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Whole No. 149

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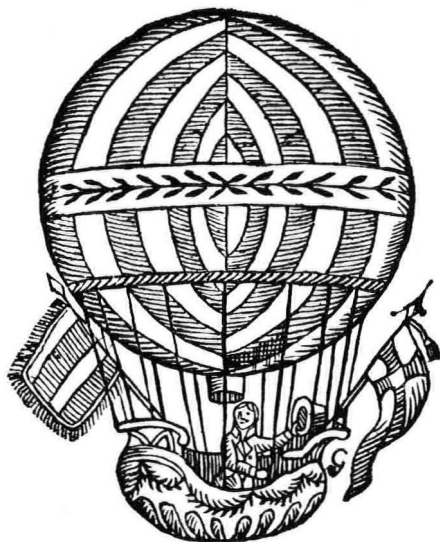
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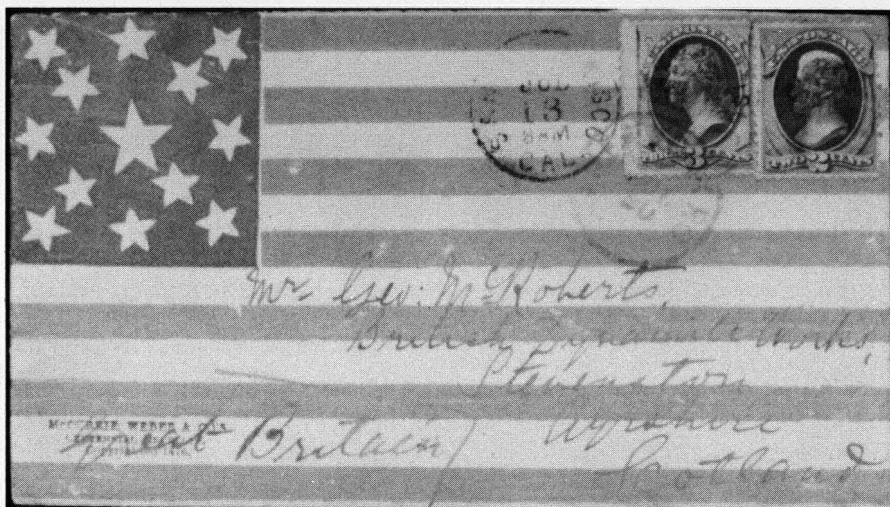
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**UNITED STATES FREE FRANKING:
THE WAR OFFICE OF THE CONTINENTAL CONGRESS**
RICHARD B. GRAHAM

What some historians call the last battle of the Revolution was fought by volunteers under General George Rogers Clark in the Ohio country against the British-abetted Indians on November 10, 1782. On November 30, less than three weeks later, the preliminary treaty ending the Revolution was signed in Paris. That treaty became final when ratified by Congress on Jan. 14, 1784, after being signed in final form by the British and American representatives in Paris on Sept. 3, 1783.

The beginning of the end came at Yorktown in 1781 although a few battles and skirmishes, particularly in the south, came as late as August 1782.

All through the Revolution, the functions of what later became the executive departments were performed by, originally, committees of delegates within the Congress, but later a few separate boards of non-delegates were established to do the routine work under the supervision of Congressional committees. Not until the Revolution was nearly over, did the Continental Congress, operating under the Articles of Confederation after March 1781, establish what were to become the ancestors of three of the executive departments.

These were Finance, Foreign Affairs and a War Office, and the Ordinance of Oct. 18, 1782, granted the franking privilege to the "Heads in Congress of the Departments of Finance, War and Foreign Affairs."

It should be recognized that the franking privilege at first, as spelled out by the Continental Congress, was a somewhat less detailed privilege than it became in later years. The Continental Congress had first given the privilege to itself in a resolution of Nov. 8, 1775, as follows: "All letters to and from the delegates of the united colonies, during the sessions of Congress, to pass and be carried free of postage, the delegates not to frank or enclose any letters but their own." This is as taken from the handwritten journals of the Congress, and the resolution dates for more than six months before the Declaration of Independence.

On Jan. 9, 1776, another resolution extended the free mail privilege to the private soldiers of the Continental Army, "the letters to be franked by someone so authorized by the commanding officer of each department." I have never seen a cover, however, that I could positively identify was sent under this resolution, although it also should be recognized that mail service probably was either nonexistent or that no postal markings were used when letters were carried under that resolution.

The resolution of Feb. 16, 1776, extended the franking privilege to the officers of the Continental Army, nor was anything said in the resolution, as far as I know, to distinguish between mail franked on official business and those that were private communications. Occasional other resolutions of Congress extended or redefined the franking privilege to the Continental Army until Mar. 11, 1782, when an ordinance was passed that repealed "all previous acts and resolutions permitting franking." However, the ordinance then reestablished the privilege on all letters and packets to and from members of Congress "who have taken their seats" and were "actually attending to their duty." Still another provision of that ordinance extended the privilege to the Commander in Chief of the Army or "the Commander of a Separate Army," but "on public service, only."

It should be noted that most of the Revolutionary War letters of General George Washington were sent free under those resolutions and ordinances cited, although he was presumably limited to franking on official business only after March 11, 1782. He resigned his commission on December 23, 1783, so presumably he could not have been au-

thorized to frank his mail again until he became President and Congress established the franking privilege for that post.

The Continental Congress, by August 1778, had found necessary the establishment of offices of comptroller, auditor and treasurer, and a three member Board of the Treasury was established in September 1778. The system was reorganized in July 1779, but not until Robert Morris was appointed Superintendent of Finance under Congress on Feb. 20, 1781, was the treasury function consolidated under one head. Morris resigned in 1784, mostly because Congress failed to set up a system of taxation, and was replaced by another Board of the Treasury. That group wasn't exactly a success, mostly because it had no money to work with, although it did continue to function until the Federal Constitution went into effect in 1789.

In January 1781, a Department of Foreign Affairs was created, although no secretary was appointed until Robert Livingston assumed the post in August 1782. The administration of the military and naval functions was vested directly in committees of the Continental Congress until 1778, the committees consisting of three or five delegates. A new, separate board of war, comprised of non-delegates and headed by General Gates, was established in 1778, although this group was under the control of the delegate board of war, which continued to supervise.



Figure 1. General Benjamin Lincoln.



Figure 3. General Henry Knox.

On Feb. 7, 1781, Congress resolved to establish a War Office under a Secretary *at* (not "of") War. In October 1781, General Benjamin Lincoln (see Figure 1) was appointed to the post and an ordinance of the Congress granted "the Heads of Congress of the Departments of Finance, War and Foreign Affairs" the franking privilege on Oct. 18, 1782. Their privilege permitted them to "frank or receive mail on public service, only."

Figure 2 shows a cover franked by Lincoln on public service from Philadelphia on Sept. 3, 1782, per the docketing. Although the cover is handstamped "FREE" this was about a month before the ordinance authorizing the head of the War Office to frank was enacted. Possibly Lincoln franked the letter under some sort of authority anticipating the formal act. He had had an eventful career in that army, having been in command at a notable victory at Bemis Heights, N.Y., over General Burgoyne, although later, at Charleston, S.C., the army under him was besieged and forced to surrender to the British. He was eventually exchanged, and was given the honor at Yorktown of accepting General Lord Cornwallis's sword at that surrender.

Lincoln served as Secretary at War until he resigned on Oct. 29, 1783, although Congress asked him to continue to serve until November 12, 1783. Lincoln then went

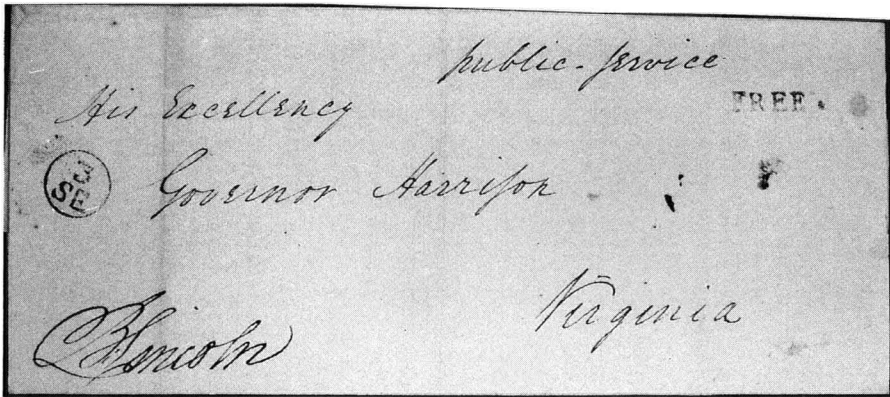


Figure 2. Franked by Benjamin Lincoln as Secretary at War, first head of the War Office under the Continental Congress. Mailed at Philadelphia on Sept. 3, 1782, as per the Philadelphia bishop mark and docketing. Although this was before Congress had passed the ordinance specifically granting franking to the heads of the departments, Lincoln could have franked under an authorization anticipating the formal ordinance.

home to his farm in the true spirit of Cincinnatus.

General Henry Knox (Figure 3) was appointed by Congress to succeed Lincoln, Knox becoming Secretary at War on March 8, 1785, after the post had been vacant over a year. Knox had been Washington's chief of artillery and had first attracted attention by transporting, with sleds, 55 cannon from Lake George to Boston in the Revolution. Knox was a good organizer and soon had the War Office performing the necessary paperwork, etc., needed to administer the miniscule army, mostly on the western frontiers, of those years.

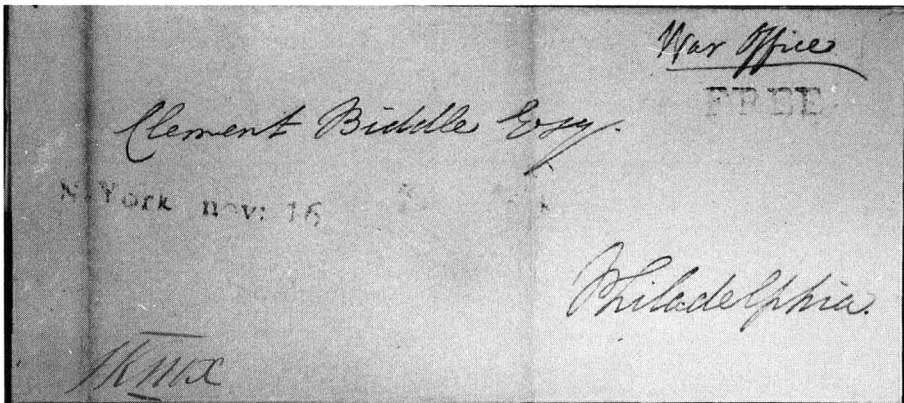


Figure 4. Franked from New York by Secretary at War, General Henry Knox in November 1785. Addressed to Philadelphia, the cover bears a straightline "N. York nov: 16" and "FREE." The cover is endorsed "War Office" which confirms its use and docketing.

Figure 4 shows Knox's franked cover from the War Office, postmarked at New York on November 16, 1785. The cover, year dated from its docketing, is addressed to Clement Biddle at Philadelphia and bears a "FREE" marking applied at New York. The cover is endorsed "War Office," which distinguishes it from the cover shown in Figure 5, also franked by Knox, endorsed "War Department."

Knox continued handling his department on into the first administration of Washington under the Constitution, with his title changed to "Secretary of War," with the department, as we know it in modern times, being called the War Department. Knox resigned on Dec. 31, 1794, because, as his biographers state, he couldn't support his family on his small salary. He died from swallowing a chicken bone on Oct. 25, 1806.

The cover shown in Figure 5, bearing Knox's frank as Secretary of War, contains a letter also headed "War Department" and dated December 7th, 1793. The cover was mailed at Philadelphia on Dec. 21 and also marked "FREE." Addressed to Portland, District of Maine, the content concerns itself with pension business.



Figure 5. Franked by Gen. Henry Knox under his later title as a member of Washington's cabinet, as shown by the endorsement "War Department." The enclosed letter, datelined December 7, 1783, written by a clerk, discusses pension matters, but Knox both signed the letter and franked the cover in his capacity of Secretary of War. The cover received a Philadelphia bishop mark dated DE 21 and a straight line "FREE."

Returning to the War Office, which became a peacetime administrative organization rather than a Revolutionary War army function after it was organized, an Ordinance of the Continental Congress of December 24, 1782, extended the franking privilege to several War Office and army functionaries. These included the Inspector General, the Adjutant General, the Director of Hospitals, the Quartermaster General and the Paymaster General of the Army of the United States. The ordinance also extended the privilege to all officers at the heads of like departments of any separate army, for public business, only. A resolu-

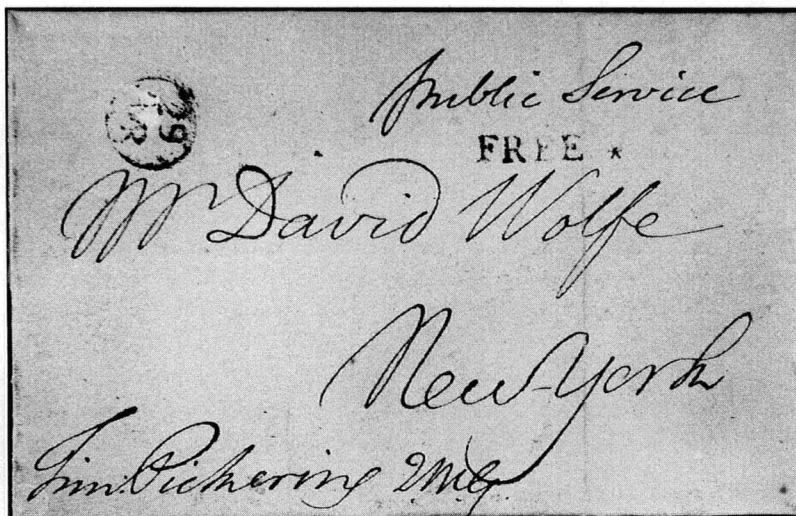


Figure 6. Franked by Timothy Pickering as Quartermaster General of the Army from Philadelphia in 1785. The enclosed letter is datelined "Phila March 29, 1785," and is entirely in Pickering's hand, with his signature and "QMG," and transmits another letter no longer present. The cover bears a Philadelphia bishop mark 29/MR and a straight line "FREE."

tion of Congress of February 28, 1783, provided that “all letters to and from heads of Departments of War, Finance and Foreign Affairs be free, regardless of whether or not marked ‘on public service.’”

Figure 6 shows a cover franked by Quartermaster General of the Army Timothy Pickering, sent from Philadelphia on March 29, 1785, to New York. The cover bears a Philadelphia bishop mark of that date and accompanying “FREE,” and contains a letter datelined at Philadelphia the same day transmitting an enclosed letter.

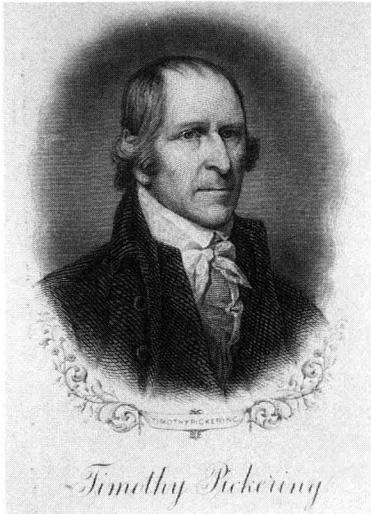


Figure 7. Timothy Pickering.

Pickering, well known in later years as a cabinet officer and congressman who helped attempt to detach New England from the United States during the War of 1812, is shown in Figure 7. He had a distinguished career somewhat marred by controversy. As a cabinet officer under President Washington, he was Postmaster General and Secretary of both War and State Departments, sometimes holding two of those posts simultaneously. He continued as Secretary of State under President John Adams but got in a fuss with Adams and was asked to resign on May 10, 1800, which Pickering refused to do. He was then dismissed from office by Adams on May 12, 1800.

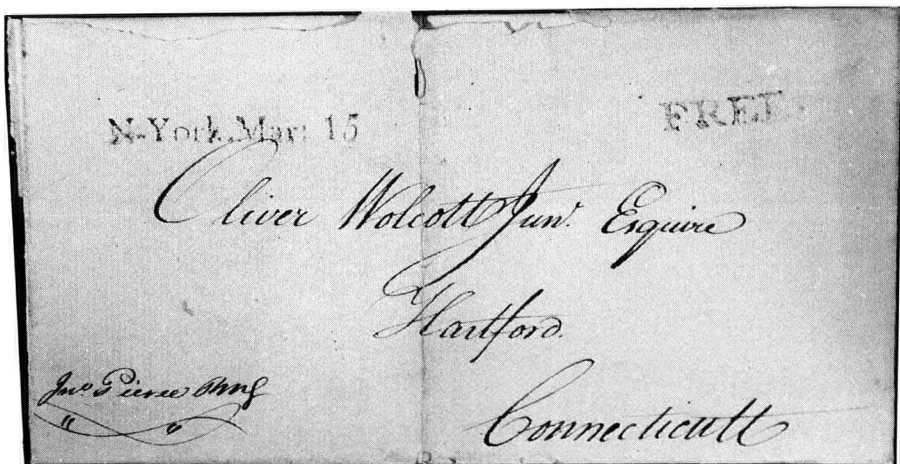


Figure 8. Franked by Paymaster General John Pierce as head of that department of the Continental Army on March 13, 1786. Although the army was largely disbanded long before then, administrators such as Pierce were kept on the job for several years settling army accounts. Docketed by Oliver Wolcott, Jr., later a Secretary of the Treasury, as having been written Mar. 13, 1786. With “N-York. Mar: 15” and “FREE” postmarks.

Pickering, then a Colonel, was appointed Quartermaster General of the Continental Army on August 8, 1780, and served until July 25, 1785, only a short time after he franked the cover shown in Figure 6.

Figure 8 shows another cover from an officer heading a department of the Continental Army, this being franked by Paymaster General John Pierce from New York City on March 13, 1786. Pierce, a Lt. Col., was appointed to the post on Jan. 17, 1781, and served until his death on Aug. 1, 1788. Pierce had been settling accounts of the Continental Army, and after his death the post was consolidated with another appointment.

The two other departments with ancestors under the Continental Congress also had the franking privilege authorized for certain positions having considerable correspondence on official business. Franks from those departments are also known although the difference of status isn't always recognized.

Generally speaking, franks are collected more as autographs than as postal history and collectors in that field base their wants more on the careers and fame of the frankers than on whether their franks occupy a peculiar niche in postal history.

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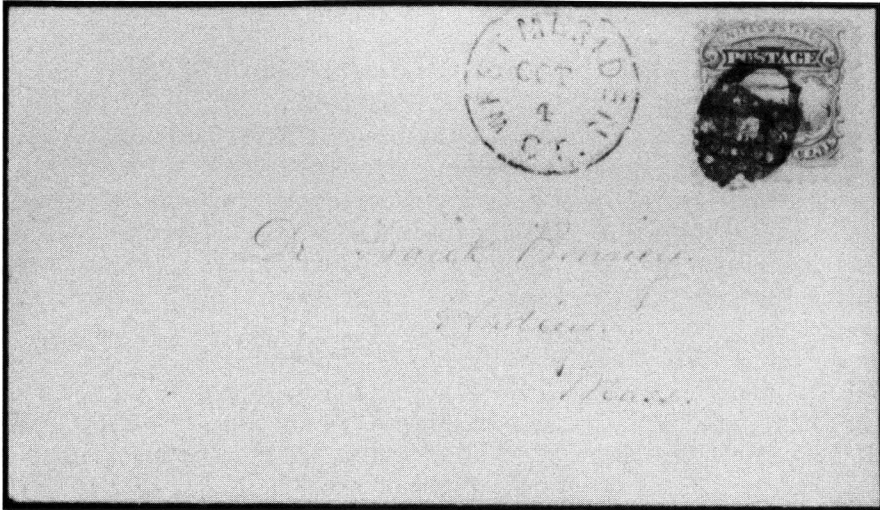


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SOME FURTHER THOUGHTS ON PHILADELPHIA

ROBERT B. MEYERSBURG

In the February 1983 *Chronicle*, Elliott Perry, discussing the Scott Type C30 Philadelphia carrier stamps, remarked that in spite of Luff's reporting a March 8, 1850, use of the blue stamp (7LB12), he had seen no evidence that the stamp had been used prior to July 1851 when the new 3 cent postal rate became effective. He further suggested that the red star cancellation came into use in the autumn of 1851. The existence of a letter to the mails dated August 25, 1850, franked with a blue stamp (7LB12) cancelled and tied with both a blue Philadelphia circular postmark and a red star, and bearing a Philatelic Foundation certification of genuineness, contradicted this theory (Figure 1). Since my own extensive records supported Perry's view, I was anxious to examine the cover. With good fortune, I located it and the owner generously permitted me to inspect it and write about the result of the inspection. The cover bore a correct but indistinct postmark, and contiguity of the strike from the letter to the stamp was not clearly distinguishable. The red star, viewed under ultraviolet light, did not give the distinctive purplish-black response produced by cinnabar in the ink of a genuine star strike (Figure 2). Additionally, under high magnification the red star could be seen on top of, rather than under the postmark, indicating primary handling by the postal rather than the carrier department. It is my opinion that, while the carrier stamp and its blue cancellation are genuine, it was added to the cover at some later date and the red star cancellation fraudulently applied.

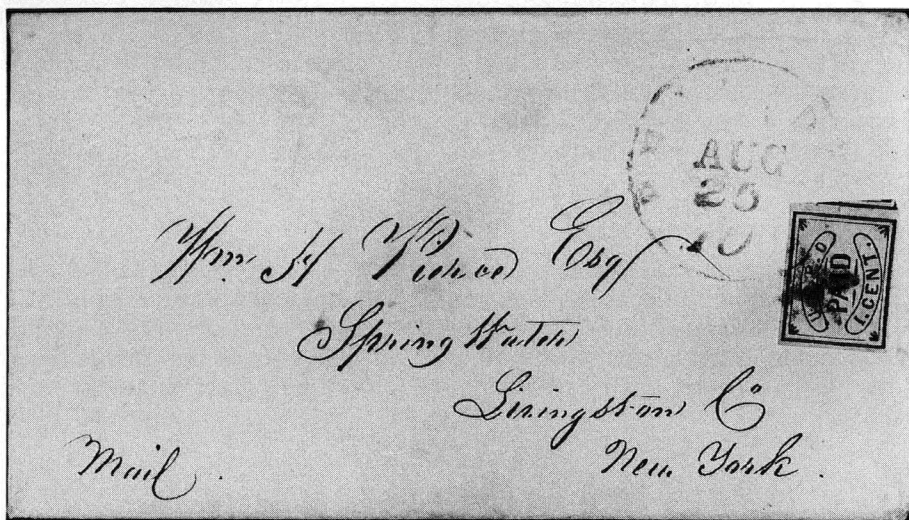


Figure 1. Stampless cover, with genuine carrier stamp and fraudulent star cancel apparently added.

A review of both Perry's and my own records produces the following earliest reported dates of use of the three Type C30 stamps and the red star:

the gold on black stamp (7LB11)	November 28, 1850
the blue stamp (7LB12)	August 3, 1851
the black stamp (7LB13)	March 27, 1852
the red star cancellation	August 3, 1851

During the numerous consultations I engaged in for the preparation of this article, two questions kept coming up: why was the black and gold stamp abandoned and replaced

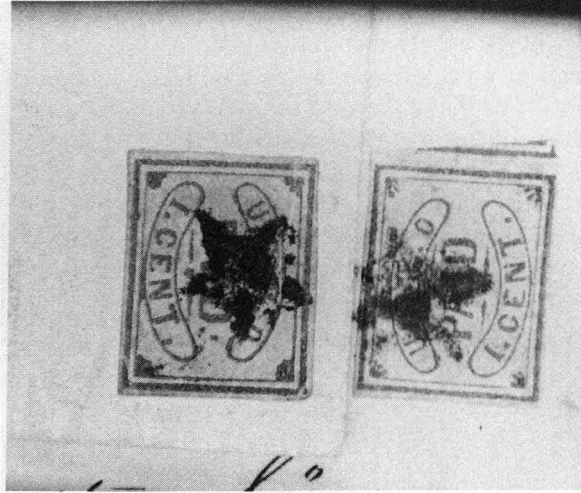


Figure 2. The dark star on the left is genuine; the lighter star on the right, with no cinnabar in the ink, is fraudulent.

with a blue stamp; and why was the appearance of the red star apparently related to the color change of the carrier stamp?

In the absence of any documentary evidence, a reasonable hypothesis may be derived from the passage of the Postal Act of March 3, 1851, which brought about significant changes in the Post Office. In addition to demonetizing the 1847 series postage stamps effective July 1, 1851, and introducing a new postage series built around three cents (the new prepaid single-letter rate for distances up to three thousand miles in the United States), it also empowered the Postmaster General to establish post routes within cities and towns to be served by carrier departments.

The Philadelphia carrier department, second only to New York in size, added new carrier routes and took on a more distinguished entity. Without any distinctive postal markings prior to these changes, it is understandable that a special cancellation showing carrier service would assist the post office in handling outgoing letters as well as providing a prepayment receipt on unfranked carrier letters.

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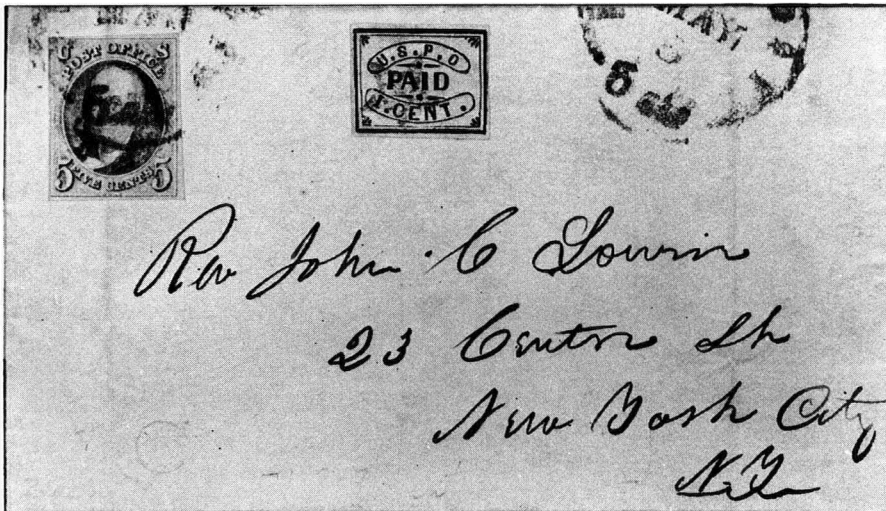


Figure 3. The black carrier stamp (7LB13) was not issued until well after demonetization of the 1847 issue. Courtesy of Richard Frajola.

prepayment of the carrier rate, it may have been that the blue stamps, printed in a single color, were procured more cheaply than the gold on black glazed paper stamps. Furthermore, the red star showed up poorly on the gold on black stamp but was strikingly readable on the blue stamp.

If we accept the above as the true history of the Type C30 stamp, then it is obvious that no combination of 1847 series postage stamps and either the blue 7LB12 or black 7LB13 carrier stamp could show legitimate usage. Only the gold on black 7LB11 used after November 27, 1850, could meet the acceptability requirements of such use.

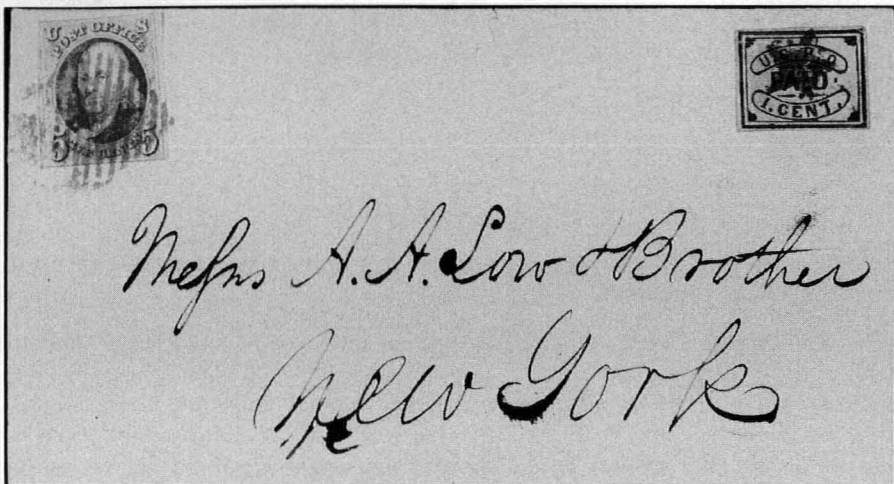


Figure 4. Cover with 1847 stamp and genuine blue carrier with genuine star cancel. No evidence of Philadelphia origin.

My records list two 1+7LB12 covers and one 1+7LB13. The latter self-destructs because the black stamp did not appear until well after the 1847 series was demonetized (Figure 3). Of the two blue Type C30 combination covers, I was able to examine one (Figure 4) (with an excellent provenance but no certificate) and found it to bear no sign of Philadelphia origin, the 5 cent stamp being cancelled with a square red New York grid and the blue 7LB12 (a genuine copy with a genuine red star cancellation) attached in a fashion that produced heavy wrinkling (Figure 5).



Figure 5. Wrinkled appearance of carrier stamp of Figure 4.

The other 1+7LB12 cover, location unknown, should provide a most interesting examination since the carrier stamp is tied by a red star. I hope its owner reads this and makes it available for inspection. If it turns out to be good in all respects, it shatters the entire thrust of this article in regard to the dates of appearance of both 7LB12 and the ubiquitous red star, and will stand out as a unique example of postal/carrier use.

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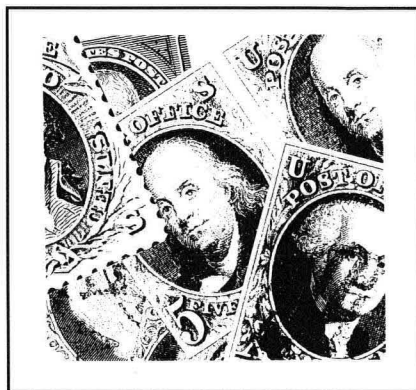
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COUNTY AND POSTMASTER NAMED POSTAL DEVICES 1792-1869

JAMES W. MILGRAM, M.D.

During the nineteenth century in the United States an occasional postmaster made or had made for his individual post office a handstamped device used for postmarking the mail which contained the county name and/or the postmaster's own name. A very few of these devices were printed on blank envelopes and are therefore related to precanceled stamps or provisional issues. Practically none of these devices were similar to one another with the exception of a series of circular balloon town markings during the 1850s-1860s which may have been made by a single manufacturer, E. S. Zevely.

The county postmarks consist of town, state, and date postmarks which also include the name of the county of the state in which the town was situated. The format of these postmarks includes all of the different major types of handstamped town markings known on stampless covers including straight lines, ovals, and circular style markings. Postmarks are also known in manuscript from many different towns. During the 25 year period (1870-1895) following the period included in the present study, the inclusion of the county name in a postmarking device became much more common, and the *Doane-Thompson Catalog of U.S. County and Postmaster Postmarks* edited by Kenneth L. Gilman (David G. Phillips Publishing Co., Inc.) includes more than 4,000 such markings. However, there is really more variety of style in the early period because many of the markings were individually conceived.

The postmaster named devices are a more heterogeneous group. The earliest types were handstamps containing the postmaster's name that were intended to be used in lieu of a handwritten free frank. Such usages were illegal; free franks by law were handwritten signatures, even by the Presidents. Beginning in the 1870s facsimile signatures which were handstamped in the upper right corner of the envelope for free franks are encountered by collectors. Many of these were used on what we would today describe as junk mail sent out by Congressmen to publicize themselves. Later during the 1880s and afterwards printed facsimile signatures became increasingly common. And then penalty envelopes replaced free franking altogether except for a few exceptions.

A few postmaster devices do not seem to have particular postal significance; their intent is today unknown. Examples of these would be from Aiken, South Carolina, and Brattleboro, Vermont. Other markings were unusual killers to obliterate stamps. Although a small number of these cancellations are readily identifiable as the postmaster's name, many others are just one or more initials. These killers are not included in the present list except for a few examples which are clearly postmaster's names.

A third type of postmaster named devices are postal rate markings and postmaster provisional rate markings. These were used at several post offices in the South after states seceded from the Union. There is a precedent for these Confederate usages. Among the postmaster provisionals before stamps were issued in 1847 are a number featuring the postmaster's signature or initials. Thus in 1861 it is not surprising that the name of the postmaster should be found on a number of privately issued stamps and printed envelopes. An example from Athens, Georgia, of an adhesive stamp is shown. In addition, a number of towns used handstamped devices with the postmaster's name. Some of these may be true postmaster provisionals (the marking was placed on blank envelopes before any usage), but others seem quite certainly fancy types of "paid" markings or control markings which were applied to envelopes that were presented by patrons to the specific post office at the time of mailing. The New Orleans, Louisiana, and Montgomery, Alabama, markings would be examples of such usage.

Postmaster named devices were also much more common in the 1870-1895 quarter century although not to the same extent as the county markings. In addition, as has been mentioned, many of the initialed killers on stamps refer to a particular postmaster's name. This is a subject which appears not to have been researched in any depth.

Several readers who reviewed the whole or part of this article before its publication suggested that two different subjects are being discussed in a single presentation. That is of course true, but there are two good reasons for this. The first is that these two subjects have been presented together in previous literature, so this article continues an established tradition. But more important is that in the later Banknote period, there are many markings with both postmaster's names and the county name within a single postmark. The dual presentation therefore made practical sense. This article is seen by the author as a more thorough presentation of the markings from the early period, and, as such, there seemed to be no worthwhile purpose to separate the material into two separate articles.

The balance of this article will be a state-based listing of those markings which have come to the author's attention either through published articles, books, auction catalogs, or personal contact. Additions and illustrations of the unillustrated types are earnestly solicited to update this listing.

ALABAMA

AUTAUGAVILLE ALA., C-26, 1861, black. A.W. McNEEL P.M./AUTAUGAVILLE ALA/PAID 5, negative lettering in fancy frame, 22 x 24, blue, black [Plate 1-drawings, A].

AUTAUGAVILLE ALA., C-26, 1861, black. A.W. McNeel P.M./AUTAUGAVILLE ALA/PAID 5 in star, C-24, black [Plate 1-drawings, B].

These two fancy handstamped markings from Autaugaville, Alabama, are examples of postmaster's markings during the early period of the Confederate States of America before general issue Confederate stamps were in regular usage. The problem with handstamped markings is that if they were prepared in advance on blank envelopes, they are postmaster provisional issues, while if they were handstamped on envelopes brought to the post office by patrons, they are handstamped paid postmarks. The former are much more valuable, although the rarity of the two types of markings may be similar from a particular town. These two markings have been considered to be postmaster provisional handstamps.

CENTRE STAR/LAUDERDALE/COUNTY Ala., C-36, 1854, black [Plate 1-drawings, C].
EUTAW, Ala., C-31, 1855, black. J. CHILES, ornate shield design killer, 22 x 29, black [Plate 2-photographs, A].

The killer which depicts a shield containing the postmaster's name "J CHILES" is a fancy postmark intended to cancel stamps. Very few stamp killers are so implicit for the postmaster's name. Many more contain only initials which may signify the postmaster's name.

GAINESVILLE Al., C-32, 1861, black. PAID/A.D. HALL/5 in circle, black [Plate 1-drawings, D].

GAINESVILLE Al., C-32, 1861, black. PAID/A.D. HALL/10 in circle NOR, black [Plate 1-drawings, E].

These are two more Confederate handstamped paid markings which may have been prepared in advance as postmaster provisional usages.

MONTGOMERY, Ala., C-32, 1861, black. PAID/T. WELSH/5 in circle, blue, red [Plate 1-drawings, F].

MONTGOMERY, Ala., C-32, 1861, black. PAID T. WELSH, 10 in circle, blue, red [Plate 1-drawings, G].

The two Montgomery markings are listed as postmaster provisionals, yet it seems

certain that they were applied to personal envelopes too, and thus some examples are probably just handstamped paid. There is no way to distinguish between the two usages by the examination of a particular cover.

WARRIOR BRIDGE WASHINGTON CO. AL., date on second line, S.L. 118 x 9 1/2, 1833, black [Plate 2-photographs, B].

This unusual marking is one of the few straight line county postmarks. It is quite a striking example.

ARKANSAS

Cummins Arks Co. Arks, ms., 1861. Ms. "Paid 5 cts C.S.A."

The cover illustrated in Figure 1 depicts a Confederate States of America usage of a manuscript county postmark, quite an unusual piece. It is postmarked on the third day of Confederate postal service which is probably the reason the postmaster wrote the initials "C.S.A." below the postal marking.

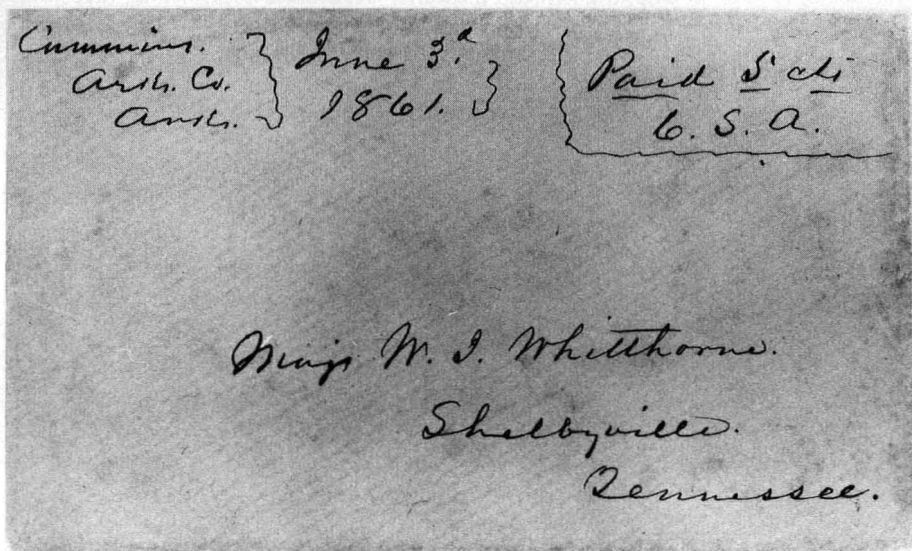


Figure 1. "Cummins, Ark. Co., Ark. June 3d 1861" and "Paid 5 cts C.S.A." all in manuscript, a very rare Confederate county postmark usage.

ODEN ARK. oval 44 x 25, 1855, black. Postmaster's name below town.

CALIFORNIA

ALLEGHANY/CAL/SIERRA COUNTY, double oval 36 x 22, 1858, black [Plate 1-drawings, H].

LA PORTE, S.L. 32 x 8, 1857, black. W. YOULEN, FREE in straight line.

STRAWBERRY VALLEY/YUBA CO./CAL, C-38, 1864, black [Plate 2-photographs, C].

SUSANVILLE/A.A. SMITH, double oval, 1868, black [Plate 1-drawings, I].

CONNECTICUT

CAMPBELL'S MILLS CON/WINDHAM CO., C-39, 1851, black [Plate 1-drawings, J].

Durham decm 10th in ms (1802). David Camp Post Master Durham Conn't. /FREE, C-26 with dotted rim, FREE in shaded letters, black.

This 1802 marking shown in Figure 2 might be classified as one of the earliest U.S. fancy cancellations. The circular marking has a dotted outside rim, a double inner rim, shaded lettering in the "FREE" and a design before the "D" of the postmaster's name. It is beautifully struck on an immaculate cover bearing a manuscript town marking. The letter

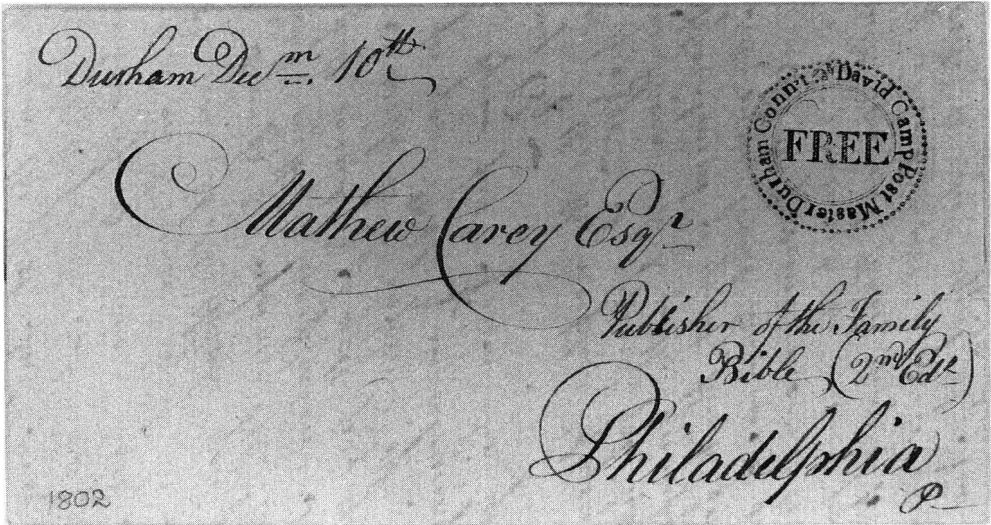


Figure 2. Circular fancy "David Camp Post Master Durham Conn't/FREE" (1802), manuscript "Durham Decm 10th."

is from David Camp himself. This is believed to be the only known example.

RIDGEBURY CT., C-35, 1850s, black. GEO. BOUTON P.M. FREE in arc [Plate 1-drawings, K].

C. H. KINNE, P.M./VOLUNTOWN CT, DC 1866, black.

WASHINGTON CONN., C-31, 1855, black. FREE/M.J. CHURCH P.M.

DELAWARE

GEORGETOWN/J.P. BARKER/DEL., octagon 28 x 15, 1850s, black [Plate 2-photographs, D]. Postmaster's name instead of date.

FLORIDA

LAKE CITY FLA., C-32, 1862, black. E.E. Ives, S.L., black.

LIPOMA JEF., FLORIDA, C-27, NOR, 1828, black [Plate 2-photographs, E]. This is a rare

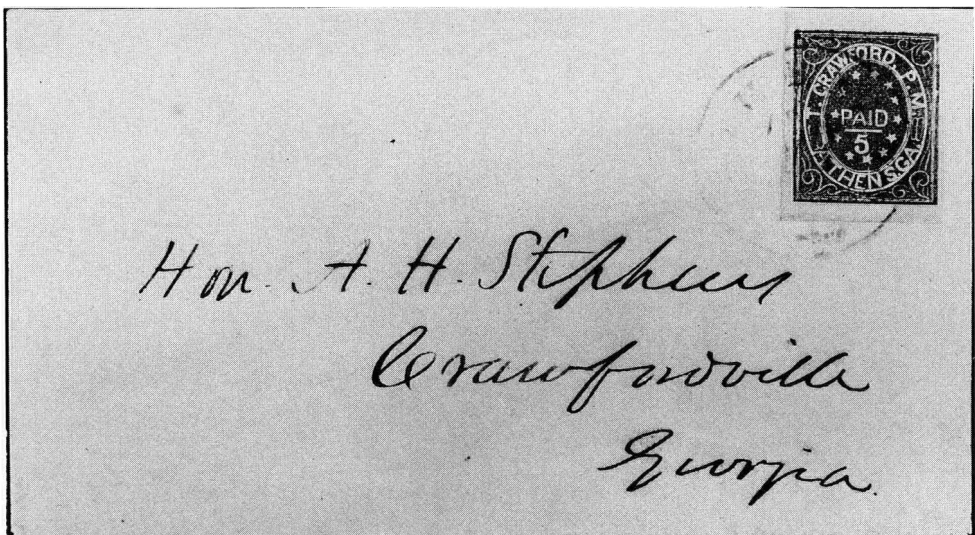


Figure 3. Athens, Ga. Paid 5 postmaster's provisional stamp tied with town postmaster, an example of a Confederate stamp bearing the postmaster's name in the design.

PLATE I



A



B



C



D



F



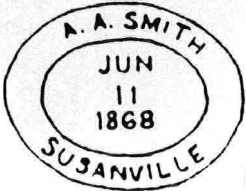
G



H



E



I



K



J



L



M



N



O



P



Figure 4. "MARBLEWORKS PICKENS CO Ga. MAR 21" on turned cover demonstrating second usage with 10 cent blue tied "GRIFFIN Ga. SEP 17", Confederate usage.

territorial type county postmark which is recorded as being used for a one year period.

GEORGIA

ATHENS, Ga., C-31, black. 5 cents purple adhesive postage stamp.

This cover (Figure 3) was chosen as an example of an adhesive stamp bearing a postmaster's name during the period of Confederate states independent issues. A number of these postmaster provisional stamps contain the names of an individual postmaster. This cover is from the well-known Stephens correspondence.

BONDS MILLS/BAKER CO GEO, C-33, 1850s, black [Plate 1-drawings, L].



Figure 5. WATSON'S STORE, COLUMBIA CO. GA." in frame, "free, E.H. Burritt P.M.," both a county and a handstamped postmaster's usage.

MARBLE WORKS/PICKENS CO/Ga., C-37, 1850s, black.

This marking originated when the town was in the Union, as just an example of a rather common type balloon county postmark. However, the cover in Figure 4 shows usage during the Confederacy with the same postmark. It is a turned cover.

WATSON'S STORE/COLUMBIA CO. GA., ornamented rectangular frame, 1823, black.
Free./E.H. Burritt/P.M. in black straight line.

This cover shown in Figure 5 is one of the few covers bearing both a county postmark and a postmaster's marking. The town marking is a fancy type of straight line device within an ornamented rectangular frame. The usage was a postmaster's free frank, illegally handstamped, rather than written. It is also addressed to another postmaster so would be free of postage for that reason too. It is also one of the earliest country postmarks, the earliest with a straight line format.

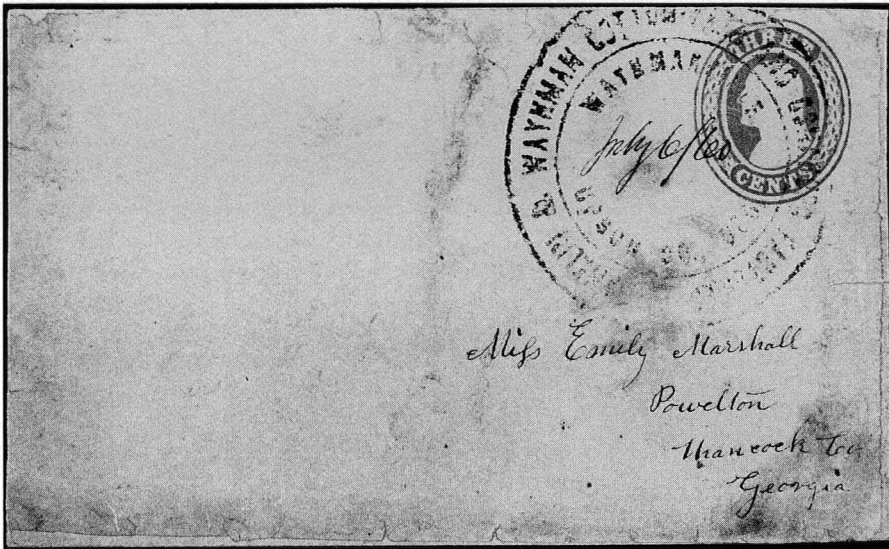


Figure 6. "WAYMANVILLE/UPSON CO. GEO." in large circle with outer advertising ring for a cotton mill, the largest county postmark.

WAYMANVILLE/UPSON CO., GEO., C-38, 1850s, black.

This huge postmark which is shown both as a drawing [Plate 1-drawings, M] and on cover (Figure 6) contains an advertisement for the town's cotton mill around a circular type town marking that contains the county name. It is the largest circular postmark known on the 1851 series stamps.

ILLINOIS

BONUS PRAIRIE ILL., C-32, 1847, red. ORRIN MILLER/FREE/P.M., C-21, red.

BURLINGTON/KANE CO. ILL., DO, 32 x 21, 1848, black [Plate 2-photographs, F].

ILLINOISTOWN/St. Clair Co. ILLS., rectangle 44 x 21, black.

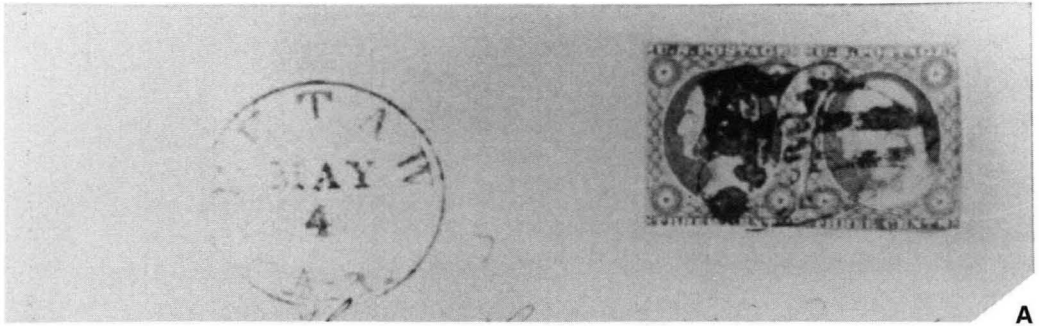
This postmark [Plate 2-photographs, G] has only been recorded during the 1857 period when stamps were in general use. Straight line postmarks on stamps are unusual in themselves, but a county type postmark is a great rarity.

MONTGOMERY/KANE CO./ILL., C-29, NOR, 1864, black.

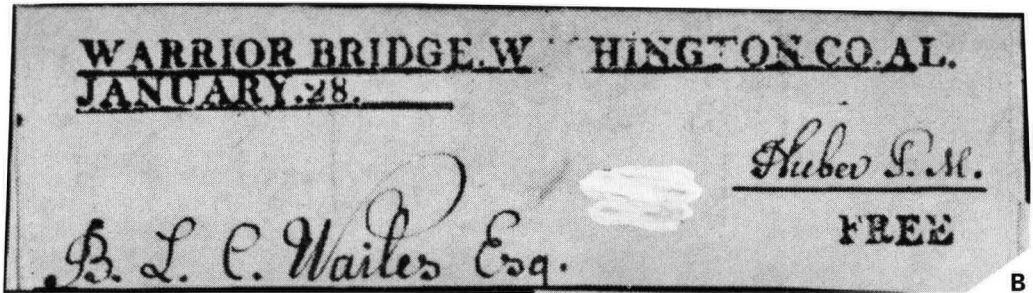
This rimless postmark shown in [Plate 2-photographs, H] contains the county's name just above the date. There is also a year date. The lettering is quite unusual.

NEWS, CAL. Co., ILL., C-35, 1852, black.

PLATE II



A



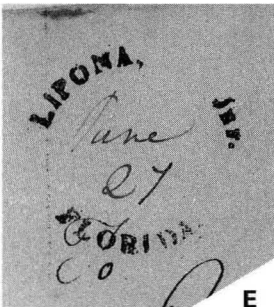
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C



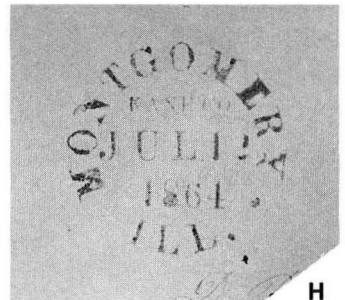
D



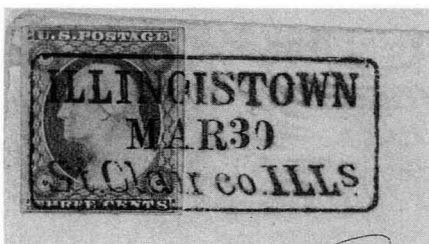
E



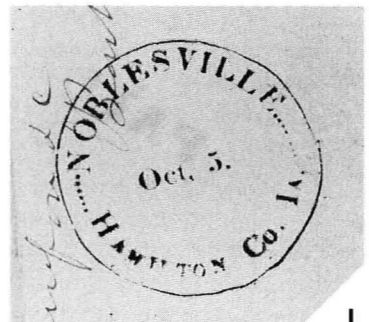
F



H



G



I

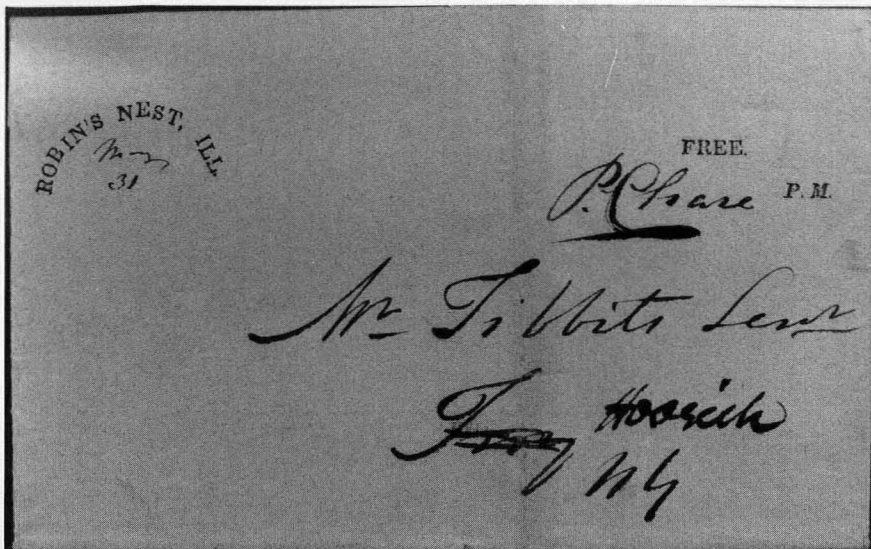


Figure 7. "ROBIN'S NEST, ILL." in arc format, handstamped "FREE" and "P.M." with postmaster's written frank.

ROBIN'S NEST ILL., arc 30 x 13, 1840, black. FREE, P.M. in italics.

This rimless arc postmark (Figure 7) has been said to be printed, but it is just a well struck handstamp. The postmaster's mark has the signature handwritten. Thus this is a legal usage of a postmaster's free frank.

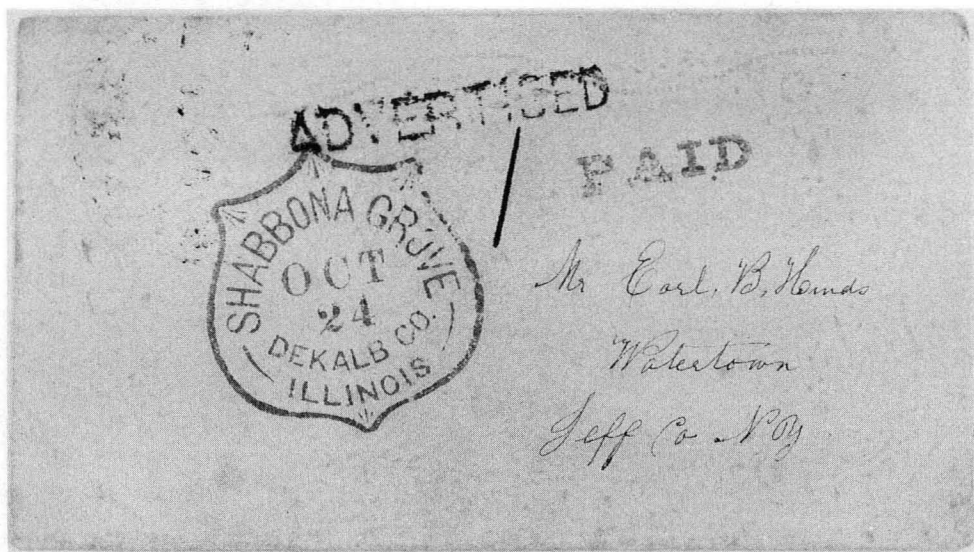


Figure 8. "SHABBONA GROVE DEKALB CO. ILLINOIS OCT 24" in red shield, red "PAID," no rate mark. Also black straight line "ADVERTISED" and ms. "1" for one cent advertisement fee.

SHABBONA GROVE/DEKALB CO./ILLINOIS, shield design 34 x 36, 1851-53, red and black.

The shield-shaped town marking from Shabbona Grove is one of the well known fancy town postmarks. It is unusual in the fact that it is also a county postmark. The depicted example in Figure 8 is in red on a stampless cover (three cents rate). The addressee was unknown to the postmaster, and it was advertised "ADVERTISED 1." Because there are several similar covers from this same correspondence, it seems likely that it did reach

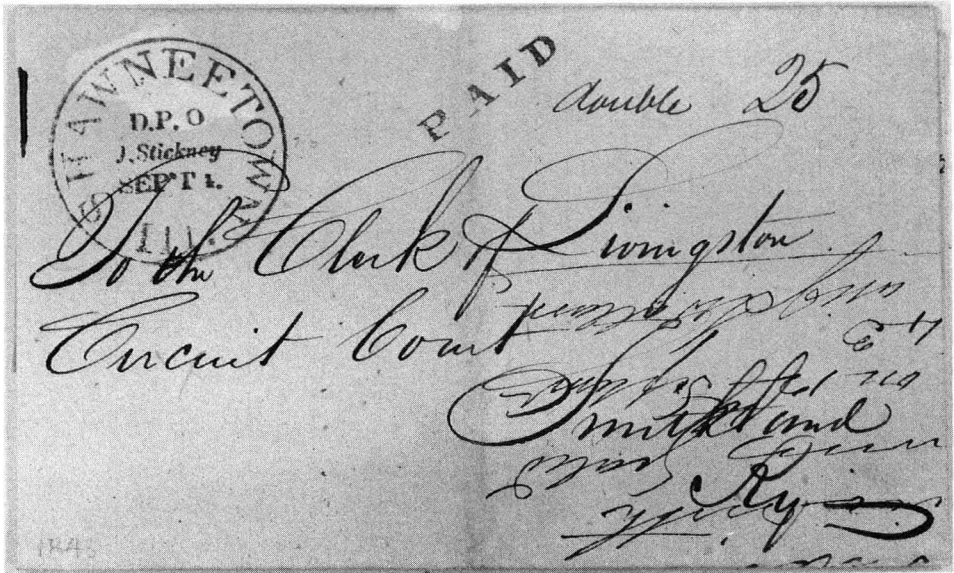


Figure 9. "SHAWNEETOWN Ill./D.P.O. J. Stickney SEPT 1." in red circle, red "PAID," ms "double 25." The postmark contains both the name of the postmaster and the initials for "distributing post office."

Mr. Hinds eventually. This marking is also known in black as a cancellation on stamps of the 1851 series.

SHAWNEETOWN/J. Stickney/Ill., C-30, 1843-44, red.

SHAWNEETOWN/D.P.O./J. Stickney/Ill., C-30, 1843-44, red.

The postmaster inserted his name into the town marking, a very unusual usage (Figure 9). In the more commonly seen version, there is also a line reading "D.P.O." for Distributing Post Office.

STOCK YARDS P.O./COOK CO. ILLS., DC, 1867, black.

SYCAMORE DeKALB CO. Ill., arc 26 x 16, 1842, black.

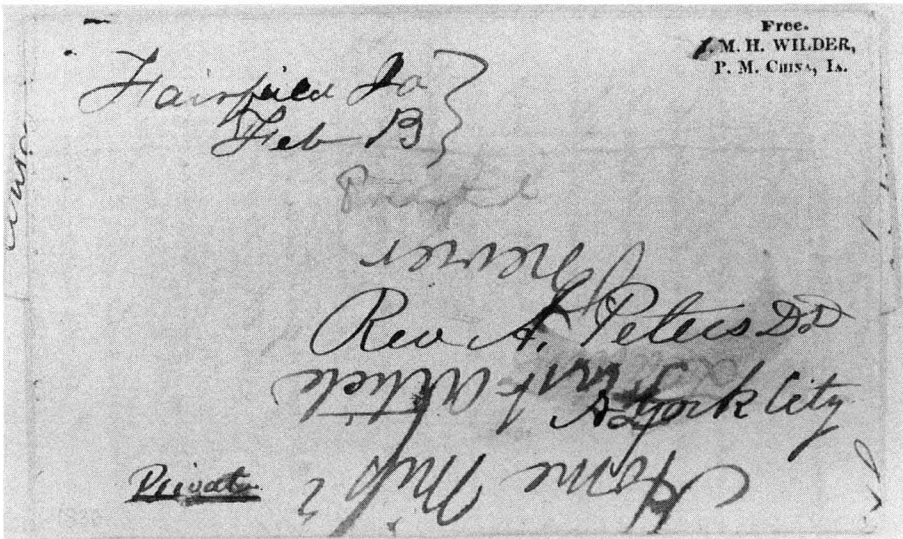


Figure 10. "Free, J.M.H. WILDER, P.M. CHINA, IA." in three lines, ms. "Fairfield Ia Feb. 13" (1836) postmark.

INDIANA

J.M.H. WILDER P.M./CHINA, IA., two S.L. 24 x 8, 1838, black.

This very scarce marking is a handstamped postmaster's free frank which included the town's name. The cover (Figure 10) was actually used at a different town, Fairfield, Indiana.

COLUMBIA CITY Ia/WHITLEY CO., two S.L. 32 x 6, 1858, black.

COTTAGE GROVE/CLARK CO. IA., C-33 NOR, 1840, black [Plate 1-drawings, N].

GOODLAND, IND./NEWTON CO., C-, 1860s, black.

KENT STATION/NEWTON CO/IND., C-, 1863, black.

LIBERTY, IA., C-30, 1851, BLACK. "G.C.W. Thompson," S.L. 37 X 5 1/2, "FREE," both in black. This is a postmaster's free frank.

NOBLESVILLE HAMILTON CO IA., DC-29, 1835, blue, black [Plate 1-drawings, O].

NOBLESVILLE/HAMILTON CO. IA., C-34, 1840, black.

This circular type marking [Plate 2-photographs, I] is one of the more common stampless county town postmarks. It is the only common version of the marking from Noblesville; the other two listed markings are rare.

NOBLESVILLE/HAM CO./IA., DC-30, 1852, blue, black [Plate 1-drawings, P].

(To be continued)

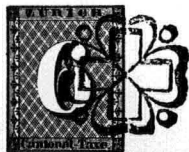
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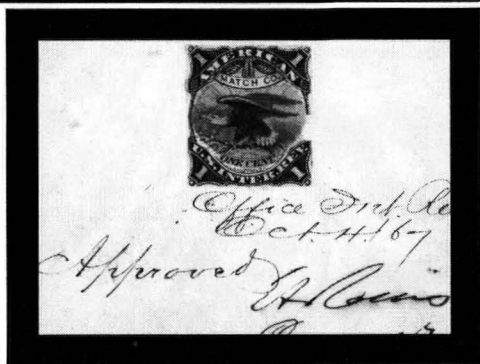
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EDITORIAL: THE 1991 SCOTT SPECIALIZED CATALOGUE

The new *Scott Specialized Catalogue of United States Stamps* for 1991 has a major change that affects the listings of the 1861 stamps. Three different listings are involved.

Those listings are those of the "premières gravures" or first printings, the 3¢ lake and scarlet shades of 1861-6 and the 1875 official reprints of the 1861 designs, all of which have been moved to a new and separate catalogue "back of the book" section called "Special Printings." Editorial Director Richard L. Sine explains this move in his letter on page 5A of the catalogue.

The First Designs, as the late Stanley B. Ashbrook pointed out, came from sheets of what he called "samples" made by the National Bank Note Co. in conformance with the invitation to bid on supplying new stamps. A provision of that invitation required full sheets of the proposed designs to be submitted by the awardee to prove capability to provide such stamps.

Scott describes the listings of the new section as including "stamps not issued for postal purposes," which in this case, perhaps, isn't all that accurate. Probably, a better description would be "stamps not issued for routine postage use."

All the listings have been moved intact, lock, stock and barrel, complete with varieties and pricing to the new section. The premières section includes Scott Nos. 55-62, but not 62B that was issued for postal use when, probably, the wrong plate was put to press after the second design 10¢ had already been issued. The new section also includes Nos. 66 and 74, the 3¢ lake and scarlet stamps.

The 1875 reprints, Nos. 102 to 111, complete the stamps of 1861 designs moved to the new section.

While the move may prove controversial, it certainly meets with my approval. But, I don't own any of the items moved, although neither do I collect stamps in printed albums with the issues noted usually marked by gaping voids on the pages. The main source of objection probably comes from those specialists who do own examples and fear the values will deteriorate. However, there has been full knowledge in the stamp world for at least 40 years as to the nature of the issues involved, but values keep rising. Thus, it wouldn't surprise me that the change is as likely to enhance the values and the new "Special Printings" section become a guide to specialized collections of what the owners consider the elite of U.S. postal emissions.

To me, this is probably the best possible solution to an age-old and controversial problem hitherto unsolved.

Richard B. Graham

FREE FOR THE [7TH] REGIMENT

RICHARD B. GRAHAM

The recent sale of the David L. Jarrett collection by Christie's on Oct. 9 and 10 included two covers bearing a blue marking, "FREE/For the Regiment/ADAMS EXPRESS Co./Per Hoey." These covers, shown here in Figures 1 and 2, were lots 1086 and 1087 and attained well over double the estimates, which tells me that in spite of the large number of old timers who have sold out or passed away in recent years, there are still collectors who understand and cherish these as being both unusual and rare.

Another cover with the same marking as a backstamp was offered as lot #8 in the Robert G. Kaufmann sale of the Clinton McGee and Quin Fraser collections on September 14, although I don't know what the lot fetched. Although the illustration in the catalog showed only the back of the cover, a folded letter, with the handstamp, the description didn't identify the correspondence nor did it give any date other than say it was a May 61

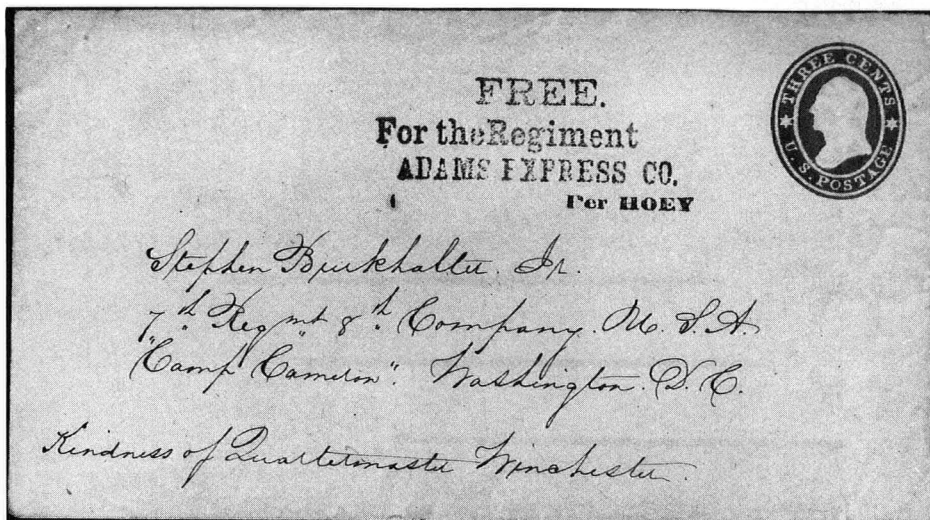


Figure 1. Free for the Regiment marking of Adams Express Co. on a cover from the Jarrett sale. Carried outside the mails free by Adams Express in May 1861 when the 7th New York Regiment of militia was called to Washington to protect the nation's capital. Photo by David L. Jarrett.

usage from Brooklyn to Washington. As will be seen later, the cover seems to be one of the Sand correspondence, datelined, it is believed, on May 7, 1861.

Before the sale of his collection, Mr. David Jarrett wrote me, offering his notes on these covers and the similar marking that reads "FREE/For the 7th Regiment..." with the rest of the marking being the same. Jarrett, myself and others have been accumulating data for some years about the covers. Part of the objective was to try distinguishing some extremely clever fakes of covers with the marking, and it was part of Mr. Jarrett's requirement in turning his file over to me that the work be completed if possible and that it be published. I found it of interest, when the file was received, that much of it consisted of

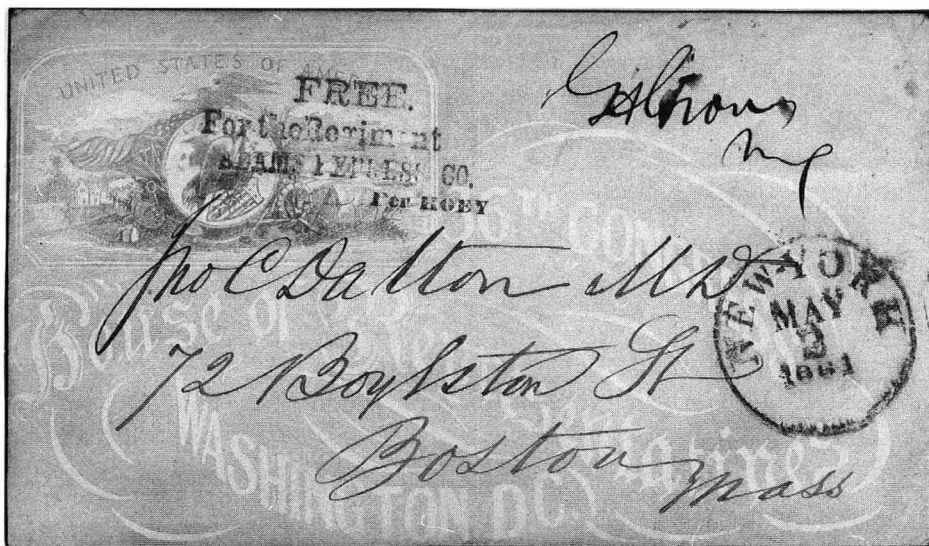


Figure 2. A "reverse" usage of the Free For the Regiment marking. Carried from Washington to New York by Adams Express Co., this cover was mailed at New York after the Adams marking was applied. Postmarked at New York on May 2, 1861, it went by regular mail to Boston under the free frank of Congressman Galusha A. Grow of Pennsylvania. Photo by David L. Jarrett.

photos and data sent by me, but this article will include significant additional material developed by Jarrett.

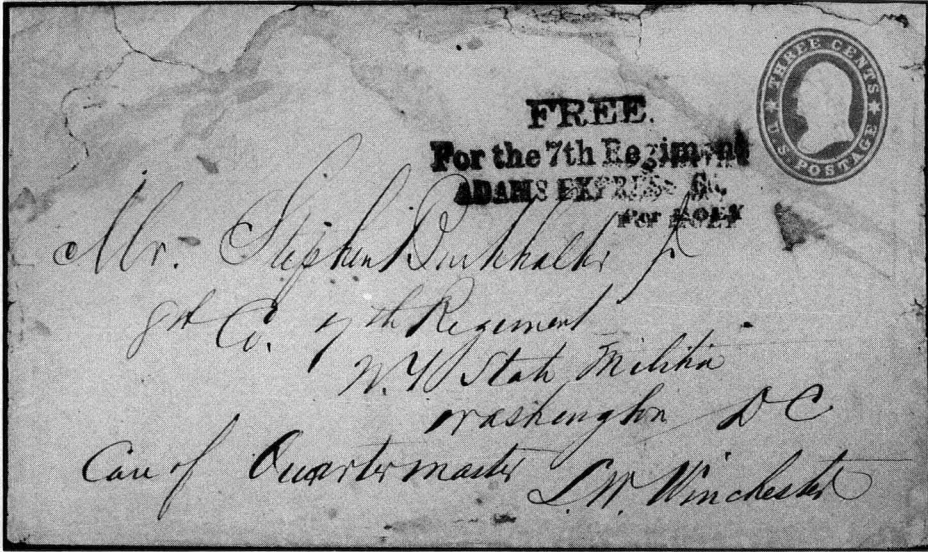


Figure 3. A mate to the cover shown in Figure 1, this Burkhalter cover bears the earlier Adams marking, Free for the 7th Regiment. Undated, it was probably sent in late April 1861.

My interest stemmed from ownership of the cover shown in Figure 3, which, along with his file of accumulated data, was sent to me some years ago by the late Thomas Parks. The cover shown in Figure 3, probably sent before the similar cover from the same correspondence shown in Figure 1, bears the earlier version of the Adams Express Free for the [7th] Regiment marking. Most writers on the subject who have studied both types of markings have said the second marking was produced by removing the “7th” designation from the marking and moving the word “Regiment” to the left. The early type exists with and without a period after “Hoey,” which produces the idea there were two different handstamps but also suggests that the markings may have been assembled from loose type rather than being made as an integral unit as were postmarks.

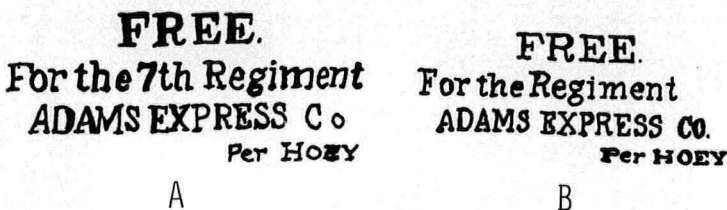


Figure 4. Rough tracings of the two versions of the Adams Express “FREE” marking.

Figure 4 shows rough tracings of the markings, made some years ago, with designations as “A” and “B” for the successive stages of the marking, whether a conversion or a totally new although nearly identical handstamp.

Several writers have written at length about the Adams Express handstamps, including later more conventional handstamps without any “FREE,” found on letters between New York and regiments sent to Washington early in the Civil War when the national capital was threatened by Confederate forces in Virginia and Maryland as the Civil War began.

Dr. Edward S. Knapp, the early noted postal history guru, wrote in several issues of the *Southern Philatelist*, with his first article appearing in the issue of January 1925.

Thomas M. Parks, referred to above, was for many years a member of "E" company of the New York 7th Regiment, and on the 150th anniversary of that regiment had an article in *Stamps* magazine for July 7, 1956. The cover shown in Figure 3 was illustrated on the cover of that issue of *Stamps* although the article was really about the famous old regiment, the first in the country to use the term, "National Guard," and the circumstances about its being ordered to Washington early in the Civil War.

Herman Herst, Jr., has had what is basically the same article about the markings and the Sand correspondence which was the source of several examples, published on three separate occasions. The first was in *Philately* for Feb. 24, 1947. That article was reprinted in *Covers* for January 1965, but had no illustrations that may have appeared in the earlier version, of which I don't have a copy.

A slightly updated version by Herst appeared in the *47th American Philatelic Congress Book*, also without photographs of the covers mentioned.

In the *SPA Journal* for April 1964, I had included the cover shown in Figure 3 in an article called *The Capital Isolated*, which is also the source of the tracings shown in Figure 4. That article, following its predecessors, included the story of the New York 7th and other regiments and their struggles to reach Washington in April 1861.

By far the most comprehensive effort on the Adams markings connected with those events and the "FREE For the Regiment" markings, with or without the "7th," was by Calvet M. Hahn in *The American Philatelist* for January 1973, pages 29-40. That article not only summed up and enlarged on its predecessors but updated them and provided a day-by-day summary of events connected with the postal situation between the North and Washington from April 17 through May 18, 1861, as taken from contemporary New York newspapers. Hahn's article, entitled "Free For the Regiment/A Philatelic Front Page Story" was reviewed briefly by me in *Chronicle* 89, for February 1976 (only 15 years ago!). At that time I didn't realize what I've guessed since, that Hahn's article had been somewhat editorially curtailed and that some apparently unsupported references stemmed from a bibliography and other portions omitted from the final version.

The purpose of this article is not to again tell the story of the 7th Regiment and the other troops sent to Washington in April 1861 as the Civil War began. Rather, its purpose is to record David Jarrett's contributions and to solicit reports of other covers and data pertinent to the subject. Those wishing details on the why and how of the markings are referred to the articles of Hahn and the other authors cited above. A few facts are necessary, however, to make this article understandable.

In brief, the markings were applied by the New York office of Adams Express Co. in April and May of 1861. The first version, which includes the "7th" designation refers to the New York 7th Regiment of militia or National Guard. There were actually three different Civil War regiments designated "7th New York" but the famous unit, which had many members from New York's upper echelons of business and social life, was sent south by "special call of President Lincoln" to defend the capital, leaving New York on April 19, 1861, and returning to be mustered out at New York City on June 3, 1861. The "Free" service, so the authors cited agree, was because Adams Express Co., forced to make a paper transfer of their southern operations to a newly organized Southern Express Co., was being highly criticized and the free service for the 7th N.Y. Regiment was considered an attempt to mollify those with influence.

Hahn cites a notice that appeared in the *New York Courier & Inquirer* on April 17, 1861, that Adams Express Co. had "on Monday received and forwarded South a large number of cases of arms from Hartford." It may be that another notice that appeared in the *New York Times* on April 20 and also cited by Hahn was connected with that activity of Adams. It reads:

We are requested by Quartermaster Winchester of the National Guards to say that packages or *letters in stamped envelope* [italics ours], for members of the Seventh Regiment while on duty in Washington will be received by Mr. Hoey, Superintendent of Adams Express Company and forwarded *free of charge* [italics original]. They should be addressed, care of Quartermaster Winchester and delivered to the office of Adams Express Company previous to 4^{1/2} PM.

This notice accounts for the origin and wording of the marking.

However, other state militia units were also called into federal service within a few days, such as the New York 8th Regiment of militia, The Washington Grays, and other regiments from New York and Pennsylvania. Most of these units also were ordered to Washington, but most, including the 7th, went first to Annapolis and eventually to Washington. Most were home again in a few months, but many members of those militia regiments, called out for from 30 to 90 days service as the Civil War began, promptly enlisted in volunteer regiments for one to three years' service. Such was true of Henry Sand, a member of the 7th New York who later enlisted in the 103rd New York volunteers and was killed at Antietam, so Herst notes.

Among the other units sent to Washington, via Annapolis from New York at the same time or within a few days so they were at Annapolis at about the same time as the 7th Regiment, were the 5th, 6th, 8th (probably) and 71st N.Y. regiments of militia. It was probably complaints from men in those units, many also from New York City, that caused the free express service to be extended to them as indicated by the removal of the "7th" designation from the markings. However, I have recorded but one correspondence with the second or "B" marking addressed to any others than members of the 7th Regiment. A few "reverse" usage covers from Washington to New York or beyond are known to exist, however, that didn't originate with the 7th.

THE COVERS

Calvet M. Hahn notes in his copyrighted article previously cited that he had recorded six covers with the "A" or "FREE For the 7th Regiment" marking and but four covers with the second or "B" marking without the "7th" identification. At that time, 18 years ago, I had no record of some of the covers he cited but knew of a few he may not have recorded. However, he didn't record the covers in detail and probably has seen others since that I haven't seen.

My current lists, with references to the markings as "A" and "B" as roughly traced in Figure 4, are included with this article. I have recorded but five covers with the "A" marking, but my list doesn't include two covers which Hahn probably included in his count but of which I have no record. My "B" list includes nine covers, although the last two listed are very questionable.

As noted previously, the Sand correspondence, described by Herman Herst in his articles but not identified, produced six and probably seven of the covers bearing the two versions of the markings. Four of the Sand covers were sold and at least partially illustrated in a Vahan Mozian auction (No. 487) of Sept. 13, 1956, as Lots 1 through 4. Figure 5 shows the covers, adapted from the illustrations in that catalog. The descriptions date the covers, although Hahn remarks that the contents have been "mixed" — *i.e.*, that some of the loose pages included in these folded letters are not with their original covers. The Mozian sale didn't include two covers of which Tom Parks had record and Hahn mentions an April 22 date that I haven't seen.

There are several other miscellaneous references to covers with both markings of which some aren't reconcilable with covers recorded here.

Two of the covers, one with each marking, are addressed to Stephen Burkhalter of the 7th Regiment, as noted previously. Those two covers are genuine, as all seem to agree

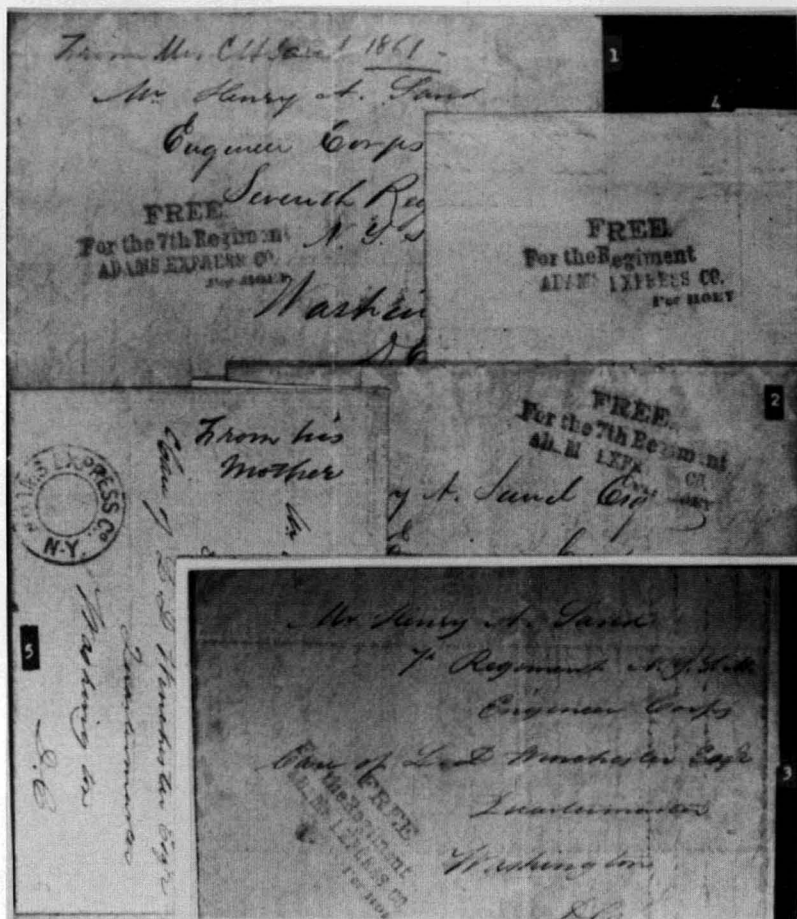


Figure 5. Covers from the Sand correspondence showing both versions of the Free Adams Express markings. From an illustration plate in the Vahan Mozian 487th sale of Sept. 13, 1956.

so their markings have been used as a “standard.” The same holds true for the Sand correspondence, nor has there been any challenge made of any of the covers addressed to members of the 7th Regiment that we have recorded as not being genuine.

Three covers are listed in List “B” as being addressed to Lieutenant Murphy of the 8th New York militia at Annapolis. Cover 7B, formerly in the Oscar Salzer collection, has the marking on the back, as have the later Sand covers. I haven’t seen the 7B cover in other than photocopy form, but it is obvious from that copy that the cover has been trimmed at the right so as to remove portions of the address including the last letter of “Grays” of the “Washington Grays” portion.

The 8th New York militia was known as the Washington Grays and was also a highly reputable New York organization. It was sent to Washington on April 20, 1861, and was also stationed at Washington and, perhaps, Annapolis at about the same time the 7th Regiment was there. However, 18 years ago, when the cover listed as 8B and shown here as Figure 6 appeared on the scene, I attempted to identify Lieutenant Murphy, the addressee, from National Archives records with no success. The reason was given that the archives had no personnel record of that militia unit from that service. A similar effort to identify Lt. Murphy from New York state records found those records unavailable at least by mail, at that time.

Previously, when the cover was offered at auction, David Jarrett had borrowed the cover for inspection and attempted to obtain an opinion for the Philatelic Foundation but

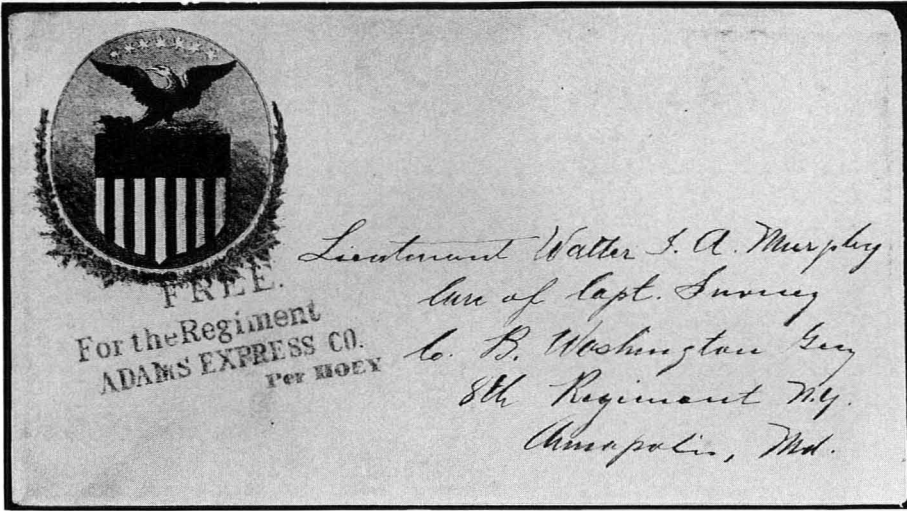


Figure 6. Addressed to Lt. Walter J.A. Murphy of the 8th N.Y. militia regiment, this patriotic cover bears a greenish Free For the Regiment marking.

that group declined to offer an opinion.

While Jarrett had the cover shown in Figure 6, the photos shown in Figure 7 were made to compare the type "B" handstamp on the Figure 7 cover with a known genuine ex-

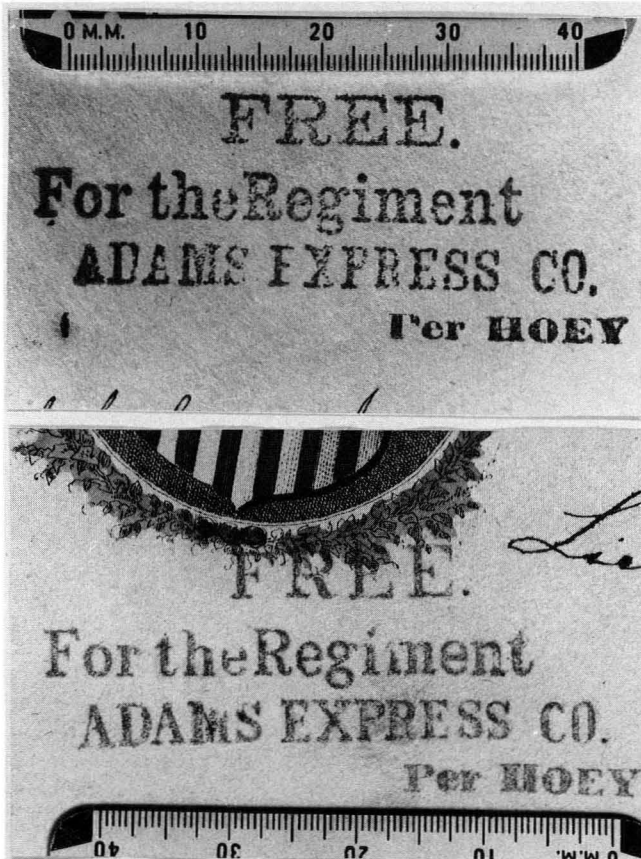


Figure 7. Comparison of known genuine and suspected faked FREE For the Regiment markings. The upper photo is from the cover shown in Figure 1; the lower photo is of the marking on the cover in Figure 6. David L. Jarrett photo.

**LIST OF COVERS WITH MARKING "A" IN FIGURE 4
("FREE For the 7th Regiment")**

	Addressed to	Date (1861)	U.S. Postal Franking
1A	Mr. Stephen Burkhalter, Jr./8th Co. 7th Regiment N.Y. State Militia/Washington, D.C./Care of Quartermaster L.W. Winchester. Period after "Hoey."	Unknown	3¢ Star Die envelope (Un- cancelled)
2A	Quartermaster Winchester/7th Regiment National/ Guard/Washington/D.C./Private I.R. Lane/8th Company. No period after "Hoey."	Unknown	3¢(?) 1857 stamp removed
3A	John P. Laurence(?), Esq./410 Broadway/New York. (Reverse usage) No period after "Hoey." On ordinary envelope.	Docketed Apr. 22, 1861	3¢ 1857 stamp with grid cancel.
4A	Henry A. Sand/Engineer Corps/Seventh Regiment/ N.Y.S.M./Washington/D.C. [Mozian Lot #1-see Figure 5. —Described as with "mkg on stampless cover Brooklyn, Apr. 26, 1861 to Washington, D.C."] Marking on front, lower left. Has period after "Hoey."	April 26(?) ¹	None-on stmpls, folded letter.
5A	Henry A. Sand, Esq./...etc. (full picture not available). [Mozian Lot #2—see Fig. 5.—De- scribed as dated "N.Y., Apr. 29 1861..."] Mkg is at upper right, angled. Has no period after "Hoey."	Apr. 29(?) ¹	None- on stmpls, folded letter.

1. Hahn lists a third Sand cover with date of Apr. 22 and Knapp indicates an April 20 use from Philadelphia exists. Hahn notes that the "contents of the San correspondence have been 'mixed' " — probably referring to loose extra pages of content in the folded letters of the Sand correspondence.

ample, in this case, the Burkhalter cover shown in Figure 1.

Soon after, the cover listed as 9B appeared in an auction of a prominent and reputable New York auction house, and an acquaintance of mine bought it, subject to expert opinion. I had an opportunity to see and photograph the cover but do not know its ultimate disposition.

More recently, the cover listed as 7B appeared, being seen by Jarrett in the Oscar Salzer collection. Present opinion is that this cover is genuine, but the covers listed as 8B and 9B have differences that cause them to be questioned. Some are obvious — such as the last letter of "Gray(s)" being omitted by whoever wrote the addresses on the two latter covers. The handwriting of the addresses on 8B and 9B appear identical but slightly different from that of 7B. Also, while the Adams marking is backstamped on 7B, typical of the later covers in the Sand correspondence, the marking is on the front of each of the other two covers. Noteworthy, perhaps, is that the 8th New York has an extremely brief history in Dyer's *Compendium of the War of the Rebellion*, which makes no mention of the 8th being at Annapolis. Rather, the 8th is said to have left the state on April 20, 1861, was mustered into federal service on the 26th and was on "duty in the defenses of Washington till July." However, I have little doubt the regiment went by way of Annapolis, but this needs to be verified.

The colors of the markings also need more exploration, which involves actually seeing the covers or high quality pictures of them. The color of the marking on the cover in Figure 1 is a medium blue tinted slightly greenish by the buff envelope. The cover listed

**LIST OF COVERS WITH MARKING "B" IN FIGURE 4
("FREE For the Regiment")**

Addressed to	Date (1861)	U.S. Postal Franking
1B Stephen Burkhalter, Jr./7th Reg. and 8th Company, U.S.A./"Camp Cameron" Washington. D.C./ Kindness of Quartermaster Winchester. See Fig. 1.	None, but after May 2nd.	3¢ Star Die envelope (Uncanceled)
2B Jno. C. Dalton MD/7 Boyleston St/Boston/Mass reverse usage, on overall gray lithographed envelope of 36th Congress. Bears free frank of G.(alusha) A. Grow, M.C. Carried by Adams from Washington to New York, where the "FREE For the Regiment" marking was applied and the cover mailed. Post-marked at New York May 2, 1861. See Figure 2.	May 2 1861	Galusha Grow, M.C., Congressional free frank.
3B Mr. Henry A. Sand/7th regiment, N.Y.S.M./Engineer Corps/Care of L.D. Winchester, Esqr/Quartermaster/ Washington/D.C. Mozian Lot #3. (See Fig. 5 — description says encl. letter dated Brooklyn, May 2, 1861.) Marking on front, lower left.	May 2 1861 ¹	None—on stmpls folded letter.
4B Henry A. Sand, Esq./Engineers Corps/Seventh Regiment, N.Y.S.M./Washington, D.C. Not in Mozian sale; date unknown. Marking at upper right corner of cover.	N/A	None—on stmpls folded letter.
5B Mr. Henry A. Sand/7th Regiment N.Y.S.M./Engineer Corps/Care of L.D. Winchester, Esqr/Quartermaster/ Washington/D.C. Not in Mozian sale. Pencil date on back, May 5, 1861. Marking at angle horizontally with and across edge of overlapping sheet on back of folded letter.	May 5, 1861 ¹	None—on stmpls folded letter.
6B Sand correspondence; illustration of cover front Lot #4 in Mozian sale; description says datelined Brooklyn, May 7, 1861. Marking over overlap of sheet of folded letter on back, perpendicular, approx., to edge of sheet. (See Fig. 5.)	N/A	None—on stmpls folded letter.
7B Lieutenant Walter J.A. Murphy/Care of Capt. Swaney (?)/Co. B Washington Gray/[edge of cover trimmed]/8th Regiment N.Y.(?)/Annapolis, Md. Marking on back flap of patriotic cover, Walcott #2020.	None.	None.
8B Lieutenant Walter J.A. Murphy/Care of Capt. Swaney(?)/Co. B Washington Gray ² (Note: no final "s.") 8th regiment, N.Y./Annapolis, Md. On red, blue, black and green patriotic cover; design unlisted in Walcott. See Figure 6. Marking on cover front.	None	None
9B Identical address in identical handwriting to cover 8B, shown in Figure 6. On patriotic cover showing figure with flag reading "Excelsior." Design unlisted in Walcott. Marking on cover front. ²	None	None

1. The Sand correspondence possibly has had the extra loose pages of the letters enclosed in the covers mixed. Since some of these bear the datelines, the dates may also be mixed, per Hahn.

2. The covers listed as 8B and 9B are considered by many who have examined them to be fakes, based upon viewing the cover listed as 7B, which was formerly in the Oscar Salzer collection. See text.

as 8B and shown in Figure 6 is a cream colored envelope but the marking is actually bluish green — almost an emerald shade. There are also other factors to be brought out at a later date.

This writer would much appreciate hearing of or having photocopies of more covers with the markings. Other data are in process of being assembled and, if sufficient data exist from which conclusions may be drawn, then a later article will include such as part of a subsequent report.

MERCEDITA REVISITED

This section of *Chronicle* 141, for February 1989, carried an article on covers that not only originated aboard the Civil War blockader, U.S.S. *Mercedita*, but also had a picture of the ship on the cover. Designs picturing two different versions of the ship were shown and sources for both the illustrations and the covers were discussed. It was shown that all the covers with the designs depicting the ship were sent from aboard it prior to its being damaged in a fight with Confederate ironclads off Charleston, S.C., on Jan. 31, 1863. After the battle the ship was sent north and the crew assigned to other U.S. Navy ships.

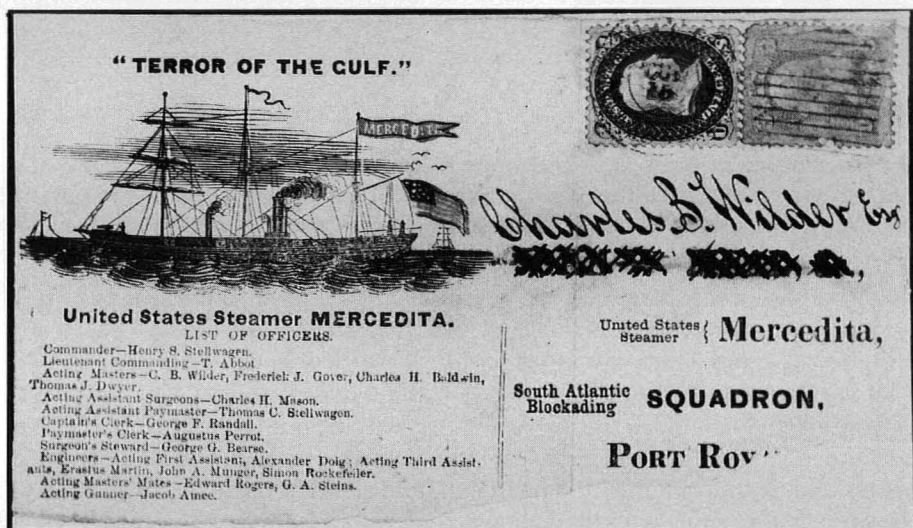


Figure 1. The damaged front of this cover with picture of and printed address to the U.S.S. *Mercedita* also has a list of crew members. The addressee whose name was inserted in manuscript over the original addressee's name, marked out, is listed as an Acting Master among the ship's officers. The cover was sent in, probably, 1862 from New York to Port Royal, S.C. The 1¢ stamp paid for carrier delivery to the New York post office.

While but two basic designs were identified of the illustrations of the *Mercedita* imprinted on the cover, it was noted that a cover with an additional verse added to one of the designs is shown as item #844 in Dr. James Milgram's *Vessel-Named Markings on United States Inland Waterways, 1810-1890*. Now, as shown in Figure 1, a cover — really a large fragment of a cover front — has shown up with a variant of the other *Mercedita* cover illustration. However, rather than being sent from the ship, it bears a printed address to a member of the crew of the ship. In addition, below the ship's picture, it has a printed roster of officers of the crew.

The illustration is in black with blue interposed in the waves below and the sky above the ship and also in the field of its flag. Red is used for the flag and also for the pen-

nant with the ship's name. The cover's printed address is to one John W. Mead, Jr., but that name is heavily "x'd" out and "Charles B. Wilder, Esq." written above it. The rest of the address reads "United States Steamer *Mercedita*/South Atlantic Blockading Squadron/Port Royal" with, probably, "S.C." on a part of the cover front no longer present.

The crew list printed below the ship's picture doesn't contain Mead's name but does include Wilder as an Acting Master (equivalent to today's Lieutenant, Junior Grade). Further exploration of official records reveals that Wilder, after being transferred away from the *Mercedita*, was killed in action in March 1864.



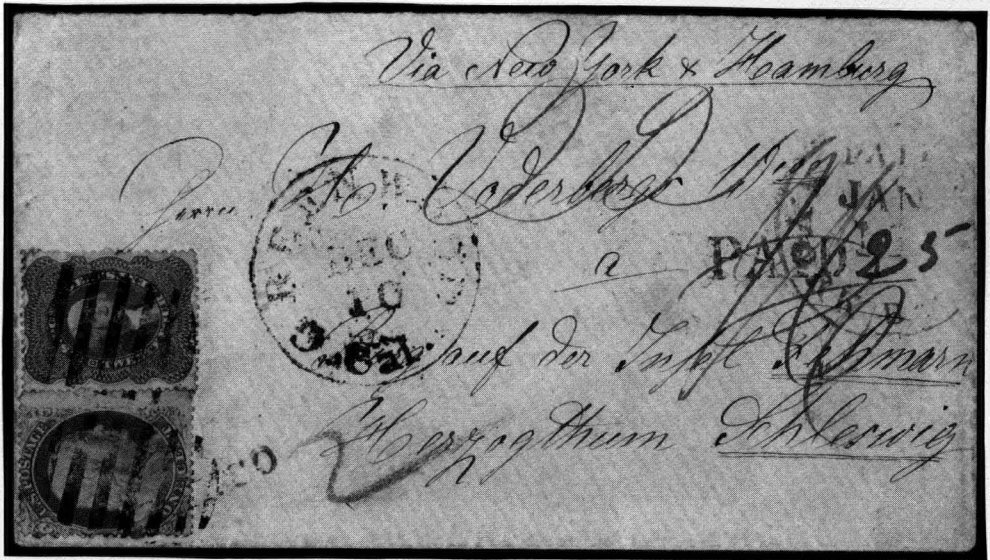
Figure 2. An enlarged photo of the stamps on the cover in Figure 1, showing the New York patent cancel and its effect on the 3¢ stamp. The sharp knives of the patent killer have penetrated not only through the stamp in many places but through the envelope below it.

Figure 2 shows the stamps on the cover, which also have an unusual feature. This is the unusually deep penetration of the New York patent killer into the 3¢ 1861 stamp. The cover bears a 1¢ stamp to prepay carrier service to the New York post office and a 3¢ 1861 stamp for regular postage. These are canceled with a duplexed New York postmark dated Oct 15 of, probably, 1862. On the 3¢ stamp, the sharp blades of the patent killer have not only penetrated in many spots clear through the stamp but through the envelope beneath it. This is best seen at the bottom of the 3¢ design through the "N" of "CENTS."

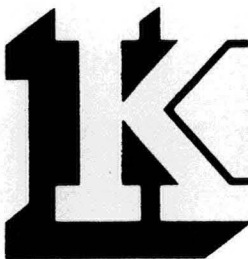
Usually, blades of patent killers dulled quickly, but the major objection to the use of this type killer was that it sometimes damaged content when new. The purpose, of course, was to provide so deep penetration of cancelling inks that stamps could not be cleaned and reused.

Richard B. Graham

PATRONIZE OUR ADVERTISERS



One of the most interesting areas of United States Postal History is the collecting of rates to foreign destinations. Just by sheer experience, the postal history dealer or auctioneer acquires a knowledge of what is truly rare. For many years I had known of the existence of the 25c rate by Bremen Hamburg mail to the tiny German principality of Schleswig-Holstein. I recall seeing one a dozen or so years ago in a well known collection of foreign destination covers but I never "found" one or saw one come up for sale. Now, the rate was in existence from July of 1857 until February of 1867. You would think there would be a lot more than a couple of these rates known when it was in effect for almost 10 years. Last year our auction firm had the opportunity of selling the "Patrick Henry" collection of foreign destination covers. There were over 1650 lots and over 3500 foreign rate covers in the collection but only one 25c rate to Schleswig-Holstein and not in the finest of condition. The owner told me he had searched for this rate for almost 35 years and finally had succeeded in acquiring one about five years prior to the sale of his collection. You can imagine my surprise when earlier this year the above cover came up for auction with the simple description of a #37 and #24 tied on cover with no relevance to the rate. I considered myself very fortunate to have acquired the cover so that it could be placed in a collection where it will be appreciated.



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FROM THE EDITOR

The new Scott *1991 Specialized Catalogue of United States Stamps* contains several changes regarding back-of-the-book (BOB) material. Improvements to enhance the accuracy of the specialized listings of BOB material include the listing of the short transfer variety of the 10 cent State Department stamp (O62); the replacement of the alleged cracked plate variety listing of the 10 cent War Department stamp (O88) with a note indicating that the crack at lower left is on all copies of the stamp because it was present on the original die; and the replacement of the block of four listing of the 1 cent Executive Department stamp (O10) with the block of six listing and a note indicating that the block of six is the only known block of this stamp. Previously listed minor varieties of imperforate pairs of the 1891 Postage Due stamps have been replaced with a note indicating their movement to the Die and Plate Proofs section of the catalogue. Individual subtype listings have replaced the previous separate column listing of (experimental) silk paper varieties within the Revenue section. Changes in the subtype listings of the Revenue Stamped Paper RN-A10 ("Tapeworm" format) reflect recent research. In addition, two major listings of Post Office Seals have been added (OX48 and OX49).

The substantially upward adjustment of prices on many of the BOB items reflects market trends, particularly for Post Office Typeset Seals, many unused Official stamps and many of the Revenue multiples, inverts and double transfers.

Perhaps the most important change in the *Scott 1991 Specialized Catalogue* is the removal of all special printings from their previous locations to a separate Special Printings section (pages 380-383) of the catalogue. Thus, previously listed front-of-the-book items, for example Scott 3 and 4, are now listed as back-of-the-book material. Special printings of the Official stamps have been removed from the Specimen section and properly placed within the new Special Printings section of the catalogue. From at least an academic point of view, the editors of the *Scott 1991 Specialized Catalogue* should be praised and acknowledged for this bold, but long overdue, action which recognizes the true status of the special printings. To the catalogue staff's credit, the surprise movement of these items to a separate section of the catalogue was apparently a high-security, well-kept secret which was not known, at least to collectors of official stamps, prior to delivery of the new catalogue. What effect, if any, this action will have on the prices of the various special printings is yet to be determined by market demand (the supply of these scarce items has not been changed). While album pages are printed for most of the special printings, it is hoped that album pages for the special printings of the Official stamps also will be made available to collectors.

EARLY USE OF THE 1¢ J1 AND 3¢ J3 POSTAGE DUE STAMPS

GEORGE B. ARFKEN

It was a matter of happenstance. The auction catalog, from a company I didn't know existed, was given to me by a friend. The cover was listed under Peru. However, to a postage due collector, the cover, shown in Figure 1, is a very special U.S. postage due cover. Very special for two reasons.

The first special feature is the very early date of usage of the 1¢ and 3¢ postage due stamps. There is a clear JUL 3 New York datestamp on the back. The year date is 1879 from the Lima datestamps and the Panama transit postmark. July 3, then, was the third day of authorized usage of these postage due stamps. Actually the stamps would have been applied at Darien, Wisc., a day or two later. Still, this is extremely early usage, earlier than



Figure 1. Underpaid from Peru and rated due 17¢. Pair of 1¢ J1 and strip of five of 3¢ J3 probably applied on July 5, 1879, the fifth day of authorized use.

the dates listed by Bower and Arfken.¹

The second special feature is the U.S. CHARGE TO COLLECT 17 Cents. Why 17¢? The 1881 *Official Postal Guide*, pp. 703-704, lists the rate from Peru via Panama as 5 centavos plus a 7 centavo surtax. Assuming this rate applied in June 1879, a three-fold rate would be 36 centavos. The cover was paid 27 centavos and so was 9 centavos short. As Peru had joined the UPU April 1, 1879, the New York Exchange Office doubled this deficiency to 18 centavos, the mandatory UPU penalty. But that's 18, not 17. A possible resolution of this discrepancy is that the 1881 *Official Postal Guide* lists the 7 centavo surtax as equivalent to only 34 centimes. U.S. 7¢ was equivalent to 35 centimes. One Peruvian centavo, at that time, was worth slightly less than one U.S. cent. Assuming this to be the case in July 1879, the Exchange Office converted the 18 centavos to 17¢ due.

The word "assuming" has been used twice in this admittedly speculative analysis. Any corrections or confirmation will be welcomed.

1. Warren R. Bower and George B. Arfken, "The Search Goes On," *The American Philatelist* (January 1987), Vol. 101, pp. 53-56.

**AN UNUSUAL WAR DEPARTMENT ENTIRE:
COMBINATION OF A LATE USE WITH A VERY SCARCE MACHINE CANCEL TRANSIT
MARKING
DENNIS W. SCHMIDT**

In my collecting of U.S. Official envelopes, I am always on the lookout for nice used examples of the early officials. So I was pleased to come across a used six cent War Department envelope, Scott UO56/UPSS WD104 (watermark 2, size 25, knife 122). It was canceled July 1 from Cambridge Sta., Mass. (Figure 1) and has a July 2, 1885, Washing-

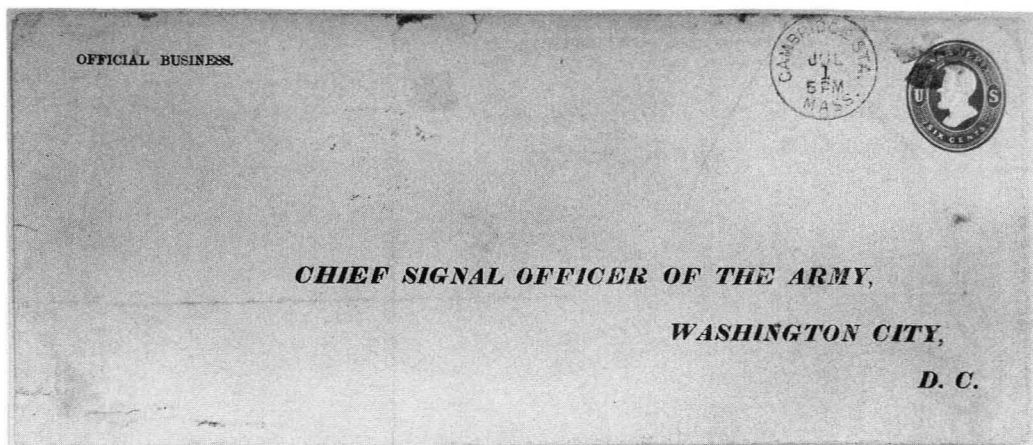


Figure 1. Six cent War Department entire (Scott UO56/UPSS WD104) canceled July 1 (1885) from Cambridge Sta., Mass.

ton, D.C., receiving mark (Figure 2). Official envelopes were declared “obsolete” by the government in July 1884, but some of the official envelopes, even without penalty overprints, were used well after that time. In my own collection, I have examples to 1894. In any case, this UO56 envelope is most welcome because of its scarcity (both Scott and UPSS have it listed but unpriced as a used entire).

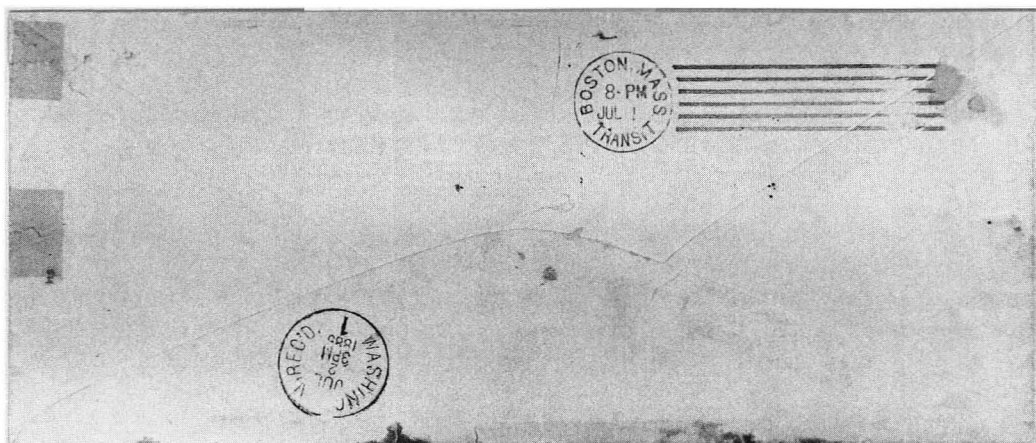


Figure 2. The back of Figure 1 showing the July 2, 1885, Washington, D.C., receiving mark and the unusual American machine transit backstamp.

This envelope has an additional bonus in that an American Postal Machines Company (APMC) transit backstamp is also present. In 1885, APMC created a transit backstamp which was in use briefly and is considered very scarce (scarcity code SS).¹ Reg Morris reported 12 known examples with dates ranging from May 23 to August 26, 1885.² As an American machine cancel, it is unusual because the normal year indicia were replaced by the word TRANSIT at the base of the dial. Mr. Morris reported that all known examples are on covers posted in Massachusetts, routed through Boston and destined for New England states. This cover has a printed address of the Chief Signal Officer of the Army in Washington, D.C. The very scarce machine marking certainly enhances an already welcome addition to my collection.

1. R.F. Hanmer, *U.S. Machine Postmarks 1871 - 1925*, Third Edition, David G. Phillips Publishing Co., Inc., North Miami, Fl., page 20, (1989).

2. Reg Morris, *American Machine Cancels to 1890*, Reg Morris, Edgcombe Park, England, page 25, (1978).

SHORT TRANSFER VARIETY ON THE 10 CENT STATE DEPARTMENT STAMP

ALFRED E. STAUBUS

Figure 1. Unused example of the short transfer variety (plate position #34) of the 10 cent State Department stamp. The marked short transfer, reflecting the missing portion of the stamp design, is at the top right side.



As engraved bank note company stamps, the early U.S. Official stamps (1873-1884) present collectors with a range of plate varieties for collection and study. One very collectible plate variety is that of the short transfer. And, of the known short transfer varieties on Official stamps, one of the most prominent is found on Scott O62, the 10 cent State Department stamp (Figure 1). In the July 1931 issue of the *Collectors Club Philatelist*, Charles J. Phillips reported the existence of a marked short transfer at the top on the right side of the 10 cent State Department stamp. Phillips, working with a full proof sheet of 100, described the short transfer on plate position #34 as having the horizontal frame line omitted as well as many of the vertical lines. Phillips's plate assignment of the short transfer as plate position #34 can be confirmed by examination of the upper half-sheet of the 10 cent State Department stamp which was pictured as lot #458 in Robert A. Siegel's 1981 *Rarities of the World* sale (579th sale, April 29, 1981). Photographic enlargements of the upper right portion of a normal 10 cent State Department stamp (Figure 2a) and that of position #34 (Figure 2b) permit comparison and reaffirmation of Phillips's description of this position. As cited by John N. Luff in his 1902 book, *The Postage Stamps of the United States*, 64,900 10 cent State Department stamps were issued. Consequently, there should have been 649 stamps from plate position #34 issued. How many of these 649 short transfer stamps have survived is unknown, but collectors should be on the lookout for this interesting variety.

This author was able to purchase an unused block of four of the 10 cent State Department stamp (Figure 3) from Robert L. Markovits's April 25, 1983, price list. When the



Figure 2a. Photographic enlargement of the upper right portion of a normal 10 cent State Department stamp showing the complete horizontal frame line and all vertical lines at the top right side.



Figure 2b. Photographic enlargement of the upper right portion of a used 10 cent State Department stamp from plate position #34 showing details of the missing portions of the stamp design.

block arrived, I was most pleased to find the short transfer variety on the bottom right stamp of the block. Submission of the block to the Philatelic Foundation resulted in a certificate (No. 132312) confirming the block as coming from "positions 23, 24, 33, 34; position 34-variety with short transfer at top right corner." A search of the philatelic literature revealed an interesting pedigree for this block. Comparison of the perforation centering shows that the block of four was originally from the block of nine (positions 13-15, 23-25, 33-35) which was sold in the Daniel F. Kelleher Co. 507th sale of February 26-27, 1971, as lot #1475 (Figure 4). This particular sale contained a number of distinguishable blocks of Official stamps which can be correlated with those sold from the Josiah K. Lilly collection auction sale, Part I (Robert A. Siegel 312th sale of February 2, 1967). The block of nine of the 10 cent State Department stamp corresponded to lot #417 in the Lilly collection sale. Other State Department blocks of nine in the Lilly collection sale included the 1 cent, 3 cent, 6 cent, and 7 cent denominations — the same unique set of State Department blocks of nine along with the 10 cent block of nine which were described by Philip H. Ward, Jr. in his *Mekeel's Weekly Stamp News* column of February 27, 1939 (page 103) as being part of the famous Ernest R. Ackerman collection. Thus, the block of four, pictured in Figure 3, not only has the desirable short transfer variety but also a traceable history as having once belonged to at least two of philately's greatest collectors, Senator Ackerman and Josiah K. Lilly.

While the short transfer variety on the 10 cent State Department stamp finally achieved catalog status in the *Scott 1991 Specialized Catalogue of United States Stamps*, the corresponding short transfer variety on the special printing of the 10 cent State Department (O62SD) remains unlisted. However, this special printing variety is known and was



Figure 3. Unused block of four of the 10 cent State Department stamp from plate positions 23, 24, 33 and 34. Plate position 34 shows the short transfer at the top right corner of the stamp design.

purchased as lot #641 in the Peter Kenedi of California, Inc. public auction #238-239 of June 1-2, 1981. This special printing (Figure 5) also was submitted to the Philatelic Foundation and found to be O62SD "position 34-variety with short transfer at top right corner" (certificate 132313). Since there were only 346 of the special printings issued of the 10 cent State Department stamp (fewer than four sheets), there is a possibility of another two or three examples of this special printing short transfer variety sitting in collections unrecognized.

This short transfer variety on both the regular and special printing issues of the 10 cent State Department was discussed and pictured by Michael Laurence in his Editor's Choice column of February 25, 1985 (*Linn's Stamp News*, page 3). Mr. Lawrence cited the commonly held view that:

"A short transfer is a plate variety that occurs when a stamp design is not fully transferred into the plate. This typically takes place when the transfer roller is not rocked its entire length.

"Thus, short transfers are found most frequently at the top or the bottom of a stamp design."



Figure 4. Unused block of nine of the 10 cent State Department stamp from plate positions 13-15, 23-25, 33-35. Comparison of the perforations confirms that the block of four shown in Figure 3 came from this block of nine (ex Lilly, Ackerman).

However, in his *Philatelic Foundation Bulletin* article (Volume 3, Number 1, January-March 1985, pages 2-3), “‘Short Transfer:’ A Misnomer,” Ernest A. Kehr (Sept. 10, 1911-November 13, 1986) argued that the so-called “short transfer” is really an artifact of a siderographer’s or a qualified engraver’s erasure of the excess metal ridge(s) which was forced up, usually along the forward edge, as the transfer roll relief was rocked into the plate. As a result of removing the excess metal ridge adjacent to the stamp design, a part of the design at the top, bottom or sides of the transferred design can be inadvertently also removed or erased. Mr. Kehr argued that the real description should be “removed” or “erased,” rather than “short transfer.” In a subsequent private correspondence with the author, Mr. Kehr pointed out that if the short transfer had been caused by an incomplete transfer, the entire length of the top, and not just the top right, portion of the stamp design should have been missing.

Thus, while Mr. Kehr may have been technically correct regarding the cause of the missing portions of stamp designs, the term “short transfer” is so ingrained within the philatelic literature and terminology that it is doubtful the terms “removed” or “erased”

Figure 5. Short transfer variety (plate position #34) on the special printing of the 10 cent State Department stamp (O62SD). There is a possibility of another two or three examples of this special printing short transfer variety which could be sitting in collections unrecognized.



will ever replace the generally accepted term "short transfer." It is however important for philatelists to be aware of the basis for the short transfer as described by Ernest A. Kehr in order to better understand and appreciate engraved classic stamps.

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**THE BEGINNING PERIOD OF BREMEN LINE MAIL SERVICE
NEW INSIGHTS INTO THE BREMEN POSTAL ARRANGEMENT — 1847
RICHARD F. WINTER AND WOLFGANG DIESNER**

Editor's note: The following article presents important new information on the Bremen treaty, its operation and rates, fully documented by the research of Richard F. Winter and Wolfgang Diesner. The impetus occurred about a year ago, through re-examination of the Figure 3 cover, which had long puzzled me. The sudden realization that no "PAID" preceded the "24" transatlantic postage (in characteristic New York blue ink) led to several tentative conclusions: New York would not have forwarded overseas mail with U.S. postage unpaid. Therefore New York expected Bremen to collect for the U.S. This meant that the treaty was *in force long before the accepted date*. Location of a few similar examples in Köhler catalogs proved this cover was not a fluke. Further, since the amounts due noted by Bremen must include any unpaid U.S. postage, some reinterpretation of charges was needed. Next was sharing these theories with Dick Winter, leaving him to search out the documentation, which he has ably done with the aid of Wolfgang Diesner who had independently reached the same conclusions. S. M. McD.

"Negotiation of the United States-Bremen Postal Arrangement of 1847" is the title of the first chapter of George E. Hargest's pioneering foreign mails postal history epic.¹ His explanation of the events leading up to the first bilateral postal agreement with a European government was based on U.S. Government records and has held up well over the nearly twenty years since written. His explanations of the rating of covers carried over the North Atlantic seaway under this agreement, however, showed some misunderstanding of the German transit rates and routing. Additional information, which allowed a better understanding of the German handling of these mails, was published in the February 1986 *Chronicle*,² adding measurably to our knowledge of many of the Bremen rate markings.

Hargest's conclusions about when the Bremen postal arrangement rates were first put into effect (March 1848) have been inconsistent with the markings evidenced on a few early voyage covers that have appeared in recent years. This precipitated a more intensive search for information in the German and U.S. Post Office records to find an explanation that supported the cover evidence.

The authors have shared their independent research into the early period of the Bremen postal arrangement and will jointly report their findings and insights. We will first review the origins of the postal arrangement, discuss when the arrangement was actually put into effect, explain the existence of a neglected Bremen inland transit rate and the Hannover transit rate, and address some of the changing transit rates within the German States which affected foreign rates. We will then analyze examples of covers carried on the first six voyages of the Ocean Steam Navigation Company, the Bremen Line, by the U.S. pioneer steamships *Washington* and *Hermann*.

Origins of the Bremen Postal Arrangement

Christian Piefke provides an excellent discussion of the Bremen postal relations with the United States.³ Chapter 22 of Piefke's treatise was translated by Charles J. Starnes and

1. George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875* (Washington, DC: Smithsonian Institution Press, 1971), p.3.

2. James Van der Linden, "Transatlantic Mail: Letter Post to Württemberg via Bremen," *Chronicle* 129:62-69.

3. Christian Piefke, *Die Geschichte der Bremischen Landspost* (Bremen: Schlüssel Verlag Hans Kasten, 1947), Chapter 22.

was made available to Hargest. Later the translation was published in the *Chronicle*.⁴ Piefke provides an important look at the German perspective on the events leading to the formulation of the first Bremen postal arrangement. To this can be added highlights of the U.S. perspective as seen in Post Office records.

The post office authority of the Hanseatic republic of Bremen was exercised by a committee of its senate with Senator Arnold Duckwitz the principal member of that committee.⁵ When Duckwitz learned of the U.S. intention to establish a subsidized direct mail service to Europe in early 1845, he asked the American consul in Bremen, Col. A. Dudley Mann, to make Bremen the European terminus of that service.⁶ Recalling the early events in a 12 May 1847 letter to Mann, Postmaster General Cave Johnson wrote "... I received your letter from Bremen dated the 15th February, 1845, urging the adoption of a line of mail steamers between New York and Bremen and enclosing me a letter from the Postmaster General of Bremen to yourself dated the 15th January offering the most liberal accommodations for our mails. This was the first suggestion from any quarter of making Bremen the terminus of the American mail line."⁷ When consul Mann was recalled to Washington in the summer of 1845 he again urged PMG Johnson to consider the selection of Bremen. He also recommended that the steamships call at Cowes enroute to and from Bremen to put off and take on board the English and French mails. This request was supported by the American consul at Cowes.⁸

PMG Johnson showed his support for this suggestion with the following observations: "Bremen promises more advantages than any other city on the Western Coast of the Continent. Its port [Bremerhaven] was equal if not superior to any other: its position was well suited for intercourse with Northern and Middle Europe, containing a population of more than one hundred and twenty millions, extensively engaged in manufactures as well as agriculture: Rail Roads were completed or in progress to the most wealthy and populous portions of it. It is the principal market for one of our great staples, Tobacco, in which so many of the States are deeply interested, charging a duty of less than one per cent Its tariff is in other respects liberal and its Government Republican In addition to these considerations I may say that I desire to see the American Citizens and American Institutions judged of by civilized Europe through some other medium than the caricatures of the British Press."⁹

Because the Belgians were making a very strong effort to secure Antwerp as the terminus of the line instead of Bremen, the Bremen senate despatched Bremen citizen and merchant C. Th. Gevekoht, in Baltimore on private business, to Washington in November 1845, with instructions and the authority of the Bremen senate to negotiate an arrangement with PMG Johnson.¹⁰ Gevekoht was instrumental in finding a contractor, Edward Mills of New York, to prepare a plan for a steamship line from New York to Bremen, thus eliminating Belgium as a terminus.¹¹ On 19 February 1846, Mills was accepted by the Postmaster General as the contractor to establish a steamship line to carry mails to Europe

4. Charles J. Starnes, "History of the Bremen State Post, Chapter 22 — Postal Relations with the United States of America," *Chronicle* 126: 133-138.

5. U.S., Congress, House of Representatives, *Executive Document* 35, 30th Congress, 1st Session, serial 516, p.9.

6. Starnes, *op. cit.*, p.133.

7. *Letter Books of the Postmaster General of the United States*, Volume U-1, Record Group 28, Post Office Department, The National Archives, Washington, D.C., pp.44-46.

8. *Ibid.*, p.45.

9. *Ibid.*, p.46.

10. Starnes, *op. cit.*, p.134.

11. *Ibid.*, p.135.

and Congress gave confirmation on 19 June 1846.¹² PMG Johnson signed a contract on 2 February 1847 with the Ocean Steam Navigation Company, the line formed by Edward Mills to carry U.S. mails from New York to Cowes, England and then to Bremerhaven.¹³

With confirmation of the steamship line contract in February 1847 and the decision to terminate the line in Bremen (Bremerhaven), Gevekoht was able to reach an understanding with PMG Johnson on the features of a postal contract between Bremen and the U.S. A postal arrangement between the United States and Bremen was signed by PMG Johnson on 29 March 1847 in Washington, D.C., which governed the receipt, delivery, and distribution of the U.S. mails at Bremen, their despatch to other places in Europe and beyond, and the accounting for and payment of U.S. postage.¹⁴ On 26 May 1847 PMG Johnson deputized Selah R. Hobbie, his First Assistant Postmaster General, to act as a special agent to complete the negotiations of the Bremen arrangement by travelling to Bremen on the first voyage of the *Washington*, taking with him the details worked out with Gevekoht.¹⁵ Hobbie arrived in Bremen on 19 June 1847 and secured Duckwitz's signature on the general postal arrangement by 26 June.¹⁶ Hobbie also proposed a set of regulations on 13 September 1847 which Duckwitz accepted on behalf of Bremen and signed on 18 September 1847.¹⁷

At the end of the negotiations with Hobbie, Duckwitz requested that the Bremen post office be allowed to charge an additional postage of 2¢ for each letter carried between Bremen and Bremerhaven.¹⁸ Since Hobbie had no instructions for this additional concession, he noted the request and it was left to Duckwitz to collect the additional charge until further notice.¹⁹ Duckwitz formally made his request for the extra 2¢ charge in communications to PMG Johnson on 18 September 1847, referring the question "entirely to the liberality" of the U.S. Postal Department.²⁰

PMG Johnson waited until 16 March 1848 to respond, then addressed Duckwitz's request in a sharply worded return letter.²¹ Johnson pointed out that many countries in addition to Bremen, such as Holland, Hamburg, Belgium, and even Portugal had offered inducements and amenities to secure the U.S. decision on a European terminus. He cited in particular the strong effort advanced by Belgium by offering not only to give up port charges but also eliminating the Belgium internal postage of about 10¢ which it could legally charge on mails transiting through Belgium, a concession considerably more than the 2¢ Bremen was to sacrifice for transit. Despite this, Johnson had still selected Bremen for the European terminus and now was being accused of not being liberal in allowing this

12. U.S., Congress, House of Representatives, *Executive Document 50*, 30th Congress, 1st session, serial 518, pp.1-6.

13. *Ibid.*, p.2. In the *PMG Letter Books*, Vol. U-1, p. 108, there is a letter of 16 June 1847 responding to a 10 June 1847 letter from Christian H. Sand. After the Ocean Line's first steamship *Washington* had departed on its 1 June maiden voyage to Bremen, Sand wrote to the PMG and enclosed his assignment from Edward Mills as President of the Ocean Steam Navigation Company. Before accepting transfer of control of the steamship line, PMG Johnson wanted assurances that all the Directors were citizens of the U.S., a requirement enacted by Congress in 1845. By 23 June 1847, satisfied with the details of the new management, PMG Johnson wrote that he was prepared to transfer the contract that he had signed with Mills. (*PMG Letter Book*, Vol. U-1, p.120)

14. U.S., Congress, Senate, *Senate Executive Document 25*, 30th Congress, 2d session, serial 531, pp.7-9.

15. *Ibid.*, pp. 5-7.

16. *Ibid.*, p.9.

17. *Ibid.*, pp. 9-13.

18. Starnes, *op. cit.*, p.136.

19. Piefke, *op. cit.*, p. 119.

20. Letter Books, *loc. cit.*, Vol U-1, p.435.

21. *Ibid.*, pp. 435-437.

additional concession. He ended by saying that the allowances already given to Bremen are "... as dust in the balance compared to the incidental and resulting advantages which must and will accrue to Bremen from the mere fact that an American line of Mail Steamers opens, *through her*, direct, frequent and desirable communication and commercial intercourse between this great and growing country and the entire Continent of Europe."²²

In a letter to corporation lawyer Smidt, Duckwitz admitted that he had apparently pushed things too far, was embarrassed by the tone of the letter from PMG Johnson, and said the Bremen senate would act according to the postal arrangement and would renounce the special additional charge for transit from Bremerhaven to Bremen. At the end of the letter Duckwitz wrote "I think that we should not be too hasty in notifying the German post offices of this, I mean, that one could leave them in doubt and let them pay the two cents a few more times, whereas the two cents will not be put on the account of the American office for letters sent to America."²³

Effective Date of the Arrangement

Hargest concluded that the Bremen postal arrangement was not put into effect with the first voyage of the Ocean Line, that of *Washington* on 1 June 1847, but was delayed until the first voyage of their second steamship *Hermann* on 21 March 1848.²⁴ This conclusion was based upon PMG Johnson's report to the Senate which indicated the public was not notified of the regulations until a Post Office Notice was published on 1 March 1848.²⁵ There is ample evidence, now, that PMG Johnson put the Bremen postal arrangement into effect with the first voyage of *Washington* and that mails were carried on *all* of the Ocean Line voyages before March 1848. The public, however, was provided with only limited information before March 1848 since the details of the transit fees beyond Bremen had not been worked out.

PMG Johnson issued a Post Office Notice on 30 April 1847 which was published in the *National Intelligencer* of Washington, D.C., on 7, 8 May 1847. The Notice was also published in the *Tribune* of New York on 7 May 1847. A copy of this important Notice follows:

POST OFFICE

Foreign Mails No. 1, From New York by Cowes, England to Bremen, Germany.

The arrangements for a regular conveyance of mails to and from Europe by the above route are so far completed that the *Washington*, the first steamship of the line, will leave New York for Cowes and Bremen Haven on Tuesday, the first day of June next, and also on the first day of each second month thereafter.

It is expected that the second steamship will be ready to depart in the course of the season on the first day of each intermediate month, thus furnishing a monthly mail in each direction. Of the commencement of the monthly arrangement due notice will be given.

POSTAGE

The inland postage to the city of New York, as well as the postage by steamer from New York, is to be prepaid on small mailable matter to be conveyed by this line, excepting that addressed to Bremen or to places to which said matter will pass through the Bremen post office. Hamburg is not included in this exception. To Bremen, and to the points supplied through that office, unpaid letters, etc. may be sent; postage to be collected at Bremen.

The rates of postage established by the act of March 3, 1845, "to provide for the transportation of the mail between the United States and foreign countries," are on the above route as follows:

22. *Ibid.*, p.437.

23. Piefke, *op. cit.*, p. 189 (note 93).

24. Hargest, *op. cit.*, p. 15.

25. *Senate Executive Document 25*, 30th Congress, 2d session, serial 531, p. 13.

Upon all letters and packages not exceeding one-half ounce in weight, twenty-four cents; over one-half ounce in weight and not exceeding one ounce, forty-eight cents; and for every additional half-ounce, or fraction of an ounce, fifteen cents.

Upon each newspaper, pamphlet, and price current, three cents.

Inland postage in all cases to be added, whenever the matter is transported by mail within the United States.

The following is the fourth portion of the act above mentioned:

“*And be it further enacted*, That it shall not be lawful for any person to carry or transport any letters, packages, or newspaper, or printed circular, or price current, (except newspapers in use, and not intended for circulation in the country to which said vessel may be bound,) on board the vessels that may hereafter transport the United States mail, as provided for in this act; and for every violation of this provision a penalty of five hundred dollars is hereby imposed, to be recovered by presentment, by information or *qui tam* action; one half for the use of the informer and the other half for the use of the Post Office Department.”

C. JOHNSON, Postmaster General.

Post Office Department, April 30, 1847.

By this Notice, the public was afforded the option of sending letters to Bremen either paid or unpaid. Other letters had to be prepaid the U.S. inland fee to New York and the American packet rate of 24 cents. The intent here was to advise of the required prepayment on all letters except those to Bremen as this line was also carrying mails for Great Britain and the European Continent to be put off at Cowes. This interpretation is confirmed in a 19 May 1847 letter to the Postmaster of Baltimore in which PMG Johnson writes “We must require prepayment upon all letters etc. sent to England, Ireland, Scotland, Hamburg, The Netherlands, Belgium, France, Italy, Spain and Portugal. We have no postal agreements with them for the collection of postages for us. All other matter will be sent to Bremen and need not be prepaid, as we have an agreement with that office to collect for us.”²⁶ Note that this letter was penned five weeks before Duckwitz signed the general postal arrangement in Bremen. PMG Johnson felt confident in the arrangements that he had concluded with Gevekoht which he was about to send with Hobbie to Bremen. A second letter from PMG Johnson on 24 December 1847 to C.M. Bollman, Esq., the Hanoverian Consul in Pittsburg, stated “Letters and papers sent to Bremen may be prepaid or not at the option of the writer.”²⁷

Robert H. Morris, Postmaster of New York, placed notices in the *Commercial Advertiser*, a commercial newspaper of New York, before the three Ocean Line voyages for Bremen in 1847. Each read, “The mail for the above steamer will close at this office on [day, date, and time on the day of sailing]. The postage is to be prepaid, except on letters, packets, and newspapers mailed to Bremen. Mail matter to Bremen, either for delivery or distribution, may be sent either with or without the postage being previously paid.”²⁸

From the above it is clear that, as far as PMG Johnson was concerned, the Bremen postal arrangement was effective when *Washington* sailed on 1 June 1847 and for all voyages of that steamship before *Hermann's* first voyage on 21 March 1848.

Bremen and Other Foreign Transit Rates and Changes

As mentioned earlier, Bremen imposed a small charge for the transit from Bremerhaven to Bremen. The charge was 2 grote Bremen currency (about 2¢) or $\frac{3}{4}$ gutegroschen in Hannover currency. This transit charge was first announced on 29 May 1847 and wasn't

26. *Letter Books, loc. cit.*, Vol. U-1, p. 50.

27. *Ibid.*, Vol. U-1, p.298.

28. *Commercial Advertiser*, 31 May 1847, 21 September 1847, and 15 November 1847.

rescinded until 31 May 1848.²⁹ Cover examples confirm that this charge was effective for the first *five* voyages of the Ocean Line only. Circular 1707 of Hannover Director General of Posts v. Rudloff, dated 6 October 1847, addresses North American correspondence and also shows the $\frac{3}{4}$ gutegroschen Bremen-Bremerhaven transit charge was in effect at the time.³⁰ At the same time the Hannover Post Office in Bremen charged a transit fee for letters forwarded *through* Hannover's territory to other German States of $1\frac{1}{3}$ gutegroschen. This charge was levied on the next postal administration to handle the letter.

The foreign rates under the first Bremen postal arrangement (transit fees from Bremen to the other German States and to countries beyond Germany) have been a source of confusion to postal historians. Hargest cites one set of rates, those published in the 3 February 1849 Report to the Senate by PMG Johnson.³¹ A second set is published in PMG Johnson's 20 January 1848 Report to the House of Representatives.³² A third set appears on the 1 March 1848 Post Office Notice of PMG Johnson, issuance of which was duly reported to the Senate and formed the basis for Hargest's conclusion that *Hermann's* 20 March 1848 voyage was the first under the new postal arrangement. While different, the foreign rates in these tables are all correct as reported when considered at the time they were reported.

The general arrangement that Hobbie took to Bremen in June 1847, which had been signed by PMG Johnson, had no list of foreign rates. Hobbie reported to PMG Johnson on 15 January 1848 that Duckwitz had already arranged for reduced transit fees to Bremen from Hamburg, Oldenburg, Hannover, Brunswick, Prussia, and Saxony based on a weight of one half ounce per single rate.³³ The foreign rates to these six destinations were never in contention and agree in the different versions of the foreign rate tables reported through March 1848. Hobbie went on to say that uniform arrangements for destinations covered by the Thurn and Taxis Post and for Austria had not been accomplished but that he thought they would soon be completed.³⁴ Hobbie's 15 January 1848 report included a Table of Rates different from the 13 September 1847 Regulations, saying "This table is more accurate, because made at a later date, than the list in the regulations." His 15 January 1848 Table of Rates is the one that Hargest should have used in his book³⁵ for it agrees completely with the 1 March 1848 Post Office Notice excepting the 28¢ rate to Bergen, Christiana, and farthest part of Norway which was shown as per $\frac{1}{2}$ oz. instead per $\frac{1}{4}$ oz.

In the fall of 1847, Hobbie had anticipated the Thurn and Taxis transit rates would be 12¢ per $\frac{1}{2}$ oz. for all the German States served by the post³⁶ and wrote this transit rate into the Regulations he proposed on 13 September 1847. This was the amount the Director General of the Thurn and Taxis Post had agreed to on letters sent from his territories to

29. Werner Steven, *Zusammenstellung der Portosätze für die Correspondenz mit dem Ausland, Taler-Währung 1846-1875* (Braunschweig, 1985), p. 59. Steven's data are based on Prussian postal records and don't reflect Bremen's rescinding this order before the arrival of *Washington* on 12 May 1848, the sixth voyage of the line. *Washington* covers on this voyage do not show the extra $\frac{3}{4}$ ggr. transit fee.

30. Bremen State Postal Archives (Postakten "Postdampschiffsverbindung Bremen-USA 1846-67").

31. *Senate Executive Document 25*, 30th Congress, 2d session, serial 531, pp. 18-19.

32. *Executive Document 35*, 30th Congress, 1st session, serial 516, pp.13-14.

33. *Ibid.*, p.9.

34. *Ibid.*, p. 9.

35. Hargest, *op. cit.*, p.16.

36. The Thurn and Taxis Post served the Kingdom of Württemberg and principalities of Hohenzollern; the principalities of Hesse Homburg, and Meisenheim, Lippe Detmold, Reuss, Schaumburgh Lippe, Schwarzburgh Rudolstadt, and Schwarzburgh Sonderhausen; the grand duchies of Hesse Cassel, Hesse Darmstadt, and Saxe Altenburgh, Saxe Coburg, Gotha, and Saxe Meiningen, and the free city of Frankfurt; according to Hobbie.

Bremen; however, as Hobbie reported, the Director General would not "... restrict the charge to so low an amount on the correspondence received, as Bremen, in virtue of some arrangement with Hanover, sends those mails by the Hanover posts instead of his own, and he is obliged to account to that government for a transit charge thereon."³⁷

The actual Thurn and Taxis transit fees reported by Hobbie in his 15 January 1848 Report were, for the most part, almost twice as large as he originally proposed since they were based upon a 1/4 oz. weight rather than the expected 1/2 oz. weight. The transit fee from Bremen to Württemberg turned out to be almost four times larger than what Hobbie had expected, 21¢ per 1/4 oz. vice 12¢ per 1/2 oz. If the 1 1/3 ggr. Hannover transit charge is removed, then the transit fee to Württemberg was about 17¢ or 24 kreuzer per 1/4 oz. This is the Württemberg transit fee we see on cover examples on the first seven voyages of the Ocean Line. On 22 July 1848, the General Post Office of the Thurn and Taxis Post in Frankfurt announced the acceptance of a uniform German inland rate for U.S. mail by steamer to Bremen of 12¢ per 1/2 oz. (4.5 ggr. or about 18 kr.).³⁸ This resulted in the transit fee beyond Hannover to Württemberg being reduced to 8 kr., a six-fold reduction. Covers from the ninth and later voyages of the Ocean Line show this reduction. It would appear that the Thurn and Taxis Post finally agreed to reduced transit charges about ten months later than Hobbie had anticipated.

Since the public had no information on the foreign transit rates before the 1 March 1848 Post Office Notice, all letters sent under the Bremen arrangement before that date, which includes the first four voyages of *Washington* only, should be unpaid letters or letters paid only to Bremen. A comparison of the 13 September 1847 Regulations table, the 15 January 1848 Hobbie report table, and the 1 March 1848 Post Office Notice rates is shown at the end of this article in Table I. The 1 March 1848 column should be used when analyzing covers from the early voyages. By September 1850, many of the foreign transit rates had changed and the public was notified accordingly. In April 1850 most of the German States formed together into the German-Austrian Postal Union and established uniform transit rates within the Union. Revised foreign rates to these States were published in *The United States Postal Guide and Official Advertiser*.³⁹ Apparently there was still some uncertainty about the German transit rates nine months later because Postmaster General N.K. Hall issued a table of revised Postage to Foreign Countries in June 1851, to go into effect with the new 1 July 1851 U.S. rate changes, with the comments "It is supposed that these foreign rates have been reduced under a late postal treaty between the German States; but official information of it has not been received. By prepaying only the 20 cts. U.S. postage, and leaving the balance unpaid, the advantage of such reduction (if any) may be secured."⁴⁰ The Bremen rate changes from these two notices, as well as the April 1852 *Post Office Laws and Regulations*,⁴¹ are also shown in Table I illustrating how the foreign transit rates fluctuated.

Cover Examples

Examples of covers from five of the first six voyages of the Ocean Line have been selected to illustrate the various markings and to show transit rates. Covers from each of these voyages are scarce as a surprisingly small number were carried by the steamships and have survived to this day. Bremen State Postal Archives have produced records provided by the Director of the Bremen State Post Office to the Post Commission of the Bre-

37. *Executive Document 35*, 30th Congress, 1st session, serial 516, p.10.

38. Bremen State Postal Archives, *op. cit.*

39. *The United States Postal Guide and Official Advertiser*, Wierenga Reprint, Vol. 1, (July 1850-June 1851), p. 69.

40. *Ibid*; Vol. II, (July 1851-June 1852), p. 61.

41. *Postal Laws and Regulations of the United States of America*, 1852, Wierenga Reprint, Regulations, pp.34-35.

men Senate (Duckwitz, the principal official) which show the number of letters carried to Bremen on the first six voyages as follows:

	Voyage	Steamship	No. Letters
1.	1 Jun 47	Washington	2400 (approx.)
2.	23 Sep 47	Washington	No record at hand
3.	18 Nov 47	Washington	3606
4.	21 Feb 48	Washington	2916
5.	21 Mar 48	Hermann	4116
6.	20/25 Apr 48	Washington	4947

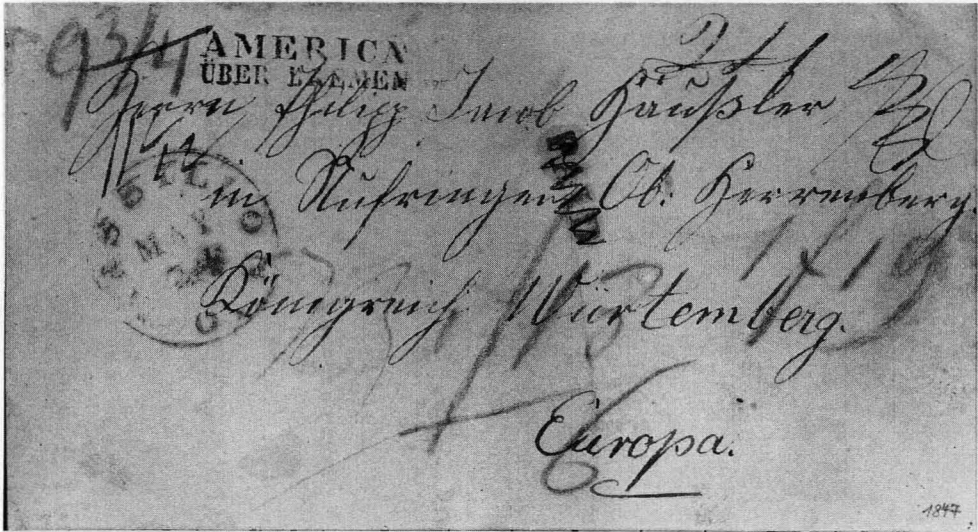


Figure 1. Massillon, Ohio to Rufingen, Württemberg, 24 May 1847, carried on maiden voyage of Ocean Line *Washington*. Bremen debited 24¢ by New York and Hannover debited 9³/₄ ggr. by Bremen showing ³/₄ ggr. Bremen transit fee. Postage due from recipient 1 Gulden 19 kreuzer. (Diesner collection)

Figure 1 illustrates a first voyage cover. It originated in Massillon, Ohio, on 24 May 1847 and was addressed to Rufingen, Württemberg. The letter was prepaid 10¢ for the U.S. internal postage to New York. At New York the letter was considered unpaid from New York and Bremen was debited 24¢, manuscript in blue ink, upper right. The red PAID handstamp of Massillon and the manuscript 10 were crossed through at the same time in the same blue ink. This letter was included in the small mail that was carried by the *Washington* on its maiden voyage to Bremen, the same voyage which took Hobbie to England and later to Bremen. Bremen struck the two line black handstamp AMERICA/ÜBER BREMEN to show the origin of the letter. A dated backstamp of 19 June was applied by the Hannover Post Office in Bremen. Alongside to the left of the handstamp the Bremen postal clerk wrote 9³/₄ in brown-red crayon, the debit to Hannover in gutegroschen, the currency of Hannover. This debit included 9 ggr. (24¢ equivalent) transatlantic fee debited Bremen by New York and ³/₄ ggr. Bremerhaven-Bremen transit fee.⁴² Hannover added their own transit fee of 1¹/₃ ggr. and wrote the debit to the Thurn and

42. Circular 1707 of Hannover Director General of Posts v. Rudloff, previously cited, shows the 24¢ fee from Bremen to New York to be 9 ggr. (1 ggr. = 2²/₃¢), the 29¢ U.S. fee equivalent to 10¹¹/₁₂ ggr. and the 34¢ U.S. fee equivalent to 12³/₄ ggr. This is not the usually cited equivalence of 1 ggr. = 3¢, but less, and that which was agreed to between Hannover and Bremen. Van der Linden in *Chronicle* 129:63 attributed this difference to an extra Bremen internal fee, but we can see from the Hannoverian Post Office notice that this was not correct. This notice also stated the fee from Hannover or Braunschweig (Brunswick) to Bremen was 2 ggr. and the Hannover transit fee for all other mails from beyond Hannover was 1¹/₃ ggr.

Taxis post of 11 $\frac{1}{12}$ ggr. This converted to 49 kreuzer Southern German States currency. The Thurn and Taxis post added 24 kr. transit fee to Württemberg and debited Württemberg 73 kr., shown in light blue ink to the left of center of the cover. This was equivalent to 1 gulden 13 kr. (60 kr. = 1 gulden). Württemberg added a 6 kr. transit fee to this to arrive at a total postage due of 1f19 or 1 gulden 19 kr. shown in manuscript in a red-brown crayon on the right edge of the cover. This cover shows for the first time the U.S.-foreign rate of 24¢ for mails transported in the U.S. mails under the provisions of the Act of Congress of 3 March 1845.

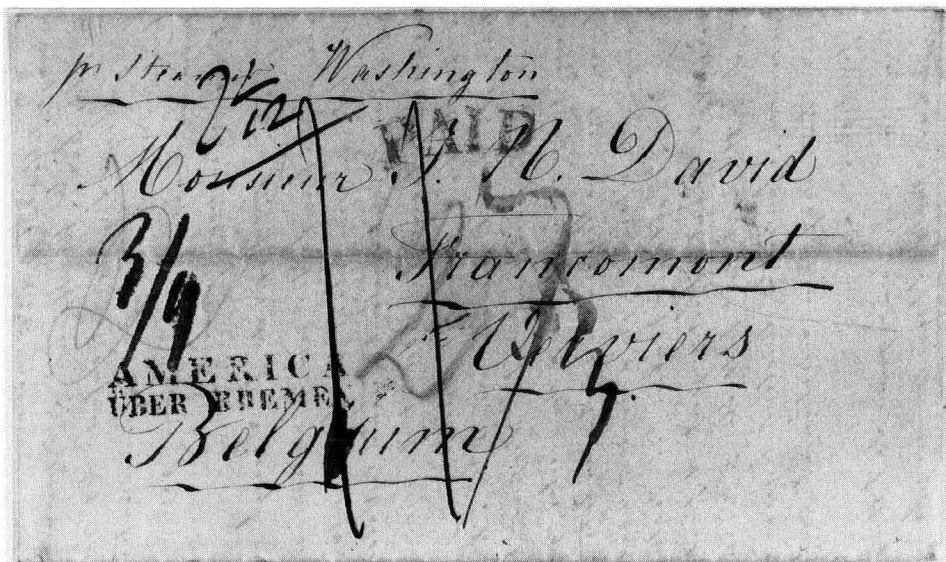


Figure 2. Folded letter from New York, 20 Sep. 1847, to Francomont, Belgium, by Ocean Line *Washington* on second voyage. Fee to Bremen of 24¢ prepaid. Hannover debited $\frac{3}{4}$ ggr. Bremen transit fee and Prussia debited $2\frac{1}{12}$ ggr. ($\frac{3}{4}$ + $1\frac{1}{3}$ ggr.) by Hannover. Postage due of 11 decimes at destination. (Geuther collection)

Figure 2 illustrates a cover from the second voyage. This letter originated in New York on 20 September 1847 and was addressed to Francomont, Belgium, a small hamlet of Lambermont famous for its woolen felt materials four miles west of Verviers. New York marked 24 in pencil on the left center of the cover (only “2” of “24” shows in Figure 2), probably when the letter was first taken to the window and prepaid, then later struck a red curved PAID handstamp to show the 24¢ American sea postage was paid. The letter was placed in the mails to be carried by *Washington* from New York on 23 September 1847. Upon arrival in Bremen the letter was struck with a black two-lined handstamp AMERICA/ÜBER BREMEN and marked for a Bremerhaven-Bremen transit debit of $\frac{3}{4}$ ggr. in magenta ink just above the handstamp. Hannover added their transit fee of $1\frac{1}{3}$ ggr. and debited Prussia $2\frac{1}{12}$ ggr. (magenta ink, upper left). Prussia added transit fees to arrive at a $7\frac{1}{4}$ silbergroschen debit to Belgium (9 decimes) marked in red in the center of the cover. Belgium marked the internal postage of 20 centimes (2 decimes) in red crayon and showed the total postage due as 11 decimes in black ink.

Figure 3 shows an example from the third Ocean Line voyage. This folded letter originated in New York on 17 November 1847 and was addressed to another New Yorker care of the U.S. consul in Rome, Italy. The letter was endorsed “By the United States Mail Ship/*Washington* for Bremen/Nov 18/47” and sent unpaid. New York marked the manuscript 24 in blue ink, the U.S. debit against Bremen for sea postage by American steamship. Upon arrival in Bremen the letter was struck with a black two-lined handstamp AMERICA/ÜBER BREMEN with a red crayon $9\frac{3}{4}$ debit marking to Hannover alongside to the left. As shown in the earlier example, this was for the Bremerhaven-Bremen transit

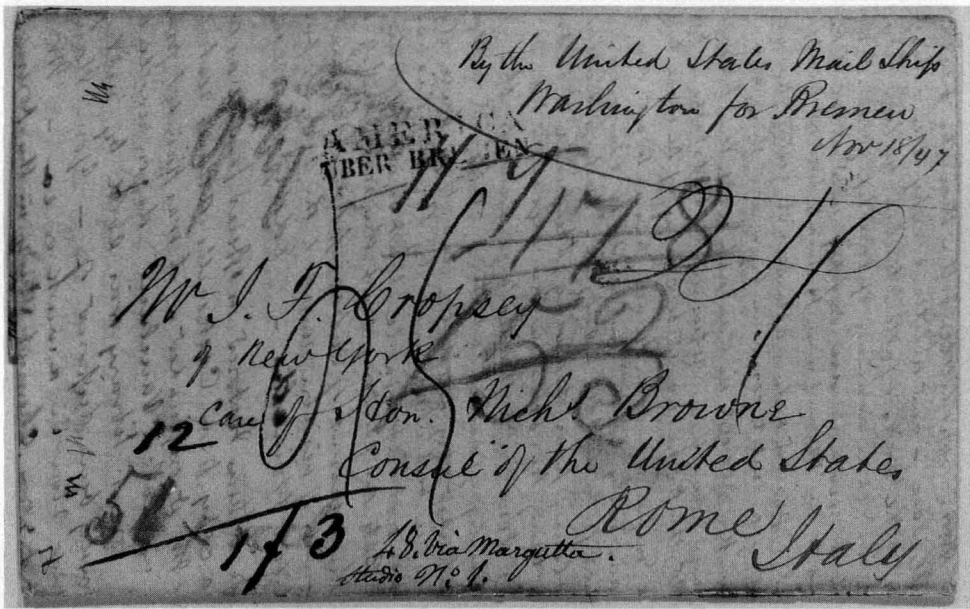


Figure 3. Unpaid letter on third Ocean Line voyage from New York, 18 Nov. 1847 by Washington, addressed to Rome, Italy. Letter shows $9\frac{3}{4}$ ggr. debit to Hannover and numerous transit charges through Saxony and the Austrian Empire to the Roman States. Postage due 45 bajocchi. (McDonald collection)

and for the transatlantic fees. To this Hannover added its $1\frac{1}{3}$ ggr. transit fee and debited Saxony 11 ggr. 9 pf. This is slightly more than the $11\frac{1}{2}$ ggr. debit shown in Figure 1 and may include a small transit fee for Prussia. The letter was routed through Saxony into the Austrian empire and then into the Roman States. An established rail system, already in use, connected the cities of Hannover, Brunswick, Magdeburg, Leipzig, and Dresden. Saxony debited Austria 178 pfennige after adding 25 pfennige for internal transit. This was restated as 51 Austrian kreuzer. Austria added 12 kreuzer transit and debited Rome 1 gulden 3 kreuzer Austrian. The postage due in Rome was 45 bajocchi, but the authors don't know how this number was determined as it appears to be less than the equivalent of the accumulated charges to the Austrian-Roman States border. The cover was received at Rome on 20 December, per backstamp.

In Figure 4 we illustrate a cover carried on the fifth voyage of the line, the maiden voyage of *Hermann* from New York on 21 March 1848. This letter was posted in New York on 19 March addressed to Ankum near Osnaburg (Ger. *Osnabrück*) in the western enclave of Hannover bounded by Holland. The letter contents indicate it would be handled in Bremen by an agent for the Lampe family and perhaps sent privately under cover from there to Ankum. This would explain the absence of backstamps showing arrival at destination in Hannover. The letter was prepaid 24¢, the American steamship rate to Bremen, which was marked in pencil under the Bremen marking on the upper left side of the cover. New York struck a very faint PAID PART handstamp in black which was overstruck with the red curved PAID marking. The change of New York markings reflects the desire of the Lampe agent in New York to pay the letter only to Bremen and convincing the New York postal clerk that this was the full payment rather than a partial payment. Bremen marked the two-lined handstamp in black, AMERICA/ÜBER BREMEN and the $\frac{3}{4}$ ggr. debit to Hannover in brown-red crayon above the handstamp. At the Hannover post office in Bremen, the Lampe agent paid the $\frac{3}{4}$ ggr. Bremen transit and the 2 ggr. Hannover inland fees and took the letter. A restatement of all the charges paid by the Lampe agents of $9\frac{3}{4}$ ggr. to Bremen is also recorded on the letter in red ink below the word "steamship" of the letter



Figure 4. Fifth Ocean Line voyage cover carried on maiden voyage of *Hermann* from New York 21 Mar. 1848 to Anklam, Hannover. Letter paid 24¢. Red curved PAID overstruck faint black PAID PART marking of New York. Last voyage on which Bremen still debited Hannover $\frac{3}{4}$ ggr. transit fee. (Diesner collection)

endorsement (9 ggr. as “Paid Part” in New York and the $\frac{3}{4}$ ggr. Bremen transit fee). The manuscript 2 in the middle of the cover is a statement of the Hannover inland fee written in a brown-red crayon. The manuscript 2 is crossed through in a brown ink, the same color ink as the small “12-III” written above the word “steamship” in the endorsement, which may be the account book number of the Lampe account in the Hannover Post Office of Bremen.

Figure 5, the final cover to be pictured, is from the sixth Ocean Line voyage. The letter was posted in Clinton, Ohio, on 20 April 1848 as shown by a manuscript post office endorsement on the left side of the cover, and addressed to Württemberg, care of the mayor of Urach. On this same day, *Washington* departed New York for Bremen only to return two days later with mechanical problems. The voyage wasn’t resumed until 25 April allowing additional mails, which arrived in New York after the original sailing date, to be put on board.⁴³ This was one of those letters. It was prepaid 10¢ in Clinton, the U.S. inland fee to New York, and marked in manuscript in the upper right “Paid 10.” While the option of paying the U.S. inland postage only was not one of the allowable options under the Bremen postal arrangement, New York allowed this prepayment and treated the letter as an unpaid letter from New York. A black 24 handstamp was struck at New York to show the debit to Bremen for the American steamship postage to Bremen. Bremen struck the two-lined AMERICA/ÜBER BREMEN marking in black and debited Hannover 9 ggr. in red crayon just to the right of the handstamp. This was the transatlantic fee only, the $\frac{3}{4}$ ggr. Bremerhaven-Bremen transit charge no longer being in effect. Hannover added its $1\frac{1}{3}$ ggr. transit fee and debited the Thurn and Taxis post $10\frac{1}{3}$ ggr. which converted to 46 kr. A transit rate of 24 kr. was added for carriage to Württemberg, making the debit to Württemberg by the Thurn and Taxis post 70 kr. or 1f10. Württemberg added another 6 kr. transit fee. The total postage due was 1 gulden 17 kr. or 1f17 indicating a 1 kr. local fee was also added.

43. Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, 1988), p.84.

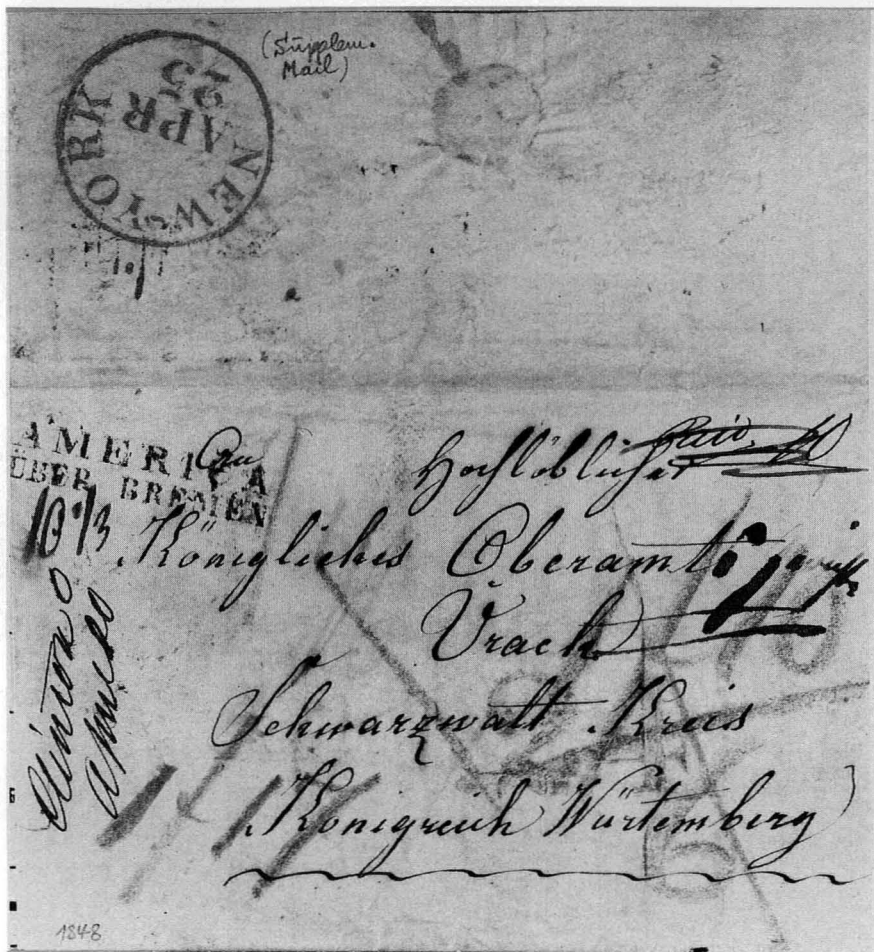


Figure 5. Clinton, Ohio, 20 Apr. 1848, sent to Urach, Württemberg on the sixth Ocean Line voyage. Letter included in supplemental mails carried by *Washington* when vessel returned to New York for repairs two days after first departure. Letter paid 10¢ to New York, then sent unpaid to Bremen. Debit $10\frac{1}{3}$ ggr. ($9 + 1\frac{1}{3}$ ggr.) by Hannover shows Bremen $\frac{3}{4}$ ggr. transit fee no longer in effect. Postage due 1 Gulden 17 kreuzer. (Diesner collection)

Because so few examples of the Bremen Treaty covers to Europe on the first six voyages of the Ocean Line steamers have been recorded by the authors, we would greatly appreciate learning of any additional covers. Reports may be sent to Richard F. Winter at the address shown on the masthead of *The Chronicle*.

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Table I

Published U.S.-Bremen Foreign Route Transit Rates⁴⁴

Destination	Regulations	Hobbie	PMG	PG	PMG	PL&R
	13 Sep 1847	15 Jan 1848	1 Mar 1848	Sep 1850	Jun 1851	3 Apr 1852
Austria	18¢ per ½ oz	-	-	-	-	7¢ per ½ oz
Baden	18¢ per ½ oz	-	-	-	-	7¢ per ½ oz
Bavaria	22¢ per ½ oz	-	-	-	-	7¢ per ½ oz
Bremen	0¢	-	-	-	-	-
Brunswick	6¢ per ½ oz	-	-	-	-	7¢ per ½ oz
Cassel	12¢ per ½ oz	10¢ per ½ oz	-	12¢ per ½ oz	-	7¢ per ½ oz
Coburg	12¢ per ½ oz	15¢ per ½ oz	-	12¢ per ½ oz	-	7¢ per ½ oz
Darmstadt	12¢ per ½ oz	15¢ per ½ oz	-	12¢ per ½ oz	-	7¢ per ½ oz
Frankfurt	12¢ per ½ oz	13¢ per ½ oz	-	12¢ per ½ oz	-	7¢ per ½ oz
Gotha	12¢ per ½ oz	13¢ per ½ oz	-	12¢ per ½ oz	-	7¢ per ½ oz
Hamburg	6¢ per ½ oz	-	-	-	-	5¢ per ½ oz
Hannover	6¢ per ½ oz	-	-	-	-	-
Hesse Homburg	12¢ per ½ oz	-	-	-	-	-
Lippe Detmold	12¢ per ½ oz	-	-	-	-	-
Lubeck	9¢ per ½ oz	-	-	-	-	8¢ per ½ oz
Mecklenburgh Schwerin	12¢ per ½ oz	-	-	-	-	-
Mecklenburgh Strelitz	12¢ per ½ oz	-	-	-	-	-
Nassau	12¢ per ½ oz	-	-	-	-	-
Oldenburg	5¢ per ½ oz	-	-	2¢ per ½ oz	-	-
Prague	-	18¢ per ½ oz	-	-	-	-
Pressburgh	-	18¢ per ½ oz	-	-	-	-
Prussia	12¢ per ½ oz	-	-	-	-	7¢ per ½ oz
Reuss	12¢ per ½ oz	-	-	-	-	-
Saxe Altenburgh	12¢ per ½ oz	-	-	-	-	-
Saxe Meiningen	12¢ per ½ oz	-	-	-	-	-
Saxe Weimar	12¢ per ½ oz	-	-	-	-	-
Saxony	12¢ per ½ oz	-	-	-	-	-
Schaumburg Lippe	12¢ per ½ oz	-	-	-	-	-
Schwarzburg Rudolstadt	12¢ per ½ oz	-	-	-	-	-
Schwarzburg Sonderhausen	12¢ per ½ oz	-	-	-	-	-
Triest	-	18¢ per ½ oz	-	-	-	-
Vienna	-	18¢ per ½ oz	-	-	-	-
Wurttemberg	12¢ per ½ oz	21¢ per ½ oz	-	12¢ per ½ oz	-	7¢ per ½ oz
Alexandria	37¢ per ½ oz	-	-	-	-	-
Altona	6¢ per ½ oz	-	-	-	-	-
Basel & Switz- erland	21¢ per ½ oz	-	-	-	-	-
Bergen, Christ- iana & Norway	30¢ per ½ oz	28¢ per ½ oz	28¢ per ½ oz	30¢ per ½ oz	-	28¢ per ½ oz
Cairo	37¢ per ½ oz	-	-	-	-	-
Constantinople	37¢ per ½ oz	-	-	-	-	-
Copenhagen & Denmark	22¢ per ½ oz	-	-	-	-	-
Cronstadt	24¢ per ½ oz	-	-	-	-	-
Eastern Italian States	18¢ per ½ oz	-	-	-	-	-
Greece	37¢ per ½ oz	-	-	-	-	-
Kiel	11¢ per ½ oz	-	-	-	-	8¢ per ½ oz
Stockholm & Sweden	39¢ per ½ oz	-	-	-	-	-
St. Petersburg	24¢ per ½ oz	-	-	-	-	-

Sources

1. Regulations, 13 Sep 1847: Senate Executive Document No. 25, 30th Congress, 2d Session.
2. Hobbie, 15 Jan 1848: House of Representatives Executive Document No. 35, 30th Congress, 1st Session.
3. PMG, 1 Mar 1848: Post Office Department Notice, March 1st, 1848.
4. PG, Sep 1850: The United States Postal Guide and Official Advertiser, September 1850.
5. PMG, Jun 1851: The United States Postal Guide and Official Advertiser, August 1851.
6. PL&R, 3 Apr 1852: Postal Laws and Regulations, April 1852.

44. A dash under a column indicates previous rate continued; a blank means no rate listed in source cited.

Cover examples suggest that a few additional rate changes may have occurred after March 1848 and before April 1852 because of rate reductions by the postal administrations of a few German States. These changes were not reflected in the U.S. PMG Notices and are not shown here.

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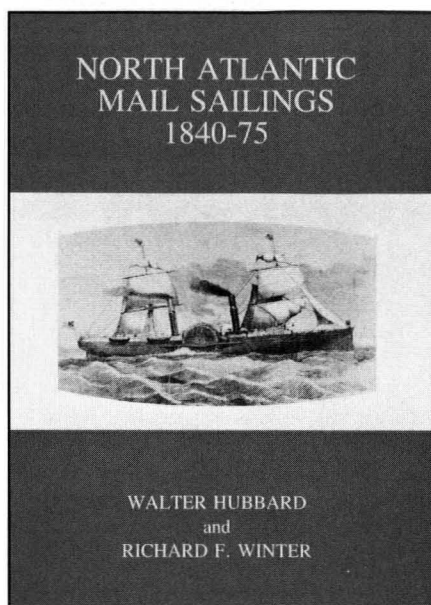
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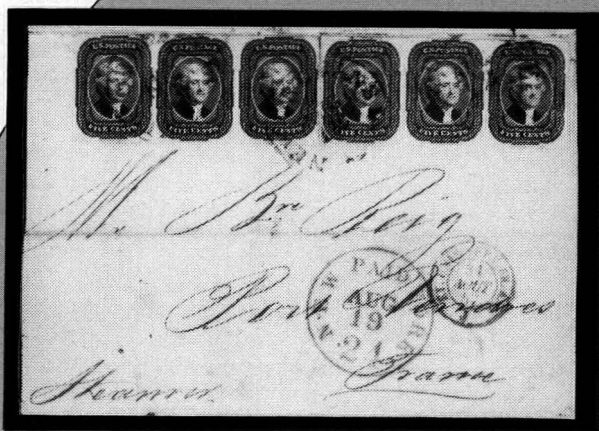
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ANSWER TO PROBLEM COVERS IN ISSUE NO. 148

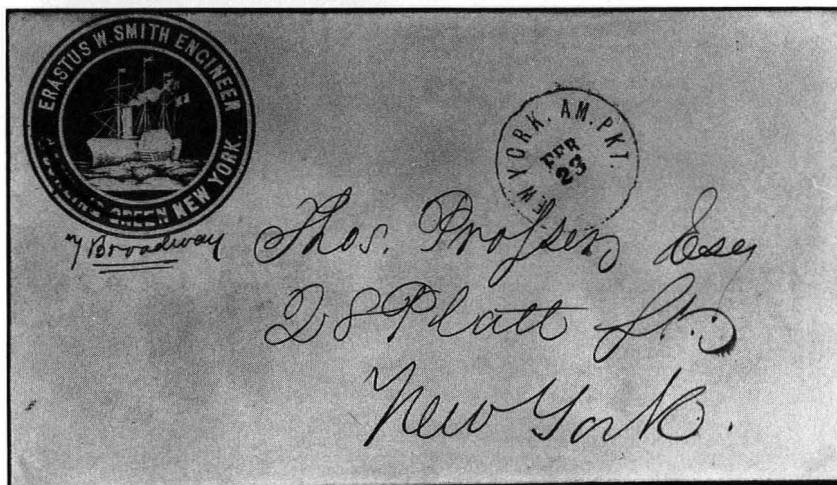


Figure 1. Envelope used in 1861.

Figure 1 shows an envelope with a corner card depicting a paddlewheel steamer. Several interesting responses were received. The first, from Ivor Lemaire of San Diego, Calif. gives a possible identification of the vessel. He writes:

Several years ago I purchased a stampless folded letter dated 13 February 1848 and the writer of that is the same Erastus W. Smith of the problem cover! In my letter, written some 13 years before, Erastus complained to his father, Erastus Smith from Cleveland, Ohio, that he hadn't received any letters lately and that he was in financial difficulties. The part of the letter that interested me the most was, however, his reference to his recent completion of the design of the steamer "Mediterranean." He mentioned that the steam engine was under construction in Philadelphia, under the direction of Stephen Newhall. This started me on a completely fruitless search for information on the "Mediterranean." Over the years I have contacted everyone I could think of, trying to locate the ship, but without success. Imagine my surprise when I saw your mystery cover!

Now at least we know that Erastus stayed on in New York and presumably was a successful engineer. Incidentally, his address in 1848 was 311 East Broadway, I presume not too far from his 1861 address. However, the steamer "Mediterranean" remains a mystery. Could it be the steamer depicted in his corner card?

Perhaps some Route Agents have additional correspondence from Erastus W. Smith that might help track down the fate of the steamer "Mediterranean."

The next letter, explaining the marking came from Walter A. Demmerle of Fresh Meadows, N.Y. who writes:

For the last few years I've been a serious student of the NY City drop and carrier rate covers and cancellations of period encompassed by 1842-1860. The problem cover pictured in the Nov. 1990 issue of the CHRONICLE really rang my memory chimes. The Thomas Prosser commercial correspondence is quite extensive; I own several examples. The "Erastus W. Smith" corner card was also familiar. Another example franked with an 1851 one cent stamp, cancelled by a "Paid, US Mail City Delivery, 1" carrier postmark was in a Siegel sale several years ago, and is illustrated in the Frajola "Middendorf" net price sale on page 58, lot 304.

Although compulsory prepayment by stamps was in effect since Jan. 1856, it did not apply to carrier delivered mail which did not "officially" pass through the post office. Unfranked mail could still be delivered during this period, with the fee paid by the

recipient. To prevent misrepresentation of the payment status of the letter, postmarks in red (indicating paid) and black (unpaid) were utilized.

I would guess that the problem cover was postmarked with the foreign mail marking (in black) by error in lieu of the "New York City Delivery 1 ct." postmark which was used on unstamped envelopes during the 1860-63 period.

Other responders agreed that the post office clerk used the wrong marking device.

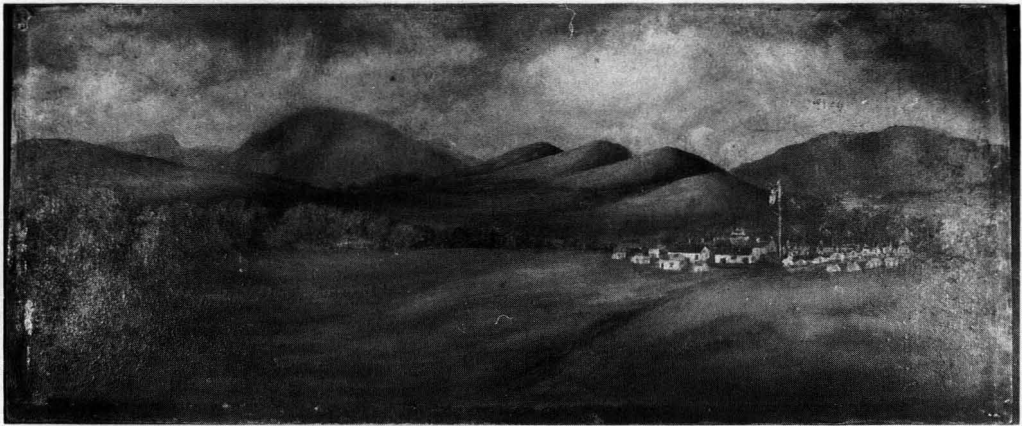


Figure 2a. Painting of a fort or town.

Figures 2a and 2b show what appears to be a fort. Our photographer, John Payne, has done a good job showing details of the hills, houses, tents and flagpole; but no responder is certain of the location of the place. Guesses received so far are: Ft. Yuma on the Colorado River near the Calif.-Arizona border, Yuba City on the Feather River in northern Calif., Fort Owen on the Bitter Root River or Fort Hall on the Snake River.

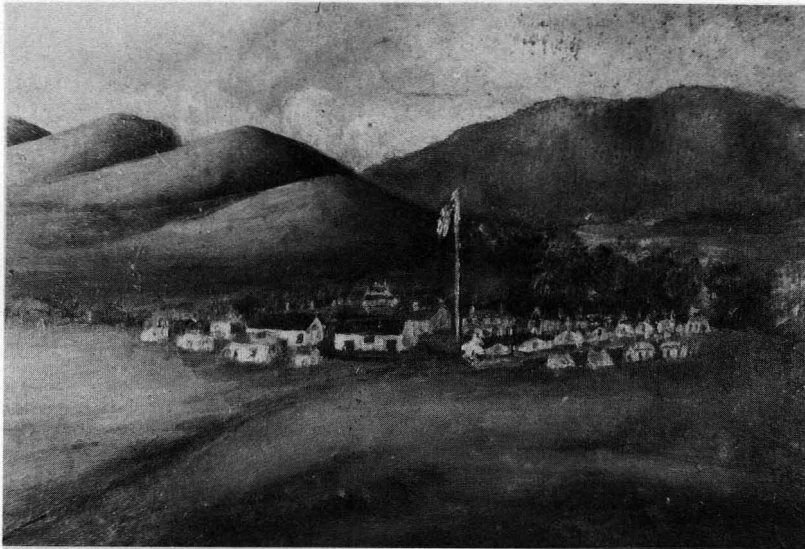


Figure 2b. Close-up of central portion of Figure 2a.

Assuming that the artist has accurately shown the relationship of the town, the river beyond and the hills behind the river (marked by tree line); and using the Johnson Atlas of 1862, it is possible to eliminate many places. Others, such as Fort Clark in Dakota on the upper Missouri River, are located relative to a river and hills, and could be the answer. The best tentative answer seems to be Fort Bridger, founded in Utah in 1843 (now in southwest Wyoming) with the depicted juxtaposition of town, river and hills. Fort Bridger is on a feeder fork of the Green River.

No winner so far, and several persons working to win the prize. Why not send your answer? Support it with a photo, if possible, or a sketch of the area.

PROBLEM COVERS FOR THIS ISSUE

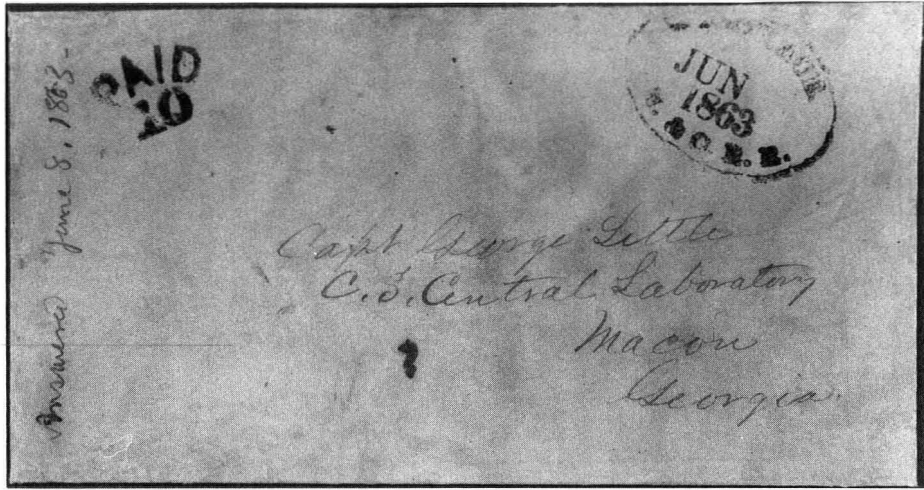


Figure 3. Confederate handstamped PAID used in Tenn.

Figure 3 shows a Confederate handstamped paid used in 1863 from Wartrace, on the N.&C. R.R. in Tenn. It is unusual for two reasons: the rate (why?) and the address (what was at the "C.S. Central Laboratory"?). This item came from the late William Bogg who got it with the Dietz material.

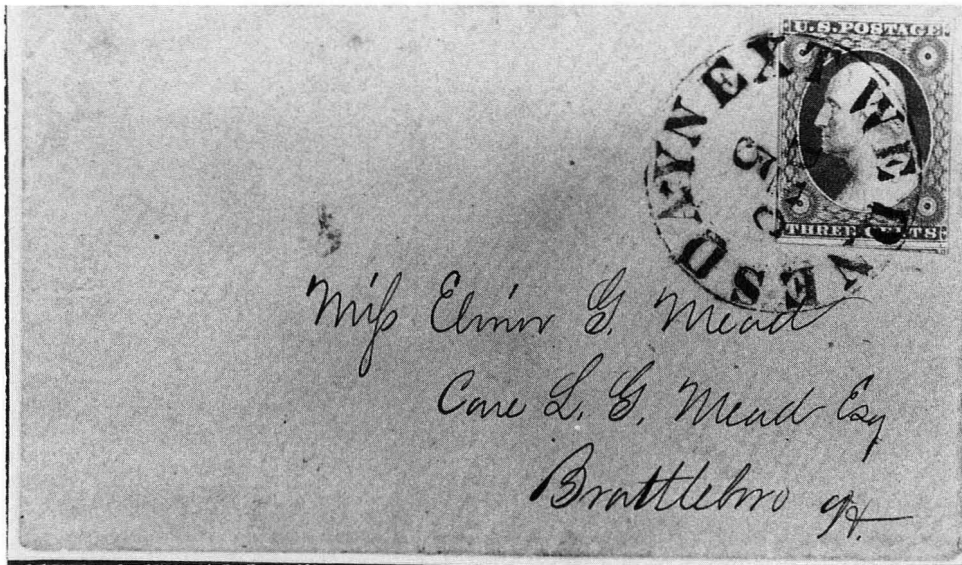


Figure 4. Unusual postmark on 3¢ 1851 cover.

Figure 4 shows a very unusual item submitted by Stanley Piller and Dr. James Milgram. If these two savants do not know, who will? The black marking killing the 3¢ 1851 stamp reads "WEDNESDAY NEXT" and there are no other postal markings. There is no enclosure, so year date is unknown, and to establish the year would require determining when Miss Mead lived in Brattleboro, Vt. The marking is dated "DEC 5" so it is apparently a postal device. Does any reader know where it was used, and why? Has anyone seen it before?

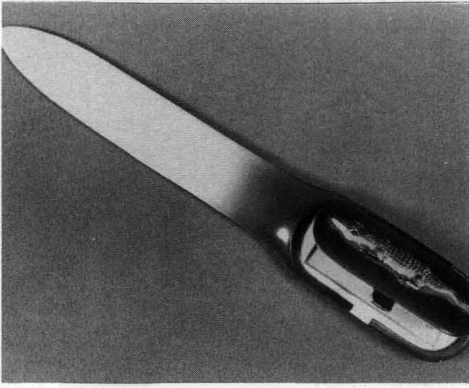


Figure 5a.

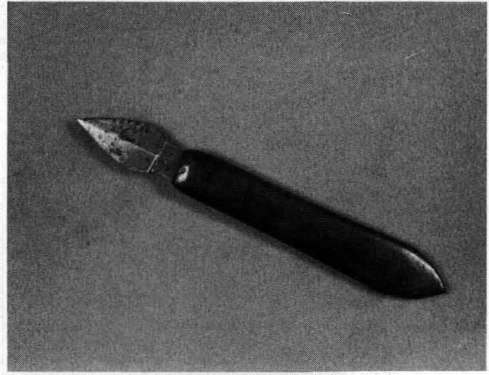


Figure 5b.



Figure 5c.

Figures 5a, 5b, and 5c show items related to letters. Two of them are related to each other, and two have dual functions. Will a reader attempt to explain what these items are and how they were used?

Please send your answers soon after receiving this issue; either to the P.O. Box, or FAX to 513-563-6287.

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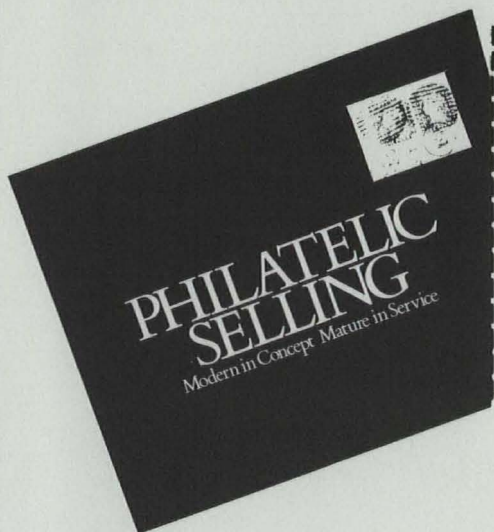
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