, except for those addressed to prisoners of war. While I haven't seen the orders to that effect, I believe separate orders were issued concerning exchange of prisoner of war mail, and also regarding censorship at that time.

A good deal of information about across the lines mails has been published in Earl Antrim's *Civil War Prisons and Their Covers* (The Collectors Club of New York, 1961), Lawrence L. Shenfield's *Confederate States of America, The Special Postal Routes* (The Collectors Club of New York, 1961) and in various places by the late Stanley B. Ashbrook. In addition, the *U.S. Mail & Post Office Assistant* (reprint edition, Collectors Club of Chicago, 1975) quotes occasional newspaper announcements regarding how letters to prisoners of war sent from the north were to be transmitted via Fortress Monroe, such being signed by General John A. Dix then in command there, but very little has been published regarding the actual orders and operations of the Army Commissary of Prisoners and other official agencies in command of the situation.

Richard B. Graham

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NEWLY DISCOVERED SEQUENCE OF TRANSPACIFIC MARKINGS?

MICHAEL LAURENCE

The accompanying illustrations suggest a sequence of markings, relating to the transpacific mails, that to my knowledge has not previously been reported. If it has been reported, such reports have escaped my attention. The hope in publishing these notes is to bring out additional information.

Figure 1 illustrates a 10¢ 1869 stamp that has been in my collection for so long that I can't remember when or where I acquired it. The stamp bears two partial strikes of what appears to be a postal marking. The marking clearly shows the word "Alaska," along with a ribbon-like ornament and the partial initials "P.M.S.—" (One of the glories of a pale yellow stamp is the vividness with which it shows cancellations.)

I have long assumed that the "Alaska" in Figure 1 referred not to the territorial entity but to a ship, specifically the steamer *Alaska* of the Pacific Mail Steamship Co. Commencing in mid-1871, the *Alaska* was one of the regularly scheduled P.M.S.S. steamers plying the heroic run between Hong Kong and San Francisco. During this era the basic transpacific rate was 10¢ per half ounce and the 10¢ 1869 stamp was frequently used to pay it.

When Dr. James Milgram was preparing his book on name-of-boat markings, I supplied a copy of this stamp. The marking in Milgram's book, which repeats the assumption that this is a P.M.S.S. marking, is presumably taken from the Figure 1 stamp.



Figure 1. 10¢ 1869 stamp bearing the discovery strike of a marking that says "P.M.S. — ALASKA."



Figure 2. Another 10¢ 1869 with a similar marking, except that this one reads "STEAMER COSTA RICA."

The recent appearance of an obviously related 10¢ 1869 stamp, shown in Figure 2, provides more information about the marking type. While it tends to confirm the underlying validity of the earlier assumption, it also provokes more speculation.

The Figure 2 stamp was lot 758 in Robert Siegel's 680th sale, held May 19, 1987. After inspecting this stamp, I bid generously on it, expecting to mate it up with the stamp in Figure 1. In this regard I was disappointed, but I did have the foresight to photograph the stamp while it was in my hands.

The "Costa Rica" referred to in the marking on the Figure 2 stamp was another P.M.S.S. steamer, which ran for a while on the branch line between Shanghai and Hong Kong. I have seen the routing "per Costa Rica" on covers originating at the U.S. postal agency at Shanghai.

The strong similarities between the Alaska and Costa Rica markings should be immediately obvious. In addition to being precisely the same size (approximately 28 millimeters), both use the same type faces and the same — or very similar — distinctive orna-

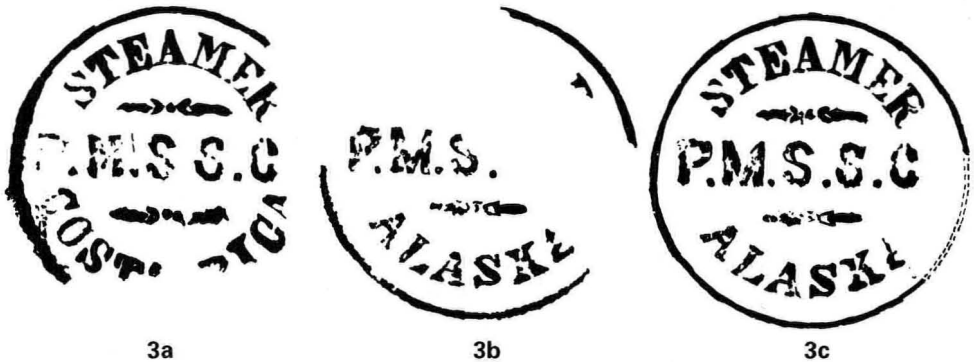


Figure 3. Tracings of the two markings (at left) combined to make the composite at right. The full marking presumably says "P.M.S.S.Co." — but the "o" in "Co" is not available from either strike and has not been included in the composite.

ments. These similarities suggest a larger sequence. Conceivably, other examples of this marking exist, showing the names of other P.M.S.S. steamers.

Combining the information available from the two different strikes on the stamps in Figures 1 and 2 enabled Richard Graham to create the composite tracing whose development is shown in Figure 3. Figure 3a shows the Costa Rica marking as it appears on the Figure 2 stamp. Figure 3b shows the Alaska marking, as it appears on the Figure 1 stamp. Figure 3c is a composite based on these two tracings, suggesting what the Alaska marking might look like if it were more nearly complete. I assume that the central wording of both markings says "P.M.M.S.Co." However, the "o" in "Co" does not appear on either of the available strikes, so it has not been included in the composite.

Whether these markings are legitimate postmarks, a form of purser's cachet that was sometimes used as a cancelling device, or something else entirely, will have to await the appearance of on-cover examples. It would also be helpful to locate other examples of this marking, especially those that might bear additional ship names. Such markings might be found on loose single 10¢ green Washington stamps of the 1861 series, on 10¢ 1869 stamps, on 10¢ Banknote stamps, or on other appropriate stamps of the period.

Can anyone provide assistance?

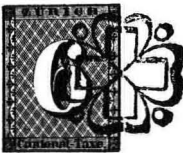
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FROM THE EDITOR

The following article presents the last on the low value Columbian stamps in the series of articles by George Arfken. I wish to express my appreciation and thanks for his effort to date as we prepare to enter the realm of the higher values.

As we approach the centennial of the Columbian issue, I would like to ask your help in completing my census of the dollar value Columbian stamps used on cover and/or large pieces. To date I have recorded nearly 60 covers bearing the \$1 value and approximately 30-35 covers each using the remaining high values. It appears that most of the stamps were used in souvenir sets, posted on a single day or two, mostly from N.Y.C. or Chicago. Several stamp dealers were active in this philatelic pursuit. Only the \$1 value found any extensive single usage, either commercially or on philatelic mail. Several full sets of all the Columbian values exist on cover fronts or large wrappers.

I urge any readers who have a high value \$ Columbian stamp(s) used on cover in their collections to send me the details: Date of usage, origin/destinations, other stamps, brief description, source for auction, and if possible, reproduction or photo.

This pertains particularly to those covers acquired by collectors many years in the past. My library of auction catalogs covers into the early 1940s, so unless it was sold after that time, I probably have no record. Please take the time to respond so as to make the census as complete as possible for future collectors.

THE TEN CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The official post office description of the 10¢ Columbian was "'Columbus Presenting Natives,' after the painting by Luigi Gregori, at the University of Notre Dame, South Bend, Indiana. Color, Vandyke Brown."¹ Details of the Notre Dame connection have been given by O'Brien.²

Brazer lists only two types of essays. The first is a unique ferrotype metal plate engraved with a reverse image of the painting upon which the finished vignette is based, and a red print from this engraving. The second essay is a nearly complete design printed in black brown on india paper, die sunk on a white card, listed as very rare.

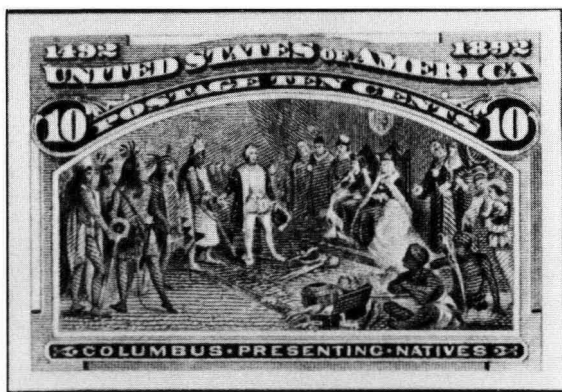


Figure 1. Plate Proof.

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

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

Figure 1 shows a plate proof of the final design. The vignette was engraved by Robert Savage, the frame and lettering by D.S. Ronaldson.³

Figure 2. Plate imprint block.



The 1894 *Report* of Postmaster General Bissell showed that 16,516,950 10¢ Columbians had been issued, slightly more than one percent of the number of 2¢ Columbians. Five 100-subject plates were used to print the 10¢ stamp: Y99, Y100, Y101, Y102 and, Y103.⁴ For varieties, there are color shades. Brookman states that double transfers are common and also notes irregularities in the letters of the bottom label on some stamps.⁵ Figure 2 displays a plate imprint block.

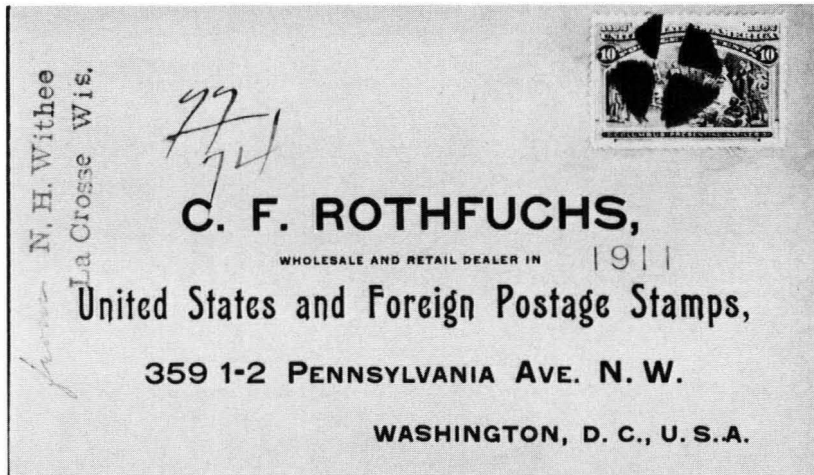


Figure 3. La Crosse, Wis., July 14, 1894. 2¢ postage and 8¢ registration paid with a 10¢ Columbian.

In 1892 when the Columbian series was being planned, the 10¢ Columbian would have paid the 10¢ registry fee. In January 1893 when the Columbians were issued, the 10¢ Columbian paid the new 8¢ registry fee plus the 2¢ domestic postage. As a consequence the most common domestic use was in payment of the registry fee and single rate postage. Figure 3 offers an example of this usage. From La Crosse, Wis., July 14, 1894, this is a return envelope to stamp dealer Rothfuchs.

The 10¢ Columbian was useful in making up higher rates. Figure 4 shows a registered cover to Newfoundland. From Detroit, Mich., August 8, 1893, the 10¢ Columbian and the 2¢ Columbian entire paid a total of 12¢. As the rate to Newfoundland, then a separate colony and not part of Canada, was 5¢ per ½ oz., the cover was apparently 1¢ short.

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

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

5. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, III: 70-71, 1967.

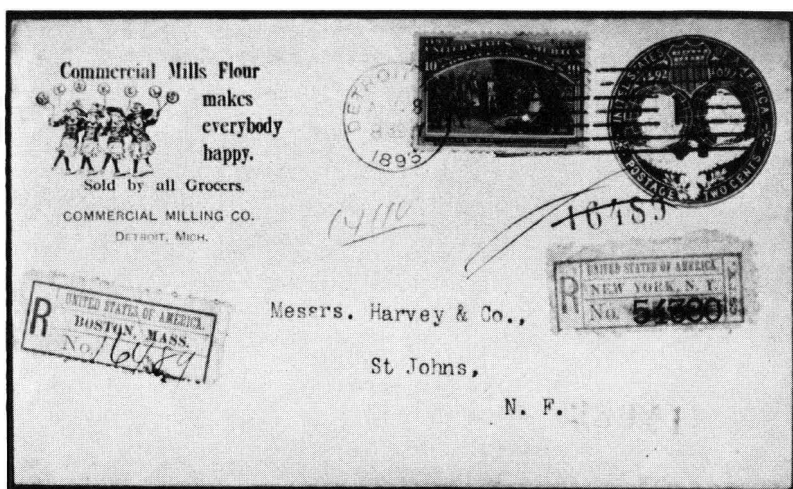


Figure 4. DETROIT, MICH., AUG 8 1893, to Newfoundland. Routed via Boston with Boston registry label. Probably 1¢ underpaid.

There is no physical evidence of a stamp missing. The cover was routed through Boston and received a Boston registry seal. These registry seals, required by the Universal Postal Union, have been discussed in detail by Mueller.⁶



Figure 5. Double rate, registered to Rumania, Sept. 27, 1894.

On the registered cover to Rumania, pictured in Figure 5, the 10¢ Columbian may be credited with paying double the 5¢ per ½ oz. UPU rate. The cover was posted in Marinette, Wis., September 27, 1894.

Figure 6 exhibits a very special international rate, 10¢ per ½ oz. This was supplementary mail, a special dockside service to New York merchants and others who wished to be able to mail letters to Europe right up to the last few minutes before the ship sailed.⁷ The two 10¢ Columbians paid for up to 1 oz. at this supplementary mail rate.

Like Figure 6, Figure 7 shows a cover with two 10¢ Columbians. This was not sup-

6. Barbara R. Mueller, "U.S. Registry Labels," *U.S. Specialist* 43 and 44, Oct. 1972-Oct. 1973.

7. Henry Stollnitz, "N.Y. Supplementary Mail Markings," *American Philatelic Congress* 42:97-117, 1976; George B. Arfken, "Could Supplementary Mail be Registered?" *Chronicle* 117:57-58, February 1983.



Figure 6. SUPPLEMENTARY mail to Germany, SEP 6 93. 10¢ per 1/2 oz.

plementary mail. South Africa or, more specifically, Cape Colony did not join the UPU until January 1895. The non-UPU postal rate to Cape Colony was 10¢ per 1/2 oz. The two 10¢ Columbians paid up to 1 oz.

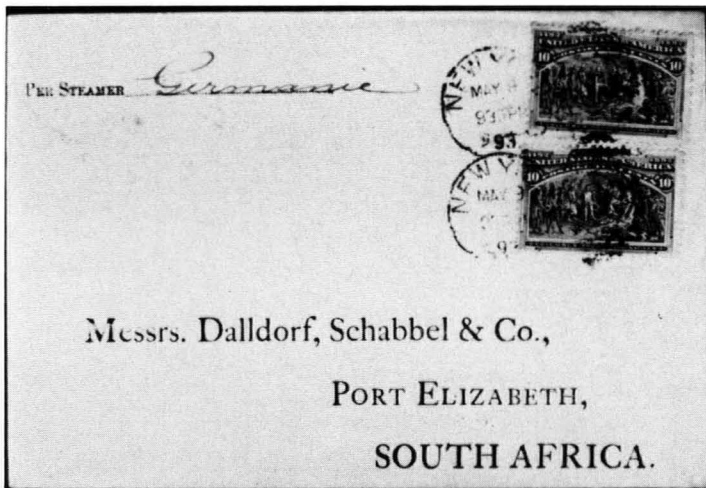


Figure 7. Non-UPU mail to Cape Colony, South Africa; 10¢ per 1/2 oz. From NEW YORK, MAY 9 93.

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UNPAID PRUSSIAN CLOSED MAIL TO THE KINGDOM OF SARDINIA

RICHARD F. WINTER

The Postal Convention between the United States and Prussia, signed at Washington on 17 July 1852 and at Berlin on 26 August 1852, provided for the exchange of closed mails between the U.S. and the German-Austrian Postal Union. The Convention also permitted mails to be delivered to or accepted from countries beyond the German-Austrian Postal Union as well as beyond the United States. The United States and Prussia were to provide to each other lists of foreign countries to which the foreign postage could be paid and the amount. This "foreign" postage was to be added to the international rate of 30 cents for a single letter of one half ounce established under the Convention.

Prepayment in the United States of the 30 cent international rate was all that could be made on letters to the Kingdom of Sardinia when the Convention first went into effect in October 1852. This meant that all charges beyond the German-Austrian Postal Union had to be borne by the recipient of the letter. By May 1855 changes to the Prussian Closed Mail rates were announced.¹ A fully paid rate to the Kingdom of Sardinia of 38 cents was now available. Prepayment of this rate was optional.

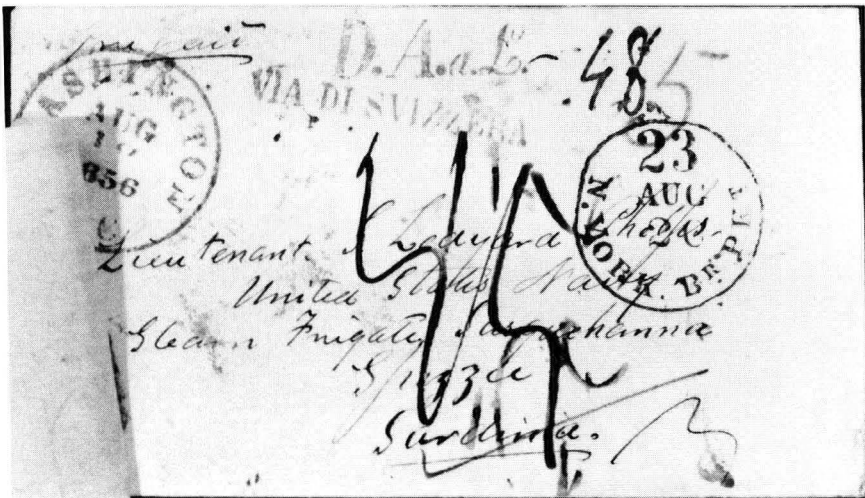


Figure 1. Washington, D.C., 18 August 1856, to Spezia, Sardinia, prepaid 5 cents, but sent by New York unpaid in the Prussian Closed Mails. Debit 23 cents to Prussia and transit through Switzerland to Austrian Lombardy where "D.A.a.L." and "VIA DI SVIZZERA" were struck in red.

Figure 1 illustrates a very unusual cover sent through the Prussian Closed Mail system to the Kingdom of Sardinia. This envelope was posted in Washington, D.C., on 18 August 1856 addressed to Lieutenant S. Ledyard Phelps, United States Navy, Steam Frigate *Susquehanna*,² Spezia, Sardinia. The letter was prepaid 5 cents as shown by the faint red handstamp "PAID" just to the left of the manuscript, red crayon "5" in the upper

1. In Washington, D.C., the *Union* of 29 May 1855 advised the public of the new rates. A copy of this newspaper article is contained in the back of the Wierenga reprint of the 1852 *Postal Laws and Regulations of the United States of America* along with a number of other articles related to foreign rate changes clipped by Horatio King, the superintendent of the Foreign Mail Service, and pasted in the back of his PL&R. The King PL&R was used by Wierenga to make this reprint.

2. *Susquehanna*, 2,450 ton side-wheel steamer commissioned in December 1850, was serving as the Mediterranean Squadron flagship based at Spezia.

right. An endorsement in the upper left, probably by the Washington, D.C., postal clerk, reads "Prepaid." It would appear that this letter was intended to be sent overseas in the British Open Mails by British packet at the 5 cent rate. This was an available rate in the postal rate tables of the time.³ The letter was sent to New York where the Exchange Post Office ignored the prepayment and placed the letter in the bags of mail intended for Prussian Closed Mail service. The letter was considered unpaid since the full international rate of 30 cents hadn't been paid. It was marked N.YORK.BR.PKT.23/AUG/20 for the scheduled sailing of the Cunard steamer *Asia* from New York. This black datestamp shows the U.S. was debiting Prussia 23 cents for an unpaid letter under the terms of the Convention.

Asia departed New York on 20 August as scheduled and arrived at Liverpool on 31 August 1856. The Prussian Closed Mail bags were sent to London, across the Channel to Ostende, then by train across Belgium to Verviers, where they were transferred to the Verviers-Coeln traveling post office.⁴ In the Aachen office, the mail bags were opened and the letters processed for further transit. A red, double circle Aachen office datestamp on the cover reverse shows arrival on 2 September 1856. Since the letter was to be sent into the South German States, the Aachen office marked "45" in bright blue ink to indicate 45 kreuzer in the South German currency was owed to Prussia for the international rate (30 cent equivalent). A Baden railroad datestamp on the reverse of the cover confirms the handling of the letter on the railway south through Baden to Basel, Switzerland. The letter then passed through Switzerland in a closed mail bag and shows no Swiss markings.⁵ Figure 2 shows the route of the letter through Switzerland to Milan in Austrian Lombardy.

Under the Austrian-Swiss Postal Treaty of 1852, mails were exchanged between Basel, Switzerland, and Camerlata, a small town two miles south of Como on the rail line to Milan. Como is a provincial capital 28 miles north of Milan near the Swiss border. At Milan the mail bags were opened and the letter received a number of markings required by the Austrian-Sardinian Postal Convention of 28 September 1853. The red straightline handstamp "VIA DI SVIZZERA" was applied to show the letter arrived by way of Switzerland. Additionally, the red handstamp "D.A.a.L." (Dritto Austriaco-austriache Lire)⁶ was struck followed by a manuscript "48" in black ink signifying the Austrian claim was 48 kreuzer Austrian. For reasons unknown to the author, the Austrians showed the kreuzer debit with this marking rather than Austrian Lire debit as the handstamp letters signified. The postal clerk at Milan merely added the 3 kreuzer Swiss transit fee⁷ to the

3. A 5 August 1851 Post Office Department Notice to the public advised of a British agreement with the French to transmit unpaid letters via France to Sardinia, Tuscany, and Southern Italy. U.S. citizens were advised to pay, from 6 August 1851, only the British Open Mail rates for mails to these Italian destinations. The 5 cent and 21 cent British Open Mail rates to Sardinia were included in the foreign rate tables of the Postal Laws and Regulations through 1856, after which they were dropped from the tables but still allowable until 1868, as noted by cover usage. The latter is based on cover examples which show uses of the British Open Mail rates after 1856.

4. The Aachen (Aix-la-Chapelle) Exchange Office, designated in the Convention to exchange mails with New York and Boston, was located in a railroad car on the Verviers-Coeln run and not in the city of Aachen. Mail bags from the west came under the Prussian jurisdiction at Verviers where they were loaded on the traveling post office. The Aachen handstamps were used on this train.

5. The St. Gotthard route through Switzerland was the principal route into Austrian Lombardy for mails from the Southern German States. The mails went by rail from Basel to Lucerne. Here they were transported across Lake Lucerne by steamer to Fluelen, then carried by mail coach through the St. Gotthard pass and Airolo, Bellinzona, and Lugano to Camerlata in Austrian Lombardy, where train service was again available to Milan. The trip through the Swiss Alps took about 23 hours.

6. Translated, this means "Austrian Claim [in] Austrian Lire."

7. The transit of the German mails through Switzerland was treated in Article XVII of the Austrian-Sardinian Postal Convention of 1853. A Swiss tax of 3 kreuzer for each single rate letter (15 grams) was to be added to the transit postage on mails between the Sardinian States and the non-Austrian states of the German-Austrian Postal Union.

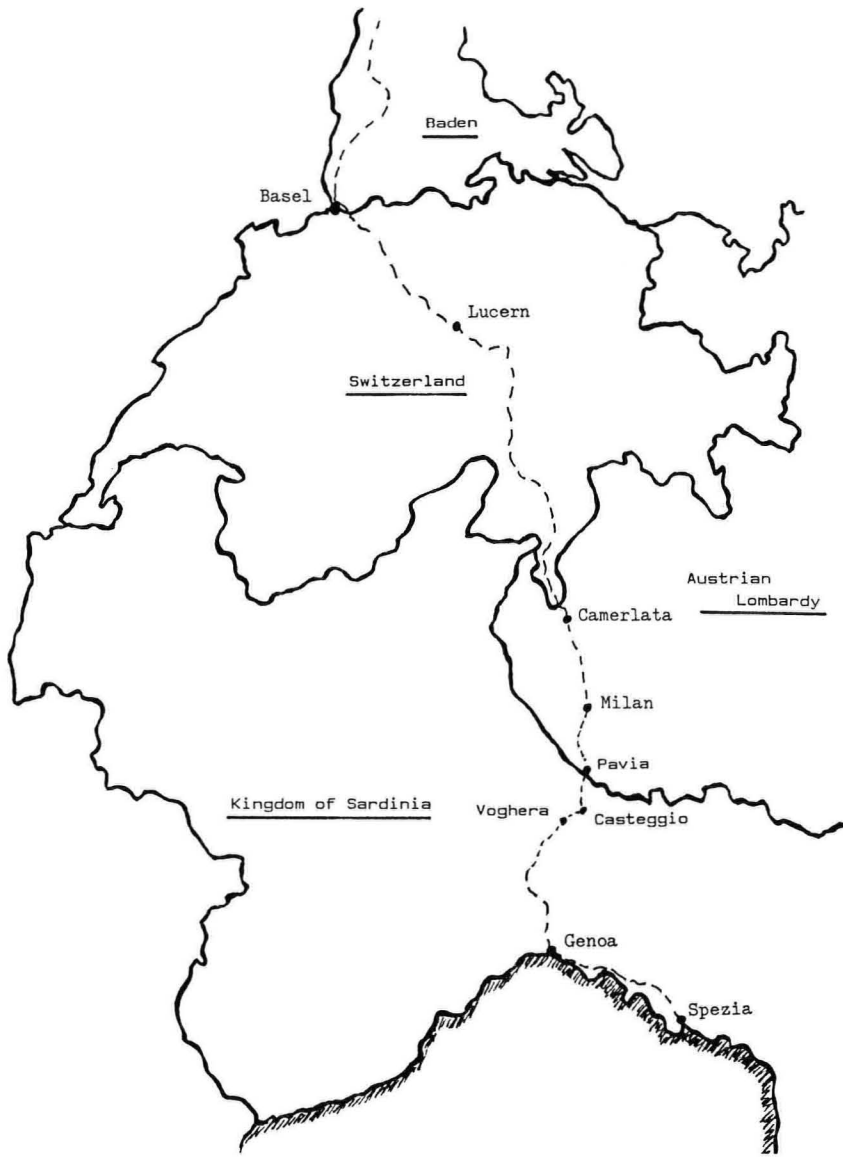


Figure 2. Transit route of letter through Baden, Switzerland, Austrian Lombardy, and Kingdom of Sardinia to Spezia.

“45” already marked on the letter by Aachen and arrived at the 48 kreuzer debit. All of the unpaid transit fees were passed on to the Kingdom of Sardinia. The Aachen office had indicated its debit in South German kreuzer, which was valued less than the Austrian kreuzer. Milan considered this to be a debit in Austrian kreuzer rather than South German kreuzer and actually passed a higher charge on to the Kingdom of Sardinia than it should have done, the proper charge being 38 kreuzer Austrian due Prussia and 3 kreuzer Austrian due Switzerland or a total of 41 kreuzer.

Under the Austrian-Sardinian Convention of 1853; mails were exchanged between Milan and Genoa. Five border crossing points⁸ were recognized under the Convention, the

8. Border crossings were established on the roads between Laveno and Intra, Sesto Calende and Arona, Magenta and Novara, Abbiategrosso and Vigevano, and Pavia and Casteggio. Services between Laveno and Intra and between Abbiategrosso and Vigevano were to be set up with private contract when needed, with the other three routes being the most commonly used routes.

most direct route of which is shown in Figure 2 with the border exchange between Pavia in Austrian Lombardy and Casteggio in the Kingdom of Sardinia. Mails were conveyed by coach to Voghera and then southwest to Marengo through which the rail line from Alessandria to Genoa passed.



Figure 3. Letter front showing pink Sardinian postage due label pasted on the cover at the left. The datestamp of the frontier office of Genoa and cumulative accounting of foreign and internal postage due in Sardinian Lire are marked on label.

The letter arrived at Genoa on 7 September 1856, five days after reaching the Aachen office. Genoa applied a circular datestamp to the reverse of the letter and attached a pink postage due label on the letter face shown in Figure 3. The printed label had a place in the lower left to show the datestamp of the Sardinian frontier office, in this case Genoa. It also provided an accounting of the cumulative postal charges distinguishing between the foreign and internal charges. Genoa marked 2 Lire 09 centesimi foreign postage and 20 centesimi internal postage⁹ for a total postage due of 2 Lire 29 centesimi. The note at the bottom of the label states that it is not to be detached from the letter. On the cover reverse "2L 29" is also marked in manuscript agreeing with the label statement of the postage due. It is not clear who wrote this restatement of the postage due. The letter was then sent by mail coach to Spezia 50 miles E.S.E. of Genoa on the Ligurian coast. Spezia was well known for its excellent, large harbor. From 1848, the Sardinian government had granted the United States the right to use Spezia as an American naval station for the Mediterranean Squadron.

An explanation of currency equivalents will be helpful here. Under the revised German Postal Convention of December 1851, currency equivalents within the German Postal Union were as follows:

14 North German Thaler	=	24.5 South German Gulden	=	20 Austrian Gulden
or		or		or
420 Silbergroschen	=	1470 South German Kreuzer	=	1200 Austrian Kreuzer
thus				
1 Silbergroschen	=	3.5 South German Kreuzer	=	2.857 Austrian Kreuzer

These equivalents were repeated in the Postal Treaty between Austria and the Swiss Confederation of 26 April 1852. The Convention between Austria and Sardinia of 28 September 1853, under Article XXXV, stated the currency equivalent of 100 Lire Austrian

9. The required Sardinian tax per single rate on foreign letters under the Austrian-Sardinian Convention of 1853 was 20 centesimi.

to be 87 Lire Sardinian. In addition, the Detailed Regulations of this Convention, Article XXIII, stated that 1 Lira Austrian (100 centesimi Austrian) is equal to 20 kreuzer Austrian which corresponds with 87 centesimi Sardinian. Restated, 1 Lira Sardinian equals 23 kreuzer Austrian. Looking back on the Austrian debit to Sardinia of 48 kreuzer Austrian, it can be seen that:

45 kr Aust.+ 3 kr Aust. (Swiss transit) = 48 kr Aust. = 2.09 Lire Sard.

Writing for *Postgeschichte*, a Zurich postal history journal, James Van der Linden recently analyzed a similar cover, Lot #247 of the Frajola 9 March 1985 Auction. This cover originated in New Orleans on 9 November 1856 and was sent in the unpaid Prussian Closed Mails to Genoa. The cover had all the same transit and rate markings described above including a pink postage due label (detached) showing 2.09 Lire foreign and .20 Lire internal postage for a total of 2.29 Lire postage due. Van der Linden cites the same letter routing and applicable postal treaties in his cover analysis. One other cover of this type is known by the author. It is pictured in *Storia Postale del Regno di Sardegna dalle Origini all' Introduzione del Francobollo*, Vol I, by Paolo Vollmeier. This cover is important because it shows the rating that occurs when the Aachen office correctly marked a debit of 38 kreuzer, which was the Prussian debit in Austrian kreuzer. On this cover Milan has added 3 kreuzer Swiss transit for a debit to Sardinia of 41 kreuzer Austrian. The Sardinian postage due label on this cover, prepared by Genoa, shows 1.79 Lire foreign and .20 Lire internal postage for a total of 1.99 Lire postage due. This is equivalent to 38 cents postage due, the listed rate to the Kingdom of Sardinia from the U.S. The 1.99 Lire cover was correctly rated to destination and the 2.29 Lire covers resulted from confusion between the two different kreuzers, South German and Austrian.

USPCS member Joseph Geraci, who specializes in Italian postal history and with whom a considerable discussion about the rating of this article's feature cover was conducted, advises that the Sardinian postage due labels are cataloged separately in some Italian catalogs. They are sought by collectors "off cover," making it likely that few will be found attached to covers as originally used.

The author wishes to acknowledge the invaluable assistance provided by Lucio Marson of East Rutherford, New Jersey, who provided a complete translation of the Austrian-Sardinian Convention of 1853 from the Italian version which was located in the *Consolidated Treaty Series*, Vol 111, edited by Clive Parry, Oceana Publications, 1969.

THE AACHEN EXCHANGE OFFICE

ALLAN RADIN

Some time ago Cyril Kidd¹ postulated that, in the early part of 1852, in order to expedite transit of the large volume of international mails passing through the Aachen exchange office, the Prussian postal administration transferred the operation of that office, along with all its various handstamps, from the Aachen railroad station to the Coeln²-Verviers traveling post office. Because the Prussian Closed Mail Convention, which became effective in October 1852,³ specified that "... Aachen shall be the Prussian office of

1. Cyril Kidd, " 'Coeln-Verviers' 1852-1870: The Postal Markings of a Traveling Frontier Office," *The Philatelist* (Robson Lowe), January 1960, p. 104; February 1960, p. 126; March 1960, p. 160.

2. The German name for Cologne in modern German orthography is Köln. On 19th century covers the older orthography — Coeln — will be found.

3. The U.S. Postmaster General gave the effective date as 16 October 1852, the Prussian postal administration as 1 October 1852. Article XX of the PCM Convention clearly makes possible different effective dates for the two administrations. Earliest known westbound cover bears the backstamp "Coeln/1 10/Verviers" and New York exchange office marking dated "Oct. 16"; earliest known eastbound bears the New York exchange office marking dated "Oct. 30."

exchange...," it has been argued⁴ that Prussian Closed Mail could not have been processed aboard the traveling post office car but that westbound closed mail bags were loaded, and eastbound unloaded, at the Aachen railroad station and processed there. However, one may well quibble about whether the phraseology of the Convention constituted an absolute requirement that the exchange office be located within the city of Aachen.

The *Amts-Blatt des Königlichen Post-Departments* No. 48, for furnishing a copy of which I am indebted to James Van der Linden, contains General Regulation No. 202, dated 16 September 1852, implementing the Prussian Closed Mail Convention, and providing the definitive resolution. There is absolutely no mention of the name "Aachen." The significant, pertinent sentence is translated from the German as follows: "The mutual exchange of correspondence shall take place between the traveling post office No. 10 and the post offices in New York and Boston."

As the Prussians made no secret of the nature of the "Aachen exchange office," the U.S. Post Office Department was quite probably aware of it and acquiesced. It is difficult to believe that it would have objected to a procedure whose only effect was to expedite the mails.

There was no need for the car to make an intermediate stop at Aachen on the run between Cologne and Verviers. Westbound mail was processed aboard the car⁵ and put into closed bags before being turned over to the Belgian posts at Verviers; closed eastbound bags were received at Verviers, opened, and the mail processed aboard the car so that letters were ready for distribution when the Cologne terminus was reached.

4. George E. Hargest, "Changes in Color of the Boxed Aachen Marking," *Chronicle* 76:219.

5. Actually mail awaiting the next westbound American or British packet sailing from England could have been processed, to some extent at least, at Cologne.

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

JEFFREY C. BOHN

(Continued from *Chronicle* 141:66)

PERIOD VI: April 1857 - December 1869

Although the majority of mails sent from the U.S. to France under the new Franco-American convention were exchanged in closed bags, occasional unpaid (or insufficiently paid) letters were sent in the open mails via England. These letters continued to receive the GB/40c and GB/1F60c accountancy markings used during the previous Period V, depending on whether the transatlantic service was supplied by an American or British packet. Figure 21 shows an example of an 1860 letter from Sandusky, Ohio, addressed to Switzerland, and prepaid at double the 20¢ per ½ ounce pre-treaty rate for direct steamship service between New York and Havre. Under the Franco-American convention, the letter rate to Switzerland was established at 21 cents per ½ ounce. Since 2x21¢ had not been prepaid, the clerk at the New York Foreign Exchange Office marked this letter SHORT PAID, and forwarded it by the American packet *Fulton* in the British open mails. Had the clerk entered this letter into the French Treaty mail bags, all of the 40 cent prepayment would have been lost, for the U.S.-French convention did not recognize partially prepaid mail. England mistakenly marked this letter with the GB/1F accountancy marking (intended for use on unpaid letters sent to France from Portugal), then correctly applied the GB/40c marking, and sent the letter to France. France forwarded the letter to Switzerland, where as a triple rate letter, a collection of 180 centimes was required to pay the Swiss internal postage, plus the 1F50c credit to France. France, in turn, credited 30 centimes to England for its transit postage.



Figure 21. An 1860 letter from Sandusky to Geneva, sent by American packet in the British open mails to France during Period VI.

A letter addressed to France and carried by British packet in the open mails through England is shown in Figure 22. This item originated in Charleston, S.C., on 9 January 1858, and was prepaid 5 cents in postage. In Boston, the Exchange Office clerk elected to send this letter in the open mails to England, rather than include it as a totally unpaid letter in the closed bags for France. As such, it was carried on the Cunard Line steamship *Niagara* to Liverpool and sent to the Foreign Office in London, where it was stuck with the GB/1F60c accountancy marking and forwarded as a double rate letter to France. On arrival, a collection of 16 decimes was required to pay the French internal postage, plus the 80 centime credit to England.



Figure 22. An 1858 letter from Charleston to Nantes, sent by British packet in the British open mails to France during Period VI. (ex James C. Pratt Collection)

On 1 January 1868, a new United States-British postal convention went into effect, and certain provisions within this treaty modified the way in which the U.S.-French mails were exchanged. Basically, both England and the United States were to make their own arrangements and provide all payments for the transatlantic services required to send the mails abroad. Thus, all the ships that carried the British mails from U.S. ports were now under contract with the U.S. Post Office, and were to be treated as American packets, regardless of

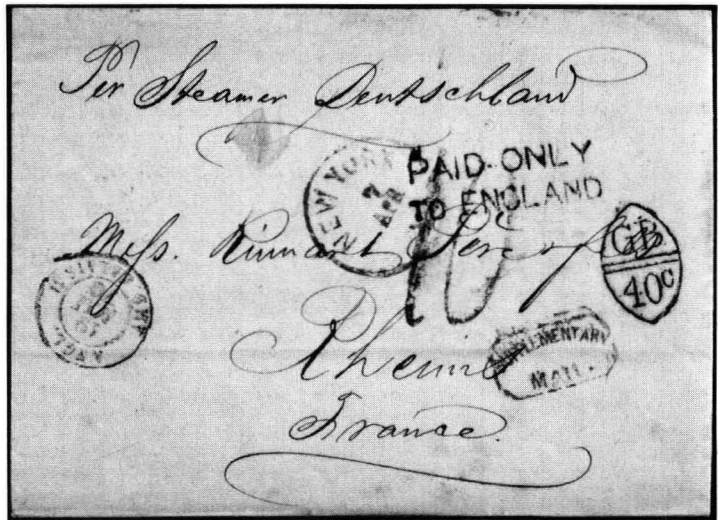
their national registry. Because of this provision, all unpaid letters sent from the U.S. to France in the British open mails after 1 January 1868 were marked with the GB/40c accountancy marking, while the GB/1F60c marking became virtually obsolete (except for possible uses on non-contract ship letters from the United States after 1868).

Printed matter sent to France under the U.S.-French Convention of 1857 could have been sent either directly to France, or routed via England. In both cases, only the U.S. postage had to be prepaid, while the remaining transit fees were collected from the addressee. When sent via England by regular contract steamer, it appears that all printed matter was exchanged in the closed mails, and thus was not subject to the application of accountancy markings. It is possible, however, that certain items of printed matter could have been sent in the British open mails to France, and thus have been struck with either the GB/1FPK or GB/2FPK markings (Figures 16c and 16d), but no examples have been reported.

PERIOD VII: January 1870 - July 1874

The U.S.-French convention of 1857 remained in effect until the end of December 1869, at which time all postal relations between the two countries formally expired. Beginning on 1 January 1870, therefore, the U.S. was no longer able to send the mails to France in closed bags through England, but again had to revert to the British open mails for all mails not sent directly to France. As a result of a new U.S.-British convention, which went into effect on 1 January 1870, the ordinary open mail rate to France was established at 4 cents per ½ ounce. This 4 cents rate was a combination of the 2 cents U.S. internal postage, plus the 2 cents sea postage that the U.S. was required to pay on all outgoing letters. Letters could be sent to France via England either prepaid at the open mail rate (which paid the letter only to England), or totally unpaid, in which case the U.S. debited England at the 4 cents per ½ ounce rate.

Figure 23. An 1870 letter from New York to Rheims, sent in the supplementary open mails to England, and forwarded to France with the GB/40c accountancy marking.



Letters that were prepaid at the 4 cents per ½ ounce rate arrived in England free of any transit fees, and thus were forwarded to France at the 40 centime per 30 gram bulk rate. These letters received the GB/40c accountancy marking (Figure 16a), and France collected 5 decimes per 7½ grams on delivery. Figure 23 shows an example of an April 1870 letter placed into the supplementary mails at New York, where a pre-payment (not shown) of 8 cents in cash was made for the 4 cents open mail rate to England plus the 4 cents supplementary mail fee. This letter was carried by the North German Lloyd steamship *Deutschland* to England, where it was marked PAID-ONLY/TO ENGLAND, and forwarded to France charged with the British transit fee. In France, a collection of 10 decimes was required, indicating that the letter weighed between 7½ and 15 grams.

During the first few months of 1870, there was some confusion concerning the exchange of totally unpaid letters sent to France from the United States via the British open mails. This confusion stemmed not only from the ramifications of the 1868 U.S.-British convention,¹⁰ but also from the fact that there was no provision (Article) on the existing Franco-British Letter Bill for the exchange of such mail. Article 38 of the Letter Bill did provide for the exchange of letters from the U.S. carried by American packets (e.g., all GB/40c letters), but the 40 centime per 30 gram rate of exchange associated with this Article implied that these letters were prepaid to England. Future modifications to the Franco-British Letter Bill alleviated this discrepancy, but in order to cope with the present situation, the London Foreign Office introduced a new GB/Art38 accountancy marking (Figure 24a) to distinguish between totally unpaid letters from the U.S. and those that were prepaid to England. Since both types of letters were initially exchanged under Article 38, it is possible that the individual Letter Bills of this period were provisionally modified to reflect these differences. Unfortunately, no examples of these early Letter Bills have been found to support this hypothesis.

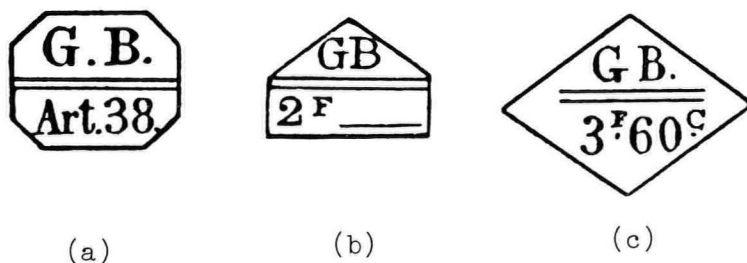


Figure 24. The accountancy markings applied to totally unpaid letters sent from the U.S., or via the U.S., to France in the British open mails during Period VII.

The new GB/Art38 accountancy marking was proofed on 25 January 1870, and is noticeably different from the other accountancy markings employed under the 1857 Franco-British convention, in that it refers directly to the Letter Bill Article number, rather than indicating the bulk rate of exchange. Perhaps this style of marking was introduced to force the French clerks in charge of rating these letters, to look at the Letter Bill for any modifications, rather than relying solely on the exchange rate typically included in the accountancy marking. The fact that this marking was not used until late January may indicate that England was initially forwarding all U.S. letters to France at the 40c per 30 gram bulk rate, not realizing that money was being lost on the exchange of those letters that were totally unpaid.

The exchange rate that England initially intended to assign to these GB/Art38 letters is not known. However, under the existing Franco-British convention, unpaid letters from England to France were exchanged at the 1F20c per 30 gram bulk rate. In addition, since England had to reimburse the U.S. an additional 4 cents per single rate letter (i.e., 80 centimes per 30 grams), England's total debit to France should have been 2 Francs per 30 grams. By April 1870, this 2 Franc per 30 gram exchange rate was established for totally unpaid letters from the U.S. to France, and these letters appeared under Article 38bis of the Letter Bill. However, without the knowledge of existing Letter Bills from this early 1870 period, one can only speculate that this 2 Franc per 30 gram rate was intended from the beginning.

10. As of 1 January 1868, England treated all incoming letters from the U.S. as if they were carried by American packets, regardless of the steamship line's national charter.

(To be continued)

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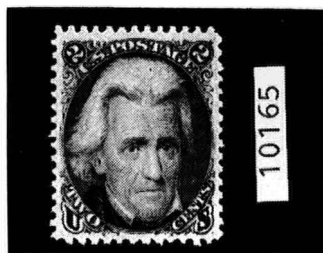
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ANSWER TO PROBLEM COVERS IN ISSUE NO. 141

Figure 1 shows a piece of equipment purported to have come from an Indiana post office where it was used “about 80 years ago” according to the antique dealer who sold it. His claim seems correct, and we have never had so many answers to a problem item. There were verbal ones, and written answers from these readers: Brad Arch, Lewis Ellman (Postmaster), Everett M. Engles, Arthur Fitzpatrick, John L. Kay, Frank R. Scheer, George R. Tarbox Jr., D. Reginald Tibbetts, John M. Mahoney, and Charles A. Wood.



Figure 1. Post mark artifact.

All of the above solved the problem correctly. One verbal responder, four-year-old Steven Haag, erred when he called the object a bookstand.

The older model shown in this article does not have the movable foot rest of ones used in the past few decades. Several responders commented that modern electronic sorting was making items such as this obsolete, and that they are “collectibles” already. Frank Scheer’s letterhead reads “RAILWAY MAIL SERVICE LIBRARY, POSTAL HISTORY RESEARCH, ARTIFACTS” and he invites all of us to visit him at 12 East Rosemont Ave., Alexandria, Va. 22301, where various pieces of postal equipment are displayed. Please write first, he asks. He showed cancelling machines at the recent Garfield-Perry show in Cleveland.

Postmaster Ellman sent an equipment catalog cut dated 1983 naming the item as a “Stool, Adjustable - used to support clerks while casing mail.”

The other responders called the object a sorting seat, rump rest, or rest bar (apparently the official name). Several had worked in post offices and used the device to sort mail into the pigeon holes of letter cases. Brad Arch and others referred readers to their Scott catalogue in which #1494 shows an 8¢ U.S. stamp issued in 1973 with a postal clerk using the rest bar and standing nearly erect. It seems that all sorts of postal memorabilia are attracting interest. From the enthusiastic response, we plan on using several more as “problems to identify” in future issues.

A late, detailed explanation came from B.C. Simmerman, a retired postal employee:

The object is called a rest bar and was used by postal clerks while manually sorting and casing letter mail. It appears to be one of the earliest models of this device. It

appears to have: a cast iron bottom or foot as a counter-weight; a metal upright support of two pieces, one sliding within the other with a thumbscrew for making up or down adjustments; the top or rest appears to be made of wood. The front of this was hinged and the angle could be adjusted to suit the user. In that the Postal Service does not permit it to be *sat on* the user carries mail in a semi-standing, semi-sitting position.

Later models are technically more updated to include: an adjustable foot, forward or backward; better adjustment features of the center support section (no thumbscrew) and the top rest is now padded. These can now be adjusted for height of torso, length of legs and arms to suit the normal configurations of most users.

One source is the collection of stamp boxes and gadgets purchased by your Editor from Herman Herst, Jr. Our philatelic friend Pat has been ill and hospitalized just as his 80th birthday came. Those wishing to send him a card should use P.O. Box 1583, Boca Raton, Fla. 33420. If other readers have possibly puzzling devices or equipment related to the mails, please send black and white photos, glossy, with contrast.

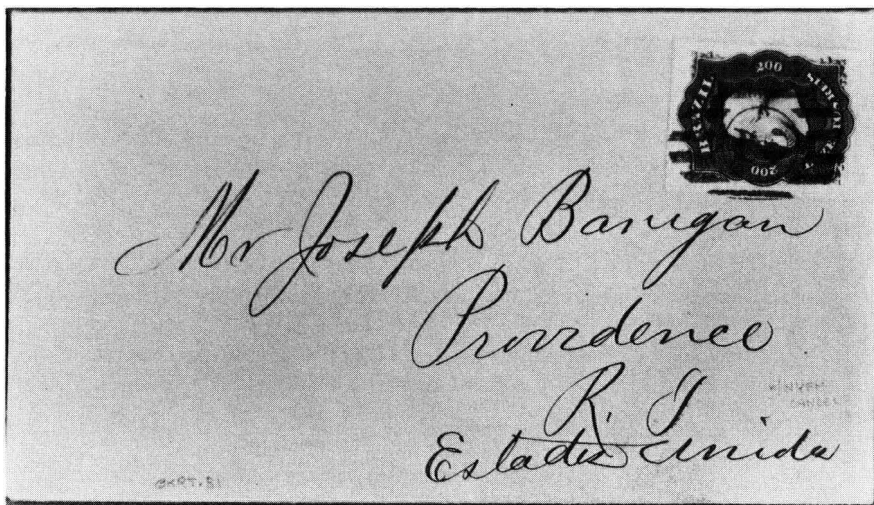


Figure 2. Cover from Brazil with 200 reis stamp of 1877.

Figures 2 and 3 show the front and back of a cover from Brazil to the U.S. with no year date marking, and no enclosure. No one responder offered a complete written analy-

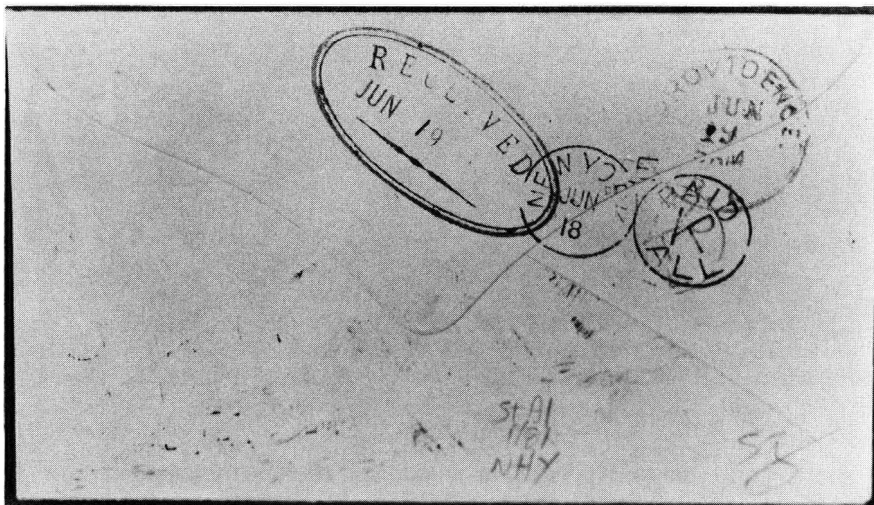


Figure 3. Reverse of Figure 2.

sis but fortunately there was verbal help in tidbits from Stephen Albert, Dick Graham, Joanne Haag, Norman Hubbard, Michael Laurence, Millard Mack, Susan McDonald, and your Editor. Here is a composite answer:

1. The stamp, 200 reis black rouletted, is Scott #66 issued in 1877.
2. Brazil joined the G.P.U. (renamed U.P.U. in 1878) 1 July 1877.
3. The stamp is cancelled and tied by a barred killer of the New York Foreign Mail Office, Second Division.
4. The cover came into N.Y. on a paquetbot which had received it at a dock in Brazil.
5. The United States and Brazil Main Steamship Company, called the "Brazil Line" stopped service in 1875, so could not have carried this cover.
6. Probable date of use is June 1878.

After the above was written a wonderful analysis was received from Warren R. Bowler who has a good knowledge of N.Y. postal markings. He writes:

The cancel on the Brazilian stamp appears to be a New York Incoming Foreign Mail cancel, applied at NYC. They are relatively rare on cover, perhaps because they lack any identifying town, state and date information. They were not used as a duplex handstamp, just a killer ellipse only.

This cancel, in this case with a "2" within a 6 bar *vertical* ellipse, is bit similar to other New York City handstamps of the post 1876 period, but the usual NYC ellipses were duplexed with circular town and year cancels. However, most of the NYC ellipses with numbers were with horizontal barred ellipses. The numbers inside the circle were somewhat different than the other NYC killers.

This cancellation was noted and written up several times by H.P. Atherton in *The American Philatelist* of 1923 and 1953, and *Mekeel's Weekly Stamp News* of 1959. The cancel's normal use was to cancel any *uncancelled* stamps on incoming foreign mail arriving at NYC PO from various countries on the eastern Atlantic side of So. America and other Caribbean Islands.

But some are also found on British and French stamps, as well as a few U.S. postage stamps. Most of the original studies were based on off-cover stamps, and not covers. As the cancel did not bear date, or town, indications securing time spans were not easy.

The first set of IFM killers had numbers "1" through "6" in the 1872-1893 time period. Then a "12" was added in 1887 and ran until 1914. Atherton indicated a "12" was not used on U.S. stamps. As of his 1959 article, he had found them on a total of 34 countries' stamps. The cancelling ink was always in black. The routing of these letters thru the NYC post office is very hazy, as one sometimes finds them with Branch Station backstamps.

The Brazilian stamp appears to be Scott's #66, listed as being issued sometime in 1877, but presumably had later uses. The letter, and rate paid, has the appearance of a UPU rate; and Brazil did not join UPU until July 1, 1877. The June receiving dates on the cover then would seem to indicate the letter was mailed in 1878 or later.

The amount of postage, 200 reis, was the equivalent of 10¢ U.S., as established in Starnes's *U.S. Letter Rates*, which also gives 10¢ as the UPU rate to Brazil, effective 1 July 1877. The same information appears in a two-part article by George E. Hargest published in *The American Philatelist* for March and April 1979 and titled "The Treaty of Berne, 1874, the Convention of Paris, 1878, and the Postal Unions." As Hargest explains, in certain cases where distance exceeded specified limits, members were permitted to add a surcharge to the normal UPU rate. Hargest provides a table listing the GPU/UPU members, the date joined, currency equivalent to the 25 centimes normal rate, surtax allowed on a 15 gram letter, plus other details. For Brazil the 25 centimes equivalent and the permitted surtax are 100 reis each, making the total single UPU rate 200 reis.

PROBLEM COVERS FOR THIS ISSUE

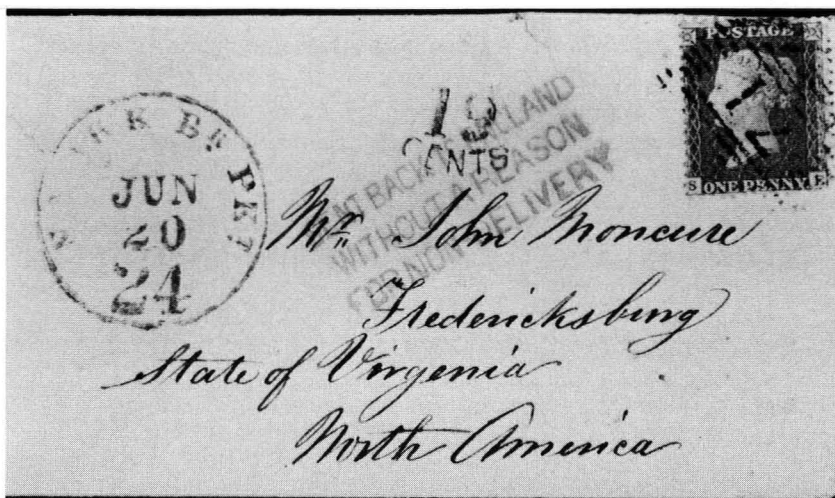


Figure 4. From Scotland in 1861.

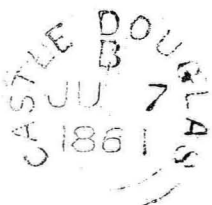


Figure 5. Postmark on reverse of Figure 4 cover.

Figures 4 and 5 show the front and part of the back of an envelope from Great Britain to America. The New York British Packet marking and “19 cents” are in black, as is the barred killer with “71” at its center. The marking “SENT BACK TO ENGLAND WITHOUT A REASON FOR NON-DELIVERY” is in red. The stamp is a one penny red, Plate 59. On the back is only one marking, in black. There are a number of questions about this cover. How it got to New York can be learned from the newly published (by our Society) book *North Atlantic Mail Sailings* by Walter Hubbard and Richard F. Winter. What is the significance of the “SENT BACK TO ENGLAND...” marking? Why only a 1d stamp?

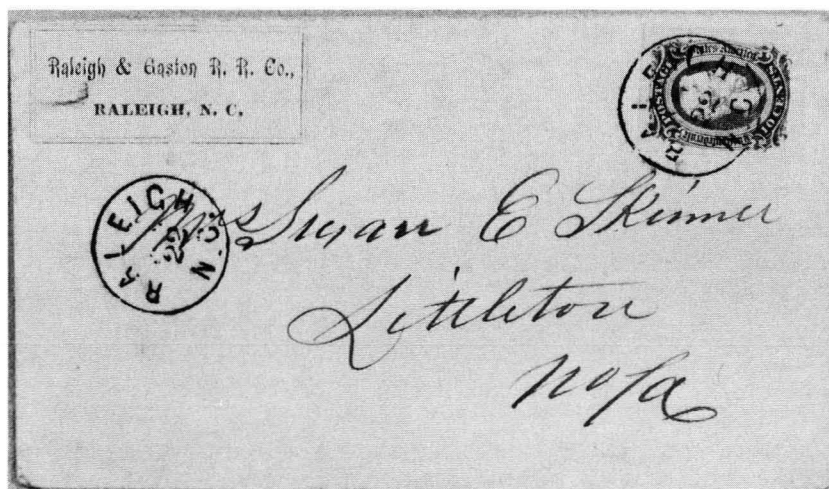


Figure 6. Confederate cover with railroad corner card.

Figure 6 shows a cover with a railroad corner card and a 10¢ C.S.A. stamp issued in 1863, tied with a Raleigh, N.C., cds in black. The date is "Nov. 22" with no year. There is nothing on the back of the envelope. George N. Malpass commented years ago: "This is a very strange item." He was a knowledgeable student of Confederate stamps and postal history. What was his reason for questioning the cover?

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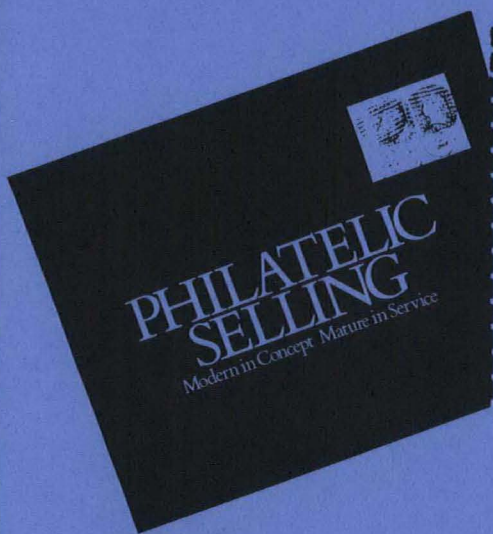
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