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of the U.S. Classic Postal Issues

May 1990

Volume 42, No. 2

Whole No. 146

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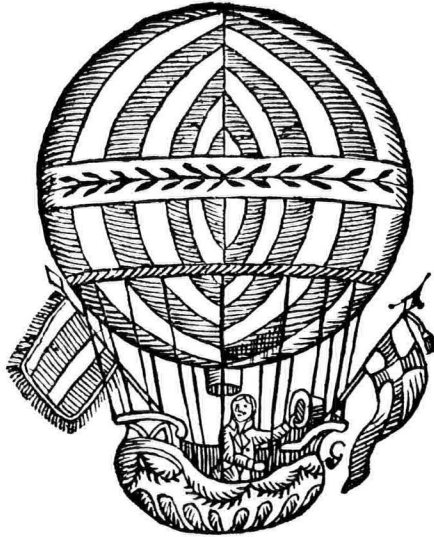
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**IN MEMORIAM**  
**CHARLES L. TOWLE**  
**1913-1990**



Charles L. Towle, postal historian and author, passed away at his home at Tucson, Arizona, on Monday, April 9, 1990. At the time of his death, he was serving as Western Postal History Museum Curator of Territorial Postal History, board member, and membership chairman; President of the Mobile Post Office Society; and U.S. Philatelic Classics Society *Chronicle* section editor and regional vice president. He had served as *Chronicle* editor since May 1969, and as associate editor for the preceding six years.

Charley is best known for his authorship of the Towle-Meyer *Railroad Postmarks of the U.S., 1861-1886* in 1958; the four volume *U.S. Transit Markings Catalog*; and *United States Route and Station Agent Markings* published in 1986. These publications, the many articles, book contributions, and monographs are the result of more than fifty years of collecting transit markings. His generosity in sharing and publishing his research inspired and influenced generations of philatelists, postal historians, researchers, and authors. Almost everyone doing creative work in U.S. postal history owes Charley a debt.

In addition to his books, Charley's philatelic accomplishments include many awards of recognition for his work: the U.S. Philatelic Classics Society's initial Distinguished Philatelist award (1988), three USPCS cup awards for his research and writing (Perry, 1968; Chase, 1985; Ashbrook, 1986), and the American Philatelic Congress Eugene Klein and Walter McCoy awards (1969, 1974). He was selected to receive the SEPAD National Merit Award in 1983 and was elected to the Writer's Unit Hall of Fame in 1987.

Charles has been an exhibitor since 1978 having received many gold awards and a grand award which led to a 1981 appearance in the APS World Series of Philately for his



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Charley was employed for 37 years by the Pennsylvania Railroad, ending his career as the Chairman of the Board and President of the Detroit, Toledo and Ironton R.R., and the Ann Arbor R.R. In 1973 he retired to Tucson, Arizona, where he became active in the Western Postal History Museum. As a volunteer museum staff member, he served as curator, instituted and supervised a successful membership program, and was the award-winning editor of the museum's quarterly publication, *THE HELIOGRAPH*, for three years. He served two terms as Chairman of the Board of Directors of WPHM.

Charles, to borrow a well-known line from Walt Whitman, contained multitudes. He was a deeply generous man, one of the most generous we have ever known: he was absolutely unsparring of his time, his intelligence, his money, himself. He thrived on thunderous arguments that he loved to spark with a calculated remark, and, although God knows he could be gruff, he was never discourteous in waging them.

His example motivated and encouraged scores of philatelic authors, postal historians, researchers, students, and collectors. He was always sharing some discovery or another, some new RPO marking, or bit of information or piece of history or a book. Yes, he was generous. He loved the railroads; Garrison Keillor; Saturday afternoon classical music discussions that inspired thoughtful exchanges; history; and writing.

He despised fakery, cowardice, pompousness, the usual pieties. He applauded deliberation, honorable action, the unfettered mind. He held little sacred, and he vigorously tested the convictions of his friends and opponents alike, probing, questioning, provoking.

Whatever Charley did, he did with rare good humor, even in the thick of mental combat; for that reason, he had few, if any, real enemies, no matter how controversial the positions he took. More often than not, Charley was at the forefront of whatever his subject du jour.

One of my favorite reminiscences of Charley is the outing to Tombstone, Arizona, that he and Betsy took me on. It was a great day of history, the outdoors, book hunting, the old west, the TOMBSTONE EPITAPH, saloons (with sarsaparilla tea), good humor, good fun, good adventures.

There was also the journey home from San Diego on the black Monday of the October 1987 stock market crash when Charley had to stop at every rest area and exit — anyplace there was a telephone — so that I could call my broker. Charley found humor in everything, including the stock market crash — but that's another story.

When he died on the ninth of April, he left a hole in our hearts, in the heart of his family, in the heart of American postal history, in the heart of the Western Postal History Museum. He contained multitudes, and he will be remembered in as many ways as there are people who came to know him.

Charles is survived by his wife Betsy, four children, and two stepchildren. Memorials may be made to the Western Postal History Museum, P.O. Box 40725, Tucson, Arizona 85717.

D.A.K.



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## THE EDITOR'S PAGE

It is a great pleasure to announce the institution of a new *Chronicle* section — *Officials et Al.* — which will cover officials and other back of the book material. For details on plans for this new section, see the announcement under *Officials et Al.* in this issue.

The editor is Alfred E. Staubus, a longtime advanced collector of officials and acknowledged authority in this field. He is also a prominent philatelic researcher, with an extensive philatelic research library. Al was instrumental in establishing the release date of the 1869 issue at the New York Post Office (see *Chronicle* 136, November 1987), and has contributed significantly to the ongoing study by Richard B. Graham of the 10¢ Knoxville cover. Al has conducted important published research on various aspects of officials. He has also served as Chairman of the U.S.P.C.S. Cup Award Selection Committee for the past two years. The *Chronicle* is very fortunate to have him on board.

\* \* \*

**Review: Appendix to Chapter III of "DWI Mails, Vol. I" by Robert G. Stone.** Edited by Roger G. Schnell, M.D. Unbound, 52 8½" by 11" pages in typescript. Special publication No. 2 of the Danish West Indies Study Unit. Available @ \$12.50 postpaid from the editor at 4800 NE 20th Terrace, Fort Lauderdale, Fla. 33306.

This is the second publication of source material related to the Stone book (the first was reviewed in last November's issue). The information herein pertains to Chapter III, "British Packet and Postal Agencies at St. Thomas and St. Croix." It is subdivided into various categories, the first, Rates: British packets and packet agencies beginning 1807; new rates and procedures with the start of the Royal Mail Steam Packet Co. service in 1842; packet and private ship rates; miscellaneous rates; postal regulations of 1863 (considerable detail on handling and rating mails); miscellaneous rates and notices 1865-68; U.S.-British postal convention of 1868 and its effect on British activities in the Danish West Indies; continuation of notices on rates and procedures to 1877. This section concludes with a summary of packet rates 1797-1879.

The next division covers rates and sailings beginning in 1835; the agreement with the RMSP Co.; miscellaneous reports of ship traffic; complaints by local politicians against the British Post Office operations (1866); further details on the RMSP Co.; the Colonial Council meeting 1869 re rescinding the RMSO Co. grant; additional information on various steamship services to 1877. The final portion lists references on British mails at the St. Thomas GPO: public notices, mail contracts, newspaper citations, and official documents as listed in Colin Tabcart's *United Kingdom Letter Rates 1657-1900, Inland & Overseas*. Tabcart's listings have provided information not available when the Stone book was published.

This new compilation has valuable information for collectors of Danish West Indies and the Caribbean. The information is sometimes fragmentary and may require careful scrutiny and interpretation, but can offer opportunity and challenge to the student. Recommended for readers interested in Danish West Indies, Caribbean, and U.S. foreign mails.

Susan M. McDonald

**Review: S.E.P.A.D. Philately (Vol. I).** Articles by members of SEPAD under the direction of James M. Keally. Softbound, 115 6" by 9" pages. Available @ \$12.50 from James M. Keally (checks to same) at 130 Barcladen Road, Dept. C-4, Rosemont, Pa. 19010.

This booklet contains seven articles on philatelic subjects. Victor B. Krievins has written on the 3¢ 1851-57, highlighting some of the uncommon ways in which this stamp was used on cover.

Norman Shachat has provided an article on the "R" markings used at Philadelphia 1845-55. Fresh information has enabled Shachat to establish a new sequence of dates in the transition from the small blue "R" to the small red "R."

James M. Keally offers an update on NYFM cancels illustrated by several unusual covers. Although much interesting information is presented, more detail on dates and additional markings would have enhanced the value of this presentation.

Alan Warren writes on postage due markings on Swedish stampless covers, furnishing an intriguing glimpse into an unknown (to me) field.

An interesting article by Thomas O. Taylor outlines the history and postal history of Georgetown to about 1850, including information on stage and water routes. Unfortunately, it is handicapped by poor reproduction of the illustrations and postmark tracings.

A fairly long article by Tom Clarke, "Beyond Mere Collecting," deals with detailed comparative study of postmarks. Using Philadelphia postmarks, the author shows how this approach can develop a date range. Clarke also comments on measurement problems, the use of transparencies to classify markings, problems with copy machines and how to overcome them, and the development of information. A provocative and useful discussion, well worth careful study.

The final and longest article, by J. Blair Gibbs, consists of listings of Pennsylvania county and postmaster postmarks, in a series: first, all known Pennsylvania county town markings, with details of number, dates, reference, type, size, and color; the second, described in the preface as a summary of county markings, appears to have been omitted; third, postmarks containing the postmaster's name, with town and county; fourth, all known markings grouped by postmark type, with additional tabulations by color and date. These listings represent a cooperative effort by members of the Pennsylvania Postal History Society and should be valuable for collectors of the postal history of that state.

This booklet contains a good deal of worthwhile information, but production could have been improved. The quality of halftone reproduction is often very poor, and the text is burdened with typos and inconsistencies in layout. Still, where the information is useful to the reader, it overcomes these flaws.

Susan M. McDonald

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If you think the "old days of original finds" are over you're mistaken. Each year many important covers are discovered and placed in an album. Just recently I got a call from a collector who found a small correspondence with 1847 stamps, Boyds locals and most significant two covers handled by the Franklin City Dispatch Post. This post operated sometime in 1846 and was acquired by John Bouton in late 1846 or early 1847. Bouton also acquired Barr's Manhattan Express in 1847 and the two posts became Bouton's Manhattan Express. The post was later sold to Arron Swarts of Swarts City Dispatch which became one of the largest mail carriers in New York City. One of the two covers found bore a Franklin City Dispatch Post stamp and both have an oval cancel of the post. None of the three recorded examples of the post have a company handstamp. Now, over 140 years later another new find has added to our philatelic knowledge of these early forerunners of the United States Government Carrier Service.



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## VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J. C. ARNELL

## 11. Thomas William Moore — British Packet Agent

Reference has already been made to the transit of Canadian transatlantic packet mails through the United States in closed bags to and from New York at first, then Boston, and later both ports (Vignette 7, *Chronicle* 140). In order to implement this arrangement, it was necessary to have a British agent at the port to be in charge of the ship-shore transfer and to handle any negotiations with the local postmasters with respect to the overall transport of the mail bags and the payment of postal charges.

Under the 1792 Province of Canada-United States Postal Convention, which established this practice, packet mails were accepted in closed bags by the U.S. postmasters on the basis of "Post Bills made out under the hands of sworn officers of the Department of the British Post Office ... as conclusive evidence of the contents of such mails, the postage of which shall be rated according to those bills." The Canadian Deputy Postmaster General was to pay the accumulated postage to the GPO Washington on a quarterly basis.

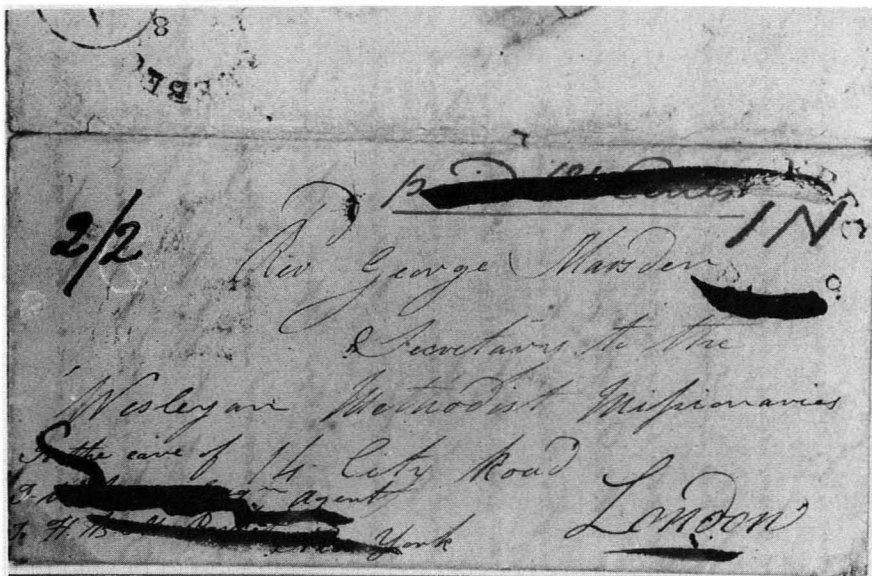
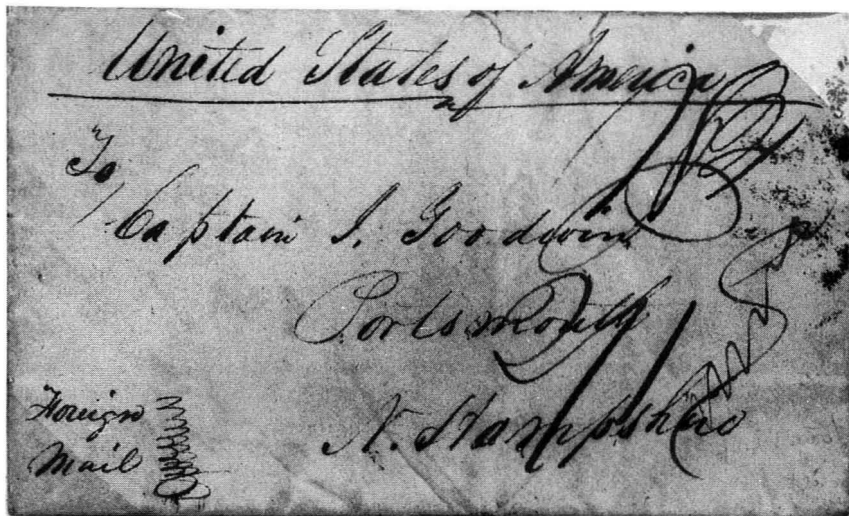


Figure 1. Letters from the Canadas to go by the Falmouth packets from New York were sent through the regular post addressed in care of Thomas Moore. This letter was mailed at Quebec on 8 May 1817 with 1/- currency B.N.A. inland postage and 18<sup>3</sup>/<sub>4</sub> cents U.S. inland postage prepaid. Addressed "To the care of T. W. Moore Esq<sup>e</sup> Agent To H.B.M. Packet New York." On receipt, Moore deleted his address and 'PAID' marks and charged the letter 2/2 sterling postage due to London (1/3 packet postage + 11d inland postage). Carried by the *Princess Elisabeth* packet from New York on 6 June and arrived at Falmouth on 3 July.

In an amendment to the convention, apparently agreed in 1801, the British packet agent at New York was authorized to lock and seal incoming bags, to certify the contents for postage, and to make the required payment. John Foxcroft, who had shared the responsibility for the Colonial Post Office with Benjamin Franklin, had remained loyal to the British cause during the War of Independence and had handled the British mails during the conflict. When the Post was reestablished with the resumption of the monthly Falmouth packets, he was appointed the British packet agent at New York.

Thomas William Moore assumed the post early in the 19th century, as he was definitely the agent in 1810. He was to play a major role in keeping the British packet mails moving through U.S. ports for about half a century. Not only did he have the responsibility of handling the Canadian closed mails, but he was also the liaison between the packet captains and the U.S. postmasters to ensure that incoming U.S. mails were delivered to the post office promptly, and to accept outgoing letters, which had been post paid to New York, and rating them with the British packet postage to be collected on delivery.



**Figure 2. Falmouth packet letters from the United States are virtually non-existent after the War of 1812 and those from England are few. Such as there were would have been handled by Thomas Moore, although there is nothing on them to indicate this. This letter from Alexander Wm. Wylly, Bath, dated 8 October 1826, had 2/1 Stg. postage to New York prepaid. [It was originally rated 9d inland postage to Portsmouth, England.] Carried by the *Duke of York* packet from Falmouth on 17 November and arrived at New York on 8 January 1827. This was the second last Falmouth packet to call at New York. Rated 18<sup>3</sup>/<sub>4</sub> cents postage due to Portsmouth, N.H. No ship fee.**

The advent of the American sailing packet companies after the War of 1812 reduced the amount of mail carried by the Falmouth packets to a trickle. The American packets were faster than their Falmouth counterparts and took a direct route across the Atlantic, while the latter called at Halifax, Nova Scotia, in both directions. In addition, there was a weekly American service in contrast to the monthly Falmouth one, and the postage on a letter by the former, being charged as a ship letter, was less than the British packet postage. It is not surprising, therefore, that virtually all private and commercial mail went by the American packets. For the next decade, Thomas Moore was left with little to do other than handle the official mail of the British ambassador in Washington and heavy government records relating to the Canadas, and to commune with the Falmouth captains during their stay at New York.

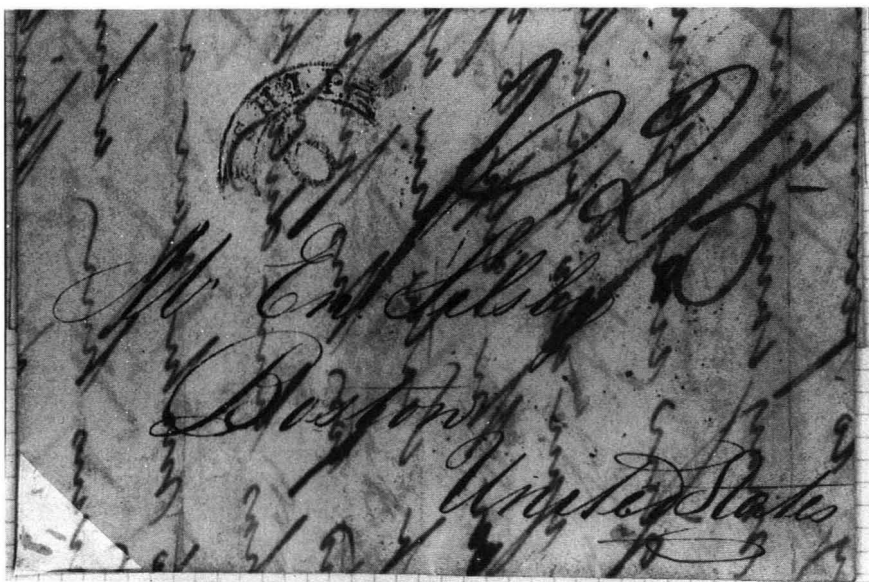
In 1827, the British Admiralty, which was responsible for the operation of the Falmouth packets, discontinued the New York service and replaced it with a round-robin route of Falmouth-Bermuda-Halifax-Falmouth, with a chartered Cunard mailboat carrying the U.S. mail between Bermuda and Annapolis, Md. Moore was ordered to move to Annapolis to receive the official British mails and oversee their delivery to Washington.

His reaction to this was recorded in a personal letter to a colleague at the GPO London, which was placed in the official files. This read in part:

I have to acknowledge your Letter of Condolence, on my banishment to Annapolis Maryland, indeed it requires all the fortitude of the bravest Mortal on the Earth to

quit a comfortable Home in the depth of Winter in search of a dwelling in that forlorn place — during the late War, after superintending the departure of his Majesty's loyal Subjects for Six Months, procuring the necessary passports & engaging Vessels to convey them in safety to dear old England, the very day before the time expired for the departure of Alien Enemies, as We were termed, I received an order from the then American Secry of State to repair to Annapolis without necessary deviation from the Mail road, at four & twenty hours notice — I went accordingly — but such a place so out of the world that I left it, without asking leave, & told them, the only possible way in which they could keep me there, was to confine me in Prison — now I am banished by an order from Home, & must obey without a murmur, & should do so, if sent to Siberia — therefore your Letter of Condolence which accompanied the order for removal was well timed.

A week later, Moore was to write to the Secretary of the Post Office: "I pray you will do me the honor, of presenting my humble respects to His Lordship the Post Master General, stating, that His Lordships commands shall be obeyed in every particular."



**Figure 3. Letter from Matthew Plummer & Greenwall, Newcastle-on-Tyne, dated 26 October 1827, with 2/5 Stg. postage to New York prepaid. Carried by the *Cygnets* packet from Falmouth on 11 November and arrived at Halifax on 9 December, whence taken on the same day by the Cunard mailboat *Emily* to Boston, where struck with a "SHIP 6" to show 6 cents postage due as a ship letter at the port of arrival.**

This route change was a most unfortunate decision by the Admiralty, as it pleased no one, and was probably the most time-consuming way of exchanging correspondence which could have been devised. Being such a failure, it lasted only nine months (January-September 1827) after which the route became Falmouth-Halifax-Bermuda-Halifax-Falmouth. With this change, the Cunard mailboats returned to Halifax and were used to carry the U.S. mails between there and Boston.

Not surprisingly, Thomas Moore was transferred to Boston in the autumn of 1827 to handle the mails by the Cunard mailboats. He spent the rest of his active career as the British packet agent there. As such, he played a role in developing the sailing schedule of the Cunard steamers during the contract negotiations in the late 1830s, and shouldered the full responsibility for making the arrangements for the transport of the closed mails between Boston and Montreal when this system was reestablished in 1845.

It is not known when his service was terminated, but it certainly spanned fifty years.



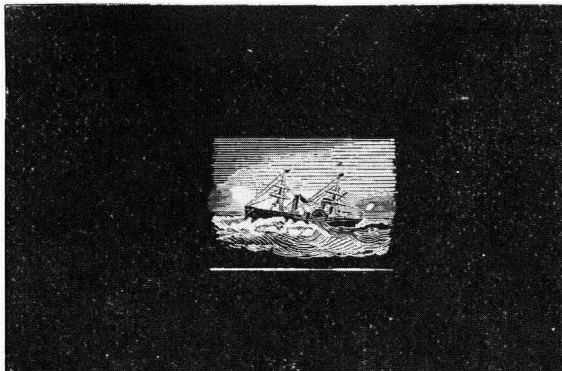
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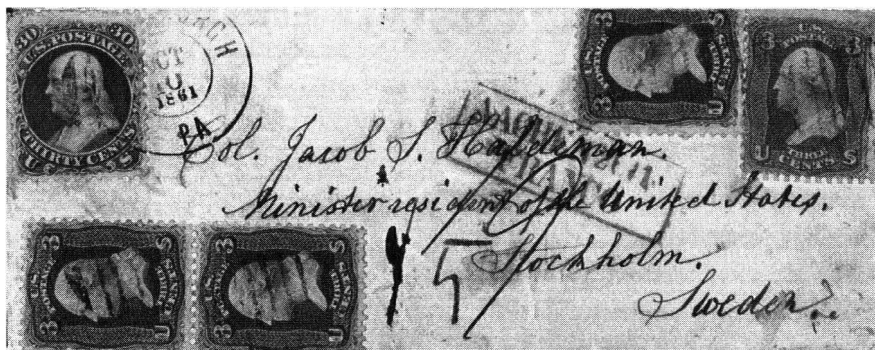
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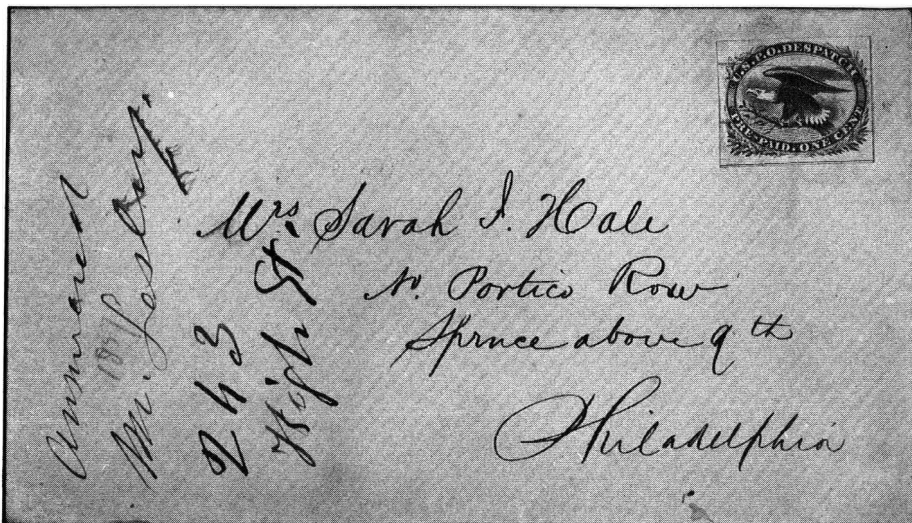


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**U.S. CARRIERS**  
ROBERT MEYERSBURG, Editor

An interesting item has come to the attention of this section, thanks to the watchful eye of Lowell Newman. It is an Eagle carrier, probably used in 1857 (as indicated by docketing on the cover) on a Philadelphia city letter, with the stamp clearly precanceled by two ruled pen-lines, drawn in faded black iron ink.



The cover is illustrated herein, along with an enlargement of the stamp taken under UV light to enhance the cancellation. To the best of our knowledge this is a unique example of carrier stamp precanceling from Philadelphia; and we would love to be proven wrong by one of our readers showing us another copy, even if it is hoping too much to find the two adjoining copies.



**HELP WANTED**

Member John P. Halstead is engaged in research on Jenkins' Camden Dispatch (Camden, N.J.). He would like to examine any and all examples of these issues, whether genuine or counterfeit, or on or off cover, and would appreciate receiving them on loan for a brief time. Mr. Halstead's address is 757 Chestnut Hill Rd., East Aurora, N.Y. 14052.

## The Robert A. Paliafito Collection of 1861-68 Thirty-Cent Issues on Cover



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**D.L.O. OPERATIONS DURING THE 1847 PERIOD**

SUSAN M. McDONALD

The previous issue of the *Chronicle* contained much information on the somewhat elusive topic of the Dead Letter Office, with articles by Richard B. Graham on the stampless era, Thomas J. Alexander on the 1851 period, and Graham again on the 1861 period. The first two would seem pretty much to encompass the 1847 period as well, but a search of the 1847-51 *Postmaster General's Reports* has yielded some additional interesting facts that seem worthy of publication here.

The first items quoted below refer to the two years prior to issuance of the 1847 stamps, but shed considerable light on D.L.O. operations in the years ending June 30, 1846, and June 30, 1847, and apply, by extension, to the years immediately following.

The tables of records kept in excruciating detail, here reproduced as Figures 1, 2, and 3, are impressive for a time before calculators and computers. Fancy keeping track of five insurance policies and seven sets of pensions papers, and the initials under which they were filed.

The report to which these tabulations were attached forms part of the 1847 *Postmaster General's Report* and was submitted over the signature of John Marron, Third Assistant P.M. General. It reads in part:

POST OFFICE DEPARTMENT.  
December 1, 1847.

SIR: Under the present organization of the Post Office Department, the subjects confided to the immediate superintendence of the Third Assistant Postmaster General are —

1. The management of the financial business of the department, not committed by law to the Auditor.
2. The rendition, by the postmasters, of their quarterly returns of postages.

A.  
*Statement of dead letters containing money registered and sent out for delivery during the two years ending June 30, 1847.*

Year ending—	Number of money letters sent out for delivery.	Aggregate contents of the letters sent out.	Average per letter.	Number delivered.	Aggregate amount restored in the letters delivered.	Number of letters returned unclaimed.	Contents of the unclaimed letters on hand.		Amount of unclaimed money converted and placed with the funds of the department.
							Probable value.	Worthless.	
June 30, 1846.....	2,340	\$17,822 50	\$7 62	2,021	\$16,169 01	319	\$1,399 49	\$254 00	None sold this year.
June 30, 1847.....	2,782	21,055 55*	7 93	2,365	19,474 62	417	1,433 93	147 00	\$1,911 54

**Figure 1. Table of dead letters containing money, sent out in fiscal years 1846 and 1847.**

3. The dead letter office.
4. The issuing of postage stamps.

I will endeavor, in compliance with your request, to state briefly, in the order in which they are named, the course and extent of official action had upon each of these subjects in my office.

\* \* \*

The dead letter office being an object of general curiosity, I append two tabular statements, marked A and B, which, I apprehend, will give a more exact idea of its operations for the last two years, and of their value to the public, than any mere written statement could convey.

The number of dead letters returned quarterly, is estimated at 450,000. In the disposition of these letters, five clerks are engaged — one compares the letters with the dead letter bills returned by the postmasters; two then open the letters; and hand over those containing articles of value to two other clerks, who register, and send them out to postmasters, to be delivered to the right owners. The dead letters not containing enclosures of value, are packed in sacks, hauled out upon the common at the end of each quarter, and burnt under the inspection of one of the clerks.

The money, consisting usually of bank paper, issued from various parts of the Union, is, from time to time, converted and deposited with the funds of the department, subject to future claims. From the reorganization of the department, on the 2d July, 1836, to the 30th June last, there was deposited with the funds of the department, the sum of \$10,329.28, arising from the conversion of unclaimed money, and the sale of miscellaneous articles.

The description of post office employees hauling dead letters out to the common for burning conjures up a vivid and homely scene.

References to the D.L.O. do not appear again until the 1851 *Postmaster General's Report*, when the account quoted by Alexander in his article (*Chronicle* 145:36) appears over the signature of Postmaster General N. K. Hall. In a later section, the same document (pp. 458-464) contains a report dated Nov. 28, 1851, and signed by John Marron, as Third Assistant PMG. It reads in part:

All postmasters are required by the regulations of the department to render to this office their quarterly returns of postages; and it is through this office chiefly that those delinquent in that respect are brought to the attention of the appointing power. Here the returns are opened; the quarterly balances appearing upon them registered; the dead letters taken out and examined; the post-bills filed for reference; and the accounts sent on to the Auditor for settlement. Some idea may be formed of the labor attending the process, when I state that it requires not less than two hundred and fifty-three bushel-sacks to contain the returns of a single quarter. In the last year the number of returns registered and sent to the Auditor was 78,547.

For want of a competent force to keep it up, the business of the dead-letter office had fallen greatly in arrear. The number of money letters had so increased, that the single clerk allowed for the service was unable to register and despatch them; and, for several years, the letters containing articles of value, other than money, had accumulated on the files, because labor could be spared to despatch only such of this kind as were applied for. In the latter part of 1849, some temporary aid was given to this branch of the service; and in July, 1850, two clerks were assigned permanently to it, for the registration and despatch of the valuable dead letters to their proper owners. What has been accomplished, since the force in this branch has been increased, will appear on reference to the number of dead letters sent out for delivery in the years 1850 and 1851, as stated in the following tables, numbered 1 and 2. [Here reproduced as Figures 4 and 5.]

\* \* \*

A sense of duty obliges me to say, on this occasion, that the clerks employed on the quarterly returns of postmasters, as well as those engaged in the various operations of the dead-letter office, perform with fidelity and promptitude an amount of labor

## B.

Recapitulation of dead letters containing other articles than money, received, registered, and sent out for delivery to the writers, or owners, during the two years ending June 30, 1847.

Initial letters.	Bills of exchange, drafts, and letters of credit.		Bonds and notes of hand.		Checks, orders, and treasury warrants.		Certificates of deposit.		Accounts.	
	£ s. d.	\$	Francs.	£ s. d.	£ s. d.	\$	£ s. d.	\$		
A	53 0 0	\$786 94	2,962.25	6 0 0	\$2,944 80		\$994 60	\$35 00		
B	112 16 6	11,404 55			8,207 05	12 0 0	5,898 49	848 42	\$41 01	
C	997 6 4	6,429 63			11,952 01	1 10 0	6,334 41	704 88		
D	275 18 6	4,061 03			23,850 91		3,062 10	486 22	331 00	
E	34 0 0	501 83			1,433 62		2,333 43			
F	21 0 0	2,363 22		67 17 3	14,723 18		2,122 04	406 45		
G	47 0 0	1,024 96		5 0 0	3,030 15		1,501 10	54 51		
H	287 0 0	16,079 34		100 0 0	14,138 55		7,777 51	972 59	223 87	
I		96 43			326 18		100 00			
J	71 18 0	1,002 39			2,499 69		1,701 72			
K	69 0 0	2,007 07			1,496 44		3,677 67	90 00		
L	23 0 0	3,232 00	100.00		6,889 78		4,909 39	168 47		
M	522 1 7	7,218 64	150.00	10 0 0	9,225 40		7,895 82	200 0 0	736 84	
N					660 56					
O	32 10 8	214 63			1,531 98		717 00	7 50		
P	568 0 0	2,381 19		51 5 1	2,611 65		10,573 61	103 17	6 00	
Q	9 0 0									
R	86 1 2	7,496 42			2,882 89		2,472 89	108 94		
S	152 9 0	7,776 96	1,278.00		13,224 09	1 10 0	2,668 84	1,182 94	331 39	
T	140 7 0	536 98			3,199 78		412 45	400 00	22 64	
U					4 03		10 00			
V		8,176 82			183 52		558 60		13 98	
W	263 14 0	10,020 60		625 0 0	5,320 84	17 0 0	5,277 50	580 00		
Y	13 0 0	530 00			565 00		40 00			
Z		192 31			66 72		5 25			
	3,779 2 9	93,573 99	4,490.25	865 2 4	131,028 82	32 0 0	71,044 42	290 0 0	6,885 93	1,019 89

Figure 2. Table of dead letters containing valuables other than money.

1355

[ 1 ]

B—Recapitulation.—Continued.

Figure 3: Continuation of table in Figure 2.

Initial letters.	Deeds, mortgages, conveyances, and land titles.	Articles of agreement.	Pension papers.	Passage certificates.	Land certificates.	Patent papers.	Court papers.	Policies of insurance.	Certificates of stock.	Receipts.	Miscellaneous packages.	No. of letters sent out.	No. of receipts received for letters delivered.	No. of letters returned unclaimed.
A	13				1		1		1			59	49	8
B	39	2	2	2	1	1	4		1	\$344 00	7	217	192	19
C	37			6	5	2	6	1	4	88 45	3	256	209	41
D	12		1	3	1		3			20 32	1	124	101	22
E	6				1	1	3				2	43	35	7
F	14			1			3			10 00	1	87	73	12
G	8	1					9		2		2	91	81	9
H	34		2	5		1	9		1	12 00	1	216	164	41
I	1											9	6	3
J	6						5				2	65	57	7
K	7		1	2		3			3		2	65	56	9
L	6	2		1						356 88	1	91	76	12
M	26			4			6		1	34 00	6	198	155	35
N	2					1					1	10	8	2
O	2						2	1				20	15	5
P	2									11 00	3	93	78	15
Q	7											2	1	1
R				1			1				2	85	74	11
S	10				1		1	1	1		6	179	154	20
T	13	1	1	1		1	5	1	10		2	59	51	6
U	4					1	5		1			2	1	
V												19	15	4
W	2											148	132	16
Y	15				1		4	1			3	15	12	2
Z	2								1			5	4	1
	268	6	7	26	11	11	96	5	25	876 65	45	2,158	1,799	308
													Not returned.....	51

[ 1 ]

1356

## No. 1.

*Statement of dead letters containing money registered and sent out for delivery during the twelve years ending June 30, 1851.*

Year ending—	Number of money-letters sent out for delivery.	Aggregate contents of letters sent out.	Number delivered.	Aggregate am't restored in the letters delivered.	Number of letters returned unclaimed.	Contents of unclaimed letters on hand.		Am't of unclaimed money converted and placed with the funds of the department.
						Nominal value.	Worthless.	
June 30, 1840.....	1,798	\$18,385 52	1,305	\$16,534 92	401	\$1,019 37	\$356 00	None.
June 30, 1841.....	1,780	27,238 83	1,325	16,037 09	378	10,794 73	9,881 48	None.
June 30, 1842.....	2,022	19,917 07	1,509	14,718 20	458	4,694 90	3,654 75	None.
June 30, 1843.....	1,986	15,437 07	1,484	12,416 20	473	2,333 84	1,129 87	\$2,668 53
June 30, 1844.....	1,891	11,616 23	1,437	10,905 99	435	1,473 25	599 50	20 66
June 30, 1845.....	2,055	16,299 42	1,557	13,602 67	447	2,641 17	1,549 62	1,192 86
June 30, 1846.....	2,340	17,822 50	2,021	16,169 01	319	1,399 49	254 00	1,824 54
June 30, 1847.....	2,782	21,055 05	2,365	19,474 62	417	1,433 93	147 00	187 00
June 30, 1848.....	2,476	19,059 94	2,111	17,203 18	365	1,856 76	129 00	1,296 93
June 30, 1849.....	2,382	19,921 55	1,986	18,281 21	396	1,640 34	107 00	99 50
June 30, 1850.....	3,585	40,984 58	4,373	35,424 40	1,212	3,640 18	98 00	1,748 40
June 30, 1851.....	6,453	40,226 73	5,347	35,090 61	1,106	4,246 12	250 50	1,675 16
The amount converted and put with the funds of the department prior to the 1st July, 1838, was.....								12,060 63
								22,774 21

Doc. No. 2

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Figure 4. Summary of dead letters containing money for the years 1840-1851.



Figure 5. Summary of dead letters containing valuables other than money, 1845-1851.

No. 2

*Statement of dead letters, containing other articles than money, registered and sent out for delivery to the writers or owners from July 1, 1845, to November 1, 1851.*

Year ending—	Bills of exchange, drafts, and letters of credit, bonds and notes of hand, checks, orders and treasury warrants, certificates of deposit, accounts and receipts.			Deeds, mortgages, conveyances, and land titles.	Articles of agreement and policies of insurance.	Pension papers, land certificates, and patent papers.	Passage certificates and certificates of stock.	Court papers.	Miscellaneous.	Number of letters sent out.	Number of letters delivered.	Number of letters returned unclaimed.	Number of letters outstanding.			
	£	s.	d.											Dolls.	cts.	Francs.
June 30, 1846.....	985	16	3	122,363	83	1,428.00	7	8	7	16	47	141	1,060	831	196	
June 30, 1847.....	3,979	18	10	182,066	87	3,062.25	146	3	21	33	49	25	1,038	968	112	
June 30, 1848.....	1,586	9	3	108,494	41	2,076.40	91	4	11	42	36	83	823	719	104	
June 30, 1849.....	3,751	15	10	104,928	14	80.00	54	13	27	10	30	122	749	691	57	1
June 30, 1850.....	5,732	8	1	121,720	14	4,118.00	33	16	59	46	30	177	641	560	47	34
June 30, 1851.....				1,292,125	00								10,088	6,631	3,263	194
4 months ending Oct. 31, 1851.....				685,083	00								5,349	2,397	1,691	1,261

\* Letters from the executive departments registered and sent to the respective offices from June 9, 1848, to October 21, 1851, 7,986.

\* Estimated nominal value.

469

Doc. No. 2.

which is not exceeded, if indeed it be equalled, by the same number in any other branch of the public service; but the time has arrived when their great and constant exertions are inadequate to the performance of the work assigned them — when their number must be increased, or the business of the office will be most injuriously retarded. I have already stated that 78,547 returns of postmasters were registered last year; but I did not state that this great amount of labor was performed by a single clerk; that those returns were opened and prepared for registration by only one other clerk; and that the dead letters belonging to those returns, in number about two millions and three quarters, were handled one by one, the foreign dead letters selected from them, and each parcel compared with its accompanying dead-letter bill, by only one clerk. In 1830, when there were but 8,450 post offices, there was one clerk assigned to each of those duties; and there is but one to perform each of them now, when the post offices number 20,127. Then, those duties were considered heavy for three clerks; now, they certainly are oppressive: therefore, I respectfully recommend that their number be doubled and the labor of each desk divided. When it is considered that the whole corps of clerks in the Auditor's office, connected with the revenue accounts, is supplied with business from this branch of my office, and that delay on our part leaves more than thirty clerks in that office without employment, I think it will be at once conceded that this recommendation is demanded by the public interest.

An additional clerk is also greatly needed for the opening of dead letters. There were two clerks employed on this branch fifteen years ago, and there are but two now, when the number of dead letters is more than double.

I would further respectfully recommend that an assistant messenger be provided for the dead-letter office.

The tables shown as Figures 4 and 5 emphasize the steadily increasing activity of the D.L.O. over 12 year and six year periods respectively. As the articles by Alexander and Graham indicate, the work load continued to rise in subsequent years.

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**PLATE POSITION OF S5 WITH FIVE LINES RECUT IN UPPER LEFT TRIANGLE**

**ROBERT H. FRENCH**

The accompanying photo shows an irregular block of three of the 3-cent 1857 issue recently acquired by the writer. The vertical pair with imprint readily plates as 41-51L25, using the charts which appeared in Robert Hegland's article in *Chronicle* 82: 76-83. This makes the lower right stamp 52L25. The lower right stamp has five lines recut in the upper left triangle, as illustrated in Dr. Chase's book and in *Chronicle* 6. Thus, the long sought plate position of this variety is finally known.

I had the opportunity to confirm this position on a full left pane of plate 25 at a booth at World Stamp Expo in December 1989. On the last day of the show, I stopped by the booth shared by Columbia Stamps and Richard Friedberg. One of them (I don't know which one) had in stock a full pane of Scott No. 26, which just happened to be the left pane of plate 25. Position 52 of that pane clearly shows the same recutting as in the irregu-



(Photo by Carl O. Mamay, The Philatelic Foundation)

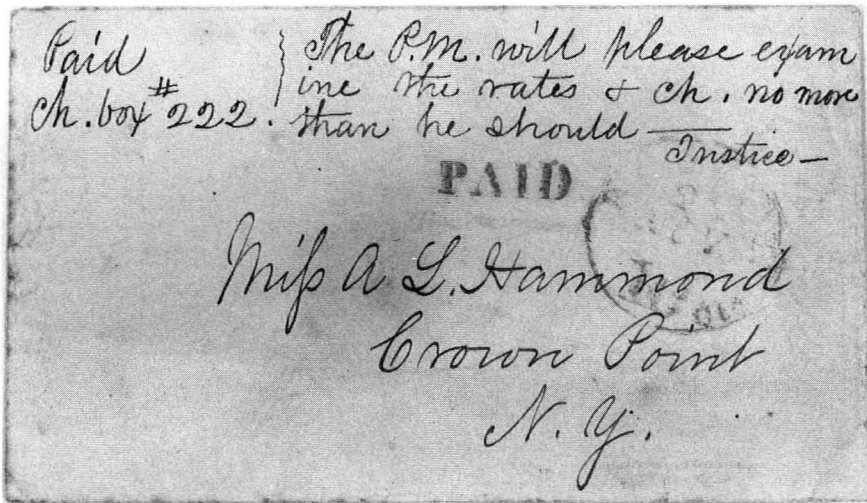
lar block of three illustrated here.

How this position could have been overlooked for so many years is anybody's guess, but I could speculate that it was a matter of "mind set." All the other recut triangle positions listed by Dr. Chase for this stamp are from plate 15. Could it be that people thought the five line recut would be found in one of the unplaced positions of that plate, or possibly one of the rare plates made just before or after plate 15, so that they just didn't think to look elsewhere?

## CHARGED TO POST OFFICE BOX ACCOUNTS

JAMES W. MILGRAM, M.D.

In the May 1988 issue of the *Chronicle*, I showed some markings which were used on mail that had been charged to post office box accounts. Several quite unusual examples of this usage came to light at the 100th anniversary Garfield-Perry show in Cleveland which was held March 8-11, 1990.



**Figure 1. Stampless charge box notation with additional instructions to the Boston postmaster concerning the rates charged.**

In Figure 1 is a stampless cover with a "Paid/Ch. box #222" which is the typical type of manuscript notation. But in addition the sender wrote a cute little note to the postmaster: "The P.M. will please examine the rates and ch. no more than he should. Justice." The postmarks are a "BOSTON 20 NOV 10 cts" and "PAID" with usage during the 1845-51 period.

The next cover (Figure 2) bears a fancy red handstamp of the Adjutant General's office, Boston, Massachusetts. While this handstamp may appear to be an official identification handstamp, its usage on this cover is actually that of a box charge handstamp. At the left of the handstamp is a manuscript "Chg./E.W. Stone/Adj. Genl." The handstamp is thus an official authorization to the postmaster for charging the letter to an official box account. The postmarks are "BOSTON 28 SEPT 3 cts" and "PAID." The rate indicates a usage in the early 1850s. There is a very similar cover including the manuscript charged notation listed in *Boston Postal Markings to 1890* by Maurice C. Blake and Wilbur W. Davis, pp. 118-119. This shield handstamp is thus one of two fancy box charge markings; the other being the printed Croton Mills sheath of wheat.

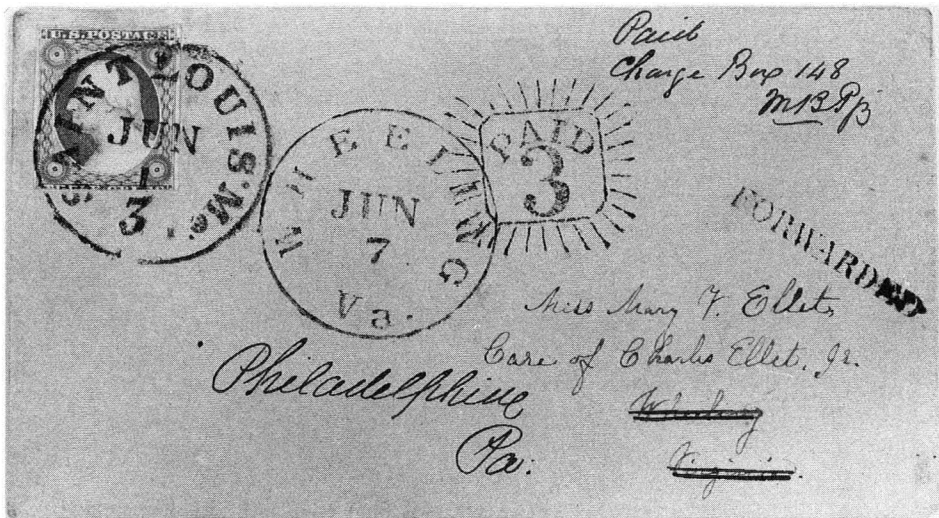
A third cover (Figure 3) is a most unusual charge box usage to pay for the forwarding of mail. Moreover, it shows a mixed stamp and stampless usage during the transitional period when stamps were gaining acceptance. And finally it bears a fancy numerical rating handstamp. The cover originated at St. Louis where a "SAINT LOUIS Mo JUN 1 3"



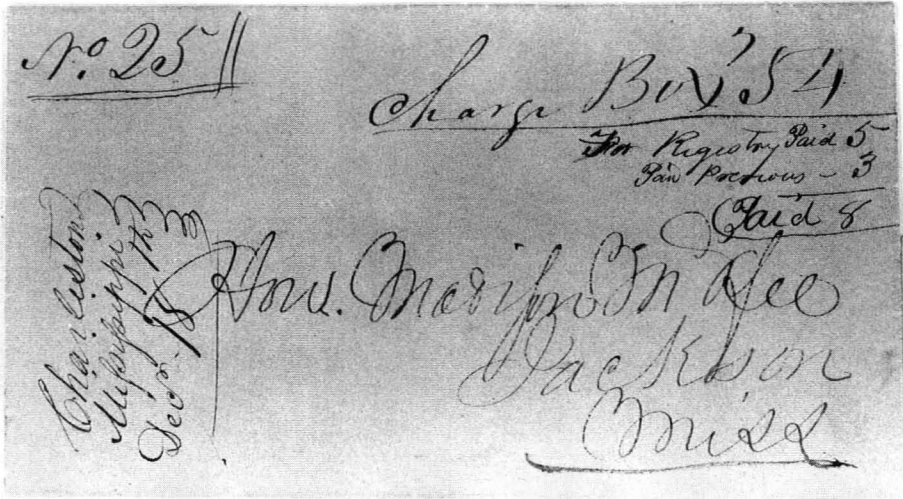
**Figure 2. Official Massachusetts correspondence with postage charged to the Adjutant General's office. The cover bears a red shield handstamp used to authorize the charge to a box account.**

handstamp ties a copy of the three cent 1851 stamp. The cover was addressed to a young lady perhaps in care of her brother at Wheeling, Va. However, she had moved on to Philadelphia, so the letter was forwarded to follow her. The same person who wrote the new destination also wrote a notation "Paid/Charge Box 148/MBP." Thus the new forwarding postage was prepaid and was charged to a post office box account. Postmarks including a straight line "FORWARDED," "WHEELING Va JUN 7" and "PAID 3" in a sunburst format, were added to indicate the new postal charges and instructions. Prepayment of forwarding postage by stampless postmarks is quite uncommon. But a box charge notation is a rare usage for this service.

The last cover is a registered letter which is most unusual in that it adds the postage and the registry fee of five cents together in written postmarks (Figure 4). The sender probably carried this letter to the post office but charged the postage to his or her box account instead of paying cash. All of the markings appear to have been written by the post-



**Figure 3. Prepaid stamped cover which was forwarded at Wheeling, Virginia. The additional postage was charged to a post office box account with stampless markings indicating the prepayment of the forwarding charge.**



**Figure 4. Early registered cover with both the five cent registry fee and the three cents postage charged to a post office account in Charleston, Mississippi.**

master. The town marking reads "Charleston/Mississippi/Decr 18th." There is a "No. 25" which is probably the registration number in the upper left corner of the cover. One can guess the year date is 1855 with such a low number from a small town as this. At the upper right is "charge Box 54" and "For Registry Paid 5/Paid Previous 3" with total "Paid 8." This is the only registered cover I have seen where the postage was charged to a box account.

### **PRESIDENTIAL CAMPAIGN STATIONERY**

Beginning with the Whig campaign for General William H. Harrison in 1840, letter-sheets and later envelopes were produced to promote the various candidates for President of the United States. The Abraham Lincoln designs of 1860 and 1864 have been depicted in *Abraham Lincoln Illustrated Envelopes and Letter Paper 1860-1865* by Dr. James W. Milgram.



Now Dr. Milgram desires to produce a companion volume which would list and illustrate all of the other designs 1840-1900. This would include the patriotic modifications of former 1856 and 1860 campaign designs produced during the Civil War. Owners of such covers, used or unused, are asked to send photocopies to James W. Milgram, M.D., Northwestern University Medical School, 303 E. Chicago Avenue, Chicago, IL 60611. All contributors will be acknowledged in the book.

## SAILINGS OF THE UNITED STATES MAIL

STANLEY B. ASHBROOK

(Continued from *Chronicle* 144:256)

### 1853: Arrivals of Mail Steamships at the Port of New York from *Panama* and *Nicaragua*

(Continued)

May 11, 1853, *N.Y. Herald*. ONE WEEK LATER FROM CALIFORNIA. TOTAL LOSS OF THE VANDERBILT STEAMER "LEWIS." EXPLOSION OF THE STEAMER "JENNY LIND." New Orleans, May 9, 1853 - The Daniel Webster having arrived here brings San Francisco dates of the 16th of Apr., one week later than previous advices by the El Dorado at New York, having connected with the Pac. S.S. Brother Jonathan which left San Francisco, the above date. Note: S.S. Lewis news given previously, so please look under that date.

May 5, 1853, *N.Y. Herald*. ARRIVAL OF THE EMPIRE CITY. The U.S. Mail S.S. Empire City arrived yesterday morning from New Orleans and Havana.

May 9, 1853. *N.Y. Herald*. ARRIVAL OF THE EL DORADO. This S.S. arrived at this port yesterday from Aspinwall with advices from San Francisco to the 9th April. The first return of the weekly line. The Columbus was the steamer that brought the mails down on the Pacific side. The El Dorado brought passengers and 50 thousand dollars in freight. The steamer of the 16th ult., from San Francisco, the Northerner, would bring a large amount of gold dust and passengers. The Illinois would fetch her mail, treasure and passengers to this port.

May 13, 1853. *N.Y. Herald*. ARRIVAL OF THE PROMETHEUS. This S.S. arrived yesterday morning from San Juan del Norte which port she left on the 4th inst., with passengers and gold dust. She brings California papers to the 17th April.

May 22, 1853, *N.Y. Herald*. ARRIVAL OF THE UNITED STATES & FALCON SAN FRANCISCO TO NEW ORLEANS VIA PANAMA. New Orleans, May 21, 1853 - The S.S. United States, arrived at this port yesterday in 5 days and 2 hours from Aspinwall. She brings San Francisco papers of the 30th April, and a number of passengers brought down to Panama by the S.S. Golden Gate. The run from San Francisco to New Orleans has thus occupied but 19 days. The S.S. Falcon arrived here today in 6½ days from Aspinwall, bringing Calif. mails and papers and passengers. The Georgia would sail on the evening of the 15th for New York with passengers and gold dust. As the United States was coming up, she came in collision with three ships, being towed down. The U.S. was slightly damaged. The Falcon reports that the passengers from New York by the Uncle Sam and Union were obliged to take passage on the Pacific Mail S.S. in consequence of the accident to the Winfield Scott. The Steamer Crescent City sailed from Aspinwall for New York on the evening of the 14th inst. The weather of the Isthmus good. The S.S. Golden Gate on her passage down to Panama one night came in collision with another steamer supposed to be the Sierra Nevada. The Golden Gate sustained only slight injury and as the other steamer kept on her way, it was supposed she was not materially damaged.

May 24, 1853, *N.Y. Herald*. ARRIVAL OF THE S.S. UNION. The U.S. Mail S.S. Union arrived last evening from Aspinwall via Kingston, having left the former port on the 14th inst., and the latter on the 17th. The steamer Georgia and Uncle Sam was to leave Aspinwall on the 15th. The Crescent City sailed the same day with the Union.

May 25, 1853. *N.Y. Herald*. The U.S. Mail S.S. Crescent City arrived yesterday morning from Aspinwall via Kingston having left the latter port on the 18th inst. The Crescent City brings mail and passengers which left San Francisco on the 24th ult., in the S.S. Isthmus.

May 26, 1853. ARRIVAL OF THE S.S. GEORGIA AND STAR OF THE WEST. The S.S. Georgia arrived yesterday from Aspinwall via Kingston, having sailed from the former port on the evening of the 15th inst. and from the latter on the 18th. The Star of the West also arrived yesterday morning from San Juan whence she sailed on the 16th inst., with passengers brought down from San Francisco in the S.S. Pacific which left on the 1st inst.. Her trip was a very quick one, being 23 days and 11 hours.



June 7, 1853, *N.Y. Herald*. SIXTEEN DAYS LATER FROM CALIFORNIA ARRIVAL OF THE DANIEL WEBSTER. New Orleans, June 6, 1853 - This S.S. from San Juan, Nic., has arrived at New Orleans bringing passengers and dates to the 16th May. The D.W. connected with the S.S. Sierra Nevada making the trip through in 20½ days. The Prometheus sailed from San Juan for N.Y. on the 31st day of May with 420 passengers.

June 10, 1853. *N.Y. Herald*. ARRIVAL OF THE PROMETHEUS. This S.S. arrived yesterday morning from San Juan del Norte which port she left the evening of the 31st ult., with passengers etc. The Sierra Nevada left San Francisco on the evening of the 16th ult. The passengers crossed from ocean to ocean in the space of 30 hours. The Steamer John L. Stephens left San Francisco previous to the Sierra Nevada with passengers from New Orleans and New York.

June 13, 1853, *N.Y. Herald*. ARRIVAL OF THE ILLINOIS. The U.S. Mail Steamship Illinois arrived at this city at daylight yesterday morning from Aspinwall which place she left on the morning of the 4th inst. The Illinois brings California mails to the 16th of May and passengers.

June 23, 1853, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY. This S.S. left Aspinwall on the 13th inst., and arrived at this port yesterday morning. She brings mails and passengers and treasure which left San Francisco on the evening of May 24, in the S.S. Republic.

June 25, 1853, *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT. This S.S. arrived yesterday morning. She left San Juan on June 10th with passengers from Calif. by the S.S. Brother Jonathan, from San Francisco on the afternoon of June 1st. The Brother Jonathan coming out of San Francisco passed the S.S. Golden Gate from Panama.

June 30, 1853, *N.Y. Herald*. ARRIVAL OF THE GEORGIA. The mail S.S. Georgia arrived this morning from Aspinwall whence she sailed on the 19th inst., and arrived at Havana 1 A.M. 24th inst., leaving Havana 3:30 A.M.

July 12, 1853, *N.Y. Herald*. ARRIVAL OF THE S.S. ILLINOIS. This S.S. left Aspinwall on the morning of the 3rd inst., and arrived at quarantine on the evening of the 10th, making the run in 7 days and 22 hours. She brings Calif. mails of the 8th and 16th of June and passengers. The news was brought down by the S.S. Golden Gate which left San Francisco on the 16th of June.

July 26, 1853, *N.Y. Herald*. TWO WEEKS LATER FROM CALIFORNIA. The S.S. Northern Light arrived early yesterday morning from San Juan whence she sailed on the 16th inst. By this arrival we have dates from California to the 1st inst., being two weeks later than those previously received. The news was brought down from San Francisco to San Juan del Sud in the S.S. Sierra Nevada.

July 30, 1853, *N.Y. Herald*. The S.S. Georgia arrived yesterday forenoon from Aspinwall whence she left on the 20th inst., bringing California mails and passengers.

Aug. 10, 1853. *N.Y. Herald*. TWO WEEKS LATER FROM CALIFORNIA. The S.S. Star of the West arrived yesterday in 7 days 10 hours from San Juan del Norte with passengers, etc. She brings Calif. dates per Pac. S.S. Brother Jonathan to 3 P.M. of the 10th ult.

Aug. 11, 1853, *N.Y. Herald*. The U.S. Mail S.S. Illinois arrived at 10 A.M. today from Aspinwall which place she left on the 1st inst. She brings Calif. mails of the 16th July, treasure and passengers.

Aug. 24, 1853. *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT. This S.S. from San Juan de Nic., Aug. 15, with dates from San Francisco to the 1st of August, arrived at this port last night. She brings passengers and gold. The N.L. left San Juan Aug. 15th and arrived at quarantine Aug. 22nd., having connected with the Cortes which ship left San Francisco on Aug. 1st, 5 P.M. and which was detained to enable merchants to answer their correspondence received by the Sierra Nevada which arrived on the 31st of July.

Aug. 30, 1853, *N.Y. Herald*. ARRIVAL OF THE GEORGIA. The U.S. Mail S.S. Georgia arrived last night bringing the U.S. Mail and passengers. She left Aspinwall on the evening of Aug. 19th at 10 P.M.

Sept. 10, 1853, *N.Y. Herald*. ARRIVAL OF THE STAR OF THE WEST. This S.S. arrived yesterday

morning from San Juan whence she sailed on the 1st inst., bringing papers from San Francisco to the 16th Aug. The Star of the West brings passengers etc., which were brought down on the Pacific side by the S.S. Sierra Nevada which left on the 16th Aug., 3 P.M. The Pacific Mail S.S. Winfield Scott left San Francisco on the 16th ult. The S.S. Brother Jonathan arrived at S.F. on the 16th ult., with passengers etc., which left this city to go by the Nic. Route on July 20th.

Sept. 24, 1853, *N.Y. Herald*. ARRIVAL OF THE NORTH STAR. COMMODORE VANDERBILT'S PLEASURE TRIP. The magnificent Steam Yacht North Star arrived at her berth in the East River.

Sept. 25, 1853. *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT. This S.S. from San Juan arrived about 1 A.M. today with passengers etc., and dates from San Francisco to the 1st Sept. She left San Juan on the evening of the 16th inst., 8 P.M. She connected with the S.S. Brother Jonathan which left S.F. on the 1st inst., 3 P.M., and arrived at San Juan del Sud on the 15th inst. S.S. Cortes arrived at San Francisco on the 28th of Aug., 4 days previous to the sailing of the Brother Jonathan with passengers of the Northern Light which left New York on the 5th of Aug. The U.S. Mail by the Panama Route had not arrived at this time (of the sailing of the Brother Jonathan).

Oct. 5, 1853, *N.Y. Herald*. ARRIVAL OF THE CRESCENT CITY. The S.S. Crescent City arrived last evening bringing the U.S. Mails, passengers etc., and first shipment of gold from Australia. The Crescent City left Aspinwall on the morning of the 25th ult., on the 2nd day out met the S.S. Star of the West.

Oct. 9, 1853, *N.Y. Herald*. ARRIVAL OF THE EL DORADO AT NEW ORLEANS. The S.S. El Dorado from Aspinwall on the 1st, arrived at New Orleans today. She brings Calif. mails etc., brought down on the Pacific side by the S.S. John L. Stephens.

Oct. 10, 1853, *N.Y. Herald*. ARRIVAL OF THE STAR OF THE WEST. This S.S. arrived yesterday afternoon in 7 days and 21 hours from San Juan, bringing passengers, gold dust and dates from San Francisco to the 16th Sept., brought down by the S.S. Cortes. The Cortes passed the Uncle Sam bound for San Francisco.

Oct. 11, 1853, *N.Y. Herald*. ARRIVAL OF THE ILLINOIS. The U.S.M.S.S. Illinois arrived here yesterday from Aspinwall which port she left 11:30 in the morning of the 1st inst., and arrived at quarantine 8:30 yesterday morning. She brings California mails of Sept. 16th, treasure etc.

Oct. 27, 1853. *N.Y. Herald*. ARRIVAL OF THE NORTHERN LIGHT. This S.S. arrived at Norfolk on the 25th where she was compelled to put in for coal, bringing San Francisco dates to the 1st inst. Note: Among other unimportant items I see in this column a notice as follows: "The wreck of the Steamer Uncle Sam on the Colorado had been discovered by Indians embedded in sand."

(To be continued)

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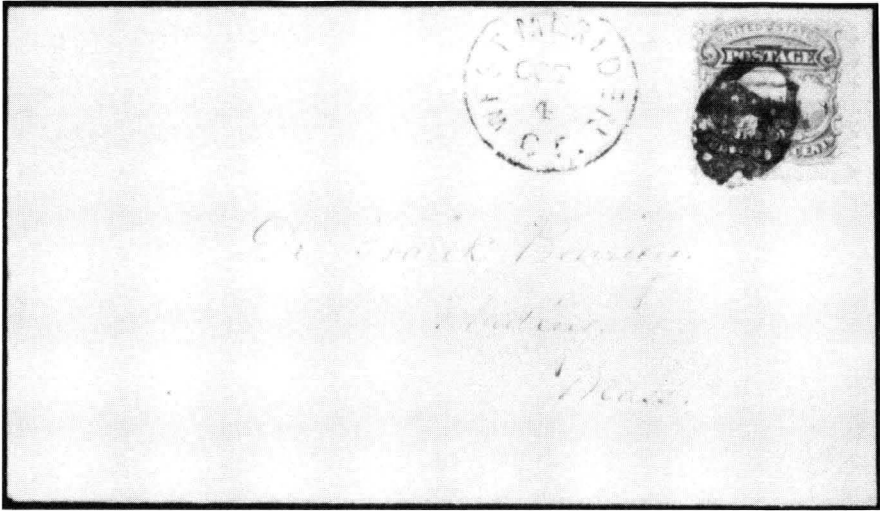
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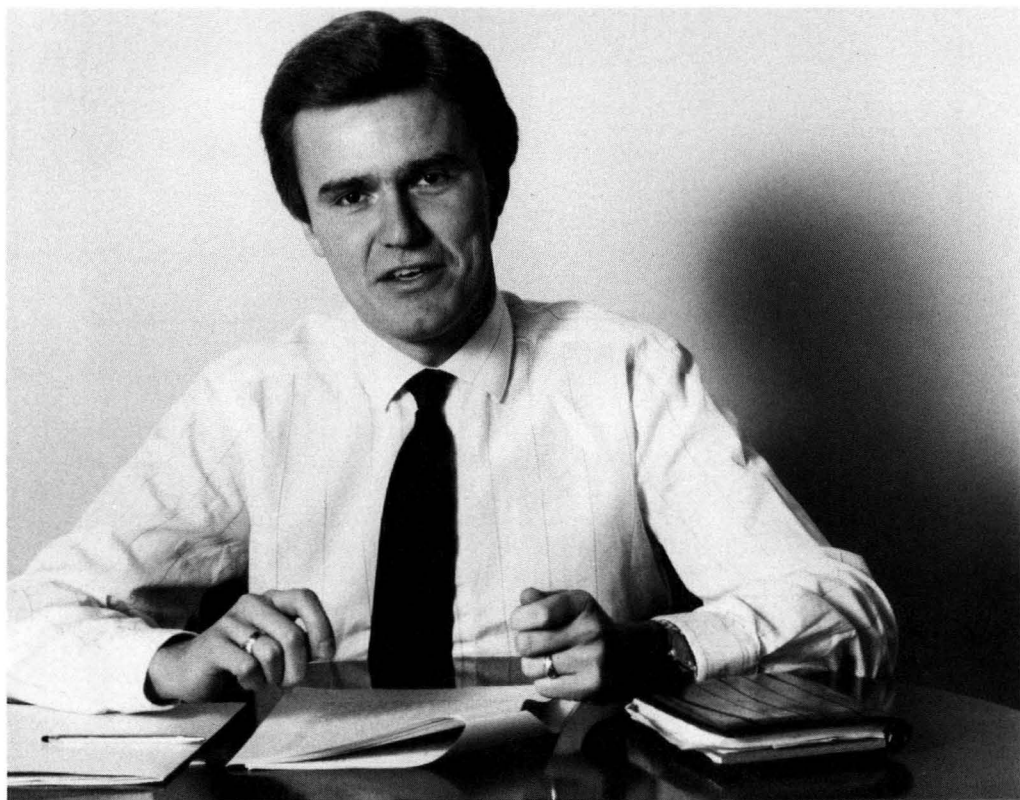
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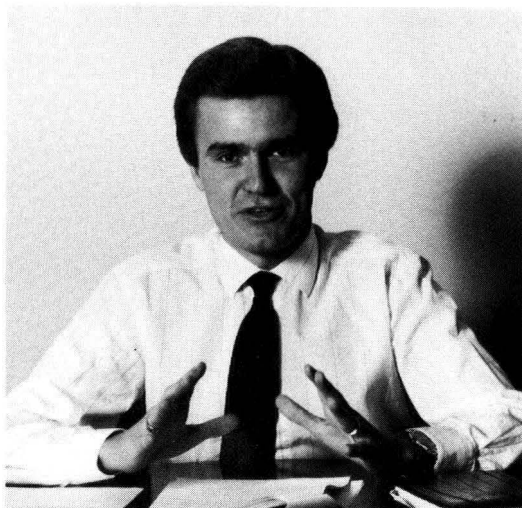
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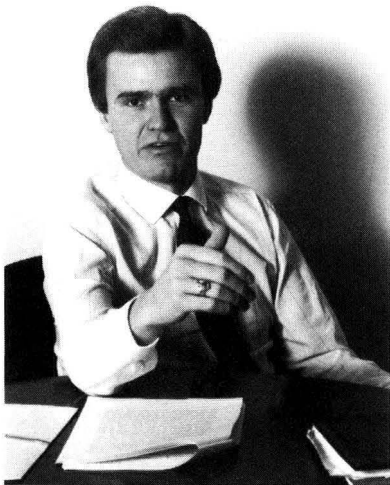
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## **DO TRIPLE GRILLS REALLY EXIST?**

**MIKE McCLUNG**

The current Scott *Specialized Catalog* lists “triple grill” as a variety under the following numbers:

- #87 (2¢ E Grill, 1868)
- #88 (3¢ E Grill, 1868)
- #94 (3¢ F Grill, 1868)
- #97 (12¢ F Grill, 1868)
- #114 (3¢ G Grill, 1869)

Stamps #87 and #88 are unpriced, #94 and #114 are priced at \$100.00 each for a used copy, and #97 is priced at \$400.00 for a used copy. I checked a 1933 Scott *Specialized* (Tenth Edition) and found that triple grills were listed (unpriced) for all the above stamps except for #97 which was not listed. So it seems that this variety has been recognized for quite a few years.



**Figure 1. A typical double grill; the sheet was fed through the grilling machine twice.**

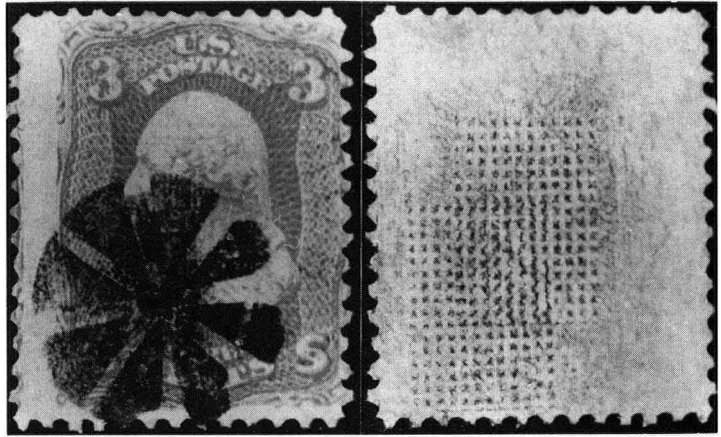
The only reference I have found in the literature concerning triple grills is in John N. Luff's *The Postage Stamps of the United States*. Luff states, “There are numerous oddities in the shape of divided, double and triple grills. These are liable to occur on any value and with any size of grill. They do not seem to be of sufficient interest to warrant an attempt to list them.” The notion of the existence of triple grills probably comes from the above casual mention by Luff. I have not been able to determine the origin of the catalog listings.

If we use the same criteria to define a triple grill as we use for a double grill, a stamp with a triple grill would be one that has been run through the grilling machine three times. It seems that this would be a very rare occurrence, since an operator (presumably sober and alert) should have been able to notice that there were already two sets of grills on the sheet, and it certainly would not require a third embossing. Possibly, a previously grilled sheet could slip through if two or more sheets were fed through at one time, but one would suppose that finished sheets were put in a separate stack and would not be confused with the stack of sheets yet to be grilled.

Double grills (Figure 1) are on stamps that were run through the grilling machine twice and are known on many denominations of the grilled stamps. There are several reasons why they might exist:

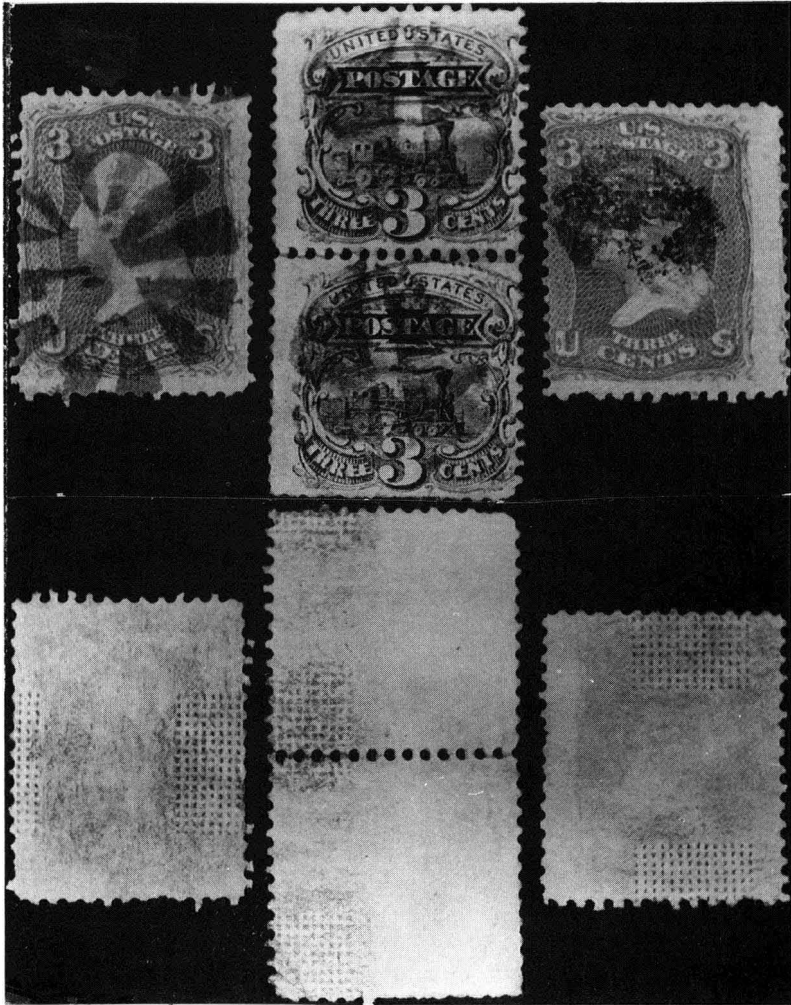
- 1) The operator may have inadvertently fed through a sheet that had already been

**Figure 2. A double grill, one split — not a triple grill.**



grilled (it is not likely that this same sheet would have been accidentally grilled a third time).

2) The operator may have noticed that the first time a sheet went through the machine, it produced grills off-center, so he or she put the sheet through a second time. Figure 2 shows an example of this; the correct description of this variety is “double grill, one



**Figure 2a. Typical split grills.**



**Figure 3. A double grill, one quadruply split — not a quintuple grill; from the 1874 issue of Peru, also produced by the National Bank Note Company.**

split,” not “triple grill.” A split grill is one that is far enough off-center to fall on two or more stamps (Figure 2a). Although the example in Figure 2 shows portions of three grills, it is not a triple grill because the sheet was fed through the machine only twice. I have seen a few similar examples mistakenly described as “triple grills” by both dealers and collectors. Figure 3 shows a stamp that looks as if it has grills all over it; it would be correctly described as “double grill, one quadruply split.” There are portions of five grills on the stamp, but it is still just a double grill because it went through the machine only twice. Figure 3a is a quadruply split grill (not a quadruple split grill as most catalogs describe it); it went through the machine one time.



**Figure 3a. A quadruply split grill; it was fed through the machine only once, but it was off-center by half a stamp in both directions.**

3) The sheet may have started into the machine at an angle; if the operator noticed this quickly enough, he or she stopped the roller, lifted it, removed the sheet and fed it through again. Figure 4 is a probable example of this scenario; it is a double grill with one skewed.

4) The sheet may have become folded under the grill roller; at this point the operator probably lifted the roller, removed the sheet, straightened it, and fed it through again. This would result in a portion of the sheet having double grills (some of which may be skewed and/or inverted). Figure 5 is an example of this. If the paper crumpled or folded several times on a single stamp, the result would be the so-called “crazy grill” which looks like several portions of grills going in different directions.

Another area in the field of grill varieties is the faint grill or shadow grill. These were caused by incomplete erasure of larger or overall grills, and they are sometimes mistaken for multiple grills or larger grills. The most dramatic example of this is found on some stamps with the C grill (see *Chronicle* 105:44-45, February 1980, Vol. 32, No. 1).

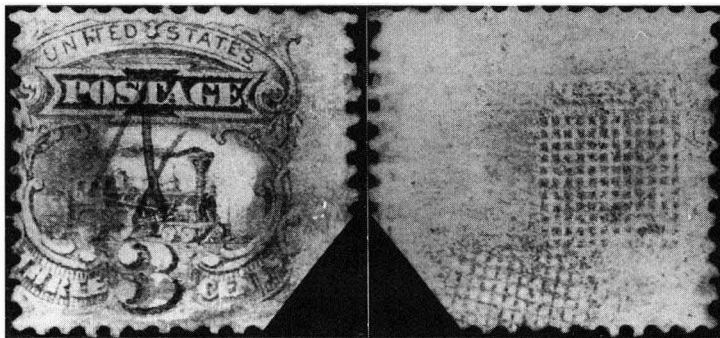


**Figure 4. A double grill, one skewed.**



There are a number of grill varieties that could be mistaken for triple (or quadruple or quintuple) grills, but they are merely single or double grills. To have a triple grill, a stamp must have been run through the grilling machine three times. I am interested in information on true triple grills and would love to see the real thing.

**Figure 5. A double grill, one inverted.**



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### EDITORIAL: CORRECTIONS AND ADDITIONS

#### CORRECTIONS OF DEAD LETTER OFFICE ARTICLE, *CHRONICLE* 145.

The illustrations for Figures 5 and 10, pages 48 and 51 in *Chronicle* 145, were switched. Thus, the cover shown in Figure 9, addressed to a Sergt Merrick who had been killed in battle, was contained in the Return Letter Office envelope shown in Figure 5, and which is described in the caption of Figure 10. Conversely, the Dead Letter Office envelope shown in Figure 10, addressed to Mrs. Adelaide Johnson of Maple Rapids, Michigan, goes with the caption of Figure 5 and has the backstamp shown as Figure 6.

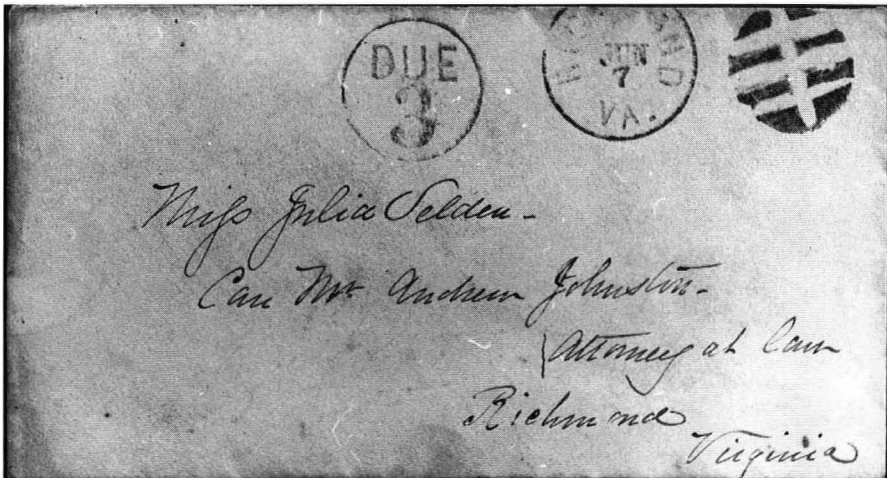
In addition, in the first paragraph, below Figure 9 on page 50, the year dates on the second and fourth lines obviously (from looking at Figure 9) should both read "1864."

These goofs have caused a bit of confusion to those attempting to date the sequence of Dead Letter Office return letter envelope imprints as a current project.

### MORE ABOUT THE REOPENING OF THE RICHMOND, VA., POST OFFICE IN 1865

In *Chronicle* 138, May 1988, an article discussed the activities of Lt. David B. Parker as Mail Agent of the Army of the Potomac in the Civil War. Also included were some details about Parker's activities during the capture of Richmond in April 1865, when, by then a Special Agent of the Post Office Department, he had reopened the Richmond Post Office only a few days after the city fell.

Covers were shown sent from Richmond by Union Army soldiers, but they were postmarked at other locations. The questions still pending were thus when did the Richmond post office start handstamping its own mail, presumably with new townmarks of the current federal pattern, and also when were the Richmond post office and the federal mails open to all rather than just the Union Army and those accompanying it?



**Figure 1. From the Richmond, Va., occupation post office, probably sent in June 1865 after the office was reopened soon after Richmond fell in early April.**

The cover shown in Figure 1, from a negative provided by Robert L. Lisbeth, adds what is probably an earlier 1865 use of a Federal Richmond postmark than any reported in our article. However, neither Mr. Lisbeth nor myself can absolutely verify this as an 1865 usage. The marking, from the scale Mr. Lisbeth placed in the photo with the cover, is the same 28 mm marking that was shown in our article used on the later covers. It was normally standard procedure for the Post Office Department to furnish two or more intended-ly identical townmarks to offices large enough to warrant this style of device, so small differences may be found in the markings. They were usually duplexed with a socket into which various "soft" corks or wood or rubber killers could be inserted. These generally wore out rather rapidly and were often replaced to account for nice runs of fancy killers in some cities.

If the cover shown is an 1865 usage, as we believe, then its June 7 date, on a local unpaid letter, would seem to fit 1865 but no other year without a soldier's letter endorsement, and even then, the rate doesn't make sense for a drop letter. The Act of Congress of early 1865, announced to postmasters in a bulletin by PMG William Dennison, dated May 1, 1865, had reduced the previous across-the-board drop letter rate of 2¢ to 1¢ for those offices not having carrier delivery. In June 1865, it does not seem probable that Richmond had carrier service as yet established, although the 1865 Act called for it to be established in all cities with "a population of 50,000 within the delivery of the office thereof." It also permitted postmasters of smaller towns to establish a fee type "pennypost" carrier delivery similar to those before the Act of 1863 that had eliminated fee style carrier services.

However, the 3¢ due on the cover shown here doesn't fit these laws and regulations

that were in effect when the Richmond post office was reopened. There are a few other possibilities that could have justified the 3¢ due rate on the drop letter, but they are too nebulous to discuss here.

Can anyone else come up with a Richmond cover believed or proven to have been sent prior to July 1865 from the newly opened occupation post office?

Richard B. Graham

## THE DEAD LETTER OFFICE, 1863-1866

RICHARD B. GRAHAM

The *Chronicle* for February 1990 (No. 145) carried three chapters on the operations of the Dead Letter Office from its beginnings until the end of the Civil War.

The chapters, written by Thomas J. Alexander and this writer, were mainly aimed at developing the legal background and authority for the activities in terms of the Acts of Congress and regulations and instructions of the Post Office Department to postmasters. As was noted, aside from an occasional "behind the scenes" sort of article in contemporary publications, not much has been published about the internal workings of the Dead Letter Office other than what was given in the *P.L. & R.* — which was mostly intended for the guidance of postmasters.

We had very little new data produced as a result of the articles, although there were several appreciative comments about getting the data together in one spot. Thus, it seems desirable to complete the story through the classic period, and this article tackles the story after 1863 relative to the changes in the *P.L. & R.* governing the D.L.O. plus providing an article published originally in the *Overland Monthly*, probably just after the Civil War, which was repeated in the *U.S. Mail & Post Office Assistant* for January 1870, even though it refers to certain aspects of the *P.L. & R.* that were passé by nearly four years.

First, a look at the *P.L. & R.* governing the D.L.O. operations as the Civil War ground to a close seems appropriate. The landmark Act of Congress which became effective on July 1, 1863, had substantially revised a great many long-time procedures, rates and activities of the Post Office Department as a whole and not everything in that Act worked exactly as had been anticipated. The main provisions that had affected the flow of letters to the D.L.O. were that unpaid or underpaid letters found in the mails, instead of being held for postage, were simply charged double the unpaid amounts due and then sent on their way, and that postage was reduced on return letters from the D.L.O. sent back to their writers by that office.

Previously, addressees had been notified on unpaid or underpaid letters to provide postage but if this wasn't done, then the letters held were sent to the D.L.O.

Previously to the 1863 law, letters returned by the D.L.O. to their original writers in brown, imprinted D.L.O. envelopes were charged triple postage due when they had valuable content and double postage when they didn't, but the new law reduced these charges to double postage for valuable letters and the regular rate of 3¢ per single rate for what the P.O.D. called "ordinary letters." The new regulations also completely revised the processes and paperwork associated with the sending of undeliverable letters to the D.L.O. by postmasters.

An interesting section of the 1863 law was that registration of valuable returned letters was required both ways, plus a process at the D.L.O. requiring that records be kept of the value involved of letters returned to the D.L.O. as undeliverable a second time. If the letters contained money, the money was to be used by the Department but could be refunded against a proper claim for up to four years after. Some of the detail was revised in the Act effective July 1, 1864 (which was aimed at curing the problems of the rather drastic changes of the previous year) in that the money so obtained was to be used "to promote the efficiency of the Dead Letter Office" rather than the Department as a whole.

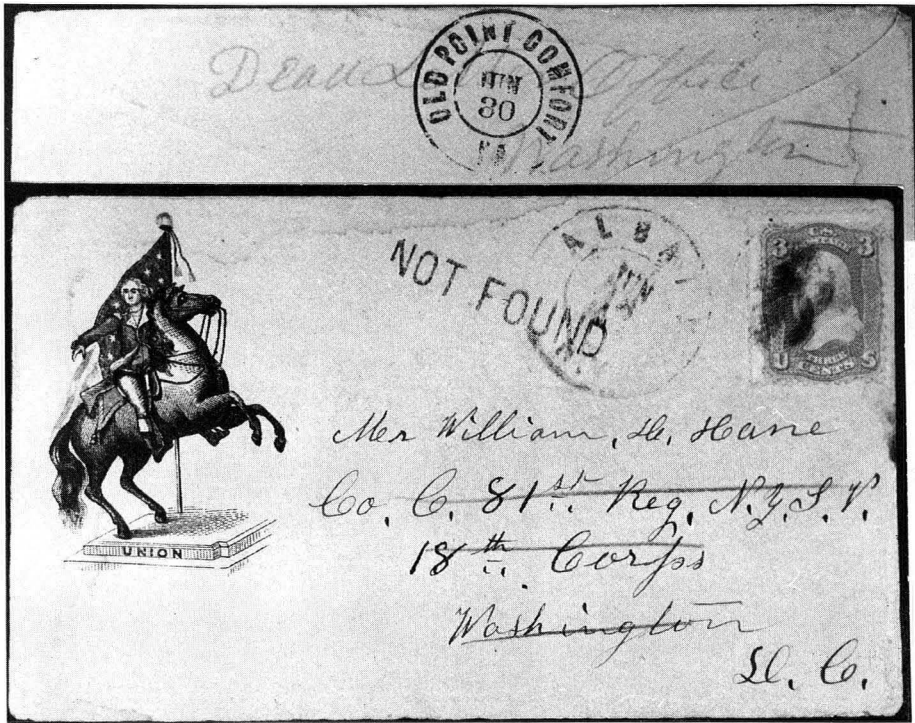


Figure 1. A cover that passed through the D.L.O. in 1863 or 1864 during the Civil War, but which doesn't have the return letter envelope with it. This particular cover from Albany, N.Y., addressed to a soldier with the 18th Corps, was promptly sent to the D.L.O. at the end of the month of its arrival at Old Point Comfort, reason not given, but per its backstamp and legend (above).

As collectors, we can find two different kinds of mail relative to the D.L.O. These are covers that obviously were returned to the D.L.O. as undeliverable, such as that shown in Figure 1, which has an Old Point Comfort backstamp of June 30 and a pencilled "Dead Letter Office/Washington" across the back, evidently as a forwarding address. The cover, a patriotic design, was postmarked at Albany, N.Y., on June 16. Since, according to the history of the regiment to which the cover is addressed, the 81st N.Y.S.V. (New York State Volunteers) of the 18th Army Corps, it didn't become part of the 18th A.C. until 1863 when at Beaufort, N.C., the cover had to have been sent no earlier than 1863. I have reason, from the regimental history, to think the date was probably 1864, however, but in any case, since the brown Return Letter Office envelope in which it was returned to its sender isn't with the cover, I have no positive way of year dating the cover.

Figure 2 shows a typical return letter envelope of this period, which is the other kind of mail in this field that can be collected. Obviously, it's much nicer when the return letter envelope and the cover are together, as the former have year-dated postmarks that usually, but not always, are legible.

The cover in Figure 2, addressed to Hartford, Vermont, has the legend and rate of envelopes in which ordinary letters were returned prior to the Act effective July 1, 1863. These charged 6¢ due for such letters, that charge being reduced to 3¢ by the Act. The Return Letter envelope bears a red D.L.O. double circle postmark with a date, JUN/4/1864, although it may have had a "D.L.O." at the top that doesn't show. In any case, the due legend on the cover has the "6" marked out and a "3" in manuscript substituted. The legend at the left end of the cover has the double postage requirement lined out. After the "Sec." the identification "199 of P.O. Regulations" was replaced in manuscript by [Sec.] "8, Instruc-

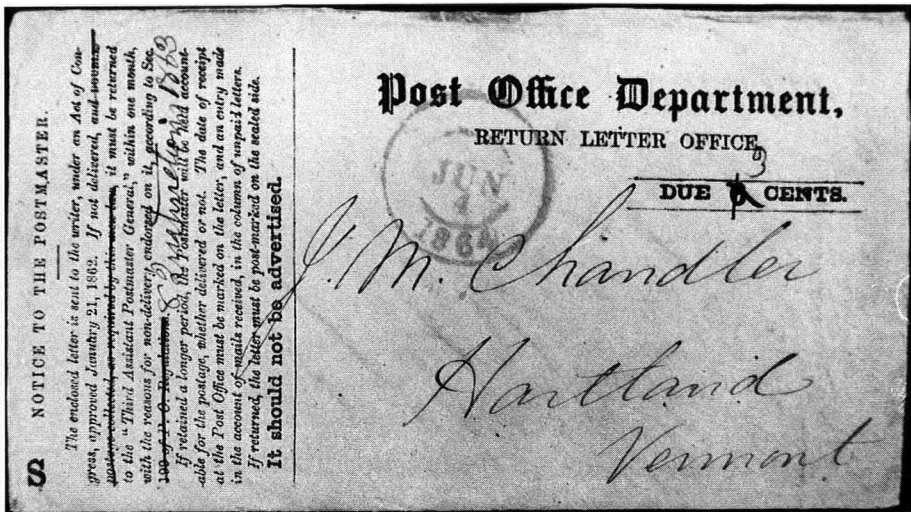


Figure 2. A Return Letter Office official envelope, with printed legends and rate of the style used prior to the Act effective July 1, 1863, but altered to show later usage.

tions of 1863.” This refers to a section in the 16 page pamphlet issued to all postmasters in June 1863, giving the changes made by the Act effective July 1, 1863.

Figures 3 and 4 show front and back of a Return Letter Office envelope used in March 1865 with the legend current at that time. The legend reads:

The enclosed letter is sent to the writer, under an Act of Congress, approved January 21, 1862.

The date of receipt at the Post Office must be marked on the letter, and an entry made in the account of mails received. If not delivered and the postage collected within one month, the reason for non-delivery must be endorsed on it, and it must be returned to the Dead Letter Office, at the time and in the manner prescribed for Return Letters, in Instruction No. 8, published with the Act of March 3, 1863. If returned, the letter must be postmarked on the sealed side.

**It should not be advertised.**

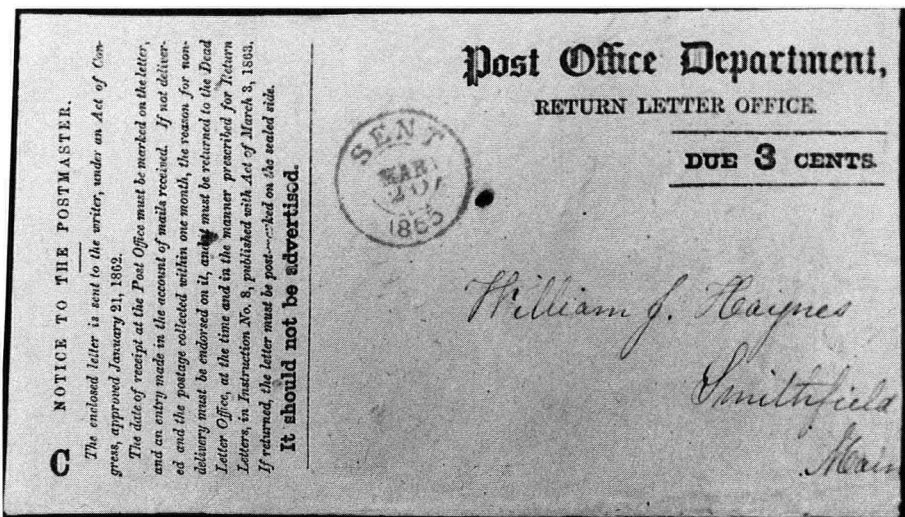
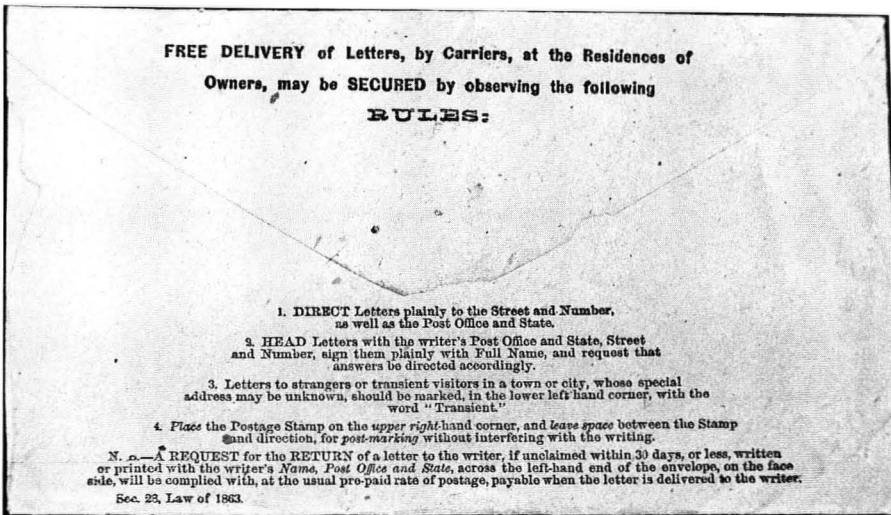


Figure 3. Official Return Letter Office cover with imprint for use after July 1, 1863. This particular cover also reflects some of the paperwork changes in the postmasters' instructions from the Act of 1864, being dated Mar. 20, 1865.

Earlier versions of this legend differ somewhat, mostly because a phrase “in the column of unpaid letters” at the end of the second line of the second paragraph had been removed. This probably reflects a change in the arrangements of forms used at that time, but an act and instructions distributed under the name of Postmaster General William Dennison dated May 1, 1865, contained a provision requiring that all letters found in the mails unpaid (barring properly certified soldiers’ letters and free franked letters) or with less than one full rate of postage were to be sent to the D.L.O. This did away with the instruction of 1863 permitting unpaid letters to be sent with double postage due without passing through the D.L.O.



**Figure 4. Back of the cover shown in Figure 3. The legend on the back was intended to encourage patrons in large cities to inform their correspondents as to their street addresses, which was necessary to make the new carrier system of 1863 effective.**

The back of the Figure 3 cover, shown in Figure 4, has a set of instructions aimed at encouraging mailers in towns with carrier service to provide their correspondents with their full mailing address including street and number so that such mails wouldn't either need to be called for at the post office or be subjected to directory search service for carrier delivery.

During this period, the Return Letter envelopes saw a great deal of minor variation, in language of the legends, imprints, and also whether or not the instruction for carrier service was printed on the back. Also — and this is the key to the variations, I suspect — the Return Letter envelopes bear a single, or, in some cases, a double set of initials in the lower left corner. These initials have been the subject of much discussion and guesswork, including by this writer, but, as is so often the case, the data have been available all the time. We just had to look in the right place, in this case, in an article in the *U.S. Mail & Post Office Assistant* for January 1870 that was reprinted from the *Overland Monthly*, date uncertain. This article has been reproduced as an appendix to this chapter.

The article, obviously written by a woman who had been one of the “Ladies employed in Dead Letter Office under Act of Jan. 21, 1862,” as the *U.S. Register* of 1863 listed them, stems from her experiences there that we can date as being shortly after the end of the Civil War by comments she makes. Her name isn't on the article but the ladies in the D.L.O. were always listed separately in the *U.S. Registers* with numbers of 16 being listed in the 1863 *Register*, 38 in that of 1865, and 45, plus 10 more female names as “Folders” in the *Register* for 1867. While I claim no great familiarity with 19th century authoresses' names, I do recognize one famous name on the lists for 1863 and 1865 — that of Sculptress Vinnie Ream. She went from her job of addressing return letters to

sculpture and became well known for her life-sized statue of Lincoln unveiled in the rotunda of the Capitol in 1871. Her name is on the 1863 list at an annual salary of \$500 and at \$600 in the 1865 *U.S. Register*. At that time, the Postmaster General's salary (1865) was \$8,000 per year; the three Ass't PMGs got \$3,500 each and the chief clerks serving under each received \$2000 or \$2200 each year. There were clerks who received less than \$500 per year, however.

While we have no idea just who wrote the article which appeared in the *U.S. Mail*, nor in what issue of the *Overland Monthly* it did appear, it is obvious that the writer had worked in the Return Letter Office for some time. She had been there long enough to know the ropes quite well, insofar as what her duties were, as well as how the rest of the D.L.O. function intermeshed with her group. She didn't have an understanding knowledge of the postal laws and regulations or orders that caused some of the letters she handled to be sent to the D.L.O., however. For that reason, footnotes have been provided with the text of her article as reproduced from the *U.S. Mail*.

The key knowledge obtained from her comments is, of course, the meaning of the initial letters on the Return Letter Office envelopes in which letters were sent back to writers after they had been opened and the sender identified. Quoting from her article:

Every clerk, male or female, has his or her letter, from A to Z and beginning again with AA when the alphabet "runs out." Before the ladies take their places at the desk in the morning, the messenger has already placed there the number of envelopes each lady is expected to direct in the course of the day; and large baskets filled with bundles of letters, sent up from the opening room (the bundles marked with the letter of the clerk through whose hands they have passed) are brought into the rooms. The envelopes are stamped in one corner with the lady's letter, in red; so that the ladies are spoken of, by the Superintendent or messengers as Miss A, B, C, D — not as Miss Miller or Mrs. Smith. Fifty of these envelopes are contained in one package so that it is easy to calculate whether any of them are wasted by misdirecting or blotting.

Thus, the letters (although I believe those with handstamped red letters in the corners are very rare) are simply to identify the clerks but have no connection with the initials of their names or, for that matter, any other significance.

The author (probably, in the absence of other information, barring an attempt to locate the article with an author's name in the *Overland Monthly*, I suppose that Vinnie Ream is as good a possibility as any, as she later displayed herself to be a lady of considerable initiative and talent) goes on to comment about the placing of red or blue stars on certain classes of valuable letters, but I have seen no examples. However, these markings, while possibly internal at the time, may well have been an ancestor of later similar markings, stars, hexagons, etc., provided in the design of the printed Return Letter envelopes of later years.

Figure 5 shows a valuable letter which apparently dates from after 1863 as it bears numbers indicating not only a D.L.O. file number but, probably, registry numbers.

The cover, addressed to Nassau Street, New York (familiar address for stamp people) apparently was mailed with no stamp, which means that it had to have been sent after the provision of 1863 permitting letters to be sent collect with double postage due had been abolished as of May 1, 1865. The cover has a backstamp of Paterson, N.J., of the small single circle type that came into use during late 1864-5 and continued for some years. The cover is also endorsed in pencil that it contained \$6.00, and bears on its front, a large "H," normally the last name of the sender rather than of the addressee, in this case, Hawley, which also begins with "H." However, sending money to children or relatives of the same name wasn't unusual then or now.

Both the handstamped "H" and a double circle "U.S.D.L.O./Apr 7/186? (probably '6')" are in a pale blue. Unfortunately, the return letter envelope in which this cover pre-

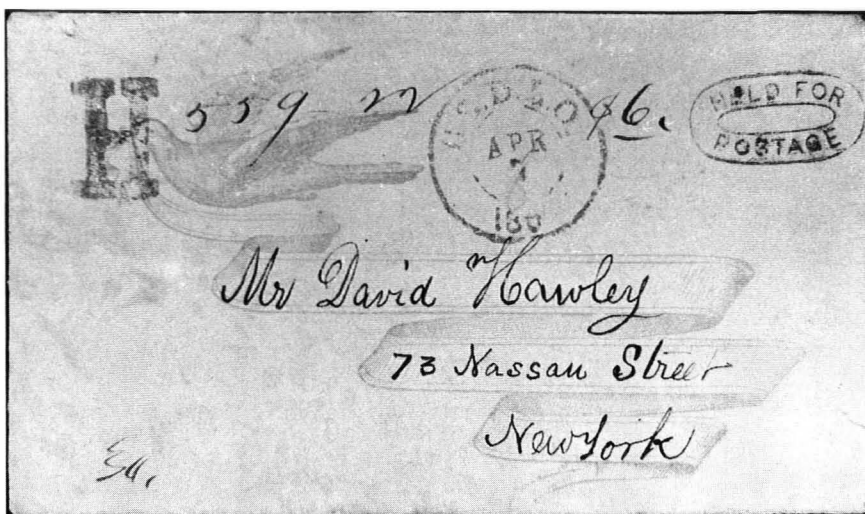


Figure 5. A valuable letter (containing \$6.00, per an endorsement on the back) sent in 1864 or 1865 as it bears registry numbers. Registry of such valuable letters being returned to senders was first required by the Act effective July 1, 1863. The large "H" was applied at the D.L.O. for file and record purposes to identify the owner. The initials were usually those of the writer, unless they couldn't be identified by the content in which case the initial of the last name of the addressee was used.

sumably was sent isn't with the cover so the analysis about the date can't be verified or disproven.

An Act of Congress of June 12, 1866, provided two new features of mail handling, one directly affecting the D.L.O. and the other peripheral. The former was a requirement that Return Letters were henceforth to be free with no due postage charged (and doing away with the elaborate record keeping on common letters, at least) and the other providing, subject to some stringent procedures, with free forwarding of mail somewhat similar to what we have today.

The article by the mysterious Miss X that appeared in the *U.S. Mail* remarked at one point that someone would have had to pay 3¢ to obtain a letter returned by the Return Letter Office, but the fact that this postage due requirement was done away with in June 1866 would suggest she had left the Return Letter Office before that date.

Miss X's article thus takes us to mid 1866 and subsequent sections of this series will deal with further D.L.O. operations after that date.

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## APPENDIX

*Editorial note:* footnotes by the editor have been added for clarification.

[From the *Overland Monthly*.]

### Down Among the Dead Letters

Strangers visiting Washington and admiring the style and architecture of the General Post-office building, would never know that there are a number of ladies seated behind the plate-glass of the second-story windows. Indeed, few people residing in the Capital are really aware in what part of the building those female clerks are stowed away. I had passed on every side of the building — morning, noon and night — but never had seen anybody that looked like a “female clerk,” till I found myself of their number one morning; and then I discovered the right entrance to the Dead Letter Office. It is on F street, so close to the Ladies’ Delivery<sup>1</sup> that any person entering here would be supposed to be inquiring for a letter at that delivery. There is another entrance on E street, but it is not much patronized by the ladies until after fifteen minutes past nine o’clock; for punctually at that time, the door-keeper is instructed to lock the ladies’ door on F street, and those who are tardy are compelled to go up the gentlemen’s staircase or pass in at the large public entrance on E street. Crowds of visitors walk through the building, day after day, but not one of all the ladies employed here do they see, unless they request to be shown, the rooms of the female employes.

In this Department, working hours are from nine o’clock in the morning till three o’clock in the afternoon. Ladies are not allowed to leave the office for lunch, nor do they waste much time in discussing the lunch they may have brought, as it is only in consideration of their industry and close application that they are allowed to leave the office at three o’clock instead of four.

This Dead Letter Office is one of the most complicated pieces of machinery in the “Ship of State.” I will try to explain and elucidate as much of it as came under my observation. Letters left “uncalled for” at the different post offices throughout the country are sent to the Dead Letter Office, after a certain length of time. Letters not prepaid, or shortpaid, through neglect or ignorance of the writer, also find their way here; and so do foreign letters,<sup>2</sup> from all parts of Europe, which have been prepaid only in part, and therefore come here, instead of reaching their destination. Sometimes mails are robbed and the mail-bags hidden or thrown away, but are afterward searched for, and their remaining contents brought to this office. Then again, a vessel at sea, homeward-bound, brings letters<sup>3</sup> from ships meeting it, of sailors and passengers, who send their letters in firm faith that they will reach their anxious friends at home; but if our Government happens to have no treaty or contract with that particular Government to which the writer belongs, of course the letters cannot be forwarded, but are laid at rest here. These letters are carefully preserved for a number of years. They are sometimes called for, and found, a long, long time after they were written; in fact, only “dead” letters are destroyed.

Though I wish to speak more particularly of the duties and labor performed by the ladies employed in this Department, I must begin by saying that all letters pass through the hands of, and are opened by, a number of gentlemen — clerks in the Department — whose room is on the ground-floor of the building. A great number of letters contain money, valuable papers and postage stamps. These are sent to the Superintendent’s room. Letters without contents<sup>4</sup> are folded, with the envelope laid inside the letter, tied in bundles and sent up-stairs for directing. Money, drafts and postage-stamps, however, are not the only articles considered “mailable matter” by the public. One day I looked over a box filled with such matter, taken from dead letters and parcels in the opening room, and found in it one half-worn gaiter-boot, two hair-nets, a rag doll-baby minus the head and one foot, a set of cheap jewelry, a small-sized frying-pan, two ambrotypes, one pair of white kid gloves, a nursing-bottle, a tooth-brush, a boot-jack, three yards of lace, a box of Ayer’s pills, a bunch of keys, six nutmegs, a toddy-stick, and no end of dress samples. This matter is allowed to accumulate for three months, and is then sold at auction; but a register is so carefully kept, that the person mai-

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1. Large post offices had separate delivery windows for ladies at that time.

2. Partly prepaid letters from abroad would have been sent to the D.L.O. in only a few cases. Most would have been collect but if refused or the addressee not found, would have been sent to the D.L.O. where they would have been returned, unopened, to the countries of origin.

3. Presumably, this refers to letters addressed to other countries than the USA. Those to the USA would have been handled as collect ship letters.

4. Meaning “valuable contents.”

ing the doll-baby without prepaying can follow its progress from the little country town where it was mailed to the end of its career under the hammer at the Dead Letter Office, and here can claim the amount it brought at auction.

Every clerk, male or female, has his or her letter, from A to Z, and beginning again with AA, when the alphabet "runs out." Before the ladies take their places at the desk in the morning, the messenger has already placed there the number of envelopes<sup>5</sup> each lady is expected to direct in the course of the day; and large baskets filled with bundles of letters, sent up from the opening room (the bundles marked with the letter of the clerk through whose hands they have passed) are brought into the rooms. The envelopes are stamped in one corner with the lady's letter, in red; so that the ladies are spoken of, by the Superintendent or the messengers, as Miss A, B, C, D — not as Miss Miller, or Mrs. Smith. Fifty of these envelopes are contained in one package, so that it is easy to calculate whether any of them are wasted by misdirecting or blotting. The work looks simple enough when you see a number of ladies seated at their desks, writing addresses on envelopes, with the greatest apparent ease. "And then," as a gushing young lady said to me one day, "how romantic it must be to listen to the outpourings of love and affection that these letters must contain in many cases and the dark secrets that others disclose." She thought it a rather cruel restraint when I told her we were only allowed to read only so much of a letter as was necessary to discover the name of the writer, and to read no part of it if the name was signed clearly and distinctly at the end. Let the lady reader pause a moment and ask herself. "Do I sign my letters so that one of these clerks could return them from the Dead Letter Office without going over the whole of their contents?" By the time you have finished reading this paper, I hope you will have formed the resolution to sign your name "in full," and just as it is, to every letter you send by the mail. Don't sign your name "Saida" when it is really Sarah Jones "in full:" and if you will call your father's brick-house on Third street "Pine Grove," because there are two dry pine-trees in the front yard, don't neglect to add "No. 24 Third street, Cincinnati, Ohio." The greater number of letters passing through this office are badly written and uninteresting; many of them so perfectly unintelligible that no human being can read or return them; not that the greater portion of our community are uneducated or unintelligent people, but that they are either reckless or careless. Letters directed with any kind of common sense are most always sure of reaching their destination without visiting the Dead Letter Office. Not only do people, in a number of cases, neglect to prepay their letters, but frequently letters without direction or address of any kind are dropped into the letter-boxes. In writing to individuals residing in the same city with them, people think it is necessary only to mention the name of the individual; the "post-office man" is expected to know that the letter is not to go out of the city. The post-office people are, if not omniscient, at least very obliging. I have found a letter directed to "Carlton in America," and the letter had been forwarded to, and bore the postmark of, every Carrolton in the United States before it was sent here.

The work of the ladies falls under two heads: "Common," and "Special." We will get the best idea of what "Common" means, in contradistinction to "Special," by watching Miss A on "Common" work this morning. Taking one of the bundles of letters from the basket, she opens it and takes up the top letter; spreading it on the desk, she find the envelope inside: it is directed to "William Smith, Philadelphia, Penn.," and the words "uncalled for," stamped on the envelope, show why it was sent here. Now, the signature is to be looked for: it is here — "John Jones;" next, where was it dated? — Somerville, Ohio;' but does the post-mark on the envelope correspond with that? Yes, it is postmarked from where it was dated; so "John Jones" will receive his letter back again: his friend, "W. Smith," may have left Philadelphia, or may have died. "John Jones' " letter is returned to him in a coarse, brown, "P.O.D." envelope, stamped with the letter A in one corner, and he pays three cents<sup>6</sup> for the privilege of knowing that his friend "Smith" never received his letter. The next is a delicate pink affair, dated, "White Rose Bower" — signed "Ella;" "only this and nothing more;" so the letter is hopelessly dead, and thrown into the paper basket at Miss A's side. The epistle following this is signed, "Henry Foster," and could be returned if it had not been dated at "White Hall" and postmarked "Harrisburg." On looking over the Post-office Directory we may or may not find a White Hall in Pennsylvania, but there is nothing in the letter to show whether "Henry Foster's" home is in Harrisburg or White Hall; consequently that letter is dead,

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5. This is an important statement. These are the "Return Letter Office" envelopes used after about 1862. Few, however, if any are known with letters in color.

6. The Act of June 12, 1866, provided for free return of all dead letters to their writers.

too.<sup>7</sup> Here is one, signed plainly and legibly, but the writer has omitted to date it from any particular place. From the tone of the letter it is plainly to be seen that he lives where the letter was mailed — but where was it mailed? The post-mark on the envelope is so indistinct that any lady not employed in the Dead Letter Office would throw it aside as “unreadable;” but ladies here learn to decipher what to ordinary mortals would be hieroglyphic or simply a blank. After consulting the pages of the Post-office Directory beside her, Miss A passes the envelope to Miss B. “Can you suggest any post office in Indiana beginning with M, ending with L, with about four letters between?” Miss B scrutinizes the envelope closely. “The post-mark is not from Ind. (Indiana), it is from Ioa.” (Iowa), is her decision. Misses C, D and E, at work in the same room, differ in opinion, and at last Miss A steps across the hall to the room of the lady superintendent, where a “blue book”<sup>8</sup> is kept, and with the assistance of this lady and the book, Miss A discovers the place in Indiana, directs the letter, and continues her work. When she has directed fifty letters she ties them (with both envelopes — the “P.O.D.” and original one — inside each letter) carefully together, and the messenger carries them into the folding-room, where other ladies, employed in this branch, fold and seal them. Of these “Common” letters every lady is required to direct from two hundred to three hundred a day — a task by no means easy to accomplish.

“Special” work is generally disliked by the ladies, and is of a somewhat “mixed” character. Letters held for postage — consequently not “dead” — come under this head. They, too, are sent back to the writer, if the signature can be found, and the place from which they are dated corresponds with the post-mark; if not, they are assorted according to letter and put away into “pigeon-holes” marked with the letter corresponding. Foreign letters, such as I spoke of before, come under this head too. Then there are official letters — in relation to military and judicial matters — short paid, and therefore brought before this tribunal. These require minute attention, as three or four documents are inclosed in one envelope sometimes, making it difficult to discover who is the proper person to return them to.<sup>9</sup> Again, there are letters with postage-stamps to be returned, and money letters containing not over one dollar; these with larger amounts, are directed in the superintendent’s room. Ladies directing stamp and money letters keep account of them in a book, submitted, together with the letters, to the superintendent, at the close of office hours, every day. Money letters are marked with red stars, stamp letters with blue.<sup>10</sup> Stamps taken from dead letters are destroyed by the proper authorities. Then there is copying to do — orders and circulars, rules and regulations to be transmitted to the different local post offices, and translations to be made of communications received from foreign post departments. All this is “Special” work. A large proportion of the letters passing through the office are German letters — some French, Italian, Norwegian and Spanish; but two German clerks are constantly employed, while one clerk can easily attend to the letters of all the other different nationalities together.

Sometimes it comes to pass that the Superintendent visits one room or the other, with a number of letters in his hand: these have been misdirected or badly written. The red letter stamped on each letter guides him to the desk of the lady who has directed it; and very sensitive is each and every lady to the slightest reproach or reprimand received, because of the universal kindness and respect with which they are treated by all the officials with whom they come in contact.

If the task of poring over these epistles of all kinds, day after day, is, on the whole, tiresome and wearing, there are certainly many incidents to relieve the tedium of the occupation. Incidents, I say; letters, I should say. The deep respect we entertain for a well-known army officer was justified to me by the insight his own letters gave me into his character. It is against the rules of the Post-office Department to read any part of a letter, unless it is necessary to do so in order to discover the correct address of the writer; but, as the General’s handwriting<sup>11</sup> is a little hasty and peculiar, and his military honors and titles were not appended to these letters I speak of, it was natural that they should be read by the clerks, in order to ascertain whether they could be returned to the place they were written from. One of these letters had

7. Thus, the D.L.O. defined a “dead” letter as one where sender or addressee could not be identified or found.

8. The “blue books” or *U.S. Registers* list post offices by state, while the P.O.D.’s list of post offices had them alphabetically at this time, with a separate “state” listing by counties.

9. Undelivered official mails were supposed to be returned directly to the offices from which they had originated.

10. Since no covers with such red or blue stars seem to exist, these may have been a temporary internal identification.

11. The description of this writing and the rest of the story suggest the letter was written by General U.S. Grant.

been written to an old lady (I judged so from the fact of his inquiring about her son and grandchildren), somewhere in the South, who, it appeared, had entertained the General at her house one day during the war, when the General was very much in want of a dinner to eat. He had not forgotten her kindness and hospitality, though it was now after the close of the war; but the old lady had probably removed from the little village to which the letter was directed, or, perhaps, she had died: so the letter came into our hands, and was returned to the General. Another was to an old friend of the General's. They had played together as boys, perhaps, but his friend had not risen to fame and fortune, like himself; he was giving words to his deep sympathy with a misfortune or bereavement that had befallen his friend — sympathy expressed with such tender, true feeling, that we felt as though it were another bereavement that he should have lost this letter of the General's.

The remark was often made among us that the Dead Letter Office afforded the very best opportunities for making collections of autographs of celebrated people — only the authorities could not be made to see it in that light. It was always with a sigh of regret I must confess, that letters signed by such names as Bancroft, Whittier, Beecher, Grant, Greeley, were returned to their rightful owners. The most interesting accounts of foreign travel were sometimes contained in the dead letters — accounts more interesting than any book ever published. These were, as a general thing, written by ladies — and that sealed their doom. Gentlemen writing letters almost always sign their full name; but a lady will write a dozen pages, telling her friends all about the Louvre and the Tuileries, the Escorial and London Tower, in one long letter and then sign Kate, or Lillie, at the end, thus precluding all possibility of having her letter returned, though we know from it that she has returned to her home in Boston. It is almost incredible what a large number of letters passing through our hands are “finished off” by that classically beautiful verse — “My pen is bad, my ink is pale; my love for you will never fail” — and it is impossible to believe in how many different ways and styles these touching lines can be written and spelled, till you find them dished up to you a dozen times a day, in this office. Eastern people don't appreciate this “pome” as Western farmers do. Missouri rustics are particularly addicted to it. What the predilection of the Southern people might have been, I cannot say; it was just after the close of the war, and their letters were pitiful enough.<sup>12</sup> Of course there was not a Federal postage-stamp to be had in any of the Southern States; and no matter how deeply the contents of some of these letters affected us, we could not forward them to the people they were addressed to. These letters from the South portrayed so terribly true the bitter, abject poverty of all classes, at that time that the Northerners to whom they were written would not have hesitated to assist these friends of “better days,” could they have received the letters; but, even had we been allowed to forward them, the chances were extremely slender that people were still in the same position and location after the war as before the war.

Not these letters alone were sad; for sometimes a whole drama could be read from one or two short letters. One day we found among the dead letters a note written in a feeble, scrawling hand. It was by a boy — a prisoner and sick — in one of the penal institutions of New York — sick poor fellow! and imploring his mother — oh, so piteously! — to come and see him. He was in the sick ward, he said, and if he *had* been wicked, and had struck at his step-father when he saw him abuse his mother, would she not come to see him, only once, for all that? She must not let his step-father prevent her from coming; he was dreaming of his mother and sister every night, and he knew his mother would come to him; but she must come soon, for the Doctor had said so. Perhaps the letter had not reached the mother because the step-father had taken her out of the son's reach; for, in the course of a day or two, we found another letter addressed to the same woman, by one of the prison officials: the boy, Charley, had died on such a date — about a week after his letter had been written — and he had looked and asked for his mother to the last.

About letters written by German people I have noticed one peculiarity — they never omit to write the number of the year in some part of the letter, or on the envelope, outside. Sometimes it is written where the name of the county or the State should be found on the envelope, so that the direction would read, “Jacob Schmied, St. Louis, 1865;” or they write it at the bottom of the letter, instead of signing their name, and then write their name at the beginning of the letter, as though they were writing the letter to themselves. Everything is heavy and clumsy about their letters; they never indulge in joke or sentiment; and through the negligence of one of the German clerks, the most serious trouble had almost been brewed in a German brewer's family at one time. It happened in this way:

A substantial German brewer had written to Hans Biersöffel,<sup>13</sup> dunning him for money, owing on

12. These comments would seem to date this author's term of employment at the D.L.O. right after the Civil War, in 1865 or early 1866.

13. “Beer guzzler.”

several barrels of *lager*. Hans must have left the city — at any rate, the letter came to our office, and was returned to the brewer; but, unfortunately, a very sentimental letter, containing a copy of some lovesick verses, written by a German lady, and held in the office as a curiosity for a little while, had (by mistake, of course) found its way into this letter. The honest Dutchman had meant to return this piece of property to our office at the first opportunity, and therefore carried it in his pocket-book, where his wife discovered it, seized it, and held it over his head, as the sword of Damocles, forever after — as he could not prove to her satisfaction that the letter and verses had *not* been sent to *him* by the writer.

At the time I belonged to the corps of Dead Letter Clerks there were three rooms fronting on Seventh street, fitted up as offices for the lady clerks, and one very large room on the other side of the hall. A straw mat was spread on the stone floor in our room; one office-chair was furnished for each lady, and desks barely large enough for two ladies to work at, without elbowing each other; and in one corner, wash-stand and water. In the large room some twenty ladies were writing, while four or five folders had their desks in the same room. Of the other rooms, one was occupied by the Lady Superintendent, together with whom were from four to six ladies; the next room also accommodated six ladies, and the last one, which had the look of a prison, from a high grating running through it, afforded room for four others. There were old Post-office Directories, boxes containing printed matter, and such like valuables kept behind this grating; and one day, when a party of sight-seers came unasked into our room, the youngest lady there — whose spirit had not yet been broken by the weight of the responsibilities resting on her shoulders — explained to the gaping crowd that behind this grating were kept the silver and household furniture of General —, — the Assistant Postmaster — boxed up while he was recruiting in the country. This was a twofold revenge, the young lady said to us: it was punishing the visitors for their inquisitiveness, and “old —” for having the grating put up there. Several years have passed since I last saw the post-office building; the ladies of room No. — were then petitioning to have this grating removed. Whether their petition was granted I have not learned.

(As published in *U.S. Mail and Post Office Assistant*, January 1870.)

**Review: The Garfield-Perry Stamp Club, 1890-1990/A Brief History**, by Dale Pulver, Tony Smith and Bob Toth. *Chronicle* size and format, card bound, 100 pages, with 44 halftone illustrations. Available at \$10.00 plus \$1.25 for postage on mail orders from Garfield-Perry Stamp Club, c/o Dale R. Pulver, 7725 Beaver Creek Drive, Mentor, Ohio 44060.

Not many clubs have had one hundred years of continuous existence to celebrate, and I can't recall seeing such a club history of any other club. This monograph, very nicely done, was published and available at the recent Garfield-Perry March Party, a four day show celebrating the club's hundred years. Garfield-Perry has a rich history involving far more than just Cleveland area members, although many of the latter were well known. Probably the most famous Cleveland collector was George Worthington, who had what was probably the greatest collection of his time. It contained many of the world's great rarities, such as the famous Mauritius “post office” stamps on cover, the Confederate Livingston, Alabama, pair on cover, and many of the rarest U.S. postmaster's provisionals. Some of Worthington's rarities are shown on souvenir cards and club programs illustrated in the history.

Other well known out-of-town member were such as Warren Colson, George B. Sloane, P.M. Wolsieffer, Harry Lindquist, Dr. Carroll Chase, Alfred Lichtenstein and many, many others. A complete roster of club members from the beginning, as well as honorary members (John N. Luff, Charles J. Phillips, Col. Hans Lagerloef, Stanley B. Ashbrook are among those listed), life members, officers and award winners are also listed in the appendix.

Whatever else it may or may not have been, Garfield-Perry's history isn't that of a parochial organization and is really as much an account of the U.S. stamp world in general as it is of the local club. Of course, it is the local group that is emphasized with the famous visiting firemen of each year as the high spots in the story. I enjoyed it and I think others with any interest in how our U.S. world of stamp and cover collecting grew, will, also.

Richard B. Graham

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Locals and Carriers, Confederates, Illegal Usages, Telegraphs,  
Unusual Townmarks on Stampless and Stamped Covers,  
Hawaii, Canada and Panama.

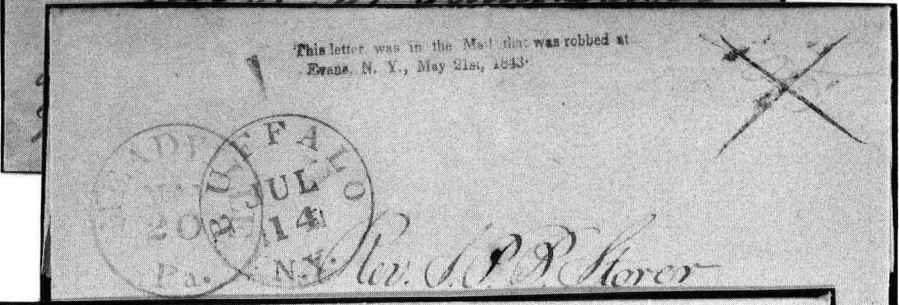
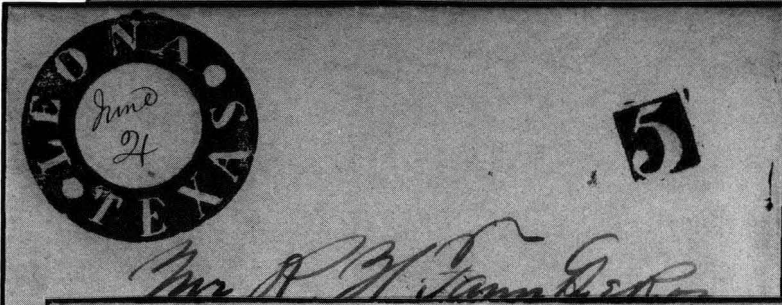
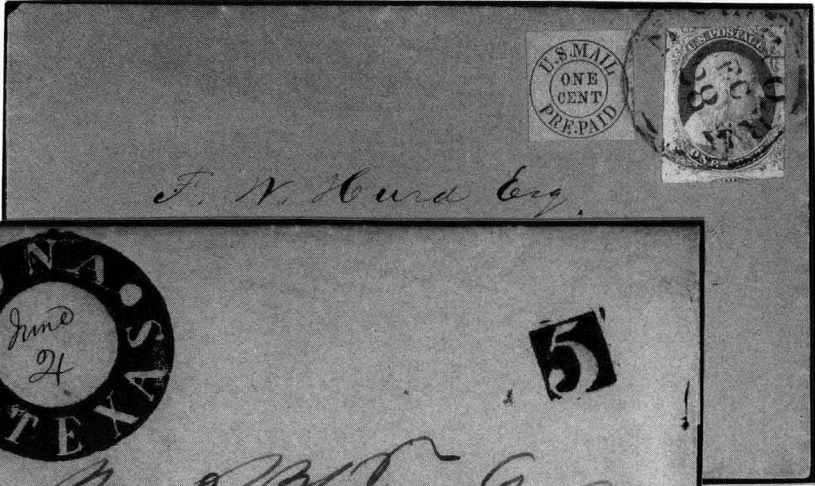
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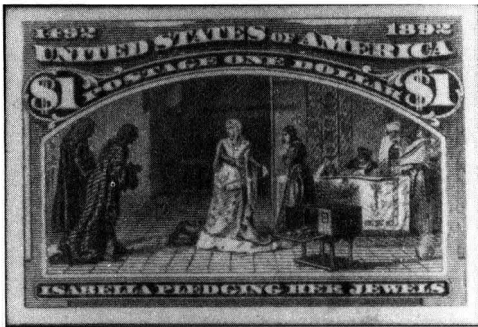
From The David L. Jarrett Collection of United States Postal Markings

**THE ONE DOLLAR COLUMBIAN STAMP**  
RICHARD M. SEARING

The design for the Columbian \$1 stamp was taken from an 1877 painting by Antonio Munoz-Degrain (1824-1924), said to be hanging in the Legislative Chamber of Madrid.<sup>1</sup>

The title used for the stamp has been inaccurately stated as “Isabela Pledging Her Jewels” as payment for the expedition. Historical records indicate the story was more likely as follows.

After an impassioned plea for support from Louis de St. Angel, a wealthy nobleman and ardent supporter of Columbus, the queen was finally convinced to support the enterprise. However, due to the financial depletion of the state treasury from the war with the Moors, the queen was hard pressed for the necessary funds. She is stated to have said that she would undertake the venture for her state of Castile and would pledge her jewels to raise the funds, *if necessary*. Upon hearing this, several wealthy subjects, including St. Angel, came forth to save the queen from such a dire act, and the necessary funds were advanced to outfit the venture.<sup>2</sup> Apparently all they required was the queen’s support.



**Figure 1. Plate proof of \$1 Columbian stamp.**

As quoted in Brookman and other sources, the \$1 Columbian stamp was the object of much speculation and postal fraud.<sup>3</sup> In that era, stamp collectors actually preferred to collect postally used stamps over the NH mint variety so much in demand today. Many dealers resorted to buying the stamps and mailing them on packages and letters to themselves and their relatives. In this way, fine used copies were obtained to sell to their clients at a profit of 100 percent or higher.

In the cover census presented at the end of this article, many such overpaid philatelic uses are recorded. The need for off-cover used values also explains why so very few of the thousands of the \$1 stamps used in the mail have survived on their original covers and wrappers.

The fraud aspect of the scheme was to buy the stamps from a rural or 4th class post office and receive a kickback from the postmaster for the extra business that he showed on his books as a result. Since salaries for these offices were based on total receipts, this scheme could net the people involved a tidy sum and boost the rural postmaster’s pay substantially.

1. “Masterwork Checklist of U.S. Stamps,” *Fine Artist Philatelist*, Vol. 11, No. 3, 1965, p. 68.

2. *Postage Stamps of the U.S.*, Washington, D.C., 1957; L. G. Brookman, *United States Postage Stamps of the 19th Century*, Vol. III, H. L. Lindquist, 1966, p. 79.

3. E. B. Thomas, “The Columbian Stamp Scheme of 1894,” *The American Philatelist*, January 1979.



**Figure 2. Unique full pane of the \$1 Columbian stamp.**



The U.S. Government was not amused. They struck back by indicting the St. Louis dealer and publisher, Charles Mekeel, in March 1894 along with several postmasters.<sup>4</sup> The case was dismissed on the grounds that no federal law had been violated. The judge in the case stated that the post offices were open to all U.S. citizens to purchase stamps, and that postmasters could give away part of their salary if they so desired to whomever they choose.<sup>5</sup> However, the threat of unwanted publicity to the postmasters in the press helped in the decline of the practice soon after the case was brought to court.

The U.S. Post Office circular of the period officially described the color of the \$1 stamp as rose salmon, but it is more like an orange red or bright vermilion. Four specific design essays are listed in Clarence Brazer's study, *Essays for U.S. Adhesive Postage Stamps*.<sup>6</sup> These range from a unique black ferrotype metal plate of the design in outline to a nearly finished essay, lacking a few minor details. In between are prints in red from the metal plate and an essay of the central vignette in black brown.

The stamp was designed by Alfred S. Major, the vignette was engraved by Robert Savage, the frame and lettering by Douglas S. Ronaldson, and the caption "POSTAGE ONE DOLLAR" and numerals by George F. Seymour.<sup>7</sup> About 55,000 of the \$1 value were

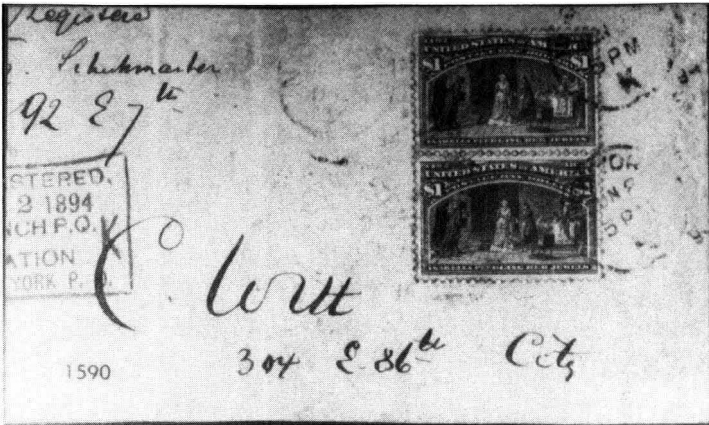
4. *Mekeel's Weekly Stamp News*, March 22, 1894, St. Louis, Mo.

5. *Ibid.*, November 15, 1894.

6. C. Brazer, *Essays for U. S. Adhesive Postage Stamps*, Quarterman reprint, 1977, p. 150.

7. *Ibid.*

printed, but an unknown number were destroyed by the Post Office Department in 1898. The stamp was printed from a single plate: W93, and a full pane has survived to our era as shown in Figure 2. To my knowledge, none of the other high values of the issue survive today as a full pane.



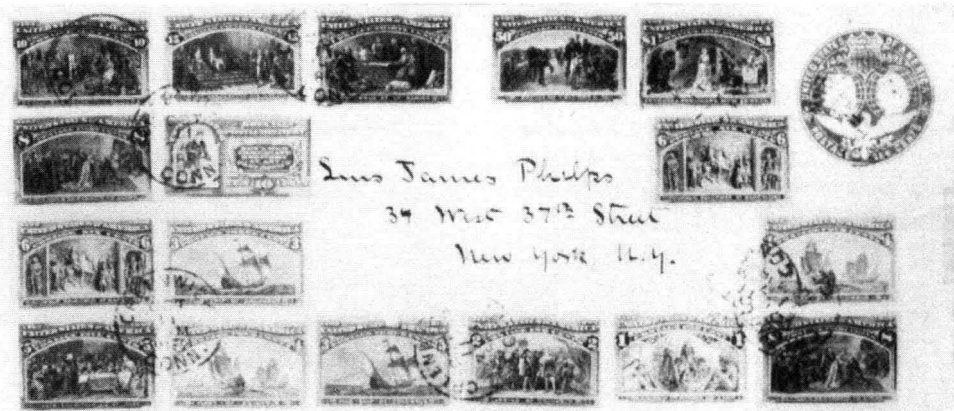
**Figure 3. Vertical pair used on local NYC cover on June 2, 1894.**

In what follows, I am going to illustrate a variety of \$1 usage covers, mainly taken from various auction catalogs over the last 30 years. To no one's surprise, very few commercial uses are recorded. Mostly, the survivors are souvenirs of the World's Fair, philatelic mail to or from dealers, and uses on large package fronts. I have no record of the \$1 value used on a registration tag, in contrast to the 1890-98 issue stamps.

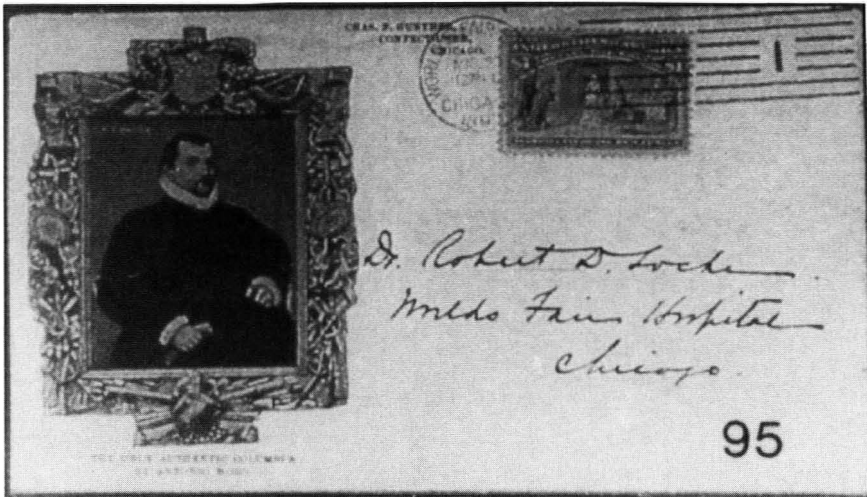
No blocks of four or larger pieces are known to me as used on cover or piece. A vertical pair is recorded together with two horizontal pair usages. Figure 3 shows a portion of the cover used with the vertical pair. The usage is from N.Y.C. and addressed to Mr. C. Witt, 303 E. 86th St., N.Y.C. on June 2, 1894.

Over one dozen recorded usages of high value Columbians on cover to this address, located near Central Park, indicate that Mr. C. Witt had both the money and the interest necessary for creating postally used examples of the high value Columbian stamps. My records indicate that he must have purchased at least 5-10 full sets and used them at different times on his mail. In those days, \$100 was nearly three months earnings for the average worker, and he didn't spend it on stamps.

Figure 4 shows the type of souvenir cover that appealed to many people during the time of the World's Fair. A partial set, up to the \$1 value, was mailed on October 11, 1893, to N.Y.C. on a 10¢ Columbian entire. I have records of about six or so such covers or package fronts, most with the full set, and of which I will show examples in future articles.



**Figure 4. Philatelic or souvenir use of 1¢ to \$1 Columbian stamps mailed to NYC from Connecticut in 1893.**



**Figure 5. World's Fair usage on printed cacheted envelope.**

Figure 5 shows one of the most desired mementos of the celebration when mailed from the fairgrounds with the World's Fair cancellation. For this purpose, various merchants at the Fair printed special cacheted envelopes and sold them at their booths.

This particular example shows a printed color cachet of the only authenticated portrait of Columbus by Antonio Moro. The stamp is tied by the Chicago World's Fair duplex cancel dated August 30, 1893, and addressed to a local doctor. A nearly full set of these covers appeared on the auction scene a few years back after they surfaced in Texas from the Virgil Brand estate.

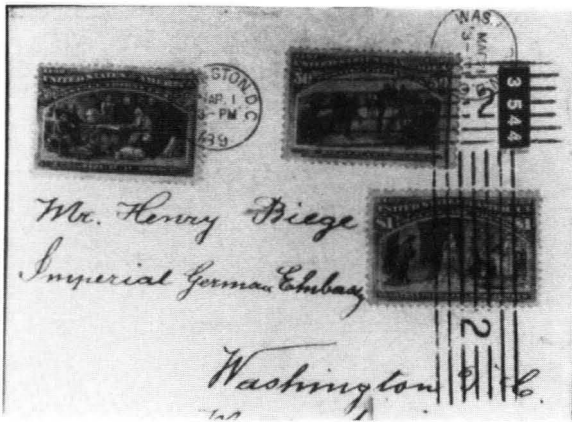


**Figure 6. Souvenir cover from Columbian World's Fair to Germany.**

Many of the foreign visitors to the Fair bought the stamps and mailed them as souvenirs to their homes or to relatives and friends. Figure 6 shows registered mail to Germany, mailed at the fairgrounds and cancelled with the World's Fair cancel on October 30,



**Figure 7. Overpaid cover from NYC mailed to Switzerland in 1893.**

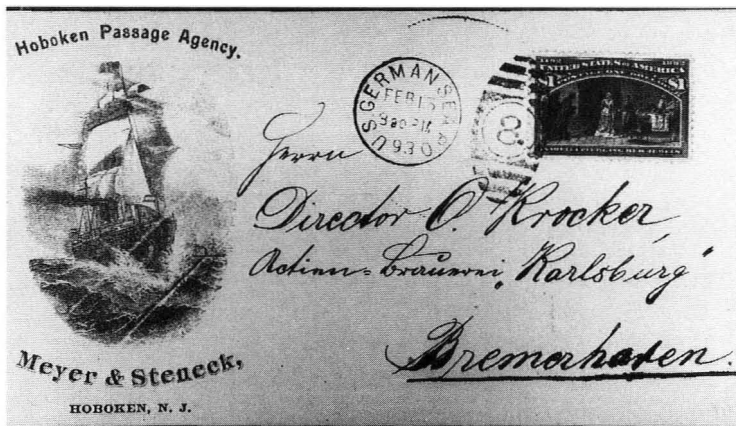


**Figure 8. Local Washington, D.C., use to German Embassy.**

1893. The registration of these letters was probably more to insure that the stamps were delivered as posted, rather than to insure valuable contents.

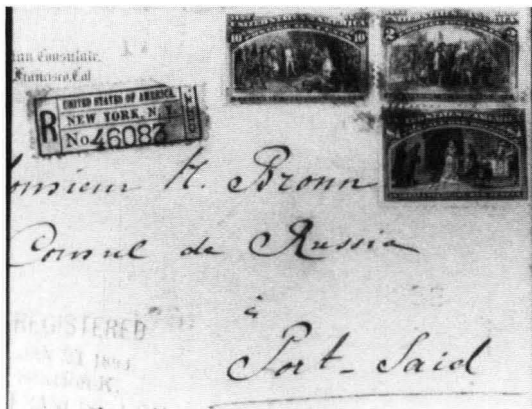
Other recent immigrants mailed letters to relatives in foreign countries from other cities as souvenirs of the event. A significant number of these covers use the high values of the set.

Figure 8 shows usage on local mail to the Germany Embassy in Washington, D.C., on April 1, 1894. People of German descent appear to have been active buyers of these stamps and mailed many examples back to the homeland.



**Figure 9. Souvenir cover cancelled aboard a German ship in 1893.**

Figure 9 shows yet another, but unusual, German usage of a \$1 stamp. The letter is cancelled with the German Seapost marking as posted from a German ship, in port at New

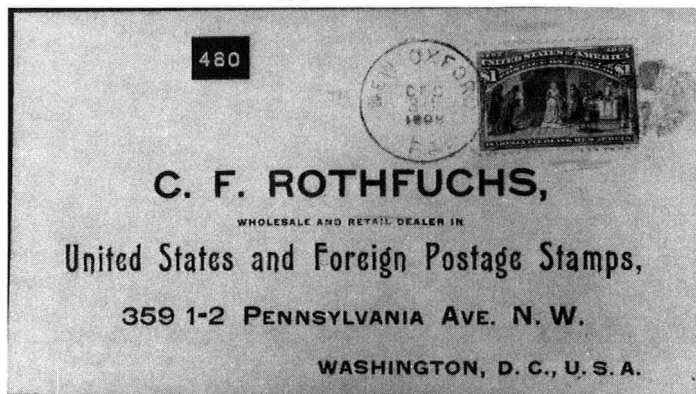


**Figure 10. Possible commercial use of \$1 stamp to Egypt in 1893.**

Jersey, to Bremerhaven on February 15, 1893. All the dollar values are known posted in this manner and on the same date with the same markings. These are obviously philatelic souvenirs from a German seaman or officer to his friends or family in Germany.

Commercial uses are nearly non-existent with the high value Columbian stamps and are not found often even with the \$1 stamp. Figure 10 shows what may be an authentic commercial usage of the \$1 stamp on a large envelope mailed from the Egyptian consulate in San Francisco on January 21, 1893, to Port Said, Egypt.

**Figure 11. Overpaid usage to Washington, D.C., stamp dealer.**



Referring to the earlier stamp fraud scheme, the cover shown in Figure 11 shows a philatelic cover mailed to stamp dealers from small towns. C. F. Rochfuchs was a well known Washington, D.C., stamp dealer of the era, and he used all of the Columbian stamps at various times on mail from Oxford, Pa., in the 1893-96 period. We have shown examples in the earlier articles.



**Figure 12. Small town usage from Maryland to Washington, D.C.**

At least two full sets of individual Columbian usages were mailed from Lyman, Md., in the 1894-5 period. Figure 12 shows the \$1 stamp mailed in 1894 to Washington, D.C.

This concludes my illustrations of various \$1 Columbian stamp usages. If any reader has examples of commercial usages, I would gladly show them in future articles.

The last portion of this article presents the results of my five year effort to record the surviving covers/pieces bearing at least one copy of the \$1 Columbian stamp. The census is by no means complete and I welcome input data on covers not listed herein. The data shown record the date, origin, destination, other stamps, descriptive remarks, and the source of the listing. Most covers have a photo, but some of those early auctions have little or no data available.

Abbreviations have been liberally used to allow the data to print on a single line per listing. The covers are filed by date with the year, month, and day. Dates shown as less

than 93 are late uses and are 1900s. They appear last in the listing. Please help fill the gaps if you have these covers. At present, 63 \$1 covers are recorded. I feel that another 20-30 covers are unrecorded. At the end of this series of studies, I will summarize the cover data for all the dollar values that are recorded so please contribute if you have covers.

### COLUMBIAN \$1 STAMPS USED ON COVER

Date	Origin	Destination	Stamps	Remarks	Source
93/01/21	S.Fran.	Pt.Said, Egypt	231,237	T Russian Cons cc;sl REG; ms#1737;lbl#46083	Hrmrs 6/81-510
93/02/15	USGmn SeaPst	Brmrhvn,Gmy	none	oval "8" canc;Hoboken,NJ passage agy;ship cachet cc	Sgl 660/165
93/02/28	NYC	Lucern,Swz.	none	T blk REG oval; NYC REG lbl#8521	Wfrs 103/2417
93/03/01	Wash, DC	Wash, DC	239,240	T mach canc"2"; sm sq env	JKfmn 74/219
93/04/06	NYC	Wien,Aus	none	T REG duplex oval	Hrmr 4/65-386
93/04/08	Greene, NY	Paris,Fra.	234-2, U222	T blk two w 5c vt pr on 5c Reg ent;REG lbl#30195	Sgl 679/269
93/05/21	Crow Wing,MN	Pittsbgh	230-40,42-45	T Chicago P.O., 3-ring tgts: \$5 st. edg top	Sgl 544/133
93/06/10	Boston	Meinngn,Gmy	none	T oval"1";mag. A.R., bxd REG,date l;red eagle cc	lvy 12/88-872
93/06/14	NYC	Hmbrg,Gmy	none	T oval"C" mag. REG, lbl #44038 on U348 ent;bs.	JK fmn 12/83-226
93/06/14	NYC	Hmbrg,Gmy	none	T NYC duplex oval=C=; NYC Reg lbl#94038;mag. REG "G"	Sgl 555/758
93/06/15	NYC	??,Gmy	230-240	T NYC=/K/=duplex; mag. bxd REG, P.O. branch K	Koerb 125/127
93/06/25	Prtlnd,Ore	??/??	230-40,42,E2,3	T circ twn on U349 ent; no visible addr.;CTO?	dealer
93/07/17	Chicago	N.Ulm,Gmy	none	T twn mach canc; mourning cvr;addr Mjr Miller	Klher 563/980
93/08/18	NYC	Drdsn,Gmy	U350	T NYC REG oval on 5c ent; NYC lbl#79072;fwd	Sgl 692/299
93/08/20	Chicago	Chicago	none	CWFS duplex=1=; full framed Col. portrait cc.	McCoy-95
93/08/21	Chicago	NYC	none	CWFC;red sl Reg WFS #46564	Wunsch coll
93/08/23	Chicago	NYC	none	T WFS duplex; sl REGISTERED, numbered.	Sgl 679/270
93/09/22	NYC	NYC	none	T NYC duplex sta.P;O.G. Meyer & Co. cc	Sgl 511/1262
93/10/05	NYC	Crefld,Gmy	none	T circ NY"A" duplex	Wfrs 73/30
93/10/11	Gnwich,Ct.	NYC	230-40, U351,E3	T on 10c Columbian entire	Hrmr 4/65/346
93/10/30	Chicago	Chicago	none	T CWFC canc;oval "2"; stp st edge top	Kelhr 566/766
93/10/30	Chicago	??	U349	T on reg. 2c ent;Col expos. sta canc.	Sgl 307/603
93/10/30	Chicago	??/??	230-40,42-45,E3	T CWFS canc on lge piece of U351 entire	Sgl 391/81
93/10/30	Chicago	NYC	U349	W.F.Sta;red Reg W.F.Canc; #31023 on 2c ent	Wunsch
93/11/01	Phila.	??,Fra	237	T REG ovals;red, blue adv expos cc;NYC REG lbl,red Fr tr	Sgl 326/1622
93/11/10	Chicago	Chicago	219,232,3,7,9,40	T CWFS duplex canc to 1c ent. (U348);3,30c nat se;	McCoy-96
93/11/13	NYC	Hmbrg,Gmy	U348	T on 1c Columbian env; per SS Lahn	Wunsch coll
93/11/20	Chicago	Chrltsbrg,Gmy	none	prpl star canc; REG blk, #39687; REG lbl#47753	Sgl 629/866

Date	Origin	Destination	Stamps	Remarks	Source
93/11/23	Phila.	Ardche,Fra	U351	Reg. c.c. for paper co. on 10¢ Col. ent.	Wunsch coll
93/12/06	NYC	NYC	230-240,242-45	T twnMDY canc, lge cvr (Mrs.M.Witt);REG NYC sta "K"	Sgl 679/265
93/12/18	NYC	NYC	none	T blk twn, duplex; Thierend Co cc	Simmy 5/84-35
93/12/30	N.Oxfrd,Pa	Wash,DC	none	T seg cork; prt addr. C.F.Rochfuchs	Koebr 9/74-436
93/12/30	N.Oxfrd,Pa	Wash,DC	none	T blk tgt on prtd addr env; C.Rothfuchs	R.Kfmrn 5/174
93/12/30	N.Oxfrd,Pa	Wash,DC	none	T blk twn, seg cork; to C.F.Rochfuchs	Zmrn 39/480
93/??/??	NYC	NYC	none	T NYC duplex: purple bxd REG: C.Witt cvr?	Sgl 266/270
93/??/??	Chicago	??,Gmy	none	mgnta sl REG;ms#15867; NY REG lbl#69168	Sgl 271/547
94/01/03	NYC	NYC	none	T sta.K duplex oval left side, twn on rt.	Sgl 645/200
94/01/08	NYC	NYC	none	T NYC duplex on C.Witt cc.	Sgt 646/653
94/01/10	Brklyn,NY	Brklyn,NY	none	T st. lines on piece	Sgl 555/756
94/01/13	NYC	NYC	none	T oval sta.K postmark	Fox 1/67-216
94/01/22	Detroit	Wndsr,Can	none	T by S.O.N. twn cancel	Sgl 618/156
94/01/31	NYC	NYC	none	T NYC duplex;cvr cleaned.	Sgl 307/604
94/02/05	Dover,NH	Boston	none	T lgl N.Exchange Bank env; vio sl REG;bank cc	J.Kfmrn12/83-227
94/02/12	S.Jose,Ca	??,Gmy	none	T S.J. oval;ms REG#864; NYREG lbl#77260	Sgl 632/363
94/03/07	Lyman,Md	Wash,DC	none	T blk tgt; sl mag. REG, date at left.	Sgl 342/1445A
94/03/13	NYC	Halle,Gmy	none	T NYC REG oval;stp L imprt marg;NYC reg lbl#25368; ms UL	Frija 8/87-655
94/04/10	Lyman,Md	Wash,DC	none	T blk tgt;ms REG#19, 1547	JKfmrn 12/86-171
94/04/13	NYC	NYC	242-245	T =2= canc (J Wagner Esq) full set 230-245 known	Kenedi 70-221
94/04/13	NYC	NYC	none	local philatelic usage	Wunsch coll
94/05/03	Wakefld,NJ	??,Me	241-2, 242	T blk tgts;horiz pair.	Sgl 642/967
94/06/02	NYC	NYC	241-2	T NYC cir twn;prpl REG bxd, Sta. K;addr C. Witt	SPB-41/1590
94/06/02	NYC	NYC	242	T NYSTA"K",mag. bxd REG, date;ms reg; rtn addr C.Witt	Sgl 307/605
94/07/02	NYC	??	none	T blk twn to registered env.	Sgl 421/370
94/12/04	NYC	NYC	242	T sta.K grid duplex; addr. C.Witt	Sgl 596/292
94/??/03	NYC	NYC	none	T oval grid sta. K duplex; addr. C.Witt	Sgl 560/191
94/??/??	NYC	Milwaukee	none	T NY REG oval, 7"x4" wrapper; bxd REG: book pub. addr.	Klher 569/416
94/??/??	??,??	??,??	241-2, 242	T blk tgt, twn;horiz pair	Sgl 560/192
98/08-15	NYC	Sumatra,E.I.	none	T REG oval;Ins Co. cc;Rec, 08/23/98; "15" Ms trans.	Sgl 545/268
98/12/30	N.Oxfrd,Pa	Wash,DC	none	T blt twn,cork;prtd addr C.F.Rothfuchs stamp dlr.	McCoy-95
??/??/??	??,??	??,Fra	234-2	T to REG env	HrmrRK 5/62-462
00/10/20	NYC	Seine,Fra	U73	T dupl twn lge env;ms per Lucania:REG lbl#85392	RKfmrn 55/624
02/??/??	NYC	Fnkfrt.O.M,Gmy	232,7,39	T on 11"x5" cloth env; per Umbria:REG lbl#4251:	Sgl 674/572
27/??/??	NYC	Wien,Aus.	none	T SON canc on reg letter; ms REG UL #?; late use	Sgl 410/963

### **NEW CHRONICLE SECTION IN THE WORKS!**

Plans for a new section of the *Chronicle*, titled *Officials Et Al.*, are currently underway. This new section will be dedicated to the publishing and dissemination of articles and general information pertaining to the stamps and postal history of United States officials and other “back-of-the-book” material within the U.S. Philatelic Classics Society’s time period. This new section will concentrate on areas which are not specifically covered by the existing sections of the *Chronicle*.

While the major emphasis of articles and discussions within this section is expected to center on officials (free franks, departmental stamps, stamped envelopes and wrappers and early [1877-1893] penalty mail which legally served in lieu of payment for postage), information on other “back-of-the-book” areas also is welcome. Subject material for manuscripts could include, but would not be limited to, the following:

1) Special delivery and postage due stamps to 1893: Manuscripts pertaining to these areas could be appropriate for inclusion in either the *Bank Note Period* or the *Officials Et Al.* section.

2) Newspaper and periodical stamps to 1898 (all): The use of newspaper and periodical stamps was discontinued on July 1, 1898. Extending the usual classics period five additional years for this particular group of stamps permits the logical inclusion of the entire range of newspaper and periodical stamps.

3) Stamp envelopes, wrappers and postal cards to 1893: While a separate society and publication exist for this category of material, an occasional article on stamp envelopes, wrappers or postal cards as they relate to postage rates or other aspects of the classics period could be quite appropriate for the *Officials Et Al.* section.

4) Revenue stamps to 1893: While separate societies and publications exist for this category of material, an occasional article on revenue stamps could be appropriate for the *Officials Et Al.* section. Potential articles in this category could describe and show the (illegal) use of revenue stamps for postage and the use of postage stamps for revenue purposes. Other potentially appropriate articles could include introductions or insights into subjects ranging from embossed revenue stamped paper to examples of Civil War era private die proprietary stamps (match and medicine stamps) with paired examples of used advertising covers.

5) Die and plate proofs, essays and specimens: While again there are a society and a publication specifically for proofs and essays, occasional articles on these items as they pertain to appropriate sections of the *Chronicle* would be most welcome (for example, the very interesting article by Michael J. Ley titled “An Unreported 5¢ Garfield Essay - A Belated Discovery”).

6) Post office seals to 1895: While these items were nondenominational and were never used to pay postage, they do contribute interesting postal history to the classics period. Extension of the classics period two additional years for this particular group of stamps permits logical inclusion of the first four post office seal types.

It should be noted that authors of articles published in the *Officials Et Al.* section could be clearly potential candidates for nomination of the appropriate U.S.P.C.S. Cup awards, especially the Dr. Carroll Chase Cup award. Modification of the criteria for the Dr. Carroll Chase cup award was made at the March 9, 1990, meeting of the U.S.P.C.S.’s Board of Directors in order to clarify the potential scope of subject matter which would be suitable for Chase Cup award consideration. The modified criteria for the Dr. Carroll Chase Cup award are as follows:



The Chase Cup is awarded to authors of articles, books or other studies concerning any United States stamp issued to 1893 including Postmasters', locals, carriers, and general issues including back-of-the-book material.

It is hoped that as time progresses, readers will keep in mind potential nominees for the Chase Cup award while reading philatelic literature pertaining to the any of the "book-of-the-book" areas.

In addition to requesting submission of manuscripts pertaining to any of the above-cited United States collecting areas, as editor I am also requesting the names and speciality areas of collectors and dealers who are willing to serve as potential reviewers of submitted manuscripts for this new section. Reviewers would be expected to observe confidentiality regarding the manuscript and the reviewer's anonymity would be maintained unless the reviewer requests otherwise. In this way, individuals having specialized expertise and reference collections but lacking the time or the desire to prepare their own manuscripts can offer, as reviewers, valuable comments, insights or other improvements to submitted manuscripts. Such review procedures are standard practices in the scientific literature insuring the highest quality articles possible.

Individuals considering submitting manuscripts and/or serving as reviewers to the *Officials Et Al.* section should address their correspondence to: Alfred E. Staubus, 1015 Kenway Court, Columbus, Ohio 43220.

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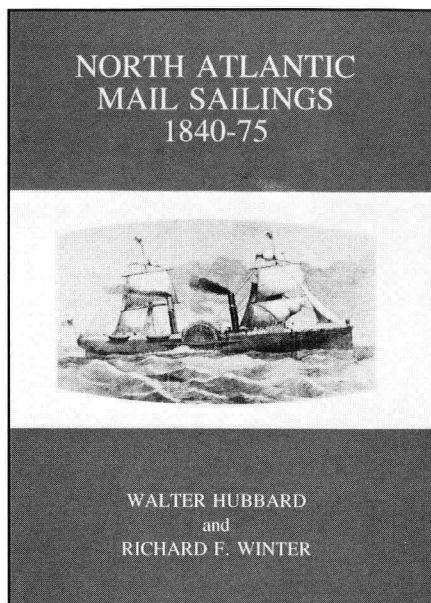
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**SEARCH AND STUDY**  
**CHARLES J. STARNES**

Some 27 years past an inquiry<sup>1</sup> was launched looking for the date at which the U.S. inland charge for Hamburg Convention mail was reduced from 5¢ to 3¢<sup>1</sup>/<sub>2</sub> oz. No official documentation has been found, but cover examination<sup>2</sup> has placed the change at 3-17 Oct. 1863 from the New York exchange office.

Fortunately, the gaps between first data and/or questions leading to satisfactory conclusions seem to be less lengthy now, but we hope to note trends shorten as the foreign mail students increase. For a possible stimulant to the diffident philatelist here are a few little problems (not necessarily the best examples, but vexatious enough):

(A) The Marseilles-Brindisi transits for British mails to the far east (India, China, Australia) from 1869 are a bit complex, but well worth the study. Blair<sup>3</sup> and Kirk<sup>4</sup> have described, most thoroughly, the changes in routes and rates affected by the Franco-Prussian troubles. The particular period not yet with usage from the U.S. is that of British mails via Brindisi, the optional supplementary rail travel over Mt. Cenis through Italy, 3d. extra, 2 Oct. 1869-15 Oct. 1870 from London. Apparently this short route was seldom directed, most mail going via Marseilles until both routes were abandoned for the NGU transit through the Brenner Pass. Since the *U.S. Mail and P.O. Ass't.* did not list the via Brindisi experimental Mt. Cenis rate, it is unlikely that covers from the U.S. via England by this trial method will be found.

(B) The 1848-49 U.S.-U.K. Convention specified the British progression: one rate, 0-<sup>1</sup>/<sub>2</sub> oz.; two rates, <sup>1</sup>/<sub>2</sub>-1 oz.; two rates per oz. thereafter. On 1 Apr. 1866, the international postage (U.S.-U.K. letters) was changed to one rate per <sup>1</sup>/<sub>2</sub> oz. sequentially, thus permitting a triple rate.<sup>5</sup> However, this uniform progression was not applied to the U.S.-U.K. mails via England to other places until June 1867 by *USM & POA* notice:

In future, therefore, the postage upon all letters, for whatever destination, exchanged in the mails with Great Britain, will advance by a single rate for each half-ounce, or fraction thereof, the same as on domestic letters.

The exception to the above would be when a French transit was part of the total postage, requiring addition of <sup>1</sup>/<sub>4</sub> oz. increments for certain rates: 33/45, 35/49, 39/45.<sup>6</sup> These covers over 1 oz. might not show, but British via Southampton triple rates are likely.

(C) Regulations for the U.S.-U.K. Convention,<sup>7</sup> signed at Washington 14 May and London 31 May 1849, stated in Art. 13 the conditions for open mail addressed to Table B destinations and in Art. 14 for fully prepaid mail to Table D places. Art. 24 is a bit vague on effective dates: "The present articles, so far as they are not already in force, shall come into operation on the first day of July next." R. Collamer, PMG, sent out an appendix dat-

1. C. J. Starnes, *Chronicle* 41:10, 1962.

2. M. Schuh, *Chronicle* 42:12, 1962; C. J. Starnes, *Chronicle* 131:216, 1986; R. F. Winter, *Chronicle* 144:276, 1989.

3. N. Blair, "The Story of the Anglo-Indian Mails (Part VI) via Brindisi," *Postscript*, Vol. 27 (1977), No. 2, 31-34.

4. R. Kirk, *British Maritime History, Vol. I, The P & O Bombay and Australian Lines*, 1981, 26-39; R. Kirk, "The Early Eastern Mails via Brindisi," *The London Philatelist*, Vol. 82 (May/June 1983), No. 1085-86.

5. On record to Jan. 1868: 6 covers from and 3 to U.S.

6. C. J. Starnes, *Letter Rates, etc.*, Appendix A, 51.

7. *PMG Report* for 1849, Wierenga reprint, 802-835.

ed 19 June 1849, "Tables and Instructions," headed by:<sup>8</sup>

...having been approved by me on the 14th May last, have now received the further approval of the Postmaster General of the United Kingdom — the publication of the same is hereby directed to be made, as information to those whom it may concern, and as instructions to all postmasters.

So the actual early usages of British Convention mail, U.S. to destinations beyond the U.K., via England, remain in doubt. Sad to say, no fully prepaid covers (Table D) before July have been noted; one open mail cover (Table B) to Florence, Tuscany, is illustrated by R. F. Winter.<sup>9</sup> The 5¢ inland was paid at Philadelphia, sea transit was from Boston 23 May 1849, and London collected further charges of 2sh. 1d., including 8d. Br. Pkt. + 1sh.3d. ( $\frac{1}{4}$  -  $\frac{1}{2}$  oz., U.K. to Tuscany, paid through France).<sup>10</sup> Two more early covers to Table B destinations have been located by Oberlehrer McDonald in Stanley B. Ashbrook's *Special Service*. Cover 52 (Figure 1) was double-rate, 2 x 5¢ inland, Philadelphia to Cologne, Br. Pkt. from Boston 21 Mar. 1849. The British debit to Prussia (2sh.10d.) and Prussian collect (35 $\frac{1}{4}$  sgr.) show convention charges for  $\frac{1}{2}$  -  $\frac{3}{4}$  oz. letter. Cover 73 was franked at 2 x 5¢, an overpay of the single rate to Amsterdam, Br. Pkt from New York 16 May 1849, British debit to Holland (1sh.4d.) and total collect (100¢D) for under  $\frac{1}{2}$  oz. letter. All three of these early convention open mail examples — to Germany, Holland, and Italy — furnish clear evidence of the decrease in transatlantic postage from 1sh. to 8d.<sup>11</sup>



**Figure 1. Double letter from Philadelphia to Cologne in British open mail 19 Mar. 1849. Photo from Ashbrook's *Special Service*. Ex J. David Baker collection.**

(D) Recently an article<sup>12</sup> documented an 1865 change in accounting which allowed the direct transit, Am. Pkt. from Panama, of unpaid correspondence from west coast South American countries to the U.S., the Br. Pkt. rate to Panama being credited to Britain after total rate collected from U.S. addressee. A cursory early cover survey yielded dates of 31 May 1863 for Chile, Sep. 1868 for Bolivia, Mar. 1867 for Peru, and none for Ecuador. Possibly the Pacific Steam Navigation Company offices had differing policies about shipping unpaid mails; further search is needed.

8. *Ibid.*, 836-841.

9. W. Hubbard and R. F. Winter, *North Atlantic Mail Sailings, 1840-75*, 27.

10. C. Tabear, *United Kingdom Letter Rates, 1657-1900*, 53, 57.

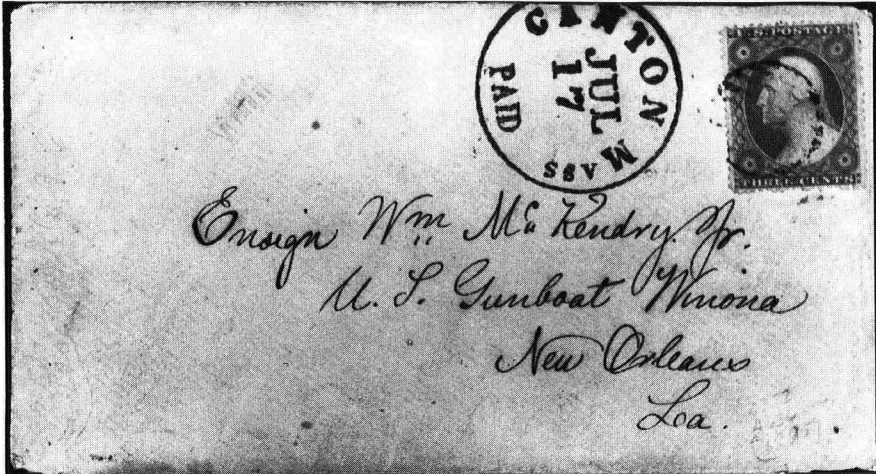
11. C. J. Starnes, *Letter Rates, etc.*, rev. ed., Appendices L & M, 69-70.

12. C. J. Starnes, *Chronicle* 137:60.

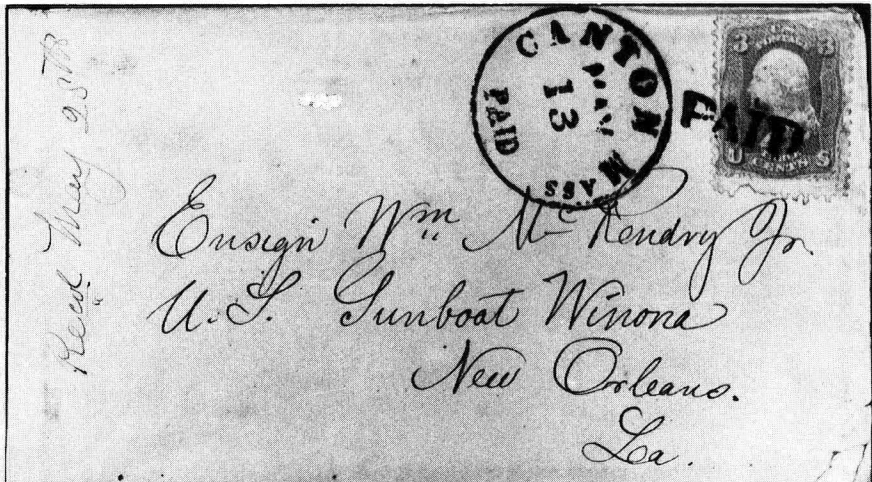
**THE COVER CORNER**  
SCOTT GALLAGHER, Editor

Before starting with this issue's topics, readers may be interested in comments from the alert postal historian, Wesley A. Crozier, regarding a cover from Cuba discussed in *Chronicle* 137 (February 1988). He points out that the Santiago postmark is not dated 4th of July, but that the July date is under the month. He surmises that the "4" is the postal clerk's number; and adds that 4th of July dated U.S. material is difficult to find.

**ANSWER TO PROBLEM COVERS IN ISSUE NO. 145**



**Figure 1a. Canton, Mass., to New Orleans, with 3¢ 1857.**



**Figure 1b. Canton, Mass., to New Orleans, with 3¢ 1861.**

Figures 1a and 1b show two covers sent to New Orleans during the Civil War. Our only responder was not in the Navy, but is a recognized expert on the naval mails in this period. Further, he and others determined that the stamps belong on each of the covers, with no tampering. The expert is fellow editor, Richard B. Graham, who writes:

Both covers are addressed to Ensign Wm McKendry, Jr., U.S. Gunboat *Winona*, New Orleans, La. The Figure 1a cover bears a 3¢ 1857 stamp, postmarked with a Canton, Mass., "PAID" marking dated Jul 17, with the stamp cancelled and tied with black

circular grid. The cover in Figure 1b, with a 3¢ 1861 rose red stamp, has a similar c.d.s. dated May 13 with the stamp tied by a second "PAID" marking.

The dating of these covers may be done from some facts of naval history and Ensign McKendry's career record. Both are from 1863. Several facts prove the covers must have been sent in 1862 or later, as follows:

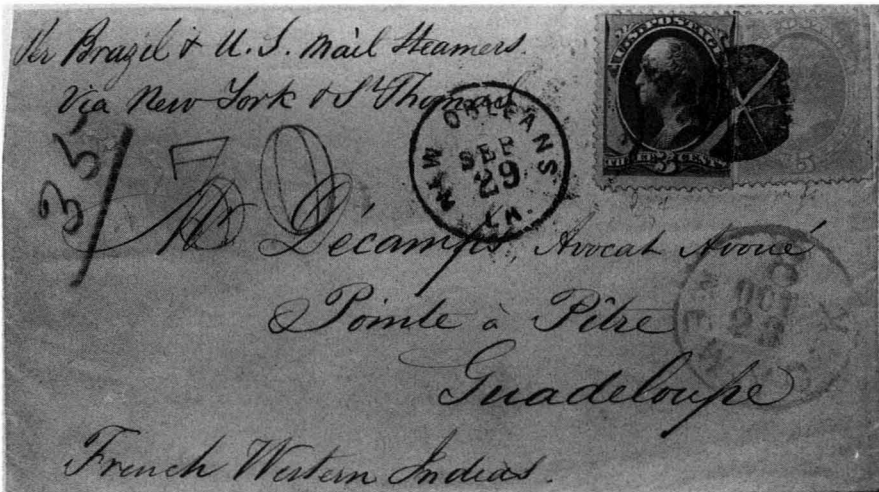
1. The U.S.S. *Winona*, a '90 day" gunboat built after the Civil War began, was first commissioned 11 December, 1861, and was off Vicksburg, Mississippi, in the Mississippi River, having come up from New Orleans, in July 1862. In July 1863, she was at Vicksburg when that city fell on July 4, 1863. She had been assigned to the blockade of Mobile in the interim. In July 1864, *Winona* was assigned to the South Atlantic Blockading Squadron and was off Charleston, S.C.

2. The rank of Ensign in the United States Navy didn't exist until it was created by an Act of Congress (along with the ranks of Rear Admiral, Commodore and Lt.-Commander) on July 16, 1862. Thus, a cover dated in May or on July 16, addressed to an ensign, would be highly unlikely to have been sent before 1863.

3. From the *U.S. Navy Register* for 1864, showing ranks and posts of Navy officers as of Jan. 1, 1864, William McKendry of Massachusetts had been commissioned as an Acting Ensign in the U.S. Navy (similar to reserve officers of later years) as of Sept. 16, 1862, and was assigned to the "Steam Gunboat *Winona*" as of Jan. 1, 1863.

Comment: Since the *Winona* was no longer in the New Orleans area after August 1863, when she was sent north for repairs at Baltimore, both covers had to have been mailed at Canton, Mass., in spring and summer of 1863. This also shows, which is the key point of this exercise, that the 3¢ 1857 stamp used on the cover in Figure 1a is a late use that was accepted or at least got by long after demonetization of the 1857 stamps. Some clerks never did accept demonetization; the late George Slawson once pointed out, as a specialist in Vermont postal history, that he never seen an old stamp refused acceptance at a Vermont post office. Clerks felt that if a stamp had been paid for it should be accepted! This applied to other areas than just Vermont, I am sure. In fact, I have felt for some years that there were a great many more uses of the old stamps after they were demonetized than we realize because of lack of year-dated postmarks or other means of year-dating covers.

This cover illustrates that such covers can be dated by other means.



**Figure 2. New Orleans to Guadeloupe, 1873.**

Figure 2 shows a cover from New Orleans to Guadeloupe in 1873 bearing 3¢ and 15¢ Banknote stamps. Although not tied, they were judged by the P.F. to belong on the cover. There is lively interest now in Banknotes used to foreign destinations with sales by Kaufmann, Frajola, and other postal history dealers. A number of responders gave comments on this cover: Robert Stone, Ed Grabowski, H.L. Arnould, Roger Schnell, and oth-

ers. All judged it to be authentic in every regard, and were positive in opinions, except for the "35." Bob Stone did a thorough analysis and writes:

1. No sure way to get a letter at that time from New Orleans to St. Thomas, so probably went by rail to N.Y.
2. Went on U.S. mail packet ("Brazil Line") from N.Y. 23 Oct., rate 10 cents.
3. Was carried in closed British mail bag per U.S.-G.B. postal convention of 1867-68.
4. Per backstamp (we apologize for not showing it) handled by British P.O. at St. Thomas on 29 Oct.
5. Went from St. Thomas to Guadeloupe on British packet, rate 4d, or 8 cents U.S.
6. Arrived in Guadeloupe on 10 Nov. and received "Paq. Ang." backstamp.
7. Was marked on front 30 (centimes) for local delivery. This hollow numeral marking in black is well known.
8. There was an obscure provision, in 1871 or 72 to add 5 centimes to the local postage charge for letters coming from abroad, but the "30" was not crossed out when the blue crayon "35" applied.

One of the other responders thinks, but cannot find proof yet, that the extra 5 centimes was charged when a non-French vessel brought the mails in. Where backstamps are part of the story, will have our photographer, John Payne, include them on future problems.

### PROBLEM COVERS FOR THIS ISSUE



Figure 3. SHIP LETTER/NAVASSA ISLAND, W.I., 1884.

Figure 3 shows a cover from Navassa Island. Few people know that this is a U.S. possession, and has been for over 130 years. It is located in the Caribbean, west of Haiti, south of Cuba, and north of Jamaica, in the Windward Passage. Ships headed to New York from Panama pass close to Navassa Island.

The cover in question, a U.S. 5¢ envelope, has the following markings on the front:  
Baltimore cds in black, Dec 19 (1884).

Due 3¢ in blue crayon.

SHIP LETTER NAVASSA ISLAND, SHIP in strong pink.

SHIP in similar pink, but weaker.

Mount Sterling, Ky. ADVERTISED in black, Jan. 24 1885.



2¢ postage due, J16 tied.

The only marking on the back is a Covington, Ky. Dec. 23 transit marking.

One reason for showing this cover is the postage due stamp. Alfred Staubus is Section Editor of a new section of the *Chronicle* which includes officials, dead letters, postage dues and other back-of-the-book items.

Here are some of the questions regarding this cover:

Was it treated as a Ship Letter?

Why "Due 3¢" in addition to the 5¢ envelope?

Was there a charge for being advertised at destination?

Was it delivered?

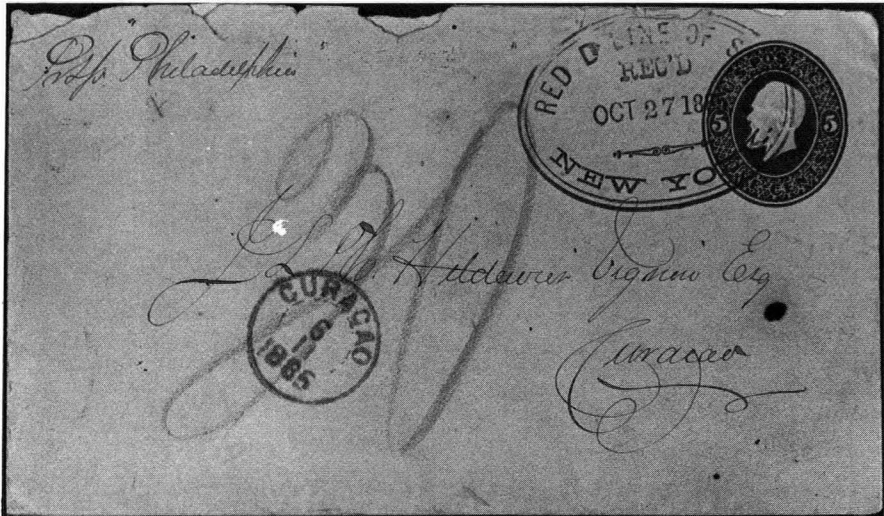


Figure 4. RED D LINE to Curaçao, 1885.

Figure 4 shows the second problem cover for this issue. It is one for which we may get few answers. The 5 cent envelope has an oval "RED D LINE" marking in blue, dated Oct. 27 1885, a Curaçao cds dated 6/11/1885 in brown, and a "30" in blue crayon. There is a manuscript "Pr Sp Philadelphia" at the upper left. The only marking on the back is an oval "Foulke & Co. - New York." Who can comment on the RED D LINE? Many other covers are known, but little or nothing about this mail-carrying private shipping company.

Please send your answers and suggestions to Cincinnati within two weeks of reading this.

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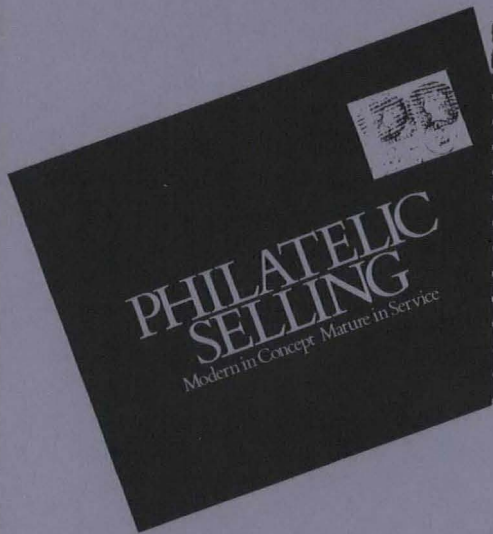
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