THE CHRONICLE August 1998 (No. 179)

The Chronicle of the U.S. Classic Postal Issues

August 1998 Volume 50, No. 3 Whole No. 179

THE CHRONICLE of the U.S. Classic Postal Issues, published quarterly in Feb., May, Aug. and Nov. by the U.S. Philatelic Classics Society, Inc. at Briarwood, Lisbon, MD 21765. Second class postage paid at Canton, Ohio 44711 and additional mailing office. Subscription price $24.00. Printed in the U.S.A. POSTMASTER send address changes to Briarwood, Lisbon, MD 21765.

The Chronicle
of the U.S. Classic Postal Issues

ISSN 0009-6008

August 1998	Published Quarterly, in February, May, August, and November	Vol. 50, No. 3 Whole No. 179
$4.50 Members *$6.00 Non-Members*	*Official publication of the U. S. Philatelic Classics Society, Inc.* (Unit 11, A. P. S.)	*Annual dues* *$22.50*

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IN THIS ISSUE

THE UNPAID 1¢ CARRIER COLLECTION FEE OF 1860: ITS ORIGIN AND THE ANOMALY

STEVEN M. ROTH

Beginning sometime in August 1860 and continuing into October or November 1860, in the cities of Boston, New York and Philadelphia, the sender of a letter to another post office could drop the letter into a lamp post box or hand it to the carrier for delivery to the post office for further, subsequent transmittal to another post office. This could occur even though the sender had not prepaid the 1¢ collection fee "to the mails."[1]

At first blush this practice would not seem to be unusual. After all, the custom of the post office in many cities (particularly in Philadelphia) to permit letters to be collected by letter carriers and then taken to the post office with or without charge generally reflected the state of competition at any given time between the government carriers and the local, private posts. Thus, for example, in Philadelphia in 1856 and 1857, when the competition between the Philadelphia Post Office and Blood's Penny Post was fierce, Philadelphia letter carriers collected letters from lamp post boxes or elsewhere and took them to the post office free from any charge.

The government's strategy of confronting private enterprise by imposing or abolishing the collection fee, depending on the ebb or flow of private competition, ended officially on June 30, 1860 when the relevant portion (Section 2) of the Act of June 15, 1860 became effective.[2] This section of the statute provided, among other things, that,

> ...the charge for the delivery of letters by carriers
> shall be not exceeding one cent each....

Taken at face value, this language seems merely to address the upper limit of how much the carrier department would be permitted to charge for the delivery (*i.e.,* the collection to a post office or the delivery from a post office) of a letter. The language itself does not offer any indication whether (i) a carrier fee *was required* to be charged; or, (ii) how much the fee should be if it were charged; or, (iii) if the fee were charged, whether the fee would have to be prepaid; or, (iv) what the post office should do if a required fee was not prepaid. In practice, however, this scant language was interpreted to mean that a carrier fee of 1¢ was required for all letters taken to or brought from the post office, and that this fee had to be prepaid using a 1¢ stamp.

The Requirement for Prepayment of the Carrier Fee

Because the post office had implemented a mandatory scheme of prepayment of postage in 1855 (prepayment by cash or by stamps) and had refined this requirement as of

[1]Several writers already have described this practice in print. In each case, however, they merely have described the practice and have shown some "Due 1 Cent" or similar covers. None has examined either the origin of the practice or the anomalies inherent in the practice. Hence, this report. See Maurice C. Blake and Wilbur W. Davis, *Boston Postmarks to 1890* (Lawrence, Mass.: Quarterman Publications, Inc., 1974), p.111; John Kohlhepp, "The Carrier Service: Final Years of the Fee-Based System," *Chronicle* 112 (Nov.1981), pp. 246, 249; Norman Shachat,"Handling the Unpaid Carrier Fee at Philadelphia 1860," *La Posta,* December 1984 (#6), pp.38ff.; Tracy W. Simpson, "Collection of Unpaid U.S. Pick-Up Carrier Fee," *Chronicle* 67 (August 1970), p. 111; [Thomas J. Alexander], "More on Unpaid U.S. Pickup Carrier Fee," *Chronicle* 68 (November 1970), p.157.

[2]Most writers state that this Section of the Act became effective on July 1. This is incorrect. The language of the statute makes it clear that Section 2 became effective "...from and after the thirtieth of June, eighteen hundred and sixty..." As I will show conclusively in an article soon to be published in the *Chronicle,* this language is not subject to any other interpretation.

January 1, 1856 (prepayment by stamps only), one might reasonably assume that the carrier fee, too, had to be prepaid beginning in April 1855. Such a conclusion, however, would ignore (i) that carrier fees were not always required after April 1, 1855, and (ii) the difference between postage which was required to be paid for letter carriage between post offices (and which was accounted for by the local post office to the Department in Washington), and the *fee* paid to the local carrier department for the rendering of a special service, which was paid into the local carriers' fund.

The requirement for prepayment first imposed by the Act of March 3, 1855 (effective April 1, 1855) which permitted prepayment in cash or by stamps or stamped envelope, and the portion of that statute which mandated prepayment by stamps or stamped envelope only (effective January 1, 1856), related to the prepayment of postage;[3] it did not address the prepayment of fees for carrier service.

Notwithstanding the clear distinction between a fee for service and a charge for postage, and without regard to the unambiguous language of the Act of March 3, 1855, the Postmaster General issued ambiguous Instructions to Postmasters[4] which would give rise to the practice in 1860 of requiring the prepayment of carrier fees after the passage of the Act of April 15, 1860. Thus, the 1855 Instructions provided,

> 2d. That from and after April 1st, 1855, pre-payment, either by stamps, stamped envelopes or in money, is compulsory.
>
> 3d. That from and after January 1st, 1856, all letters between places in the United States must be pre-paid, either by postage stamps, or stamped envelopes.

Unfortunately, the Instructions failed to delineate "prepayment of..." *what?*

When the 1860 Act became law, prepayment of the carrier fee was assumed. Thus, in Philadelphia on October 19, 1860, the following NOTICE (in part) appeared in the *Public Ledger:*

> The following are the legal rates for the collection and delivery of letters.
>
> ONE CENT (Prepaid) by stamp for the collection of letters from the mails, sub post offices, lamp posts and other boxes . . . .

This was followed on November 8 by the following notice:

> MAILED LETTERS. We call the attention of parties mailing letters in the United States letter boxes to the necessity of prepaying the carriers [*sic.*] fee for collection by placing a one cent stamp in addition to the regular postage. Much trouble, delay and expense will be saved.

That it became accepted wisdom that carrier fees had to be prepaid beginning June 30, 1860, and that this requirement was believed to have originated in the Act of July 2, 1836 and was implicitly continued in the 1855 requirement for the prepayment of postage, is revealed by the following excerpt from the *Annual Report of the Postmaster General* for 1860:

> After the [A]ct of March 3, 1855, making prepayment compulsory, had gone into operation, it was found that large numbers of unpaid letters continued to be posted. Supposing that this was the result of a lack of knowledge, on the part of the public, of the requirements of the new law, the department directed that in all such cases ***the parties addressed*** should be advised by the postmasters that such letters had been deposited for transmission, and would be forwarded on receipt of the postage. This practice

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[3]The statute begins by citing the rates of postage for single letters carried both under and over 3,000 miles. The Act then goes on to say, "...and upon all letters passing through or in the mail of the United States,...*the postage as above specified* shall be prepaid..."[Emphasis added]. The Act does not reference the prepayment of carrier fees although it specifically requires the prepayment of the fee for the registration of letters [Section 3].

[4]*New Postage Act.*/Instructions to Postmasters, Paragraphs 2d and 3d.

[5]*Sic.* The date of the Act actually is July 2, 1836.

has been continued for more than five years, but the evil which it was established to correct, still continues. The fact that ***the postal laws exact the prepayment of all domestic letters*** is certainly as notorious as any government regulation can possibly be made, and yet these letters not only continue to be lodged unpaid in the different post offices, but at several points they have of late been on the increase.... [Emphasis added]

The same indisposition to obey the postal laws has been manifested by the non-payment of the carrier's fees on letters collected from the boxes for the mails in those cities in which this feature of the penny post has been introduced. The [A]ct of July 3, 1836[5] is imperative in requiring the prepayment of this fee,[6] and concurring, as I do, fully in its policy, I have not felt justified in suspending or in any degree modifying its operation. As, however, the date of its enforcement is so recent, it has been deemed advisable to pursue for a limited period the course already mentioned as having been adopted in reference to another class of letters, after the passage of the [A]ct of March 3, 1855. The letters are now retained for the payment of the carrier's fee, and the parties addressed are notified in order, if they choose to do so, they may make the payment, which should have been made by the writers.

The Report goes on to state that the practice of imposing the unpaid collection fee upon the addressee met with much animosity from the paying recipients. It was about this time (December 1860}, therefore, that such unpaid letters ceased being forwarded automatically. Instead, letters without the collection fee prepaid were detained until the addressee (as under the old practice) sent the postage to the post office after notification. If the fee was not sent by the addressee, such letters were sent to the Dead Letter Office.[7]

Statement of the Anomaly

The deputy postmasters—probably for the reasons explained above—in Boston, New York and Philadelphia began in August 1860 to process and send along to other post offices letters received by them from carriers for which the 1¢ collection ("to the mails") fee had not been prepaid.[8] This practice gave rise to the anomaly in which (i) the recipient

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[6]The PMG was correct that the Act of 1836 mandated prepayment of the collection fee for letters *given* to the carrier by the mailer. This obviously begged two questions: (i) was prepayment required for letters placed in a letter box by the sender (*i.e.,* not given directly to the letter carrier) for collection and delivery to the post office; and, (ii) was a collection fee even mandatory after 1836, or could it be waived or abrogated by the deputy postmaster in order to compete with local posts? The PMG seems to assume in his Report to Congress that the 1836 law applied to the situation where the letter was placed in a letter box and when the letter was directly given to the carrier. Question "(ii)" was not addressed by the PMG. Interestingly, the Regulations promulgated by the PMG to guide deputy postmasters with respect to the Act of 1836 was altogether silent on the question of prepayment.

[7]At some point the practice changed so that letters with unpaid carrier's fees were sent to the Dead Letter Office without any notification and opportunity to pay having been given to the addressee. It was hoped that such a drastic practice would inspire the prepayment of the fee in compliance with the law. Such hope, however, was naive. In his Annual Report for 1861, the Postmaster General states that there were still at least 10,000 such letters being sent each month to the Dead Letter Office–thus over-burdening that Office–so that the prior practice of notifying the addressee and giving him an opportunity to pay the collection fee had been reinstated. *Op. cit,* p.576.

[8]This practice should not be confused with the subject matter of the long-running public debate between Stanley Ashbrook and Elliott Perry known in philatelic circles as the "1¢ plus 3¢ plus 1¢" controversy. The question there was whether a person in one city could prepay the delivery fee from the post office in another city. The matter was not settled during the lifetimes of Perry and Ashbrook, but was eventually concluded by Richard Graham by his publication in the *Chronicle* of a Post Office Department Notice which resolved the controversy in favor of the position advocated by Perry. Richard B. Graham, "1860-1863. Three Cents Plus One Cent Plus One Cent," *Chronicle* 143 (Aug.1989), pp. 182-84.

of the letter would not receive any carrier service, but was required to pay the 1¢ carrier collection fee for the service which had been rendered to the writer in Boston or New York or Philadelphia, and (ii) the Carrier Department of the post office (Boston or New York or Philadelphia) which actually rendered the collection ("to the mails") service did not receive the fee for the service, while the addressee's post office (which might or might not have had a carrier department, but which certainly had not performed any service), would receive the 1¢ fee. No wonder, as expressed by the Postmaster General in his Annual Report for 1860, the practice met with such animosity from the paying [receiving] public.

The Postmaster General, as we have seen, prohibited the practice sometime in October or November 1860, after which, for a time, letters with unpaid carrier fees were marked "Held for Postage." The addressee was then notified. If he sent the fee to the deputy postmaster of the office holding the letter, the letter then was forwarded. Otherwise, the letter was sent on to the Dead Letter Office.

PUBLICATION OF THE PERRY/HALL INDEPENDENT MAIL COMPANIES MANUSCRIPT

The United States Philatelic Classics Society and the Carriers & Locals Society have joined together to publish the Elliott Perry/Arthur Hall manuscript describing the history, operations and stamps of the several companies which carried letters between the post offices of different cities in defiance of the government in the 1840s. This manuscript—which is in very, very rough form, with badly faded or with missing photographs—has been bouncing around the philatelic community (among Robson Lowe, Robert Kaufmann, Richard Frajola and John Reznikoff, from time-to-time) for more than one-half century. Parts of the manuscript relating to the forgeries of the stamps of the Independent Mail Company have been the subject of many reports by Richard Schwartz in *The Penny Post.*

Through the generosity of The Philatelic Foundation and that of the manuscript's most recent owner, John M. Reznikoff (University Stamp Co., Inc.), the Carriers & Locals Society has obtained title to the peripatetic manuscript. Furthermore, the Carriers & Locals Society has entered into a joint publishing agreement with the Classics Society.

Under the publishing arrangement, the Carriers & Locals Society is responsible for editing, rewriting and updating the Perry/Hall manuscript; the Classics Society will be responsible for publishing, distributing and selling the book.

Work on the project is well underway. Charles Peterson is the project's Senior Editor. Each chapter has been assigned to a volunteer chapter editor who will edit, rewrite and update his portion of the manuscript.

We will keep you informed of our progress. For more information, contact this Section's Editor [(202) 293-6813) or smroth@wizard.net].

RED BROWN OR ORANGE BROWN?

PHILIP T. WALL

In the Robert A. Siegel sale held May 18-19, 1977 (Siegel Sale #512), lot 11 was described as follows:

> 5¢ orange brown (1b) ample to large margins showing bit of next stamp at top, marvelous color and impression, neat red grid cancel, very fine (catalog) 250.00

This stamp sold $475/625 to order and is shown in Figure 1.

In the sale held by the Siegel firm December 12-14, 1995 (Siegel Sale #771), lot 149 was described as follows:

> 5¢ red brown (1) full to large margins, bright appealing shade, red grid, very fine (catalog) 425.00

This stamp sold $325/525 to the telephone and is shown in Figure 2.

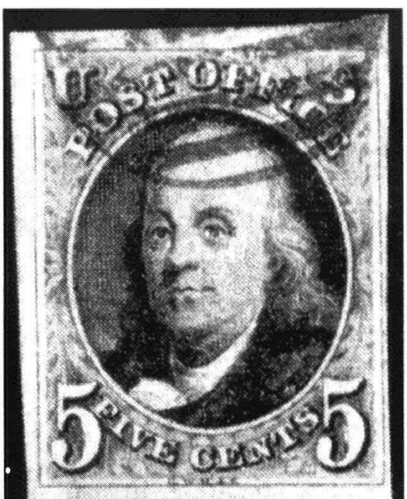

Fig. 1

Fig. 2

When the stamp in Figure 1 is compared with the stamp in Figure 2 as to (1) margins, (2) size, type and placement of cancellation and (3) apparent similarity of impression, I think it is logical to conclude that the stamps depicted above are one and the same.

While I do not think that all remaining 5¢ 1847 stamps are the same color today that they were when issued 150 years ago, I doubt that the stamp in question has changed from an orange brown in 1977 to a red brown in 1995. Since the describers at the Siegel auction house were considered to be among the best in the business in both 1977 and 1995, why is this stamp described as orange brown in the earlier sale and as red brown in the more recent sale?

Many years ago Dr. W. F. Amonette explained to me that in classifying 5¢ 1847 stamps by colors, I should always cover up those portions of the stamp that are canceled in colors other than black and examine only the uncanceled parts of the stamp. Dr. Amonette told me that your eyes will often times play tricks on you if you attempt to assign a color to a used No.1 while looking at the entire stamp.

Prior to the 1995 Siegel sale I examined lot 149. When I looked at the entire stamp, which has an orangish red grid cancel, the stamp appeared to be an orange brown. However when I covered up the orangish red grid cancel I realized that what I originally thought was an orange tint was in fact red and that the true color of the stamp was red brown.

In my opinion, the auction describer in 1977 assigned an orange brown color to the stamp without covering up the orangish red grid cancel, whereas in 1995 the describer covered the cancellation and correctly described the stamp as red brown. Dr. Amonette has examined the stamp on two occasions, several years apart, and both times has found it to be red brown.

After the 1995 auction the stamp was submitted to one of our leading expertising committees for an opinion as to the color of the stamp. That committee was of the opinion the stamp is orange brown.

In summary, Dr. Amonette, the 1995 Siegel describer and myself consider the stamp to be red brown whereas the 1977 Siegel describer and the expert committee are of the opinion the same stamp is orange brown.

The 5¢ 1847 color problem is not limited to the red brown/orange brown issue. For those Route Agents who receive the Robert A. Siegel auction catalogs, I call to their attention lot 15 in the Siegel sale, held March 18, 1998 (Siegel Sale #798). This stamp is illustrated in an enlarged color photo. It has not one, but three certificates—two call it the dark brown shade, and one calls it brown. The Siegel describer considered the stamp to be grayish brown in the recent sale, as did the describer in the Siegel sale held March 22-23, 1995 (Siegel 765) when the same stamp was lot #35. I have never examined this right sheet margin stamp, but based on colored photos in the two recent Siegel sales I am of the opinion this stamp is grayish brown.

These are but two examples of the perplexing problem in assigning correct colors to 5¢ 1847 stamps. I invite interested Route Agents to present solutions to help resolve this problem. □

THE UNITED STATES–BRITISH NORTH AMERICA CROSS-BORDER MAILS: THEIR UNIQUE ASPECTS, PECULIARITIES AND MARKINGS, INCLUDING CANCELS DESIGNED TO KILL POSTMARKS

HUBERT C. SKINNER

I. The Cross-Border Mails

Introduction

In the early decades of the nineteenth century, letters between the United States and British North America were rated according to the distance from the point of origin to the common border between the countries and from this border to the destination, based on the domestic rates in each country. These charges were calculated separately and could not be combined, thus giving rise to the phrase "to the Lines"1 (see Figure 1) which was used to describe the charges until 6 April 1851 when the uniform combined rate was adopted. The Canadian postage was computed in Sterling until 1859 when the decimal system finally replaced pounds, shillings and pence for computing postage charges. Thus, for the first half of the nineteenth century, "cross-border" covers bear markings in Sterling for the Canadian portion of the postage and in cents for the United States portion.

Since many of the most interesting and intriguing aspects of the Cross-Border Mails were introduced or were prevalent during the 1850s, these mails are especially relevant to the 1851-1861 period. The uniform combined rate began 6 April 1851 and this is a pivotal date in the history of the Cross-Border Mails. This watershed is less than three months before the reduction in rates on 1 July 1851 (in the United States) marked the onset of many changes and experimental innovations in the handling of mails (see *Chronicle* 167:177-178; 168:241-245; 169:27-28; and 170:85- 88). Perhaps the most exciting and innovative facet of the markings used on the Cross-Border Mails is the design and use of cancellations unequivocally intended to obliterate postmarks alone—**not adhesive postage stamps.** It is believed that no descriptive or definitive article on cancels designed to kill postmarks has been published previously, though a few brief comments *en passant* have been noted (e.g., *Chronicle* 167:171). Clearly, this facet demonstrates the necessity of avoiding the careless and unacceptable use by many collectors of "cancellation" as a term for "postmark" and to restrict its use to true obliterations.

The First Postal Convention of 1792 and Rates of Postage

On 1 June 1792, the first postal convention between Canada and the United States was adopted. Under the provisions of this agreement, letters from Canada had to be prepaid "to the lines" and the United States postage could be prepaid in Canada or collected upon delivery in the United States. Letters from the United States could be sent prepaid "to the Lines," or entirely unpaid with the Canadian Post Office acting as agent for the United States to collect the postage (with a commission of 20% on the amounts collected). Curiously, the United States offices were not allowed to act as agents for the Canadian Post Office; thus, the sender in Canada was required to pay the Canadian portion of the postage on both the outgoing and the incoming letters. This inequitable arrangement continued until 16 November 1847, when the deputy Postmaster General of Canada ordered it stopped. After this date, the postage had to be prepaid "to the Lines" both from the United States to Canada and from Canada to the United States.

[1]Note that "Lines" is capitalized (seemingly uniformly), though the "paid" as in "paid to the Lines" generally is not. Refer to the printed advertisement in Figure 1 and the manuscript endorsements in Figures 2 and 3.

NOTICE TO THE PUBLIC.

Letters addressed to the United States, must be pre-paid to the Lines.

Postage Rate from this Office, ...

Letters addressed to New-foundland, must be prepaid to Halifax.

Postage Rate from this Office, ...

General Post Office,
Montreal, 1846.

Figure 1. Post Office Notice of 1846 concerning letters to the United States (reproduced from Winthrop S. Boggs, 1945, Vol. I:44)

Figure 2. A folded letter from the Merritt correspondence endorsed at the upper left "paid to the Lines" in manuscript. It was mailed on "MAR 8 [1849]" from New York City to St. Catharines, Canada West and exchanged at "QUEENSTON, U.C." on "MAR 10/1849" where the manuscript rate "4$^1/_2$" pence [due] for the Canadian portion of the postage was applied. The United States postage, 10¢, was prepaid by a horizontal pair of the 5¢ 1847s and canceled in red with the 13-bar square grid of NYC. Note that the adhesive stamps were separated by tearing from a pre-cut horizontal strip. [The postal clerk did not take care to preserve the margins for future collectors.]

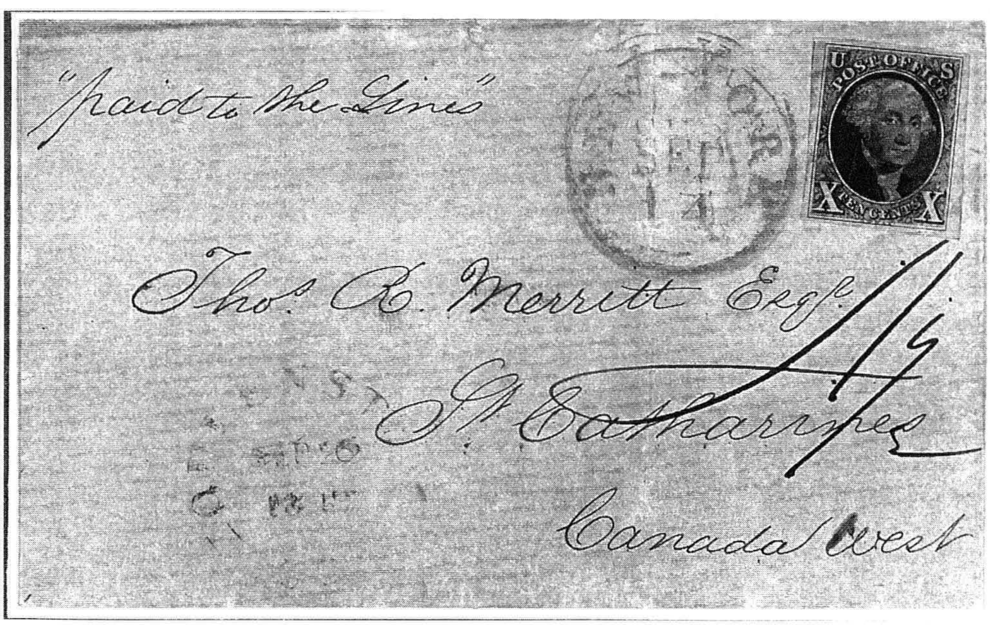

Figure 3. Another folded letter from the Merritt correspondence similarly endorsed "paid to the Lines" and forming a matched pair with the one above. It was mailed at NYC on "SEP 14 [1849]" and exchanged at Queenston on "SEP 16/1850" en route to St. Catharines; again, the Canadian postage was "4$^1/_2$" pence due. The United States postage, 10¢, was prepaid by the 10¢ 1847 adhesive which was fully separated on all sides by scissors, leaving full to wide margins all around [thus quite acceptable to modern collectors]; again, the cancellation is the NYC square grid struck in red.

From 1 June 1792 to 6 April 1851, the rates in Canada for single letters were:

up to 60 miles	4d Sterling
61 to 100 miles	6d Sterling
101 to 200 miles	8d Sterling
201 to 300 miles	10d Sterling
each additional 100 miles	2d Sterling added

Further, some early Canadian letters were rated in Currency, but the rate of exchange between Currency and Sterling varied over the years. During the 1840s and 1850s, the exchange was:

4d Sterling = $4^1/_2$d Currency
8d Sterling = 9d Currency
10d Sterling = $11^1/_2$d Currency

Prepaid letters generally were marked in Sterling, but commonly amounts due were marked in Currency. For additional information on the postage rates and distances in Canada and the regulations covering the Cross-Border Mails, the reader may consult Boggs (1945), McDonald (1970, 1971), McDonald in Alexander (1979) and Lowe (Vol. V, 1973).

General Notes and Historical Information

In 1791, the country was divided into Upper Canada (U.C.), now Ontario, and Lower Canada (L.C.), now Quebec; there were 11 post offices. The two provincial governments became one in 1840, but the two Canadas were renamed Canada East (C.E.) and Canada West (C.W.), by which designations they were known from 1841 to 1867; postmarks and addresses generally show these initials. By 1840, there were about 400 post offices.

Effective 5 January 1844 in Canada and on 3 March 1845 in the United States, the basis for rating letters was changed from the number of sheets to weight alone (single letter, $^1/_2$ ounce), but the use of distance for computing charges was continued. Between these two dates, rates in Canada were charged by weight (per $^1/_2$ ounce), but those in the U.S. were calculated per sheet. Though dollars and cents were declared legal tender along with pounds, shillings and pence by the Act of 1853, the Sterling basis for computing postage charges continued until 1 July 1859 and postal rate markings in Sterling can be found on letters as late as June 1862.

On 1 July 1847, the first general issue adhesives were placed in use in the United States (see Figures 2 and 3) and on 23 April 1851, the 3c Canadian "Beaver" stamp appeared (see Figure 4). As the Montreal Postmaster had requested a supply of postage stamps from the New York Postmaster in a letter dated 19 November 1847, from late 1847 the U.S. Postage could be prepaid (from Montreal) by adhesives, and from late April 1851 the entire postage (to New York) could be prepaid by adhesive stamps from both countries used in combination (two covers known, dated 19 May 1851 and 8 June 1851). As the 1847 stamps were demonetized on 1 July 1851, a window of only 69 days (23 April 1851 to 30 June 1851) was available for combination use of the first Canadian and the first United States adhesives (see *Chronicle* 167:177; 169:27; and 170:88).

The very early mails were carried by couriers using saddle horses or canoes. During the period 1799 to 1816, stage coaches gradually took the place of couriers on all of the principal routes. Steamboats carrying mail ran between Quebec and Montreal on the St. Lawrence River as early as 1809, and from 1817 on Lake Ontario. Though the first steam railroad made its initial run in 1836, it was not until 1853, when the Grand Trunk Railway, the Great Western Railroad and the Northern Railway began operations, that mail transport by rail became fully practical (Figure 5). By 1857, these lines were in full operation in the Canadas and by 1860, all the larger towns received their mail by rail (Robson Lowe, Vol. V, 1973, p. 76).

Figure 4. A folded letter mailed at "MONTREAL/L.C." on "DE 16/1852," with the double through rate of 12 pence prepaid by four Canadian "Beavers." It was forwarded to New York City in a closed mail bag where it was delivered to the banking house, D.S. Kennedy. The origin marking "CANADA" in arc and the "PAID" in arc were applied in NYC. This uniform combined paid through rate became effective on 6 April 1851 [six pence Canadian = 10¢ U.S., per 1/2 ounce]. Ex Alfred F. Lichtenstein - Louise Boyd Dale.

Figure 5. Markings of the Grand Trunk Railway (1855) and the Great Western Railroad (1857). Reproduced from Robson Lowe (Vol. V, 1973, p. 76).

Cross-Border Exchange Markings

On 6 April 1851, a new postal agreement between the United States and Canada for the exchange of mails became effective and later similar agreements with New Brunswick and Nova Scotia were completed. On this date (6 April 1851) partial payment effectively ended, and the use of "paid to the Lines" endorsements became obsolete. Exchange offices were established along the common border between the two countries and these offices were to mark and exchange the cross-border mails. Each country was to mark the name of the country of origin on letters exchanged, and a combined uniform rate of six pence Canadian or 10¢ United States was adopted per 1/2-ounce letter (except for the California and Oregon mails, for which the rates were nine pence or 15¢). The prepayment of postage and the use of postage stamps was optional; part payment was not allowed.

In 1851-1852, 26 United States exchange offices were established, as listed below, with the corresponding BNA exchange office indicated to the right:

United States	**Canada**
Black Rock, New York	Waterloo, C.W.
Burlington, Vermont	St. John's, C.E.
Calais, Maine	St. Stephen's, N.B.
Cape Vincent, New York	Kingston, C.W.
Derby Line, Vermont	Stanstead, C.E.
Detroit, Michigan	Windsor, C.W.
Fort Covington, New York	Dundee, C.E.
Houlton, Maine	Woodstock, N.B.
Lewiston, New York	Queenston, C.W.
Morristown, New York	Brockville, C.W.
Ogdensburgh, New York	Prescott, C.W.
Plattsburgh, New York	St. John's, C.E.
Port Huron, Michigan	Port Sarnia, C.W.
Robbinston, Maine	St. Andrews, N.B.
Rouse's Point, New York	St. John's, C.E.
Sault de Ste. Marie, Michigan	Sault de Ste. Marie, C.W.
[also rendered as Sault St. Mary]	
Swanton, Vermont	Phillipsburgh, C.E.
Whitehall, New York	St. John's, C.E.
Youngstown, New York	Niagara, C.W.
[by Lake Steamer during the summer]	
Oswego, New York	Kingston, C.W.
Rochester, New York	Cobourg, C.W.
Sackett's Harbor, New York	Kingston, C.W.
[through-mails in closed bags]	
Albany, Buffalo, New York City, Boston [see below]	

Through-mails in closed mail bags were exchanged between Albany, Buffalo, New York City and Boston in the United States and Toronto, Kingston and Montreal in Canada (see Figure 4); and between Buffalo, New York, and exchange offices at Hamilton and Queenston, C.W.

During the later 1850s, additional exchange offices were designated and some were changed. By 1857, 45 United States offices were functioning. Some of these offices processed very little mail, and markings from such exchange points are scarce or not recorded. A typical cross-border cover will bear the postmark of the town of origin, the required exchange marking (country of origin, either "CANADA" or "U.STATES"; see Figures 4 and 6), the appropriate rate markings for the Canadian and United States versions of the postage (single, 6d = 10¢), a "PAID" marking (if prepaid), and the postmarks for the receiving exchange office (omitted on some letters) and the destination. The reader is referred to "Mails to British North America" (McDonald in Alexander, 1979, pp. 308-320) and to the *American Stampless Cover Catalog* (Vol. II, 1987, pp. 283-285) for listings of the United States and BNA exchange markings applied to cross-border covers.

Figure 6. Examples of the country of origin markings used at cross-border exchange offices. The "CANADA" in framed arc was supplied by Rawdon, Wright, Hatch & Edson and was used at New York City (from April 1851); a similar "U^{D}· STATES" [1851] and a "UD.STATES" [1853] both in framed arcs were used at Buffalo, New York; the single line "U.STATES" was used at Buffalo in 1859.

Acknowledgments

Much of the foregoing is derived from official post office documents and publications and, therefore, is in the public domain. However, I would be remiss if I were not to acknowledge my enormous debt to previous studies of the carriage, transport, rating and marking of the mails between the United States and Canada which are known (with a certain degree of affection) as the Cross-Border Mails. These include the classic volumes of the great pioneer students Winthrop S. Boggs and the genial and venerable Robson Lowe who left us only a few months ago. Also, we must be grateful for the many contributions to the literature and to the USPCS of Susan M. McDonald, former editor of the *Chronicle*, who built a great collection of the Cross-Border Mails. This article is respectfully dedicated to her memory.

(to be continued)

S.C.R.A.P.
MICHAEL J. BROWN, Editor

The American Civil War was the watershed historical event of the mid-19th Century for the United States. As such, a particular fascination among many Americans with all things dealing with that war is not unexpected, and that pertains to postal history collectors, also. With this issue, we show an unusual, spurious crossover cover—one that appeals to many facets of postal history collecting, including, but not limited to, collectors of such diverse fields as the U.S. 3¢ stamp of the 1857-61 issue, the patriotic cachets of both sides of the Civil War, and Civil War postal history. As with most postal history fakery, its existence is a reflection of demand within the collecting community. Beautiful covers such as this one, if genuine, would command a high premium, and were it still on the market could fool many. **Tony L. Crumbley** analyzed and wrote the original monograph from which the following piece was taken, and **Peter W.W. Powell** performed the original review.

3¢ 1857-61 ON CSA PATRIOTIC "STARS & BARS FLAG" COVER (S.C.R.A.P. Number 86-049-08)

DESCRIPTION: Figure 1 is a CSA patriotic cover of blue, red and white all-over 7-star CSA Stars & Bars Flag design, franked with a single U.S. 3¢ 1857-61 issue stamp, canceled with a black Concord, N.C., circular date stamp dated Apr 7, and addressed to Greenville, S.C.

APPARENT USAGE: Letter rated at 3¢ per half ounce mailed April 7 (1861) during the period when U.S. postage stamps were still valid in CSA North Carolina, that is, until June 1, 1861.

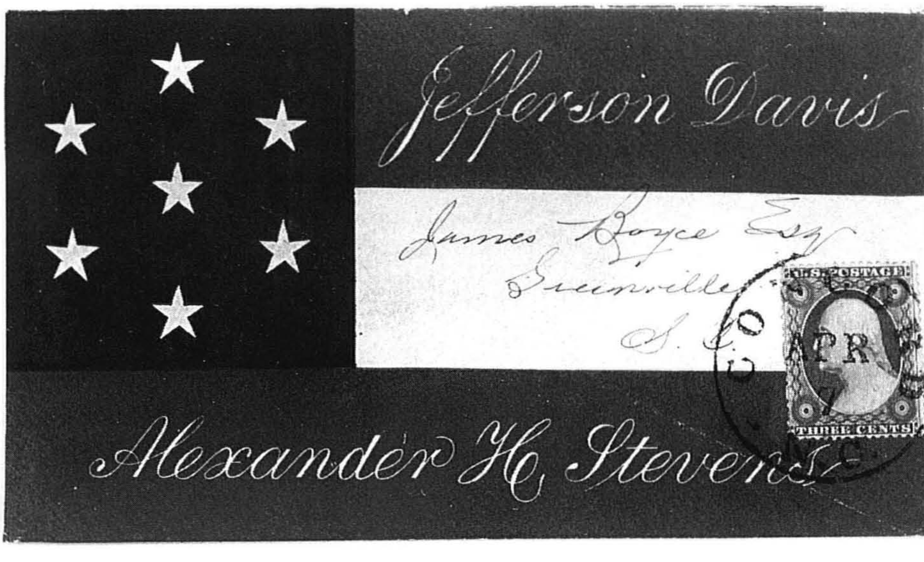

Figure 1. A faked 7-star CSA Stars & Bars Flag patriotic cover of a post-Civil War type purporting to show an April 1861 usage from Concord, N.C. to Greenville, S.C. (S.C.R.A.P. Number 86-049-08)

ANALYSIS: An initial examination of this cover reveals a postmark that is apparently identical to known Concord, N.C. markings used from 1857 to 1867. The color of the ink of the marking is also in line with known genuine examples, although under magnification (see Figure 2) it appears somewhat mottled, which can be a characteristic of a fake. Texas entered the Confederacy in March of 1861, becoming its seventh state. This seven star patriotic reflected Texas' entry.

In researching the design of the cover at Figure 1, one notes that three varieties of all-over design, 7-star flags with the names of Jefferson Davis and Alexander H. Stevens annotated within the bars of the flag are known genuinely used in the CSA. Each of these varieties are seven stars *in a circle* — of which 23 examples have been recorded. No examples have been recorded used in the CSA of the particular variety shown in Figure 1, with the seventh star located *in the center.* However, post-Civil War unused examples of the center star variety are known.

In Benjamin Wishnietsky's book, *Confederate Patriotic Covers and Their Usages,* he illustrates several examples of known fake patriotic covers. His first illustration is one of an overall design 11-star flag with a pair of genuine CSA 5¢ lithograph stamps tied by a Griffin, GA circular date stamp. This cover is addressed to the same individual, James Boyce Esq., as the cover in question. It is also addressed in the same hand — a near identical match. In examining the handwriting on the subject cover under magnification, one finds a telltale trait of the faker. There are breaks in the handwriting in seemingly unnatural places, an indication the writer was laboring to exactly copy a handwriting style. Two examples of these breaks can be seen: before the "e" in James and after the "r" in Greenville.

Other suspicious signs are the "Esq." placed after the addressee's name, the cover neatly opened *at left,* and the note on the reverse of the cover that indicates it was purchased from "Fox 9/63 for $400." John A. Fox was a known distributor of faked philatelic covers, operating a successful New York dealership from 1953 until 1966. Many of his fakes are known with "Esq." after the addressee name, and sometimes they open at left. Some believe these may have been Fox's keys to himself to warn against possible future repurchases. John Fox denied until his death in 1988 that he ever produced a faked or forged item. However, his stock contained a large number of questionable items. This fact came to public attention as the result of a sheriff's sale of John Fox's stock held on behalf of his creditors on January 3, 1974. A number of the items were recognized as fake by dealers present and were sold for a small fraction of the price they would have commanded if they had been genuine.

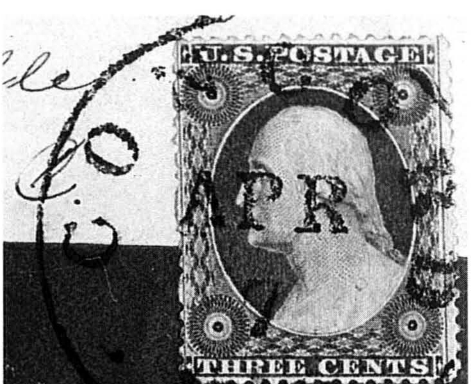

Figure 2. Close-up of the circular date stamp showing the mottling of the lettering and the suspicious dot between the "C" of Concord and the "N" of N.C.

John Fox was thought to have used, or caused to be used, a particular duplicative process, purposely unnamed here, to manufacture the handstamp devices used in his fakes. This process could explain the near perfect nature of his fakes. Comparing the circular date stamp on the subject cover with a known genuine Concord, N.C. period cover dated April 17 shows only one difference. Although all letters are at the correct angle and location, including the date, there is an extra dot placed between the "C" of Concord and the "N" of N.C. This dot can be seen in Figure 2 and does not seem to be a smudge. It looks more like a flaw in the handstamp device that does not appear in genuine usages after the war.

CONCLUSION: This is a genuine post-Civil War patriotic envelope, with a genuine U.S. 3¢ 1857-61 issue stamp added, that has been given a fake Concord, N.C. postmark and address. □

STILL AN UNSOLVED MYSTERY AFTER 65 YEARS

MICHAEL C. MCCLUNG

How many of our readers can remember perusing the pages of a newly arrived copy of the December 1932 edition of the *New Southern Philatelist* and finding an article about the item pictured in Figure 1? That was the first and last time this cover was featured in the philatelic press, although it was mentioned in the *New York Times,* Luff's *Postage Stamps of the United States* (Second Edition) and Luff's *Postmaster's Provisional Stamps* (Second Edition), but these were merely contemporary references to the original article.

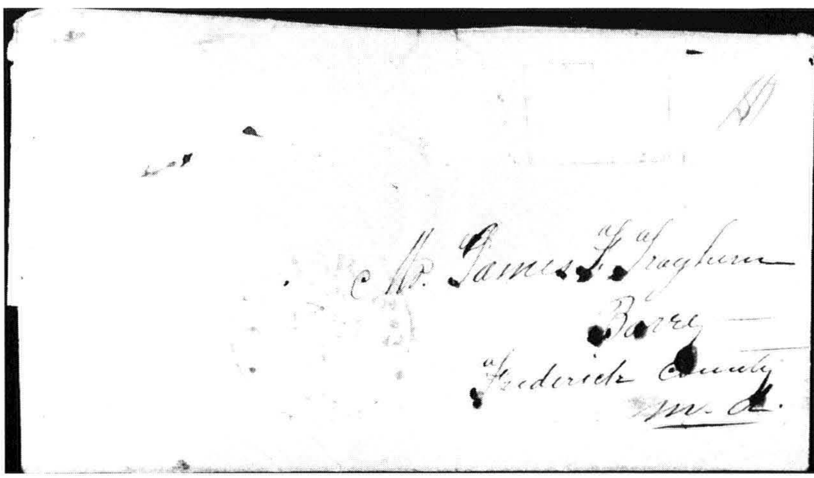

Figure 1. A blue folded letter sheet bearing an unusual rectangular adhesive

That article was written by the Editor of the *New Southern Philatelist,* August Dietz, and was entitled "A Rival for the Boscawen."

The subject of Dietz's article is a blue folded letter sheet with a faded red vermilion circular date stamp (CDS) of Lewisburg, VA, dated "Jun 5" (Figure 2). In the upper right is a rectangular white adhesive (Figure 3) with "PAID/5/CENTS" within a border; its ink color is similar to that of the CDS, but it is more faded or worn. To the right of the adhesive is a manuscript rate marking that appears to be "10" written over "5." The cover is addressed to Mr. James F. Trayhern of Barry, Frederick Co., MD. On the back is written the name of James Updike (Figure 4); the contents have been removed.

Dietz presented this item as a previously unrecorded but absolutely genuine postmaster's provisional which deserved the same lofty status and hefty catalog value as the Boscawen provisional (Figure 5). He mentioned that this cover had been shown to two other "leading authorities" who shared the same opinion, but he did not name those experts. That was 65 years ago; since then the "Lewisburg Provisional" has remained in relative obscurity. It is the purpose of this article to reintroduce this item to the philatelic community and to solicit information which might help in making a determination about its authenticity; it is not an attempt to prove Dietz right or wrong.

This cover was shown to Dietz at a philatelic exhibition in Richmond by a "prominent member of the Virginia Philatelic Federation," Richard R. Murphey of Lynchburg,

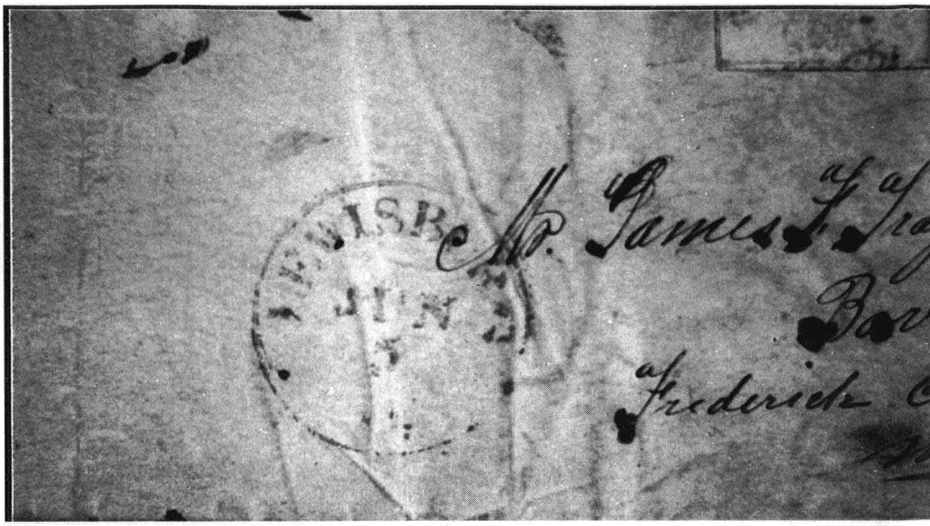

Figure 2. The Lewisburg CDS, typical style and color for the mid to late 1840s

Figure 3. The mysterious adhesive and a tracing

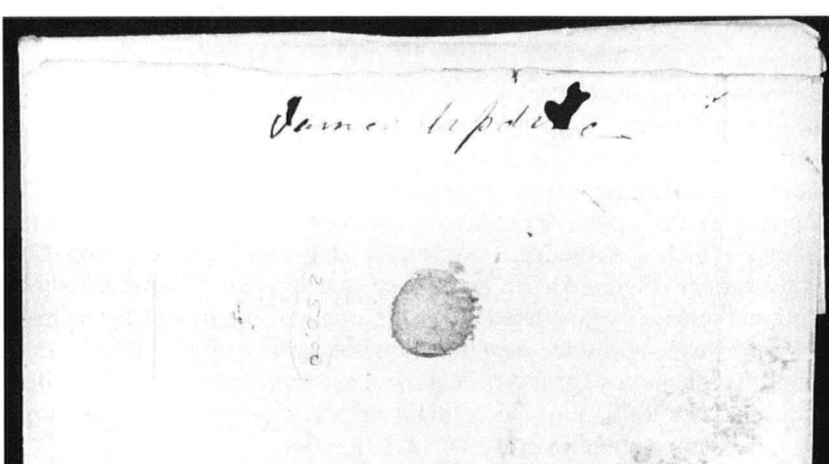

Figure 4. Docketing on the back, perhaps the name of the writer of the letter

Figure 5. The Boscawen postmaster's provisional (copied from the 1963 *Minkus New American Stamp Catalog*). The only known copy of this stamp is uncanceled and is on a cover with manuscript postal markings.

VA, who told him the story of its acquisition. So that nothing is lost in the retelling of this story, the following is a direct quotation[1] of the section of Dietz's article which deals with that acquisition.

> Mr. Murphey was spending his last summer's vacation in Ohio. Needless to say that his collector instincts led him into the antique shops of every town he visited, asking for old stamps, but without success. Rather disheartened, he set out for home, breaking his journey on Labor Day in Portsmouth on the banks of the Ohio River. Here he visited two antique shops and was told of an old gentleman in Sciotoville, a suburb, who was an antiquarian and a bookworm, and who, they said might have some stamps. But stamps he had none and he was interested only in County history. But he, in turn, gave Mr. Murphey the address of a man in Portsmouth who had recently spoken to him of some stamps he had. So, back to Portsmouth, to find Mr. B. H. Lane, head of the railway express in that town. With some difficulty, it being a Sunday afternoon and he having other plans, Mr. Murphey finally succeeded in having Mr. Lane meet him at his office where he had the letters in question.
>
> His disappointment was great when, on inspection, that material turned out to consist of very ordinary stampless covers, most of which were in poor condition with here and there a cover bearing a three cent-stamp of the 1851 issue. With sinking heart he reached the bottom of the small pile and then his eyes opened wide. He took up the cover which had aroused his interest—a faded blue piece of paper of the shade and type common to the period, addressed to Mr. James F. Trayhern, Barry, Frederick County, Maryland, and bearing a reddish vermilion "Lewisburg, Va., Jun. 5" near the lower center left edge. But it was what he saw in the upper right that made his eyes open wide, for there was a faded oblong piece of white paper—an adhesive stamp—framed in a pale rose vermilion and carrying the inscription, "PAID 5 CENTS" in three lines. In addition the cover bore adjacent to the stamp some initials[2]—meaning unknown—and on the obverse, above the wafer which sealed the letter, was written, "James Updike." A hasty glance at the other side disclosed the fact that there was no letter within and consequently, no date.
>
> Mr. Lane, the owner of the material, imparted the following details. This letter, and all the others which accompanied it, came into his possession in 1930, upon the death of his stepmother. Mr. Trayhern was his grandfather. Upon his death the papers seem to have passed to his daughter, Mr. Lane's mother, who died during his infancy. Mr. Lane's father remarried and died in1898. His widow continued to live in Petersburg, Virginia, where these papers had been brought upon Mr. Trayhern's death, and remained there until 1928. In that year the step-mother went to live in Ohio with her stepson, bringing with her the trunk which contained the letters, and after her death Mr. Lane discovered them. He had thought nothing of them, however, until shortly before Mr. Murphey met him he had been aroused by reading an article intended for popular consumption which related the stereotyped tales of rare stamp finds. It was then that he brought the old letters to his office, intending to make an effort to ascertain

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[1]Any irregularities in grammar, spelling or punctuation should be viewed as features of the style of Mr. Dietz and not as oversights by the editors of the *Chronicle*.

[2]These "initials" are actually the manuscript "10" over "5" noted in the second paragraph of this article.

whether he had anything of value. He was not a collector, and totally ignorant of stamps.

Mr. Murphey would have purchased the stamp at the very moment he first saw it, had it not been for one fact: there was no letter to fix the date; nor did any of the other covers contain letters.

What happened was this. Someone—a lady from the appearance of the handwriting; Mr. Lane believes it be the hand of his grandmother—at some time subsequent to the receipt of these letters was affected by what the Latins call *cathaethes scribendi* and set out to write a novel about a very stupid young man named Edward. Paper must have been scarce, for she took poor Mr. James F.'s old letters and, tearing off the half-sheet which bore no correspondence, used the reverse of the address sides for her story. She wrote on anything and everything, for Mr. Murphey has the better part of that manuscript, including eight stampless covers unfolded, in addition to one bearing a three cent stamp of 1851, as well as several lavender, pink and white sheets, evidently torn from old composition books—even old indenture forms of 1847, whose blank spaces she filled with her almost illegible handwriting. This zeal for novel writing was at once a blessing and a curse for Mr. Murphey—a blessing, since it resulted in the preservation of the Lewisburg cover, a curse because the dated letter half of the sheet was missing.

Moved by this fact, Mr. Murphey did not buy the cover that Sunday, but left for home. However the memory of it continued to rise up and haunt him, for he was persuaded that the stamp was a hitherto unknown Postmaster's Provisional, and in the end he wrote to Mr. Lane and purchased the correspondence—rather the fragments of the novel—intact.

Later in the article Dietz wrote, "The Editor enjoys the personal acquaintance of Mr. Murphey, and unhesitatingly vouches for the forgoing statements made in Richmond." The transaction described above is the only time this cover has ever been sold.

Lewisburg (now WV) is the seat of Greenbrier County which is in the southern part of the state.[3] Its post office opened in 1794 (known as Greenbrier C. H. until 1830), and it was a pretty busy place in the first half of the nineteenth century because it straddled the Kanawha-James Road which stretched from the Virginia tidewater area to the Ohio River at Point Pleasant (now WV). This road was one of four major routes for the first of this country's "Great Migration" in which millions of Easterners crossed the Appalachians to settle the "West" (what we now call the Midwest). The Lewisburg postmaster at the time this letter was mailed was Samuel Smith, who served from 1841 to 1857.

Recently this writer and another Route Agent, who was equipped with a portable camera stand, had an opportunity to photograph and examine this cover along with Mr. Murphey's collateral and research material.[4] We made the following observations:

1. The blue paper of the folded letter is quite typical of the period (1840s).
2. The CDS matched several examples from the writer's collection, both in color and in detail; this style of CDS was used in Lewisburg from the late 1830s to the early 1850s and was used with a red vermilion ink in the mid to late 1840s.
3. The addressee was a real person who lived in Barry, MD in the mid to late 1840s (based on the balance of the correspondence which has remained intact and on the research of Mr. Murphey).
4. The story of Mr. Lane's acquisition of the cover through a succession of inheritances was true (based on well documented evidence collected by Mr. Murphey).

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[3]The distance from Lewisburg to Barry (now Brunswick), MD was well under 300 miles by existing roads, so the 5¢ rate on the adhesive was correct; from 1 July 1845 to 30 June 1851 the single (less than ½ ounce) letter rate was 5¢ for a distance of less than 300 miles.

[4]Mr. Murphey went to a great deal of trouble to learn the truth about his cover; this is evidenced by an impressive stack of letters and documents he had gathered over the years.

5. The adhesive is crude and faded and worn and dirty; its paper and ink[5] look every bit as old as the cover on which it resides.

Although this adhesive looks quite genuine and may very well be, it will not attain the status of a catalog listing without overcoming some formidable obstacles:

1. It is unique; there is nothing to which an expertizer can compare it. However, the Boscawen is also unique, although a second copy is said to have existed at one time.
2. It is not tied by a postmark, so there is no evidence that it originated on this cover. However, many recognized examples of postmaster's provisionals (including the Boscawen) are not tied.
3. There is no contemporary reference which confirms that it should exist; Mr. Murphey was not able to locate Lewisburg newspapers earlier than about 1860. However, it is possible that earlier records may have turned up in recent years.
4. The manuscript rate marking in the upper right seems to preclude the need for a stamp, and being a dues marking, it contradicts the "PAID" message on the adhesive. However, it is possible that the rate marking was applied at the receiving or distribution post office where the postmaster did not recognize the provisional stamp as valid, or because it was received after 1 July 1847 when postmaster's provisionals were outlawed. Many other possibilities exist.
5. There are no contents to year-date the cover. However, the CDS is the right style and color for the postmaster's provisional period (1 July 1845 to 30 June 1847).
6. It is a striking coincidence that another possible postmaster's provisional came from Portsmouth, Ohio. However, the "Portsmouth Provisional" (Figure 6), which was once listed in the Minkus catalog, is radically different in design and is not an adhesive; it was stamped onto letter sheets. Also, we have not found any connection between Mr. Lane and the "Portsmouth Provisional."

Figure 6. The "Portsmouth Provisional" (copied from the 1963 *Minkus New American Stamp Catalog*)

So, there is nothing about the "Lewisburg Provisional" that proves it is a fake, but there is not enough compelling evidence to prove it is genuine beyond a shadow of a doubt. Perhaps the needed evidence has worked its way to the surface over the last 65 years and has the form of old newspapers or another copy of the adhesive. Maybe, in the back of an old album, on the same page as the cigar bands and the Cinderellas, someone will find a rectangular piece of paper with "PAID/5/CENTS" printed on it. Maybe someone will come across a Lewisburg cover with a clean spot where a stamp used to reside. Maybe some contemporary reference will turn up. This writer is very interested in learning of any information, no matter how trivial, regarding this item. The late Mr. Murphey did the hobby a favor by acquiring, researching and preserving this cover; it would be fitting that we return the favor by completing his research. □

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[5]The method of printing is very difficult to determine because of fading and wear, but it looks more like a handstamp than anything else.

[6]The absence of the word "paid" in a rate marking indicated postage due.

A 24¢ COVER TO ST. HELENA WITH AN OVERVIEW OF BRITISH MAIL RATES IN THE 1869-70 PERIOD

JEFFREY M. FORSTER

In this article, I will focus on what appears to be a unique cover/usage to the island of St. Helena[1], located off the western coast of Africa. (See Figure 1)

At the outset, I should mention that this cover is from my own collection, and was obtained in the winter of 1996. It has a Philatelic Foundation certificate denoting it "a genuine usage."

Figure 1. 1871 cover, Edgarton, Mass. to St. Helena, franked with 24¢ 1869 single and 2x2¢ bank note stamps.

This cover was mailed from Edgartown, Massachusetts, which is located on Martha's Vineyard, the largest island off of the southern coast of Cape Cod.

The letter entered the U.S. mails on January 17, 1871 in Edgartown, Massachusetts and is franked with a 24¢ single (#120) and a pair of 2¢ bank notes (#146) making up the 28¢ rate to St. Helena.

The cover has a January 18, New York 24¢ exchange office date stamp in red, indicating a 24¢ credit to Great Britain. The cover was carried on the Guion Line *Nebraska* that left New York January 18, 1871 and arrived in Queenstown, Great Britain on January 30, 1871.[2] There is also a January 31, 1871 London Paid transit marking. On the reverse of the cover is a March 8, 1871 St. Helena arrival backstamp, denoting that the letter arrived on that date. (The red "11d" marking on the front will be discussed below).

[1]St. Helena was discovered and settled by the Portugese in 1502 and subsequently used by the Dutch as a revictualizing station for East Indian merchantmen. In 1673, it was secured by the British East India Company under charter from King Charles II. The Company surrendered it to the Crown in 1834.

[2]Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, 1988), pp. 310,364.

The three stamps are canceled with a nondescript black circle of wedges cancel tying all three stamps to the cover itself.

As I mentioned above, this is the only known cover with 1869 stamps going to St. Helena. Perhaps because it is one of approximately 70 24¢ 1869 covers known, it is all the more unusual because of its unique destination.

British Mail Rates

Much of the correspondence to Africa, Asia and the Orient in the 1860s and early 1870s was sent by British mail. Long standing treaty arrangements with Great Britain permitted letters from the United States to be sent to destinations served by the British overseas mail service. The agreement was that these letters, once they reached England, would be charged the same amount of postage that would have been required if they had actually originated in England.[3] Added to the British charge was the cost of getting the letter from the United States to England. Prior to 1868, the rate from the United States to Great Britain was 24¢. In January 1868 the rate was reduced to 12¢.

As the transatlantic steamship service continued to prosper, it became apparent that the steamer lines could afford the letters for even less than the 8¢ sea postage that they were receiving under this arrangement.[4]

Accordingly, on the first day of 1870, the rate to Great Britain was reduced from 12¢ to 6¢. Of this amount, the U.S. retained 4¢ and 2¢ was credited to Great Britain.[5] This important change affected all transatlantic correspondence involving the British mails, and it is one of the many reasons why 1869 covers to foreign destinations are so inordinately rich in postal history.

During the period of use of 1869 stamps, the British overseas rate to St. Helena was uniformly one shilling (24¢), having been raised from 6 pence (12¢) in 1863. The British charge of 24¢ would take a letter in the ordinary British mails to any destination with which the English corresponded for a shilling. Among other countries, this included China, Hong Kong, Japan, and the Philippines, as well as other major British enclaves in the Straits area: Borneo (Labuan), Malacca, the Moluccas, Pinang ("Penang"), Siam, Singapore and Sumatra.

Thus, the sum of the rate from the U.S. to Great Britain, when added to the British overseas rate, would make up the total 28¢ rate from the U.S. to St. Helena, of which the U.S. retained 4¢ while 2¢ was credited to Great Britain for application to the ongoing charges (the 24¢ overseas rate). This 28¢ rate per ½ ounce to St. Helena, via England, was in effect from January 1, 1870 until June 30, 1875[6].

What differentiates covers sent by the British mails to the destinations named above is not so much the rate structure, which is essentially the same, nor the route (up to a point), for which they received the same markings, but the fact that they left the ship at different stops along the route.

This letter to St. Helena entered the mail in the United States, traveled by contract mail across the Atlantic, and at Southampton was put on the *Briton* of the Union

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[3] *16 U.S. Statutes at Large,* 783 (Article 12, U.S.-British Postal Convention of December 15, 1848).

[4] Walter Hubbard, "Notes on the Arrangements Made for the Carriage of the United States Mails to Europe by Packets of the Cunard Line in 1869," *Chronicle* 86:123; George E. Hargest, *History of Letter Post Communication Between the United States and Europe, 1845-1875* (Washington, D.C.: Smithsonian Institution Press, 1971), pp.149- 150, 153.

[5] *United States Mail and Post-Office Assistant,* reprint ed. (Chicago, Ill.: Collectors Club of Chicago, 1975), p. 337.

[6] Charles Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU,* rev. ed. (Louisville, Ky.: Leonard H. Hartmann, 1989), p.20.

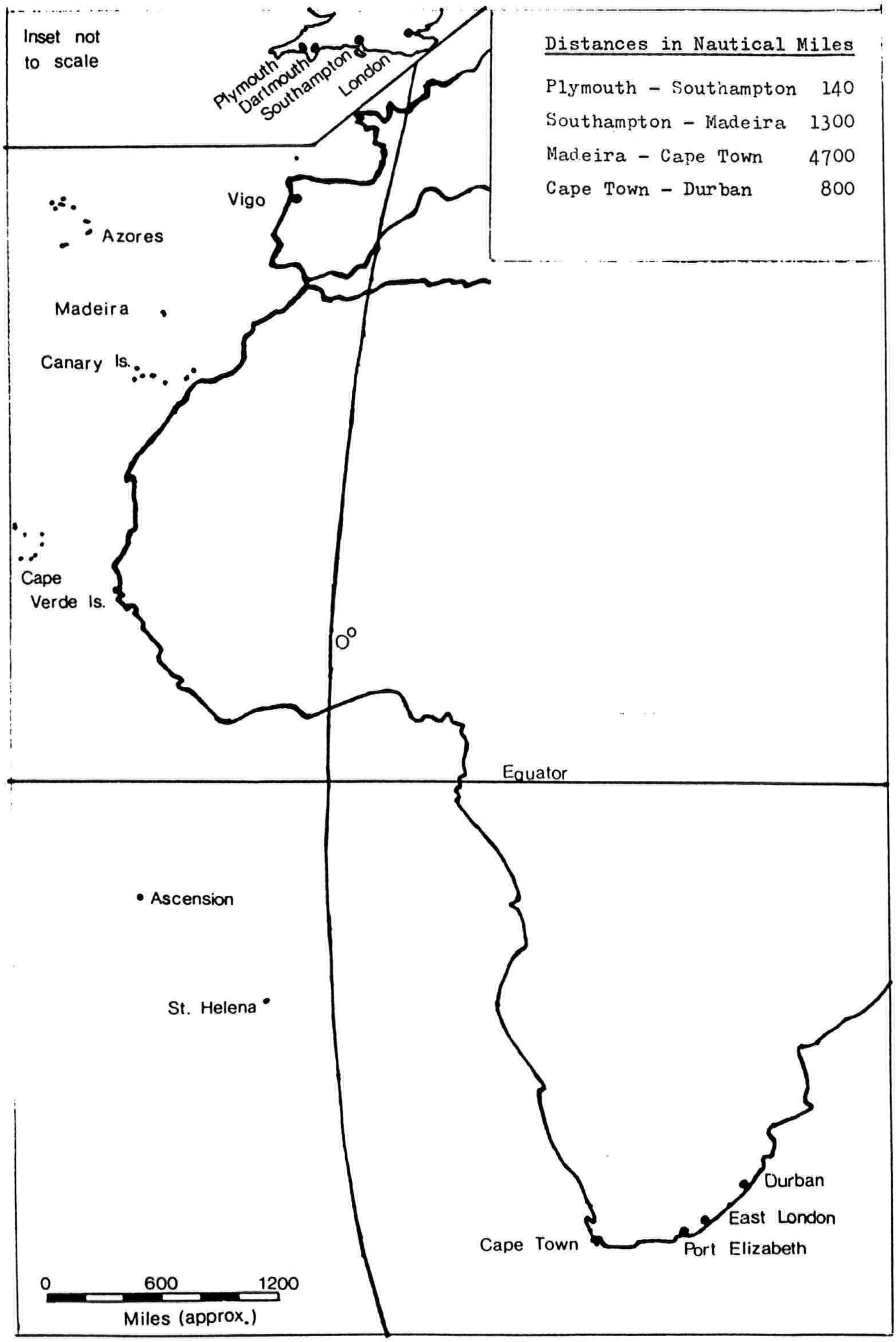


Figure 2. Outline map showing location of St. Helena on England to South Africa maritime route [from Philip Cattell, *British Maritime Postal History, Vol. 3: The Union Castle Ocean Post Offices* (Heathfield, East Sussex, England: Proud-Bailey Co., Ltd., n.d.)]

Steamship Company which then took it around the Iberian peninsula and around and down the western coast of Africa to St. Helena (see Map, Figure 2).

In my almost 25 years of collecting the 1869 issue, I have viewed various 1869 collections, books, exhibits and auction catalogs, and covers to Africa with the 1869 issue are quite scarce. I know of no other covers with any 1869 stamps, 24¢ or otherwise, which have St. Helena as their destination.

Final Remarks

A note about the colors on this cover. The eye appeal of this letter is tremendous. Because of the stark white envelope being used, the green, violet and red-brown colors of the stamps stand out. The address is in a purplish color and the red British transit markings, as well as the 11d marking, are quite vivid and stand out together with the colorful stamps themselves.

I have tried in this note to give you not only a focus on one particular cover, but a short overview of the British mail rates to Africa and Asia in the 1869-1870 time period. One unresolved matter, which is a subject of puzzlement among postal historians, is the red 11 pence marking. There is no known rate to which this corresponds. It has been suggested by some that it is an 11 pence credit to Great Britain, which is inexplicable, since London did not use credit markings to show the amounts it retained. It seems far too high to represent a colonial credit, 1d being the standard local delivery credit to the colonies. I would ask any fellow postal historians to come forward and provide me with any assistance as to what this 11 pence amount represents. I would also like any information on any other covers bearing 1869 Issue stamps used to St. Helena.

Lastly, any discussion of the island of St. Helena would be incomplete without mentioning that it is here, almost 1,200 miles from the west coast of Africa, that Napoleon Bonaparte (Napoleon I) resided from 1815 until his death in 1821. St. Helena was also used as a Boer War prison camp during the Boer War (1899-1902).

The author is indebted to Dick Winter for his review and technical guidance regarding the postal history aspects of this cover. □

UNITED STATES POSTAGE STAMPS
THE ROBERT ZOELLNER COLLECTION

IMPERFORATE CLASSICS FROM THE ZOELLNER COLLECTION
AUCTION DATE: OCTOBER 8-10, 1998

For the first time ever, a complete collection of United States stamps will be sold at auction. The collection formed by Robert Zoellner will be offered at unreserved auction by Robert A. Siegel Auction Galleries in New York City on October 8, 9 and 10. The stamps, blocks and covers in the Zoellner sale—911 lots valued at more than $6 million—will be presented in a 392-page full-color catalogue that Michael Laurence, editor-publisher of *Linn's Stamp News*, describes as "an indispensable reference" and "substantial and enduring contribution to U.S. stamp scholarship." Because the Zoellner collection has a concentration of classic imperforates, the Siegel firm wishes to give Classics Society members the opportunity to learn more about the sale and to order the deluxe catalogue.

Figure 1. New York postmaster's provisional used to pay 5c inland postage on transatlantic folded letter to Switzerland—the finest of three recorded 9X1 covers to this European destination

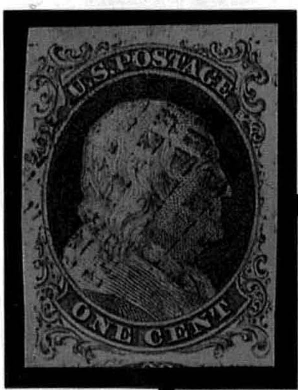
The Zoellner collection is complete for the years 1847 through 1947, but it begins with a small group of New York provisional stamps and covers. The New York provisional was issued in 1845 and was the first of a small group of stamps and stationery issued by postmasters in eleven different offices before the first General Issue of 1847. Because the

New York provisional demonstrated the efficacy of adhesive stamps and was printed by Rawdon, Wright & Hatch, the firm that produced the 1847 Issue, a representative selection is included in the Zoellner collection. Featured are two covers: one of the four known covers with strips of four and one of three covers to Switzerland (see Figure 1).

Figure 2. 10c 1847 with Wheeling grid

Among the 1847 Issue items in the collection are blocks of the 5c and 10c. The 5c block is used on a cover front to Canada, which has a long history of ownership, including Waterhouse, Emerson, West, Dick, Rohloff and Kapiloff. It is believed to be one of three extant blocks used on covers. The 10c block has original gum and is one of only two available to collectors in unused condition (a third resides in the Swiss PTT Museum's collection). It is ex Green, Klein and Kapiloff. One of the rarest 1847 stamps is shown in Figure 2. This four-margin 10c 1847 has the red control grid at lower right, which was applied by the Wheeling, Virginia, post office once to every four stamps in the sheet. Only four covers and five off-cover 10c stamps are known with this red control grid, which is sometimes described as a precancellation.

The 1851-56 imperforate stamps printed by Toppan, Carpenter, Casilear & Co. are are complex group, owing to the inconsistency between subjects on the printing plates and the shade variation in the 3c stamps. The Zoellner collection has one of the finest groups of 1c 1851's ever offered, including all of the types and numerous blocks and plate-position rarities. Three of the rarest 1c types are shown in Figure 3: Type I from Pos. 7R1E, Type Ib from Pos. 6R1E, and Type Ia from Pos. 98L4. Among the 3c 1851 items in the



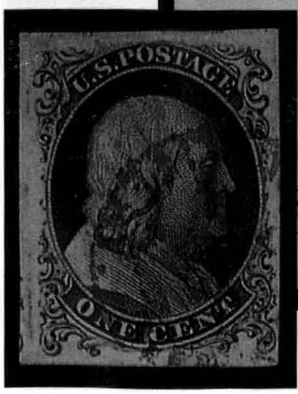


Figure 3. Three rare 1c 1851 stamps: Types I (Sc. 5), Ib (Sc. 5A) and Ia (Sc. 6), each with blue or red cancellation and large margins all around

Figure 4. The Chase corner copy of Scott 11 on cover

sale is the famous corner copy of Scott 11 on cover, ex Dr. Chase, shown in Figure 4. With sheet margins measuring 17.5 mm at top and 16 mm at right, this extraordinary stamp has more blank surface area than printed area.

The 5c 1856 is represented by three lots, but among them is perhaps the most famous of all items of this issue, the "Klep Strip" cover, shown in Figure 5. The strip of three pays the relatively new 15c treaty rate to France—the 3c credit for transit by American packet is struck incorrectly in black—and the sender carefully cut the stamps with huge margins all around, including the left sheet margin with centerline.

Figure 5. Strip of 5c 1856, ex Klep

Figure 6. 10c Ty. IV and 12c 1851 to Sweden

Fig. 7. 12c 1851

In common with the 1c 1851, the 10c stamp issued for the new 1855 transcontinental rate was printed from a plate with significant differences between subjects. Type I, with the complete bottom part of the design, comes from the bottom row of both panes (20 stamps). Types II and III were evenly distributed throughout the two panes. The scarce Type IV, with lines recut at top and/or bottom, comes from only eight positions. Among the many 10c 1855 items in the Zoellner collection is perhaps the most outstanding Type IV cover extant, bearing a strip containing the sole double-recut position. This cover (see Figure 6) is ex Neinken and Grunin.

The imperforate classics end with a powerful display of the 12c 1851, including a block from the Chase and Emerson collections and the sheet-margin pair

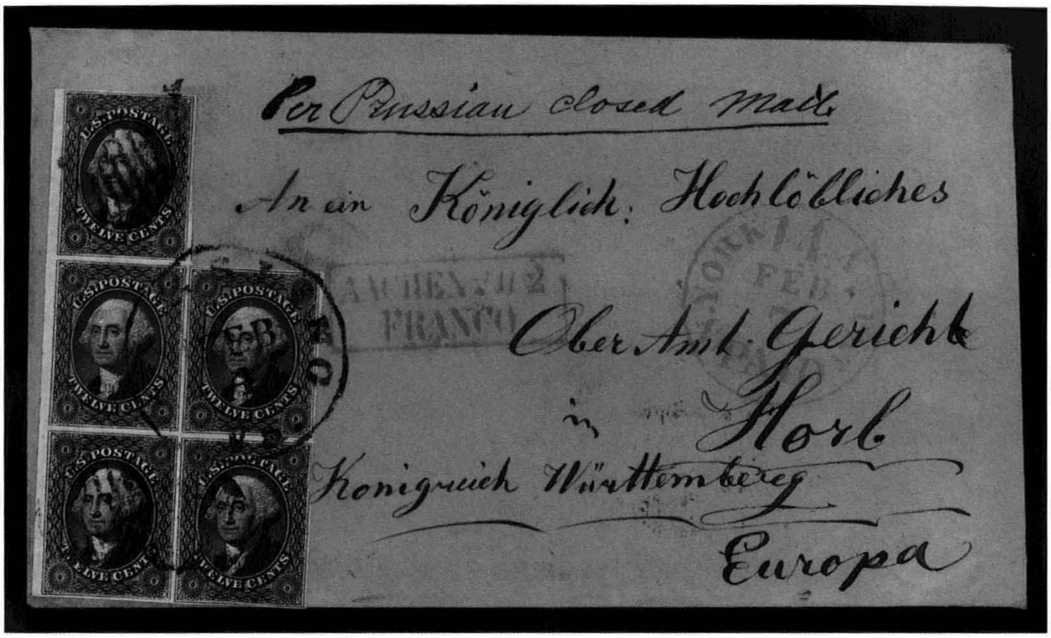
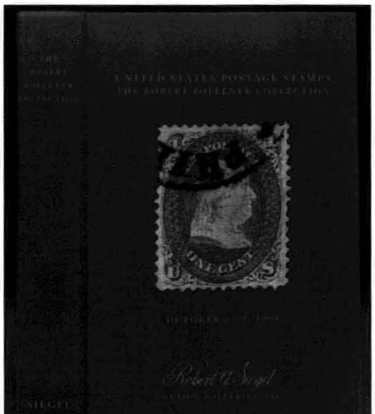


Figure 8. Block of five of the 12c 1851—the largest known block on cover—used to pay the double 30c Prussian Closed Mail rate to Wurttemberg

shown in Figure 7. The most outstanding 12c 1851 item in Zoellner collection is the sheet-margin block of five on a cover to Wurttemberg, shown in Figure 8, which is the largest recorded block used on cover (a strip of five exists on cover).

The classic imperforate issues make up just a small portion of the Zoellner collection, and this preview only covers a few of the highlights from 93 lots through the 12c 1851. The catalogue has been created as a permanent reference to all areas of 19th and 20th century United States philately, with information available nowhere else. Included is a photo-census of 23 of the rarest United States stamps.



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THE CLASSIC PENALTY FRANKS

WARREN S. HOWARD

Introduction

By late 1884, postage stamps had nearly disappeared from the official mail of the Federal executive departments. The departmental stamps were gone, except for an occasional War Department envelope whose obsolete embossed stamp was tolerated by the Post Office. Regular postage stamps were found only on official mail to foreign countries, and registered mail from department field offices. The remaining official mail was traveling in postage-free penalty franks, whose threatening statements about crime and punishment made a striking contrast with the handsome stamps that had preceded them.[1]

Postage-free penalty franks were simple to use. They did not have to be produced by security printers, weighed, stamped, or locked up. They became so successful that they carried the nation's business through two world wars and a great depression. Printed by the billions in a standard format on all types of mailable matter, they eventually became controlled so closely that Congress could set limits on the number of franks which each department and independent agency could mail.

In the classic period of penalty franks, standard formats and close controls lay far into the future.[2] Penalty franks were in a period of change, as Congress expanded their use from the departments in Washington (1877) to the department field offices and the Smithsonian Institution (1879), and then authorized reply penalty envelopes (1884) and free registration for the Washington main offices and the Public Printer (1884).[3] During this period of change, the designs of the franks, ill-defined by Congress, were worked out by experimentation. It is this diversity of design which gives the classic penalty franks their special charm.

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[1]Before the 1950s, the Post Office received no reimbursement for carrying the penalty mail of other departments. As the proportion of non-postal penalty mail grew, the department complained about this increasing burden on its finances. In 1910 Postmaster General Frank H. Hitchcock recommended "the substitution of special official stamps and stamped envelopes for the various forms of franks now used to carry free of postage the vast volume of departmental and congressional mail matter." Later the Post Office supported the use of penalty franks because of their economy and simplicity, but wanted reimbursement for its lost revenue. This was slow to come. Between 1944 and 1948, the departments were charged for penalty mall, but the payments went directly into the Treasury rather than to the Post Office Department. Finally, in 1953, the Post Office began receiving payments for penalty mail. See, for example, *Annual Report of the Postmaster General,* 1929, pp. 1, 5, 51; *Annual Report ....* 1955, Table 201; *Congressional Record,* 63rd Congress 2nd Session, Vol. 51, p. 654 (Dec. 11, 1913); Post Office Department, *Postage Rates 1789-1930,* p. 45.

[2]For the purposes of this article, the classic penalty franks are assigned to the period 1877-1906. But there is no clear dividing point to separate classic penalty franks from subsequent issues, such as we have for adhesive postage stamps. There was a major change in penalty statements starting around 1890 (see section "The One-Line Statement," below), but the newer form was used alongside the older form until about 1906, and then remained in widespread use through World War I and beyond. There is no clear boundary between the major forms of penalty statement. The "classic" period of 1877-1906 is the period in which the earliest form of penalty statement was in large-scale use.

[3]Acts of March 3, 1877, 19 Stat 355; March 3, 1879, 20 Stat 361; July 5, 1884, 23 Stat 158. Lessor statutes gave the penalty privilege to pension agents (July 2, 1886, 24 Stat 122); the National Home for Disabled Volunteer Soldiers (August 18, 1894, 28 Stat 412); and the Superintendent of Documents (January 12, 1895, 28 Stat 611).

Frank Designs

> It shall be lawful to transmit through the mail, free of postage, any letters, packages, or other matters relating exclusively to the business of the Government of the United States; *Provided,* That every such letter or package to entitle it to pass free shall bear over the words "official business" an indorsement, showing also the name of the department and, if from a bureau or office, the names of the department and bureau or office, as the case may be, whence transmitted . . . . In addition to the indorsement designating the department in which they are to be used, the penalty for the unlawful use of these envelopes shall be stated thereon.
>
> Act of March 3, 1877, 19 Stat 335

Congress specified that each penalty frank should contain the name of the office mailing it, an "official business" certification and a penalty statement. The words "official business" were supposed to be put beneath the office name, a rule that was not always followed. But Congress never specified *where* the office name and its associated certification should be put in relation to the penalty statement, or where any of these things should be put on the envelope, card, wrapper or label. Neither did Congress give the Post Office any authority to enforce standards about penalty frank design.

When officials were first confronted with the need to add penalty statements to their envelopes, the typical official envelope had the office name in its upper left corner, and an empty upper right corner reserved for an official stamp. Custom dictated that whatever obtained a letter's passage through the mails, be it postage stamp, notation of cash received or signature frank, belonged in the upper right corner. But the office name was as much a part of a penalty frank as its penalty statement, giving a strong reason to put the statement near the name. Most of the earliest penalty franks did that. The Post Office generally had the penalty statement in the lower left corner, while the remaining departments put the statement in the upper left corner below the office name.[4] The upper right corner remained empty—but not for long. During the early 1880s the penalty statement generally moved to the upper right, often bringing the office name and the official endorsement with it. What directives brought this shift are not known. The move occurred at different times in different departments, happening as early as the summer of 1880 in the Department of the Interior (see Figures 1a and lb), and after the fall of 1882 in the Treasury.[5] Insulated from the move was the Post Office registered mail receipt, whose penalty statement was spread on one long line across the width of the card, beneath instructions about how the receipt should be used. (See Figure 2b.)

The typical penalty frank was starkly utilitarian, relieved only slightly by such printer's devices as Gothic type, italics, boxes and (occasionally) that favorite device of nineteenth century advertising, a pointing hand. (See Figure 3.) But the urge to decorate, and particularly to convey a pictorial identity of the department, appeared early. The very first Post Office penalty envelopes carried an embossed "United States Postal Service" statement upon an oval lattice of curved lines, even though this identification was not required by law. By 1882 the War and Navy ordnance bureaus were using penalty envelopes which prominently displayed the crossed cannons of their bureau seals.[6] (See Figure 4.) This trend toward the decoration of penalty franks became much stronger in the 1890s and the first decade of the twentieth century, until (alas!) the standardization of penalty frank designs removed most of the artistry from them.

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[4]Taylor M. Chamberlain, "A Tentative Listing of U. S. Postal Service Envelopes, 1877-1879," *Official Mail Journal,* 4th Quarter 1986, p. 13.

[5]Alan Campbell, "Foreign and Domestic Use of Ordinary Stamps for Official Correspondence by the Treasury Department," *Chronicle,* May 1991, p. 125.

[6]Richard B. Graham, "Penalty Envelopes Succeeded Official Stamps," *Linn's Stamp News,* May 25, 1987, pp. 8-9.

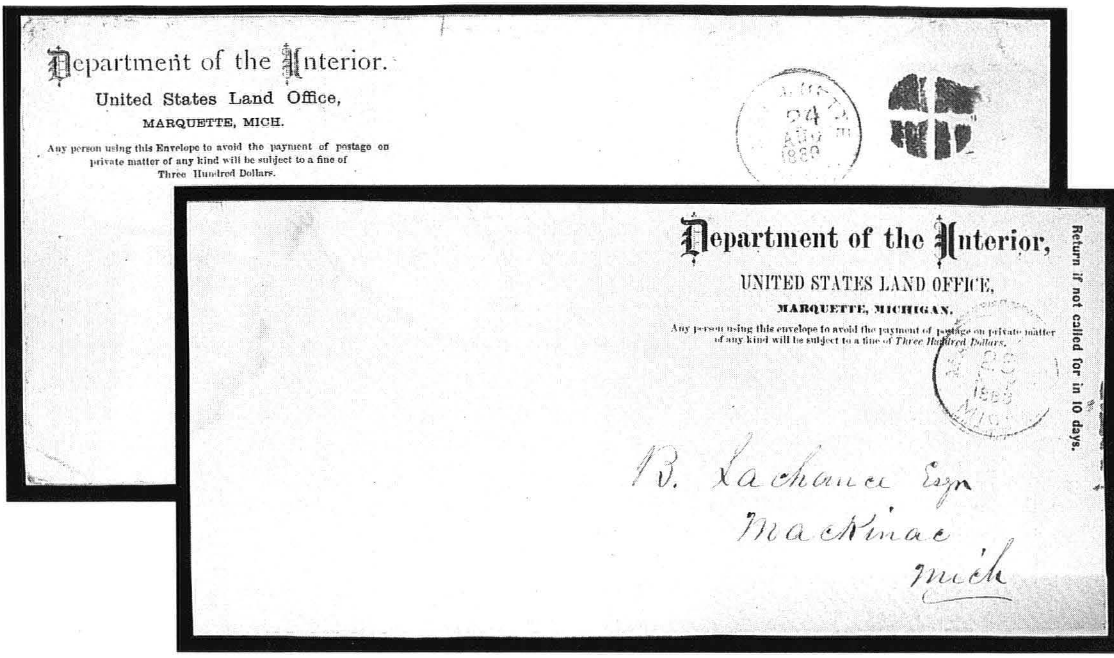

Figure 1. Department of the Interior Land Office, Marquette, Michigan, August 1880 and September 1880

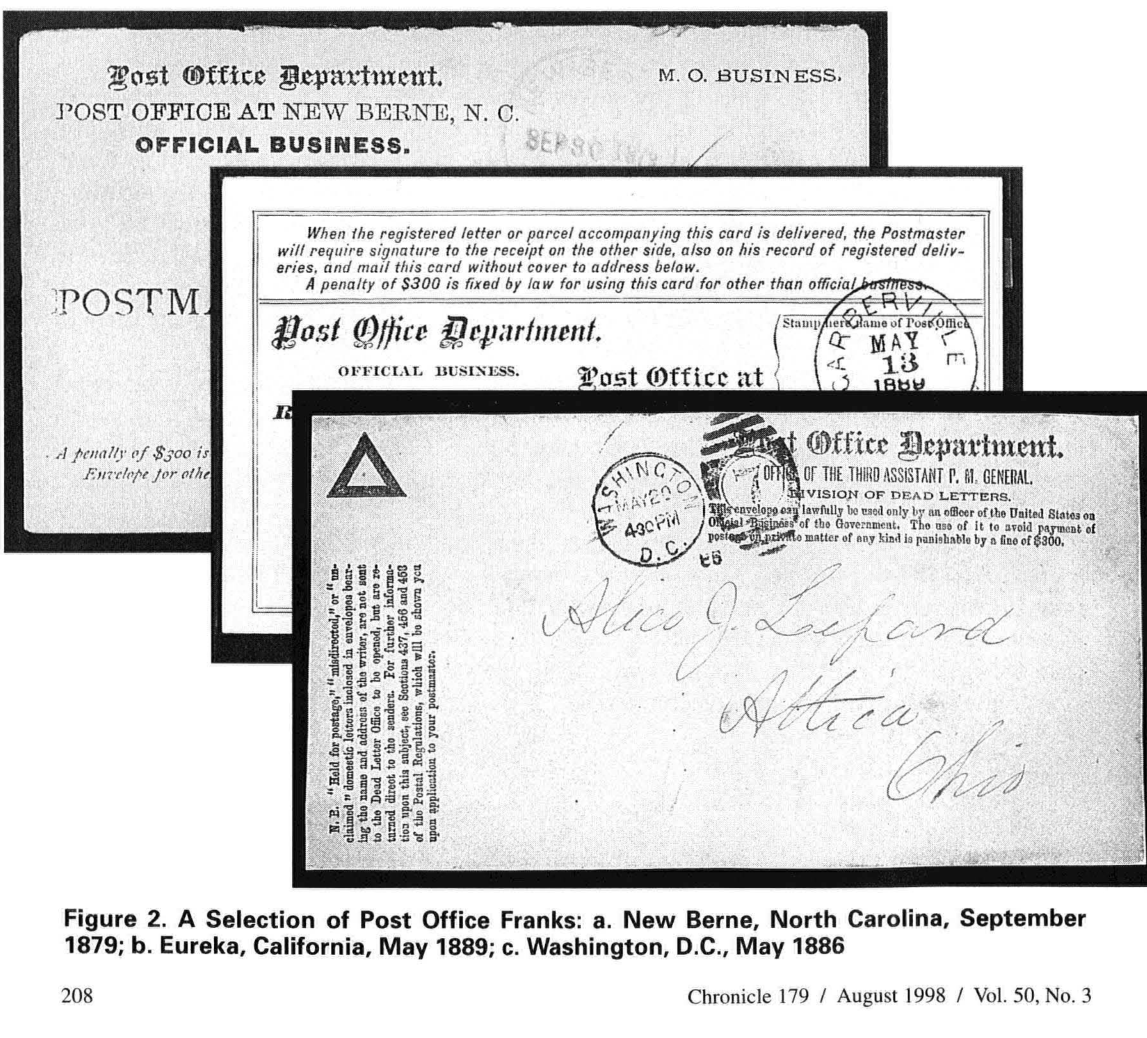

Figure 2. A Selection of Post Office Franks: a. New Berne, North Carolina, September 1879; b. Eureka, California, May 1889; c. Washington, D.C., May 1886

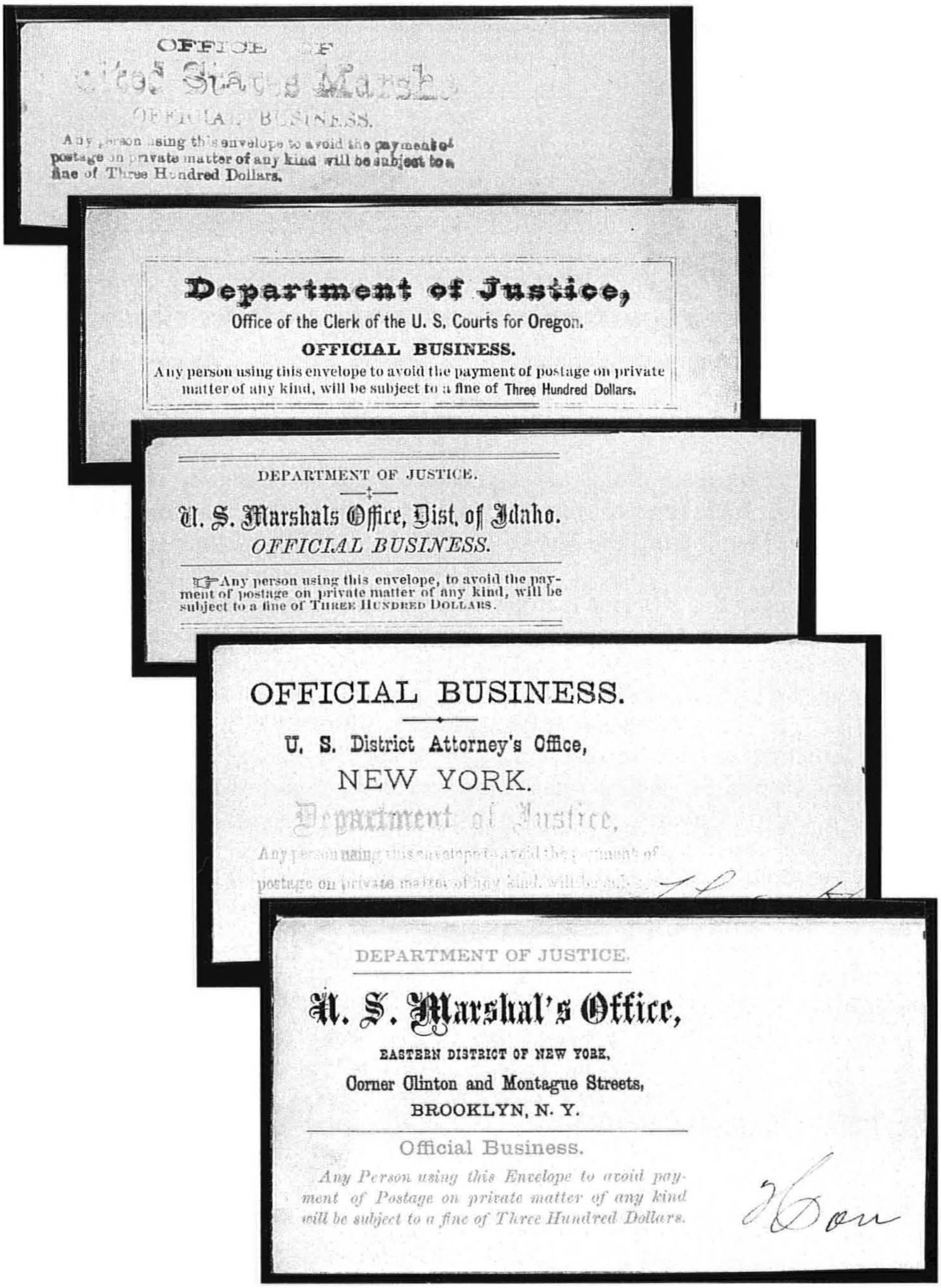

Figure 3. Early Department of Justice Field Offices

a. U.S. Marshal, Virginia City, Nevada, August 1879 (?). Rubberstamped in dark blue on a plain envelope.

b. Clerk of U. S. Courts for Oregon, Portland, August 1879 (?). A large boxed frank.

c. U.S. Marshal, District of Idaho, Boise, August 1879 (?). This frank uses a pointing hand to draw attention to the penalty statement.

d. U.S. District Attorney, New York, August 1879. The Department name and penalty statement were rubberstamped in red ink onto an envelope designed for use with official stamps. The rubberstamp omitted the certification "Official Business" since the envelope already had one.

e. U.S. Marshal, Eastern District of New York, New York, September 1879. The department name, certification, and penalty statement were added by letterpress in red ink to an envelope designed for use with official stamps.

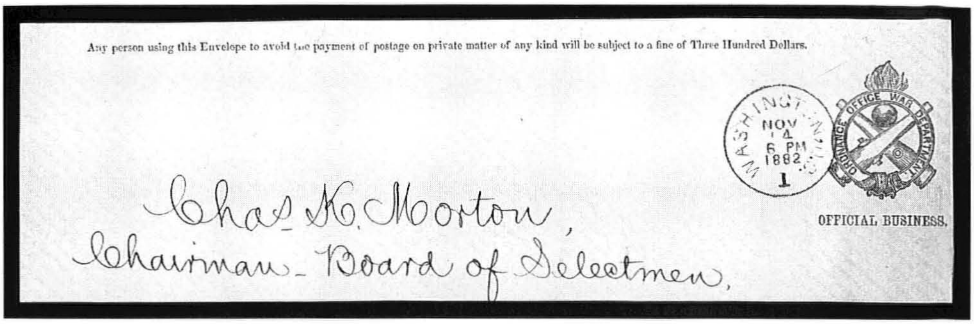

Figure 4. War Department Ordnance Office, Washington, D.C., November 1882

Penalty Statements

The most striking feature of a classic penalty frank is its penalty statement, which typically used two or three lines of small print to define the actions that could bring a $300 fine upon its user. Dominating the franks of the non-postal departments is this penalty statement:

Any person using this envelope to avoid the payment of postage on private matter of any kind, will be subject to a fine of Three Hundred Dollars.

Another form worked the legal classification of the crime into the statement:

Any person using this envelope for private purposes will be deemed guilty of a misdemeanor and be subject to a fine of $300.

These statements, with the substitution of "card," "wrapper," or "label" for "envelope" as needed, carried the penalty mail of the non-postal departments into the 1890s.

The Post Office Department took a separate path. Its initial penalty statements warned that

A penalty of $300 is fixed by law, for using this envelope for other than official business.

That statement served the Post Office well, remaining in use with modifications as late as 1906. Occasionally, it found its way onto non-postal franks. But some in the Post Office were not satisfied with it, and by 1886 a more elaborate statement appeared on many Post Office franks:

This envelope can lawfully be used only by an officer of the United States on Official Business of the Government. The use of it to avoid payment of postage on private matter of any kind is punishable by a fine of $300.

The Postal Guide recommended a similar statement to other departments. The edition of 1887 said that penalty franks should carry the following statement or equivalent words:

This envelope is for use only by authorized persons, on business of the Government. Its use to avoid payment of postage on private matter of any kind is punishable as a misdemeanor by a fine of $300.[7]

It does not appear that this formula was much accepted. It ran absolutely counter to the next major trend in penalty frank design.

The One-Line Statement

About 1890, a strikingly different penalty statement began to appear. Gone were multiple lines of text containing references to the law, the business of the government, officers of the government, people in general, and the type of stationery upon which the frank was printed. This statement contained only five words:

Penalty for Private Use, $300.

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[7]*Postal Guide, 1887,* House Misc. Doc. 63, 50th Congress 1st Session, pp. 177-178.

These words were normally put on a single line, though varieties eventually appeared which spread them thinly over three lines. Capitalization of all the letters, and omission of the comma and period around "$300," also created varieties. This statement was easy to typeset, and easy to recognize. It had one fault: failure to describe the crime accurately. The crime was defrauding the postal revenues, and not simply using a government envelope for private purposes—such as mailing a personal letter with a stamp added to pay the postage.

The one-line penalty statement may have appeared early in 1890, while the Government Printing Office was preparing envelopes for the census of 1890. Figures 5a and 5b show an early occurrence, in which a one-line penalty frank was mailed inside a multi-line frank early in May 1890. The printing office didn't, however, immediately stop production of multi-line franks. Figure 5c shows a card, prepared during the summer of 1890, with a multi-line frank. In this case, the address side of the card did not need to be typeset, and an older plate may have been used to print it. But totally new franks also appeared after 1890 with multi-line statements, like the scarce Department of the Interior franks made to publicize the government exhibitions at the Columbian Exposition of 1893, and the franks prepared for the National Home for Disabled Volunteer Soldiers after the home received the franking privilege in August 1894:

**A Penalty of $300 is fixed by law for using this Envelope
for other than Official Business, in relation to the
National Home for Disabled Volunteer Soldiers.**

Since both multi-line and single-line penalty statements were valid, departments could and did use a mixture of them at the same time (see Figure 6). Gradually the one-line statement prevailed, and one could say that it had become the standard by 1900—outside the Post Office Department.

The Post Office generally resisted use of the one-line statement on its own franks.[8] In the final years of its multi-line franks, it used a modified version of its 1877 penalty statement:

**A penalty of $300 is fixed by law for using this envelope
to avoid the payment of postage on private matter.**

About 1906 the Post Office modified the one-line statement with five more words to better define the crime:

**Penalty for Private Use *to avoid payment
of postage,* $300.**
[Italics added by author]

This statement was usually arranged in two lines. It gradually spread from the Post Office to the other departments, and became the standard for much of the twentieth century.

A Scandal, and Some Very Rough Statistics

The production of penalty franks has normally been among the most obscure of processes. Some, like Figure 7, were made with rubber stamps in the offices which sent them. Most of the early non-postal franks were produced at the Government Printing Office in Washington, D.C., or one of its branch offices.[9] The Post Office Department obtained most of its penalty franks from private contractors, selected by competitive bidding. In the year 1884 this competitive bidding created a scandal which reached the press and the floor of Congress. It was caused by the dishonest business practices of two companies: P.P. Kellogg of Springfield, Massachusetts, and Plimpton Manufacturing of Hartford, Connecticut.

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[8]Some Post Office cards with the statement "Penalty of $300 for Private Use" were issued after 1900, but before 1906.

[9]House Report 7, 53rd Congress 1st Session, "Public Printing and Binding, and the Distribution of Public Documents," Sept. 12, 1893, pp. 19-20.

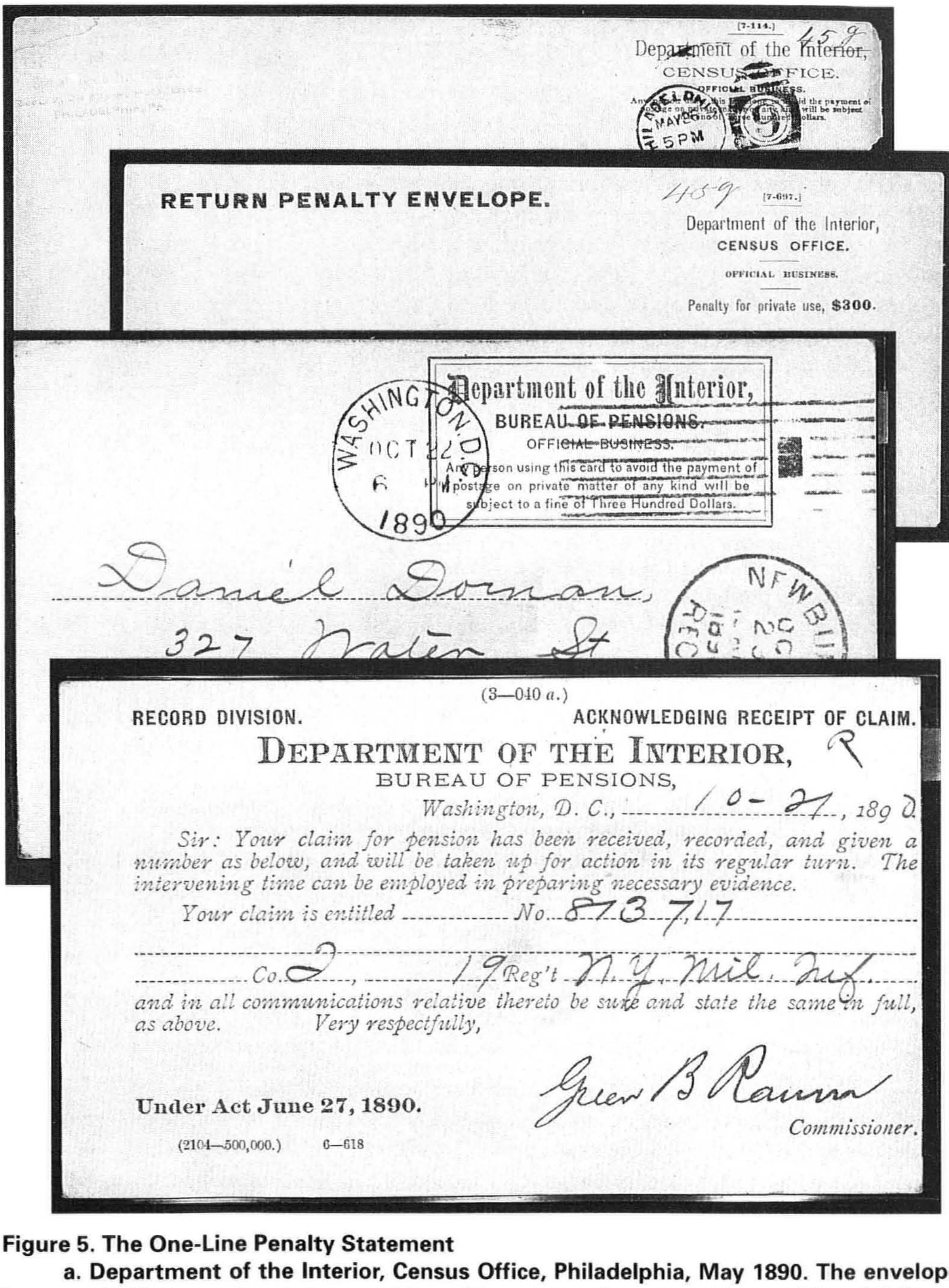

Figure 5. The One-Line Penalty Statement

a. Department of the Interior, Census Office, Philadelphia, May 1890. The envelope has a multi-line penalty statement. The rubberstamped return address of Special Agent Day and a handwritten control tie this cover.

b. Department of the Interior, Census Office, Philadelphia, unused return penalty envelope. Printed with a one-line penalty statement.

c. Department of the Interior, Pension Office, Washington, D.C., October 1890. The message side refers to an act approved June 27, 1890.

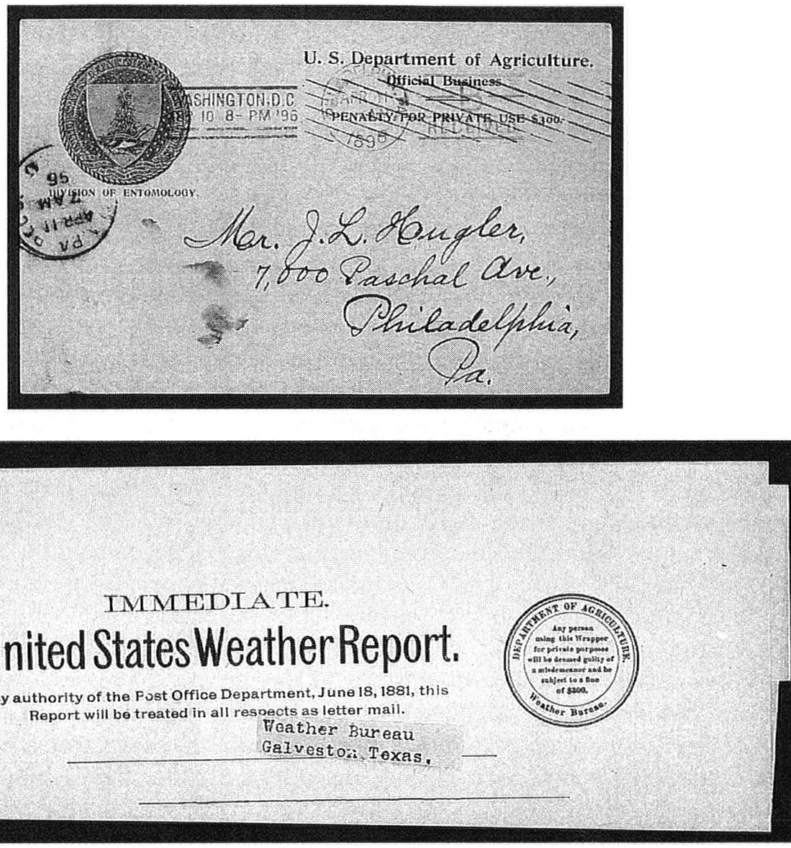

Figure 6. Mixed Usage

a. Department of Agriculture single-line penalty statement, April 1896.

b. Department of Agriculture wrapper with multi-line penalty statement, backstamped at Galveston, Texas, August 1897.

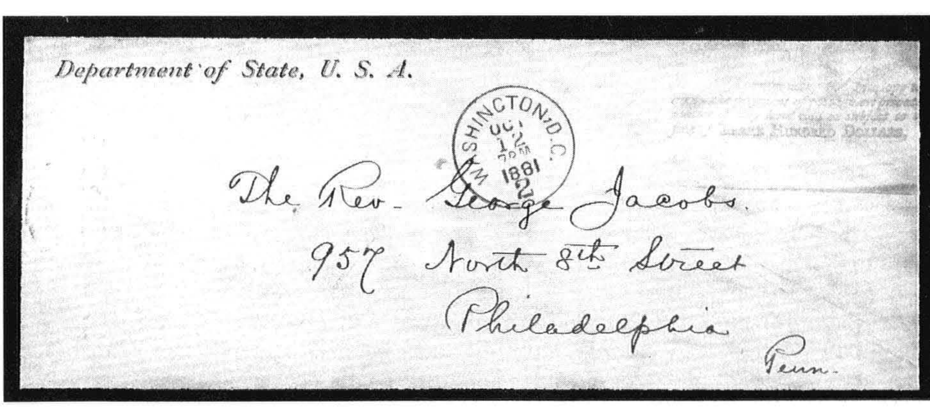

Figure 7. Department of State, Washington, D.C. October 1881, mourning cover for President Garfield, with purple rubberstamped penalty statement. (Courtesy of Robert L. Markovits.)

Plimpton had manufactured Post Office stamped official envelopes, and—after the department shifted to penalty franks—made them as well. About 1883, according to a Post Office investigation, its management decided to increase profits by making penalty envelopes from a thin, brittle paper which had a high content of wood pulp. This paper substitution violated the specifications of its contract, and Plimpton tried to conceal it by false bookkeeping. Its books showed paper purchases at the usual price, but secret rebates from the paper manufacturer were not recorded. The complacent Federal inspector at the Plimpton factory did not detect the change in paper.

P.P. Kellogg became aware of what Plimpton was doing, and decided to win the next production contract by bidding at a price which required the use of inferior paper. Its bid for fiscal 1885 was $24,909.27 below Plimpton's, and Kellogg was awarded the contract. It started shipped cheap envelopes in the summer of 1884. Competitors of both companies detected what was happening, and exposed it to the department. After an investigation, and with considerable indignation, Postmaster General Walter Q. Gresham canceled the Kellogg contract in late August 1884. Kellogg was fined $337.77, and Plimpton $2,928, for using inferior paper. New bids were solicited, which Plimpton won—at a higher price than its original bid. Under the surveillance of a new Post Office inspector, armed with an improved paper-testing machine, Plimpton presumably went the honest path on its 1885 contract. Congress published the Post Office correspondence about the matter, and so the whole world became aware of this remarkable episode in penalty envelope production.[10]

The contract for 1885 called for production of the same number of penalty franks as had been made in 1884, about 27 million. If more envelopes were needed, they would be paid for at specified rates according to size. This figure of 27 million, with some rough assumptions, can be made to calculate the whole number of penalty franks used at that time.

The first assumption is to make an adjustment for penalty cards, which were not included in the 1885 contract. If we add two million cards to the 27 million envelopes, we get a total use of 29 million franks to support the postal operations.[11]

The second assumption is that the Post Office's share of the total official mail was about the same in 1884 as it had been in fiscal years 1875-1877, when all departments were using official stamps.[12] Dividing the official stamp issues to each department by the total number issued, we find that the Post Office received 72%; Treasury, 13%; War, 9%; Interior, 4.5%; and all the other departments together, only 1.5%.[13] Moving these proportions into 1884, we get a total annual use of roughly 40 million franks, including perhaps five million by the Treasury, and only 600,000 by the Navy, Justice, State and Agriculture departments combined. These very rough statistics do give some idea of why the penalty franks of some departments were scarce to begin with.

Being used by a department, and being saved into the pool of available philatelic material are, of course, very different things. Penalty franks sent to private citizens have

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[10]House Executive Document 264, 48th Congress 2nd Session, "Letter from the Postmaster General...," March 3, 1885. See particularly the summary report, and attachments 14, 17, 21-23, and 76. Plimpton was legally named "The Morgan Envelope Company and Plimpton Manufacturing Company."

[11]The report of the Postmaster General for fiscal year 1884, pp. 560-565, states that over eleven million registered items passed through the mails, but does not report how many of these had return receipts. Its issue figures for penalty franks, p. 5.33, do not include penalty cards. My estimate of Post Office penalty card use may be too low.

[12]By 1907 the Post Office proportion of penalty mail was down to 57%. See House Document 910, 60th Congress 1st Session, "Special Weighing of Mails, 1907," p. 35.

[13]*Annual Report of the Postmaster General:* 1875, p. 37; 1876, p. 37; 1877, p. 205. The fiscal year 1874 requisitions were omitted from the computations because the departments were stocking up then; the 1875-1877 requisitions more closely represent the actual use of official stamps.

Figure 8. Executive Mansion

a. Penalty frank, September 1878, with datestamp struck in the characteristic violet canceling ink. (Courtesy of Alan C. Campbell.)

b. "Official" envelope, September 1885. Backstamped San Francisco, Sept. 15, 1885.

had a better chance of survival than those sent to government offices, so the nature of a department's business with the general public has strongly influenced what material is available to collect today. The writer's impression is that Post Office franks are by far the most common, with Dead Letter Office correspondence and mailing receipts being heavily represented among the survivors. Next most common are franks from the Department of the Interior, followed at a distance by Treasury and War department franks. Relatively few classic franks have been saved from the remaining departments.

One of the smallest organizations which used penalty franks was the Executive Office, where the President and his staff sent out very modest amounts of mail. President Hayes was inaugurated on the very day that penalty franks were first authorized, and franks from his administration as early as August 1877 have survived. (See Figure 8a, with an "Official Business" clause now carefully added under the Executive Mansion corner card.) It appears that Hayes continued to use the remaining stock of Executive stamps on his personal mail (on the earlier style of envelopes not bearing the "Official Business" imprint), and also purchased regular issue stamps for that purpose. Other Hayes penalty

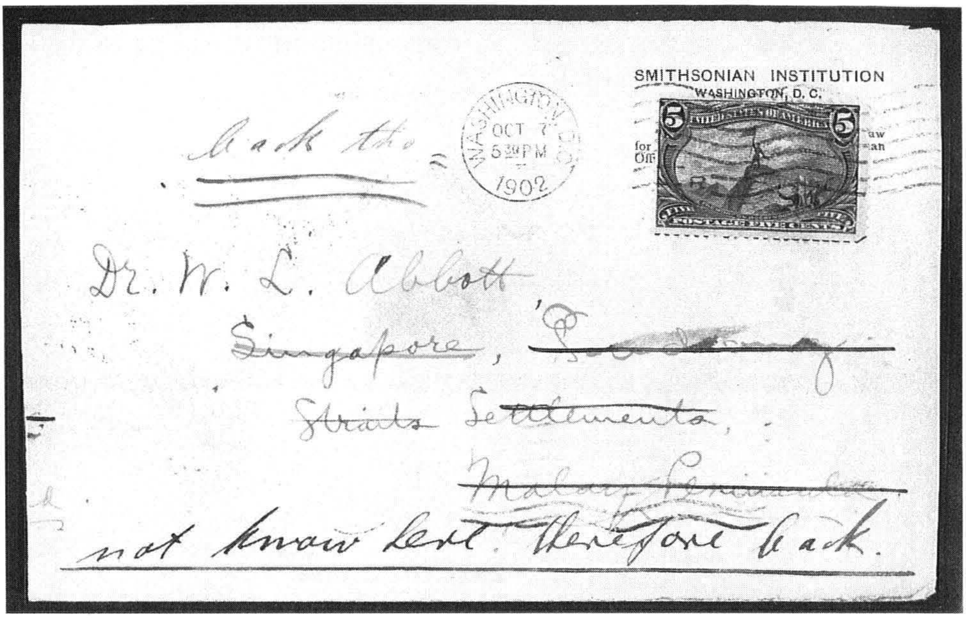

Figure 9. Smithsonian Institution, Washington, D.C., October 1902. Postage was added for transmission to Singapore,but the letter was returned to Washington after the addressee could not found by the Singapore, Penang and Padang post offices.

franks are known from January 1878 and January 1879, as is one very early in the administration of Garfield (March 15, 1881). But soon after his assassination, mourning covers from the "Office of the President of the United States" appear marked "Official" but with no penalty clause or supplemental franking.[14] Perhaps President Arthur deemed that it was undignified to imply through the penalty warning suspicions of his staff. Such envelopes were apparently used without supplemental postage for official business, and were accepted without objection by the Post Office (see Figure 8b), while personal mail had regular issue stamps affixed. The use of these two types of envelopes continued through the Cleveland, Harrison and McKinley administrations, but in the administration of Theodore Roosevelt there was a change. The "Executive Mansion" became the "White House," and a simplified penalty clause reappeared on official mail: "Official Business/Penalty for Private Use $300."[15]

Stamps on Official Mail

In the mid-twentieth century, much official mail carried postage stamps. The departments and independent agencies had to pay the full cost of air mail, foreign mail and packages weighing more than four pounds. They also paid special delivery charges, but did not have to pay for surface transportation of special delivery mail. Department field offices paid registration fees.[16]

In the classic period, stamps were less often used on official mail. There was no air mail, Federal officials made little use of special delivery, and packages went postage-free regardless of weight. The principal uses of stamps were on foreign mail (Figure 9) and

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[14]Regarding "stampless" official covers, see Rae Ehrenberg, "United States: Two Presidential Covers in 1884 and 1885," *Collectors Club Philatelist,* Vol. 45, No. 1, pp. 15-17; and Rollin C. Huggins, Jr., "Executive Covers," *Official Chatter,* November 1987, p. 1.

[15]*American Stampless Cover Catalog,* Volume II, Fourth Edition, 1987, p. 216.

[16]Warren S. Howard, "Penalty Franks and Postage Stamps: U. S. Departmental Mail, 1877-1957," *American Philatelist,* January 1985, pp. 42-44.

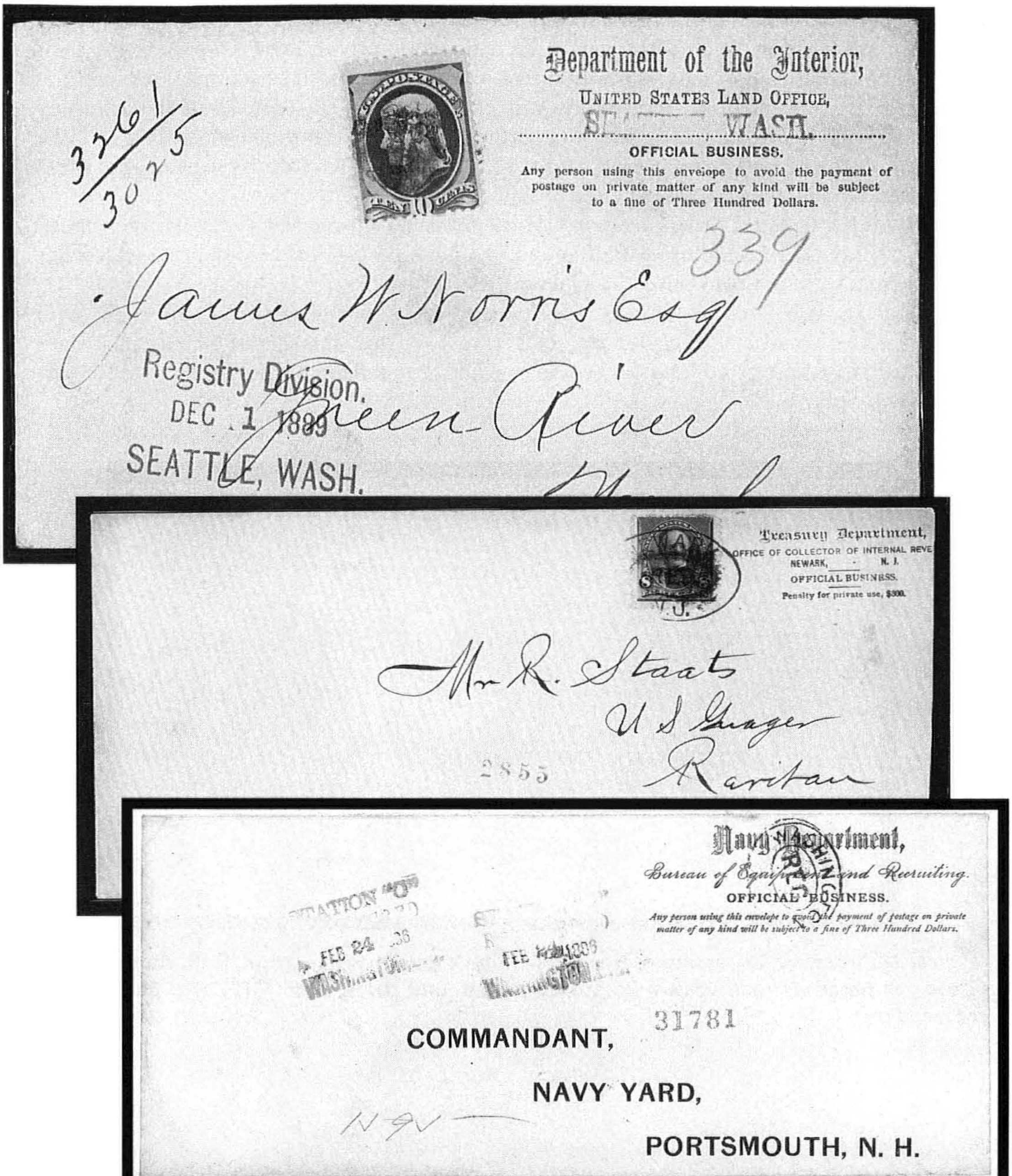

Figure 10. Official Registration

a. Department of the Interior, U. S. Land Office, Seattle, December 1889. A 10¢ bank note pays the registration fee.

b. Treasury Department, Collector of Internal Revenue, Newark, November 1893 (?). The registration fee had been reduced to 8¢ when this cover was mailed.

c. Navy Department, Bureau of Equipment and Recruiting, Washington, D.C., Feb. 24, 1886. Free registration privilege.

registered mail (Figures 10a/10b). After 1879 most foreign mail used regular postage stamps because of UPU regulations, and after 1884 all of it did. Between 1877 and 1884, official registered mail had its registration fees paid by official stamps. In 1884, the departments in Washington, D.C. were given free registration privileges (Figure 10c), but their field offices continued to pay registration fees, using regular postage stamps.[17] An intermediate registration category, rare today, was established by an opinion of the Attorney General in 1884: officials assigned to departments in Washington, but travelling into the field on official business, could register their mailings free by endorsing them "Temporarily absent from Washington, D.C."[18]

Stamp collectors' orders from the Third Assistant Postmaster General were mailed from Washington with both registration and first class postage paid by stamps, since sales to collectors were not considered official business.[19]

Stamps also found their way onto penalty envelopes used for private mail, with postage added to avoid the $300 fine (see Figure 11). This (mis)use of penalty envelopes started early and persisted long, as Federal workers found them a handy substitute for personal envelopes.

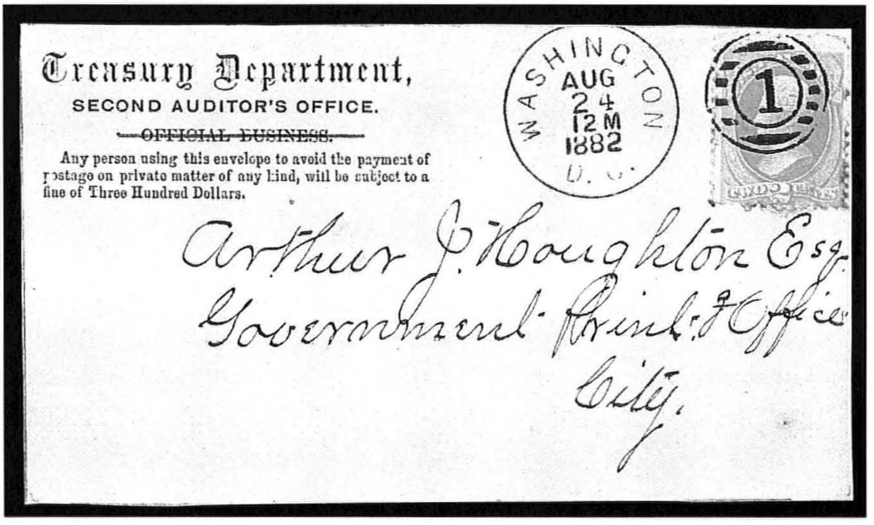

Figure 11. Treasury Department, Second Auditor's Office, Washington, D.C., August 1882. Used for personal mail with a 2¢ stamp added, and the words "OFFICIAL BUSINESS" crossed out.

[17]The number of registered letters and packages mailed free in the District of Columbia increased from less than 40,000 in fiscal year 1884 to more than 230,000 in fiscal 1890, indicating a considerable use of the free registration privilege granted in 1884. *(Annual Report of the Postmaster General:* 1884, p.563; 1890, p. 897.) One of the mysteries connected with the classic penalty franks is where these free registration covers have gone, since they seem to be extremely rare. In contrast, a considerable number of field office registered covers have survived. Perhaps the Washington covers, lacking stamps, were seldom saved by their recipients.

[18]*Official Opinions of the Attorney General,* vol. 18, pp. 49-50; *Postal Laws and Regulations,* 1913, sec. 878, p. 446.

[19]Alfred E. Staubus, "Covers Used to Mail Shipments of the Special Printings," *Chronicle,* November 1990, pp. 254-264.

The Collector's Choices

Collectors can approach the classic penalty franks from different perspectives. The franks can be viewed in connection with the Departmental official stamps, whose postal history is inextricably bound with theirs. Whether a collector is interested in all the departments, or in some particular department, penalty franks are there carrying mail from the District of Columbia in 1877-1879 while field offices were still using official stamps, and then becoming intermingled with official stamps in the field offices between 1879 and July 1884. The War Department embossed envelopes had a brief afterlife beyond July 1884, as many were converted into penalty franks by letterpress, rubber stamps and stickers.[20]

The other perspective is to collect penalty franks in their own right, without special concern for the Departmental stamps which had preceded them and were used alongside them. From that perspective, their history extends many decades beyond 1884. As we have seen, this is a rich field. There is great diversity in both the form of penalty inscription, and the overall arrangement of the frank. The periods in which the various departments used particular forms of the frank are not well documented, providing much opportunity for research. Penalty franks can be collected from an individual department—a real challenge in the case of the smaller departments—or from all departments. If all departments are collected, the collector must then decide how much detail to handle, in a field that is full of both major and minor varieties. Hopefully, other collectors will share their knowledge of the classic penalty franks in future issues of the *Chronicle.*[21] □

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[20]Dennis W. Schmidt, M.D., "United States Official Stamped Envelopes," *Chronicle,* August 1995, pp. 195-196.

[21]General articles on the subject of early penalty franks include Richard B. Graham, *op. cit.;* David N. Grayson, "U. S. Penalty Covers," *American Philatelist,* April 1980, pp. 333-335; Bob McDonald, "Brief History of Penalty Mail with Emphasis on Indicia Types," *Official Mail Journal,* 1st Quarter 1986, pp. 1-4; G. D. Havas, "United State Official Postal Stationery," *The United States Specialist,* November 1982, pp. 485-491.

THE CHICAGO EXCHANGE OFFICE AND PRE-U.P.U. TRANSATLANTIC MAIL

LEONARD PISZKIEWICZ

Treaties and Markings

The Chicago Post Office became an office for the direct exchange of mail in sealed bags with foreign post offices in December 1859. An addition to the United States-British mail treaty added Chicago and Detroit as post offices that exchanged mail with corresponding post offices in Great Britain. Chicago and Detroit were added because of the opening of the Victoria Bridge across the St. Lawrence River at Montreal. This bridge allowed for direct rail transport of mails from Quebec and Portland, Maine, across southern Canada to Detroit and onward to Chicago. Such rail transport could be made in less than 48 hours. Both Portland and Quebec were chosen as transatlantic steamship termini by the Montreal Ocean Steamship Company (a Canadian company popularly known as the Allan Line). Portland served in the winter months when the St. Lawrence River was closed by ice. Portland was also several hundred miles nearer to Great Britain than New York and saved a day's sailing time. The United States contracted with the Allan Line to carry mails weekly (departing Saturdays) from Portland in the winter and Quebec, on the St. Lawrence River, in the summer. These ships were usually considered "American packets" because the United States paid for their services.

Chicago was added to the lists of exchange offices under several other postal conventions (see Table 1) and served as such primarily for transatlantic mails to the Midwest. For example, the French convention specifically called for mails to and from the states of Illinois, Wisconsin, Minnesota, Iowa and Missouri and the territories of Kansas and Nebraska,[1] although not all foreign mail to or from those locations traveled via the Chicago exchange office. Some of that mail was exchanged through the New York and Boston offices, probably taking advantage of sailing schedules to minimize delivery time.

Table 1. Chicago as an Exchange Office

Postal Convention	Effective From
Great Britain	December 1859
France	April 1861
Prussia	May 1861
North German Union	January 1868
Denmark	December 1871
Sweden-Norway	July 1873

The establishment of Chicago as an exchange office under a number of different postal conventions required new postal markings. Tracings of the known Chicago exchange office markings, with observed dates of use and color, are shown at the end of this article. The circular markings are arranged according to the lettering around the top of the circular date stamp (CDS), beginning with the longest legend (CHICAGO ILL.AM.PKT), followed by devices used as credit, debit and auxiliary markings. Where the circular markings indicate a packet service, only "American Packet" is found (unlike the practice in New York, Boston, etc.), since most of the transatlantic mail processed by

[1]George E. Hargest, *History of Letter Post Communication Between the United States and Europe, 1845-1875* (Washington, D.C.: Smithsonian Institution Press, 1971), p. 137.

the Chicago exchange office was conveyed by the Allan Line as an American packet service. After 1868, closed mail service under the North German Union, Denmark and Sweden-Norway postal conventions traveled on German steamship lines from New York. By this time, however, the packet service was no longer an accounting consideration and did not appear in the exchange office CDS.

The Chicago exchange office markings served several purposes and often are confusing in their application. The circular markings were generally used for indicating rates, whether mail was prepaid or not, and as indicators of debits or credits to the postal system receiving the mail pieces. There is no general rule that can be applied to determine the meaning of a circular marking present on a given cover, however, since the various postal conventions had different requirements for marking mail. Handstamps created for one postal convention were sometimes used under a different convention if the value was correct. This will be demonstrated later in cover examples. Some of the CDS are observed without dates, and, in general, such undated markings indicate debits and credits, but not always. Likewise, dated CDS usually indicated rates. The markings were color-coded, applying universally to all postal conventions to which the U.S. was a party. Red markings indicated a prepaid rate or a credit to the receiving postal system. Blue and black markings indicated postage unpaid and due from the recipient or a debit to (*i.e.,* amount to be collected from) the receiving postal system.

Prior to the treaty revisions of 1868, each mail piece was accounted for separately and accounts were settled at intervals by the treaty parties. Subsequently, accounting between treaty parties was based on the bulk weight of mail exchanged. Consequently, markings before 1868 almost always include a number (rate, credit, debit) while after that date they almost never include a number. Exceptions to the latter are seen on a handful of covers, such as those to Scandinavia, where accounting for transit beyond the host postal convention country was required.

The INSUFFICIENTLY PREPAID marking (No. 530) is always seen on outbound mail (to various destinations, including Canada) bearing only part of the required postage. Since partial payment was not acceptable under the pre-1868 postal conventions, postage on letters not fully paid was ignored. Post-1868 treaties allowed partially paid mail to be forwarded.

The so-called "depreciated currency" markings (Nos. 550-570) appeared shortly after "greenbacks" were issued to finance the Civil War, and which soon began selling at a discount from face value in gold coin. This situation lasted until the late 1870s but peaked during 1863-65. All greenback currency was finally redeemed by 1879. Since rates were set by treaty in terms of gold, premiums were necessary for addressees paying postage on incoming unpaid letters in depreciated greenbacks. These conversions were recalculated with the arrival of each mail as the discounts for greenback currency varied in the financial markets, sometimes daily.[2]

The depreciated currency markings were most likely made by devices with removable numbers that were made up as needed to mark postage due as the value of greenbacks varied (as did also the due charges on incoming mail pieces). Circular markings (No. 550) were short-lived and are very scarce from Chicago, with only four examples reported thus far. Types No. 560 and 570 were in use for much longer periods, with more than one device observed for each type. It is to be expected that the Chicago exchange office had duplicate devices of these types, since most other commonly used postmarkers in the Chicago Post Office were also procured as duplicate or multiple devices.

Covers

Surviving covers handled by the Chicago exchange office in the pre-U.P.U. period show a preponderance of mail sent under the United States-British convention.

[2]For a short history of this depreciated currency period, see Hargest, *op. cit.,* pp. 184-88.

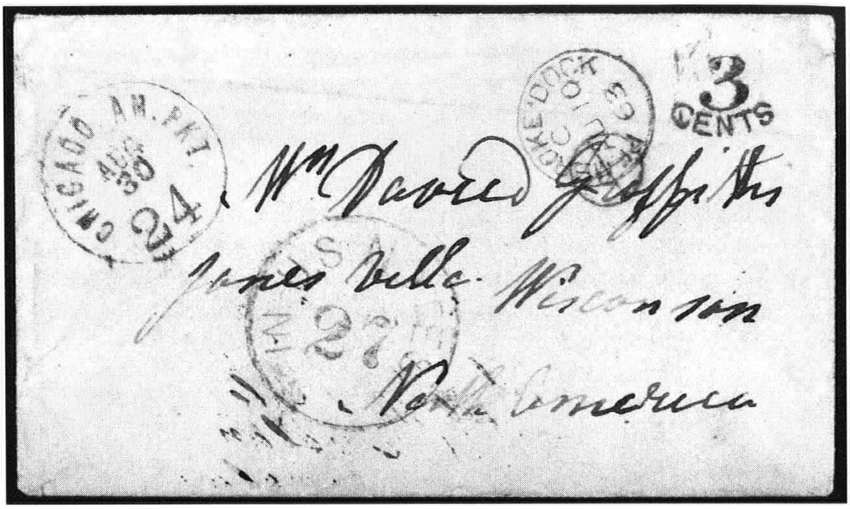

Figure 1. Blue CHICAGO AM. PKT./24/AUG 30 [1863] CDS, blue IN U.S. NOTES/27 of Chicago, black 3/CENTS British debit marking on unpaid cover from Pembroke Dock, England to Janesville, Wisconsin. Carried by Allan Line *North American* from Londonderry to Quebec. (Cover courtesy of Bruce Hazelton)

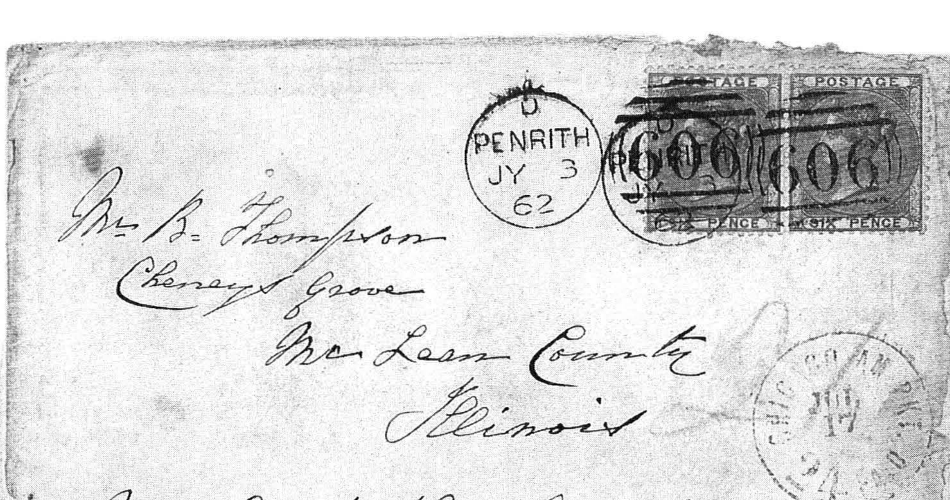

Figure 2. Red CHICAGO AM. PKT./24 PAID/JUL 17 [1862] CDS, red ms. "21" (crayon) British credit marking on prepaid cover from Penrith, England to Cherry Grove, Illinois. Carried by Allan Line *Norwegian* from Liverpool to Quebec.

Examination of more than one hundred covers found in private collections and public sources (*e.g.*, auction catalogs) show the following approximate distribution by mail convention: Great Britain, 60%; France, 10%; Prussia, 10%; North German Union, 15%; other, 5%. These percentages are comparable to the relative volumes of mail handled by U.S. exchange offices as a whole as recorded in the Reports of the Postmaster General from 1860 to 1873.

Examples of covers that were exchanged through the Chicago exchange office illustrate how some of the markings were used. Figures 1-3 show covers exchanged between Chicago and Great Britain. Note that each cover shows a Chicago marking containing the number "24." The Figure 1 cover was unpaid. On arrival in Chicago, the cover was marked in blue with the CDS containing the rate 24¢ (equal to 12 pence) as the postage due. The circular IN U.S. NOTES/27 marking indicated the amount of postage due (27¢) in depreciated greenback currency. The Figure 2 cover was properly prepaid one rate by the pair of 6 pence stamps and was marked CHICAGO AM.PKT./24 PAID in red, indicating full prepayment. A British credit to the United States of 21¢ was written in red crayon.

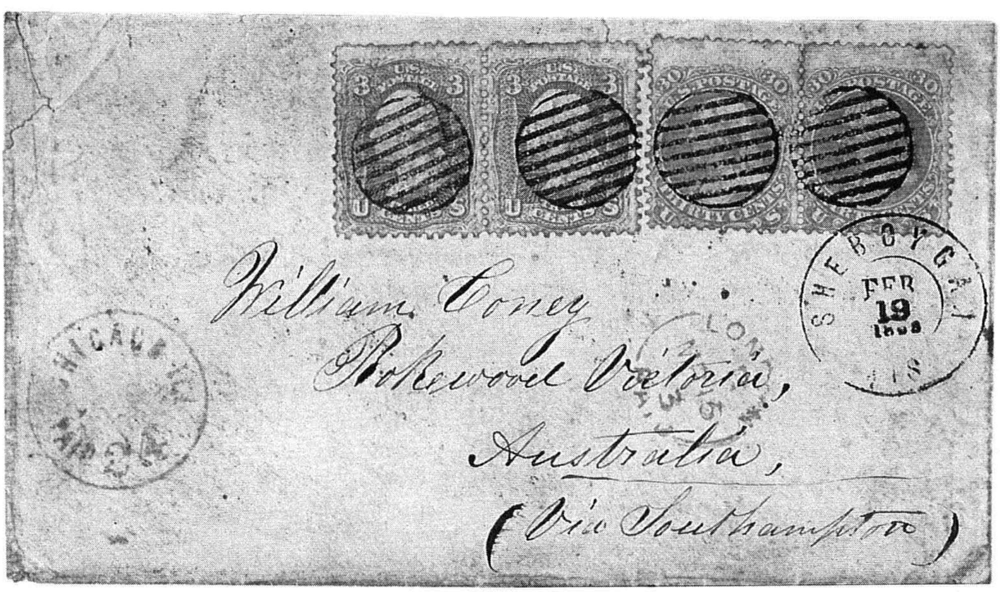

Figure 3. Red CHICAGO ILL./PAID 24 undated circular credit marking on double rate (2x33¢) cover from Sheboygan, Wis. FEB 19 1863 to Australia, endorsed "via Southampton." Carried by Allan Line *Nova Scotian* from Portland, Maine to Liverpool. Backstamped Melbourne May 10 1863 and Rokewood, Victoria May 12.

The Figure 3 cover bears a red CHICAGO ILL/PAID 24 marking, but its function on this letter to Australia was very different from that in Figure 2. This cover required some analysis. First, consultation with rate tables for the 1860s[3] shows that the letter rate to Australia in 1863, via Southampton (*i.e.*, via the Allan Line American packet service to Britain and British mail to Australia) was 33¢ per half ounce. Thus, the 66¢ prepayment (2x30¢ + 2x3¢) indicated a double rate letter. Of each 33¢, 21¢ was retained by the United States for inland and sea postage. The remaining 12¢ was credited to Great Britain for transport of the letter to Australia. On this double rate letter, 24¢ was credited to Great Britain and the CHICAGO ILL/PAID 24 CDS used was a credit marking, while the stamps served to indicate the rate paid.

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[3]Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, rev. ed.(Louisville, Ky.: Leonard H. Hartmann, 1989), p. 5.

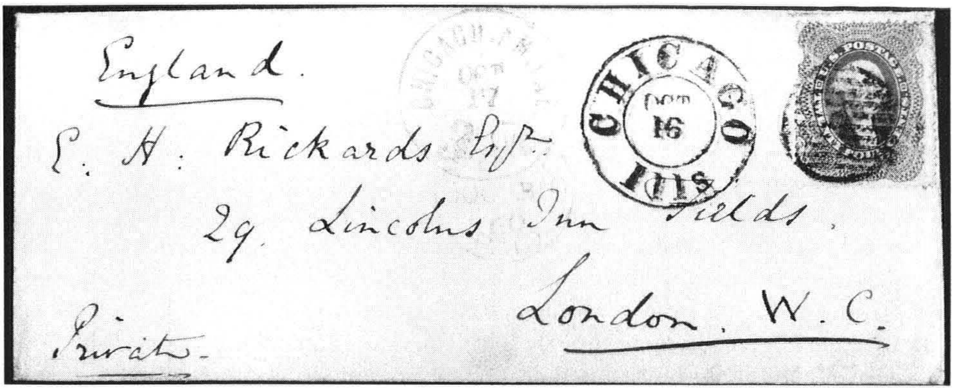

Figure 4. Red CHICAGO AM. PKT./3 PAID/OCT 17 [1860] CDS, black CHICAGO/Ills/OCT 18 [1860] DCDS with attached grid canceling 24¢ 1857 issue. Carried by Allan Line *North Briton* from Quebec to Londonderry. Received London OC 31 60. (Cover courtesy of Seymour Stiss)

A single rate prepaid letter to Great Britain is shown in Figure 4. Paid the single letter rate of 24¢, the letter was marked with a red CHICAGO AM.PKT./3 PAID credit marking.

An unusual and attractive cover handled under the United States-Great Britain postal convention is shown in Figure 5. While most covers handled by Chicago under this agreement show exchange office markings with CHICAGO, covers exist that were certainly handled by the Chicago exchange office but that only bear credit or debit markings (shown as markings No. 510 and 520). The 3/CENTS marking is always seen in red on fully prepaid covers to Great Britain and represented a credit to Great Britain for their portion of the 24¢ total postage per half ounce paid (in effect until 1868). On the other hand, the 21/CENTS marking (see Figure 5) is always seen in blue on unpaid covers to Great Britain and represented a debit owed to the United States by Great Britain from postage collected from the addressee. Most covers bearing these markings lack a Chicago CDS. The conclusion that the markings were indeed applied by the Chicago exchange office is based on strong circumstantial evidence that has been discussed by Richard Winter in the *Chronicle*.[4]

Figure 6 shows a very unusual usage. This cover was prepaid 80 centimes, the correct rate for a quarter ounce letter sent under the United States-French convention. However, it was sent by open mail to England and then by closed mail to the Chicago exchange office, probably departing on the Allan Line steamer *Canadian*[5] and arriving in Chicago April 11, 1861. At first glance it might appear that the French dispatching office may have been confused as to the proper method of transit, since the Chicago office was not to become an exchange office for French mail until April 1, 1861, nine days after this letter was posted. However, this would not have prevented it from being sent by French closed mail to New York or Boston. If one assumes that this letter was rated and handled properly, there is a scenario that explains the handling of this cover. If this letter weighed more than 7½ grams but not more than 15 grams, it would have been properly prepaid to England at 40 centimes per 7½ grams. The cover was considered paid to destination as far as Great Britain and was marked in Paris with a small boxed PD in red (barely visible under the Chicago CDS). Since the cover was not marked with a credit to the U.S. by

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[4]Richard F. Winter, "British Mails Via the Chicago Exchange Office: Unusual Credit and Debit Markings," *Chronicle* 130:138-41.

[5]Transatlantic sailing data are taken from Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-1875* (Canton, Ohio: U.S. Philatelic Classics Society, 1988).

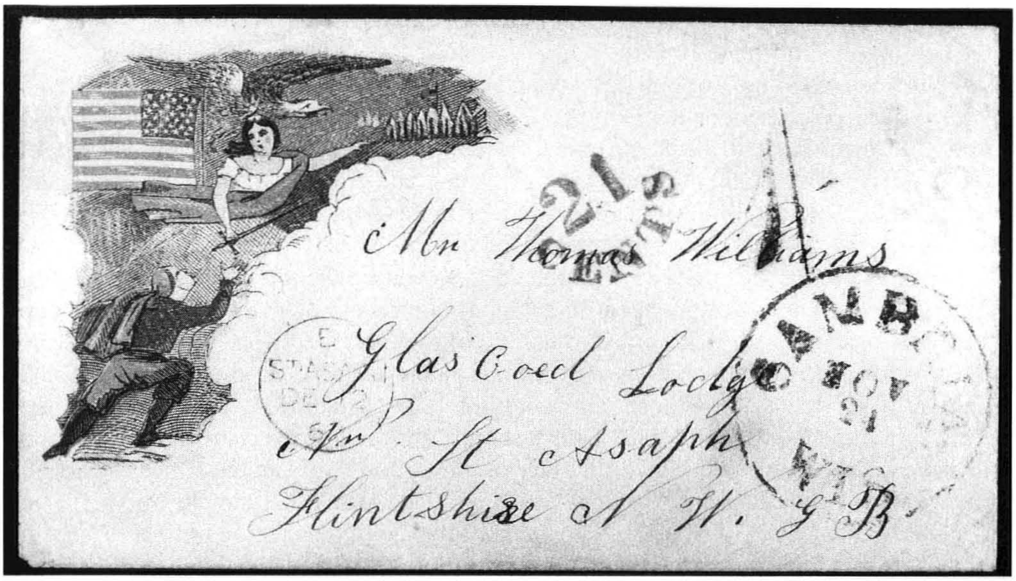

Figure 5. Blue 21/CENTS credit marking of Chicago on unpaid single rate letter from Cambria, Wisconsin to St. Asaph, Wales. Carried by Allan Line *Anglo-Saxon* from Quebec to Londonderry. Black 1/ [one shilling] postage due marking and DE 12 62 receiving markings of St. Asaph. (Cover courtesy of Richard F. Winter)

Figure 6. Blue CHICAGO AM. PKT./21/APR 11 [1861] CDS, red LONDON MR 25 PAID, small red boxed PD (under Chicago CDS) on cover from Dinan, France. Backstamped Brest to Paris traveling post office. Open mail from Paris to London, closed bag service via Allan Line *Canadian II* to Portland, Maine.

either France or Great Britain, the cover was rated upon arrival in Chicago as an unpaid single weight letter (1/2 ounce)[6] under the United States-Great Britain treaty for the part of the postage that was due to the U.S., 21¢. Great Britain considered its internal postage as paid by the French mailer. This cover is in contrast to the ordinary unpaid (or underpaid) letter originating in Great Britain, which required a component of 3¢ British internal postage in addition to the 16¢ sea postage and 5¢ U.S. internal postage, a total of 24¢.

The folded letter shown in Figure 7 is an example of an unpaid letter carried by closed mail from Paris to Chicago under the United States-France convention. The blue CHICAGO ILL./15 CDS indicated a single letter rate from France of 15¢ per quarter ounce. The letter was carried in a sealed bag from Paris to London, thence via the Allan Line ship *Moravian* from Londonderry, Ireland to Quebec, and finally by train to Chicago. In Chicago the cover was marked with the CDS indicating the rate in blue as postage due (15¢ in gold coin) and the equivalent in greenback currency: 21/U.S. NOTES. Paris debited the United States 12¢, written just to the left of the Paris CDS. The boxed "Br Service" marking indicated that the letter was carried at the expense of the French via Great Britain.[7] The United States-France convention of 1857, Article XII,[8] provided that the receiving office mark incoming mail with a stamp "showing the way in which such mails shall have been forwarded." Since all French convention mail for the Chicago exchange office was carried via England, then according to treaty Article XII the "Br Service" marking should have been applied "in red ink on correspondence transmitted by way of England." In practice, however, on mail coming through the Chicago exchange office, the marking is found in both red and blue, with the color on a given cover being the same as that of the Chicago receiving CDS.

A cover mailed under the United States-Prussian convention is shown in Figure 8. This single rate letter (1/2 ounce or less) was sent unpaid and rated at 30¢ (ms. "30") at Peru, Illinois. Under the Prussian convention, the United States was entitled to 23¢ of the 30¢ due on this single rate letter, therefore the Chicago exchange office marking in blue showed a debit to Prussia of 23¢. The manuscript "45" indicated 45 kreuzer or 13 silbergroschen (North German currency) was to be collected from the addressee (equivalent to 30¢). Apparently an additional 2 kreutzer local charge was added to the postage due as the cover shows a red "47" below the "45." This letter could have been prepaid, in which case the rate would have been the prepaid rate of 28¢ and the cover would have been marked with a red credit marking indicating 7 PAID.

While Chicago exchange office markings of the 1860s usually stated rates and credits/debits, markings introduced in the 1870s shifted predominantly to PAID, UNPAID or DIRECT wording. Figure 9 shows a cover carried under the United States-North German Union convention with a red receiving mark that is more informative in a general sense than a simple number marking, reading CHICAGO PAID ALL/DIRECT. The word DIRECT indicated transit by steamships that operated directly between New York and Germany. Rates on these letters were lower than on those routed via England. This cover

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[6]U.S.-Great Britain convention did not provide for quarter-ounce rates as did the U.S.-France convention.

[7]Additional articles to the United States-France convention of 1857, effective 1 April 1861, established new exchange offices for French mails at Chicago, Detroit and Portland. These offices were to exchange mails by the Canadian packets only. Also, the convention articles which applied to British packets were to apply to mails conveyed by the Canadian packets as well. This created the unusual situation, for French mails only, whereby letters were carried on packets under contract to the United States government (the Canadian Allan Line steamships) but were considered by the convention to be British packets for accounting purposes. For this reason the boxed "Br Service" marking was applied in Chicago even though the letter was carried on an "American packet."

[8]*Report of the Postmaster General 1857,* Wierenga reprint, pp. 1026-27.

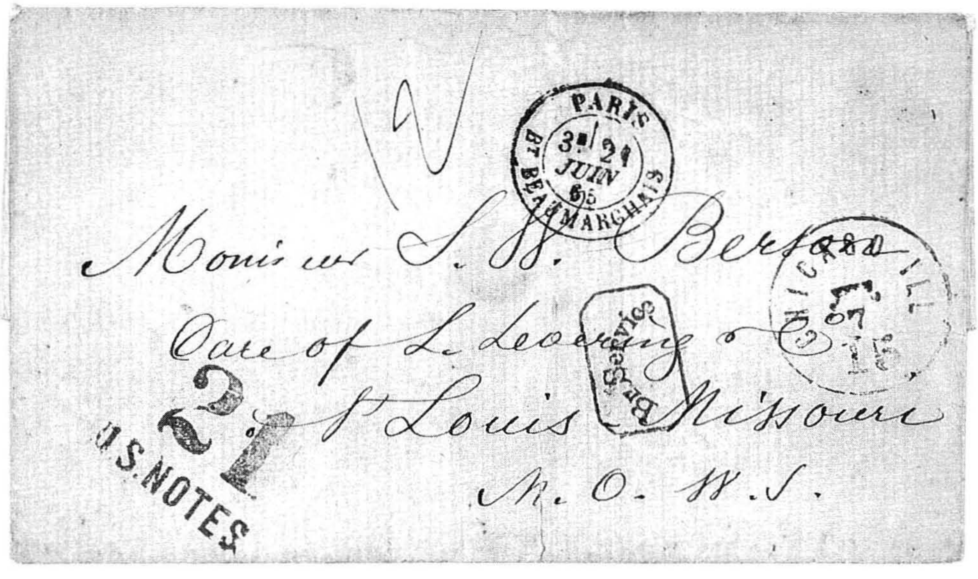


Figure 7. Blue CHICAGO ILL./15/JUL 7 [1865] CDS, blue 21/U.S. NOTES, blue boxed "Br Service," black ms. "12" French debit marking on closed mail folded letter from Paris, France to St. Louis, Missouri. Carried by Allan Line *Moravian* from Liverpool to Quebec.

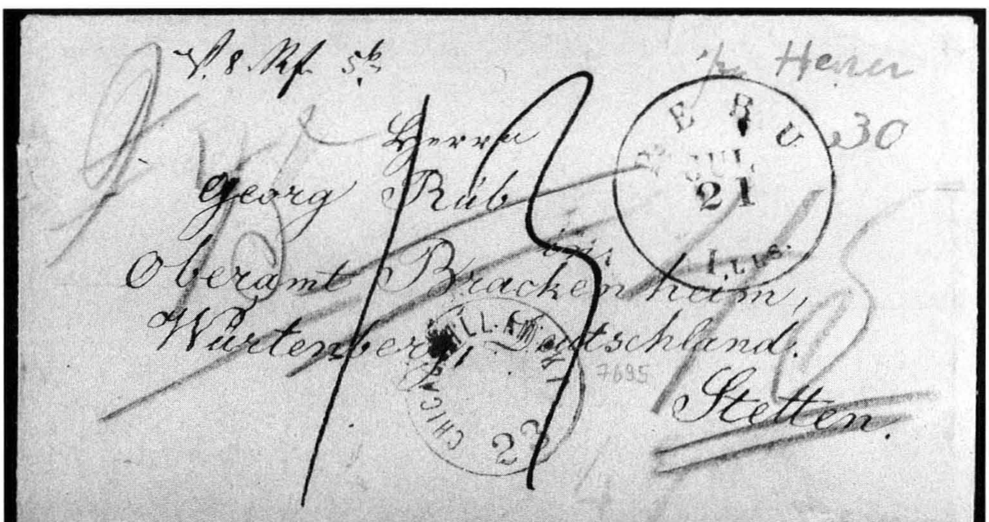


Figure 8. Blue CHICAGO ILL. AM. PKT./23 debit marking on unpaid letter from Peru, Illinois (JUL 21 [1862]) to Stettin, Württemberg. Carried by Allan Line *Norwegian* from Quebec to Londonderry. Blue ms. "45" [kreuzer] due for international rate. Two kreutzer additional local postage for a total postage due of 47 kreuzer, marked in red crayon. (Cover courtesy of Seymour Stiss)

Figure 9. Red CHICAGO PAID ALL/DIRECT/FEB 1 [1871] CDS on prepaid cover from Alt Rudnitz, Germany via Hamburg to Rolling Prairie, Wisconsin. Carried by HAPAG Line *Holsatia* from Hamburg to New York.

Figure 10. Red CHICAGO/ILL./APR 3 [1875] CDS, red Hamburg CDS, red ms. "25" [pfennige] rate marking (crayon) on folded letter from Hamburg, Germany to Janesville, Wisconsin. Carried by HAPAG Line *Westphalia* from Hamburg to New York.

originated in Alt Rudnitz (about 50 miles east of Berlin) on January 5, 1871, and traveled via Hamburg, departing January 15 on the HAPAG (Hamburg American Line) ship *Holsatia,* arriving at New York on January 28. It was marked as received at Chicago February 1. It was prepaid 3 silbergroschen (equivalent to 7¢), the single rate by steamer directly to New York.

A particularly nondescript and uninformative Chicago receiving mark is shown on the cover in Figure 10. This CHICAGO/ILL. CDS looks identical to those used by the Chicago Mailing Division during that time, with cut cork cancelers attached. During the pre-U.P.U. period, these markings were always struck in red, were always on prepaid mail (as most international mail was by this time), both inbound and outbound, and seem to have served only to indicate that the particular letter or card transited through the Chicago exchange office. This practice continued well into the 1880s. This letter was prepaid 25 pfennige (marked in red crayon and equivalent to 6¢), the single rate by direct steamer under the North German Union convention in 1875.

Thanks to Richard F. Winter for many contributions of data to this study and useful comments on this manuscript. □

010

25 mm.
Red: 1 Aug 61 - 11 Jun 70

020

27 mm.
Red: 27 Jun 72 - 6 Oct 73

030

25 mm.
Red: 29 Aug 61 - 7 Sep 63

040

25 mm.
Red: 12 May 72 - 14 May 74

050

25 mm.
Blue: 27 Aug 61 - 19 Jun 64

060

25 mm.
Blue: 15 May 61 - 16 Oct 63

110

25 mm.
Red: 11 Apr 60 - 23 Mar 71

120

25 mm.
Red: 7 Mar 60 - 3 Apr 61

130

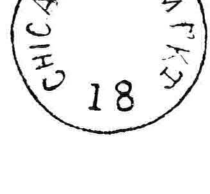
25 mm.
Blue: 14 Apr 60 - 31 Jan 65
Black: 23 Mar 67

140

CHICAGO AM. PKT.
5

- - -
Red: 9 Jul 74

150



25 mm.
Red: May 72

160

25 mm.
Blue: 9 Aug 60 - 23 Mar 67
Black: 24 Oct 67

170

25 mm.
Blue: 10 Aug 60 - 18 Jul 67
Black: 18 Oct 67

180

25 mm.
Red: 23 Jan 60 - 7 Feb 66

190

25 mm.
Black: 27 Sep 60

200

25 mm.
Blue: 5 Mar 64

210

24 mm.
Blue: 31 Dec 61 - 28 Jul 64
Black: 13 Mar 71 - 22 May 71

220

27 mm.
Red: 21 May 72 - 13 Apr 78

230

27 mm.
Blue: 12 Mar 73 - 24 Sep 75
Black: 25 Nov 77 - 11 Jan 85

240

26 mm.
Red: 4 Nov 73
Blue: 17 Feb 73 - 30 Oct 73
Black: 26 Jun 73

250

25 mm.
Black: 19 Dec 65

260

25 mm.
Red: 25 May 70 - 25 Sep 72

270

25 mm.
Blue: 4 Oct 60
Red: 12 May 70

280

25 mm.
Blue: 9 Jan 63 - 5 Mar 66
Black: 13 Nov 65 - Mar 66
Red: 9 Feb 74

290

CHICAGO ILL.
12

- - -
Black: 8 Jun 67

300

25 mm.
Red: Jan 62 - 8 Apr 68

310

25 mm.
Blue: Mar 65 - 7 Jul 65

320

25 mm.
Red: 16 Jul 61 - 25 May 63

330

25 mm.
Red: 18 Jul 61 - 24 Jan 69

340

25 mm.
Red: 13 Sep 62

350

25 mm.
Red: 19 Feb 63 - 22 Jul 65

360

CHICAGO ILL.
GERMAN TRANSIT

- - -
Red: 11 Feb 75

370

25 mm.
Red: 1870s

380

27 mm.
Red: 1871

410

26 mm.
Blue: 6 Sep 62 - 23 Jul 64
Black: 23 Jul 68 - 22 May 71

420

24 mm.
Black: 27 Sep 68 - 7 Mar 70
Blue: Sep 73 - 17 Feb 74

430

26 mm.
Red: 13 May 74 - 3 Apr 75

440

26 mm.
Red: Apr 70 - 15 May 70

450

23 mm.
Red: 14 Apr 70 - 26 Sep 71

460

27 mm.
Red: 10 Nov 74

510

Red: 13 Aug 61 - 3 Jun 67

520

Blue: 7 Jan 62 - 19 May 64

530

Blue: 27 Sep 60 - 5 Mar 66
Black: 13 Aug 65 - 8 Jun 67

540

Red: 19 Jul 61 - 13 Sep 62
Blue: 6 Sep 62 - 7 Jul 65

550

Blue: 13 Aug 63 - 31 Oct 63
(#s = 27,28,39,80)

560

Blue: 28 Feb 64 - 7 Jul 65
Black: 24 Oct 67 - 22 May 71
(#s = 11,13,18,20,21,22,24,
27,28,31,36,39,44,53,70)

570

Black: 31 Aug 72 - 21 Jul 87
Blue: 12 Mar 73 - 8 Nov 76
(#s = 5,6,7,8,10,11,12,13,14,
15,16,24)

THE COVER CORNER
RAYMOND W. CARLIN, Assoc. Editor

ADDITIONAL ANSWERS TO PROBLEM COVERS IN ISSUE 177

Since no responses were received to the three problem covers in *Chronicle* 177, your editor provided his own opinions in *Chronicle* 178. This prompted the following information from two of our well known authors:

The cover in Figure 1 caught the attention of Theron Wierenga, who writes:

> This envelope is addressed to Augustine W. Hale, Esq. (Care of "New England Mining and Trading Company"), San Francisco, California. This address is an interesting one and leads to further details of the cover and its possible route. This cover presents just the sort of puzzle I enjoy. Here is my thinking.
>
> The cover is addressed to a member of the New England Mining and Trading Company. Howe, in his *Argonauts of '49,* lists this company as the New England Mining and Trading Association. It sailed from Boston on February 1, 1849 on the ship *Lenore,* H.H. Greene master and president. The passage was 149 days, and there were 100 in the company. From this, Mr. Hale must have arrived at San Francisco at the very end of June, 1849.
>
> If this letter had been mailed at Boston or elsewhere on the east coast, it would have received a townmark along with the 80 cent rate due the addressee. As it was inscribed "By Steamer via Chagres & Panama" it doesn't appear to have originated on the Isthmus of Panama. The most probable origin is Havana, and this is somewhat borne out by the light pencil "Sr. Bullof?", Sr. being the Spanish abbreviation for Senor. In addition, 80 cents is double the 40 cent Pacific Coast rate and covers are recorded carried by steamer from Havana to San Francisco and rated at the full Pacific Coast rate or multiples. Steamship covers originating in Havana and carried to San Francisco are fairly scarce. San Francisco often did not add a townmark to steamship mail, even into the early 1850s.
>
> The date for this letter is a little harder. The manuscript note "by p. Aug 20th" could either by 1849 or 1850, the 40 cent rate ending on July 1, 1851. As most mining companies did not stay together long after landing in California, 1849 is probably the better guess.
>
> The 50 cent manuscript rate is the real puzzle. This rate (if it is a rate) was written with a different instrument than the 80, and was crossed out at the time the 80 rate was added at San Francisco and therefore must have been written before the 80. I can think of no 50 cent rate that San Francisco would place on any steamship mail during this period. If a double rate, the single rate for this would be 25 cents, and the steamship rates of this period were 10, 12½, 20, 30 and 40 cents. One can dream up all sorts of odd speculations, but they are simply that, speculations.

Dick Winter states that he has long been puzzled by a handful of covers similar to that in Figure 2 from England to New York. "Each was endorsed to go on Inman steamers and each was overpaid the treaty rate when the steamer carried no contract mails. Each was from a large commercial firm and it doesn't make sense that businesses, who certainly knew the prevailing rates, would intentionally overpay that much on their mails."

THE PROBLEM COVER IN ISSUE 178

The problem cover for the May *Chronicle* 178 had only one side shown, the obverse. The reverse side did not get printed. So, this problem cover is being repeated.

Figures 3 and 4 show the obverse and reverse of a cover to St. Petersburg, submitted by Bill Ainsworth. It was lot #640 in the Robert Kaufman auction #68, July 14, 1990 and was described as follows:

> 6¢ dull pink #159 tied by 3 bar cancel on 1873 cover to Russia with missing stamp either removed or fallen off in transit. Russian CDS where stamp was, cover readdressed within country (pmks on back); interesting usage.

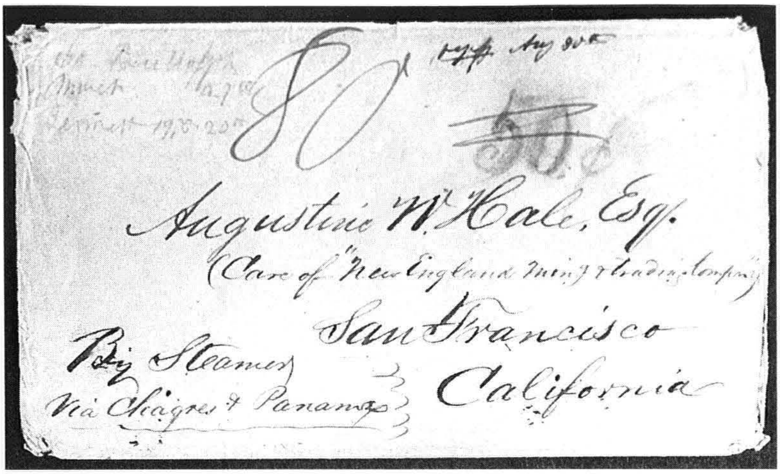


Figure 1. Cover to San Francisco endorsed Via Chagres & Panama

Figure 2. Front and back of 1860 cover from London to New York

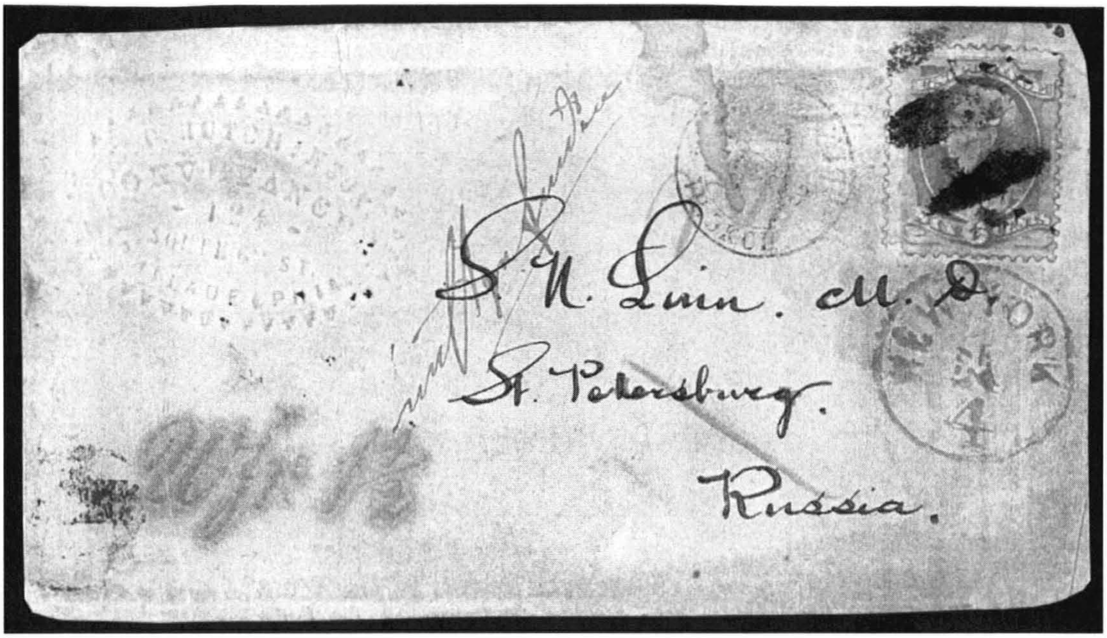


Figure 3. Obverse of 1873 cover to St. Petersburg, Russia, with missing stamp

Figure 4. Reverse of St. Petersburg cover showing forwarding

The cover is an embossed Philadelphia corner card envelope. The stamp is canceled and tied by three crude black bars. A red "NEW YORK / SE / 24 / 4" CDS, a red "Wfr. 1½" handstamp, blue crayon marks (one where stamp is missing), and a line in manuscript complete the markings on the front. The back has what appears to be the forwarding address in Russian at the top, two S. Petersburg CDSs with dates of "30 HOR 73" and "27 CEH 1873", a Russian notation at the bottom, and an overinked indecipherable blue oval.

The questions are:

1) What was the correct rate? Explain the rate markings on the cover.
2) Where was the 6¢ stamp canceled? Is this a NYFM cancel?
3) What was the value of the missing stamp?
4) Was the missing stamp removed accidentally or purposefully?
5) Explain the Russian manuscript writings on face and back, and also the dates in the Russian CDSs.
6) Identify the blue oval backstamp and its purpose.

PROBLEM COVER FOR ISSUE 179

Greg Sutherland sends in the cover in Figure 5, which is a printed circular by the Vermont Central Railroad for "Proposals for Sale of Mortgage Bonds," dated Nov. 15, 1851. It is handstamped "PAID" and was posted "BOSTON. / 19 / NOV / 2 cts," both markings in red. The datestamp appears (with the same date!) as No. 593 in Blake-Davis *Boston Postmarks to 1890* with usage listed from "1/14/50 to 11/17/51 on drop letters; on printed circulars from Boston after 7/1/51."

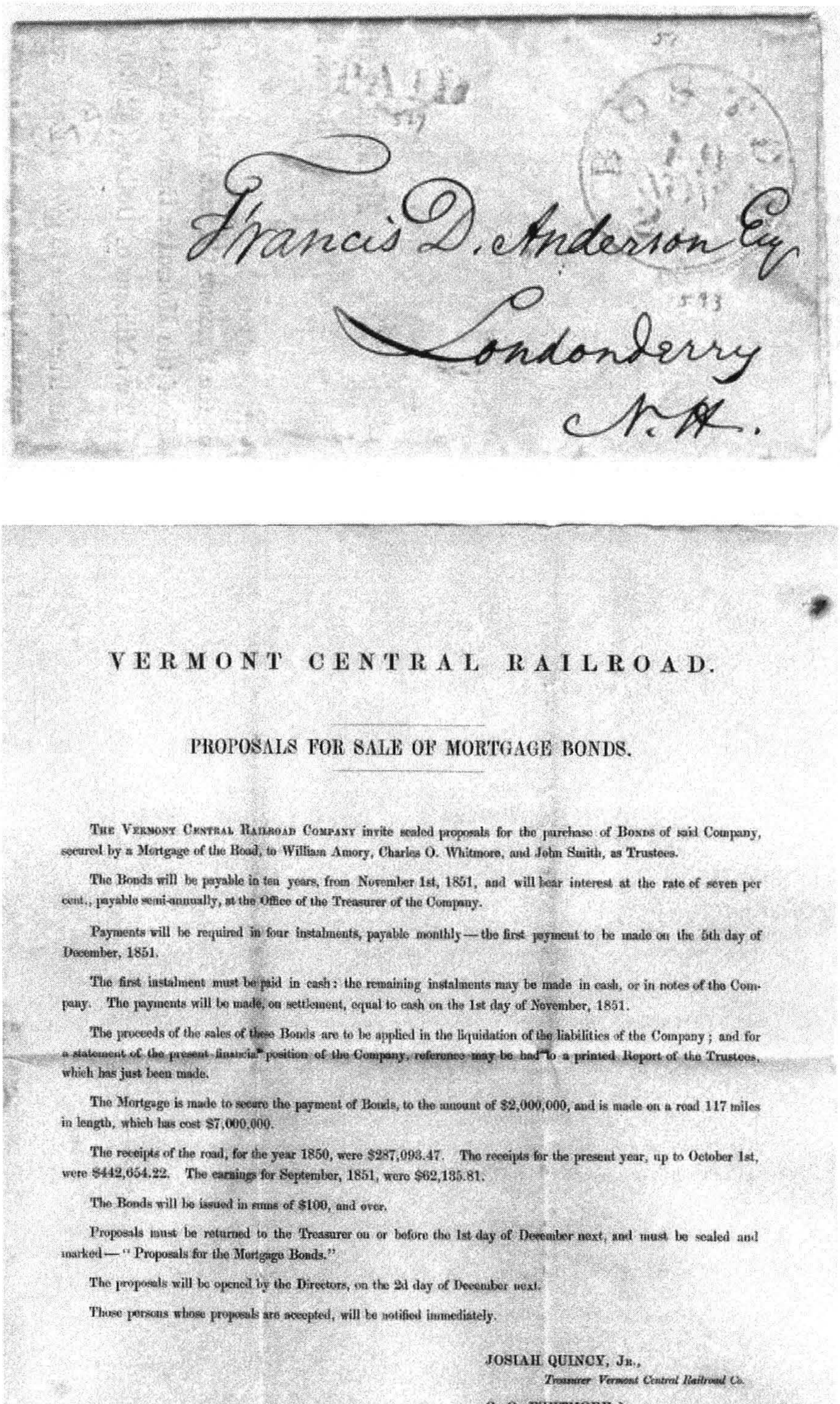
But the rate for printed circulars, handbills, and other printed matter from July 1, 1851 to September 30, 1852 was only 1¢ per ounce for not over 500 miles, which certainly included the address in Londonderry, N.H. How can the 2¢ paid be correct?

It hardly seems that it has been three years since Scott Gallagher introduced me as his Associate Editor of the *Chronicle* Cover Corner. Scott was a business and philatelic friend, as well as a great mentor to those of us who did not have the knowledge and resources which he freely shared. Scott took great pride and enjoyment from his role of Cover Corner Editor for over 20 years. He will certainly be missed and remembered.

* * * * * * *

Please send your answers to these problem covers, and any further discussion of previous answers to other problem covers, within two weeks of receiving your *Chronicle.* The "go to press" deadline for the November Cover Corner is October 10, 1998. I can receive mail at 9068 Fontainebleau Terrace, Cincinnati, Ohio 45231, as well as by Fax at (513) 9654474 (**Note:** this is a new FAX number).

We need some new examples of problem covers for The Cover Corner. We have successfully experimented with using copies of covers produced by high resolution copiers, either in black and white or in color, instead of requiring black and white photographs. This should make it easier to submit covers. Please send two copies of each cover, including the reverse if it has significant markings. It is also important to identify the color of markings on covers submitted in black and white. Thanks. □



VERMONT CENTRAL RAILROAD.

PROPOSALS FOR SALE OF MORTGAGE BONDS.

THE VERMONT CENTRAL RAILROAD COMPANY invite sealed proposals for the purchase of BONDS of said Company, secured by a Mortgage of the Road, to William Amory, Charles O. Whitmore, and John Smith, as Trustees.

The Bonds will be payable in ten years, from November 1st, 1851, and will bear interest at the rate of seven per cent., payable semi-annually, at the Office of the Treasurer of the Company.

Payments will be required in four instalments, payable monthly—the first payment to be made on the 5th day of December, 1851.

The first instalment must be paid in cash: the remaining instalments may be made in cash, or in notes of the Company. The payments will be made, on settlement, equal to cash on the 1st day of November, 1851.

The proceeds of the sales of these Bonds are to be applied in the liquidation of the liabilities of the Company; and for a statement of the present financial position of the Company, reference may be had to a printed Report of the Trustees, which has just been made.

The Mortgage is made to secure the payment of Bonds, to the amount of $2,000,000, and is made on a road 117 miles in length, which has cost $7,000,000.

The receipts of the road, for the year 1850, were $287,093.47. The receipts for the present year, up to October 1st, were $442,654.22. The earnings for September, 1851, were $62,135.81.

The Bonds will be issued in sums of $100, and over.

Proposals must be returned to the Treasurer on or before the 1st day of December next, and must be sealed and marked—"Proposals for the Mortgage Bonds."

The proposals will be opened by the Directors, on the 2d day of December next.

Those persons whose proposals are accepted, will be notified immediately.

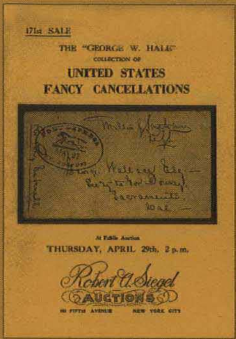
JOSIAH QUINCY, JR.,
Treasurer Vermont Central Railroad Co.

C. O. WHITMORE,
JAMES C. DUNN,
J. P. PUTNAM,
} *Finance Committee.*

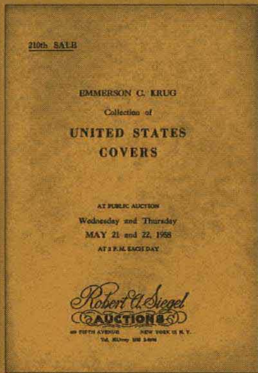
V. C. R. R. OFFICE,
BOSTON, Nov. 15, 1851.

Figure 5. 1851 cover with enclosed circular by the Vermont Central Railroad

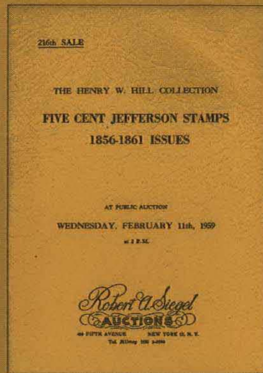
ADVERTISER INDEX



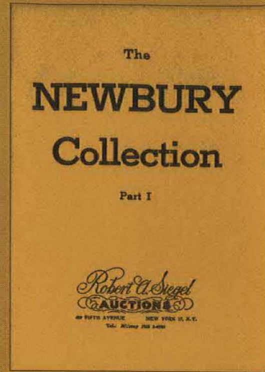
Hale 1954



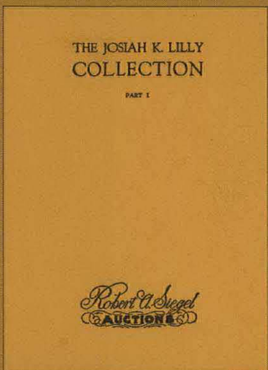
Krug 1958



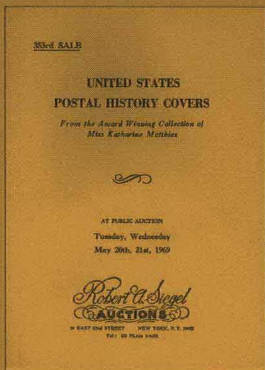
Hill 1959



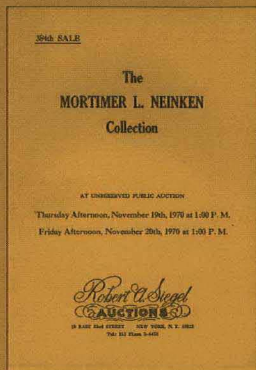
Newbury 1962



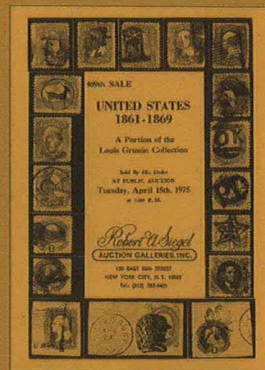
Lilly 1967



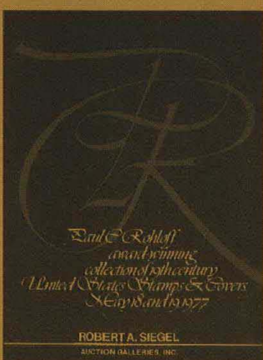
Matthies 1969



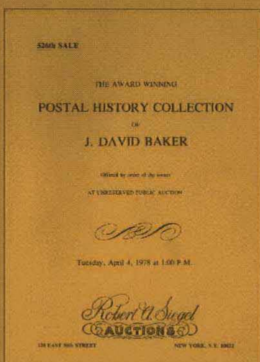
Neinken 1970



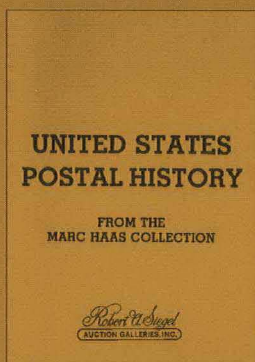
Grunin 1975



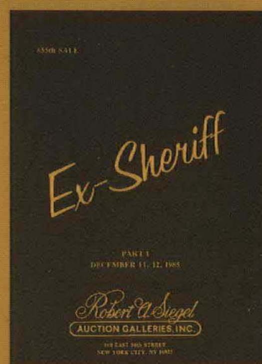
Rohloff 1977



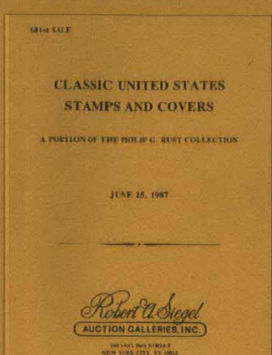
Baker 1978



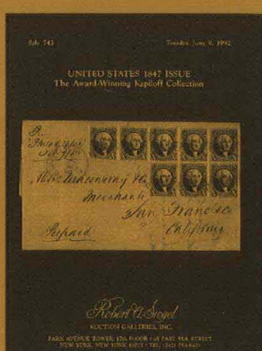
Haas 1980



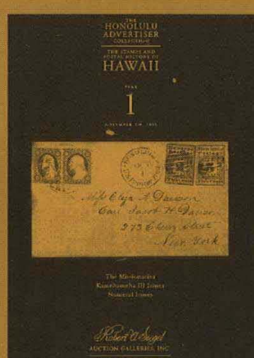
Sheriff 1985



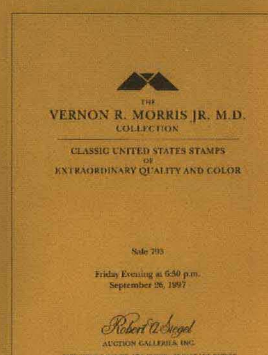
Rust 1987



Kapiloff 1992



Honolulu Advertiser 1995



Morris 1997

Great collections have one name in common.