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IN THIS ISSUE

RESEARCHING LOCALS AND CARRIERS: I. TECHNIQUES AND SOURCES

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With the recent dispersal of the David Golden holding, and the earlier William Middendorf dispersal, through "research" auction catalogs, a number of problems have been illustrated that researchers have had to deal with in this field. As Scott Trepel, president of the Siegel firm that presented the Golden sales, stated, after working on this sale he had much more respect for those who labor in the field of researching locals and carriers. It is much harder than other philatelic fields.

The field's difficulty is caused by a number of factors. First, unlike government stamp issues, locals are not protected by the counterfeiting laws so fakers are less inhibited from practicing their trade. Second, several of the early important students (S. Allan Taylor, George Hussey and J. Walter Scott) were involved in faking material at an early date, mostly for the packet trade, while the one basic study, done by Charles Coster, was completed when he was a teenager and subject to revisions. Unfortunately, it was taken as a "bible" by others who denigrated or destroyed anything not in Coster. Third, much of the material in the *Scott's* Specialized *Catalogue* was done under the aegis of another faker, Henry Needham, and until this year many of the illustrations were of Scott or Needham forgeries. Fourth, the normal operations of the locals did not involve tying adhesives to the covers (tied adhesives are the exception, not the rule.) It was not until the research studies of Elliott Perry and George Sloane that a research basis was put behind the field; by that time many stamps and covers had already been destroyed.

To illustrate some of the research techniques and/or problems, I have chosen to use an article by researcher Steven Roth in the locals and carrier publication, *Penny Post*, in August 1992. It is a good study that illustrates many of the points and problems the locals and carriers researcher faces. Mr. Roth's topic was the Philadelphia local of Cressman & Co., of which he recorded nine examples.

Newspapers as Sources

Many decades ago, Elliott Perry showed the significance of local newspapers as a source for studying locals and carriers. One important collector who took up the newspaper challenge was Frank Hollowbush, a wealthy lawyer and noted collector in the locals and carrier field. Circa 1940, Hollowbush arranged for his secretary to go to the libraries in New York and Philadelphia to transcribe articles from the Philadelphia newspapers, notably the Philadelphia *Public Ledger*. The period covered was from 1842 to the Civil War.

The *Hollowbush Transcripts* were prepared by a reader lacking specific philatelic knowledge. They were typed on legal sheets and a carbon copy was made. The quotations were generally not sourced as to the individual newspaper, but the *Public Ledger* was the paper most cited when citation was given. The carbon of the *Transcripts* passed to Richard Schwartz, another major student and collector in the area, and Mr. Schwartz permitted me to make a copy for myself and one for donation in his name to the Collectors Club of New York, where a bound set of four volumes resides.

The first item referred to by Mr. Roth regarding Cressman was a reference to a list of letters. He did not quote it, but as precise wording may be important, it is quoted below:

> LIST OF LETTERS Remaining in CRESSMAN & CO'S Despatch Office, S.E. Corner of THIRD and BUTTONWOOD Sts., for the week ending January 12, 1856.
> ja 12-1t #177 Sat., January 12, 1856

This gives us the location of the local. It does not make clear whether the letter list was published in the newspapers or only available in Cressman's office. It is clearly a one time insertion ("1t") and the date is confirmed by the text ("for the week ending January 12, 1856"). The "Sat., January 12, 1856" may or may not have been added by Mr. Hollowbush's secretary.

A perpetual calendar shows that only 1850 (too early), 1856, and 1861 (too late) had weeks ending on a Saturday, January 12th. Neither Mr. Roth nor myself were able to locate this notice in the *Public Ledger* of January 12, 1856, but neither of us doubted that the secretary had seen such a notice. In 1856, the newspaper consisted of four pages and all four were examined. However, in one of the December issues I noted an extra insert sheet, so the possibility of an extra page does exist.

On the same *Hollowbush Transcripts* page the next item was dated January 16th. The first earlier item, on the preceding page, contained citations of January 2 and 4, with the item of the 4th being a note that the express company, Freeman & Co., was despatching mails on the *George Law* on the 4th to catch the sailing slated for the 5th; however, the insert date read "J24-1T," which I take to be a typographic error by Mr. Hollowbush's secretary. I confirmed this sailing in the *Ashbrook Research Group* publication of transcripts from New York papers.[1]

I read the *Public Ledger* microfilm for the period of December 28, 1855 though January 19, 1856 to bracket the *Hollowbush Transcripts* dates, and found a number of items not in the *Transcripts*. The critical issue dated January 12th contained a long list of letters remaining at the Blood's local office, divided into gents and ladies lists. It was on page 3. The local news column was quite light, and a reference to Cressman in it could have been overlooked, but not a letter list.

My reading showed the incompleteness of the *Hollowbush Transcripts* despite their obvious usefulness. Among the omitted items were numerous items of interest to postal historians and collectors of locals.[2] Such lists are useful in authenticating covers, particularly when, as in the case of many locals, the stamps are untied.

The negative result of the searches by Mr. Roth and myself leave three options regarding this *Hollowbush Transcripts* reference to the Cressman local: (a) it was a fraud; (b) it was misdated, or (c) it referred to another paper than the *Public Ledger*. The first is improbable given what we know about Mr. Hollowbush and the fact that Henry Needham, who did falsify local data in his "United States Local Stamps: A Concise History and Memoranda" (serialized in the *Philatelic Gazette* and *American Philatelist*, 1915-1927) reported no information about the local post. As covers are known with Scott #11's used in conjunction with Cressman locals, year misdating (1850 or 1861) is unlikely. Both my search and Mr. Roth's make day or week misdating highly unlikely given the text of the

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[1]The *Ashbrook Research Group* transcripts were originated in 1938 by Edward Knapp and Stanley Ashbrook. Member #8 was Frank Hollowbush. It focused upon New York papers referencing mail to and from California. The 1853-55 transcripts were released April 20, 1939 and the 1857 transcript in November 1940. My copy lacks the first 16 pages of the intervening publication, but page 24 cites the New York *Herald* statement of January 1, 1856 that the *George Law* would sail on January 5th.

[2]On both December 30 and 31, lists were provided of letters remaining at Blood's. On the 31st there were lists of letters remaining in the Philadelphia, Kensington and Spring Garden post offices. On January 1, there was a list of letters in the Port Richmond office, while on the 7th, another list of Philadelphia letters was published. On the 8th, a list of letters at the Leverington office for the quarter ending 12/31 was given, as well as a report of a mail bag recovered at Barnegate Beach from the Schooner *Excelsior*, which had originated from the U.S. Sloop of War *Saratoga*. (This is of interest to wreck cover collectors.) On the 14th, a list of letters at Kensington (pg.3) and Philadelphia (pg.4) was published. On the 19th, another Blood's letter list appeared.

citation. Unless there was a supplemental page not found in the copies we examined, the only probably source was another newspaper.

Hollowbush cited from both the Philadelphia *Inquirer* and the *Sunday Transcript* in 1857. Further, in his citation of a Blood's ad of June 28, 1851 there is a list of other possible newspaper sources in addition to the three already mentioned. These include the *Episcopal Recorder, Penn's Freeman, City Item, Daily Sun, Daily News, Dollar Newspaper* and the *Germantown Telegraph*. Most of these can be eliminated as possibilities, for the appropriate date is not to be found in the Philadelphia newspaper archives.

Subsequent to his article, Mr. Roth located *A Checklist of Pennsylvania Newspapers*. This was published in 1944 by the Works Projects Administration for the Pennsylvania Historical Commission. Similar works may exist for other cities and states. In this book, only the *Inquirer* and the *Germantown Telegraph* had copies of the necessary January 12, 1856 date on file in Pennsylvania newspaper depositories. In my opinion, Mr. Roth was correct to assume the accuracy of the *Hollowbush Transcripts* listing despite being unable to verify it. My money would be that the citation was probably taken from the *Inquirer*, of which copies for 1856 are to be found at the Bucks County Historical Society.

City Directories

In addition to newspaper sources, Elliott Perry frequently cited relevant city directories as sources for information on locals and carriers. These are normally compiled in the Spring and published around July of the same year. Businesses that show up late in the year but which disappear in the Spring are not recorded. This is particularly true and frustrating to the researcher of Valentine locals. Thus, if one of the Cressman clan in Philadelphia created a full or part-time penny post, it would not be listed if it were formed after the preceeding directory and did not last into the subsequent Spring.

Roth supplied data on twelve Cressman listings found in the 1856 *McElroy's City Directory* of Philadelphia. None gave any indication that that Cressman operated a penny post. Roth did not report on addresses in the directories of 1855, 1857 and 1858 for the Cressman clan although such information might well be significant. What we do have are several covers addressed to the 3rd and Buttonwood address reported in the *Hollowbush Transcripts*. These are all addressed to Adam K. Stoltz, whose business correspondence was acquired by the Philadelphia stamp firm of Bogart and Durbin, as reported in the July 1892 *Philatelic Monthly*. That journal noted that "several specimens" of Cressman locals were found in the correspondence. Current records show at least three covers including the unique black on lilac (Scott #53L2).

The city directories for 1855 through 1858 show Stoltz listed as a tobacconist at "3d & Buttonwood." However, a part cover, from the Middendorf dispersal (lot 529 in the R. Frajo]a sale), is addressed to 307 North 3rd, which may be the same location or a door or two away at Stoltz's home. The directories also show that five of the twelve Cressman listings in the 1856 directory had a tobacco connection. Daniel Cressman, probably the family patriarch, is a "segar" manufacturer at Crown and Vine; F. Cressman is a tobacconist at 12th and Race; while Reudy is a tobacconist at 318 Vine and Wm. R. Cressman operates at Girard above 8th. Joseph Cressman is both a wholesaler and retailer in tobacco at 29 N. 2nd, living at 74 Coates. He has corner card advertising covers at 2nd and Noble and 45 Noble and is found in the directory advertising at 320 North 2nd. Joseph changed his business locations several times in the 1856-61 period. No family member was recorded at 3rd and Buttonwood.

Census Records

Census records are compiled every ten years and are identified by ward and tract. While the operation of the Cressman local falls almost in the middle of a census period, it is possible that a search of Philadelphia census records for the various Cressmans and

Adam Stoltz may reveal a family connection. Such a search would also give ages of the family members. It needs to be remembered that setting up a penny post was an American teenage entrepreneurial activity of the time, much as handling a newspaper route or selling lemonade was during the 20th century. My personal guess is that one of the younger Cressmans took up the penny post operation for a short period during the first few months of 1856 and then dropped it. It may have been while he was clerking for Mr. Stoltz or completely independently. A combination of census data for 1850 and 1860 together with intervening years of city directory data might indicate which one of the Cressmans was involved.

Census records are available at most depository libraries or by interlibrary loan at others. While I have no personal incentive to do the research, one of the holders of a Cressman cover may very well be willing to undertake the challenge of finally identifying the owner of the local. The solution is one of the major unanswered questions about this local.

Philatelic Literature

Philatelic literature is one of the important tools for philatelic research. Early works discussing locals and carriers are often useful in establishing dates of local posts or for giving contemporary evidence about them. Unfortunately, prior to the last half of the 20th century postal history evidence has to be inferred, for postal history was not an objective of the earlier authors.

The best reference work for 19th century writings is William Ricketts' *Philatelic Literature Bibliography Index*, covering 1863 to the 1920s. Only parts of the general index (A-G) have been published. His U.S. index has now been published in *Philatelic Literature Review*, while his "Locals and Carriers Index" has been in print since first publication in the *United Stamp Company Herald*, circa 1920. It is the best we have for locals, although there are *lacunae*, as pointed out in my *Collectors Club Philatelist* series, "Philatelic Literature Incunabula and Locals and Carriers" (March 1993-March 1994).

Ricketts' 19th century listings for the Cressman local begin just six years after the local operated. The first is A.C. Kline's *Stamp Collectors Manual*, published in Philadelphia in its first (1862, pg. 43), second (1863, pg. 59) and third (1865, pg.77) editions. The reference was picked up in Baillieu's *Guide de l'Amateur de Timbres-Poste* in the second (1864, pg. 48) and third (1865, pg. 46) editions. J.B. Moens, in his 1864 *Postage Stamps Illustrated*, reported and illustrated an example of Scott #53L1 on page 122. This was earlier published in the 1862 *Livraison* supplement to the second edition of his *Manuel du Collectionneur de Timbres-Poste*. . . . This illustration is the source for subsequent forgeries.

The first article about the Cressman local appears in the *American Journal of Philately*, 1st series, Vol. VIII (1874), on page 186. In Moens' *Le Timbre-Poste*, Vol. XIX (1881), there is a reference on page 61. Coster's *Les Postes Privée des États-Unis* reported the local on page 125 with a comment that little or nothing was known about the operation. Dr. W.H. Mitchell's 1887 *Reference List of Private Local Postage Stamps* cites Cressman on page xxviii.

In December 1888, a reference appeared in the *American Journal of Philately*, 2nd series, Vol. I, on page 401, in which J. Walter Scott illustrated his forgery rather than the genuine stamp. In July 1892, the Bogert & Durbin *Philatelic Monthly & Weekly*, Vol. XVIII, reported the Stoltz find with several of the Scott 53L1 covers and the unique Scott 53L2 cover. This discovery is also the subject of the 1892 *Quaker City Philatelist*, Vol. VII, article on page 109.

Ricketts lists no other 19th century articles, and by the time of Needham's "Concise History of the American Local Stamps," beginning 1915, no additional information had been published. Needham did report that counterfeits were numerous and he apparently recognized the Scott, Moens and S. Allan Taylor forgeries. Neither Perry nor Sloane published on the local. Consequently, Mr. Roth's study is the first since the local operated to put the Cressman operation into its Philadelphia history context.

Cover Census

Postal artifacts such as stamps and covers are another major research tool used to understand a local or carrier. The only overview of these, thus far, is the late Frank Levi's record compilation of items illustrated in auction catalogs. These catalogs covered the period from about 1950 to 1990. For this forty year period Mr. Levi clipped auction catalogs in which covers were illustrated, and created a set of several hundred "volumes," of which several are devoted to locals and carriers. Based on his personal collecting interests, some subjects were better covered than others. The local and carrier information is fairly useful, but it requires supplementation from auctions not clipped. Auction record research is one of the "hot" new areas of philatelic research.

In his bibliography for the David Golden sale, Scott Trepel presents a list of 51 important local and carrier auctions he consulted in making up the census records presented in the Golden sale. Only six of these preceded World War II (Worthington, Ferrari, the German sale, Hind, Steve Brown and Knapp). The list omits some of the major holdings through the years that make up the "provenence" of the difficult local and carrier area. To supplement Trepel's list, Table I adds some forty other major sales. A number of them were considered the largest holdings of their period.

In addition to the Joseph Cressman 5/29/1857 cover using a Blood's stamp (lot 1348 in the Kelleher sale 3/5-7/91) which indicates the Cressman local post probably stopped operation by that date, Mr. Roth discussed nine Cressman covers and no off-cover examples. The one known off-cover pair shows the stamps were closely spaced. It was offered by Souren in 1936 and ended up in the Lilly holding. He also offered a single, while the German sale had a red pen killed off-cover example.

In addition to Roth's nine covers, I have records of six others, several of which are probably duplicates and one of which bears what seems to be a counterfeit stamp. This latter example is the ex-Harris item that is non-tied on a tape-stained cover together with a Scott #11 tied by a Philadelphia circular date stamp (cds); the contents discuss the 1856 election campaign. At least two locals experts who examined this in my presence concluded this adhesive was counterfeit.

A second additional item, with a cut-close bottom stamp, was lot 1092 in the F.W. Hunter sale of 1/10-12/1900 by Merry. This may well be a duplicate listing for Roth's Scott #4 ex-Gibson cover. Charles Phillips offered a cover from the Brennermann holding in 1929, but it probably duplicates one already listed as well. A fourth possible additional Cressman cover is found in the Levi records as lot 151 in the Heiman sale of 2/24/1965. It is addressed to a postoffice and is probably the same as the Scott #6 item to Abraham Good at the New Buffalo P.O., whose 3¢ stamp with the cds date is missing. The adhesive is noted as having a faint crease.

A fifth possible addition is the one sold as lot 594 in the Carroll Sinclair sale at Harmer Rooke on April 16-17, 1959. The adhesive is uncanceled and has a tear in the lower right corner. This is likely to be the same item offered as lot A994 in the David Golden sale, addressed to John McFitton at Baltimore. That cover has a substantial ink stain into the cds, which is from Philadelphia, December 18, with a 3 CTS / PAID at bottom, a style reported used from January 28, 1854 through September 18, 1855 according to Volume I of the *Catalog of Philadelphia Postmarks*, published in 1991 by Tom Clarke. There is a cover crease and the adhesive has a tear into the "L" of PHILAD'A.

The sixth possible additional listing is found in the photos of the John Boker collection. It is a third Stoltz cover, with the stamp positioned horizontally at lower right. Boker noted the contents were dated April 22, 1856.

TABLE I - ADDITIONAL MAJOR SALES OF LOCALS, CARRIERS

Selling House	Date	Notes and holdings
J.W. Scott	12/19/1870	first auction with locals
J.W. Scott	3/17/1872	Scott's personal collection
J.W. Scott	11/18/1872	Lomler of San Francisco locals
J.W. Scott	3/24/1880	J.K. Furlong locals
J.W. Scott	12/12/1881	Charles Spath locals (best to date)
J.W. Scott	4/3/1882	Wm. P. Brown stock (major locals dealer)
J.W. Scott	1/21/1884	Hon. L. E. Chittenden locals
J.W. Scott	10/12/1885	F.W. Miller holding
J.W. Scott	10/21/1889	Geo. S. VanWigkel locals
J.W. Scott	4/21-2/1890	Geo. B. Mason holding
J.W. Scott	5/4-5/1892	David Proskey locals
J.W. Scott	1/10-18/1900	F.W. Hunter locals; major student
J.C. Morgenthau	2/9-10/1909	W. E. Hawkins locals
J.M. Bartels	4/5/1911	unnamed holding
	/1913	Clarence Chapman holding; some P.T.; gold award*
J.M. Bartels	1/8/1913	unnamed holding
E. Klein	5/21/1913	one of first with photoplates of locals
J.C. Morgenthau	6/7-9/1921	Franz Heerman locals
B. Drews	/1921	locals on cover holding
D. Kelleher	1/11-12/1928	Hurd locals
E. Klein	4/19/1929	Steinmetz holding
Chas. Phillips	5/6/1929	P.T. offer of J.S. Grant, Brennerman holdings
Kelleher	5/17/1929	L.L. Green holding
E. Klein	5/20/1931	no name; 523 lots of locals
Y. Souren	5/9/1936 }	major P.T. offer
	10/18/1936 }	of locals and carriers
R. Laurence	10/28/1936	W.H. Manning carrier holding
Kelleher	2/23/1939	Judge Emerson's holding
Harmer Rooke	12/2-5/1940	Nassau Stamp Co. stock; Klemann locals*
Kelleher	3/29 2/1941	Leland Powers holding
E. Klein	11/15/1941	Wilson holding
L.& Stryker	2/20-21/1942}	California Penny Post
	3/30-31/1942}	and other locals
Kelleher	2/22/1944	Karl Burroughs holding
Kelleher	1/20/1943	unnamed locals holding
E.Klein	7/4&22/1944	A.M. Davis holding
Harmer Rooke	5/6/1951 }	Amos Eno
	10/22/1952}	holding
S. Paige	5/16/1958	DeWindt, Burr locals holdings
Harmer Rooke	4/17/1959	Carroll Sinclair holding
Harmer Rooke	3/27-29/1963	Harold W. Duckworth local holding
I. Heiman	2/24/1965	Henry Jonas holding
V. Mozian	6/3/1965	Henry Jonas U.S. (may have locals)
R. Koerber	12/20-23/1983	St. James holding

P.T.= Private Treaty or ad

* No locals were exhibited at the Eden Musée 1889 exhibit. The 1913 International had Klemann and Chapman as the only exhibitors in the area; the 1926 International saw Caspary, Frelinghuysen and Hessel exhibiting carriers, while there were no locals exhibits. In 1935, Needham, Mrs. John Hall and Hessel exhibited carriers while L.B. Mason, Steve Brown, Gus Burger, Knapp, Lichtenstein and Needham showed locals. The 1947 International saw' Mrs. Hall and Frank Russell exhibiting carriers while Hollowbush exhibited the Blood locals.

Summarizing, excluding possible duplicates and counterfeits, there are eleven covers to give us dates during which the local operated. We also have the initial ad in January. There are two Valentine covers, ex-Hollowbush, to Miss L. Kealy to show use in February 1856. There are four local uses, three of which are from the Bogart find of Stoltz company covers. One of these is dated April 22, 1856 (the Boker cover). There is the incoming cover dated April 30th to Miss Picot and the outgoing example from the Carroll Hoy find dated April 12, 1856. (Roth noted it as undated but had not seen the second John Fox sale of 6/27/1967 where it was illustrated as lot 883 and dated April 12.) There is one outgoing cover where the date is missing due to removal of the 3¢ stamp.

The remaining two covers fall outside the January through April period of use indicated for a Valentine local that ended before the city directory was compiled. These are the Caspary cover and the Golden cover. Both the Caspary catalog and the Siegel Ward catalog agree that the internal date on this cover is October 17, 1857. This is a year too late for the local stamp to have originated. It is "tied" by a small~ scratch. The Golden cover, possibly ex-Sinclair, is dated December 18 in a postmark that is otherwise not recorded after September, 1855. It may be too early for use by the Cressman operation. It is probable that both covers have had the local stamps added to genuine covers. I certainly could not recommend their purchase by a client without additional evidence that the stamps originated.

Map Research

Mr. Roth's desire to locate the full *Hollowbush Transcripts* text lay in part with his wish to check the patron list to be able to plot them on a map of Philadelphia. As he noted, Stoltz's address at 3rd and Buttonwood lies outside the Philadelphia boundaries and within those of the Spring Garden district. This presents the problem of how mail could be delivered to addresses within the city, such as to Miss L. Kealy, in light of the acts of 1827 and 1845 on inter-city mails.

Part of the answer may be contained in the *Public Ledger* notice of September 20, 1851, quoted in the *Transcripts*. This refers to the Philadelphia post roads as including "those portions of the District of Spring Garden not embraced within the boundaries of the Spring Garden Post Office . . ." In other words, parts of Spring Garden were covered by the Philadelphia post office and not covered by the inter-postoffice prohibition. Robert Stets, in his excellent piece regarding the Postmaster Letter Books (*Penny Post*, July 1993), reported that as early as 1804 thought was being given to having carriers from the main Philadelphia post office service Northern Liberties and Southwark.

As Roth correctly surmised, it might be useful to plot the addresses of a local's patrons upon a street map. It might further be useful to locate the various members of a local's clan on such a map. □

Editor's Note: The following article is of a general philatelic interest and suffuse with collateral information, expertly assembled herein. While many have written very specifically about the postal usage or the stamps of 1847, here Mr. Hahn has given us more of an historian's perspective, and done so in a readable and easy manner.

- Wade E. Saadi

THE 1847 ISSUE—A BRIEF SYNOPSIS

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The 1847 issue of United States postage stamps consists of a 5¢ brown Franklin and a 10¢ black Washington value. These were made

> pursuant to the 11th section of the act, approved 3d March, 1847, authorizing the Postmaster General to prepare postage stamps for the pre-payment of postage on letters.

Following news of the passage of the March 3, 1847 act, a firm made up of bank note engravers and their families called Rawdon, Wright, Hatch & Edson made a proposal to supply the stamps on March 20, 1847. It had prior stamp experience in producing the New York, provisional in 1847.

The founders were Freeman Rawdon (1804 - 1859), Neziah Wright (c1805 - c1873), George Whitfield Hatch (1804 - 1866) and Tracy R. Edson (1807 - 1881). Among other family members working for the company was Freeman's older brother, Ralph Rawdon (1790 - 1860). The firm was formed, with its 1847 partners, in 1832 as a successor to Durand, Perkins using the name of Rawdon, Wright, Hatch & Co. "& Co." was dropped in 1835, while Edson's name was added in 1847. (He had been with the firm since 1832 and from 1835 to 1847 headed its New Orleans branch.)

There were direct predecessor firms that go back to Peter R. Maverick in 1755. His son linked up with Asher B. Durand in 1818, while the Wright brothers (C.C. and Neziah) became involved around 1823. In 1828 Joseph Perkins (brother of the Jacob Perkins of the British Perkins, Bacon stamp printers and Jacob's American agent) joined, forming the firm of Durand, Perkins. The predecessor firm actually engraved the 1847 vignette portraits prior to its dissolution in 1831. The firm was located at 35 Merchants Exchange prior to the great New York fire of December, 1835. From 1836 through 1839 it was at 30 Wall St. and from 1840 to 1858 it was located at 48 Merchants Exchange in New York. In 1858 the firm became part of the "consolidation" known as the American Bank Note Co.

The March 20, 1847 proposal was to engrave steel plates without charge and to keep them in repair as well as to furnish the postoffice with stamps at the rate of 25¢ per 1,000 stamps. Both the dies and plates were to belong to, and be held for the exclusive use of, the Post Office Department. There was nothing about transfer rolls.

A second letter from the bank note company modified the initial proposals. Dated March 21st, it offered to make the stamps bi-colored for 25¢ per 1,000 or "in one color" for 20¢. Next to the one color proposal this letter bears a manuscript notation. "This bid accepted."

The company chose stock portrait dies that had been available for over a decade and which had previously been used on Michigan bank notes in 1836. The portrait dies were engraved by Asher B. Durand (1796 - 1886) when he was part of the predecessor firm. He shifted from engraving to doing portrait oils in 1835 and then to landscapes in 1840, after which he was one of the founders of the Hudson River school of artists. In 1823, Durand was engaged by Jonathan Trumbull to make an engraving of Trumbull's signing of the Declaration. His engraving was the model used by James Smillie to make the 24¢ 1869, so Durand was responsible for three of our most important stamps although he ceased engraving by 1835! Smillie was hired by Durand to do engravings of some of his landscapes and was a partner of George W. Hatch in Hatch & Smillie in 1831, a year later.

The 1847 frame essays were wash-drawings on cardboard, probably prepared by script engraver James P. Major (1818 - 1900) who joined the Rawdon, Wright Hatch firm in 1836. The combination essay, with minor modifications, was accepted by May 25th when the contract was signed, and the order to begin to print was given June 1, 1847 and received by the printer on June 3rd. The first printing was completed by June 26th and was probably on press for 13 days. (It had taken the firm about ten days from the order to first delivery of the New York provisional.)

The stamps were printed in sheets of 200, divided into panes of 100. There were no plate numbers or marginal inscriptions. Altogether, 4.4 million 5¢ and 1.05 million 10¢ stamps were printed in five printings. Over 3.7 million 5¢ and 892,000 10¢ stamps were issued.

The stamps were demonetized July 1, 1851 when new reduced rates and a new stamp issue by a new printer were introduced. The 1847 plates and dies were officially destroyed December 12, 1851 in front of the New York postmaster. During the use period of the 1847 stamps, only 1.3% of letter mail was prepaid by stamps; the remainder went stampless, as stamps were not yet required on all letters. A number of uses of the 1847s are known after demonetization, particularly in 1851.

Proofs

Original trial color proofs of the 5¢ in scarlet and the 10¢ in yellow-green were handed down in the family of James P. Major. Six India plate proof sheets of 200 of both the 5¢ and 10¢ were also pulled (two sheets each of black, brown and orange). One of these was overprinted SPECIMEN and the other was not. Champion Stamp's half sheet of the 5¢ and 10¢ values are from this. The original 5¢ plate proofs lack the dash across the left frame line opposite the lower left part of the "U" except for position IL copies. This dash is found on all die proofs. As with the 10¢ value, all but the left row of the 5¢ plate proofs have a position dot in the left trefoil. No die proof has a position dot.

Apparently the original "wide-margin" cross-hatched 1847 transfer rolls were used to make up new *private dies* circa 1858. These are the source of most if not all the 1847 die proofs known today. The original government 1847 die proofs would have very small margins, and the colors would be in the same shades as the Major proofs or the limited color selection found on the first 1851 issue proofs.

Proofs from the private dies were made up at a number of times from 1858 to the end of the century. Those made circa 1858 are on Crane & Co. bank note paper. Later ones such as the 1899 proofs are on paper from L. L. Brown Paper Co. Watermarks of 1891 and 1895 have been seen. Sample books were made in July of 1885, 1888, 1891, 1893, 1895, 1897 and 1899 in addition to the 1858 and 1879 samples. All the colored paper proofs are from printings in the 1890s, with the bluish laid paper being circa 1899.

The new 1850s private die of the 5¢ Franklin has a dot on the forehead which has been known to be removed. The die has the cross-hatching of the transfer roll. Proofs made in 1879 or later have a second dot, more difficult to remove, located about equidistant from the "P," "O" and "U" in the upper left corner. Where the die sinkage is large enough to show, the private die proofs of the 5¢ have a clipped diagonal lower left corner. The 10¢ 1847 die proofs have a line cutting across the bottom of Washington's stock just inside the oval which is clearly engraved. When the new private dies were made in 1858 this line was partially worn away, particularly on the hard bond paper impressions. By the 1879 printings the fine vein lines on the leaves over the "X"s in particular are partially worn. By 1895, there is an ink blur 3mm tall just inside the die sinkage opposite the left X. The 1879, and possibly the 1858, printing shows a right margin ink blur in the margin above the "X" as well as one near the cross-hatching above the stamp; both are found on the late printings.

Paper

The paper used was a bluish tinged wove rag stock produced by the Wilcox Ivy Mills, Chester, Pa. On the first printing (in June 1847), a thin grayish paper is also known, which is similar to the 9X1 gray paper; both probably resulted from a batch of pulp being left too long in the beating vat. A tough, hard medium thick paper, that is particularly blue, is found during the 1850 printing. A whitish paper is also reported for that printing and is known on cover, so that it may be a legitimate variety. "Stitch watermarks" from the web-join in the Fourdinier paper machines are occasionally seen.

Gum

The gum is usually white and very crackly, with specks flaked from the surface. It is normally thin and transparent. A thicker, crackled amber colored gum is also known. This gum tends to permeate the paper and feels slick to the touch. Genuine original gum stamps are rare. A large proportion of those offered for sale actually were used, coming from uncanceled stamps found on cover. It is necessary to check to see that a pen cancel has not been removed.

Typical dextrin gum of the period is a colloid made up of nine-tenths well-burnt potato starch and one-tenth gum Arabic mixed with water. This is moderately heated and applied by a soft brush to the back of the stamp sheets which are then air dried and stacked on pallets. The degree of heat used affects the degree to which the gum shifts from white to amber or brownish.

Printing varieties

Examination shows that the plates were reentered prior to the first printing in June 1847. In particular, framelines were strengthened. The 10¢ 1847 was successfully plated by Elliot Perry who reported his results in the *Collectors Club Philatelist* during 1924-26.

Perry found 212 different stamps in the plate of 200, showing that at least 12 positions had been reentered after the first printing. There are six double transfers (positions 1R, 2R, 6R, 31R, 41R and 2L) as well as other collectable varieties such as the "stickpin" (52L), "harelip" (57L), vertical line in the second F of OFFICE (68R). Additionally, many stamps are seen with "short transfers" at the top (10 major and 15 minor types) with 67L and 93L being outstanding examples. Major scratches are found on 44R and 60R.

The 5¢ 1847 has not yet been reported as successfully plated, although rumors state it has been. There is enough material to accomplish the task with the recent discovery of a specimen sheet of the right pane and large multiples of the left pane. There are six "double transfers" (A-F). The E is the "Mower shift" which resulted from plate damage during or prior to the first printing. The A (80R) and B (90R) are also known on all five printings. The F is known in under a handful of copies, all from the 5th printing, while the C and D are recorded after the plate was "cleaned" following the third printing. There is some evidence that they may be found on earlier printings. Some 15-20 C double transfers are currently recorded and about ten D double transfers.

The ninth vertical row of the left pane has a consistent "dot in S" variety while a broken T crack (69R) was discovered in 1993 and is recorded on less than twenty examples. As the plate is apparently made from English crucible steel "soft" quenched, it is less prone to cracks than the subsequent 1851 issue plates. A scratch is recorded through the S of "U.S."

Some non-consistent printing process varieties are known, including paper creases, ink spatters, over or under inking resulting from dry paper or improper "inking up." A "slip print" from movement of the paper during the printing process is possible. There is no 10¢ double impression. (The Knapp shift (23L) is now known to have had lines painted in.) A 5¢ double impression is listed but probably does not exist.

Multiples

The largest reported multiples of the 10¢ are an unused block of six (ex-Ishikawa) and a used multiple of fourteen (ex-Bandholtz, now in the Swiss Postal Museum). The largest number of 10¢ stamps still on cover is 8½ stamps paying the 90¢ triple rate from Lima, Peru to Tepic, Mexico, ex-DeVoss, Ishikawa. Covers exist paying double the 40¢ West Coast rate. A specimen overprinted pane of 100 was recently discovered and is ex-Champion Stamps.

For the 5¢ value there is a plate proof pane of 100 with specimen overprint, ex-Champion Stamps, a block of 30 from the other pane that is ex-Burroughs, as well as a large block from the upper left pane (unphotographed) that is not a specimen proof. The largest used block was the block of twelve stolen form the New York Public Library's Miller collection and broken up. Now the largest unrejoined block is of eleven, ex-Hawkins.

The largest multiple still on cover is a strip of ten 5¢ on a legal cover from New York to Illinois, ex-Ishikawa. As with the New York provisionals, the New York postoffice offered the 1847 stamps cut into strips of five horizontally. Other offices may have done the same. Consequently most multiples are horizontal uses. *Chronicle* # 171 has an extensive list of the 5¢ multiples, put together by Malcolm Brown.

Printings

There were five printings of the 1847 issue; the first four involved both 5¢ and 10¢ stamps; the last was of the 5¢ value only. The 10¢ stamps have not been distinguished by printing, although the first printing had razor-sharp impressions. Even the last 10¢ fourth printing has distinct, clear impressions, as plate wear from the non-abrasive black ink was non-existent and less than 25% of the quantity of the 5¢ value were being printed. The 10¢ color variations are the result of lighter or heavier inking.

Not only were far more 5¢ stamps being printed and generating wear, the brown ink contained abrasive elements such as Albertite from New Brunswick or Gilsonite (used for the later brown Garfields), so plate wear did occur.

The first printing of the 5¢ is notable for clear, proof-like impressions as well as the presence of dark brown and black brown hues, including the rare, almost black "seal brown," known on the very early July 9, 1847 Ishakawa cover. The second printing was ordered on May 13, 1848 and was the printing distributed to route agents on the rail lines. Typical colors are brown and pale brown. Impressions are less crisp than the first printing but still very good. The third printing was ordered March 19, 1849. It is well-known for its worn, dirty impressions. Colors include the grayish browns and worn red browns.

The fourth 5¢ printing was ordered February 14, 1850. It was made after the plate had been cleaned by an acid bath so that impressions are softer and fuzzy but clear. The 5¢ ink formulation was also changed to include chrome orange. Both the fourth and the fifth printing yield brown orange stamps which will "dip" orange. The fifth and last printing was ordered December 7, 1850. This printing includes the very rare orange and the rare red orange hues. The A.B. Slater "orange" was the first reported of that shade. There is also a peculiar "stressed" brown orange, typically and properly sold as orange brown.

The 1847 stamps were printed on dampened paper, which had to be dried before they were gummed. After gumming they were stacked on pallets with new items added on top. This meant that a number of the 1850 covers were from printings made earlier that were distributed that year as inventories were depleted. They need to be identified by impression and shade. A detailed color study and color chart of the 5¢ 1847 is found in the *Collectors Club Philatelist*, May-September, 1986.

Early deliveries

The first printing was completed June 26, 1847. Acting as special agent, Third Assistant Postmaster General John Marron arranged the early deliveries himself. He picked up part of the first printing in New York on June 29th and delivered 100 5¢ and 100 10¢ sheets to the New York postoffice July 1, 1847. He then went to Boston to deliver 200 5¢ and 50 10¢ sheets on the 2nd. Having spent the July 4th weekend in Massachusetts, he returned to New York and picked up additional stamps before entraining for Philadelphia where 200 5¢ and 50 10¢ sheets were delivered on the 7th. He continued by train to Washington to deliver 15 5¢ and 5 10¢ sheets on the 9th. Subsequently, two deliveries were made to Baltimore on the 16th and 23rd. No other stamps were sent to postoffices until July 29th. While no July 1, 1847 cover has yet been reported (earliest is the 10¢ July 2nd cover), any cover postmarked on the delivery day of any of the first distributions might legitimately be called a first day cover due to the delivery method used. The two earliest recorded 5¢ covers so far are dated July 7th and July 9th.

By the end of November 1847, stamps had been distributed to some 95 postoffices by the Department. These offices, in turn, "sub-delivered" stamps upon request to other offices which were instructed to order their stamps from the nearest large office. This explains stamp use from towns that never received stamps from the government distribution directly.The thirty largest offices used a total of 79.3% of all 5¢ deliveries and 83.68% of the 10¢ deliveries. As all these offices, plus a number of others, used handstamp killers, the existence of about 25% of the used 1847 stamps with pen cancels shows how extensive the sub-delivery system was, for pen cancels are basically found from the smaller offices.

Quantity

It is believed that only between three and six percent of the almost 4.6 million 1847 stamps originally issued still survive. The known percentage has been climbing up from 3% for some decades, as items become photographed and records become available. Conversely, there is an ongoing attrition process in the cover area as dealers buy "soaker" covers with attractive stamps to arbitrage the difference between the value of a poor cover and a very fine stamp. The 1847 stamps have not been forged very successfully save for an excellent counterfeit of the 10¢ modeled upon a right pane spur position that was made by Jean de Sperati; however, it was printed by offset, not gravure as in the originals.

There are about 15,000 surviving covers with the 5¢ stamp and about 3,500 covers with the 10¢ value, of which 5-10% are fake.

Domestic rates

Domestic rates were those of 1845-51. These were 5¢ per half-ounce up to 300 miles and 10¢ over 300 miles. Local drop letters were 2¢ and circulars 3¢ each. The single half-ounce rate for the West Coast was 40¢. About ten covers to California are known and 1-2 from there.

Double rates covered heavier letters. March 15, 1849 saw the abolishment of triple and other odd rates, leaving a double, quadruple, sextuple progression. There are under twenty combination uses of both values on a cover, and five combinations on piece. Most are domestic, and not all necessarily genuine.

Bisects were never officially authorized but they were definitely used. There are about 100 10¢ examples (including fakes). While bisect 5¢ uses are reported, none have been certified genuine. Several covers with the 5¢ overpaying the drop rate are recorded; none are recorded overpaying the circular or newspaper rates.

Postal markings

The government offered official killers to postoffices generating $300 or more in postal revenues yearly. Use begins with the New York open squared grid (known 11/7/1846); it also had a standard circle grid. These handstamps were made under contract by B.F. Chambers. The basic design for most large cities is a circled 7-bar grid; Mobile's is one of the more distinctive because of its red paint appearance.

Not all cities used a 7-bar circled grid. Norwich, Ct. had a 4-bar grid in 1849 and a 5-bar in 1850; the Norwich & Worcester R.R. also used the 4-bar. An as yet unidentified town had a different 5-bar grid. Waukegan, Ill. had a vivid red 6-bar grid which was used there to precancel stamps. Oxford, N.Y. had an 8-bar grid while Nunda, N.Y. used a 9-bar. Hanover, N.H. used a 12-bar while Brattleboro, Vt. had a 13-bar circle grid. The Hudson River route agent had a well-known spectacular 17-bar grid. Some postmasters double struck their grids to create waffle, criss-cross or cross-hatched grids. One of the most unusual of these is made by double-striking a 3-bar circle grid that is ex-Matthies and Stollnitz, but not identified as to town.

There were other options as well. Adapting the concept of the New York square grid, Norwichtown, Ct. and Trenton, N.J. had unframed 7-bar circle grids; Trenton also had a hollow star. West Stockbridge, Ms. and Sparta, Ga. used 9-bar square grids. In additional to its typical 7-bar circle grid, Wilkesbarre, Pa. had a 5-row checkerboard grid of rectangles. The Housatonic R.R. agent had an open 6-bar rectangular grid and Corning, N.Y. had an open 8-bar rectangle grid. Aurora, N.Y. used a chamfered open 9-bar rectangle, while Keene, N.H. used an open 12-bar rectangle grid.

Brunswick, Me. used an open 11-bar oval, while Watertown, N.Y. used a vertical 10-bar oval. The Michigan Central R.R. agent had a 6-bar vertical oval grid. Northampton, Ms. used an open 7-bar oval. Both Middletown, Ct. and East Hampton, Ms. used a diamond dot grid; Pontiac, Mich. used a dotted open grid, while the Cayuga & Susquahanna R.R. had an open diamond of diamonds. Tallahassee, Fla. used a small green dotted grid. There are also the Colechester, Ct. x-roads or broken thin "X" and the New Orleans black ring. A number of others are reported on stamp which are not yet identified as to town, such as a blue unframed diamond, an unframed thin 17-bar circle grid, a "Morse code" unframed circle and a small framed circular grid.

In fancy killers the Binghamton herringbone is the best known, along with the St. Johnsbury, Vt. scarab. Others include the 4-ring target of Greenwich, N.Y. and Hanover, N.H. Paris, Ky. used a pinwheel and Salem, Ms. used a spiral grid. Ellicottville, N.Y. used a quartered cork with three dots in a circle in the center.

The fanciest of the rate mark killers are the Huntsville, Ala. starred 5 and 10 strikes, but the town also used a 10 in rectangle. Princeton, N.J. had rectangles as well, with both 5¢ and 10¢ values. Chicago, in addition to the standard 7-barred circle, used small red cogged circles with both 5 and 10¢.

While a variety of 5¢ and 10¢ or V and X rates are recorded, among the scarcer numeral killers are the 1, 2, 6, 7, 12, 16, 19, 20, 21, 29, 34 and 40 rates used as killers. There is also a number of different PAID killers known with Philadelphia having a boxed item and an octagon PHILA/PAID/5. On late demonetized covers the Boston small black PAID in grid can be found. Too, some stamps are killed with a handstamp FREE or a combination FREE and PAID together.

Colored cancels

The basic cancellation ink used is red, black or blue. There are also scarcer colors such as magenta (Hartford), ultramarine (Springfield, Ms.), green (Apalachicola, Fla. and Trenton, N.J.), orange (Waukegan), brown (Newton, N.J. and Andover, Ms.), violet (found on an off-cover bulls- eye) and the unusual Chicago pink.

Usages

Usages are sought by town, state and territory with items from California, Florida, Texas, Iowa and the territories and forts being rare. Also sought are auxiliary marking such as the PAID, FREE, pointing hand (Hartford, Ct.), WAY (Mobile, Ala.), R (Philadelphia registered), etc.

One major usage collecting area is transportation covers—railroad and waterway. In addition to about 200 U.S. Express Mail 1847 covers, there are some 40-50 railroad route agents with about 400-500 covers recorded in the census. The late Amos Eno put together one of the finer holdings of these. In addition to the more common waterway markings of SHIP, STEAM and STEAMBOAT, there are items with the route name or the purser markings available.

Social history use

Covers that show various parts of social history are growing in popularity. The group includes illustrated advertising covers, hotel covers, Valentines, telegraph, pre-addressed covers, mourning covers and competitive postal operations such as locals and carriers. While the selection is far less than in later years, the 1847 era is close to the birth of Valentine mailings, envelopes with ads, the founding of the telegraph and use of envelopes instead of folded letters. The era is the heyday of the locals fighting with the government for intra-city mails.

Canadian mail

About 300 covers bearing the 1847 issue are known used to Canada, with about forty more used to the Maritime provinces. There are about sixty examples used from Canada and a handful showing both Canadian and U.S. adhesives.

U.S. internal rates applied for the U.S. portion of the combined rate until a uniform 10¢ (6d) rate was established in April 1851. U.S. 1847 adhesives could pay the U.S. portion to and from Canada and in 1847 were on sale in Canadian offices whose postmasters were also U.S. postmasters.

When Canada issued stamps on April 6, 1851, it became possible to find mixed franking covers; about 14 are recorded. It was also possible to find the combined rate paid by U.S. stamps only. There are two first day 1847 covers known on April 6th. Also rare are the covers prepaying the combined rate from Canada using only U.S. stamps. Of the six examples I record, two are condemned as fake and all but one are post-demonetization uses. A detailed study of cross-border mail in the 1847 period was published in *Stamp Collector* 9/16, 9/30 and 10/7/1985. The 1847s are known with several types of Canadian killers.

Mail to Europe

About 200 covers are recorded to Europe with 1847 stamps. There are about 80 to the British Isles, 50-60 to France, 30-40 to what is now Germany, 18-20 to Holland, 6 to Belgium, 3 to Switzerland and one or two to Norway, Sweden, Gibraltar and Austro-Hungarian Silicia. Some of the German examples are to what is now Poland. A restored rate cover to London and forwarded to Italy is also known.

During the 1847 issue era, usual practice was to prepay only U.S. internal postage on overseas letters, e.g ,. 5¢ under 300 and 10¢ over 300 miles, except from California. Letters sent via British Cunard liners were charged the British rate of 24¢ in addition, while the U.S. Ocean Line charged 24¢ from New York, adding the 5¢ or 10¢ if posted elsewhere. Until 1849 England did not accept prepayment via the Ocean Line and charged again (discriminatory rate). The U.S. retaliated in 1848 and doubled the charge on prepaid Cunard letters (retaliatory rate). Consequently a few prepaid letters from this period are known, with a double 29¢ retaliatory rate to France (paid by 60¢ in 1847 issue stamps) being famous.

The British treaty of December 1848 introduced a uniform inland 5¢ overseas rate, except from California. Prepayment became practical with a 1¢ overpayment in stamps being typical, if they were used. Printed matter rates were 2¢ each up to 2 ounces; examples are known paid by a 5¢ 1847. Rates via England were also established prepaid for a number of destinations in Asia, Africa and elsewhere. Of the hundreds of letters to the Far East that survived up to the 20th century, only one to Canton, China is now recorded with 1847 stamps. It was a 45¢ rate letter with one 10¢ stamp having fallen off. Ocean Line mail was covered by the U.S.-Bremen treaty 24¢ rate to Europe.

Latin American mail

The rate to Cuba was set at 12 ½¢ by the act of 1845 and several covers are recorded to that destination prepaid by 1847 stamps. Two covers are known to Mexico with 1847s prepaying the inland U.S. rate. Four covers are known used from Peru to Mexico, via Panama, that are prepaid with U.S. stamps. One of these is famous for having the most 10¢ 1847s on a cover today.

In July 1850, the U.S. dispatch agent at Panama, A.B. Corwine, received the first of two shipments of 1847 stamps. Three or four covers used from Panama (30¢ rate) are recorded. Corwine may have sent 1847s on down to Peru.

Judge Emerson soaked one Panama cover so that only the strip of three 10¢ stamps survives. He also soaked a second cover, ex-Seybold, that originated at Tabaga (an island off Panama) that was postmarked at San Francisco. For years this "lost" cover was described as from the West Indies isle of Tobago. These vandalizations nearly cost Emerson the services of Elliott Perry, his philatelic advisor and agent.

Some covers to exotic destinations are known upon which only U.S. postage was prepaid by 1847s. Among these are covers to Brazil, Chile and China (previously noted) as well as the Kingdom of Hawaii. Other unusual destinations may exist.

Reprints

The government did not have access to the new private die when it made the 1875 official "reprints" (Scott # 3, 4). The die for making these (P.O. die #88) was engraved by the Bureau of Engraving and Printing and had both values on it. It was invoiced December 6, 1875 along with new plates from which 11,450 5¢ and 10,000 10¢ "reprints" were printed. The two "reprint" plates were destroyed June 25, 1895, along with the "reprint" transfer rolls. The die still exists.

The "reprint" die was used in September 1881 to make up the Atlanta Cotton Exposition proofs and again to make card proofs of the 1847 component of the 1879, 1881, 1885 1890, 1893 and 1895 card proof sets. It was employed again in 1903 to make up the Roosevelt album proofs and in 1914-15 to make Pan-Pacific proofs. In 1947 it was again used to create the centenary souvenir sheet and the vignettes for Scott #947. □

POSITION 4L1^L: PLATE VARIETY OR PRINTING VARIETY?

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4L1^L Short TA Discovery

When purchased, the recently acquired stamp shown in Figure 1 was assumed to be a very fine example of the so-called "short TA" position 4R1^L of the 1851-57 3¢ issue. This well known plate variety is distinguished by the letters "T" and "A" in the word "POSTAGE" in the upper label block being shorter than the other letters. It was reported and explained by Dr. Chase in his seminal work on the 3¢ stamp.[1] An example is illustrated in Figure 2. Imagine the surprise when it was plated by fellow 3¢ Study Group member, Richard Celler, as being Position 4L1^L, **not** 4R1^L. This plating was subsequently confirmed by Dr. Bill Amonette. Both are of the opinion that there had been no attempted alteration of the stamp. They also do not believe that it is an inking variety. While the pronounced shortening of the "T" and "A" is noteworthy, even more intriguing is the fact that the early impressions of 4L1^L do not show any trace of a shorter "T" or a shorter "A". For example, Figure 3 illustrates an early printing of Position 4L1^L from the collection of David Aeschliman. It is in a rich shade of brownish carmine typical of 1852 printings.

Since the discovery of this stamp, eleven copies of Position 4L1^L have been studied.[2] Four are from early printings and seven are worn plate impressions. An attempt was made to take into account "dry" plate and over-inking in ranking the order of wear.[3] None of the early printings show any shortening, whereas worn plate printings show various lengths of short "T" and short "A" letters. The most pronounced shortening appears not in the most worn condition, but late in the life of the plate. The following table summarizes the heights[4] of letters (in millimeters) from these copies, with the heights of the "S" and the "G" shown for comparison.

Position 4L1^L

Impression	S	T	A	G
Early	1.21	1.18	1.19	1.21
Worn	1.23	0.96	1.04	1.18
More Worn	1.22	1.12	1.12	1.20
Very Worn	1.36	1.30	1.12	1.20

Based upon the examination of very worn copies, it appears that the "S," "T" and the "A" have undergone further changes in height, with the "S" lengthening dramatically. Only the "G" remained the same height throughout the life of the plate.

Comparison With Right Pane

To place the above into perspective with the previously reported short "TA" varieties on the right pane of plate 1^L, the same measurements were made on six copies of Position 4R1L^L. Two copies are early impressions, the others are in varying degrees of the worn condition.

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[1]Dr. Carroll Chase, *The 3¢ Stamp of the United States 1851-1857 Issue,* revised ed. (Springfield, Mass.: Tatham Stamp & Coin Company, 1942), p. 91.

[2]All plating for this article has been confirmed by at least two 3¢ 1851 plating specialists of our Society.

[3]The method used to rank impressions in order of wear was to examine the top left and right rosette dot patterns for completeness and strength. In the end, one must admit to some subjectivity.

[4]The heights of the letters were obtained using a 30-power microscope, taking three measurements each. Accuracy is estimated to be ± .02 mm.

Figure 1. Position $4L1^L$
Worn Impression

Figure 2. Position $4R1^L$
Early Impression

Figure 3. Position $4L1^L$
Early Impression

Figure 4. Position $4R1^L$
Early and Worn Impression

Position 4R1L

Impression	S	T	A	G
Early	1.28	1.10	1.18	1.26
Worn	1.38	1.12	1.30	1.35

As can be seen from these data, the early impression displays the short "T" and the short "A" reported by Dr. Chase. However, as the plate began to wear, the "S," "A" and "G" became longer until, in the most worn condition, only the "T" remains short. Figure 4 illustrates the early and worn impressions.

Since Dr. Chase reported that Positions 3, 5 and 6R1^L also showed shorter letters (though less pronounced) they were examined next to determine whether there were similar changes in letter height as the plate experienced wear. Positions 5R and 6R showed essentially no change in the heights of any of the letters with wear. However, 3R changed significantly in a manner exactly opposite to position 4R1^L. Its letters shortened with wear (see Figure 5).

Position 3R1^L

Impression	S	T	A	G
Early	1.22	1.19	1.19	1.25
Worn	1.22	1.11	1.15	1.23

And so the key question is: how could the "T" and "A" of Positions 4L1^L and 3R1^L become significantly shorter as the plate wore, while the "S," "A" and the "G" of Position 4R1L^L became much longer? Prior to offering an hypothesis to explain these data, it is useful to review the difficulties experienced in the early production of the 1851 issue.

Background

After about 11,300 impressions[5] from the early state of Plate 1 of the 3¢ stamp of 1851, the plate was removed from service in early July 1851 and re-entered because of wear. The resulting intermediate state restored the impressions to normal, but after only about 20,200 impressions the plate was again taken from service some time in August or September of 1851 because of wear. The plate was re-entered for the second time and then extensively recut by hand,[6] creating the late state of Plate 1, Plate 1^L. The earliest known use of the late state of the plate is in early October 1851.[7] Plate 1^L was in constant use until the early part of 1855. Dr. Chase estimated that a total of some 308,475 impressions (61,695,000 stamps) was made from Plate 1^L.[8]

The recutting was heavy and extensive, with all frame lines being recut, and on all but two positions the upper right diamond block was recut by gouging out the top. The top of the upper label block was also recut on all positions. The early impressions from Plate 1^L are crisp and among the best of any of the 3¢ printings. By early 1855, however, stamps from the top row were very poor impressions indeed, and the plate was withdrawn in March of that year.

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[5]Each impression consisted of "A" sheet comprising 200 stamps in right and left panes of 100 each.

[6]Chase, *op. cit.* pages 86, 88, 89 and 90. The word "re-entered" refers to the process of returning the plate to the transfer press and re-applying the transfer roll containing the design to the plate, which created "A" slightly shifted second image in some positions (called a "double transfer"). The word "recutting" refers to changes cut into individual stamp images using "A" hand engraving tool.

[7]Plate 1^L stamps are known in the experimental orange brown shade with cancellations dated September 29, 30 and October 4, but with no year date. As it is unusual to find the experimental orange brown shade as late as September 1852, the earliest use of Plate 1^L may possibly be as early as September 29, 1851. The earliest year-dated use is October 12, 1851. W. Wilson Hulme private communication to author dated June 1, 1999, and Chase, *The 3¢ Stamp of The United States 1851-1857 Issue,* revised ed. (Lawrence, Mass.: Quarterman Publications, Inc., 1975), p. x.

[8]Chase, *The 3¢ Stamp of The United States 1851-1857 Issue* (1942 Tatham ed.), p. 90.

Figure 5. Position 3R1ᴸ Early and Worn Impression

Though there are a number of interesting plate varieties which resulted from this recutting, the most pronounced of previously reported recuttings produced the "Short TA" variety from the top row of the right pane discussed above. As reported by Dr. Chase:[9]

> One other very odd variety of recutting is found on the plate: certain stamps in the top row, most notably 4R1(L). . . , and less notably 3, 5, and 6R1(L), show the top label to have been recut in such a manner that the letters "T" and "A" in "POSTAGE" appear much smaller than do the other letters in the label. This happened when the engraver redefined the upper edge of the label block, making a thick line over "T" and "A", thus cutting off the top of these letters and reducing their height. [See Figure 2]

To explore the possibility that additional recutting may have taken place which could explain the changes in letter heights with plate wear, a review was made of the plate production process. The steel plates used to print the 1851 issue were prepared using the Perkins Process of line engraving.[10] Jacob Perkins, an American, was a founder of the British firm of Perkins, Bacon & Co. which printed the first adhesive postage stamps, the 1840 Penny Black of Great Britain. Plates prepared by the Perkins Process have their printing parts in recess, as distinct from typography in which the printing parts of the plate are in relief. An essential feature of the Perkins Process was the ability to soften and harden steel printing plates at will.[11] The original design was first cut into a softened die, which was then hardened and pressed into a softened blank transfer roll. The transfer roll was then hardened and the recessed design was pressed into the softened steel plate.

Because of the need to rush the first stamps into production, the first plate of the Penny Black was not hardened, although all subsequent plates were. Stamps from this plate show wear in later printings and it had to be withdrawn.[12] Sir E. D. Bacon records in the company archives that an attempt was made by Perkins, Bacon & Co. in 1854 to print from unhardened plates so that repairs could more easily be effected than on hardened plates. The experiment was not successful, as the plates soon underwent wear.[13] The difficulties encountered in printing from the early and intermediate states of Plate 1 of the U.S. 1851 issue suggest that the same rush to production may have led to these plates being put into production without being hardened.[14] As stated above, Plate 1 had worn rapidly and twice had to be removed from service, re-entered and (after the second re-entry) recut.

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[9] *Ibid.*, pp. 91 and 92.

[10] Stanley Ashbrook, *The United States One Cent Stamp of 1851-1857* (New York: H. L. Lindquist 1938), p. 20.

[11] Fred J. Melville, *Postage Stamps in the Making,* Volume One (London: Stanley Gibbons, Ltd., 1916), pp. 82-84.

[12] Percy C. Litchfield, *Guidelines to the Penny Black* (London: Robson Lowe, Ltd., 1949), p. 9.

[13] J. B. Seymour, *The Stamps of Great Britain, Part One* (London: Royal Philatelic Society, 1934), p. 58.

[14] Ashbrook, *op. cit.,* pp. 24, 129 and 130; Richard Celler, private communication to author dated September 5, 1999; Keiji Taira, private communication to author dated September 5, 1999.

Whereas Dr. Chase reported no evidence of wear in stamps of Plate 1^{E} and Plate 1^{I}, significant wear has since been identified.[15]

All of the above supports the conclusion that Plate 1^{L} must have been hardened prior to use, or it could not possibly have lasted so long. Because Plate 1^{L} was put to continuous use, it is highly unlikely that any further recutting could have been done once use commenced in the autumn of 1851. In fact, a careful examination of many worn copies from Plate 1^{L} revealed no evidence of later recutting. But if no further recutting took place, how can the change through wear in the height of the letters in the top label block be explained?

Hypothesis I

The following hypothesis is offered to explain both the shortening and lengthening of the tops of letters in the upper label block. If the engraver, when recutting the upper label block of Plate 1 Intermediate, held his tool on a slight angle rather than perfectly perpendicular, then the top of the cut would be either thicker or thinner in cross section than the bottom of the cut.[16] Then as the letter underwent wear, the impression of the letter would appear either longer or shorter, depending upon whether the angle of recutting was oblique or acute. The more complex change in the length of the letters of Position $4L1^{L}$ may be similarly explained if the tool changed angle as it moved down, with the center cross-section being thinner than either the top or the bottom cross-section. This hypothesis is also consistent with another observation by Dr. Chase:[17]

> Generally speaking the later the impression, the more clearly the recutting shows up. This is because almost always the recut part of the design was decidedly deeper than the other lines as rocked on the plate by the transfer roll. As the lines wore away, the recut portion stood out more and more noticeably in comparison.

Other Plate 1 Late Top Row Positions of Interest

In further search of answers, more data were gathered. Multiple copies of the rest of the top row of the right and left panes of Plate 1^{L} from printings in both the early and worn condition of the plate were examined. Two of them exhibit changes with wear that are worth noting. Position $7R1^{L}$ shows a significant change with wear. In the early printings, the space under the "T" is large, which makes it appear somewhat shorter than the "S." Actually they are very nearly the same size. In the worn condition, however, the "T" and the "A" are significantly shorter than the "S" and the "G" (1.23mm *vs.* 1.15mm). The early and worn conditions are illustrated in Figure 6.

Figure 6. Position $7R1^{L}$ Early and Worn Impression

Figure 7. Position $9L1^{L}$ Early and Worn Impression

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[15]Richard Celler, Richard, private communication to author dated September 5,1999; Keiji Taira, private communication to author dated September 5, 1999; and observations by the author. Stamps from Plates 2^{E}, 5^{E} and 0 show similar evidence of early wear and probably were not hardened.

[16]This idea was suggested to me by Keiji Taira.

[17]Chase, *The 3¢ Stamp of The United States 1851-1857 Issue* (1942 Tatham ed.) p. 91.

Most interesting is the change in Position 9L1^{L}. Six copies were examined: three early impressions and three worn impressions. In the early printings, the bottom of the "G" and "E" are missing, and the bottom of the "T" and the "A" are also shorter than the "S." On the worn copies, however, the bottom of the "G" and "E" are clearly visible, and the bottom of the "A" has lengthened. The result is that the "A," "G" and "E" are longer than in the early impressions. The two extremes are illustrated in Figure 7.

Position 9L1^{L}

Impression	S	T	A	G	E
Early	1.17	1.09	1.08	1.11	1.07
Worn	1.20	1.10	1.12	1.17	1.14

One further position is worth mentioning because it possesses a short "TA" in early and late impressions to the same degree as Position 5R1^{L} previously reported by Dr. Chase, yet it has not been noted before. That is Position 3L1^{L}. On this position, the dark area under the "T" and the "A" is thicker, making the bottoms of the "T" and the "A" .08 mm shorter than the "S" and the "G" in both the early and the worn impressions. It is not as apparent to the eye as the right pane examples because the shortening is on the bottom of the letters. For a comparison of Positions 3L1^{L} and 5R1^{L} see Figure 8. It is important to note that Position 3L1^{L} is a major double transfer reported by Dr. Chase.[18] Positions 7R and 9L1^{L} are lesser double transfers not previously reported.

Figure 8. Position 3L1^{L} (top) with Position 5R1(L) Overlaid (bottom)

Hypothesis II

A second hypothesis is needed to explain the changes in the bottom of letters in Positions 7R, 9L and 3L, because recutting of the bottom of the upper label block is not thought to have been done on any position, and none can be seen on these. Double transfers may hold the key. A "North — South" double transfer resulting from a shift of the transfer roll during re-entry of Plate 1 Intermediate would widen the color area at the bottom of the label block, thus shortening the letters. For example, in Position 9L1^{L} the "G" is only 1.11 mm high, whereas in other normal impressions it is 1.23mm. Furthermore, the rock of the transfer roller during re-entry which is misplaced likely will produce a depression which is not as deep as the original impression of the rest of the stamp (which is rocked in many times). Thus the shallower double transfer visible in early printings would wear away sooner than the rest of the design, revealing the longer (or shorter) bottoms of the letters of the original impression. As noted above, all three of the positions in question are North — South double transfers.

Conclusions

And so to the question posed in the title of this article: is the worn state copy of Position 4L1^{L} illustrated in Figure 1 a plate variety or a printing variety? All opinions and additional examples are most welcome. Since I find the hypothesis offered above to be most convincing, I support the conclusion that it is a plate variety only revealed after many printings. And therefore it is both a plate variety *and* a printing variety!

[18] *Ibid.*, p. 92.

It is interesting to speculate as to why these observations have not been reported before. After all, the plate and printing varieties of the U.S. 3¢ 1851-57 issue are some of the most exhaustively studied stamps in the world.[19] In discussing this with other students of the stamp, two explanations emerge. Most "platers" want good impressions, and look only for the plate distinguishing areas of the design such as frame lines, triangles and diamond blocks when plating. Other collectors concentrate on very fine examples of shades, plate cracks, other major reported plate varieties, and/or cancellations and postal history. Therefore, stamps printed from worn plates are largely ignored. Who knows what other unreported varieties may be lurking among worn copies of common stamps?

Acknowledgements

I would like to thank the following for their assistance in this study. I am deeply indebted to Dick Celler. Without his plating ability and sage advice, this article could not have been written. A special thanks too, to Dr. David Watt, who has assembled a near complete plating of Plate 1 Late in the worn condition, and who offered me many top row copies to examine. I am also indebted to Rob Lund, Dave Aeschliman and Jim Petersen for copies of their stamps and to Mr. Phillip Lindley, the honorary librarian of the Royal Philatelic Society of London, for his kind assistance. And finally, I would like to thank Bill Amonette, Wilson Hulme, Gerald Moss, Roy Weber and particularly Keiji Taira for their ideas and advice. The opinions expressed herein, however, are entirely my own. □

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[19]See, for example, Richard McP. Cabeen "A Study of the Major Varieties of the U.S. Three Cent 1851," *Chronicle* 4:1 (1949).

THE TYPE I 3¢ 1851-57 STAMPS: A PREVIOUSLY UNLISTED RECUT VARIETY

WM. K. MC DANIEL

This short article is written to report a previously unlisted recut variety on the 1851-57 Type I 3¢ stamp. Probably resulting from an error of recutting, the variety is described as follows: The right frame line on the listed stamp extends downward, just touching the upper right corner of the stamp below. This variety has been confirmed by examination of the Smithsonian photos of the Chase plate reconstructions, but can best be seen when viewing a vertical pair, the top stamp being from one of the noted positions.

A cursory examination of all the photos identified seven stamps sowing this variety. They are as follows: $1L1^{I}$, $90L2^{E}$, $90L2^{L}$, 41L4, 29L8, 31L8 and 44L8. This gives a total of seven known examples of the variety. Coincidentally, all are left pane positions. With the exception of the Plate 1^{I}, pair, all could exist perforated as well. Any other positions noted will be reported at a later date.

Based on current known positions, rarity factors are assigned as follows: imperforate, R4; perforated, R6.

Since this is a consistent variety, it will be designated as Variety #39 in any later publications of existing recut varieties, as follows: "Variety 39: Line joins lower right corner to upper right corner of stamp below." □

Figure 1. A block of four from the left pane of Plate 2 Late illustrating this new recut variety. Note that the vertical pair at right shows the vertical line extending downward from position 90L2^L, to position 100L2^L, joining the two parallel to and in alignment with the outer frame lines of the two positions.

THE LITHOGRAPHED GENERAL ISSUES OF THE CONFEDERATE STATES OF AMERICA: MISPLACED TRANSFERS, STONE 2 PRINTING PLATE X, BLUE

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In starting this series my intention was to cover new material—in essence information that was not previously published in detail, was improperly interpreted or had appeared in some obscure source. Naturally I hoped that something major would come up but I really wasn't expecting it. Over the last 45 years I have examined several thousand CSA lithographed stamps and the basic printing stones seemed pretty straight forward, the only thing new was to define the actual printing plates.

This year, Mr. Billy Matz of Memphis, Tennessee sent an old photograph (Figure 1) that he thinks came from a mixed lot that he purchased at a Sylvester Colby auction many years ago. It is a remarkable unpublished item and has not been integrated into our bank of knowledge of the CSA lithographs: a completely new and different printing plate with ten true misplaced transfers!

The print is an old glossy black and white image, about 6.25 x 8.25 inches, the black has taken on abit of a golden tone, the paper is brittle, and there is no indication of the photographer or the processor. I would say that it dates at least from the 1950s and perhaps much earlier. The print is full size with respect to the stamps. It is of a portion of an album page that states "Knapp Collection - 1925 -." It could well date from1925. I do not think it is from the 1941-1942 Knapp sales held by Parke-Bernet Galleries, New York.

In my last article, in *Chronicle* #182, I quoted from an article by Curtis, Kappa and Pratt titled "Lithographs of the Confederate States of America" that appeared in the November 1929 issue of *Scott's Monthly Journal* with respect to "Misplaced Transfer":

> . . .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).

The remark of "less than a score" (twenty) seemed excessive, for I knew of only two different positions: Stone 2 in green, position 1 in place of 10 (two examples known); and blue, position 2 in place of 9 (one example known). Everything else is in the normal Transfer Stone positions.

The photograph correctly states and plates 10 misplaced transfers, Stone 2, but they are from a plate that is not a previously known printing plate and is completely different from those known. However, the subjects are from the well established Stone 2 Transfer Stone. These stamps are completely unknown and unique to the best of my knowledge. The print shows two blocks, positions:

2	3	4	5
42	43	44	45

and

3	4	5	6	7	8	9	40
			46	47	48	49	50

If you check *Chronicle* #180 for the relative positions for the Transfer Stone and the known Printing Stones, you will see that these two blocks can not be cut from either the Printing Stone or the Transfer Stone. In addition, no form of print and turn printing could yield such relative positions.

The plate positions are all well defined and without question from Transfer Stone 2, thus they were made up from the normal Transfer Stone and not from the original master

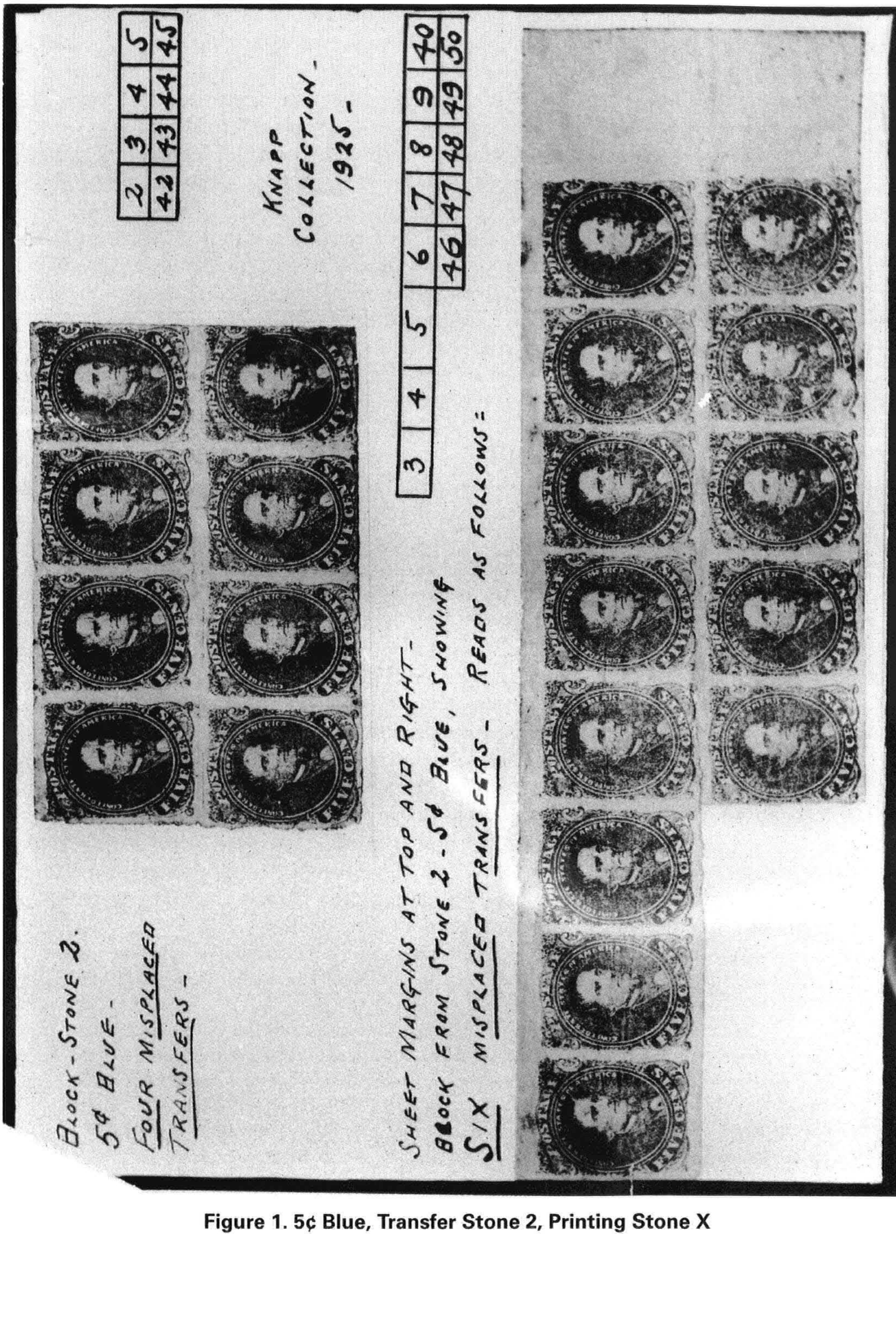

Figure 1. 5¢ Blue, Transfer Stone 2, Printing Stone X

image, *i.e.*, die, etc. They could also have been taken from one of the three known Stone 2 printing stones.

These two blocks were evidently printed from the same printing surface, with positions 3, 4 and 5 being common to both blocks. This gives us a printing unit of at least 18 stamps, probably more, with at least two impressions printed.

In making this new plate two strips were laid down, the upper from the top of the Transfer Stone and the lower from the bottom. No. 10 was replaced by No. 40.

Our new Stone 2 Printing Stone can be easily identified, even from poor illustrations in auction catalogs. The top row of Transfer Stone 2, subjects 1-10, shows a peculiar alignment with the row below, subjects 11-20. Subjects 1-10 are spaced together a bit closer than the rest of the Transfer Stone, subjects11-50. When this Transfer Stone was laid down, the top row was centered with respect to the lower rows (or the lower rows were centered with respect to the upper); on the left the top row is shifted slightly to the right and on the right they are shifted slightly to the right, thus splitting the difference. Our new Printing Stone shows the upper right corner to be in excellent alignment with the lower stamp, *i.e.*, position 40 above 50. To simplify, if you have a 5¢ lithograph in blue, upper right corner and the two right vertical stamps are in reasonably proper alignment, you have something worth examining further; it is either Stone 3 or our new mystery printingstone.

The top margin of the larger block is 5 mm, large enough to indicate a sheet or gutter margin based on the previously known lithographed stamps. The right paper margin of the larger block is exceptionally large, measuring 28 mm. The largest left sheet margin that I know of is only 16 mm on a 5¢ and 23 mm on a 10¢. The Gordon McHenry and Douglas B. Ball articles on the Paterson printings in the November-December 1982 issue of *The Confederate Philatelist* (Whole No. 210) speculates on the size of the Confederate plates and paper used for stamps and paper money. This article mentions side margins of from 6 to 9.3 mm and indicates it is probably closer to 14.5 mm. Paper size and/or the printing stone dimensions was a definite limitation for the CSA stamps, because the sheet margins between the left and right panes are all quite narrow, circa 5 mm. This 28 mm right margin is definitely large enough to indicate something is different.

Unfortunately, over the years many collectors and dealers have trimmed sheet margins to give a more balanced image or to remove defects. The above mentioned 16 mm margin stamp and 23 mm one are from stamps that are still on the original covers.

In August Dietz' magnificent 1929 book, *The Postal Service of the Confederate States of America*, in part from pages 96-98, he quotes his notes from interviewing four men who had worked with Hoyer & Ludwig during the Confederacy. Dietz emphasized these men were "far advanced in years" at the time of the interviews.

> But we are concerned alone with the printers of Confederate stamps, and on this September afternoon we will sit awhile on "Uncle Dick" Hendrick's front porch, and let him tell us of the work at Hoyer & Ludwig's.
>
> I started to tell you about George Hall, the foreman. After the war George had a small lithographic stone upon which he had put down transfers of a strip of Confederate stamps. He often made prints from this stone and sold 'em to a man who came from the North. George wasn't "perticular" about what color he used either. I can't remember which they were—five or ten-cent stamps, but he printed 'em at night, in Simons & Keininghams shop, and sold them to a party who stopped at Ruegers Hotel.

I have always taken the above remarks as a bit of fantasy, or perhaps George was printing fakes, numerous examples of which were made during and soon after the war. My distrust of this statement is based on the fact that no authentic CSA lithographs are known in other than the issued colors (the 5¢ design exists as common and evident fakes printed in green, blue and a bogus red). Until this new plate came to my attention, I knew of nothing that would suggest printing from anything except the normal 100 subject pane, 2 panes for a sheet of 200 subjects.

Strange things did happen. Knowingly or not, in 1895 R.H. Glass, CSA Postmaster of Lynchburg, Virginia during the Confederacy, was involved with selling a fraudulent die of his wartime provisional (*Confederate Philatelist*, May-June, 1970, Whole No. 135).

The plating of each subject proves that the plate was made up after the Transfer Stone 2 was laid down and is not an intermediate stage in laying down the Transfer Stone. The arrangement of subjects indicates considerable cutting of the transfer impression, suggesting the master impression or impressions were not in good condition. The photograph suggest the stamps are not well printed but I emphasize the word "suggests" for the photograph is quite old and the actual stamps are not available for examination.

Perhaps Hoyer and Ludwig had a spare small Printing Stone and some small size paper stock and wanted to utilize it for normal stamp production during the war. Lithography stones and paper were scarce in the Confederacy and there always seemed to be a shortage of stamps.

Perhaps George Hall did have a small printing stone and made some impressions on his own, either during or after the war. Perhaps it is something else!

To emphasize the mystery I would like to name this new printing stone "Stone 2, Plate X."

I would like to give special thanks to J.S. Palazolo, M.C. O'Reilly and J. Molesworth for their help on this article. □

THE TWO-CENT LINE OFFICE RATE BETWEEN THE U.S. AND CANADA: AN UPDATE

JEFFREY M. FORSTER

In the *Chronicle* for November 1998 (Whole No. 180), I extensively described the two cent line office rate during the 1869 time period. At that time, there were nine covers listed in the article which had 1869 stamps paying this two cent line office rate, all between Houlton, Maine and Woodstock, New Brunswick.

I am pleased to report that a tenth cover has surfaced, and it appeared in the Robert A. Siegel Action No. 810, as Lot 1355. (Fig. 1) This new addition to the listing has a Houlton, Maine cds of October 26, and once again the addressee is Miss Alice Belyea. The cover has the same "PAID 2" handstamp as the others and a receiving back stamp from Woodstock, New Brunswick.

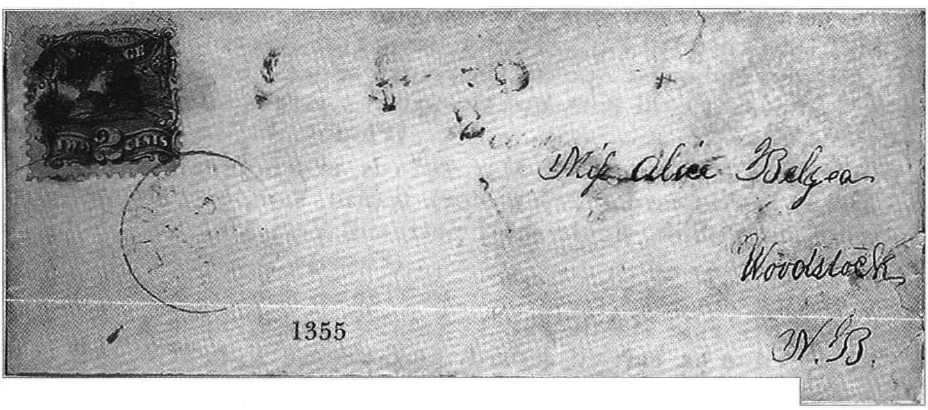

Figure 1. Houlton, Maine cover of October 26 to Woodstock, N.B., "PAID 2" handstamp, with 2¢ Scott No. 113 paying U.S. - Canada line office rate (courtesy Robert A. Siegel Auction Galleries, Inc.)

As the earlier article in the *Chronicle* pointed out, the two cent rate is a two cent line office rate, which is an overland rate and not a ferriage rate. It was a special cross-border rate and line office is the best description for characterizing this rate.

This cover, like most of the others, has a 2¢ stamp (Scott No. 113) paying the line office rate.

If any readers have additional covers featuring this line office rate with 1869 stamps affixed to them, I would be most happy to update our listing again. Send mail to me at 160 West Santa Clara Street, Suite 1100, San Jose CA 95113. □

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Compiled by C.J. Peterson

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Author Index

Subject Index

THE CONTINENTAL BANK NOTE COMPANY PRINTING OF THE 1873 24¢ STAMP, SCOTT #164

WILLIAM E. MOOZ

The story behind the printing of the 1870-1875 24¢ stamp is more complex than initially believed. Historically, the stamp was thought to have been printed by both the National Bank Note Company (NBNC) and the Continental Bank Note Company (CBNC), which took over the contract for the production of stamps on May 1, 1873.[1] The dilemma of philatelists has been how to distinguish between the National printings and the Continental printings. For most denominations in this series, the problem has not been difficult, and the Scott catalog provides the information used to make this distinction. However, the 24¢ denomination has resisted attempts to segregate the printings. This academic problem came to the fore recently because of the discovery of a 24¢ stamp on vertically ribbed paper. Because ribbed paper is thought to have been used only by CBNC, this particular stamp has been attributed to CBNC. But in researching this issue, the story becomes much more complex and enigmatic. This study relied upon the Bill Books, which are the official records of what the Post Office Department bought from and paid to the companies which printed the stamps, the 1873 through 1876 Reports of the Postmaster General to Congress, information from Luff, and the study by Jere. Hess Barr published in the 1954 *Congress Book*.

Here is the genesis of the enigma. The contract to print the stamps was awarded to CBNC in January 1873, and it was to take effect on May 1, 1873. It is almost certain that CBNC printed some of the 24¢ denomination stamps prior to May 1, 1873. One of the clauses of the contract provided, as was customary, that the Company was to be prepared to begin full deliveries on May 1. Also that there was to be

> on hand in the company's vault, on that date, when the contract was to become effective, a sufficient supply of stamps, approved and accepted by the Stamp Agent, as complying with the terms of manufacture, quality of product, etc. to meet all foreseeable withdrawals of stamps on and after May 1 at request of all postmasters, as reflected in the orders on the Company over the Stamp Agent's signature. This to apply to ALL denominations of stamps.[2]

In addition to this assumption, an article appeared in the September 11, 1873 issue of the New York *Evening Post* which described the operations of the CBNC, and which concluded with an accounting of the then existing inventory of stamps in the CBNC vault. This inventory lists 120,700 of the 24¢ denomination on hand at that time. It is perhaps a logical assumption that these stamps were all printed by CBNC, but one cannot be sure, because of some actions of the Stamp Agent during 1873 which confuse the issue.

NBNC had the contract for printing the stamps until their contract expired on April 30, 1873. When it expired, NBNC realized that they had a lot of stamps on hand. They had printed a lot of stamps, whether in anticipation of the continuation of their contract and future orders for the stamps or under specific instruction by the Stamp Agent to have stock on hand so that orders could be filled expeditiously. NBNC would not have a use for this remaining stock. Perhaps the Post Office Department had some obligation to buy it; if not,

[1]John N. Luff, *The Postage Stamps of the United States* (New York: The Scott Stamp & Coin Co., Ltd., 1902), page 130.

[2]Jere. Hess Barr, "The U. S. 1873-75 Twenty-Four Cent Continental Bank Note Stamp," *The American Philatelic Congress* [*Book*] (n.p.: The American Philatelic Congress, Inc., 1954), page 109.

I suspect that NBNC went to the Stamp Agent, Mr. D. M. Boyd, and cried on his shoulder. Whatever the case might be, Mr. Boyd bought the remaining stock from NBNC in two increments. Bill Book page 83 shows that Mr. Boyd bought 51,575 copies of the 24¢ stamp on April 30, 1873 (the last day of the NBNC contract), and Bill Book page 85, dated May 1, 1873 (the following day), shows that he purchased 581,450 of the 24¢ stamps, along with quantities of other denominations.[3] The two-day total of his purchases from NBNC was 633,025 of the 24¢ stamps. We do not know where Mr. Boyd kept these stamps after he bought them. He could have left them in the NBNC vaults until he later claimed them, or, since he was resident at the CBNC manufactury after May 1, he could have placed them in the CBNC vault, where they would be kept with the CBNC stocks, and where some of these stamps could have been when the New York *Evening Post* made their visit in September.

Mr. Boyd did not keep all of these 633,025 stamps as the property of the Post Office Department. Instead, the Bill Book records on page 121, dated December 31, 1873, show that he turned over to CBNC 503,475 of the 24¢ stamps on October 1, 1873, and took a credit for them from CBNC. In essence, this amounted to CBNC buying 503,475 of the 24¢ stamps from NBNC, with the Stamp Agent as a go-between. This left a balance of 129,550 NBNC stamps to be accounted for.

We can analyze these transactions by comparing the data in the Bill Book with the data presented in the annual Reports to Congress by the Postmaster General for the years from 1870 through 1876. These data appear in Table 1. There are two entries in the Postmaster General's report for which there are no explicit corresponding entries in the Bill Book, apparently for the purpose of "balancing the books" with respect to the Stamp Agent's transactions. These entries indicate that the Post Office Department purchased 75,425 copies of the 24¢ stamp during the quarter ending June 30, 1873, and 54,125 copies during the quarter ending September 30, 1873, or a total of 129,550 stamps. The addition of these two entries brings into balance the total number of the 24¢ denomination bought by the Post Office Department from 1870 through 1875. This total is shown to be 1,354,425 stamps by adding either the numbers recorded in the Bill Book or the numbers reported to the Congress. Since there is no specific record in the Bill Book of the two transactions reported in the Postmaster General's report, one must wonder if these entries were not made for the sole purpose of achieving balance with the Bill Book, and the difference between what Mr. Boyd bought from NBNC and later sold to CBNC.

The Bill Book and the Postmaster General's report can help to explain what happened to the 503,475 stamps which we know that CBNC received. It is logical to assume that since these NBNC stamps had been purchased by CBNC, CBNC would use them to fill orders from the Stamp Agent. In fact, the Stamp Agent may have even given a tacit guarantee to CBNC that he would eventually buy all of the stamps which he had made CBNC buy from NBNC, so that neither NBNC nor CBNC would be left holding the bag.

So what kind of orders were filled by CBNC for the 24¢ stamp after they had received the NBNC stock? The records for these orders begin in the Bill Book on page 121, dated December 31, 1873, and continue through page 227, dated June 30, 1875. The total recorded sale of the 24¢ stamp to the Post Office Department during this period amounts to 503,025 stamps. This would imply that CBNC was left with 450 of the NBNC stamps which were unsold. It would also imply that all sales to the Post Office Department by CBNC could have been made from the NBNC stock. There would have been no reason for Continental to print any 24¢ stamps at all.

It would be hard to believe that these numbers are coincidence. Just think, the Stamp Agent relieves NBNC of their excess stock on the last day of their contract, foists it off on

[3]Records of the Post Office Department, Record Group 28, Bill Book #3.

CBNC with a wink and a promise to buy them back, and then actually does that leaving only 450 stamps in the hands of CBNC. At the going rate of 14.99 cents per thousand stamps, CBNC was left holding the bag for less than 8 cents worth of stock. We will later see that it is probable that the Post Office Department destroyed much of this stock which they had bought and which they did not need.

Luff quotes the figure of 365,000 24¢ stamps purchased from CBNC during 1875, citing the records of the Stamp Agent.[4] The Luff table of these records shows that no 24¢ stamps were received by the Stamp Agent in 1873, 1874 or 1876. There is only the single entry of 365,000 stamps received in 1875. This entry cannot be supported by the data shown in Table 1, which contains the actual accounting data from the Bill Book, as well as the data reported to the Congress. There seems to be no way that the data in Table 1 can be used to support the 365,000 figure. The origin of Luff's (or the Stamp Agent's) 365,000 figure is simply unknown and cannot be verified from either the Bill Books or the reports to Congress. Since the Bill Books were used to record accounting information about the disbursement of funds to purchase stamps, it would seem that the information contained in them is probably more accurate, especially since it is confirmed in the reports to Congress.

Luff had access to some documentation which is no longer in existence, and from these documents he listed the numbers of stamps destroyed by the Post Office Department. So we must take his number of 364,950 stamps destroyed[5] as valid with no way to check it. A word of caution may be advisable, because Luff, in a previous statement about the destruction of "remainders," notes that "These remainders doubtless represent an undistributed balance of stamps from several preceding issues and not from the 1870 issue alone."[6] Assuming that 364,950 is a correct figure for this 24¢ stamp, *i.e.*, that this number did not include any other stamps, we can see that the Post Office Department eventually "bit the bullet" as far as the excess stock of 24¢ stamps printed by NBNC was concerned. Of the 581,450 stamps bought from NBNC on expiration of their contract, 216,050 were presumably postally used, and 364,950 were destroyed by the Department. We do not know what happened to any stamps which still remained in the possession of CBNC, and which the government had not bought. These could include the 450 remaining copies of the NBNC stamps, as well as any stamps which had been printed by CBNC prior to May 1, 1873.

What then, about the 24¢ stamp on ribbed paper? Well, we simply do not know which company printed it. With regard to the use of ribbed paper, Luff has the following to say, but neither Luff nor Mr. Capen says which company used ribbed paper:[7]

> Mr. Crawford Capen says in the *Post Office* for February 1897 (page 151): "The first use of paper of this kind was made in 1873, the largest use in 1874 and the final use late in 1875 or possibly early in 1876."

We do know that the stamp on ribbed paper could not have been a "one off." It is perforated, and must have come from a pane of 100 stamps, or perhaps a sheet of 200 stamps. This argues that there were, at one time, no less than 99 other stamps which were also on ribbed paper. Where are these other stamps? We have no records of them, but they may be lurking in dealer stocks or in collector albums, where they have been included with sets of the National printing.

However, let us consider that the stamp actually *was* printed by CBNC. One could not imagine that CBNC would do so after receiving over half a million of the stamps from the NBNC stock. But it is possible that CBNC did not anticipate that they would get this stock, and we know that their contract required them to have stamps available on May 1. If

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[4]Luff, page 140.
[5]*Ibid.*, page 143.
[6]*Ibid.*, page 128.
[7]*Ibid.*, page 136.

Table 1, Reconciliation of data from Bill Book and from Postmaster General's Report

Ordinary postage stamps furnished for sale to the public during the quarter ending

BILL BOOK PAGE	DATE OF ENTRY	COMPANY	NUMBER OF 24¢ STAMPS		Data from the reports of the PM General to Congress, repeated in Luff, titled 24¢ stamps distributed
	6/30/70		no bill book entry found		
11	9/30/70	NBNC	30300		30300
17	12/31/70	NBNC	78075		78075
23	3/31/71	NBNC	57725		57725
29	6/30/71	NBNC	71925		71925
35	9/30/71	NBNC	52775		52775
41	12/31/71	NBNC	47025		47025
47	3/31/72	NBNC	116500		116500
53	6/30/71	NBNC	61950		61950
59	9/30/72	NBNC	35975		35975
65	12/31/72	NBNC	85200		85200
71	1/31/73	NBNC	29250		
75	3/31/73	NBNC	55150		84400
83	4/30/73	NBNC	51575	Last day of NBNC contract	
85	5/1/73	NBNC	581450	turned over to stamp agent by NBNC(Page 85)	
	6/30/73				75425
97	9/30/73	CBNC	0		54125
121	12/31/73	CBNC	86675		86675
121	12/31/73	CBNC	-503475	turned over to CBNC by stamp agent(Page 121)	
137	3/3/74	CBNC	102500		102500
143	4/30/74	CBNC	17650		
149	5/31/74	CBNC	16125		
151	6/30/74	CBNC	8300		42075
175	9/30/74	CBNC	86525		86525
187	12/31/74	CBNC	35175		35175
213	3/31/75	CBNC	44525		44525
227	6/30/75	CBNC	105550		105550
253	9/30/75	CBNC	0		
269	12/31/75	CBNC	0		
	TOTAL		1354425		1354425

they printed stamps prior to May 1, as expected, a portion of whatever had been printed could have been sold to the Stamp Agent on the first order which was received by CBNC. And it is also possible that all or some of these stamps could have been on ribbed paper. The amount could have been small, conceivably as little as a single pane. But it certainly was no less than 100 stamps. It is notable that nothing in the records suggests anything at all with regard to the paper used by either NBNC or CBNC. The above analysis examines the question of which company might have printed stamps which were actually delivered to the public, and suggests that most, if not all, of the 24¢ denomination was printed by NBNC. Whether or not CBNC was the sole user of ribbed paper remains unknown.

As an afterthought to the above, we have a clue into the arrangement made by the Stamp Agent, Mr. Boyd, with NBNC to purchase their remaining stock of printed stamps at the expiration of their contract. When the CBNC contract ended on April 30, 1877, apparently CBNC requested that the government purchase the remaining stock of stamps which they had on hand. These amounted to 66,011,790 stamps, and apparently the government denied the request.[8] This prompted CBNC to sue the government, but the suit was decided against CBNC. From this we can assume that the government had no obligation to buy "remainders," and consequently the purchase of the NBNC remainders was probably a privately negotiated arrangement between Mr. Boyd and the NBNC. The fate of the 66,011,790 stamps is unknown.

This study was motivated by a conversation with Scott Trepel, who assisted in many ways, especially in providing previously published material about this subject. This discussion has relied upon records; there is much left to do regarding the characteristics of the stamps themselves.

Editor-in-Chief's Note: Ken Lawrence, Scott Trepel and William R. Weiss Jr. are conducting a study of Continental Bank Note Company stamps printed on so-called "ribbed paper." They would appreciate an opportunity to examine examples on- or off-cover. Mailing expenses will be reimbursed, and everyone who assists will be credited. Please send material to: Ken Lawrence, P.O. Box 8040, State College PA 16803-8040. □

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[8]Barr, page 109.

USAGES OF THE 7¢ STANTON OFFICIAL STAMPS

ALAN C. CAMPBELL

Introduction

The 7¢ Stanton large Bank Note stamp had a difficult birth and a short life. It was prepared in anticipation of the new rate for direct mail to the North German Union (Prussia, Austria and the German States), but when the treaty went into effect on July 1, 1870, steamer service had been suspended. When it was finally restored, the stamp was released to postmasters on March 6, 1871 (almost a year after the rest of the series). Soon after the rate was reduced to 6¢, and for a brief period the 7¢ stamp served no purpose. Fortunately, in October 1871 the Prussian closed mail rate (service to Germany and Austria via England) was reduced from 10¢ to 7¢, and this is the rate for which the stamps were chiefly used. While the rate to Denmark was made 7¢ on January 1, 1872 and the 7¢ rate was extended to Hungary and Luxembourg in 1873, Prussian closed mail covers to Germany and Austria are far more common. When the 5¢ U.P.U. rate went into effect on July 1, 1875, there was no further need for 7¢ stamps and thereafter none were supplied to postmasters. In anticipation of this rate change, the distinctive vermilion color was appropriated for the 2¢ stamp in June in order to eliminate the potential for confusion between the brown 2¢ and 10¢ stamps. Aside from the standard destinations listed above, the 7¢ stamp was also used in multiples to pay the 28¢ rate to India, or in combination with other stamps to make up complex foreign rates. Domestic usages are much less common, as this value did not immediately spring to the public's mind as combining expediently with others to pay any of the standard rates.[1]

In the spring of 1873, when the Continental Bank Note Company was preparing to take over the printing contract, it was decided in the end that four Executive departments—State, Treasury, War and Navy— would be posting enough mail to Germany and Austria to warrant having their own 7¢ official stamps. In the future, I hope to do research in the archives to discover some documentation—perhaps in the letters of the Third Assistant Postmaster General—for the reasoning behind assigning different values to each department. The only explanation I have ever seen for the 7¢ official stamps comes from a man with a name straight out of a W. C. Fields movie: Eustace B. Power.

> The next thing that attracts our attention is the addition of a new value - 7 cents - which was the single letter rate to Continental Europe. This explains why it is found, only, on certain departments and the reason therefore - 7¢ Navy for our naval officers in foreign waters, 7¢ State for our diplomatic Attachés, 7¢ Treasury for our Consular force in European cities and 7¢ war [*sic*] for our Military Attachés. Agriculture, Executive, Interior, Justice and Post Office departments required no foreign representatives, hence no 7¢ stamps.[2]

It seems possible that in the early planning stages, 7¢ stamps might have been considered worthwhile for more than just four departments. I have been in conversation with the current owner of the bound volume of signed and dated official large die proofs, from which Elliott Perry was first able to report the sequence of die production.[3] I am told that

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[1]Lester C. Brookman, *The United States Postage Stamps of the 19th Century*, 1966, Vol. II, p. 189, 202, 225, 249, 261-263.

[2][Eustace B. Power], *The Departmental Stamps of the United States*, a 62-page booklet published as Vol. V of Stanley Gibbons, *The Postage Stamps of the United States* (New York: Stanley Gibbons, Inc., 1922), p. 12.

[3]Elliott Perry, *Pat Paragraphs*, compiled and arranged by George T. Turner and Thomas E. Stanton (Takoma Park, Md.: Bureau Issues Association, Inc., 1981), p. 496.

for three departments (Interior, Agriculture and Executive), there are blank pages between the 6¢ and 10¢ values, and that there are an additional four blank pages after the 10¢ Executive. Furthermore, the die sinkage on the blank Interior page shows glue residue from a proof having been removed. One possible explanation is that three additional 7¢ values, as well as high value Executive stamps, were originally contemplated. Was a die for a 7¢ Interior stamp actually engraved and a proof pulled and herein mounted, only to be ripped out after it was decided not to issue such a stamp? It is a tantalizing notion, although if such a die ever existed, one would have thought essays would have been printed from it along with the portrait head Post Office dies in 1879 and 1895. Perhaps someone simply included a die proof of the 7¢ vermilion Bank Note regular issue by mistake.

These stamps were first issued to the departments on July 1, 1873. We have previously illustrated here the regressive die proof of the Stanton portrait vignette and value tablet, derived from a mother transfer roll of the original 7¢ National die on which the frame had been burnished off.[4] Four new dies were laid down and the distinctive frames for each department engraved around the common vignette. *Remarkably, not a single 7¢ official cover has survived demonstrating the rate for which these four stamps were intended.* Only one off-cover 7¢ official stamp with a New York foreign mail cancellation has been reported, although this is not too surprising, since official covers destined for Europe typically originated in the departmental headquarters in Washington, D.C. and were posted and canceled at the main post office there, before being routed through New York and receiving red New York transit markings. In a survey I conducted some years back, it was determined that all four 7¢ official stamps were scarcer used than unused, except for the 7¢ Treasury.[5] The purpose of this article is to analyze from surviving covers the creative ways in which mailroom clerks actually made use of the 7¢ official stamps. The attrition rate for official covers is terribly high, and surely some 7¢ stamps were used for their intended purpose in that narrow two-year time span, July 1, 1873 to July 1, 1875. We can even dream that such a cover survives somewhere in a dusty old European collection. Yet whereas the 7¢ regular issue was immediately discontinued with the introduction of the 5¢ U.P.U. rate, the 7¢ official stamps continued to be requisitioned by all four departments after the fiscal year 1875, in sufficient quantities to suggest that some improvised usefulness had been found for them.

The 7¢ Treasury Department Stamp

Far more of these were issued than the other three 7¢ departmental stamps combined. In the fiscal years 1874, 1875, and 1877 a total of 220,000 was requisitioned. As official stamps go, this is not a rare one, but consider for a moment that over 5,000,000 were issued of the 7¢ large Bank Note regular stamp as printed by both National and Continental! Demand apparently dictates a current catalogue value used of $85.00 for Scott #149 and $75 for #160, while a used O76, ten times scarcer, checks in at a humble $22.50. For the 7¢ Treasury stamp, we do not have an accurate count of covers. My assistant section editor, Lester C. Lanphear III, has long been maintaining the census of rare official covers begun by Charles Starnes, but the ground rules in the beginning were that if more than ten covers existed of a particular stamp, it was not worth tracking. From a quick survey of auction catalogues of important sales of official covers (going back to Congressman Ackerman in 1933, and including Hughes in 1953, Ehrenberg in 1981, and Stone in 1990), and by reviewing photocopies of three other active exhibit collections, I have located fourteen 7¢ Treasury covers, and believe that perhaps another six are out

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[4]Alan C. Campbell, "The Design Evolution of the United States Official Stamps," *Chronicle*, Vol. 48, No. 1 (Whole No. 169) (February 1996), p. 50.

[5]Alan C. Campbell, "The Scarcity of Used United States Official Stamps," *Chronicle*, Vol. 47, No. 1 (Whole No. 165) (February 1995), p. 38-52.

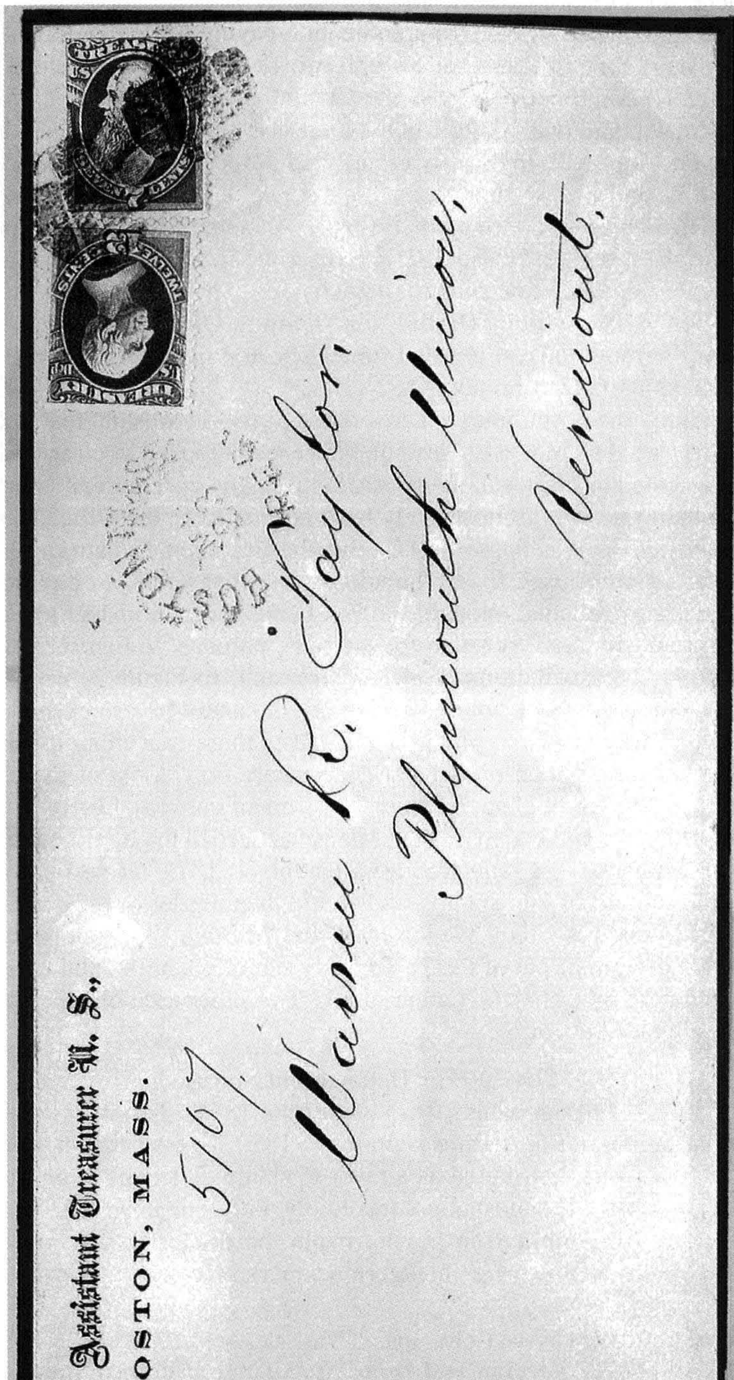

Figure 1. 7¢, 12¢ Treasury triple domestic rate registered letter, courtesy of Lester C. Lanphear III

there somewhere, for a total of twenty. Of these fourteen 7¢ Treasury covers recorded, not one is a single usage. Seven are 2¢, 7¢ combination paying triple the domestic rate (typically on legal covers). One in combination with two 1¢ stamps also pays the triple domestic rate. Two 3¢, 7¢ combinations from the Conant correspondence paying double the U.P.U. rate are known, and two 3¢, 7¢ combinations are known paying the 10¢ registry fee on legal penalty envelopes. There is also a registered cover from San Francisco to Antioch, California with a 7¢ and two 3¢ stamps, paying a single domestic rate plus the supplemental registry fee. In Figure 1, courtesy of Lester C. Lanphear III, we illustrate easily the most spectacular of all the 7¢ Treasury covers, this one in clever combination with a 12¢ stamp to pay triple domestic rate plus the registry fee. This cover, from the well-known Warren R. Taylor (alias "Count Diablo" or "Quincy Quiverly") correspondence to Plymouth Union, Vermont, has an unusual rimless Boston registry postmark, and was formerly in the collection of Rae Ehrenberg.[6]

This is the only one of the fourteen covers not posted in Washington, D.C. Still, from surviving off-cover used stamps with attributable cancellations, it is clear that 7¢ Treasury stamps were distributed to offices in many other cities. Any 7¢ Treasury stamps paying the Prussian closed mail rate would most likely have originated in the Office of the Secretary and have been posted in Washington, D.C. But the documented pattern of usage there, where the 7¢ stamps were used in combination with other values to pay domestic rates, was apparently well-established enough that 7¢ stamps were furnished to field offices of the U.S. Assessor and Internal Revenue for the same purpose. In Figure 2, we illustrate a few Washington, D.C. cancellations on the 7¢ Treasury. In Figure 3, we show cancellations from other cities, some of whose precise origin cannot be established. I regret that the black-and-white format of the photographs makes these cancellations virtually illegible, but in real life black ink on brown stamps is rarely sexy. Most of these stamps were used in the period 1873-1878. The Treasury Department converted early to the exclusive use of penalty envelopes, and except for the 10¢ value needed to pay the supplemental registry fee, no more stamps were requisitioned after July 1, 1879. Occasionally, though, the department would run out of 10¢ stamps, and would then use leftover 3¢ and 7¢ stamps to make up the rate. In one case, they even used 3¢ and 7¢ *Bank Note* stamps to pay the fee.[7] The largest known used multiple of the 7¢ Treasury stamp is a horizontal block of ten, previously illustrated here by Lester C. Lanphear III.[8] Two other used blocks, one of four and the other of six, are also known.

The 7¢ War Department Stamp

A total of 55,728 7¢ War stamps was issued from 1874-1884, with requisitions every year. The peculiar number of 53 stamps supplied in 1880 suggests that at times, 7¢ stamps were ordered to fill in sets distributed as a favor to stamp collectors, either unused or demonetized with presentation handstamps. Incredibly, only one cover, ex-Knapp, has ever been found.[9] A 2¢, 7¢ combination paying triple the domestic rate, it was posted in Washington, D.C. and is illustrated in Figure 4, courtesy of Dr. David H. Lobdell. My

[6]Robert A. Siegel, "The Crystal Collection," 577th Sale, April 10, 1981, Lot #388.

[7]Alan C. Campbell, "Foreign and Domestic Use of Ordinary Stamps for Official Correspondence by the Treasury Department," *Chronicle*, Vol. 43, No. 2 (Whole No. 150), (May 1991), Figure 3, p. 125.

[8]Lester C. Lanphear III, "Departmental Used Blocks," *Chronicle*, Vol. 47, No. 2 (Whole No. 166) (May 1995), p. 122.

[9]Bruce Daniels, "The Grand Award Collection of Mr. James E. Hughes," November 5, 1953, Lot #275, where described as "unique." Purchased by its current owner at the Harmer Rooke Sale of the H. G. Duckworth Collection of Officials on March 7, 1963 for $120. Dr. Lobdell, an eminent pathologist, was under subpoena to testify in a homicide trial, and was represented at the sale by a 6′6″ NYU law student, Robert L. Markovits.

Figure 2. Washington, D.C. cancellations on 7¢ Treasury. Left, red local (1873-1875); right, registry double oval, 1882-1884.

Figure 3. 7¢ Treasury cancellations. Row 1: Boston negative "A" (1878-1883); Brooklyn geometric; Chicago blue bars (1876-1877); Chicago blue star (1875); Cincinnati blue target (1873-1876). Row 2: New Orleans geometric (1873-1879); Jack-o-lantern; letter "F"; leaf; violet negative star in circle. Row 3: orange-brown grid; green; large grid of bars on pair.

Figure 5. 7¢ War cancellations. Washington, D.C. red local (1873-1875); Washington, D.C.fancy crossroads; crossroads; "S" in "U" (probably Jefferson Barracks, Mo.); blue geometric

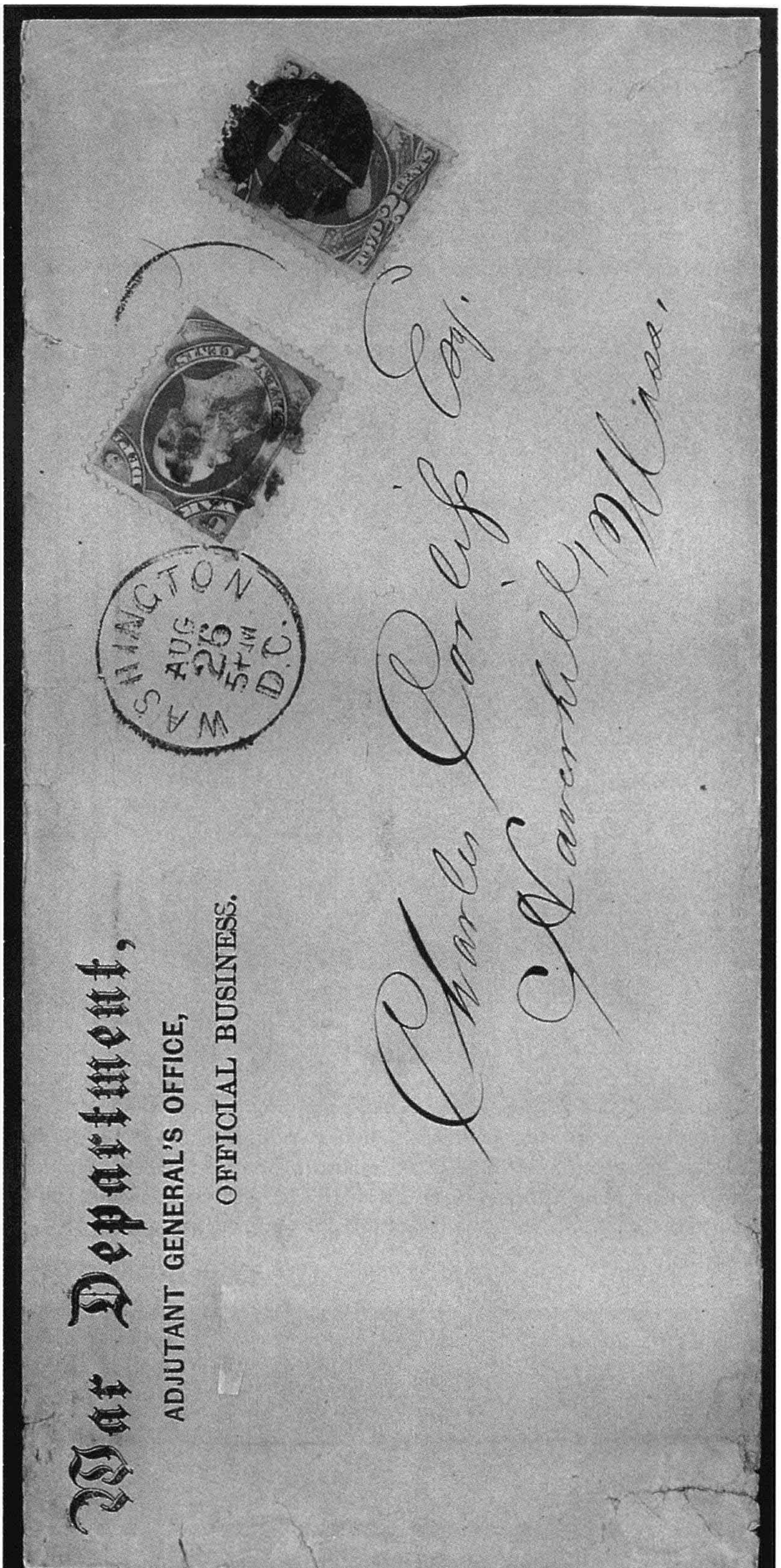

Figure 4. 2¢, 7¢ War triple domestic rate cover, courtesy of Dr. David H. Lobdell

sense is that the attrition rate for War covers is probably higher than for any other department except Agriculture, whereas the survival rate for Executive and State covers is proportionally much higher. Of course, we would expect people to hold onto mail from the White House, while most of the surviving State covers are diplomatic pouch mail, essentially private correspondence that warranted being saved for personal reasons. Since foreign mail covers from the War Department are quite rare, presumably most of the 7¢ War stamps were used in combination with other values to pay domestic rates, in a pattern similar to the Treasury Department. The 7¢ War stamp is much scarcer used than unused, and examples with distinctive cancellations are especially hard to find. In Figure 5, we illustrate a few cancellations on the 7¢ War. This stamp was distributed all across the country, but the only example I know of with a legible Fort cancellation is from Fort Huachuca, Arizona Territory. The specialized catalogue lists premiums for Fort cancellations on all values of the War hard paper and soft paper printings, *except for the* 7¢ . In Figure 6, we show the unique strike of the Port Townsend, W. T. "kicking mule" on this stamp, ex-Cornell and Morrison Waud, courtesy of Dr. David H. Lobdell. In Figure 7, we show a small piece (ex-Weill) with three singles and a used pair, posted in Newport, Rhode Island.[10] In Figure 8, courtesy of Robert L. Markovits, we depict another piece of a package front with nine 7¢ War stamps, a 30¢, and a 90¢.

The 7¢ Department of State Stamp

In the fiscal years 1874-1877, 37,800 copies of this stamp were requisitioned. While this department probably generated more foreign correspondence than all the others combined, most of it would have been carried outside the regular mail stream via diplomatic pouch. Hence Department of State covers to foreign destinations franked with official stamps are actually scarcer than those of some other departments, particularly Treasury. As with the 7¢ Treasury stamp, the 7¢ State on cover did not make the cut for the Starnes/Lanphear survey of rare official covers. My informal survey turned up nine covers, eight of which are single domestic usages overpaying the double domestic rate by 1¢. All were posted in Washington, D.C. Most of these are incoming diplomatic pouch mail from various legations and consulates overseas, with the stamp added in Washington, D.C. in order to enter the regular mail stream. One cover is a small mourning cover addressed to St. Louis; another has the oval handstamp of the London dispatch agent B.F. Stevens. This pattern of casual overfranking seems to have been unique to the Department of State, in as much as all the other 7¢ official covers demonstrate scrupulous accounting for the rates in question. In Figure 9 we illustrate the only recorded example of the 7¢ used in combination with another value, a 2¢ stamp to pay the triple domestic rate. This cover, ex-Hughes and Ehrenberg, has the blue Department of State handstamp typical for incoming diplomatic pouch mail, but the identity of the originating consulate is illegible.[11]

Department of State stamps were used only in Washington, D.C. and by the dispatch agent in New York. In Figure 10, we illustrate a variety of Washington, D.C. cancellations on the 7¢ State, and in Figure 11, we show characteristic New York cancellations on the 7¢ State. Typically, these would have originated on foreign mail covers posted in Washington, D.C. and sent postage-free to New York with a penalty handstamp. The official stamps were added by the dispatch agent to make up the proper foreign postage. None of these would have been Prussian closed mail covers, however, since the standard U.P.U. rates of 1875 preceded the use of penalty envelopes and penalty handstamps by several years. As I have previously noted, the dispatch agent in New York seems to have ignored the U.P.U. prohibition against using official stamps on foreign mail which went into effect on April 1, 1879. In Figure 12, courtesy of Ralph Ebner, we illustrate a 7¢ State stamp with a New York foreign mail cancellation, a six bar circular grid (Weiss Type TR-G10)

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[10]Christie's, December 15, 1989, Lot #857.

[11]Bruce G. Daniels, *op. cit.*, Lot #249; Siegel, 577th Sale, Lot #349.

Figure 6. The unique 7¢ War "Kicking Mule," courtesy of Dr. David H. Lobdell

Figure 8. Nine 7¢ War on piece, plus 30¢ and 90¢, courtesy of Robert L. Markovits

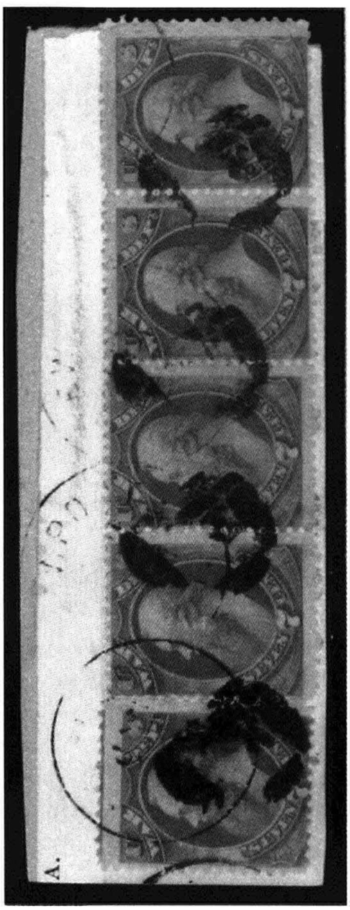

Figure 7. Five 7¢ War on piece from Newport, Rhode Island

Figure 9. 2¢, 7¢ State triple domestic rate diplomatic pouch mail

used into July 1873. Discovered in Germany, this stamp may well have been lifted from a Prussian closed mail cover. Since almost every Department of State letter presumably originated in Washington, D.C., in order to receive a NYFM cancellation it would have to have been carried there either outside the mail by diplomatic courier or in a heavy dispatch bag with a mailing tag franked with dollar value State stamps! No used multiple of the 7¢ State stamp has ever been reported.

Figure 10. Washington, D.C. cancellations on 7¢ State: red local (1873-1875); violet (1878); indigo (1879-1880); numeral "6" in target (1880-1884); third class double oval (1880-1884)

Figure 11. New York cancellations on 7¢ State: left, third class foreign mail double oval (1879 on); right, foreign mail "2" in vertically barred ellipse (1877 on)

Figure 12. New York foreign mail cancellation on 7¢ State, courtesy of Ralph Ebner

The 7¢ Navy Department Stamp

The 7¢ Navy is easily the rarest of the four 7¢ official stamps with only 16,000 issued, with requisitions in fiscal years 1874, 1875, 1877 and 1879. Three covers are known. In Figure 13, courtesy of Lester C. Lanphear III, we illustrate a fascinating example, ex-Stone, of a Navy official stamp used to forward private mail addressed to Navy personnel.[12] This cover was posted in Huntington, N. Y. with a 3¢ green Bank Note, addressed to a Marine captain on the U.S. Steamer *Hartford* at the Navy Yard in Norfolk, Virginia. Since the vessel had already left port, the letter was carried outside the mails to Washington, D.C., where it was determined that the U.S. *Hartford* was then in Rio de Janiero. Accordingly, a 7¢ Navy stamp was added to make up the correct 10¢ treaty rate to Brazil, and the cover reentered the mails, receiving a red London transit marking en route. The star-in-circle obliterator is a Washington, D.C. foreign mail cancel rarely encountered, and this distinctive type of 1877 postmark—the first Washington, D.C. circular datestamp to incorporate the year date—is seldom seen on official covers. The Robert L. Markovits exhibit collection has two similar covers forwarded to the U.S. Flagship *Hartford* in Rio de Janiero in 1878, one with the supplemental postage paid with a 7¢ Navy, the other with a 1¢ and 6¢ Navy. The third known 7¢ Navy cover, also in the Robert L. Markovits collection, is a 2¢, 7¢ combination paying the triple domestic rate on a legal-size envelope.

[12] Robert A. Siegel, 728th Sale, September 14, 1990, Lot #96.

Figure 13. 7¢ Navy mixed franking cover forwarded to Brazil, courtesy of Lester C. Lanphear, III

Figure 14. Washington, D.C. cancellations on 7¢ Navy: red local (1873-1875); violet (1878); "FORWARDED

Figure 15. Cancellation on 7¢ Navy: New York negative "2" (1873-1876); New York numerals "1" and "16" in barred ellipse (1876-1884); anchor; blue blob

In Figure 14, we illustrate a variety of Washington, D.C. cancellations on the 7¢ Navy stamp, and in Figure 15, a selection of cancellations from outside the capital. In all likelihood, 7¢ Navy stamps were disbursed to all the major naval bases along the Eastern seaboard, so with time and patience—for this is quite a scarce stamp used—it should be possible to locate examples canceled in Boston and Philadelphia. No used multiples of the 7¢ Navy have been reported.

Conclusion

The four 7¢ official stamps were issued on July 1, 1873 specifically for the Prussian closed mail rate, which would expire exactly two years later. As with many of the official stamps, their usage was wildly overestimated in the beginning. In the case of the 7¢ Treasury and 7¢ State, the initial printings by Continental in 1873 were sufficient to meet the cumulative demand over the entire eleven year life span of these stamps. No covers have survived with official stamps used to pay the Prussian closed mail rate, either with the 7¢ stamps or any combination of lower values. Since the survival rate for 7¢ Bank Note covers to Germany and Austria has been relatively high, had any significant number been franked with official stamps, at least a few examples ought to have come down to us. When the 5¢ U.P.U. rate went into effect on July 1, 1875, the regular 7¢ Bank Note stamps expired immediately, but the 7¢ official stamps enjoyed a strange afterlife. Departmental mailroom clerks had always had surplus 7¢ stamps lying around, and typically had used them in combination with 2¢ stamps to pay the 9¢ triple domestic rate. No more effort was expended, and by so doing they kept from depleting their stocks of the more useful 3¢ and 6¢ values. What began as an exercise in trying to use up these inconvenient stamps gradually evolved into a perceived need to have some small supply of them always on hand. How else to explain requisitions for all four 7¢ official stamps after the end of the Prussian closed mail rate, with the War Department ordering a thousand more as late as 1884? I spoke recently with the widow of a long-time San Diego stamp collector, who has been finding his stockbooks of obsolete mint commemoratives infinitely useful in making up whatever new rate the Postal Service throws at her. Who could have anticipated the need for 7¢ Navy stamps to be added as forwarding postage to pay the 10¢ treaty rate to Brazil? Who would have guessed that the most expedient way to pay the 19¢ for a registered triple rate domestic Treasury cover would be with 7¢ and 12¢ stamps?

The 24¢ Winfield Scott stamps prepared for seven departments also exemplify a value derived from a foreign rate which found its usage exclusively in the domestic market, so to speak.[13] Exactly two 24¢ official covers going overseas have ever been discovered: a remarkable 24¢ Navy to Uruguay overpaying the 23¢/half ounce rate (this was stolen with the Starnes collection in 1983[14]) and a 24¢ War pair on cover to Yokohama, Japan, ex-Ackerman, long owned by Dr. David H.Lobdell.[15] The obvious advantage of the 24¢ values lay in their being divisible by 3, the incremental rate for first class postage. But 24¢ official stamps on cover are so extremely rare that a systemic analysis of their usage is simply impossible: there is one 24¢ Agriculture parcel label, five 24¢ Interior covers, two 24¢ Justice covers, one 24¢ Navy parcel label, one 24¢ State cover, two 24¢ War labels in addition to the cover mentioned above, and nothing from Post Office or Treasury. □

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[13]General Winfield Scott made a cameo appearance 63 years later on the 2¢ Army issue of 1936 opposite Major General Andrew Jackson, Scott #786. Despite his impressive beard, the fame of Edwin Stanton, Lincoln's Secretary of War, did not endure, and he was never honored on another postage stamp.

[14]Charles J. Starnes, "Universal Postal Union Mail to Non-Member Countries," *Chronicle*, Vol. 26, No. 1 (February 1974), p. 40-41.

[15]J.C. Morgenthau & Co., 317th Sate, December 5, 1933, lot #282, where it realized $20.00. Dr. Lobdell purchased the cover from the Harmer Rooke Sale of the Duckworth Collection on March 7, 1963, where it realized $42.00.

Section Editor's Note: Sometimes one finds the documentation that describes an unusual aspect of postal history, but lacks any cover examples to illustrate that which was documented. Such was the case for me almost fourteen years ago. Search as I might, I could never find one of the elusive covers to illustrate something that I wanted to report to the readers of the Foreign Mails section. I shared the documentation that I had found with Colin Tabeart in hopes of improving the chance to find a cover example with two people looking. Then one day, Colin sent me a photocopy of a cover that seemed to fit the description of the cover I had sought. He had correctly analyzed the cover. We continued the search for additional covers. Eventually, three more turned up. The time had come to write an article and to tell the story to our readers. I asked Colin to draft an article since he had uncovered additional supporting documentation in the Post Office Archives, London. His interpretation of archive data had always been perceptive. He agreed and his article follows. - Richard F. Winter

PART PAID COVERS IN THE BRITISH MAIL 1849-52

COLIN TABEART

Summary

The United States-United Kingdom Postal Convention of 1848[1] established an ocean postage of 16¢, a United Kingdom inland postage of 3¢, and a United States inland postage of 5¢ (except initially to the West Coast of America). This resulted in a paid-to-destination rate between the two countries of one shilling sterling, or 24¢, for a letter of ½ ounce or less. Article III of the Convention read:

> Upon all letters posted in one country and delivered in the other, these rates of postage, both sea and inland, shall be combined into one rate, of which payment in advance shall be optional in either country. It shall, however, not be permitted to pay less than the whole combined rate.[2]

The Treasury Warrant dated 8 March 1849, which introduced the Convention to the British public, gave the standard British rate progression as follows: one rate for up to ½ ounce, 2 rates ½ ounce to 1 ounce, 4 rates 1 ounce to 2 ounces, and 2 rates more for each extra ounce or part thereof. Apart from the single letter rate, there were no odd numbers of rates.[3] This progression was agreed to by both sides under Article IX of the Additional Articles[4] signed at Washington on 14 May 1849. More germane to this present discussion, Article XVII of the Additional Articles read as follows:

> The letter-bills and acknowledgments of receipt, indicating the correct amount of postage due to each office, shall serve as vouchers to the quarterly accounts.
>
> If, in checking the mails transmitted to the respective offices of exchange, the amount of postage of any of the articles shall be found to differ from that entered in the letter bill by the dispatching office, such articles shall be checked by 2 officers, and the correct amount, which is entered by them on the verification side of the letter bill, shall be accepted as the true amount.

This wording, it is suggested, refers to articles of the *letter bill*, not individual items of mail. On page 37 of his superb work,[5] Hargest showed an 1851 letter (Figure 17) pre-

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[1]Ratifications exchanged at London, 26 January 1849.

[2]Lewis Hertslet, *A Complete Collection of the Treaties and Conventions between Great Britain and Foreign Powers*, 15 vols. (London: Butterworths, 1851), Vol. VIII, pp. 937-44.

[3]*Ibid.*, p. 947.

[4]*Ibid.*, p. 951-964.

[5]George E. Hargest, *History of Letter Post Communication between the United States and Europe 1845-75*, 2nd ed. (Lawrence, Massachusetts: Quarterman Publications, Inc., 1975).

paid two rates at Liverpool for a ½ to 1 ounce letter, but subsequently found to be above 1 ounce. This cover is reproduced as Figure 1.[6] This letter required four rates and, under Article III of the Convention quoted above, it was required to be treated as wholly unpaid with 96¢ due on arrival in the United States. Liverpool, however, credited the United States with 10¢ for the two rates prepaid, and then debited the United States 38¢ for the British share of the two rates underpaid, arguably in contravention of Article III. We shall see that there was an agreement between Liverpool and New York to treat letters prepaid at least one rate in this manner. There was no such agreement with Boston, however. Upon arrival there, the Boston office was confused and charged the addressee only 24¢. Even under the arrangement, which shall be described below, the recipient would have been charged 48¢. Hargest sought to justify this non-application of Article III of the Convention with Article XVII of the Additional Articles quoted above but, in this, it is submitted, he was incorrect. Evidence has now been discovered of an unofficial agreement between the Liverpool and New York postmasters to permit a letter prepaid at least one full rate, but genuinely underpaid in error, to be charged to the recipient only the amount underpaid rather than the total postage due under Article III of the Convention. The date that this agreement commenced is stated later to have been *"from the time the Treaty went into effect."* This unusual agreement led to a long exchange of official correspondence between the two postal administrations in an attempt to formalize the arrangement. These discussions eventually broke down and both Liverpool and New York were told to adhere strictly to the Convention. After December 1852, neither side allowed further concessions to partially prepaid letters.

This article traces the course of this digression from the strict letter of the Convention. It also illustrates the very small number of letters so far discovered that were treated under the more lenient regime operated unofficially between New York and Liverpool.

Personalities

It may be helpful to set down the personalities engaged in the negotiations which follow. They were:

- Lt Colonel W.L. Maberly, Secretary of the United Kingdom Post Office, who conducted most of the correspondence on behalf of the United Kingdom Postmaster General;
- The Earl of Hardwicke, United Kingdom Postmaster General from 6 May 1852 to 7 January 1853, when he was relieved by
- Viscount Canning, United Kingdom Postmaster General from 8 January 1853 to 30 November 1855;
- Charles Banning, Postmaster of Liverpool;
- Nathan K. Hall, Postmaster General of the United States from 23 July 1850 to 13 September 1852, relieved by
- Samuel D. Hubbard, Postmaster General of the United States from 14 September 1852 to 7 March 1853;
- W.H. Dundas, Second Assistant Postmaster General of the United States;
- W.N. Brady, Postmaster of New York.

The Evidence

The cover evidence is scanty with only four covers recorded at present. The earliest of these, the Hargest/Frost cover, was shown in Figure 1. The earliest eastbound item is illustrated in Figure 2, prepaid 24¢ from Augusta, Georgia to Belfast, Ireland in December

[6]This letter is now in the collection of Mr Patrick Frost, who has kindly allowed it to be illustrated.

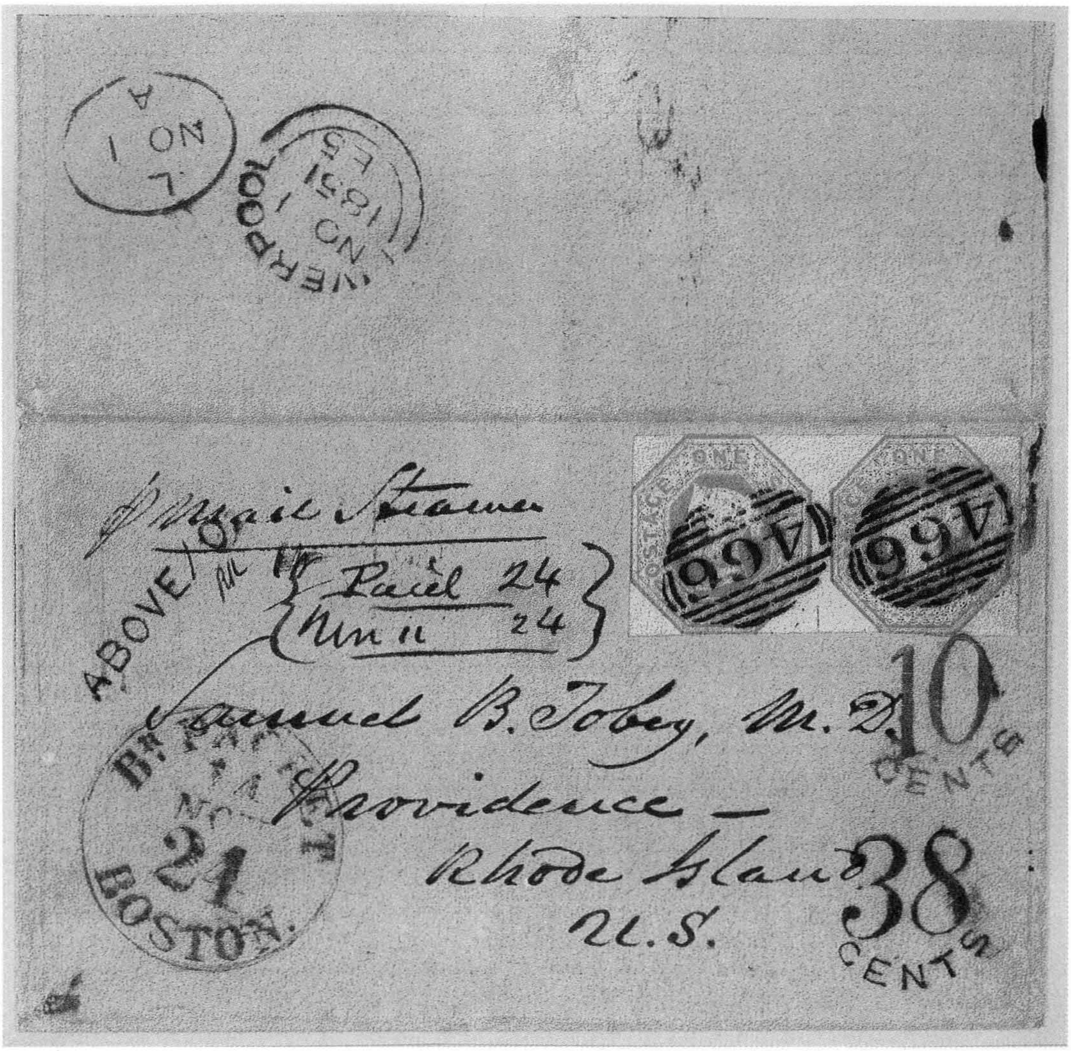

Figure 1. 1 Nov 1851, Liverpool to Providence, RI, prepaid two rates (24 pence) and unpaid two rates (24 pence). Liverpool credited 10¢ (red) and debited 38¢ (black) to U.S. Not understanding rate marks, Boston marked letter for 24¢ postage due. (Patrick Frost collection)

1851. It arrived at New York in time for the Collins liner steamer *Arctic*, departing on 20 December.[7] New York treated the letter as fully prepaid, and credited the United Kingdom with 3¢ in red. Upon arrival at Liverpool on 1 January 1852, the letter was found to be above ½ ounce in weight and struck with the Liverpool handstamp, **ABOVE** ½ (manuscript) **Oz.**[8] It was marked for postage due of one shilling. Highly significant was the fact that the letter was charged only the single rate underpaid and not the double rate strictly required under Article III of the Convention. The letter's backstamps were: a Liverpool

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[7]Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings, 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988), p. 99.

[8]Colin Tabeart, *Robertson Revisited* (Limassol, Cyprus: James Bendon Ltd., 1997), p. 162, Liverpool marking M-13.

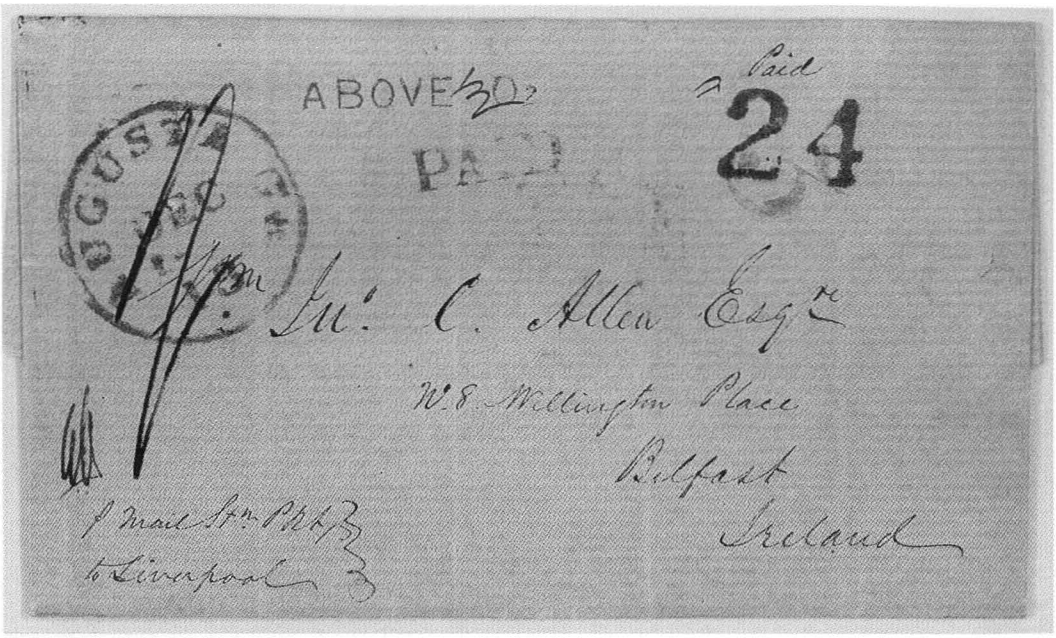

Figure 2. 13 Dec 1851, Augusta, Georgia to Belfast, Ireland, prepaid 24¢. New York considered letter properly paid and credited U.K. 3¢ for American packet service. Liverpool marked letter weight above 1/2 oz. and added one shilling postage due instead of treating letter as wholly unpaid. (Patrick Frost collection)

packet datestamp, type P5[9] dated 1 January 1852, a Dublin circular datestamp for 2 January, and a Belfast circular datestamp, also for 2 January. Soon after, the letter illustrated in Figure 3 and 4 was posted at Irvine, Scotland, on 18 March 1852. At Liverpool it also was found to be above 1/2 ounce in weight and struck with the **ABOVE Oz** marking, although the "1/2" was not inserted in manuscript between the two words. Liverpool accepted the single rate which had been prepaid and credited 5¢ to the United States in red. Liverpool then debited the United States with 19¢ in black for the second rate not prepaid, and placed the letter on a British contract steamer, the *Canada*, departing Liverpool on 20 March 1852 for Boston.[10] On arrival at Boston on 31 March 1852, the closed mail bag containing this letter, pre-bagged for New York, was sent on to that city, where the mail bags were opened and the letters rated. The recipient was charged the single rate of 24¢. The two adhesives, now sadly removed from the lower left corner, were either a 10d embossed and a 2d line engraved adhesive making up the one shilling single rate, or a 1/- embossed plus a 1d or 2d line engraved adhesive prepaying a late fee.

The bulk of the evidence comes from *A Return to an Order of the Honourable The House of Commons* dated 16 May 1854, titled: *Papers Relating to Postal Engagements between the United States and England.*[11] The document consisted mainly of letters between Secretary Maberly and the Postmaster General of the United States. The first letter in the sequence was from Maberly to Hall, dated at London 18 June 1852, and read:

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[9]*Ibid.*, p. 149.

[10]Hubbard and Winter, p. 30.

[11]*British Parliamentary Papers, United States of America, Vol. 49 Sessions 1846-92* (Shannon, Ireland: Irish University Press, 1971), pp. 186-203. A copy is also available in Post Office Archives, London, reference Post 46/56.

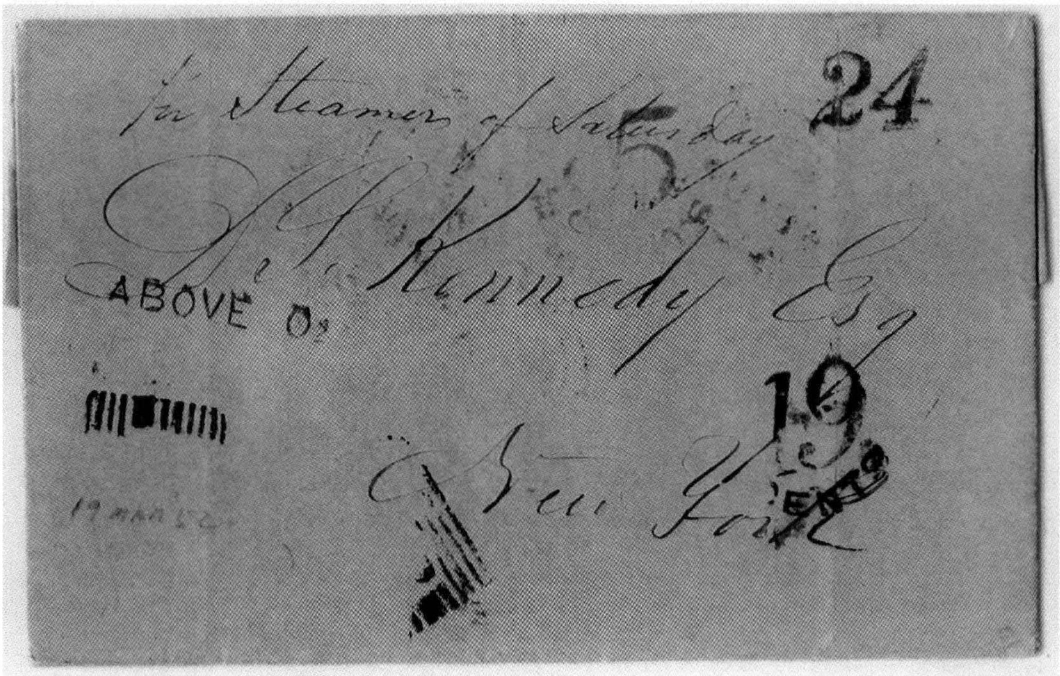

Figure 3. 18 Mar 1852, Irvine, Scotland to New York, prepaid a single letter rate (adhesives in lower left removed). Liverpool applied ABOVE Oz handstamp and credited 5¢ (red) and debit 19¢ (black) to U.S. Letter carried by Cunard steamer *Canada* to Boston and marked in New York for 24¢ postage due. (Arthur Blundell collection)

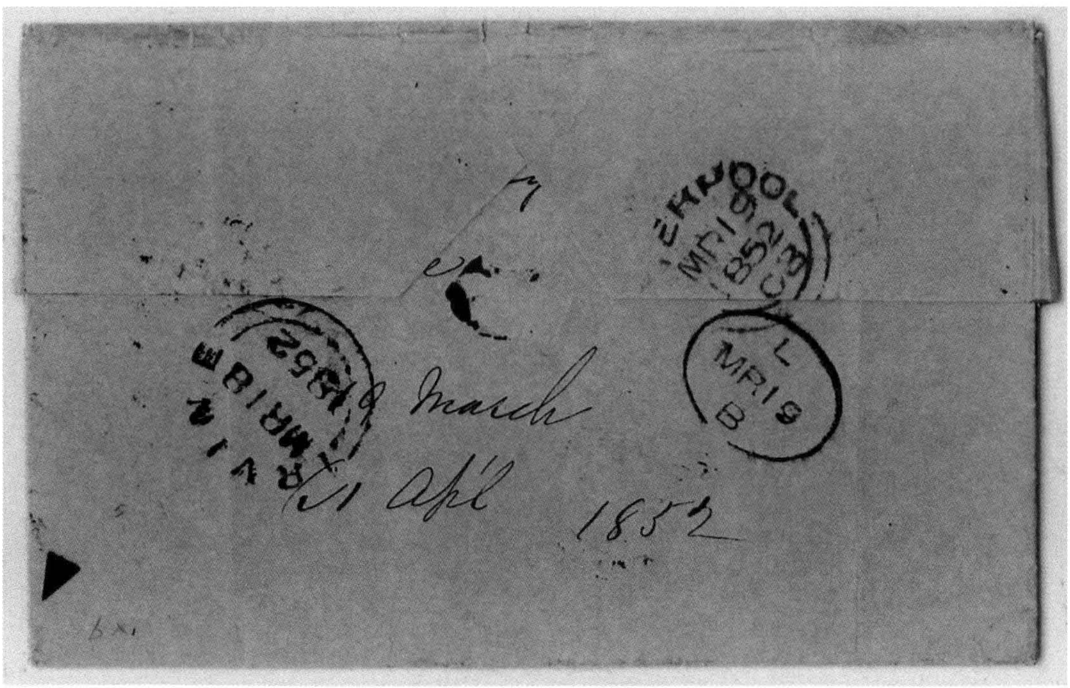

Figure 4. Reverse of 18 Mar 1852 folded letter from Irvine, Scotland.

Many letters, addressed to the United States, are posted in this country, having affixed to them an amount of stamps insufficient to pay the entire postage due for their conveyance between the United Kingdom and America, and such letters can only be delivered up to your office as entirely unpaid, as, according to the provisions of Article 3, of the Convention of the 15th December 1848, it is not permitted for the sender of a letter to pay less than the whole combined rate of United States and British postage.

It appears to the Postmaster-general, however, that some modification of this regulation is desirable, and that letters of the description referred to might be forwarded from this office charged only with the amount of the deficiency of the postage, and his Lordship desires me, therefore, to propose for your consideration, that letters insufficiently stamped should in future be sent from this office to the United States, bearing on the front the words (Part Paid - More to Pay), and that they should be charged with the deficiency of postage, to be collected on delivery of the letters in the United States.

Should you concur in the proposed arrangement, the insufficiently stamped letters might be made up in a separate parcel, bearing a label showing the amount of postage credited to the United States, and the amount of British postage underpaid, and this latter amount might be claimed in the letter-bill, under an Additional Article to be inserted for that purpose.

On 22 July 1852, Hall replied:

The annexed copies of correspondence, on this subject, between this department and the Postmaster of New York, will show the action taken in the matter here, as well as explain to you the practice adopted by the New York and Liverpool offices, in regard to a part of the kind of letters referred to. It seems to me this practice is entirely proper, and that if the London office were to pursue the same course, nothing further need be done. In my judgment, it is inexpedient, for the reasons stated by the Postmaster of New York, to attempt to take account of any fractions of the single rate between the two countries; and I doubt not that on perusal of this explanation, you will yourself come to the same conclusion.

Enclosed with Hall's letter were copies of a correspondence between W.H. Dundas, Second Assistant Postmaster-General of the United States, and W.N. Brady, the Postmaster of New York. On 7 July 1852, Dundas wrote Brady as follows:

It is the practice at your office, I am informed, when letters for Great Britain are insufficiently paid by stamps, or otherwise, to forward such letters in separate mails, marking on each the amount paid, crediting the British office with its share; and also the amount unpaid, leaving the latter to be collected at the office of delivery, and charging the British office with the United States portion of the postage. With these mails you send, it is presumed, a bill, or label, showing the contents of the package. Be pleased to inform the department of the exact process in such cases, and send one or more copies of the labels used.

Referring to a letter from you on the subject, the General Post-office at London proposes that letters from the United Kingdom to the United States, similarly short paid, be treated in the same manner, that is, the 3d Article of the Convention of 1848 be so modified as to permit letters with an insufficient amount of stamps attached, and such only, to be considered as part paid and part unpaid; I will thank you for your views touching this matter.

Brady replied on 9 July:

I am in receipt of yours of the 7th instant, relative to letters for England insufficiently prepaid.

The 3d Article of the Convention has been modified, by the practice of the London, Liverpool, and New York offices.

Some bundles of letters, consisting of part paid and part unpaid, were received at this office, from London.

Not understanding the mode in which they were made up and credited, a letter, under date of May 22d, was written to them on the subject, and to which you refer in your letter of the 7th, asking them to conform to the practice adopted by the Liverpool and New York offices: When a double-rate letter is received, prepaid in money or by stamps, only 24 cents, it is proper that a credit should be given for the amount prepaid, and a charge made for the amount unpaid. For exemplification I enclose two envelopes properly stamped, and two labels, showing how such undercharged letters are treated. Letters not weighing over a single rate, and not being paid sufficiently, (24 c.) are treated by the Liverpool and New York offices as wholly unpaid.

The "envelopes properly stamped" have not been seen; however, the labels mentioned in the letter are reproduced as Figure 5.

3d Enclosure in No. 12. **4th Enclosure in No. 12.**

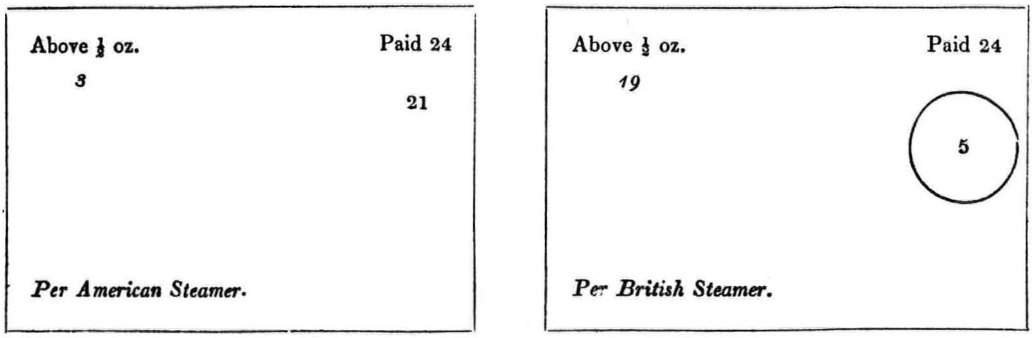

Figure 5. Diagrams ("labels") referred to in New York Postmaster W.N. Brady's letter of 9 July 1852 to W.H. Dundas, Second Assistant Postmaster-General in Washington. These diagrams showed how New York was marking partially paid letters for England. Note that both debit and credit markings appeared on each example.

The practice adopted by the postmasters of Liverpool and New York seemed both reasonable, and in conformance, in spirit at least, with Article III of the Convention quoted at the beginning of this article. At least one single rate had to be prepaid. Brady, however, had not fully answered Dundas's question in respect to letters prepaid less than one full rate. In response to further queries from Washington, he wrote on 15 July 1852 to the effect that he did not support the suggestion that letters prepaid less than a single rate have the prepayment credited. He felt that this would be too complex, would require too much time to operate, and would be likely to lead to endless queries on the amounts credited by either side. He added a very interesting Postscript: *"The number of this kind of letters is very small, not averaging over one letter in five hundred, and scarcely that."*

On 20 August 1852, Maberly replied to Postmaster General Hall at Washington. The British Postmaster General had considered Hall's letter of 22 July but felt that, unless all underpaid letters could receive credit for the sum prepaid, the strict provisions of the Convention should be followed. He also wrote to Charles Banning, Postmaster of Liverpool, on 30 August as follows[12]:

A proposition has been made by this Department to the Post Office of the United States, to enter into an arrangement, similar to that suggested by your letter of the 13th February last, under which all letters insufficiently paid by means of postage stamps may be forwarded charged with the difference only between the amount paid and the amount to which the letters may be actually liable, but the Postmaster General of the United States has declined to accede to such a measure.

Under these circumstances, the Postmaster General thinks it desirable to adhere strictly to the provisions of the Postal Convention with the United States, and his Lordship is pleased to direct, therefore, that letters of every description on which the

[12]Post Office Archives, London, reference Post 48/131, p. 533.

whole postage *if paid by means of stamps*[13] has not been paid in advance, shall be treated and charged as if no part of the postage had been paid.

Samuel D. Hubbard, the new United States Postmaster General, replied to Maberly's 20 August letter on 22 October 1852:

> I regret that his Lordship, the Postmaster General, did not feel himself at liberty to sanction the practice heretofore observed by the New York and Liverpool offices of giving credit for every full rate of 24 cents, rejecting the fractions of such rate, as in this way there could be little loss to the parties writing, and the accounts could still be easily kept. This course I conceive to be entirely in accordance with the provisions of Article 3d of the Convention of December 1848, because nothing less than "the whole combined rate" (24 cents) is regarded.

He went on to say that the number of United States postmasters was so great that errors would continue to be made in correctly collecting prepayments on multiple rate letters. The New York postmaster continued to allow credit on letters prepaid at least one full rate. He asked what the British did on these letters—charge the full amount on delivery, or allow the credit to stand and charge only the portion due?

Maberly replied on 3 December 1852 that British postal officials had been instructed to adhere strictly to the interpretation that any underpayment should be ignored and that the full cost was to be recovered from the addressee. The Postmaster of Liverpool, however,

> . . . under a misapprehension, has only acted up to these instructions as respects letters forwarded from his office to the United States, and that, in sending forward all underpaid letters received from the United States, he has charged them only with the amount of the deficiency. The Postmaster of Liverpool has now been desired to discontinue this practice, and I have to request that you will be so good as to give such directions to your officers as will cause the practice of the two offices to be mutually in conformity with the provisions of the Convention.

It is tempting, if perhaps uncharitable, to suggest that Maberly had no intention of allowing the pragmatic solution, adopted by New York and Liverpool, to be agreed to by the two Postmaster Generals. It did not fully meet his own suggestion that **any** prepayment should be allowed to stand—there is nothing new in the "not invented here" syndrome. Also, it is interesting to note that, as late as 20 December 1852, Liverpool still allowed a letter from the United States, due two rates but prepaid only a single rate in cash, to be charged only the deficiency. This was despite Maberly's letter to Banning dated 15 November 1852, which read:

> Referring to your letter of the 11th instant, on the subject of the treatment of short paid letters transmitted to your office from the United States, I have to point out that the directions contained in my letter of the 30th August last were not confined to letters *posted in this country*, and I desire that you will explain, therefore, why any deviation from those directions, in respect to letters received from the United States, has been permitted at your office.[14]

Banning clearly fought a rearguard action, for Maberly had to write again on 17 December 1852:

> In reply to your letter of the [?] instant, I am directed by the Postmaster General to inform you, that the United States Post Office has been requested to discontinue its present practice, with respect to letters under paid by means of postage stamps and it is hoped, therefore, that the inconvenience pointed out by you will speedily be obviated.
>
> In the mean time however, if any underpaid letters reach Liverpool from the

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[13]The words in italics were inserted by the letter writer, possibly as an afterthought; however, the phrase clearly allowed Banning latitude with respect to letters prepaid in cash at less than the full rate.

[14]Post Office Archives, London, reference Post 48/131, p. 700.

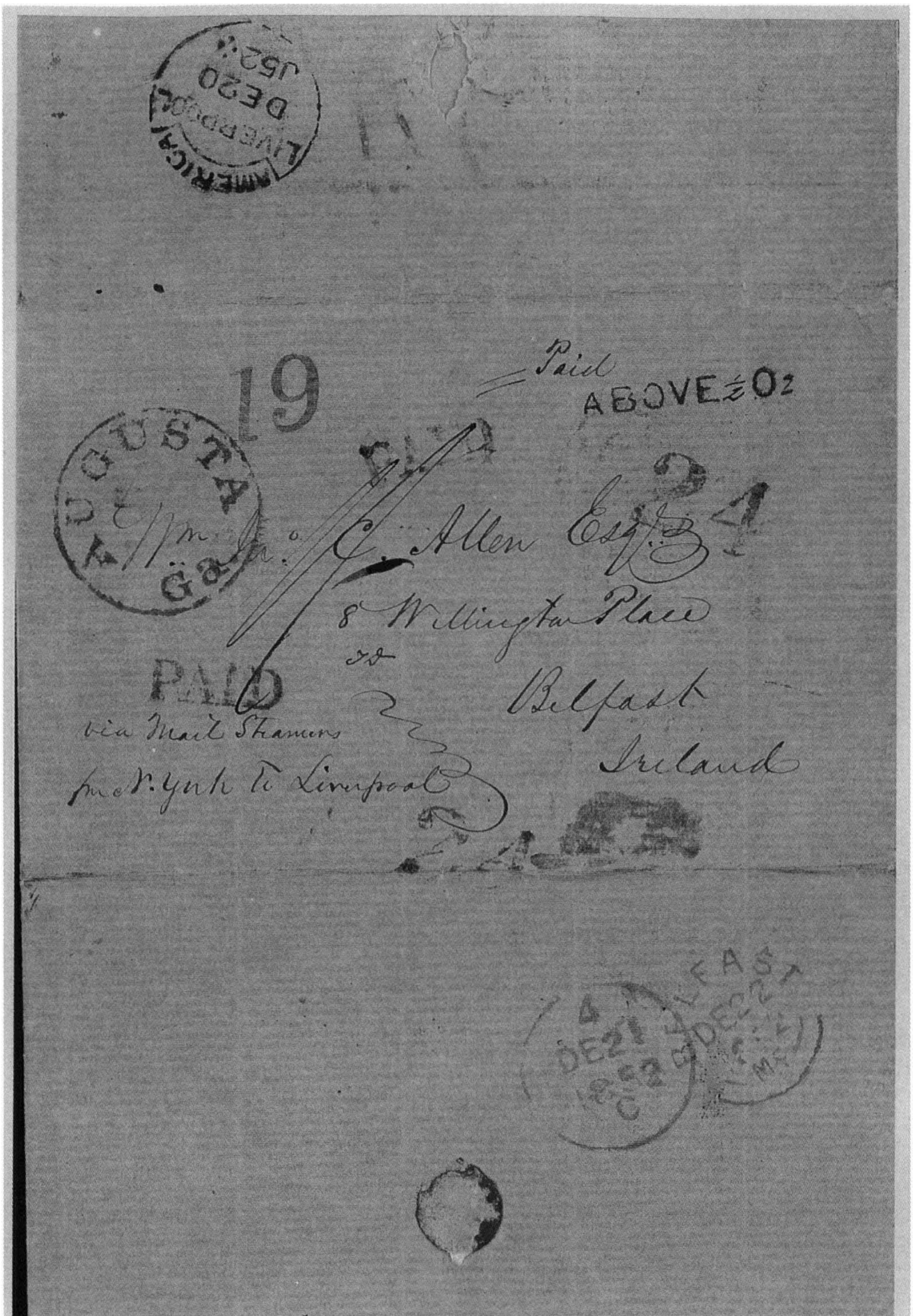

Figure 6. 1 Dec 1852, Augusta, Georgia to Belfast, Ireland, prepaid 24¢. New York considered letter properly paid and credited U.K. 19¢ for British packet service. Liverpool marked letter weight above ½ oz. and added one shilling postage due. Letter probably in last mails treated so leniently by Liverpool.

United States, on which a credit is given to this Country, the amount must be altered in the verification column of the Letter Bill.[15]

Note that the emphasis in all this correspondence was on "letters insufficiently prepaid by means of postage stamps." This may explain why Figure 6, prepaid a single rate in cash, was allowed through—perhaps Banning was still fighting his rearguard action? This folded letter, which originated in Augusta, Georgia on 1 December 1852, addressed to Belfast, Ireland, was probably in the last mail to be leniently treated at Liverpool. This letter, from the same correspondence as Figure 2, was treated in exactly the same way except that, as it was carried by a British packet, the credit to the United Kingdom by New York was 19¢ instead of 3¢. Liverpool marked the letter **ABOVE** ½ (manuscript) **Oz.** and one shilling postage due. Although the letter was endorsed to go via New York steamer, the post office there decided that it would travel faster via Boston. It was carried by the Cunard steamer *America* from Boston on 8 December, arriving at Liverpool on 20 December 1852.[16]

On 22 December 1852, Postmaster General Hubbard decided to write directly to the British Postmaster General, then still the Earl of Hardwicke. Perhaps by cutting Maberly out of the loop he hoped to get a more reasonable response. He reiterated the United States arguments, and concluded: "*I beg leave to repeat that it appears to me the plan hitherto pursued by the New York and Liverpool offices is strictly in accordance with the spirit, if not the exact words of the Convention of 15 December 1848. Agreeably to your request, however, instructions have been given to the United States exchange offices in future to treat as wholly unpaid every letter or packet the postage on which is not prepaid in full.*" His letter probably arrived at Liverpool on 5 January 1853 by the Collins liner *Arctic*. It is to be hoped that it was not underpaid! On 8 January 1853, the new British Postmaster General took over, which may well explain a grudging *volte-face* in Maberly's letter to Hubbard of 14 February 1853:

> It appears to his Lordship that the arrangement proposed by this office is the most favourable to the public; because, by such arrangement the letters of the poorer class of correspondents, for the most part single letters, and liable only to the minimum rate, would receive the full benefit of any amount of postage stamps affixed to them, while, by adopting your suggestion, such letters would be charged as wholly unpaid, if the stamps upon them should in any degree fall short of an entire rate.
>
> Still, as you appear to attach some importance to the measure which you advocate, the Postmaster General will have pleasure in meeting your wishes on this matter, on the understanding that you, in like manner, will consent to the proposal from this department now before you, of making up separate bags for Ireland, for conveyance by the contract packets running between the United States and this country.

A draft on which this letter was undoubtedly based is to be found in the Packet Minutes[17], dated 8 February 1853, initialed "RH" [Rowland Hill?]— endorsed by Canning, "Prepare a draft to this effect & let Mr Hill see it before it comes to me."

The correspondence between postal officials of the two countries went on for the best part of another year, sometimes almost coming to agreement, but never quite. New disagreements arose. There was confusion between the issue of underpaid letters, the provision of separate bags for Ireland, recognition of new exchange offices, etc. The bulk of the ongoing correspondence, however, did not concern the subject of this article. Suffice it to say, the end result was that no agreement was reached on the concession of overweight letters which had been prepaid at least one rate. The eminently practical solution adopted by Liverpool and New York was quashed. Underpaid letters were charged the full sum due

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[15]*Ibid.*, page number unreadable.

[16]Hubbard and Winter, p. 31.

[17]Post Office Archives, Post 34/76, p. 438.

until a new United States-United Kingdom Postal Convention became effective from 1 January 1868. One passage from the later correspondence is of interest to this article. Part of a letter dated 13 September 1853, from Horatio King, United States Clerk for Foreign Mails, to Maberly said, in part: "*In regard to the Postmaster General's proposed mode of treating insufficiently prepaid letters, he desires me to remark that, according to the report of the postmaster of New York, this regulation was in operation between the New York and Liverpool offices, 'from the time the Treaty went into effect, up to about 22 December 1852.*'"

Conclusions

From very early in the Treaty period until nearly the end of December 1852, a period of almost four years, an unofficial arrangement existed between the New York and Liverpool postmasters. They treated all letters prepaid at least one full rate but subsequently found to be underpaid, as owing only the difference between full rate(s) paid and the total postage due, under a liberal interpretation of Article III of the postal convention. New York certainly, and Liverpool by inference, considered that letters prepaid less than one full rate could not warrant such treatment under Article III. Furthermore, the accounting complexity and time spent to deal with partial payments of less than a full rate, made any such idea impracticable.

These arrangements appear to have been unknown to, or perhaps sensibly ignored by, both the British and United States Postmasters General until about May 1852, when the London office despatched some letters prepaid less than one full rate to New York, crediting the amount prepaid. New York queried the accountancy, which indeed must have been complex, leading to the exchange of letters and ideas reported above. The British sought to modify the treaty to allow any prepayment to count towards the cost of transmission; the Americans wanted to stick to the simplicity afforded by allowing only whole rates prepaid to count. The impasse led to the postmasters at Liverpool and New York being ordered to cease their unofficial practice, which finally happened in December 1852, after what must be considered a rearguard action of delay by the Liverpool postmaster. An appeal by the United States Postmaster General directly to the British Postmaster General initially showed promise of success. British acceptance of the U.S. approach, however, was tied to other proposals with which the United States was not prepared to agree at the time. The correspondence dragged on for the best part of another year, but agreement could not be reached. The strict provisions of the postal convention were then applied until it was replaced by the 1868 Convention.

Despite careful searching over a period of many years, only the four covers illustrated here have come to the attention of the author and section editor. Perhaps, given the short period during which the concession was operated, the usual practice of sending letters unpaid, and the comparative rarity of letters paid a single rate being subsequently found to be over weight, this was not so surprising. After all, the postmaster of New York considered that "*The number of this kind of letters is very small, not averaging over one letter in five hundred, and scarcely that.*" Several more examples may be presently lurking, unexplained and unloved, in collections across the world. If this article helps someone to explain a hitherto inexplicable cover, the author would be very pleased to have a photocopy to add to the meager record.

Grateful thanks are due to: Richard F. Winter for initially drawing attention to the written evidence; Patrick Frost for permission to reproduce Figures 1 and 2; Arthur Blundell for permission to illustrate Figures 3 and 4; and to the Archive sources quoted. □

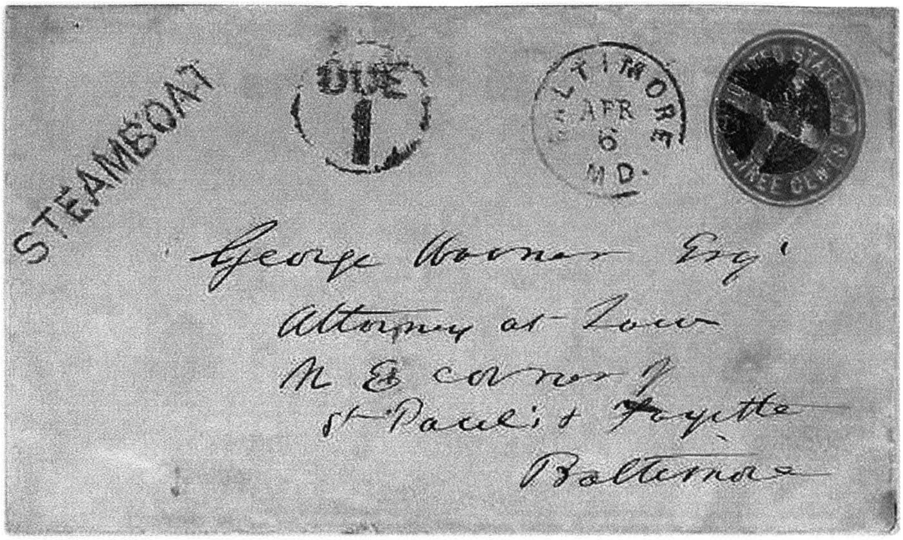

Figure 1A. "STEAMBOAT" cover to Baltimore with "DUE / 1"

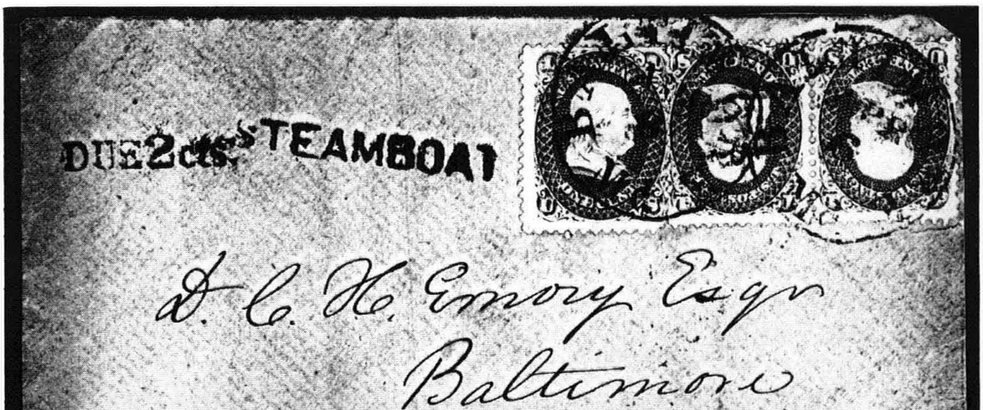

Figure 1B. "STEAMBOAT" cover to Baltimore with "DUE 2cts."

ADDITIONAL ANSWER TO PROBLEM COVER IN ISSUE 181

Another "STEAMBOAT" postage due cover, Figure 1C, has come to light which complements the two recently appearing in "The Cover Corner" by showing a different usage

The "original" problem cover, Figure 1A, was submitted by Tracey Thurber and appeared in Issue 181. It was addressed to Baltimore, paid 3¢ in stamps, and marked "DUE 2 cts." Don Evans provided a detailed analysis in Issue 182. He concluded that the cover was brought into Baltimore by a non-mail-contract steamboat in the 1861 - 1863 period and rated as a ship letter (as defined in Section 164, Postal Regulations 1859, Ship and Steamboat Letters). Under a Postal Act effective May 1, 1861, the rate for ship letters was established to be 5¢ for letters delivered at the post office where the ship arrived. (This is a reduction from the previous 6¢ rate. Note that the ship letter rate to places beyond the port of arrival remained the same, *viz.*, 2¢ plus regular postage). So the cover was marked "STEAMBOAT" and "DUE 2 cts." to make the 5¢ rate for an incoming ship letter both received at and addressed to Baltimore.

Issue 183 brought a response to Figure 1A contending that this is a usage after June 30, 1863, when the ship letter rate was reduced to double the regular rate. For delivery at place of arrival this was 4¢ (double the 2¢ drop letter rate), and the cover was 1¢ underpaid. Since unpaid postage was charged double rates effective July 1, 1863, the 2¢ due is correct. (But see paragraph below.)

Next, Figure 1B arrived in Issue 184, looking similar to Figure 1A, the "original" problem cover. Figure 1B was addressed to Baltimore paid by a 3¢ stamped envelope, and marked "STEAMBOAT," but with only "DUE / 1"! This led to a search by our Associate Editor, Greg Sutherland, for official documentation of charges for underpaid ship and steamboat postage. Excerpts from the 1866 *Postal Laws and Regulations of the United States*, Section 247, Ship and Steamboat Letters, were printed in Issue 184 and clearly state ". . . unpaid or partly prepaid postage (*i.e.*, by stamps) will be charged and collected on delivery." Therefore, Figure 1B was brought into Baltimore in the post-1863 period, rated 4¢ (double regular 2¢ rate), and struck with "DUE / 1."

Figure 1C was recently received from Route Agent Donald Bullough, St. Andrews, Scotland. This cover was brought into Norfolk, Va., paid by a 3¢ stamped envelope and marked "STEAMBOAT" and "DUE 2." A CDS dated the cover "APR / 9 / 1858." It has the same prepaid and due amounts as Figure 1A, but it was rated for delivery at other than place of arrival—at Summit Point, Jefferson County, Va—and charged 2¢ plus regular postage (3¢) = 5¢, which is also "DUE 2." This 5¢ steamboat single rate for delivery beyond the port of arrival was in effect between 1855 and 1863. The companion 5¢ steamboat rate for delivery at the post office of arrival was in effect only between 1861 and 1863 (see Figure 1A).

Now, will a Route Agent submit a "STEAMBOAT" cover post-1863 addressed to other than place of arrival at postage rate of 6¢ (total of paid and unpaid) to complete the foursome?

Editor's Note: I certainly learned a lot about the changes in rating of ship and steamboat letters in the 1860s period, as well as their exemption from double unpaid and short paid postage, by editing these covers which each arrived separately. A confusing factor is that the rate for delivery of ship and steamboat letters at other than place of arrival remained "2 cents each, plus regular postage" from 1799 to 1863 (except War of 1812 surcharge of 50%). The rate for delivery of ship and steamboat letters at place of arrival remained "6 cents each" from 1799 to 1861 (except War of 1812 surcharge). With regular

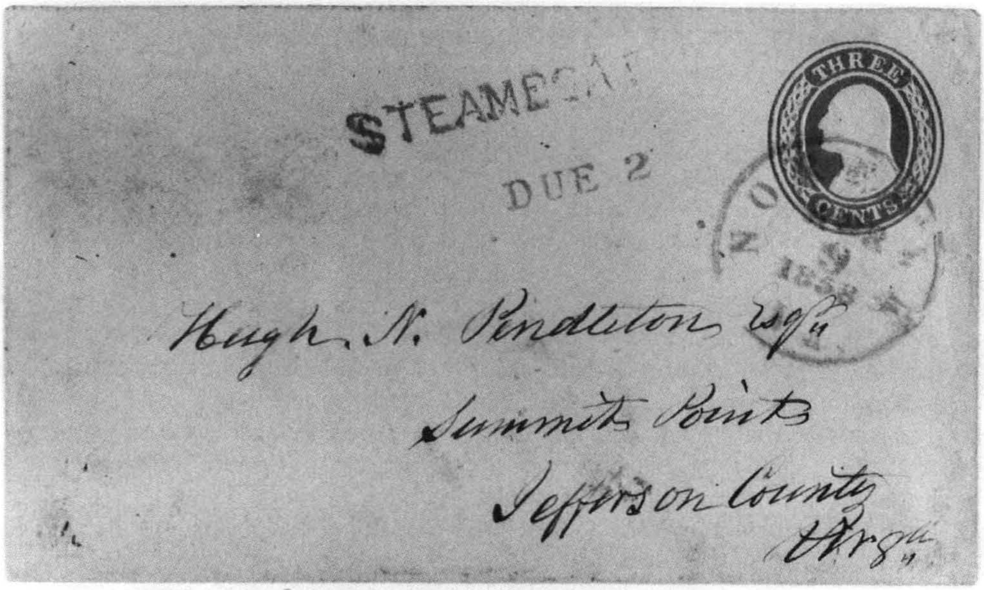

Figure 1C. "STEAMBOAT" cover to Summit Point, Va. with "DUE 2"

Approval Date	Effective Date	Rate - At Port	Single Rate - Beyond Port	Remarks
--	--	(AP) - each	(BP)-each plus reg. post.	- -
Mar. 2, 1799	? ? ,1799	6¢ each	10¢ to 27¢	(BP) 2¢ each plus regular postage rates
	1815	6¢ each	" " "	" " " " " "
Dec. 23,1814	Feb. 1,1815	9¢ each	15¢ to 40 1/2¢	(AP & BP) War of 1812-50% increase
-	1815	9¢ each	" " "	" " " " " "
Feb. 1, 1816	Mar. 31, 1816	6¢ each	10¢ to 27¢	(AP & BP) 50% increase repealed
April 9, 1816	May 1, 1816	6¢ each	8¢ to 27¢	(BP) 2¢ each plus new regular postage rates
-	1845	"	" " "	" " " " " " "
Mar. 3, 1845	July 1,1845	"	7¢ or 12¢	(BP) 7¢ not over 300 miles; 12¢ over 300 mi.
-	1855	"	" " "	" " " " " " " "
Mar. 3, 1855	April 1,1855	6¢ each	5¢ or 12¢	(BP) 5¢ not over 3000 mi.;12¢ over 3000 miles
-	1861	6¢ each	" " "	" " " " " " " " "
Feb. 27, 1861	May 1, 1861	5¢ each	5¢ or 12¢	(AP) Reduced to 5¢; (BP) added 12¢ over Rocky Mt.
-	1862	5¢ each	" " "	" " " " " " " " "
Mar. 3, 1863	June 30,1863	4¢	6¢	(AP & BP) Two times regular rates
-	1883	4¢	"	" " " " " "
Mar. 3, 1883	Oct. 1,1883	4¢	4¢	" " (BP) Two times new regular rates

Figure 1D. Chart of rates for Ship and Steamboat Letters, 1799 to 1883

Figure 4. Prussian closed mail cover from Detroit to Berlin

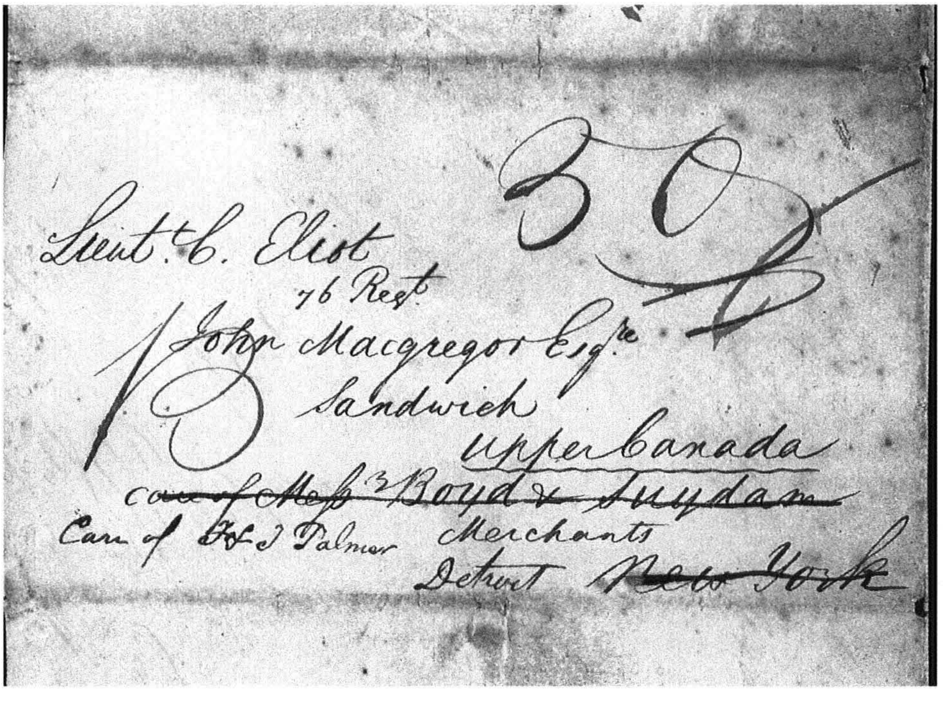

Figure 5. 1824 folded letter from London to Upper Canada (photo cropped at top and bottom)

postage rates decreasing drastically, the rate for delivery at place of arrival in 1861 (6¢) exceeded the rate for delivery at other than place of arrival (5¢)! This is the reason for the reduction in 1861 of the ship letter rate for delivery at place of arrival to 5¢, the same as for delivery at other than place of arrival. In 1863, all ship and steamboat letter rates became "double regular rates," which continues today. I made a chart of postage rates of "Ship and Steamboat Letters" which I've found to be helpful in analyzing these covers— see Figure 1D. If anyone would like a separate copy of the chart, please send a stamped addressed envelope. Comments and corrections are also welcome.

ANSWERS TO PROBLEM COVERS IN ISSUE 184

The holiday season greatly reduced our Route Agents responses to our problem covers, with only one in hand. So your editors will carry over these covers to the next issue, trusting that the additional time will produce more solutions / opinions from our members. In the interests of space we are *not* reprinting the illustrations here; please refer back to the photos printed in Issue 184.

The first holdover is a vintage 1873 cover to Buenos Ayres with two strips of Scott #158 (not #184 as stated in Issue 184). A boxed "SHORT PAID" in black is on the left and a manuscript magenta "Due 5" with a black "6" below at upper right. The reverse has an unusual black handstamp "N.Y. P. O. / ONE RATE / SHORT PAID." What is the correct rate for this cover, the meaning of the "Due 5" and "6" markings, and what is the "ONE RATE SHORT PAID"?

Another due cover, this time to Auckland, New Zealand, is the second mystery from the previous issue. It is franked with 7¢ in U.S. postage and stamped in purple "*SHORT PAID / DUE* **5d**. [in black ink] with a purple boxed "MONEY LETTER, / DEAD LETTER OFFICE, / *Letter* **P** / *Number* **249** [in black] / *Volume* **37** [in black]." There is a "48" in black ink at upper center and a "44" in red pencil at lower left. $1.^{00}$ in pencil appears on both front and back. The reverse has two black handstamps: "PHILADELPHIA, PA. / NOV / 19 / 1887 / F. D." duplex with "2" in a negative 4-bar ellipse, and "USA / DEAD / LETTER / OFFICE / NOV / 22 - 87" triangle. The reverse has lettered across the top in black ink "Remailed Nov 26" 1887."

Please explain:

1) The short paid amount and how collected.
2) The meaning of the numbers "44" and "48."
3) The address and the "Remailed" statement on the reverse are in the same unique hand. Was the letter returned to sender?
4) Did the cover ever reach New Zealand?

PROBLEM COVERS FOR ISSUE 185

The next problem cover is from Jim Milgram. But he says Figure 2 is an easy one; certainly it's a very attractive example of Spencerian handwriting, with all markings in red on the face. They are "DETROIT Mich. / SEP / 24 / PAID" CDS, "N.YORK 14 AM. PKT. / OCT / 3 / PAID," boxed "AACHEN 16 10 / FRANCO," and "60" in octagon. It is endorsed "by prussian closed mail via Liverpool" and addressed to Berlin. Please describe how the "60" (cents) postage was divided in going from Detroit to Berlin, the "14" in the accountancy marking, and where the "60" octagon was struck.

Figure 3 is a folded letter sent by Route Agent Jim Blandford. An enclosure is headed "London, 22nd June 1824." It is addressed to Sandwich, Upper Canada and forwarded twice, first by "Messrs. Boyd & Snydam / Merchants / New York" and second by "F & J Palmer / Merchants / Detroit." There are three manuscript rate markings in red - "6," "50" and "13," and none other. Please provide the meaning(s) of these rate markings and where they were applied.

Please send to the Cover Corner Editor your answers to the problem covers for this issue, and any further discussion of previous answers to other problem covers, as soon as possible, preferably within two weeks of receiving your *Chronicle*. The "go to press" deadline for the May 2000 Cover Corner is April 10, 2000. I can receive mail at 9068 Fontainebleau Terrace, Cincinnati, Ohio, 45231-4808, and via an E-Mail address: *RWCarlin@aol.com.*

New examples of problem covers are needed for The Cover Corner. We have successfully experimented with copies of covers produced by high resolution copiers, either in black and white or in color, and find that they will do as well as 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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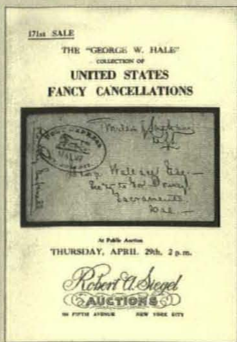
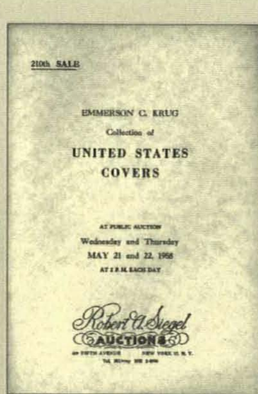
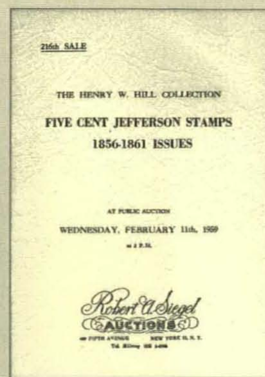


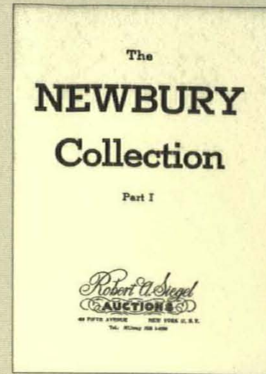
Hale 1954



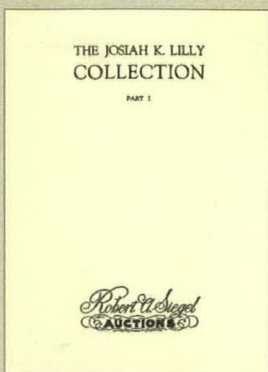
Krug 1958



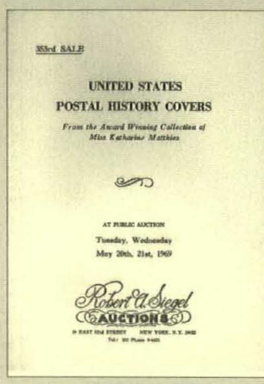
Hill 1959



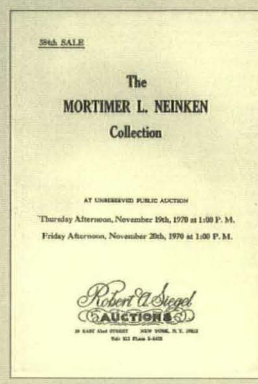
Newbury 1962



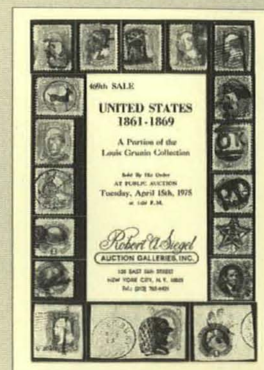
Lilly 1967



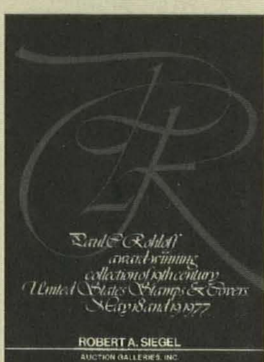
Matthies 1969



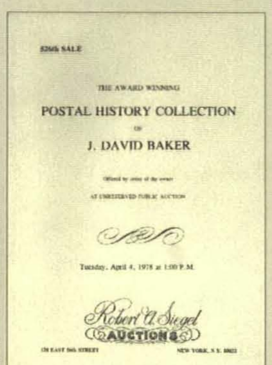
Neinken 1970



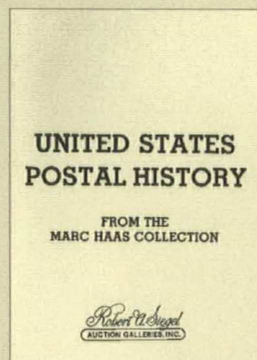
Grunin 1975



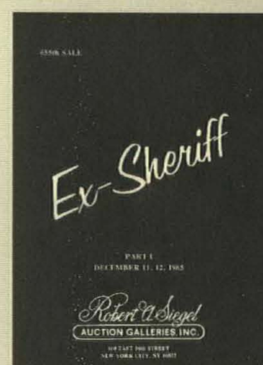
Rohloff 1977



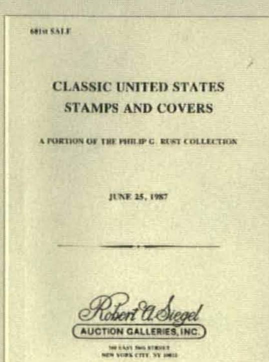
Baker 1978



Haas 1980

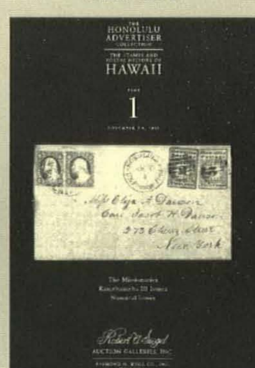


Sheriff 1985

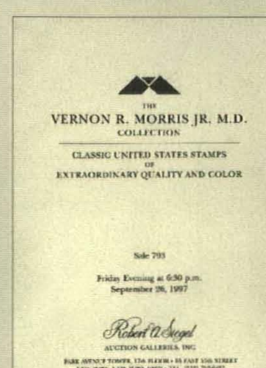


Rust 1987

Kapiloff 1992



Honolulu Advertiser 1995



Morris 1997

Great collections have one name in common.