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May 1999

Volume 51, No. 2

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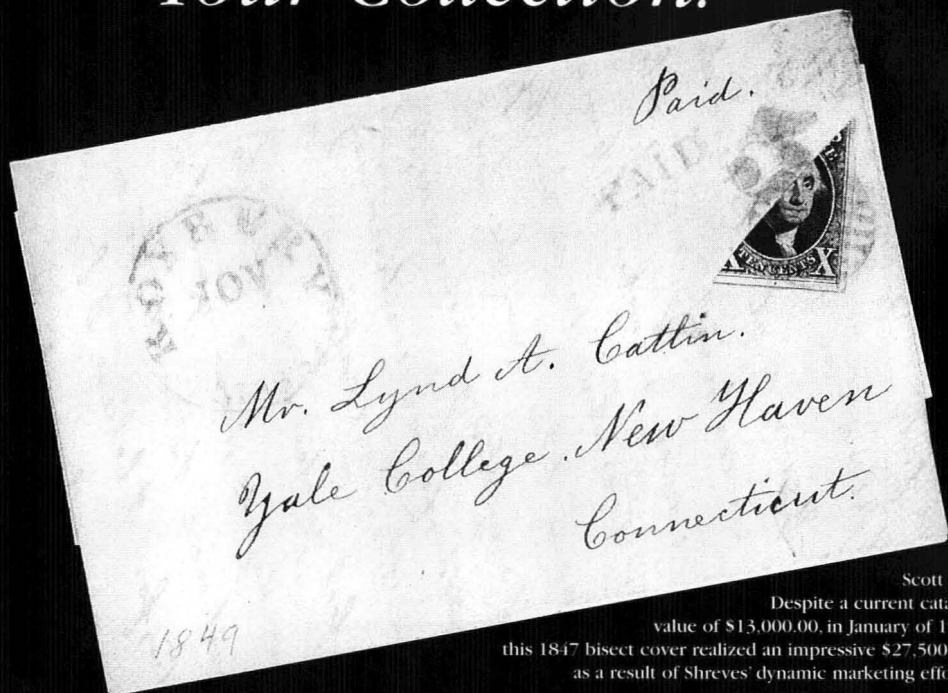
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JAMES W. MILGRAM, M.D.

Stamp collecting began as a hobby of studying and saving stamps, usually off cover. Over the last 60-70 years collectors have established a number of specific paths along which to develop their collections. The pure path is still to collect stamps, but this has branched into forming collections that show the creation of a stamp design with proofs and essays, and then unusual pieces such as multiples, shades and other varieties. More recently, such collections also show representative usages of the stamps both off and on cover. Foreign destinations of stamps on cover have become very popular.

This has paralleled a development of collecting specialized postal usages which has been labeled broadly as postal history. For instance, one can collect maritime postal markings with sub-categorization of different time periods, geographic locations, different countries, and specific wars. There also has been a tremendous growth in collecting items from a specific location such as one state, one county, or even one city or town.

However, although this type of collecting makes a lot of sense and defines the field of the individual collector to his or her financial means, it is just one way to collect. Although not popular with collectors of the classic period, topical collecting is attractive to certain persons. There is a fine collection of Benjamin Franklin material and several collections of Abraham Lincoln philately, but philatelic pigs, nudes and coal mining have also proven to be reasonable collecting interests. Illustrated envelopes have become a very popular sub-specialty.

This writer presented another way of categorizing postal markings (not an original idea) in an installment article that showed U.S. postmarks containing a county or postmaster's name over a long time span including all states, even Confederate States of America usages [*The Chronicle of the Classic U.S. Postal Issues*, Nos. 149-154, 1991-1992]. The present article is another subject that cuts across many time periods and different stamp issues. The idea is to take a specific postal marking, such as a rate marking, and show different usages in various time periods. When I first dreamed this up, I had no idea how interesting some of the usages could be. I picked the unpaid 6¢ rate because there were many different usages over a long period of time.

Unpaid 1792 Postage Rate Under 30 Miles

Although there are covers showing "6" numeral rates during the Colonial period, these rates are in pence, not cents. The rates of 1710 established a six pence rate for a distance of 60-100 miles. This rate was repeated in the 1765 laws. Postage can also be indicated as pennyweights (dwt) of silver. Albany, New York, had a straight line marking including the six pennyweight postal charge in 1789.

The Act of February 20, 1792, which became effective June 1, 1792, established the rate for a single sheet letter carried not over 30 miles to be 6¢. While this rate could be paid by the sender, at that time in the Eighteenth Century the majority of letters was sent unpaid. Therefore, this is the first U.S. due 6¢ rate. This rate was in effect until 1799 when the minimum postal rate was raised to 8¢ for a single letter not over 40 miles.

The earliest possible usage for the 6¢ rate would be a cover postmarked June 1, 1792. At that time most postal markings were handwritten (manuscript), although larger towns had handstamped straight line postmarks showing the town's name and sometimes the month and day dating (year dating was rare). No town had handstamped rating marks although "FREE" and "PAID" handstamps were used at certain locations.

At Figure 1 is a Colonial cover from New York to Philadelphia with an interesting

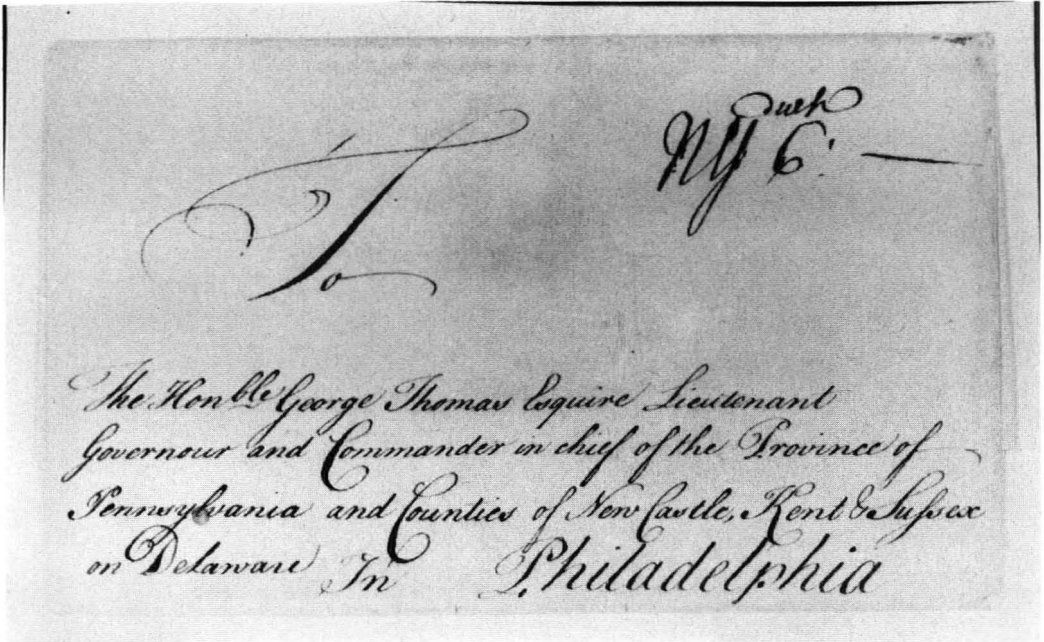


Figure 1. Stampless cover "NY dwt 6" to George Thomas, Governor [not Lieutenant Governor] of Colonial Pennsylvania

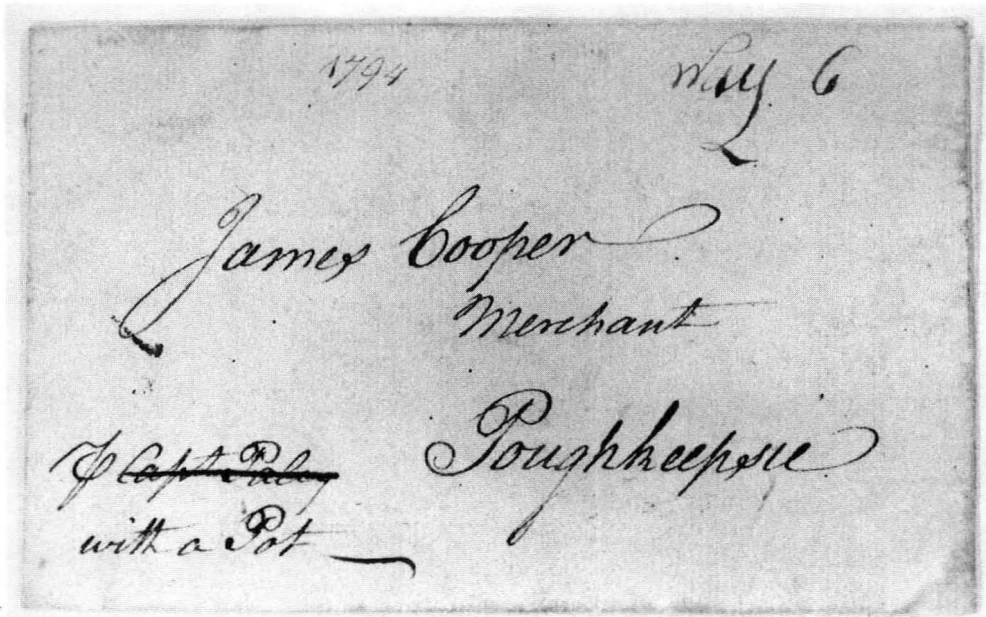


Figure 2. "Way 6" on 1794 river mail cover to Poughkeepsie, New York

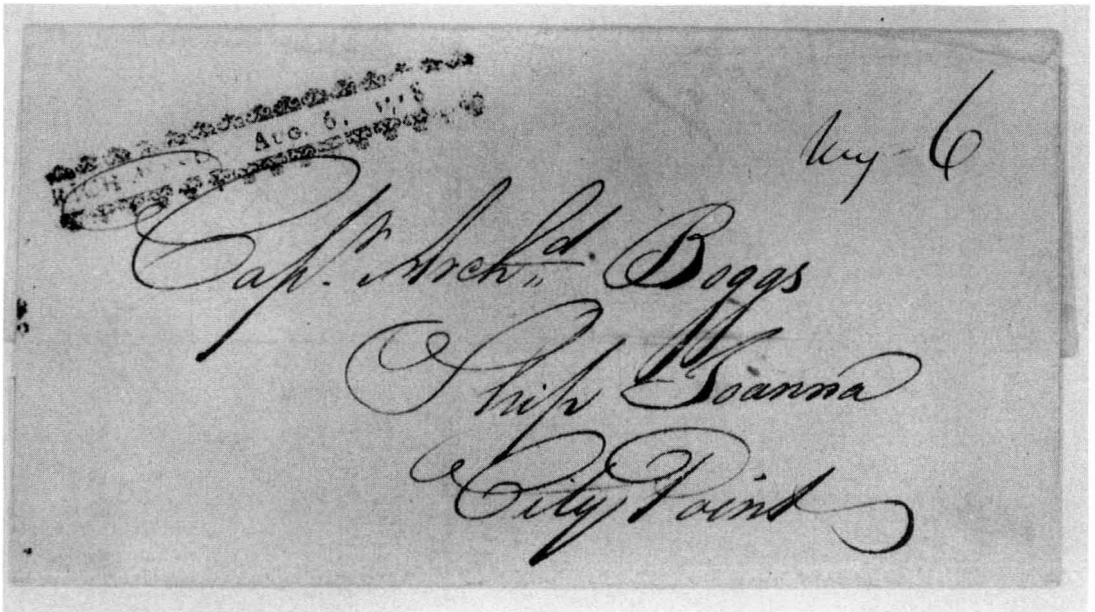


Figure 3. "RICHMOND AUG. 6. 1798" fancy straight line with year date, rated "Wy 6" to ship captain at City Point, Virginia

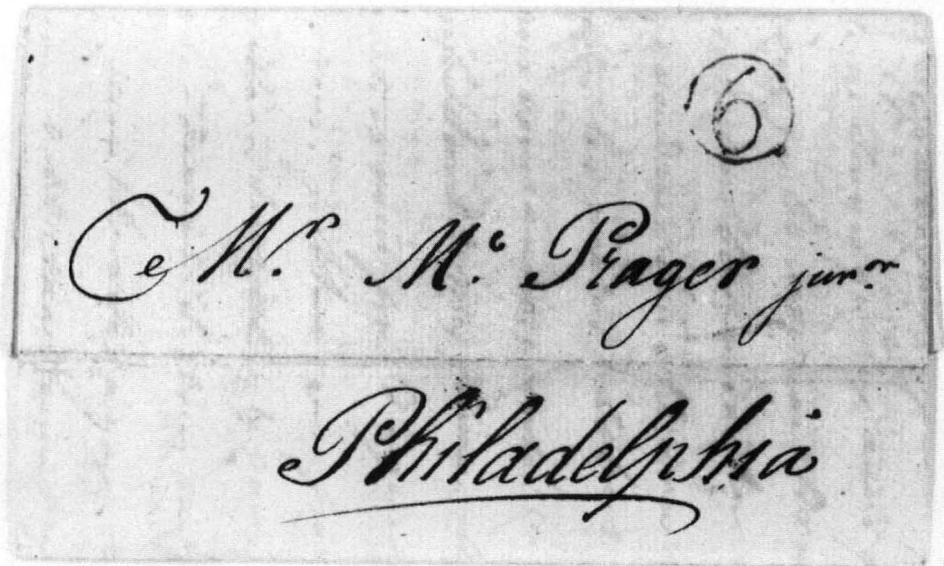


Figure 4. Philadelphia "6" ship fee on letter from Savannah, Georgia in 1807



Figure 5. War rate of "9" indicated by inverted "6" in circle at Philadelphia; inset shows marking on reverse of cover "PAID WITHDRAWN SHIP LETTER LONDON 9 JY 9 1815" reflecting payment of ship letter fee at London

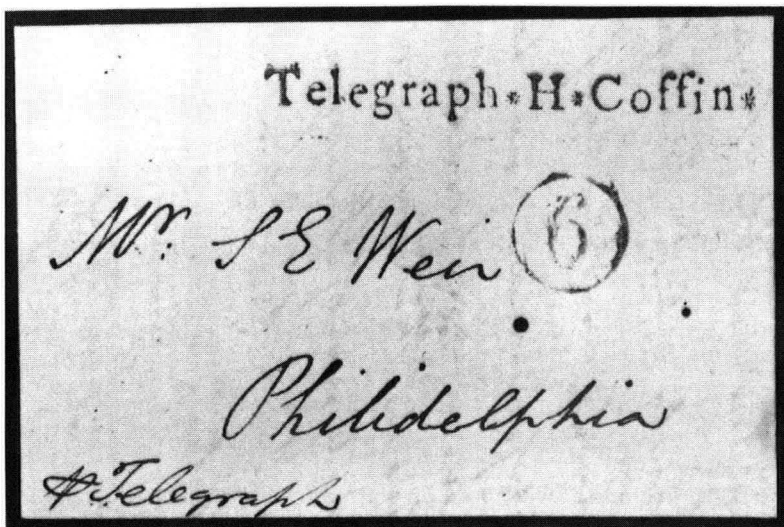


Figure 6. "Telegraph * H * Coffin *" red vessel-named marking for transatlantic ship usage, rated "6" at Philadelphia in 1817



Figure 7. The Boston ship marking, red "SHIP" in banner with "6" rating, 1826 usage



Figure 8. Red "6" in circle at New York on ship letter from New Orleans, May 26, 1831

address to the Colonial Governor of Pennsylvania (1738-1747). It is rated "6 dwt" as due from "the Honorable George Thomas." Figure 2 shows a cover carried on the Hudson River from New York to Poughkeepsie where it was rated 6¢ due. Because it was given to a mail carrier, it is also marked "Way," but there is no way fee charge to the addressee. Figure 3 shows a cover with "RICHMOND AUG 6 1798" straightline in fancy frame with manuscript "Wy 6," another very early way marking with no increased charges.

6¢ Ship Rate to Port of Entry

The Act of March 2, 1799 that changed the domestic postal rates also established a 6¢ postal rate for a letter carried by a ship into a port city and delivered at that post office. This was a part of a rating structure that gave the ship's captain 2¢ for each letter delivered to the post office at the port city. Letters addressed to other cities beyond the port were charged the ship fee, 2¢, plus regular postage. The rates for these services under the Act of February 20, 1792, had been 4¢ for a letter delivered at the port of entry and 4¢ plus postage for a ship's letter going beyond the port. Thus the ship rate in 1799 was increased at the port city but lowered for other destinations.

Except for a little over a year in 1815-1816 when all rates were increased 50%, this charge of 6¢ remained intact until the Act of February 27, 1861 changed the rate to 5¢. On June 30, 1863 the ship fee was changed to double the regular postage rate, which would be 6¢ to another city and 4¢ to port of entry.

Philadelphia used a small elongated "6" within a circle that was applied in the distinctive reddish ink used in other Philadelphia postmarks. A cover from Havarnak, January 30, 1802 addressed to a merchant in Philadelphia, is an early example. At Figure 4 is a letter from Savannah to Philadelphia dated October 3, 1807. It bears a similar circular postmark with a larger "6," the rate to a port of entry. During the war rate period, the earlier "6" postmark was struck upside down to show a "9" rate (Figure 5). This cover bears a black "PAID WITHDRAWN SHIP LETTER LONDON 9 JY 9 1815" with crown on its reverse (see inset) which is also indicated by manuscript "8½" (pence) in red on the front of the cover. In Figure 6 is a very spectacular 1817 usage of a Philadelphia "6" marking with a red straight line "Telegraph* H* Coffin*," a marking applied by Captain Coffin of the sailing ship *Telegraph*, one of three varieties of handstamps used to advertise this vessel.

During a 33-year period beginning in 1819, Boston used a very unusual "SHIP 6" in a banner (Figure 7). Also at this time some such covers also bear a straight line "QUARANTINE," which would have been a usage on certain ship letters from sites of infective diseases.

The most common "6" markings are actually in manuscript, and they are very plentiful. New York had various handstamps during different periods with markings in both red and black (Figures 8 and 9). A combination of a ship cover with 6¢ port of entry marking with a magenta "G.P.OFFICE DEAD LETTER" (1819) is shown in Figure 10. This cover was apparently rerated to 8¢ due since the address was to Brooklyn, and not New York, a ship fee of 2¢ plus 6¢ postage (to be discussed next). Philadelphia later used a blue "6" in an octagon. New Orleans used manuscript markings until 1845 when a large black "6" was used for the ship rate to the city (Figure 11). This was one of a number of large numerals used at the city at this time. In 1850 a red "SHIP 6 CENTS." was used at New Orleans (Figure 12), one of a small number of "ship 6 cents" markings that exist. By 1853 the marking is usually seen in black.

Certainly the most fancy marking of this type was the decorated "SHIP 6," commonly called a shell, used at San Francisco in the 1850s (Figure 13). Early usages are in red such as with a straightline marking "Honolulu, Hawaiian Is. March 1, 1851," but the black usage is more common (and legible). The later straightline SHIP handstamps with various numbers from San Francisco during the mid and late 1860s are for different ship fees and



Figure 9. Black "6" in circle at New York on ship letter from London, November 4, 1853



Figure 10. Red "6" in circle with New York postmark, related with "SHIP" and "8"; sent to Dead Letter Office with 1819 marking of that institution

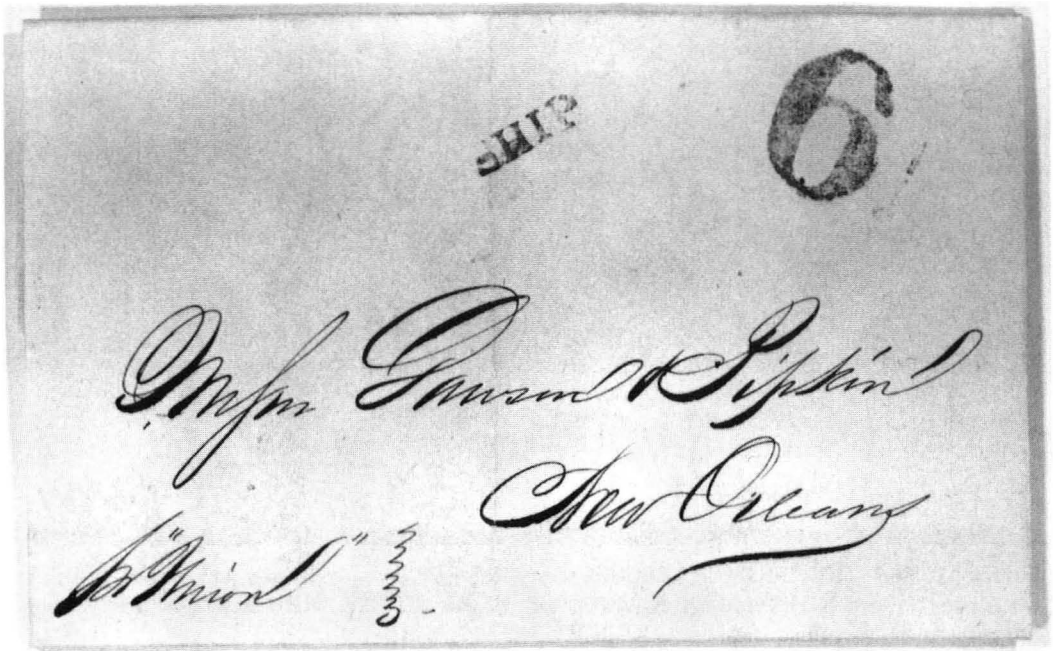


Figure 11. 1848 letter from New York "pr Union" with separate black "SHIP" and "6" handstamps at New Orleans for ship rated letter



Figure 12. 1850 cover with red "NEW ORLEANS La. APR 23" and "SHIP 6 CENTS" for the ship letter fee

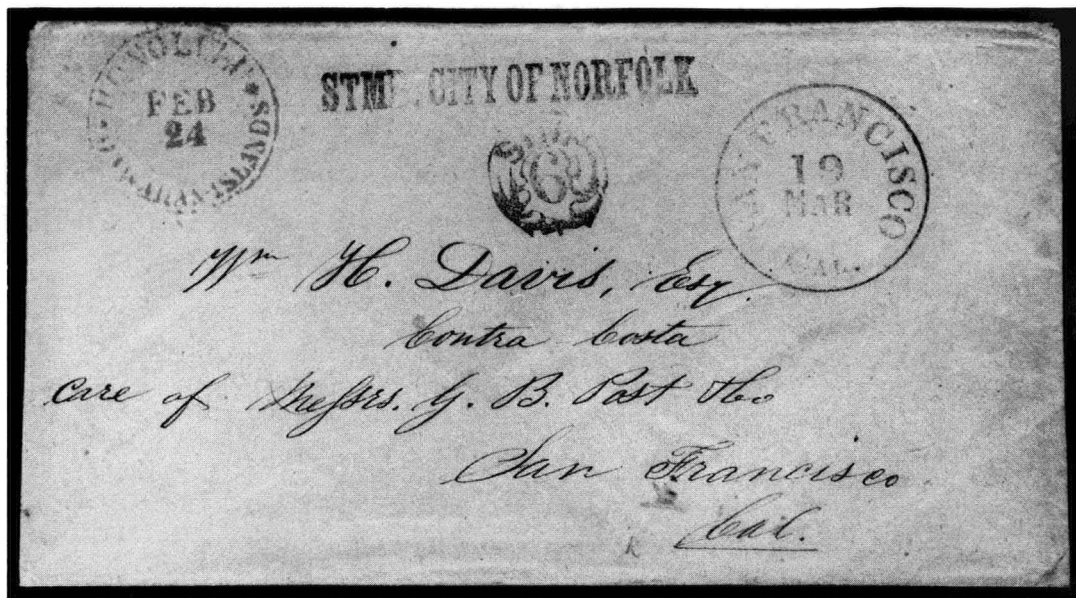


Figure 13. Red "HONOLULU HAWAIIAN ISLANDS FEB 24" postmark on private ship letter forwarded by G. B. Post & Co. with their "STMR CITY OF NORFOLK", private vessel-named marking, black "SAN FRANCISCO CAL. 19 MAR" and "SHIP 6" rating for letter addressed to San Francisco

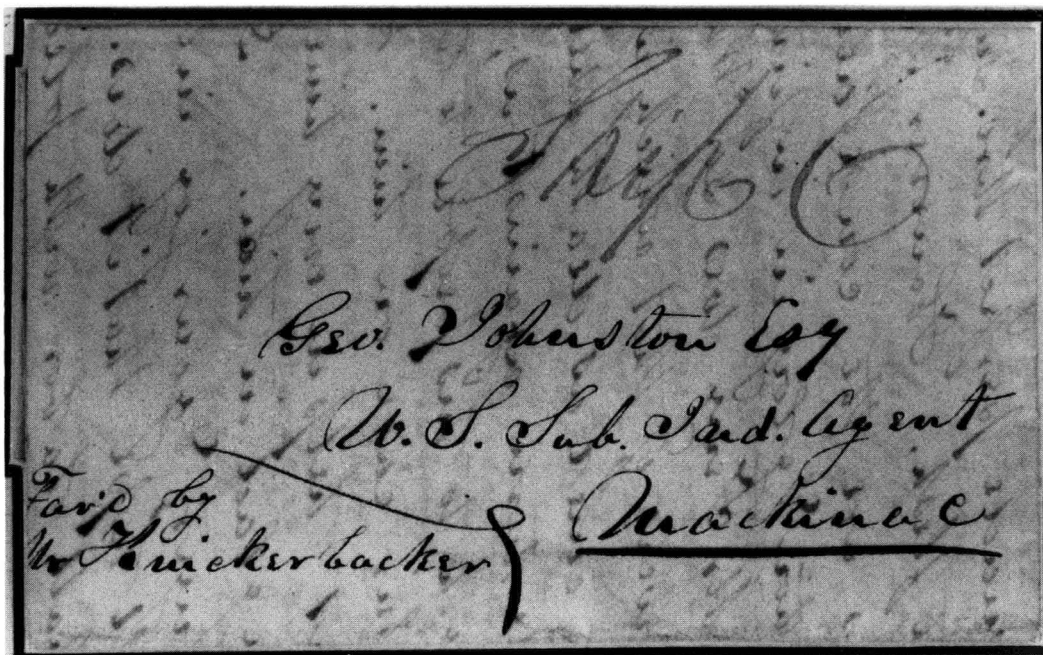


Figure 14. Manuscript "Ship 6" on cover carried as private ship letter from Chicago into Mackinac on Lake Michigan

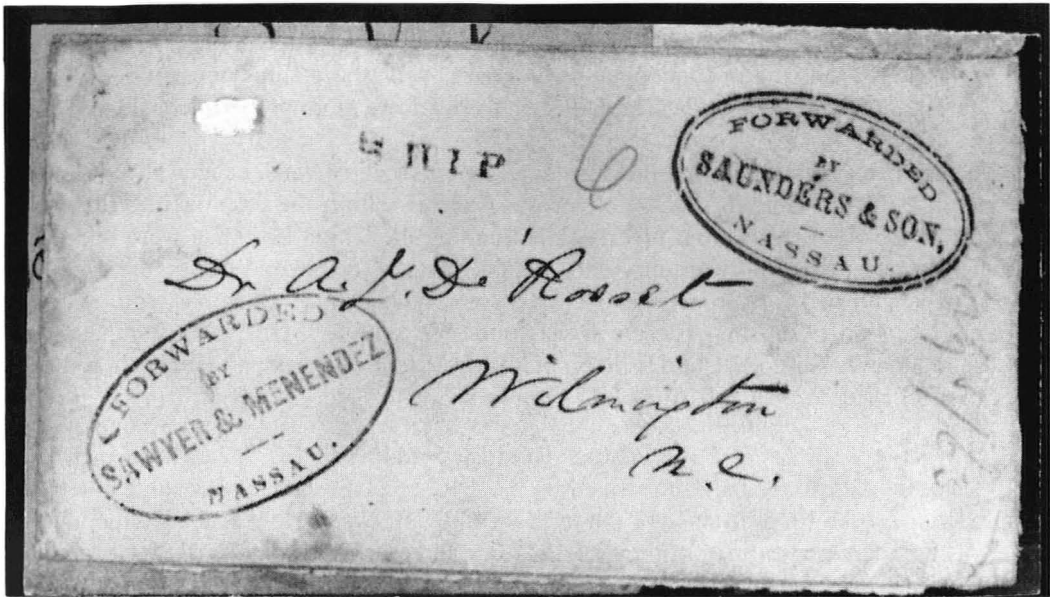


Figure 15. 1863 Confederate blockade run cover with two oval markings of Nassau forwarders, marked at Wilmington, North Carolina "SHIP" and "6", the Confederate ship rate for port of entry letters

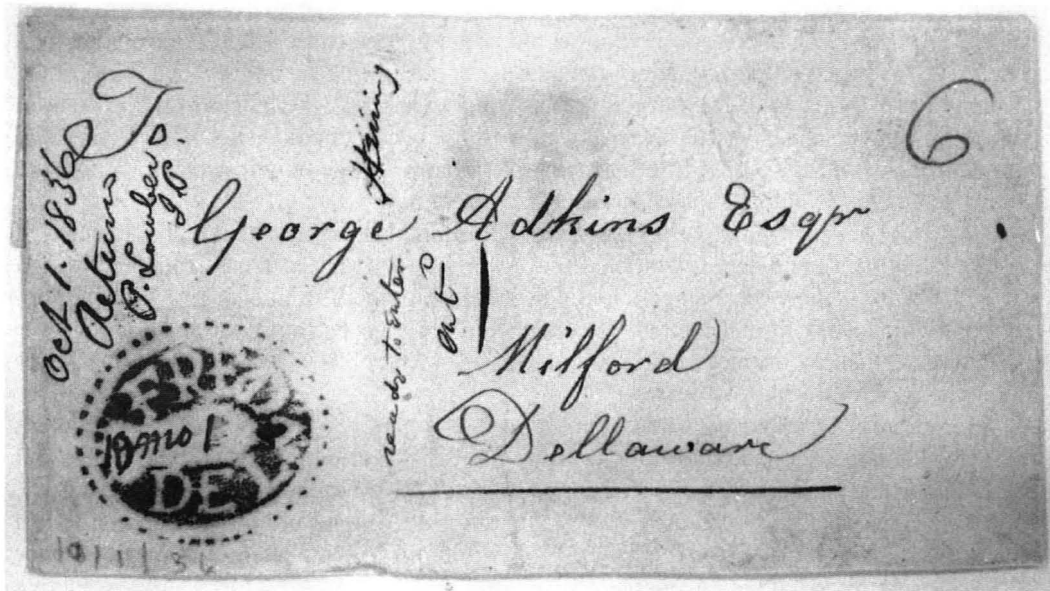


Figure 16. 6¢ rate on letter with negative red "FRED A DEL" with ms. date "10 mo 1" [1836], to Milford, Delaware

will be discussed subsequently.

On the Great Lakes the early vessels were private ships, so letters transmitted by them to the various ports were rated as ship letters, 6¢ to port of entry and 2¢ plus postage to other locations. In Figure 14 is an 1834 cover to Mackinac, Michigan Territory from Chicago. A few years later a handstamped "SHIP" was used at the same port. Although these markings are listed in catalogs as steamboat covers, these ships on the Great Lakes were not shallow draft steamboats, and thus such covers are more properly considered ship usages.

It has been mentioned that the ship rate to port of entry was changed in 1861. But that is only for the United States, not for those states within the Confederate States of America. Blockade covers from private ships running the Union blockade were rated under the old rates, 6¢ to port of entry and 2¢ plus postage for beyond. At Figure 15 is an 1863 cover with two forwarder's handstamps from Nassau in the Bahamas, addressed to Wilmington, North Carolina. The cover was rated "6" with a "SHIP" handstamp. A "6" handstamp that was used at Charleston on blockade covers was used at that city in red and then in black prior to the Civil War.

6¢ Postage Rate 1816-1845

The Act of April 9, 1816, effective May 1, 1816, reestablished a 6¢ postage rate for a single letter carried for a distance of not over 30 miles. Between 1799 and 1816 the lowest rate was 8¢, increased to 12¢ for most of 1815 and three months of 1816 (the war rate period). This 6¢ rate was one of five single letter postal rates based on the mileage the letter was carried. During this slightly less than 30-year period, the usual practice was to indicate the postal rate in manuscript. Figure 16 shows the rate on a cover with a rare negative red town handstamp of Fredonia, Delaware in 1836. Figure 17 shows one of the most fancy postmarks, the York, Pennsylvania standing lady holding the town's name in a banner overhead.

Manuscript rate marks can also be found on covers showing some unusual postal usage. In Figure 18 is a rare "charged" notation written by the receiving postmaster at Hudson, New York. The cover was sent unpaid at the 6¢ rate from Athens, New York. The postage was charged to the account of the address, a post office account. When the postage was paid by charging it to a box account *at the time of mailing*, the letter would be marked paid. Much more unusual is the charging of postage on an unpaid letter. Brooklyn, New York and Jackson, Mississippi (during the Confederacy) are the only towns known to have used "CHARGED" handstamps.

An 1842 cover from Albany, New York, was mailed at the 6¢ rate which was marked as "PAID" with a handstamp. But then the cover was forwarded from Hudson, N.Y. to Austerlitz with the new 6¢ postage unpaid or due. In Figure 19 is a cover from Burlington, Vermont which was originally rated 10¢ due in 1840. However, the cover was carried over the ice rather than by a longer land route during the winter, so it was rerated at the lower 6¢ rate because of the shorter distance.

In addition to manuscript rating markings which were used by most towns, there were a few towns that had handstamps for the five single rates, 6¢, 10¢, 12½¢, 18½¢ and 25¢. Among the best known of these markings are the red numbers from Schenectady, New York. One of these was a number "6" (Figure 20). Another more scarce example is a red Amherst, Massachusetts postmark in 1844 with a red "6" to Chicopee. Brooklyn, New York had some handstamped rates, but I have not seen a "6." Another town with distinctive rating handstamps was Versailles, Kentucky (Figure 21). The markings from this town can be found in different hues of ink.

There is a second variety of handstamped rating markings. These are the attached rate markings that were used from many different small New England towns in the 1830s and 1840s (see Frank Mandel, "U.S. Rating Marks," 1985 *American Philatelic Congress*

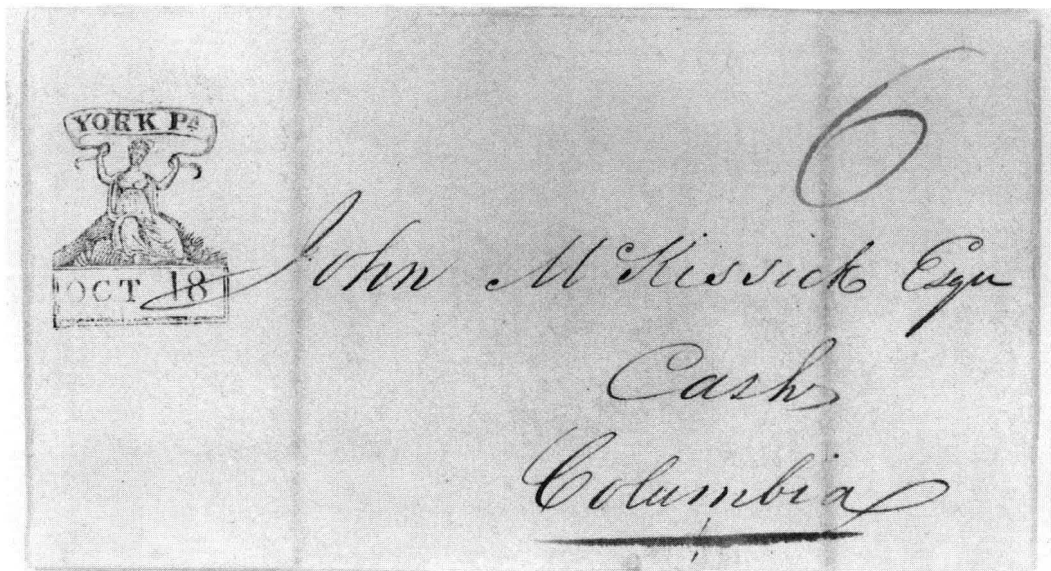


Figure 17. "York Pa. OCT 18" in red fancy postmark with manuscript "6" rating to Columbia, Pennsylvania



Figure 18. "ATHENS N.Y. DEC 3" in red with "6" for due postage; marked "Charged" at Hudson, N.Y. with postage charged to the addressee's box account

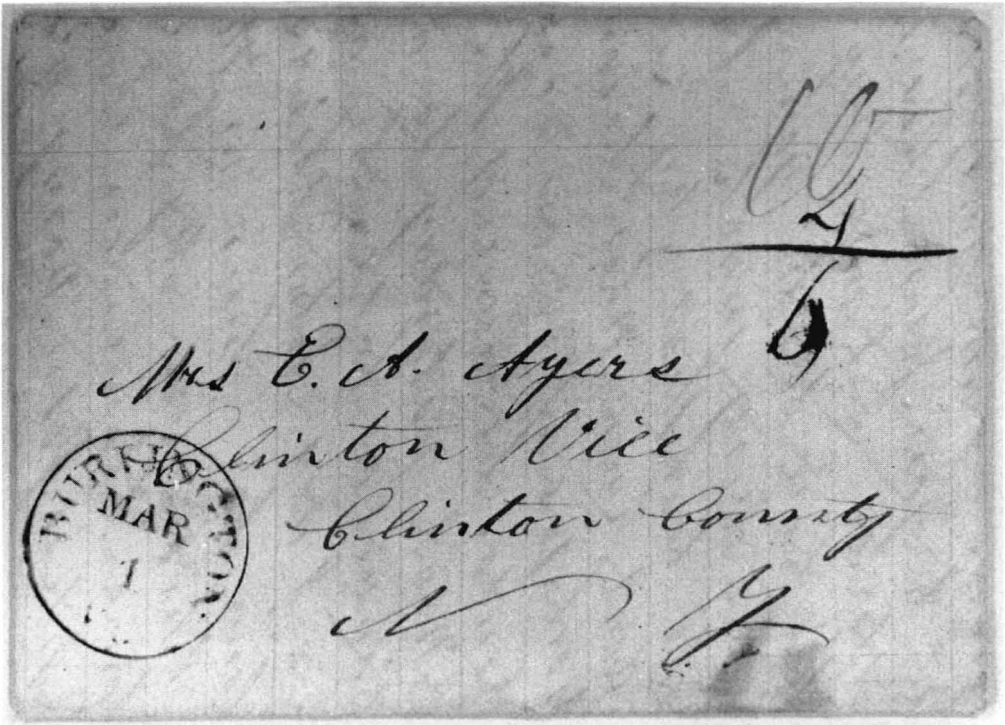


Figure 19. "BURLINGTON VT MAR 1" [1840] mailed during the winter and rated "10" for land transit to Clintonville, N.Y.; however, the letter was carried over the frozen lake, a shorter distance and a lesser rate, and was thus rerated "6" due

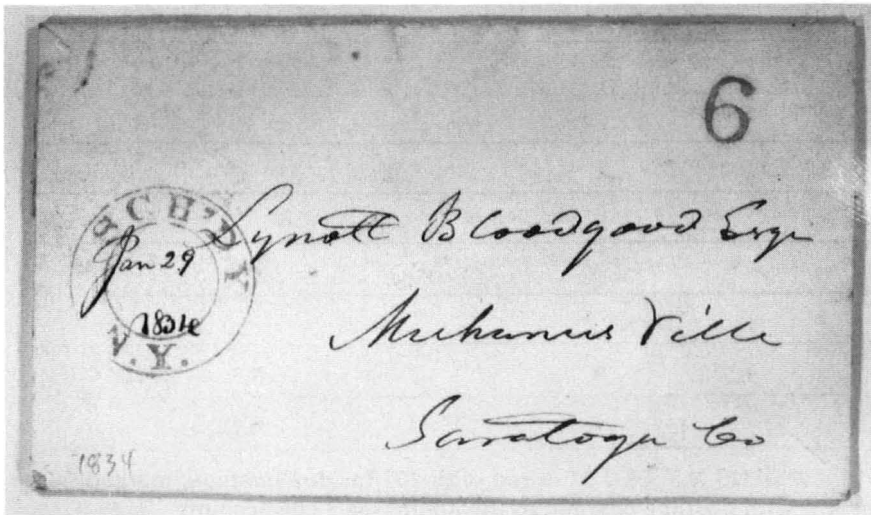


Figure 20. Red "SCH'DY. N.Y." with ms. dating "Jan. 29 1834" and handstamped "6" to Mechanicsville, New York

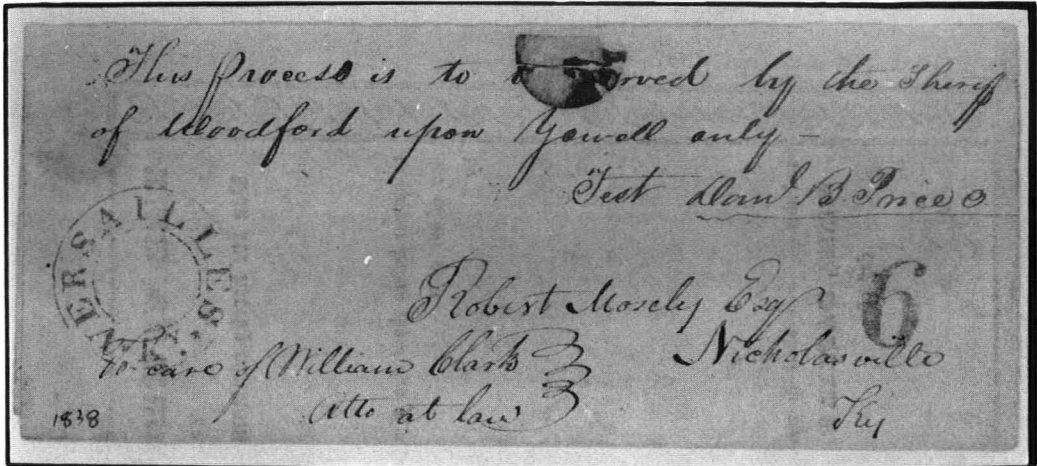


Figure 21. Red “*VERSAILLES* KY.” in double circle , no dating, and “6” in 1818 letter to Nicholasville, Kentucky



Figure 22. Black ‘NEWPORT N.H. JULY 20’ with attached “6” on 1831 letter to Hanover, New Hampshire

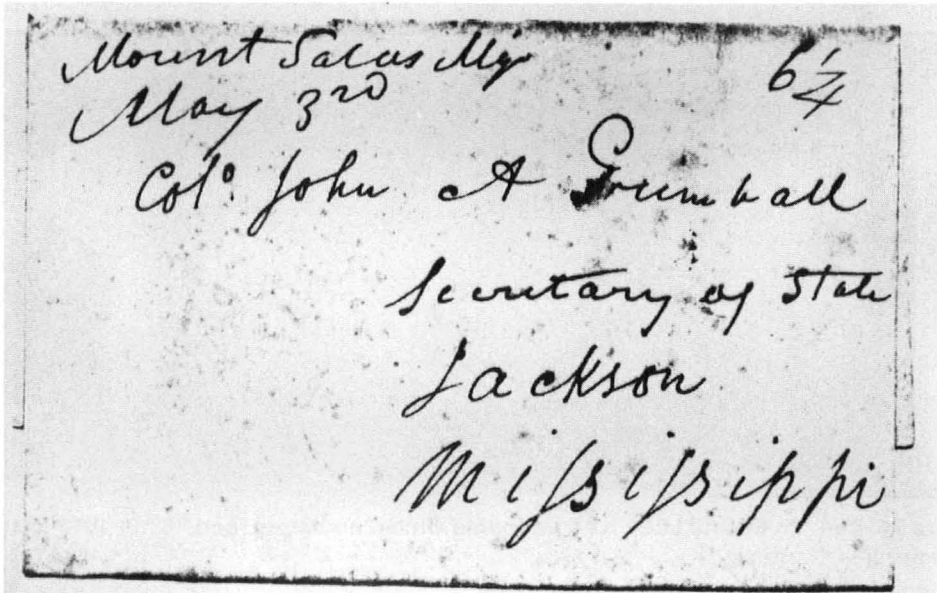


Figure 23. "Mount Salus Miss May 3rd" and "6 1/4" all in manuscript on 1826 letter to Jackson, Mississippi, correct rate would be six cents



Figure 24. "RICHMOND IND. Oct 28" and "PAID" with ms. "6 1/4" to Eaton, Ohio, an example of a prepaid "6 1/4" rate

Book). These markings can exist with or without an attached "PAID." There are even "FREE" types. In Figure 22 is an 1831 example from Newport, New Hampshire with just a 6.

6¼¢ Rate

American coins were in short supply during the first 75 years of the country, and it was common practice to use coins of other countries. The British three pence coin traded at 6¼¢. The Spanish *medio real* (half real) also traded for the same amount. The usage of the foreign coins was so widespread in certain places, that postal rates were sometimes written as "6¼" even if they were actually "6" rates. I have already written an article on this (*Chronicles* No. 133 and 134, February and May 1987), so I will not repeat myself here. However, a number of readers sent me additional examples. The majority appear to be small towns with manuscript markings. In Figure 23 is an example from Mount Salus, Mississippi in 1826. Others are Yazor C.H., Mississippi, October 26, 1828; Madisonville, Mississippi, May 29, 1829; and Brandon, Mississippi, December 10, 1831. An unusual one is Habolichitto, Mississippi, May 6, 1824 rated 12½ to Jackson, but postmarked Monticello, Mississippi, June 1, 1824 with additional 6¼ with marking "misst & forward 18¾." But the most unusual cover is a manuscript "Pine Hill Miss April the 3d" [1835] with manuscript "6½." I can only guess this was a mistake for "6¼." Then two other such covers bear handstamped postmarks of Richmond, Indiana. The first (Figure 24) shows "RICHMOND IND. OCT 28" [1835], "PAID" and ms. "6¼" to Eaton, Ohio, a rare prepayment of the 6¼¢. The other cover is even more unusual in that it is a double letter to the same address. It should have been rated "12" for double 6¢ postage. But the postmarks are "RICHMOND IND. MAR 19" [1838] and ms. "12½." indicating a charge based on coinage rather than the proper charge.

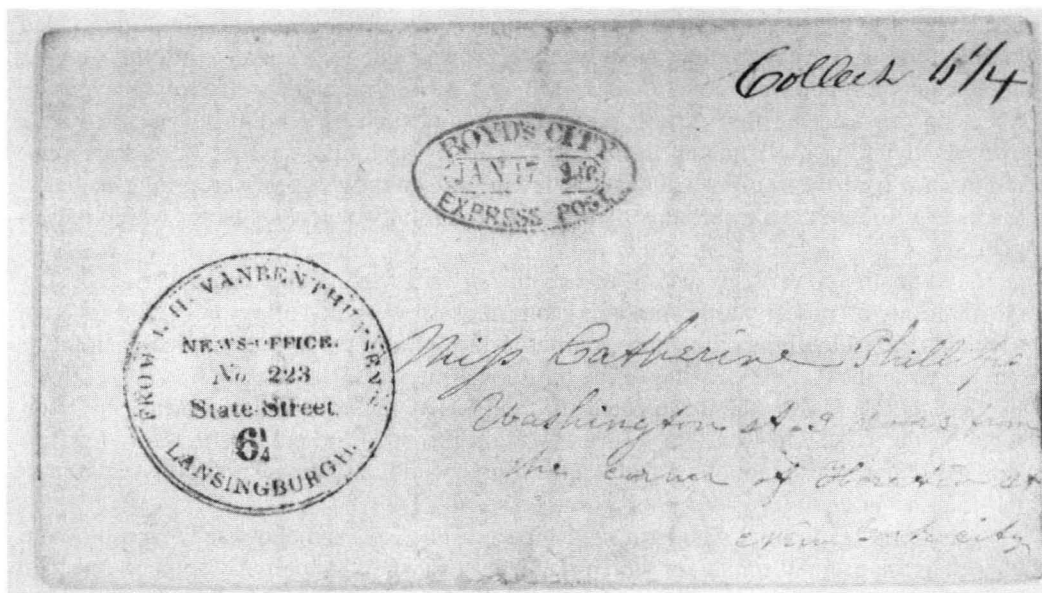


Figure 25. "FROM J.H. VANBENTHUSEN'S NEWS-OFFICE No 223 State Street. LANSINGBURGH. 6¼" in red from Lansingburgh, New York to New York City; there is also a red oval "BOYD'S CITY EXPRESS POST. JAN 17 1846" and "Collect 6¼" showing the same specie rate

The 6¼ rate is seen on Texas ship covers addressed to Galveston, the port of entry. Although not a port of entry, the Republic of Texas charged the same fee for letters addressed to Houston.

During the 1840s a number of local express companies rated the postage on a single letter as 6¼ rather than 6 due. Sometimes such ratings were even included in the hand-stamped markings. In Figure 25 is a very nice example with red "FROM J.H. VANBENTHUYSEN'S NEWS OFFICE No. 223 State Street. 6¼ LANSINGBURGH" [New York] addressed to New York City with additional red oval "BOYD'S CITY EXPRESS POST JAN 17 1846" and manuscript "Collect 6¼."

(to be continued)

FROM THE EDITOR

There's Always the Unexpected

With this issue of the *Chronicle* I'm into my seventh year as Editor-in-Chief. By now most editing tasks have been pretty well standardized. We've set up a reasonably firm schedule, which gives us the kind of flexibility needed in a hobby publication and yet generally insures that the journal will get into the mail during the last week of the month shown as the publication date. There are some months when it runs close, particularly non-Leap Year Februaries, but we almost always meet the schedule.

But there's always the unexpected. I intended to come back from the IBRA '99 exhibition and get right to work on the galley proofs which (as planned) were on my doorstep on April 5. But I hadn't counted on major surgery for a compressed spinal chord that would set me back by more than three weeks. It wasn't due to problems with the surgery, which went well, nor the recovery *per se*, which has been rapid and relatively uneventful. Except no one told me that certain basic movements such as bending my head to look down, or stretching my arms out in front of me, or trying to use scissors, or various other motions involved in proofing galleys and laying out dummy pages were going to be so perversely difficult. As a result, this issue will be roughly two weeks late, for which I apologize.

And quality control has also been a matter of concern and emphasis. We've got several iterations of proofreading, including one more review at galley proof and/or page proof time, at which point the entire journal is in digital form and theoretically immune from the gremlins that used to plague the hot-type printers.

But there's always the unexpected. *Chronicle* 181 included a stellar article by Scott Trepel on the "Used 15-Cent 1869 Inverts." Scott provided the entire article on disk, including all the images, laid out page by page. I reviewed it and the rest of the issue at least four times, right up to the go-to-press point.

And then the journal came out, and Figure 6 on p. 19 somehow showed a blow-up rather than the original miniature which had been furnished. Apparently someone needed to make one more check prior to printing, opened up the graphic, for reasons not clear enlarged the image, then when time came to close down inadvertently said "yes" to the prompt to "Save new image?" There's an insert with this issue showing the corrected page, which you can file with the original or cut and paste, however you may choose.

So we apologize for those slips. We'll continue to try to hold to our publishing and mailing deadlines, and keep to high standards of proofreading and quality control . . . but unfortunately, there's always the unexpected.

Charles J. Peterson □

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ADDITIONAL CANCELED POSTMARKS: PART I
HUBERT C. SKINNER

Introduction

In an earlier two-part article (see *Chronicle* 179:185-191 and 180:264-268), this writer illustrated and described a number of obliterating devices designed and manufactured to cancel postmarks on letters between the United States and Canada during the period (16 November 1847 - 6 April 1851) when prepayment through to destination was prohibited. Such letters were required to be prepaid "to the Lines" but postage beyond the border could not be collected for the other country. Thus, "PAID" markings had to be marked out with pen or killer because a letter became unpaid to destination when it crossed the border between the two countries. Such obliterations **did not** correct an error or mistake but were a routine requirement for properly rating and carrying the "Cross-Border Mails."

We now turn our attention to other types of canceled postmarks. There is a wide variety of covers bearing postmarks which have been obliterated and corrected because a clerk misinterpreted a printed circular as a letter, a double letter as a single, misread the destination, or picked up and struck the wrong device on a cover in error. At times, a postal patron changed his mind about prepayment, or other reasons, such as remailing or forwarding letters, caused postmarks to be obliterated and replaced. All covers illustrated herein are from the 1850s.

Altered Rate Markings

As stated above, many covers exhibit altered rates for a variety of reasons. Frequently, a double letter was first rated as a single one, then corrected. In Figure 1, an unpaid double letter from New Orleans to San Francisco in 1854 was first rated in error at 5¢ due, requiring the numeral "5" to be obliterated (here with the enclosed seven-bar circular grid) and replaced with the numeral "10" representing double rate due. At this time, unpaid letters were charged at the penalty rate, adding 2¢ to the 3¢ single rate for prepaid letters and 4¢ to the 6¢ double rate for prepaid letters. In Figure 2, the New Orleans circular date stamp includes a "5" at bottom representing the penalty rate for a first-class intercity letter. However, this cover is a folded printed circular sent unsealed and prepaid at the circular rate. Thus, the encircled seven-bar grid was struck over the numeral "5" and the proper rate was indicated by the New Orleans "PAID/2" rate marking.

The cover in Figure 3 initially was postmarked and rated by the clerk at New Haven, Connecticut, using the unpaid penalty rate marking with "5" included. Then, apparently, the 3¢ "dull red" adhesive [1853-1855] was placed on the letter as prepayment and canceled with the unpaid town marking. The prepayment made necessary the obliteration of the "5" in the original postmark by an encircled seven-bar grid as on the New Orleans cover (see Figure 2). Did the postal patron at New Haven decide to yield to the not-so-subtle pressure by the USPO to encourage prepayment by exacting a penalty rate for due letters? Or, did the clerk unintentionally use the wrong postmark and then use the grid killer to correct his mistake?

In Figure 4, the New York City postmark with "5 Cts." at bottom representing the penalty rate due was struck on a cover to the Postmaster at Blairstown, New Jersey. As a postmaster could receive his "due" letters free, the clerk marked a manuscript "f" over the "5" in the postmark to indicate the letter was rated "free" from postal charges.

In Figure 5, another prepaid letter is illustrated. Originating in Rochester, N.Y., it is



Figure 1. A folded letter from New Orleans, Louisiana, to San Francisco, California. The New Orleans CDS was struck in bright red on "MAY 19" [1854]; all other markings are in black. The "5" [single unpaid rate] was obliterated by an encircled seven-bar grid and replaced with a "10" representing the double unpaid rate.



Figure 2. A folded circular printed at New Orleans, Louisiana, and dated May 1, 1851. It was mailed on "AUG/1" [1851] and addressed to "Athens, Alaba." The New Orleans circular date stamp is struck in bright red; the "5" at bottom represents the unpaid single rate for inter-city letters. The "5" is obliterated with the seven-bar grid struck in dark red and this rate is replaced by "PAID/2" at the right, again in bright red.

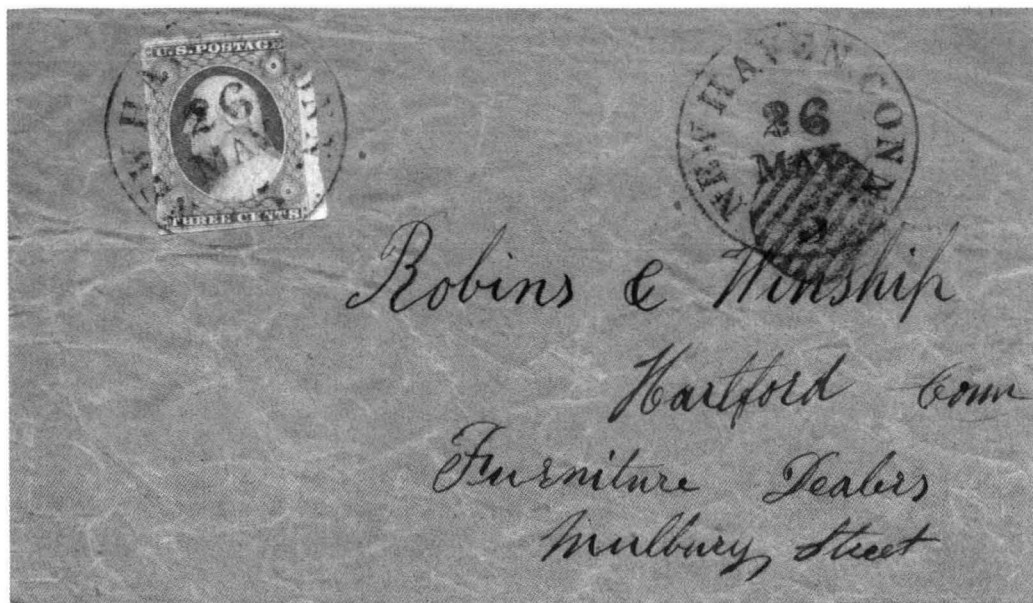


Figure 3. A cover from "NEW HAVEN/CONN." to Hartford, Connecticut. The New Haven postmark with "5" at bottom representing the unpaid penalty rate for a single inter-city letter is struck in black and again at left as the obliterator for a 3¢ "dull red" stamp [circa 1853]. The "5" in the first struck marking is cancelled with a circular seven-bar grid, as the 3¢ stamp prepaid the postage. All handstruck markings are in black.

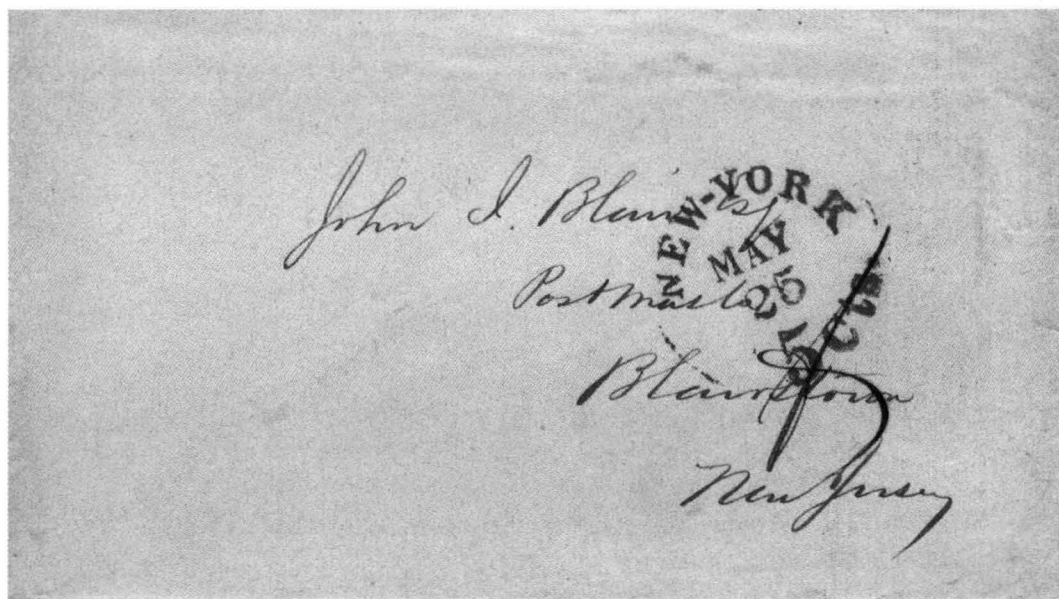


Figure 4. A cover from "NEW-YORK [CITY]" to the postmaster at Blainstown, New Jersey. The New York postmark [struck in black] indicates "5 cts." due, but a manuscript "f" in blue crosses out the due rate indicating that the letter is free of postage. Postmasters were allowed to receive their incoming mail without postage charges.



Figure 5. A trans-Continental cover from "ROCHESTER/N.Y." to San Francisco, California. Originally, it was rated "24" [representing trans-Atlantic postage?], corrected by the obliterating black grid, and rerated "6" in manuscript for the postage for a single letter across the continent. All markings other than the gridiron are in red ink.

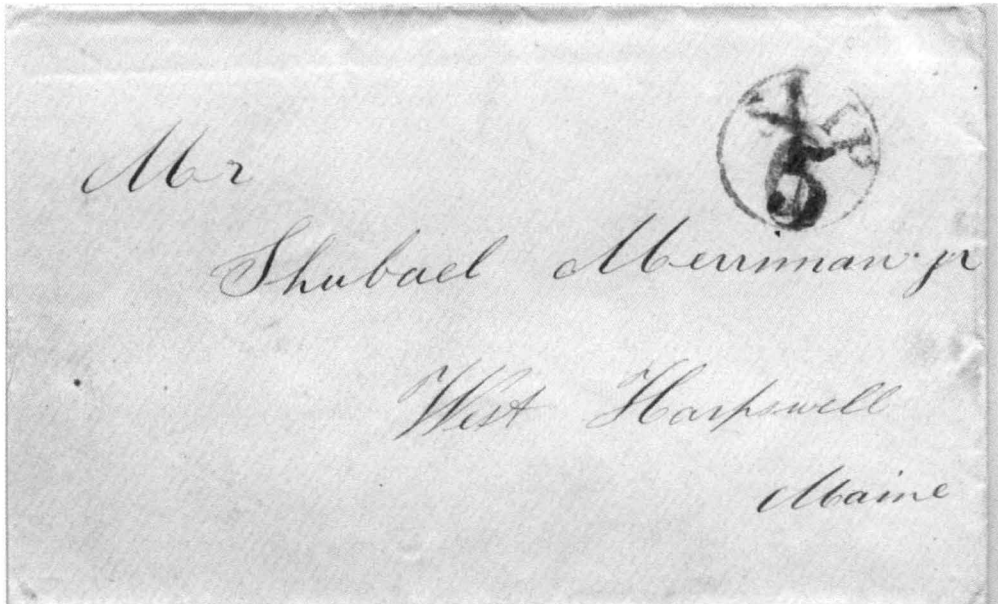


Figure 6. A very unusual cover bearing a circular "SHIP/6" marking in blue which is rerated with a crude "X" over the "SHIP" and a heavily struck "5" in blue over the "6" in the original origin/rating mark. It apparently is an ordinary inter-city letter which became mixed with the incoming ship mails by accident.

addressed to an attorney in San Francisco. Peculiarly, it appears that this letter was rated 24¢ in error, representing the rate charged for trans-Atlantic mail. This is a strange mistake. Regardless of how it came about, the "24" is obliterated by a seven-bar circular grid and the correct rate for prepaid trans-Continental mail [6¢ for a single letter to a destination more than 3,000 miles distant] was applied in manuscript together with a hand-stamped "PAID" and the circular date stamp for Rochester.

Figure 6 illustrates a very unusual cover. It appears to be an ordinary inter-city letter which became mixed with the incoming ship mails. It was first marked with a characteristic circular "SHIP/6" in blue representing a ship letter addressed to the port of arrival; quite apparently this was an error. Close examination shows that the "SHIP" portion of the original marking is "crossed-out" with a crude "X" design in matching blue possibly produced by the edge of a marker device or some makeshift cancelling implement. The "6" is heavily overstruck with a "5" which most likely is the unpaid penalty rate for an inter-city letter. It is probable that we will never determine exactly what happened in this case.

Acknowledgments

This writer is deeply indebted to Edgar W. Jatho, Jr., of New Orleans, a computer specialist who produced the images for the illustrations used here. Ed utilized "state-of-the-art" scanning equipment to make these excellent figures. Also, appreciation is extended to other students and postal historians who have contributed in various ways to these studies.

(to be continued)

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THE LITHOGRAPHED GENERAL ISSUES OF THE CONFEDERATE STATES OF AMERICA: MISPLACED TRANSFERS, STONE 2

© 1999, LEONARD H. HARTMANN

The Misplaced Transfer varieties have a long but clouded place in Confederate Philately. Perhaps the name is partly to blame. I consider a Misplaced Transfer to be one position entered in place of another position on the printing stone and thus ultimately becoming an issued stamp, *e.g.*, No. 2 in place of or over No. 10. Perhaps Replaced or Substituted Transfer is more descriptive, but considering the long usage of the original term I do not propose a change.

The words Misplaced Transfer could also be interpreted as describing a shift in a transfer unit of 50 when it was applied to the printing stone, *i.e.*, the subject is not exactly where it should be for proper alignment. An especially desirable example of this shifted alignment can be found on the 5¢ Blue Transfer Stone 2, Position 44, Printing Stone 1, Right Pane, Upper Setting. Such a variety exists from every impression from the plate and is thus of no special rarity. This more liberal interpretation has been taken by exhibitors and auction catalogs on a number of occasions to describe something of interest which however does not possess the special rarity and importance of a Misplaced Transfer. To the best of my knowledge, a true Misplaced Transfer of a Confederate General Issue Lithograph has never been sold at auction so described.

One could also produce a Misplaced Transfer in preparing the transfer stone: a position is entered and considered unacceptable, and another put in its place. Several positions suggest this possibility. However, as only the final form exists it is thus the normal variety or position; we have nothing to suggest that a position on a transfer stone was changed after the stone was used to prepare a printing stone, however it could have been done. Intriguing varieties are still being discovered.

The initial identification of a Misplaced Transfer requires both the plating of the stamps involved and a multiple or at least enough of an adjoining stamp to prove the relative position on the printing stone. Once the initial identification is made, future examples can be confirmed from the plating details.

In 1998, I purchased a lot from sale of the James P. Myerson collection, American Historical Auctions, lot No. 372. I bid on this lot based on the description: a 5¢ Blue usage from Montgomery, Texas. I was delighted when the cover arrived, condition and description were at least what I expected (see Figure 1).

In plating the stamps I became puzzled—a pair of 5¢ Blue Lithographs, Stone 2, the left stamp was immediately identified as Position 9 on Transfer Stone 2, thus the right stamp had to be Position 10. The right stamp of the pair was a problem; it didn't seem to be Position 10. The plating marks were strong and the impression clear with the stamp in excellent condition. I started to check all of my positions 10 and my notes for some error. Perhaps I mis-marked my 3x5 reference photographs of various positions. After all, there are four copies of Position 10 on a printing stone, and for Stone 2 in Blue there are at least two printing stones, thus eight possible constant minor varieties for the basic position.

Then the quandary became evident; the right stamp is not Position 10, but a perfectly normal Position 2 with a clear but slight portion of another stamp to the left, a new Misplaced Transfer! Both transfer positions 9 and 2 are the normal transfer stone stamps in all respects and there is no question as to the identification and that the stamps are a pair. The two stamps are further apart than they should be, the right hand one is moved to the right. There is enough of the sliver of the original position to the left of No. 2 showing



Figure 1. Misplaced Transfer, 5¢ Blue, Stone 2, Left Stamp Position No. 2 over No. 9, Right Stamp Position No. 10. On cover, Montgomery, Texas, August 23, probably 1862.



Figure 2. Misplaced Transfer, 5¢ Green, Stone 2, Position No. 1 over No. 10

to alert one to something different but not enough to plate it. However, the exact position of this sliver with respect to the adjacent Position 9 is in agreement with Position 10, thus I see no reason to question the original attribution. Another example would be nice; say the misplaced 2 with a Position 50 above or 20 below, or to the right and across the vertical gutter to Position 1.

The Misplaced Transfer first came to my attention in the mid 1960s with the rediscovery of a 5¢ Green from Stone 2 in which Position 1 was entered in place of Position 10 (Figure 2). A most rare item: to date only two examples are known to the author, a used single and one unused example in a block of 40, Positions 1-40, Left Pane, Upper Setting, which proves the plating as to the printing stone location.

This Misplaced Transfer is of special importance as this variety is quite pronounced and should be evident to any collector of the stamp. It does not require a study of the plating to realize that there is something special which deserves serious attention. A good portion of another stamp shows to the left of the design!

The printing stone used for the 5¢ Green Transfer Stone 2 stamps does not appear to be the one used for any of the Blue printings. One would assume that other copies would have surfaced for such an evident variety. This scarcity suggests numerous possibilities: perhaps this printing stone was quickly replaced, thus perhaps there was more than one for the Green printing; the defect was noticed quickly, considered unacceptable, and repaired; or the repair creating the variety was made near the end of the use of the stone.

For many years Scott has listed a "Misplaced Transfer" for the Green Printing of Stone 2 for a nominal monetary value both unused and used, and at one time also listed it for the Blue Printing. Perhaps I am to blame for the de-listing for the Blue stamps, as I have long contended that it only exists from the Green Printing as I only knew of the No. 1 over 10 Misplaced Transfer. If this is the case, the moderate catalog value is out of place considering both the unusual nature of the variety and the scarcity.

Our Green 5¢ Stone 2 variety (Position No. 1 over No. 10) was reported and well illustrated by August Dietz in the October 1925 issue of *The Southern Philatelist*, Vol. 1, No. 12, pages 222-223. The identical illustration and text was repeated in his 1929 book, *The Postal Service of The Confederate States of America*, pages 105-106:

The Twin Scrolls.-This interesting Freak shows a repetition of the lower left side of the design, with no indications of a shift. There is but one explanation: Two transfers, one slightly overlapping the other, and sticking together, escaped detection in the group, and were transferred, jointly, on to the stone. Several sheets may have been printed before the Twins were discovered, when an erasure was made. A minor filling-in of lines appears in the letter "E" of "POSTAGE," due to "dry stone." Both oddities are of a temporary nature.

This description and the accompanying illustration are quite good as to the appearance of the item. However, as it was an integral portion of the printing stone and was repetitive for some time period the word "Freak" is not really applicable. As it was on the printing stone and did not originate with the transfer stone, Dietz's concept of two transfers sticking together is not possible. The significance of the filled in "E" was not realized, thus the remark "temporary nature" is again not applicable. This filled in "E" is a major characteristic for Stone 2, Green or Blue Printings from position No. 1, and exists on all examples.

The earliest reference known to the author of the phrase "Misplaced Transfer" with respect to the Confederate lithographs is an article by Curtis, Kappa and Pratt titled "Lithographs of the Confederate States of America," which appeared in the November 1929 issue of *Scott's Monthly Journal*.

. . . To show the real rarity of these, we would say, that during our studies covering the last ten years, we have found less than a score of these from Stone 2 (both colors).



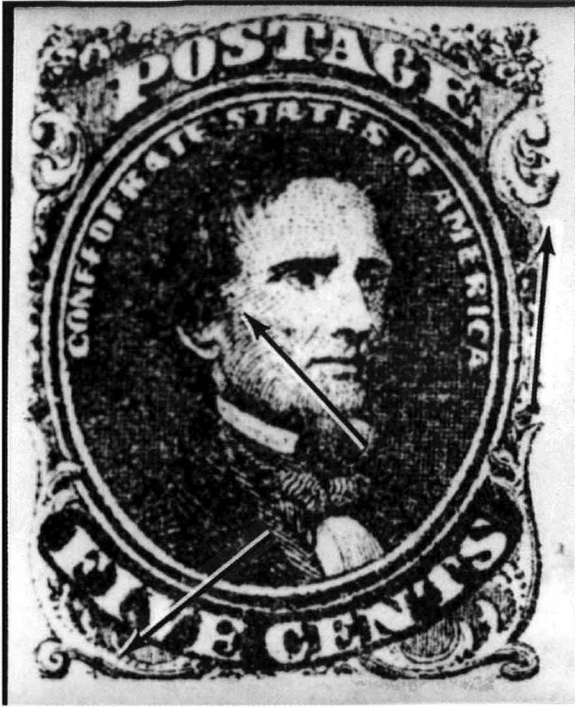
Stone 2, Position 1

The upper portion of the E of POSTAGE, along with the adjacent area, is filled in with color resembling a smudge which is probably what it is; but it originated with the production of the Transfer Stone hence it is an integral portion of the design for this position. There is a large intense short dash of color just under the hair line and above Jefferson Davis's right temple. There is a dash of color just under the lower right hand spandrel. The lower left scroll shows a nice clipped transfer.



Stone 2, Position 2

There is a small vertical line to the right of the upper right scroll. The deviation combined with a slightly deformed scroll gives it a distinctive characteristic among several similar varieties of Stone 2 such as position No. 9, 21 and 26 (and, somewhat, No.19). There is a pair of small horizontal lines, one being directly below and the other above the lower right scroll extension. As with Position 1, the lower left portion of the scroll shows a clipped transfer.



Stone 2, Position 9

The lower left scroll is slightly clipped on the bottom and has two short intersecting lines to the left of the clipped area. The upper right scroll has a small claw-shaped dash of color extending to the right; this basic variety is common, and is also mentioned with Position No. 2. There is a dash of color about midway between Jefferson Davis's ear and eye with the normal dashes of shading being absent in its immediate vicinity.



Stone 2, Position 10

When this unit was prepared for the Transfer Stone the subject was evidently torn or clipped and then rejoined. On finely printed examples a fine line of separation can be discerned extending from the center of the right side though to just beyond the inner colorless oval. The distortion of the inner colorless oval is even evident on poorly printed specimens. The top line of the lower right scroll extension is rather heavy with the right end being broken to give the appearance of an additional line. The lower left scroll also shows a slight clip. There are a number of these clips, all quite similar but also unique.

A short description of what a misplaced transfer is and how it may occur, is as follows:

Some position or group of positions show up badly when a printing has been taken—they have become damaged for some reason and do not print properly. The careful pressman notices this, and he erases that part of the stone, cleans off the space and makes a new transfer there (taking this new transfer either from the smaller Transfer Stone or from a perfect part of the big stone). Then the stone is ready to print from once more. But if he has taken his transfer from a different set of positions from the original ones, he has changed the arrangement of the varieties, and they do not run in the proper order, they are misplaced transfers.

It is unfortunate that the above description does not mention any specific plate positions, and to the best of my knowledge such has not appeared in print by these classic scholars. Perhaps some examples exist with their notations. Our Green Position 1 over 10 was certainly known as early as 1925 to Curtis, Knapp and Pratt and most certainly appreciated; as to the plate positions of the transfer stone, they may or may not have known the positions on the printing stone.

Other positions could also be applied to this basic definition, but they do not have the same level of significance. Stone 2 Position 15, among others, shows enough of a double scroll on the top to indicate there was a second design. However, as this exists on every copy of this position whether a Blue or Green print it evidently originated with the production of the transfer stone and is thus the normal condition of the position.

Starting with the 1927 edition of *Scott's Specialized Catalogue of United States Postage Stamps*, the "Bottom Scroll Doubled (re-entry Pos. 50)" of Stone 2 has been listed for the Green printing. The following year, 1928, "Misplaced Transfer (S 2)" was added for both the Green and the Blue printing but without further identification. The first edition of the *Dietz Specialized Catalog of the Postage Stamps of the Confederate States of America* appeared in 1931 and lists the "Twin Scroll Variety," but the designation "Misplaced Transfer" was not added until the 1945 edition. The 1945 edition does not define Misplaced Transfer though a note on page 129 implies it is the overlap on some Stone 2 units between the upper and lower transfer unit.

Over the years the Dietz and Scott catalogs have mentioned a misplaced transfer for Stone 2 Position 50. I have never seen anything from this position that resembles a misplaced transfer or any need for one, and have assumed it was an error for the Green Stone 2 Position 1 over 10. A 1966 letter from Charles Kilbourne also makes this remark and adds that he has never seen it except for the Green printing, never the Blue.

Perhaps the Position 50 Misplaced Transfer concept originated with the Bertram W. H. Poole articles in *The Philatelic Gazette*, 1915-1917. This Poole plating of Stone 2 is shifted by one horizontal row, thus he identified position 50 as position 10.

Proposed Listing

The current catalog listing for CSA No. 1, 5¢ green, shows "Misplaced Transfer" (not further described) under "Varieties," priced both mint and used. There is no corresponding entry for CSA No. 2, 5¢ Blue. Based on the information in this article, the entries should be:

CSA No. 1, 5¢ Green Lithograph, Misplaced Transfer, <i>i.e.</i> , Twin Scrolls	
Stone 2, plate position 1 entered over position 10	mint & used
CSA No. 4, 5¢ Blue Lithograph, Misplaced Transfer	
Stone 2, plate position 2 entered over position 10	used

OK now, lets see some more Misplaced Transfers, either new varieties or more examples of the above—they most likely exist! There is a single stamp on cover that is a possibility! Write me at P.O. Box 36006, Louisville, KY 40233, or e-mail at pbbooks@ibm.net. □

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THE POST OFFICE SEAL REPRINTS

WILLIAM E. MOOZ

There are a fair number of mysteries in this world, and many of them are philatelic in nature. One such vexing mystery resurfaced as a result of the Shreves sale of the Wampler collection on April 24 and 25, 1998, and my subsequent viewing of the magnificent 1998 APS STAMPSHOW exhibit of Post Office seals by Martin Richardson. Included in the Shreves sale as Lot 914 was a full sheet of 30 copies of OX2. The description of lot 914 in the Shreves catalog is instructive, and follows:

#OX2 var., Yellowish green Post Office Seal, special printing of 1875, the incomparable **unique full sheet of thirty (5X6)**, which in this configuration can only be the special printing, as the regularly issued stamp was produced in sheets of 30 subjects (3X10) and cut into panes of 15 each, this being the special printing produced in 1875 on a harder white paper and less porous than the special printing of 1880 which was on soft porous paper, despite these two distinctively different special printings the Scott catalog lists only the 1880 special printing with a question mark, this astounding sheet, which was originally in the famous collection of Col. E. H. R. Green, has been lost to philately for many years, as it has been residing in collections misidentified and unrecognized as the special printing sheet configuration: the sheet, which has no gum (as it is believed to have been produced), has most of its sheet selvages intact (no plate markings were used), although a few bits are missing, plus there are small faults in the selvage as well, several separated perfs will be found, but the sheet is largely intact, along the top row of the sheet there is a strip of light aging which affects the top third of each stamp, centering typically ranges from fine to very fine; **unquestionably the most important Post Office Seal item in existence**; the special printing in Scott is valued at \$600.00 each and, of course, there is no valuation for any type of multiple, therefore the catalog value quoted is simply for 30 singles, and does not accurately reflect the extreme rarity of this unique sheet (photo)

The 1999 Scott specialized catalog identifies only the 1880 special printing of the OX1 Post Office Seal by the American Bank Note Company as OX2, on soft paper. The surfacing of this obscure sheet of 30 seals on hard paper brought to mind the fact that years ago I had purchased a copy of OX5, which was represented to be the special printing of OX4. For many years I had puzzled over OX2 and OX5, and had noted that the Scott catalog had dropped the listing of OX5 in the 1984 specialized catalog. The listing was replaced with a footnote which read, "A so-called 'special printing' exists in deep brown on hard white paper."

The question which has puzzled me over the years was, "Were OX2 and OX5 a part of the 1875 program which was designed to make copies of all previously issued stamps available to 'stamp gatherers'?" I was not alone in posing this question, and a number of researchers have debated this question over the years. Because of this past work, this article does not present any new findings, but rather addresses the question in the context of this series of articles, which deal specifically with the 1875 program of special printings. On the surface, the answer may seem simple. The 1875 program included not only regular issue stamps, such as the 1847 and 1869 issues, but also stamps which were not readily available to the public, such as the Newspaper and Periodical stamps and the Departmental stamps. This being the case, why not also the Post Office seals?

On the "pro" side, their inclusion could be thought to be logical to round out what

was available to these pesky “stamp gatherers,” as the government called stamp collectors. This seems to be the only argument on that side. On the “con” side are a number of countervailing arguments.

First, there was apparently no intention of the government making these available to the public. The circular which announced this program, dated March 27, 1875, listed three types of “specimens of adhesive postage stamps.” These three types were identified as “ORDINARY STAMPS FOR USE OF THE PUBLIC,” “OFFICIAL STAMPS” and “NEWSPAPER AND PERIODICAL STAMPS.” There was no mention of other types of stamps, such as revenue stamps, and no mention of postal items which were not stamps, such as these seals.

Second, these were not stamps, and they had no franking power. The 3rd Assistant Postmaster General specified that they should be classified as “supplies” and not as “stamps.”¹

Third, since they had no face value, they could not be sold for money, which meant that the government would be in the business of purchasing them and giving them away. Rather unlikely.

Fourth, there is no record in the Bill Books which refers to a special printing of these seals, *i.e.*, no payment record to either the Continental, National or American Bank Note Company during the period from 1875 through 1884.²

Fifth, a rigorous perusal of approximately 500 Press copies of the Invoices of the 3rd Assistant Postmaster General’s Office reveals no written record that these seals were sold to anyone.³

All of this would imply that the special printings of the Post Office seals do not exist. But to the contrary, they seem to. In addition to the sheet which was auctioned by Shreve, a number of single copies of OX2 have been expertised by the Philatelic Foundation as genuine. And, not surprisingly, the Foundation has also expertised several copies of OX5. So they do exist, and the real question is “why?”

The blunt answer to this question is simply that we do not know. Previous students have done quite a bit of research, and offered various opinions. Regarding OX2, Perkal and Kazman state that they believe that two special printings of this stamp were made, one in 1875, and the other in 1880. The 1875 printing was said to closely resemble the special printings made by the Continental Bank Note Company. The 1880 printing was made by the American Bank Note Company and is on the soft paper that they used at the time. They also quote from Luff, as follows:

The reprint was probably sent to the Post Office Department in company with the special printing of postage stamps of the 1870-9 issue which was placed on sale July 16, 1880. It was made by the American Bank Note Company, and is on the soft porous paper which they always used for postage stamps. The gum is yellowish-white and rather streaked. The reprint has a very fresh appearance and may readily be distinguished by the whiteness of the paper and bluish tint of the ink.⁴

There are some problems with this logic. It is possible, of course, that the hard paper OX2 seal could have been printed in 1875, along with the other stamps which were printed

¹Adam Perkal and Seymour Kazman, *The Post Office Seals of the United States* (Santa Monica, Calif.: George Alevizos, 1983), page 43, footnote 7.

²Records of the Post Office Department, Record Group 28, Bill Book #3, GSA, National Archives and Records Service, Washington, D. C.

³Records of the Post Office Department, Record Group 28, Press copies of Invoices, GSA, National Archives and Records Service, Washington, D. C.

⁴John N. Luff, *The Postage Stamps of the United States* (New York: Scott Stamp & Coin Co., Ltd., 1902).

by the Continental Bank Note Company. There may or may not have been a plausible reason for so doing, and this will be examined below. But, should this have been the case, there is no very convincing reason why the American Bank Note Company should have repeated this printing in 1880. At that time, the American Bank Note Company was making special printings of the same stamps that they were printing as contemporaneous regular issues, and they were also occasionally reprinting some items which the Office of the 3rd Ass't PM General had run out of. These were such items as the 1¢ 1869 issue, the 1¢ Navy, the 1¢ State, the 1¢ Executive and the 1874 2¢ Newspaper and Periodical. But since the OX1 Post Office seal was neither contemporaneous nor had any presumed supply of these (as OX2) at the Office of the 3rd Ass't PM General been exhausted, one must wonder why a printing was made, if indeed it was.

One may speculate about how these seals came into existence, and I offer one such idea. When the 1865 Newspaper and Periodical stamps were reprinted in 1875, there seem to have been a few problems. We know that these 1865 reprints were not delivered in time for the start of the program, and that 750 copies of the regular issue stamps were sent to the office of the 3rd Assistant Postmaster General, so that orders for these stamps could be filled. We also know that although the Continental Bank Note Company printed some of the various stamps in the first order placed by the 3rd A'sst. PM General, *i.e.*, the issues of 1857-60 (Scott 40, *et. seq.*) and 1873 (Scott 167 *et. seq.*), plus the 1875 Newspaper and Periodical stamps (PR33 *et. seq.*) and the Official stamps (O1SD *et. seq.*), they did not print the 1865 Newspaper and Periodical stamps (Scott PR5, 6 and 7).

However, the Continental Bank Note Company prepared new plates for these 1865 Newspaper and Periodical stamps, as though they were going to receive the contract to print them, and both perforated and imperforate copies of reprints from these new plates are found in most serious collections today. There are no reference documents known which explain why Continental made these plates, or why National actually printed the stamps, although National had also reprinted the 1861-66 issue (Scott 102 *et. seq.*) and the 1869 issue (Scott 123 *et. seq.*).

Let's speculate a bit. Suppose that Continental was confident that they would receive the contract to print some or most of this first series of stamps, but were not sure that they could retrieve some of the plates from National, and were also not sure which stamps would be included in the order. If this were the case, then Continental might well have made new plates for the 1865 Newspaper and Periodical stamps, and they also might have made a new plate for the Post Office seal. This would be a gamble on their part, but would put them in a position to deliver these items in a short time. Of course, they would have printed some samples to show to the Post Office Department, and this could have been the origin of the 1865 Newspaper and Periodical stamps made from Continental's new plates as well as the reprints of the hard paper OX2 Post Office seals which are attributed to Continental.

A bit of a different situation could also have produced the same result. We know that National was awarded the contract for stamps other than those which Continental was to print. Next, we know that National had some difficulties which resulted in delays in printing these, such as the 1865 Newspaper and Periodical stamps. If Continental got wind of these problems, they might have rushed to produce plates, in the hopes of taking the business away from National. In their zeal to do this, they may have made plates for both the 1865 Newspaper and Periodicals, and also the Post Office seals, again because they may not have been sure whether these would be included in the contract.

But while this might shed some light on the 1875 reprints on hard white paper, what about the later 1880 soft paper reprinting of OX1? In this author's opinion, this reprinting may be easier to explain than the 1875 reprinting. By the time that the American Bank Note Company secured the printing contract for both regular issue stamps and the special printings of these, the special printing program had seemingly fallen into a lackadaisical

state. Sales of the stamps had never even vaguely approached initial expectations, and the clerks in the office of the 3rd Ass't PM General only filled a few small orders each week. (As an example, only 72 copies of the 90¢ Treasury stamp were sold, out of 10,000 copies printed.) However, like many government programs, this one developed a life of its own, and simply continued, despite any apparent inherent reason to do so. Dutifully, and perhaps without any understanding of the reasons, each time that a new stamp was issued, the American Bank Note Company also made a "special printing" of the stamp, which was supplied to the 3rd Ass't PM General's office. One can understand that those at American might be confused about whether the "special printing" should be any different than the regular printing. The evidence is pretty conclusive that they could not convince themselves that these stamps should be much different, and the later stamps in the series, such as Scott 205C, 211D and the Postage Due stamps, vary from very difficult to identify to impossible to discriminate from the regularly issued stamps. In fact, the special printing of the 1883 2¢ Washington (Footnote to Scott 211B), of which only 55 copies were sold, has never been identified. There is a substantial body of evidence which leads to the conclusion that in several cases, of which this may be one, the regular issue stamp was supplied instead of a "special printing."

Perhaps because of the looseness or informality of this program in the early 1880s, American simply assumed that it should supply copies of each stamp to the 3rd Ass't PM General's office, and, without any confirmation or written instructions to do so, simply printed some of the Post Office seals. However, whatever the reason, American surely found out that the Post Office Department had no interest in the reprints of these seals, which may have been only printed as samples, and so, no more were printed. Those which had been printed somehow found their way into private hands, and therefore appear in collections today. Of course, this speculation still does not explain why American would have resurrected the plates for the then obsolete seal and reprinted them. It is still just a mystery.

Speculating about OX5 is even more difficult. In theory, this seal is printed on hard white paper, similar to that used by Continental in 1875. But OX4, the regular issue seal, was issued in 1879, and the Continental Bank Note Company no longer existed then. So OX5 must have been printed by the American Bank Note Company after 1879. If this is true, we are left to explain why the typical soft paper was not used.

There are several summarizing statements which can be made. The first is that neither the hard paper nor the soft paper reprint of the 1872 seal, OX1, appear to be officially a part of the 1875 special printing program. The program apparently did not intend to have these seals as part of it, there are no records of paying the bank note companies for printing them, and there are no records of invoices to customers showing that they were purchased or otherwise obtained from the Office of the 3rd Ass't PM General. The same remarks apply to the hard paper reprint of the 1879 seal, OX4.

The second point follows from the first. If these seals were not an official part of the program, then they may have been an inadvertent part of the program, *i.e.*, some were printed without an official sanction, and these found their way into the stamp collecting community. A few possible reasons for this have been discussed above.

Finally, there seem to have been several varieties of these "special printing" seals, originating from apparently different plates. It is not the purpose of this article to treat these details. As stated above, the primary purpose was to explore the question of whether or not the reprints of these seals were part of the 1875 program. Those who wish to explore the details further should review the study by Perkal and Kazman. □

**UNITED STATES MAILS TO THE MEXICAN EAST COAST
POST CIVIL WAR TO MEXICAN UPU
BY MICHAEL J. BROWN**

Background

The advent of the American Civil War effectively stopped all direct mails moving between the eastern United States and the east coast of Mexico. During the war several temporary and indirect British mail routings were used by those wishing to correspond with eastern Mexico by sea. Interestingly, although the United States and the United Mexican States had no direct mails, a postal convention was negotiated between them in 1861. This came about amid the turmoil of our Civil War and the days of confusion leading up to the arrival of Maximilian, the short-lived emperor of Mexico. It was signed in Mexico City on December 11, 1861, proclaimed by President Lincoln on June 20, 1862, and officially placed into effect under the signature of First Assistant Postmaster-General John A. Kasson on July 4, 1862.¹ Charles J. Starnes concluded that the treaty rates were not used until July 1870 based on his analysis of the postage received for letters from Mexico which were reported in the annual *Reports of the Postmaster General*.² Covers in the Lanman & Kemp Archive of the United States Philatelic Classics Society Stamp & Cover Repository & Analysis Program (S.C.R.A.P.) reference collection,³ however, show examples of the treaty rates used as early as 12 February 1870.

For letters to Mexico, the convention called for a United States domestic rate of 3¢ per half ounce plus a sea rate of 7¢ per half ounce, for a total of 10¢ per half ounce. This rate had to be prepaid. It paid for conveyance only to the Mexican port of entry. The cost of inland carriage within Mexico normally was additional and collected at destination. The convention rate to Mexico was, of course, very similar to the 1851 general 10¢ per half ounce rate then in use for letters “. . . conveyed wholly or in part by sea, and to or from a foreign country . . .” by steamship for a distance under 2,500 miles. The latter rate was amended in 1864 to 10¢ per half ounce regardless of the distance carried. Convention letters from Mexico to the United States will always show a postage due of 3¢ since the American domestic postage could not be prepaid in Mexico. Letters brought in by steamships not carrying convention mails will show a postage due of 10¢, the normal incoming steamship rate.

New York Service

With the end of the Civil War, the United States government became interested in reestablishing direct mail contacts with Mexico. Charles Whitney obtained the initial government mail contract for a twice monthly conveyance of the mails from New York to Havana and the east coast of Mexico. After Lee's surrender in April 1865, an advertisement appeared in a New York newspaper the following month:

¹*Report of the Postmaster General, 1862, Wierenga Reprint, pp. 159-163.*

²Charles J. Starnes, “The U.S.-Mexican Postal Convention,” *Chronicle* 108: 270-272.

³The Lanman & Kemp archive in the USPCS S.C.R.A.P. collection has over 4,900 covers addressed to the United States from 55 different countries during the 1853-1880 time frame. All covers have had their stamps cut away, but most all of the markings are generally discernible. The archive provides excellent study material for postal history students and is available for loan through the USPCS S.C.R.A.P. Administrator.

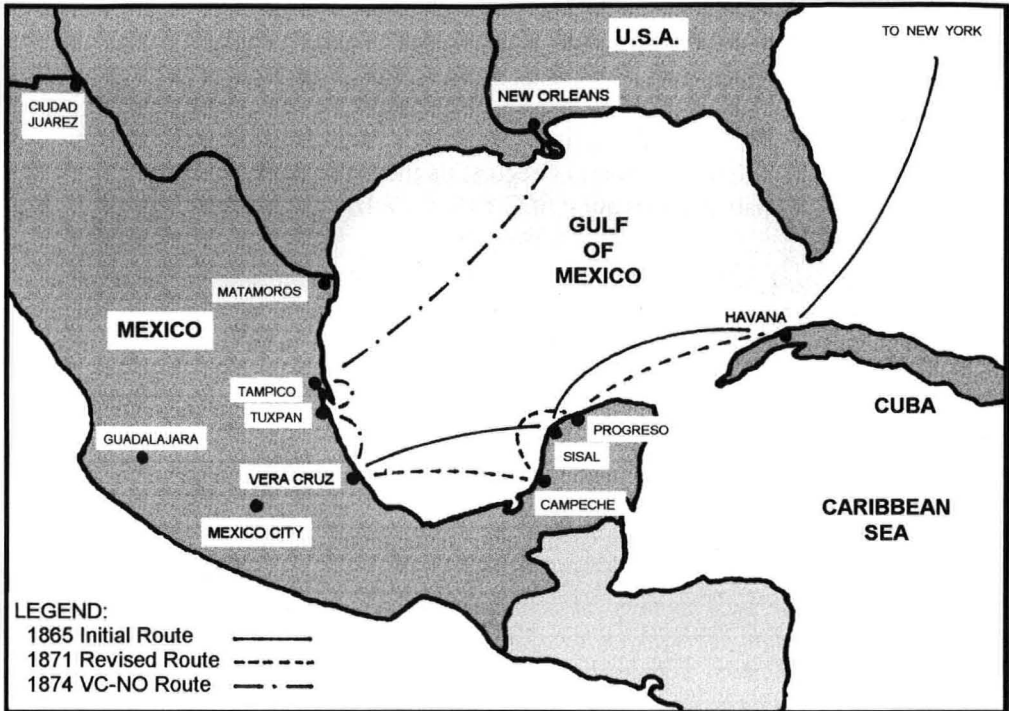


Figure 1. Ports and routes used by United States mail steamers serving the Mexican east coast.

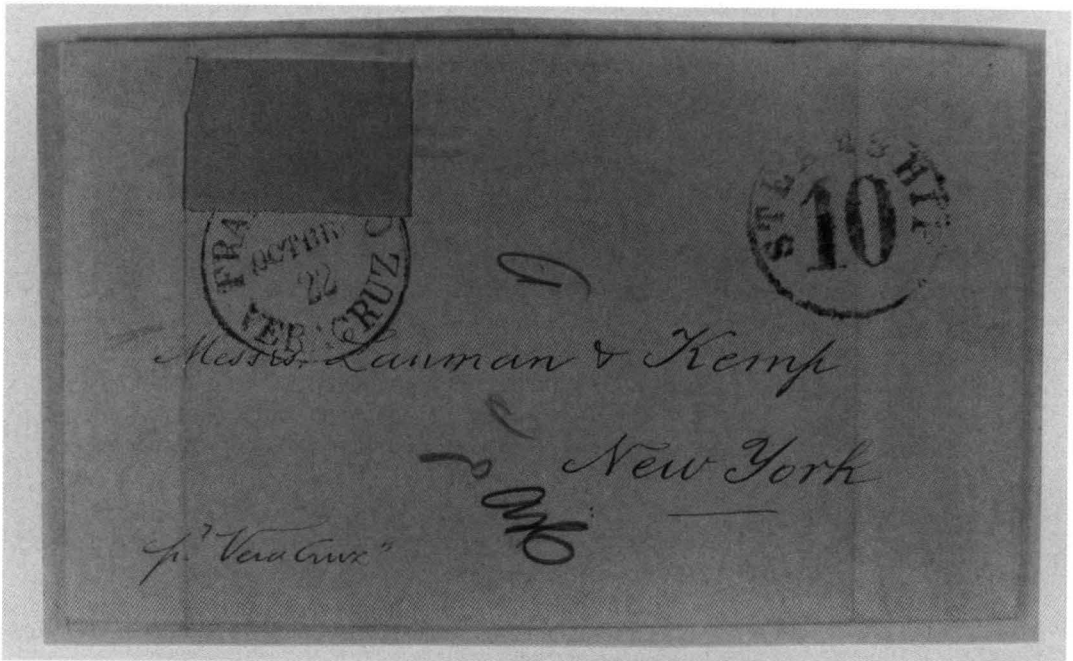


Figure 2. Veracruz folded letter sheet dispatched October 22, 1865 aboard Whitney-chartered packet *Vera Cruz* for New York. The missing stamp was probably a one-real Mexican adhesive of the period. STEAMSHIP/10 marking denotes 10¢ postage due. (USPCS S.C.R.A.P. Lanman & Kemp Archive reference collection)

STEAM TO VERA CRUZ VIA HAVANA. — THE AMERICAN and Mexican Mail Steamship Company will despatch their new and elegant sidewheel steamers from New York, commencing June 15, as follows:—
MANHATTAN, Captain Turner, on the 15th of each month.
VERA CRUZ, Captain Gregory, on the 1st of each month.
For particulars inquire of CHAS. A. WHITNEY, Agent,
26 Broadway.⁴

By July 9, 1865, Whitney was also advertising for an additional intermediate stop at Sisal⁵ on the Yucatan peninsula of Mexico (see Figure 1).

Because of mail service requirements, a number of other steamship companies were awarded contracts to carry foreign mail to Havana in addition to Whitney's American and Mexican Mail Steamship line. However, with but a single possible exception (the General Transatlantic Company discussed below), there was to be only one mail contract carrier at a time from New York to the Mexican east coast for the years leading up to Mexico's entry into the UPU on April 1, 1879. Throughout the 1865-79 period, the United States government never subsidized this Mexican mail route. All mail was carried "under act of June 14, 1858, restricting the compensation to the postage on the mail transported."⁶ Thus, Whitney was paid only for the mail actually carried to Havana and Veracruz. Although the government did subsidize mail service to some destinations during this general period, such as to Brazil and China, Whitney's steamship line received no additional operating subsidies for establishing his mail-carrying service to Mexico.

The cover shown in Figure 2 was mailed and dispatched from Veracruz on October 22, 1865 aboard the American and Mexican Mail Steamship Company-chartered packet *Vera Cruz* and arrived at New York on November 1st. It is an early usage following the post-Civil War reestablishment of the Mexico-United States direct mails. It resides in the S.C.R.A.P. reference collection. The black 29mm circular date stamp originally canceling the now cut-away stamp would have read FRANQUEADO/OCTBRE 22/VERACRUZ with the translation of franqueado meaning "paid." The missing stamp was probably a one-real adhesive of the period, possibly from the Coat of Arms or "Eagle" issue of 1864-66, which would have paid for domestic carriage from 1-16 leagues⁷ under the Mexican postal tariffs of 1864. The black circular STEAMSHIP/10 marking was applied upon arrival at New York and denotes the incoming steamship rate since the treaty rates were not yet in use. This marking's utilization period was reportedly between December 1851 and May 1867.⁸

Charles Whitney held the mail contract through March 1867. A listing of his American and Mexican Mail Steamship Company sailings is shown in Table 1. His company actually owned no steamships of its own, but relied exclusively on charters to fulfill its contractual obligations. In addition to mail for both the United States and Mexican governments, the steamers carried passengers, merchandise and raw materials. Whitney cut

⁴*New York Herald*, May 17, 1865, page 3, column 5.

⁵The small port of Sisal was a principal exporter of an important, durable white hemp of the same name which was used for manufacturing hard fiber cordage and twine.

⁶47th Congress, 2nd Session, Senate, Executive Document No. 65, *Letter from The Postmaster General*, February 12, 1883, responding to Senate resolution of December 27, 1882 for certain information respecting the transportation of ocean mails.

⁷The length of a Spanish league used in Mexico as a distance measurement was approximately 2.6 statute miles.

⁸Theron Wierenga, *United States Incoming Steamship Mail 1847-1875* (Muskegon, Michigan: Theron Wierenga, 1983), pp 170-171.

back to a single monthly sailing beginning July 1866, and there was no southbound sailing at all in February 1867.

Figure 3 shows a folded letter sheet carried on one of the last of Whitney's mail service steamers, also from the USPCS S.C.R.A.P. Lanman & Kemp Archive. It was mailed and dispatched from Veracruz on February 12, 1867 aboard the American and Mexican Mail Steamship Company-chartered packet *Alabama*, arriving at New York on February 24th. As common with all such archive material, its single stamp has, unfortunately, been removed. Since the cover weighs less than one-half ounce, the missing franking was likely a 13-centavos stamp of the Maximilian issue of 1866, which under the Mexican postal tariff of 1864 would have paid for a letter conveyed domestically 1-16 leagues. The red double oval handstamp at lower left is the marking of H. D'OLEIRE Y CIA, a known Veracruz forwarding agent. The circular black STEAMSHIP/10 handstamp shows the 10¢ postage due and was applied at New York. Again, the 10¢ postage due indicated that the treaty rates were not in effect.

The United States Post Office Department may have tried to interest another company in beginning a monthly mail service to the Mexican east coast during the last half of 1866, perhaps because of displeasure with Whitney's service cutback in July. At various times the General Transatlantic Company (George McKenzie, Agent) advertised in the *New York Herald* for direct service to Veracruz with the steamers *Tampico*, *Vera Cruz* and *Florida*. Departures were scheduled from New York on September 8th, October 3rd, October 31st and November 28th. The *Tampico* and the *Vera Cruz* did depart New York bound for Veracruz on September 8th and October 2nd, but the other sailings apparently did not take place. *The United States Mail and Post Office Assistant* for September and October 1866 showed mail sailings for Mexico scheduled on September 5th and October 3rd. These were the original scheduled sailing dates for *Tampico* and *Vera Cruz*, so these steamers may have carried United States mails for Mexico.

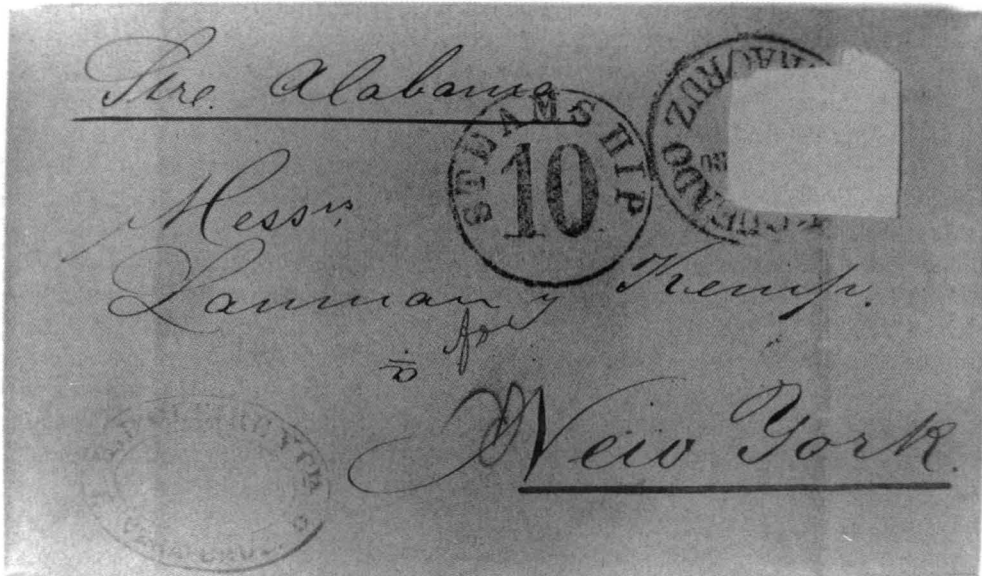


Figure 3. February 1867 usage from Veracruz carried aboard steamer *Alabama* on one of the last American and Mexican Mail Steamship Company sailings. Removed stamp was probably a 13-centavos adhesive of 1866 "Maximilian" issue. Postage due of 10¢. (USPCS S.C.R.A.P. Lanman & Kemp Archive reference collection)

In April 1867, E.W. Turner, the former captain of the steamer *Manhattan*, took over the mail contract from Whitney. Turner was agent-owner for the Mexican Mail Steamship Company. He operated the monthly service over the identical route as had Whitney, that is, New York to Havana to Sisal to Veracruz and return by the same ports. Outbound, the steamers carried United States foreign mails for Havana and Mexico. On their return, Turner's steamers carried Mexican foreign mails to Havana and New York. A listing of the Mexican Mail Steamship Company sailings is shown in Table 2. Like Whitney, Turner owned no steamships and chartered the vessels used in his service.

At the end of 1867, a significant change in the economics of the United States-Mexico mail steamer route took place. The firm of F. Alexandre & Sons of New York obtained from the Mexican government an important subsidy contract, which was signed December 24, 1867. With this contract, the Mexican government promised to pay a mail subsidy of 2,200 pesos for each round trip voyage. Exemptions from various Mexican maritime dues amounted to another 6,768 pesos annually. For its part, the shipping company was committed to no fewer than 18 such voyages each year between Veracruz and New York via Sisal and Havana. The contract was to last for three years.⁹ This potential annual subsidy of 46,368 pesos was approximately equivalent to the same amount in U.S. dollars and represented a tremendous operational advantage for F. Alexandre & Sons. The scale of this advantage can be seen by noting that the annual amounts paid by the Mexican government during the early years of the contract were about 25 times what the United States Post Office Department was paying during the same period for mails carried to Mexico.¹⁰

Earlier in October 1867, F. Alexandre & Sons had inaugurated its new service with the following classified advertisement:

FOR SISAL AND VERA CRUZ — THE STEAMSHIP
FAH-KEE, Captain Liesegang, will sail for above ports,
from pier 28 East river, on Thursday, Oct. 3, at 3 P.M. For
freight or passage apply to J.(sic) ALEXANDRE & SONS, 44
Beaver street.¹¹

From October through December 1867, F. Alexandre & Sons competed head to head with Turner's Mexican Mail Steamship Company, although Alexandre's steamships apparently did not carry mail. However, by the end of December, Turner was out of business, and F. Alexandre & Sons took over his government mail contract to provide service to Havana and Mexico. The folded letter sheet illustrated in Figure 4 was carried on one of F. Alexandre & Sons' first mail carrying voyages (shown through the courtesy of Kenneth A. Pitt Postal History). The 10¢ Washington franking was from the 1861-68 issue. The letter was mailed at New York by the forwarding agent MOLLER & THEBAUD. Their blue double oval handstamp can be seen in the lower left. The stamp was canceled with a fancy 8-diamond killer known to be used by the Foreign Division of the New York Post Office; however, there is no circular date stamp on either the front or reverse sides of the cover. The endorsement and internal dating indicates the letter was carried aboard the Alexandre-chartered steamship *Georgia* which departed New York on February 4, 1868. The letter probably was put ashore at Sisal where it was sent on to Laguna de Terminos down the coast about 190 miles to the southwest, arriving about February 25th (per inner docketing). The large black 2 denotes the two reales (equal to about 25¢ U.S.) to be collected upon delivery for the domestic portion of the postage.

⁹Karl H. Schimmer & John M. Heath, *Mexican Maritime Mail* (Limassol, Cyprus: James Bendon Ltd, 1997), pp. 190-196.

¹⁰This ratio was estimated based upon the 46,368 pesos annual Mexican subsidy and the \$1,726 to \$1,971 paid by the U.S. Post Office Department for the years 1868 to 1870 as reported by the *Report(s) of the Postmaster General, 1868-1870*, reprinted by Theron Wierenga, 1977 and 1978.

¹¹*New York Herald*, September 27, 1867, page 12, column 4.

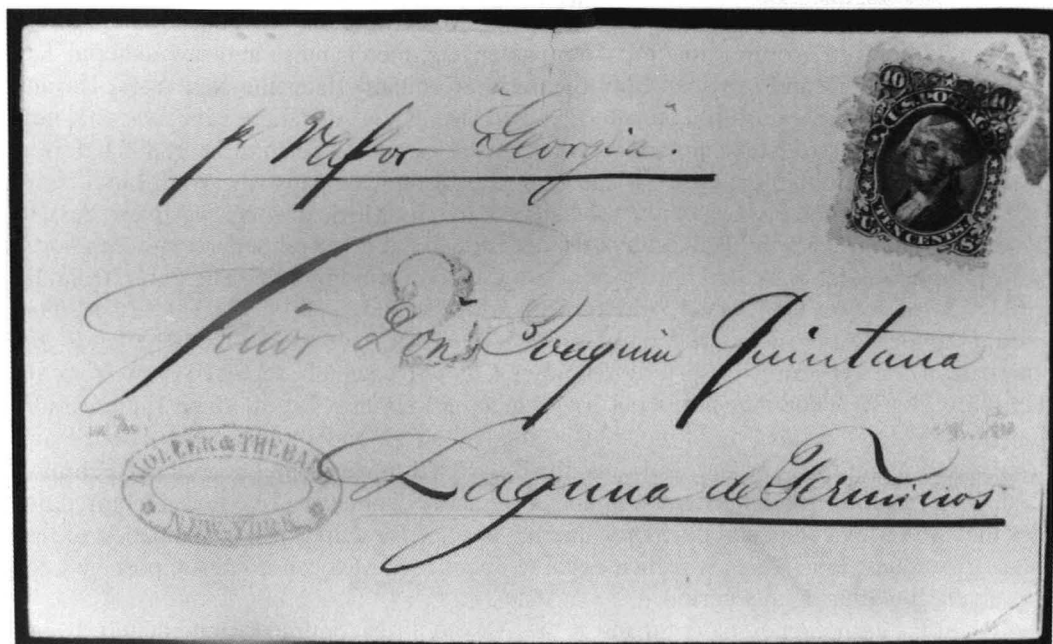


Figure 4. February 1868 folded letter sheet from the early post-Civil War period carried by the chartered steamer *Georgia* on one of the first mail carrying voyages of F. Alexandre & Sons. (Pitt dealer stock)

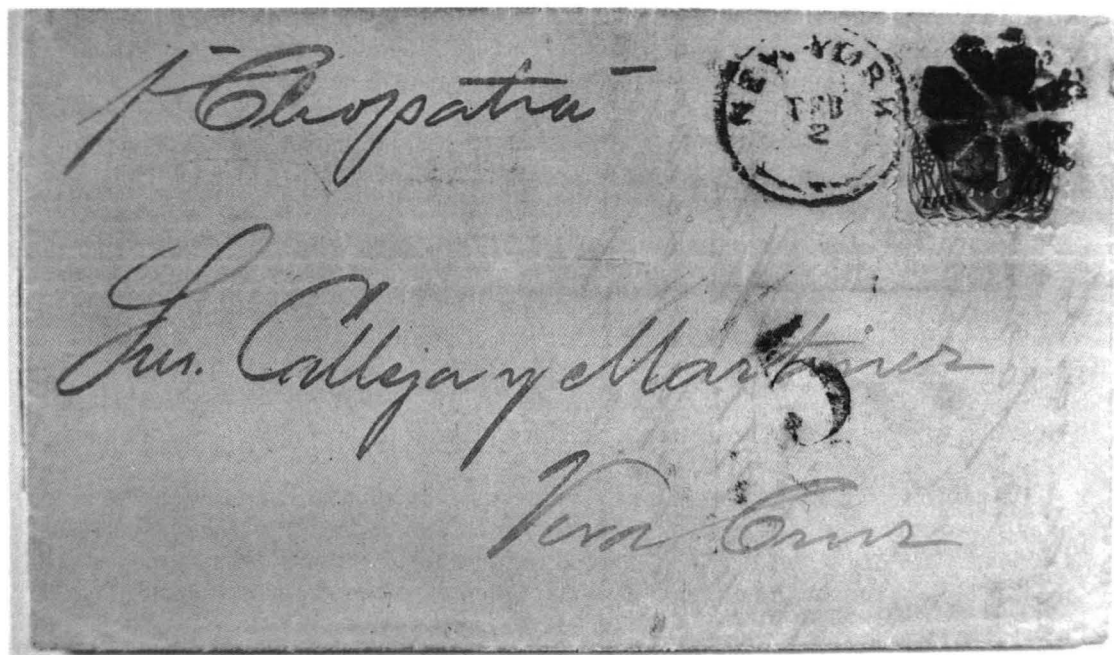


Figure 5. Triple rate cover carried on the Alexandre-chartered steamer *Cleopatra* which departed New York February 2, 1870 and after a trouble-filled, interrupted voyage arrived Veracruz about February 27th. Large black 5 handstamp marks the five reales (63¢) postage due, since the 30¢ 1869 issue paid postage to port of entry only. (Forster collection)

F. Alexandre & Sons now had the advantage of earning mail revenues in both directions in addition to accruing income from passengers, merchandise and raw material cargoes. Its New York and Mexican Mail Steamship Company (later the New York, Havana and Mexican Mail Steamship Company), known also as the Alexandre Line, was to dominate the New York to Mexican east coast steamship service well into the 1880s before it was eventually sold to the New York and Cuba Steamship Company (the Ward Line).

For the first three years of the Alexandre Line, its Mexican route was New York to Veracruz via Havana and Sisal, with stops occasionally at other secondary Mexican ports. An example of a letter mailed during this period is shown in Figure 5. The cover, from the collection of Jeffrey M. Forster, was franked with the 30¢ value of the 1869 issue. This paid a triple 10¢ per half ounce rate for direct packet service to Mexico. The letter was carried on the Alexandre-chartered steamer *Cleopatra* which departed New York on February 2, 1870. The *Cleopatra* ran into a gale on February 4th off Cape Hatteras, lost her stern post and rudder, and limped back into New York on February 10th. After repairs it departed again on February 15th and finally arrived at Veracruz on or about February 27th. The large black 5 handstamp applied at Veracruz denotes the five reales required under the 1864 Mexican postal tariffs for internal postage for delivery to a destination of less than 16 leagues. Five reales was then equal to about 63¢; Mexican domestic postage rates were very high during this period.

Unlike its predecessor companies, the Alexandre Line almost immediately began contracting for the building of its own steamships. Their first steamship, the *City of Mexico*, 1,500 tons, began construction in 1868 and made her inaugural run on February 20, 1869 to Havana and Veracruz and return. Initially, the company also used chartered vessels, but by April 1870 it had a sufficient number of company-owned vessels so that, with relatively few lapses, it was able to provide service almost entirely with its own steamers.

Beginning mid-1871, the route changed, possibly at the request of the Mexican government. It became New York to Veracruz via Havana, Progreso and Campeche. The latter two were secondary ports on the Yucatan peninsula and are shown on the map in Figure 1. This revised routing continued, with occasional minor exceptions for the convenience of the Mexican government, through September 1874. Sailings throughout this seven year period of the New York and Mexican Mail Steamship Company are listed in Table 3.

Figure 6 illustrates a usage from the latter part of this period. The franking was the 10¢ Jefferson and 30¢ Hamilton of the Continental Bank Note Company printing of 1873, which paid a quadruple 10¢ per half ounce rate for American packet direct service. The letter was mailed by the New York forwarding agent MOLLER & THEBAUD, whose blue double oval handstamp can be seen at upper left. It was carried in the mails aboard the Alexandre Line steamship *City of Mexico* which sailed from New York on November 8, 1873 and arrived Veracruz on or about November 21, 1873. The large 16mm black 6 handstamp was applied by a Veracruz postal clerk. It represents the six reales (about 75¢) internal postage due to be collected upon delivery.

The Alexandre Line's contract with the Mexican government was renewed with little change for an additional two years in May 1870 and again for two more years in December 1871. In December 1873, the contract again was extended with an increase in the subsidy to a minimum of 45,000 pesos annually plus tax exemptions of another 7,200 pesos.¹²

New Orleans Service

The Mexican government had long desired an efficient mail steamer route between Veracruz and New Orleans. France maintained an extensive mail steam packet system in

¹² Schimmer & Heath, *op. cit.*, pp. 191-192.

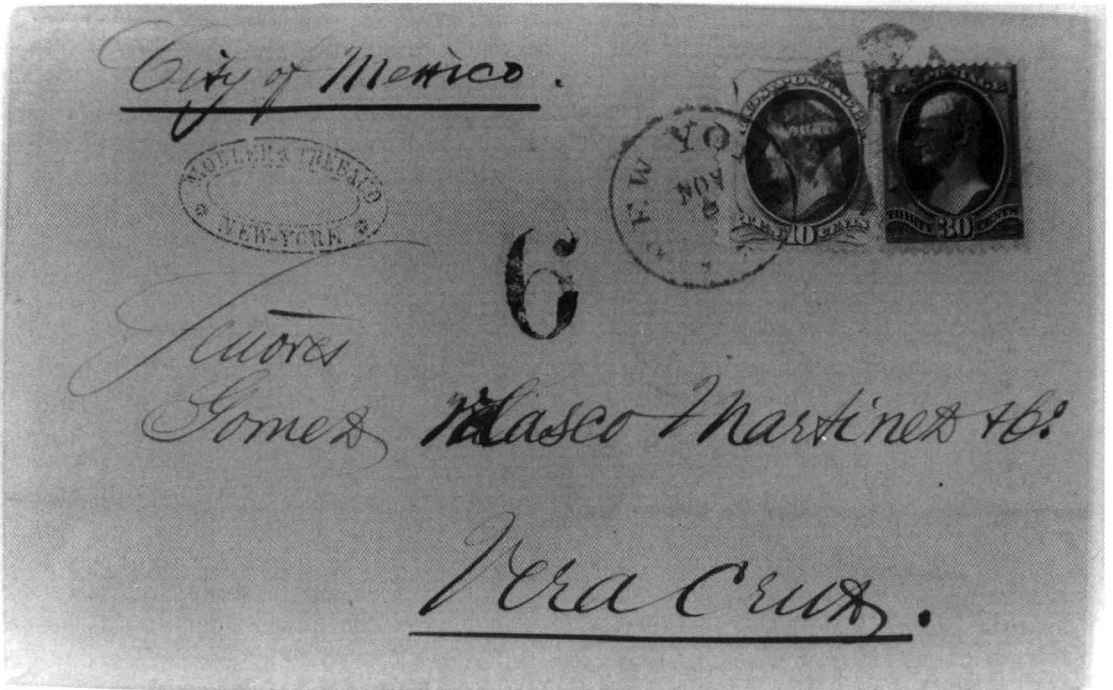


Figure 6. 10¢ and 30¢ 1873 Continental Bank Note issues pay quadruple rate from New York on November 8, 1873 on Alexandre steamer *City of Mexico* arriving Veracruz about November 21st. Postage due of 6 reales (75¢).

the West Indies during the 1860s and throughout much of the last half of the nineteenth century. In September 1865 during the reign of the French-supported emperor of Mexico, Maximilian, the French established Ligne Annexe F (translated as Extension Line F) from Veracruz to Tampico and Matamoros and return. During the period April to December 1866 this route was extended on to New Orleans.¹³ On this monthly trip, the French mail packets may have carried mail to and from New Orleans; however, this could not be determined with certainty by the author. (During this period, the only announcement by the United States Post Office Department found by the author concerning French mails from New Orleans pertained to mail to be exchanged with the French postal agency at Havana, Cuba.) With the departure of French military forces from Mexico, the death of Maximilian, and the subsequent reduction of French interests and influence in the country, Ligne Annexe F ceased operations in January 1868.

In January 1867 the *United States Mail and Post Office Assistant* announced that the U.S. had arranged with the General Post Department of France “for the exchange of mails by means of the new line of French mail packets established between Havana and New Orleans, running in connection with the French line of packets conveying mails between St. Nazaire (France) and Veracruz.”¹⁴ This routing description was certainly referring to Ligne Annexe M (New Orleans to Havana).¹⁵ Although it was possible to send mail from

¹³Raymond Salles, *La Poste Maritime Française Historique et Catalogue, Tome IV, Les Paquebots de L’Atlantique Nord* (Alençon, France: Imprimerie Alençonnaise, 1965), page 177.

¹⁴Reprint of *United States Mail & Post Office Assistant*, January 1867 (Chicago, Illinois: Collectors Club of Chicago, 1975), page 302.

¹⁵Salles, *op. cit.*, page 196, describes the routing and operation of Ligne Annexe M between New Orleans and Havana. The first French steam packet sailing from New Orleans was on November 13, 1866 and arrived Havana on November 16, 1866. Service on Ligne Annexe M was discontinued in August 1869.

New Orleans to Mexico via Havana by this arrangement, it appears not to have been a very favored route, even though the rate was 10¢ per half ounce. Perhaps the reason can be seen in the particulars of this French line. Around the 13th of each month, mail leaving New Orleans via the French steam packet was taken to Havana to make a connection with the monthly French steamer traveling *from* Veracruz *to* St. Nazaire. To be carried in the French mails, such mail for Mexico would have to await the return of the packet from France before it could proceed to Veracruz. Therefore, the use and expense of a forwarding agent, either in New Orleans or Havana, was probably necessary by this route, in order to make a more timely delivery to Veracruz.

By 1873 the Mexican government was negotiating with F. Alexandre & Sons to establish a second U.S.-Mexico mail route, this one a direct route between New Orleans and Veracruz. A contract was signed on March 26, 1873 providing for a subsidy of 1,800 pesos per round trip along with the same tax exemptions as provided for the New York to Veracruz route.¹⁶ However, delays in implementation resulted in the inaugural run not being made until October 1874.


Initially, the Alexandre Line serviced this new contract simply by expanding its New York to Veracruz route. Beginning with the sailing of the *City of Mexico* from New York on October 10, 1874, the Alexandre Line's Mexican route of New York-Havana-Progreso-Campeche-Veracruz was extended by adding a leg that included the secondary Mexican ports of Tuxpan and Tampico en route to New Orleans (see the map at Figure 1). The return trip was the reverse of this route, that is, New Orleans-Tampico-Tuxpan-Veracruz-Campeche-Progreso-Havana-New York. F. Alexandre & Sons' agent in New Orleans was J.M. Witherspoon, who regularly advertised in the local New Orleans newspapers for this new Mexican service as shown in Figure 7.

Although the initiative of the Mexican government led to the establishment of the New Orleans-Veracruz route, the United States Post Office Department almost immediately made use of it to carry its foreign mails to Mexico. The effect was to provide service from New York about every three weeks, as well as service from New Orleans about every three weeks, or about 18 departures per year from each port. This routing picture remained unchanged for two years. An example of a cover with routing via New Orleans during this period is shown in Figure 8. Franked with two 10¢ Jeffersons of the 1873 Continental Bank Note Company issue, this double rate letter was mailed at New York on February 15, 1875 by the forwarding agent FRED'K PROBST & CO whose blue circular date stamp is at lower left. It was carried by rail to New Orleans where it was placed aboard the Alexandre Line steamship *City of Merida* which departed New Orleans on February 20, 1875 and arrived at Veracruz on February 26, 1875 (confirmed by circular date stamp on reverse). The small 8mm black **25c.** handstamp applied at Veracruz denotes 25 centavos internal postage due on delivery at Guadalajara under the 1874 Mexican domestic rates for a letter of less than one ounce carried more than 17 leagues.

The Alexandre Line began experimenting with a significant operational change in its Mexican service in November 1876. The change did not affect the postal service as Alexandre's steamship departures continued every three weeks from New York and New Orleans as before. The company simply changed how it accomplished the sailings. When the *City of Mexico* sailed from New York on November 4, 1876, it was not to return to its homeport until February 27, 1877. The Alexandre Line used the vessel to operate a New Orleans to Veracruz shuttle. During that almost 17-week period before returning to New York, it made four additional round trips between New Orleans and Veracruz. Before the return of the *City of Mexico*, Alexandre dispatched the *City of Merida* to take over the shuttle.

¹⁶Schimmer & Heath, *op. cit.*, page 193.

FOR VERA CRUZ,
TAMPICO, TUXPAN. CAMPEACHY, PRO-
GRESA, HAVANA and NEW YORK.
New York, Havana and Mexican Mail Steam-
ship Line.

 This Line is composed of the
 steamships

CITY OF MEXICO, Capt. W. B. Sherwood.
CITY OF MERIDA, Capt. L. F. Timmerman.
CUBA, Capt. J. W. Reynolds.

The steamship
CITY OF HAVANA,
 S. F. Phillips, commander,
 will leave her wharf, foot of Calloope street,
 First District, on **SATURDAY, January 30,**
 at 8 A. M.

Passage to Vera Cruz \$60 gold.
F. ALEXANDRE & SONS,
 38 Broadway, New York.

For freight or passage apply to
J. M. WITHERSPOON, Agent,
 60 Carondelet street.

The steamship **CITY OF MERIDA** will fol-
 low Feb 20. 0474-17

Figure 7. Ad from the Wednesday, January 26, 1875 *New Orleans Picayune*.

Figure 9 illustrates a cover that was carried on the Alexandre Line steamship *City of Mexico* on the very first shuttle run made to Veracruz. It is franked with a pair of Continental 10¢ Jeffersons and was mailed at New Orleans on December 2, 1876 by the New Orleans forwarding agent MANUEL PAYRO whose blue double oval handstamp can be seen in the lower left. The letter was in the mails placed aboard the *City of Mexico* departing that same day, and it arrived at Veracruz on or about December 8th. The small 7mm black -35cs. handstamp refers to the 35 centavos due upon delivery for domestic Mexican postal charges for a letter of one to two ounces conveyed less than 17 leagues.

Although there was a short-lived interruption of the New Orleans to Veracruz shuttle in the summer of 1877 that was prolonged by the wreck of the *City of Havana* in August 1877, the Alexandre Line had again fairly well settled back into its shuttle by December 1877. Its steamers began staying away for longer periods on the shuttle before returning to New York. The *City of Mexico* was assigned to the shuttle for almost 26 weeks in the November 1877 to May 1878 time frame, and then again beginning June 1878 and lasting past Mexico's April 1, 1879 entry into the UPU. Table 4 provides the overall Mexican service picture for the Alexandre Line for the period October 1874 through March 1879. In addition, an extract listing showing only the New Orleans to Veracruz shuttle is provided by Table 5.

The cover shown in Figure 10 illustrates a letter mailed shortly before Mexico joined the UPU. The letter was mailed on February 21, 1879 at New York by the forwarding agent FRED'K PROBST & CO. It was franked with the 10¢ Jefferson of the American Bank Note issue of 1879 and is an example of the earliest known use of this stamp.



Figure 8. Double rate letter from New York February 15, 1875 and sent by rail to New Orleans. There, it was dispatched aboard the Alexandre Line's *City of Merida* which departed February 20th and arrived Veracruz February 26th from whence it was sent overland to Guadalajara. Postage due of 25 centavos.

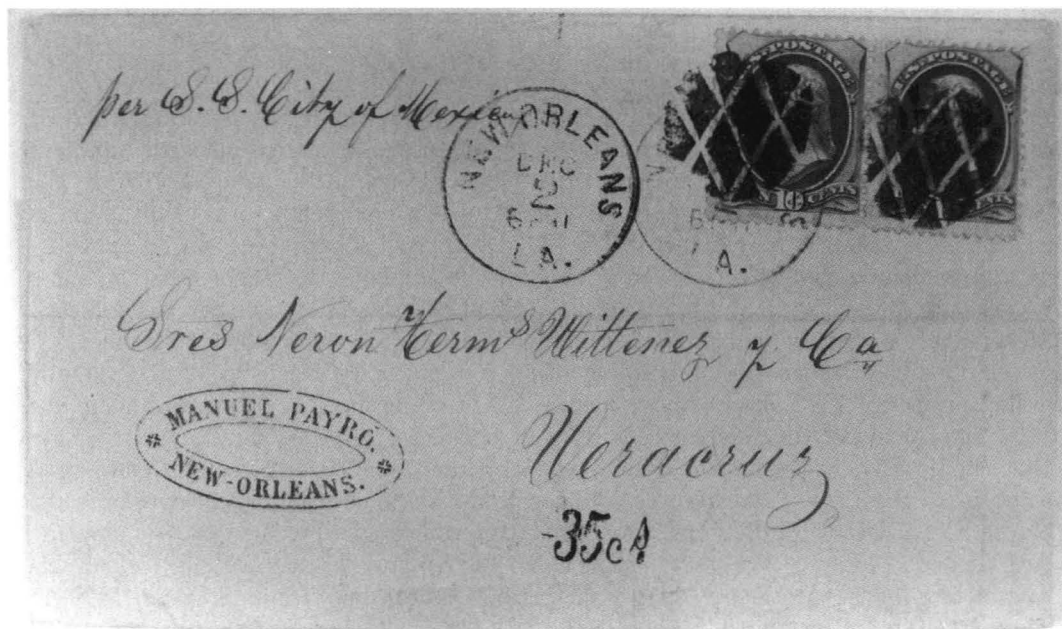


Figure 9. New Orleans, December 2, 1876 letter to Veracruz by the Alexandre Line's *City of Mexico* making the initial New Orleans-to-Veracruz shuttle run; arrived Veracruz about December 8th. Letter prepaid to port of entry by pair of 10¢ Continental Jeffersons for direct service via American packet. Postage due of 35 centavos.



Figure 10. New York, February 21, 1879 letter to Guadalajara, dispatched the following day on Alexandre steamer *City of New York*; arrived Veracruz on March 6th. Franked with the earliest recorded usage of the 10¢ Jefferson of the American Bank Note issue of 1879.

Although the cover was postmarked February 21, the Alexandre Line steamer *City of New York* actually departed February 22nd and arrived Veracruz on March 6, 1879 (per back-stamp). There it was marked with the small 8mm black **25c.** requiring the collection of 25 centavos upon delivery at Guadalajara.

The Mexican government and F. Alexandre & Sons signed a contract revision in January 1878. The revision merely confirmed what was already in effect by calling for some 38 to 40 trips annually between Veracruz, New Orleans and New York.¹⁷ By actual count for 1878 from the Mexican government's point of view, there were 21 Veracruz to New York sailings and 18 Veracruz to New Orleans sailings, or a total of 39 sailings. From the United States Post Office Department's view, the service had also improved. By the latter half of 1878, the Alexandre Line was providing an average three and one-half departures each month to Mexico from New York and New Orleans combined. For the Post Office Department this compares quite favorably to the average one and one-half departures per month from New York alone seen in the first half of 1874, two years before the New Orleans shuttle began. Because the Mexican government paid the Alexandre Line substantial subsidies to provide this level of service, the Post Office Department got its more frequent service at little or no cost. Since the department only compensated Alexandre based upon the sea postage portion paid for the United States foreign mails, the government was the recipient of a service bargain courtesy of the Alexandre Line's Mexican government subsidies.

Sailing and Steamship Data Tables

The principal sources for the listings of sailings found in Tables 1 through 5 are the microfilm records of the *New York Maritime Register* and the *New York Herald* located at the Mariners' Museum Research Library and Archives in Newport News, Virginia. The *New York Maritime Register* was particularly valuable for those sailings occurring after its inaugural publication in June 1869. It was published for the Merchants' Exchange and

News Association of New York and was an exhaustive digest and weekly compendium providing vessel type, name, captain, date and port departed from, port departed for and last reported port, as well as a wealth of other maritime information. Table 6 is an alphabetical listing of known steamships that carried mail between the eastern United States and the east coast of Mexico. The vessels listed are only those used on the United States to Mexican east coast route during the period covered. The Alexandre Line was also engaged separately on the New York to Havana route, competing on this route with several other lines during this period. Alexandre frequently shifted steamers between the two routes to meet requirements, and, of course, those on the New York to Veracruz run also carried mail to Havana. The Alexandre Line also owned the *City of Washington*, which was built in 1877, but it was used only on the New York to Havana route during this time. In addition, the Alexandre Line purchased some vessels after April 1879 that are not addressed here. These vessels included *City of Alexandria*, *City of Puebla* and *City of Campeche*. Information about the general particulars of the steamships used on the Mexican routes is found in Table 7. It was taken from various annual volumes of *American Lloyd's Universal Register of Shipping* from 1865-1879, also located in the Mariners' Museum Research Library and Archives. Abbreviations used in Tables 1 through 5 are: NY-New York; VC-Veracruz; NO-New Orleans; Dep-departed; Arr-arrived; unk-unknown. Where brackets [] are used, the dates shown are estimates of expected arrival and departure dates. □

¹⁷Schimmer & Heath, *op. cit.*, page 195.

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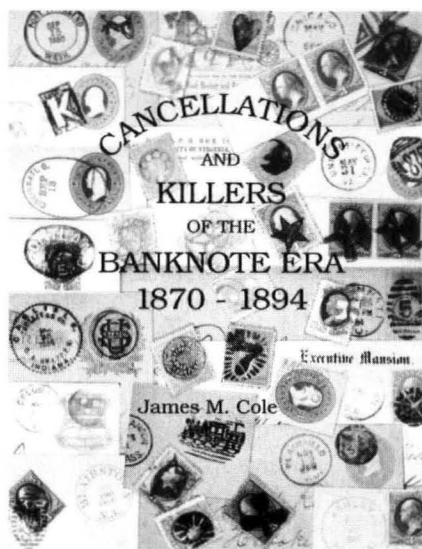


TABLE 1
American & Mexican Mail Steamship Company
(Charles A. Whitney, Agent)

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NY
1865				
15 Jun	[25 Jun]	Manhattan	28 Jun	7 Jul
1 Jul	[12 Jul]	Vera Cruz	14 Jul	25 Jul
15 Jul	[25 Jul]	Manhattan	28 Jul	8 Aug
1 Aug	[12 Aug]	Vera Cruz	14 Aug	26 Aug
15 Aug	[25 Aug]	Manhattan	28 Aug	7 Sep
8 Sep	[19 Sep]	Vera Cruz	21 Sep	2 Oct
23 Sep	[3 Oct]	Manhattan	5 Oct	15 Oct
9 Oct	[20 Oct]	Vera Cruz	22 Oct	1 Nov
23 Oct	[3 Nov]	Manhattan	7 Nov	17 Nov
8 Nov	[18 Nov]	Vera Cruz	22 Nov	2 Dec
23 Nov	[3 Dec]	Manhattan	6 Dec	16 Dec
8 Dec	[19 Dec]	Vera Cruz	24 Dec	4 Jan
23 Dec	[3 Jan]	Manhattan	7 Jan	18 Jan
1866				
9 Jan	[19 Jan]	Vera Cruz	23 Jan	2 Feb
23 Jan	[4 Feb]	Manhattan	8 Feb	17 Feb
8 Feb	[20 Feb]	Vera Cruz	23 Feb	7 Mar
24 Feb	[6 Mar]	Manhattan	9 Mar	19 Mar
10 Mar	[20 Mar]	Vera Cruz	22 Mar	2 Apr
24 Mar	[4 Apr]	Manhattan	8 Apr	18 Apr
10 Apr	[]	Vera Cruz	[]	[]
25 Apr	[5 May]	Manhattan	8 May	18 May
10 May	[23 May]	Andrew Johnson	26 May	8 Jun
25 May	[3 Jun]	Manhattan	6 Jun	15 Jun
11 Jun	[22 Jun]	Daniel Webster	26 Jun	6 Jul
25 Jun	[5 Jul]	Manhattan	9 Jul	18 Jul
13 Jul	[25 Jul]	Daniel Webster	31 Jul	11 Aug
10 Aug	[21 Aug]	Manhattan	[24 Aug]	4 Sep
10 Sep	[21 Sep]	Manhattan	30 Sep	10 Oct
13 Oct	[23 Oct]	Manhattan	26 Oct	6 Nov
12 Nov	[23 Nov]	Manhattan	28 Nov	8 Dec
15 Dec	[26 Dec]	Manhattan	29 Dec	10 Jan
1867				
21 Jan	[3 Feb]	Alabama	12 Feb	24 Feb
5 Mar	[17 Mar]	Alabama	23 Mar	4 Apr

TABLE 2
Mexican Mail Steamship Company
(E.W. Turner, Agent)

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NY
1867				
15 Apr	[28 Apr]	Virginia	4 May	17 May
21 May	[4 Jun]	Virginia	8 Jun	23 Jun
6 Jul	[20 Jul]	Virginia	[24 Jul]	6 Aug
14 Aug	[30 Aug]	Georgia	8 Sep	25 Sep ¹
14 Sep	[1 Oct]	Virginia	8 Oct	25 Oct ²
5 Oct	[21 Oct]	Georgia	31 Oct	15 Nov
25 Oct	[7 Nov]	Wilmington	10 Nov	24 Nov
19 Nov	[2 Dec]	Georgia	4 Dec	19 Dec
2 Dec	[17 Dec]	Virginia	20 Dec	4 Jan

¹*Georgia* was towed from Charleston to New York by the steamship *Manhattan* due to a mechanical breakdown.

²*Virginia* had to lay to for 5 days between Veracruz and Sisal on the return voyage.

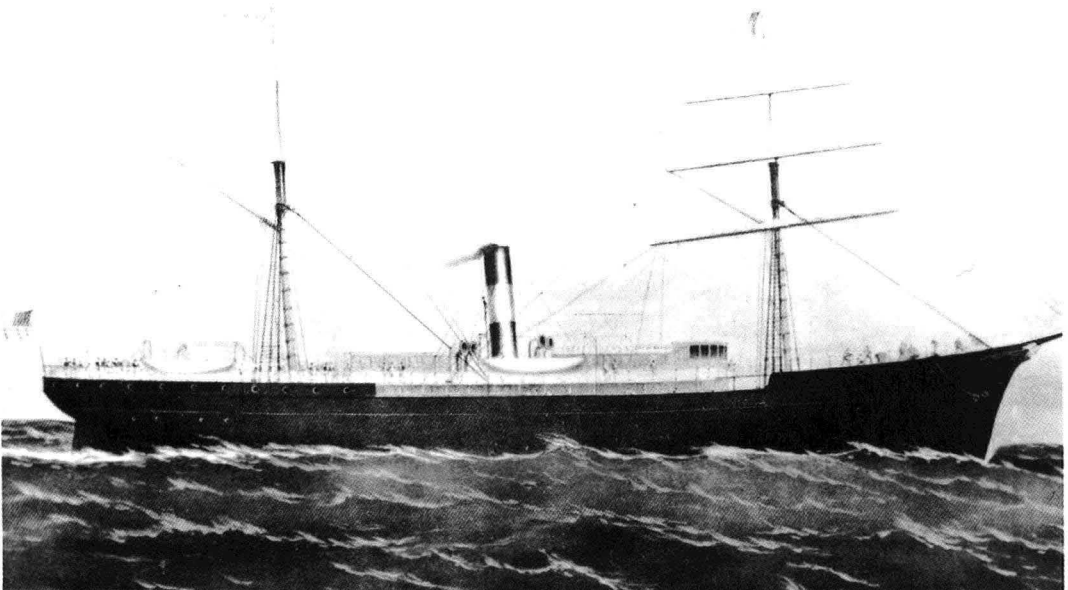


Figure 11. *City of Mexico*, 1500 tons, built for the Alexandre Line in 1868 and placed in service on the New York to Mexico route in early 1869. (Courtesy of the Mariners' Museum of Newport News, Virginia)

TABLE 3
New York and Mexican Mail Steamship Company - 1867 TO 1874
(F. Alexandre & Sons, Agent)

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NY
1867				
3 Oct	[18 Oct]	Fah-Kee	25 Oct	8 Nov
26 Oct ¹		Thames		
9 Nov	[23 Nov]	Mt Vernon	26 Nov	18 Dec
16 Nov	[1 Dec]	Fah-Kee	4 Dec	20 Dec
24 Dec ²		Mt Vernon		
28 Dec	[11 Jan]	Georgia	16 Jan	29 Jan
1868				
14 Jan	26 Jan	Nightingale ³		
4 Feb	[17 Feb]	Georgia	20 Feb	4 Mar
10 Mar	[25 Mar]	Alabama	2 Apr	16 Apr
4 Apr	[17 Apr]	Virgo	22 Apr	5 May
24 Apr	[8 May]	Nevada	11 May	25 May
14 May	[27 May]	Virgo	31 May	13 Jun
3 Jun	[]	Nevada	[]	[]
23 Jun	[6 Jul]	Virgo	10 Jul	22 Jul
12 Jul	[26 Jul]	Grenada	30 Jul	12 Aug
1 Aug	[11 Aug]	San Francisco	20 Aug	30 Aug
22 Aug	[5 Sep]	Grenada	10 Sep	4 Oct
11 Sep	[22 Sep]	San Francisco	1 Oct	11 Oct
1 Oct	[15 Oct]	Alabama	19 Oct	3 Nov
21 Oct	[3 Nov]	San Francisco	7 Nov	20 Nov
10 Nov	[25 Nov]	Grenada	30 Nov	14 Dec
30 Nov	[13 Dec]	San Francisco	18 Dec	31 Dec
19 Dec	[3 Jan]	Grenada	7 Jan	23 Jan
1869				
9 Jan	[22 Jan]	San Francisco	28 Jan	10 Feb
29 Jan	[11 Feb]	Cleopatra	15 Feb	1 Mar
20 Feb ⁴	[5 Mar]	City of Mexico	9 Mar	23 Mar
10 Mar	[23 Mar]	Cleopatra	27 Mar	8 Apr
30 Mar	[11 Apr]	City of Mexico	16 Apr	27 Apr

¹This sailing of the *Thames* for F. Alexandre & Sons is unconfirmed, as it was advertised in the newspaper but no actual departure or return was found.

²This sailing of the *Mt Vernon* is unconfirmed, as it was advertised in the newspaper but no actual departure or return was found.

³*Nightingale* was driven onto a reef during a storm while anchored at Veracruz on 1/27/1868.

⁴*City of Mexico's* maiden voyage.

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NY
1869 (Cont.)				
19 Apr	[1 May]	Cleopatra	6 May	17 May
8 May	[21 May]	City of Mexico	26 May	7 Jun
29 May	[11 Jun]	Cleopatra	15 Jun	26 Jun
18 Jun	[1 Jul]	City of Mexico	5 Jul	21 Jul
8 Jul	[21 Jul]	Cleopatra	25 Jul	6 Aug
29 Jul	[11 Aug]	City of Mexico	14 Aug	26 Aug
17 Aug	[]	Cleopatra	10 Sep	22 Sep
6 Sep	[20 Sep]	City of Mexico	23 Sep	6 Oct
30 Sep ⁵		Cleopatra		
11 Oct	[24 Oct]	Cleopatra	28 Oct	11 Nov
16 Oct	[28 Oct]	City of Mexico	3 Nov	14 Nov
16 Nov	[29 Nov]	Cleopatra	4 Dec	16 Dec
4 Dec	[17 Dec]	City of Mexico	21 Dec	31 Dec
25 Dec	[6 Jan]	Cleopatra	11 Jan	22 Jan

1870

13 Jan	[26 Jan]	City of Mexico	31 Jan	12 Feb
2 Feb ⁶		Cleopatra		
15 Feb	[27 Feb]	Cleopatra	1 Mar	13 Mar
22 Feb	[7 Mar]	City of Mexico	12 Mar	23 Mar
19 Mar	[1 Apr]	Cleopatra	6 Apr	27 Apr ⁷
2 Apr	[15 Apr]	City of Mexico	20 Apr	2 May
13 May	[26 May]	City of Mexico	30 May	12 Jun
2 Jun ⁸	[14 Jun]	City of Merida	19 Jun	30 Jun
22 Jun	[4 Jul]	City of Mexico	9 Jul	20 Jul
12 Jul	[24 Jul]	City of Merida	30 Jul	10 Aug
1 Aug	[14 Aug]	City of Mexico	18 Aug	30 Aug
20 Aug	[1 Sep]	City of Merida	7 Sep	18 Sep
10 Sep	[23 Sep]	City of Mexico	28 Sep	11 Oct
1 Oct	[15 Oct]	City of Merida	[18 Oct] ⁹	2 Nov
20 Oct	[2 Nov]	City of Mexico	6 Nov	19 Nov
9 Nov	[22 Nov]	City of Merida	26 Nov	7 Dec
29 Nov	[12 Dec]	City of Mexico	16 Dec	29 Dec
19 Dec	[1 Jan]	City of Merida	5 Jan	16 Jan

⁵*Cleopatra* put back into NY for unknown reasons 10/4/1869.

⁶*Cleopatra* put back into NY 2/10/1870 due to a lost stern post and rudder from a gale on 2/4/1870 off Cape Hatteras.

⁷*Cleopatra* was towed into Hampton Roads 4/23/1870 by steamer *Morro Castle* after breaking a crank pin on her machinery off the Virginia Capes. *Cleopatra* was subsequently towed to New York by the steamer *Saratoga*.

⁸*City of Merida's* maiden voyage.

⁹*City of Merida* was detained for 5 days by weather off Sisal, Mexico, on her return voyage.

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NY
1871				
7 Jan	[20 Jan]	City of Mexico	23 Jan	6 Feb
28 Jan	[9 Feb]	City of Merida	14 Feb	25 Feb
17 Feb	[4 Mar]	City of Mexico	7 Mar	19 Mar
9 Mar	[22 Mar]	City of Merida	26 Mar	5 Apr
29 Mar	[11 Apr]	City of Mexico	15 Apr	27 Apr
18 Apr	[3 May]	City of Merida	7 May	19 May
9 May	[21 May]	City of Mexico	25 May	6 Jun
31 May	[12 Jun]	City of Merida	16 Jun	26 Jun
17 Jun	[1 Jul]	City of Mexico	5 Jul	15 Jul
7 Jul	[20 Jul]	City of Merida	24 Jul	4 Aug
27 Jul	[8 Aug]	City of Mexico	13 Aug	24 Aug
16 Aug	[29 Aug]	City of Merida	2 Sep	13 Sep
5 Sep	[21 Sep]	City of Mexico	26 Sep	9 Oct
25 Sep	[7 Oct]	City of Merida	12 Oct	23 Oct
17 Oct	[31 Oct]	City of Mexico	5 Nov	16 Nov
4 Nov	[16 Nov]	City of Merida	21 Nov	3 Dec
24 Nov	[8 Dec]	City of Mexico	11 Dec	23 Dec
14 Dec	[27 Dec]	City of Merida	30 Dec	10 Jan

1872

3 Jan	[17 Jan]	City of Mexico	20 Jan	1 Feb
23 Jan	[6 Feb]	City of Merida	9 Feb	22 Feb
12 Feb	[26 Feb]	City of Mexico	1 Mar	14 Mar
2 Mar	[16 Mar]	City of Merida	20 Mar	1 Apr
23 Mar	[7 Apr]	City of Mexico	10 Apr	24 Apr
12 Apr	[25 Apr]	City of Merida	30 Apr	11 May
4 May	[16 May]	City of Mexico	18 May	29 May
22 May	[4 Jun]	City of Merida	8 Jun	19 Jun
11 Jun	[25 Jun]	City of Mexico	30 Jun	11 Jul
1 Jul	[14 Jul]	City of Merida	18 Jul	30 Jul
24 Jul ¹⁰	[6 Aug]	City of Havana	7 Aug	20 Aug
10 Aug	[23 Aug]	City of Merida	27 Aug	8 Sep
30 Aug	[13 Sep]	City of Mexico	16 Sep	29 Sep
19 Sep	[2 Oct]	City of Merida	7 Oct	19 Oct
9 Oct	[22 Oct]	City of Mexico	26 Oct	7 Nov
29 Oct	[11 Nov]	City of Merida	16 Nov	12 Dec ¹¹
18 Nov	[2 Dec]	City of Mexico	6 Dec	18 Dec
17 Dec	[29 Dec]	City of Merida	1 Jan	13 Jan
28 Dec	[11 Jan]	City of Mexico	15 Jan	29 Jan

¹⁰City of Havana's maiden voyage.

¹¹City of Merida arrived Savannah 11/28/1872 with disabled machinery and sailed from Savannah 12/9/1872.

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NY
1873				
18 Jan	[1 Feb]	City of Merida	4 Feb	17 Feb
6 Feb ¹²	[20 Feb]	City of Mexico	22 Feb	10 Mar
28 Feb	[12 Mar]	City of Merida	19 Mar	30 Mar
20 Mar	[3 Apr]	Cleopatra	7 Apr	21 Apr
10 Apr	[24 Apr]	City of Mexico	29 Apr	11 May
1 May	[]	Cleopatra	23 May	3 Jun
22 May	[6 Jun]	City of Mexico	9 Jun	23 Jun
14 Jun	[27 Jun]	Cuba	1 Jul	13 Jul
3 Jul	[18 Jul]	City of Mexico	22 Jul	3 Aug
26 Jul	[9 Aug]	Cuba	13 Aug	25 Aug
16 Aug	[30 Aug]	City of Mexico	2 Sep	15 Sep
6 Sep	[20 Sep]	Cuba	24 Sep	7 Oct
27 Sep	[11 Oct]	City of Mexico	15 Oct	27 Oct
18 Oct	[1 Nov]	Cleopatra	5 Nov	17 Nov
8 Nov	[21 Nov]	City of Mexico	29 Nov	10 Dec
29 Nov	[13 Dec]	Cleopatra	17 Dec	29 Dec
20 Dec	[3 Jan]	City of Mexico	7 Jan	21 Jan

1874

10 Jan	[24 Jan]	Cleopatra	31 Jan	12 Feb
31 Jan	[15 Feb]	City of Mexico	19 Feb	2 Mar
21 Feb	[6 Mar]	Cleopatra	11 Mar	23 Mar
14 Mar	[28 Mar]	City of Mexico	31 Mar	13 Apr
4 Apr	[18 Apr]	Cuba	22 Apr	4 May
26 Apr	[8 May]	City of Mexico	13 May	25 May
16 May	[29 May]	Cuba	3 Jun	14 Jun
7 Jun	[20 Jun]	City of Mexico	24 Jun	6 Jul
27 Jun	[11 Jul]	Cuba	15 Jul	27 Jul
18 Jul	[1 Aug]	City of Mexico	4 Aug	17 Aug
8 Aug	[23 Aug]	Cuba	26 Aug	7 Sep
29 Aug	10 Sep	City of Mexico	16 Sep	28 Sep
20 Sep	[3 Oct]	Cuba	8 Oct	21 Oct

¹²*City of Mexico* is believed to have stopped off at Key West en route.

TABLE 4
New York, Havana and Mexican Mail Steamship Company - 1874 TO 1879
(F. Alexandre & Sons, Agent)

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NO	Dep NO	Arr VC	Dep VC	Arr NY
1874								
10 Oct	[23 Oct]	City of Mexico	[27 Oct]	2 Nov	8 Nov	[14 Nov]	17 Nov	30 Nov
31 Oct	[12 Nov]	Cuba	[16 Nov]	22 Nov	26 Nov	[5 Dec]	9 Dec	22 Dec
24 Nov	[6 Dec]	City of Merida	[9 Dec]	15 Dec	19 Dec	[25 Dec]	29 Dec	10 Jan
15 Dec	[27 Dec]	City of Mexico	[31 Dec]	6 Jan	9 Jan	[15 Jan]	19 Jan	1 Feb
1875								
5 Jan	[18 Jan]	City of Havana	[21 Jan]	27 Jan	30 Jan	[5 Feb]	9 Feb	22 Feb
26 Jan	[7 Feb]	City of Merida	[10 Feb]	16 Feb	20 Feb	26 Feb	2 Mar	16 Mar
16 Feb	[1 Mar]	City of Mexico	[4 Mar]	10 Mar	14 Mar	[20 Mar]	23 Mar	6 Apr
9 Mar	[21 Mar]	City of Havana	[25 Mar]	31 Mar	4 Apr	[6 Apr]	14 Apr	27 Apr
30 Mar	[12 Apr]	City of Merida	[16 Apr]	22 Apr	25 Apr	[1 May]	4 May	17 May
20 Apr	3 May	City of Mexico	[7 May]	13 May	17 May	[23 May]	26 May	8 Jun
11 May	[23 May]	Cuba	[25 May]	1 Jun	6 Jun	[12 Jun]	15 Jun	28 Jun
1 Jun	[14 Jun]	City of Merida	[18 Jun]	24 Jun	27 Jun	[3 Jul]	6 Jul	19 Jul
22 Jun ¹		City of Mexico						
26 Jun	[10 Jul]	City of Mexico	[11 Jul]	17 Jul	21 Jul	[27 Jul]	31 Jul	12 Aug
13 Jul	[26 Jul]	City of Havana	[29 Jul]	4 Aug	8 Aug	[14 Aug]	17 Aug	31 Aug
3 Aug	15 Aug	City of Merida	[18 Aug]	24 Aug	28 Aug	[3 Sep]	7 Sep	20 Sep
24 Aug	[6 Sep]	City of Mexico	[9 Sep]	15 Sep	19 Sep	[25 Sep]	28 Sep	13 Oct
14 Sep	[26 Sep]	City of Havana	[1 Oct]	7 Oct	8 Oct	[14 Oct]	21 Oct	2 Nov
5 Oct	[17 Oct]	City of Merida	[20 Oct]	26 Oct	30 Oct	[5 Nov]	11 Nov	23 Nov
26 Oct	[7 Nov]	City of Mexico	[11 Nov]	17 Nov	21 Nov	[27 Nov]	1 Dec	14 Dec
17 Nov ²	[7 Dec]	City of Havana	[8 Dec]	14 Dec	18 Dec	[24 Dec]	25 Dec	5 Jan
7 Dec	[19 Dec]	City of Merida	[22 Dec]	28 Dec	2 Jan	[8 Jan]	11 Jan	24 Jan
28 Dec	[10 Jan]	City of Mexico	[14 Jan]	20 Jan	23 Jan	[29 Jan]	1 Feb	14 Feb
1876								
18 Jan	[30 Jan]	City of Havana	[4 Feb]	10 Feb	13 Feb	[20 Feb]	26 Feb	8 Mar
8 Feb	[20 Feb]	City of Merida	[25 Feb]	2 Mar	5 Mar	[12 Mar]	17 Mar	28 Mar
29 Feb	[12 Mar]	City of Mexico	[16 Mar]	22 Mar	27 Mar	[2 Apr]	4 Apr	17 Apr

¹*City of Mexico* was damaged in a collision with Spanish bark *Virgin de Montserrat* on 6/22/1875, put back into New York on 6/23/1875.

²*City of Havana* put into Tybee Island (off Savannah) disabled on 11/22/1875 and sailed on 11/30/1875 for Havana. A sister ship, *City of New York*, put into Tybee on 11/29/1875, presumably to bring repair parts to the *City of Havana*, and sailed on to Havana the same day.

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NO	Dep NO	Arr VC	Dep VC	Arr NY
1876 (Cont.)								
21 Mar	[2 Apr]	City of Havana	[5 Apr]	11 Apr	16 Apr	[22 Apr]	26 Apr	8 May
12 Apr	[24 Apr]	City of Merida	[29 Apr]	4 May	7 May	[13 May]	16 May	29 May
2 May	14 May	City of Mexico	[18 May]	24 May	28 May	[3 Jun]	7 Jun	19 Jun
23 May	[4 Jun]	City of Havana	[8 Jun]	14 Jun	19 Jun	[25 Jun]	27 Jun	11 Jul
13 Jun	[25 Jun]	City of Merida	[29 Jun]	5 Jul	9 Jul	[15 Jul]	19 Jul	1 Aug
6 Jul	[17 Jul]	City of Mexico	[20 Jul]	26 Jul	30 Jul	4 Aug	10 Aug	22 Aug
25 Jul	[6 Aug]	City of Havana	[9 Aug]	15 Aug	20 Aug	[26 Aug]	30 Aug	12 Sep
15 Aug	[27 Aug]	City of Merida	[30 Aug]	5 Sep	10 Sep	[16 Sep]	19 Sep	3 Oct
5 Sep	[18 Sep]	City of Mexico	[20 Sep]	27 Sep	1 Oct	[7 Oct]	10 Oct	26 Oct
26 Sep	[8 Oct]	Cuba	[11 Oct]	17 Oct	22 Oct	[28 Oct]	1 Nov	13 Nov
17 Oct	[29 Oct]	City of Merida	[1 Nov]	7 Nov	12 Nov	[18 Nov]	22 Nov	5 Dec
4 Nov	[17 Nov]	City of Mexico	[22 Nov]	29 Nov	2 Dec ³	[8 Dec]		
			[12 Dec]	18 Dec	22 Dec	[28 Dec]		
			[3 Jan]	10 Jan	13 Jan	[19 Jan]		
			[24 Jan]	31 Jan	4 Feb	[11 Feb]	15 Feb	27 Feb
25 Nov	[8 Dec]	City of Havana					17 Dec	30 Dec
16 Dec	[29 Dec]	City of Merida					5 Jan	15 Jan
1877								
6 Jan	[18 Jan]	City of Havana					26 Jan	6 Feb
27 Jan	[9 Feb]	City of Merida	[14 Feb]	20 Feb	24 Feb	[2 Mar]		
			[6 Mar]	12 Mar	17 Mar	[23 Mar]	27 Mar	7 Apr
17 Feb	[1 Mar]	City of Havana					7 Mar	20 Mar
13 Mar	[25 Mar]	City of Mexico	[27 Mar]	2 Apr	8 Apr	[14 Apr]		
			[18 Apr]	24 Apr	28 Apr	[4 May]		
			[9 May]	[15 May]	21 May	[27 May]	30 May	11 Jun
31 Mar	[12 Apr]	City of Havana					19 Apr	29 Apr
21 Apr	[3 May]	City of Merida					9 May	21 May
12 May	[25 May]	City of Havana	28 May	4 Jun	10 Jun	[16 Jun]	19 Jun	1 Jul
2 Jun	[15 Jun]	City of Merida	[20 Jun]	26 Jun	1 Jul	[7 Jul]	10 Jul	23 Jul
23 Jun	[5 Jul]	City of Mexico	[10 Jul]	16 Jul	22 Jul	[29 Jul]	31 Jul	12 Aug
14 Jul	[26 Jul]	City of Havana	[31 Aug]	6 Aug	13 Aug ⁴			
4 Aug	[16 Aug]	City of Merida					22 Aug	3 Sep
25 Aug	[7 Sep]	City of Mexico					14 Sep	24 Sep
15 Sep	27 Sep	City of Merida					2 Oct	14 Oct
6 Oct	[18 Oct]	City of Mexico					25 Oct	6 Nov

³With this voyage Alexandre Line began operating a New Orleans to Veracruz shuttle.

⁴*City of Havana*, Captain Phillips in command, ran aground on the Tuxpan reefs outside the Tuxpan harbor 8/15/1877. An attempt was made by the *City of Merida* to haul her off, but to no avail, and the *City of Havana* was eventually wrecked by the pounding of the sea.

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NO	Dep NO	Arr VC	Dep VC	Arr NY
1877 (Cont.)								
27 Oct	[9 Nov]	City of Merida	[13 Nov]	19 Nov	27 Nov	[3 Dec]	8 Dec	19 Dec
31 Oct	[11 Nov]	City of Vera Cruz					13 Nov	25 Nov
17 Nov	[30 Nov]	City of Mexico	[12 Dec]	18 Dec	23 Dec	[29 Dec]		
			[4 Jan]	10 Jan	16 Jan	[21 Jan]		
			[22 Jan]	28 Jan	1 Feb	[7 Feb]		
			[8 Feb]	14 Feb	17 Feb	[23 Feb]		
			[28 Feb]	5 Mar	10 Mar	[16 Mar]		
			[21 Mar]	27 Mar	31 Mar	[6 Apr]		
			[10 Apr]	16 Apr	24 Apr	[30 Apr]	5 May	17 May
9 Dec	[20 Dec]	City of New York					26 Dec	10 Jan
29 Dec	[10 Jan]	City of Merida					15 Jan	28 Jan
1878								
19 Jan	[31 Jan]	City of New York					6 Feb	18 Feb
9 Feb	[21 Feb]	City of Merida					26 Feb	11 Mar
2 Mar	[14 Mar]	City of New York					19 Mar	1 Apr
23 Mar	[4 Apr]	City of Merida					9 Apr	22 Apr
16 Apr	28 Apr]	City of New York	[5 May]	11 May	16 May	22 May		
			[26 May]	1 Jun	9 Jun	[15 Jun]		
			[21 Jun]	27 Jun	30 Jun	[6 Jul]	10 Jul	20 Jul
30 Apr	[12 May]	City of Merida					18 May	29 May
14 May	[26 May]	City of Vera Cruz					1 Jun	12 Jun
1 Jun	[15 Jun]	Carondolet				20 Jun	2 Jul	
17 Jun	[29 Jun]	City of Mexico	[2 Jul]	8 Jul	21 Jul	[27 Jul]		
			[31 Jul]	6 Aug	12 Aug	[18 Aug]		
			[21 Aug]	27 Aug	1 Sep	[7 Sep]		
			[14 Sep]	20 Sep	25 Sep	[1 Oct]		
			[5 Oct]	12 Oct	16 Oct	[23 Oct]		
			[28 Oct]	4 Nov	8 Nov	[14 Nov]		
			[16 Nov]	22 Nov	27 Nov	[3 Dec]		
			[7 Dec]	13 Dec	19 Dec	[25 Dec]		
			[29 Dec]	4 Jan	8 Jan	[14 Jan]		
			[18 Jan]	24 Jan	28 Jan	[3 Feb]		
			[7 Feb]	15 Feb ⁵	20 Feb	[26 Feb]		
			[1 Mar]	7 Mar	13 Mar	[19 Mar]		
			[22 Mar]	28 Mar	1 Apr	[7 Apr]		
29 Jun	[11 Jul]	City of Vera Cruz					17 Jul	28 Jul
13 Jul	[25 Jul]	City of Merida					31 Jul	12 Aug

⁵City of Mexico made a stop at Galveston, Texas, 2/13/1879 en route from Veracruz to New Orleans.

Dep NY	Arr VC	STEAMSHIP	Dep VC	Arr NO	Dep NO	Arr VC	Dep VC	Arr NY
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1878 (Cont.)

27 Jul	[8 Aug]	City of New York					13 Aug	26 Aug
10 Aug	[21 Aug]	City of Vera Cruz					27 Aug	8 Sep
24 Aug	[5 Sep]	City of Merida					11 Sep	23 Sep
7 Sep	[20 Sep]	City of New York					25 Sep	7 Oct
21 Sep	[4 Oct]	City of Vera Cruz					9 Oct	21 Oct
5 Oct	[17 Oct]	City of Merida					24 Oct	5 Nov
19 Oct	[31 Oct]	City of New York					6 Nov	18 Nov
2 Nov	[14 Nov]	City of Vera Cruz					20 Nov	1 Dec
16 Nov	[28 Nov]	City of Merida					4 Dec	15 Dec
30 Nov	[11 Dec]	City of New York					17 Dec	31 Dec
14 Dec	[26 Dec]	City of Vera Cruz					1 Jan	12 Jan
28 Dec	[9 Jan]	City of Merida					15 Jan	26 Jan

1879

11 Jan	[23 Jan]	City of New York					30 Jan	11 Feb
26 Jan	[7 Feb]	City of Vera Cruz					12 Feb	24 Feb
8 Feb	[20 Feb]	City of Merida					26 Feb	16 Mar ⁶
22 Feb	6 Mar	City of New York					13 Mar	23 Mar
8 Mar	[20 Mar]	City of Vera Cruz					26 Mar	6 Apr
23 Mar	[4 Apr]	City of Merida					9 Apr	22 Apr

⁶*City of Merida* put into Tybee Island (off Savannah) 3/9/1879 because of a broken crosshead on her engine and sailed on for New York 3/14/1879.

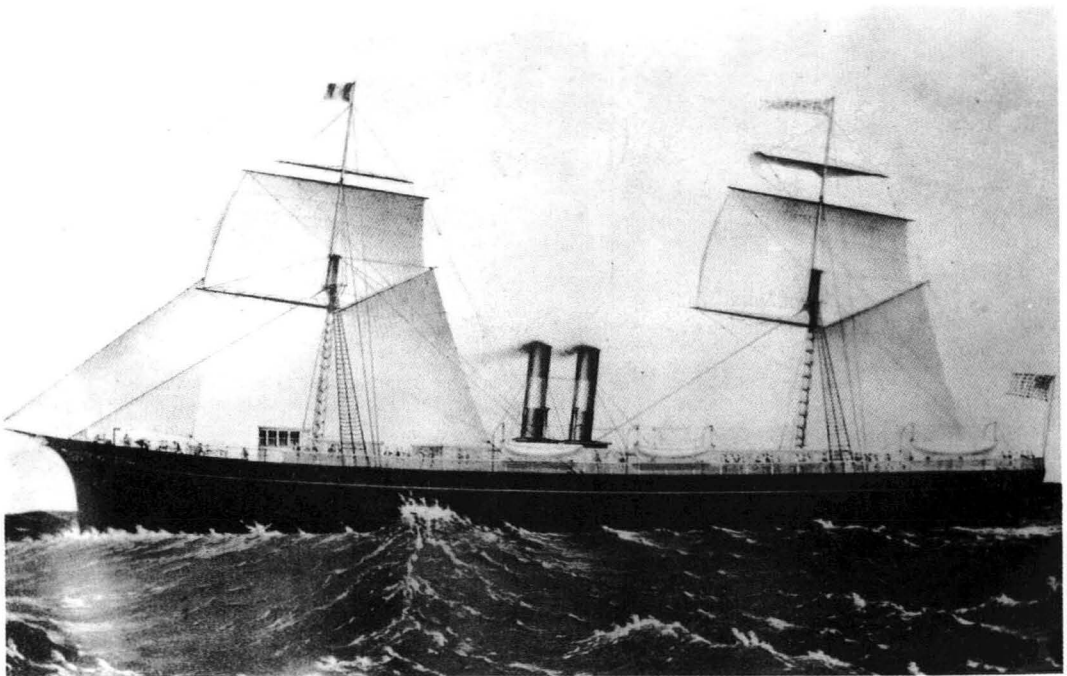


Figure 12. *City of New York*, 1,715 tons, built in 1873 and initially placed in service by the Alexandre Line on its New York to Havana run, transferred to Alexandre's Mexican route in late 1877. (Courtesy of the Mariners' Museum of Newport News, Virginia)

TABLE 5
New York, Havana and Mexican Mail Steamship Company
Extract of Sailings New Orleans - Veracruz, 1874-1879

STEAMSHIP	Dep VC	Arr NO	Dep NO	Arr VC
1874				
City of Mexico	[27 Oct]	2 Nov	8 Nov	[14 Nov]
Cuba	[16 Nov]	22 Nov	28 Nov	[5 Dec]
City of Merida	[9 Dec]	15 Dec	19 Dec	[25 Dec]
City of Mexico	[31 Dec]	6 Jan	9 Jan	[15 Dec]
1875				
City of Havana	[21 Jan]	27 Jan	30 Jan	[5 Feb]
City of Merida	[10 Feb]	16 Feb	20 Feb	26 Feb
City of Mexico	[4 Mar]	10 Mar	14 Mar	[20 Mar]
City of Havana	[25 Mar]	31 Mar	4 Apr	[6 Apr]
City of Merida	[16 Apr]	22 Apr	25 Apr	[1 May]
City of Mexico	[7 May]	13 May	17 May	[23 May]
Cuba	[25 May]	1 Jun	6 Jun	[12 Jun]
City of Merida	[18 Jun]	24 Jun	27 Jun	[3 Jul]
City of Mexico	[11 Jul]	17 Jul	21 Jul	[27 Jul]
City of Havana	[29 Jul]	4 Aug	8 Aug	[14 Aug]
City of Merida	[18 Aug]	24 Aug	28 Aug	[3 Sep]
City of Mexico	[9 Sep]	15 Sep	19 Sep	[25 Sep]
City of Havana	[1 Oct]	7 Oct	8 Oct	[14 Oct]
City of Merida	[20 Oct]	26 Oct	30 Oct	[5 Nov]
City of Mexico	[11 Nov]	17 Nov	21 Nov	[27 Nov]
City of Havana	[8 Dec]	14 Dec	18 Dec	[24 Dec]
City of Merida	[22 Dec]	28 Dec	2 Jan	[8 Jan]
1876				
City of Mexico	[14 Jan]	20 Jan	23 Jan	[29 Jan]
City of Havana	[4 Feb]	10 Feb	13 Feb	[20 Feb]
City of Merida	[25 Feb]	2 Mar	5 Mar	[12 Mar]
City of Mexico	[16 Mar]	22 Mar	27 Mar	[2 Apr]
City of Havana	[5 Apr]	11 Apr	16 Apr	[22 Apr]
City of Merida	[29 Apr]	4 May	7 May	[13 May]
City of Mexico	[18 May]	24 May	28 May	[3 Jun]
City of Havana	[8 Jun]	14 Jun	19 Jun	[25 Jun]
City of Merida	[29 Jun]	5 Jul	9 Jul	[15 Jul]
City of Mexico	[20 Jul]	26 Jul	30 Jul	4 Aug
City of Havana	[9 Aug]	15 Aug	20 Aug	[26 Aug]
City of Merida	[30 Aug]	5 Sep	10 Sep	[16 Sep]
City of Mexico	[20 Sep]	27 Sep	1 Oct	[7 Oct]
Cuba	[11 Oct]	17 Oct	22 Oct	[28 Oct]
City of Merida	[1 Nov]	7 Nov	12 Nov	[18 Nov]
City of Mexico	[22 Nov]	29 Nov	2 Dec	[8 Dec]
	[12 Dec]	18 Dec	22 Dec	[28 Dec]

STEAMSHIP	Dep VC	Arr NO	Dep NO	Arr VC
1877				
City of Mexico	[3 Jan]	10 Jan	13 Jan	[19 Jan]
	[24 Jan]	31 Jan	4 Feb	[11 Feb]
City of Merida	[14 Feb]	20 Feb	24 Feb	[2 Mar]
	[6 Mar]	12 Mar	17 Mar	[23 Mar]
City of Mexico	[27 Mar]	2 Apr	8 Apr	[14 Apr]
	[18 Apr]	24 Apr	28 Apr	[4 May]
	[9 May]	[15 May]	21 May	[27 May]
City of Havana	28 May	4 Jun	10 Jun	[16 Jun]
City of Merida	[20 Jun]	26 Jun	1 Jul	[7 Jul]
City of Mexico	[10 Jul]	16 Jul	22 Jul	[29 Jul]
City of Havana	[31 Aug]	6 Aug	13 Aug ¹	
City of Merida	[13 Nov]	19 Nov	27 Nov	[3 Dec]
City of Mexico	[12 Dec]	18 Dec	23 Dec	[29 Dec]

1878

City of Mexico	[4 Jan]	10 Jan	16 Jan	[21 Jan]
	[22 Jan]	28 Jan	1 Feb	[7 Feb]
	[8 Feb]	14 Feb	17 Feb	[23 Feb]
	[28 Feb]	5 Mar	10 Mar	[16 Mar]
	[21 Mar]	27 Mar	31 Mar	[6 Apr]
City of New York	[10 Apr]	16 Apr	24 Apr	[30 Apr]
	[5 May]	11 May	16 May	22 May
	[26 May]	1 Jun	9 Jun	[15 Jun]
City of Mexico	[21 Jun]	27 Jun	30 Jun	[6 Jul]
	[2 Jul]	8 Jul	21 Jul	[27 Jul]
	[31 Jul]	6 Aug	12 Aug	[18 Aug]
	[21 Aug]	27 Aug	1 Sep	[7 Sep]
	[14 Sep]	20 Sep	25 Sep	[1 Oct]
	[5 Oct]	12 Oct	16 Oct	[23 Oct]
	[28 Oct]	4 Nov	8 Nov	[14 Nov]
	[16 Nov]	22 Nov	27 Nov	[3 Dec]
	[7 Dec]	13 Dec	19 Dec	[25 Dec]
	[29 Dec]	4 Jan	8 Jan	[14 Jan]

1879

City of Mexico	[18 Jan]	24 Jan	28 Jan	[3 Feb]
	[7 Feb]	15 Feb	20 Feb	[26 Feb]
	[1 Mar]	7 Mar	13 Mar	[19 Mar]
	[22 Mar]	28 Mar	1 Apr	[7 Apr]

¹City of Havana, wrecked on the reefs outside the Tuxpan harbor 8/15/1877.

TABLE 6
LISTING OF MAIL CARRYING STEAMSHIPS
Eastern United States to East Coast of Mexico
Post American Civil War to Mexico UPU

STEAMSHIP	A&MMSS CHRTD.	GEN TR CHRTD.	MMSS CHRTD.	ALEX LINE CHRTD.	ALEX LINE OWNED
Alabama	X			X	
Andrew Johnson		X			
Carondelet				X	
City of Havana					X
City of Merida					X
City of Mexico					X
City of New York					X
City of Vera Cruz					X
Cleopatra				X	
Cuba				X	
Daniel Webster	X				
Fah-Kee				X	
Georgia			X	X	
Grenada				X	
Manhattan	X				
Mt Vernon				X	
Nevada				X	
Nightingale				X	
San Francisco				X	
Tampico		X			
Thames					X
Vera Cruz	X	X			
Virginia			X		
Virgo				X	
Wilmington			X		

LEGEND:

A&MMSS	American & Mexican Mail Steamship Company
GEN TR	General Transatlantic Company
MMSS	Mexican Mail Steamship Company
ALEX LINE	Alexandre Line: also known as F. Alexandre & Sons; New York & Mexican Mail Steamship Company; and New York, Havana & Mexican Mail Steamship Company
CHRTD.	Chartered

**TABLE 7
LISTING OF STEAMSHIP DATA**

Steamship	Tons/Type	Year Built/Where	Owner/Agent	Dimensions
AMERICAN & MEXICAN MAIL STEAMSHIP COMPANY				
Alabama	1051/SW	1850/New York	M O Roberts	207x35x22
Andrew Johnson	unk	unk	unk	unk
Daniel Webster	776/SW	1853/Greenpoint	J H Sears	220x31x10
Manhattan	1338/SW	1865/New York	G Quintard & O	219x36x20
Vera Cruz	1433/SP	1854/Liverpool	Gen Trans Atl Co	249x34x24
GENERAL TRANSATLANTIC COMPANY				
Tampico	1433/SP	1854/Liverpool	Gen Trans Atl Co	249x34x24
Vera Cruz	1433/SP	1854/Liverpool	Gen Trans Atl Co	249x34x24
MEXICAN MAIL STEAMSHIP COMPANY				
Georgia	671/SP	1863/Dumbarton	Williams & Guion	206x27x14
Virginia	442/SP	1860/Clyde	Pertz Bro	175x26x13
Wilmington	737/SP	1865/Wilmington	Williams & Guion	185x28x17
ALEXANDRE LINE -- CHARTERED				
Alabama	1051/SW	1850/New York	M O Roberts	207x35x22
Carondolet	1502/SP	1873/Mystic	C H Mallory & Co	250x36x21
Cleopatra	1045/SP	1865/Fairhaven	Murray Ferris & Co	200x35x23
Cuba	1075/SP	1863/Fairhaven	Mordecai & Co	220x34x27
Fah-Kee	601/SP	1862/New York	Waydell & Co	176x30x18
Georgia	671/SP	1863/Dumbarton	Williams & Guion	206x27x14
Grenada	764/SP	1864/New York	Leary Bro	181x29x29
Mount Vernon	617/SP	1863/Greenpoint	Bos N S B Co	180x28x16
Nevada	914/SP	1864/Mystic	Wake Gook & Dick	160x32
Nightingale	849/SP	1863/Mystic	C H Mallory & Co	unk
San Francisco	1137/SW	1853/Philadelphia	M O Roberts	219x35x21
Thames	546/SP	1862/Mystic	R Lowden	150x31x17
Virgo	1142/SP	1862/Fairhaven	Murray Ferris & Co	192x32
ALEXANDRE LINE -- OWNED				
City of Havana ¹	1515/SP	1872/Greenpoint	F Alexandre&Sons	245x37x26
City of Merida ²	1492/SP	1870/Greenpoint	F Alexandre&Sons	236x36x18
City of Mexico ³	1500/SP	1868/Greenpoint	F Alexandre&Sons	219x36x20
City of New York ⁴	1715/SP	1873/Greenpoint	F Alexandre&Sons	339x40x28
City of Vera Cruz	1874/SP	1874/Greenpoint	F Alexandre&Sons	286x37x26

LEGEND:

SW -- Side Wheel Paddle Steamer

SP -- Screw Propeller Steamer

Dimensions -- length x beam x freeboard (in feet)

¹Wrecked off Tuxpan, Mexico, 8/15/1877.

²Destroyed by fire in Havana harbor, 9/4/1884.

³Foundered off Cape Hatteras, 3/21/1901, as converted barge.

⁴Destroyed by fire in 1880.

ANSWERS TO PROBLEM COVERS IN ISSUE 180

Two of the problem covers in the November *Chronicle* 180 received no comments from our Route Agents, so I'll provide an editor's opinions and perhaps awaken some responses.

First are the two 1868 covers, Figure 1, from Cincinnati to the same addressee on a U.S. ship in Panama. Why was the February cover paid 10¢, and the April cover only 3¢?

I believe it could be significant that the earlier cover paid the 10¢ and the later cover the 3¢. Perhaps Fleet Paymaster Looker advised his correspondents that he could receive mail, care of the U.S. Consul at Panama, at the domestic rate. Does anyone have other covers from the Looker correspondence that would corroborate this conjecture or provide a different reason?

Hold the press! A last minute message from Greg Sutherland provides a source of information that the U.S. Consuls at Colon and at Panama City each received mail in sealed bags for his office or to his care for other parties. The source is a letter to the U.S. House of Representatives from D.M. Key, Postmaster-General, forwarding a report of Mr. J.W. Fralick received on the 23d November 1878 (ten years after our problem covers). Mr. Fralick had been authorized to visit various South American states for the purpose of inquiring into the postal services of those states, and of promoting the interests of the commerce of the United States with South America. His report included appended reports of Consul Thorington at Aspinwall (Colon), Consul Long at Panama and "the valuable letter" of Hon. Francis W. Rice, Commissioner to the South American States at Panama. Pertinent excerpts are:

The condition of postal matters at this port (Colon), and on this isthmus . . . and mail-matter to Panama by the Panama Railroad . . . The United States furnishes mail-matter to this point through the New York post-office.

The mails are brought to the consulate in sealed bags addressed to the United States Consul. The Consul assort the mail and retains all mail-matter addressed to himself and family; or to his care for naval or other officers of the United States Government:

If we can assume that a similar process existed in 1868, mail could be sent to certain Panama addressees paying the 3¢ domestic rate through the New York post office and delivered by the U.S. Consul. Can anyone document this with an official post office regulation? Also, was this a practice followed for other U.S. Consulates?

Next is the 1865 cover, Figure 2, from Vancouver, W.T. to Sacramento paid by "Chg box 61 / W.W.K." but with no amount of postage marked. Why?

A guess is that for a large mailing, such as to all Masonic Lodges in the northwest U.S., the Vancouver Postmaster didn't bother to mark the postage on each item (or inadvertently missed one in a stack), but charged the total postage to the sender's account at 3¢ each. Presumably, the postage was prepaid. If the postage were not prepaid, 6¢ each would have been charged upon delivery in accordance with the Act of March 3, 1863 which doubled postage on non-prepaid mail.

ANSWERS TO PROBLEM COVERS IN ISSUE 181

Figure 3 shows an 1867 cover from Malaga, Spain via London to Philadelphia. This is a straightforward example of U.S.–Spain mail in the absence of a postal treaty between these countries. Combinations of the U.S.–British postal convention of 1848, effective 15 February 1849, and the British–French and Anglo–Spanish postal conventions were used prior to the GPU rates in 1875.



Figure 1. February and April 1868 covers to Panama – one paid 10¢, one paid 3¢



Figure 2. Vancouver, W.T. cover to Sacramento in 1865

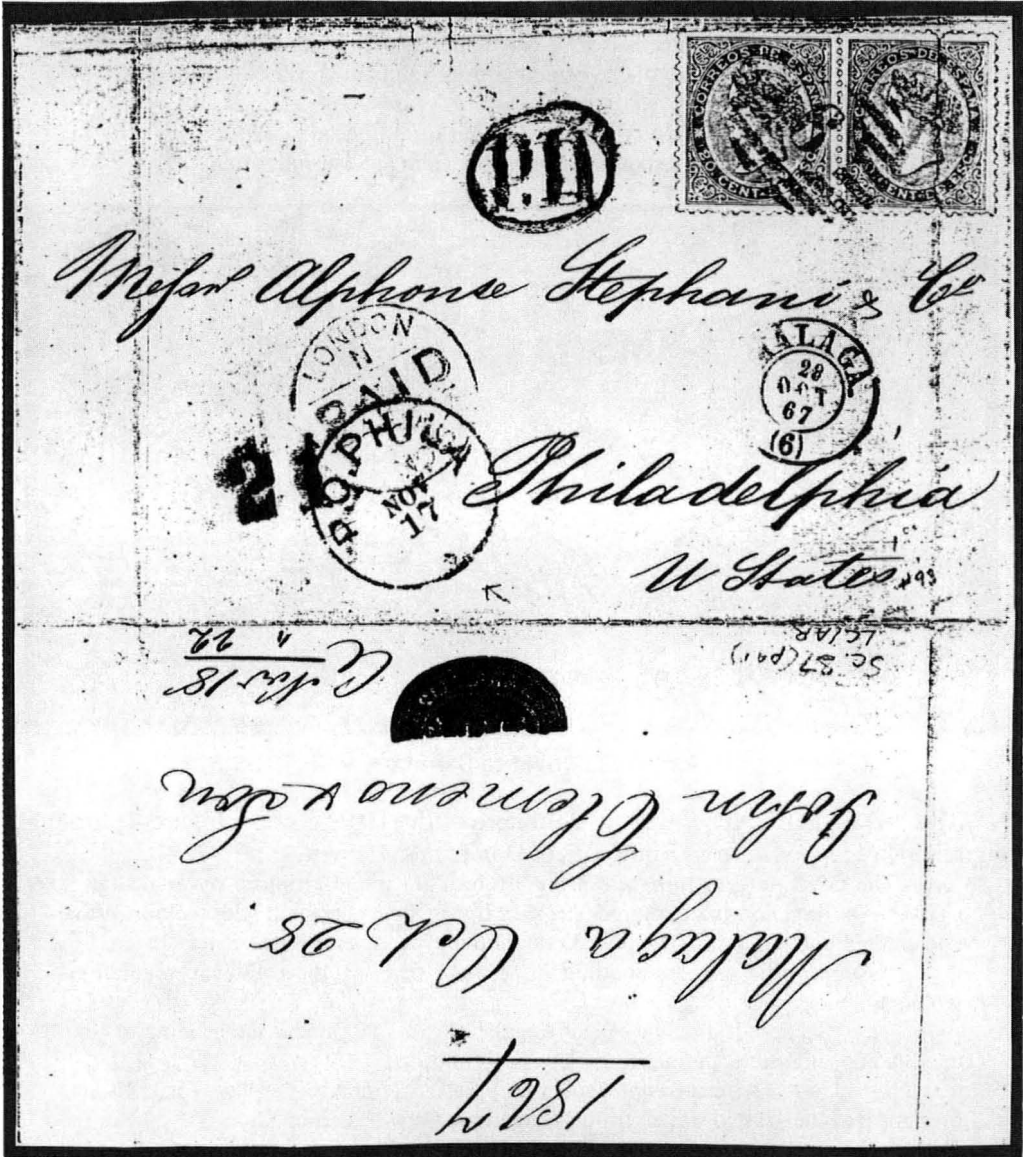


Figure 3. 1867 cover from Malaga, Spain to Philadelphia

Greg Sutherland provided answers to the rates and routing of this cover as follows:

The two 20¢ centimos (4 reales) stamps pay the correct 1/4-ounce letter rate from Spain to England which covered Spanish internal, French transit and British transit and sea postage when carried by British packet to the U.S.¹ The black “21” indicates that this cover went by American packet and due 21¢, 16¢ for the packet and 5¢ for U.S. delivery.

There are two steamships under contract to carry U.S. mails from England which coincide with the dates on our cover: the Inman Line *City of Baltimore* departing Liverpool 6 November, Queenstown 7 November, arriving New York 17 November; and the North German Lloyd *Bremen* departing Southampton 5 November, arriving New York 17 November.²

The “P.O. PHILA / NOV / 17” CDS does not appear in *Philadelphia Postal Markings* except as a duplex marking used at the Germantown substation.



Figure 4. “STEAMBOAT” cover to Baltimore with “DUE 2 cts.”

The “STEAMBOAT” cover to Baltimore with “DUE 2 cts.,” Figure 4, brought a comprehensive response from Route Agent Don Evans. He writes:

The cover in question was probably brought into Baltimore by a coastal or Chesapeake Bay, non-mail-contract steamer. It was there deposited with the post office and entered into the mails. The postal rate for this type of service was five cents.

Assuming the date for mailing to be April 6, 1863, the following regulations would apply:

Section 164 of the Postal Regulations of 1859, under the heading of Ship and Steamboat Letters, defines these letters as follows:

“Sec. 164. The terms *ship letters and packets*, embrace the letters and packets brought into the United States from foreign countries, or carried from one port in the United States to another, in any private ship or vessel, before such letters have been mailed.”

Section 171 of the same regulation authorizes the receiving postmaster to pay the master of the vessel the sum of two cents for his service in transporting the letter.

Section 175 states “Letters brought by steamboats should be marked ‘*Steamboat*,’ at the time of receiving them.”

¹Richard F. Winter. *U.S.-Spain Mails via British Convention, 1849-1876*, Supplement to *Chronicle* 147 (Vol. 42, No. 3)(August 1990).

²Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings, 1840-1875* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988).

Under a Postal Act, Section 9, dated February 12, 1861, and effective May 1, 1861, the rate for ship letters (as defined above) was established to be five cents for letters to be delivered at the post office where the ship arrived. This is a change from the six cent rate that had previously been in effect. (Note: this includes steamers.)

The correct rates and charges concerning ship and steamboat mail for this period are difficult to extract. The regulations and postal bulletins frequently appear to be contradictory and overlapping. Steamboat mail on interior rivers and lakes seems to be handled at times in a way different than coastal steamboat mail. The difference between ship mail and steamboat mail, if any, is not well defined. Various interpretations of the laws and regulations have resulted in unusual rates seen on covers for the period, and the relative scarcity of marked steamboat mail covers after the beginning of the Civil War results in a limited number of examples to study.

My analysis of the cover would place its likely origin at a steamboat port in Chesapeake Bay where the sender handed a letter, paid with 3¢ postage, to the purser or master of a steamboat that did not have a mail contract. The steamboat made port at Baltimore and deposited the letter at the post office, along with a request for reimbursement for his "way" service. The postmaster gave him his 2¢, marked the cover "Steamboat" as required, and also "Due 2cts." to make up the correct rate of 5¢ for an incoming ship letter.

PROBLEM COVERS FOR ISSUE 182

Route Agent J.V. Woollam of England has submitted the large size cover in Figure 5 from Victoria to New York for explanation of the postage collected. He describes the markings on the front (shown) and the back (too dark to copy) as follows:

The cover is franked with 8 shillings in stamps, a very high rate, as the single letter rate to the USA was 6 pence. The stamps are canceled with a "MELBOURNE / 2 K / AU 28 / 68" CDS. Endorsed "Via Panama"; it would have gone by the Panama, New Zealand and Australian Royal Mail Company, probably by the S.S. *Matawa* to Panama. There is an arrival company CDS "MAGUIRE COTHRAN & CO. / OCT / 22 / 1868" on the front and an embossed oval "MAGUIRE & Co / MELBOURNE" plus a manuscript "Aug 27 & 28, 1868" on the back.

Rate markings – all in manuscript:

Front – "80" in ink – upper left

"80 Cents Due" in pencil – right

"H (or is it "\$"?) 1.80" in pencil – bottom left

Back – "Carrier is anxious (?) for the postage (?) / Collect H(\$?) 1.80"

Mr. Woollam asks, what was the postage to be collected, \$1.80 or 80 cents? If the "80" refers to a steamship charge, how does the total come to "1.80"? Did depreciated currency rating apply?

The cover in Figure 6 presents a challenge in deciphering the postage rates due and charged. A triple CDS strike indicates it originated in "DRESDEN / 14 JUN / 57." All cover markings are in black except for a "6" (crossed through) and an "8" on the back (not shown), and a smudged "2" on the front which are all in blue ink. It is endorsed in Old German Script at upper left "Nord Amerika / über Aachen," addressed to New Haven, Ct. and forwarded to Peacedale, R. Island.

The cover went via Prussian Closed Mail and received an "AACHEN / 16 / 6 / 10 cts." CDS, the "10 cts." a debit for a double rate – over a half ounce, but not over an ounce. But the "10 cts." is crossed through and replaced (?) by a large manuscript "20," which is overstruck by a "NEW YORK / 60 / JUN / 30 / AM. PKT. A bold "Ford 69" in manuscript completes the markings, apparently the "60" debit in the New York CDS plus 9 cents for forwarding.

Please explain the postal markings on this cover and point out any discrepancies.

* * * * *

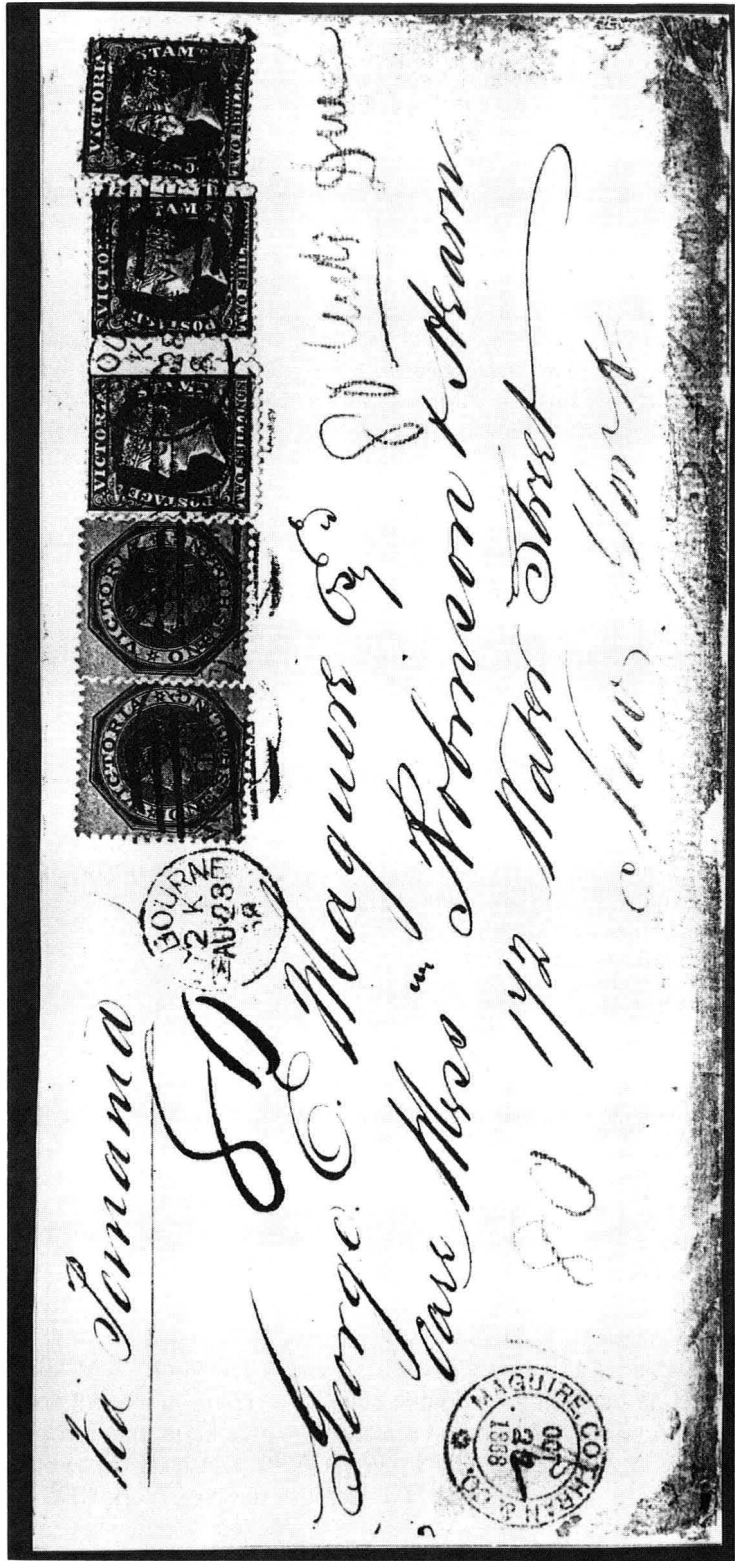


Figure 5. 1868 cover from Melbourne, Victoria to New York via Panama

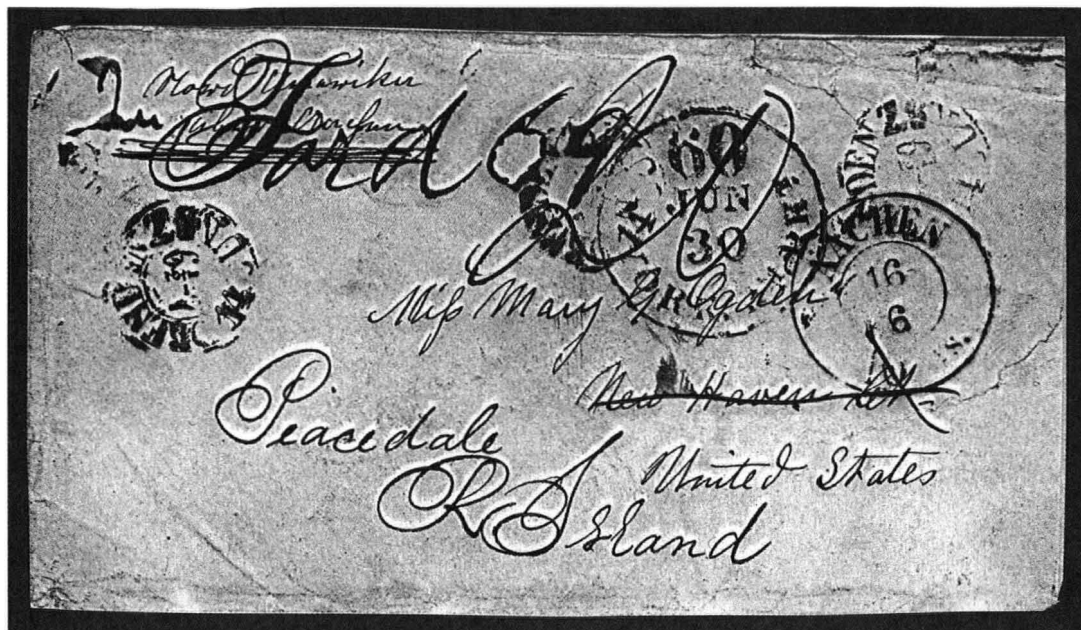


Figure 6. 1857 cover from Germany to New Haven and forwarded

Please send your answers to the problem covers for this issue, 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 August Cover Corner is July 10, 1999. I can receive mail at 9068 Fontainebleau Terrace, Cincinnati, Ohio, 45231-4808, and now have an E-Mail address: RWCARLIN@aol.com.

New examples of problem covers are needed 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. □

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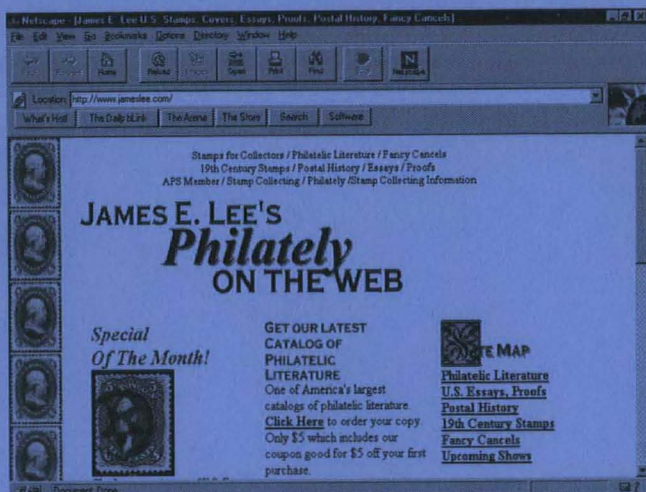
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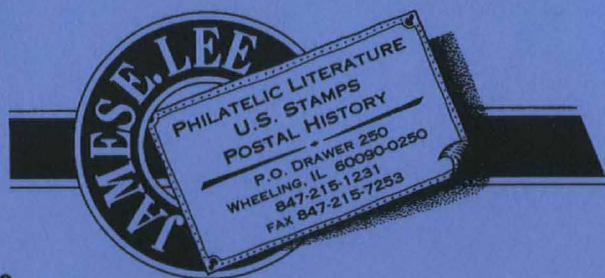


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Hale 1954

20th SALE

EDMUNDSON G. KRUG
Collection of
UNITED STATES
COVERS

AT PUBLIC AUCTION
Wednesday and Thursday
MAY 21 and 22, 1958
AT 12 R. R. BUDGET

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AUCTION GALLERIES, INC.

Krug 1958

26th SALE

THE HENRY W. HILL COLLECTION
FIVE CENT JEFFERSON STAMPS
1856-1861 ISSUES

AT PUBLIC AUCTION
WEDNESDAY, FEBRUARY 11th, 1959
at 1 P.M.

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AUCTION GALLERIES, INC.

Hill 1959

The
NEWBURY
Collection

Part I

Robert A. Siegel
AUCTION GALLERIES, INC.

Newbury 1962

THE JOSIAH K. LILLY
COLLECTION
PART I

AT PUBLIC AUCTION
Tuesday, Wednesday
May 28th, 29th, 1967

Robert A. Siegel
AUCTION GALLERIES, INC.

Lilly 1967

30th SALE

UNITED STATES
POSTAL HISTORY COVERS
From the Award Winning Collection of
Max Matthias Matthies

AT PUBLIC AUCTION
Thursday, November 16th, 1970 at 1:00 P. M.
Friday Afternoon, November 20th, 1970 at 1:00 P. M.

Robert A. Siegel
AUCTION GALLERIES, INC.

Matthies 1969

30th SALE

The
MORTIMER L. NEINKEN
Collection

AT UNRESERVED PUBLIC AUCTION
Thursday Afternoon, November 16th, 1970 at 1:00 P. M.
Friday Afternoon, November 20th, 1970 at 1:00 P. M.

Robert A. Siegel
AUCTION GALLERIES, INC.

Neinken 1970

30th SALE

UNITED STATES
1861-1869
A Portion of the
Leahy Graphic Collection

Sold at the Public Auction
Tuesday, April 16th, 1972
at 10 A.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

Grunin 1975

32nd SALE

THE AWARDED WEDDING
POSTAL HISTORY COLLECTION
OF
J. DAVID BAKER

AT UNRESERVED PUBLIC AUCTION
Tuesday, April 4, 1978 at 1:00 P.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

Baker 1978

32nd SALE

UNITED STATES
POSTAL HISTORY
FROM THE
MARC HAAS COLLECTION

AT UNRESERVED PUBLIC AUCTION
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Haas 1980

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Sheriff 1985

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