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of the U.S. Classic Postal Issues

May 1992

Volume 44, No. 2

Whole No. 154

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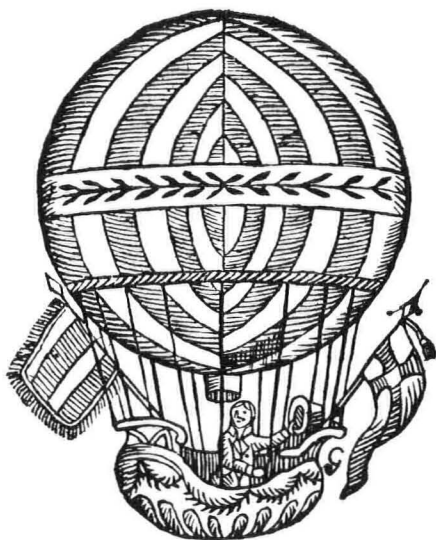
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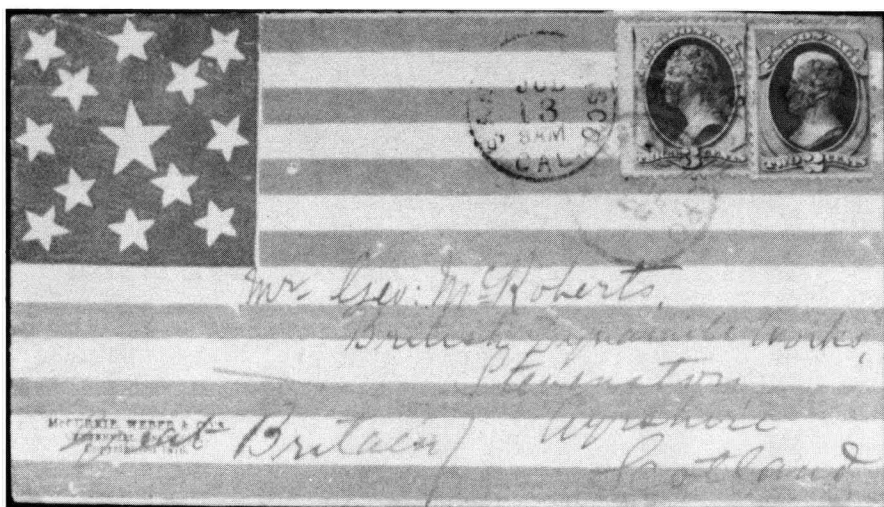
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## of the U.S. Classic Postal Issues

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**IN MEMORIAM**  
**SUSAN M. McDONALD**  
**1918-1992**



Our Editor-in-Chief, and dear friend, Susan Marshall McDonald died 17 March 1992 at the age of 73 after a seven-year battle with cancer. She was born in Cleveland, Ohio, where her father, John D. Marshall was Mayor of Cleveland 1926-1932. She was Valedictorian both at Laurel School and at Vassar College, Phi Beta Kappa in 1940. In 1941 Susan received a Masters of Arts in English from Radcliffe College. These talents were well known to those who reported to her as Editor. For our *Chronicle* she was Assistant Editor in 1970 and made Editor-in-Chief by me in 1972. In twenty years the quality of our journal under her editorship gained worldwide recognition. During this period, she not only spent the many hours to produce four issues per year, but was also Director and President of our Society, while undertaking many other philatelic duties. Susan was the co-author of the *Directory of 1847 Covers*. She edited (and in some instances partially wrote) *American Philatelic Miscellany*, *Simpson's U.S. Postal Markings: 1851-1861*, *Letters of Gold* and *North Atlantic Mail Sailings, 1840-1875*.

For these and other achievements, Susan received numerous awards including American Philatelic Society Luff Award (1986), Collectors Club of New York Lichtenstein Award (1989), USPCS Ashbrook (1971) and Brookman Cup (1977, 1990) Awards and Distinguished Philatelist Award (1989). She was a member of dozens of organizations, and was the first woman elected to several philatelic ones. Her two major competitive exhibits were Treaty mails (U.S. 1845-GPU/UPU) and Cross-Border Mails (U.S.-Canada). Both won numerous local, national and international awards.



Outside of philately she was a member of a diverse mix of organizations, including Clan McDonald USA, and founding patron of MacGregor Bagpipe Band in Canton, Ohio. She was a Leader in both Boy Scouts and Girl Scouts, and was recognized by Who's Who in America.

She was preceded in death by her husband Dr. John Clark McDonald, and two of her six children. She had a sardonic wit sharpened by her experiences with life. As with many talented writers, she was a voracious reader, with many opened books, papers and magazines in her large home in Canton, Ohio, shared with a dog (the last of many over the years). She owned a cabin on Bruce Peninsula on the shore of Georgian Bay in Tobermory, Ontario, Canada, shared generously with guests and a variety of wildlife. On one of many forays into the nearby woods Susan and I, and my wife, Shirley, encountered the rare Mississauga rattlesnake. Susan was fond of watching and feeding birds and seeking wildflowers in bloom. She was avid at some sports, although more intellectual than athletic. Susan will be buried in Tobermory, near her husband, this July.

Susan was fond of good red wine, puns and other word games and of travels to exciting places. She toured England and Scotland eagerly and other faraway countries including Australia and Mexico with friends.

To summarize — Susan was a talented, multifaceted, warm woman, who contributed much, unselfishly, to all. She was seemingly strengthened by adversities, which she shouldered bravely. We will all miss her terribly.

S.G.

## **LETTERS OF GOLD**

by **Jesse L. Coburn**

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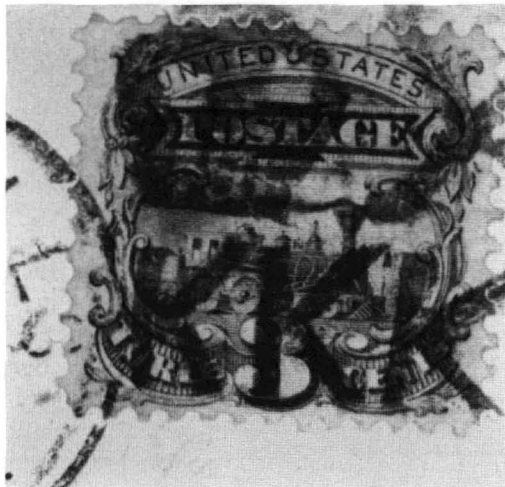
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## THE "UNOFFICIAL" REGISTRY SYSTEM

One intriguing little philatelic mystery concerns covers such as the one illustrated as Figure 1. The cover was sent from New Orleans, Louisiana, April 7, 1851, to Charleston, South Carolina. It has a bright red New Orleans circular date stamp with an integral "10" cent rate, and as it has no indication of payment, it may be assumed it was sent collect. It also has a clear strike of a straight line "REGISTERED" marking, and the enclosed letter states that the recipient should find a \$100 bill on the Bank of South Carolina within, so it had valuable contents.

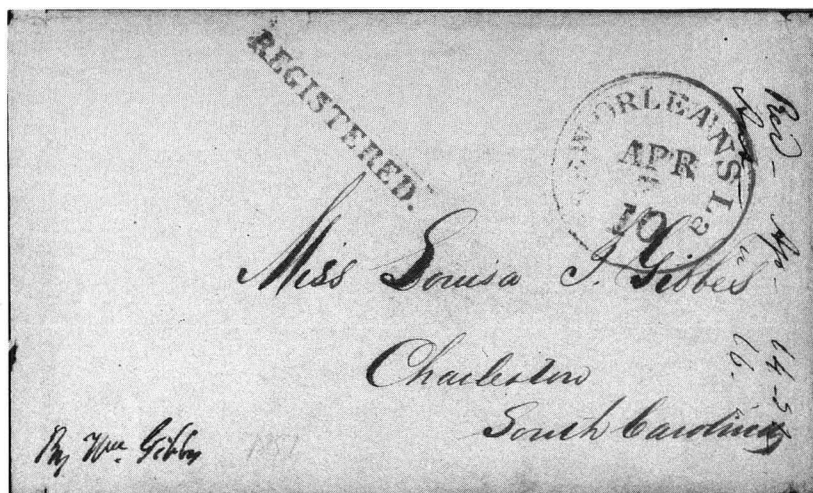


Figure 1. Red 34.5 mm. datestamp of New Orleans, La. with integral '10' rate, with matching handstamp 'REGISTERED.', 39.5 x 4 mm., on cover to Charleston, S.C., Apr. 7, 1851, well before the inauguration of an 'Official' national registry system. (Photo, Courtesy of David L. Jarrett).

The problem here is that there is very little known about the registry system in effect before the "official" system, well accepted by postal historians as having gone into effect on July 1, 1855. Simpson's *U.S. Postal Markings, 1851-1861* (Thomas J. Alexander, Ed. U.S. Philatelic Classics Society 1979) puts it as succinctly as possible:

Before July 1, 1855. There was no P.O.D. registry system prior to this date, although a number of individual postmasters had instituted their own local systems. A few towns employed special handstamps indicating this service, while others used manuscript markings. At Philadelphia, the letter 'R' was applied to registered letters received at this office. (Page 259)

It has generally been taken that Section 3 of the Act of March 3, 1855, was the first provision for a registry system in the United States, but the existence of quite a few covers with markings indicating "something" (a service, a system?) operating well before the effective date of July 1, 1855, seems to have led to a posterior conclusion about what some local postmasters were busy doing.

I must admit that I am more than a little unsatisfied with this conclusion. What bothers me is that I cannot imagine that the omnipresent bureaucracy known as the Post Office Department could leave so much to the discretion of individual postmasters. Even a few glances at any edition of Postal Laws and Regulations gives one the impression that the P.O.D. meddled with the most insignificant aspects of those local postmasters' operations.

Another troublesome point is that the individual offices seem to have been working in concert. Otherwise, the act of marking something as “Recorded” or “Registered” or whatever at the originating office would be reduced to nonsense if the office at the receiving end did not know how to handle it. And again, it seems implausible that Washington would not attempt to regulate or to coordinate such interactions.

The P.L.&R.s of the period before the official registry system do seem strangely silent on the matter of valuable letters, except with respect to “Lost Letters and Mail Depredation”, and those sections of the Regulations are concerned only with actions to be taken *after* a loss is reported. “Money and other valuable things sent in the mail, are at the risk of the owner.” (P.L.&R. 1852, Ch. 25, Sec. 171) Nothing specific can be cited about what to do to protect valuable mail *before* a loss occurred.

I deeply suspect, however, that somewhere, perhaps buried in P.O.D. letter books, should they still exist, are inquiries from concerned postmasters, and answers and directions from their superiors in Washington on this subject. It would be interesting to pursue this subject further, and see what, if anything, could cast some light on these mysterious markings of the “unofficial” registry system.

Frank Mandel

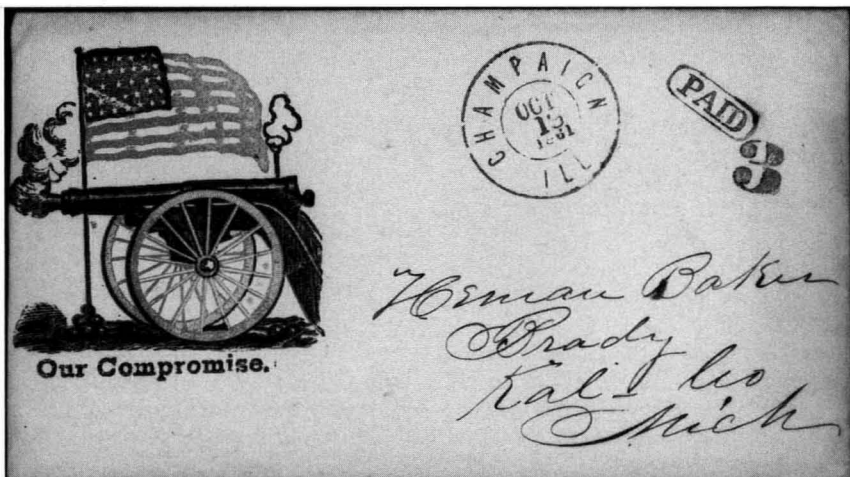


Figure 1. ‘Presidential’ style double circle datestamp, 26.5 mm., with matching ‘PAID’, 16 x 6 mm. and ‘3’ rate, 8 x 9 mm. of Champaign, Ill. on patriotic cover (Walcott design 2781), used to Brady, Mich., Oct. 13, 1861, a stampless ‘Contingency’ use apparently due to the unavailability of new issue stamps. (Photo, Courtesy of David L. Jarrett).

### THE STAMPLESS REVIVAL OF 1861

I have heard some purists among collectors of stampless covers declare that the end of the “stampless period” was definitely January 1, 1856, when the use of postage stamps or stamped envelopes on the ordinary class of domestic letters became compulsory. Such declarations are inherently silly and I do not propose to debate this one, except to say that it is quite dismissive of a wide variety of interesting stampless uses including drop letters, many covers from the American West, the foreign mails and free franks.

It also ignores a little episode called the Civil War, which produced a wonderful array of stampless uses, and at least one category of mail that is as intrepidly stampless as say, covers showing the restored rates of 1816, or the brief revival of the Express Mail in 1845.

The termination of postal service between North and South in June, 1861, and the ensuing decision by the Post Office Department in Washington to demonetize old issues of postage stamps and stamped envelopes and to distribute what we call the 1861 issues, led to an interim period during which stampless uses on ordinary mail were widely reverted to, and, apparently tolerated. This period more or less coincides with the exchange period between the old and new issues. It varied a bit from place to place but roughly spans late September and early November 1861.

Figure 1 illustrates one of the resulting postal artifacts, a patriotic cover with a common flag and cannon design and also some nice clear stampless markings. It was sent October 19, 1861, from Champaign, Illinois, with their "Presidential" style double circle datestamp and matching 'PAID' and '3'.

Champaign was a large office reporting \$1,967.06 in postage in 1861. It appears that the office was insufficiently supplied with the new issue stamps and, like many other offices during this period, reverted to using old rating handstamps to process its mail. It might be mentioned that in this respect these offices were similar to their brethren in the Confederacy, who also revived the use of stampless markings and sometimes used old handstamps to make do during the period between June, 1861, and the issuance of the first Confederate general issue stamps in October, 1861.

This contingency use of stampless markings was so widespread that it seems likely that it was permitted, or, at least, tolerated, by the Post Office Department. I have searched in vain for a supplementary regulation concerning the practice, and, though I continue to hear that something about it appeared in the vast depths of the *U.S. Post Office Assistant*, I have yet to find an applicable reference. The nearest we come is to the permissibility of continuing to use old issue stamps when new ones are not available, and that is not quite to the point. If an eagle-eye reader can find a relevant citation, I would appreciate learning of it.

Frank Mandel

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ROBERT B. MEYERSBURG

Much has been written in this column about the official and semi-official carrier stamps. Now we will consider the one cent 1851-1857 postage stamps in a similar role. To set the stage, some background.

The carrier service of the Post Office began unofficially when the postal service passed from control of the colonial government to that of the newly-born United States. It was not formalized until the Congress passed the Act of July 2, 1836, Section 41 of which empowered the Postmaster General to establish a system of bonded letter carriers to collect letters for the post office from appropriately located letter boxes and to deliver incoming mail to the addressee, these services to be initiated at post offices of his choice. A fee of up to two cents in addition to postage could be collected by the carrier for each of these special services and would, in practical fact, pay his salary.

This same Act established a schedule of postal rates based on the weight of the letter (or the number of pages) and the distance between the post office of origin and destination. As the frontier expanded to the West and South, with the establishment of post offices in the new communities, the impact of the postal rates (which were very high) opened the door to entrepreneurs who believed they could build a good business by offering a private mail or express service at a fraction of the government's charges (in some cases, as little as 25 percent) and often faster and more frequent than the Post Office. By the end of 1844 there were a number of well-established independent mail systems that made existing governmental postal and carrier services noncompetitive and consequently losing propositions. The Postmaster General charged them with violation of the Postal Act of 1825, which made it a crime to carry letters outside the mail over post routes either on horseback or by stagecoach, but the courts sustained the independents' right to continue since they used railroad or steamboat to transport the mails. The Postmaster General had no choice but to propose a new postal bill to Congress reducing the rates to a competitive level and updating the definition of post roads and routes by specifying the means of carrying the mails. This bill was passed and became effective July 1, 1845, establishing the rate of five cents per half ounce for distances up to 300 miles, and ten cents per half ounce for greater distances. Heavy penalties were prescribed for carrying letters outside the government mail. This resulted in closing down the operation of the independent mails. However, a number of private city despatch posts, operating within the limits of a particular town or city, whose internal street systems were not designated as post routes, remained in operation in direct competition with the government's carrier system. Although they could not deliver letters from the mails, they quickly established highly competitive collection and city mail services.

The British success with its penny postage encouraged the American public to continue pressing for cheaper postage. The Postmaster General offered some relief in 1849 by eliminating the two-cent drop letter postage for local letters delivered by government carriers and by establishing a one cent carrier fee in several cities, covering collection to the mails, delivery from the mails and city letters handled exclusively by the carrier service. The postmasters of Philadelphia, New York, Boston, Charleston, St. Louis and Cincinnati authorized the production of carrier adhesives to facilitate prepayment of the collection fee. By 1851 continuing public pressure brought about a new low "universal" postage rate of three cents, and the issuance of a new series of adhesive postage stamps in the denomi-

nations of one, three and twelve cents, to replace the 1847 five cent and ten cent adhesives, which were demonetized.

The one cent 1851-1857 stamps were issued in compliance with Section 3 of the Act of March 3, 1851, to be used for prepayment of various postal rates. The same Act, in Section 10, empowered the Postmaster General, at any post office:

to establish post routes within the cities or towns, to provide for conveying letters to the post office, by establishing suitable and convenient places of deposit, and by employing carriers to receive and deposit them in the post office; and at such offices it shall be in his power to cause letters to be delivered by suitable carriers, to be appointed by him for that purpose, for which NOT EXCEEDING one or two cents shall be charged, to be paid by the person receiving or sending the same; and all sums so received shall be paid into the Post Office Department; provided, the amount of compensation allowed by the Postmaster General to carriers shall in no case exceed the amount paid into the Treasury by each town or city, under the provisions of this section.

The Postmaster General did establish post routes in New York, Boston, Philadelphia and New Orleans; and he directed the issuance of two carrier stamps, the Franklin, which had a very short life, and the Eagle, which replaced it. The Franklin saw limited service in Philadelphia, New York and New Orleans, and the Eagle, in Philadelphia, Kensington, Cincinnati and Washington; but this left the great majority of post offices with carrier service without a special carrier stamp. The Post Office Department considered that it owned the exclusive right to provide carrier service on post routes, and hence expected all private competition to cease upon enactment of Section 10 of the 1851 Act.

But the new 1851 Act still didn't accomplish the task of eliminating the competition. In fact, it stimulated the establishment of a plethora of new local posts which outperformed the government's carrier service on every count.

The Postmaster General could use his discretionary rate-fixing authority to establish one-cent collection and city mail rates in post offices where the private competition was strong, and two-cent collection and city letter rates where the post office had a monopoly on carrier service and the public was prepared to pay for the service. The delivery fee remained at two cents until mid-1860. The private posts paid no attention to the Postmaster General's order to cease and desist operations; and it took until 1861 to put them out of business.

We now have a background against which to examine the use of the one-cent postage stamp as a carrier stamp.

In New York, the largest city with carrier service, no special postmark identifying that service appeared until 1856. The Postmaster General eliminated the collection fee to the mails, while keeping the delivery fee from the mails at two cents (either paid in cash or

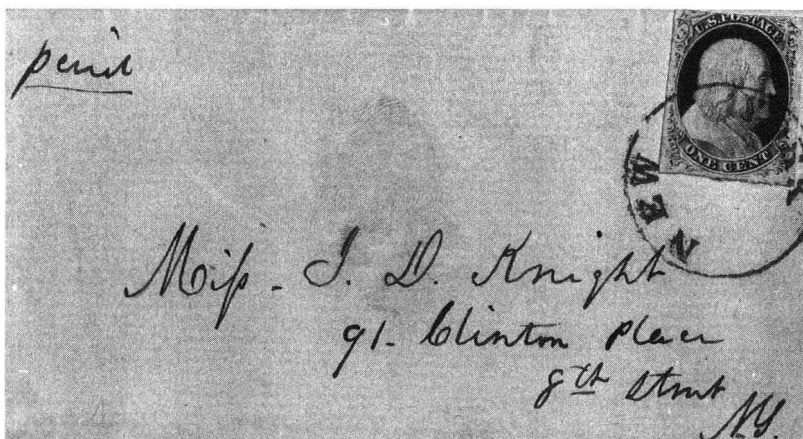


Figure 1. New York City 1852: city mail with red circular NEW YORK cancellation.

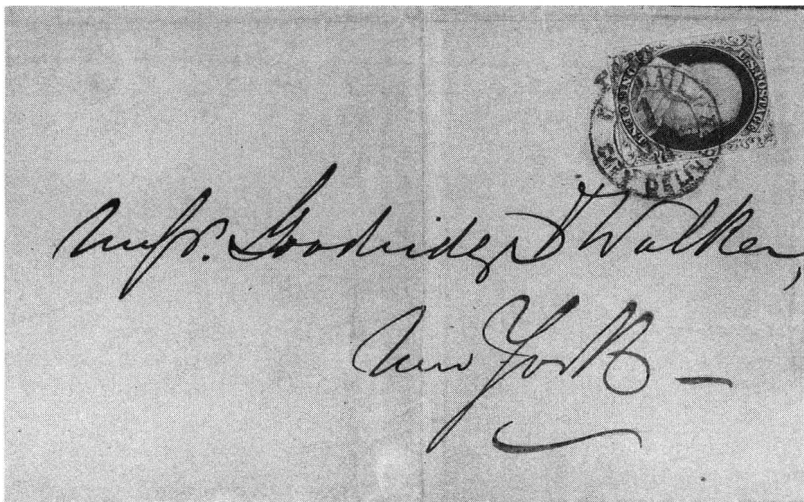


Figure 2. New York City, October 1856: city mail with first carrier cancellation.

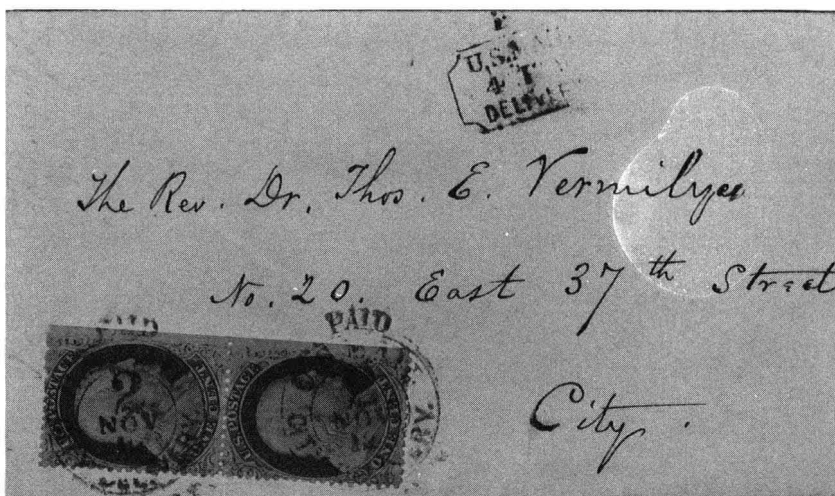


Figure 3. New York City, November 1860: carrier cancellation with "2".



Figure 4. New York City: postage includes collection fee.





**Figure 5. Baltimore, Maryland: postage includes collection fee.**



**Figure 6. Brooklyn, New York: postage includes collection fee.**

by monthly account), with no special adhesive required for either of these services. However, drop letters for local delivery paid one cent for drop-letter postage and a one-cent carrier fee, the later again paid on delivery. This leaves city letters, which were handled by the carrier service for one cent, either prepaid or collected on delivery. It is, therefore, reasonable to assume that a cover franked with a one-cent stamp, originating in New York and bearing a street address below 55th Street (the northern boundary of carrier service) is one of the many thousands of letters handled by the carrier service in the years preceding the appearance of a specific carrier postmark. Figure 1 is such an example, with the stamp canceled with a red circular NEW YORK, the same cancellation that appears on the few Franklin carrier stamps used in New York. Similar covers, with the stamp canceled with the square black grid, fall into the same category.

In 1856 the first of a long series of carrier cancellations appeared in New York. The first may be seen in Figure 2, a bootleg letter originating in England and carried to New York outside the mails and dropped on arrival in a letter box with the city mail rate prepaid by a one-cent postage stamp. Figure 3 is the same postmark except that it has the numeral 2 in the center (very rare) and is usually found with two one-cent stamps, one of which pays the drop-letter postage, the other the delivery fee.

Figures 4, 5, 6, 7 and 8 illustrate the use of four one-cent postage stamps to prepay both the postage between post offices and the collection fee to the mails. This usage is

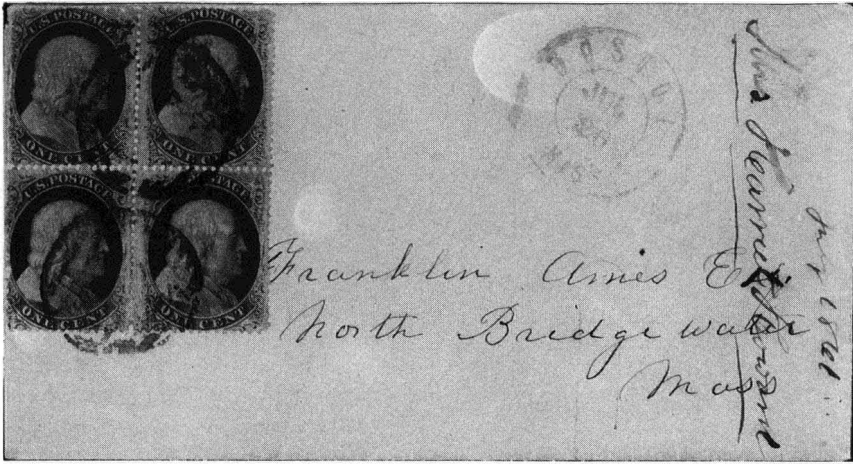


Figure 7. Boston, Massachusetts: postage includes collection fee.



Figure 8. Philadelphia, Pennsylvania: postage includes collection fee.

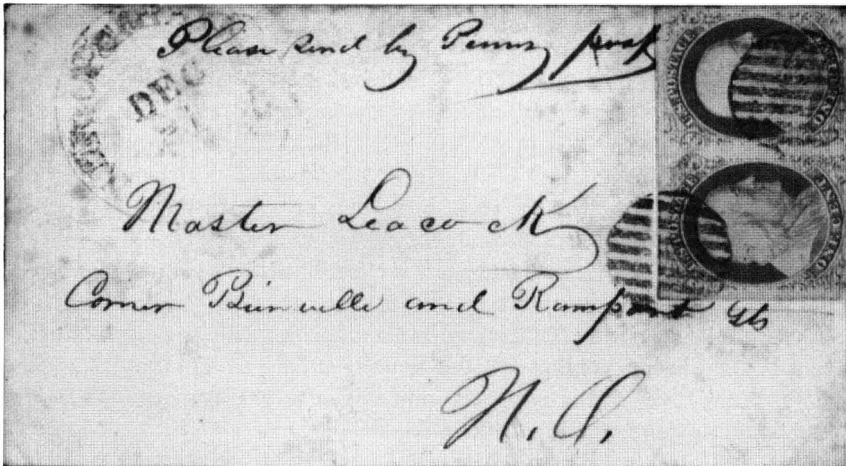


Figure 9. New Orleans, Louisiana: prepayment of drop rate and carrier delivery.

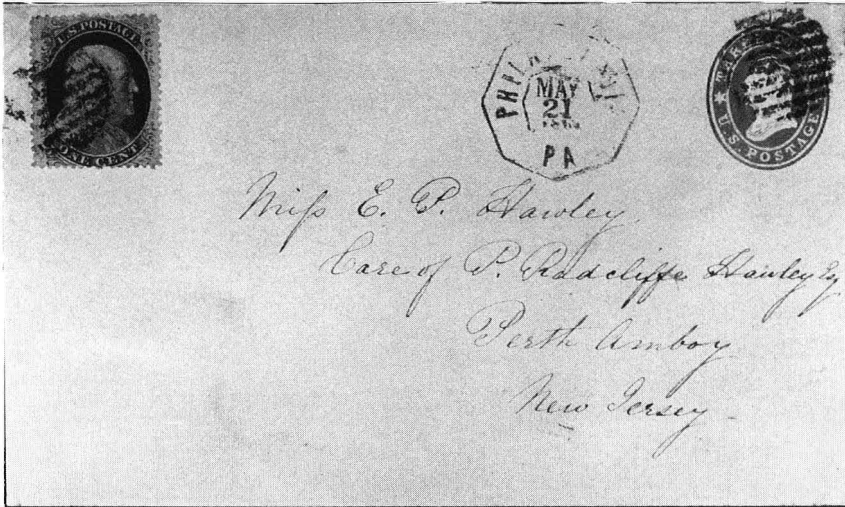


Figure 10. Philadelphia, Pennsylvania: collection fee.

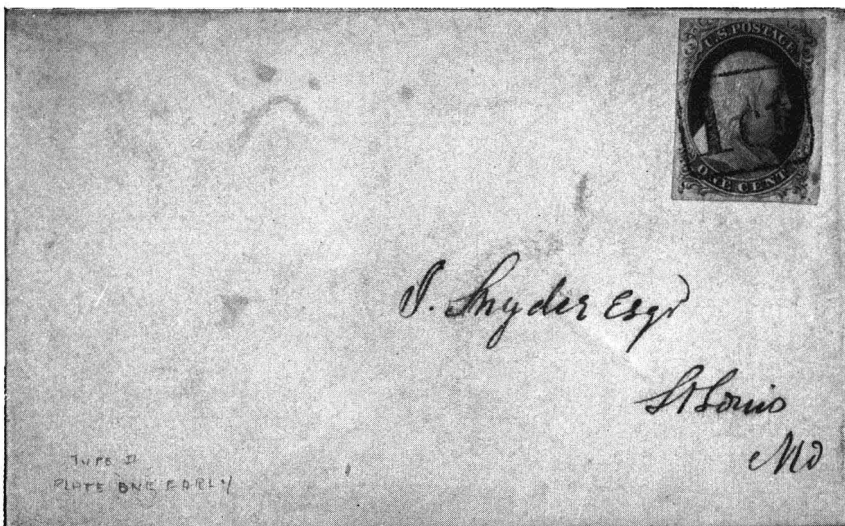


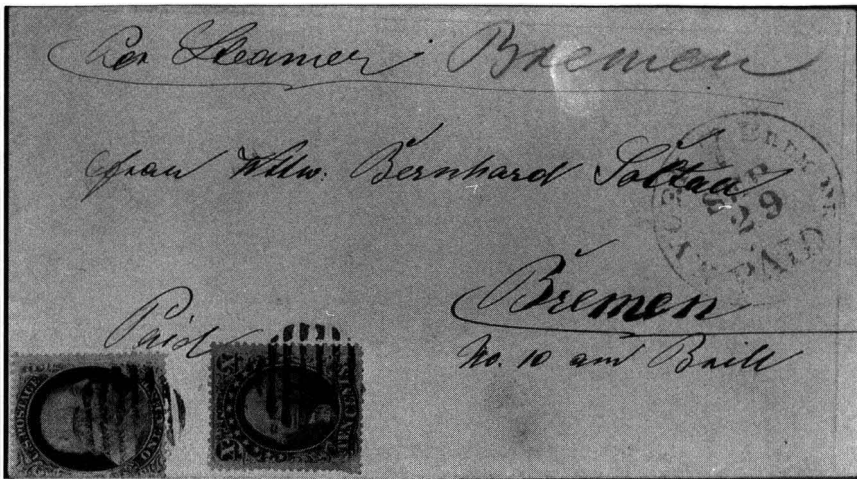
Figure 11. St. Louis, Missouri: "1ct" cancellation on city mail.

very uncommon and well-worth adding to a specialized carrier collection. If any reader can show such use from another post office, a photocopy would be much appreciated by the author, and will be illustrated in a future column.

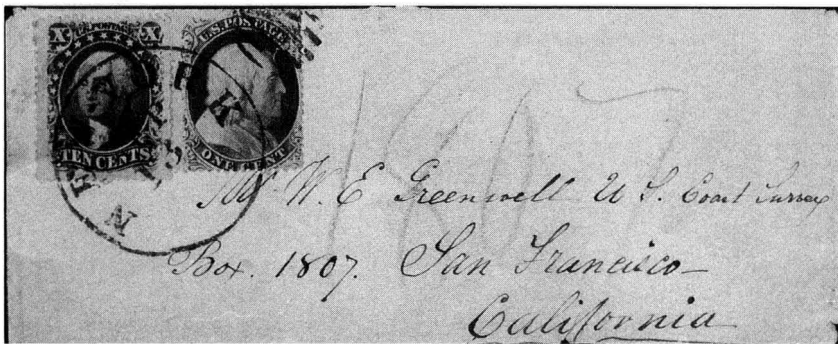
A unique cover from New Orleans, Figure 9, contains a pair of imperforate one-cent stamps, one of which pays the drop letter postage while the other prepays the carrier delivery fee.

Figure 10 illustrates the commonest usage of the one-cent postage stamp in carrier service, the prepayment of the collection fee to the mails with the postage prepaid by either a three-cent adhesive or the much rarer three-cent embossed envelope stamp.

St. Louis used a boxed "1ct" cancellation on one-cent stamps, Figure 11, which paid the city mail fee on drop letters delivered by letter carriers during 1851-1852.



**Figure 12. New York City to Bremen: collection fee.**



**Figure 13. New York City to California: collection fee.**

Figure 12 shows a one-cent stamp prepaying the collection fee to the post office on a letter destined for a transatlantic journey - in this instance to Germany. Although this is a rare usage, the same letter with the postage due is much rarer and worth careful screening of dealer's stocks in small local shows.

The final example, Figure 13, to be illustrated is a letter from the East to California during the gold-rush, with the one-cent postage stamp prepaying the collection fee.

Applying your knowledge of carrier history to the vast quantity of yet-undiscovered treasures waiting to be thumbed through in countless shoe-boxes, other even more interesting examples should turn up of that good blue imperforate and perforate one-cent stamp. Write up your finds and send them in so that the rest of us can add to our carrier knowledge.



2c Purple grill (Sc. 142)

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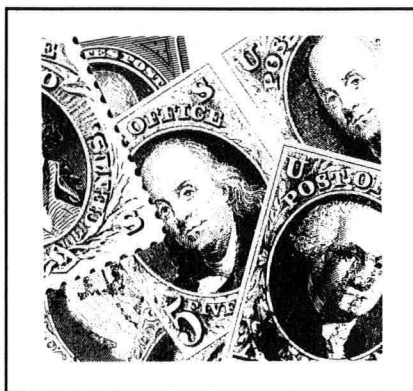
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THE TRIPLE TRANSFERS OF SCOTT NO. 26a  
A DISCUSSION AND SOME LONG OVERDUE PLATING DIAGRAMS\*  
© 1992 JEROME S. WAGSHAL

Nothing has been published for more than a decade and a half about the triple transfers on Scott No. 26a, or as we refer to it in the *Chronicle*, "S-4." For us, as the present carriers of the torch originally lit by Dr. Carroll Chase, this is an omission much in need of correction. So let us reopen this interesting subject.

In order to place this subject properly in context, it may be helpful first to review the history of the study of triple transfers on the Three Cent stamp of the 1851-61 issue, and how the philatelic community has come to the present point of its knowledge regarding these interesting plate varieties.

**I. A Brief History of the Study of Triple Transfers on the Imperforate Plates of the Three Cent Stamp.**

**A. Triple Transfers on "S-1," the 1851 Orange Brown.**

The two triple transfers on Scott No. 10, or in the terminology of our Society, "S-1," have been well known for many decades. They are Positions 74L1(i) and 84L1(i). They were identified as far back as the 1929 edition of Chase's book, but were not illustrated either in the 1929 or 1942 editions.<sup>1</sup> However, they were illustrated, not very well, but sufficient for identification, in Plate 1 of Richard McP. Cabeen's article "A Study of the Major Varieties of the U.S. 3c 1851" which appeared in *The Stamp Specialist*, No. 2, published in 1940; the article and illustrations were reprinted in Issue No. 4 of the *Chronicle* published on March 1, 1949.

It is my impression that examples of these two orange brown positions are very rare.<sup>2</sup> I recall seeing examples of these positions being offered as a single auction lot only once in recent years. I have never found one unidentified. My guess is that most examples have long since been gathered up and are safely tucked away in the platings and collections of those who know and appreciate what they are.

There is one other S-2 position which I believe shows evidence of a triple transfer. It is Position 3R2(E). I have never seen any other reference to this position as a triple, and I welcome opinions from those who have copies of this position.

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\* Robert Hegland, Secretary Emeritus of the USPCS and a recognized authority on Scott No. 26a, and the author jointly prepared the No. 26a plating diagrams used in this article, principally from Mr. Hegland's holdings. The author also gratefully acknowledges Mr. Hegland's review of the text of this article, his independently arrived at identification of, and his spirited defense of, the less obvious No. 26a triple transfers, which might have otherwise been omitted from this article.

1. For the benefit of those new to the study of the Three Cent stamp, there are three editions of Dr. Chase's masterwork: The original edition, *The 3c Stamp of The United States 1851-1857 Issue*, published in 1929 by J.O. Moore, Inc.; the revised edition, published in 1942 by Tatham Stamp & Coin Company; and the reprint of the revised edition, with an important foreword by Thomas J. Alexander, published in 1975 by Quarterman Publications, Inc. These will be referred to hereinafter, respectively, as "Chase, Original Edition," "Chase, Revised Edition," and "Chase, Reprint Edition."

2. Chase estimated that the production from Plate 1(i) was the second smallest of any of the imperforate plates, counting early, intermediate, and late states as separate plates. He estimated that only 20,251 impressions were made on Plate 1(i). Chase, Revised Edition, p. 84. Taking this estimate conservatively, this would mean that in all likelihood less than 25,000 copies of each S-1 triple transfer position were printed, and of course only a tiny fraction of these would have survived to the present time.

### **B. The Triple Transfer on “S-2,” Scott No. 11.**

The only triple transfer on Scott No. 11, “S-2,” has long been known, having been identified and accurately illustrated as far back as 1929 in Chase’s original book.<sup>3</sup> It is Position 92L2(L). Though not an overly rare stamp, it is an interesting and desirable plate variety. It can occasionally be found as a sleeper by those having the patience to look for it.

### **C. The Triple Transfer on “S-3,” Scott No. 25.**

Since Plate 2(L) was used, but only very little, to produce Scott No. 25 stamps, “S-3,” there are few perforated copies known of Position 92L2(L). These copies are very rare and greatly desired by knowledgeable classic collectors. Since there is only one triple transfer known on S-2, it necessarily follows that the only triple transfer on S-3 is the same position, Position 92L2(L).

## **II. The Identification of Triple Transfers on “S-4,” Scott No. 26a.**

### **A. All S-4 Triple Transfers are on Plate 11(L).**

This brings us to the triple transfers of S-4, Scott No. 26a. (It should be noted parenthetically that no triple transfers have been identified on S-5, Scott No. 26.)

The late state of Plate 11 is the home of all the known triple transfers on S-4. Plate 11(L) is, by far, the most rare of any of the total of six states of the two S-4 plates, Plate 10 and 11.<sup>4</sup> (Plates 10 and 11 each come in three states — early, intermediate, and late.) Plate 11(L) has not been completely plated to this day.<sup>5</sup> Accordingly, the triple transfers on Plate 11(L) represent the frontier for students of the Three Cent stamp, where advances of knowledge are still possible.

Furthermore, in contrast to what is generally considered to be the completed study of triple transfers on the imperforate plates, the known positions on Plate 11(L) which produced triple transfers have never been completely identified in the literature. Nor have any of the generally available references on the Three Cent stamp illustrated all of these S-4 triple transfer positions.

### **B. How the Knowledge of the S-4 Triple Transfers Has Evolved.**

As is the case with most information about the Three Cent stamp, the subject of the S-4 triple transfers was first broached by Dr. Chase. He noted the existence of a single triple transfer on the perforated plates, *i.e.*, the plates from which only perforated stamps were produced, in his 1929 book, at which time he incorrectly suggested this sole triple transfer might come from Plate 12.<sup>6</sup> Following that reference, I have found nothing further

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3. Chase, Original Edition, p. 55, Figure 32. The illustration was of course carried over in the Revised Edition, and appears there at page 58.

4. Dr. Chase stated, speaking of Plates 10 and 11, “The late state of Plate 11 is by far the rarest, considering the separate states as different plates.” Chase, Revised Edition, p. 130. He estimated that 5,006 impressions were made from Plate 11(L), as compared to an estimated 20,251 impressions of Plate 1(i). *Ibid.* at pp. 84 and 130.

5. In the *U.S. Perforation Centennial Book 1857-1957*, published in 1957 by our forerunner organization, The 3c 1851-57 Unit of The American Philatelic Society — referred to hereinafter as the “Perforation Centennial Book” — Dr. Chase described the state of plating of S-4 as follows: “The plating of 10 and 11 is advanced to this extent. Plate 10 is complete in all three states. 11(E) and 11(i) lack only four stamps each while 11(L) shows but 182 stamps placed.” *Perforation Centennial Book*, p. 48. While a few students have continued the S-4 plating study in the ensuing 34 years, I am not aware of any organized or group effort which has led to the completion of the plating of Plate 11, or at least to the publication of the news of such an accomplishment. A photograph referred to in the Rose-Simpson article (referred to later in the text) indicates that the Plate 11(L) plating did progress significantly after the *Perforation Centennial Book* was published. The photograph, however, is very rare.

6. Chase, Original Edition, p. 127.



published on the subject<sup>7</sup> until Dr. Chase, in his 1942 Revised Edition, corrected the reference in his Original Edition to read as follows:<sup>8</sup>

One stamp, which is probably 98R11(L), shows a distinct triple transfer; the design at the bottom being shifted in two directions; downward and to the right and again downward and very slightly to the left.

Dr. Chase did not illustrate this position, nor did he elaborate on this reference.

The next reference I have found to the S-4 triple transfers appeared in Issue No. 6 of the *Chronicle* published on December 5, 1949. That *Chronicle* issue reprinted Mr. Cabeen's 1940 article "The Three Cent 1857 - What to look for in the Perforated Issue" which originally had appeared in the fourth *Stamp Specialist* published in 1940, but which omitted any mention of S-4 triple transfers. However, in "Supplementary Notes" by Dr. Chase following the reprint of the text of this article, he again identified Position 98R11(L) as the only Plate 11 triple transfer.<sup>9</sup>

The first indication that there might be yet other triple transfers on Plate 11(L) came in the *U.S. Perforation Centennial Book 1857-1957*, where Dr. Chase identified two other positions, in addition to Position 98R11(L), as being triple transfers, these being the two surrounding stamps to that position, Positions 97R11(L) and 99R11(L).<sup>10</sup> (The former was a position which he had previously characterized as a double transfer in his 1949 *Chronicle* notes.)

The next published information on triple transfers of S-4 was an article by Philip F. Rose and Tracy W. Simpson in *Chronicle* No. 54, February 1967, entitled, "Double Transfers of Plate 11(Late State) of the Three-Cent 1857 Stamp," referred to hereafter as "the Rose-Simpson article." This article dealt with the subject in a novel manner, by giving verbal descriptions of the double transfers of Plate 11(L), without illustrating them.

The Rose-Simpson article referred to three Plate 11(L) positions as being a "triple transfer," using that term, namely Positions 97R11(L), 98R11(L) and 99R11(L) — all of which had previously been identified as such by Dr. Chase in his 1957 article. In addition, however, the Rose-Simpson article gave verbal descriptions of three other positions which indicated that they, too, were triple transfers, but did not refer to them as such. These descriptions, which will be presented later in this article, were of Positions 81R11(L), 93R11(L) and 99L11(L). Although the Rose-Simpson article was a valuable contribution, its obvious failing was that its verbal descriptions were not adequate to give the interested reader the means to identify any of the positions which it called, or otherwise indicated were, triple transfers. Plating diagrams were needed.

This need was partially filled by an excellent article on Plate 11(L) by Thomas J. Alexander entitled "Three Cent 1857 Perforated Stamps (S4) from Plate 11," appearing in *Chronicle* No. 87, August 1975. This article presented photographs of examples of three of the triple transfers on the late state of Plate 11, Positions 99L, 97R and 98R. Although these are of help, these photographs were not of the best plating quality. One purpose of this article is to present drawings which may be of greater assistance to those seeking to identify these three positions, as well as drawings of the other three triple transfers on Plate 11(L). But first a word about the nature of triple transfers, and how to judge their merits.

---

7. The 1940 Cabeen article in the fourth *Stamp Specialist* which covered plate varieties on the plates which produced only perforated stamps, *i.e.* Plates 9 through 28, did not mention the existence of any triple transfer on these plates.

8. Chase, Revised Edition, p. 131.

9. *Chronicle* 6:9, December 5, 1949.

10. Chase, "Notes on the 3¢ 1857, Type I and Type II, U.S. Stamps With Special Reference to Plating the Type II Stamp," *Perforation Centennial Book*, p. 48.

### III. A “Shift-Hunter’s” Perspective on Triple Transfers.

Before plunging into the subject of the S-4 triple transfers, a few words of explanation may be useful to the uninitiated reader about the perspective of a “shift-hunter”<sup>11</sup> with respect to identifying and evaluating the merits of triple transfers.

In the case of double transfers, the greater the doubling, both in the amount of the design showing doubling and its clarity to the naked eye, as well as the degree of offset of previous transfers from the final transfer, the more highly it is rated. This kind of ranking has long been established in the case of double transfers, where, for example, the extensive double transfer on Position 92L1(L), known as, “Line through THREE CENTS and rosettes double,” has long been given special catalogue recognition for both S-2 and S-3. Closer to home, in the case of S-4, the major double transfer on Position 91R11(L) has likewise been specially recognized in the catalogue.

Triple transfers must be judged by a more lenient standard than double transfers with respect to the evidence of doubling in the design. A more lenient standard is required for triple transfers because of the way they originate. Triple transfers can only occur when there have been four separate and consecutive errors by the platemaker: First, an entry of the transfer roll on the plate which is out of position; second, an incomplete erasure of that original misplaced entry which leaves traces of the design on the plate in the form of extraneous lines; third, a second entry which is once again out of position, but in a different position from the first entry; and fourth, an incomplete erasure of the second entry which fails to erase all of the vestigial lines left by the first entry as well as failing to erase all traces of the second entry. Thus, the third and final entry, which is the fifth step in the process, shows lines which are traces of each of the two prior, misplaced entries.

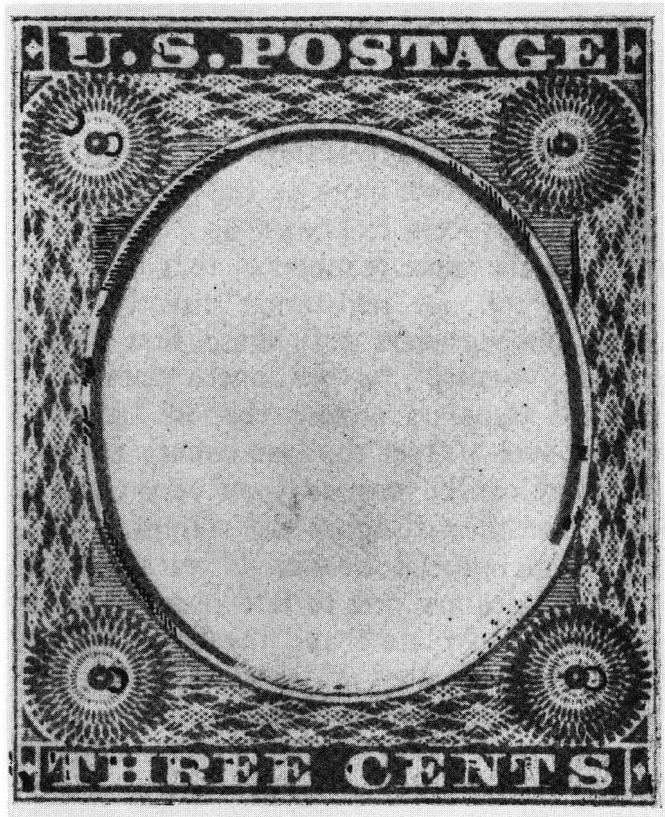
In this five-step process which leads to the creation of a triple transfer, the traces of the first entry are almost always scanty because that first entry has been subjected to two erasures: The first erasure which was specifically intended to remove it, and the second erasure directed at the second entry but which may also affect the remaining evidence of the first erroneous entry. There are doubtless positions in the plates of the 1851 and 1857 issues which have been subject to this five-step (four consecutive errors) process which could have resulted in a triple transfer, but in which only a double transfer shows because the second erasure managed to remove all traces of the original entry left by the original erasure, leaving only lines which are evidence of the second entry. Indeed, complete erasures of two or even more entries may have occurred on some positions, leaving no evidence of any of the errors in the transferring process.

It is for this reason that knowledgeable collectors prize a triple transfer as a major plate variety even where there is only a line or two which evidences the original entry. As long as some definite indication of that original entry can be clearly distinguished from the lines left by the second entry and from the complete design transferred by the final entry, the standard for desirability of a triple transfer — as distinguished from a double transfer — is sufficiently met so that it can be considered as a significant plate variety. In short, a triple transfer does not require evidence of the original transfer in the form of a major doubling of the design in order to be considered significant.

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11. The derogatory term “fly-specker,” which is heard all too frequently nowadays, refers literally to one who studies the excrement of flies. As applied to a student of plate varieties, I regard the term as derisive and offensive. I have been disheartened to hear it used on occasion by members of the USPCS, who should, by virtue of their membership, be admirers of Chase, Ashbrook, and Perry, the three great luminaries in the study of classic plate varieties. “Shift-hunter” is a term with a long and distinguished history in philately, having been used in a series of letters which began to circulate about 1929 among distinguished students of plate varieties. Anyone with copies of these documents has a valuable philatelic reference which covers both classic and more recent U.S. issues.

A good example to illustrate this point is Position 92L2(L), the S-2 triple transfer. Figure 1 is the illustration of this variety taken from the Chase book. As this diagram shows, the only indication of the initial entry is the semicircle of color formed by the center of the upper left rosette, which is hidden in the upper left area of rays of the final transfer of the upper left rosette, whereas the second entry on the same position left many traces — including the same center of the upper left rosette — but in a different location from either the initial entry or the final entry. Thus, on Position 92L2(L), the only real evidence of its character as a triple transfer is that small, half-hidden semicircle of color.



**Figure 1. Position 92L2(L).**

Position 92L2(L) serves to illustrate another important point about triple transfers, and, for that matter, double transfers as well. The portion of the stamp design most likely to exhibit evidence of a prior entry is that part of the design which was most deeply engraved on the original die, and thus most deeply transferred onto the plate. On an engraved design, the areas which are intended to retain color may vary significantly in depth without showing such variations on a normal, error-free printed impression. However, when a position on the plate must be erased, the deeper indentations on the plate are of course the ones most likely to survive the erasure.

In the case of the Three Cent stamp, the circular centers of the four corner rosettes were certainly among the deepest cut parts of the design. These center circles are therefore among the parts of the Three Cent design which are most likely to show evidence of one or more prior transfers. This is not only true of Position 92L2(L), but also of many prominent double transfers on the Three Cent stamp.

As a final observation, the philatelic desirability of a triple transfer is measured to some extent by the location of the doubling within the stamp design as well as the strength of the evidence of both prior transfers. Although one may expect scant evidence of the

original transfer to remain on a triple transfer for reasons explained above, if the evidence of each previous transfer occurs in the same area of the stamp design, and can easily be distinguished from each other as well as from the final entry, this enhances the desirability of a triple transfer position because it makes the character of the position as a triple so much clearer.

#### IV. Triple Transfers On S-4, Scott No. 26a.

The S-4 triple transfers must be given a bifurcated categorization into (i) Position 98R11(L), and (ii) all the others. The reason is that Position 98R11(L) is so clearly the best of the S-4 triples; the others, although showing evidence of three transfers, cannot compare to Position 98R11(L) in terms of the standards set out in the previous section.

##### A. Position 98R11(L).

As indicated by the history of the study of S-4 triple transfers which was presented earlier, Position 98R11(L) was the first position to be identified as an S-4 triple transfer and has consistently been noted as a triple transfer ever since. Figure 2 is a diagram of the bottom portion of Position 98R11(L), where all of the indicia of prior transfers are to be found.

The two transfers which preceded the final one were both too low, one being straight down, and the second down and to the right or east. The massive southward doubling of the centers of the lower rosettes and the lettering of the lower label is almost surely from the second transfer.



Figure 2. Position 98R11(L).

The evidence of what was doubtless the original transfer, and thus the evidence that this position is indeed a *triple* transfer, is most apparent in the centers of the two bottom rosettes, and of these two, the center of the right rosette is the clearer. An enlarged drawing of that center is presented in Figure 3. There are two lines — the little line defining the center of the rosette and curving out to the right for about 120 degrees, and the corresponding but even less clear line attached to the center of the lower left rosette — which would, taken alone, only qualify as evidence of a minor double transfer. However, by the standards of triple transfer analysis these lines are remarkable for their clarity of definition; they make this position a clear and very desirable triple transfer. Further confirming evidence of the original transfer, and thus the character of this position as a triple transfer, is to be seen in the lower right diamond block, which is also doubled to the southeast, and not merely straight down, as it would be if the doubling were the result of the second transfer. Again, see Figure 2.

##### B. All the Others.

There are five other triple transfers presently identified on Plate 11 Late. Each was noted in the Rose-Simpson article. As mentioned earlier, only two, Positions 97R11(L) and 99L11(L), were called triple transfers, while the other three, Positions 81R11(L), 93R11(L) and 99R11(L), were simply described as having doubling in two different directions, but without being referred to as a “triple transfer.” Let us consider each of these five positions in turn:



**Figure 3. Lower right rosette, Position 98R11(L).**

*Position 97R11(L).* Figure 4 is a diagram of Position 97R11(L). The Rose-Simpson article describes it as follows:

Triple transfer; 1wr left ros. cen. 0.1 mm S; 1wr rt ros. cen. 0.1 mm SE; lines thru top and bot of lwr labels



**Figure 4. Position 97R11(L).**

As can be seen from Figure 4, Position 97R11(L) shows a massive doubling to the south throughout the bottom of the design. However, the only indication of tripling is to be found at the bottom of the center of the lower right rosette, which is offset only very

slightly to the right, yet enough to show that it did not originate from the same transfer which created all the other doubling. Position 97R11(L) resembles its neighbor to the east and appears to have resulted from the same errors which created Position 98R11(L). However, the significant difference between the two positions is that the erasure of the centers of the two lower rosettes from the first transfer was far more complete on Position 97R11(L). As a result, Position 98R11(L) shows greater evidence of the original transfer and is therefore a far better example of a triple transfer. However, Position 97R11(L) has been designated as a triple by both Chase and the Rose-Simpson article, and a triple it is.

*Position 99R11(L).* Figure 5 is a diagram of Position 99R11(L). The Rose-Simpson article describes it as follows:

Thicker above and below THREE CENTS

The Rose-Simpson article characterizes this as a "Medium" double transfer, in contrast to the terms "Ex-strong," which it applies to Positions 97R11(L) and 98R11(L). Although not labelled a triple transfer by the Rose-Simpson article, Chase designated it as such; so that is what it is. In terms of the extent of evidence of prior transfers, it certainly is not as striking a variety as either of its two neighbors to the west.



**Figure 5. Position 99R11(L).**

*Position 81R11(L).* Figure 6 is a diagram of Position 81R11(L). The Rose-Simpson article describes it as follows:

Left ros. cens. sl SE; sl rt shift in POSTAGE and THREE

Thus, the description impliedly confirms a doubling in two different directions, and hence, a triple transfer, though not referred to as such. However, it was characterized as a "Slight" plate variety, and so it is.

*Position 93R11(L).* Figure 7 is a diagram of Position 93R11(L). The Rose-Simpson article describes it as follows:

Doubled top line of left label; rt shift lower label

Again, this description indicates a doubling in two different directions. The Rose-Simpson article characterizes this position as "Medium." However, the upward doubling is very marked. It can be seen with the naked eye, and is sufficiently extensive to make this a

highly desirable position even as a double transfer. The evidence of a right shift in the lower label is rather subtle, but unmistakable under careful examination. The lower right diamond block is worth particular attention because it shows evidence of both the upward transfer and the transfer to the right. This is one position in which it is difficult to tell



Figure 6. Position 81R11(L).



Figure 7. Position 93R11(L).

which of the two previous transfers was the original one, but I would guess it would be the one to the right.

*Position 99L11(L).* Figure 8 is a diagram of Position 99L11(L). The Rose-Simpson article describes it as follows:

up ros. cens. and up label 0.1 mm N. Strong outer line over top label; *a triple transfer* (sl SE in lwr r ros. cen.) [Emphasis added.]

The Rose-Simpson article designates this as a "Strong" position, but this obviously refers to the doubling at the top, which, as in the case of Position 93R11(L), makes this a major double transfer. However, Position 99L11(L) is not a significant triple because the evidence of the SE transfer in the center of the lower right rosette is so slight.



Figure 8. Position 99L11(L).

### C. Ranking the S-4 Triple Transfers.

Position 98R11(L) is certainly the top ranking position as an S-4 triple transfer for the reasons discussed earlier. For the general edification of U.S. classics collectors, I think this position should be given special catalogue recognition. However, since Dr. Chase blessed Positions 97R11(L) and 99R11(L) as triple transfers, they must be recognized as such, though I would rank Position 93R11(L) as a better example of the triple transfer variety than Position 99R11(L). The others are so subtle as to merit recognition only by specialists in this area of philately. Those who have read faithfully through to the end of this article may consider themselves in the category of "specialist."

### Conclusion

I have often wondered about the workman who reentered Plate 11 into its late state. It was either his first try at the transfer press or things may have been a little slow at the shop that day, and the foreman may have been absent, so that the siderographer may have been able to take a nip or two at a bottle which he carried to work in a plain paper sack. This is probably the better guess because by the time this transfer man hit the bottom of the right pane of the plate, he may have been so far into the bottle that the doubling he had



created on the bottom row may have seemed no greater than the doubling he saw wherever he looked.

The late state of Plate 11 is such a botch, and so different from the early and intermediate states of the same plate, that Dr. Chase had for a considerable time believed that it was a separate plate, and that it was Plate 12.<sup>12</sup> If drinking was the cause of Plate 11's doubles and triples, we should say, like Lincoln did when he replied to complaints of Grant's drinking, that we wished all the Toppan firm's transferring personnel drank the same brand, because the result of the Plate 11(L) botch has been a fascinating study which almost 150 years later has still not been completed.

---

12. See text at footnote 6, *supra*.

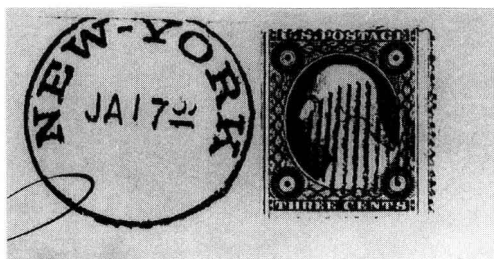


Figure 1. Earliest reported Norton duplex. January 17, 1861.

### EARLIEST DATE OF NORTON NEW YORK "LAZY DATE" MARKING

Mr. Robert R. Hegland wrote to remind us that an earlier date (than reported in my article in *Chronicle* 152:236) of the Norton duplexed "lazy" or sidewise year dated marking was reported by him some years ago, in *Chronicle* 42:11, July 30, 1962. This report recorded by then *Chronicle* Editor Tracy W. Simpson as a supplement to his listing in the original edition of his *United States Postal Markings and Related Mail Services, 1851 to 1861* of Schedule A-4, Year Dated Townmarks. *Chronicle* 42:11 reads as follows:

USPM Sched. A-4 NEW YORK with '61 sideways. A new earliest date is noted for this marking, Jan 17th. The Dr. Chase book lists Jan 22nd (1861) as earliest. Reported by Mr. R.R. Hegland.

A photo of the reported marking, which is extremely sharp and clear, as supplied by Mr. Hegland, is shown as Figure 1. As far as I know, this is still the earliest use of the New York Norton duplex marking.

Of interest is that in Tracy Simpson's Listing in both his *USPM* first edition of 1959 and the report in *Chronicle* No. 42, only the postmark with sidewise date was shown as a tracing, the fact of the marking being a duplex not being mentioned. Based upon comments made in print by both Chase and Ashbrook, it appears that both knew that the marking was duplexed although I don't believe either used that term. They obviously believed that the use of a year date was more important to collectors than the duplex feature.

Richard B. Graham

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## COUNTY AND POSTMASTER NAMED POSTAL DEVICES 1792-1869

JAMES W. MILGRAM, M.D.

(continued from *Chronicle* 153:27)

### TENNESSEE

COPPER MINES /POLK CO. TENN., C-34, 1850s, black.

This is one of two similar postmarks for a post office at a copper mine town. It is one of a handful of county postmarks from factory or mining towns. The marking depicted in Figure 64 is the more common of the two.



Figure 64. "COPPER MINES POLK CO. TENN. DEC 29" tying 3¢ entire.

HIWASSEE COPPER/ MINES/ POLK CO. TENN., C-34 1850s black.

This postmark seems to be the earlier of the two quite similar postmarks from this town (Figure 65). It is far the more rare type.

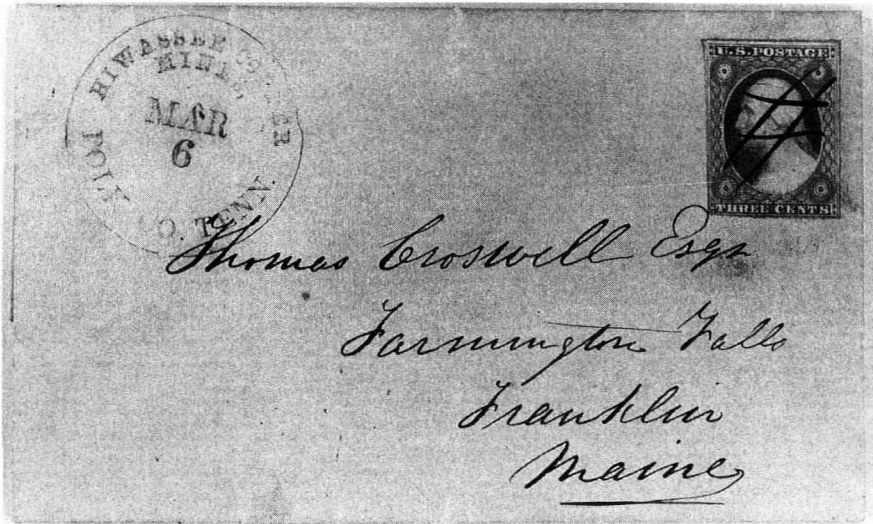
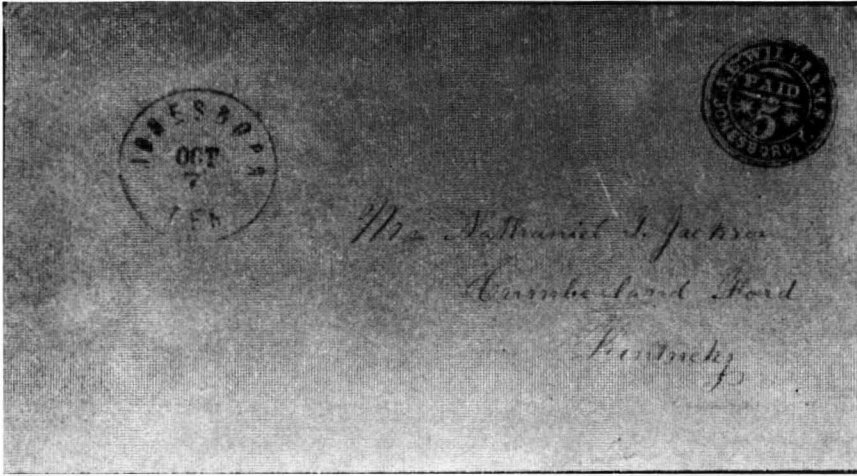


Figure 65. "HIWASSEE COPPER MINES POLK CO. TENN. MAR 6" with 3¢ 1851 stamp manuscript cancel.

JONESBORO TEN., C-25, 1861, blue. J.E. WILLIAMS/JONESBORO T./PAID 5, negative lettering in fancy circle format, C-22, blue.

This is another elaborate negative handstamp intended for usage at Jonesboro after the South organized a separate post office system in June, 1861. The cover in Figure 66 could be just a fancy handstamped paid, or it could have been a provisional envelope with the town postmark added at a later date. In any event, it is one of a few such handstamps that includes the postmaster's name.



**Figure 66. Confederate provisional "PAID 5 J.E. WILLIAMS JONESBORO T." in fancy blue handstamped marking with negative lettering, "JONESBORO TEN OCT 7" town marking.**

**TEXAS**

BRYAN CITY, TEX. / G.W. Gardiner, P.M., DC, 1868, black.

WHEELOCK/ ROBERTSON/ TEXAS, C-36, 1850s, black.

This postmark (Figure 67) is also known with Confederate usage.



**Figure 67. "WHEELOCK ROBERTSON TEXAS 30 JAN" and "5" in circle to Dr. Ashbel Smith, former Surgeon General of the Republic of Texas.**

**VERMONT**

BERLIN, VT., C-27, 1847, red. ISRAEL DEWEY, S.L. 29 x 2½, red. Separate "FREE" and ms. "P.M."

BRATTLEBORO/VT C-33 NOR, 1835, red. PAID with initials A.G. as second line (A. Green, Postmaster).

This unusual marking from Brattleboro (Figure 68), "PAID A.G." in two lines, is probably just a vanity marking like that from Aiken, South Carolina. The manuscript "paid

No 59" on this cover is by the sender and refers to the box account against which the postage was to be charged. The postal rate marking was in manuscript as is usual at this period of multiple postal rates. The marking is seldom as well-struck as shown in the illustration, so the catalog listing erroneously describes it as "PAID A.O."

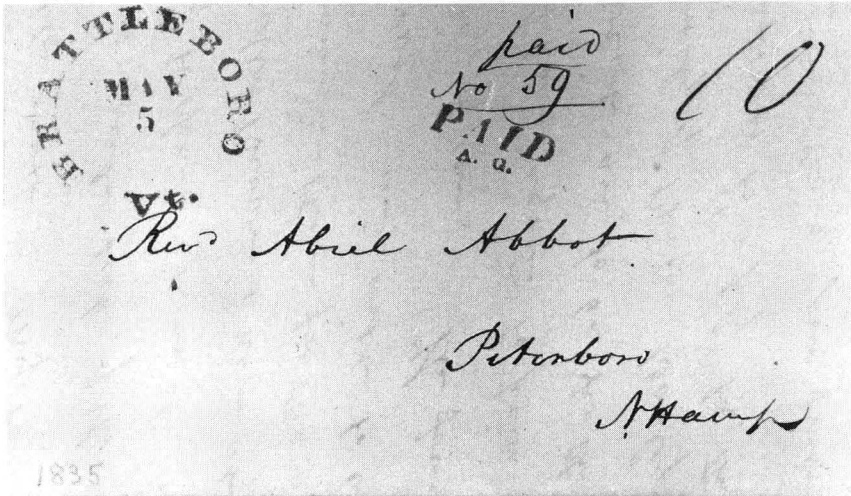


Figure 68. "BRATTLEBORO Vt. MAY 5" (1835) rimless red circle, "PAID A.G." and manuscript "10" with post office box charge notation "paid No 59".

DERBY VT., C-24, 1830, black. N. COLBY P.M./ DERBY VT. in 2 S. L., black (Plate XI, drawing A).

The marking has also been seen as just the postmaster's name with ms. "P.M." and a separate slanted "FREE", all in red.

GUILFORD WINDHAM CO./ VT., C, 1865, black, blue.

No. Clarendon, Vt., ms., 1855, black. E.B. HOLDEN, P.M., straight line 29 x 2 1/2, black, ms. Free.

The postmaster at this small town evidently did not have a handstamp for the town postmark, but somehow he did have a handstamp with P.M. designation for his name (Figure 69). He used this in lieu of a free frank. The cover also carries a message in phonography (shorthand).

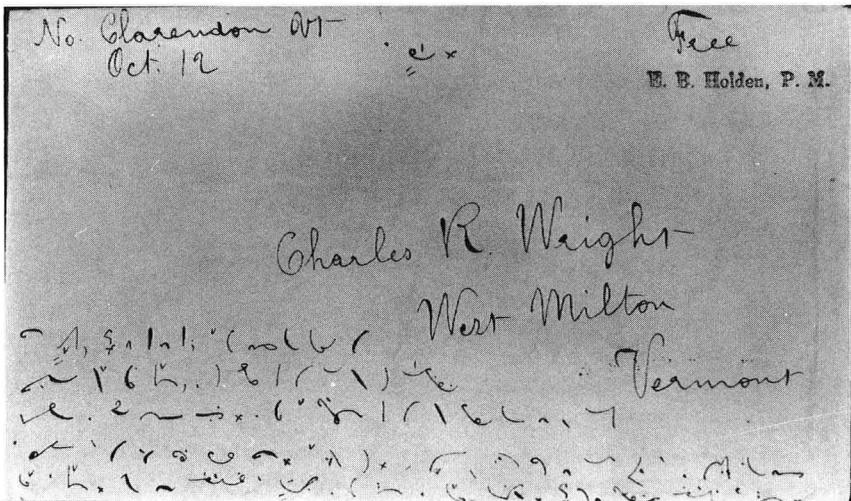


Figure 69. Manuscript "No. Clarendon Vt. Oct. 12" and handstamped "E.B. Holden, P.M." straight line frank, manuscript "Free."

Bennington Co./ RUPERT, VT., C, 1865, black.

SAX'S MILLS. FR. CO. VT., C, 1839, black. Free. Straight line O. Lewis P.M.

This cover (Figure 70) shows a combination straight line town postmark and separate straight line postmaster's handstamp for a frank. It is very rare.

WEST RUPERT/ VT. C-37, 1858, red. JOHN P. YOULEN RUPERT VERMONT, 50 x 35 oval, ms. Postmaster Free, red.

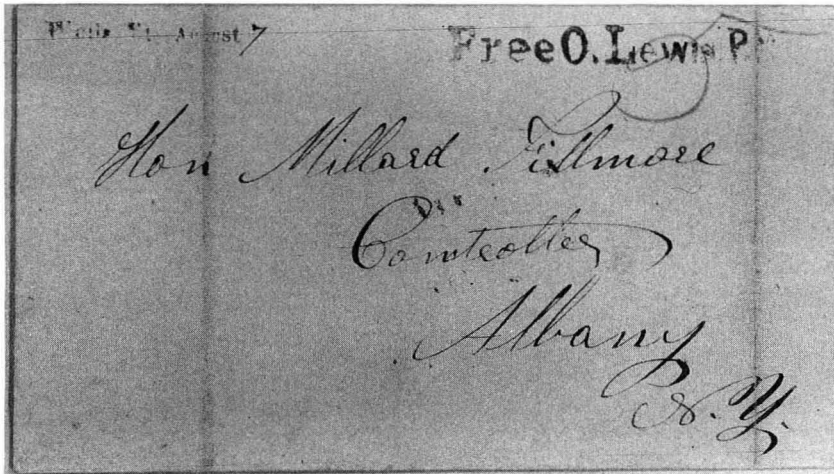


Figure 70. "Wells Vt. August" and manuscript "7" date in black straight line. Also separate "Free O. Lewis P.M." addressed to Millard Fillmore.

#### VIRGINIA

ALMA VA/ PAGE CO., C-30, 1850'S, black (Plate XI, drawing B).

HARTFORD CITY/ MASON CO/ date/ year date/ VA, C-35, 1859, black.

This cover (Figure 71) is a postmaster's free frank with a county cancellation. It is also a spectacular campaign cover for John C. Breckinridge, the southern candidate for President in 1860.

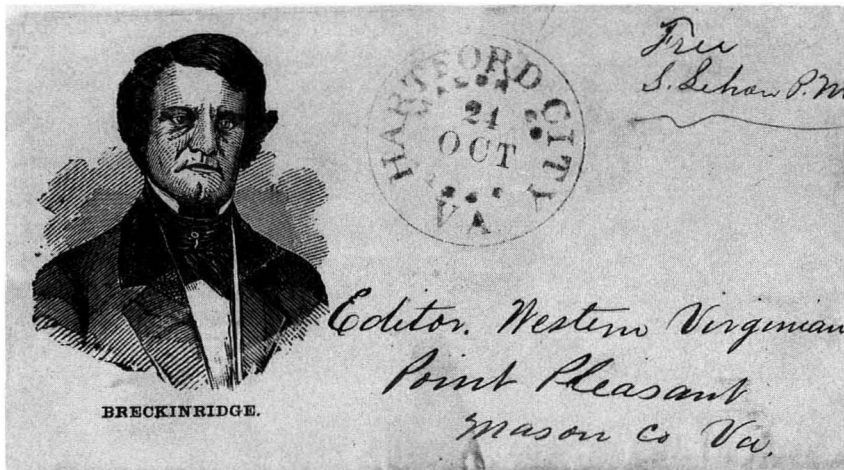


Figure 71. "HARTFORD CITY MASON CO VA. 24 OCT 1860" with manuscript postmaster's frank, on J.C. Breckinridge presidential campaign cover.

MOSSY CREEK/AUGUSTA CO/Va., C-37, black.

The Mossy Creek county postmark is known with simple paid markings, with a fancy ribbon "PAID 3", and as a postmark on stamps of the 1857 issue. But it also was used during 1861 and 1862 on Confederate covers. The example in Figure 72 shows it as a

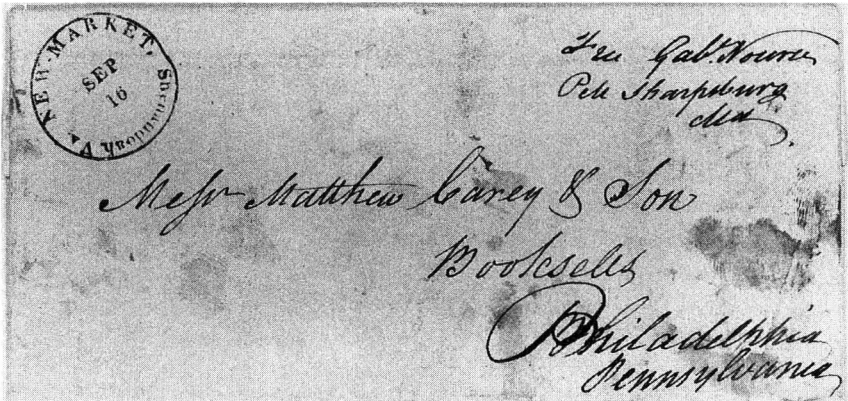
postmark with a Confederate 5c green stamp. It is also known with "PAID" and "5" in a circle as a Confederate handstamped paid.



**Figure 72. "MOSSY CREEK AUGUSTA CO. VA" ms "Aug 4 1862" dating, Confederate 5¢, pen cancel. This is one of three pre-war county postmarks known with Confederate usage (the others being Marble Works, Georgia and Wheelock, Texas).**

NEW-MARKET. Shenandoah, VA., C-28, 1819, black.

This cover (Figure 73) is an example of a cover that was sent under the frank of a postmaster from a different town.



**Figure 73. "NEW-MARKET, Shenandoah VA. SEP 16" with manuscript postmaster's free frank of Sharpsburg, Maryland.**

PLEASANT VIEW, Va., C-32, 1850s, black. "A FLESHER" and separate "FREE" also in black.

This a fine example of a handstamped postmaster's free frank (Figure 74).

FREE/Wm Frazier (ms.) P.M./ ROCKBRIDGE ALUM/ SPRINGS, VA. in printed rectangle 54 x 30, 1853, black.

FREE/Wm Frazier (ms.) P.M./ ROCKBRIDGE / ALUM SPRINGS, VIRG'A in printed rectangle 53 x 30, 1856, black.

ROCKBRIDGE ALUM SPRINGS, VA, printed label 49 x 8, 1855, black.

The printed franks for William Frazier, the postmaster at Rockbridge, Virginia, are not terribly rare, but they are quite striking, often being found on yellow envelopes. The example in Figure 75 was used from another town, Staunton, Virginia, and bears a postmark from there. A different type of these printed postmarks is shown in Figure 76. Frazier remained the postmaster after Virginia left the Union in 1861. These envelopes are seen with Confederate stamps paying the postage. There was no free franking by postmasters in the Confederacy. There are handstamped Paid 10 usages during the Confederacy.

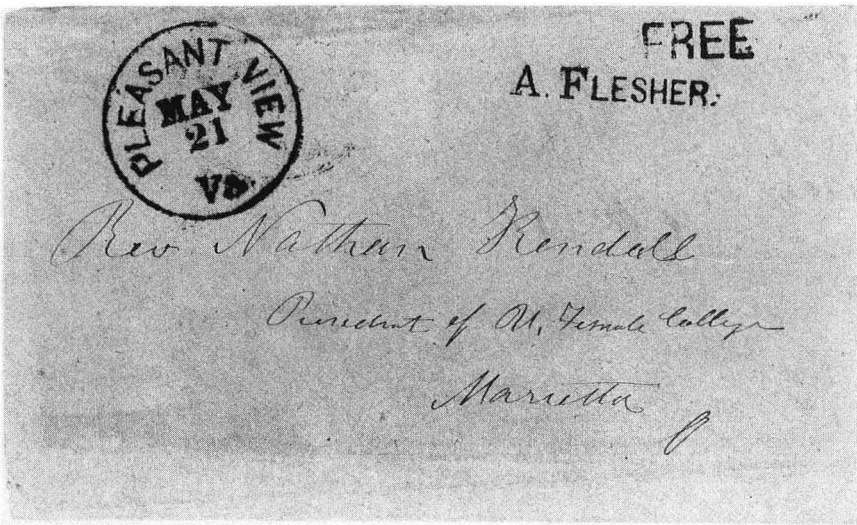


Figure 74. "PLEASANT VIEW Va. MAY 21" with separate "FREE" and "A. FLESHER", the postmaster's name.

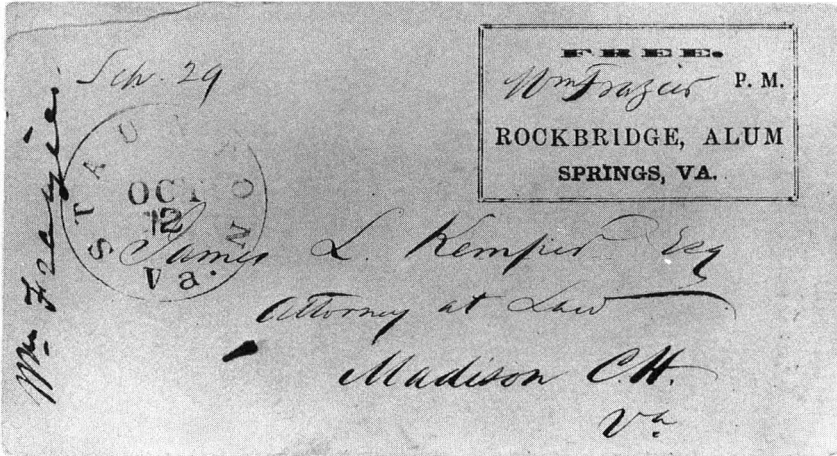


Figure 75. "FREE WM FRAZIER P.M. ROCKBRIDGE, ALUM SPRINGS, VA." in printed box, black "STAUNTON Va. OCT 12" postmark from another town which honored Frazier's printed free frank.

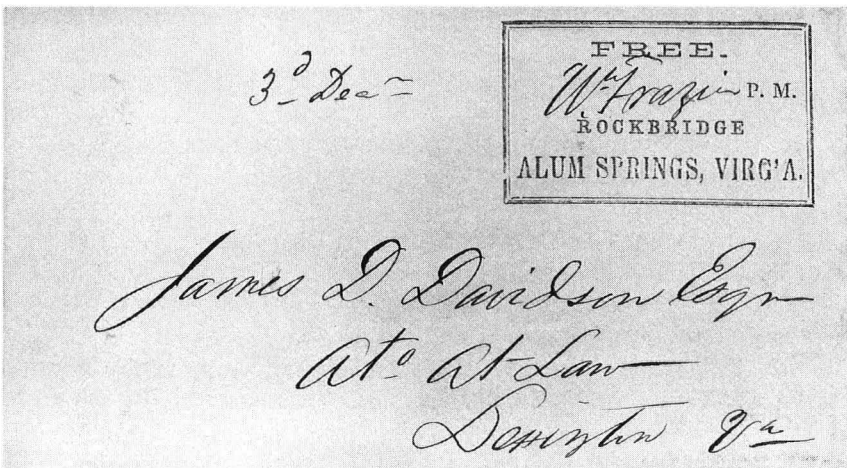


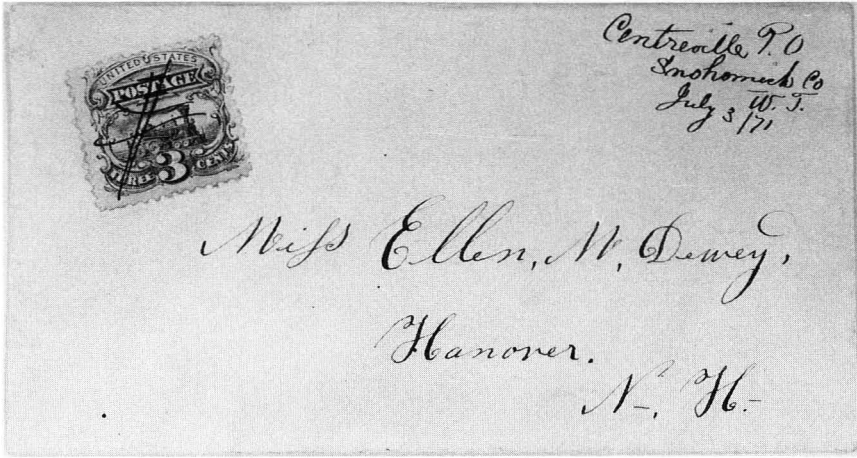
Figure 76. Frazier printed free frank, similar to Figure 75 but with different lettering, used without town postmark.



**WASHINGTON**

"Centreville Snohomich Co. W.T.", ms., 1871.

Although a slightly late use for this stamp, the cover in Figure 77 demonstrates both a county and a territorial usage of the 1869 series of stamps.



**Figure 77. "Centreville P.O. Snohomich Co. W.T. July 3/ 71" with 3¢ 1869 stamp manuscript cancel.**

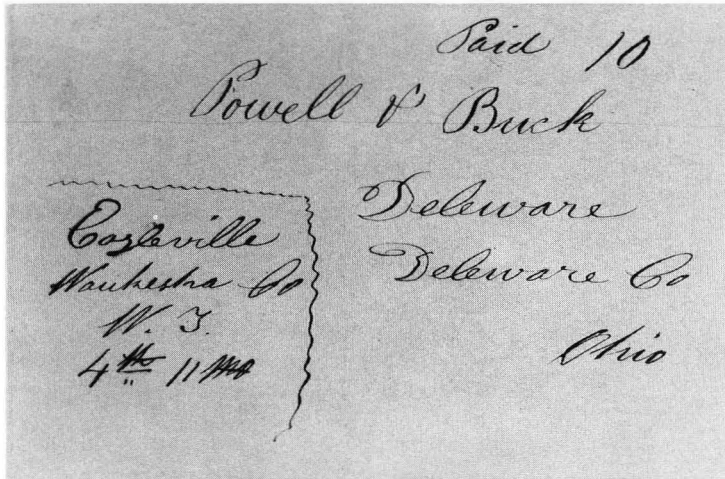
**WEST VIRGINIA**

LUBECK, W. Va./ WOOD CO., fancy circle, 1864, black.

**WISCONSIN**

Eagleville Waukesha Co. W.T., blue ms., 1846.

The cover shown in Figure 78 is a territorial dated manuscript county postmark, a very rare usage. This particular cover also shows the date as "4th 11 mo" which is Quaker dating, also unusual.



**Figure 78. "Eagleville Waukesha Co. W. T. 4th 11 Mo." manuscript territorial county postmark and "Paid 10".**

Readers who own items unlisted in these articles are asked to write the author.

**Addendum**

The markings from Shawneetown, Il. with the D.P.O. J. Stickney slugs actually come in two varieties, one of which has horizontal lines between the lines of type. The italic "J. Stickney" is a bit more slanted in this particular type than in the other (Plate XI, photographs C and D).

PLATE XI



N. COLBY P.M.

FREE.

DERBY VT. A



B



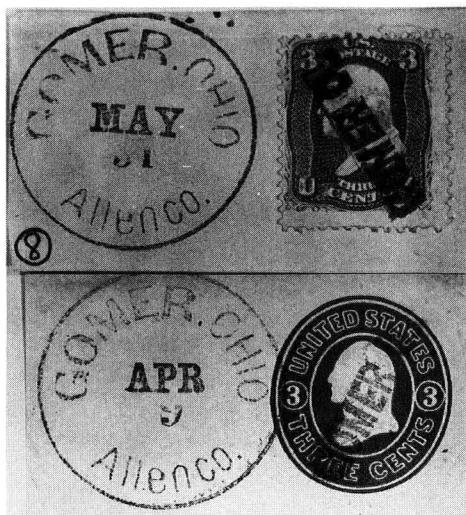
C



D



AUGUSTUS CLARKE, P. M. E



F

Louis Cohen writes that the three listings for a county type circular postmark from Military Institute (which I took from Simpson's book) are probably an error. The only county postmark is the eagle type which is depicted.

Al Zimmerman sent me a copy of a cover from Northhampton, Ms. with a three cent 1851 tied by the town's postmark and on the reverse another strike of the same postmark together with a straight line "AUGUSTUS CLARKE, P.M." in black (2½ x 41 mm.) (Plate XI, drawing E). This marking was undoubtedly intended to be used for a handstamped free frank at other times.

Marlborough, N.Y. is listed for a black rimless marking in 1829. This marking now has also been seen in red on a cover dated 1830. The interesting feature of this new cover is that the red is a particular rusty red that matches the arc handstamp seen with the straight line Marlboro, N.Y. new spelling. And, in fact, the arc marking is identical with the earlier circular marking; the postmaster must have altered the handstamp so only the county name would be struck and he then used this separately with the straight line handstamp.

Jim Kesterson sent me two cut squares each bearing circular "GOMER, OHIO/Allen Co." (33 mm. dated, black) and separate "GOMER O." killers (Plate XI, photograph F).

#### **Acknowledgments**

The author would like to thank Philip Bansner, Kenneth Gilbert, Calvet Hahn, David Jarrett, James Kesterson, Frank Mandel, Richard Marek, Thomas Mazza, Stanley Piller, Harvey Teal, and Jerome Wagshal for their valuable assistance in the preparation of this article.

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## THE "SOLDIER'S LETTER" MARKING WITH A DEMONETIZED STAMP MICHAEL C. McCLUNG

Figure 1 shows a cover with a three cent stamp of the pre-Civil War design. The adhesive is tied by a bluish "DUE 3". The cover also bears a black oval "SOLDIER'S LETTER" handstamp and pencil docketing "June 27/No 6". Figure 2 shows a tracing of the backstamp on the cover. Close inspection of this townmark backstamp yields a probable date of August 6, 1862; the town is Memphis, Tennessee.

In three recent articles in the *Chronicle*, Richard B. Graham has established that the "SOLDIER'S LETTER" handstamp was applied at the Dead Letter Office to soldiers' mail which was not prepaid by stamps and which was not properly certified. These letters were then placed back in the mail where they proceeded on their way, with postage due, to the addressee.

The feature that makes this cover different from other examples we have seen is the demonetized three cent adhesive. Stamps and stamped envelopes of the pre-war designs were declared invalid for postage by a series of orders from the Post Office Department; the final effective date was January 31, 1862.

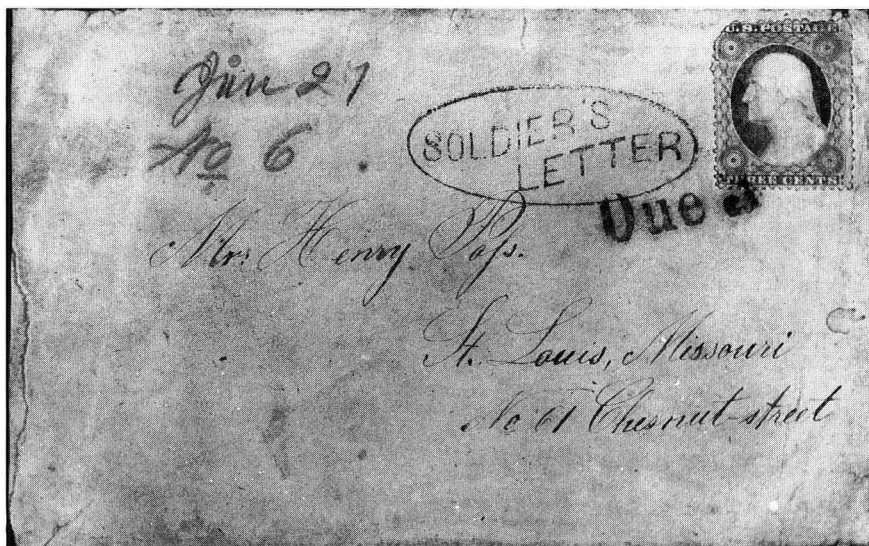


Figure 1. Cover with oval "SOLDIER'S LETTER", "DUE 3" and demonetized adhesive.



Figure 2. Tracing of backstamp on cover in Figure 1.

The soldier, who mailed this letter, probably did not realize that the stamp had been devalued. When he left home to go off to war, he took writing materials, and, possibly, a supply of stamps which were still valid for postage at some locations if he left before January 31, 1862. The address appears to be written in a woman's hand; this suggests that a number of envelopes were prepared for the soldier by his mother or wife to encourage him to write home (my mother did the same thing for me when I went to summer camp). In addition to addressing the envelopes, she may have applied stamps to them as well.

Of course, there are many other possible ways for this stamp to have found its way onto the cover, but the important point is that the stamp had no value at the time the letter was mailed. When the letter reached the occupation post office in Memphis (U.S. troops occupied Memphis on June 6, 1862), it was recognized as not having proper postage or certification, so it was sorted out along with other similar "camp mail" to be sent to the Dead Letter Office. This is contrary to the regular procedure for handling unpaid letters. Normally, the addressee was notified that the post office held an unpaid letter for him and was instructed to send a stamp within 30 days. I believe the mail from the occupation post offices were exempted from this policy for two reasons: First, due to difficulties in transporting mail to and from the South during the war, it was possible that the 30-day deadline could not be met in some situations. Second, the Postmaster General placed a very high priority on soldiers' mail and the expedient handling of same. Items 6, 10, and 13 in the census at the end of this article bear this out; the backstamp dates are less than 30 days from the enclosure dates.

Richard B. Graham has suggested that a special branch of the Dead Letter Office was set up to handle this mail as quickly as possible. If this is true, unpaid and uncertified soldiers' letters would have been sent to Washington in marked bags or bundles so that they could be taken directly to this special branch instead of going through the normal sorting, filing, etc. at the Dead Letter Office. This theory is supported by Items 1, 4, 6 and 15 in the census. It is obvious (from the front and back date stamps) that these letters could not have spent more than a few days at the Dead Letter Office; the normal length of stay for an undeliverable letter at that office was weeks or months.

On August 6, 1862, the back of the envelope was date stamped (Figure 2), and the cover was sent to a special branch of the Dead Letter Office, where it was opened and discovered to have been written by a soldier, so it was handstamped "SOLDIER'S LETTER" and resealed. "DUE 3" was stamped on the cover by someone authorized to rate letters either at the Dead Letter Office or at the Washington, D.C. Post Office; after that it was delivered, due three cents, to the addressee like any other piece of regular mail.

The pencil docketing was probably applied by someone at the receiving end of the letter, and it indicates the date the letter was written (June 27) as well as the fact that this was the sixth letter written home by this soldier.

The laws, regulations, policies and procedures which serve as the background for the above scenario have been covered in detail in recent issues of the *Chronicle*. It would be superfluous to repeat them here. You will note that the census at the end of this article indicates that one other cover (Item 2) has been reported with the oval handstamp and with a demonetized adhesive. Also, Item 15 is a demonetized star die envelope.

The census that follows should be regarded as preliminary. We would appreciate any information (especially photocopies of cover fronts and backs) that will help us fill in the blanks and make this census a more complete and useful tool. We would like to thank Richard B. Graham for supplying a list of covers bearing the oval "SOLDIER'S LETTER" handstamp; his data makes up the major part of the following census.

Are there other examples of the oval "SOLDIER'S LETTER" handstamp used with a demonetized stamp?

**TABLE 1 • CENSUS OF COVERS WITH OVAL  
“SOLDIER’S LETTER” HANDSTAMPS**

No.	Back	Front	Encl date	Destination	HFP	Source	Notes
1.	07-16-62 Nashville	07-22-62 Wash, DC	-	Cincinnati OH	B	Chron 153:36	Patriotic (Halleck)
2.	07-22-62 Nashville	-	-	Seithland KY	B	Frajola sale?	Demonetized stamp
3.	-	07-30-62 Wash, DC	-	Dunkel IL	-	RBG	Patriotic (Walcott 73)
4.	07-29-62 Nashville	08-09-62 Wash, DC	-	Millville IL	B	RBG	Printed “Soldiers Letter” legend
5.	08-06-62 Memphis	-	06-27-62 docket	St. Louis MO	-	MCM	Demonetized stamp
6.	08-20-62 Nashville	08-29-62 Wash, DC	08-09-62	Washington- ville, PA	B	Chron 152:254	Soldier in hospital in Tullahoma, TN
7.	-	08-??-62? Wash, DC	-	Eldorado Post, IL	-	RBG	Patriotic (Walcott 636)
8.	? Nashville	-	09-10-62	De Kalb IL	F	RBG	
9.	-	09-11-62	-	Ann Arbor MI	-	RBG	Ms Jackson, TN on front; docket?
10.	09-17-62 Nashville	-	09-15-62	Hamilton OH	F	RBG	“Camp of 37, Nashville” dateline
11.	09-17-62 Nashville	-	-	Harmony OH	F	RBG	“rec’d Nov. 26, ‘62”
12.	12-23-62 N Orleans	-	-	Granby MA	F	Chron 152:258	Return letter envelope
13.	01-24-63 N Orleans	-	01-04-63	Granby MA	F	Chron 152:258	Return letter envelope
14.	02-28-63 Memphis	-	-	Iberia OH	F	RBG	Illegible docket or endorsement
15.	04-15-63 Nashville	04-29-63 Wooster	11-28-62	Wooster OH	-	RBG	Frwd to Mt. Hope, OH w/65; Devalued Star Die
16.	04-29-63 Rockford, IL	-	-	?	-	Chron 55:65	“DUE 3” on back?
17.	05-05-63 Memphis	-	-	?	F	RBG	“Mailed from hospital” docket
18.	05-20-63 Cairo, IL	-	-	Stilesville IN	-	Chron 148:242	Patriotic (McClelland)
19.	? Georgetown	-	-	Pittsburgh PA	F	Chron 148:243	Patriotic (Walcott 2620); E B French signature
20.	? Memphis	-	-	Springs- ville, MI	F	RBG	

**DLO:** Only Items 18 and 19 have DLO handstamps.  
Item 18 has no date; Item 19 date is illegible.  
Only Items 12 and 13 were in return envelopes.  
Item 12 has no date. Item 13 date is illegible.

**DUE 3:** Items 1-11 and 14-17 are Type A straight line. Items 18-19 are Type B 21 mm circle.

**Franking:** Items 2 and 5 with Scott No. 26.  
Item 15 is a three cent envelope.  
Item 19 may be an invalid Free.

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## **International Stamp Auctions**

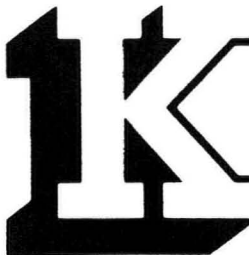
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SWITZERLAND

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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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**POSTAL RELATIONS WITH NEW ZEALAND AND AUSTRALIA**  
GEORGE B. ARFKEN

This note discusses pre-UPU transpacific letter mail exchange between the United States and New Zealand and the Australian colonies. The postal relations are illustrated by an unpaid cover from New South Wales charged in accordance with an 1874 postal convention, two pre-postal convention covers from South Australia and a cover from South Australia that followed the alternate route. All four covers bear U.S. Bank Note postage dues.

**Postal Conventions with New Zealand and some Australian Colonies**

Establishing postal relations with New Zealand and the various Australian colonies for prepaid mail and prepayment to destination was a gradual affair. New Zealand, the colony nearest to the U.S. and the farthest from the United Kingdom, was the most interested. A postal convention between the U.S. and New Zealand became effective December 1, 1870. Table 1 lists this postal convention and the next four postal conventions with the Australian colonies.

**TABLE 1**  
**Postal Conventions with New Zealand and some Australian Colonies**

Colony	Effective Date
New Zealand	December 1, 1870 <sup>1</sup>
New South Wales	February 1, 1874 <sup>2</sup>
Queensland	January 1, 1876 <sup>3</sup>
Victoria	July 1, 1878 <sup>4</sup>
Tasmania	July 1, 1885 <sup>5</sup>

The Postal Convention with New Zealand established a rate of 12¢ per ½ oz. or fraction thereof on letters from the U.S. and 6 pence per ½ oz. or fraction thereof for letters from New Zealand. These rates were maintained for the various Australian colonies. A significant provision of the Convention was:

Letters fully prepaid, received in either country from the other, shall be delivered free of all charge whatsoever.

Full prepayment to destination was an important point in U.S. Postmaster General Blair's letter of 1862<sup>6</sup>. Blair's letter was a step towards the Universal Postal Union and this point of payment to destination was adopted as part of the UPU regulations. Of course, there would be some letters not fully prepaid. The Convention covered this contingency with:

Letters unpaid or prepaid less than one full rate of postage shall not be forwarded, but insufficiently paid letters on which a single rate or more has been prepaid shall be forwarded, charged with the deficient postage, to be collected and retained by the Post Office of the country of destination.

This "collected and retained by the Post Office of the country of destination" procedure greatly simplified bookkeeping. It was later adopted by the UPU. Note that the amount

1. *1870 Report of the Postmaster General*, pp. 137-139. This Convention was amended, effective December 1, 1877, to eliminate a charge on delivery of newspapers, etc.

2. *1874 Report of the Postmaster General*, pp. 217-219. This Convention was amended, effective July 1, 1875, to eliminate a charge on delivery of newspapers, etc.

3. *1876 Report of the Postmaster General*, pp. 172-174.

4. *1878 Report of the Postmaster General*, pp. 375-377.

5. *1886 Report of the Postmaster General*, pp. 838-840.

6. Norton D. York, "Postmaster General Blair's 1862 Letter, The Incentive for a Universal Postal Union," *The Congress Book 1965*, Thirty-First American Philatelic Congress, pp. 79-90.

to be collected was the amount deficient. The UPU would double the deficiency to discourage a lack of full prepayment.

An example of an unpaid letter from New South Wales is shown in Figure 1. This cover was mailed at Tewksbury, England, August 8, 1881, to Sydney (New South Wales), Australia. Postage was paid with a gray 6 pence, Scott 86. At Sydney, the cover was readdressed in magenta, marked with a 6 for 6 pence due and was forwarded as an unpaid letter to San Francisco. There, it was rated DUE 12. Two U.S. postage dues were affixed, a 10¢ Scott J5 and a 2¢ Scott J2. The charge was the rate from N.S.W. to the U.S., 12¢ simple deficiency. This was not UPU mail and the UPU doubling penalty was not invoked. There is a Sydney backstamp with a SP 22 1881 date. From this and the San Francisco NOV 2 date, the transit time from Sydney to San Francisco was 41 days.



**Figure 1. Paid from England to Sydney, N.S.W. Forwarded to San Francisco as an unpaid letter. Charged simple deficiency: DUE 12. This was non-UPU mail and was rated in accordance with the U.S.-N.S.W. postal convention of 1874.**

All of these postal conventions were quite comprehensive, covering points such as registration and transit rights. During this period almost all mail from New Zealand and the eastern Australian colonies to Canada and Latin America went via the U.S. Also, for New Zealand at least, most of the mail exchanged with the United Kingdom went across the U.S. transcontinental railroad. Transit rights were important.

#### **No “Paid to Destination” Conventions with South Australia and Western Australia**

South Australia and Western Australia were closer to the U.K. and farther from the U.S. than New Zealand and the eastern Australian colonies. They were less interested in the terms just described in the postal conventions of Table 1. Yet mail did pass between the U.S. and these colonies. The arrangement was that mail from the U.S. would be prepaid 5¢ per 1/2 oz. South Australia and Western Australia would charge an additional amount upon delivery. This additional amount was probably 6 pence.<sup>7</sup> Figures 2 and 3 show that letters from South Australia were prepaid 6 pence and that the U.S. charged 5¢ upon delivery. This was an example of “paid to the port of debarkation.” The U.S. 5¢ charge was the general charge the U.S. levied on mail from places (a) not in the UPU and (b) not covered by specific postal treaties or conventions such as the conventions listed in Table 1. This was the practice for handling unpaid mail from many Caribbean area countries before they joined the UPU.<sup>8</sup>

7. Two examples are known of transpacific Canadian covers in the late 1860s, prepaid to destination in Victoria, being rated MORE-TO-PAY 6d. Apparently these Canadian covers were confused with U.S. covers.

8. George B. Arfken, “The Lanman - Kemp Correspondence,” *Chronicle* 152:264-269 (Vol. 43, November 1991).



Figure 2. From South Australia, June 9, 1881. The 6d paid to the port of debarkation, San Francisco. The U.S. charge on this nontreaty mail was 5¢. Received with a 5¢ Scott J4.



Figure 3. SHIP MAIL ROOM, AU 8 87, S.A. The 6d prepayment paid to the port of debarkation. For delivery in the U.S., the U.S. charged 5¢. Two 2¢ Scott J16 and one 1¢ Scott J15 applied.

A statement of this policy of 5¢ charge on both outgoing and incoming letters appears in the January 1886 *Official Postal Guide*, p. 768:

The rates given for correspondence for New Zealand and the Australian Colonies of New South Wales, Queensland, and Victoria, via San Francisco, are fixed by Postal Conventions in force between the United States and those Colonies; and prepayment in full of those rates secures the delivery of articles so prepaid, without further charge for postage.

The United States has no Postal Conventions with the other Australian Colonies. Consequently the *United States postage only* is levied on matter addressed for delivery in those Colonies (*the Australian postage* thereon being collectible of the addressees on delivery), and the same rates are required to be collected on matter received from those Colonies.

Figure 2 shows a cover posted in Adelaide, South Australia, June 9, 1881, prepaid 6 pence with three orange 2 pence, Scott 65. Arriving in San Francisco, the cover was rated due 5 CENTS. A light brown 5¢ Scott J4 was affixed at the Connecticut destination. A second cover from South Australia, August 8, 1887, appears in Figure 3. The postal arrangement was the same as for the cover in Figure 2. A blue 6 pence, Scott 80, paid to the port of debarkation. There is no San Francisco stamp but there is a CHICAGO UNPAID backstamp. The due 5 CENTS was probably applied in Chicago.

### An Alternate Route

The Australian colonies were served by mail ships from England. As the 1891 cover in Figure 4 demonstrates, via England provided an alternate route from South Australia to the U.S. This cover, a mourning cover, was clearly endorsed "Via Frisco." However, the cover was franked only with a light green 2½d, Scott 94, proper for a single rate cover to England but unacceptable for payment to the U.S. For the U.S. a minimum of 6d was required - prepaid. The cover was sent to England where it received a red LONDON MR 23 91 backstamp. The cover was stamped with British T in a hexagon for underpaid and T 50 was written in blue (partly hidden by the U.S. dues). The cover was then forwarded to the U.S. as unpaid UPU mail. The New York Foreign Exchange Office charged the cover as a double weight cover, doubled to due 20¢ by the mandatory UPU doubling penalty. Here is the UPU penalty that was not applied to the cover in Figure 1.

The transit time from South Australia to England was 37 days, to New York an additional 10 days and probably 7 days more to California. This was the alternate route. It was a reasonable alternative for South Australia to England. For South Australia to California, it was really the long way around.



**Figure 4. A mourning cover from South Australia to California. Franked with only 2½ d. Sent to England. Forwarded to the U.S. as unpaid UPU mail. Charged as a double weight letter, doubled again by UPU penalty: COLLECT POSTAGE 20 CENTS: two 10¢ Scott J19s.**

### New Zealand and the Australian Colonies Join the UPU

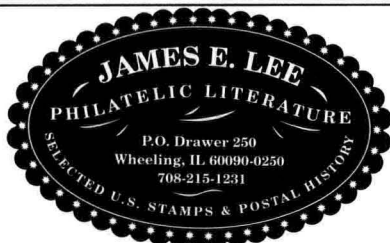
By 1891 almost all of the countries and colonies having organized postal systems had joined the Universal Postal Union. New Zealand and the Australian colonies were major exceptions. Admission to the UPU had been delayed for about eight years by concerns about voting rights in the UPU and about transit fees. Finally the problems were overcome. The Australian colonies collectively were granted one vote. The UPU 5¢ rate became acceptable. On October 1, 1891, New Zealand and the Australian colonies joined the UPU. Postal rates for letters to and from New Zealand and the Australian colonies dropped from 12¢ to 5¢ per ½ oz. Prepayment was optional. If the letter were fully prepaid, it was paid to destination without any further charge on delivery.

## FROM THE EDITOR

It appears that the National Letter Return Association has sparked the interest of at least two more readers (See *Chronicle* 119 & 121). About a year ago, I was contacted separately by Mr. Bruce Mosher and Mr. Leonard Piszkiwicz about my research material on this subject. They are both researching these labels and their history. I promised to place a notice in the *Chronicle* about their project, but forgot about it since I was deep into my census on the dollar value Columbian stamps on cover. I apologize for the oversight and hope this notice makes amends. Both gentlemen are collaborating at this time, so if you have further data for them or would like to help, write to:

Bruce H. Mosher, P.O. Box 033236, Indialantic, Fla. 32903 or by phone at (407) 723-7886.

Next issue, I will list the Columbian dollar value cover uses by date as a complement to the listings by denomination and date used earlier. I will also summarize the data in various areas. If you have covers missing from earlier lists, this is the last chance to list them in the census.



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FISCAL HISTORY IN THE CLASSIC PERIOD  
MIKE MILAM

Fiscal history is the study of tax rates, and the manner in which adhesive and embossed revenue stamps paid those rates, on legal documents and various proprietary articles. For the purpose of this discussion, we shall limit that study to the U.S. "classic" (pre-B.E.P.) period, with a great deal of emphasis on First Issue adhesive revenue stamps — that most interesting and varied of all U.S. Revenue issues.

Classifying documents by the rate the stamps paid had been explored by Joe L. Bopeley in the 1930s,<sup>1</sup> and H.P. Shellabear in the 1960s.<sup>2</sup> Neither of these articles generated much interest in the revenue world. Fiscal history really came of age when "Documents Bearing U.S. Revenue Stamps of The Civil War Era" was published by Michael Mahler in 1982.<sup>3</sup> Subsequent articles<sup>4,5</sup> and his recent publication of the entire Civil War revenue stamp tax structure<sup>6</sup> have secured Mahler's position as the dean of U.S. fiscal history.

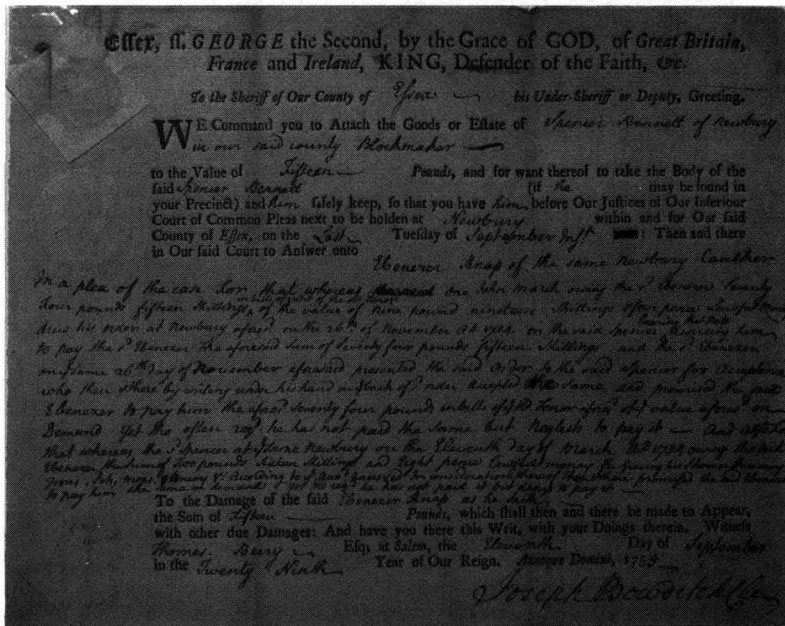


Figure 1. Writ of attachment, Colony of Massachusetts, 1755. Embossed stamp is below attached seal, to the left of top printed paragraph.

1. Joe L. Bopeley, "Revenue Stamped Documents of the Civil War Period," *The American Philatelist* (1937), Vol. 50, pp. 383-390, 473-476, 556-562, 690-695; (1938), Vol. 51, pp. 63-67, 347-352, 944-951.
2. H.P. Shellabear, "Straight Line Steamship Cancels, Which Stamp Tax Paid?" *The American Revenuer* (March 1964), Vol. 18, pp. 17-19; (March 1965), Vol. 19, pp. 30-31, 33-37.
3. Michael Mahler, "Documents Bearing U.S. Revenue Stamps of The Civil War Era," *The American Revenuer* (January 1982), Vol. 36, pp. 6-12.
4. Michael Mahler, "Documents Bearing U.S. Revenue Stamps of The Civil War Era, II. Tax Schedule Changes of 1863-1883, An Overview," *The American Revenuer*, Vol. 36, pp. 46-52.
5. Michael Mahler, "Unique And Unknown Usages In Civil War Fiscal History," *The American Revenuer*, Vol. 45, pp. 56-60.
6. Michael Mahler, *United States Civil War Revenue Stamp Taxes*, Castenholz & Sons, 1988.

## Fiscal History versus Postal History

There are some similarities between postal and fiscal history. Groups of revenue cancels can be collected, for example, either by geographic area or by company type. Tax rates often changed during the life of a single issue, and a document showing the early use of a new rate, or the payment (usually in a western territory, or in an isolated small town) of an old rate no longer in effect, can yield the same satisfaction the equivalent would give to the postal historian.

But there are some important differences. Where postal history is the study of "rates and routes," fiscal history is the study of rates alone. Revenue stamps antedate postage stamps and were common in colonial America. Figure 1. They were put into use by our new nation well before the end of the 18th Century. Figure 2. Early stamps were embossed into the document after the manner of postal stationery. When adhesive revenue stamps began to be issued during the Civil War, all cancels on the stamps were by private individuals or concerns, and probably 90% were in manuscript. Handstamped cancels were employed, however, and some stamps have printed cancellations. Figure 3.

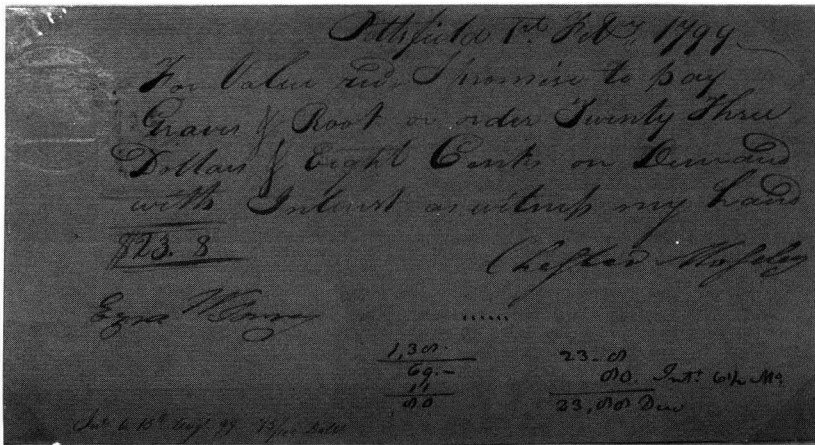


Figure 2. Promissory note from Pittsfield, Massachusetts, dated February 1, 1799, almost a year before George Washington died. Four cent Massachusetts revenue stamp is to left of written text.

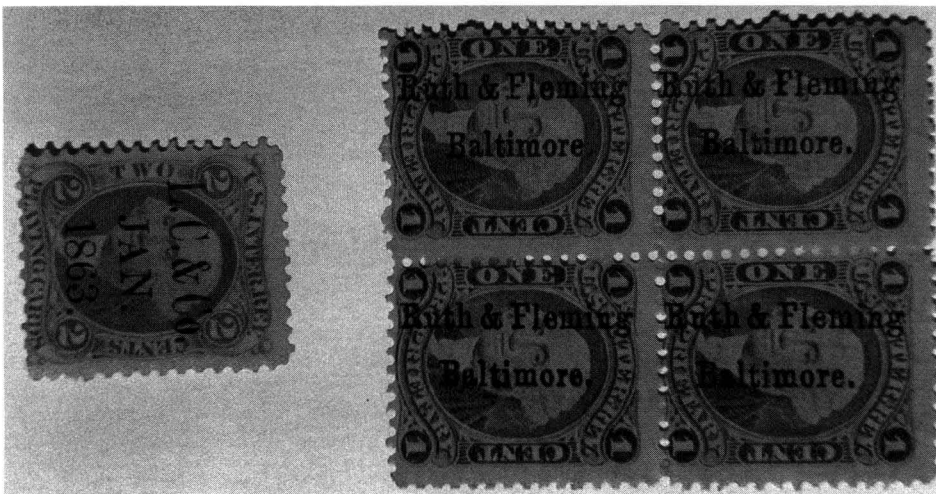
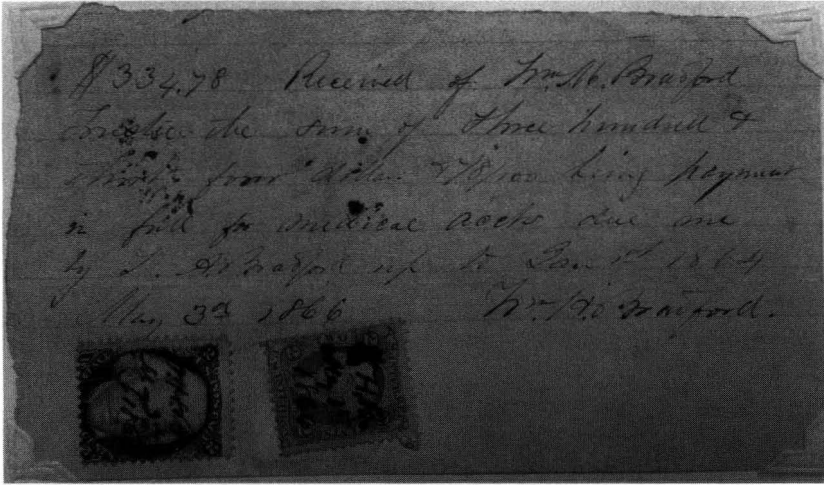


Figure 3. Two cent Playing Cards stamp (left) bearing cancel of Lawrence Cohen & Co., with block of four one cent Proprietary stamps bearing Ruth & Fleming cancel. The Ruth & Fleming cancel was meant for canned fruit, which was excepted under the law, so the stamps were never used.



Another important difference is that underpayment or improper payment is rarely seen. If a document was not properly stamped, it was invalid in a court of law. The disadvantages of this one, for example, a promissory note or a marriage certificate, are obvious. One does occasionally find an improper payment which has been corrected. Figure 4.



**Figure 4. Receipt (tax 2¢) with tax originally paid with Scott No. 73, and later correctly paid with 2¢ “generic” Internal Revenue stamp. Postage stamps were not valid for revenue use.**

### U.S. First Issue Revenue Stamps

U.S. revenue issues coincide quite well with eras when our nation was at war or had other pressing needs for revenue. On July 1, 1862, in the midst of the Civil War, Congress passed “An Act to provide Internal Revenue to support the Government and to pay Interest on the Public Debt.” This Act created a Commissioner of Internal Revenue who was charged with “preparing all the ... forms, blanks, stamps, and licenses, ... which may be necessary to carry this act into effect, and ... to provide proper and sufficient stamps ... for denoting the several stamp duties, ... imposed by this act, ...” The Act then itemized the many kinds of “stamp duties,” and was scheduled to take effect on October 1, 1862.

Government contracts were let for the printing of “tax paid” revenues (those showing not a monetary amount, but only that the tax had been paid on the dutiable item), private die proprietary stamps, and the General Revenue Issue, or what we call First Issue Revenue stamps.

On August 8 a bid for printing the general stamps was accepted by the Internal Revenue from security printers Butler and Carpenter.

The government’s original plan for the general stamps was to issue a specific stamp for each tier of the rate structure for each and every individual tax, and the use of each stamp was to be specified on its face. Thus were created 98 fact-different varieties of tax stamps, all to be ready in less than 60 days. Butler and Carpenter was a small firm compared to the great banknote printing companies. In addition, the government had grossly underestimated the amount of stamps it would need.

Things started out badly, and got worse quickly. Butler and Carpenter had an inadequate number of perforators, all of which, of course, had to have the pins reset for each different size of stamp. This bottleneck rapidly put them behind schedule.

In November 1862 the government ordered the firm to fill all stamp orders “with the utmost dispatch without regard to perforating,” and imperforate and part-perforate stamps were issued to the public. In addition, the company had underbid the amount of money it actually needed to print the stamps, and ran out of funds for paper, ink, and equipment.

The Commissioner of Internal Revenue was forced to ask Congress for an additional appropriation to keep the firm afloat in 1863.<sup>7</sup>

If these constraints were not enough, Butler and Carpenter had also secured the contract to print private die proprietary stamps for the government, of which there were eventually over 400 face different varieties.

Finally, the ghost was given up. The grandiose plan of a stamp for every tax had to fall by the wayside. Congress passed an act on December 25, 1862, saying that any stamp could be used on any document provided that the stamp paid the proper rate of tax. Excepted were the Proprietary and Playing Card stamps, which must be used only on the appropriate articles.

### Use of First Issue Stamps on Document

Because of the events outlined above, use of a stamp on the document specified on its face was mandatory only from October 1 until December 25, 1862, Figure 5, and documents showing "early matched usage" are usually found dated no later than 1863. Figures 6 and 7. Later examples, Figures 8 and 9, are thought to be coincidental, although it is my personal opinion that it may have been done for aesthetic reasons, where the appropriate stamps were available.

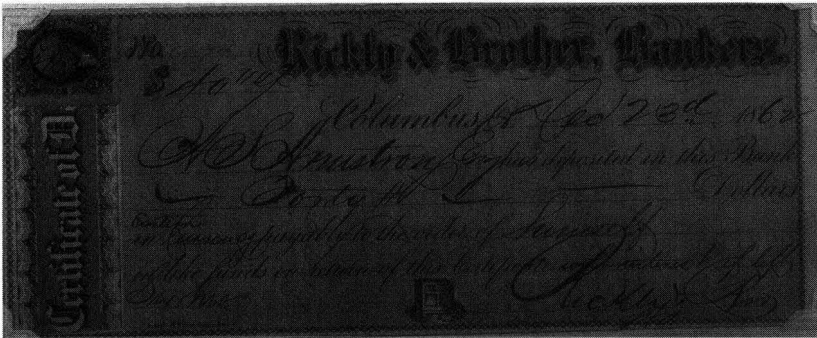


Figure 5. Two cent Certificate stamp on a certificate of deposit dated December 23, 1862, two days before "mandatory" matched use ended.

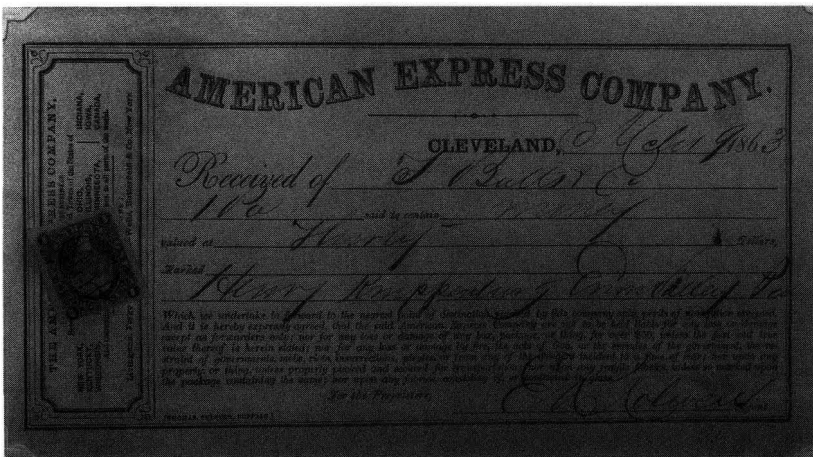


Figure 6. One cent Express stamp on an express receipt dated March 9, 1863. Small print states shipments are not insured against "fire, acts of God, enemies of the government, mobs, riots, insurrections, or pirates".

7. George L. Toppen, Hiram E. Deats and Alexander Holland, *An Historical Reference List of The Revenue Stamps of The United States*, Boston Philatelic Society, 1899 (Quarterman Publications reprint).

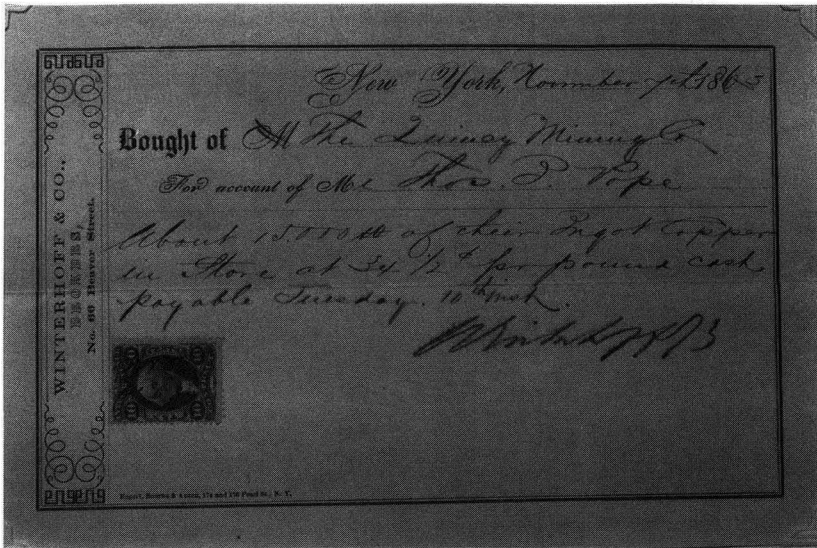


Figure 7. Ten cent Contract stamp on a contract for ingot copper, dated November 7, 1863.

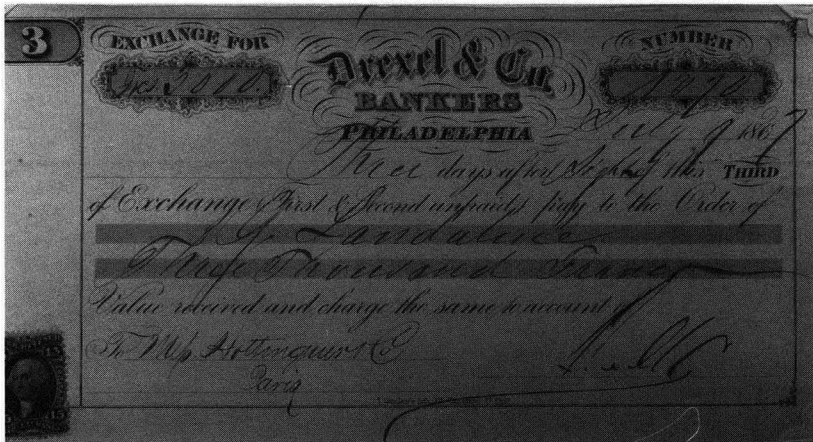


Figure 8. Fifteen cent Foreign Exchange stamp franking a foreign exchange document dated July 9, 1867. A foreign exchange was basically an overseas letter of credit. The bold "3" in the upper left corner means that this was the third copy; copies were sent in threes, each by a different ship, so that at least one copy would arrive safely at the foreign port.

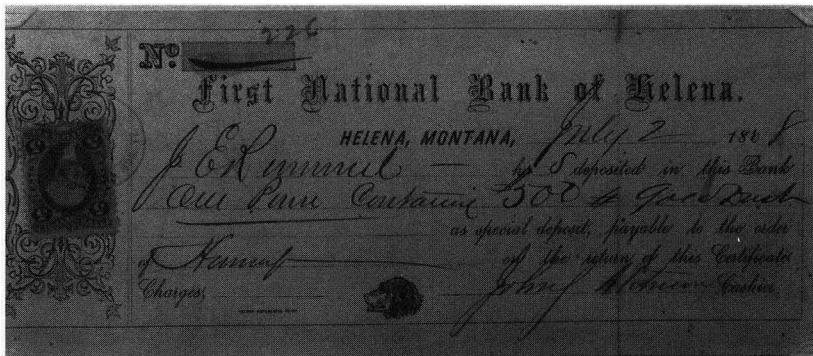


Figure 9. Five cent Certificate stamp franking a certificate of deposit for a bag of gold dust at Helena, Montana, dated July 2, 1868.

Matched usage is held in high regard among revenue collectors, both because it illustrates the proper use of the stamp and because Mahler's surveys show it to be quite rare in comparison with all Civil War documents. An updated survey distributed by Mahler at ARIPEX in 1986 showed that only one example had been found for 10 different tax rates, and none had been found for 21 different rates.

Unmatched usage is comparatively common, in both subtle, Figure 10, and obvious, Figure 11, forms.

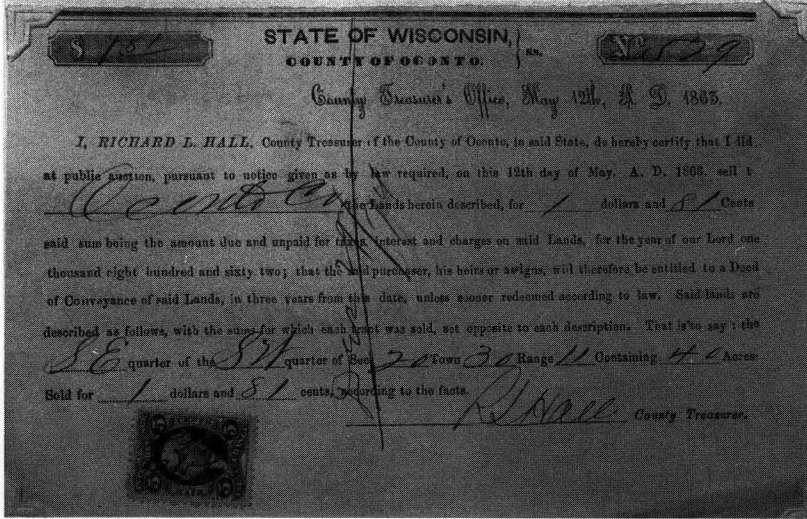


Figure 10. Record of sale of land in Wisconsin franked by a five cent Inland Exchange stamp. Tax paid was the five cent tax on certificates.

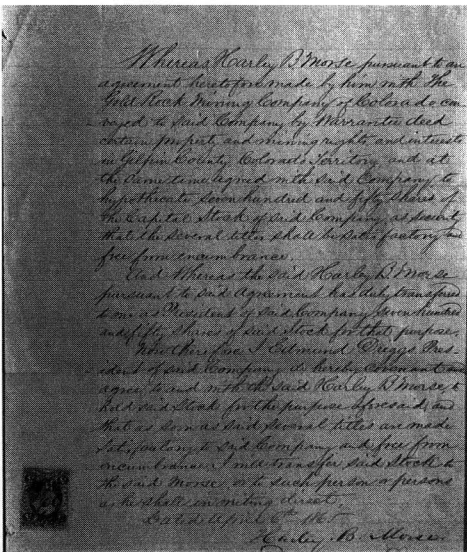


Figure 11. Five cent Express stamp paying tax on an agreement.

Federal tax laws were revised and simplified in 1863 and again in 1864, and small changes in the laws were made throughout the life of the First Issue. Some new taxes were created, Figures 12 and 13, but the only new stamps were the “generic” Internal Revenue stamps, Figure 14, and a new proprietary stamp, Figure 15. Occasional illegal usage of Proprietary or Playing Card stamps is seen. Figure 16.

### Second and Third Issue Revenue Stamps

In September 1871, a new series of Revenue stamps were issued in new designs and without the use of the stamp specified on its face. All stamps were printed in blue, with the

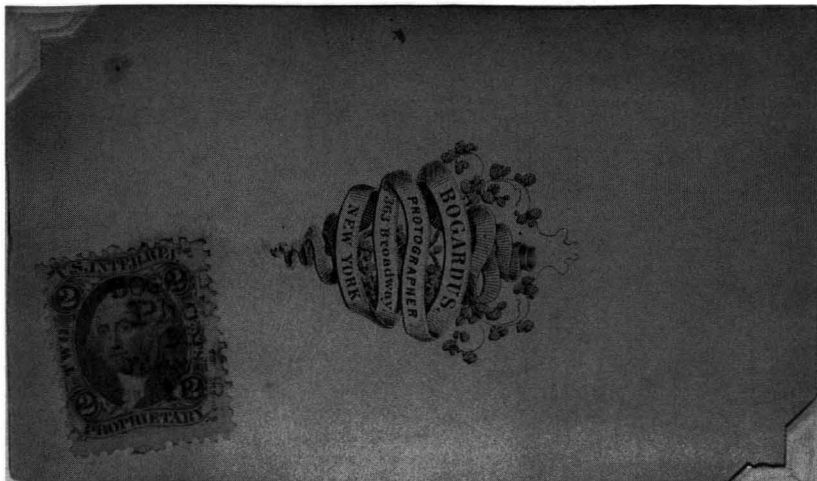


Figure 12. Franking a photograph retailing for between 25¢ and 50¢.

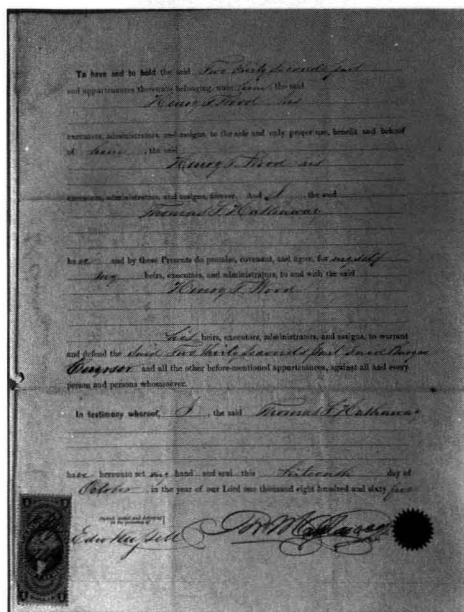


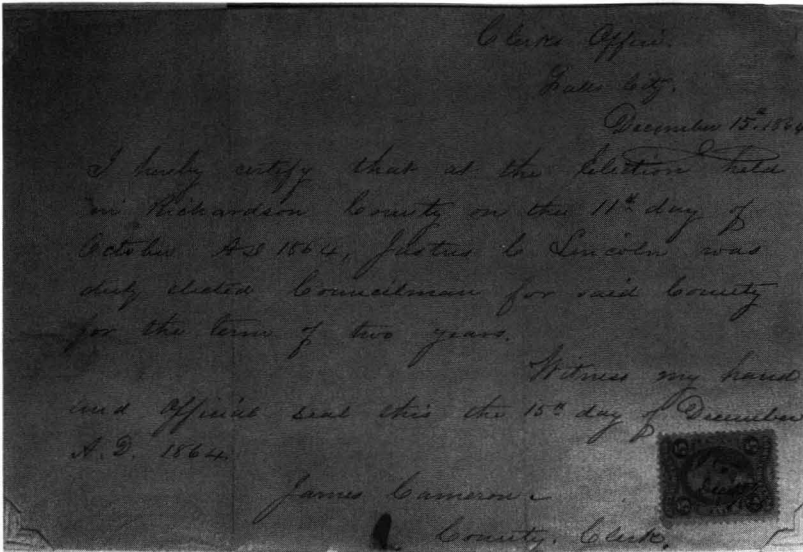
Figure 13. Franking a bill of sale for a ship.



Figure 14. Two cent, \$50.00 and \$200.00 Internal Revenue stamps, issued in 1863-64.



Figure 15. Six cent Proprietary stamp issued in 1871.

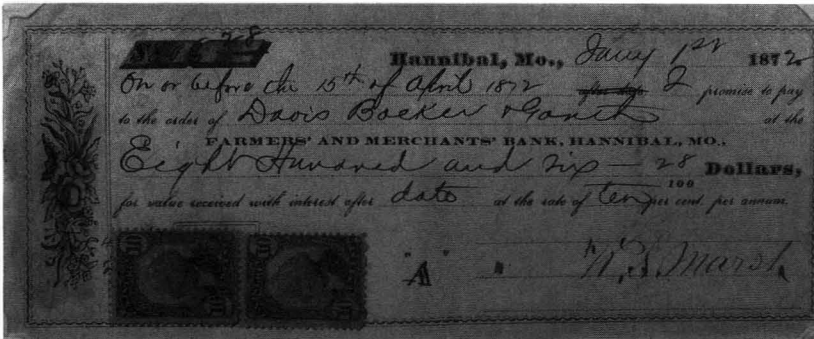


**Figure 16. Five cent Playing Cards stamp illegally franking an election certificate.**

central portrait of George Washington in black. The portrait would fade if cancel washing were attempted. This was the Second Revenue Issue, and paid the same tax rates as the First Revenue Issue. Figure 17.

In February 1872, the stamps were reissued in different colors for each stamp to avoid confusion between denominations. This was the Third Revenue Issue.

On October 1, 1872, all documentary taxes except the 2¢ tax on bank checks were abolished.



**Figure 17. Two ten cent Second Issue stamps paying tax on an inland exchange.**

### For The Future?

Although a comparatively young field, fiscal history is exciting. New examples of rates yet seen are probably sitting in a dealer's box somewhere, waiting to be discovered. About one-fourth of my personal collection of early matched usage was purchased from non-Revenue stamp dealers, and in fact, one was purchased at an antique show.

So much remains to be explored: 18th Century revenue use, Second and Third Issue uses, etc. It is a big field, and we are only beginning to look at it.

### Suggested Reading

1. George L. Toppen, Hiram E. Deats and Alexander Holland, *An Historical Reference List of The Revenue Stamps of The United States*, The Boston Revenue Book (Quarterman Publications reprint).
2. Christopher West (Elliot Perry), *The Revenue Stamps of The United States*, Castenholz & Sons, 1979 (reprint).
3. Michael Mahler, *United States Civil War Stamp Taxes*, Castenholz & Sons, 1988.
4. W.V. Combs, *First Federal Issue 1798-1801*, American Philatelic Society, 1979.
5. W.V. Combs, *Second Federal Issue 1801-1802*, American Revenue Association, 1988.

**THE START OF THE U.S.-BRITISH POSTAL CONVENTION**  
RICHARD F. WINTER

The United States-British Postal Convention, signed in London on 15 December 1848,<sup>1</sup> did not provide an exact date as to when it would go into effect. Instead, Article XXIII stated:

“The present convention shall be ratified by the President of the United States, by and with the advice and consent of the Senate thereof, and by her Britannic Majesty; and the ratifications shall be exchanged at London within three months from the date hereof. It shall come into operation as soon as possible after the exchange of the ratifications.”<sup>2</sup>

Just as there are misunderstandings among collectors today on when this new treaty started, there was also confusion and concern in the early days of 1849. In November 1849, George Hargest described two British Treasury Warrants related to U.S.-British mails; warrants of 22 December 1848 and of 8 March 1849.<sup>3</sup> Since the latter warrant was issued two and one half weeks after the convention was thought to have gone into effect (15 February 1849), ordering the rates of the convention to be placed into use, Hargest raised the question whether the convention really went into effect on the date the U.S. proclaimed the convention or later when the Treasury Warrant approved the new convention rates. In a subsequent short article,<sup>4</sup> he concluded that the treaty became effective on the date of its U.S. proclamation based on the evidence of treaty markings on covers to the U.S. These marked covers were carried by the Cunard steamer *America* which departed from Liverpool on 24 February 1849. This article will review the documented orders which lead to placing the convention into effect, show some of the more interesting covers from this period, and provide a summary of dates which will be useful to collectors interested in this important time in transatlantic postal history.

Upon his arrival in Southampton on 15 June 1847 aboard the inaugural voyage of the Ocean Line steamer *Washington*, First Assistant Postmaster General Selah R. Hobbie learned of a 9 June 1847 order issued by the British Post Office Department. This order imposed the British one shilling packet postage on each half ounce letter brought by the *Washington* to England.<sup>5</sup> Hobbie termed this levy a discriminatory rate because the British attempted to force the use of their own Cunard mail steamship line. In their desire to protect the Cunard line, they increased the cost of carrying letters by the American line. Letters which already had the sea postage paid in the U.S. to go on the American line were now also subjected to the same sea postage the British charged on mails they carried. A double sea postage was required. The British performed no service to get the letters to England, but demanded the same packet letter rate as if they had transported the mails instead of *Washington*. The U.S. Minister to Great Britain, George Bancroft, addressed his immediate concern for the unfair rates levied by this new order in an 18 June 1847 letter to Viscount Palmerston, the British foreign secretary.<sup>6</sup> He requested that, until a formal postal convention between the two countries was concluded, the British charge no more than the

1. U.S. 16 *Statutes at Large* 783.

2. *Ibid.*, p. 787.

3. George E. Hargest, “Two British Treasury Warrants,” *Chronicle* 64: 170-171.

4. George E. Hargest, “When the U.S.-British Treaty Became Effective,” *Chronicle* 66: 92.

5. U.S. Congress, House of Representatives, *Executive Document* 35, 30th Congress, 1st Session, serial 516, pp. 3-8.

6. British Post Office Records, Treasury Letter Books, Post 1/83.

usual inland postage on letters and newspapers transmitted from the U.S. to Great Britain on American packets. During the next two months Bancroft was unable to convince the British that their post office order was not only discriminatory but also harmful to U.S. interests. He therefore notified foreign secretary Palmerston, in a letter dated 16 August 1847, that the U.S. was terminating the 1845 agreement that allowed the British to send closed mails for Canada through the U.S. He outlined liberal reciprocal arrangements that he was prepared to offer and suggested that grounds for a new postal arrangement existed if the principles he outlined were acceptable to the British government.<sup>7</sup>

Negotiations proceeded slowly and might have taken much longer if the U.S. Congress had not finally taken action more than a year after the discriminatory order was issued in London. On 27 June 1848, an Act was approved in the U.S. which empowered the Postmaster General "to charge upon, and collect from, all letters and other mailable matter carried to or from any port of the United States, in any foreign packet ship or other vessel, the same rate or rates of charge for American postage, which the government to which such foreign packet or other vessel belongs imposes upon letters or other mailable matter conveyed to or from such foreign country in American packets or other vessels, as the postage of such government, and at any time to revoke the same."<sup>8</sup> This Act has been referred to by postal historians as the Retaliatory Rate Act. Since there were no other foreign government packets carrying mails to the U.S., other than British, this Act specifically applied to letters brought to and carried from the U.S. in British packets. The Act also applied to letters carried on private vessels, but the British were again, the only country charging rates for letters carried on private or non-government mail vessels. Retaliatory rates are discussed in more detail and covers are illustrated in Hargest's book, *History of Letter Post Communications Between the United States and Europe 1845-1875*, on pages 29-33.

On 29 June 1848,<sup>9</sup> Postmaster General Cave Johnson issued a Post Office Notice to all postmasters and agents of the Post Office Department instructing them on the new rates under this Act. A copy of this notice, which gave the new rates of 24¢ per half ounce on letters by packets, 16¢ per half ounce on letters by private ships, and 4¢ each for newspapers or each sheet of other printed matter, was published by New York Postmaster Robert H. Morris in the newspaper *Commercial Advertiser* on 3 July 1848. Because it took more time to communicate with important cities in the South, such as Charleston, South Carolina and New Orleans, Louisiana, their citizens learned of the order much later. *The Charleston Courier* published Johnson's 29 June 1848 order on 7 July 1848. In New Orleans, *The Daily Picayune* printed the order on 12 July 1848. The first inbound British mail packet, after Johnson notified postmasters of this Act, was the Cunard steamer *Caledonia*, which departed Liverpool on 24 June and arrived in New York on 8 July 1848. Covers carried on this voyage show a New York date of 9 July 1848 and retaliatory rates instead of the previously used ship letter rates. The first outbound British packet from the U.S. under this Act was the Cunard steamer *Britannia*, which departed New York on 5 July and arrived in Liverpool on 19 July 1848.

For the better part of the next six months, the high discriminatory and retaliatory rates remained in effect. Pressures from the commercial community, which suffered the greatest burden of these rates as the principal user of the mail system, finally succeeded in forcing a new postal convention between the two countries. As stated earlier, the postal convention was signed by representatives of both countries in London on 15 December

7. *Ibid.*

8. *Postal Laws and Regulations of the United States of America, 1852*, Wierenga Reprint, pp. 98-101.

9. None of the versions of this notice that the author has seen published in contemporary newspapers show a date for the order. The 29 June 1848 date is derived from the 3 January 1849 notice rescinding this order that is quoted later in this article.



1848, with the ratification process to begin immediately. The British modified the previous rate inequities first. On 22 December 1848 a Treasury Warrant was issued, and scheduled to become effective on 29 December 1848. This warrant eliminated the British packet charge on letters carried by American packets to or from Great Britain.<sup>10</sup> The timing of this Warrant is interesting as the Ocean Line steamer *Washington* had just left Southampton for New York on 20 December 1848, five days after the convention was signed but just before the new warrant. The Ocean Line was the only American steamship line carrying mails to Great Britain and it would not have another voyage into or out of Southampton until March 1849. This warrant, then, did not help very much as there were no more American contract voyages, before the new convention rates were placed in use, to show the rate reduction from the one shilling discriminatory charge levied.

Postmaster General Johnson next issued an order to rescind the retaliatory rates upon learning that the British had discontinued the discriminatory fees on letters carried by American packets. His order, issued on 3 January 1849, read:

“To the Postmasters of the United States

Information having been received at the department that a postal treaty between the United States and Great Britain had been entered into, and that in pursuance thereof the British government had directed that the postage of 24 cents, charged upon letters taken to and from that country in the packets of the United States, be remitted - in consequence thereof, the order of this department made the 29th June last, directing the same rates to be charged upon letters brought to or from the United States in packets of the United Kingdom, be, and the same is hereby, rescinded. Other instructions for carrying the treaty into effect will be given upon the ratification of the treaty.

C. Johnson, Postmaster General

Post Office Department, Jan. 3, 1849”

This notice appeared in the Washington, D.C. newspaper *National Intelligencer* on 4 January 1849 and in the New York newspaper *Commercial Advertiser* on 5 January 1849. Undoubtedly, it was also printed in many other newspapers because of its importance. This order began a six week period before the new convention was proclaimed, which postal historians call the restored rate period. The rates that were “restored” were the rates in use before the retaliatory rate order, which were the incoming ship letter fees of 6¢ to the port of arrival and 2¢ ship fee plus the regular inland fee on letters going beyond the arrival port. Outgoing letters required that only the U.S. inland fee to the departure port of the mail steamer be paid. There were only three eastbound and four westbound Cunard voyages during this short period,<sup>11</sup> making covers carried on them desirable for collections.

In Charleston, the newspapers *The Charleston Mercury* and *The Charleston Courier* notified the public on 9 January 1849 of the rescinding order and the pending new treaty. In New Orleans, the newspaper *The Daily Picayune* didn't print the rescinding order until 12 January 1849. Figure 1 illustrates a folded letter posted in Charleston, South Carolina on 6 January 1849 and addressed to Greenock, Scotland. The letter was a printed market review with prices current, published by *The Charleston Courier*, with a letter written on the unused half of the printed sheet by Charleston merchant W.C. Murray, dated 4 January 1849. It was endorsed in the upper left “p Steamer 10<sup>th</sup> Jany” to show the letter was intended to be sent on the advertised sailing of the Cunard steamer *Europa* from New York on 10 January 1849. The letter prepayment was 34¢ and was charged to post office box 18 of WCM, which was noted in the upper right by the letter writer. The Charleston postmaster marked the letter with three separate red handstamps, a 30 mm circular datestamp, a PAID, and a numeral 34. This prepayment represented the 10¢ U.S. inland rate to New York from Charleston plus the 24¢ retaliatory rate fee. Had the postmaster known that the retal-

10. Hertslet's *Commercial Treaties*, Vol. VIII, pp. 935-937.

11. Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (U.S. Philatelic Classics Society, 1988), p. 25.



**Figure 1. Charleston, S.C., 6 Jan 1849, to Greenock, Scotland prepaid 34¢ and sent by Cunard *Europa* from New York 10 Jan 1849. Letter prepaid retaliatory rate because rescinding order not yet received in Charleston. One shilling postage due at destination. (Karrer collection)**

iatory order had been rescinded, only the 10¢ U.S. inland rate would have been required as a prepayment. The letter arrived in New York in time for the sailing of *Europa*, which reached Liverpool on 22 January 1849.<sup>12</sup> Here, the Liverpool post office marked with a black handstamp the letter for a postage due of one shilling (24¢ equivalent), the incoming British packet letter fee. Two backstamps in black show Liverpool and Greenock arrivals, AMERICA/LIVERPOOL/JA22/1849 and GREENOCK/JA23/1849.

The first Cunard steamer to depart from England with mails that were charged restored rates instead of the retaliatory rates upon arrival in the U.S. was *America*, departing from Liverpool on 30 December 1848 and arriving in Boston on 12 January 1849. Covers carried by this steamer show a Boston date of 12 January. In the opposite direction, the Cunard steamer *Europa* carried the first restored rate covers from the U.S. to England departing from New York on 10 January and arriving in Liverpool on 22 January 1849 as discussed previously in connection with Figure 1. Figure 2 illustrates a folded letter from the first of the restored rate voyages. This letter originated in Liverpool on 30 December 1848 and was addressed to Alden, New York. It was prepaid one shilling for the outgoing British packet rate to the U.S. Both the PAID AT/LIVERPOOL/DE 30 1848 octagonal datestamp and the one shilling handstamp were struck at Liverpool in red ink. The Cunard steamship *America* departed that same day and arrived in Boston on 12 January 1849.<sup>13</sup> Boston struck the red 30 mm circular datestamp BOSTON/SHIP/JAN/12/MS. and a numeral 12 in red ink; the latter marking indicated that 12¢ postage due was required at the letter's destination. This fee included the 2¢ ship letter and 10¢ U.S. inland charges normal for an incoming ship letter. The use of red ink to show full prepayment or credit was introduced later with the coming U.S.-British treaty. In January 1849 the red color had no significance, but was the color used at Boston at the time.

On 8 January 1849, Postmaster General Johnson issued another notice to the public and instructions to postmasters which provided the basic details of the U.S.-British Postal Convention. The notice said nothing about when the treaty was to become effective. It received wide distribution and was published in newspapers throughout the U.S. It may be

12. Hubbard and Winter, *op. cit.*, p. 25.

13. Hubbard and Winter, *op. cit.*, p. 25.



**Figure 2. Liverpool, 30 Dec 1848, to Alden, N.Y. prepaid one shilling packet letter rate and carried on first restored rate steamship arrival in U.S. by Cunard America. Boston marked ship letter datestamp and postage due of 12¢ in red. (McDonald collection)**

found in newspapers of Washington, D.C. (8 January), New York (9 January), Boston (11 January), Charleston (15 January) and New Orleans (15 January). A copy of the notice reached London on *Europa*, carrying the first restored rate mails to Great Britain, and was published in the *London Times* on 23 January 1849 in its entirety. This caused an immediate concern in the British post office. Postmaster General Clanricarde wrote on 29 January<sup>14</sup> to the Lords Commissioners of the Treasury, who were responsible for the Treasury Warrants which set postal rates, that it appeared that the Americans were proceeding to put the treaty into effect immediately without waiting for the exchange of ratifications, and, more importantly, without any understanding “relative to the mode in which the Mails, Accounts &c are to be exchanged between the two Offices.” He pointed out that the American act was contrary to specific articles in the signed treaty. If the U.S. Postmaster General’s 8 January notice put the treaty into effect, as he feared, Clanricarde anticipated great confusion and irregularity. He also said that it seemed probable that the next mail from the U.S. would bring letters rated under the new treaty. But lacking a new Treasury Warrant to reduce the rates, he would be forced to continue to use the old rates. At this time Clanricarde requested instructions from the Commissioners. The reply from the Treasury Chambers was penned by their secretary, J. Parker, on an unspecified date late in January 1849 (either the 30th or 31st).<sup>15</sup> Parker stated “I am commanded by their Lordships to convey to you the authority of this Board for commencing the new arrangement under the provisions of the Postal Convention between the United States and this Country *at once*, as submitted by you should such a course become necessary.” Clanricarde was also requested to submit the necessary warrant for the signatures of the Commissioners which would make effective the new convention rates.

After Postmaster General Johnson’s 8 January 1849 notice was published, postmasters around the country must have been confused. The implication of the notice was that the new treaty was already in effect, as it began with the words “A postal treaty has been entered into between the United States and Great Britain placing the correspondence between the two countries, the mail packets of each Government, and the postage charges, upon equal and reciprocal footing.” Some postmasters continued requiring prepayment of

14. British Post Office Records, *op. cit.*, Post 1/84.

15. *Ibid.*

the U.S. inland rate to New York and Boston only, which was correct after the rescinded retaliatory order and before the new treaty rates. Other postmasters, however, actually started requiring prepayment of the treaty rates. A few covers marked with a prepayment of 24¢ and sent in the U.S. mails to England before the February 1849 Official Proclamation of the treaty are known.

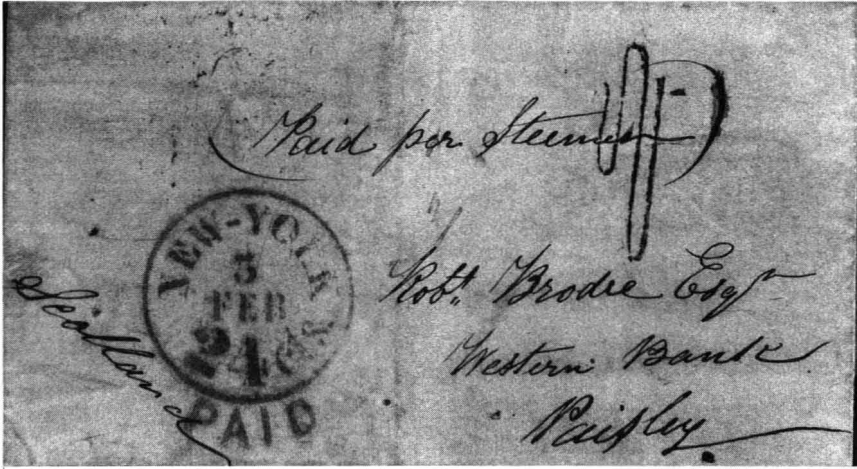


**Figure 3. New Orleans, 25 Jan 1849, to London showing prepayment of 24¢ in black handstamps. London ignored prepayment and marked letter for one shilling postage due. Letter carried by Cunard *Canada*. (Selzer collection)**

One example is shown in Figure 3. Originating in New Orleans on 25 January 1849, this folded letter was endorsed “per Liverpool Steamer” (referring to the Cunard Line steamships which operated from Liverpool) and prepaid 24¢ for the new treaty rate. The 29 mm New Orleans circular datestamp, PAID, and 30 mm double circle 24 handstamps are all struck in black ink, the color used at that time in New Orleans. We know this letter arrived in New York in time for the 7 February 1849 sailing of the Cunard steamship *Canada* since the orange London arrival marking on the reverse of the cover shows a date of 20 February 1849, one day after *Canada* arrived in Liverpool.<sup>16</sup> London marked the letter in black ink for one shilling postage due (the incoming packet letter rate) since the new convention had not yet become effective and there were no credit or debit markings to suggest that the U.S. had started using the new convention.

A second example offers more evidence of the confusion among postmasters. Figure 4 shows the outer wrapper of a folder letter (the contents having been removed) which entered the postal system at New York. The letter was endorsed “Paid per Steamer” and indicates a prepayment of 24¢ with the 30 mm red circular datestamp NEW-YORK/3/FEB/24 Cts. and the attached curved PAID. The proper restored rate for this letter was 5¢. The letter was addressed to Paisley, Scotland and was carried to Liverpool on the Cunard steamer *Canada* just as the cover in Figure 3. A 25 mm black circular datestamp on the reverse shows AMERICA/LIVERPOOL/FE 19/1849. The Liverpool postmaster may have wondered about the high overpayment, but having no instructions to treat this letter under the treaty rates, he marked the letter for one shilling postage due with a black handstamp in the upper right. The letter reached its destination on 20 February 1849 and received a black 26 x 21 mm boxed PAISLEY/FE 20/1849F datestamp on the reverse. If the Postmaster General in London had been worried about when the U.S. would start using the treaty rates, he certainly didn’t pass special instructions to Liverpool. With the previous di-

16. Hubbard and Winter, *op. cit.*, p. 25.



**Figure 4. New York, 3 Feb 1849, to Paisley, Scotland prepaid 24¢ with black cds and attached PAID marking. Liverpool ignored prepayment and rated one shilling postage due with black handstamp in upper right. (Selzer collection)**

rection that the Lords Commissioners of the Treaty had given to him, he had every right to treat both letters shown in Figures 3 and 4 as fully paid letters under the new convention.

The official notification of the new treaty in England was announced with an article in the *London Times* on 21 February 1849. The lead sentence of the article read: "New Postal Arrangements with the United States of America. - Notice was issued yesterday at the General Post-office that the following Postal Convention has been concluded with the United States of America and the United Kingdom:" The article then went on to describe the basic rate features of the convention, stating that future instructions would be issued regarding the transmission of letters to countries and places through the United States, as they had not been arranged yet.

The frustration of U.S. citizens, who knew that a treaty had been negotiated but not when it would officially be made effective, was highlighted by the following letter to the editors of the New York *Daily Tribune*, which was published on 22 February 1849:

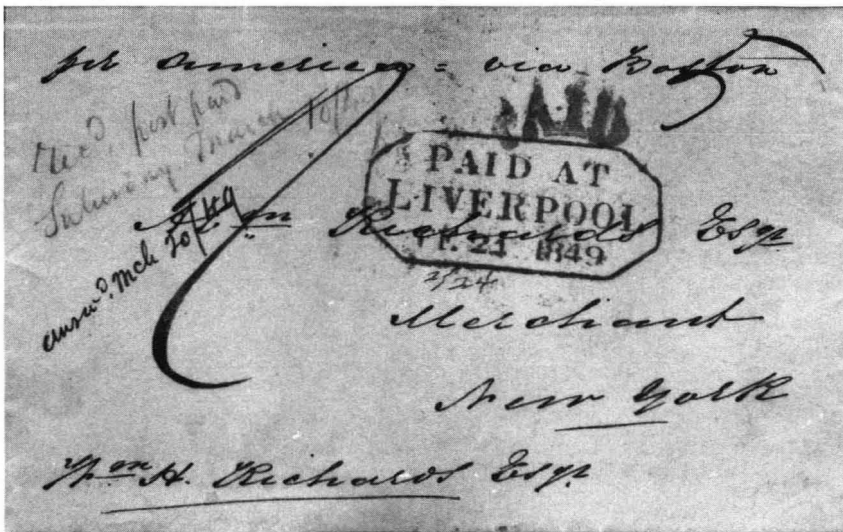
"Syracuse Feb. 19, 1849

Eds. Tribune: I take the liberty of addressing you, as the friends of adopted citizens of the American Republic, to ask that the carelessness of the Post Office authorities, may be brought before the people, in neglecting to promulgate the instructions necessary to bring the late treaty with Britain into operation. In this City we cannot prepay a letter beyond New York or Boston, although the treaty says Postage shall be taken throughout, or not at all prepaid, and consequently letters hence must be either laid over as insufficiently paid, or on arrival in England the prepaid charge is re-collected. If there is a treaty concluded by the United States with a foreign power there is surely no clause excluding Syracuse from its operation; why not therefore give the requisite instructions to the local Postmaster?"

Public notification of the treaty in the U.S. soon followed. The official proclamation of the treaty<sup>17</sup> appeared in the Washington, D.C. newspaper *National Intelligencer* on 24 February 1849. The announcement said that ratifications had been exchanged in London on 26 January 1849 between Minister Bancroft and British foreign secretary Palmerston, and that President James K. Polk proclaimed the treaty effective on 15 February 1849. It is not known why there was a delay of nine days from the date the President signed the treaty proclamation until the proclamation was published in the Washington, D.C. newspaper.

17. This proclamation is attached to the treaty in U.S. 16 *Statutes at Large*, pp. 787-788.

The first inbound steamship carrying treaty mails from England was the Cunard steamer *America*, which departed Liverpool on 24 February 1849 and arrived at Boston on 9 March 1849.<sup>18</sup> Figure 5 illustrates a cover carried on this voyage. This folded letter was dated in Liverpool on 23 February 1849 and was addressed to New York. The one shilling international rate was prepaid and the letter was marked in red pen, left of the octagonal PAID AT/LIVERPOOL/FE 24 1849, to show this prepayment. The Liverpool postal clerk also wrote the red ink 5¢ credit to the U.S. in the upper right, signifying that portion of the 24¢ prepayment which belonged to the U.S. Other cover examples show that the Liverpool exchange office continued to use manuscript credit and debit markings on letters to the U.S. until the fourth Cunard voyage under the treaty, that of *Europa* from Liverpool on 7 April 1849, when new rate handstamps were available. London had the new credit and debit handstamps in time to use them on mails despatched for the 24 March 1849 departure of *Niagara* from Liverpool, the third Cunard voyage to the U.S. under the treaty. New York struck the red curved PAID handstamp when the letter was processed there, after having come through Boston in a closed mail bag. The letter was docketed in pencil, upper left, “recd. post paid/Saturday March 10/49” by the receiving firm in New York.



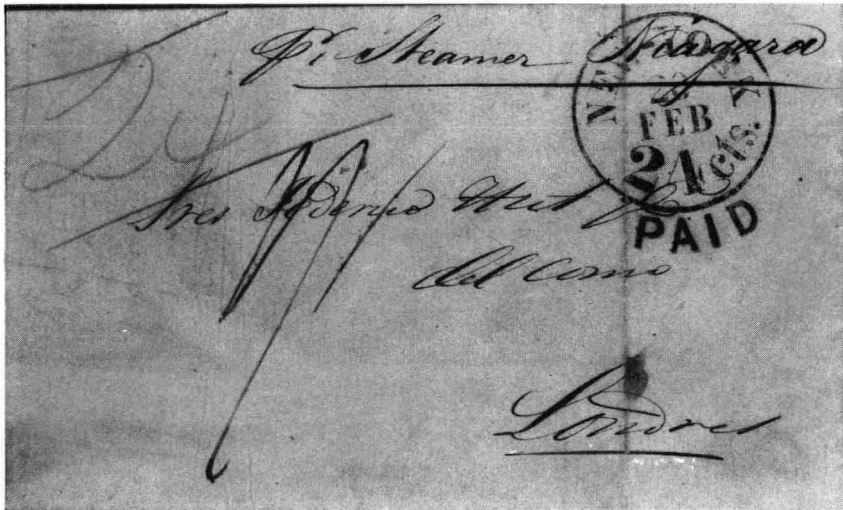
**Figure 5. Liverpool, 23 Feb 1849, to New York, carried on first Cunard steamer bringing treaty mails to U.S., *America*. One shilling (24¢) paid. Manuscript 5¢ credit to U.S. in red in upper right. (Arnell collection)**

The first outbound steamer from the U.S. after the proclamation was signed was the Ocean Line steamer *Hermann* from New York on 20 February 1849.<sup>19</sup> Although I have not seen a cover to Great Britain carried on this voyage to Southampton, examples may turn up which show evidence they were marked with the new treaty rates. On the next day, 21 February 1849, the Cunard steamer *Niagara* departed Boston for Liverpool carrying the first treaty mails to England by a British packet. Because public notice of the treaty proclamation had not been made in the U.S. when this voyage started, it is not clear that the U.S. was prepared to start using treaty rates with this voyage. At this time there was no consistent pattern of prepayment in the U.S. on letters carried by *Niagara* and may not be any on letters found to have been carried by *Hermann*. The postal markings used in England on the covers carried by *Niagara* make it difficult to understand how the British treated these

18. *America* arrived at the wharf in Boston at 11:45 AM on 9 March 1849, according to the *Boston Post*. Her mails reached New York early the next morning. This is a correction of one day to the arrival date shown in *North Atlantic Mail Sailings 1840-75*, p. 25.

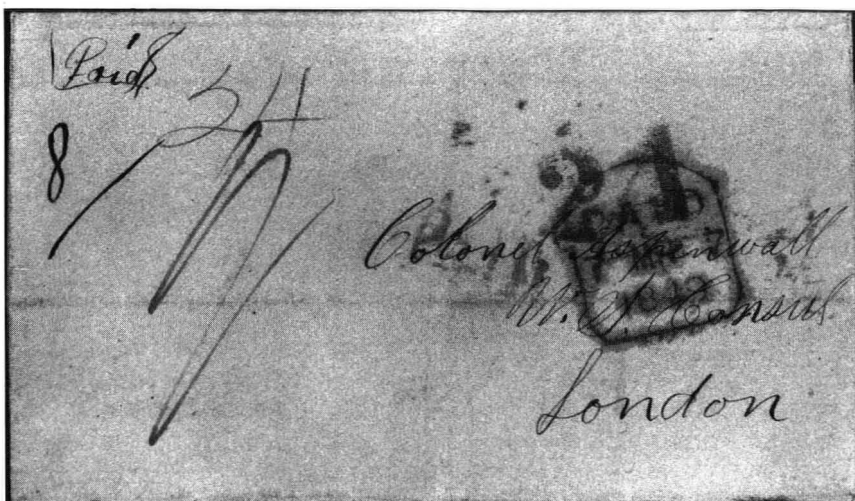
19. Hubbard and Winter, *op. cit.*, p. 25.

mails. I have records of two covers with 1847 adhesives that paid only the 5¢ U.S. inland fee for this voyage and four stampless covers that were prepaid the 24¢ fee in cash. The two 1847 covers show that the 5¢ prepayment was not accepted in the U.S. as a partial payment of the new 24¢ international fee and that one shilling postage due was marked in England since the covers lacked U.S. markings of full prepayment. Each of the prepaid stampless covers was marked one shilling in England. Two of the covers were marked in red ink, suggesting the letters were considered fully paid and two were marked in black ink, which was the color used for unpaid letters. None of the letters from the U.S. on this voyage show the accounting debits and credits marked in the U.S. Accounting markings did not appear on letters despatched from New York or Boston to Great Britain until the third Cunard voyage under the treaty, that of *America* from Boston on 21 March 1849. Lacking credit and debit markings, and in some cases a PAID handstamp, it is easy to understand the confusion created for the British postal clerks. As shown in Figure 5, letters from Great Britain during this time showed the accounting markings which would later be included in the detailed regulations of the treaty when they were agreed to between the two countries. While the previously reported correspondence between Postmaster General Clanricarde and the Treasury Commissioners indicates the British were ready to put the treaty rates into effect as early as the end of January 1849, these covers and the ones previously mentioned during the restored rate period show that the British did not consider the treaty effective before the voyage of *Niagara*.



**Figure 6. Havana, Cuba, “out of the mails” to New York, then posted for first eastbound British packet voyage under U.S.-British treaty by Cunard *Niagara*. Despite indications of 24¢ prepayment, letter marked in London for 1 shilling postage due. No U.S. credit shown to G.B. (Arnell collection)**

Two covers to England on the first treaty mail voyage of *Niagara* will be shown to illustrate the inconsistency of markings. Figure 6 demonstrates a paid letter that was treated as unpaid in England. This letter originated in Havana, Cuba on 30 January 1849 and was addressed to London. It was carried “out of the mails” to New York where it was posted by an unknown New York forwarding agent, who paid the 24¢ international fee. The letter received the 31 mm circular datestamp NEW-YORK/20/FEB/24cts. with attached PAID letters in black ink, the unpaid color. Besides the PAID marking attached to the circular datestamp, the 24 in pencil in the upper left corner was another indication of prepayment. Let-



**Figure 7. Boston, 10 Feb 1849, to London, held for 21 Feb 1849 sailing of Cunard *Niagara*. Letter prepaid 24¢ and accepted by London with red London PAID tombstone and red manuscript shilling markings. No U.S. credit shown to G.B. (White collection)**

ters taken to the New York post office receiving window often had the amount of prepayment in pencil. Later, in a separate operation, they were marked with the datestamp and other markings to show the prepayment. This letter received an arrival backstamp of London on 7 March 1849, the day following the arrival of *Niagara* in Liverpool.<sup>20</sup> London marked the one shilling postage due in manuscript using black ink. It must be assumed that London, in the absence of a red PAID marking and a display of the 19¢ credit to Great Britain for this convention letter, considered the letter unpaid and marked it accordingly, as had been done with the Figure 4 example.

Figure 7 shows a second example of a cover carried on the first convention voyage of *Niagara*. This time the letter was considered a paid letter. This letter originated in Boston on 10 February 1849 and was addressed to London. It was held for the next Cunard sailing, the 21 February 1849 voyage of *Niagara*. The letter was prepaid 24¢, marked in manuscript in the upper left in black pencil, and later marked with red PAID and 24 handstamps at the Boston post office. The letter's arrival in London was indicated by a red tombstone datestamp PAID/7 MR 7/1849, the British acknowledgement of proper prepayment of the international fee. London marked in red ink, just under the manuscript 24 at the left, a manuscript 1 shilling to show that the 24¢ equivalent rate had been prepaid. Boston did not show a credit marking on the cover. The black manuscript 8 in the upper left is a mystery. Since the ink is a darker shade than that used to write the letter, it was probably not marked by the letter writer but by one of the two post offices mentioned. It may have been done in London to show that the British were debiting the U.S. 8 pence for the sea postage, as a British steamship carried the letter. Two other covers to London on this same voyage are known and neither of them has this marking.

From the cover examples just illustrated and described, it is clear that there was confusion in handling mails at the start of the U.S.-British Postal Convention. Both New York and Boston were to become exchange offices when the detailed regulations were agreed to and issued, yet each treated the mails with different markings. Neither office appears to have been provided with instructions or guidance from Washington, D.C. on how to implement this important new treaty.

20. Hubbard and Winter, *op. cit.*, p. 25.



The final document to set the new treaty firmly in place was the 8 March 1849 Treasury Warrant<sup>21</sup> discussed by Hargest in *Chronicle* 66:171. This warrant voided the warrant of 22 December 1848 and the rates contained therein. It directed that the provisions and rates agreed to in the postal convention of 15 December 1848 become operative on the date of the warrant, 8 March 1849. Since covers with manuscript accounting markings required by the treaty have been reported on the 24 February 1849 sailing of *America* from Liverpool, this Treasury Warrant was, as Hargest put it, "merely legalizing a *fait accompli*."<sup>22</sup> By May of 1849, representatives of the two countries' Post Office Departments agreed to 24 additional articles to the 15 December 1848 convention.<sup>23</sup> These articles were signed in Washington, D.C. on 14 May 1849 and in London on 31 May 1849. Article XXIV stated that "The present articles, so far as they are not already in force, shall come into operation on the first of July next."<sup>24</sup> From this date, 1 July 1849, the rules were in place for marking letters and included the required colors of ink and values for marking paid and unpaid letters. Regulations were also established for the accounting procedures to be used between the two countries and for sending mails beyond the borders of each country to other destinations.

Table 1 summarizes the important dates related to the start of the U.S.-British Postal Convention of 1848.

21. Hertslet's *Commercial Treaties*, Vol. VII, pp. 944-951.

22. George E. Hargest, *op. cit.*, p. 92.

23. U.S. 16 *Statutes at Large*, p. 788.

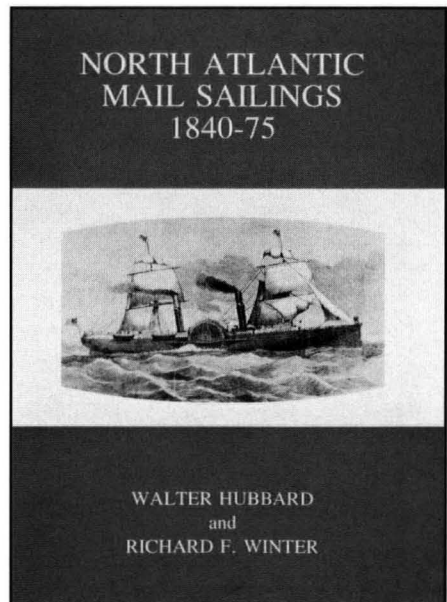
24. *Ibid*, p. 792.

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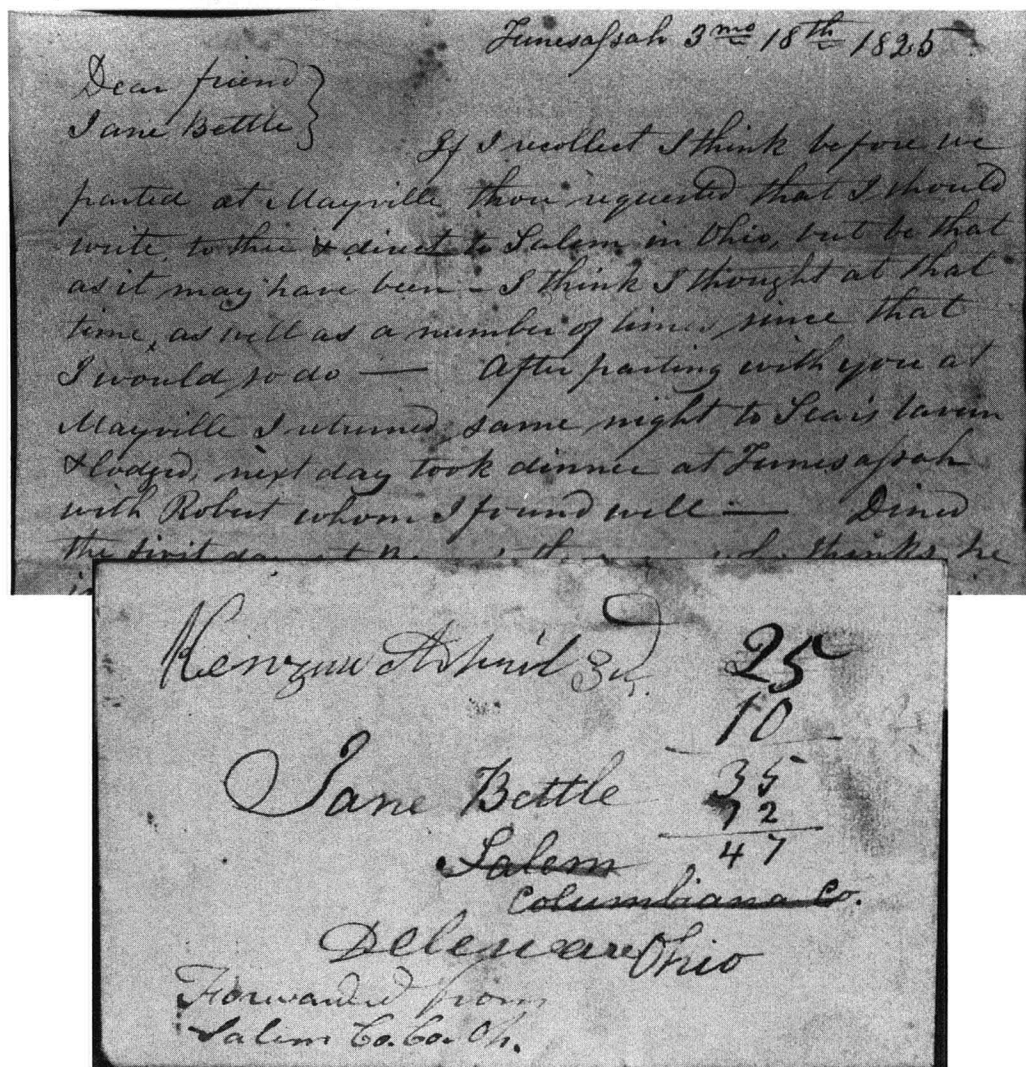
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**TABLE 1**

<b>Date</b>	<b>Event</b>
9 Jun 1847	British Post Office order established discriminatory rates
27 Jun 1848	U.S. Congress approved Retaliatory Act
29 Jun 1848	U.S. Post Office Department ordered use of retaliatory rates
3 Jul 1848	Retaliatory order published in New York
5 Jul 1848	Cunard Line <i>Britannia</i> departed New York with first mails showing retaliatory rates
7 Jul 1848	Retaliatory order published in Charleston
8 Jul 1848	Cunard Line <i>Caledonia</i> arrived in New York with first inbound mails marked with retaliatory rates
12 Jul 1848	Retaliatory order published in New Orleans
15 Dec 1848	U.S.-British Postal Convention signed in London
22 Dec 1848	British Treasury Warrant issued restoring pre-discriminatory rates
29 Dec 1848	Effective date of restored pre-discriminatory rates in G.B.
3 Jan 1849	U.S. Post Office Department ordered the rescinding of retaliatory rates
4 Jan 1849	Rescinding order published in Washington, D.C.
5 Jan 1849	Rescinding order published in New York
8 Jan 1849	U.S. Post Office Department posted notice of U.S.-British treaty
9 Jan 1849	Rescinding order published in Charleston
10 Jan 1849	Cunard Line <i>Europa</i> departed New York with first restored rate mails
12 Jan 1849	Rescinding order published in New Orleans
12 Jan 1849	Cunard Line <i>America</i> arrived in Boston with first inbound mails marked with restored rates
15 Jan 1849	Post Office order on new treaty published in Charleston and New Orleans
26 Jan 1849	Postal Convention ratifications exchanged in London
15 Feb 1849	U.S. President signed treaty proclamation
20 Feb 1849	Ocean Line <i>Hermann</i> departed New York with first mails after treaty proclamation signed
21 Feb 1849	Cunard Line <i>Niagara</i> departed Boston with first British packet mails under new treaty
24 Feb 1849	Treaty Proclamation published in Washington, D.C.
8 Mar 1849	British Treasury Warrant establishing new treaty rates signed
9 Mar 1849	Cunard Line <i>America</i> arrived in Boston with first inbound mails under new treaty
14 May 1849	Detailed regulations to the 15 Dec 1848 convention signed in Washington
31 May 1849	Detailed regulations signed in London
1 Jul 1849	Effective date of all provisions of 15 Dec 1848 convention

**ADDITIONAL ANSWERS TO PROBLEM COVER IN ISSUE 152**

The 1825 Kinzua cover, Figure 1 (previously Figure 5, *Chronicle* 152:286 and Figures 2 and 2a, *Chronicle* 153:65-66), remains a puzzle but a possible corrected origin of the cover has been identified. William B. Robinson in thirty years has never run across a place called Tunesassah in Wisconsin. As he says, that does not mean it does not exist. He questions whether the cover was written "in Michigan (later Wisconsin)". John L. Robertson writes that he believes "the Kinzua letter to have been literally mailed in my own backyard. Tunesassah or Tunessassah was an Indian School in Cattaraugus County, New York, and had no post office." Robertson states that Mayville and Bemus "would have been easy day trips over to Chautauqua Lake." He suggests that the letter traveled down the Allegheny River to Kinzua, Pennsylvania (which he notes has been spelled many different ways in the past).



**Figure 1. Stampless forwarded cover and beginning of letter.**

## ANSWERS TO PROBLEM COVERS IN ISSUE 153

Figure 2 shows a fun cover with eight circle datestamps with the same date — November 18. Mike McClung suggests that the Duffield, Michigan, postmaster put in a new date slug into his handstamp and found the “Nov 18” stuck out too far. The postmaster’s solution was to strike the handstamp several times on a used, unwanted envelope. Other responders suggest that in addition to testing the strike the postmaster was cleaning his stamper.

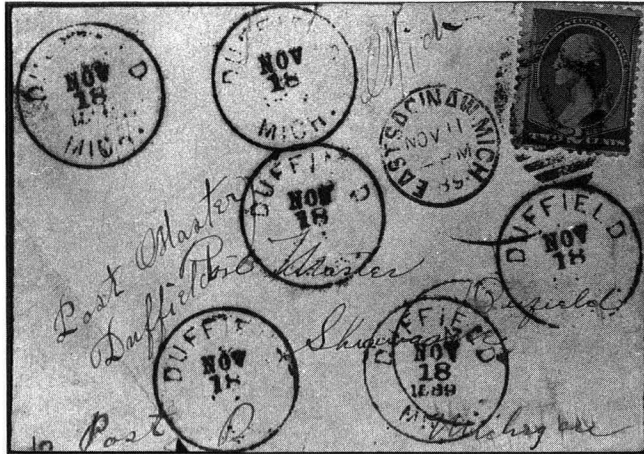


Figure 2. Much postmarked cover.

Figure 3 is a 3 cent star die uncanceled with a 3 cent 1861 of a shade used in 1865 or later. The addressee is in Santa Fe, New Mexico. Notations “Por via de Monterey” and “Via El Paso Mexico” are crossed out and the notations “By St. Louis, Mo.” and “Paid 8/1 (?)” added. Origin remains unsettled.

Mike McClung suggests that the origin is in the Midwest, during a time when mail from the North to Santa Fe was suspended due to Indian or Confederate raids and that the fastest alternate route was down the Mississippi River, through Mexico and back into New Mexico. The cover was delivered to an express company (the “By St. Louis, Mo. and Paid 8/1 [eight bits]” and the “4” notations) and placed on a ship bound for Matamoros, Mexico (across the river from Brownsville, Texas), where it entered the mails. McClung would date the cover as 1864 or 1865.

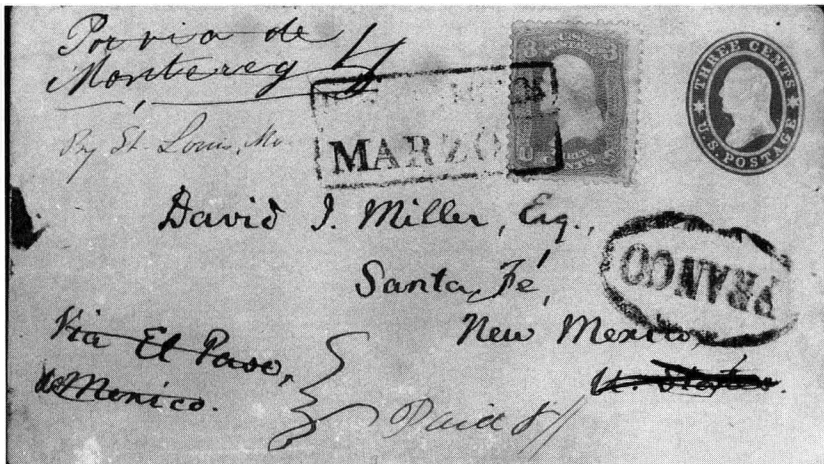


Figure 3. Cover from Mexico to New Mexico.

Dick Graham suggests that the cover originated somewhere in Mexico west of Matamoros. Graham believes that the cover may be postwar usage. The route originally intended was via the Mexican El Paso del Norte and its counterpart El Paso, Texas. The crossing out of that routing suggests that the route via the Rio Grande to Santa Fe was available. The "paid 8/1" edited by the "Franco" may be a Mexican rating mark of Matamoros or an express marking within Mexico. The route from Matamoros was to New Orleans and up the Mississippi River to St. Louis and westward to Santa Fe. This routing would be supported by the notation "By St. Louis".

Figure 4 is the front of a cover from Trieste to Mobile, Alabama. The issue was the year of usage and the rate. Responses from Richard F. Winter, Greg Sutherland, Bert Zauderer, Allan Radin and Bernard Biales are in agreement that the year of usage was 1861, that the ship was the Cunard liner *Asia* which sailed from Queenstown on 18 August and arrived in New York on 29 August 1861, and that the cover traveled via Prussian closed mail. The oval marking at the upper left corner, according to Dick Winter with the assistance of Joe Geraci, is the marking of the Austrian Lloyd Steamship Line (or "Lloyd Austriaco"), a major steamship line carrying mails throughout the eastern Mediterranean. The rate of Prussian mails under the U.S.-Prussian Treaty of 1852 was 30 cents per half ounce. The letter was sent unpaid. According to Dick Winter:

The Aachen exchange post office debited the U.S. 5¢ with the Aachen double circle datestamp. The large manuscript "2" was also written to show that Prussia was entitled to two silbergroschen (approximately 5¢) for internal transit fees.

Dating the cover as 1861 is supported by the facts that the 25 mm N.YORK.BR.PKT datestamp (replacing 31mm datestamps) came into use at New York from mid-1860 to early 1861 and that the Aachen double circle marking with breaks in the outer rim does not occur until 1860. Alabama was admitted to the Confederacy on 4 February 1861. Whether or not the cover arrived in Mobile is unknown. The usual markings for return to Austria are absent.

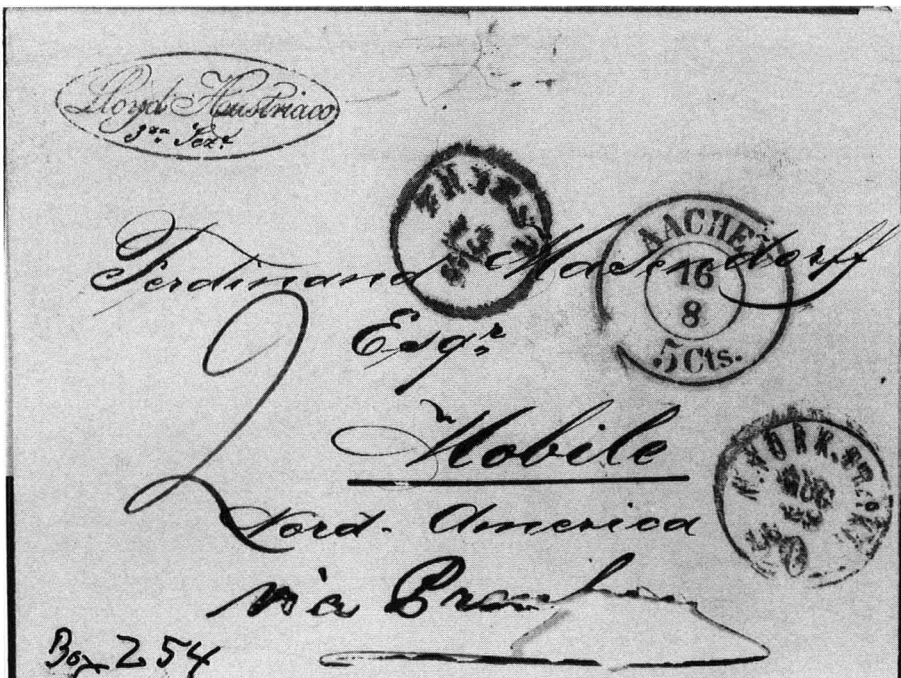


Figure 4. Cover from Trieste to Mobile.

## PROBLEM COVER FOR THIS ISSUE

Figure 5 shows the front of a folded letter written at Newry in England 19 June 1840 and mailed there the same day. Susan McDonald had suggested using this as a “problem” and Jack Arnell agreed, so here it is. Figure 5a shows the only marking on the back: SHIP LETTER - LIVERPOOL, with 12 JU date. This letter went from Great Britain to the U.S. and from there was forwarded to Canada. It bears a number of rate markings and, due to good photography by Dick Graham, they are clearly legible. Will responders please attempt to explain these numerals? Please send answers within two weeks (at the most) after receiving your *Chronicle*. If short of time, FAX to 513-563-6287.

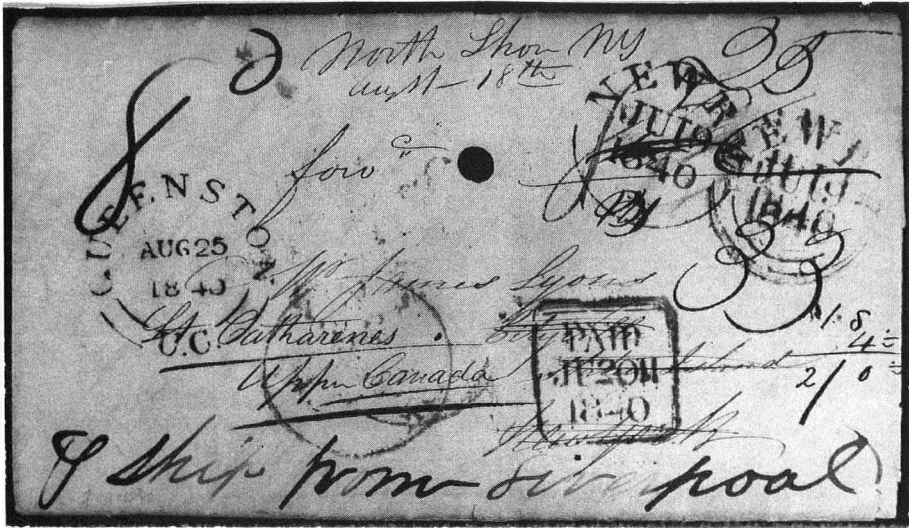


Figure 5. 1840 letter from Newry, England.



Figure 5a. Backstamp on Figure 5 cover.

## ANSWERS TO PUERTO RICAN PUZZLERS IN ISSUE 153

Included in *Chronicle* 153:69-71 were six Puerto Rican covers to or from the United States. The explanation of those covers follows.

Figure 1 is a folded letter sent in March 1848 from New Haven, Connecticut, to Mayaguez, Puerto Rico. The letter is an unpaid ship letter. The Captain turned it over to the post office in San Juan and received 1/2 reales (per Articles 6 & 8 of Spanish Government). The Spanish Post Office kept 2 reales. The postal markings were applied at San Juan. The *Swan*, built in 1839, sailed out of Charleston, South Carolina. The marking "NORTE-AMERICA" is seldom seen. Robert G. Stone has recorded three other examples.

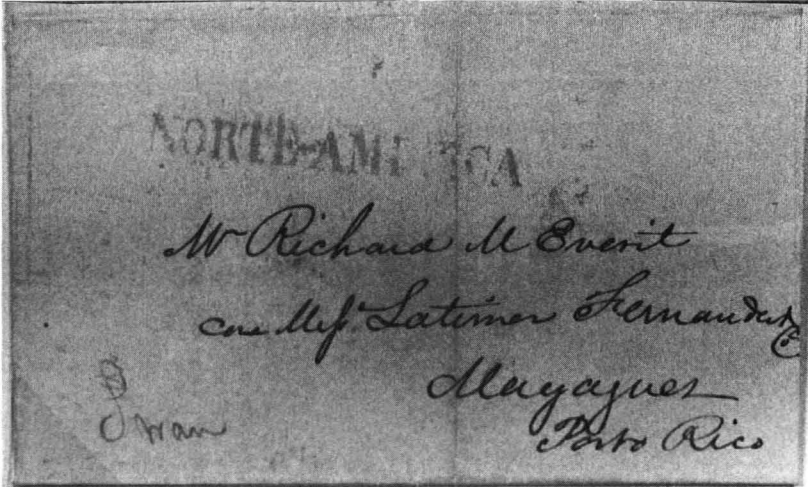


Figure 1. New Haven to Mayaguez, 1848.

Figure 2 is another folded letter from Guayama, Puerto Rico, in February 1848 to Maine. The letter is a ship letter entering the United States at New Haven, Connecticut, 17 March 1848. At New Haven it was rated 7 cents (2¢ to the ship captain and 5¢ U.S. postage due) and the "ship" marking applied.

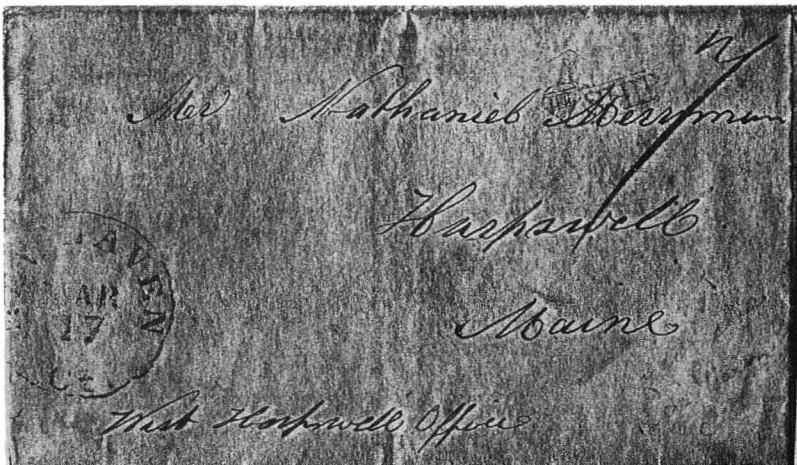
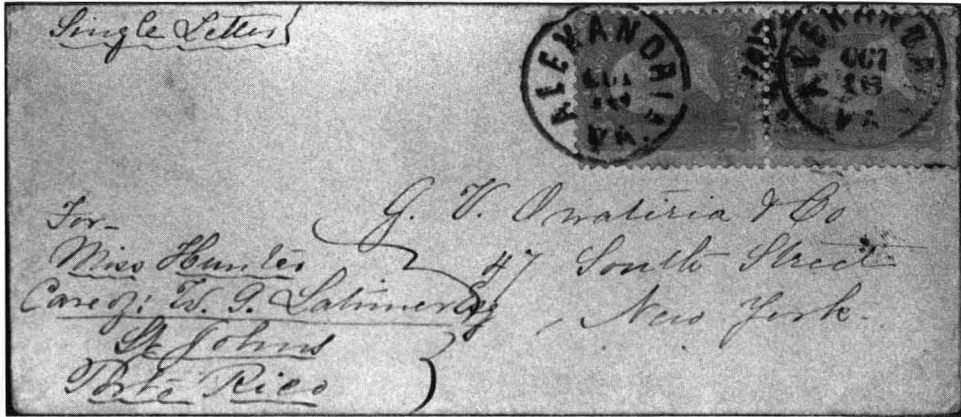


Figure 2. Guayama to Maine, 1848.

Figure 3 is from Alexandria, Virginia in 1866 to New York City with U.S. postage paid. From New York the cover was carried illegally outside the mails to Puerto Rico, thereby avoiding both ship and local postal charges in Puerto Rico.



**Figure 3. Alexandria, Va. to Puerto Rico via New York.**

Figure 4 is a cover dated July 1868 from Puerto Rico to New York City. The cover originated in Arecibo and was carried privately, avoiding Spanish postal charges, to San Juan where it was given to the British agency. The four pence paid the British packet charge from San Juan. The cover may have gone to Havana and then to New York City with the four pence sufficient if carried by British packet. The U.S charge of 10¢ applied even if a British packet carried the letter.



**Figure 4. Arecibo to New York, 1868, with British stamp.**

Figure 5 originated at Mayaguez, Puerto Rico, on 2 September 1871. It was received in Boston 26 September 1871 by Alfred Windsor & Son, forwarding agent, and mailed to Nova Scotia 27 September. The cover was bootlegged from Mayaguez by private ship and delivered to the forwarding agent who added the 6¢ U.S. stamp and mailed it to Nova Scotia. The cover was received in Nova Scotia 28 September (per backstamp). The illegal handling saved 25¢.





**Figure 5. Mayaguez to Nova Scotia via Boston in 1871.**

Figure 6 is a cover mailed at Haverhill, Massachusetts, 22 March 1876, with 3¢ and 10¢ Banknotes. The cover traveled via British packet out of New York City where 8¢ of the 13¢ was credited to England. The new rate to the West Indies via British packets started July 1875 and ended May 1877. At San Juan the cover was backstamped and the “2” on the front applied. The “2” signified a double charge (2 x 25c) or 50 centavos due at San Juan.

We thank those who sent in answers or gave them verbally at Granada.



**Figure 6. Haverhill, Mass., to San Juan at 13¢ rate in 1873.**

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