

THE CHRONICLE November 1991 (No. 152)

The
Chronicle

of the U.S. Classic Postal Issues

November 1991

Volume 43, No. 4

Whole No. 152

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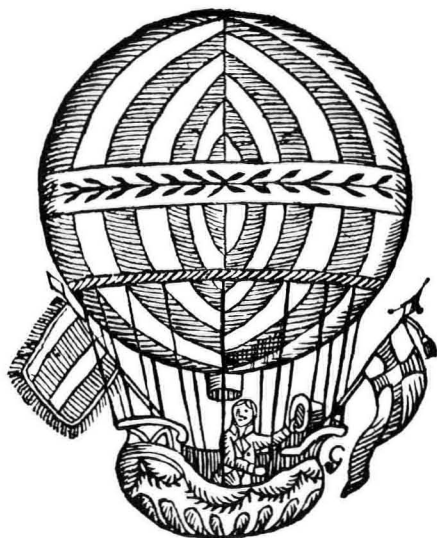
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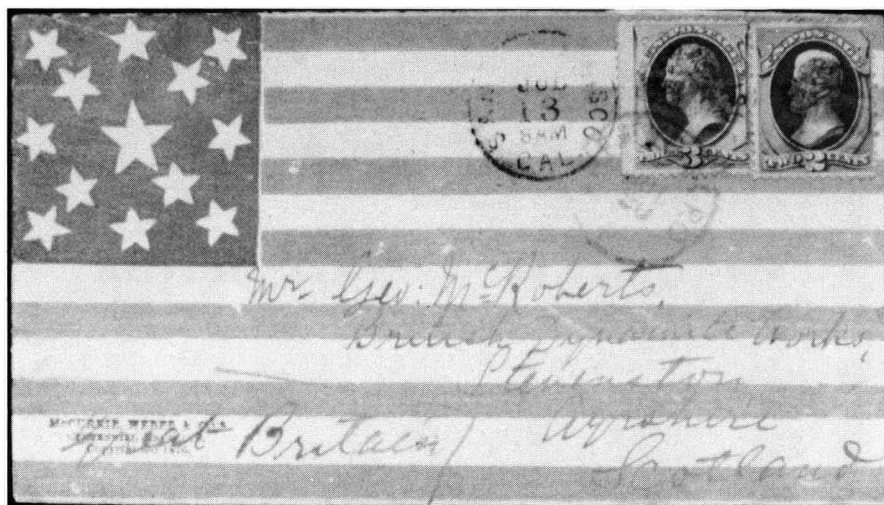
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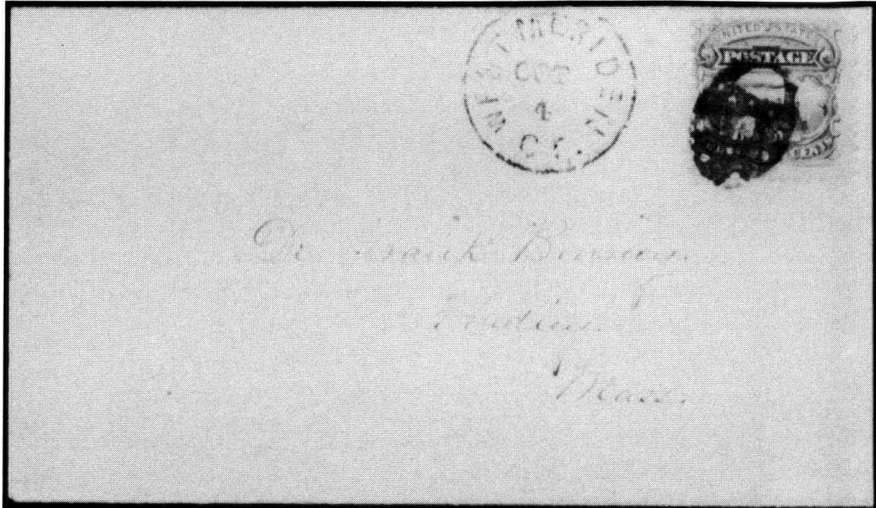
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Many collectors are surprised when they look through my inventory and find much more than fancy cancels. All of the areas listed in this ad are covered. Of course many collectors are not surprised at all. These are collectors who have already added to their collections by letting me know their particular needs. It is a good feeling to see an award winning exhibit and to know that I have contributed.

Many of the covers and stamps that I offer to collectors only have to be offered once. This group of collectors see items that are not photographed or advertised for sale but sent to them for their consideration. Much of the material that I place into collections comes directly to me from collectors.

LETTER ON FILE

"I have come to appreciate the help I receive from friends like you ... It seems that some of the less scrupulous dealers seize the opportunity to take financial advantage once they learn what you are working on. A few lean over backward to help as you have done and this is both a tremendous help and a great encouragement and a pleasure to experience."

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TO SCOTLAND FROM THE SOUTH, 1861-65
SCOTT GALLAGHER

The opportunity to write an article for this section is appreciated. Stampless letters hundreds of years old are available at reasonable prices. Fortunately for collectors most are on rag paper and not woodpulp, and have survived, although with faded ink on some. Sadly, many are only the front half of a folded sheet. Historical societies and museums keep the letter part and dispose of the front. Luckily on some there is docketing which helps in dating the item. There are dealers also who tear folded letters into halves, as they have different customers for the two parts. Manuscript dealers frequently offer "ALS" items and these letters stand for "autographed letter signed." If the sender was a famous person, those dealers expertize the signature to make sure it was of that person, not a secretary or assistant. It is a lucky collector who has a complete stampless folded letter with both historical and philatelic importance. To determine this, the letter must be opened up and examined. This can be interesting, and worth the time. For instance, a letter with a common New York marking may have originated at a small island in the Caribbean. Ship letters and bootlegged ones frequently came from small places without a postal agency.

Spectacular items, such as ones that were in the David Jarrett collection, including straightline, fancy or colored ones, are easy to spot and featured as individual lots in auctions. Ones just as valuable can be discovered by alert collectors at bourses or in mixed lots.

In the years after WWII, stampless covers could be purchased for under one dollar each, even interesting ones. Common items were a dime, and there were not many buyers. About 30 years ago the late Henry Meyer and I visited a dealer's shop in Indiana. His entire stock was out on the sidewalk being loaded into the station wagon of a St. Louis dealer who had purchased the entire stock. Not everything would fit into the vehicle, so he offered us some, mostly stampless letters, including one foot locker full. Guess what we found inside? There were thousands of envelopes with "Paid 5" or "Paid 10" marked on them, and almost a hundred of these were Confederate "Handstamped Pairs," even then avidly collected. This group became part of the stock of KAG Industries, dealer in Civil War items, and ended up in many collections.

The Lanman and Kemp find similarly obtained by alert Richard Micchelli contained many complete folded letters from interesting places. These are still being sold by other dealers, some at \$30-\$50 each, some with forwarder markings which make them worth more than those with merchant corner cards others bear. All of us have seen envelopes with the stamps torn off. Stampless letters are not so abused, and are sometimes considered of no value. They can be found in flea markets, antique shops, thrift stores, or even trash bins. This happened to a group of letters a philatelic friend found in front of an old building being renovated on a small Caribbean island. He rescued them from the debris pile, and gave the workers 24 bottles of cold beer in thanks. What he retrieved were worth over \$10,000.

The values of stampless mails of the U.S. can be determined by using the *American Stampless Cover Catalog* available from the David G. Phillips Publishing Co. of North Miami, Florida.

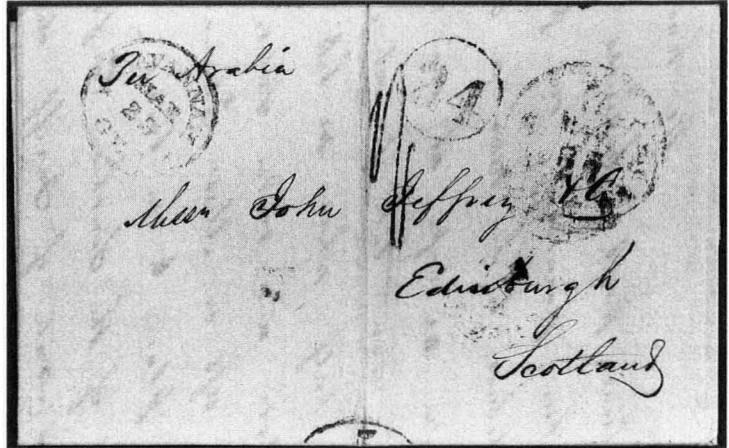
Information on the markings can be found in many books. The best are the six encyclopaedias by Robson Lowe. Useful information on U.S. markings is in a cyclopedia by Delf Norona in 1935, reprinted by Quarterman Publishing in 1975. Very valuable information is contained in *The Maritime Postal History of the British Isles* by Alan W. Robertson.

Many stampless letters were sent to or from England in the eighteenth and nineteenth centuries. They can be purchased for modest prices, under \$100 for many, and can be very interesting and valuable. An example on hand is from Barbuda in the Caribbean, but the other part of the folded letter shows only "PORTSMOUTH SHIP LETTER."

Wars have caused stamp shortages, and many interesting and valuable covers have resulted. Careful and inquisitive perusal of covers sent during war years can be rewarding.

One recent find in England by alert Gregory Todd of London contained some plain appearing folded letters. Greg was with Stanley Gibbons, and is now on his own, and seeking interesting items for sale to collectors, and dba "Carmichael & Todd." His find was a group of folded letters from the south during the U.S. Civil War, sent to Edinburgh, Scotland. Because of content, they seemed suitable for this section, as the main problem for the ones sent from mid-1861 on would be to identify the blockade runner and routing.

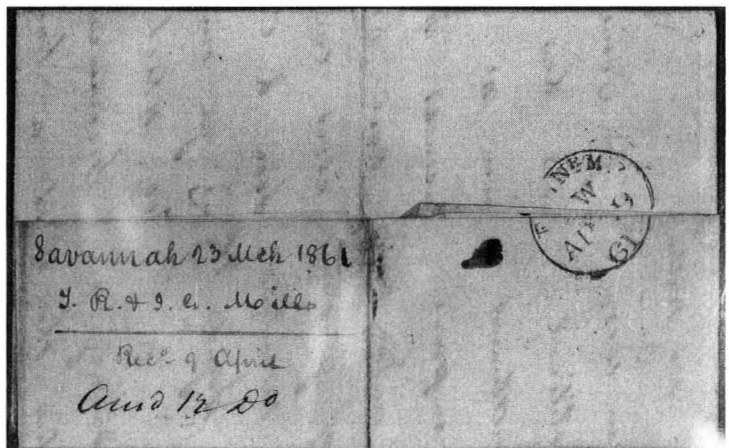
Figure 1a. Savannah to Scotland, 23 Mar 61, unpaid per Arabia from N.Y. 27 Mar to Queens-town 7 Apr. Georgia had seceded 18 Jan but the federal mail system was still operating.



Figures 1a and 1b show the first letter in the group, written at Savannah, Georgia, 23 March 1861. Georgia had seceded 18 January 1861 and joined the Confederacy 4 February 1861; but the Federal mail system operated in the south until 31 May 1861, so this letter bears correct and ordinary postal markings, starting with the cds of Savannah dated Mar 23, and circled 24 due. The blurry marking is of New York showing the U.S. claim of 5¢. The letter is marked "Per Arabia" (Cunard steamer, British packet) by the sender, and due one shilling in England. The back shows receipt 9 April and docketing says it was answered 12 April. Here are the interesting parts of the letter:

We have not written to you for sometime past, business in every department is paralised, our political disturbance we believe to be near a settlement and business will

Figure 1b. Reverse of Figure 1a cover.



we hope at once improve.

We have had some call for glass and we had sold one half of what we had of yours and hope soon to close and render sales. Meantime we hand you our draft on Messrs Thomas Jignson and Co. for £300 which place in our credit.

The Government of the Southern Confederacy will establish a lower rate of Tar-iff Duties than the old and as the sand will be collected from northern ports as direct from you, this subjecting goods from New York to two duties, we expect to have a bet-ter margin in future.

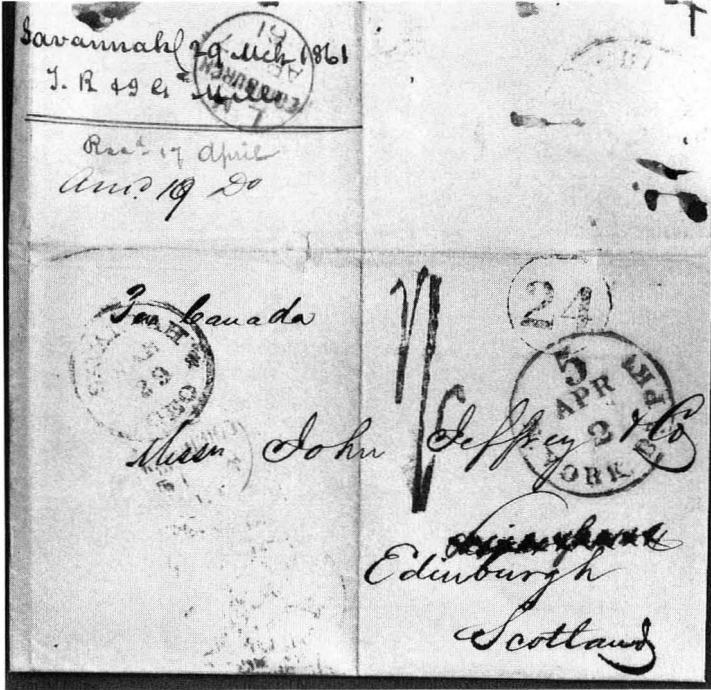


Figure 2. Similar cover from Savannah 29 Mar 61 by *Canada* from Boston 3 Apr to Queens-town 15 Apr. Unpaid.

Figure 2 shows the next letter of the find, in chronological order. It was sent 29 March 1861, received 17 April and answered 19 April. The New York marking is well-struck, and usage and rate same as the Figure 1a letter. It was sent on the Cunard steamer *Canada*. The letter reads:

Our political affairs are not entirely settled. We hope however that business will continue to improve and that we will soon be able to close the account on hand.

Figures 3a and 3b show the inside and outside of a folded letter written in New Orleans 14 Nov. 1861. The Confederate mail system started 1 June 1861, and express companies were forbidden to carry mail between the South and North after 26 Aug. 1861; so this letter left the C.S.A. either on a blockade runner or bootlegged to N.Y. and out-of-the-mails to England. It bears no C.S.A. and U.S.A. postal markings. Someone took it into the post office in London, and prepaid the postage to Scotland with a red one penny stamp. In the letter there is a clue that mail was being relayed via Cuba. Here are parts of the letter:

I wrote you a few lines on the 9th Inst. and just now have a few minutes for again writing—Our chances are few and we know not whether our letters will reach you or not. Enclosed are a/cs of sales...

I mentioned in my last that I had heard from Havana and that Abrieu & Barrosso had written to you. As mentioned in my last I shall make up the a/c's and then make a special deposit of the balance due you in case of any contingency. I have not time now nor would it be prudent to say more. One thing only I will say, we are a great deal better prepared for defense than is supposed, and will trust in God and our cause for the issue.

P.S. We have reports of a great loss in the Federal fleet by the storm some days since, just now come by telegraph.

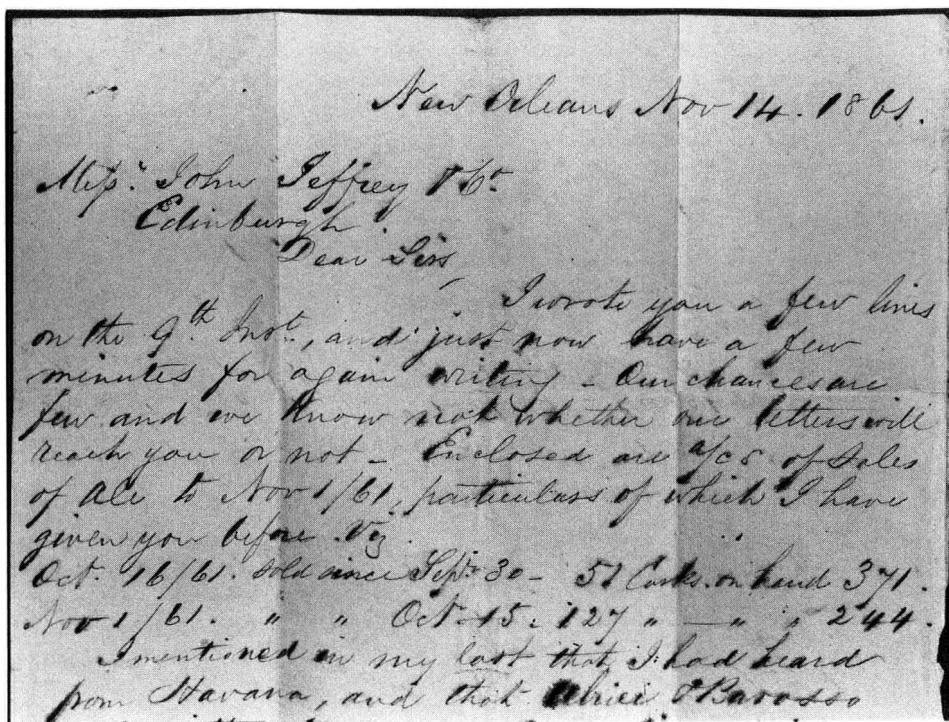


Figure 3a. Inside of New Orleans cover in Figure 3b.

The P.S. presumably refers to the storm which beset the Federal fleet off Port Royal, the gale sinking a troopship with 600 marines, and a storeship.

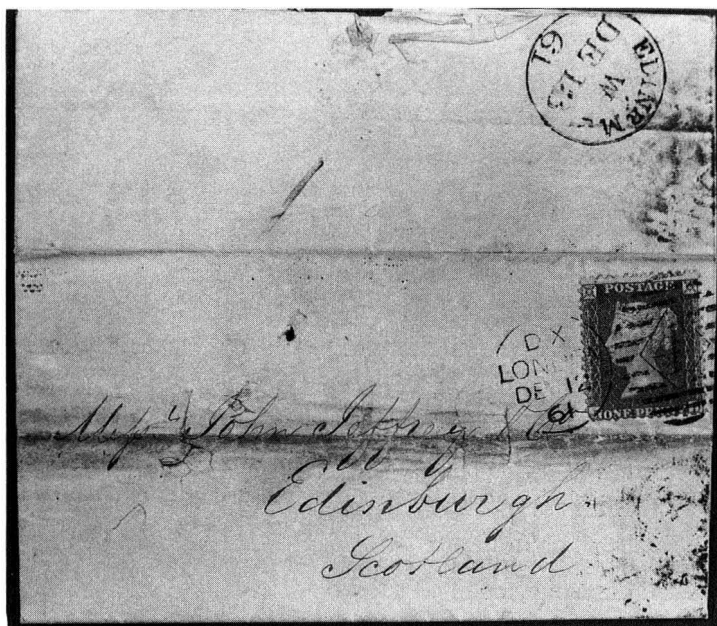


Figure 3b. Cover originating at New Orleans 14 Nov 61, after Confederate mail system began operating. Outside regular mails to London and there mailed with 1d red.

Figures 4a, and 4b and 4c show a folded letter with arithmetic doodling disfiguring it, but it is a fascinating item. Written at New Orleans 2 Jan. 1862, it lists two vessels, presumably blockade runners: the *Alsop* 1 Sept. '61 and *Nelson* 26 Dec. '61. The letter was in London 29 Jan. '62, per backstamp, and the red circled cross on the front shows that it was examined and rated one shilling six pence due. This is difficult to analyze. The eight pen-

New Orleans Jan^y. 2.^d 1862
 Messrs. John Jeffrey & Co.
 Edinburgh.
 Dear Sirs

I have not more
 than five minutes to write this.
 The following ships are closed. Viz
 Moses Taylor departs 3.^d May/62 \$1753.60
 R. Aloop. " " 1 Sep/62 3018.40

Figure 4a. Inside of letter datelined "New Orleans Jan^y 2d 1862."

ny ship letter rate ended during 1857, and from then on, a British uniform rate of six pence per half ounce applied. This letter did have enclosures as the letter says: "accounts of sales enclosed," and thus could have weighed between 1 and 1½ oz. for a total charge of 1sh.6d. There was no longer an inland charge. We do not know how the letter got from New Orleans to London, but can surmise that it left on a blockade runner as the letter starts: "I have not more than five minutes to write this." Express companies at Nashville were illegally and covertly carrying mail to the North from Sept. 1861 to Jan. 1862, and without markings so as to avoid problems with Federal authorities. An outer envelope would have been required. This illegal mail was generally deposited in a U.S. post office in Kentucky, so we believe this item is an outgoing blockade running letter. This folded letter would have been a candidate for the Cover Corner. If a reader has ideas on the routing and rate, I will be glad to publish them in that section.

6/28714
 11484
 478
 11962
 598.

Messrs. John Jeffrey & Co.
 Edinburgh
 Scotland.

Figure 4b. Face of 2 Jan 62 letter. Rated 1/6 due at London 29 Jan 62.

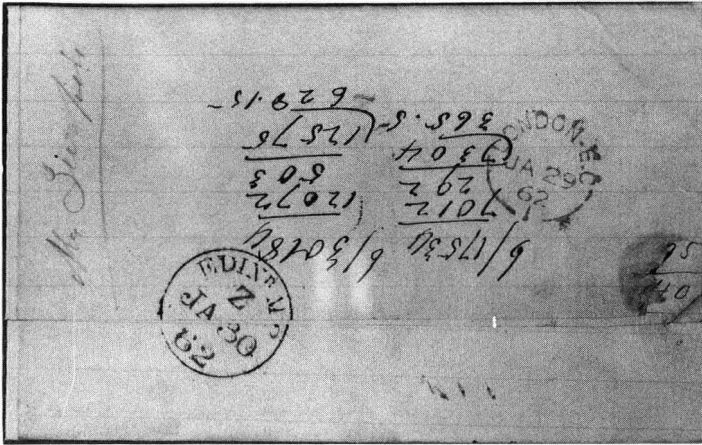


Figure 4c. Reverse of cover in Figures 4a and 4b.

The last letter in the small group Greg Todd found is shown in Figure 5. Nothing unusual about it, as the U.S. mails handled it internally in Oct. 1865. From N.Y. it went on a British packet with one shilling due at Edinburgh. The reason for including it is that from the contents it is apparent that these two firms maintained contact before, during, and after the American Civil War. If any readers have other letters from this correspondence that fill in the gaps, or explain how letters were transmitted during the Civil War, we'll be glad to hear from them. This group certainly demonstrates that plain stampless letters can be very interesting.

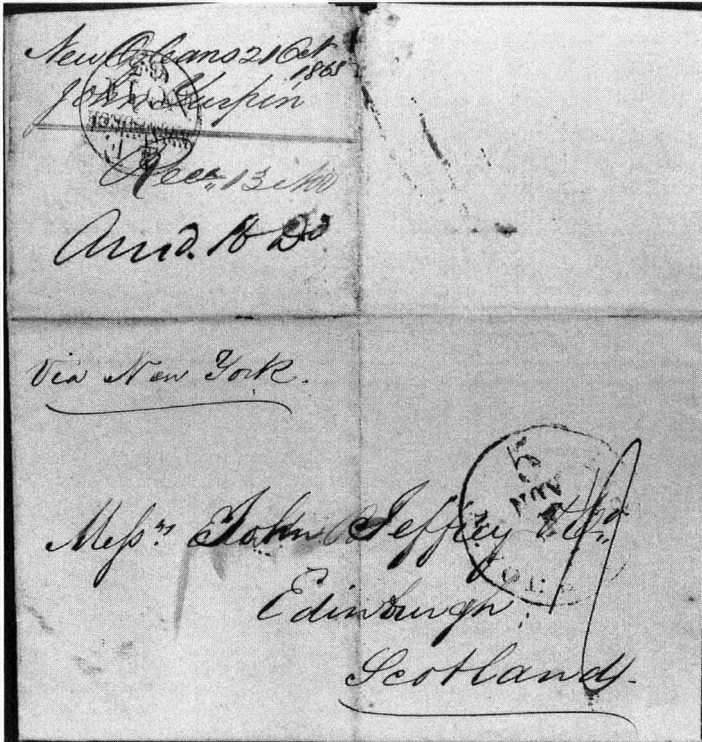


Figure 5. New Orleans 21 Oct 1865 to Edinburgh after resumption of federal mail service to U.K. Unpaid by Scotia from N.Y. 1 Nov to Queenstown 10 Nov.



Two Black Jack usages from the upcoming sale in March 1992.

Another Success

Christie's Robson Lowe achieved outstanding results for our consignors in two evening sales on September 25th. The sale of Important U.S. Stamps and Covers and The Arthur J. Kobacker Collection realized a total of \$3.2 million, with well over 90% of the lots finding buyers, often at record prices. Highlights of the sales were the two 1918 24c Inverted 'Jenny' blocks, which fetched \$660,000 and \$550,000 for the corner and centerline blocks, respectively.

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At least four times each year, Christie's features sales of Classic U.S. proofs, stamps and covers including many of the 'name' collections in U.S. philately. We are now preparing our sales of U.S. and Worldwide Stamps and Covers to be held in March 1992. For further information about Christie's Stamp Sales, contact Tor Bjork, Elizabeth Pope, Robert Scott or Scott Trepel in the New York office.



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(Continued from *Chronicle* 151:163)

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Philadelphia, Pa.

7LB1 + 5¢ 1847: one cover to New York. (Figure 8).

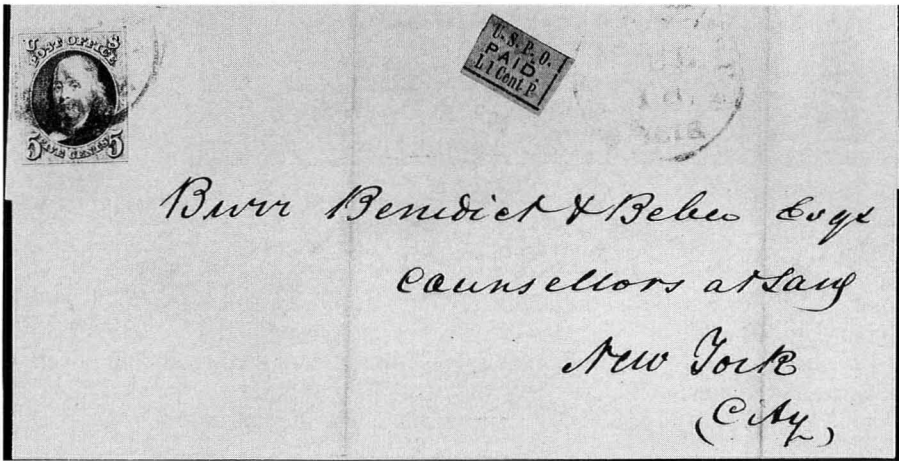


Figure 8. Philadelphia to New York, Jul 18 (nyd) with 1¢ black on rose, initials "LP."

7LB1 + 2X5¢ 1847: one cover to Utica. (Figure 9)



Figure 9. Two copies of the 5¢ on June 6 cover to Utica with 1¢ black on rose, initial "S."

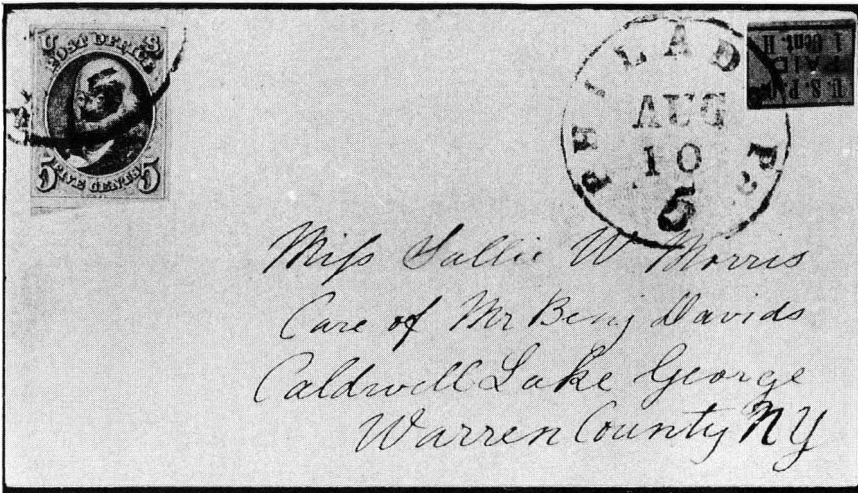


Figure 10. Cover postmarked AUG 10 (nyd) to Lake George, N.Y.; 1¢ black on rose, initial "H," tied by postmark.

7LB3 + 5¢ 1847: three covers, two to New York, one to Lake George, N.Y. (Figure 10).

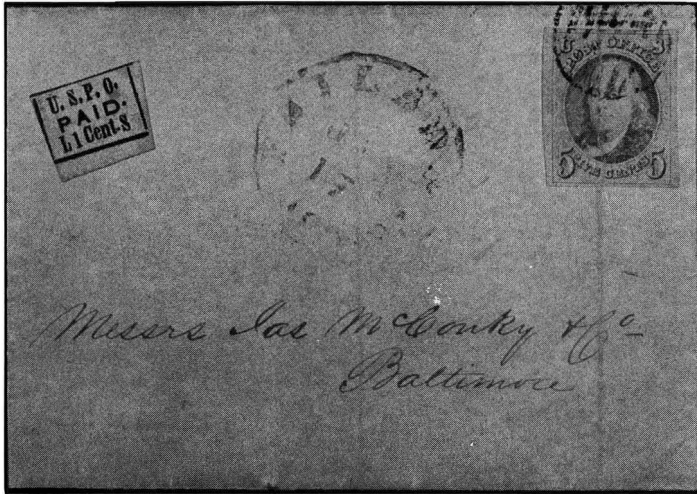


Figure 11. Single to Baltimore Jan 17, 1851; 1¢ black on rose, initials "LS."

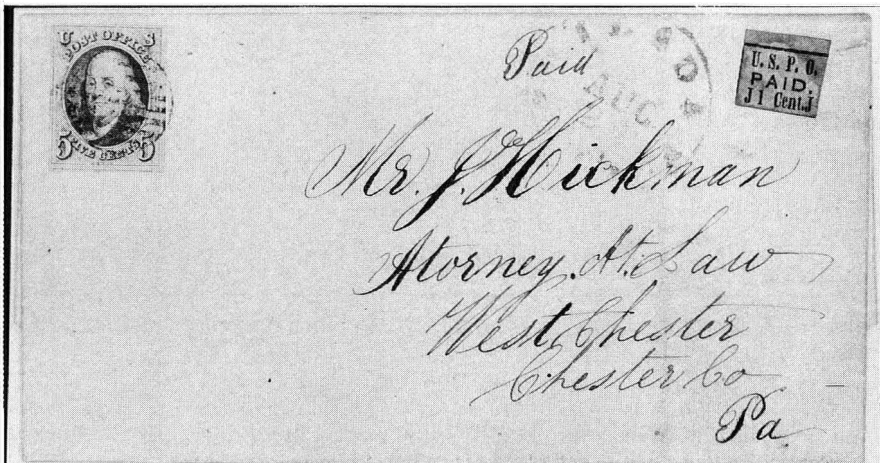


Figure 12. Cover mailed Aug 28, 1850; 1¢ black on rose, initials "JJ."

7LB5 + 5¢ 1847: two covers, one to West Chester, Pa., Aug. 28, 1850 (Figure 12); the other to Lynnford P.O., Ky.

7LB6 + 5¢ 1847: a single cover, used Dec. 1, 1851, apparently unchallenged by either post office.

7LB7 + 5¢ 1847: one cover, dated Feb. 19, 1850, to Northumberland, Pa. (Figure 13).



Figure 13. Philadelphia to Northumberland, Pa., with 1¢ black on blue, glazed paper.

7LB8 + 5¢ 1847: three covers plus one piece.

7LB9 + 5¢ 1847: one cover, dated May 8, 1851, to Germantown, Pa. (Figure 14).

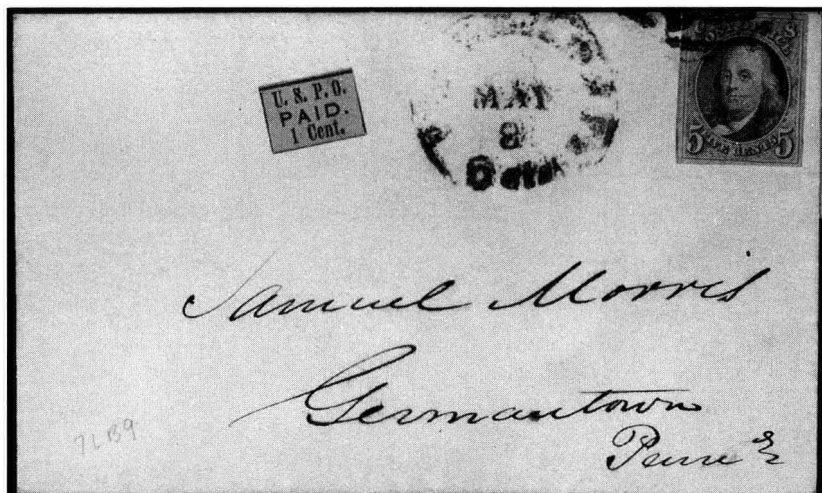


Figure 14. To Germantown, Pa., May 8, 1851; 1¢ black on yellow, glazed paper.

7LB11 + 5¢ 1847: six covers, used in 1850 and 1851. (Figure 15).

In the opinion of the author, no valid combination covers involving 7LB12 (figure 16a) or 7LB13 (Figure 16b) + either 5¢ or 10¢ 1847 postage stamps exist, since evidence indicates both there carrier stamps appeared after July 1, 1851.

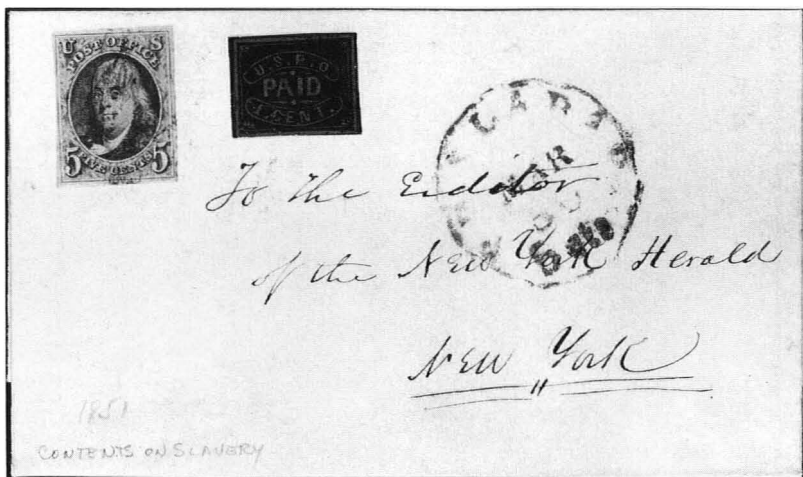


Figure 15. Philadelphia to New York March 30, 1851; 1¢ gold on black, glazed.

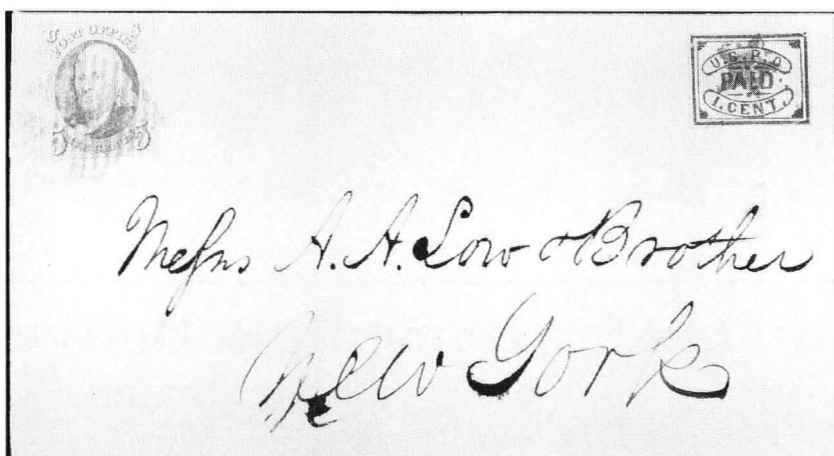


Figure 16a. To New York. Star cancel on 1¢ blue; N.Y. grid cancel on 5¢. See *Chronicle* 149: 14-16.

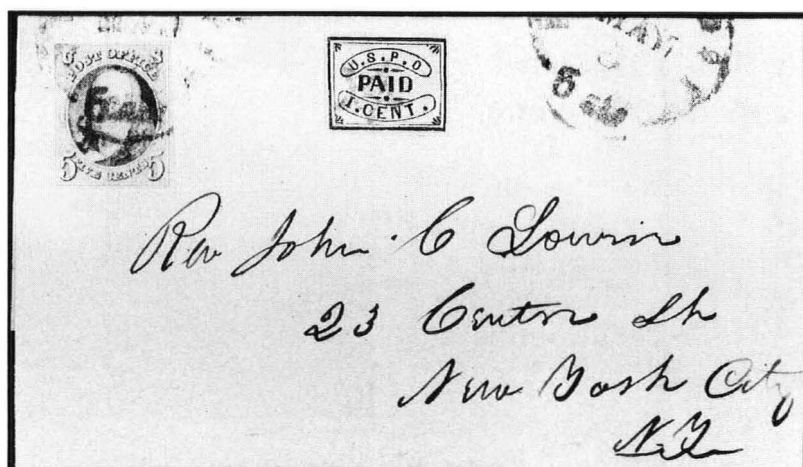


Figure 16b. Cover to New York, May 5; 1¢ black with star cancel. See *Chronicle* 149: 14-16.

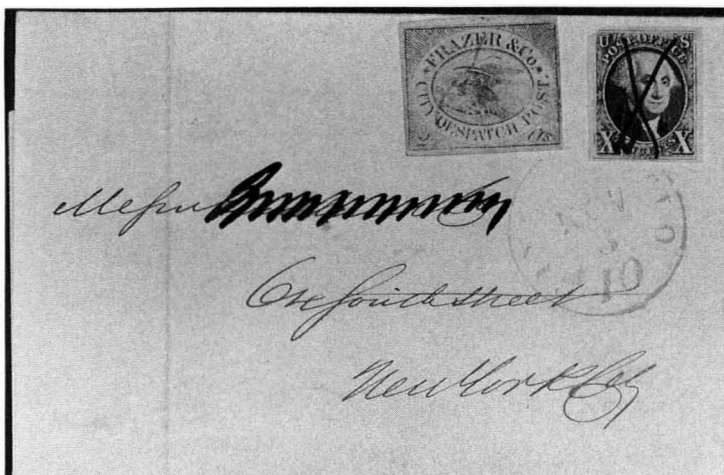


Figure 17. Cincinnati, Nov 3, 1848, to New York. Frazer 2¢ black on yellow. Frazer locals are classified as carriers if used from Feb 3, 1848, to Jun 30, 1849.

Cincinnati, Ohio

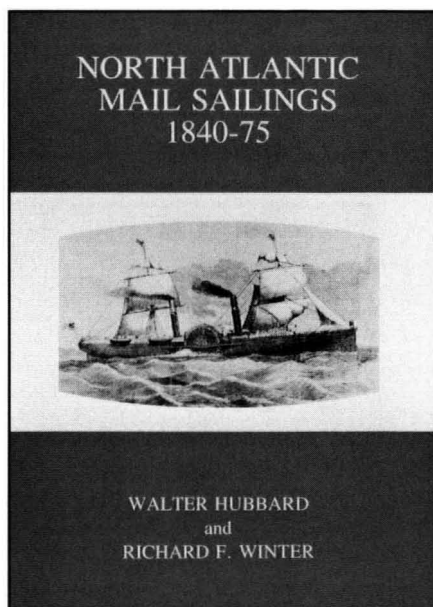
69L4 + 10¢ 1847: one cover, Nov. 3, 1848, to New York. (Figure 17).

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THE BEGINNINGS OF THE DUPLEX STYLE HANDSTAMPS, 1859-62

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(Continued from *Chronicle* 151:181)

Arthur H. Bond, in his article in *Postal History Journal* in the issue of June 1963 (Whole No. 10, pp 59-63), illustrated a tracing of a New York duplex postmark dated Aug. 8, 1860, the same date as Postmaster Dix's letter. Thus, I presume earlier examples should exist, although in a half-dozen years of looking, I've seen none. A copy of Bond's tracing of the Aug. 8, 1861, marking is shown as "A" in Figure 8, along with other examples from September 1860 and March 1861 (without year date). In his *Postal History Journal* article, Bond also showed the marking traced as "B" in Figure 8 with date of Sep. 4, 1860. While these two markings are similar, they are not identical in letter spacing and other details, and are obviously from different instruments. Bond identified the marking traced as "A" as being of the Dix design but considered the marking traced as "B" as from Norton's patented instrument. Obviously, Bond had not seen any covers bearing the markings now considered to have been produced by a Norton patent device, either at Troy or the later uses at New York. I also doubt that he had seen the drawing in Norton's patent No. 25036 of 1859, from which Figure 1 was adapted.

The use of Norton patent instruments at New York resulted from Dix's carrying out the instructions of acting 1st Assistant Postmaster General St. John Skinner, as shown in his letter duplicated in Figure 4. This was the Post Office Department's official response to John A. Dix's letter of August 8, in which he told of his having a duplex handstamper made and of its success.

Dix, then a Major General of Volunteers in the Union Army, furnished an affidavit dated February 4, 1864, describing his response to Skinner's letter of August 1860. After essentially duplicating what he had said in his letter to the Post Office Department on August 8, 1860, Dix commented as follows:

I communicated this plan of double stamp for post-mark and cancellation of postage stamps in ink to the Post Office Department at Washington in the early part of the year 1860, I think. The Post Office Department immediately informed me that such invention had been before that time submitted to that department by Marcus P. Norton, of the city of Troy, N.Y. I afterwards took measures to have an interview with said Norton with regard to its use by me in the New York post office. The said Norton, in company with a friend of his by name of Ransford, afterwards had an interview with me at the post office in New York concerning the said improvements. I found the said Norton was an older inventor of the said stamp than I was. He consented to my using the same in the New York office, with the view of giving it a thorough trial, without charge for its use. During the year 1860 I obtained consent from the Post Office Department to contract with said Norton to furnish a number of such stamps for use in said post office. During that time, I had some correspondence with the Post Office Department at Washington in relation to the said invention; it was then understood to have been the invention of the said Marcus P. Norton; I have no claim prior to his. I then believed and now believe the said invention to be valuable and useful for the purposes aforesaid.

Dix was then in command of the U.S. Army's Department of the East with headquarters at New York City, and from his misdating of the first use of the duplex design and his relinquishment of any claims to the concept, it is obvious he had little interest in the situation at the time.

The marking shown as "C" in Figure 8 shows no year date, and although this is an incomplete phase of the project, I believe that from Oct. 1860 until the following summer,

many of the duplex handstamps are usually seen with year dates, but a great many are not. The marking shown as "D" in Figure 8 is another variation of the handstamps used in September 1860, having considerably smaller letters in "New York." While the killers were usually barred circles, the fact that they probably weren't too difficult to replace when they became worn prevents us from using them as an indication of handstamp impressions being made by different instruments.



Figure 9. Covers showing Norton style duplex handstamps used at New York City, 1861-2. Note the dent in the rim of the Jan. 27 strike, not present in the strike applied two days later, showing that the markings were made by different handstamps.

In January 1861, the New York post office commenced to show occasional use of a duplex handstamp with a "lazy" year date and other features somewhat like the Norton experimental handstamp used at Troy in 1859. Most of those involved in this project, including myself, believe this was the only Norton design marking used at New York and all others were of the pattern generated by Dix. Figure 9 shows two covers bearing strikes with lazy year date made in the first weeks of usage, the earliest I've recorded being a Jan. 22, 1861, example on a 10¢ Type V 1857 cover to Newfoundland that was formerly in the Oscar Salzer collection. Alexander has furnished me with copies of examples he compiled and to date, including other records, some 16 examples have been recorded. Two are on 10¢ Type V 1857 stamps on cover to British North America, the Salzer cover being the earliest date recorded and the other a cover to Annapolis, Nova Scotia, with date of FE 8, 61, reported by Susan M. McDonald.

The latest uses are 1861 era carrier covers dated Jan. 30, 1862, one shown by me in my article in *Chronicle* 126 and the other reported by Dr. Donald Johnstone. His cover is addressed to Belvidere, Illinois. These two covers, sent the same day, are isolated in time in that the previous latest use, as reported by Chase and Ashbrook, was March 28, 1861, and our record shows no intervening use.

Figure 10 shows tracings of the markings on the two covers shown in Figure 9, which prove that at least two instruments of the Norton design were in use at the New York post office in January 1861. The marking used on Jan. 27 has an obvious dent in the rim over the "W" of "NEW," while the other example, used two days later, shows no such

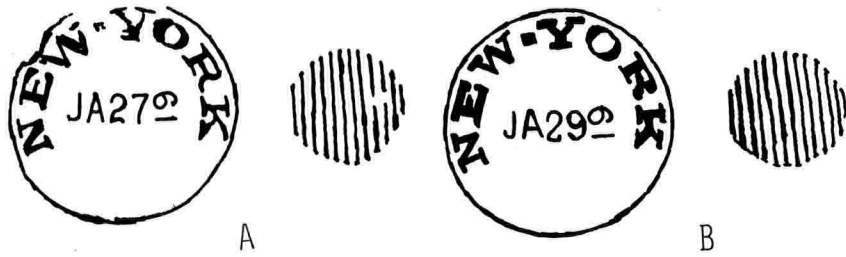


Figure 10. Tracings of the markings on the covers shown in Figure 9.

dent. Far more of the covers recorded of those illustrated and with legible strikes are without the dent. There are other minor differences between the two strikes shown in Figure 10.

There are also major differences in the design of the New York marking from its predecessor used at Troy a few years previously. The New York example lacks the inner circle used at Troy, and is somewhat smaller diameter. Both of the Troy examples I have seen show that the Troy marking was so large that the top of the strike, with the town name, often overlapped the cover so far as to show very little of the town name. I understand that with the third example discovered, most or all of the town name is on the cover.

Noting that the round killer has 12 bars, at least, much closer together than those of the ground grids of the "Dix" style markings shown as tracings in Figure 8, this suggests that the Norton example may have been intended to cut into the surface of the stamp as was stated in his patent of 1859. If so, the killers used at New York were no better than those at Troy, as I've seen no indication of penetration into the surface of the stamps on the covers I've examined, either postmarked at Troy or New York.

Reports of other covers with either New York or Troy Norton style markings are solicited. Addresses of the covers, styles of the New York markings ("A" or "B" in Figure 10), dates of markings and any unusual features are desired. Such reports are most easily made with photocopies.

The affidavits of handstamp maker Edmund Hoole and other papers in Executive document 27 of the 38th Congress indicate that New York City was not the only post office to have used duplex handstamps in 1860. In Hoole's letter of Jan. 11, 1865, he mentions C.E. Wheeler of the Cleveland, Ohio, post office and also that he furnished duplex handstamps to the postmaster at Mount Vernon, N.Y., in 1860. C.E. Wheeler is listed as a Clerk in the Cleveland post office at \$800.00 per year in the *U.S. Register* for 1861.

The rather length majority opinion of the U.S. Supreme Court in *James vs. Campbell* in October 1881, written by Associate Justice Joseph P. Bradley, also contains information about post office use of duplex markings prior to 1862. It mentions one Ezra Miller at Janesville, Wisconsin, "as early as January, 1859..." General Dix in New York and "one Powers of Buffalo, in the summer of 1860."

Ezra Miller is listed in the 1861 *U.S. Register* as postmaster of Janesville, Wis., prior to being replaced on April 19, 1861. John Powers is listed in the same reference as a Clerk in the Buffalo, N.Y., post office with compensation of \$1582.68 for the fiscal year, July 1, 1860-June 30, 1861. Only the Buffalo postmaster and one other clerk were paid more in that period at Buffalo.

I have looked for some time for 1860 uses of duplex markings from those cities in particular plus any other that appeared to be duplexes. While I have seen no duplex markings from Janesville, Wisconsin, others have been found.

Thomas F. Allen, in his compilation of the postal markings of Cleveland, Ohio in the 19th century, has recorded a cover with a duplexed Cleveland handstamp in the collection of Frederick F. Nemecek, dated August 17, 1860. This example, struck only nine days af-

ter the earliest date of the Dix style markings at New York (as recorded by Bond) has been confirmed to be a duplex from finding other identical examples with later dates.

Further work by Allen has revealed that of four similar but different Cleveland handstamps used to postmark mail at that time, one other was also duplexed but two were not.

By "confirming" is meant that other covers exist with exactly similar markings, except for dates and the effects of damage, poor inking and letter contents. Not only will all the letters of the townmark be in exactly the same position, as determined by transparent overlays, but the killers, at this time usually round bar grids, should be in exactly the same relationship to the townmark.



Figure 11. Duplex or possible duplex handstamps used at other cities than New York City, 1860-61.

The early Cleveland marking of August 1860 is shown as a tracing in Figure 11, which also shows three other confirmed or possible duplex markings. The Buffalo marking, although it appears to be rimless, actually is known with a faint but full rim in January 1861, but not duplexed. The July duplex is the earliest such I have seen used at Buffalo, but neither have I seen that many examples, even though I have seen a confirming duplex marking.

The Albany and Savannah, Ga., markings may or may not be duplexes. It is probable the Albany marking is not, as the killer isn't aligned the way that would be expected in a duplex handstamp with the townmark. The Savannah example, taken from the cover shown in Figure 12, has all the earmarks of a duplex strike, but no confirming copy has been seen.

I have seen several more duplexes or possible duplexes used on the stamps of 1857 dating from 1861. Bob Baldrige reports confirmed Milwaukee, Wisconsin, examples dating from August 1861 with 3¢ 1857 stamps. Cleveland and New York continued to use them routinely and it is probable that several other larger cities, particularly those in upstate New York, also were using duplex markings long before the Post Office Department saw fit to supply that type of device.

I have seen no Washington, D.C., duplex markings from this period, and it also should be noted that the offices using them also used townmarks that were not duplexed with killers concurrently with the duplexed examples. General use was not to take place until the next issue of stamps was current.

While the duplex markings are not spectacular and have not been considered particu-

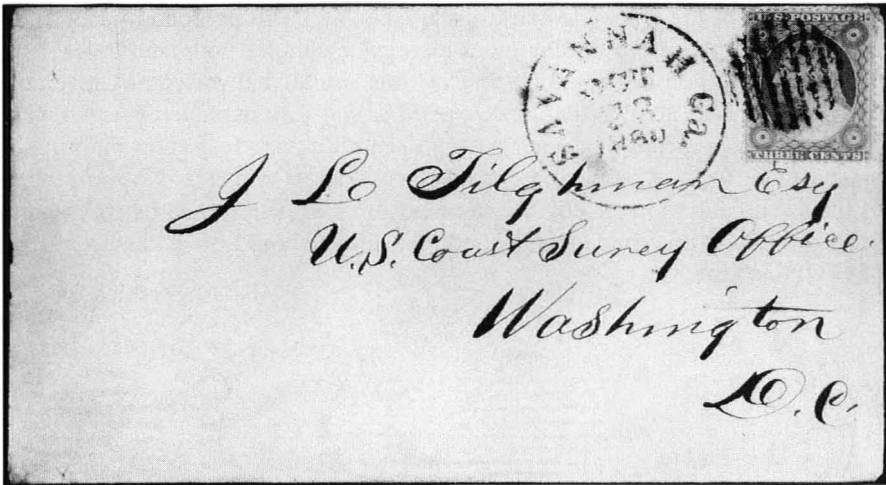


Figure 12. A cover with a “possible” duplex handstamp used in Oct. 1860 at Savannah, Georgia. Although this has all the earmarks of a duplex marking, an identical confirming example is needed for comparison.

larly interesting or collectible in the past, this really was the beginning of the use of the kind of handstamps we still have with us today. Those beginnings are worth researching out and recording.

I wish to acknowledge contributions of many people for help in assembling the data compiled in this article. Among them are Thomas J. Alexander, Thomas F. Allen, Dr. Donald B. Johnstone, Frank Mandel, Woodrow Wilson Hulme II, Robert J. Payne, Robert Dalton Harris and Diane DeBlois, Bob Baldrige, Stan Bednarczyk and Dr. Alfred E. Staubus. There have been others, I am sure, who have made contributions that I haven't recorded.

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COUNTY AND POSTMASTER NAMED POSTAL DEVICES 1792-1869

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(Continued from *Chronicle* 151:174)

NEW YORK (Cont.)

KINGSBORO' Mont. Co. (N.Y.), two straight lines in rectangular frame, 30 x 27 $\frac{1}{2}$, 1826, black (Plate 8 - photographs, A).

This is a newly discovered cover and thus is listed slightly out of alphabetical order. As with many of the straight line markings, there was no provision for moveable date types, so the date is in manuscript.

NEWARK WAYNE CO./N.Y., C-30, 1833, red, black. Also with attached rates "6," "12 $\frac{1}{2}$," and "18 $\frac{3}{4}$ " and "FREE" (Plate 8-photographs, B).

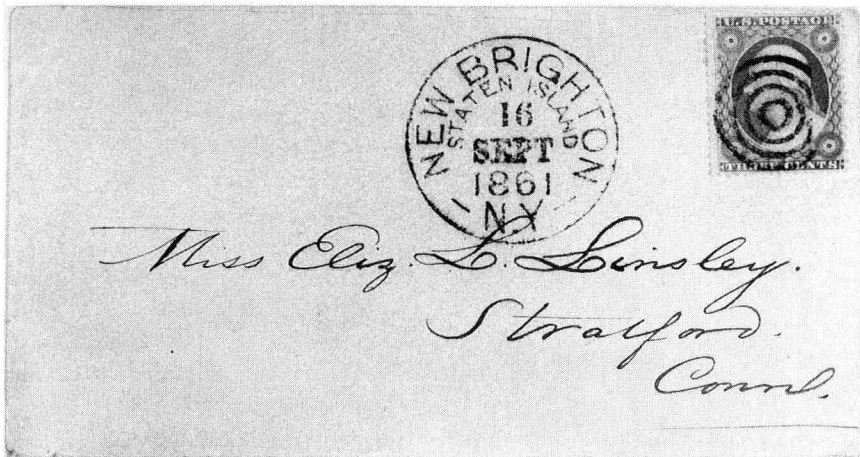


Figure 44. "NEW BRIGHTON STATEN ISLAND N.Y. 16 SEPT 1861," 3¢ 1857 cancelled target.

NEW BRIGHTON/STATEN ISLAND/N.Y., C-32 $\frac{1}{2}$, 1861, black.

This marking contains "STATEN ISLAND" as a separate line. While not a true county postmark, its usage is very similar to those markings (Figure 44). Staten Island in those days was not a borough of New York City.

NEW PALTZ ULSTER COUNTY NY, C-38 NOR, 1827, black.

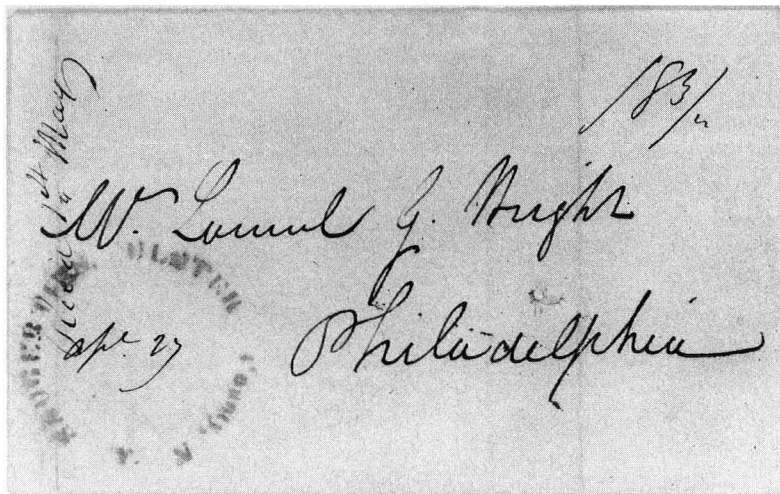


Figure 45. "SAUGERTIES ULSTER County N.Y." in red rimless circle, ms. "Apr 27" and "18 $\frac{3}{4}$."

PLEASANT/VALLEY/DUTCHESS/COUNTY/N. YORK, six S.L. 19 x 18, 1829, red.
 PLEASANT/VALLEY/DUTCHESS/CO. N.Y., five S.L. 19 x 15, 1831, red.

The five-lined marking of Pleasant Valley is one of the more common straight line variety of the county postmark, but it is also a rather distinctive and attractive marking (Plate 8-photographs, C).

PLEASANT VALLEY DUTCHESS/COUNTY/N.Y., three S.L. 30 x 16, 1834, red.
 SAUGERTIES ULSTER County N.Y., C-37 NOR, 1829, red, black.

This is an example of a rimless circular type of county postmark (Figure 45).
 SENECA FALLS, N.Y., C-34, 1850s, black. Printed FREE-P.O. BUSINESS J. T. MILLER, P.M. Seneca Falls, N.Y. in three S.L., black.

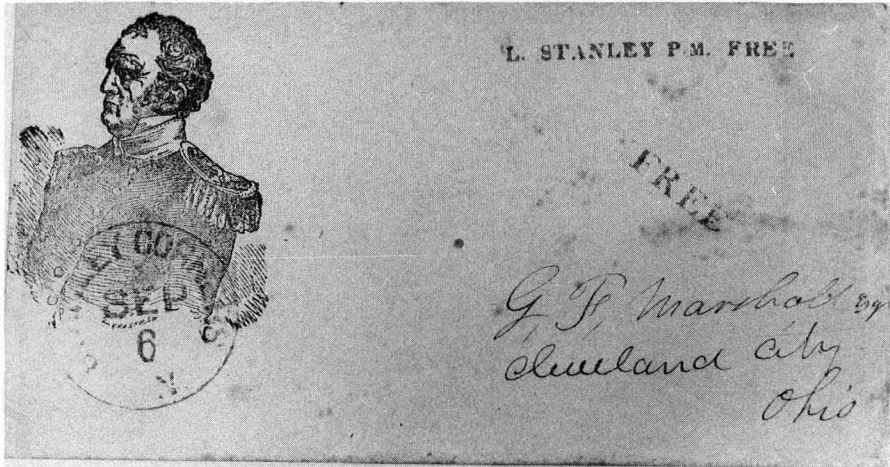


Figure 46. "STANLEY CORNERS N.Y. SEP 6" (1852) in red circle, red straight line "L. STANLEY P.M. FREE" and separate "FREE" on Winfield Scott Presidential campaign cover. Inclusion of "free" in the pm's handstamp proves it was composed purely for postal purposes.

STANLEY CORNERS, N.Y., C-31, 1852, red. L. STANLEY P.M. FREE in red straight line, additional FREE.

This handstamped postmaster free frank marking is unlisted. Its usage on a rare 1852 Scott for President campaign cover yields a striking combination usage (Figure 46).

STOCKPORT/COLUMBIA CO./N.Y., three S.L. in double rectangle 50 x 19, 1845, black.

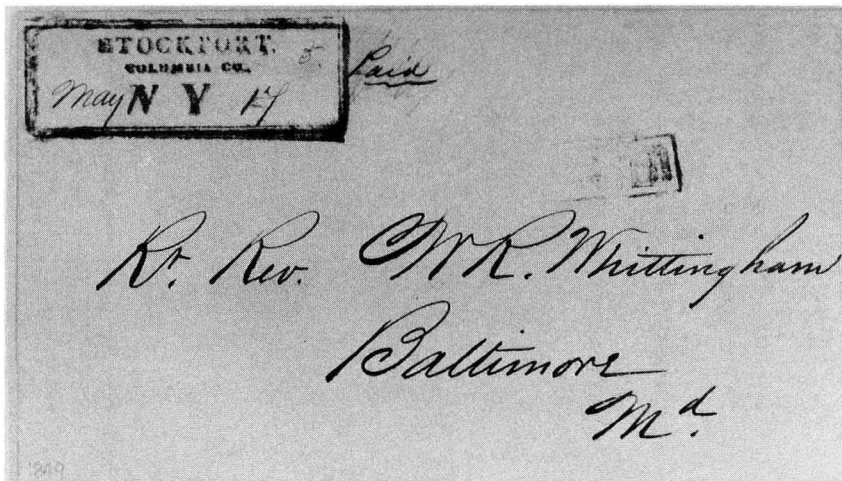


Figure 47. "STOCKPORT COLUMBIA CO. N.Y." in rectangular frame, ms. "May 17," "5" and "paid." A very cute little postmark with the tiny county designation.

This bold rectangular marking with its tiny "COLUMBIA CO." is very unusual (Figure 47). Since the postmark did not allow for the insertion of moveable type for dating, the postmaster had to write in the date on each example.

WAPPINGERS CREEK/D.Co., C-31, 1840, red (Plate 8-photographs, D).

WATERVILLE ONEIDA Co. N.Y., C-26, 1832, black (Plate 8-photographs, E).

WEST FALLS ERIE CO N.Y., double oval 32 x 23, 1852, blue, black.

This is an example of a double oval type of county postmark during the stampless-stamped period. The depicted example (Figure 48) shows a stampless "PAID 3" usage.

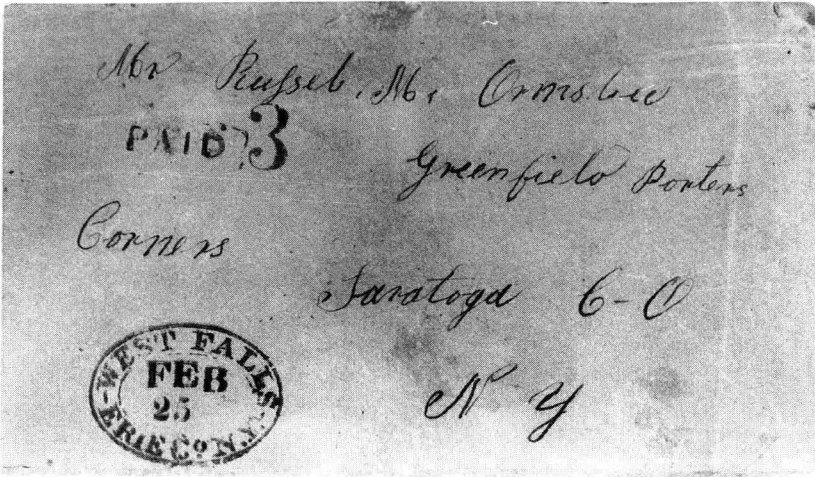


Figure 48. "WEST FALLS ERIE CO. N.Y. FEB 25" in blue double oval, "PAID" and large "3" also in blue. Note the county designation in the address, not rare for this period.

NORTH CAROLINA

BARTONSVILLE/HERTFORD CO./N.C., C-37, 1857, black.

This marking is a Zevely balloon type (Figure 49).

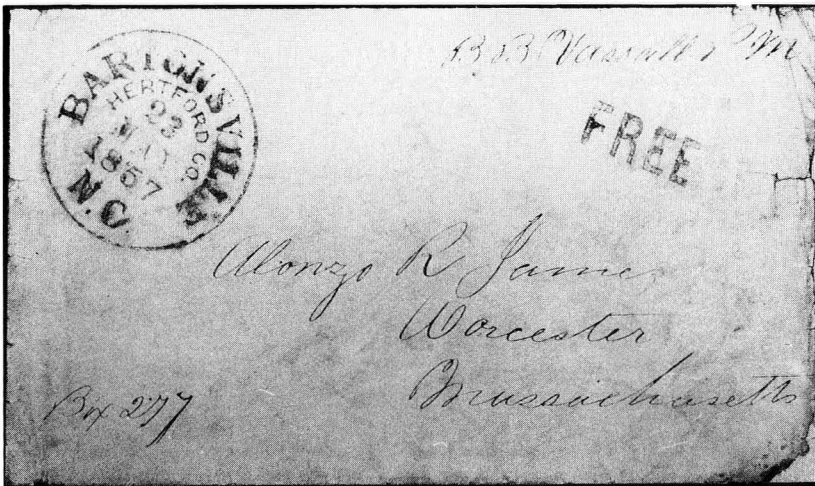


Figure 49. "BARTONSVILLE HERTFORD CO. N.C." on 1857 cover also marked "FREE."

GREENSBORO/GUILFORD, N.C., DC-29, 1850s, blue, black (Plate 7-drawings, A).

MILTON, CASWELL COUNTY, N.C., NOR, 1823, black (Plate 7-drawings, B).

MILTON, N.C., C-31, 1861, black. N.B. PATTON, S.L., black (Plate 8-photographs, F).

This is a Confederate usage.

PLATE VII



A



B



C



D



E



G



F

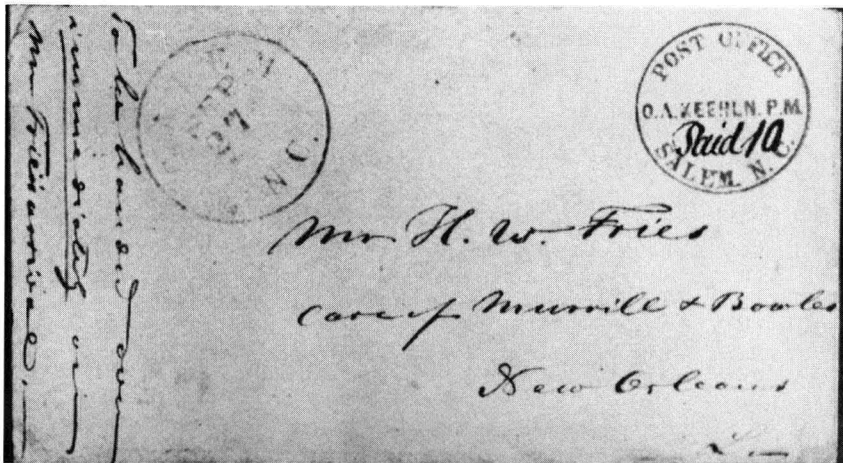


Figure 50. Confederate provisional usage "POST OFFICE SALEM N.C. O.A. KEEHLN, P.M." with ms. "Paid 10" within circle, town marking "SALEM N.C. SEP 27."

SALEM N.C., C-32, 1861, black. POST OFFICE/SALEM N.C./O.A.
KEEHLN P.M., C-29, black.

This marking was used with manuscript or handstamped postal rate markings. It is another postmaster provisional type handstamp during the Confederacy. All genuine ex-

amples show modifications such as the "Paid 10" in manuscript in the illustration (Figure 50).

Smithfield/FREE/ CALVIN JONES/Postmaster, four S.L. 29 x 17, 1792, black.

This 1792 postmark (Plate 8-photographs, G) is the earliest postmaster's postmark, unusual not only for its early date but also for the straight line town name in the four line handstamp.

OHIO

ALBERTON/HOWARD CO./O., C—, 1860s, black.

BEDFORD/CUY CO. OHIO, oval 42 x 28, 1842, green (Plate 7, drawings, C).

CLAYTON/O. Mont. Co., C-32, 1841, red (Plate 7, drawings, D).

COMER, OHIO/Allen Co., C-, 1862, black.

CONNEAUT/A.C.T./OHIO, oval NOR 30 x 33, 1828, red (Plate 7, drawings, E).

DOVER/TUSCARAWAS C. OHIO, C-30 NOR, 1825, black.

DOVER TUSCARAWAS CO. OHIO, DC-33, 1826, black (Plate 8, photographs, H).

FRANKLIN SQUARE/COLUMBIANA CO./O, C-36½, 1858, black (Plate 8, photographs, I).

KINGSTON/O. ROSS CO., C-30, 1835, red.

LIVERPOOL/OHIO, C-30, 1860, black. S.C. PRICHARD, FREE in black.

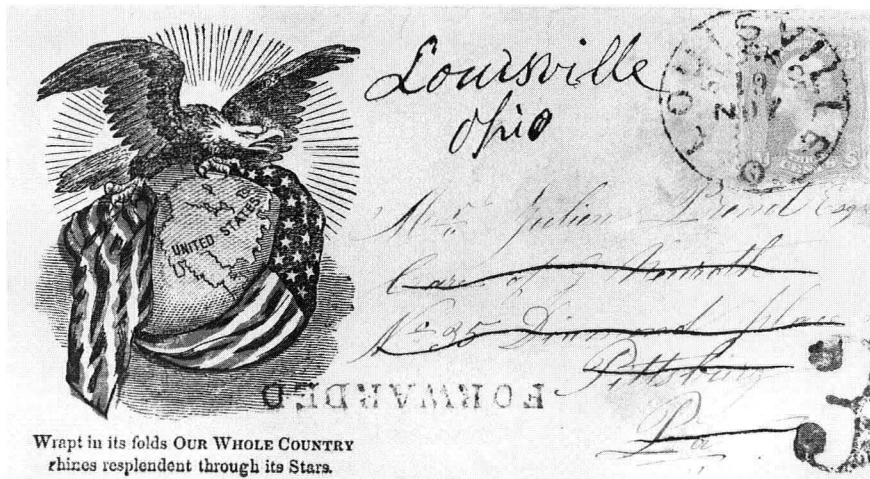


Figure 51. "LOUISVILLE STARK CO O. 19 NOV" ties three cent 1861 on Civil War patriotic cover, "FORWARDED" at Pittsburgh back to Louisville.

LOUISVILLE/STARK CO./O., C-27, 1850s, red, black.

This is an example of a county postmark during the 1860 period (Figure 51). The usage on a patriotic cover is quite unusual. Also this particular cover was forwarded at three cents postage due back to its origin, Louisville, Ohio.

MONTPELIER, OHIO, rectangle 38 x 11½, N.D., black. FREE/C.W. MALLORY P.M., two S.L., black (Plate 8, photographs, J).

MT. EATON WAYNE CO/OHIO date, two S.L. 39 x 5½, 1848, black.

This is a rare straight line type county postmark (Figure 52). This example had a slug for the date inserted in the lower right corner.

OSTRANDER/OHIO, C-35, 1861, black. WM C. WINGET P.M., S.L. in ornate frame with eagle, black (Plate 7, drawings, F).

WEST RUSHVILLE/FAIRFIELD CO/O, C-37, 1859, black.

This cover is another very attractive example of the Zevely balloon circle with county designation (Figure 53). It also bears a school cornercard.

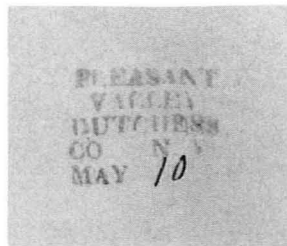
PLATE VIII



A



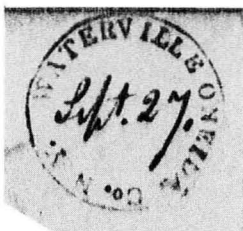
B



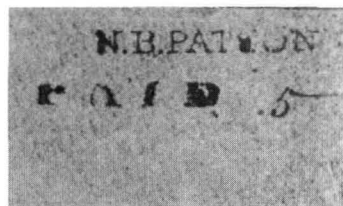
C



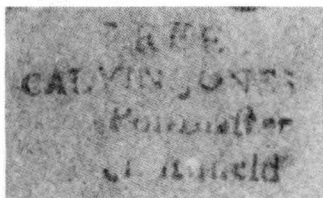
D



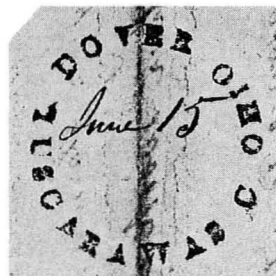
E



F



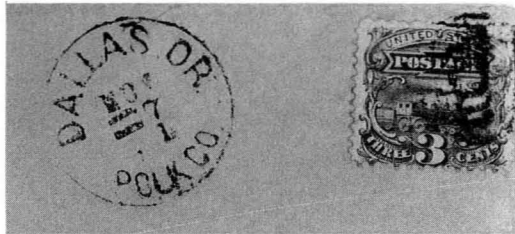
G



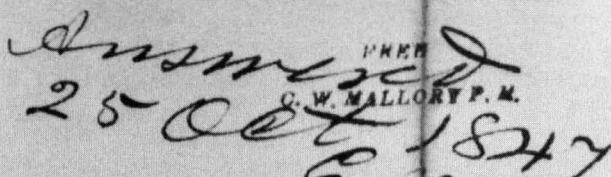
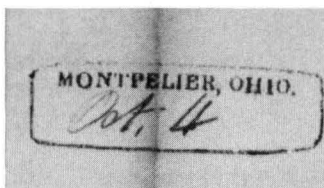
H



I



K



J



FREE.
E. R. FISKE, P. M.

RUFUS FISKE, ESQ.,
CAMBRIDGEPORT,

L

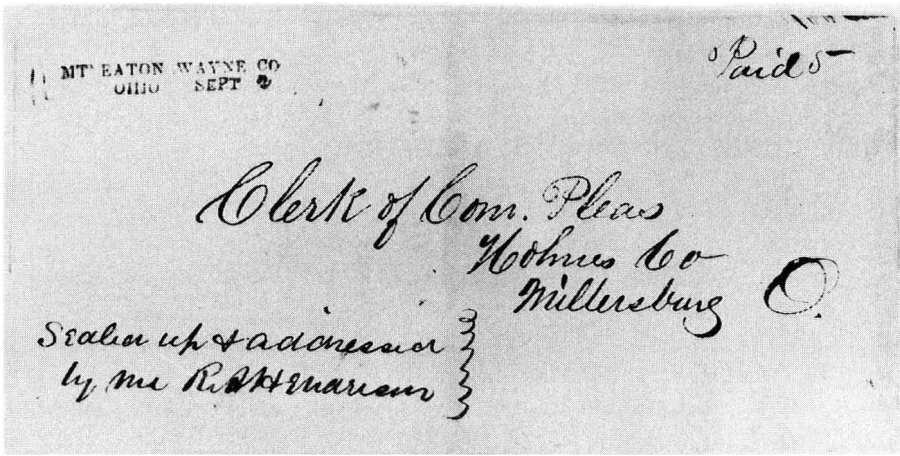


Figure 52. "MT EATON WAYNE CO OHIO SEPT 2" and ms. "Paid 5." This is a rare straight line type county postmark with a changeable slug for the month (but not the date which was handwritten additionally.)

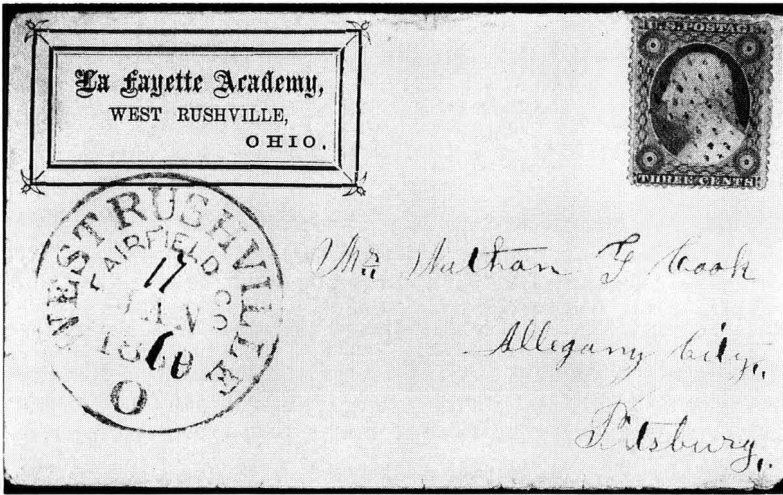


Figure 53. "WEST RUSHVILLE FAIRFIELD CO O" (1860). Zevely balloon type.

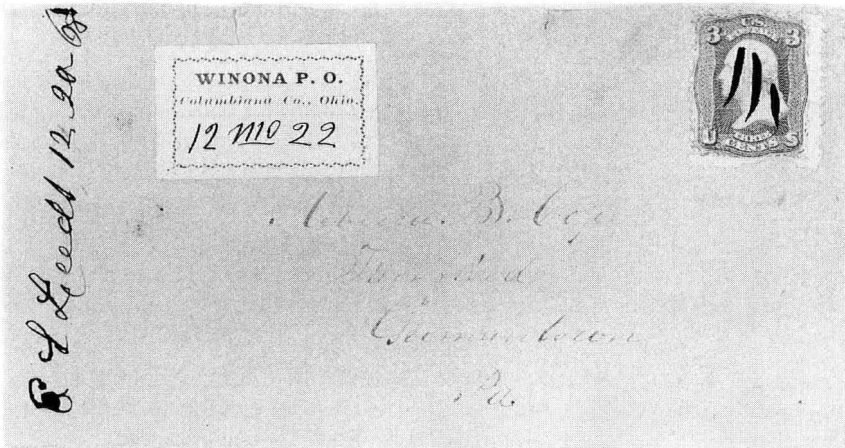


Figure 54. "WINONA P.O. Columbiana Co., Ohio." Quaker dated label on 1868 cover.

WINONA P.O./Columbiana Co., Ohio, ms Quaker date, printed in rectangle frame on label, 1868, red.

In Figure 54 is the only label postmark included in the list. The red label was obviously printed just for this type of usage. It was dated in manuscript, quaker style.

J.M. BIMELER, P.M./ZOAR. O, two S.L. 47 X 9, 1831, black.

OREGON

DALLAS, OR./POLK CO., C-24, 1867, black.

In the late 1860s very simple small circles were used for postmarks from most towns. The modification of one of these markings to include the county's name is very unusual, particularly from Oregon (Plate 8, photographs, K).

HILLSBOROUGH/WASH./date/CO/OREGON, C-38, 1850s, black (Plate 8, drawings, G).

SCOTTSBURG/O.T., C-30, 1854, black. FREE E.R. FISKE, P.M. in two S.L., 32 x 9.

This is the only postmaster marking from this territory and one of two such territorial markings used during this time period (the other being Baptist Mission, Indian Territory). The "Free" and the postmaster's name are so parallel that it is likely this was a two line handstamp (Plate 8, photographs, L). The town marking reads "SCOTTSBURG O.T.)" with a manuscript date. Note the use of preprinted envelopes probably to the postmaster's father.

SAILINGS OF THE UNITED STATES MAIL

STANLEY B. ASHBROOK

(Continued from *Chronicle* 148:236)

Advertised Sailings of Vanderbilt Ships from New York for Nicaragua January 1st, 1853 to December 31st, 1853

NEWS ITEM: *N. Y. Herald*, Arrival of S.S. Northern Light from San Juan, Nicaragua, Jan. 1st. (1853)

Vanderbilt Line for San Francisco. *N.Y. Herald*, Jan. 3, 1853, Vanderbilt Line: Departure date, Jan. 5, 1855, S.S. Star of the West, connecting with S.S. Brother Jonathan over Nicaragua Transit Route.

For San Francisco. *N.Y. Herald*, Jan. 7, 1853, Vanderbilt Line: Departure date, Jan. 20, 1853, S.S. Northern Light, connecting with Pacific Steamer over Nicaragua Route.

The Shortest & Cheapest Route: Vanderbilt Line for San Francisco. *N.Y. Herald*, Jan. 21, 1853, Vanderbilt Line: Departure date Feb. 5, 1853, S.S. Star of the West for San Juan Del Norte direct, connecting with popular S.S. Pacific over the Nicaraguan Transit Route.

N.Y. Herald, Feb. 14, 1853. ARRIVAL: Steamships Northern Light from San Juan del Norte Feb. 4th, and Uncle Sam from Aspinwall on the 7th, arrived yesterday. Uncle Sam brings passengers of the Golden Gate & Winfield Scott. Travel of the Isthmus markedly good, crossing from ocean to ocean in 20 days. Rainy season has terminated. Northern Light brings passengers from the S.S. Independence. [the following long columns eliminated as they refer to passenger lists and other irrelevant matter.]

For San Francisco, *N.Y. Herald*, Feb. 7, 1853, Vanderbilt Line: Departure date, Feb. 19, 1853, for San Juan del Norte, S.S. Prometheus, connecting with S.S. Brother Jonathan over the Nicaraguan Transit Route.

For San Francisco. *N.Y. Herald*, Feb. 22, 1853, Vanderbilt Line. Accessory Transit Co. (of Nicaragua): Departure date, March 5, 1853, for San Juan del Norte, S.S. Star of the West, connecting with the regular Pac. S.S. over the Nicaragua Transit Route for San Francisco.

N.Y. Herald, March 16, 1853. ARRIVAL OF S.S. PROMETHEUS. The S.S. Prometheus, Capt.

Churchill, arrived yesterday from San Juan del Norte whence she sailed on the 6th inst. Among the passengers was Hon. W. Voorhees, Sec'y of State of Calif. The Prometheus did not bring any later news than contained in yesterday's papers.

NEWS: *N.Y. Herald*, March 16, 1853. TROUBLE BETWEEN THE NICARAGUA TRANSIT CO. & THE AUTHORITIES AT SAN JUAN. Our advices by the Uncle Sam are from Nicaragua & Costa Rica. One of the letters from San Juan gives some interesting intelligence from that town. Things are in a bad way as you may have heard earlier. To avoid purchasing a wharf, etc., in San Juan, the Transit Company squatted on the other side of the harbor from the town — 1½ miles distant — in a most disagreeable and uncomfortable place. There are no wharves, buildings or accommodations for passengers, compelling them to lie broiling in a hot steamer until taken off in a little river steamer, for the purpose of depriving the town of passengers stopping at hotels, to the disgust of hotel owners and real estate speculators. To remove any ground of refusal for coming to the town, the Corp. offered the Transit Co. a sufficient piece of ground for their establishment, but the Co. persisted to stay isolated. The land belonging to the town, the Corp. notified them to vacate. Refusing to do so, a process of ejectment was served on them, and on their refusing to obey it, a posse comitatus on the 21st ult, proceeded to execute the warrant, demolishing one building and giving the agents notice that, if the entire establishment was not removed by March 10, the authorities would remove the remaining buildings. The Transit Co. called upon the Commander of the English vessel of war Geyser for protection, but without avail. The agent of the Co. after making some vile and foolish threats was arrested and put under bond of \$7,600. As a consequence none of the officers or employees of the Company are allowed to come to town, or passengers allowed to come over, if the Co. can prevent it. There is not the slightest doubt as to the determination of the authorities to carry out the ejectment. A big change has taken place since your correspondent left here. The town now is all built up with good hotels, stores, etc. The English are elbowed out and the Nicaraguans as well for that matter. The Musquito sovereignty is hardly mentioned. The game is up. The wedge is entered. Nicaragua must make the best of it and in time secure by concession what she could not get by diplomacy or force and present (?) [this was very indistinct] San Juan with a fair amount of territory, a free port. The grounds occupied by the Transit Co. were some months ago set apart as a quarantine ground, in consequence of vessels entering with smallpox and the Co. received notice to show their titles in court. Mr. Mayor Martin represented the Co. and made an attempt to represent the attack on the Co.'s property as of English instigation, but there are no English here now, the whole Government being American, mostly from the Southern States.

For San Francisco. *N.Y. Herald*, March 23, 1853, Vanderbilt Line: Departure date, April 5, 1853, S.S. Star of the West for San Juan del Norte, connecting with S.S. Brother Jonathan over the Nicaragua Transit Route for San Francisco.

To California shortest & cheapest route. *N.Y. Herald*, April 7, 1853, Vanderbilt Line, Departure date, April 20, 1853, S.S. Prometheus for San Juan del Norte, connecting with S.S. Sierra Nevada over the Nicaragua Transit Route.

To California. *N.Y. Herald*, April 23, 1853, Vanderbilt Line, Departure date, May 5, 1853, S.S. Star of the West for San Juan del Norte connecting with S.S. Pacific over the Nicaragua Transit Route for San Francisco.

NEWS: *N.Y. Herald*, May 11, 1853. ONE WEEK LATER FROM CALIFORNIA — TOTAL LOSS OF THE VANDERBILT STEAMER S.S. "LEWIS". EXPLOSION OF THE STEAMER JENNY LIND. New Orleans, May 9, 1853. The Daniel Webster having arrived here brings San Francisco dates of the 16th of April, one week later than previous advices by the El Dorado at New York, having connected with the Pac. S.S. Brother Jonathan which left S.F. the above date. The S.S. Lewis ran ashore in going from San Juan to San Francisco, and was unable to be got off. S.S. Lewis went ashore North of Bolinas Bay, 3 A.M. and it being found impossible to get her off, 400 passengers were safely landed together with nearly all the baggage, but the vessel, a considerable quantity of specie and the ship's stores, would prove a total loss, about \$200,000. on which it is thought there is no insurance. Steamer Jenny Lind exploded near San Francisco, scalding 50-60 persons of which 20 were dead, 7 children and one whole family. At the time of the explosion the J. L. was going from Alviso to San Francisco with 130 passengers. The survivors and remains of unfortunate victims were taken to San Francisco by the S.S. Union.

For California. *N.Y. Herald*, May 8, 1853, Vanderbilt Line: Departure date, May 20, 1853, S.S. Prometheus for San Juan del Norte, connecting with S.S. Sierra Nevada over the Nicaragua Transit Route.

For California. *N.Y. Herald*, May 24, 1853, Vanderbilt Line: Departure date, June 4, 1853, S.S. Star of the West for San Juan del Norte, connecting with S.S. Brother Jonathan for San Francisco.

For California. *N.Y. Herald*, May 27, 1853, Vanderbilt Line: Departure date, June 4, 1853, S.S. Northern Light for San Juan del Norte, connecting with S.S. Brother Jonathan for San Francisco. Note: It seems obvious that the above S.S. sails in place of Star of West as the same Capt. is given for both boats, and both ships are to sail on same day. No reason given.

For California. *N.Y. Herald*, June 6, 1853, Vanderbilt Line: Departure date, June 20, 1853, S.S. Star of the West, connecting at San Juan del Norte with S.S. Cortes for San Francisco.

For California. *N.Y. Herald*, June 12, 1853, N.Y. Calif. S.S. Co. Departure date, June 20, 1853, S.S. Prometheus for San Juan del Norte, connecting with S.S. Cortes for San Francisco.

For California. *N.Y. Herald*, June 21, 1853, N.Y. & Calif. S.S. Line, Departure date, July 5, 1853, S.S. Northern Light, connecting with S.S. Sierra Nevada over the Nicaragua Transit Route. Please note the above line is the same as Accessory Transit Co.

For San Francisco. *N.Y. Herald*, July 23, 1853, N.Y. & Calif. S.S. Line, Departure date, Aug. 5, 1853, S.S. Northern Light for San Juan del Norte, connecting with S.S. Cortes for San Francisco.

For California. *N.Y. Herald*, Aug. 6, 1853, N.Y. Calif. Steamer Line, Accessory Transit Co. of Nicaragua, Departure date, Aug. 20, 1853, S.S. Star of the West for San Juan del Norte, connecting with S.S. Sierra Nevada over the Nicaragua Transit Route for San Francisco.

For California. *N.Y. Herald*, Aug. 22, 1853, N.Y. & Calif. S.S. Line Accessory Transit Co. of Nicaragua, Departure date, Sep. 5, 1853, S.S. Northern Light for San Juan del Norte, connecting with S.S. Brother Jonathan over the Nicaragua Transit Route for San Francisco.

N.Y. & California S.S. Line, *N.Y. Herald*, Sep. 6, 1853, Accessory Transit Co. of Nicaragua, Departure date, Sep. 20, 1853, S.S. Star of the West for San Juan del Norte, connecting with S.S. Cortes over the Nicaragua Transit Route.

N.Y. & California S.S. Line. *N.Y. Herald*, Sep. 21, 1853, Accessory Transit Co. of Nicaragua, Departure date, Oct. 5, 1853, S.S. Northern Light for San Juan del Norte, connecting with S.S. Sierra Nevada over the Nicaragua Transit route for San Francisco.

For California: N.Y. & Calif. S.S. Line. *N.Y. Herald*, Oct. 6, 1853, Accessory Transit Co. of Nicaragua, Departure date, October 20, 1853, S.S. Star of the West for San Juan del Norte, connecting with S.S. Sierra Nevada for San Francisco, over Nicaragua Transit Route.

New York & Calif. S.S. Line. *N.Y. Herald*, Oct. 21, 1853, Accessory Transit Co. of Nicaragua, Departure date, Nov. 5, 1853, S.S. Prometheus to San Juan del Norte, connecting with S.S. Cortes over the Nicaragua Transit Route for San Francisco.

New York & California S.S. Line. *N.Y. Herald*, Nov. 6, 1853, Accessory Transit Co. of Nicaragua, Departure date, Nov. 19, 1853, S.S. Star of the West for San Juan del Norte, connecting with the S.S. Brother Jonathan over Nicaragua Transit Route for San Francisco.

N.Y. & California S.S. Line. *N.Y. Herald*, Nov. 21, 1853, Accessory Transit Co. of Nicaragua for San Juan del Norte, Departure date, Dec. 5, 1853, S.S. Prometheus, connecting with S.S. Sierra Nevada over the Nicaragua Transit Route for San Francisco.

New York & California S.S. Line. *N.Y. Herald*, Nov. 29, 1853, Accessory Transit Co. of Nicaragua for San Juan del Norte, Departure date, Dec. 5, 1853, S.S. Northern Light, connecting with S.S. Sierra Nevada over the Nicaragua Transit Route for San Francisco.

N.Y. & California S.S. Line. *N.Y. Herald*, Dec. 6, 1853, Accessory Transit Co. of Nicaragua for San Juan del Norte, Departure date, Dec. 20, 1853, S.S. Star of the West, connecting with S.S. Cortes

over the Nicaragua Transit Route for San Francisco.

**Advertised Sailings of Independent Line Steamships
from New York for Panama
January 1st, 1853 to December 31st, 1853**

To California. *N.Y. Herald*, Jan. 3, 1853, N.Y. & San Francisco Line: Departure date, Jan. 20, 1853, S.S. Uncle Sam for Aspinwall Navy Bay connecting with S.S. Cortes at Panama for San Francisco. NOTE: The above line is obviously connected with the Independent Line as the same steamer is listed for that company later on.

To San Francisco via Aspinwall & Panama. *N.Y. Herald*, Jan. 22 1853, N.Y. & San Francisco Line, Departure date, Feb. 4, 1853, S.S. United States, connecting with S.S. Winfield Scott at Panama for San Francisco. *N.Y. Herald* of February 5, in a similar ad, gives sailing date of above ship as of Feb. 5th instead of 4th.

For California via Aspinwall & Panama. *N.Y. Herald*, Jan. 21, 1853, Independent Line, Departure date, Feb. 19, 1853, S.S. Uncle Sam, connecting at Aspinwall with the S.S. Sierra Nevada to leave Panama for San Francisco.

NEWS ITEM: *N.Y. Herald*, March 1, 1853. ARRIVAL OF S.S. UNITED STATES. This ship arrived before 3 P.M. Monday from Aspinwall where she left on the 18th of Feb. She connected with the S.S. Cortes of the New York & San Francisco S.S. Line, which left San Francisco on Feb. 1st, reaching Panama on the 15th. The S.S. Tennessee arrived at Panama on the evening of the 15th. S.S. Sierra Nevada had arrived at Panama in 58 days from this port, the quickest trip on record. [list of passengers and irrelevant matter not copied].

For Aspinwall & Panama & San Francisco. *N.Y. Herald*, Feb. 6, 1853, N.Y. & San Francisco Line, Departure date, March 5, 1853, S.S. Union, connecting with S.S. Winfield Scott at Panama for San Francisco.

NEWS: *N.Y. Herald*, March 15, 1853. TWO WEEKS LATER FROM CALIFORNIA ARRIVAL OF UNCLE SAM. The new S.S. Uncle Sam arrived at Port at 10 o'clock this morning from Aspinwall with advices from San Francisco to the 16th of Feb. She brings \$310,000 in gold. The Uncle Sam left N.Y. Feb. 21 in company of the Ohio and Cherokee, arriving at Aspinwall March 2, the Ohio arriving on the 3rd, Cherokee on the 4th. The U.S. [meaning no doubt Uncle Sam] left Aspinwall on the 5th, arrived at Kingston on the 8th, whence she sailed for this port next morning. She belongs to the Independent Opposition Line. The S.S. Sierra Nevada arrived at Panama on the 14th of Feb. and sailed for San Francisco on the 5th inst. She carried the passengers of Uncle Sam. Capt. J. D. Wilson of the S.N. died at Panama on March 1st; his disease was malignant remittent fever. J. Chase, 2nd Officer died of fever during the passage to Panama. The S.S. John L. Stephens from N.Y. to S.F. arrived at Panama on March 3rd. We are indebted to the purser of the John L. Stephens, running on the Pacific side for late Valparaiso papers. Passenger list etc. eliminated.

NEWS: *N.Y. Herald*, Mar. 16, 1853. New Line of Steam Communications on the Pacific between Central American Republic & Panama. Contracts have been concluded by Capt. Thos. Wright with the Governments of Central America for the establishment of the above Line for mails to and from Panama, commencing at the ports in Guatemala, touching at Salvador, Honduras, Nicaragua & Costa Rica. This negotiation should prove very advantageous to the United States in contacting the mentioned countries by the regular run of steamers on that coast. Mails and merchandise can then be shipped by San Juan de Nicaragua or the Isthmus of Panama, reaching Central America ports in 20 days from time of leaving New York instead of 6 to 8 months as heretofore. The Capt. names this line the CENTRAL AMERICAN STEAM NAVIGATION CO. and the first steamer will be Sept. 1, next.

In San Francisco. *N.Y. Herald*, March 7, 1853, Independent Opposition Line, Departure date, March 21, 1853, for Aspinwall & Navy Bay, S.S. Uncle Sam, connecting with Steamer for San Francisco. [Name of connecting steamer not given.]

Advertisement: *N.Y. Herald*, March 30, 1853. Notice to Passengers. The proprietors of this fast sailing S.S. Uncle Sam have been induced to reduce the prices of fares to Aspinwall. First class \$50, second \$40, upper steerage \$30 and lower \$20. The Company guarantees passengers to forward them on first class steamers to San Francisco. The traveling public are directly interested in supporting the Independent Opposition Line. Persons desiring passage on this healthy & popular S.S., apply to E. Mills, Agent, 51 Cortlandt St.

For California. *N.Y. Herald*, March 7, 1853, N.Y. & S.F. S.S. Line: Departure date, April 5, 1853, for Aspinwall & Navy Bay, S.S. Union, connecting with S.S. Cortes at Panama for San Francisco.

For California. *N.Y. Herald*, March 23, 1853, N.Y. & S.F. S.S. Co., Departure date April 5, 1853, S.S. Uncle Sam for Aspinwall & Navy Bay, connecting with S.S. Cortes at Panama for San Francisco.

NEWS ITEM: *N.Y. Herald*, April 25, 1853. ARRIVAL OF THE UNITED STATES AT NEW ORLEANS. IMPORTANT FROM CALIFORNIA TWO WEEKS LATER. LOSS OF THE INDEPENDENCE CONFIRMED. GREAT DESTRUCTION OF HUMAN LIFE. OVER 140 PASSENGERS BURNED OR DROWNED. LIST OF SMALL PORTION OF DEAD, ETC. New Orleans, April 23, 1853. The S.S. United States arrived here today in 5½ days from Aspinwall with but a few passengers by the S.S. Cortes which arrived at Panama in 14 days from San Francisco. The S.S. Georgia from N.Y. arrived at Aspinwall on the 17th. ACCOUNT OF THE DESTRUCTION OF THE INDEPENDENCE. The S.S. Independence was lost on the 16th of Feb. having run ashore on the shoals of Margaretta Island, where she took fire & was burned to the water's edge. 500 passengers were on board who leaped into the water, trying to swim ashore, of whom at least 140 were lost. The Island is on the coast of California and uninhabited. After striking, the Independence backed off, but finding 8 ft. of water in her hold, Capt. Sampson ordered the pilot to run her on the beach at a spot three hundred yards from land. The ship took fire from the intense heat from the furnaces, flames spreading rapidly and creating the most frightful consternation among the passengers. A very heavy surf was running and all boats of the steamer was swamped in trying to make the first trip ashore. To add to the horror the flames reached the powder magazine, which exploded, shattering the stern to pieces. Many passengers were blown aboard, others jumping overboard were immediately carried out to sea by the strong current. The ship finally swung around broadside to the beach when her coal also took fire and she was totally destroyed. The passengers who survived found themselves on an uninhabited island without water, suffering greatly and remaining there for 56 hours. By firing a cannon they attracted the attention of some whaling vessels lying in Magdalene Bay, a few miles off, who came to their assistance. [list of lost passengers eliminated]

NEWS ITEM: *N.Y. Herald*, April 26, 1853. FULL DESCRIPTION OF S.S. INDEPENDENCE DESTRUCTION AS GIVEN IN A STATEMENT BY CAPT. SAMPSON. Please note: There were four long columns on this with full passengers list, etc., which I think much too lengthy to copy or even to read, unless you wish me to do so. I believe that the foregoing account takes care of this matter adequately.

For California. *N.Y. Herald*, April 6, 1853, N.Y. & S.F. S.S. Co.: Departure date, May 5, 1853. S.S. United States for Aspinwall & Navy Bay, connecting with Winfield Scott for San Francisco.

For California. *N.Y. Herald*, April 7, 1853, N.Y. & S.F. S.S. Co., Departure date, May 5, 1853, S.S. Union, connecting with S.S. Winfield Scott at Panama for San Francisco.

For California. *N.Y. Herald*, April 18, 1853, Independent Opposition Line, Departure date, May 5, 1853, S.S. Uncle Sam for Aspinwall, connecting with a first class S. S. which by arrangement is to be provided by Messrs. Garrison Fritz & Co. of Panama to convey the passengers to San Francisco.

For California. *N.Y. Herald*, May 28, 1853. S.S. Uncle Sam will sail for California via Rio de Janeiro. Valparaiso and Panama, on June 15, 1853. CHANGE OF DATE. *N.Y. Herald*, June 15, 1853 gives sailing date of Uncle Sam to be June 20, 1853.

(To be continued)

BACK ISSUE BONANZA

A chance to fill in missing numbers

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MORE ON CIVIL WAR SOLDIERS' LETTERS

RICHARD B. GRAHAM

The Civil War soldier's letter, as a postal rather than a military category, has been a more than occasional subject in this section since the first mention of the subject in *Chronicle* 47, for June 1964.

An article organizing what was then known, relative to both the *Postal Laws and Regulations* and also the usages reflecting such, appeared in *Chronicles* 116 and 117, for November 1982 and February 1983. Another two-part article appeared in *Chronicles* 133 and 135 (February and August 1987) covering the handstamped and imprinted legends that appeared on Civil War soldiers' letters to permit them to be sent collect at domestic rates without penalty at a time when other domestic letters had to be prepaid.



Figure 1. Cover originating at Tullahoma, Tennessee, with a soldier in the hospital there. Backstamped at Nashville on August 20, 1862, and postmarked at Washington, D.C., after being passed through the Dead Letter Office where the oval "SOLDIER'S LETTER" was applied.

Additional covers and data keep expanding our knowledge. *Chronicle* 148 for November 1990 illustrated covers with a large oval "SOLDIER'S LETTER" handstamp (note Figure 1, here) that the earlier articles had theorized was applied at the Dead Letter Office in Washington. The two covers shown, both patriotics, not only had the oval handstamps but bore Dead Letter Office backstamps, the first we have seen on covers with the oval soldier's letter marking.

Both covers had been mailed unpaid without the requisite endorsement, "soldier's letter" and an accompanying officer's signature certifying the fact. Both features, plus the identification of the soldier's military unit, *i.e.*, state regiment number or similar designation, were required by the *P.L.&R.* to permit the covers to be sent unpaid and collect at regular domestic rates.

Otherwise, until November 26, 1861, when an order of October 1860 was rescinded, such unpaid letters were automatically sent to the Dead Letter Office. On that date, the Post Office Department reverted to the previous practice of sending a notice to the addressee that an unpaid letter was being held for them and would be forwarded upon receipt of a 3¢ stamp to prepay the postage.

Post Office, Chelsea Mass

Mar 15 1863.

A letter, bearing your address, is detained in this Office for non-payment of postage. By enclosing to me, immediately on receipt of this, ~~one~~ Three Cent Stamp and PRE-PAYING your note of reply, the Letter will be duly forwarded according to its direction.

Respectfully yours,

A. P. Russell

POSTMASTER.

[Handwritten signature]

N. B.—Please return this notice with your letter of reply.

INSTRUCTIONS TO POSTMASTERS.

Postmasters will fill up, address, and frank the above notice, without the use of an envelope, to all persons within the United States for whom *unpaid letters* shall have been deposited in their offices; and may dispense with the former practice of posting up notices in their offices that such letters have been deposited therein. If not attended to in one month, they will return such letters to the Dead Letter Office.

Figure 2. Notice sent by postmasters under the order of November 26, 1861, which restored the previous practice of holding unpaid letters and sending notices to addressees that the letters would be forwarded with the receipt of a stamp to prepay the required postage.

Hence, the unpaid soldiers' letters were marked "held for postage" at the office of mailing. If no postage was received in response to the notice that was sent, then the letter was sent to the Dead Letter Office. An example of the printed notice, a standard form supplied to postmasters by the Post Office Department to be filled out and mailed under the postmaster's franking privilege, is shown in Figure 2.

Hence, the covers described in *Chronicle* 148 were both mailed without either a postage stamp or a soldier's letter certification. Both were mailed after the notification practice was resumed in November 1861 so the addressees had not responded to the notice by sending a stamp. Therefore, both ended up at the Dead Letter Office. It is obvious that

they did reach the addressees in some manner, and also that the large "SOLDIER'S/LETTER" marking was indeed applied at the Dead Letter Office.

The cover with the oval marking, shown in Figure 1, answers another question about the marking. I had wondered, since so many of the covers with the marking originated with the armies in the west, whether a special branch of the Dead Letter Office hadn't been set up somewhere in the West simply to handle army mails that were sent unpaid but improperly certified.

Most of the covers with the marking have the requisite backstamps which were to be applied when the covers were sent to the DLO and most of these were applied at either Nashville or Memphis. A few other covers have the marking but no backstamp but have a normal postmark on the face of Washington, D.C., or, in a few cases, Georgetown, D.C. The cover shown in Figure 1 is the first I have seen with the "SOLDIER'S/LETTER" and a Washington postmark (of 29 August 1862) on the face but also with blue backstamps of "HELD FOR POSTAGE" and a Nashville, Ten., postmark (of August 20, 1862). The backstamps are traced as "A" and "B" in Figure 3.

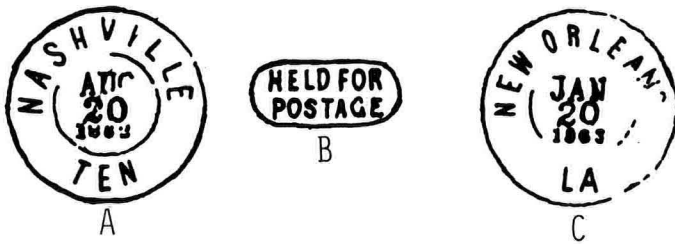


Figure 3. Tracings of the backstamps on the covers in Figures 1 and Figure 4.

This cover has an enclosed letter datelined at the General Hospital, Tullahoma, Tennessee, on August 9, 1862, near where the battle of Murfreesboro or Stone's River was to be fought a few months later. The writer of the letter was a member of Company D, 7th Regiment, Pennsylvania Volunteer Cavalry, who was hospitalized with illness which caused far more casualties than battle in the Civil War. This cover with its combinations of markings seems to indicate that it had been sent to Nashville to be mailed without either a stamp or a soldier's letter certification where it was held for postage and backstamped on August 20, 1862, after being written August 9th. From there it was sent to Washington where it was placed in the mails, marked with the large soldier's letter oval and a "Due 3" on August 20, 1862.

Other covers from the armies in the west, also with Nashville or Memphis backstamps, were much longer in being processed. The probable explanation lies in an article entitled "Soldiers' Dead Letters" in the *U.S. Mail & Post Office Assistant* for November 1862 which was quoted in the article in *Chronicle* 117. That was some years ago and it is important enough to warrant repeating here as follows:

Thousands of these letters are sent back to the dead Letter Office at Washington, having failed for one cause or another to find the person to whom they were directed. It is worse than useless to attempt to return them like ordinary letters from this office to the writers — soldiers in the army, some of whom have fallen in battle or died in the hospital, and nearly all of whom have changed their locality during the two or three months that must expire between the date of a letter and its return to the Dead-Letter Office.

Up to within a short time, letters of this class containing no valuable enclosure have been destroyed. After the great battles that were fought in the first six months of this year, it came to be observed that many of these stray missives — written upon the

eve of or at the close of a bloody contest; some, the last written utterances of the soldier who dared to die for his country; and others containing the last words or wishes of fallen comrades — contained matters of profound interest to the friends or relatives addressed. The subject having come to the notice of the Third Assistant-Postmaster General [Ed. note Alexander N. Zevely of North Carolina], to whose bureau the Dead-Letter Office belongs, he manifested his usual active sympathy with the cause of the soldier by directing that a second effort should be made to deliver letters of this class to the persons addressed.

The process is now going on as an experiment, with the hope that it may prove successful. — Each day the camp letters, containing no valuable inclosure, when found in the opening room, are placed in the hands of a clerk, who examines them, and selects all that can be with propriety re-sent to the post offices originally addressed. Special pains are taken to save those addressed to father, mother, sister, brother, wife or other relatives, and they are again sent to the local post offices, with a descriptive list to be posted up for one month, containing not only the names of the person addressed, but of the writers and places where the letters were written. The local post masters are also charged to use all diligence to secure the delivery of the letters to persons authorized to receive them. — In this way it is hoped that some further record will be kept of the unnamed heroes that are every day falling in this mighty struggle for a nation's life.

It is proper to add, both for the benefit of the public and the Department, that it is quite useless to send inquiries there respecting such letters as they cannot be answered. No record is kept of them, and these not delivered at the local offices within a month after being posted are returned to the Dead-Letter Office a second time, to be destroyed. Anyone watching for such a letter should examine the posted list at the office where it is expected, and if not found there it will be useless to look for it anywhere else. These lists and letters are sent to the smaller offices at the close of each month, and to the largest city offices every week or fortnight. This is purely a labor of love on the part of the Department, there being no charge made for the transportation, posting, or delivery of the letters, and it is to be hoped that local postmasters will co-operate to carry out the benevolent intentions of the Postmaster General.

To me, this article and the covers with the large oval marking rather imply that a special branch of the Washington Dead Letter Office was set up away from the Department, possibly in the Washington, D.C., post office, specifically to handle soldiers' letters sent to Washington from other parts of the country. Since a few covers with the large oval and Georgetown, D.C., markings are known, it may be further theorized that unpaid letters from soldiers in the Washington area or Army of the Potomac were brought to that post office for handling, and a similar oval "SOLDIER'S/LETTER" handstamp applied there with a routine Georgetown postmark. I have seen about half a dozen examples with the Washington and oval marking combination as shown in Figure 1 and perhaps half that many used at Georgetown.

Figure 4 displays another mode for forwarding collect soldiers' letters with no certifying endorsements to the addressees. This is an official government envelope of the Returned Letter Office of the Dead Letter Office. The envelope is of a pale buff paper, in contrast to the brown manila envelopes usually used in the Returned Letter Office at this time. In addition, the imprint is in red rather than black and there are no instructions at the left end of the envelope as is the case for the other types of return letter envelopes then used. The imprint includes the words "SOLDIER'S LETTER" and the usual "DUE 3 CENTS" between rules. The only date is on an enclosure in the letter enclosed, the latter being shown in Figure 5 with its New Orleans, La., backstamp of Jan. 20, 1863, being traced as "C" in Figure 3. The enclosed letter is from a member of 52nd Massachusetts Volunteer Infantry, datelined at Plaquemine, Louisiana, on Jan. 4, 1863. The New Orleans backstamp of January 20 seems to indicate the letter was held only a week before being sent to the Dead Letter Office, which obviously wasn't enough time for a postage

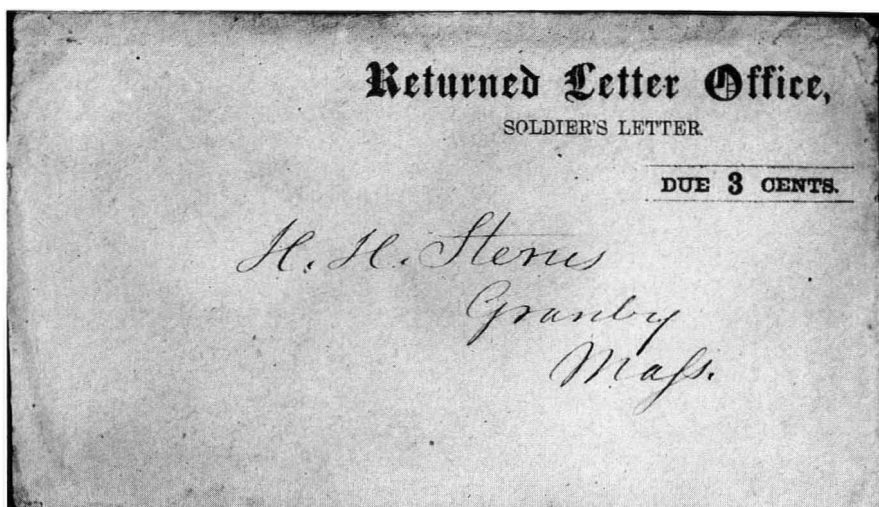


Figure 4. Returned Letter Office envelope imprinted to return unpaid and uncertified soldier's letters. The imprint is in red on a buff envelope, and the envelope is addressed to the addressee of the enclosed letter rather than returning it to the original sender as was the common practice.

stamp to have been sent to New Orleans from Granby, Mass., to whence the letter is addressed. Mail between the troops at occupied New Orleans and the North had to go by sea and sending a letter and receiving a reply required at least three weeks and probably considerably more.



Figure 5. Letter enclosed in the envelope shown in Figure 4.

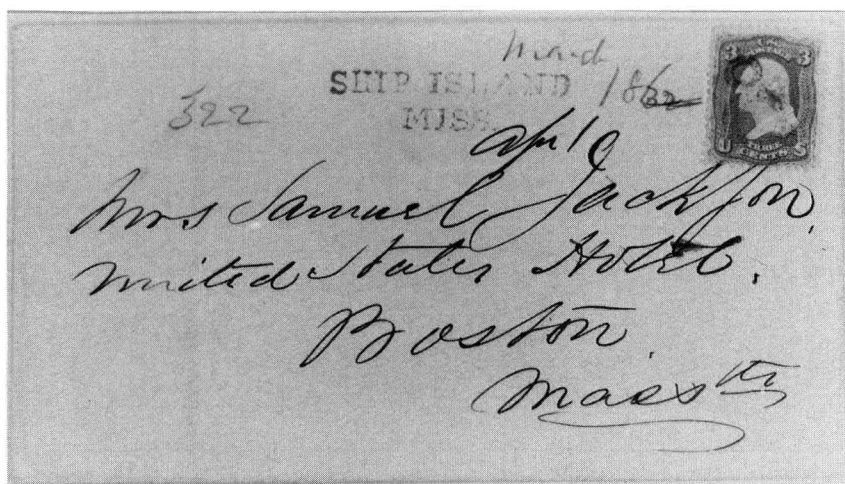
A second cover from the same correspondence, also unpaid and not certified, accompanied the Returned Letter Office envelope. That cover has an enclosed letter, dated simply "Sunday P.M." with no location given. The cover also has a stock "HELD FOR POSTAGE" handstamp and is backstamped New Orleans, Dec. 23, 1862, with the same small double circle handstamp. None of the three covers — the Returned Letter Office envelope, or the two covers from the soldier — have any docketing or other means of determining either dates received or when they were sent from the Dead Letter Office. Obviously, the Returned Letter Envelope could have contained either of the soldier's letters, but since the imprint of the envelope requires 3¢ due postage to have been collected, I assume that each letter sent out had its own Return letter envelope whenever those were used.

This is the only example I've seen of the DLO Return Letter Office envelopes al-

though a similar (or the same?) cover was illustrated in a prominent stamp auction some years ago. Only the corner of the envelope was illustrated. I have recorded some two dozen covers with the large oval soldier's letter handstamp and appropriate due markings, so I suspect the special Returned Letter Office envelopes weren't in use very long. Actually, the new postal law of March 1863 which became effective on July 1, 1863, probably completely eliminated the use of either handstamps or special envelopes. It simply required double postage due to be collected on any unpaid domestic letters found in the mails, unless they were soldier's letters or naval letters properly certified. That situation lasted until the end of the war, when the Post Office Department went back to the former scheme of sending all totally unpaid domestic letters automatically to the Dead Letter Office. Partially prepaid letters, however, were forwarded with only the unpaid part of the regular postage due, this going into effect in May 1865.

I wish to thank Tom Wegner and Rich Frajola for providing data and covers shown in this article.

THE SHIP ISLAND ODD FELLOWS FANCY CANCEL



Although just about every possible variation on Ship Island, Mississippi, Civil War occupation markings from the period an occupation post office was operating there seems to have appeared in these pages, the photos with these notes have not.

Apparently Postmaster John Parker or an Army clerk processing mail for him belonged to the Odd Fellows lodge, since a few Ship Island covers dated in April 1862 exist with the fancy cancel shown here. The cancel is listed in Hubert C. Skinner and Amos Eno's *United States Cancellations, 1845-1869* (APS, State College, Pa., and Louisiana Heritage Press, New Orleans, 1980). It is illustrated under "Non-Masonics" (presumably in a broader classification of lodge insignia) as Skinner-Eno No. FR-NMb 4 and designated as "Odd Fellows links," which seems an accurate description.



The cover is shown through the courtesy of Dr. James W. Milgram and the enlargement of the cancel is from my files as both of us have had an opportunity to photograph the cover, courtesy of Richard Frajola, Jr.

Richard B. Graham

SKULL AND ? FANCY CANCEL OF TROY, N.Y., AUGUST 1863

I recently encountered Clyde Jennings at a stamp show and borrowed an acquisition he had just made (Figure 1) for photography and tracing before Clyde really had time to work it out. The cover is a 3¢ pink on buff Nesbitt envelope (Scott U35) used from Troy, N.Y., in August 1863, if I read the year date logo of the double circle postmark correctly. The cover is addressed to Cuttingsville, Vt.

The dealer who sold the cover to Clyde has it marked “skull and crossbones,” but while Clyde and I agreed the marking includes a perfect, tiny skull, neither can see a crossbones in the rest of the marking. I see it as a possible three-letter monogram, but not well enough formed or deformed so that I can’t read it.

Both the photos shown here, the full cover photo and the enlargement of the indicia area that includes the fancy cancel were made with an orange filter on the camera which faded out the pink of the indicia and the buff of the envelope.

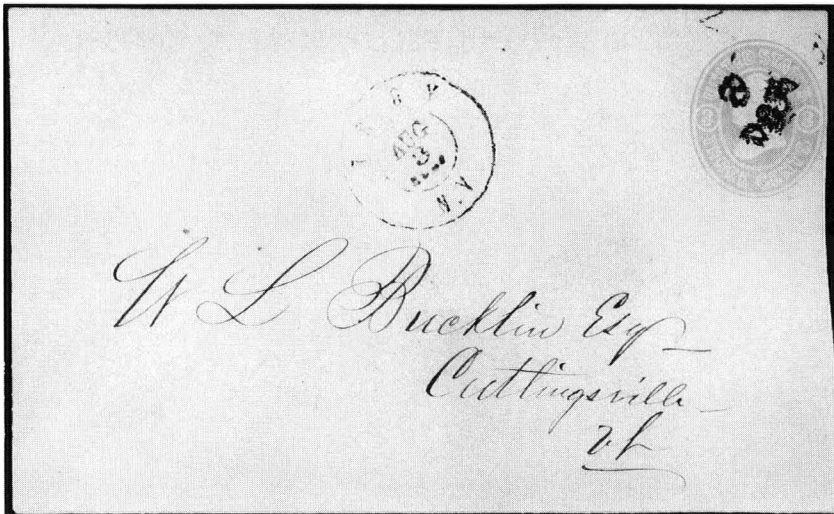


Figure 1. 3¢ pink on buff Nesbitt envelope, mailed at Troy, N.Y., Aug. 3, 1863, with skull and ? killer.

As shown in Figure 1, the marking appears to include some lines above it, running off the envelope and very weakly struck that have some resemblance to the points of a star. A search through Hubert C. Skinner and Amos Eno’s *United States Cancellations, 1845-1869*, referring to the sections on skull and crossbones marking and the markings indexed under Troy, N.Y., failed to identify the cancel.

For those who also suspect a postal clerk’s monogram, the postmaster at Troy as of June 30, 1863, per the *United States Register* for 1863, was one Thomas Clowes. In the same work, under “Clerks in Post Offices,” there is listed for Troy, N.Y. the following who were serving on June 30, 1863:

R.B. Caldwell, T.G. White, D. Corning, C.H. Glaynn, T.C. Maloney, C.M. Norton, J.D.V. Fonda, W.A. Mallory and W.B. Gould. Perhaps someone reading this has a better strike of the marking and thus can identify the initials of one of the clerks on the above list. Or, perhaps a better strike will produce an entirely different concept.

With Figure 2 is also reproduced a tracing of the skull and ? cancel. As most specialists who try to make accurate tracings realize, the poorer and more indefinite the strike, the less accurate the tracing. Also, when making tracings, unless they are sharp, clear and complete, a certain amount of “artistic license” is often used to provide portions of the cancel that are either very faint or don’t show, but are still obvious. Such as, for example, the top bar of an “E” when the vertical and the two bottom horizontal bars show and the

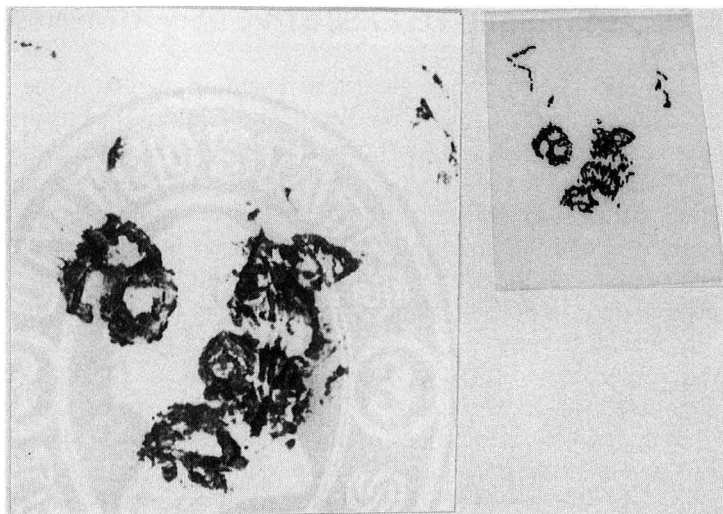


Figure 2. Left: blown-up photo with orange filter used to drop out the pink of the Nesbitt envelope indicia and the buff of the envelope. Right: same size tracing of the skull and ? killer.

letter is obviously an "E."

When the original form of a pictorial marking isn't all there, so it can only be a matter of guesswork, exact reproduction by tracing is difficult or impossible. It also should be recognized that, as in this case, the embossing of the head of the indicia has also affected the design since the presumed monogram, struck over the hair portion has picked up the raised embossed lines to show a texture that the face of the fancy cancel probably didn't have.

Other factors affecting accuracy of strikes of such killers are variations in content thickness. It isn't at all unusual for the edge of a folded enclosure to run through the area directly under the stamp or envelope indicia being canceled. Also, clerks tended to overlap letters being canceled which introduced another variation in the images applied as did the sliding strokes clerks sometimes used in canceling mail.

Reports of further examples of this marking will be appreciated.

Richard B. Graham

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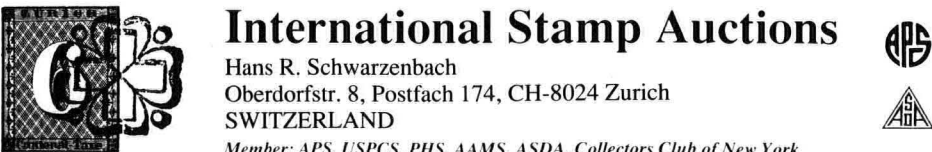
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OFFICIAL MAIL ADDRESSED TO EXECUTIVE DEPARTMENTS, 1863-64

Chronicles 133 and 134 contained an article regarding mail from the executive departments of the government during the Civil War. *Chronicle* 137 had an article about official mail addressed to the bureaus and offices of the executive departments of the government which, although sent free under the revised laws governing franking of the act effective July 1, 1863, still required the signature of the officer sending the mail.

This signature was more of an attestation of the official nature of such letters than a franking privilege available to the sender. That privilege still was vested in the addressees of such letters, who held posts of government spelled out in the *P.L.&R.* or mentioned in an order of the Postmaster General.

In the latter article, I noted that few if any of these official letters sent to the departments had survived due to their very nature because, since the type of mail was limited to letters addressed to the bureaus and offices of the departments, the envelopes were probably routinely discarded and thus none ended up in private hands. At the time, I had seen no cover that reflected the full use of the regulations, but I'd seen several envelopes with printed legends intended for such use but used otherwise.

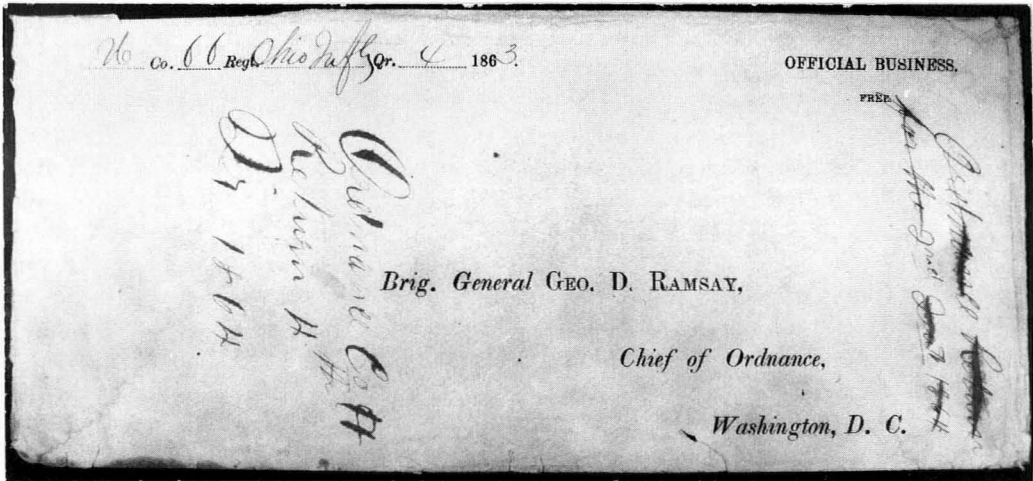


Figure 1. Official printed envelope intended for ordnance reports from the field with printed legends, including address, spaces for unit designations and "Official Business/Free."

Figures 1 and 2 show the front and back of a cover that is the closest to the desired use seen yet. This cover bears printed legends explaining the new laws and regulations but it was evidently used after the requirement the senders sign the envelopes was history and it bears no postal markings to prove it passed through the mails. It probably did pass through the mails but only as part of a larger bundle of similar reports, collected in the field and sent in a bundle.

The front has printed designations, including address of the U.S. Army Chief of Ordnance, General Ramsay, and spaces for the army unit that sent it to be designated including what quarter's report (4th quarter, 1863) it contained. It came from the 66th Ohio Infantry regiment, then located (per other references) at Bridgeport, Alabama.

The back of the cover, shown in Figure 2, has a printed legend outlining the requirements of the Act effective July 1, 1863. It reads:

To avoid the prepayment of postage on official letters addressed to the Chief of Ordnance, or to prevent their being sent to the Dead Letter Office, the instructions combined in the Circular from the War Department, dated July 14, 1863, require the officer

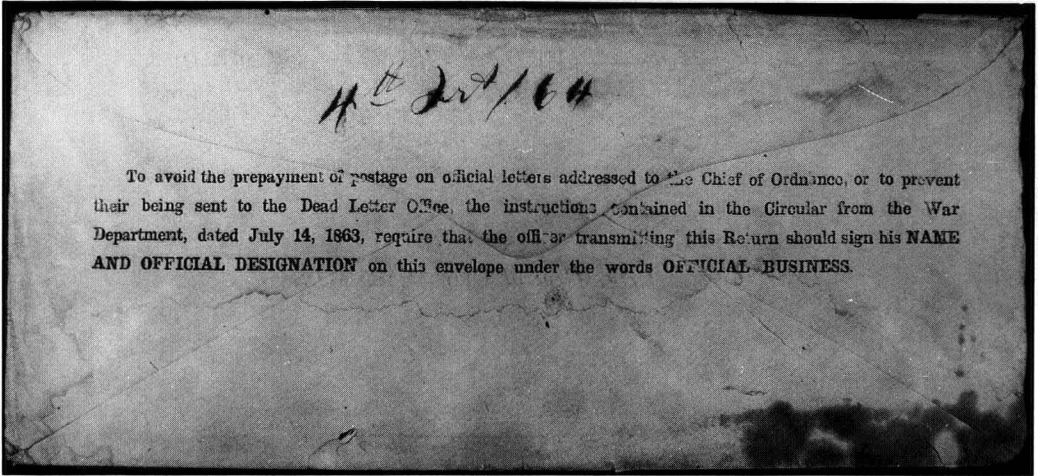


Figure 2. Back of the cover shown in Figure 1, showing printed instructions reflecting the postal act effective July 1, 1863.

transmitting this Return should sign his NAME AND OFFICIAL DESIGNATION on this envelope under the words OFFICIAL BUSINESS.

The back also has a date, "4th Qtr/64" which may indicate the 1863 date on the front was one of those misdates caused by using last year's date in January.

If, as this indicates, the cover was actually sent in 1865, the 66th Ohio was at or had just left Savannah, Georgia, having been with Sherman on his march through Georgia to the sea. Actually, since the law abandoning the requirement that the letters be signed wasn't announced until May 1, 1865, and this letter isn't signed, it seemed probable that it wasn't sent until after that date, when delinquent but routine reports were being made after the war was over.

One other interesting aspect of the cover is, while it shows Gen. Ramsay as the addressee, Ramsay didn't become Chief of Ordnance until Sept. 15, 1863, three months after the law producing the instructions on the back was passed, and Ramsay was succeeded by Gen. Alexander B. Dyer on Sept. 12, 1864 — probably before the envelope was mailed. Which goes to show that the important part of the address of such mail was the title of office and not the name of the individual occupying it.

Richard B. Graham

PATRONIZE OUR ADVERTISERS

THE LANMAN - KEMP CORRESPONDENCE

GEORGE B. ARFKEN

Lanman-Kemp was a wholesale drug supply house, an importer-exporter, located in New York, N.Y. With advertisements in foreign newspapers, Lanman-Kemp developed a trade that was worldwide but particularly with companies in the Caribbean area and in South America. Details of this trade have been given in a recent book.¹ This article presents seven folded letters of the Lanman-Kemp correspondence written in the period July 1879 to December 1879. While covering only six months, this correspondence illustrates (1) three different U.S. postal rates, (2) part payment with a British postage stamp, (3), a detail regarding the New York pearls precancellations and (4) some of the problems of international trade in the 1879 period.

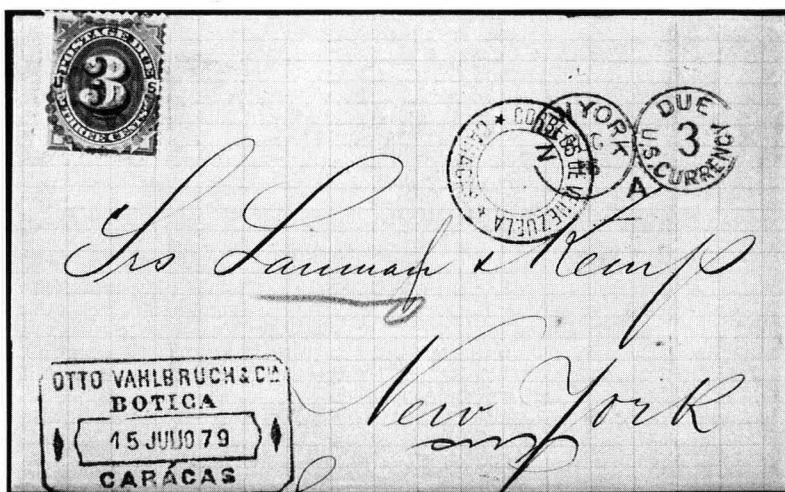


Figure 1. From Caracas, Venezuela, July 15, 1879, paid to port of debarkation. Rated DUE 3, U.S. domestic rate, August 16, 1879. Brown 3¢ due with New York pearls precancel.

Taking these letters in order of increasing postage due charges, Figure 1 shows a letter from Caracas, Venezuela, dated July 15 and written in Spanish. The letter was rated DUE 3 U.S. CURRENCY in New York. (The U.S. Currency part of this rating stamp was obsolete in 1879.) A brown 3¢ due, Scott J3, was affixed. There is a blue gray New York pearls precancel. This letter was paid from Venezuela to New York, the port of debarkation. Then, the New York Exchange Office charged the U.S. 3¢ inland rate.

This postal arrangement was given in the 1866 Postal Treaty between The United States of America and Venezuela.²

Article IV

Upon all letters and articles of printed matter enumerated in Article III received in the United States of America from Venezuela by sea, there will be charged by the United States such rates of inland postage as are now or may hereafter be established by the laws of the United States, which shall be collected at the place of destination, and shall belong exclusively to the United States of America;...

Each country shall defray the entire expense of sea transportation of the mails which it shall dispatch to the other country.

1. Robert Dalton Harris, *A Source Book of U.S. Postal Relations in the Western Hemisphere*, The Printer's Stone, Ltd., Fishkill, N.Y., 1991, pp. 245-277.

2. *Ibid.*, pp. 157-159.

The 1876 Official *Postal Guide*, p. 39, reminded postmasters of this inland rate charge with the statement: "Domestic rates of postage are chargeable on all correspondence from Venezuela." This was one arrangement used in pre postal union arrangements. Venezuela and the other Latin American countries discussed here had not yet joined the postal union. Venezuela did join the Universal Postal Union January 1, 1880. A major change under postal union procedures was that paid letters were paid to destination. Still, one can ask why the Exchange Officer did not charge the 2¢ drop letter rate.

The return address is stamped on this folded letter in a dark greenish blue. The work "BOTICA" may be translated as druggist. The writer of the letter complains about problems with the Venezuelan Customs because of the way the medicines, drugs, etc., were labelled. The letter indicates that there was an enclosure, a receipt listing the articles received.

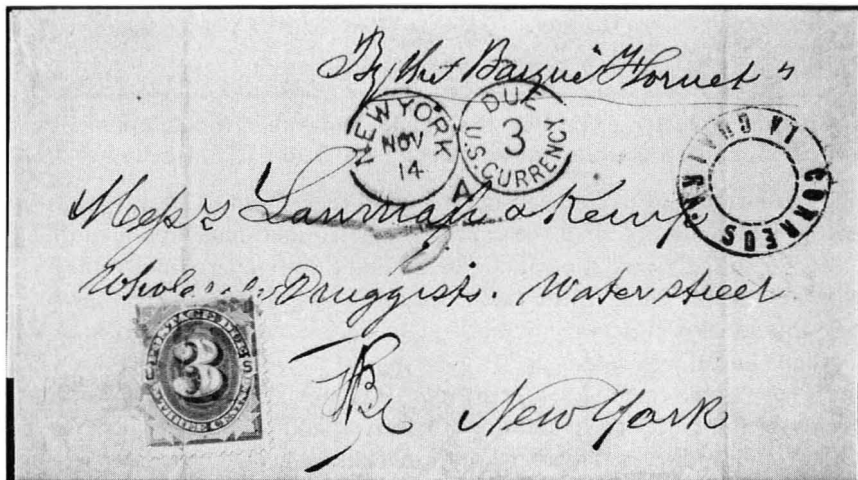


Figure 2. From Caracas, Venezuela, October 16, 1879, paid to port of debarkation. Rated DUE 3, U.S. domestic rate, November 14, 1879. Brown 3¢ due with New York pearls precancel.

Figure 2 shows another DUE 3 letter also from Caracas, Venezuela, but from a different company, G. Sturup & Ca. This letter was written in English October 16 and rated DUE 3 in New York November 14, 1879. This 3¢ due also has a New York pearls precancel but unlike the previous example, this precancel is blue. The letter is endorsed "By the Barque 'Hornet.'" Apparently the sea transit was prepaid.

The letter notes that another copy has been sent via Colon. Receipt of material sent from New York is acknowledged. Most of the letter concerns advertising contracts with two different newspapers.

A totally different postal classification and rating are illustrated by the next letter, Figure 3. From Puerto Cabello, Venezuela, and written on October 27, this letter was carried by the "Hornet" on the same voyage as the letter of Figure 2. However, this letter, apparently not prepaid, was classified as a ship letter. This suggests that prepayment to New York of this particular letter was up to the individual sender and not a matter of contract by the Venezuelan government. Unlike the two previous letters, this letter was granted the 2¢ drop rate and rated DUE 4 CTS, November 14, 1879.³ The 1¢ and 3¢ dues have blue New York pearls precancels.

This ship drop letter came from Puerto Cabello, Venezuela, while the letters shown in Figures 1 and 2 came from Caracas. It is possible that the Venezuelan government paid

3. George B. Arfken, "Drop Letters and Bank Note Dues," *Chronicle* 133:56-59 (Vol. 39, February 1987).



Figure 3. A ship drop letter. From Puerto Cabello, Venezuela, totally unpaid. Accepted as a ship letter and charged double the drop letter rate, DUE 4 CTS, November 14, 1879.

for sending closed mail from Caracas and that mail from Puerto Cabello was a private arrangement. It is also possible that the captain of the *Hornet* misrepresented this last letter in order to collect the 2¢ paid the captain delivering a ship letter. Finally, there is the outside possibility that the clerk in the Exchange Office goofed. Actually, these clerks were an elite group and *almost* never made errors. A final cover is included in this article to show why the “almost” is needed.

The writer of this letter, Luis Yribarren, Comisionista General, writing in Spanish, complains about the labelling of the goods received and problems with the Venezuelan Customs. The letter indicates that a receipt for the goods received had been enclosed.

The United States had been a leader in the formation of the General Postal Union⁴ and it strongly supported uniform low postal rates. In 1875, Postmaster General Marshall Jewell wrote:⁵

I deem it important, for the sake of uniformity, to apply the general postal union rate of postage, as far as practicable, to the correspondence sent to or received from other countries, and accordingly an order was made on the 13th of May, 1875, under authority given by section 165 of the act approved June 8, 1872, reducing, from July 1, 1875, the single rate of United States postage from 10 to 5 cents on letters sent to or received from foreign countries with which different rates of postage had not been established by postal convention or other arrangement. This reduction applied chiefly to correspondence sent to or received from the West Indies, Central America, and countries of the west coast of South America . . .

The U.S. postal policy toward these non postal union countries differed from the postal union regulations in one important respect. Universal Postal Union regulations, in effect April 1, 1879, required that the postage due be calculated as *double* the postal deficiency. The U.S., under Postmaster General Jewell’s policy, charged only *simple* deficiency: 5¢ per ½ oz. on a totally unpaid letter. An example of this 5¢ charge is shown in Figure 4, a letter from Gonaives, Haiti. Haiti did not join the UPU until July 1, 1881. The New York Foreign Exchange Office rated this letter DUE 5 CENTS in October 1879.

The letter of Figure 4 is from Bertrand Freres, Gonaives, Haiti, September 22, 1879, written in French. This is an order for resins, red and yellow ocher, sweet almond oil, copper sulfate and a host of other items. There is no indication of any enclosure.

4. Norton D. York, “Postmaster General Blair’s 1862 Letter, The Incentive for a Universal Postal Union,” *American Philatelic Congress*, Vol. 31, pp. 79-90, 1965.

5. 1875 *Report of the Postmaster General*, p. xv.

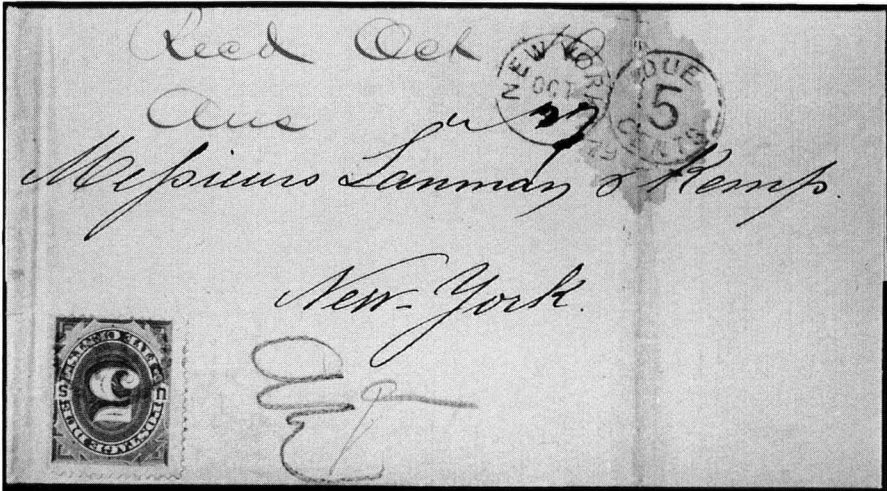


Figure 4. Unpaid, from Gonaives, Haiti, September 22, 1879. Properly charged only simple deficiency, DUE 5 CENTS, October 1879.

Next come two unpaid letters from Baranquilla, Colombia, each rated DUE 10 CENTS. Figure 5 shows a letter that was written in Spanish and dated July 24, 1879. The due 10¢ was paid with a pair of brown 5¢ dues precanceled with dark blue-black New York pearls. The New York date is August 21, 1879.

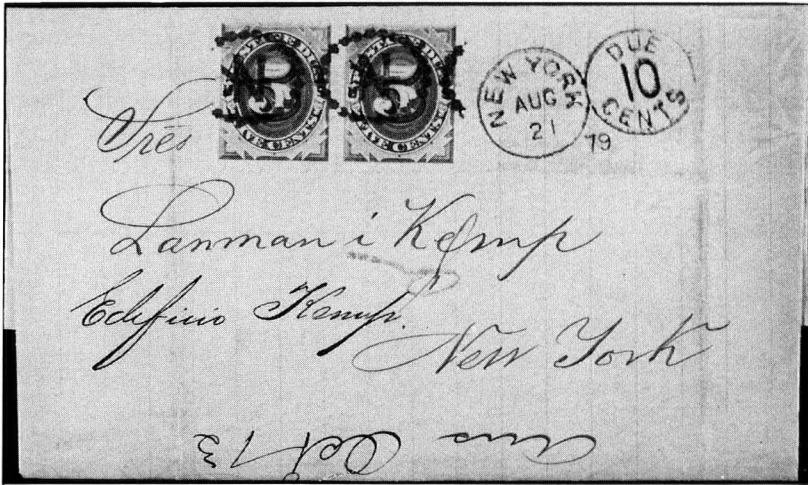


Figure 5. A double weight letter from Baranquilla, Colombia, rated DUE 10 CENTS, August 21, 1879. Dark blue-black New York pearls precancel.

Initially this letter raised a question. Had the Exchange Office goofed and doubled the deficiency on this non-UPU letter? Colombia did not join the UPU until July 1, 1881. A translation of the Spanish message removed this possibility. The letter, from Ferguson, Noguera & Ca., specifically says that a duplicate of a letter of July 12, 1879 is enclosed. This enclosure would have put the weight well over the 1/2 oz. limit and justified the DUE 10 CENTS as simple deficiency.

Figure 6 displays the second DUE 10 CENTS letter. As the (red) return address stamp shows, this cover came from Jose Manuel Gonzales. It was written on December 2, 1879, and reached New York on December 23, 1879. The message, in Spanish, concerns commercial transactions and states that a consular receipt is enclosed. Like the previous letter, the weight of this letter is just under 1/2 oz. With the enclosure, the weight was certainly over 1/2 oz. calling for 10¢ postage. The New York Foreign Exchange Office rated



Figure 6. Overweight from Barranquilla, Colombia. Rated DUE 10 CENTS, simple deficiency, December 23, 1879.

the letter at 10¢, simple deficiency. The brown 10¢ due has a blue New York pearls precancellation.

The seventh Lanman-Kemp letter, Figure 7, is very unusual in that it carries a British 6d stamp. This letter is from Guayaquil, Ecuador. It is written in Spanish and dated November 22, 1879. The 6d British stamp was applied to pay the British packet charge to carry the letter to Panama and possibly (?) across the isthmus to Colon. From Colon, the letter went unpaid to New York and was rated DUE 5 CENTS, simple deficiency.

The letter discusses several commercial transactions and payments. The writer lists himself as "Importador i Comisionista." It's difficult to tell the precise meaning of a title a century later but my translators thought that a "comisionista" was one who worked on commissions.



Figure 7. From Guayaquil, Ecuador, NO 27 79 backstamp. British 6d stamp paid for British packet charge to carry letter to Panama. NO 30 79 Panama transit. The letter went unpaid from Colon to New York. Rated DUE 5 CENTS, December 17, 1879. Brown 5¢ due affixed. Blue New York pearls precancel.

Summary of rates.

1. Figures 1 and 2 show a 3¢ charge. These letters were paid to the port of debarkation. The U.S. charged the 3¢ domestic rate.
2. Figure 3 is a ship drop letter. As a ship letter, it was rated double the domestic rate

which, in this case, was taken as the 2¢ drop letter rate.

3. Figures 4 and 7 illustrate the 5¢ non-treaty rate established unilaterally by the U.S. in 1875. Figures 5 and 6 show this non-treaty rate applied to double weight letters.

Summary of New York pearls colors.

All of the Large Numeral postage due stamps shown on these Lanman-Kemp letters carry the New York pearls precancel. The 3¢ due, Figure 1, August 16, has a blue gray precancel. The 5¢ dues, Figure 5, August 21, have blue black precancels. In September, the color changed to blue and all the other dues shown here have blue precancels.

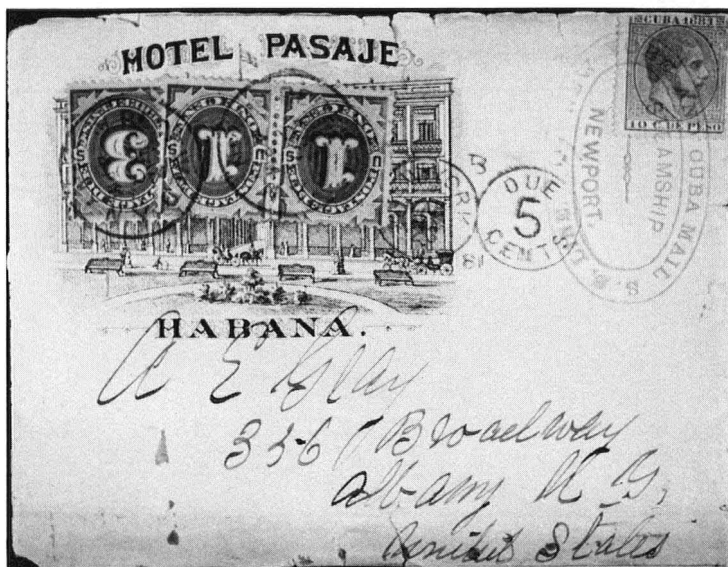


Figure 8. From Cuba, March 23, 1881, paid 10 c. de peso but still overweight, short 5¢. Rated only DUE 5 CENTS in error. Cuba was in the UPU and the deficiency should have been doubled to due 10¢.

In the foregoing discussion of the seven Lanman-Kemp letters, some questions were raised regarding the New York Foreign Exchange Office. There was little or no real basis for criticism. As stated earlier, these clerks were almost infallible. They very seldom slipped. This makes the discovery of a slip all the more interesting. Consider the 1881 cover from Cuba shown in Figure 8. The cover was prepaid 10 c. de peso, good for up to 1 oz. but was still overweight and 5¢ short. Now, Cuba, as a Spanish colony, had entered the postal union on May 1, 1877. Under UPU regulations the 5¢ deficiency should have been doubled to due 10¢. However, the foreign exchange clerk rated the cover at DUE 5 CENTS, simple deficiency. Cuba was treated as a non-treaty country even though it had been in the postal union for almost four years.

The seven Lanman-Kemp folded letters come in three languages: one in English, one in French and five in Spanish. I am grateful to my multilingual daughter, Cynthia Arfken, and her multilingual husband, Rodrigo Andrade, for translations of the French and Spanish letters.

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DOLLAR VALUE COLUMBIANS ON COVER: POSTSCRIPT

RICHARD SEARING

With the publishing of the \$5 Columbian cover article in the last *Chronicle*, we have completed the task begun over four years ago. Since the last article, I have received nearly 20 new listings from various collectors and dealers. I wish to express my thanks to all who have written and taken the time to seek out new covers and solicit any new listings from readers.

In this regard, I have been informed of some sales that I have not been able to research to date. Perhaps some reader would be able to complete the task, so I am listing them here: Lawrence & Stryker sale #133 from 11/28/44 and V. Mozian's 10/26/76 sale.



Figure 1. All five dollar values used on registered cover to Germany in 1893.

Among the 20 new listings are three covers in the class of the McCoy cover with the \$2-\$5 stamps used. One cover shows all five dollar values mailed on a legal size cover to Wuerzburg, Germany, from NYC on October 4, 1893, and is shown in Figure 1. This cover was sold in 1979 in a David Phillips auction and realized \$21,000 at that time. This is a world class item.



Figure 2. One of two covers from Las Vegas, N. Mexico, to Germany in 1894.

The other two newly-listed covers show usage of the \$1-\$4 stamps on covers from New Mexico in 1894. Thereby hangs a tale as follows:

A German-born merchant named Max Iseld who was living in the town of Las Vegas, N. Mexico, when the stamps were issued received a request from his two brothers,

still in Germany, to supply them with the new Columbian stamps.

He purchased two full sets to the \$4 value, but was unable to acquire the \$5 stamps. However, he thought it would be nice to have the dollar values cancelled on an envelope for souvenirs for his brothers, so he had two envelopes favor cancelled by the Las Vegas postmaster on January 27, 1894.

He then mailed one cover and the loose 1¢ to 50¢ stamps to each brother in separate envelopes. One cover was addressed to Samuel Stein and surfaced in a Pat Herst auction on April 3, 1969, while the second cover addressed to Siegmund Grunebaum was saved and is presently owned by the family.

This last cover is shown in Figure 2 by courtesy of the present owner, who is the grandson of Max Ilseld and lives in Anaheim, Ca. He informs me that this cover has never been seen publicly in the last 97 years, so we are happy to present it first in this journal.

In addition, some multiple usages have turned up showing combinations of the \$1 plus \$4, \$2 plus \$3, and \$2 plus \$4, all used locally in 1893 in Cato, Pa. These are again favor cancels and were not sent through the mail.

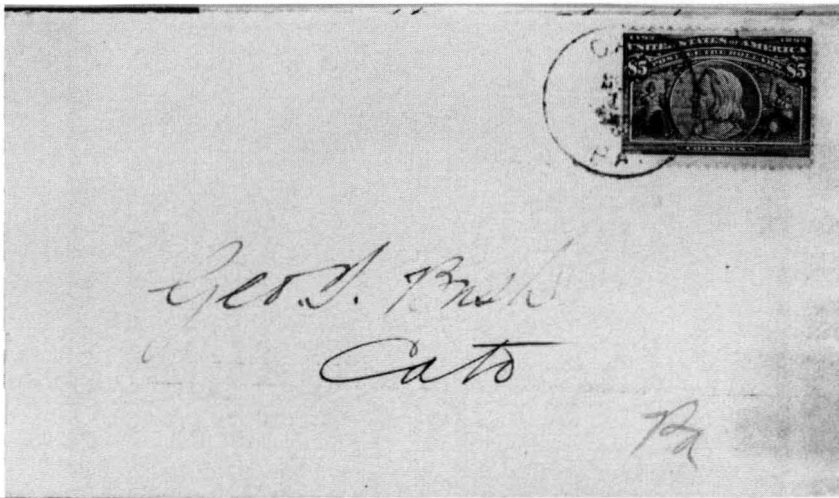


Figure 3. Cover from Cato, Pa., with single \$5 stamp.

Figure 3 shows another cover from the same group with only a single \$5 stamp. These covers were sold three years ago in a William A. Fox auction of Sept 10, 1988.

There are many more covers yet to be uncovered, so please send yours. To date I record 224 dollar value covers. Next issue I will summarize the census so get your input to me ASAP. Thank you.

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**THE 12 CENT NAVY DEPARTMENT DOUBLE TRANSFER:
PLATE POSITION 50
ALFRED E. STAUBUS**

As mentioned in the August 1991 issue of the *Chronicle* some of the most dramatic double transfers appearing on any of the bank note company stamps are on U.S. Official stamps. The August 1991 *Officials et Al.* column reported on the moderately prominent double transfer found on the 90 cent Interior Department stamp (Scott O24). A much more dramatic double transfer can be found on the 12 cent Navy Department stamp, Scott O41 (Figure 1).

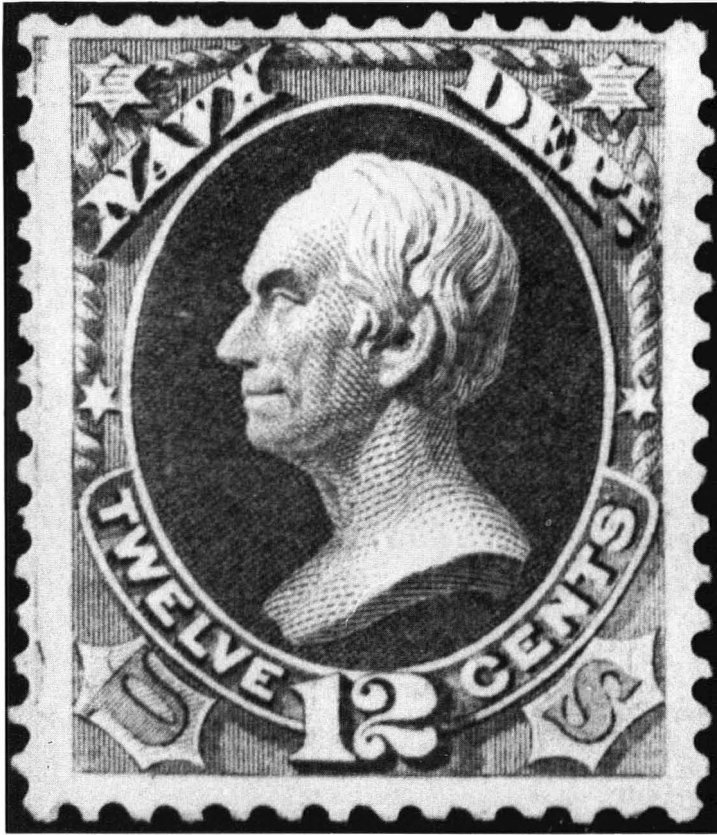


Figure 1. Unused example of the 12 cent Navy Department stamp from plate position 50 showing the prominent double transfer.

The *Scott Specialized Catalog* has this stamp listed as the “Double transfer of left side” variety. While the doubling of significant portions of the left frame line and adjacent design elements can be seen by the unaided eye, additional prominent remains of the unerased parts of the original (misplaced) entry can be found in other locations within the design. Particularly noticeable are the unerased lines within the final entry’s upper left star, the “V” and “Y” of “NAVY,” and within the shield above the “U” in the lower left corner of the stamp. Fragments of less prominent unerased lines also can be found in the upper right side within the letters of “DEPT.” and within the upper right star.

Examination of the photographs of the Ernest R. Ackerman proof sheets (Lot #1528 of the May 1-2, 1981, Roger Koerber public auction of the George T. Turner Philatelic Library), reveals that this prominent double transfer is located in plate position 50 on the 100 subject plate. The Philatelic Foundation (certificate No. 125494) confirms this stamp as "unused OG, position 50, double transfer at left." Also detectable in the photographs of the plate proofs are less prominent double transfer varieties which are located in positions 60 and 70. Detailed reporting of these less prominent double transfer varieties will have to wait until multiple position pieces of the stamps or the corresponding plate proofs can be located and examined for confirmation.

It would appear that at least plate positions 50, 60, and 70 (located within the 10th column) on the 12 cent Navy Department plate (plate no. 92) initially were misaligned more than 1 mm too close to the impressions located within the 9th column (plate positions 49, 59, and 69). In order to avoid damaging the adjacent positions in the 9th column, apparently less effort was used in erasing the left-most portions of the misaligned impressions, thus leaving detectable portions of the left frame lines that were on the original impressions.

Working with Post Office Department Bill Books and other official records, John N. Luff reported in his book *Postage Stamps of the United States* that a total of 61,300 12 cent Navy Department stamps were regularly issued. Consequently, 613 stamps should have been issued from each of the three double transfer positions.

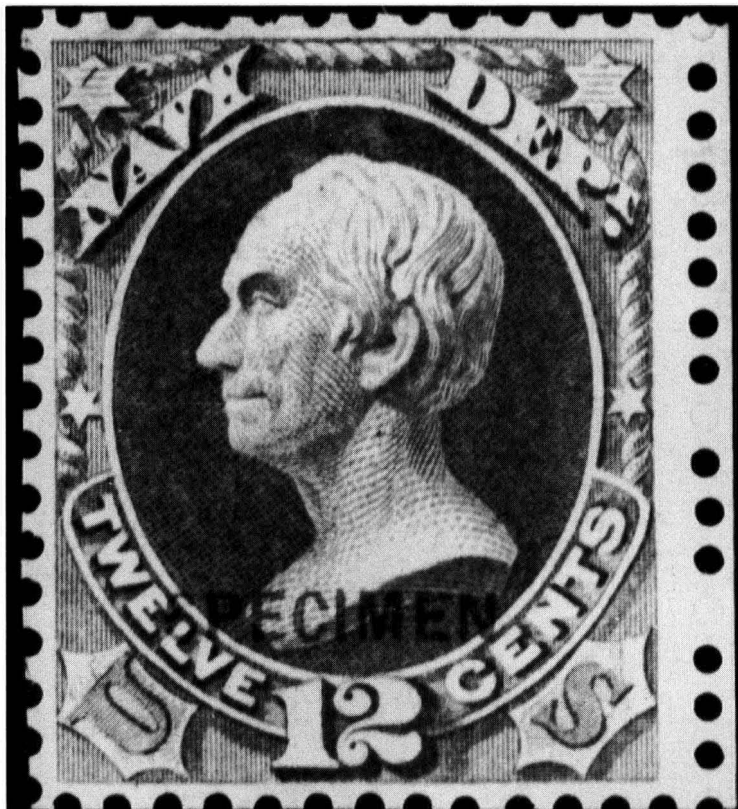


Figure 2. The only known copy of the 12 cent Navy Department special printing stamp with the double transfer from plate position 50.

Plate no. 92 also was used to produce the 107 issued 1875 special printings of the 12 cent Navy Department stamp (O41SD). Consequently, it is likely that one or two copies of each of the double transfer positions were issued and may still exist today. Figure 2 shows the only known example of the plate position 50 double transfer found on the 12 cent

Navy Department special printing stamp (Philatelic Foundation certificate no. 125495). The prominent features of the double transfer are clearly visible within the upper left star and within the "V" and "Y" of "NAVY." Who can report additional examples of double transfers on the 12 cent Navy Department special printing stamp?

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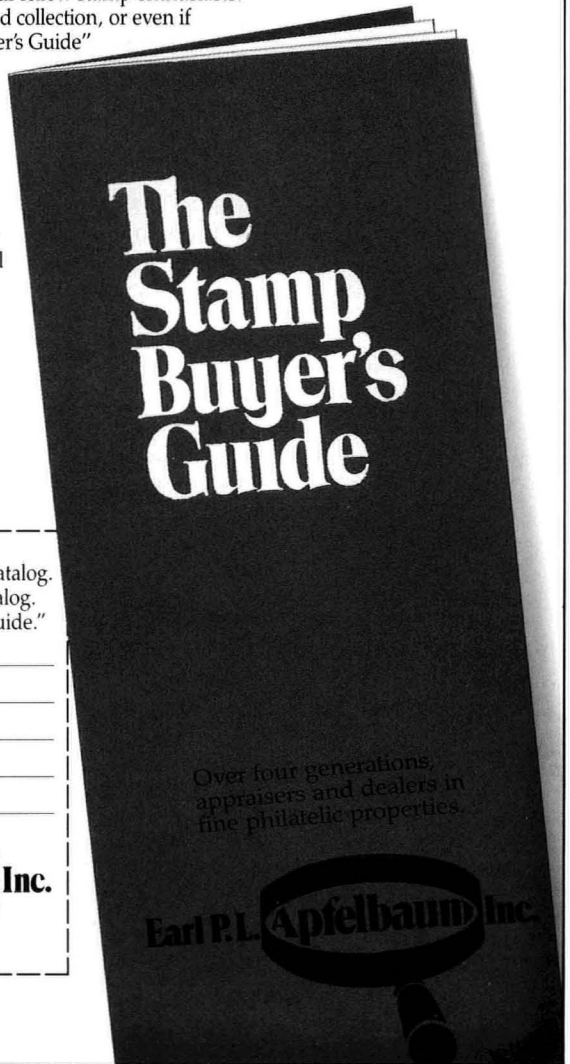
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1853 RETALIATORY RATE - AN UPDATE

RICHARD F. WINTER

The 1853 United States retaliatory rate, applied to all letters and newspapers to or from France through England during the very brief period 14 January 1853-10 February 1853, has been well documented by George Hargest in earlier pages of this journal¹ (May 1966), and in his book published in 1971.² Hargest was unable to show a cover example with ratings under this order, namely 21¢ collected in the U.S. on a single rate letter carried by British mail contract steamship, because he had never seen one. Instead, he illustrated a cover paid at the 1853 retaliatory rate but despatched after the order was suspended by the U.S. Postmaster General. This resulted in a 16¢ overpaid letter because the retaliatory fee was no longer required.

Writing in the *Chronicle* in August 1978,³ Barbara Wallace illustrated and analyzed a cover from Belgium to the U.S. via England during the 1853 retaliatory rate period which was erroneously marked for a 21¢ postage due under the retaliatory order. The cover had all the appropriate markings and fit the proper dates, but it was from Belgium and not from France, therefore, it could not be considered an 1853 retaliatory rate cover. The cover was most useful, however, in providing the important visual clues of an 1853 retaliatory rate cover: a 21¢ debit, and an Exchange Office marking of British Packet service, normally a contradiction of markings.⁴ Immediately following the Wallace article, Charles Starnes pictured a retaliatory rate cover from Marseilles with a 3¢ 1851 adhesive.⁵

Jim Pratt showed two 1853 retaliatory rate covers in a short article that appeared in the May 1985 *Chronicle*.⁶ He illustrated the first reported eastbound cover under this order as well as a fine westbound cover prepaid 13 decimes with a 1 franc dark carmine and two 15 centime green adhesives. Three additional 1853 retaliatory rate covers will be illustrated and described in this article, followed by a listing of all the covers known by the author.

In the 25 years since Hargest first described the 1853 retaliatory rate order, very few covers have been recorded by students of the French mails. This is not surprising, as the order was in effect for just 18 days. Table 1 lists the only five mail voyages, all of the Cunard Line, on which 1853 retaliatory rate covers could be carried.

Figure 1 illustrates an eastbound folded letter to Cognac, France, posted in Philadelphia on 8 February 1853. The letter was endorsed across the top "pr. R.M. Steamer 'Africa' from New York Feb 9th" and prepaid 21¢, marked in magenta ink following the red PAID handstamp of Philadelphia. This prepayment was the British Open Mail rate by American packet, made mandatory on letters by British packet under the 1853 retaliatory rate order. The New York Exchange Office struck the red NEW-YORK BR.PKT./FEB/9

1. George E. Hargest, "The Retaliatory Post Order of 1853," *Chronicle* 52:95-99.

2. George E. Hargest, *History of Letter Post Communications Between the United States and Europe 1845-1875* (Washington, D.C.: Smithsonian Press, 1971), pp. 45-47.

3. Barbara J. Wallace, "An 1853 Retaliatory-Rated Cover from Belgium," *Chronicle* 99:204-206.

4. Under the U.S.-British Convention of 1848, open mails could be sent to Great Britain to take advantage of the extensive system of British mail arrangements with other countries with which the U.S. did not have mail agreements. France was one of these countries. Mails sent to France were prepaid the British open mail rate of 5¢ if carried by British packet or 21¢ if carried by American packet.

5. Charles J. Starnes, "Postscript: Retaliatory-Rated Cover from France," *Chronicle* 99:206.

6. James C. Pratt, "Addendum: The 1853 Retaliatory Rate," *Chronicle* 126:132-133.

Table 1

Outgoing from the U.S.

Steamship

Departure
New York or Boston

Arrival
Liverpool

Arabia

26 Jan 53 - NY

6 Feb 53

Europa

2 Feb 53 - B

13 Feb 53

Africa

9 Feb 53 - NY

23 Feb 53

Incoming to the U.S.

Steamship

Departure
Liverpool

Arrival
New York or Boston

Africa

15 Jan 53

30 Jan 53 - NY

Canada

22 Jan 53

5 Feb 53 - B



Figure 1. Philadelphia, 8 Feb 1853, to Cognac, France, prepaid 21¢ retaliatory order fee and carried by Cunard Africa to Liverpool. Postage due 13 decimes.

circular datestamp and included this letter among the mails despatched on the Cunard steamer *Africa* on February 9th. *Africa* arrived in Liverpool on 23 February and the letter reached London later that same day, shown by a red London backstamp, 1853/23FE23. The next day the letter arrived in Paris and was marked with a black backstamp, PARIS (60)/24/FEVR/53. Having entered France on the Dover-Calais route, the mails were opened and processed on the traveling railroad mail train from Calais to Paris. The black double circle French entry marking, shown alongside the Philadelphia circular datestamp, is inscribed ETATS-UNIS PAQ. BRIT B.A. CALAIS (Salles marking No. 1775) which, roughly translated, means that the letter was from the U.S. by British packet and was processed on the Bureau Ambulant of Calais. The letter was marked for postage due of 13 decimes with a black handstamp in the center of the cover, the proper postage in France for an incoming unpaid letter brought to Great Britain at the expense of the British. The final marking is another backstamp in black which shows the arrival of the letter at Cognac on 25 February 1853.

Figure 2 presents a westbound 1853 retaliatory rate cover. This folded letter was datelined 17 January 1853 in Marseilles and was addressed to New York. Like a number of the covers from the same Marseilles correspondence in the early to mid 1850s, this cover shows no origin postal markings and no prepayment, usually marked in manuscript on the reverse. The absence of these markings has caused some students to believe that these

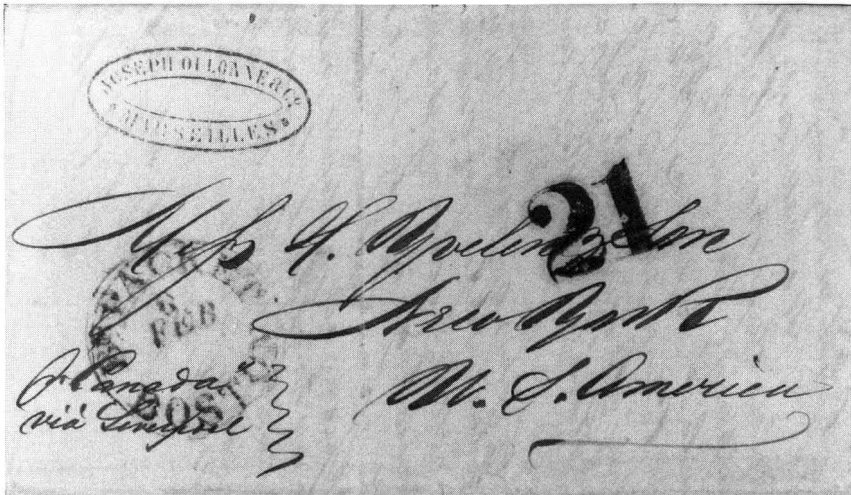


Figure 2. Marseilles to New York, 17 January 1853, by Cunard *Canada* to Boston. No prepayment shown. Postage due 21¢.

letters were carried privately to the steamship in Liverpool. The author does not subscribe to this theory. Each of the letters recorded by the author from Marseilles without the origin postmark and indication of prepayment was rated in the U.S. with the same postage due as other letters carried in the regular mails from France via England. These letters were not rated as loose letters, that is, ones taken directly to a ship instead of being handled within the French postal system. Such letters were “loose” because they were not in the sealed mail bags from the post office and required a distinctly different fee, the ship letter fee, upon arrival in the U.S. Nor were they like other letters from France, sent “out of the mails” to England and posted there for the first time, each of which shows the regular 24¢ per 1/2 oz. British Treaty rate. It remains a mystery why these letters from one Marseilles business firm don’t show postmarks of Marseilles or indication of prepayment. In any case, this letter was included in the mails carried under contract by the Cunard steamship *Canada* from Liverpool on 22 January and arrived at Boston on 5 February 1853. The Boston Exchange Office struck the black arrival date stamp, BR.PACKET BOSTON/6/FEB and the postage due marking of 21¢, also in black.



Figure 3. Freiburg, Baden, 18 January 1853, to New York by Cunard *Canada* as Figure 2. Prepaid 57 kreuzer, in manuscript on reverse, and postage due of 21¢.

Figure 3 depicts an 18 January 1853 folded letter from Freiburg, Baden, to New York. Although the letter wasn't from France, it was sent to France under the terms of the Franco-Baden Treaty of 1846 and became a part of the French mails when despatched from Paris via England to the U.S. Freiburg is on the main north-south rail line of Baden about 40 miles south of the border office of Kehl, Baden, which exchanged mails directly with Strasbourg, France. The cover has a black rectangular backstamp of the Baden railway post office with the same date as the posting date in Freiburg. The letter was prepaid 57 kreuzer (about 38¢) for all transit fees through France and England, and struck with a red boxed P.D. marking, probably at Freiburg. The prepayment, 51/6, was marked on the reverse in pen to show that Baden was retaining 6 kreuzer and crediting France 51 kreuzer under the terms of their postal arrangement. The red double circle French entry marking 2 BADE 2 STRASBOURG/20/JANV./53 was struck at Paris and showed that the letter entered France from Baden at Strasbourg. This letter was in the French mails carried on the same steamer as the cover in Figure 2 and has the same markings of Boston. Docketing along the right edge of the letter shows "p Canada/7 February," confirming the steamer that carried the letter, and showing the date of arrival at destination.

Table 2 provides a listing of the 1853 retaliatory rate covers known to the author. As can be seen, one or more covers have been recorded from each voyage in Table 1.

Table 2

Outgoing from the U.S.

<i>From</i>	<i>Date</i>	<i>To</i>	<i>Steamer</i>	<i>U.S. Departure</i>	<i>Notes</i>
New Orleans	22 Jan	La Rochelle	Europa	2 Feb - B	
New York	25 Jan	Cognac	Arabia	26 Jan - NY	<i>Chronicle</i> 126:132
Philadelphia	8 Feb	Cognac	Africa	9 Feb - NY	Fig. 1
New York	9 Feb	Jarnac	Africa	9 Feb - NY	

Incoming to the U.S.

<i>From</i>	<i>Date</i>	<i>To</i>	<i>Steamer</i>	<i>U.S. Arrival</i>	<i>Notes</i>
Paris	7 Jan	Fall River, Ms	Africa	30 Jan - NY	Scott 2x#2, #9
Marseilles	10 Jan	Norfolk, Va	Africa	30 Jan - NY	<i>Chronicle</i> 99:206
Paris	12 Jan	New York	Africa	30 Jan - NY	Scott 2x#2, #9; <i>Chronicle</i> 126:133
Paris	?	New Orleans	Africa	30 Jan - NY	Scott 2x#2, #9
Marseilles	17 Jan	New York	Canada	5 Feb - B	Fig. 2
Freiburg, Baden	18 Jan	New York	Canada	5 Feb - B	Fig. 3
Paris	18 Jan	New York	Canada	5 Feb - B	Scott #1,2x#9, 2x#11

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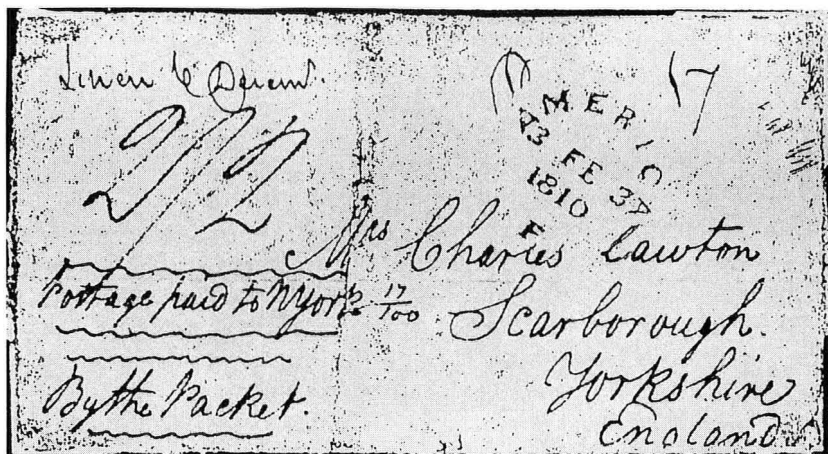
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A DESIRABLE TA MARKING



The accompanying illustration was furnished by Bob Stone. The cover itself is from the collection of Brian Brookes of Halesowen, West Midlands, U.K. The letter is datelined 4th December 1809 at Duanesburg(h) in upper New York state. The Duanesburg post office was established Sep. 26, 1801, according to Kay and Smith's *New York Postal History*. It was in Albany County until Schenectady County was formed from Albany County Mar. 7, 1809.

Duanesburg is some 170 miles from New York and the cover was marked "Postage paid to N York 17/100," 17¢ being the rate for 130-300 miles. It was also endorsed "By the Packet." It was carried from New York by the Falmouth sailing packet *Duke of Kent*, which left New York 2 Jan. 1810 and arrived at Falmouth 1 Feb. 1810. There it was rated 2/2 due to Scarborough: 1/1 packet New York to Falmouth and 1/1 inland at the 300-400 mile rate.

The cover was also struck in green — a distinctive shade peculiar to Falmouth — "AMERICA/F3 FE 3/1810." This style of marking was used on loose letters by packet received at Falmouth so that they would not be confused with ship letters when there was no origin postmark identifying them as packet mail. Use of the postmark established them as packet letters to justify the higher charge.

Similar markings are known from Brazil, Cadiz, Gibraltar, Jamaica, Leeward Island, Lisbon, and Malta, the last apparently being the scarcest. The period of use varied but was generally from about 1810 into the 1840s. Later examples were usually undated.

Susan M. McDonald

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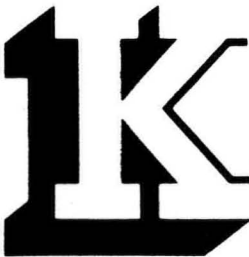
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One of the most interesting areas of United States Postal History is the collecting of rates to foreign destinations. Just by sheer experience, the postal history dealer or auctioneer acquires a knowledge of what is truly rare. For many years I had 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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ANSWER TO PROBLEM COVERS IN ISSUE 151



Figure 1a. Cover to Moghegno in 1879.

Figures 1a and 1b show the front and back of a cover from Watsonville, Cal., Oct. 18, 1879 to Moghegno. No responder has suggested where that place was, or is, so we turned to *Johnson's Atlas* of 1862 and *Webster's Unabridged International Dictionary* of 1957. Neither shows Moghegno, but gave clues from the backstamps. One shows that the cover was at Luzern (Lucerne to us) 10 Nov. 79. On 12 Nov. it was at Locarno, located in SE Switzerland, Ticino Canton, on the north shore of Lake Maggiore. This lake borders on Italy and the addressee is "Signor" at Moghegno. The other backstamp reads "Maggia" and to figure this out we need help from someone familiar with the region. It may be a lake boat that delivered mail to the towns on the lake. Now back to the main problem — the stamps are not tied. This is noted by our best responder Judge Moody R. Tidwell III. He suggests that the cover may be a fake: *i.e.*, stamps added. This is possible, but there is not evidence on the cover of other stamps having been on it. In 1879 the U.P.U. rate to Switzerland or Italy, whichever, was 5¢. Add to this 10¢ for registry, fee set in 1875, for a

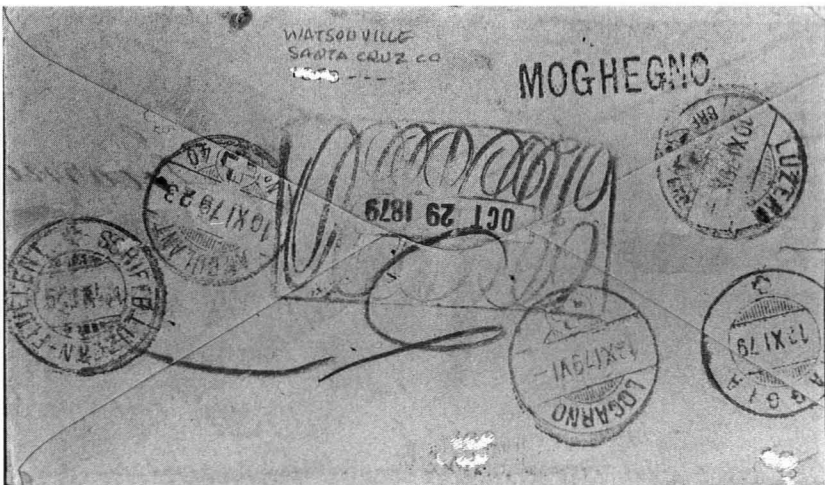


Figure 1b. Reverse of cover in Figure 1a.

correct total of 15¢. Perhaps the postmaster cancelled the stamps before affixing them. This seems odd, but remotely possible. The untied stamps caused the owner to donate the cover to S.C.R.A.P., rather than exhibiting it. Tough decision, because some covers with untied stamps are O.K.

Since the above was written, some additional interesting comments have been received from Dick Winter:

From the cover photo, I can't tell if the stamps belong or not, if the Watsonville, Cal., marking is real or not, or why the cover was given up by the owner. The cover has been trimmed at the left, but this would not be a reason to part with it. I will have to pass on your basic question of why the cover was donated to SCRAP. You may find the routing of the cover to be of interest to your readers. The cover was not addressed to Moghegno as you said, but to **Locarno**, Switzerland, via the small town of Moghegno ("Locarno per Mochegno"). The letter was a registered letter to Switzerland and properly paid the UPU rate of 5¢ plus the 10¢ registration fee. Whether these were the original adhesives or not I can't tell. The boxed datestamp on the reverse with the script initials is a registry marking of the New York Post Office and shows the date the letter was processed in that office, 20 Oct 1879. The letter was placed in a sealed mail bag and sent to Switzerland most likely via England. The bag was opened on the ambulant or traveling post office on the train to Luzern (probably from Basel) and the letter struck with a backstamp of 10 November 1879. Much of the subsequent routing through Switzerland can be determined by the other backstamps. The letter arrived at Luzern on 10 November, was placed on a Lake Luzern steamer to Fluelen and received the backstamp SCHIFFB.LUZERN-FLUELEN I (date indistinct). The next route marking is that of Maggia, eight miles up the Maggia River from Locarno on Lake Maggiore in the Italian region of southern Switzerland. I was unable to find Moghegno on my period atlas, but Route Agent Joe Geraci found it on an early 20th century Baedeker's travel map. It is located just across the Maggia River from Maggia. While the traditional route from Fluelen to Northern Italy passed through the St. Gotthard pass to Bellinzona and Lugano, with a side route to Locarno, there appears to have been some alternate route by way of Maggia and Moghegno (hence the endorsement in the address "per Mochegno"). Arrival at the destination, Locarno, was also shown with a backstamp.

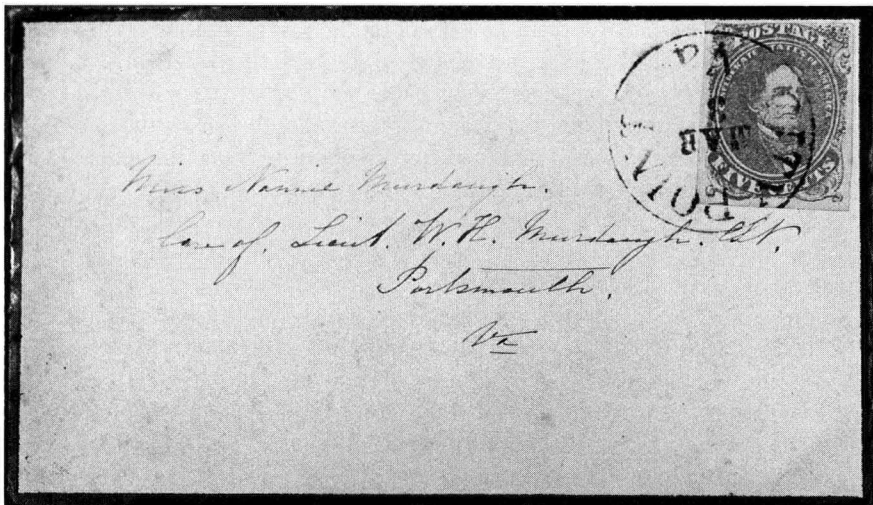


Figure 2. Confederate mourning cover postmarked City Point, Va.

Figure 2 shows a Confederate mourning cover with cds of City Point, Va. It is dated Mar. 3 and thus the year was 1862 because the rate was 10¢ after 1 July 1862, and the 5¢ green stamp was first used in Oct. 1861. This, however, does not make the cover unusual. In 1862, City Point was a small village on the south shore of the James River in Prince George county. It was about eight miles from Petersburg on the South Side RR, which dis-

continued service before 1863, when the area was contested, and the siege of Petersburg started. The reason City Point is important is that General U.S. Grant chose it for his headquarters in June 1864. Our only responder, Richard B. Graham, cites the book *Campaigning with Grant* by General Horace Porter, published by Bonanza Books of New York, as a source of information. The Union forces put a pontoon bridge across the James River near City Point and rebuilt the railroad to Petersburg. U.S. covers in 1864 and 1865 are known. Thus the importance of City Point is that reoccupation covers were from Grant's headquarters, and the last ones until Richmond was taken.

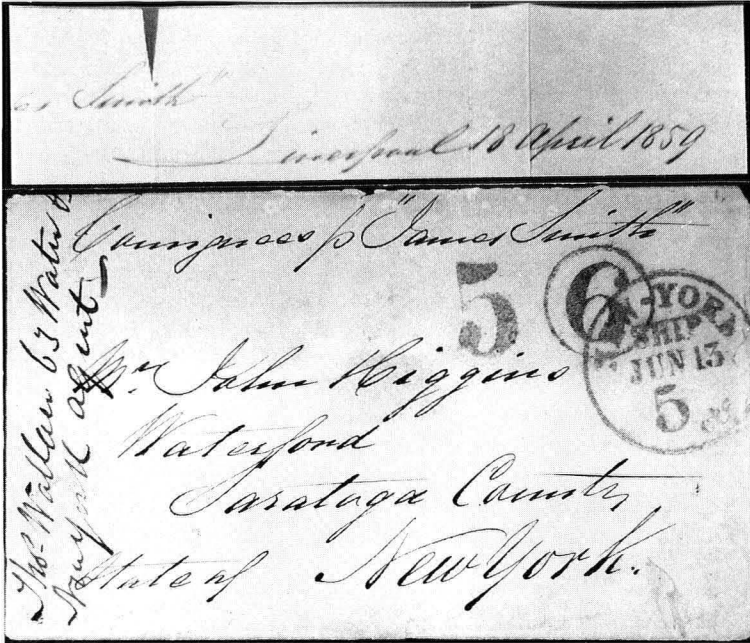


Figure 3. Cover from Liverpool in 1859.

The Figure 3 cover, carried from Liverpool on the private sailing ship, *James Smith*, to New York, apparently had a letter pertaining to the merchandise being shipped on the ship or anticipated to be shipped later. The name written on the left end of the cover, Thomas Wallace, New York Agent, is apparently the person to whom the cargo or at least part of it, of the *James Smith* was consigned for distribution. Thus, the letter was given to the *James Smith* to be given to Wallace, along with portions of the cargo.

In the U.S. P.L. & R., letters relating to the cargo of a ship or steamboat are not necessarily subject to postage. However, this letter was directed to a recipient of merchandise in the cargo, via Wallace, at Waterford, N.Y.

Apparently, upon receiving the letter from the *James Smith*, Agent Wallace took it to the N.Y. post office to mail. There, noting the nature of the letter, a New York SHIP date-stamp was applied. Since the date of the cover is 1859, and all domestic letters mailed in the United States after 1856 were supposed to be prepaid by stamps, the cover could not be mailed collect except as a SHIP or STEAMBOAT letter. Thus, this was obviously a ship letter that could be mailed collect only on that basis. It would also seem that Agent Wallace didn't wish to prepay any postage.

At that time, the U.S. SHIP rate was 6¢ for letters directed to addressees at the port where received and regular postage plus 2¢ ship letter fee for all directed to other post offices. This inequality of rates was a hangover from before 1856 when collect rates were abolished. Previously, rates had been higher so that the 2¢ ship letter fee being added produced a greater sum than the standard 6¢ for ship letters to local addresses. The SHIP letter rates in 1859 were thus 5¢ and 6¢ and both rates are handstamped on this cover with

neither being marked out.

No definite answer is apparent as to why the two rates, but it is possible that two ship letter rates were charged, one for local delivery to Agent Wallace (6¢, for local delivery) and 5¢ for a ship letter entering the mails at New York and sent to Waterford. If so, the requirement that two rates be collected is not apparent on the cover but probably would have been handled on the waybill.

While this solution doesn't necessarily fit normal handling, neither does the fact of both 5¢ and 6¢ due rates being handstamped on the cover with neither marked out. Or, does anyone have a better solution?

Two more analyses have just been received. The first is from Jack Arnell:

First of all, under the 1857 Postal Regulations, Sec. 93 reads: 'Bills of lading and unsealed letters relating exclusively to the whole or any part of the cargo of a vessel or steamboat, may be sent on such vessel or steamboat outside the mail, unless they are placed in an envelope with other matter. In the latter case, the whole packet is subject to letter postage.'

This regulation had been in force for years and most 'Consignee Letters' before this date have a circled 6 in *black* postage due at port, which was the regular ship letter fee at port. Occasionally there is a free letter, which was unsealed and only was the bill of lading for some cargo.

Chapter X, secs. 138-150, covers ship letters, with Sec. 142 stating the fee at port is 6 cents.

Therefore, the circled 6 is the correct postage due in Figure 3, and I suggest that the 'NEW YORK SHIP' datestamp was incorrectly, or accidentally, set to '5,' probably after an unthinking postal clerk had stuck the simple '5' as inland postage due.

A second explanation is offered by Dick Winter:

The cover, 18 April 1859 from Liverpool to Waterford, N.Y., was a consignee letter carried on the sailing ship *James Smith* from Liverpool to New York. Consignee letters were letters related to cargo on ships, often a manifest of a specific shipment, and did not have to be taken to the post office, but could be given directly to the ship captain. Upon arrival in New York, the captain had to take the consignee letter to the New York post office where it was treated as a ship letter. In the case of this letter, New York first struck the black circle "6" for the ship letter rate to the port of New York, then realized that the letter was addressed to Waterford. The NEW-YORK/SHIP/JUN 13/5cts. marking was struck over the circle 6 to show the proper postage due for this ship letter, 5¢ (2¢ ship fee and 3¢ U.S. inland fee to Waterford). Since there was still some confusion as to which marking applied (both markings could be clearly seen), Waterford apparently struck their own numeral 5 to restate the postage due. Allowance of the consignee letter saved the sender the 24¢ treaty rate, a savings of 19¢.

PROBLEM COVERS FOR THIS ISSUE

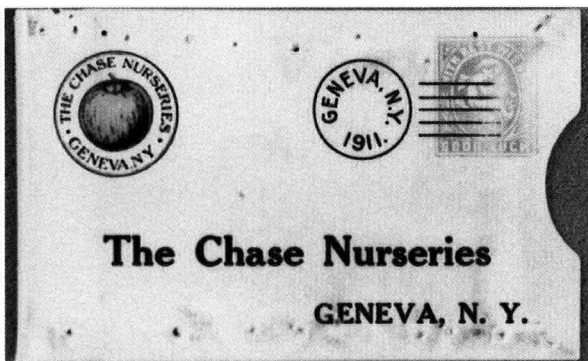


Figure 4a. Celluloid object.

Figures 4a, 4b, and 4c show items related to the sending of letters. The first, dated 1911, is made of celluloid. The next two are of metal and dated 1893 and 1901. The last is of

wood and metal and is over 100 years old. What are these objects?

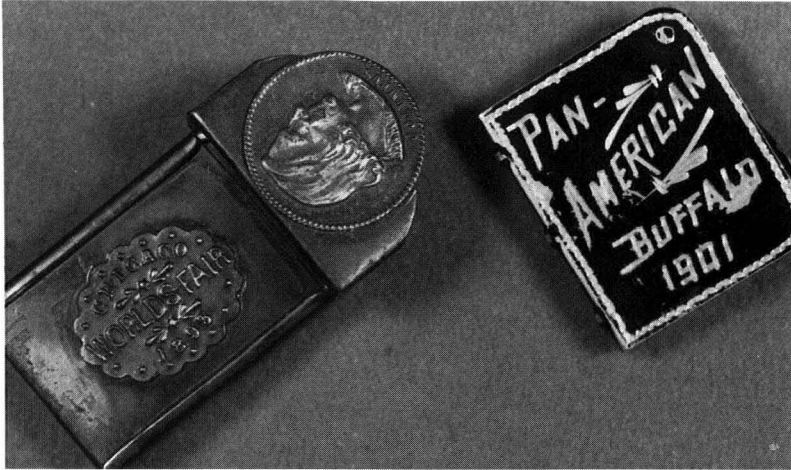


Figure 4b. Metal objects.

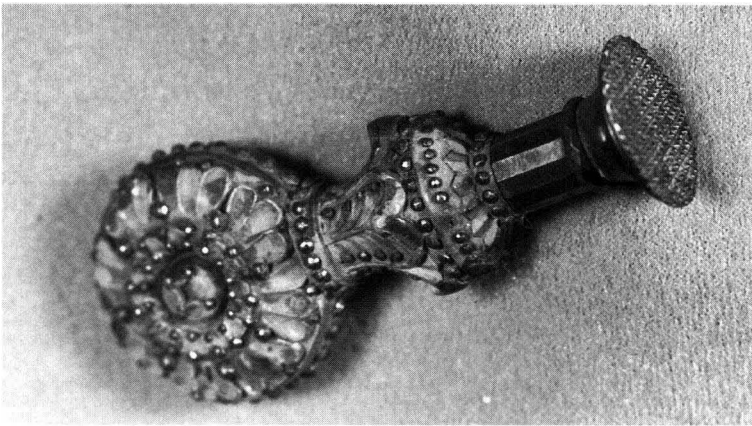


Figure 4c. Wood and metal object.

A folded letter submitted by a member from Florida is shown in Figure 5. It was written at Tunesassah in Michigan (later Wisconsin) Territory datelined "3mo 18th 1825," and

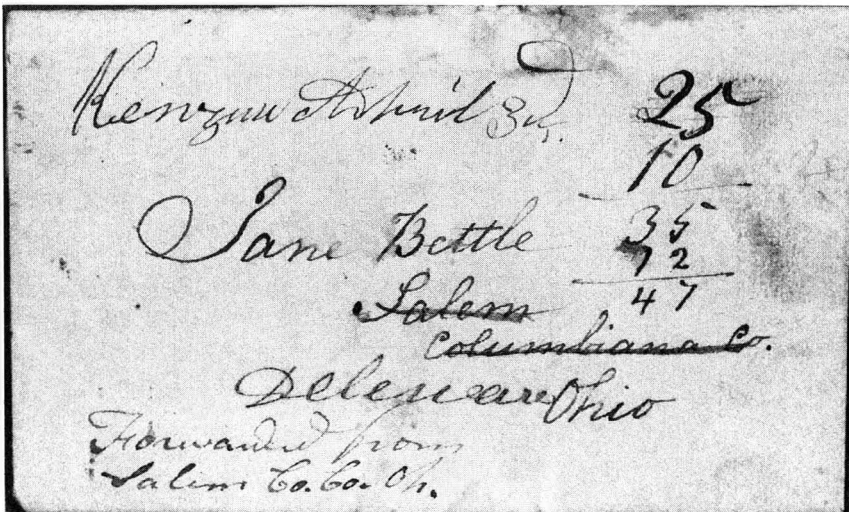


Figure 5. Stampless forwarded cover, 1825.

addressed to Salem, Columbiana County, Ohio, rated due 25¢. At Salem the words "Salem" and "Columbiana Co." were crossed out, and "Deleware" [sic] substituted. "Ohio" was not crossed out. In a different hand "Forwarded from/Salem Co. Co. Oh" was written at lower left. A charge of 10¢ was added for a total of 35¢. At the upper left is what appears to be a manuscript postmark "Kenzuu April 3d." Kinzua was a post office in Warren County, Pa., established in 1823 and now discontinued. On the reverse of the cover is the notation "ford from Mt./Pleasant 5mo 9th" with no state indicated and in still another hand. The "25" seems to be lined through, and faint traces of a handstamp appear right of the "10."

Can anyone reconcile all these confusing elements? What is the "Kinzua" marking doing on the cover and why was the cover in Kinzua? What route did the cover follow? Are the additional charges for forwarding correct? What does Mt. Pleasant (there are towns of this name in both Ohio and Pennsylvania) have to do with anything?

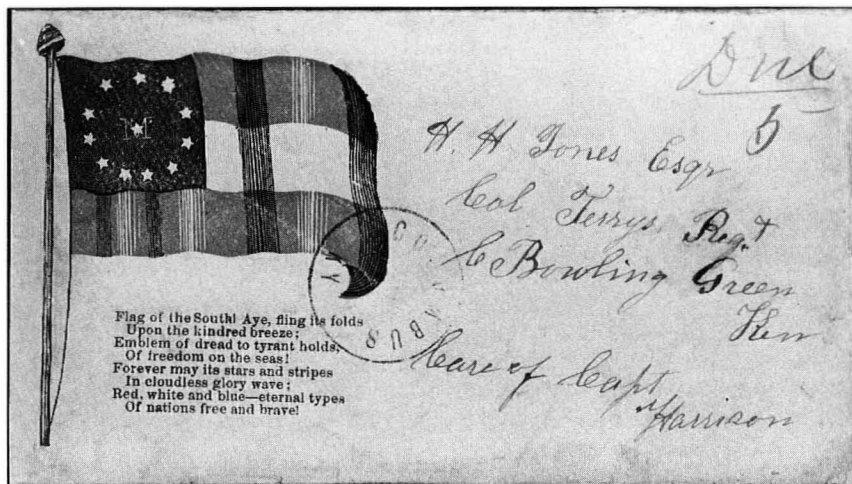


Figure 6. Patriotic flag cover postmarked Columbus, Ky.

Figure 6 shows a patriotic flag cover with the twelfth star in the center with "M" and a poem beneath. The cds is of Columbus, Kentucky, but the date faintly struck with only an "n" barely visible. There is a ms. "Due 5" at upper right, and no markings on the back. The word "unique" is frequently used, but this cover may suit the adjective. Why? What is the probable date of use, and what is so unusual about this cover?

Please send your answers and suggestions for new problems for to the P.O. Box or FAX to 513-563-6287. Glad to hear from readers, and promise no exposure of really wrong answers.

Review: Nome Gold. By Kenneth J. Kutz. Hardbound, 240 pages, illustrated by black and white photographs. Available from Gold Fever Publishing, 7 Whaling Rd., Darien, Conn. 06820. The special price to our members is \$25 postpaid, with advance payment.

This well illustrated and engrossing book has just recently been published. It concerns gold mining in Alaska at the turn of the century as seen through the correspondence of a young gold seeker with his fiancée in St. Louis. The illustrations show the postmarks and backstamps on the envelopes, most of which were mailed with early Bureau issues. Of interest to some will be details of the mail distribution system in the Nome area, and awarding of routes. The frustrations and disappointments of waiting arrival of mails from the outside are poignantly recounted. The hardships involved during inclement weather are described in the letters. They detail living conditions, the use of dogs to haul the mails, and other genre scenes strongly evocative. In a conclusion and five appendices there is interesting information on mining and socio-economic aspects of the region.

Scott Gallagher

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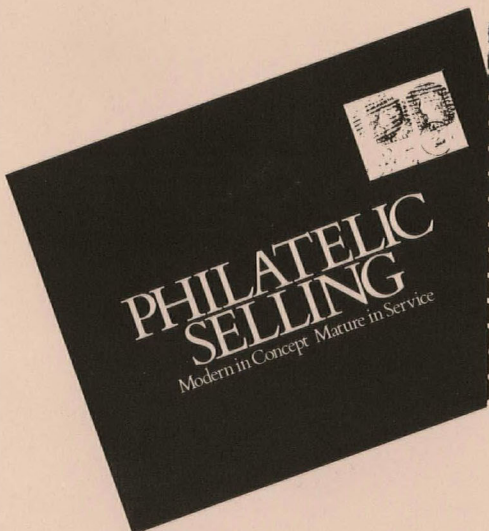
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