

THE CHRONICLE August 1989 (No. 143)

The

Chronicle

of the U.S. Classic Postal Issues

August 1989

Volume 41, No. 3

Whole No. 143

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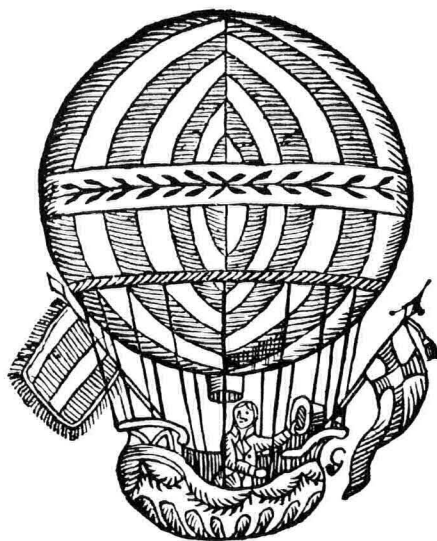
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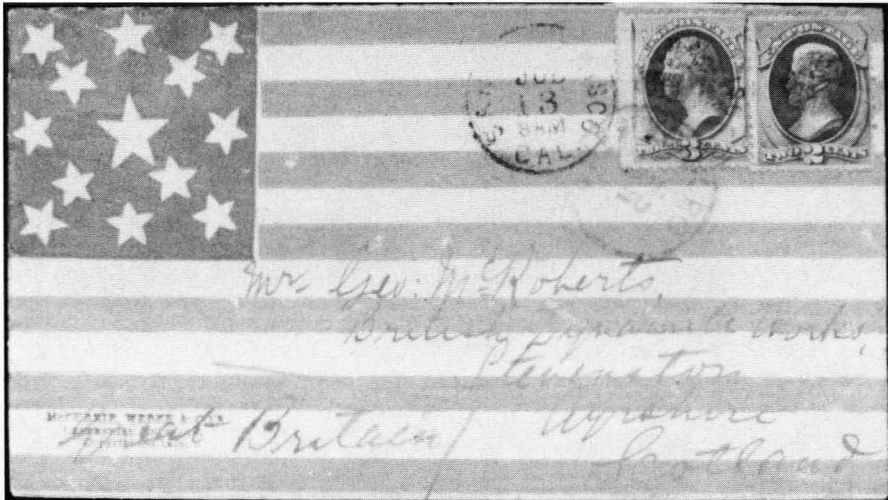
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GUEST PRIVILEGE

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

COLIN TABEART

(Continued from *Chronicle* 142:85)

PACKET RATES TO THE WEST INDIES, NORTH AND CENTRAL AMERICA

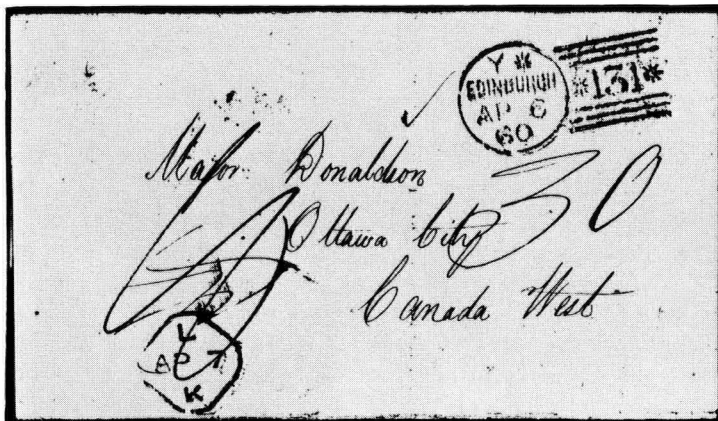


Figure 32. Edinburgh, 6 Apr 60, to Ottawa. Unpaid, subject to fine. Br. debit 10d (7d share, 3d half fine); Can. 1d share, 3d half fine. Total 30¢ due. See 1.4.1859.

- 1.4.1863 TW. Between UK and the Br W Indies by Br pkt a Br rate of 11d, PP, if not PP charged with the rate + fined 1/-; (see also the GPON 8/63 below); if not a pkt boat a Br rate of 1½d, PP, if not PP charged with the rate + fined 3d. UK to: St Thomas, St Martins, St Croix, Martinique, Guadaloupe, Curacao, St Eustatius, Mosquito Territory, Cuba, Porto Rico, by Br pkt a Br rate of 1/-. The Br W Indies here means: Antigua, Bahamas, Barbadoes, Bermuda, Berbice, Carriacou, Demerara, Dominica, Grenada, Honduras, Jamaica, Montserrat, Nevis, St Kitts, St Lucia, St Vincent, Tobago, Tortola, Trinidad, Turks Is.
- 1.4.1863 GPON 8/63 enlarged on the TW above. *The increasing cost of the service necessitates increased rates.* Pkt rate from UK to Br and For W Indies increased to 1/-. Ship letters reduced to 3d. Note: it appears that 1d has been added to the Br rate of 11d to the BWI in the TW above, presumably colonial inland postage.
- 1.4.1863 GPON 10/63. To Cuba, Mexico, and Porto Rico by Br pkt reduced to 1/-.

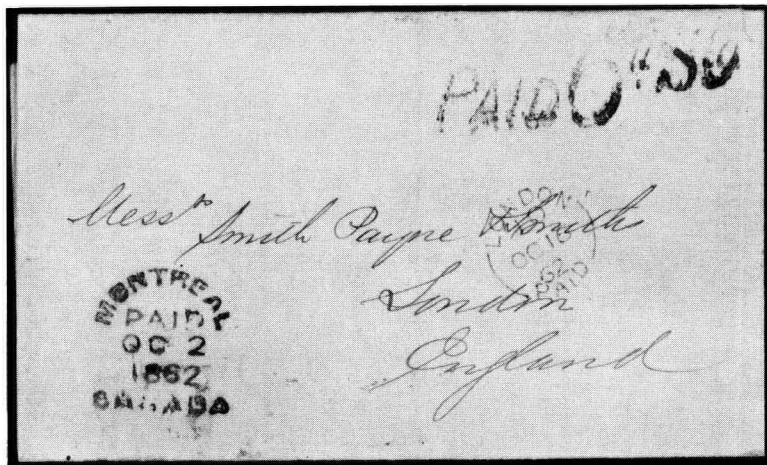


Figure 33. Montreal to London, 2 Oct 62, paid 6d stg. at Can. packet rate.

Figure 34. Liverpool, 13 Jun 67, to London, C.W. Paid 6d for Can. packet *Nestorian* (Alan).



- 1.7.1863 USA introduced uniform treaty inland rate of 5¢ to all states. Rate to California and Oregon thus became the same as elsewhere in the US, viz 1/-.
- 18.7.1863 To Cuba & Mexico by Fr pkt, 1/- pr ½ oz.
- 1.8.1863 TW. UK to B W Indies via France by Fr pkt, combined Br, For & Colonial rate of 1/-, PP. If not PP, fined 1/- + difference between rate and prepaid sum. To Cuba as BWI except unpaid letters returned to sender.
- 17.8.1863 GPON. Atlantic Royal Mail SNCo contract restarted between Galway & the US, calling at Boston & NY alternately. "Letters to Br N America (except Canada & Newfoundland) intended to be forwarded by these pkts, *must be specially directed* via the USA." To USA 1/-; Newfoundland, 6d; any other B N American colony, 8d. First pkt leaves Galway 18 Aug.
- 25.8.1863 TW. UK to Haiti direct by Br Pkt, 1/-.
- 1.3.1864 TW. To Nicaragua by Br pkt, uniform Br postage of 1/-, PP.
- 30.10.1865 GPON. "A reduction having taken place in the postage charged by the US PO for the sea conveyance of letters between Panama and San Francisco, such reduction applies to all letters between the UK and Vancouver's Island, British Columbia, San Francisco, Oregon and the Sandwich Islands 'via St Thomas and Panama.' " 1/6d pr ½ oz PP.
- 1.11.1866 TW. UK to Surinam or Curacoa by Br, Fr, or Netherlands pkt, 1/-, Br & For combined.
- 1.1.1867 TW. By Br pkt from USA to the Foreign W Indies, or from one foreign port in the W Indies to another in the W Indies or to California via Panama, a Br rate of 4d. Any foreign port in the W Indies to Br Columbia, Vancouver's Island, or the Sandwich Islands via Panama, partly by Br pkt, a Br and Foreign rate of 1/2d. All PP; if not returned to sender.
- 1.2.1867 GPON. UK to Curacoa, 1/- Br & For, PPV.
- 13.5.1867 GPON 14/67. To Colon or Panama (United States of Colombia) may, in future, be forwarded by Br or US pkt to NY, then on by US pkt. Letters 1/2d PP.
- 27.5.1867 GPON. UK to Br Honduras via the US, 1/2d PP, unpaid letters extra on delivery.
- 1.10.1867 Anglo-US Postal Convention. NY to Br & For W Indies by Br pkt via St Thomas, 18¢, PP; NY to Bermuda via Halifax, NS, 10¢ (US postage only).

PACKET RATES TO THE WEST INDIES, NORTH AND CENTRAL AMERICA

Extracts from *Postal Guides* for 1853 to 1868 follow. All rates in sterling per $\frac{1}{2}$ oz. unless stated otherwise. Numbers in brackets refer to notes in the Remarks column. †: must be PP, ‡: extra charge on delivery, nl: not listed, AR: Alternative route. F: fine if not PP, USP: by US packet. E.g. 7d F6 means: 7d $\frac{1}{2}$ oz., prepayment optional, paid to destination, fined 6d if underpaid.

COUNTRY	JAN 53	MAY 56	APR 58	APR 60	JAN 65	JAN 68	REMARKS
Antigua	nl	6	6†	6†	1/(1)	1/(1)	(1) F 1/- if not PP.
Aspinwall	nl	1/-†	1/-†	1/-†	nl	nl	
Bahamas	nl	6	6†	6†	1/(1)	1/(1)	
Barbadoes	nl	6	6	6†	1/(1)	1/(1)	
Berbice	1/2‡	6	6†	6	1/(1)	1/(1)	
Bermuda	1/-†	6	6	6	1/(1)	1/(1)	1865/68 via Halifax or St. Thomas. AR via NY, 1/3(1) in 1865, 7d F 6d in 1868.
British Columbia	nl until 1868					7†‡	Via NY.
California	2/4†‡	as 53	as 53	as 53	2/4(2)	6(3)	AR 1853/56/58 via US CM 1/2 ¹ / ₂ d†. (2) by Br or US pkt via NY, 1/-. (3) F 6d.
Campeachy	nl	2/3†‡	2/3†‡	2/3†‡	1/-†‡	nl	
Canada	1/2(4)	1/2USP	as 56	as 56	as 56	6(3)	(4) 1/- via Halifax. AR 1856-65 US CM Br pkt, 8d; via Halifax 6d. Via US 1868 7d(3).
Chagres	nl	1/-†‡	1/-†‡	1/-†‡	1/-†‡	nl	
Colon N Granada	nl	1/-†‡	1/-†‡	1/-†‡	nl	1/-†‡	
Costa Rica	nl	2/3†‡	2/3†‡	2/3†‡	1/-†‡	1/-†‡	
Cuba	2/3†‡	as 53	as 53	1/6†	nl	1/-†‡	AR 1853-60 US CM 1/2 ¹ / ₂ d†. 1868 by Wl Br pkt, Fr pkt, or via USA.
Curacao	1/5†‡	1/5†‡	1/5†‡	6†‡	1/-†‡	1/-	
Dominica	nl	6	6†	6†	1/(1)	1/(1)	
Grenada	nl	6	6†	6†	1/(1)	1/(1)	
Grey Town (Nic)	2/3†‡	2/3†‡	2/3†‡	6†‡	1/-†‡	1/-†‡	AR 1868 via Panama, 2/-†.
Guadaloupe	nl	1/5†‡	1/5†‡	6†‡	1/-†‡	1/-†‡	AR 1865/68 by Fr pkt 8d ¹ / ₄ oz
Guatemala	nl	6†‡	6†‡	6†‡	1/-†‡	2/-†‡	AR 1865 via Panama 2/-†. 1868 via Panama only.
Havana	nl	2/3†‡	as 56	1/6†‡	1/-†‡	nl	AR 1856 via US CM 1/2 ¹ / ₂ d†.
Hayti (S Domingo)	nl	1/5†‡	1/5†‡	6†‡	1/-†‡	1/-†	
Honduras (Br)	1/-†	6	6†	6†	1/(1)	1/1(1)	
Honduras (For)	nl	6†‡	6†‡	6†‡	1/-†‡	nl sep.	
Jamaica ex Kston	1/2	6	6†	6†	1/(1)	1/(1)	
Jam Kingston	1/-	nl separately thereafter					
Martinique	nl	1/5†	1/5†‡	6†‡	1/-†‡	as 65	AR 1865/68 via France, 8d ¹ / ₄ oz
Mexico	2/3†‡	2/3†‡	as 56	as 56	1/-†‡	1/-†‡	AR 1856/60 via USA 1/5†.
Montserrat	nl	6	6†	6†	1/(1)	1/(1)	
Mosquito Terr	nl	nl	nl	6†‡	1/-†‡	1/-†‡	
Navy Bay N Gran	nl	1/-†‡	1/-†‡	1/-†‡	nl	nl	
Nevis	nl	6	6†	6†	1/(1)	1/(1)	
New Brunswick	1/-	6	6	6F6	6F6	6F6	AR 1853 via USA CM 1/2d; 1858 Br pkt via US 8d; 1860/65 as 1858 but F 6d if un- paid. AR 1868 via US, 7dF6.

COUNTRY	JAN 53	MAY 56	APR 58	APR 60	JAN 65	JAN 68	REMARKS
Newfoundland	1/-	6	6	6F6	6F6	6F6	
New Granada	1/-††	1/-††	1/-††	1/-††	1/-††	1/-††	
Nicaragua	nl	nl	nl	nl	nl	1/-††	
Nova Scotia	1/-	6	as 56	6F6	6F6	6F6	AR 1853 US CM 1/2; 1856 Br pkt via US, 8d; US pkt 1/2d; 1860 Br pkt via US 8d F 6d; 1865 via US Br pkt 8dF6, US pkt 1/2dF6; 1868 via USA 7dF6.
Oregon	As California						
Panama	nl	1/-††	1/-††	1/-††	1/-††	1/-††	
Porto Rico	nl	1/5††	1/5††	1/5††	1/-††	1/-††	
PEI	1/-	6	6	6	6F6	6F6	AR 1853 by US CM 1/2; 1868 via NY 7dF6.
St Bartholomew	nl	1/5††	1/5††	nl	nl	nl	
St Croix	nl	6	6†	6†	1/-(1)†	1/-(1)	
St Domingo	as Hayti		nl	nl	1/-††	nl	
St Eustatius	nl	6††	6††	6††	1/-††	nl	
St Jago (Cuba)	nl	2/3††	2/3††	1/6††	nl	nl	
St Juan (Nic)	nl	2/3††	2/3††	6††	nl	nl	
St Kitts	nl	6	6†	6†	1/-(1)	as 65	
St Lucia	nl	6	6†	6†	1/-(1)	as 65	
St Martins	nl	6††	6††	6††	1/-(1)†	1/-††	
St Thomas	1/-††	6†	6†	6†	1/-(1)†	1/-(1)†	
St Vincent	nl	6	6†	6†	1/-(1)	as 65	
Tobago	nl	6	6†	6†	1/-(1)	1/-(1)	
Tortola	nl	6	6†	6†	1/-(1)	1/-(1)	
Trinidad	nl	6	6	6†	1/-(1)	1/-(1)	
Turks Island	nl	6	6	6	1/-(1)	1/-(1)	
USA	1/-	1/-	1/-	1/-	1/-	6F6	
Vancouver's Is	nl	2/4††	1/2 / 2††	as 58	1/-††	7†† via NY	AR 1858 via Panama 2/4†. 1865 via NY Br pkt, AR via St Thomas & Panama, 2/4†.
Vera Cruz (Mex)	nl	2/3††	nl	nl	nl	nl	
Virgin Islands	nl	6	nl	nl	nl	nl	
W Indies (Br)	1/-	6	6†	6†	1/-(1)	1/-(1)	
W Indies (For)	1/5††	1/5††	1/5††	nl	nl	nl	



Figure 35. London to Phila., 19 May 68, at 6d rate eff. 1.1.1868.

- 1.1.1868 Anglo-US Postal Convention. UK to any part of the USA by pkt or private ship, reduced to 6d (12 cents), PP. Fine in US on unpaid mail from UK, 5¢, on underpaid mail from the USA to UK fined 6d + deficient postage. GPON 43/67 also announced reduced rates as follows: UK to Canada, Nova Scotia, New Brunswick, PEI, Br Columbia, Vancouver's Island, Sandwich Islands, via USA; and to Bermuda via NY; reduced to 7d: Br Honduras via NY & N Orleans, 1/1d. Must be PP to Br Columbia & Vancouver. To Mexico, Colon, Panama, via USA, 1/- PP.

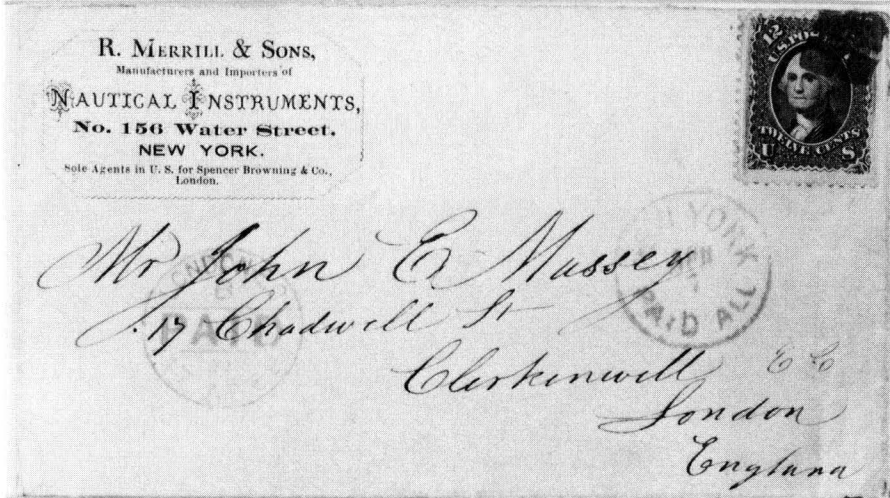


Figure 36. New York, 7 Apr 69, to London at 12¢ (6d) rate.

- 1.8.1869 TW. Between UK and Guatemala by Br Pkt (or partly by Br Pkt), uniform Br postage of 1/-.
- 1.1.1870 Anglo-US Postal Convention of 3/14 Dec 1869 (GPON 41/69). To US by pkt or private ship reduced to 3d PP.
- 6.1.1870 TW. UK to Canada, Nova Scotia, New Brunswick direct by Br or Canadian pkt, reduced to 3d, PP. Underpaid fined 3d + deficiency. GPON 2/70 adds that letters to these destinations via the US rated 4d PP.
- 1.6.1870 GPON 17/70. UK to PEI direct by pkt or private ship, 3d; via USA, 4d; both PP, fine 3d.
- 1.7.1870 GPON 22/70. By French pkt to Martinique & Guadeloupe, 1/- pr 1/2 oz PP, unpaid double.

Figure 37. Bristol to Montreal, 13 Mar 69. Paid 6d for Can. packet but sent Cunard (via U.S.), thus MORE TO PAY 1d, or 3¢.





Figure 38. Hamilton, 15 May 73, to Glasgow. "Per Allan Line via Quebec" at 6¢ rate.

- 26.10.1871 GPON. "British Columbia having become part of the Dominion of Canada, all correspondence for that province will henceforth be charged with the same rates and subject to the same regulations as other parts of Canada."
- 1.4.1872 TW. UK to Bermuda direct or via Halifax, 6d PP, fine 6d. Between Bermuda and Nova Scotia by Br pkt, 3d.
- 29.12.1873 GPON. Bermuda "via St Thomas" by W India pkts, 1/- PP, unpaid fined on delivery. Dates of pkts: 17.1.1874, 17.2.1874, 17.3.1874, 2.7.1874, 3.8.1874, 2.9.1874, 2.10.1874, 17.12.1874.
- 30.3.1874 GPON. "Information has been received of the establishment of a colonial mail service, once a fortnight, between NY and Hamilton, Bermuda." Sailing dates from NY: 16 April, 30 April, 14 May, 28 May, 11 & 25 June, 9 July. UK to Bermuda "via NY", rate 7d.

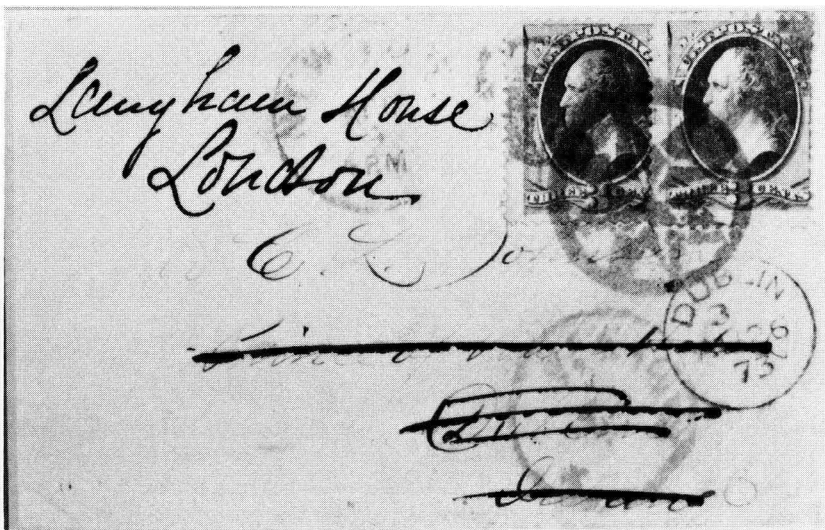


Figure 39. New York, 9 Apr 73, to Dublin, forwarded to London, at 6¢ rate eff. 1.1.1870.

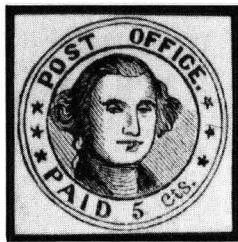
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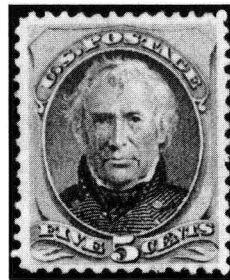
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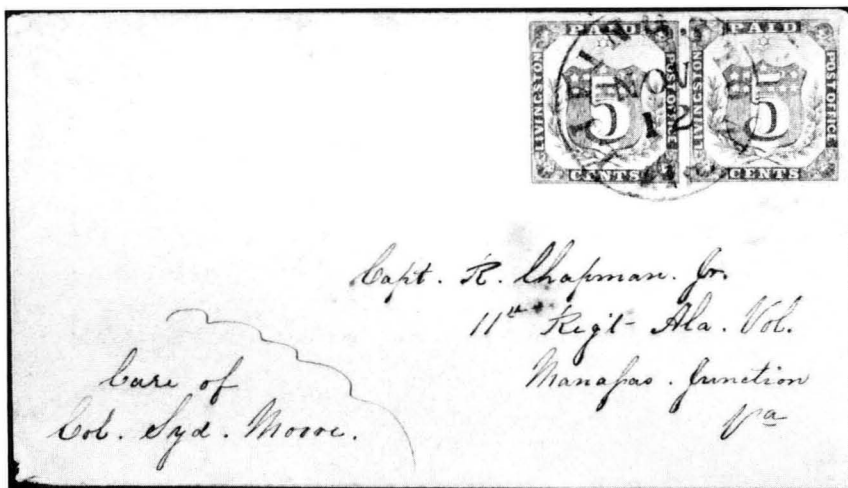


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VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J.C. ARNELL

9. Payment of Foreign Postage through Forwarding Agents

Until the 1848 U.K./U.S. Postal Convention, the United States Post Office had no arrangement, except with British North America (Vignette 8), for the collection of unpaid U.S. postage or the prepayment of foreign postage on letters leaving the country. This meant that all letters destined for overseas had to have the inland postage paid to the port of departure, which could be done at the time of mailing or by sending a letter with the postage unpaid to the care of a friend or agent at the port, who could pay the postage due on receipt.

Although U.S. P.L.&Rs provided instructions to postmasters at port cities for handling & dispatch of mail overseas, many correspondents did not trust such services, therefore, the Forwarding Agent became a vital link in the dispatch of such letters. It was the business of a forwarding agent to follow the arrivals and intended sailings of all vessels at his port, so that any letters entrusted to his care could be given to the first captain planning to call at a port compatible with the letters' destinations.

There is very little information relating to forwarding agents' fees for their services, or to the method of reimbursement. In the early days the fees were probably nominal. Letters were sent through the post to the forwarding agent, who would give them to a departing captain, along with a one- or two-cent gratuity for each one. On arrival at a foreign port, the letters would be handed in at the port post office, and a second gratuity received, which would be included with the inland postage from the port as part of the postage due.

Figure 1. Triple express mail letter from New Orleans, 15 June 1837, prepaid \$2.25, c/o forwarder Price, Ward & King, who passed it to Gilpin's Exchange Reading Room and Foreign Letter Office; there endorsed to Dramatic Line Garrick. At Liverpool back-stamped "LIVERPOOL SHIP LETTER," rated 4/9 stg. due as triple (3 × 8d ship + 3 × 11d inland).



The introduction of the American sailing packet companies after the War of 1812 brought a stability to overseas mails, for correspondents could depend on the vessels' departing on the advertised dates and where they were going; the earlier trading vessels went where their cargoes took them. Persons living outside New York City could mail their letters with the knowledge of when they would leave, provided that they were taken from the post office to the ship. This led in the course of time to the establishment of "express companies," which collected letters in other cities and took them to New York and to the departing vessel, thus providing an efficient mail service on the main routes out of New York.

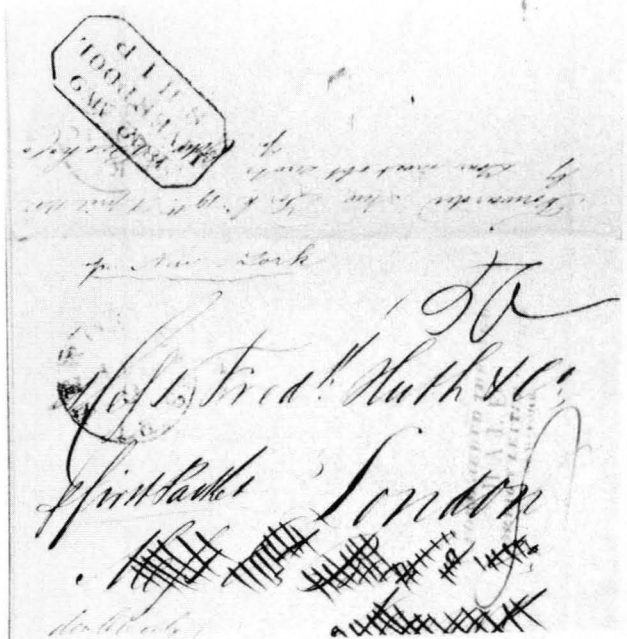


Figure 2. From New Orleans, 9 Apr 1842, due 50¢ (double) to N.Y., c/o Edward Beck & Co., who made forwarding note on back, endorsed it to Black Ball New York, and handed it to Hale's Foreign Letter Office. At Liverpool back-stamped as SHIP on 9 May, rated 8d (single) to London.

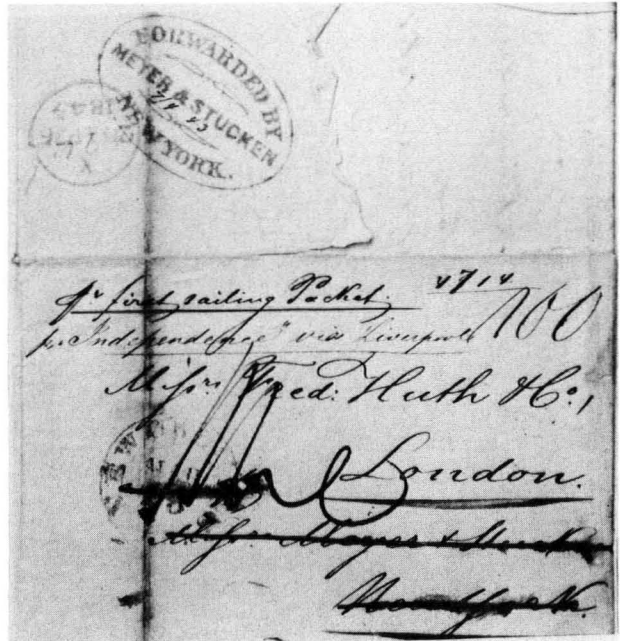
When the British pioneer steamer companies began operating, they linked up with prominent New York merchants, who had long experience with the American sailing packets, as their agents. These merchants had, in at least some cases, been established forwarding agents, and may well have already been in the practice of providing a service for the prepayment of foreign postage on letters. Nothing has been seen to confirm this, however, in April 1839, Abraham Bell & Co., the agent for the Transatlantic Steam Ship Company's steamer *Liverpool*, published a notice listing the various "Ship's Postage" (Freight Money) rates, which had been introduced by the Great Western Steam Ship Company in June 1838 and soon adopted by the other steamship lines and the American sailing packet companies. Included in this notice was the following paragraph:

FOREIGN POSTAGE - Letters for places out of the *United Kingdom* and *France*, where the Inland Postage has to be paid by the Company, are charged one dollar per single sheet, and in proportion for all others as above.

Wadsworth & Smith, the agents for the British & American Steam Navigation Company's steamers *British Queen* and *President* published a nearly identical notice in February 1841, suggesting that \$1.00 was the standard charge for arranging the payment of postage through England and France. It is interesting to note that in the interval between these two notices, the British inland postage rates were reduced from 11d (22 cents) between Liverpool and London to 1d (2 cents). The 20 cents difference must have been pocketed by the forwarding agents.

William F. Harnden of Boston, who founded the first "Express" between that city and New York to ensure delivery of letters to the pioneer steamers and the American sailing packets, became the Freight Agent at Boston for the British & North American Steam Packet Company (the Cunard Line), when it began operating between Liverpool and Boston. As such, he opened an office in Liverpool, and with his previous experience as a mail carrier, he was in a favored position to offer a foreign mail service, particularly as he expanded his American operation to Philadelphia and Albany for the receipt of prepaid letters from these places as well. By 1842, Harnden had linked up with Pomeroy & Co., which extended his service as far as Buffalo. His success was in large measure due to the fact that, in addition to the prepayment of foreign postage option, letters were carried from the various points to New York and Boston for 12½ cents, while the less efficient U.S. Post

Figure 3. Quadruple letter, New Orleans, 22 March 1843, \$1.00 inland due to N.Y. In care of "Meyer & Stucken" (on reverse), endorsed for Blue Swallow-tail Independence. Received London 26 Apr, rated 1/4 stg. due as double.



Office was charging 18³/₄ cents.

Although Harnden's foreign postage charges are not known, it seems probable that those published by Pomeroy & Co. in 1844 were similar. A Harnden letter to Canton has a "Pd 1.70" on it, which is the same as the Pomeroy charge.

LETTER TARIFF
For Foreign Letters, by Pomeroy's Letter Express
FROM NEW YORK TO

Liverpool	58
Any part of the United Kingdom	60
France	88
Switzerland	1.00
Germany, Austria, Denmark, Russia, Sweden and all other North of Europe via France	1.19
Spain and Portugal, via France	1.12
do via Falmouth Packet	1.32
Holland and the Netherlands	1.13
Italy, Sicily and Sardinia	1.18
Gibraltar	98
Ostend	1.10
Jamaica and Leeward Islands	98
Malta, Turkey, Greece and the Mediterranean via Marseilles, per first packet	1.43
Trieste and Smyrna	1.38
Egypt and Burmah	1.40

TO INDIA

By Overland Mail	1.70
By via: Marseilles	1.40
By via: French Packet	1.70
New South Wales and Van Dieman's Land	1.90

Selecting a range of the above tariffs and comparing them with the British postage from New York to the same destinations, as given in P.O. Act 3&4 Vict., cap. 96, 1840, it would appear that they were developed by adding a 15-cent New York-Boston private postage to the British postage and then a 50 percent surcharge to the total, as shown:

Destination	British Postage	15 cents Added	50 percent Surcharge	Total	Above Tariff
Liverpool	24¢	39¢	19½¢	58½¢	58¢
Any Part U.K.	26¢	41¢	20½¢	61½¢	60¢
France	44¢	59¢	29½¢	88½¢	88¢
Gibraltar } Jamaica }	50¢	65¢	32½¢	97½¢	98¢
Switzerland	52¢	67¢	33½¢	100½¢	100¢
Ostend	58¢	73¢	36½¢	109½¢	110¢
North Europe	64¢	79¢	39½¢	118½¢	119¢
Egypt	78¢	93¢	46½¢	139½¢	140¢

On 1 July 1845, the United States inland postage was reduced to five cents under 300 miles and ten cents over 300 miles, as a result of public pressure and to curtail the private expresses. Then following the introduction of the American contract steamers in 1847, postal conventions were signed with Britain, and Bremen, which eased the problem of pre-paying the postage and overseas letters, as they could not be sent unpaid to and through these countries.

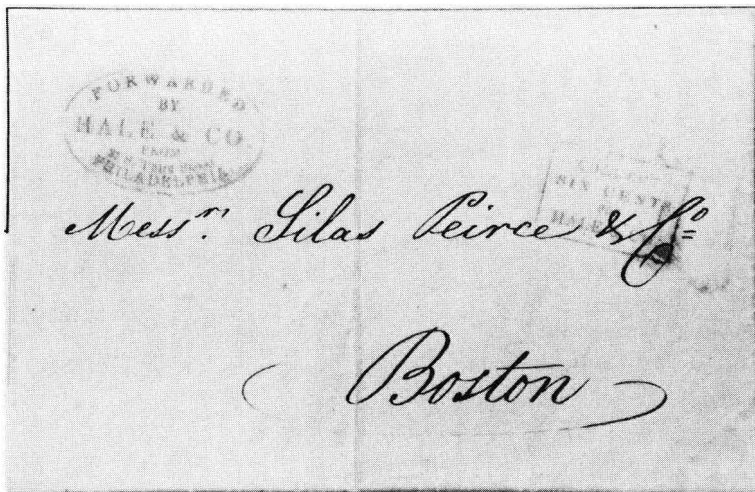


Figure 4. From Malaga, Spain, 13 Feb 1845, by private trader to Phila., and there delivered to Hale & Co. By Hale service to Boston, charged 6¢. Entirely outside government mails.

The foreign letter officers still had a role to fill, but had to reduce their charges in order to compete with the postal service. This was reflected in a printed circular from Hale's Foreign Letter Office at 70 Wall Street, New York, which was sent to out-of-town postmasters, probably in 1847 or 1848 before the advent of the postal convention with Great Britain, for it begins:

Having, during the past ten years, been frequently called upon by Postmasters in various parts of the country to forward letters to different places in Europe and Asia, and PAY THE POSTAGE TO THE DESTINATIONS OF THE LETTERS, I am induced to send this circular to some of the leading Postmasters in the United States, and enable you to do for those in your vicinity what ought to be done by the Government. And, I hope the time is not far distant, when the liberal propositions which have been made by our General Post-office Department will be acceded to by Great Britain.

There are, doubtless, many persons near your office who would be desirous to pay the whole charges on the letters they may wish to send to their friends abroad, as by making the contents of this paper know, it will not only oblige them, but put money into the Post-office Department, in as much as the inland postage to New York would have to be paid; and which now the Government loses, having no means to pay the expenses



Figure 5. Beirut, Lebanon, 16 Apr 1853, sent privately to Rathbone & Bros. Co., Liverpool, who assigned #2160 in their backstamp, and mailed unpaid 13 May on Cunard *Europa* from Liverpool 14 May to Boston. In closed bag to N.Y., where rated 24¢ due.

on the letters abroad.

I shall be glad to receive from you and forward, (by steamers which leave New York or Boston once in five days,) all letters you may have offered to you for foreign countries TO BE PRE-PAID, upon your remitting to me with the letters the rates in the following schedule. The postage to New York must be paid to you; and, in addition to my rates, you might charge such commission as would remunerate you for your trouble. Remittances may be made with United States postage stamps, if you prefer it.

The rates, which are shown below, appear to be based on the British postage with an additional fifty percent added to the postage for less than half an ounce. This represents a reduction from the Pomeroy rates given above, as the surcharge is applied only to the first increment of postage.

	Under half oz.	Half to one oz.
To England, Scotland, Ireland, or Wales	37½	62½
To France, Germany, Denmark and Holland.....	56	94



Figure 6. New York, 30 June 1841, conveyed to Boston by Harnden's Express and delivered to Cunard *Columbia*, sailed 1 July, arr. Liverpool 15 July. Backstamped "AMERICA/LIVERPOOL" in double oval. London struck boxed "PACKET LETTER," debited France 1/-. In France marked 26 decimes due: 12 decimes to G.B. and 14 decimes internal for 690 kilometers Calais to Bordeaux, under 7½ grams.



Figure 7. New York, 28 Feb 1844, taken to Boston by Harnden's Express for *Hibernia*, sailed 1 Mar. London debited Belgium 2/4 (1/- TA, 1/4 G.B.-Ostend). Backstamped "AN-GLETERRE/OSTEND" on 15 Mar and charges accounted: "Debours entranger [foreign] 2/4; TAXE REDUITE [converted] 30; PORT BELGE [Belgian postage] 15," for total of 45 decimes due.

To Sweden, Russia, Prussia, Austria, Hamburg, Switzerland and all the North of Europe.....	62½	1,00
To Spain, Portugal, Italy, Sicily, Greece, Sardinia, Turkey, Malta, and Gibraltar	75	1,12
To Madeira, St. Helena, Cape Good Hope.....	87½	1,25
To China, Batavia, Calcutta, Madras, Bombay, Singapore, Manilla, and New South Wales	1,05	1,80

For every half ounce over one ounce, add half a single rate.
All packages to be paid to New York, and addressed "HALE'S FOREIGN LETTER OFFICE, 70 Wall Street, New York."

The practice of paying a surcharge to foreign letter offices to handle overseas letters stopped fairly soon after the several postal conventions made it possible to prepay the foreign postage on letters sent through the Post Office. A few letters bearing a Harnden "PAID TO DESTINATION" handstamp, which seem to be the last, are dated 1850.

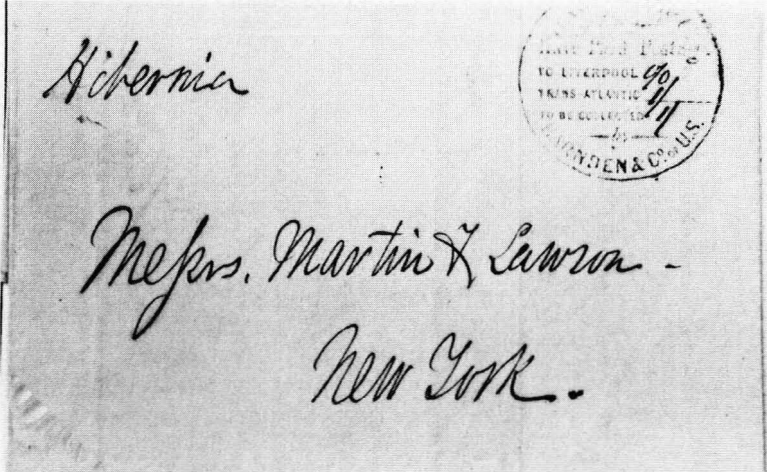


Figure 8. Letter from Harnden & Co., Liverpool, 4 Jan 1847; circular marking "HARNDEN & Co./of Liverpool/Have Paid Postage/To LIVERPOOL O/O/TRANSATLANTIC 1/-/TO BE COLLECTED 1/-/by/HARNDEN & Co. of U.S." By *Hibernia*, arr. Boston 25 Jan. Delivered privately by Harnden N.Y. agent who collected amount noted plus service charges.

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**"CHARGE" INSTEAD OF "FREE" —
THE DEPARTMENTAL FRANKING "BROWNOUT" OF 1845-47
RICHARD B. GRAHAM**

From our beginnings of government until 1873, the incumbents of posts in the executive departments who received or sent volumes of mail were given the franking privilege — except for a two year hiatus, 1845-1847.

The Act of March 3, 1845, recognizing that abuse of the franking privilege had become a way of life for most of those in the government, repealed all prior legislation conferring franking. Congress then graciously restored the privilege to themselves, the President, Vice President, the ex-presidents and their widows, all on a "personal" basis in that they could frank personal or unofficial mail and were not limited to just their official mails. In addition, the privilege was again granted to the postmasters and the state governors on a more limited scale.

They also gave the franking privilege to the three Assistant Postmasters General, but for official business only. The franking privilege wasn't given to the Postmaster General, or any other cabinet member, or any other official in any of the executive departments.

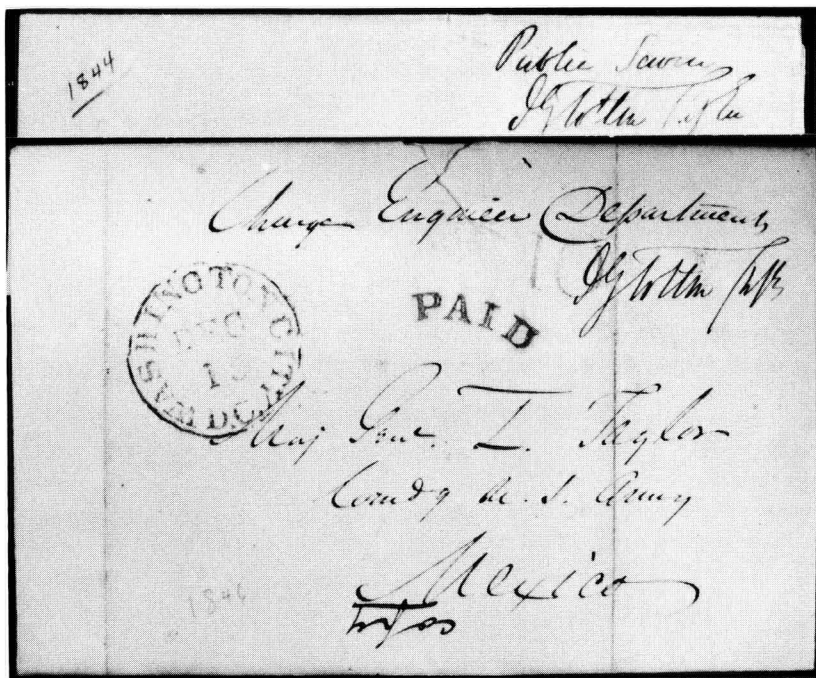


Figure 1. Covers sent by Col. Joseph Totten of the Army Engineers, franked in 1844 (top) bearing a "FREE" postmark, and, in 1846, with "Charge Engineer Department" and "PAID" and "10" markings in addition to Washington postmarks. Both covers bear Totten's signature, the top as a frank; the bottom to authorize the postage being charged by the Washington post office.

The new law required all those government officials who had "previously had the franking privilege [that is, the departmental officers] to keep account of all postage charged and payable by them upon letters, packages, or other matters received through the mail touching upon the duties of their respective offices ..." and these charges were to be refunded to them quarterly by their own bureaus, offices, etc.

In other words, they had to finance their own postal charges until the government got around to paying them — assuming the auditors would allow the charges.

Two years later, the Act of March 3, 1847, allotted \$200,000.00 per year to the Post Office Department to cover the government's free mail service (this was soon raised to half a million dollars a year) and although that Act didn't say a word about restoring the franking privilege to the Departments, the accompanying regulations of the Post Office Department restored the franking privilege "to all public officers who were entitled to the franking privilege prior to the Act of the 3rd of March, 1845." The regulations also added a few posts.

The late Ted Stevens, who collected and wrote about franks, had called the period after the abolishment of the franking privilege throughout the government in 1873, until it was finally restored about as it is today in 1895, the franking "blackout," so the two year hiatus of 1845, applying only to the departmental officers, was dubbed the "brownout period."

Figure 2. Col. Joseph Totten.



Prior to the "brownout" period, all official mail from each office and bureau, with some exceptions, was franked by officials having the privilege by law; if a particular official didn't have the privilege, mail was usually sent to the next higher official on the totem pole who did. All mail addressed to the various offices was received free under the same laws; this was in an era when most mail was sent collect, so that for Departments with large numbers of people in the field, the official mail they received was free franked and what they sent was addressed to an official in their Department who had the franking privilege.

The "brownout" caused problems to two of the Departments with large numbers of people in the field not having the franking privilege. These were the War and Treasury Departments; the other Department with large numbers of field offices was the Post Office but the Postmasters had the franking privilege, 1845-47 and before and afterwards.

The War Department had field officers who had accounts for ordnance, quartermaster supplies, commissary, etc., and when the franking privilege of their superiors at Washington to whom their mail was sent was lost, while the people in the field could still send their mail collect, that which they received had to be paid for unless it was prepaid.

The same was true of the Treasury Department's Customs people, and other tax collectors.

Both the Treasury and War Departments apparently decided to prepay such mail rather than go through lots of paperwork regarding postal accounts. Figure 1 shows a pair of covers sent by Col. Joseph G. Totten, Chief Engineer of the Army. The cover with the

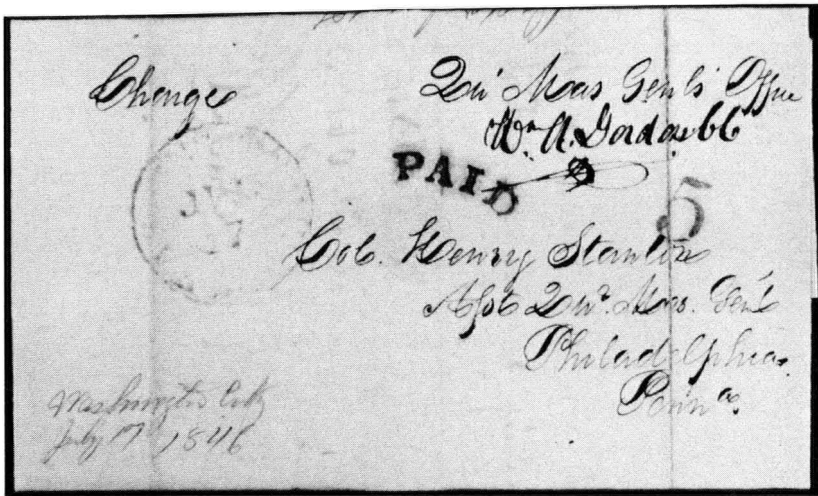


Figure 3. Sent from the Quartermaster Dept. of the Army in Washington in July 1846, this cover is endorsed "Charge" and "Qu. Mas. Gens Office" with the signature of William A. Gordon, "CC" (Chief Clerk) of that office, authorizing the postage to be charged. The Washington post office marked the cover "PAID" and "5" for its postage to Philadelphia.

1844 date is franked by Totten and marked "Free" and the lower cover bears the legend, "Charge Engineer Department" and is also marked "PAID and "10" on the cover sent to Gen. Z. Taylor, Commanding U.S. Army, Mexico. The cover was sent to New Orleans to be carried to the Mexican coast by a despatch vessel.

Totten, shown in Figure 2, was Chief Engineer of the Army from 1838 until he died in office in 1864. While the law had, until 1845, required that he frank the mail from his office, as no one else had the privilege, during the brownout period, most of the authorizations to charge the postage were signed by clerks delegated to do the job.

Figure 3 shows a cover sent by the Army Quartermaster General's Office but rather than being signed by the Quartermaster General, General Jesup, it bears the signature of his Chief Clerk, William Gordon (Figure 4), authorizing the Washington post office to charge the postage as prepaid.

Figure 4. William A. Gordon.



Later, Gordon, a career clerk in the War Department, did have the franking privilege in the same post.

The Treasury Department also used subordinate people to sign outgoing mail to authorize charging the postage. Figure 5 shows a pair of covers signed by William B. Ran-

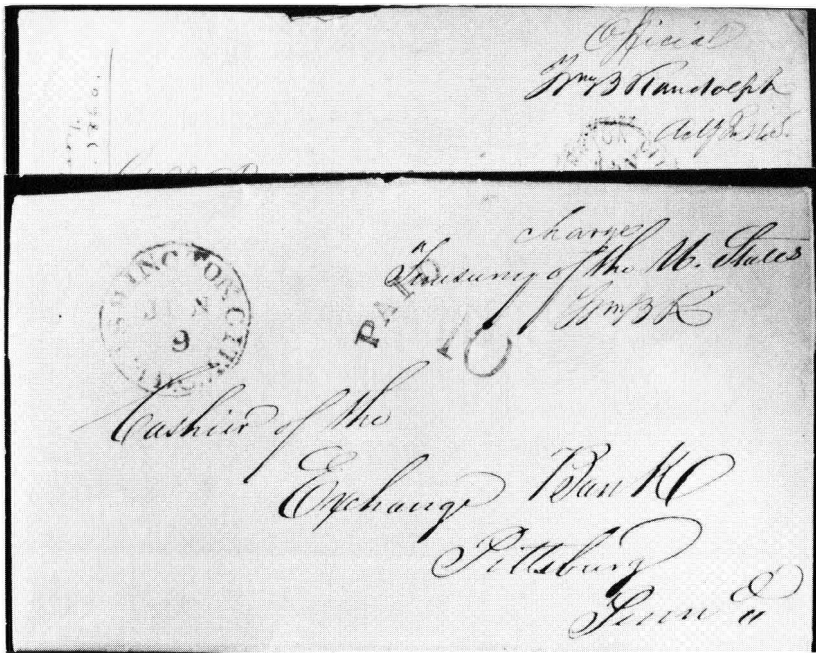


Figure 5. At bottom: Endorsed "charge/ Treasury of the U. States," with the initials, "Wm B R," this cover was sent during the brownout of 1845-7 to a bank at Pittsburgh. The cover at the top, sent in 1860, confirms the name behind the initials on the lower cover was William B. Randolph, Chief Clerk of the United States Treasury.

dolph, Chief Clerk of the Treasury of the United States. The upper cover, mostly concealed, shows Randolph's signature when he franked mail as Acting Treasurer of the United States in 1860, and it bears his full signature as required. The lower cover, endorsed "charge/Treasury of the U.States," sent during the brownout period, bears only Randolph's initials, which was probably the "squiggle" he normally applied to informal papers passing across his desk.

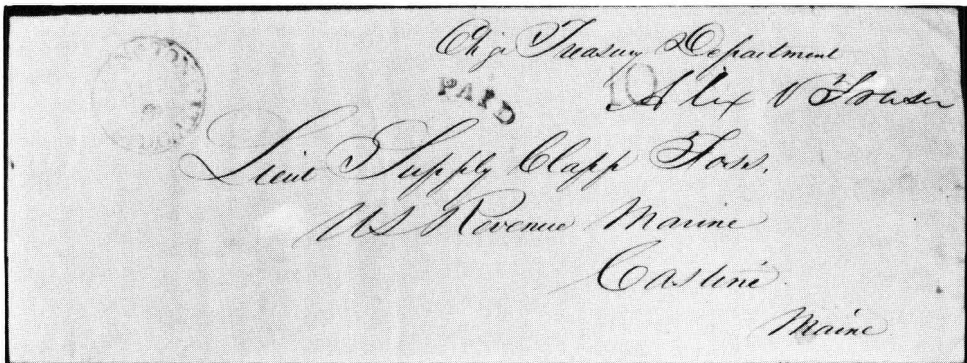


Figure 6. Some of those signing to authorize charging postage were not prominent, as is the case on this cover on business of the Revenue Marine Cutter Service, part of the Customs effort to prevent smuggling. Addressed to a Lieutenant of the service at Castine, Maine, it bears the signature of Capt. Alexander V. Fraser of the Service, and Washington postal markings showing it to have been prepaid with 10¢ postage.

Randolph and Gordon were easily identified, but the signature on the cover shown in Figure 6, a long, narrow envelope sent during the brownout period and addressed to an officer in the "Revenue Marine" required some research. From the *U.S. Register* for 1845, which lists names, posts and pay of all government officials, it was learned that the signature on the cover was that of Capt. Alexander V. Fraser of the U.S. Revenue Marine Cutter

Service. Incidentally, the addressee's name is actually Supply Clapp Foss, as shown by the same list!

Brownout covers, although having a quite similar appearance to franked covers and, at times, signatures of officials who had the franking privilege, before and after, normally will bear markings showing postage to be paid and the word "charge" together with the identification of what office to charge.

From the standpoint of office efficiency, the process probably saved a lot of paperwork, since if such letters were sent collect, the addressees would also have to have kept accounts that would have to have been audited, approved and paid. Since, under the law of 1845, each office also had to keep such an account as well, and so did the Washington post office, the system probably worked well. It also had another advantage in that the supervising officials who normally franked mail could have used their time for other things than signing their names on letters.



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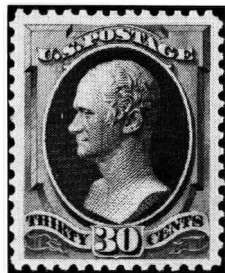
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SARATOGA SPRINGS — POSTMASTER'S PROVISIONAL
ROBSON LOWE

When the great collection formed by Count Ferrary was sold in 1921-23 in a series of auctions by M. G. Gilbert in Paris, a postmaster's provisional was included used on a cover from Saratoga Springs. Alas, there is no filing endorsement so the year date is a matter of conjecture.

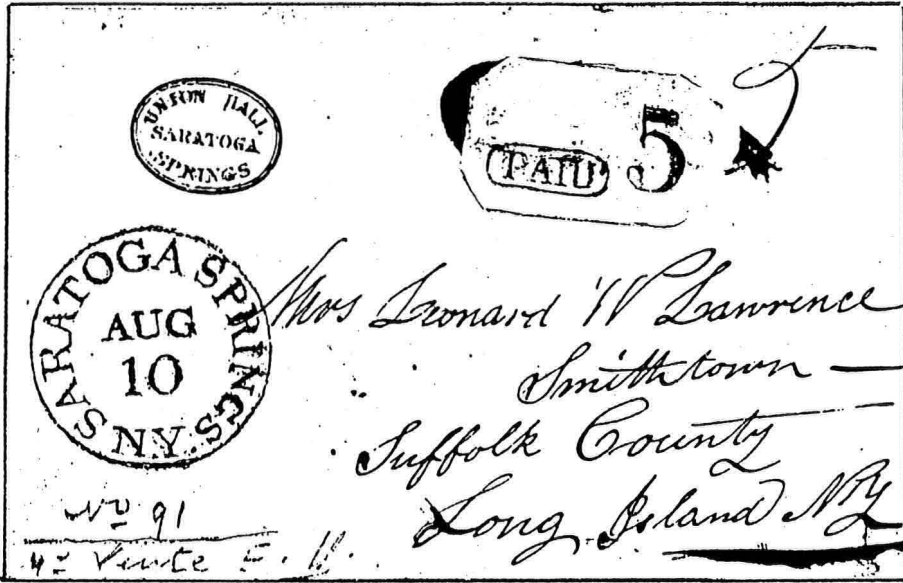


Figure 1. The cover (ex-Ferrary) with Saratoga Springs postmaster's provisional. Post-marked AUG 10, no year date, and with oval UNION HALL in blue.

The cover bears PAID in an oval frame and 5 struck on blue on thin paper and adhering to the letter with a smudge of sealing wax. In the same shade of blue is the Saratoga Springs circular datestamp. The rate of 5 (cents) is written in a magenta ink. There is also an impression in a deeper blue reading UNION HALL SARATOGA SPRINGS in a double oval. The address is as follows:

Mr. Leonard W. Lawrence
Smithtown
Suffolk County
Long Island N.Y.

An entire letter has come to light with the same Saratoga Springs c.d.s., the same manuscript 5 in magenta ink, a blue straightline paid and a manuscript in black ink "Paid Union Hall." The letter is so headed on June 30th, 1846, and is signed by Washington Putnam who was asking Mr. Shepherd to label 50 bibles "Union Hall Saratoga Springs." The bibles were to be sent by steamboat.

If the Union Hall handstamp arrived after 1 July 1846 then the letter with the postmaster's provisional could well be dated the same year.

A further point of interest is that the letter dated June 30th, 1846, is sent to:

D. Shephard Esq.,
Care of Wm. B. White Esq.,

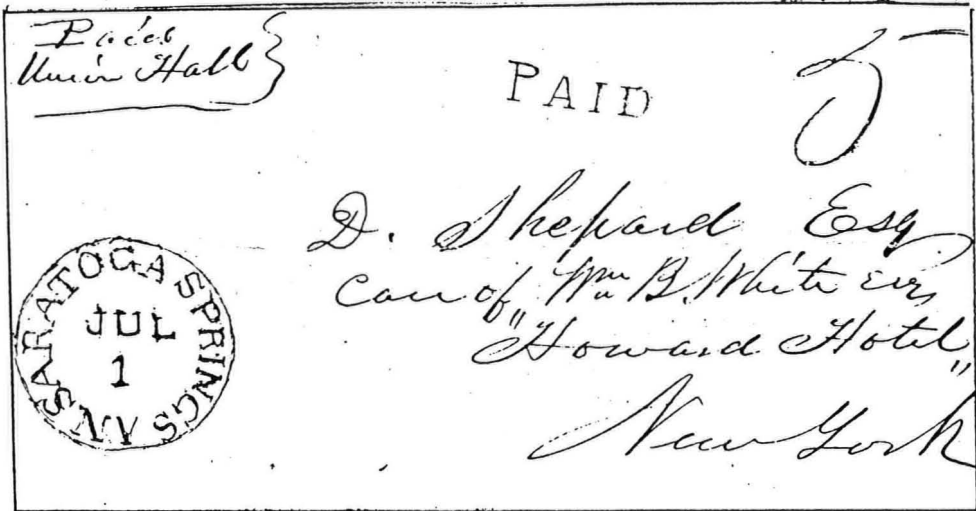


Figure 2. Cover with same Saratoga Springs postmark, manuscript "Union Hall" origin, and dated JUL 1, 1846. It suggests that the pm provisional cover in Figure 1 may also be dated 1846.

*Howard Hotel,
New York*

The Howard Hotel was the terminus for letters carried outside the mails from Canada and elsewhere at that time and had a receiving station for the New York City Despatch Post.

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by Jesse L. Coburn

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AN IMPORTANT HOLDING OF THE 1847 ISSUES EMERGES FROM OBSCURITY

To Be Sold By Robert G. Kaufmann Auction Galleries

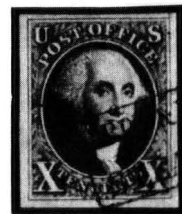
The holding is revealed as a major collection of the classic issues of 1847 assembled by its two consecutive owners over a period of forty years. The core of the collection was formed in the late 1950s through the 1970s and contains examples previously in a broad spectrum of notable collections: Ackerman, Emerson, Sweet, Dick, Caspary, Sinkler, Gibson, Sampson, West, Meroni and Chase.



Wheeling West Va. Precancels

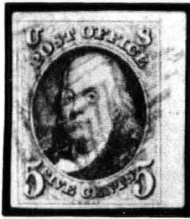


Hudson River Mail



Troy & N. Y. Steamboat

The present owner has wide ranging interests, from fine art to Americana. He acquired the collection by private treaty a number of years ago and embarked on the goal of forming an in-depth study of the first government emissions. The collection was broadened with significant purchases from the Grunin, Hubbard and Rust collections. Included now are examples of all the major double transfers, a presentation of the complete color and plate impression ranges by year of issue of both the 5c and 10c issues, and an extensive selection of stamps and covers showing fancy cancellations and domestic and foreign usages, all in outstanding condition. While the collection has been organized by frame, a total of eight frames, it has never been exhibited.



Binghamton, N.Y. Herringbone



Trenton, N.J. Star



Way 6



Canadian Target

Mr. Kaufmann commented, "In all my years of handling auction consignments, I don't know when I've ever enjoyed studying a collection as much as this one. It's like a doctoral thesis on the classic 1847s. Sensibly organized, with sensibly selected examples, and sensibly written up. It goes to show what a discriminating collector can achieve in putting together a complete collection even in today's competitive market."

Mr. Kaufmann announced the collection will be sold at public auction October 11 in the Savoy Room of the Plaza Hotel in New York City. A buffet will be served. He strongly recommends reservations for the auction and buffet.

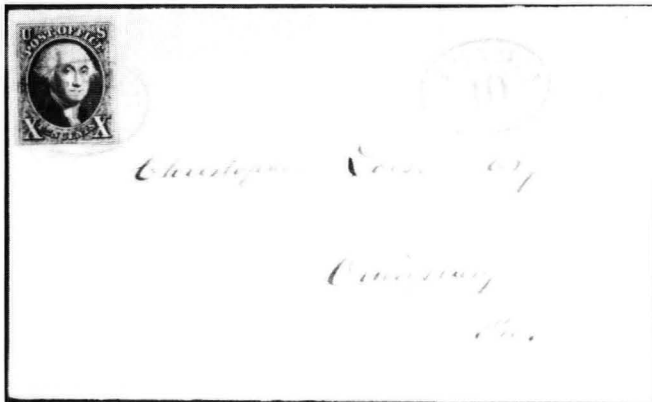
**THE "ELITE" COLLECTION
OF THE
1847 ISSUE**

Public Auction 61

October 11, 1989

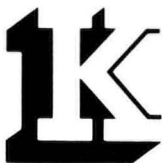


Superb 5c 1847 used to Holland



Superb 10c 1847 tied by a "Steamer 10" cancel

Auction to be held in the Savoy Room The Plaza, Fifth Avenue at Fifty-Ninth Street. A full color catalog, including Prices Realized, is available for \$5.



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GOING THE WRONG WAY!
AN EARLIEST KNOWN DATE OF USE REVISED TO A LATER DATE
JEROME S. WAGSHAL

In the past five or so decades, since earliest known dates of use have become of increasing interest to postal historians, it has been a relatively common occurrence for discoveries to be made which moved such dates to an earlier point. This is particularly true of the three cent 1851 and 1857 stamps, where there are so many covers which have survived that new ones are constantly being brought to light and/or being examined by knowledgeable persons.

I cannot, however, recall an earliest known date having been revised to a later date after having been established by responsible students. However, such a case appears to have arisen recently.

In the Kelleher sale of the Beals material in June 1988, lot 211 was described as being a Plate 2 *late* orange brown on January 12, 1852, cover, and the earliest known date of use of the *late* state of Plate 2. As far as I can determine this was the cover on which the Plate 2 *late* earliest known usage was based. The provenance of this cover was excellent, since: (i) It had Dr. Chase's notation, in his familiar hand, on the back noting that the stamp was 59R2L, and an example of the rare orange brown from the late state of Plate 2; and (ii) It came from the collection of a knowledgeable philatelist. Indeed, the auction catalog reported that Dave Beals had paid \$230 for the cover ten years ago in 1978. The cover, which originated in Orwell, O., bore a manuscript town marking, and the stamp was a cut-in copy with a manuscript cancel not tying it to the cover, although the stamp had a rich color.

Both Plates 1 *Late* and 2 *Late* have rare printings in orange-brown inks from the time that they were first put to press. Nevertheless, all of the stamps from these two plates, whether orange-brown or some later color, are deemed to be Scott No. 11 and not Scott No. 10. So, even though the stamp discussed here is described as being orange-brown, the point is that we are discussing the earliest known date from Plate 2 *Late* which is a Scott No. 11 stamp.

With the Chase notation on the back I was prepared to accept the cover as what it was claimed to be. However, Frank Mandel, who had noted the cover in passing, commented to me that he thought the stamp was indeed an OB. ("May the shade of Dr. Chase look down kindly on me," Frank says.) Spurred by this comment, I examined the cover, after receiving it at home, and compared it with positions 59R early and late in my plating. The comparison copies were both good prints, since the plating had originally been made by Dr. Chase, and had been improved for four decades by De Vere Card.

Nevertheless, I was unable to come to a definite conclusion. Position 59R was not the subject of any identifying recutting between its early and late stages and there was no clearly defined key to distinguishing between them.

Accordingly, I sought the assistance of two experts. Bill McDaniel examined the cover with its 59R, and wrote me a detailed letter specifying the subtle differences between the two states in position 59R. He concluded that the stamp was the early state of position 59R.

Subsequently, Tom Alexander came to the same conclusion. I felt I needed at least two experts of this stature to return the cover in the face of Dr. Chase's notation on the back of the cover. With these opinions the return was accepted.

Conclusion

It is the usual situation for an orange brown stamp to be the desired plate variety rather than the more common No. 11 to be such. However, in this unusual context, the identification of this stamp as an OB meant that the cover was nothing more than an average-margined pen cancelled Orange Brown on an ordinary cover, rather than an important postal history landmark.

In the process, the hitherto accepted earliest-known-date-of-use of plate 2 late, January 12, 1852, has been called into question.

The matter is now open to the USPCS and philately in general. Who can provide a record of a Plate 2 *late* stamp used on January 12, 1852, or a date shortly thereafter, which might qualify as the earliest known date of use?

THREE CENT 1851 FIRST DAY COVERS

In connection with work on a new 3¢ 1851-1861 book, the section editor would like to compile a photographic record of all known first day covers. If you own such an item, a black and white glossy photograph will be much appreciated. The record will be published in the *Chronicle*, and credit will be given to all who contribute to the listing. Please write the section editor at 922 Walnut, Kansas City, Missouri 64106.

FREE RETURNED LETTERS THOMAS J. ALEXANDER

By 1860 the pressure on the Dead Letter Office became very great because of a vast increase in the number of undeliverable letters entering the mails. In an attempt to relieve that pressure it was proposed such letters be returned directly to their writers rather than through the Dead Letter Office and that they be returned free of any forwarding postage. On 23 July 1860 an enabling act was passed:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when any person shall endorse on any letter his or her name, and place of residence, as writer thereof, the same, after remaining uncalled for at the office to which it is directed, thirty days, or the time the writer may direct, shall be returned, by mail, to said writer: and no such letters shall be advertised, nor shall the same be treated as dead letters, until so returned to the post office of the writer, and there remain uncalled for for one quarter.

The regulations promulgated by the Postmaster General appeared in the *United States Mail & Post Office Assistant* of October, 1860 (Vol. 1, No. 1, p. 3):

A letter on which the writer has *endorsed* his or her name, and place of residence, *without* direction as to the time of remaining uncalled for, must be returned, by mail, to such writer, after the expiration of thirty days.

When, in addition to the name and residence of the writer, the *time* for holding a letter (whether more or less than thirty days) is specified, such time must be observed.

The law, strictly interpreted, requires that the name and residence of the writer shall be *written* on the letter.

A simple business card *printed* on a letter is therefore not to be regarded, unless a person shall endorse on it, in *writing*, his or her name as writer thereof, agreeably to the terms of the law.

The date of receiving such letters must be carefully stamped or written on them, and also the dates when remailed.

A regular account must be kept of letters returned, showing the name and address of the writer, to whom sent, and the date of remailing, and the name of the person to whom originally addressed, with the periods during which they remained uncalled for. A similar account should be kept of "*returned letters*" RECEIPTED. In making up mails, the *number* of such letters sent should be specially noted on Post Bills.

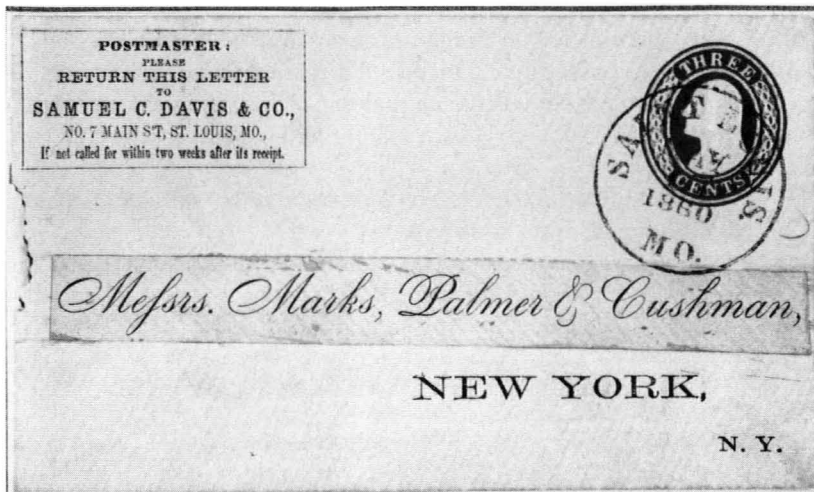


Figure 1. "If not called for within two weeks after its receipt." May 1860.

Send copies to the Dead Letter Office weekly, twice a month, monthly, or once in six weeks, according to the classification of Regulation 181.

Across the *face of such letters* should be plainly written or stamped the words "Returned to writer."

Such letters are in no case to be advertised, either at the office to which originally addressed or at the one to which returned.

No additional postage is chargeable for returning letters to the writers.

In the 16 January 1989 issue of *Linn's* Richard B. Graham's Postal History column discussed the beginnings of free returned letters. He pointed out that such free return handling of endorsed covers was possible only from July 1860 to February 1861, citing a comment in the announcement of a new Act of 27 February 1861 that "the law now requires postmasters to charge the usual rates on returned letters."

Two different styles of return corner cards are shown here, used during the "free" period.

That many commercial establishments were willing to pay return postage to retrieve their undeliverable mail is seen by the increasing number of return corner cards that appeared from 1861 to 1866, when free returns were reinstated. Figure 3 is an example. Note that all of these return cards specify a different holding period.

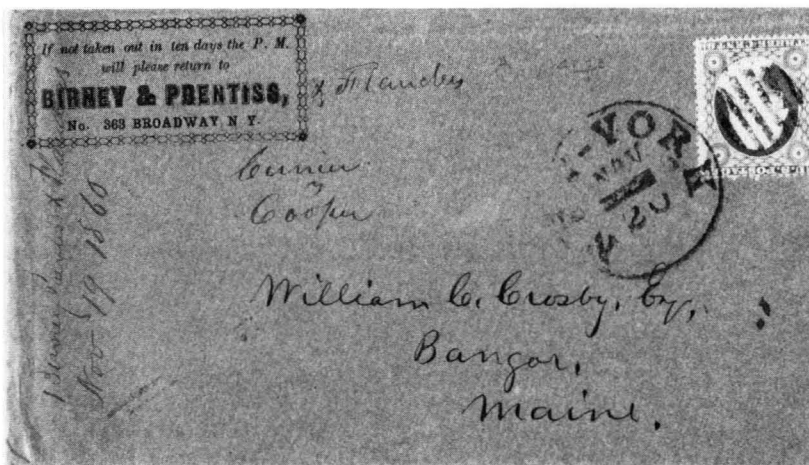


Figure 2. "If not taken out in ten days..." November 1860.

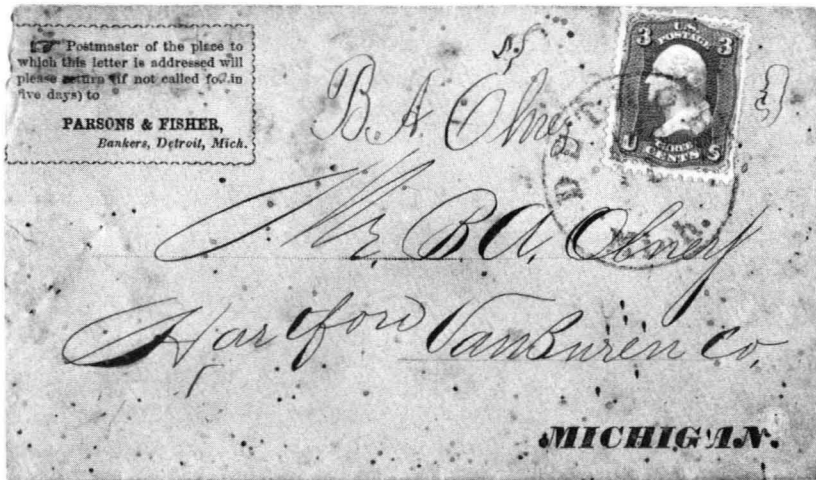


Figure 3. "... please return if not called for in five days ...".

In his 1860 *Report* the Postmaster General had signaled the probable end of the system, saying "The new law concerning the return of letters, upon which the names and post offices of the writer were indorsed, was communicated specially to all postmasters: but, as yet, it seems to have been measurably inoperative." Even a casual reading of the Regulations shows why — shades of the modern practice of making and retaining three copies of any original document being discarded!

Neither Graham nor this writer has ever seen an example of a cover that was actually returned during the free period, with appropriate markings. Does anyone have an example that we can share with our readers?

SAILINGS OF THE UNITED STATES MAIL

STANLEY B. ASHBROOK

(Continued from *Chronicle* 142:109)

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

Apr. 28, 1852, *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT TWELVE DAYS LATER FROM CALIF. The S.S. Northern Light, arrived at this port last night with 12 days later intelligence from Calif. She left San Juan de Nicaragua on the 19th and Havana on the 23rd inst. The news from Calif. was brought down on the Pacific side by the S.S. Pacific which left San Francisco on the evening of the 1st inst.

May 2, 1852, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY. This S.S. arrived at this port yesterday morning with Calif. mails to the 5th ult., as well as passengers and freight. The news by the Crescent City is nearly five days later than that received by the Northern Light. The Golden Gate left San Francisco Apr. 5, 10 A.M., and arrived at Monterey 8 P.M., same day. She left that port 11 P.M. Apr. 6, and saw a steamer bound up supposed to be the S.S. Oregon from Panama. The mails from Calif. had a narrow escape in coming down the Chagres River and nothing but the exertions of Maj. Ferris, the mail agent and his assistants saved them. In coming down the river the mail boat struck a snag and was sunk together with the mail. Had the accident occurred a few rods further down the stream, the entire mail would have been lost and probably also the lives of all on the boat. The entire letter mail was saved and in good order but the newspapers were soaked.

May 17, 1852, *N.Y. Herald*. ARRIVAL OF THE DANIEL WEBSTER. This S.S. arrived last night with Calif. advices to the 16th ult., being 11 days later than hereto received. The Daniel Webster came from San Juan which place she left 8 days ago with passengers etc., brought down from San Francisco by the Steamer Independence.

May 18, 1852, *N.Y. Herald*. ARRIVAL OF THE ILLINOIS. The U.S. Mail S.S. Illinois arrived yesterday morning from Aspinwall on May 8, via Havana the 13th, with passengers and mail from San Francisco of Apr. 18th. The Sierra Nevada and El Dorado sailed for New York the same day in the morning. The Illinois made the passage down in 7 days 10 hours and 40 minutes, being by far the quickest time ever made, and beating her own unrivaled run of 7 days 16 hours. She ran from Aspinwall to Havana in 3 days 15 hours and from Havana to New York in 5 days 19 hours, both of which it is believed to be the quickest ever made between these places.

June 3, 1852, *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT EIGHTEEN DAYS LATER FROM CALIF. The S.S. Northern Light arrived yesterday with news etc., from Calif. She left San Juan on the 17th day of May and Aspinwall, Navy Bay on Tues., May 15, noon. She arrived at this port at 5 P.M. yesterday, eight days five hours. The Steamer Crescent City and Philadelphia were in Aspinwall awaiting the arrival of the U.S. Mail Steamer Columbia which left San Francisco on the 2nd of May with mails and treasure. The S.S. United States was also there to sail on the 20th ult. for New York via Kingston, Jamaica. The S.S. Winfield Scott arrived at Panama on the 21st of May with passengers etc. from Calif. She left San Francisco on the 6th of May. The last steamer, the Northern-er, which left San Francisco on the 17th of April took \$1,526,630.

June 5, 1852, *N.Y. Herald*. ARRIVAL OF EMPIRE CITY AND CRESCENT CITY. The S.S. Crescent City arrived here yesterday noon from Aspinwall. She brings gold dust, mail and passengers of the Steamer Columbia. The Crescent City left Navy Bay on the evening of the 25th of May. The S.S. Empire City arrived at the same time from New Orleans and Havana. She sailed from N.O. May 25, arrived at Havana 8 P.M. on the 27th, sailing from there on the 30th ult.

June 12, 1852, *N.Y. Herald*. ARRIVAL OF S.S. ILLINOIS. She arrived yesterday noon with advices from San Francisco to the 18th ult., being ten days later than previously received. The Illinois left Aspinwall on the night of the 4th inst., making the run in 7 days and 5 hours; the quickest ever made. The Pac. M.S. Co.'s Steamer Oregon left San Francisco on the morning of the 10th ult. for Panama with the mails etc. The S.S. Oregon arrived at Panama with 384 passengers.

June 22, 1852, *N.Y. Herald*. The S.S. Prometheus, Capt. Graffam, from San Juan del Norte on the 11th inst., reached this port yesterday morning at 6:20 with passengers etc. The news from Calif. is only two days later than was received by the Illinois.

June 29, 1852, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY ELEVEN DAYS LATER FROM CALIF. The S.S. Crescent City arrived yesterday afternoon with news from Calif. to the 1st inst. On the morning of the 25th at sunrise passed the S.S. Illinois outward bound.

(To be continued)

CLASSIFIED

Siegel Auction Catalogs for sale, No. 250 to date. Send your want list. Will purchase Siegel catalogs before No. 650. Jim Lee, P.O. Box 1332, Arlington Heights, IL 60006-1332. Eve: 312-215-1231.

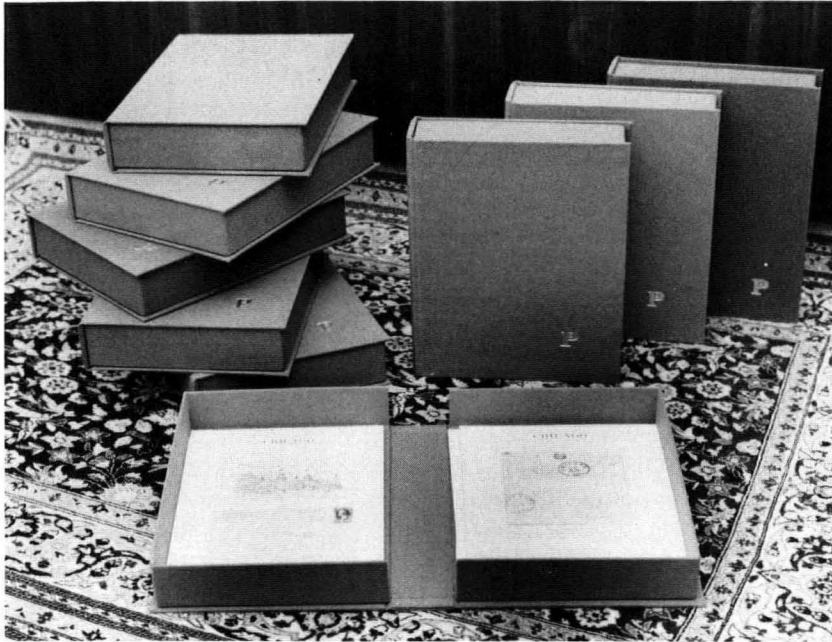
WANTED: Chronicles #45 and 47. Philip T. Wall, 536 Woodvale Dr., Greensboro, N.C. 27410.

WANTED: USA covers to the DWI, or DWI covers to USA, pre-1900. Send photocopy with price. No offer unanswered. Dr. Roger G. Schnell, 4800 NE 20th Terrace,

WANTED: Puerto Rico postal history pre-1918. Send copies or on approval to Fred Rodriguez, P.O. Box 112005 Miami, FL 33111.

WANTED: Chronicle #65; PLR 1st Series, Nos. 2, 22; 2nd Series, Nos. 2, 35; Newbury III Sale; Frajola Sales 9 & 38; Paige Sales 10, 11, 17, 19, 31. Joe H. Crosby, 3707 E. 66th Street, Tulsa, Ok. 74136.

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1860-1863 THREE CENTS PLUS ONE CENT PLUS ONE CENT
RICHARD B. GRAHAM

The title of these notes parrots those of articles relative to a controversy between two of our early philatelic titans, Elliott Perry and Stanley B. Ashbrook. They produced a series of articles, notes, and discussion that filled many pages in various publications of the 1940s, including *Stamps* magazine, the H. L. Lindquist *Stamp Specialist India Book* and Perry's own *Pat Paragraphs*, the latter being included in the Bureau Issues Association compilation published in 1981.

Figure 1 shows a cover that was the main focus of the controversy. This cover, illustrated by both Ashbrook and Perry in the articles, bears two 1¢ 1861 stamps and a single 3¢ of the same issue, presumably the rose shade, but I have only illustrations to judge by (although undoubtedly we would have been informed if it was any other shade). The stamps are tied with New York townmarks applied cancelling the stamps, contrary to the P.L. & R. of the time, which demanded that a separate cancelling device be used. The date of use isn't readable in the photographs, but Perry notes it was April 8, and believed the year of use, which has to have been 1862 or 1863, to have been the former. The stamps, of course, hadn't been as yet issued in April 1861 and June 30, 1863, was the last day that payment was required for carrier service.

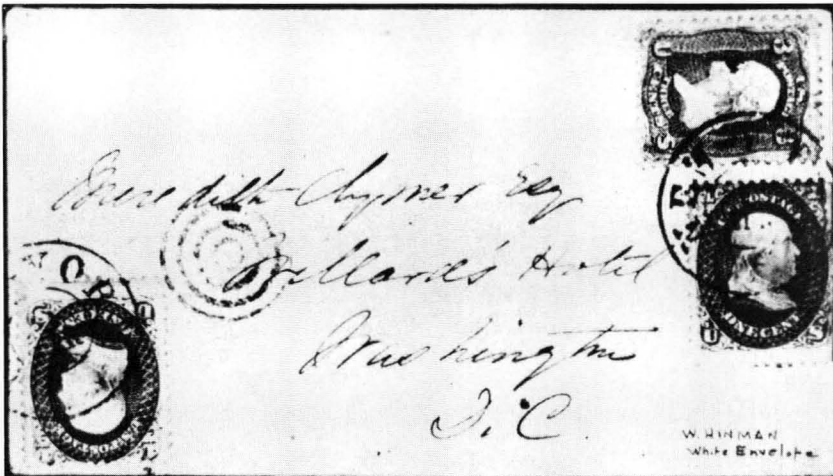


Figure 1. The focus of the controversy. Ashbrook captioned the photo of this cover "Both Carrier Fees PREPAID — Viz — (1) Collection Fee at New York, and (2) Delivery Fee at Washington."

I agree with the idea the year was probably 1862, mostly because the stamps were canceled with the town datestamp. The Post Office Department was much more critical about this violation of the regulations in 1863 than in 1862.

The cover is addressed to one Meredith Clymer, Esq., at Willard's Hotel in Washington, D.C., and the fact that both the cities of mailing and delivery had carrier service was a key that helped spark the controversy. Ashbrook wrote in *Stamps* for July 19, 1941, that the two 1¢ stamps on the cover each paid a different carrier fee, one for taking the cover to the New York post office and the other for delivery to Willard's Hotel by carrier from the Washington post office.

As of 1860, the P.L. & R. required that both services would require carrier fees not to exceed a penny. This stemmed from a decision by then Postmaster General Joseph Holt,

one of history's prominent bulls in a china shop. Holt, according to Perry, had misinterpreted the law passed by Congress in 1860 that the charge for delivery of letters by carrier should not exceed 1¢ each in that he assumed that it also applied to letters taken to the post office by carriers. Previously, to better compete with the private carriers, while sending letters to post offices by carrier was 1¢ (and free in New York) 2¢ had been charged for delivery of incoming letters to addressees, in which service the government carriers had a distinct advantage.

Perry, in *Pat Paragraphs*, commencing with Section No. 42, for January 1942, and continuing for several issues into 1945, denied that carrier fees for delivery in one city could have ever been prepaid in another, in the 1860 period or any other. He quoted various P.L. & R.'s, background Postmaster General's reports, and newspaper announcements, which I don't intend to repeat here as these are available, starting on page 233 of the Bureau Issues compilation of *Pat Paragraphs*.

A few years later, in 1947, Ashbrook again reiterated his thesis, this time in a more permanent work, the *India Book* (No. 17) of the Lindquist *Stamp Specialist* series. Ashbrook again showed the one cover with the 3¢ plus two 1¢ stamps (can anyone report another example?) plus several other covers that may or may not have been pertinent, as Perry soon pointed out in another series of articles, starting in *Pat Paragraphs* No. 52, published in November 1948.

Perry insisted that the option to prepay carriage of a letter to the mailing post office rested with the sender, but at the office of delivery, this option to use carrier service for delivery rested with the addressee in the form of instructions (or, at New York, in the absence of such) left at the local post office. There were a limited number of towns that then had carrier service, and until Postmaster General Holt caused fees to be uniform, the handling of carrier service was a local affair.

Perry noted that while many covers exist sent from small towns without carrier service on which a 1¢ stamp was placed in addition to the 3¢ regular postage, and even though many of these covers were directed to street addresses, the sender expecting the stamp to prepay carrier delivery, the extra 1¢ postage was wasted. He also suggested that some of those covers could have been prepaid way letters, a possibility also noted by Ashbrook.

THE FOUR-CENT RATE.—There is a somewhat prevalent impression that the affixing of a penny stamp to an otherwise prepaid letter, designed to be forwarded by mail, will pay the carrier's fee when it arrives at the place of destination, and many letters, thus prepaid, are received at New York and other offices employing carriers. The impression is entirely erroneous. When a mail letter is deposited in a U. S. lamp-post box or other receptacle provided by Government, to be carried from thence to the post office, the extra penny stamp is then requisite to pay the carrier's fee for delivering to the office. In all other cases, any prepayment of a penny beyond the regular rate, is simply money thrown away.

Figure 2. Item in *The U.S. Mail & Post Office Assistant*, August 1862, at the bottom of page 2 — probably a "space filler."

Perry, without giving any reason for his statement (although some very logical reasons exist) other than the P.L. & R., said that even though such a letter with an additional 1¢ stamp was delivered by carrier in the city to which it was addressed, the carrier would

still collect the 1¢ carrier delivery fee in cash. Carrier delivery of incoming letters was based upon the desires and instructions of the addressees and there were no other factors involved.

For those who wish to read Perry's second series of articles, entitled "OBITUARY" and concluding with a short paragraph "Interment Public" in *Pat Paragraphs* No. 53, for September 1949, most of this is grouped following the first series in the BIA reprint.

These notes were generated because of this writer's having noticed a tiny paragraph (shown as Figure 2) in the August 1862 issue of *The U.S. Mail & Post Office Assistant* (page 90, bottom of 4th column, in the Collectors Club of Chicago reprint edition of 1975). For those unfamiliar with the background of this publication, it was a monthly semi-official newspaper intended to keep U.S. postmasters up to date on the details of postal matters, and was edited by James Holbrook, formerly a Special Agent of the Post Office Department and, in fact, reappointed to give him status as the publisher of the *U.S. Mail*. Holbrook had a direct pipeline into both the New York post office and the Post Office Department at Washington, and, as an authoritative source, was about as close to an impeccable contemporary informant as we can get.

He said, concluding the short paragraph, that while a penny stamp was required to carry letters deposited in lamp post boxes to the post office by carrier, that "in all other cases, any prepayment of a penny beyond the regular rate, is simply, money thrown away."

Elliott Perry would have loved it!

JACKSON, MISSISSIPPI, "CONFEDERATE STYLE" IMMEDIATE POST WAR OCCUPATION MARKINGS RICHARD B. GRAHAM

As the Civil War ground to a halt and the Confederate armies surrendered and dispersed from April through June 1865, what remained of the Confederate mail service went through a similar deterioration. Many cities and towns in the Confederacy had been captured and occupied by Federal troops long before the war ended and their post offices were soon reopened by the Army Quartermasters under the guidance of Special Agents of the Post Office Department as "occupation" post offices. By June 1865, those offices were about the only mail service operating in the South.

Prior to the ending of the war, however, the Federals did not make postal service to or from the North available to local civilians in the occupation areas, and as the war was ending, there had been very little open communication between civilian families and friends in the two areas since 1861.

The occupation post offices were, in most cases, forbidden by their army headquarters from accepting such mail from or delivering it to southern civilians in occupied towns. For example, an order given in *War of the Rebellion, Official Records of the Union and Confederate Armies*, Vol. XXIV, Part 3 (Serial No. 38) pages 585-6 is reproduced as published in Figure 1. This order makes quite clear the Federal military attitude toward such mails, although it did leave the door slightly ajar to send or deliver civilian letters in special cases and with censorship exercised.

Northern mails directed south were, by U.S. Post Office Department orders, sent to the Dead Letter Office where they were marked "Mails Suspended" and returned to the senders if they could be identified by the postmasters of the mailing post offices in the North.

When the war ended, there was evidently quite a flood of mail between North and South of families and friends attempting to reestablish communications, and some of the covers that have survived show anything but routine handling. Most of it was sent to occupation offices known to be operating, and with civilian postmasters appointed, such as New Orleans, Nashville, and Memphis. The problem, however, was that with the collapse

SPECIAL ORDERS, }
No. 217. }

HDQRS. DEPT. OF THE TENNESSEE,
Vicksburg, Miss., August 10, 1863.

I. The establishing of mails within the insurrectionary States of this department being for the exclusive benefit of the military authorities and those connected therewith, the following regulations are established and will be observed, until otherwise ordered, by all persons employed in their transmission, at all military posts south of Memphis, Tenn.:

1. Postmasters will transmit no letters but those coming from designated military authorities, nor deliver any received at their respective offices to citizens or civilians, excepting through the same channels.

2. Mails will be made up at department, corps, division, and post headquarters, and by all provost-marshals, quartermasters, and commissaries, sent regularly to the post-offices by them, and promptly forwarded by the postmaster of each post.

3. The military authorities above designated will forward no letters from any citizen in any insurrectionary State in this department, without first examining the same and marking their approval thereon.

* * * * *

By order of Maj. Gen. U. S. Grant:

T. S. BOWERS,
Acting Assistant Adjutant-General.

Figure 1. From the Civil War's published official records, Vol. XXIV, Part 3, pages 585-6, this "Special Orders No. 217" shows all concerned the official attitude of U.S. Grant's Army of the Tennessee to handling letters of Rebel civilians.

of the Confederate mail system, neither mail routes or offices were operating except where the Federal authorities had established them for their own use, although these were apparently made available to all as soon as the war ended.

The U.S. Mail & Post Office Assistant, the semi-official monthly newspaper on postal affairs then current, made no mentions of any widespread attempts to restore mail service in the South until September 1865, with the first details of routes being established given in October. From then on, through 1867, most issues had long lists of post offices in the former Confederate states that had just been reopened.

The major problem facing the U.S. Post Office Department was the difficulty in locating qualified local people who could make bond and also were eligible to take the required loyalty oath to the Federal government. As a result, not only were most of the provisional appointees of the state governments northern men (including the "carpetbagger" element), but so were some of the postmasters and mail contractors.

Many of the large cities and towns, although not recorded as having had a wartime Federal occupation post office, were reopened promptly by the military for administrative purposes, such as some of the state capitals. Most of these are not listed in the *U.S. Mail* of April through September 1865, as having been reopened. Among these were Richmond, Virginia (see the *Chronicle* 138 for May 1988, pages 112-117) and Jackson, Mississippi.

I have found no details or announcements on the reopening of the Jackson post office by the military, but the covers shown in Figures 3 and 5, loaned me some time ago by Mr. Don Garrett for photographing, demonstrate this office was operating as early as June 1865. These covers stem from the need for the occupation troops, Freedmen's Bureau, etc., for mail service, and the covers bear not only Jackson postmarks but those of Memphis, Tennessee.

The Jackson marking is of interest as a Federal occupation marking, as it is in a style with tall, narrow, condensed letters that was used on stock postmarking devices issued by the Confederate Post Office Department to larger offices in the Confederacy. It appears on some very interesting Confederate covers, such as that in Figure 2, on which it was used to cancel Confederate stamps on a Trans-Mississippi Express Mail cover that was carried across the Mississippi by the special Confederate mail service set up for that purpose.

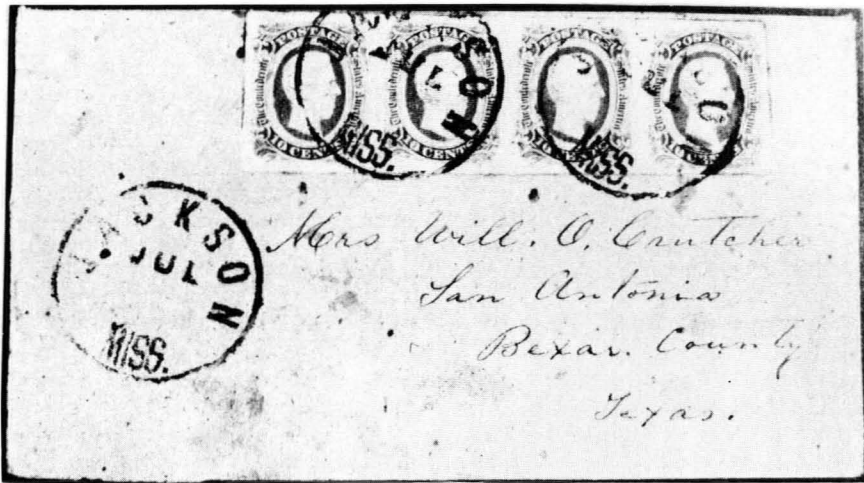


Figure 2. The Jackson, Mississippi, "stock" style postmark on a Confederate Trans-Mississippi Express Mail cover carried across the Mississippi River in 1864 past a Federal gunboat and troops cordoned on the River.

For data on this service, reference may be made to Mr. Richard Kreiger's *The Trans-Mississippi Mails After the Fall of Vicksburg* (The Philatelic Foundation, N.Y., 1984, with supplements appearing from time to time in the *Confederate Philatelist*).

This service was the Confederate Post Office Department route across the Mississippi after the fall of Vicksburg, Mississippi, and Port Hudson, Louisiana, placed the Mississippi River under Federal control and split the Confederacy into two parts. This route, an enforced "through-the-lines" kind of surreptitious yet official operation, used Jackson at times as one of the main stations on the route. Jackson, which was held briefly by Federal forces in 1863 during the siege of Vicksburg, was evacuated by the Federals rather than occupied after Vicksburg was firmly besieged and cut off.

Confederate control was soon reestablished and, I presume, the new stock style postmark was provided when the town became a station on the Trans-Mississippi route in 1864. Of interest is the fact the covers shown here have no day date logo, although the



Figure 3. A post war Federal certified soldier's letter originating at a remote post guarding a railroad junction, this cover was carried to Jackson, Mississippi, where it was post-marked and then on to Memphis by the military, where it was placed in the Federal civilian mail system.

Confederate example was used in 1864 and the Federal covers sent in 1865.

Both the Federal covers with the Jackson markings are obviously soldier's letters sent north by Federal occupation troops. The cover shown in Figure 3 is a certified due soldier's letter, endorsed to be sent collect, and the other cover, shown in Figure 5, is addressed to a Captain in Ohio. Presumably, he was either home on leave or for other reasons.

Both covers bear the Jackson marking with June month but no day logo, and both were again postmarked at Memphis, Tenn., on July 2 with the small single circle marking used there in 1865. The cover in Figure 3 has additional factors showing interesting handling, since the soldier's letter endorsement is that of a lieutenant commanding at Gainesville Junction, Mississippi. By the location of the sender and the handling of this cover, it appears that both of these covers were handled and carried entirely by the military until they arrived at Memphis.



Figure 4. A sketch-map, showing the railroad system over which the covers in Figures 3 and 5 may have been carried.

The fact of the Memphis postmarks' being added when the Jackson markings would seem to have been sufficient suggests that the Memphis post office considered there was something unofficial or unauthorized about the Jackson postal operation and by applying its own postmarks, brought the mails up to U.S. Post Office Department standards!

In the late days of the war, the Federals had detachments of troops scattered along the western railways they considered important to maintain in operation. Some of the railway bridges were a sight to behold, as they were equipped with blockhouses for defense at both ends, which permitted a small detachment to hold off a fairly good sized force of raiding cavalry.

Considering the sketch-map of Figure 4, I find it interesting to consider how the cover of Figure 3 was carried to Jackson and how both the covers with Jackson postmarks reached Memphis. The cover shown in Figure 3 originated at Gainesville (made "Ganesville" in the soldier's letter certification) Junction, where the Mississippi, Gainesville & Tuscaloosa R.R. — a rather long name for a short railroad that never was fully built — joins the Mobile & Ohio R.R. Thus, from Gainesville Junction, the cover would have travelled south on the Mobile & Ohio to Meridien, Mississippi, and from there, it would have travelled westward over the Southern R.R. to Jackson.

At Jackson, it was postmarked and the manuscript "Due 3" was applied to the soldier's letter, but how the letters were conveyed by the military to Memphis may not have been as obvious as it seems from the map, according to Robert C. Black's *Railroads of the Confederacy* (U. of North Carolina Press, Chapel Hill, N.C., 1952) the basic reference for these notes.

From the map, the letter would have normally been carried on the Mississippi Central R.R. to Grenada and then on the Mississippi & Tennessee R.R. to Memphis, but Black notes that in 1863, the bridges over the Yalobusha River at Grenada and the Tallahatchie, between Grenada and Memphis, were burned in the Fall of 1863, presumably by the Confederates to prevent use of the railroads by the Yankees. Although central Mississippi, including Jackson, was soon again Confederate country, the Mississippi & Tennessee could only be operated in segments after that.

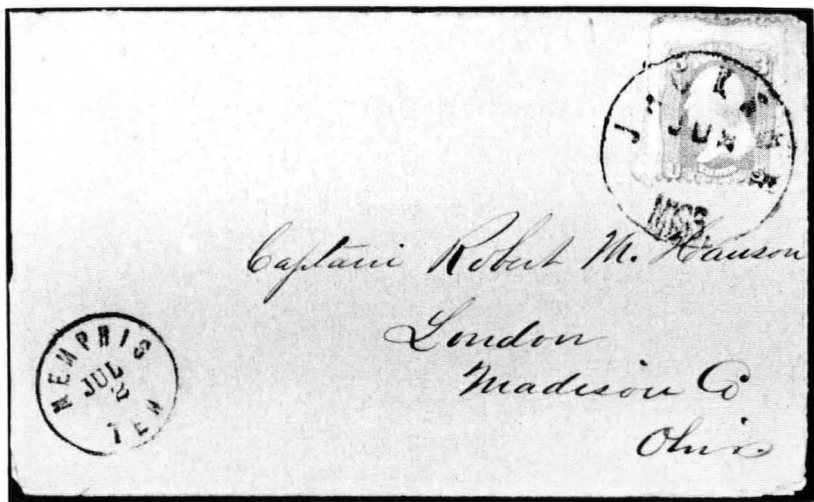


Figure 5. Probably from a Federal soldier near Jackson, Mississippi, this cover had its 3¢ 1861 stamp canceled at Jackson and was then carried on to Memphis, Tennessee, by the military where it entered the U.S. civilian mail system.

Thus, the question is whether the railroad from Jackson to Memphis was in operation as yet by June 1863, and if so, who rebuilt the bridges and the line and supplied the rolling stock? It may have been much easier for the Federals to have simply reconstructed the Southern Railroad between Meridien and Vicksburg and communicated with Memphis and the North from there by steamboat.

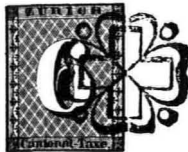
All of which goes to show that restoration of the mail service in the South after the Civil War was considerably more of a job than just appointing postmasters!

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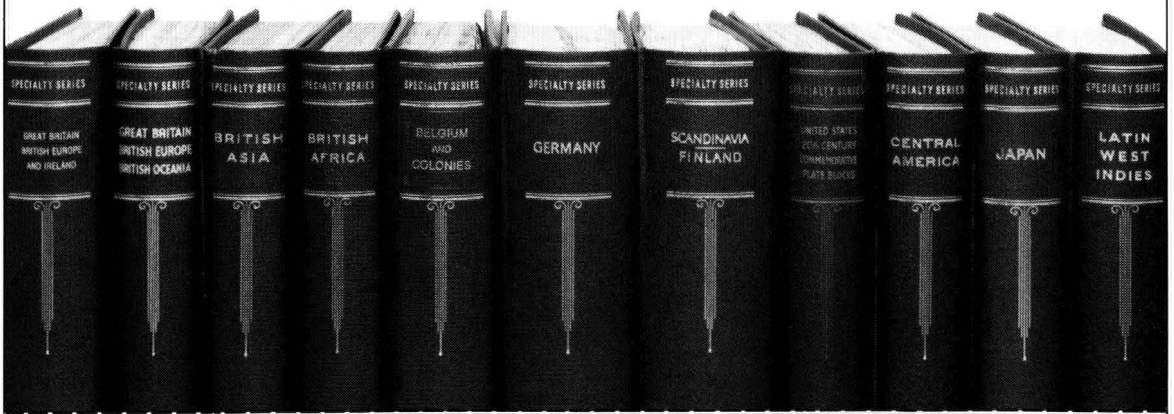
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USED 30-CENT 1869 INVERTS
SCOTT R. TREPEL

(Continued from *Chronicle* 140:270)

Author's Note: The survey of used 30¢ Inverts is continued from *Chronicles* 138, 139 and 140. For an explanation of the arrangement of the author's census, please refer to *Chronicle* 138.

The Center-East Inverts

To date, no copy has been recorded that fits into this category of centering, which requires: 1) the eagle's outstretched wings at top and the central star at bottom must be equidistant to the perforations at top and bottom, and 2) the point of the flagpole at right must be close to or touching the perforation holes at right.

The North-Center Inverts

Four 30¢ Inverts from the "North-Center" category are described in Table D, all of which are illustrated in the corresponding Figures 1 to 4. These copies meet the following requirements: 1) the eagle's outstretched wings are close to the perforation holes at top, 2) the central star at bottom is well clear of the perforations at bottom, and 3) the points of the flagpoles at left and right are approximately equidistant to the side perforations.



Figure 1



Figure 2



Figure 3



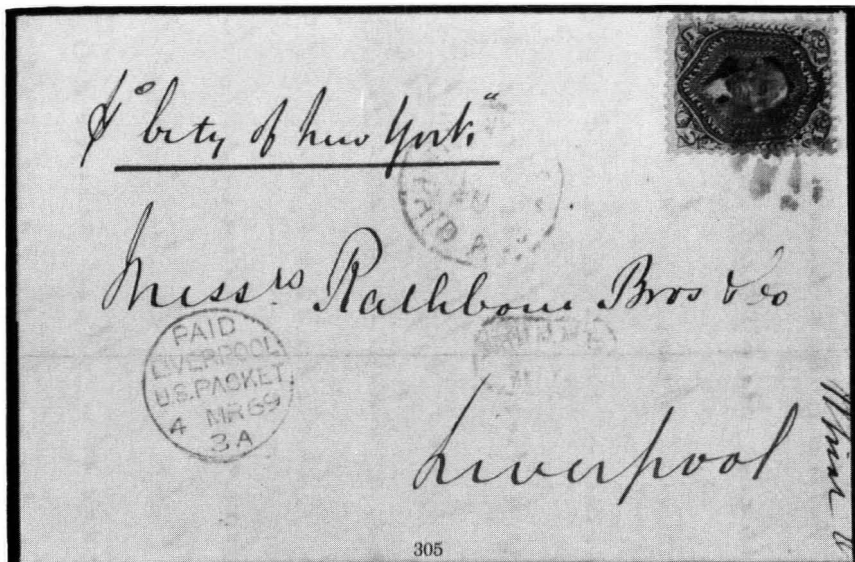
Figure 4

Red Cancellations

The outstanding common characteristic of three of the four "North-Center" Inverts is that they are cancelled in red, possibly by the same cork "leaf" design. Because they are identically centered and cancelled, these Inverts offer the possibility of reconstructing a pair or other multiple. The stamps in Figures 1 and 2 might be a separated horizontal pair, left and right, respectively.

The use of red ink to cancel high-denomination stamps strongly indicates supplementary mail usage from New York City. The March 1869 folded letter from the Rathbone cor-

Figure 5



respondence (Figure 5) is an example of New York City supplementary mail of the period. The stamp, an 1868 24¢ F grill, is tied by a red cork cancel that closely matches the design on the Inverts. Letters posted by supplementary mail were charged double the ordinary postage rate, the extra amount required for special service to bring the mail to the ship immediately before departure. A 15¢ foreign mail rate, doubled for supplementary service, would require a 30¢ stamp.

The North-West Inverts

To date, no copy has been recorded that fits into this category of centering, which requires: 1) the top and bottom portions of the design must be equidistant to the perforations as described previously, and 2) the point of the left flagpole must be close to or touching the perforation holes.



Figure 6



Figure 7



Figure 8

The North-East Inverts

Two 30¢ Inverts from the “North-East” category are described in Table E, both of which are illustrated in Figures 6 and 7. These copies meet the following requirements: 1) the eagle’s outstretched wings are close to the perforations at top, 2) the central star at bottom is well clear of the perforations at bottom, 3) the point of the flagpole at right is close to or touching the perforation holes, and 4) there is a wide margin between the flagpole point at left and the perforations.

15¢ and 30¢ 1869 Inverts Used Concurrently

The stamp in Figure 7 is cancelled by a Circle of “V’s” that matches the cancels on

TABLE D

Figure 1. Red "leaf" cancel. Corner creases. PFC 101593. Ex Siegel sale 583.

Figure 2. Red "leaf" cancel, matching Figure 1. Possibly a separated horizontal pair (Fig. 1 at left). Blue color faded. PFC 69848. Ex Juhring.

Figure 3. Red cork cancel. Possibly reperfed. Ex Frank B. Allen collection (Harmer Rooke, May 23, 1950), Cole collection (Siegel).

Figure 4. Cork cancel (black?). Centered slightly to right. No PFC. Ex Col. Green (Costales sale, Oct. 11, 1946). No further details.

Figure 5. March 1869 folded letter with red Supplementary Mail markings of New York City. Stamp tied by "leaf" cancel closely resembling cancel on stamps in Figures 1 to 3.

TABLE E

Figure 6. Circle of "V's" cancel, light strike. No PFC. Ex "Prime U.S." collection, Siegel sale, Jan. 9, 1973.

Figure 7. Circle of "V's" cancel (matches "Centered" copies shown in Fig. 8 and 9 in *Chronicle* 139 and "Center-West" copy shown in Fig. 5 in *Chronicle* 140). This cancel also known on 15¢ Invert. Toned at top left corner, slight creasing and small thin. APS and PFC. Ex H. R. Harmer sale, Nov. 15, 1958 and Christie's sale, Oct. 3, 1984.

Figure 8. 15¢ 1869 Invert cancelled by the same cork cancel found on 30¢ Invert in Figure 7, indicating concurrent use at New York City post office.

three 30¢ Inverts previously recorded in this series: please refer to *Chronicle* 139, Table B, Figures 8 and 9, and *Chronicle* 140, Table C, Figure 5 (possibly also Figure 8). It also matches the cancel found on a copy of the 15¢ Invert (from H. R. Harmer sale, Nov. 17, 1958, lot 89). This stamp is illustrated in Figure 8. The identical cancels offer proof that the 15¢ and 30¢ Inverts were being used by the public concurrently during the life of this particular cancelling device, which was probably two weeks at most.

(To be continued)

THE LOCKPORT POSTMASTER'S PROVISIONAL SCOTT R. TREPPEL

Preface

The author has recently been presented with an extraordinary opportunity to spend time examining the formidable collection of postmasters' provisionals assembled by the Weills of New Orleans over many years, on behalf of various clients. The results from this period of study are being published in Robson Lowe's publication, *The Philatelist*, in a series of articles during the next twelve months. However, for admitted self-serving reasons, the author feels compelled to clear the air about the Lockport, N.Y., provisional, which, by virtue of its peculiar appearance and extreme rarity, has been the object of skepticism since its discovery nearly 100 years ago.

The late Herbert Bloch, whose knowledge of philately was complemented by his insight into collectors, often remarked that a unique stamp carried all of the burden of proving itself genuine. "You can sell a very rare stamp, with two or three known," he would say, "but a unique stamp? Everyone's scared."

In the opinion of the author and other Classics Society members, the Lockport is an authentic postmaster provisional. The purpose of this article is to show evidence in support of this opinion.

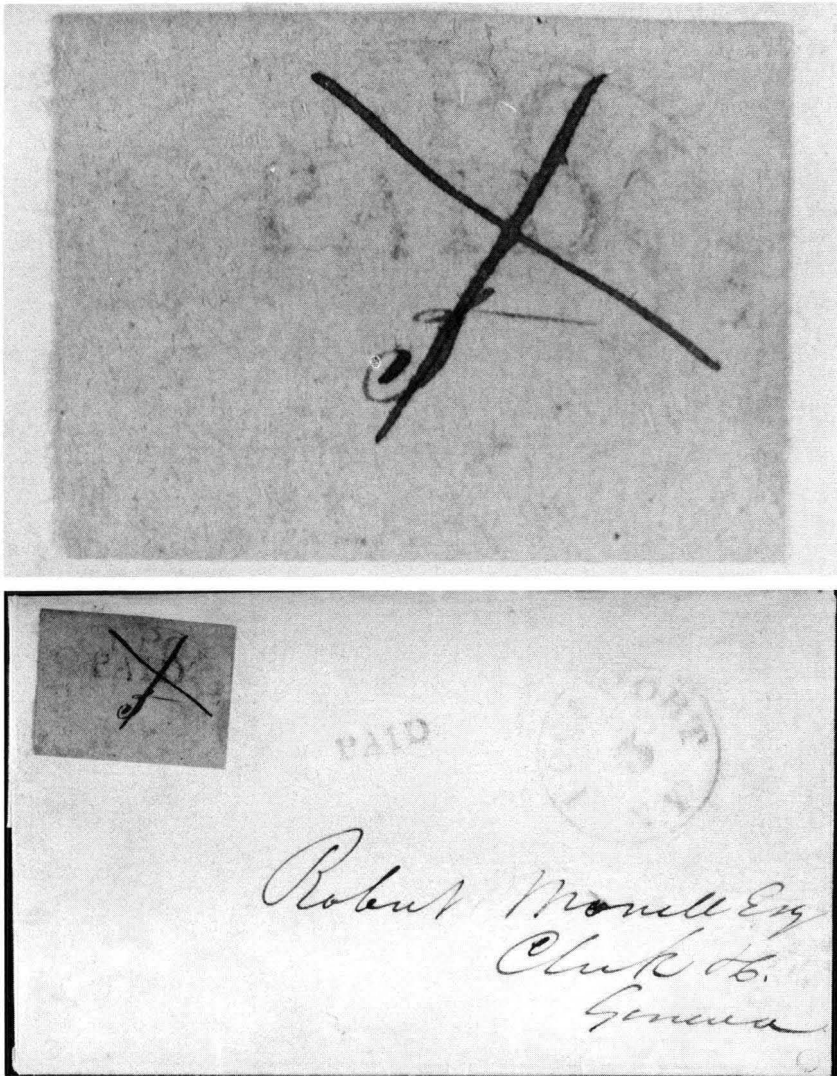


Figure 1. The Lockport provisional: below, the cover, March 18, 1846; above, enlargement of the stamp.

The Lockport Discovery

This provisional adhesive, crudely produced from the oval town postmarking device used during the stampless period of Lockport, is both a very great rarity (*almost unique*, so to speak) and one of the most fascinating examples of a postmaster's stamp.

Lockport thrived as a city after the Erie canal was opened in 1825. From 1840 to 1849, its postmaster was Colonel Hezekiah W. Scovell, who had also served an earlier term. By the end of fiscal year 1847, the city's population was approximately 9,000 and postal receipts were just over \$1,200. Colonel Scovell evidently anticipated the need for stamps to indicate prepayment; however, with so few surviving examples and no published record of their creation, it seems that this issue, if anything more than an experiment, did not meet with widespread use.

The discovery of the Lockport was made around the turn of the century by a stamp collector named M. H. Hoover, who was given permission to search through old correspondence of the firm, Holmes and Moss, which was located in Lockport. The address panel of this folded letter bearing the Lockport stamp is illustrated in Figure 1. An enlargement of the stamp is shown in the same illustration. The cover discovered by Hoover was

traded to the Scott Stamp & Coin Company sometime during the 1890s for sets of unused Navy, Treasury, Justice, and Agriculture departmental stamps, then worth about \$100. The cover was immediately sold to Ferrary and realized approximately \$8,800 at the April 7, 1922, sale of his collection. Not surprisingly, Arthur Hind was the buyer. When the Hind collection was sold on November 20, 1933, Warren H. Colson was the successful bidder at \$2,500, presumably acting on Caspary's behalf. At the Caspary provisional sale, on November 15, 1955, the Lockport fetched \$5,500. It was subsequently placed with Josiah K. Lilly and then auctioned after his death for \$14,000 on February 2, 1967. The cover was part of the John R. Boker collection of U.S. provisionals, and, when his collection was dispersed during the 1970s, it became a part of the Weills' client's collection.

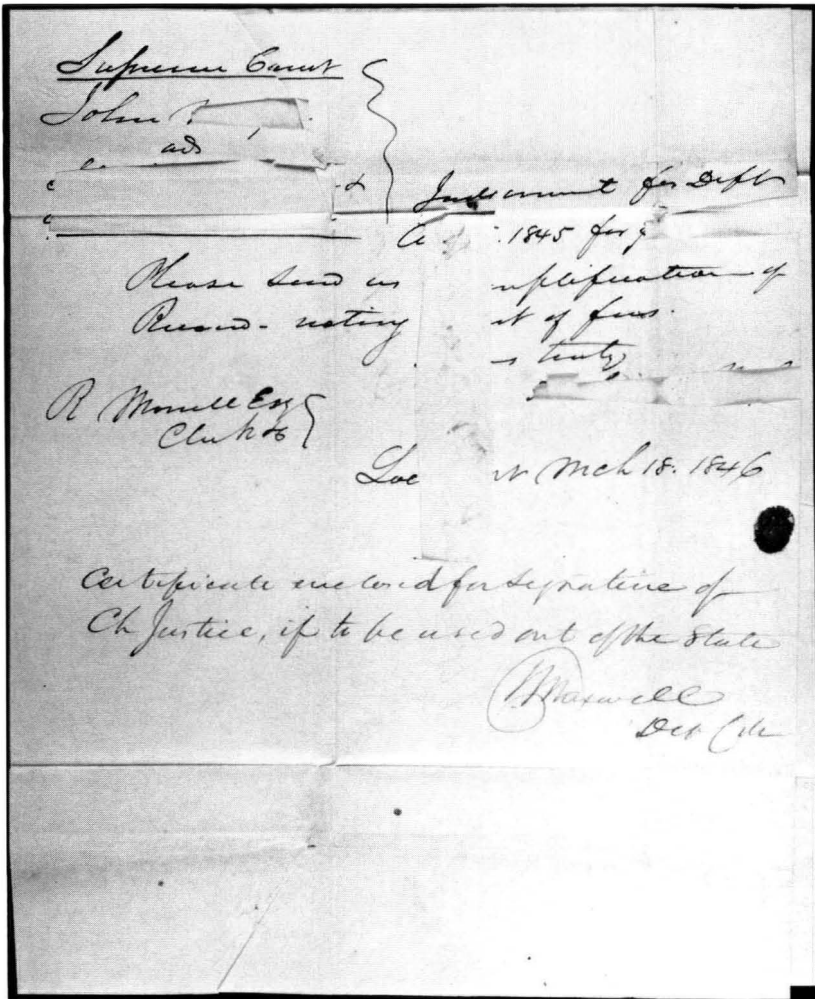


Figure 2. Contents of cover in Figure 1.

A Turned Cover Usage

This letter is unusual because it made two trips: the first was made from Lockport to Geneva, N.Y., on March 18, 1846; the second was a return trip from Geneva to Lockport on March 24. The sender in the first instance was the firm of Holmes and Moss, who addressed their request for a court document relating to a judgement to Mr. Robert Morrell, Esq. The request was answered by an assistant clerk named C. Maxwell, who wrote his reply on the bottom of the lettersheet. He then enclosed the certificate, refolded the letter and posted it to Lockport. The illustration in Figure 2 shows this letter (the names were cut out

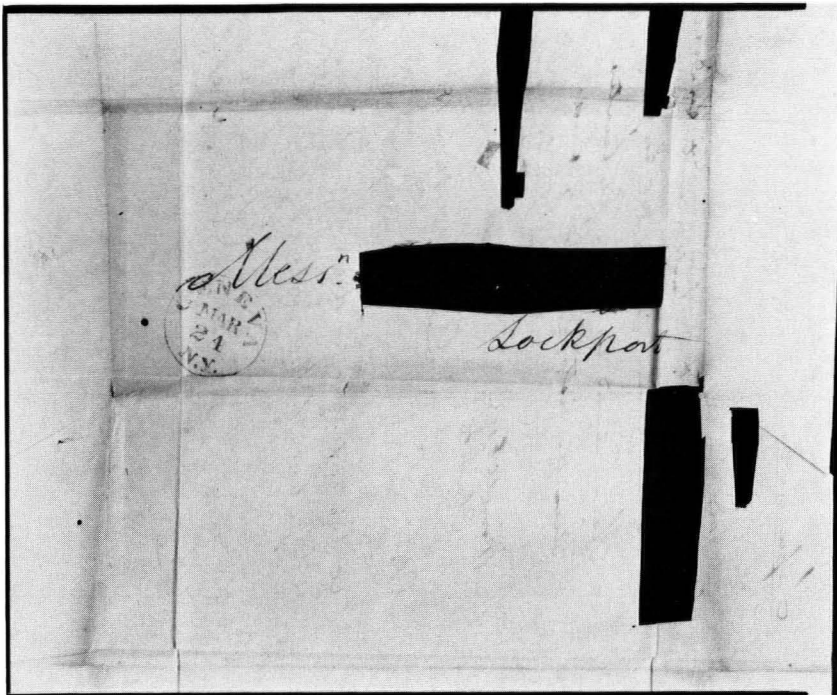


Figure 3. Address leaf of Lockport cover, after being turned, refolded, and addressed back to Lockport.

after its discovery). The address side from Geneva to Lockport is shown in Figure 3; the blue Geneva March 24 datestamp is at lower left, and the remaining portion of the “10” collect rate handstamp (double rate required for the enclosure) is visible at upper right.

The authenticity of the entire letter and its date of mailing are not in question. The correspondence between Holmes and Moss, residing in Lockport, and the office of Robert Morrell, Esq., at Geneva, occurred as the author has described. The question is, did the adhesive stamp originate on this letter? Skeptics of the Lockport stamp have seen only the letter portion bearing the stamp. As the author hopes to show, this narrow view is unsound, because it ignores the entire circumstance of use.

A Provisional Stamp?

At this point, it should be noted that skepticism about the Lockport has been mainly, but not entirely, limited to unpublished commentary in philatelic circles. An example of published doubt will be found in the 1949 edition of the Williams brothers' *Stamps of Fame*. They refer to the Lockport as being “under a cloud” of suspicion, because of the “lack of authentication” and “mystery” of its appearance. However, they did concede that another specimen would dispel any doubt. It is forty years since those words were written, and, in fact, the vital missing link turned up not long after their book was published.

Before looking at this corroborating evidence, consider again the Lockport cover. The markings on the side with the provisional are in red; the ink, under magnification, shows flecks of vivid scarlet-red color. The “PAID” on the letter, the circular “LOCKPORT N.Y./5” and the “PAID” on the stamp all show this characteristic scarlet-red ink. The stamp itself is a piece of thick, coarsely woven buff paper. Even with the naked eye, colored fibers can be seen inter-woven into the paper. The “LOCKPORT N.Y.” double oval handstamp (found on stampless covers of the period) is struck in red, but the ink lacks the distinctive scarlet-red flecks of the two “Paid” strikes and the circular “LOCKPORT N.Y./5” handstamp. The value “5” is written in manuscript within the inner oval, and the stamp is cancelled by a manuscript “X” cross-stroke. The stamp appears to be affixed with

glue. The back of the lettersheet behind the stamp shows traces of feathered acid “bleed” from the manuscript “X” cancellation (a so-called invisible tie).

The author has examined every detail of these markings, using magnification and ultraviolet light. Based on this thorough examination, the author will answer the principal points of skepticism he has heard previously:

1. *The Lockport circular handstamp is a “3” rate marking, not a “5,” which means it must be a later stampless cover.*

The numeral in the center of the Lockport circular handstamp is a “5.” The faint portion of the left side is more clearly defined in the actual item (most skeptics have not seen this cover). The spot between the top “flag” of the “5” and the lower curve, which gives it the appearance of being joined together (as it would be in a “3”), is actually a fiber inclusion in the paper that appears darker in photographs.

Further evidence that this is a “5” is the letter itself, which is clearly dated in 1846, years before a 3¢ rate existed. The Geneva return rate is 10¢, corresponding to the 1845 rate required for weight.

2. *The Lockport adhesive is a marking from a stampless cover, cut out to resemble a provisional adhesive stamp.*

It has been written by Luff that the red inks of the Lockport oval and the “PAID” on the stamp were of the same dull shade. Examination of the inks, as described by the author, reveals this to be incorrect. The “PAID” on the stamp is applied with a different ink than the oval town marking. It could be that the stamp was printed in two separate operations, with the “PAID” forming an integral part of the design, or that the stamp was cancelled “PAID” when received at the Lockport post office. Either way, the presence of two different inks rules out the possibility that the Lockport stamp is a cut-out from a stampless cover, on which the oval and “Paid” and numeral “5” were applied together. If such were the case, then the red inks of both markings would be identical.

A further bit of physical evidence disputing this claim is the paper on which the provisional markings are applied. This coarse, fibrous buff paper is unlike most stationery used for letter writing in this period.

3. *No other example of the “Lockport N.Y./5” marking is known; therefore, the stamp and markings are suspect.*

In fact, there are other examples of the Lockport circular handstamp with numeral rate marking in the center.

This particular point of skepticism also seems to lead nowhere. If the letter is genuine, then it follows that postage from Lockport to Geneva had to be paid in one form or another. Are the skeptics saying that the Lockport markings are forged? If so, then how was the postage paid?

To summarize the author’s logic, the following is certain:

1. On March 18, 1846, the firm of Holmes and Moss mailed a request to Robert Morrell, Esq., in Geneva, N.Y.;

2. On or about the same day, the Lockport post office marked the letter “PAID”, recognizing prepayment in one form or another;

3. On March 24, the letter was refolded and posted from Geneva back to Lockport, enclosing a document that pushed the letter over the one-half ounce weight limit for 5¢ postage;

4. Upon receipt at Holmes and Moss in Lockport, the letter was filed, to be uncovered later by a stamp collector.

The Proof Positive

Accepting all of the above points, the question remains, is the provisional adhesive valid? The author, at this point, would be inclined to accept the authenticity and provenance of the stamp. The “proof” necessary to satisfy the desire for verification — to elimi-

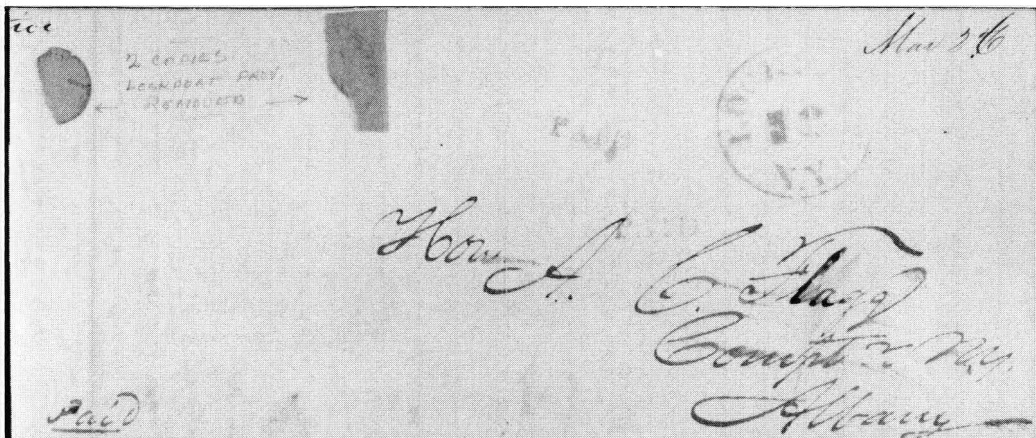


Figure 4. Second cover (March 25, 1846) showing fragments of two Lockport provisionals.

nate what Herbert Bloch perceived as the pitfall of uniqueness — is the cover illustrated in Figure 4.

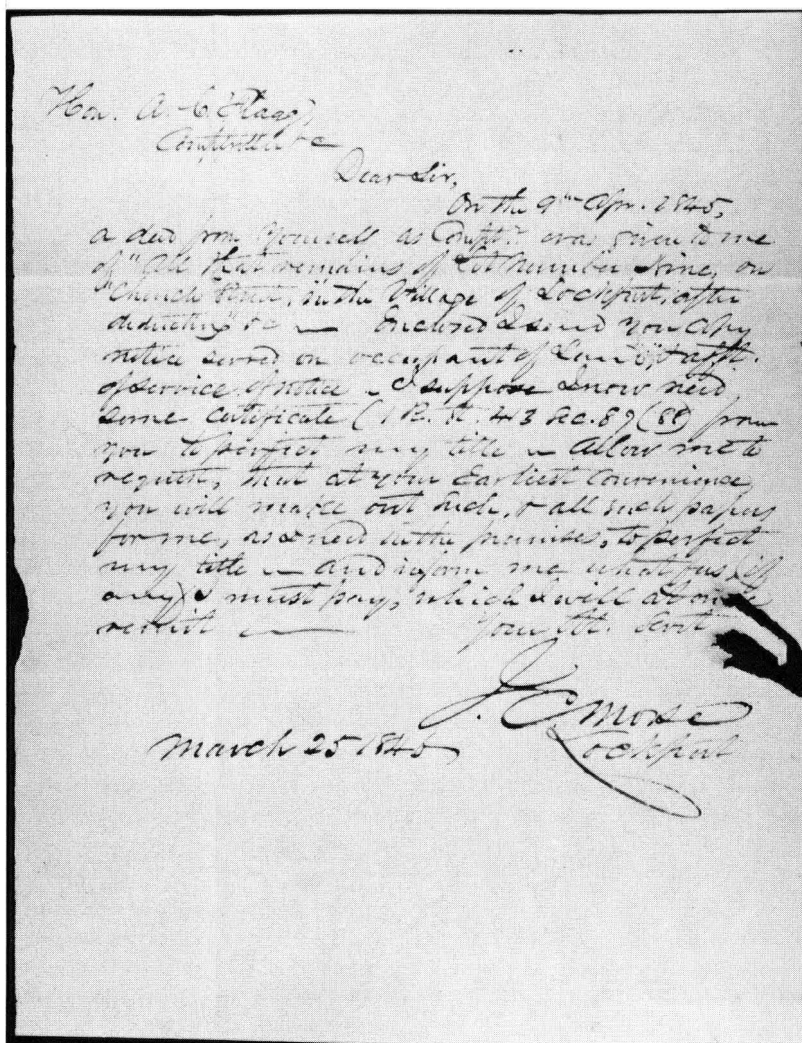


Figure 5. Contents of cover in Figure 4.

This cover is both a tragedy and a treasure. It is a large folded letter, written on March 25, 1846, from J. C. Morse at Lockport to the Honorable A. C. Flagg, Comptroller of New York State, at Albany. The letter and address are written in blue ink, and the contents refer to an enclosure (see Figure 5). The weight of the letter and enclosure required 10¢ postage.

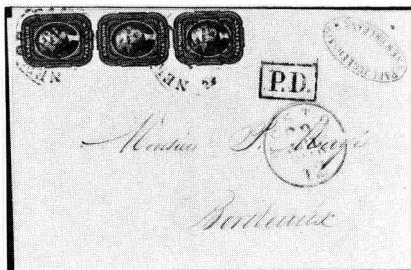
In scarlet-flecked red ink — matching the March 18 cover — are strikes of the circular Lockport town marking, with a numeral “10” in the center, and two “PAID” hand-stamps. In addition, the sender wrote “Paid” at the lower left corner. At the upper left corner, remnants of two 5¢ provisional stamps are affixed to circular wax wafers. Only a trace remains on the wafer at left, but this shows part of a manuscript stroke in the 4 o’clock position. The wafer at right has a bit less than a third of the Lockport adhesive attached, but this clearly shows the red oval handstamped impression with the top portions of the letters “ORT.” The buff paper of all three examples is identical.

The two covers viewed together complete the picture of Scovell’s provisional issue. Used just one week apart, the letters show the single and double rate markings used in conjunction with the 5¢ Red on buff adhesive stamps.

The Lockport is still unique as a collectible stamp. However, it has the great fortune of having a brother, one week younger and tragically injured, but whose existence provides thoroughly convincing evidence of Colonel Scovell’s provisional stamp.

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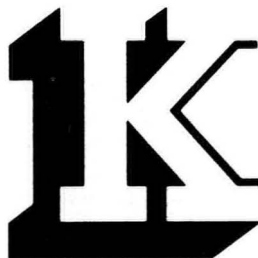
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AN UNREPORTED 5¢ GARFIELD ESSAY — A BELATED DISCOVERY

MICHAEL J. LEY

Sometimes it can be beneficial to re-examine even the most familiar items in our collections. My story is a case in point.

Several years ago I began to specialize in the 5¢ Garfield stamps of 1882 and 1888. My interests included proofs, essays, stamps, cancels, and usages. The item in Figure 1 caught my eye when it was offered in a small auction in 1985.¹ It was described as, “205TC, 5¢ black, trial color proof, XF, catalog value \$200.”

The description left unanswered several questions. Was it a die proof or a plate proof? Was it on India paper, card, or something else? I felt that the size of the margins, while small for a typical large die proof, were large enough that portions of adjoining proofs should have been visible were this a plate proof. Probably this was a trial color large die proof cut down. However the catalog value given by the lot describer was far too low for a trial color large die proof, but was identical to that given for trial color plate proofs in the two listed colors, green and carmine lake. He apparently considered it a plate proof, although black would be an unlisted color.

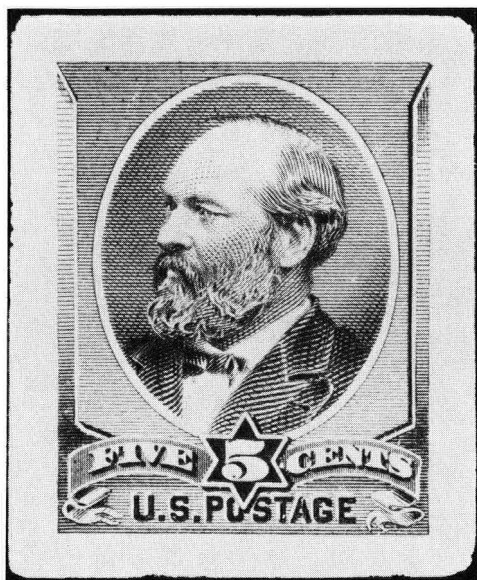


Figure 1. A previously unreported essay for the 5¢ stamp of 1882, originally thought to be a proof.

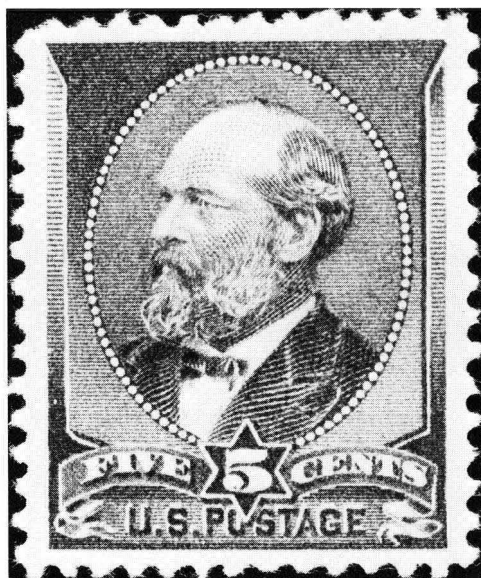


Figure 2. The issued stamp. Note the beaded oval frame around the portrait compared to the empty frame on the es-

Plate proof or die proof, I was interested because it was a proof of some kind in black. The existence of a proof in a particular color does not automatically imply that the color was under serious consideration. It appears some were made more to satisfy the curiosity of the printer or engraver. This stamp, however, was intended to be issued in black as a symbol of mourning for the assassinated president, as had been done with the 15¢ Lincoln stamp of 1866. The story is told that when Mrs. Garfield was shown proofs in black she

1. Downeast Stamps (Bangor, Maine), Sale 78, 8-17-85, lot 700.

did not approve and suggested the color be changed to brown, a suggestion which was followed.² I could always dream this was the very proof shown to Mrs. Garfield.

Mine was the winning bid and when the item arrived it was observed to be on India paper. It was sent to the Philatelic Foundation for their opinion as to what it was. PFC 0153268 was issued on 12-19-85 with the opinion that: "It is a genuine cut down 205TCPI large die proof in black brown." This was none too surprising except that my untrained eyes could not detect any trace of the brown mentioned in the black brown opinion. It was black enough for me and I was content with the price I had paid.

The story does not end here. Several months later I was admiring my new acquisition. Proofs show the engraver's and printer's skills at their finest. I was admiring especially the clean clear oval around the portrait as compared with that of the issued stamp. Then it struck me. The oval was so clean and clear because it was empty! The issued stamp has a beaded oval frame about the portrait. See Figure 2. My beads were missing!

This made my proof an essay as it differed from the issued stamp. While this hardly needed magnification to detect, I had missed it entirely. Some specialist. It was some comfort to know that the experts at the Foundation had missed it as well.

I contacted the Foundation for a new opinion, wondering what they would say. After all, an essay such as this was not listed in Brazer's catalog³ nor in the update to his catalog found in *The Essay Proof Journal*.⁴ Was it possible that something that should have been so obvious could have been around all this time without being realized for what it was? Or could it be a forgery meant to deceive as an undiscovered essay? But if this were true, why was it in such a minor auction and described as a proof? After considerable delay, PFC 0153268 was reissued on 12-29-86 with a new opinion that: "It is a genuine cut down 205 essay in black brown." Although I still could not see any trace of brown I was pleased and amazed. Without realizing it, I had purchased an unreported essay for the very stamp I was specializing in.

I'm going to head back into my collection and see what else I may have missed. Maybe you should do the same.

2. Lester G. Brookman, *U. S. Bank Note Issues 1870-1893*, p. 34.

3. Clarence W. Brazer, *Essays for U. S. Adhesive Postage Stamps*, p. 1.

4. *The Essay-Proof Journal*, Vol 36, No 3, p. 127.

THE FIFTEEN CENT COLUMBIAN STAMP **GEORGE B. ARFKEN**

The Post Office Circular of December 5, 1892, described the forthcoming 15¢ Columbian as "'Columbus Announcing His Discovery,' after the painting by R. Baloca, now in Madrid. Color, dark green." The painting portrays Columbus reporting his discovery to King Ferdinand and Queen Isabella following his return to Spain in 1493. The full name of the painter is Ricardo Baloca y Cancico.¹

Three essays of the 15¢ value are listed in Clarence Brazer's classic work, *Essays for U.S. Adhesive Postage Stamps*.

These include a unique composite of a silver print photo of an unadopted vignette pasted to an ultramarine water color painting of the frame design on stiff white drawing paper. Another essay shows an incomplete engraving in black-brown of the basic design of the adopted vignette on india paper which is die sunk on a white card. The last essay listed shows an incomplete engraving of the adopted stamp design on india paper on card, again in black-brown.

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

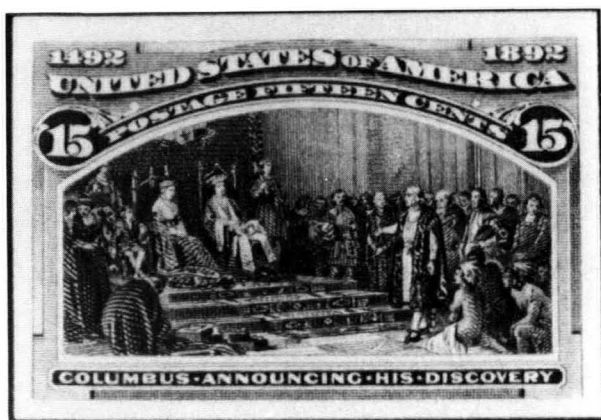


Figure 1. Plate proof of final design.

The vignette of the 15¢ Columbian was engraved by Charles Skinner. Both the frame and the lettering were engraved by Douglas S. Ronaldson.²

Figure 1 shows a plate proof of the final design.

The 1894 *Report of the Postmaster General* (p. 472) gave the number issued as 1,576,950. To put this number in a different perspective, there was only one 15¢ Columbian for every approximately 1,000 2¢ Columbians. For this relatively small number of 15¢ stamps only one plate of 100 subjects was required: M58.³ There are minor varieties: different shades of green and double transfers. Figure 2 presents a plate imprint block of the issued stamp.



Figure 2. Plate imprint block.

The U.S. started issuing stamps of the 15¢ denomination in 1866 with the black Lincoln. The 1869 series included a 15¢ value with the vignette of Columbus landing in the new world, the same scene that was chosen for the 2¢ Columbian. The 15¢ denomination continued to appear in the definitive series through the series of 1954-1968. In 1978 when the domestic rate had risen to 15¢ per ounce, the Post Office began issuing 15¢ commemoratives.

In 1893 the 15¢ Columbian paid no particular rate. When the stamp was planned, it could have paid the 5¢ Universal Postal Union rate plus the 10¢ registration on an overseas letter. The registration fee dropped to 8¢ on January 1, 1893, and this use for the 15¢ stamp vanished. So the 15¢ Columbian was used for helping to make up higher rates.

One such application, helping to make up a higher rate, is shown in Figure 3, a triple rate, registered cover to Argentina, October 16, 1893. We may interpret the 15¢ Columbian as paying the triple UPU rate and the 5¢ Columbian, the 2¢ 1890 and the 1¢ Columbian entire as paying the 8¢ registration.

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

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

Figure 3. From Allegheny, Pa., to Mendoza, Argentina, registered. The 15¢ Columbian paid triple the 5¢ UPU rate, Oct. 16, 1893.



Figure 4 displays a cover from Cincinnati, Ohio, May 5, 1894, to Germany. It's a lovely, neat cover but it is not paid an exact fee. Two-fold postage plus registration would be 18¢; three-fold postage plus registration 23¢. The two Columbian adhesives plus the 1¢ entire add to 22¢. So the cover is either 4¢ overpaid or 1¢ short. One unkind hypothesis is that the Cincinnati postal clerk could not add.

Figure 4. Registered from Cincinnati, Ohio, to Germany, May 5, 1894. The cover is either overpaid 4¢ or shortpaid 1¢.



A similar non-exact payment is pictured in Figure 5. From New York to Germany, Dec. 31, 1893.

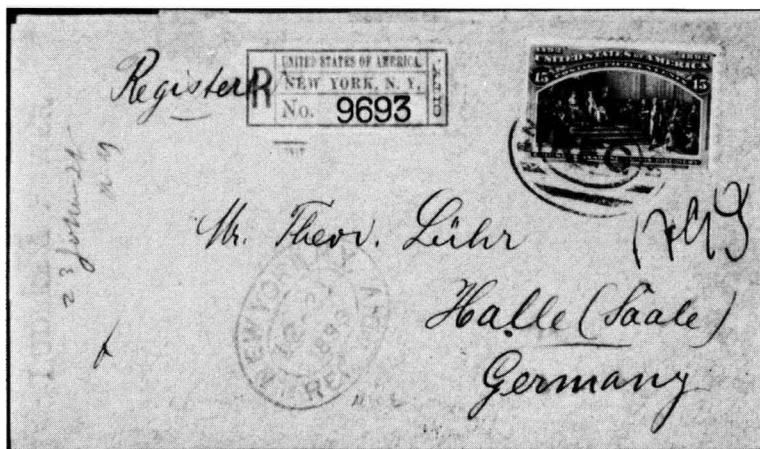


Figure 5. Single stamp usage of the 15¢ Columbian for 5¢ postage and 8¢ registration. From New York to Germany, Dec. 31, 1893.

December 31, 1893, the 15¢ Columbian probably overpaid by 2¢ the 13¢ postage and registry fee. Philatelic? Deliberately contrived to create a philatelic item? This is possible but it seems more likely that the 15¢ Columbian was used simply as a matter of convenience to get the cover in the mail on New Year's Eve.



Figure 5. Single stamp usage of the 15¢ Columbian for 5¢ postage and 8¢ registration. From New York to Germany, Dec. 31, 1893.

A different class of mail is illustrated in Figure 6. Here we have the UPU “printed matter,” charged 1¢ per 2 oz. The two 15¢ Columbians and the two 1¢ Columbians paid for 8¢ registration and up to 48 oz. of printed matter.

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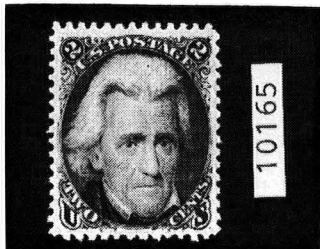
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THE FOREIGN MAILS

CHARLES J. STARNES, Editor
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REGISTERED LETTERS UNDER THE U.S.-BRITISH TREATY OF 1848

RICHARD F. WINTER

Additional Articles¹ to the U.S.-British Postal Convention of 15 December 1848 were negotiated in early 1856. These Articles became effective on 1 May 1856 and were concerned entirely with the handling of registered letters between the two countries.

While the two Post Offices agreed to transmit registered letters to each other, neither was liable for the loss of the letters or the contents thereof. Postage was required to be fully paid in advance including the registration fee. Each country separately determined the registration fee and no additional charge was permitted in the receiving country. Article V of the Additional Articles stated that each office was to account to the other for one half of the amount of the registration fee levied upon posting of the registered letter.

In the United States, a registry system had gone into effect on 1 July 1855 and the 5 cent fee under that system was also applied to letters conveyed in the British mails. When the U.S. registration fee was increased to 20 cents on 30 June 1863, registration on letters to Great Britain and Ireland was also increased to 20 cents.² The 20 cent registration fee to Great Britain remained in effect until 1 January 1868, when the rate was reduced to 8 cents.³

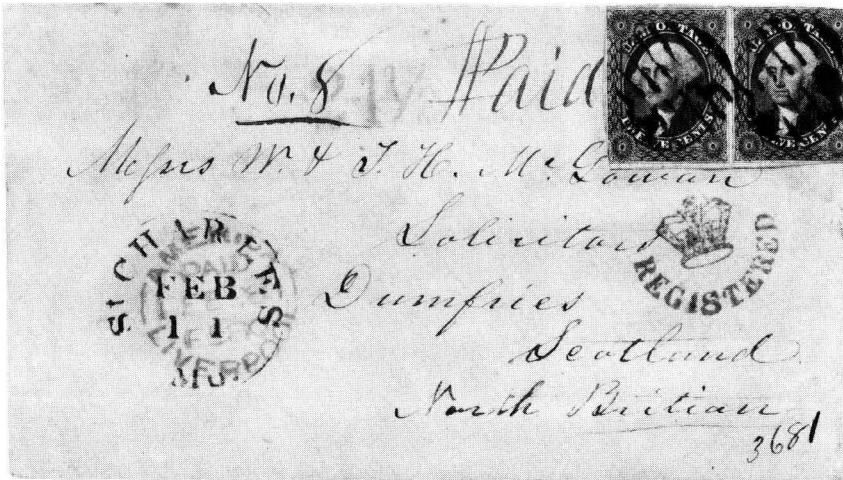


Figure 1. Registered cover 11 Feb 1858 from St. Charles, Mo., to Scotland, franked with pair #17, showing red 21¹/₂ credit handstamp of New York and red crown registered marking of Liverpool.

1. See *Report of the Postmaster General 1856*, Wierenga Reprint, pp.790-802, for a copy of these Articles.

2. In August 1863, *United States Mail & Post Office Assistant* carried a Notice to Postmasters and the Public which discussed the recent change in U.S. registration fees relative to the foreign mails. The portion related to British mails said: "But registered letters addressed to the United Kingdom of Great Britain and Ireland are subject to the increased registration fee of 20 cents, the same as domestic registered letters, as the Postal Convention between the United States and the United Kingdom does not limit the amount of the registration fee to be collected in either country." Since there was no earlier notice of this change, it is possible that the 5 cent registration fee was still in use until August 1863.

3. Commencing with the January 1868 *United States Mail & Post Office Assistant*, under Registering Foreign Letters, Foreign Miscellany Section on page 3, the registration fee for Great Britain was listed as 8 cents. Previous issues listed the 20 cent registration fee.

On 6 January 1841, a registration fee of one shilling was introduced in Great Britain. In March 1848 this fee was reduced to six pence.⁴

Figure 1, provided by Robson Lowe, illustrates a seldom seen registered letter to Great Britain. This envelope originated on 11 February 1858 in St. Charles, Missouri, the capital of St. Charles county, about 22 miles by rail northwest of St. Louis. The letter was addressed to Dumfries, Scotland, and was sent registered. It appears that the two 12¢ adhesives (Scott #17) were added after the letter was addressed, probably at the St. Charles post office as they are placed over a manuscript "Paid" endorsement. The 5 cent registry fee was paid in cash. The New York Exchange Office marked the letter for 21½ cents credit to Great Britain with a red handstamp illustrated in Figure 2. This represented the normal 19 cent credit for a prepaid letter being transported on board a British contract steamship and the 2½ cents registration fee credit to Great Britain under the Additional Articles. The letter departed New York 17 February 1858 on the Cunard steamship *Arabia* and arrived at Liverpool on 1 March 1858. The arrival datestamp of Liverpool in red shows 28 February indicating the mails may have been landed the evening before while the ship lay in the Mersey awaiting favorable tides or weather to proceed to the wharfs. The other possibility is the date was not changed in the handstamp. Liverpool also struck the crown registered handstamp in red. Arrival at Dumfries is not marked on the envelope.

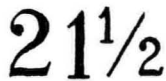


Figure 2. New York Exchange Office 21½ credit handstamp.



Figure 3. 33mm red circular datestamp applied at New York.

This is the first cover seen by the author with the 21½ handstamp, a marking to be added to the records of the New York Exchange Office. In addition, this cover also has a 33mm circular datestamp of New York in red on the reverse which is not in the author's records for the New York Exchange Office. It reads NEW-YORK FEB 17 Paid. Figure 3 illustrates this marking.

From the Grand Prix collection⁵ of Vancouver Island and British Columbia formed by Gerald E. Wellburn comes an extraordinary example of the 5½ cent credit marking, applied at New York to American packet registered letters. This cover is shown in Figure 4 and is illustrated on p. 47 of the Wellburn book, and appears as lot #1060 in the auction catalog of this material as sold by F.E. Eaton & Sons on 6 October 1988.

Posted in Victoria, British Columbia, in February 1863 and addressed to Durham, England, the cover was prepaid 29 cents with 24¢ and 5¢ U.S. adhesives of the 1861-62 issue. This was the proper single letter rate to England from the West Coast of the United States. Apparently the registry fee was paid in cash. A blue straight line "REGISTERED" handstamp was struck at Victoria. The letter was postmarked at San Francisco on 2 March. At the New York Exchange Office, a 5½ cent handstamp was struck in red indicating the

4. *The Encyclopedia of British Empire Postage Stamps 1661-1851*, Volume 1, by Robson Lowe.

5. This collection is illustrated in *The Stamps and Postal History of Vancouver Island and British Columbia* by Gerald Wellburn, a large book of cover illustrations of the author's album pages with his analysis of each cover.



Figure 4. Feb 1863 cover from Victoria, British Columbia, to Durham, England, prepaid 29 cents in U.S. adhesives and registry fee in cash, showing blue REGISTERED handstamp of Victoria and red 5 1/2 cent credit handstamp of New York. From the Wellburn sale catalog, courtesy of F.E. Eaton & Sons.

credit to G.B. of 3 cents, the normal single letter credit on letters carried by American packets, and 2 1/2 cents, half the registration fee. A tracing of this marking is shown in Figure 5. The letter was placed in the mails sent on the Inman Line steamship *Edinburgh* which departed New York on 28 March 1863 and arrived at Liverpool on 9 April 1863. Again, a New York circular date stamp, not normally associated with the Exchange Office, has been used and is shown in Figure 6. Both of these registered covers have New York markings that are not typical of the New York Exchange Office suggesting that registered letters may have been handled in a different section of that office.

5 1/2

Figure 5. New York Exchange Office 5 1/2 cent credit handstamp.



Figure 6. 27mm double circle datestamp of New York.

Susan McDonald has provided an example of a registered cover from Great Britain to the United States. This cover is illustrated in Figure 7.

Originating in Bradford, Yorkshire, on 3 December 1863 and addressed to Harlem Springs, Ohio, this letter was prepaid 1 shilling 6 pence (Scott # 39,42) for the normal 1 shilling transatlantic rate to the United States plus the 6 pence registration fee. The adhesives are obliterated with the 107 numeral cancel of Bradford, Yorks. The letter doesn't show London handling and it may have been sent directly to Liverpool for the next sailing from there which was the Allan Line steamship *Nova Scotian* departing on 4 December 1863. *Nova Scotian* arrived in Portland, Maine, on 22 December 1863. The closed mails for New York, containing this letter, were sent on and reached New York on 23 December. The New York Exchange Office used the wrong circular datestamp when they struck the red N.YORK BR.PKT. PAID since the letter had travelled on an American contract steamship and not a British packet. At Liverpool, a red-orange crayon "27" was marked to



Figure 7. Registered cover 3 Dec 1863 from Bradford, Yorks., to Harlem Springs, Ohio, franked with #39,42, showing 1 shilling 6 pence registered rate to U.S. Orange crayon 27 credit to U.S. marked in England with New York Exchange Office marking overstruck.

show credit to the United States of 21 cents (American packet credit) plus 6 cents, half the registration fee. This manuscript marking appears directly under the magenta, manuscript “Registered” and is overstruck with the New York circular date stamp. The 1 shilling 6 pence prepayment was equivalent to 36 cents, which is also marked on the cover in red-orange crayon. There are no backstamps on this cover.

Registered letters to foreign countries are surprisingly uncommon and desirable items for any transatlantic collection. Among registered covers carried in the British mails, those to Great Britain seem to be more difficult to find than those from Great Britain.

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

JEFFREY C. BOHN

(Continued from *Chronicle* 142:138)

PERIOD VII: January 1870 - July 1874 (cont.)

To add to the confusion, the existence of covers from this period indicates that France made no distinction between the GB/40c letters and those struck with the GB/Art38 marking, in that both groups of letters were rated for a collection of 5 decimes per 7½ grams on delivery. Either France or England lost money on the GB/Art38 letters, and the situation was not corrected until the beginning of April 1870. At this time, England began to mark the totally unpaid letters from the U.S. with the GB/2F accountancy marking shown in Figure 24b, and France collected 8 decimes per 10 grams on delivery.

An example of a totally unpaid letter from the U.S. sent to France in the British open mails during the first three months of 1870 is shown in Figure 25. This letter originated in New York on 29 January 1870, and was carried to England aboard the North German Lloyd steamer *Weser*. Apparently, this letter weighed more than ½ ounce, as the New York exchange office debited England 8 cents for the U.S. inland and sea transit postage. The London Foreign Office originally marked this letter with the GB/40c accountancy marking, then corrected its mistake by applying the GB/Art38 marking. France treated this item as a double rate letter weighing between 7½ and 15 grams, and marked it for a collection of 10 decimes on delivery.

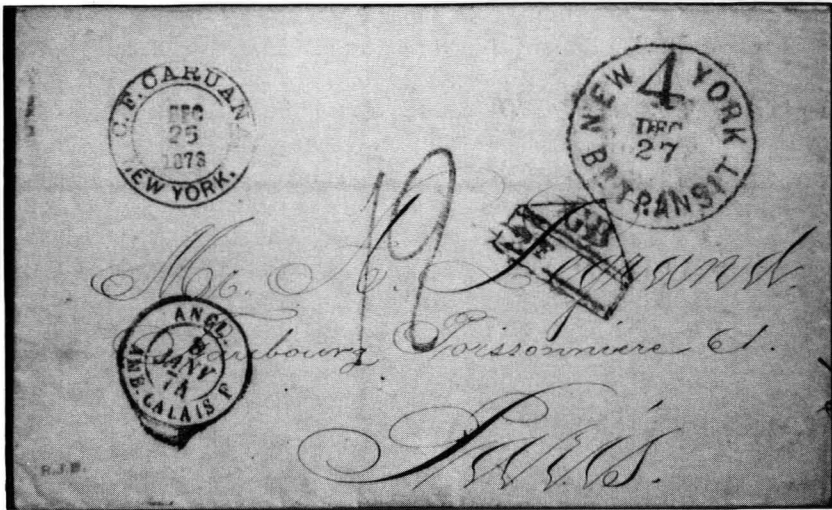


Figure 27. An 1873 letter from Havana, privately carried to New York, and sent totally unpaid to France in the British open mails. After 1 July 1871, France collected 12 decimes per 10 grams on delivery.

postage, plus the 2 cent sea transit postage to England. England forwarded these letters to France at a 3F60c per 30 gram bulk rate, which comprised the 1F20c per 30 gram rate for unpaid letters from England to France, plus the 12 cent per single weight (2F40c per 30 gram) U.S. debit. Although most often seen on mails from Cuba, this 3F60c per 30 gram exchange rate was applicable to all unpaid letters originating from any of the various nations serviced by U.S. mail steamers, and sent via the British open mails to France.¹¹



Figure 28. An 1870 letter from Havana, carried by U.S. packet to New York, and sent totally unpaid in the British open mails to France. Prior to 1 July 1871, France collected 12 decimes per 10 grams.

The new GB/3F60c accountancy marking (Figure 24c) was proofed in the Register of Steel Impressions on 25 January 1870, and an early usage of this marking is shown in Figure 28. This letter originated in Havana, Cuba in January 1870, and was sent via the U.S. steamer

11. Salles's comments (*op.cit.*) that both the GB/Art38 and GB/3F60c accountancy markings were for use on unpaid letters sent from the U.S. to England via German packets, are incorrect. Quite possibly, he was led to this erroneous conclusion because the North German Lloyd Line was one of the few steamship companies that agreed to carry the U.S. mails during the early part of 1870, so that many of the letters showing these markings were endorsed to these German steamers.

Morro Castle to New York. As this was a double weight letter, New York debited England 24 cents, and placed the letter aboard the North German Lloyd steamship *Union* bound for Southampton. England forwarded this letter to France at the 3F60c per 30 gram bulk rate, where a collection of 24 decimes was required to pay the French internal postage, plus the credit to England.

France continued to collect 12 decimes per 10 grams on all these GB/3F60c letters until 1 July 1871, at which time the amount due was increased to 15 decimes per 10 grams. An unusual example of this rate is shown in Figure 29. This letter originated in La Union, Salvador, on 11 September 1872, and was carried by steamer to Panama. After conveyance across the isthmus to Chagres, the letter was carried to New York aboard the U.S. mail steamship *Henry Chauncey*. New York debited England 12 cents for this letter, and placed it aboard the Guion Line steamship *Manhattan*. England forwarded the letter to France at the 3F60c exchange rate, and 15 decimes were collected on delivery.

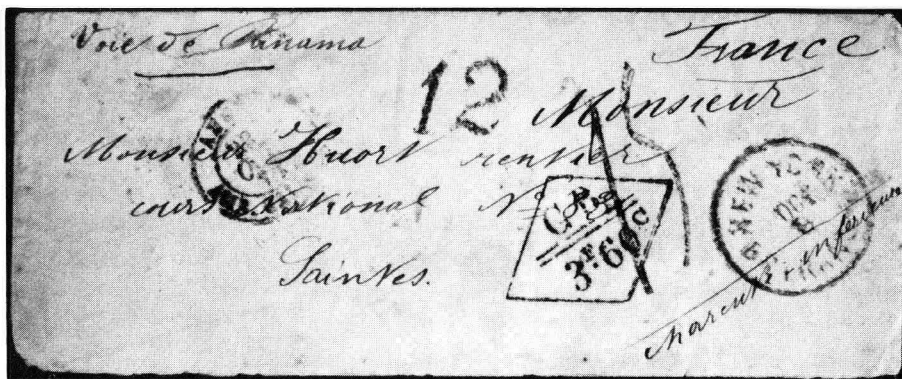


Figure 29. An 1872 cover from Salvador, sent via Panama and by U.S. steamship to New York, and forwarded to France in the British open mails. After 1 July 1871, France required a collection of 15 decimes per 10 grams on delivery.

In theory, printed matter sent from the U.S. to France in the British open mails during this period should also have received the GB/1FPK accountancy marking previously employed during the first three months of 1857 (Period V above). However, no examples have been reported. The fact that the U.S.-British convention of 1 January 1870 did not specifically address the exchange of printed matter in the open mails, plus the following instructions published in the December 1869 issue of the *U.S. Mail and Post Office Assistant*,¹² may have prevented such exchanges from taking place:

On and after January 1, 1870, . . . Letters for France may also be sent from the United States in the ordinary open mail to England without prepayment of postage. But printed matter and samples cannot, under existing regulations, be so sent.

It is not known if the above instructions were ever modified to allow printed matter to be sent to France in the British open mails during this period, but perhaps the reporting of such material will help to draw some conclusions.

PERIOD VIII: August 1874 - December 1875

After several years of negotiations, the United States and France finally reached accord on a new postal convention that went into effect on 1 August 1874. After this date, all French treaty mail sent from the U.S. via England went in closed bags, and thus was not subject to any form of accountancy markings. As in the case of the 1857 U.S.-French treaty period, however, it is possible that some letters to France could have been sent from the U.S. to England by private vessels, or even carried as “loose letters” aboard contract steamers, in

12. J. Gayler, *United States Mail and Post Office Assistant*, New York, December, 1869.

which case they would have been included in the open mails and received the appropriate accountancy markings. Unfortunately, no such material has been reported from this period.

Although the United States joined the General Postal Union on 1 July 1875, the U.S.-French convention remained in effect until France officially became a member on 1 January 1876. Similarly, the accountancy markings associated with the Franco-British convention of 1857 continued to be used until 31 December 1875.

ACKNOWLEDGEMENTS

Several of the covers presented in the photographs accompanying this article are the property of other collectors, and I would like to express my sincere appreciation to these patrons for their generous contributions.

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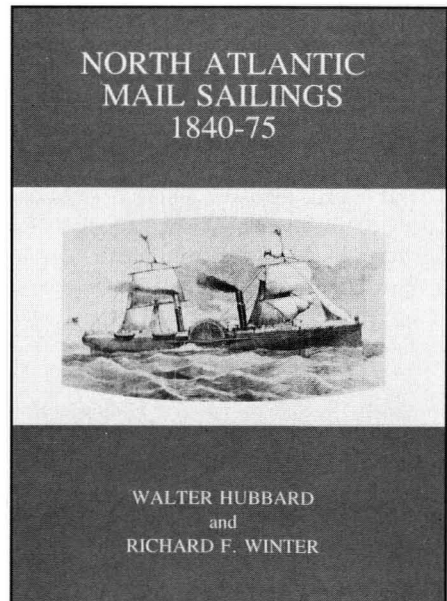
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ANSWER TO PROBLEM COVERS IN ISSUE NO. 142

Figure 1 shows a cover sent from Scotland to North America in 1861. A number of responders sent analytical answers, some long and detailed, and most identified the ship from England. These members were the writers: John Griffiths, Van Koppersmith, James Milgram, Blake Myers, Martin Stempien, Arthur White, and Ben Wishnietsky, and their efforts are appreciated. If all answers were printed this Cover Corner would take double its normal allotment of pages.

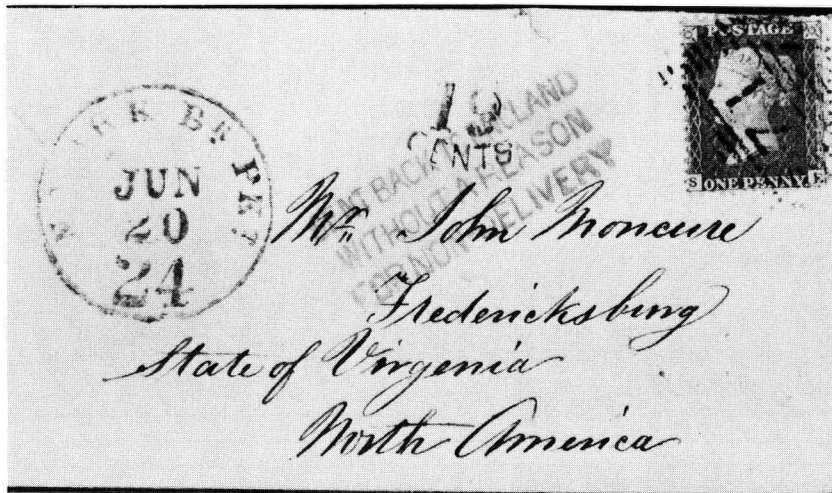


Figure 1. From Scotland in 1861.

Some thought the 1d. was for a circular, or part-payment (not acceptable), or an effort to pay the G.B. inland rate for a single wt. letter. All of the answers were good, so we hope the other responders will not mind if that of Arthur White (he has been studying the SENT BACK TO ENGLAND WITHOUT A REASON FOR NON-DELIVERY marking and has covers showing usage in the 1850s and 1860s.) is quoted. White writes:

Regarding the specifics of the cover, it was posted at Castle Douglas, Scotland, and the 1d. adhesive, a penny red, was cancelled by the "71" in a square of bars, this being the British Post Office Number, Scottish series, assigned to Castle Douglas, corroborated by the backstamp. The sender apparently felt a 1d. stamp (the British Isles penny rate effective Jan. 10, 1840) was necessary to get the letter to a port of exit, however, no prepayment was necessary. The Royal Mail Steamer *Africa* departed from Liverpool June 8, 1861, arrived at N.Y. June 20. The New York Exchange Office marked it as 24¢ due, the U.S.-British Treaty rate of 1848, equivalent to one shilling sterling. The U.S. was debited with 16¢ Sea postage (British Packet) + 3¢ British Inland = 19¢, as shown by the 19 CENTS in black.

It is interesting to note that Virginia seceded on April 17, 1861, and on May 21 Richmond was chosen as the new capital of the Confederacy, so that forwarding of the U.S. mail to this rebel hotbed would no doubt constitute a "REASON" for non-delivery, not transmitted to the British Post Office, thus marked SENT BACK TO ENGLAND/WITHOUT A REASON.

That suspension of mails to the south caused the return of this particular letter is confirmed by a P.O. notification (reaffirming the PMG's order of 27 May) published in the *N.Y. Times* 20 June 1861, of which White furnished a copy. If any readers want a copy, send a SASE to this Editor.

Late answers, agreeing generally with the above analysis were received from Dr. J.C. Arnell and Rev. William Parkes, who also analyzed the cover in Figure 2.



Figure 2. Cover from Raleigh, N.C.

Figure 2 shows a cover with RR corner card and a 10¢ C.S.A. stamp, Die B with filled corners, first known used May 1863 and used until the end of the Civil War in 1865. A number of responders spotted the problem, and written answers came from Brian and Maria Green, Van Koppersmith, Martin Stempien, James Milgram, and Ben Wishnietsky. The correct analysis is that the envelope with corner card is genuine, the stamp is genuine, the address might be genuine (if it had been carried outside the mails), the marker is probably an original — but an unused stamp was put on the envelope and then cancelled with a post-Civil War (probably 1867 vintage) cds. Raleigh is not the only town seen on such covers, and Figure 3 shows a similar one with Rome, Ga., cds. Someone apparently sought old postal marking devices and then fabricated examples of postal history. Other fakers copied postmarks from genuine Civil War covers photographically, and made metal markers then used to fabricate desirable Confederate and Union covers. Some of these are in the Stamp and Cover Repository and Analysis Program holdings of our Society presently kept at the Philatelic Foundation in N.Y.C.



Figure 3. Similar item postmarked Rome, Ga.

PROBLEM COVERS FOR THIS ISSUE

Figure 4 shows a cover sent around 1855 from Bloomfield, N.J., to Philadelphia, Pa. No problem so far, but it subsequently was struck with a C-32 carrier oval handstamp in black, then a "C" in crayon on it in red, and a "PAID" in red. What series of events could have caused this carrier marking to be thusly applied?

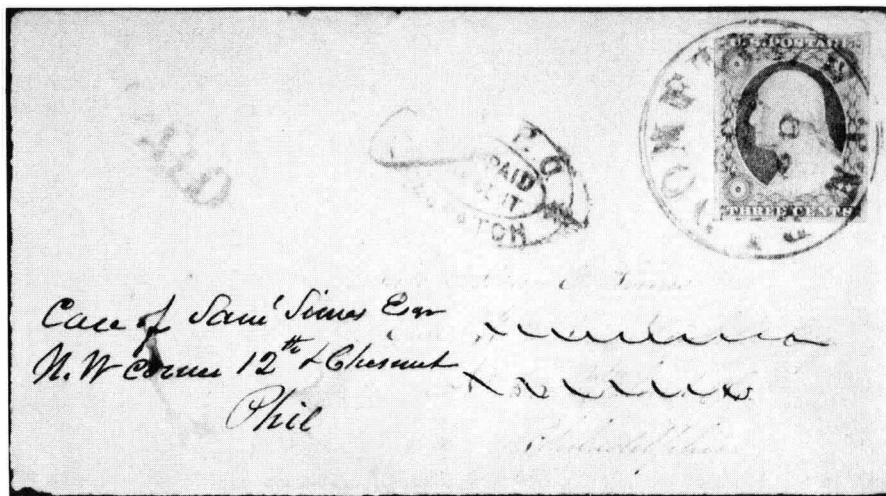


Figure 4. Cover with Philadelphia carrier markings.

Figure 5 shows a cover from the U.S. to Siam in 1868, bearing a total of 84¢ in then current U.S. stamps. There is a faint NY PAID in red. The London PAID marking in red is dated 16 MR 68. Two crayoned markings in red are "2" and "40" and the Marseilles marking is in black. The only marking on the back is cds of Singapore with an illegible date. Was the correct postage paid, and what was the routing?



Figure 5. To Siam in 1868.

Some readers have asked for a diversity of problems, and expressed appreciation of the post office artifact (rump rest) covered in the last *Chronicle*. We are handicapped somewhat by the need that the object be U.S. related, and usually from the 1800s. A few Confederate Civil War items have been shown with responder interest and no complaints. New suggestions from readers are welcome.

Please send your answers and suggestions to the Cincinnati P.O. Box within two weeks of receiving your journal.

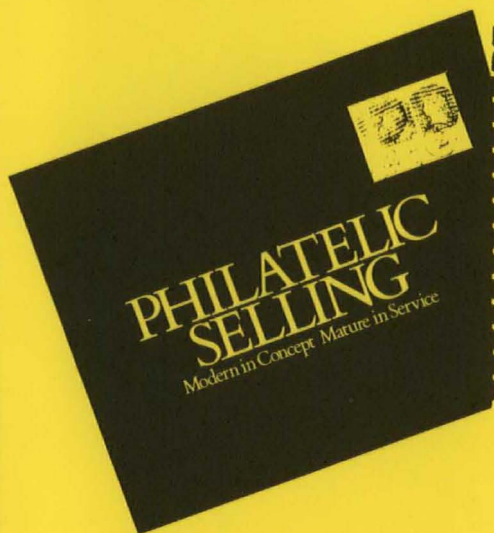
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