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of the U.S. Classic Postal Issues

May 2001

Volume 53, No. 2

Whole No. 190

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INDIAN-RELATED POSTMARKS PRIOR TO "THE TRAIL OF TEARS"**JAMES W. MILGRAM, M.D.**

This is a topic about which very little has been written in the philatelic literature. These postal markings are all fairly rare, and there is confusion about the site of origin with many covers that lack contents. I have found the only detailed reference is the *American Stampless Cover Catalog*, Volume 1, 1997 edition, where there are discussions under different state headings about these postmarks.

"The Trail of Tears" is the term for the forcible removal of the civilized eastern Indian tribes in the southeastern United States to Oklahoma, which at the time was called Indian Territory. Certain of the tribes moved voluntarily, while others were removed by the army in 1836-1838 and later. The existence of the Indian Territory as a legal entity gave rise to the postmarks of each town in the territory. Some of these are very interesting, and a few unusual examples will be shown at the conclusion of this article. Also, the management of Indian tribes and their placement onto reservations is associated with some later postmarks extending from the period of time after the resettlement of the Indian tribes that were moved to Indian Territory. In essence these postmarks are from Indian agencies which were managing different tribes from the 1840s through the 1890s. But the main thrust of the present study is to list and demonstrate examples of mail from the early period before the establishment of Indian Territory.

Such letters appear to fall into one of four categories:

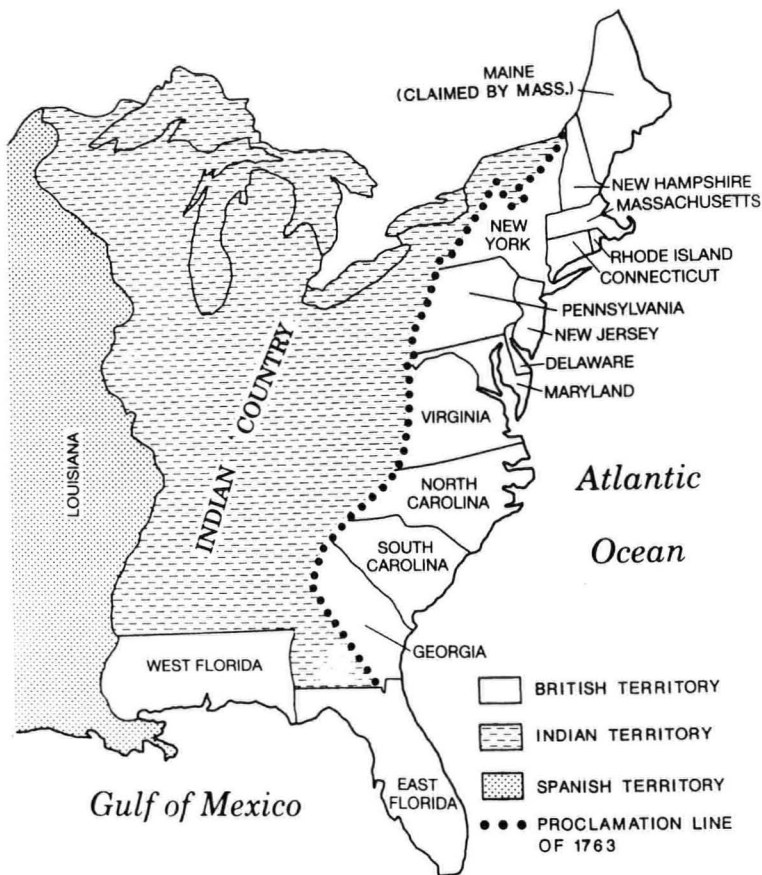
1. Agency postmarks with mail from non-Indians concerning aspects of Indian management through treaties between the whites and the Indians.
2. Postmarks from post offices connected to various religious missionaries to the Indians.
3. Town postmarks within land regions of the civilized tribes; such mail could be from whites or rarely from Indians.
4. Military mail to and from posts established to provide sites for controlling the Indians.

The history of the Indians of the United States is viewed by some as the dispossession and attempted annihilation of the American Indian tribes. The Indians were here before the whites came from Europe. Most tribes lived a nomadic type life similar to that of the beasts which they hunted. Like a mountain lion each tribe held a territory which was its own. There were constant territorial squabbles and even outright wars at times, but most Indians lived off a fairly untouched land. Ownership was not a concept familiar to these peoples; they lived off of the land but did not covet property. While Central American Indian civilizations were often farmers, in North America there was much less farming and no domestication of animals to eat. Even the horse which is so involved with Indian life on the Plains was introduced by the Europeans.

On the other hand, the European immigrants brought with them the formal rituals of class, religion, ownership of property, and a society consisting of specialized trades and occupations. Society was very organized and formal, with a paper trail for legal actions including the ownership of property. Land was not for the use of all; it was owned, and the owners decided the usage. This was a way of life that was incompatible with that of the Indians, who lived in a natural wilderness. Thus in any history of the United States part of the story is the suppression of the Indian tribes which were in place where the whites wanted to be. The number of Indians was relatively small for the land area involved. In contrast, the whites multiplied by means of very large families and further immigration, while the Indians were decimated through disease, violence, and enforcement of often

questionable treaties. As more land was needed by the expanding population of the Europeans, later Americans, it was purchased in some instances, but more commonly just taken and used. The Proclamation of 1763 after the French and Indian War established a line west of which all land was reserved for the Indians (Figure 1). In the early years of the country after the American Revolution, no land areas were owned by Indians in a permanent fashion the way land was owned by whites. Figure 2 is a map showing the distribution of the Indian tribes as they lived before they were dispossessed of their landsites.

All of the known early postmarks come from areas occupied by one of the five so-called civilized tribes in the southeastern United States: the Creeks, Chickasaws, Choctaws, Cherokees and Seminoles. While Daniel Boone is a great American frontier figure, his life story is about countless trips into lands that had been agreed earlier to be Indian lands. Thus there were conflicts with the Indians at every step of the early advance of Americans into Kentucky and Tennessee. Draper's wonderful interviews, buried in a historical society for over 100 years and recently resurrected, give a vivid picture of the early relations between the Americans and the Indians right after the Revolution and demonstrate the western migration of whites into the unsettled land that bordered the early states. The struggle for Ohio is a parallel story dealing with the more northern tribes that occupied that area. The Battle of Fallen Timbers, won by General Anthony Wayne of



The Proclamation Line of 1763

Figure 1. The Proclamation Line of 1763 demonstrating the land area occupied by the settlers in the original colonies and the line west of which was land reserved for the Indians.

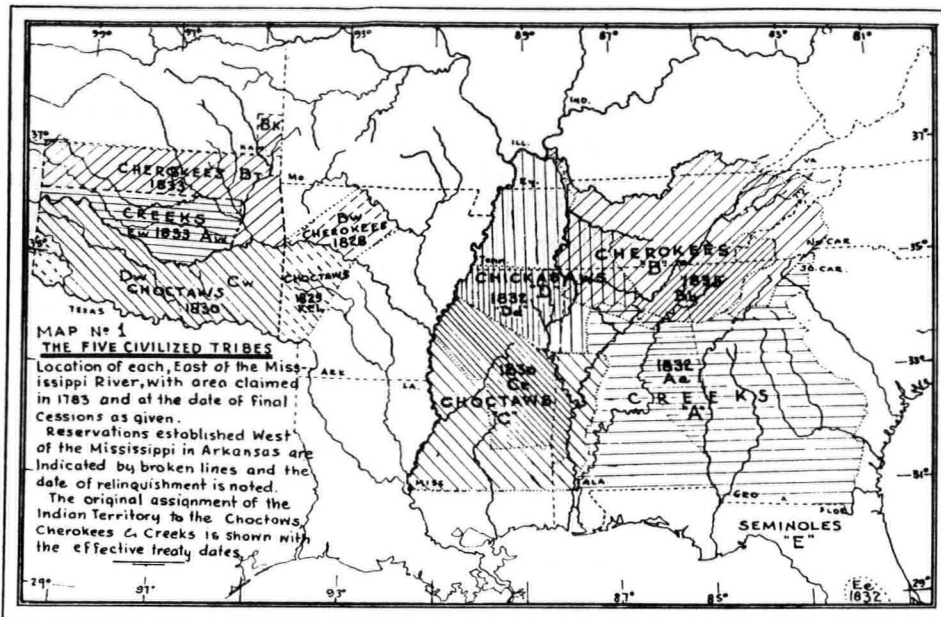


Figure 2. Map of the eastern half of the United States showing the distribution of the original Indian tribes before white settlement.

Revolutionary War fame, resulted in the Treaty of Greenville of 1795 that extinguished the Indians' title to almost two-thirds of the land of today's Ohio, as well as parts of Indiana and Illinois including the sites of Detroit and Chicago. In the following years Tecumseh tried to unite the Indians to fight together, but he was killed at the Battle of the Thames by General William H. Harrison in 1813. This resulted in the loss to the Indians of the lands between the Ohio River and the Great Lakes.

The Creeks

This nation of Indians lived along the rivers in the present southern states of Georgia, Alabama and parts of South Carolina. In *The First Hundred Years of United States Territorial Postmarks 1787-1887*, by Carroll Chase and Richard Cabeen, is a map (Figure 3) showing the distribution of Indian lands in 1783. The Creek lands bordered on Florida and were the most eastern and southern Indian lands except for Florida. They had grown to a confederation of over 100 towns in the period before the American Revolution. But under the new United States they came under pressure from all sorts of persons who wanted their territories. Different factions arose who fought amongst themselves as well as with the whites. The Upper Creeks (also known as the Red Sticks) were anti-American and joined the British during the War of 1812. On August 30, 1813 a large group of these Indians overwhelmed Fort Mims in Alabama and killed more than 350 persons. The Lower Creeks, with some Cherokees and Choctaws, assisted the settlers' militia led by General Andrew Jackson. The Upper Creeks were annihilated at Horseshoe Bend on March 27, 1814 by Jackson's force. But despite their assistance to the whites, the Lower Creeks were forced to cede eight million acres (two-thirds of their territory) to the United States on August 9, 1814. Those Upper Creeks who had survived (about 1,000) joined the Seminoles in Florida, another group which was violently anti-American, eventually to be caught up in the vicious anti-Indian campaigns again headed by Jackson. Osceola, the famous Seminole chief, was actually one of the fugitive Upper Creeks.



Figure 3. Map showing the southern states with regions where the civilized tribes occupied land, and zones in Indian Territory where the first tribes to move settled.

The other Lower Creeks were influenced by the missionaries of various sources who converted some of the Indians, taught school, helped the Indians to create governments, and influenced the Indians to become more like the rest of the people who lived next to the Indians. This same process applies to the other three tribes, but especially to the Cherokees, who almost became European. But the white settlers of Georgia wanted no Indians in their state. By the Treaty of Indian Springs on January 26, 1821 the Creeks ceded five million acres for a cash payment. One of the Lower Creek chiefs accepted a bribe in 1825 to persuade the Creeks to cede all of their land in Georgia and much in Alabama for territory in Arkansas. This chief, William McIntosh, signed a treaty, but it was rejected by John Quincy Adams, then President. However, a second treaty was negotiated whereby the Creeks kept their Alabama lands but ceded their territory in Georgia. A part of the nation migrated west in 1828. The rest of the much reduced Creek nation joined those who were in Alabama. In 1832 the Creeks signed another treaty surrendering all their land in Alabama. Remaining Indians fomented a small local war, but were suppressed by the U.S. Army. In 1836 the Creeks were forcibly removed by the Army to western Arkansas (which, by act of Congress June 30, 1834, had become the Indian Territory—all the area of the United States west of the Mississippi and not within Louisiana, Missouri or

Arkansas Territory should be deemed to be Indian country). It has been estimated that slightly less than half of the population of 22,000 died during the removal.

Postal Markings

Coweta Ga Ms., Black, 7-13-1819.

Coweta G Ms., Black, 1821.

Cowetah Ga Ms., Black 10-13-1807 (listed as in Mississippi Territory). (Figure 4)

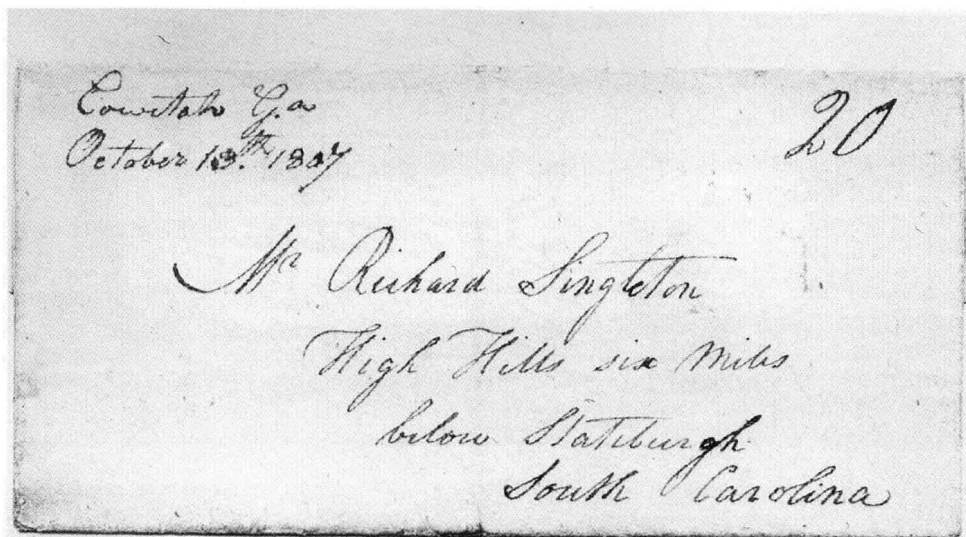


Figure 4. "Cowetah Ga October 13th 1807" and "20" in manuscript on cover to High Hills, South Carolina, no contents.

Cowetah Ms., ?Black, June 1807.

The town of Coweta was quite near both the second Creek Agency, established in 1827, and Fort Mitchell, which was founded in 1813. A post office was established in February 4, 1807, so the cover in Figure 4 is a very early usage. There was a Creek factory there too, so the post office served both civilians and soldiers. Today the town is within Russell County, Alabama and is known as Fort Mitchell. In its early days the post office was attached to Georgia, which is the reason for the "Ga" in the postmark of the depicted cover, but it was within Mississippi Territory in 1807.

Creek Agency Ms., Black, May 1809 to 6-13-33, known with postmaster's free frank. Early examples in Georgia—see below. (Figure 5)

Creek Agency Ga Ms., Black, December 1822 to May 1827.

CREEK AGENCY, Black circle with manuscript dating, 1829-1831. (Figure 6)

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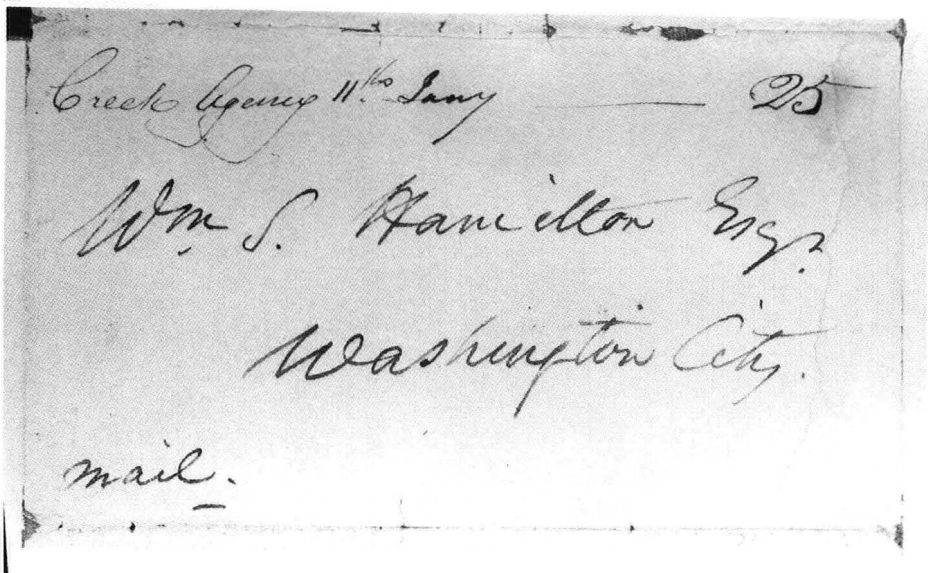


Figure 5. "Creek Agency 11th Jany" and "25" to Washington City, letter from Wade Hampton.



Figure 6. ".CREEK AGENCY" in black with manuscript dating, "18^{3/4}" to Savannah, letter from soldier at Fort Mitchell in 1830.

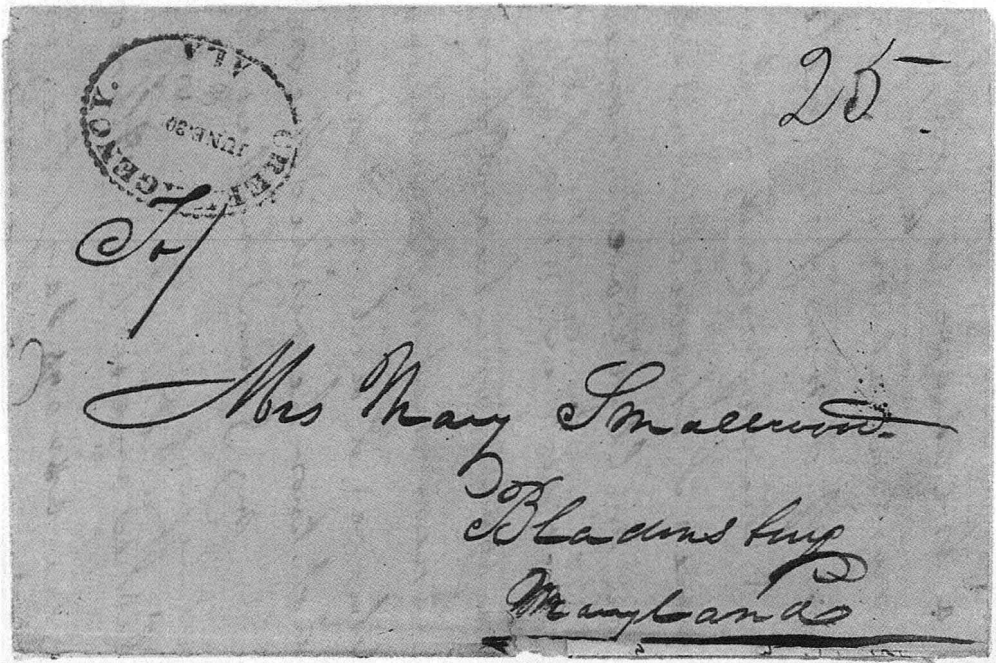


Figure 7. "CREEK AGENCY ALA JUNE 30" (1830) in red sawtoothed oval, "25" in ms. to Bladensburg, Maryland.

CREEK AGENCY, Red dotted oval with dates, 1831. (Figure 7)

The agency post office was probably in Georgia near Knoxville, Crawford County, from its establishment until 1827 when it was moved to Fort Mitchell, Russell County, Alabama. The post office was discontinued in 1833, and all letters thereafter were sent from the Fort Mitchell post office.

The letter of Figure 5 was written by Wade Hampton, a famous and later very wealthy Georgia planter. At this date he was in the military and was at Creek Agency on January 9, 1813 "to report myself to my commanding General." In regard to the war he writes: "I have had a glance at the passing events, and those only which have been proceeded from the ocean have, as may be supposed, afforded me much pleasure. We must however endeavor to prevent sinking or in mass learn to swim."

Fort Mitchell Ga Ms., Brown, 3-12-1823. Fort Mitchell was considered to be in Georgia prior to the running of the Georgia-Alabama line in 1827. It is somewhat questionable as to whether this should be considered an Indian-related postmark since there were also Indian agency postmarks from nearby. But in 1823 Fort Mitchell was located on Indian land.

(to be continued)

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By Theron Wierenga

This book is a significantly expanded version of the first edition, which was published in 1983 by the author. In this second edition he has expanded the contents of the chapters of the original edition and added a number of new chapters dealing with aspects of steamship mails not discussed previously.

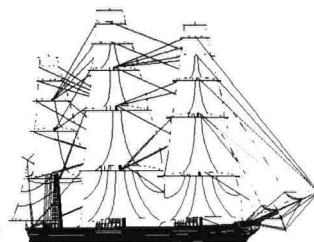
The most important additions appearing in this second edition, however, are appendices that provide sailing data for over 120 different steamships operating independently and for numerous steamship lines, most with mail contracts. Since the names of these steamships often were written on the face of letters, his documenting the voyages of these vessels helps today's students determine the transit route and duration of transit for letters from origin to destination. The author has organized over 200 pages of sailing tables by the principal steamship routes in the Atlantic as well as the Pacific Ocean areas. Atlantic sailing data is available for over 50 different steamship lines or independent steamships operating between New York, Charleston, Savannah, Mobile, New Orleans, Havana, Bermuda, Chagres/Aspinwall, Nicaragua, Mexico, St. Thomas, and Rio de Janeiro. In the Pacific, the author provides sailing data for ten different steamship lines and independent steamships operating between San Francisco, Panama, Nicaragua, and the West Coast of South America. The majority of the dates covered by these tables are from the late 1840s to the mid-1850s, with some steamship voyages documented to 1861 or later.

The book gives both the postal history student and collector extremely important sailing information. The data is essential to the evaluation of covers carried by sea between the east and west coasts of the United States, the principal route for all mails before 1869. The author brings a good amount of this data to the reader's bookshelf for immediate and convenient use.

The author has updated an important appendix that provides information on the steamship markings. He has added many new steamship markings and made numerous changes to the known dates of use of the previously published markings. He provides carefully selected scanned images of all the markings. In addition, he includes the latest available information on the markings of the California route agents and the Panama despatch agents. This is an important supplement to his second book, *The Gold Rush Mail Agents to California and their Postal Markings, 1849-1852*, published in 1987.

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Lee Daniel

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INSTRUCTIONS TO POSTMASTERS.

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

Figure 1. A Post Office form from Canton, Mississippi, dated Febry 14 1861, notifying Mr. Lee Daniel of Vicksburg, Mississippi, that an unpaid letter was detained at Canton for non-payment of postage and that he must send a three cent stamp to the Postmaster before the letter could be forwarded. Note that Mississippi had become a part of the Confederate States of America ten days earlier, but United States rates still applied and U.S. stamps were still valid for use at this time [prior to June 1].

PICTORIAL CANCELS OF CANTON, MISSISSIPPI: PART I
HUBERT C. SKINNER

All serious collectors of United States postal markings are familiar with the wonderful pictorial obliterations from Waterbury, Connecticut. The Waterbury cancels command strong prices when sold, even painfully strong when on an attractive cover. There are other cities and towns where the hand-carved obliterations are as striking and intriguing as those from Waterbury; but these towns are not comparably popular and their cancels are not widely known and recognized by collectors; Canton, Mississippi, is one of these towns.

William Priestly, the Postmaster of Canton for twenty-one years (1845-1866),¹ began carving pictorial obliterations in the mid-1850s; his use of “fancy” cancels at Canton, continued during his tenure as a Confederate postmaster. A post office notice form bearing Priestly’s signature, dated just ten days after Mississippi joined the Confederacy, is illustrated in Figure 1.

Dr. Carroll Chase, premier student of the 3¢ stamps of 1851-1857, described and illustrated the Canton pictorials in his classic work *The 3c Stamp of The United States 1851-1857 Issue*. His original Figure 201 (see Figure 2 herein) reproduced twenty-one unnumbered obliterations, of which the second, seventeenth, eighteenth, nineteenth, and twenty-first are from Worcester, Massachusetts; the remaining sixteen are from Canton, Mississippi. Chase stated the third, an encircled star, is from Worcester; it indisputably is from Canton. In his description, he stated

All are in black. A number of these Canton obliterations are decidedly rare, undoubtedly because not used for any length of time...Being of cork they became less and less clear and even appear somewhat different in form as they wore down. The sixth and seventh are probably two states of the same handstamp. The same is true of the thirteenth and fourteenth, the white area in the former probably being cut out late in its life.²

Chase is substantially correct in these statements, except that the material serving as the base for these carved designs could be questioned. This writer believes that the differences in the outline stars and the Christian cross are from wear rather than recutting. The fact that the research by Dr. Chase was accomplished prior to 1930 when many, many thousands of 3¢ stamps (on and off cover) were readily available makes his observations highly authoritative, as subsequent students did not have this privilege of massive availability of examples to analyze. It should be remembered that though Dr. Chase rarely discussed anything other than 3¢ stamps of the 1850s, he was in fact an important early student of the 1¢ stamps as well.

Stanley B. Ashbrook, premier student of the 1¢ stamps of 1851-1857, briefly discussed the Canton obliterations and reproduced several of them in his definitive work on *The United States One Cent Stamp of 1851-1857*.³ Of foremost importance to this discussion, he illustrated three covers, each with three 1¢ stamps prepaying the intercity postage.

¹Bruce C. Oakley, Jr., *A Postal History of Mississippi*, Vol. 1 (Baldwin, Miss.: Magnolia Publishers, 1969), p. 69.

²Carroll Chase, *The 3c Stamp of the United States 1851-1857 Issue* (Hammondspont, N.Y.: J.O. Moore, Inc., 1929), pp. 331-32; revised ed. (Springfield, MA : Tatham Stamp & Coin Co., 1942), pp. 337-38.

³Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857* (New York: H.L. Lindquist, 1938), Vol. II, pp. 85-87, 90.

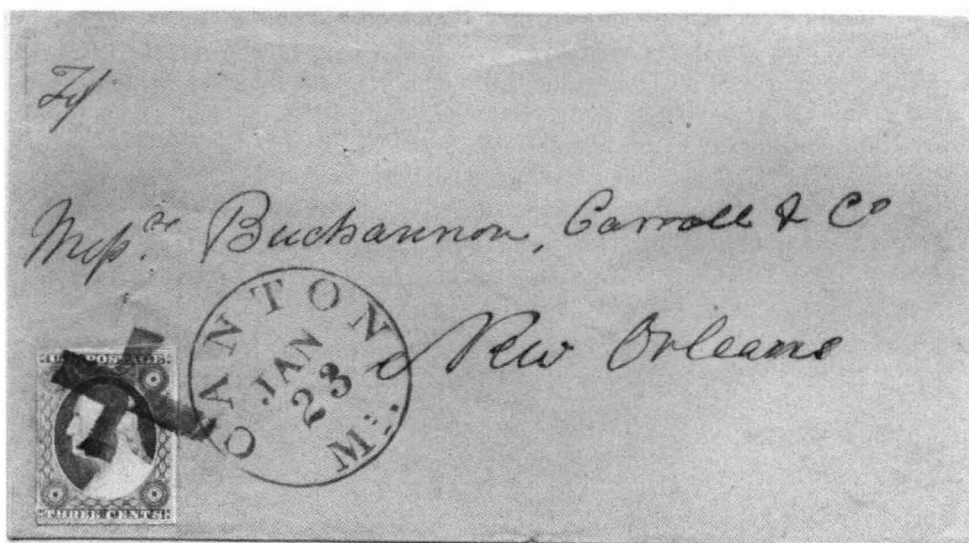


Figure 5. A clearly struck example of the “Christian Cross” cancel on a cover from Canton to New Orleans, dated “JAN/23” [c. 1857] and addressed to “Messrs. Buchannon, Carroll & Co.” This was a firm of commission merchants, later known as Carroll, Hoy & Co. This appears to be an early strike of the canceling device.



Figure 6. Another cover with the “Christian Cross” cancel is more lightly struck and is dated “FEB/27” [c. 1857], about one month later than the one shown in Figure 5. Note that the break at the lower end of the cross is slightly larger and the center of the cross appears worn or very faintly struck. It is addressed to the same company of commission merchants in New Orleans.

One of these bears a strip of three Type IV stamps from Plate One Late [positions 35-37R], canceled by three strikes of the “Three Links” cancel, similar to but from a different plate than the one shown in Figure 7 herein; the other is franked by a similar strip of the recut stamps [positions 68-70R1¹] obliterated by the negative outline star cancel of Canton, Mississippi.

Only three of the Canton pictorials have been recorded on the imperforate issues by this observer. These are the “Christian Cross” [S-E CR-C 1, worn state CR-C1a], the “Three Links” [S-E FR-NMb 1], identified with the IOOF (the International Order of Odd Fellows, a fraternal organization), and the circular negative [outline] star. Drawings of the first two from *United States Cancellations, 1845-1869* are illustrated here (see Figures 3 and 4, below).⁴ The third, the negative outline star, was shown in Chase’s Figure 201 (see Figure 2, below), drawing number seven (at the end of the second row of cancels). Many covers from Canton do not have a verified year date; thus far none of these three cancels



Figure 6. The “Three Links” cancel from Canton, Mississippi [S-E FR-NMb 1].

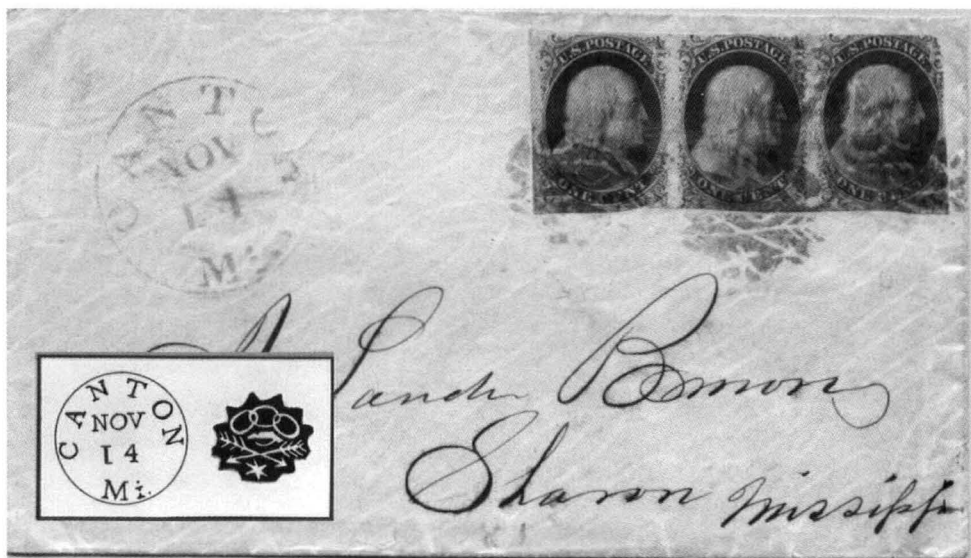


Figure 7. A cover from Canton to Sharon, Mississippi, franked with a strip of three Type II 1¢ stamps from Plate Three [4-5-6L3, *testa* MDR]. Multiples, even pairs, from Plate Three are quite rare. The stamps are tied to the cover by three upright strikes of the “Three Links” cancel. Most of the recorded examples of this scarce obliterator are struck upside down, as in the two other examples illustrated here. The EKU of Plate III is May 6, 1856; therefore this usage is late 1856 or late 1857. The color of the strip is deep Prussian Blue; and, it exhibits evidence of a cleaned pen cancel from a previous usage of this strip.

⁴Hubert C. Skinner, *United States Cancellations, 1845-1869* (State College, Pa.: American Philatelic Society; [New Orleans]: Louisiana Heritage Press of New Orleans, 1980), pp. 77, 246.

has been identified on a dated cover earlier than 1856. Two of the seven covers illustrated here are postal stationery envelopes issued in 1854 [Scott No. U10]; the cover in Figure 7 is franked with a strip of three 1¢ stamps from Plate Three [EKU May 6, 1856]; the cover with a 3¢ stamp canceled by the “Three Links” design is docketed “Nov 21 1856”; based on the size and style of the Canton CDS, the others appear to be contemporary [1856 to mid-1859; by September 1859, the Canton CDS included a year date].



Figure 8. A cover from Canton to New Orleans with the 3¢ inter-city rate prepaid by a single 3¢ stamp. The cover is docketed, revealing that this usage is “NOV/22” [1856]. It is likely that the cover shown above in Figure 7 was used earlier in the same month. Note that the obliterator is upside down on this folded letter.

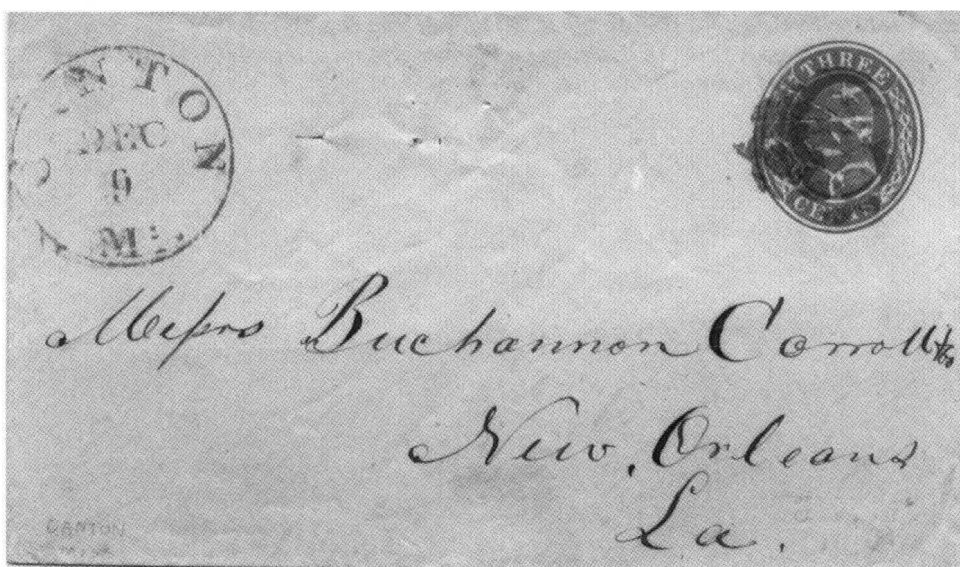


Figure 9. Another cover from Canton to New Orleans with the 3¢ inter-city rate prepaid by a postal stationery envelope [Scott No. U10]. As this envelope was issued in 1854, it seems likely that this usage is from “DEC/9” 1856; thus contemporary to the two covers in Figures 7 and 8. The cancel, again, is upside down.

The Christian Cross

A canceler obviously intended to depict a “Christian Cross” was used to obliterate 3¢ stamps at Canton about 1856. No verified year dates are recorded by this observer. Clearly, however, the span of time this cancel was in use was brief as this design is rather scarce. Gaps, breaks and other indications of wear indicate that this obliterator was carved into a relatively “soft” material; Chase suggested the material was cork. Two examples of the “Christian Cross” are shown in Figures 4 and 5. These are dated “JAN/23” and “FEB/27” [probably 1857]. Each of the 3¢ adhesives is a late shade of Scott No. 11.

The “Three Links” - “Odd Fellows” Design

A very elaborate cancel (see Figure 6) from Canton has been identified with the International Order of Odd Fellows. It consists of three links placed at the top of a stellate oval with crossed arrows just below and a six-pointed star at the bottom. All of the em-

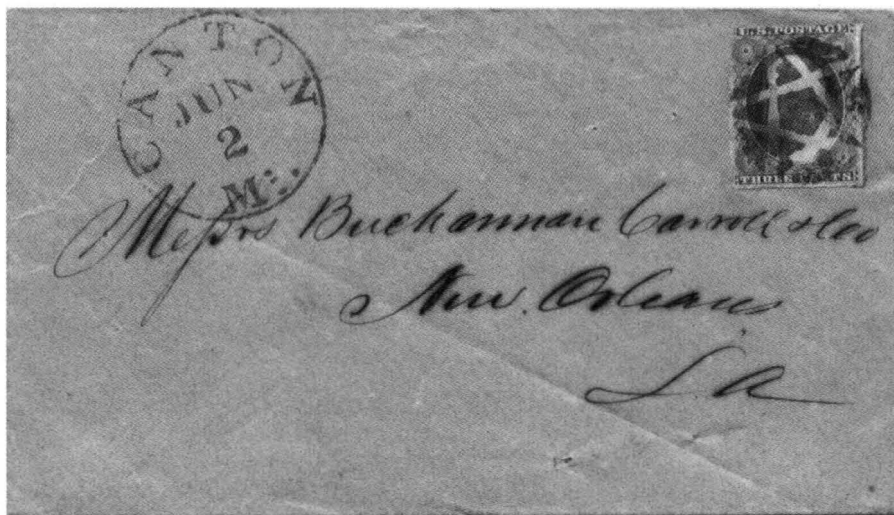


Figure 10. A cover from Canton to New Orleans franked with a late shade of the 3¢ imperforate stamp [Scott No. 11], paying the 3¢ inter-city rate. It is dated “JUN/2” [c. 1852] and is directed to Buchanan, Carroll & Co.

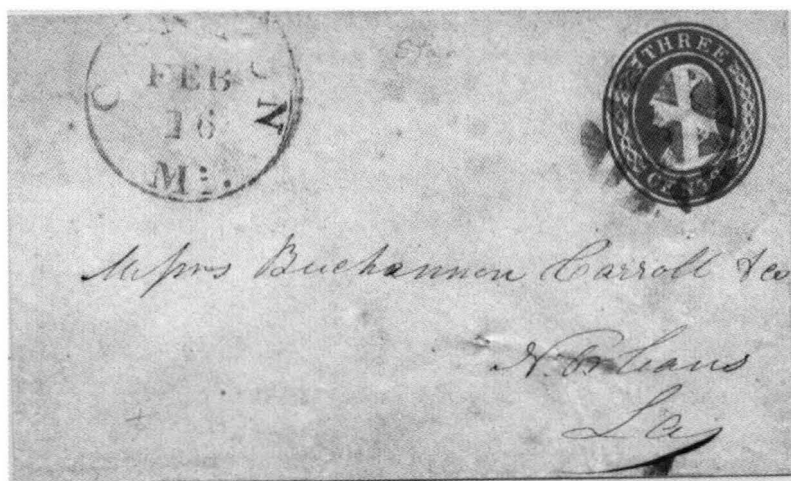


Figure 11. Another cover from Canton to New Orleans prepaid by the 3¢ postal stationery envelope of 1854 [Scott No. U9]. It is dated “FEB/16” [c. 1857] and is addressed similarly to the cover shown in Figure 12, differing only in the method of prepayment.

blems appear as a negative pattern on the black multi-pointed oval background. Evidently the elements of the design represent fraternal symbols of this international order. It can be inferred that Priestly was a member of this group of Odd Fellows. Three covers showing the usage of this obliterator on varied frankings are presented in Figures 7, 8 and 9. Three different ways to prepay the 3¢ inter-city rate are represented in the three figures.

The Negative Outline Star

The negative outline star is the most common of the three obl iterators described here. Numerous examples are recorded; all have similar CDSs and most are on postal stationery envelopes issued in 1854 [Scott No. U9, U10]. Thus, the time span for use of this star cancel is probably late 1856 and early 1857. The CDS is the same on these other recorded examples as the one exhibited by all seven of the covers illustrated here. By 1860, the name of the New Orleans commission merchant firm had changed from Buchannon, Carroll & Company to Carroll, Hoy & Company; thus, covers addressed to “Buchannon, Carroll & Co.” are from the late 1850s.

Concluding Remarks [Part One]

This concludes the discussion of the obl iterators used at Canton, Mississippi, before the advent of the perforated issues in 1857. A number of pictorial cancels are known on later issues; most of these are illustrated in Figure 2 above. They will be presented in Part Two of this article. The “fancy” designs continued to be used into the Confederate Period, and some of the simpler designs are recorded on the Confederate States general issues.

A number of collectors have contributed in various ways to the record of the Canton obl iterators. This assistance is gratefully acknowledged. Mark D. Rogers certified the plating of the 1¢ strip of three from Plate Three shown in Figure 7. If any reader has one or more covers with verified year dates, this information together with a photocopy or scan of the cover(s) would be much appreciated. □

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THE LITHOGRAPHED GENERAL ISSUES OF THE CONFEDERATE STATES
OF AMERICA: MISPLACED TRANSFERS, PART 3

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When misplaced transfers were first discussed in *Chronicle* No. 182, I was delighted that a new item had been found. It was the first item to be described in detail since 1968, and in fact only the second such type ever recorded aside from a mention that others existed. The first was position No. 1 over No. 10 in green and the second was position No. 2 over No. 10 in blue. In *Chronicle* No. 185 the Knapp photograph from 1925—having a number of impossible relative positions for Stone 2—was described and named Plate X to emphasize the mystery.

Another misplaced transfer has just turned up; it had been identified in the past, as the positions were noted on the back in pencil, perhaps in the 1920s. As far as I know a mention or description of this stamp has not appeared in print: 5¢ Green Stone 2 block of 4, position No. 49, 50, 9, 3, with position No. 3 being in place of No. 10 (Figure 1).

Though long assumed, this last discovery, a block spanning the horizontal gutter, helps confirm that these misplaced transfers are coming from regular printing stones having multiple transfer stone impressions, and were used for routine stamp production.

The Stone 2 Plate X is so unusual that no real conclusions can be made except that when it was made they had access to either the Transfer Stone 2 or a Printing Stone 2. The various groups of positions have their proper relative positions; *i.e.*, the groups of positions 2-5, 3-9, 42-45 and 46-50 appear to be spaced in accordance with the Transfer Stone. When you place positions 2-5 above 42-45 and 3-9 above 46-50 you have impossible combinations. The known layouts have positions 2-5 above positions 12-15 and not above 42-45. For a horizontal gutter you do have 42-45 over 2-5 but not the other way around.

A misplaced transfer is a position that is on a printing stone in a position that is not where it would be based on the Transfer Stone. Positions 1-50 are on the transfer stone and in normal operation they are repeated four times on the printing stone for a total of 200 stamps, with each transfer stone position being present four times. From the Stone 2 transfer stone we know that at least several printing stones were laid down, at least two for Blue and one for Green.

This new discovery calls for a major re-examination of these stamps, as it is evident that they are far more complex than the students of the 19th century and early 20th realized. The Transfer Stones still appear to be simple, but the Printing Stones are not.

A listing of the currently known misplaced transfer examples proves interesting; all are the 5¢ value:

- Green Printing from Stone 2

- Position No. 1 over No. 10. Two examples known, a used single and one unused multiple; see *Chronicle* No. 182.

- Position No. 3 in place of No. 10 One example known, a block of four, that straddles the upper and lower transfer unit; see illustration in this article.

- Blue Printing from Stone 2

- Position No. 2 over No. 10 One example known, a used pair on cover; see *Chronicle* No. 182¹

¹In *Chronicle* No. 182, position 2 over 10 is properly described in the text but unfortunately through my error it was transposed in the caption on page 111 to read 2 over 9. That caption should read: Figure 1. Misplaced Transfer, 5¢ Blue, Stone 2, Left Stamp Position No. 9, Right Stamp Position 2 over No. 10. On cover, Montgomery, Texas, August 23, probably 1862.



Figure 1. 5¢ Green Hoyer & Ludwig, Stone 2, Positions 49, 50, 9, 3 (Position 3 being in place of 10)

Position No. 40 over No. 10 The 1925 Knapp photograph; see *Chronicle* No. 185, the actual stamp has not been seen.

The picture seems evident; position No. 10 on the Transfer Stone was defective and did not transfer well when laid down to make a Printing Stone. The printers made an extra impression from the Transfer Stone and from the upper right corner (on a transfer stone printing the impression is reversed, thus they would first cut the upper left position). Then they started cutting the top row and used positions 1, 2, and 3 to repair three of the four positions of No. 10 on a printing stone.

We have problems with this clear logic!

Stone 2 was the last 5¢ Green stone, with its earliest known stamp usage circa December 2, 1861. The earliest known usage of a 5¢ Blue lithograph, also Stone 2, was February 28, 1862, a two to three month lapse. We have every reason to believe the Green printings continued daily until they started the Blue printings, as the stamps were in continuous use and in short supply.

It is thus logical to assume that the last Stone 2 Printing Stone laid down for the Green printing was also used for the first Blue stamps. We have Stone 2 misplaced transfers in both Green and Blue. The rarity of the misplaced transfers is such that we do not have enough examples to tie the Green and Blue Stone 2 printings together. We do not have an example of the same misplaced transfer position printed in both colors. As a pure guess, perhaps the change in ink color created a problem, perhaps the two inks were not compatible.

If we accept the above, we can surmise that the first Green Stone 2 Printing Stone was in good order with all four positions No. 10 normal, and it was used for the majority of the Green stamps printed. A second Green Stone 2 Printing Stone was laid down and had many problems, with at least two misplaced transfers (positions No. 1 and 3 substituted for two different positions of No. 10) and perhaps also the position 2 substitution for the Blue printing. After this, two different perfect Stone 2 Printing Stones were laid down and used for Blue printings. Accepting this scenario, it still seems strange that the defective No. 10 positions are no longer defective for the more common 5¢ Blues from Stone 2!

The original discovery of a second printing stone for Transfer Stone 2, Blue, was reported in the *Confederate Philatelist*, Vol. 9, No. 4 (Whole No. 91), April-May 1964 and Vol 10, No. 7 (Whole No. 103), August-September 1965. Enough gutter blocks from these two printing stones exist to suggest that the positions No. 10 are all normal.

This work was originally based on small blocks of Stone 2 that straddled the horizontal and vertical Transfer Stone units and their relative alignments. These alignments are still the only way for the basic identification of these printing stones to be made. However, once the basic identification is made, then sub-varieties on the printing stones can be used to identified specific single positions on the printing stone locations. The specific Transfer Stone straddle positions do have unique characteristics as they were pasted up by hand.

In the past it has been emphatic that the Stone 2 stamps in green were not printed from the same printing stones as the Stone 2 stamps in blue. Characteristics that would only appear in one transfer unit, say the upper left, on a Green printing were not present on a Blue printing from either printing stone for this same unit. The upper and lower transfer unit orientation at the joint did not agree. However it is now evident that more printing stones were used than previously thought. For one printing stone to have been used for both colors is both logical and quite possible.

With a perfect random distribution, if you cut up 50 subjects and select one the probability will be 1 in 50 of selecting a specific subject. If you have a random distribution with 100 stamps, you should have essentially 2 copies of each position, and everything to date indicates this is the case though there has been no formal statistical analysis. If you change one position on the printing plate the day it is made, the ratio is now 1 to 200. If



Figure 2. 5¢ Green Hoyer & Ludwig, Stone A or B used from Lynchburg, Virginia, November 8, 1861; the stamp to the right is extremely close and suggests a misplaced transfer

you have two printing plates and they are used to print the same number of stamps, the ratio is 1 to 400, and so on. All of this is based on the change being made when the plate is new; if the change is made after the plate was in service for quite some time, the probability could be extremely low.

Overall, position No. 10 does not appear to be scarcer than the normal 1 in 50 ratio created by the basic nature of the Transfer Stone. We now know that Position No. 10 has been replaced at least three times by other positions and as such did not print when the plate was printed, thus this plate must have had a short life. The mystery Plate X is excluded from this considerations. A formal statistical analysis is needed.

The question remains, why was a printing stone or stones made up with at least three defective positions No. 10 (four if you also accept the 1925 Knapp photograph, which is most unlikely because of the impossible vertical positions)?

There were at least two different printing stones made from Transfer Stone 2 for the 5¢ Blue printings. I also stated the Blue Stone 2 stamps were not printed from the same printing stone as the Green Stone 2 stamps. This was established by the relative positions of the four Transfer Stone impressions, which were different. This is most likely still true, but in light of the current mysteries I must now add that it is possible that one of the green printing stones may have been used for a blue printing. To date I have not seen a stamp that would verify this possibility.

To clarify the above, the relative positions from the mystery Knapp photograph, Plate X (with position No. 40 over No. 10 and the impossible vertical pairs) are given below.

	2	3	4	5			
	42	43	44	45			
			and				
3	4	5	6	7	8	9	40
			46	47	48	49	50

These two blocks are described and illustrated in *Chronicle* 185. Their present location is not known; as the condition is poor, they may have been broken up to satisfy the demands of today's market.

The above No. 40 over No. 10 is consistent with the other misplaced transfers. Position No. 10 seems to have been a favorite recipient for a new entry. There are too many possibilities to speculate on the other relative positions of Plate X.

Perhaps Something Special!

We have at hand another interesting plate position that may or may not be a misplaced transfer (Figure 2). The stamp is a 5¢ Green Lithograph used on a folded letter dated November 6, 1861 and postmarked Lynchburg, Virginia, November 8, 1861. The stamp is printed in a dull olive green and from the date of use it must be Stone A or B or Stone 1. From plating it is definitely not Stone 2, and the date of use makes this quite unlikely. I can not plate it as Stone 1, however many Stone 1 impressions show quite minor plating marks and thus we can not rule this out, though I think it unlikely. This would leave our unplated stamp coming from Stone A or B.

The special interest in this stamp is based on the stamp to the right being extremely close; it is unlike anything else that I have seen that is this early, *i.e.*, before Stone 2. This out of position spacing is a general characteristic of the misplaced transfers but it could also be a narrow vertical gutter or simply a poor position placement on an unplated Transfer Stone. Hopefully some one will report another example, preferably a multiple or the same edge from the other side.

Please help, plating of Stone Y is progressing but I need the loan of multiples, especially the used block of 6 or 7, quality scan or photographs preferred. My address: Leonard H. Hartmann, PO Box 36006, Louisville, Ky 40233; e-mail at Leonard@pb-books.net □

A 10¢ 1869 COVER FROM CURACAO, NETHERLANDS ANTILLES TO NEW YORK

JEFFREY M. FORSTER

It has been almost twenty years since Michael Laurence launched a three part article on the 10¢ 1869 covers used in the Pan-American mails.¹ This article is intended to give current readers a short summary of the 10¢ rate from the Caribbean to the United States as demonstrated by a cover from the Netherlands Antilles.

Covers and letters with 1869 stamps paying the rate to the United States **from** exotic overseas origins such as Hawaii, China, Japan, Puerto Rico, Haiti, the Danish West Indies or other Caribbean island states are quite rare.

Little has been written in these pages about letters or covers to or from the Netherlands Antilles, a small island country comprised of a group of islands located to the north of Venezuela in the Caribbean, almost 500 miles south of the Dominican Republic. Curacao is the main island in the Netherlands Antilles chain, with capital city of Willemstad (see map in Figure 1).

As Laurence points out in the first section of his article on the 10¢ 1869 covers used in the Pan-American mails, the rate to or from the Caribbean was 10¢. This rate was established by Congress in 1864 and prevailed in both directions to or from the Caribbean.³ Most of the mail commenced the journey on one ship or another and boarded those ships which had contracts to carry mail with the United States in St. Thomas. Many merchants and commercial businesses in the Caribbean had stocks of 10¢ stamps which they used for purposes of sending correspondence to the United States. In addition, 10¢ stamps could be purchased from the DWI post office in St. Thomas, which stocked them to meet the requirement of the 10¢ rate from the Caribbean to the United States. As Laurence notes, in reference to Robert G. Stone's *Danish West Indies Mails, 1754-1917*, Vol. 1,⁴ it is well documented that the St. Thomas Post Office stocked U.S. stamps.

In Table C of his article,⁵ Laurence lists the inbound 10¢ 1869 covers sent via the Brazil line. In that listing, two covers are noted from Curacao to New York City. The first is a cover with a single 10¢ stamp (Scott No. 116) which has a CDS from St. Thomas dated April 14, 1870. The second cover from Curacao (shown in Figure 2) is in the author's collection, franked with a pair of 10¢ stamps (Scott No. 116), and bearing a New York STEAMSHIP marking of May 21 (there are no year date markings).

These two are the only known covers with 10¢ 1869 stamps used from Curacao inbound to the United States. I know of no covers with 1869 stamps which originated in the United States and traveled to the Netherlands Antilles in the mails and via the Brazil line.

¹Michael Laurence, "10c 1869 Covers in the Pan-American Mails," *Chronicle* 116-118 (November 1982-May 1983), pp. 266-72, 52-55, 120-23.

²Laurence, *Chronicle* 116, p. 266.

³The 10¢ blanket or STEAMSHIP rate per ½ ounce was established on July 1, 1864, and applied to all letters that entered the United States on steamers that were contracted to carry mail. The rate was in effect until July 1, 1875. Laurence, *Chronicle* 116, p. 267; 13 U.S. Statutes 93.

⁴Robert G. Stone, *Danish West Indies Mails, 1754-1917*: Vol. 1: Postal History (Washington, D.C.: Scandinavian Printing and Publishing Company, 1979), Chapter 2, pp. 6-18.

⁵Laurence, *Chronicle* 118, p. 121.

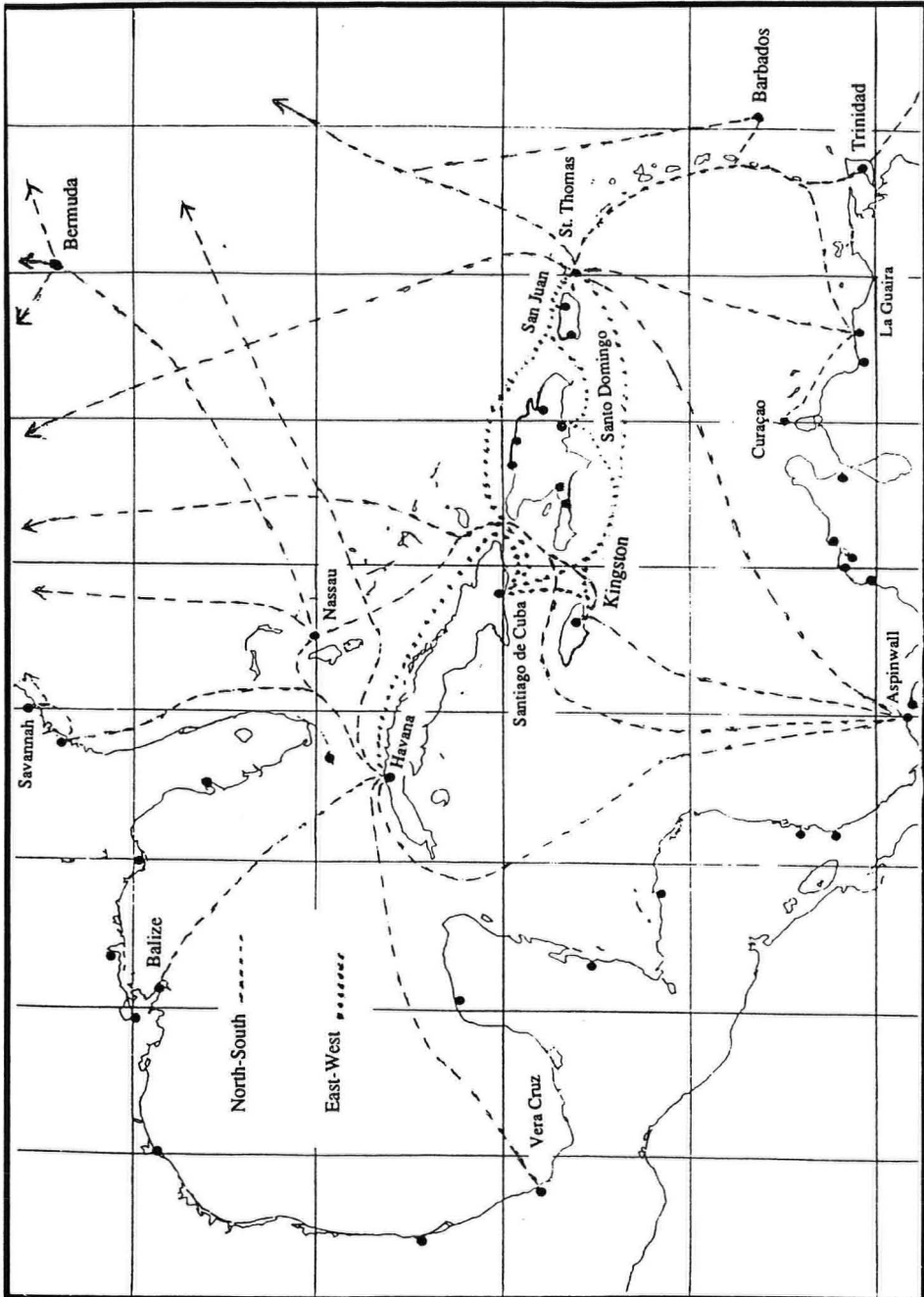


Figure 1. A generalized scheme of major north-south and east-west shipping lines affecting the Caribbean during the 1840-1890 period (from Robert F. Stone, *A Caribbean Neptune: The Maritime Postal Communications of the Greater and Lesser Antilles in the 19th Century* (New York: The Philatelic Foundation, 1993), p. 5, reproduced courtesy of the Philatelic Foundation).

I acquired the cover in Figure 2 some years ago, though I was not sure of its point of origin when I purchased it. At that time, I had determined that pairs of 10¢ stamps with the U.S. STEAMSHIP marking on them (which was applied when ships arrived in New York) were quite rare. In fact, in Table C, Laurence only shows three covers with multiple frankings of 10¢ stamps on them paying the inbound 10¢ rate per ½ ounce to the United States. (Since then, I have found a fourth cover from Rio de Janeiro, Brazil, with a pair of 10¢ stamps sent July 12, 1870 from Brazil to Pottsville, Pennsylvania, and a fifth cover with two single 10¢ stamps which originated in Cuba in 1870 and was sent to Halifax, Nova Scotia, with a New York STEAMSHIP marking.)



Figure 2. Pair of 10¢ 1869 stamps on cover from Curacao to New York City; the New York STEAMSHIP marking reads May 21.

I should note that according to Laurence and Robert G. Stone, whose seminal work on the Danish West Indies mails was used in researching this article, a local postage fee had to be paid to the local post offices when the letter originated in the Danish West Indies. That 3¢ payment was usually paid in cash. Pre-payment of the 10¢ rate was compulsory, according to Stone.⁶

Using the sailing data found in Table B in Laurence's article, it appears that the cover in Figure 2 originated from Curacao and went via the ship *North America*, which departed St. Thomas on May 14th, 1870, and arrived in New York City on May 20th.⁷ As mentioned above, it was in New York that the STEAMSHIP marking was applied, in this instance with a May 21 date.⁸

In the upper left hand corner of the cover is written in pen "via St. Thomas." However, more important is the black forwarder marking located in the bottom left hand corner, from a company whose last name was Jusgrun and (as shows in the lower portion of the marking) with origin of Curacao. No year dates appear on the front or reverse of the cover, and since the 10¢ 1869 stamps had just been issued in early April 1869, it seems un-

⁶Stone, *Danish West Indies Mails*, Chapter 3, p. 22; Chapter 4, p. 23.

⁷Laurence, *Chronicle* 116, p. 272.

⁸Given the mail and shipping routes found on the map in Figure 1, it appears that the letter went from Curacao to La Guaira, Venezuela, and on to St. Thomas.

likely that this cover traveled from the Caribbean and up to New York in 1869. Laurence's earliest known usage from the Caribbean, found in Table C, is July 14, 1869.⁹ Given this information, and a lack of covers with 10¢ stamps used from the Caribbean in the Spring of 1869, it appears more likely that this cover was mailed in May 1870.

The cover shows a double rate usage with a pair of 10¢ stamps paying the rate from 1/2 ounce to one ounce. Although purchased for the multiple franking, a close look and examination of the cover led me to discover that its origin was in fact Curacao. One of the lessons to be learned when examining any new purchase, even if it is not documented in the auction catalog description or readily seen from a photograph, is to look at any cover carefully, especially at any forwarder markings, or markings from what may be the place of origin, which indicate where and when the cover actually originated.

To add even more to this short story, the cover shown in Figure 2 is pictured in Volume 2 of Lester Brookman's seminal work, *United States Postage Stamps of the 19th Century*.¹⁰ Brookman uses the cover merely to demonstrate a usage of the 10¢ stamp which was tied by the New York STEAMSHIP marking dated May 21.

I should add that the other cover which originated from Curacao was lot 360 in Sale No. 399 from Robert A. Siegel Auction Galleries, which was held on August 28, 1971. I have only a poor partial photograph of the cover, which has a single 10¢ stamp (Scott No. 116) with a New York STEAMSHIP marking whose date cannot be determined. It is on an incoming folded letter, docketed Curacao, dated April 14, 1870, with part of a "St. Thomas" transit marking on the reverse (from the auction description). It is also listed in Table C of Laurence's article.¹¹ According to my records, this cover has not resurfaced since that auction almost thirty years ago.

In conclusion, I hope that this brief article will suggest to readers that they carefully examine covers emanating from the Caribbean area with New York STEAMSHIP markings, which may assist the reader in determining the place of origin. It is often a docketing mark, a forwarder's marking or some other notation on the reverse of a cover, or perhaps the date of the letter itself, which can provide more information on where these 10¢ stamps were available during a specific time period in the Caribbean and South America and which would allow us to add to the listing of inbound covers demonstrating the 10¢ rate in effect at this time. □

⁹Laurence, *Chronicle* 118, p. 121.

¹⁰Lester G. Brookman, *The United States Postage Stamps of the 19th Century* (New York: H.L. Lindquist Publications, Inc., 1966-1967), Vol. 2, p. 167, Fig. 214.

¹¹Laurence, *Chronicle* 118, p. 121.

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BANK NOTE TERRITORIAL GEMS: FIRST OF A SERIES

Editor's Note: With this issue we begin a series on Territorial Gems of the Bank Note Period, featuring interesting covers with Bank Note Issues from each of the 15 Territories in the western part of the United States during the relevant period. Arizona became a territory on February 24, 1863 when it was cut from what was then New Mexico Territory. Arizona did not become a state until February 14, 1912, so its existence as a territory spanned the entire Bank Note Period.

Jewell L. Meyer has been collecting for 50 years, specializing in 19th Century U.S. stamps and Arizona Territorial covers for over 25 years. He grew up in southern Arizona, but graduated from the University of California, resided there most of his adult life, and recently retired from the University as an Irrigation Engineer. He is a member of the Arizona-New Mexico Postal History Society which publishes a quarterly journal, *The Roadrunner*. Mr. Meyer serves as contact person for the Society at 20112 Westpoint Dr., Riverside, CA. 92507; e-mail: jlmeyer 2000@yahoo.com.

BANK NOTE TERRITORIAL GEMS: TOMBSTONE, ARIZONA TERRITORY **JEWELL L. MEYER**

Tombstone, A.T. was founded by Ed Schieffelin in January 1878, while prospecting in Southern Arizona for gold and silver. He found at the base of the Mule Mountains one of the richest silver veins in the west. A town soon formed, and was named at a town meeting in May 1879. The following were the suggestions for a town name: "Epitaph," "Graveyard" and "Tombstone." "Tombstone" stuck for the town, and the local newspaper became the *Epitaph*. The post office was established on Dec. 2, 1878. In 1878, this was a very lawless and rugged area.

I have many favorite Arizona covers that have interesting and strange stories to tell. My parents were married in Tombstone, the Cochise County seat, and I grew up in the Southern Arizona area. Therefore, these two covers with Bank Note stamps are "gems" in my view.

The cover at Figure 1 was likely written by an itinerant miner to his intended, Frä. ["Fräulein" = Miss] Elisabet Speir, 10 Porticusstrasse, Dresden [Germany]. Two common Bank Notes make up the 5¢ foreign rate. The stamps on the cover are on the bottom left, a fairly common practice in Europe, so the postmaster just turned the cover around and canceled it upside down. The postmaster at the time was John Clum, known as a real character.

Figure 2 is a most interesting study of U.S. Army protocol. It was, as noted on the cover, a "proposal [to purchase] hay at Fort Huachuca." At the time, the so-called "Buffalo Soldiers" of the 10th Cavalry were stationed nearby at Fort Huachuca where they were busy attempting to suppress the Apaches, particularly Geronimo's band. Between the Apaches and the "cowboys," or outlaws, it was a time of turmoil. So, mail was often sent from Tombstone, which had a spur line to Fairbanks, and then by the Arizona & New Mexico line to Deming, N.M., on to Albuquerque, N.M., and then west via the Atchison, Topeka & Santa Fe to Prescott, A.T. (Whipple Barracks), to the headquarters of the U.S. Army Quartermaster Corps for the Department of Arizona. By rail this only took six days, but to purchase hay it was transited to San Francisco, California, in twelve days, to C.Q.M.O., DIV, PAC, then another three days internally to QR, MR.G. where it was received on August 20, 1885. I surely hope the horses had enough to eat in the meantime, and presumably they did, for history shows that General Crook was finally able to capture Geronimo for the second time. □

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Figure 1. Tombstone, Ariz. [Territory] to Germany, 1882, with 2¢ vermilion issue of 1879 and 3¢ green re-engraved issue of 1881.



Figure 2. Tombstone to Whipple Barracks, Prescott, A.T., July-August 1888, with 2¢ issue of 1888, 5¢ brown Garfield of 1882 and 1¢ re-engraved issue of 1881.

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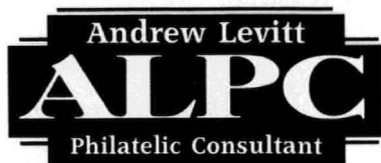
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PLATE AND DIE FLAWS OF THE 1¢ CLARET LARGE NUMERAL POSTAGE DUE

JOHN D. IRWIN, JR.

Introduction

One of the most satisfying aspects of philately, particularly among the classic issues, is the search for plate or die varieties that might fill in some blanks concerning the dating of the stamps. The Large Numeral Postage Due, an issue which was produced from 1879 through the mid 1890s, is a series that still has some of those blanks to fill, and has not received the same attention as its more studied contemporaries. A classic volume was written about this issue, *Postage Due*, by George Arfken, that provides a wealth of information, particularly on proofs, essays, plate scratches and all possible varieties of usage. Perhaps it is because of the monotonous design of the issue, the scarcity of plate position pieces, or the assumption that all is already known about the design, that has precluded an in-depth study of the stamp itself.

The *Scott Specialized Catalogue of United States Stamps* lists the large numeral dues in three categories: the browns, issued in 1879; the red browns, issued in 1884; and the clarets, issued in 1891. These are further divided into sub-categories of shades, such as bright claret, light claret, etc. Luff gives us plate numbers for the issue, such as 313 and 314 for the clarets. The problem is, he doesn't tell us what plate made what color stamp. Nor does the Scott catalogue give us a category for the important fluorescent claret. For those collectors who might not be familiar with the "fluorescent" claret, it is a shade that glows an orange color under ultra violet light. Mr. Arfken goes into detail about this color in his book, and explains how the glow is caused by the new aniline dye used in the claret ink. He states that the test for a J22 through J28 is that it must fluoresce. Despite this revelation, many collectors may still have non-fluorescent shades certified as "clarets" in their collections.

I've found a flaw on the 1¢ fluorescent claret issue that might fill one of those "blanks" I spoke about, and give the fluorescent shade the just category it deserves in Scott's. Its recognition will, in the least, bring attention to a stamp which may or may not exist, a fluorescent 1¢ from plate #313.

Flaw A

The 1¢ claret postage due, Scott J22, exhibits a plate flaw that seems to have gone unrecognized and is distinct to this variety. This flaw, which I will call Flaw "A," is a speck in the lathe work above the "1." It is well illustrated in *Postage Due*, by George Arfken, on an example of the black proof J1TCP4.¹ This proof is believed to have been produced to examine one of the plates of the 1¢ issue. Mr. Arfken and chapter co-author Lewis Kaufman state,

This black speck was not present on any 1¢ die proof or any other 1¢ plate proof [of the postage due stamps]. Nor was the flaw present in the essay die proofs . . . It entered as a flaw on the transfer roll and was transferred to the plate. The plate was corrected and the speck removed from each position. Perhaps a new plate was laid down? The speck does not appear on the actual 1¢ stamps.²

¹George B. Arfken, *Postage Due: The United States Large Numeral Postage Due Stamps 1879-1894* (Chicago: Collectors Club of Chicago, 1991), p. 16.

²George B. Arfken and Lewis Kaufman, Chapter 2, "Essays and Proofs," in Arfken's *Postage Due*, p. 15.

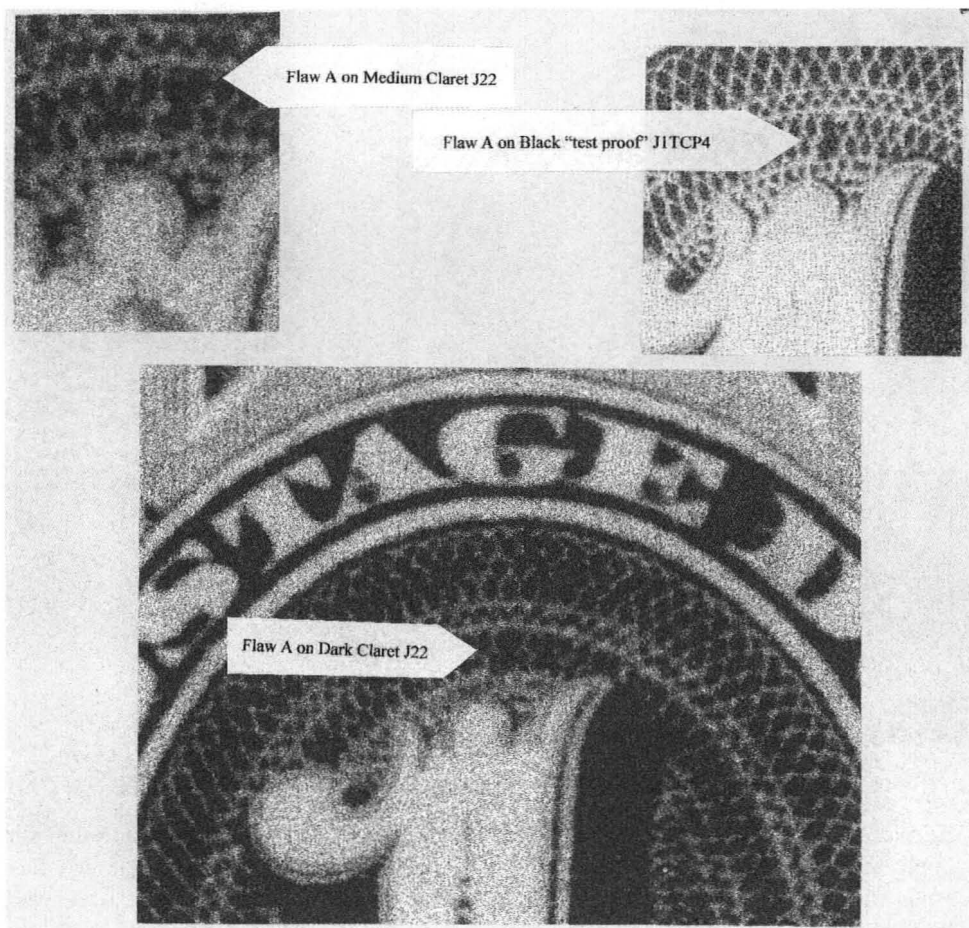


Figure 1. Examples of Flaw A: visible only on fluorescent claret 1¢ dues

Messrs. Arfken and Kaufman are correct that the flaw does not exist on the die proofs, the plate proofs of the brown, card proofs of the brown or red brown, or the stamps of the brown and red-brown shades, nor does it exist on any Roosevelt or Atlanta trial color examples of the 1¢. It does, however, exist on the fluorescent claret J22 stamp, plate proof and card proof. It does not exist on the claret non-fluorescent shades of 1890. Flaw A is present on all 1¢ stamps from plate # 314, a plate that was ordered, along with plate #313 (1¢), in 1879.³

In examining the J22 1¢ postage due stamp with the naked eye, one will see what appears to be a small white area just to the left of a small void above the "1." Putting a claret 1¢ alongside a brown or red-brown makes this flaw quite obvious. In examining this void under high magnification one will see slightly different fine lines depending on the quality of the inking. J1TCP4 does not show these fine lines.

Flaw A exists above the first curved line above the "1" and extends to the next highest curved line. Starting at the bottom, this area in the design of the stamp is composed of a row of small diamonds interlocking a row of large diamonds. Interlocked above these, and extending to the top line, is another row of large diamonds and a top row of small diamonds. The flaw exhibits damage to the borders of these four large diamonds. When examining blocks of the J22, one can see very slight variations in the bottom left line of the

³John Luff, *Postage Stamps of the United States* (New York: Scott Stamp & Coin Co., Ltd., 1902).

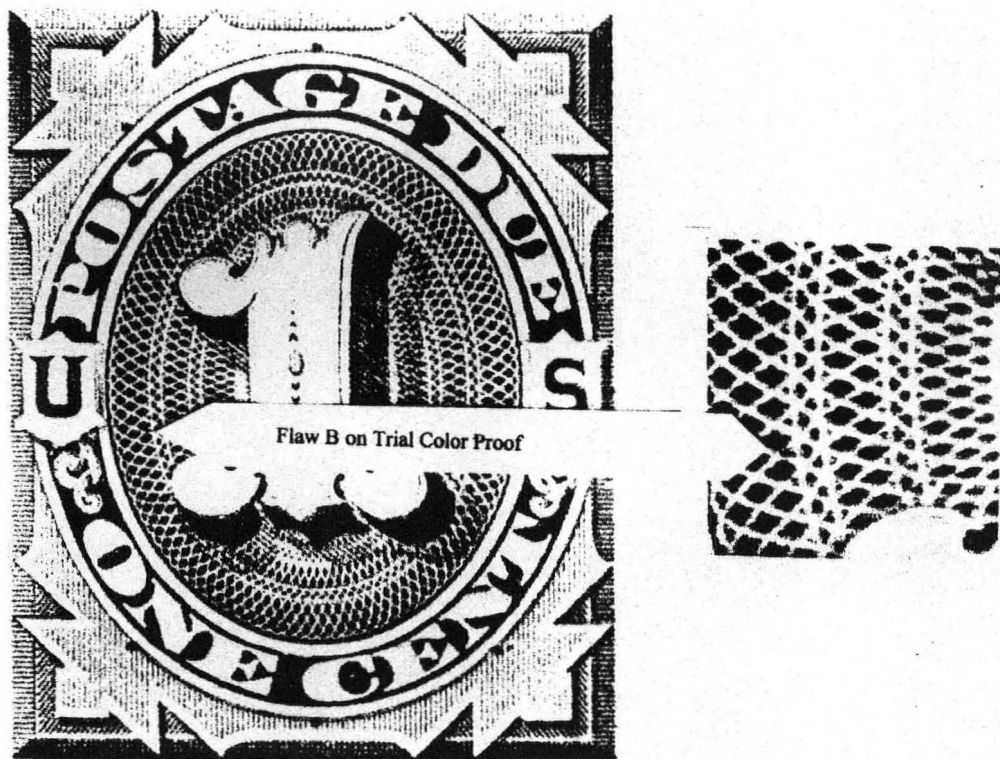


Figure 2. Example of Flaw B: visible on all 1¢ large numeral dues

top right diamond where it joins the top right line of the same diamond. I found this variation apparent when examining a block of 18 of the stamp, a plate #314 strip of five, a cover from Chile bearing 18 J22s, and numerous single stamps on and off cover. A very early shade of brilliant dark claret almost completely obscures the nature of these lines.

To understand what might have caused the flaw, one must first understand the process used to make the dies and transfers for the stamp. There was an extra step in making the dies for the large numeral issue. James Baxter, in *Printing Postage Stamps by Line Engraving*, explains the process involved in making the dies and transfer rolls.⁴ First, the lathe work was inscribed by a machine on a flat preliminary die, which was then hardened (Die A). A piece of three-inch soft steel was then fitted to a roll, and under great pressure was rolled back and forth, transferring the lathe work lines. This we'll call Die B. This was then straightened, engraved, and used the same way as the preliminary die, and transferred to the transfer roll, which was then hardened. The extra step was needed to reverse the lathe work lines on the final transfer roll.

With this in mind, one can imagine a few possibilities that could cause a flaw of this kind. The first is damage to Die B. If this die received a small ding it would be transferred to the transfer roll as a relief, which would then be transferred to the plate causing a void. We do not know any die impressions that show this flaw, or any evidence of a repair to a die. Another possibility is damage to the transfer roll itself. It must be remembered that damage such as a ding to the transfer roll would show itself in relief on the plate as a light area, not the dark void of the flaw. However, if the lathe work lines of the transfer roll acquired some fine particles in their recesses, those areas would be transferred to plate as depressions or voids. It seems that this is the most likely cause of the flaw. It also seems likely that the slight variations to the line mentioned above were the result of the debris par-

⁴James H. Baxter, *Printing Postage Stamps by Line Engraving* (Federalburg, Md.: American Philatelic Society, 1939).

tially working its way out during the transfer to the plate, or may just be the result of the inking and wiping process.

This brings us to the black card proof, J1TCP4. Messrs. Arfken and Kaufman speculate that this proof was used to examine the plate.⁵ Why do some of the fine lines seem to be visible on the claret issue, but not on the black proof?. To answer this we have to consider the nature of a flaw. A flaw is either a high spot or a low spot, and the best way to examine such a flaw would be with the most opaque medium available, black ink. The ink on J 1TCP4 was "hiding" the shallow lines, the same way they are hidden on the early dark claret shades. In fact Flaw A was probably never repaired at all. It is just more obvious in the black J1TCP4.

In studying stamps and multiples of plate #314, for variations in the plating, I found one other flaw that deserves some attention. There is a small flaw in the lathe work above the lower right ball of the base of the 1, and just to the left of the double lathe work oval. This flaw (Flaw B) completely breaks the second line above the 1, and partially breaks the intersecting line. Photo-reproduction does not clearly show this break, but a picture is attached to show the location. This flaw is present on the essay, trial color, large die, Roosevelt, Atlanta, plate and card proofs, and all the regular issue 1¢ stamps. It is similar to Flaw A, as it breaks the line of the lathe work and leaves a small void. It demonstrates how both die and plate flaws can produce the same result. The flaw is also boldly apparent on J1TCP4, confirming the very opaque nature of the ink.

It is evident that several types of ink were tried during the transitional period of the red brown to claret shade in 1890 to 1891, with poor results. The dark claret, which shows through existing covers⁶ to have been used in early 1891, gives poor detail on the new plate #314, and certainly must have given no detail at all plate #313. Plate #313 had by this time in 1891 made over 260,000 impressions,⁷ and had been subjected to hard use by the brown and red brown inks containing the abrasive gilsonite, an additive to the brown ink of this era.⁸ Undoubtedly the new claret was tried on plate #313, perhaps just once, and plate #313 was discarded for plate #314.

As plate #314 can now be accurately identified by Flaw A, and plate #313 identified by the absence of this flaw, without the need of plate position pieces, it should not be difficult, by using a UV light, to identify the presently unknown fluorescent 1¢ claret from plate #313 if it exists.

Editorial Postscript: Ralph Ebner of Germany has discovered that plates #140 and #141 of the 3¢ Post Office official stamp were reentered at all positions, using a different transfer relief from the original die. Since we now have confirmation that it was technically possible to renew a worn plate in this way, one would think that in the interest of economy such a method would often have been used before going to the expense of preparing a new plate from scratch. The specialized catalogue has long listed a worn plate variety of the 6¢ Treasury stamp, which many of us regarded instead as printings from a plate occluded by dried ink residue, subsequently cleaned to yield sharp impressions for the card proof presentation sets. Perhaps, though, this plate was reentered too. We tend to assume, after seeing a few bad toupees, that all hairpieces are phony-looking, failing to take into account that the good ones are undetectable. Perhaps any number of the well-used Bank Note plates were reentered so expertly that collectors have yet to discover them. Of course, the ultimate proof that a plate has been reentered requires comparing before-and-after pieces. Sadly, to satisfy the insatiable demand for never-hinged singles, plate blocks and imprint strips are being torn apart so voraciously now that this avenue of research may soon be closed off to us. □

⁵Arfken and Kaufman, p. 15.

⁶Covers from the author's collection bearing J22s, dated June 2nd and June 30th, 1891.

⁷Tabulation made from table (derived from Luff) on page 47 of Arfken, *Postage Due*.

⁸Calvet Hahn, "Garfield," work in progress.

**UNITED STATES – SWEDEN: LETTER MAIL
PRIOR TO THE BILATERAL POSTAL CONVENTION OF 1873**
RICHARD F. WINTER

(Continued from *Chronicle* 189, p. 65)

A double rate letter from the United States to Sweden, with the 33¢ Hamburg convention rate prepaid in adhesives, is shown in Figure 22. This cover originated in Rochester, New York on 30 March 1863, and was addressed to Stockholm. The 2x33¢ rate was prepaid with two 30¢ and two 3¢ adhesives of the 1861 issue. The letter was sent to New York where the exchange office credited Hamburg 2x28¢ = 56¢ for the two rates. This was shown by a magenta “56/2” marking in pen at the lower right. The letter was placed in the mails carried from New York on 5 April 1863 by the HAPAG steamer *Saxonia*. The New York exchange office datestamp showed a 4 April date because the steamship was scheduled to depart on Saturday, 4 April 1863, but it actually left one day later. The steamer arrived at Hamburg on 20 April 1863, confirmed by a Hamburg stadtpost oval datestamp on the reverse. A second backstamp shows the letter was turned over to the Danish post office in Hamburg the same day. The last backstamp shows arrival at Stockholm on 24 April 1863. Since all transit fees had been prepaid, Hamburg marked only the *Franco* handstamp. Hamburg also showed the prepaid transit fees beyond Hamburg with the red crayon “9” for 9 sgr. (2x2 sgr. transit fee to Denmark, and 2x2½ sgr. transit to Sweden). Had the Hamburg office turned the letter over to the Royal Swedish post office in Hamburg, the transit fee to Sweden would have been 2x5 sgr. or 10 sgr.



Figure 22. 30 March 1863, Rochester, NY to Stockholm, prepaid double 33¢ rate with 1861 issue adhesives. New York credited 56¢ to Hamburg for two rates. Hamburg restated prepaid transit fee to Sweden of 9 sgr. in red crayon.

Figure 23 is the more correctly-rated letter referred to in the discussion of Figure 17. This letter originated in Cardenas, Cuba on 18 June 1864 and was addressed to Hernösand, Sweden. It was sent via Havana and New York. It is not possible to say which steamship brought the letter into New York from Havana since New York did not mark the arrival date. From examining the steamship arrivals in the *New York Times*, I believe the steamship was the Spofford & Tileston mail steamship *Eagle*, which departed Havana on 2 July and arrived in New York on 6 July 1864. Unfortunately, the mails just missed the North German Lloyd steamship departing that day for Bremerhaven and had to wait a week for the next steamship to Germany, one of the HAPAG line to Hamburg. Again the New York exchange office debited the Germans 8¢ for this letter. A backstamp, **NEW-YORK/A^M PK^T**, shows the New York departure date of 9 July 1864, the date the HAPAG steamer *Bavaria*, under contract to carry American mails, left New York for Hamburg.

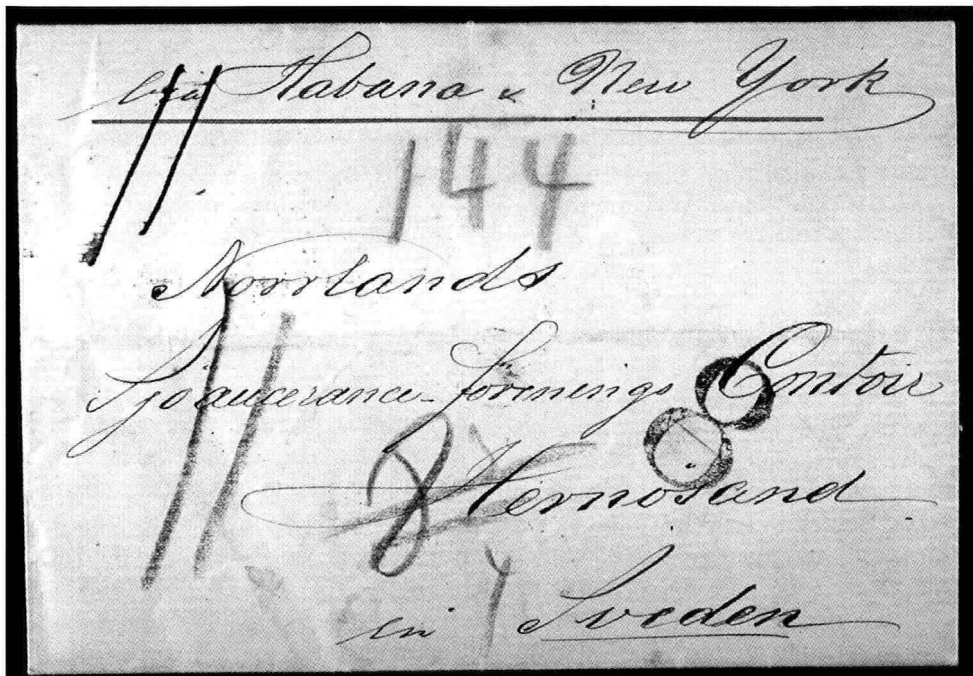


Figure 23. 18 June 1864, Cardenas, Cuba to Hernösand, Sweden, sent unpaid via New York, where 8¢ debit to Hamburg marked. Hamburg debited Sweden 11 sgr. in blue crayon (equivalent to 99 öre) correctly reflecting all unpaid transit fees from Cuba. To this was added 45 öre transit fee from Germany to Sweden. Postage due marked in red crayon, 144 öre.

Bavaria arrived at Hamburg on 25 July 1864. At this time both the Bremen and Hamburg conventions were listed under one heading in the United States rate tables since the rates were identical. As a result, the markings on this letter are the same as if they had been conveyed on a steamer carrying Bremen mails. This letter was at first marked for an $8\frac{3}{4}$ sgr. debit to Sweden as a normal letter from New York would have been marked. When it was realized the letter was from Cuba, the blue crayon " $8\frac{3}{4}$ " was crossed through and the letter marked for a 11 sgr. debit to Sweden. Here the 20¢-transit fee from Cuba to Bremen via New York was calculated $4 \times 2\frac{1}{4} = 9$ sgr. plus 2 sgr. for internal German transit. The letter was turned over to the Royal Swedish post office in Hamburg on 26 July 1864 and received the boxed **HAMBURG./K.S.P.A.(D)/** datestamp on the reverse. In Sweden on 27 July the letter was marked on the reverse with a datestamp of the southern trunk railway. The postage due on this letter was marked in red on the front, 144 öre. This consisted of 99 öre to Prussia and 45 öre transit fee from Hamburg.

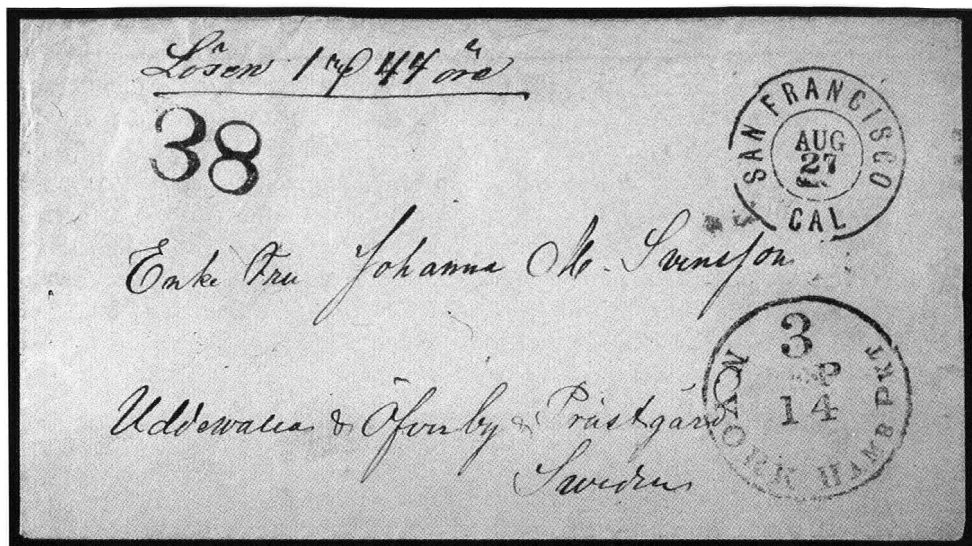


Figure 24. 27 August 1867, San Francisco to Uddevalla, Sweden, marked for 38¢ Prussian mail rate, but sent unpaid in Hamburg mail. New York debited Hamburg 3¢. Postage due marked in Sweden was 144 öre, an incorrect rate for this letter, the correct rate of which was 95 öre.

The last cover to be illustrated for Hamburg service, Figure 24, is a little puzzling. This letter originated in San Francisco on 27 August 1867 as an unpaid letter to Uddevalla, Sweden. The letter was intended to be sent overseas from New York in the Prussian closed mails because San Francisco marked a black **38**, which represented 38¢, the unpaid letter rate by the Prussian mails. However, since the letter had no routing instructions written on it, the New York exchange office was under no obligation to send it by that route. Instead, New York elected to send the letter in the Hamburg mails, perhaps because this was the next steamship to depart from New York and it was not necessary to delay the letter further. The New York exchange office datestamp, **3/date/N.YORK H^{AMB} P^{KT}**, shows selection of this service and a debit to Hamburg of 3¢, which was the United States portion of the international fee in 1867. The letter was placed in the mails that departed New York on 14 September on the HAPAG steamer *Allemannia* and arrived at Hamburg on 27 September 1867. A Hamburg stadtpost circular datestamp on the reverse confirms this arrival date. The only other backstamp is a Malmö circular datestamp of 29 September 1867. In the upper left corner the letter was marked “Lösen 1R44 öre” for postage due of 144 öre, a curious postage due which does not correspond to the Swedish rate tables for an unpaid letter by any route and must have been written in error. The correct rate for an unpaid letter by Hamburg mail was 95 öre. In spite of the wrong postage due it is a handsome and scarce piece, worth showing.

United States–Prussian Mail Agreements

As I stated earlier, a significant portion of the covers that I examined to and from Sweden traveled across the Atlantic in the Prussian closed mails. When the United States–Prussia postal convention went into effect on 16 October 1852, a new mail route became available that took advantage of the frequent steamship sailings between the United States and the United Kingdom.²⁴ This postal convention allowed closed mails to pass through the United Kingdom and Belgium before arrival in Prussia. The Prussian exchange office

²⁴The United States–Prussian postal convention, signed at Washington on 17 July and at Berlin on 26 August 1852, U.S. 16 *Statutes at Large*, pp. 963–67.

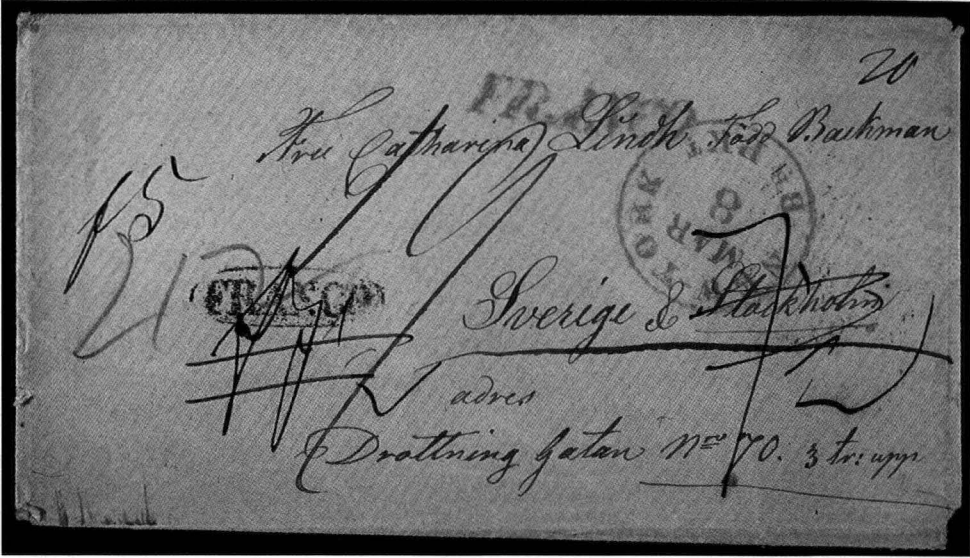


Figure 25. 8 March 1854, New York to Stockholm, prepaid in cash 42¢ rate by Prussian mail. New York credited 19¢ to Prussia, retaining 23¢. Aachen exchange office marked large red "FRANCO" and marked 5 sgr. transit fees paid to Sweden in blue pen.

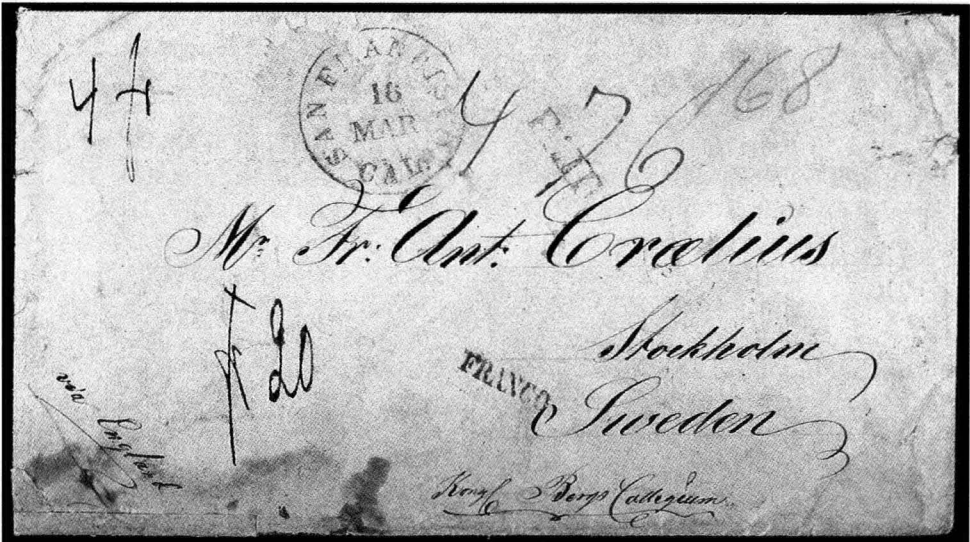


Figure 26. 16 March 1855, San Francisco to Stockholm, prepaid in cash \$1.68, quadruple 42¢ rate by Prussian mail. New York credited 76¢ to Prussia in magenta ink, 4x19¢. Prussia indicated 4x5=20 sgr. paid for transit beyond Prussia.

was called Aachen, the name of the Prussian city across the border from Belgium. The closed mail bags, however, actually were opened and the letters rated in the traveling post office on the railroad between Verviers, Belgium and Köln, Prussia. The postal rates by the Prussian closed mail route were higher than in the other transatlantic mail systems, but this mail route proved to be very popular because of its convenience. A steamship, which could carry Prussian closed mail bags, left the United States each week for Europe. Steamships on the direct routes to Germany, however, left much less often. Covers sent in the Prussian closed mail are easily identified by the presence of an Aachen marking somewhere on the cover. The basic rate in the United States to Sweden by the Prussian closed mail route was 42¢ per ½ oz., paid or unpaid, until May 1863 when the paid rate was reduced to 40¢ per ½ oz. From mid-1865, two additional rate reductions in the United States became effective reflecting the changing transit fees between Germany and Sweden. The Swedish rate by the Prussian closed mail route across the Atlantic was at first 54 sk.bco. or 162 öre by the new currency. From 1863, Swedish rates were different if paid or unpaid. In addition, a number of rate changes occurred from 1863 to the termination of the United States-Prussia postal convention in the end of December 1867. For a listing of the published rates by the Prussian convention refer to Table 1 at the end of this paper.

An 8 March 1854 letter is shown in Figure 25, an early letter from New York to Stockholm prepaid the 42¢ Prussian closed mail rate in cash. The prepayment was written in pencil on the left side of the cover. The New York exchange office marking, **NEW-YORK/date/B^R.P^{KT}**, shows the letter was carried from New York on a British contract mail steamship on 8 March. Actually, the Cunard steamer *Europa* departed one day later on 9 March, but the mails had been made up to show the scheduled Wednesday sailing date. The New York exchange office marked 19¢ credit to Prussia in magenta ink across the center of the cover. Under the convention the United States was allowed to retain 23¢ of the prepayment and, therefore, credited 19¢ to Prussia. *Europa* arrived at Liverpool on 21 March 1854. The closed mail bags were transported via London and Ostend, and later opened on the train by the Aachen office. A large red **FRANCO** marking was struck on the face of the cover by the Aachen office to show that the letter was prepaid. This office also marked an indistinct circular datestamp in red on the reverse to show when the mails were opened. Aachen marked transit fees beyond Prussia of 7½ sgr. had been paid. Later this was corrected to “f5” in blue pen marked above the pencil “42” to correctly show that the foreign postage of 5 sgr. had been paid. Backstamps show arrival of the letter at the Prussian post office in Hamburg on 23 March 1854 and transfer to the Hamburg stadtpost and the Royal Swedish post office the same day (**K.S.&N.P.A./date/*HAMBURG***). Sweden also marked an oval boxed **FRANCO** on the letter face.

Figure 26 illustrates a heavy letter from San Francisco on 16 March 1855 addressed to Stockholm. The letter weighed between 1-2 ounces and required four rates in the United States. It was prepaid 4x42¢=\$1.68, which San Francisco showed with a black **PAID** handstamp and the figure “168” in the upper right corner of the envelope. The Prussian postal convention followed the United Kingdom convention rate progression of one rate up to a half ounce, two rates to one ounce and two more rates for each additional ounce. In 1855, the regular route from San Francisco to New York was by steamship via the Isthmus of Panama. This letter was placed on board the Pacific Mail Steamship Company steamer *Sonora*, which departed San Francisco on 16 March and arrived at Panama on 29 March 1855. The mails were transported across the Isthmus and placed on the United States Mail Steamship Company steamer *Illinois*, which departed Aspinwall on 30 March and arrived at New York on 7 April 1855. New York marked “4 76” to show four rates were paid and the credit to Prussia of 4x19¢ = 76¢. Two days later on 9 April 1855, the letter left New York in the Prussian mails carried on board the New York & Havre Line steamer *Union*, arriving at Southampton on 25 April 1855. The Prussian mails were put off and traveled the usual route to London and through Belgium to the Aachen office. Here the letter was

marked in the upper left “4fr” to show four rates were required. To indicate that the “foreign” fees were paid, “fr 20” was written in the lower left corner, which was 4x5=20 sgr. Backstamps show departure from New York by American packet on 9 April (NEW.YORK/ date/A^MPACKET.), Aachen arrival on 27 April, Prussian post office in Hamburg arrival on 28 April, Hamburg stadtpost arrival the same day, and arrival at the Royal Swedish post office in Hamburg, also on the same day, 28 April 1855 (K.S.&N.P.A./date/*HAMBURG*). No additional Swedish postage was required since the letter was fully paid in San Francisco to its destination.

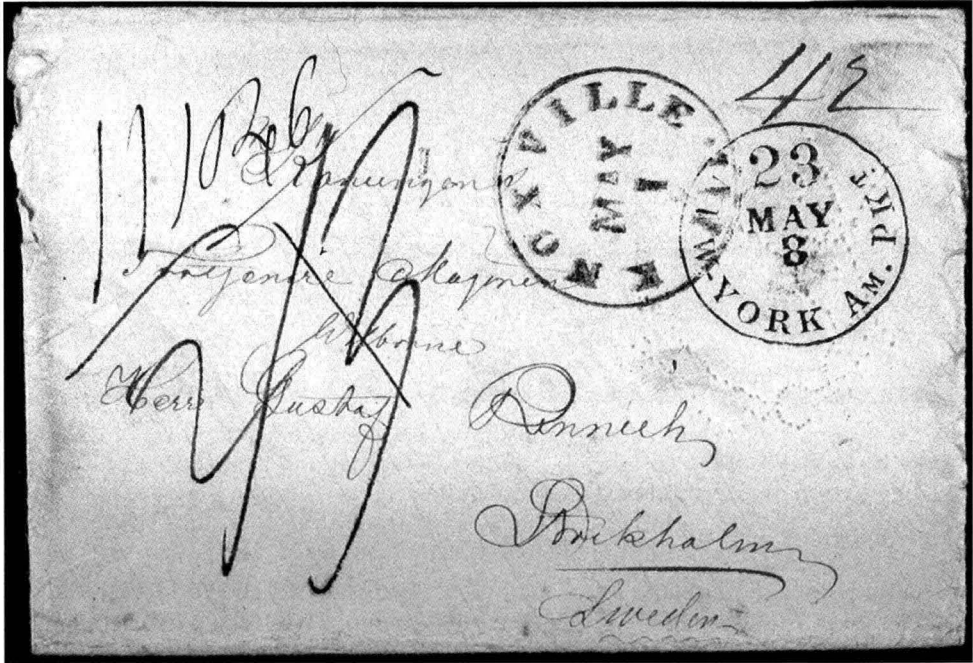


Figure 27. 1 May 1858, Knoxville, Tn. to Stockholm, sent unpaid at the 42¢ Prussian mail rate. New York debited Prussia 23¢ and Prussia debited Sweden 13 sgr., 11 sgr. international fee plus 2 sgr. German transit. This was equivalent to 39 sk.bco. to which was added 15 sk.bco. transit to Sweden for postage due of 54 sk.bco. or 1 Riksdaler 6 sk.bco.

A typical unpaid Prussian closed mail cover is shown in Figure 27. This letter was posted as an unpaid letter in Knoxville, Tennessee on 1 May 1858 and was addressed to Stockholm. Either the sender or the Knoxville post office wrote the unpaid letter rate of 42¢ in the upper right corner. Since no routing instructions were written on the letter face one might assume that this was done to show the desired routing of the letter as the 42¢ rate corresponded only to the Prussian mail route. The letter was sent to New York where it was included in the mails dispatched on the Inman Line steamship *Kangaroo*, departing New York on 8 May and arriving at Liverpool on 22 May 1858. This was a British steamship under contract with the United States to carry American mails. The New York exchange office debited Prussia 23¢ in the circular datestamp, 23/date/NEW-YORK A^MP^{KT}, which showed American packet service to the United Kingdom. Aachen marked a 13 sgr. debit to the Hamburg office in blue pen, which was later restated in the upper left corner in two parts, 11 sgr. “foreign” transit and 2 sgr. Prussian transit fees. This was equivalent to 39 sk.bco. To this amount was added the 15 sk.bco transit fee to Sweden. The total postage due was shown in the upper left, “1R6” or one Riksdaler 6 sk.bco.

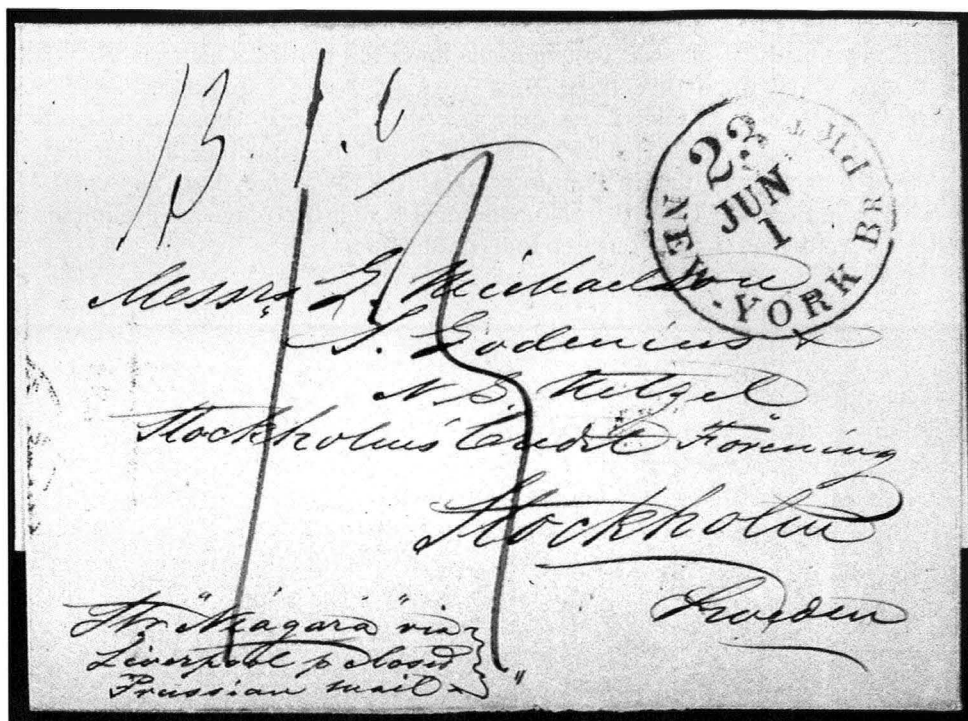


Figure 28. 1 June 1858, New York to Stockholm, another unpaid letter by Prussian mail, this time by British packet across the Atlantic. Debit marking same as Figure 27 with 1 Riksdaler 6 sk.bco. postage due marked in Sweden.

Another unpaid Prussian closed mail cover to Sweden is shown in Figure 28, this time illustrating British contract service across the Atlantic. This folded letter originated in New York on 1 June 1858, and was addressed to Stockholm. New York showed a 23¢ debit to Prussia with the circular datestamp, 23/date/NEW-YORK B^R P^{KT}, which also indicated the letter would be conveyed across the Atlantic on a British contract mail steamer. On 1 June 1858, New York made up the mails to be sent to Boston for the next day sailing of the Cunard steamship *Niagara*, which departed on 2 June and arrived at Liverpool on 13 June 1858. A red circular datestamp on the reverse shows the mails were opened at the Aachen office on 15 June 1858. A two day transit from Liverpool to Aachen was the normal time through London and Belgium to the Aachen office. Backstamps show arrival at the Hamburg stadtpost on 16 June 1858, arrival at the Royal Swedish post office in Hamburg the same day (K.S.P.A./ date/*HAMBURG*), and at the Danish post office in Hamburg also the same day (K.D.O.P.A./date/ HAMBURG). The Aachen office marked in very large numerals across the letter face the debit to Hamburg of 13 sgr. in blue ink, which was restated by the Royal Swedish post office in the upper left corner. This was equivalent to 39 sk.bco. To this was added the transit fee via Denmark of 15 sk.bco. The total postage due was written in small numerals at the top of the letter, "1.6" for 1 Riksdaler 6 sk.bco., the same rate as Figure 27.

An unpaid Prussian closed mail letter from Sweden to the United States is illustrated in Figure 29. This letter originated in Calmar on 4 June 1858 and was addressed to Austin, Texas with transit directions, "via Prussia & Ostende." It was a double rate letter, one weighing between 1/2-1 ounce. The black boxed handstamp, **Aus Schweden/per Stralsund**, shows the route from Sweden to Germany. On 7 June 1858, the letter was placed in the Prussian closed mails to the United States at the Aachen office. Aachen used

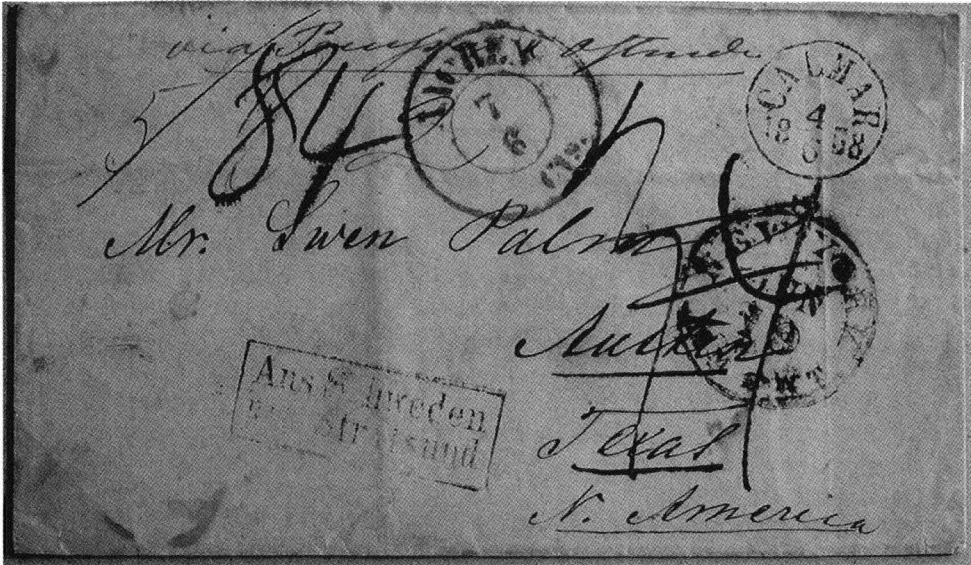


Figure 29. 4 June 1858, Calmar, Sweden to Austin, Tx., double rate letter sent unpaid by Prussian mails. Aachen exchange office debited U.S. 34¢ and New York marked 84¢ postage due. Boxed "Aus Schweden/per Stralsund" indicated transit route from Sweden to Prussia.

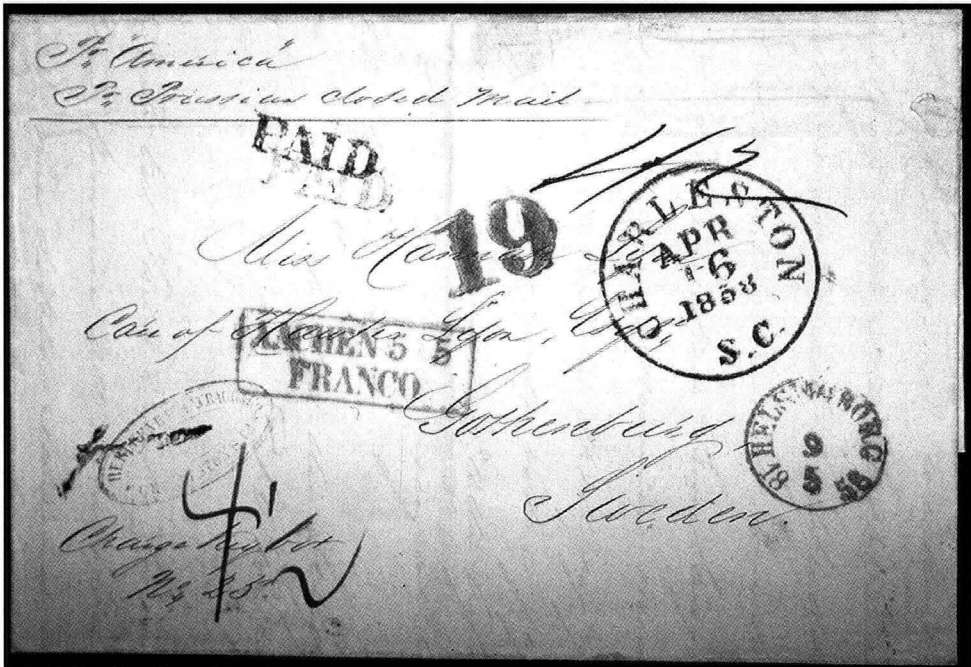


Figure 30. 16 April 1858, Charleston, S.C. to Gothenburg, Sweden, letter prepaid in cash 42¢ Prussian mail rate. Boston marked 19¢ credit to Prussia with red handstamp and Aachen office marked 4½ sgr. in magenta ink to show transit fees beyond Prussia via Denmark prepaid.

a double circle datestamp with a space at the bottom to write a debit numeral. This marking device allowed values to be inscribed in pen in those cases that a handstamp with included debit or credit numeral did not exist, such as this double rate letter. The Prussian debit to the United States was written in pen to the right and below the Aachen datestamp, $2 \times 17\text{¢} = 34\text{¢}$.²⁵ This accounted for all the transit fees from Sweden and within Germany for this letter. On 19 June 1858, the Vanderbilt European Line steamer *Vanderbilt* arrived at New York, having stopped off Southampton on 9 June to take on the mails. The closed mail from Prussia that included this letter was picked up by *Vanderbilt*. The New York exchange office showed arrival at New York and American contract service across the Atlantic with the datestamp, **NEW-YORK/ date/A^MPK^T**. New York also marked the letter for $2 \times 42\text{¢} = 84\text{¢}$ postage due and crossed through the Aachen debit statement of 34¢ .

Figure 30 depicts a letter prepaid in cash in the United States and sent to Sweden in the Prussian closed mails. This letter was posted at Charleston, South Carolina on 16 April 1858, and was addressed to Göteborg, Sweden. It was prepaid the correct 42¢ rate and marked **PAID** at Charleston. The letter was sent to Boston for the 21 April 1858 sailing of the Cunard steamer *America* and received a circular datestamp on the reverse, **BOSTON/date/B^RPK^T**. Boston also marked the 19¢ credit to Prussia with a red handstamp **19**. *America* arrived at Liverpool on 4 May and the letter reached the Aachen office the next day, a very quick transit to Prussia. Backstamps show arrival at the Hamburg stadtpost and at the Royal Danish post office on 6 May 1858. The letter arrived at Helsingborg on 9 May 1858. Since the letter was turned over to the Danish post office in Hamburg instead of the Royal Swedish post office, the foreign credit for transit beyond Hamburg was marked as $4\frac{1}{2}$ sgr. instead of 5 sgr., the transit rate under the Swedish-Danish convention. A convention between Prussia and Denmark in 1853 specified that Prussia had to pay Denmark 2 sgr. for letters transiting Denmark to Sweden and Norway. As the Swedish portion was $2\frac{1}{2}$ sgr., the total credit for “foreign” transit became $4\frac{1}{2}$ sgr. when Prussia handed over the letter directly to the Danish post office.

The cover shown in Figure 31 illustrates the 42¢ rate from the United States to Sweden, paid with adhesives. This is an envelope posted in Galva, Illinois on 17 June 1857, and addressed to Hudiksvall, Sweden. The prepaid postage included a strip of three of the Type III 10¢ adhesive and a single 12¢ adhesive of the imperforate 1851 issue. From the arrival date in Aachen of 8 July, we can attribute this cover to the mails carried by the Cunard steamship *Canada*, which departed New York on 24 June 1857. Although *Canada* was reported as arriving at Liverpool on 7 July 1857, the mails probably were put ashore the evening before since another cover from this voyage shows a Liverpool arrival marking of 6 July. No other steamship voyage fits with the dates on this cover. No markings of the United Kingdom appear on this letter since it was in a closed mail bag through the United Kingdom. The New York exchange office struck the red **19** handstamp to show a 19¢ credit to Prussia, the proper credit for a prepaid single rate letter sent in the Prussian closed mail to Sweden. In Germany the magenta “fr 5” was marked in pen to show that the 5 sgr. transit fee to Sweden had been paid. This accounted for the $2\frac{1}{2}$ sgr. transit fee to Sweden via Denmark plus a $2\frac{1}{2}$ sgr. Swedish inland fee. The letter arrived at Helsingborg on 10 July 1857. Since I have seen only the front of this cover, I can not describe any markings that may be on the reverse. As the transit fee to Sweden was 5 sgr. the letter would have been passed to the Swedish post office in Hamburg.

A beautiful prepaid letter from Stockholm to the United States is shown in Figure 32. The letter was posted on 8 January 1858, addressed to Boston and prepaid 54 sk.bco. with a pair of the 24 sk.bco adhesives and a 6 sk.bco. adhesive of the 1855 skilling issue.

²⁵The Belgian transit fee of 2¢ , which was included in the total rate, was paid by the receiving country. As this was an unpaid letter to the United States Aachen claimed only 17¢ per single rate, but received 19¢ for a paid letter from the United States to Sweden.

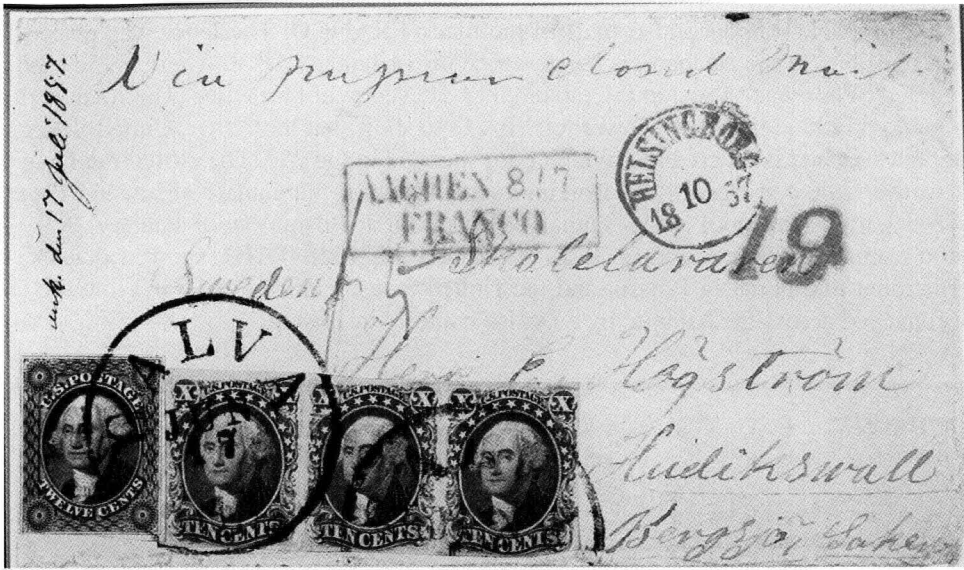


Figure 31. 17 June 1857, Galva, II. to Hudiksvall, Sweden, prepaid 42¢ Prussian mail rate in adhesives of the 1851 issue. New York credited Prussia with 19¢ and Prussia marked "f5" in magenta ink to show 5 sgr. transit fee beyond Prussia prepaid.



Figure 32. 8 January 1858, Stockholm to Boston, prepaid 54 sk.bco. rate by Prussian mail with adhesives of the skilling issue. Aachen office credited 25¢ to U.S., also stated as 11 sgr. in blue pen. Boston exchange office datestamp in red showed just the 30¢ international fee from Prussia prepaid and not full 42¢ rate from Sweden.

The letter passed through the Hamburg stadtpost on 13 January 1858, where the letter was marked in red crayon "13" to show that the international rate to the United States of 13 sgr. was prepaid. Hamburg also marked the black **FRANCO**. The letter was placed in a closed mail bag at the Aachen exchange office on 14 January 1858, where a 25¢ credit to the United States was shown in the red circular datestamp of that office. The Aachen office also marked in blue pen in the lower left "fr 11" to show that the 11 sgr. United States part of the postage had been credited, which corresponded to the 25¢. The closed mail bag was sent to the United Kingdom via Belgium and placed on the Cunard steamship *Canada*, which departed Liverpool on 16 January and arrived at Boston on 29 January 1858. The Boston exchange office marking, **BOSTON 30 B^RPK^T/date/PAID**, showed that the 30¢ international rate between Prussia and the United States had been paid and that the letter was conveyed across the Atlantic by a British contract steamship.



Figure 33. 11 September 1861, Atvidaberg, Sweden to Austin, Tx., prepaid 162 öre Prussian mail rate with adhesives of öre issue. Aachen office credited 25¢ to U.S. and marked 11 sgr. in blue pen to show international fee prepaid. Letter later returned to Sweden, marked "Retour" and date by Prussia in blue ink.

Another handsome prepaid letter from Sweden with adhesives of the second issue, the öre issue of 1858-61, is shown in Figure 33. This cover originated in Atvidaberg on 11 September 1861, and was addressed to Austin, Texas. It was prepaid the single rate by Prussian closed mail of 162 öre with three 50 öre and one 12 öre adhesive. The letter arrived at the Hamburg stadtpost on 16 September, where it was marked **FRANCO** and "13" in red crayon to show the 13 sgr. international rate was paid. The letter arrived at the Aachen exchange office on the same day. It was marked to show a 25¢ credit to the United States. The Aachen office also showed that the rate from Prussia to the United States of 11 sgr. was paid. The letter was included in the closed mail sent to the United Kingdom for the United States. The New York & Havre Line steamship *Fulton* called off Southampton on 18 September to take on board mails, which included this letter, and arrived at New York on 3 October 1861. The New York exchange office marked the red circular datestamp, **N/YORK 30 A^MPK^T/date/PAID**, to show that the international fee between Prussia and the United States of 30¢ was paid. Apparently, in Austin, Texas, the letter was not called for and had to be returned to Sweden as a dead letter. On the return, Prussia marked "Retour" in blue pen between the adhesives. The letter arrived in Helsingborg on

14 February 1863, 17 months after it originally had been posted in Sweden. Under the United States-Prussian convention, no additional postage was due on returned letters. The letter was marked that it had been paid 162 öre.

On 1 May 1865, a 144 öre prepaid rate by Prussian closed mail went into effect in Sweden. This rate applied to mail sent via Prussia and not via Denmark, the rate through which was still 153 öre.²⁶ The reduced rate was a result of a new convention between Prussia and Sweden. This convention established the following transit fees between Prussia and Sweden: for paid letters, 2¼ sgr Prussian inland, 1 sgr. Prussia sea postage, 1 sgr. Sweden sea postage, and 1 ¾ sgr. Sweden inland postage for a total of 6 sgr.; for unpaid letters, 2¾ sgr Prussian inland, 1 sgr. Prussia sea postage, 1 sgr. Sweden sea postage, and 2¼ sgr. Sweden inland postage for a total of 7 sgr. An example of the 144 öre rate from Sweden during the short period that it was in effect is shown in Figure 34. This letter originated in Gränna on 23 May 1865, and was addressed to Lafayette, Indiana. The letter was prepaid with two 50 öre, one 30 öre, one 9 öre, and one 5 öre adhesive. The letter was marked **FRANCO.** in Sweden with an oblong box handstamp at the lower left. The letter was placed in a closed mail bag at the Aachen office on 26 May 1865, and the United States was credited with 23¢ in the red, double-circle Aachen marking. The Swedish credit to Prussia was shown as 13¼ sgr. in red crayon. This represented 10 sgr. credit to the United States (reduced from 11 sgr. in April 1863 on letters from Sweden) and 3¼ sgr. for Prussian transit fees. The letter departed Queenstown on 28 May 1865, two days after leaving the Aachen office, and arrived at Boston on 9 June 1865 on the Cunard steamer *Africa*. The Boston circular datestamp in red showed that the 28¢ international rate between Prussia and the United States had been paid.



Figure 34. 23 May 1865, Gränna, Sweden to Lafayette, In., prepaid 144 öre rate by Prussian mail. Sweden credited 13¼ sgr. to Prussia and Aachen office credited 23¢ to U.S. Boston exchange office datestamp in red showed 28¢ international fee from Prussia was prepaid.

²⁶During the period 1 May-10 October 1865, circumstances created a rate via Prussia which was cheaper than via Denmark.

A further reduction in the Prussian closed mail rate from Sweden occurred on 1 October 1865, five months after the last rate change. The prepaid rate from Sweden was reduced from 144 öre to 130 öre, and the unpaid rate from 162 öre to 153 öre. The equivalent rates from the United States were 34¢ paid and 38¢ unpaid, but these were applied from November 1865. Figure 35 illustrates the October 1865 rate on an unpaid letter from Stockholm to Philadelphia in April 1867. The letter passed through the Aachen office on 27 April where the United States was debited 13¢ in the black circular datestamp of Aachen, a rare marking not previously recorded by Van der Linden.²⁷ The letter was in the mails picked up at the call of the North German Lloyd steamship *New York* off Southampton on 30 April 1867. *New York* arrived at New York on 11 May 1867, where the letter was processed the next day. Because of the inflation caused by the American Civil War, postage due that was collected in devalued greenback notes required a premium.²⁸ New York used a dual-rate circular datestamp to show the postage due, **N.Y. A^M PK¹/38/date/50/OR U.S.** - -NOTES, which showed a postage due of 38¢ in coin or 50¢ in depreciated greenback currency. In Philadelphia the postage due in greenback notes was written "Due 50." Apparently no one called for this letter. It was advertised in the Philadelphia newspaper (boxed **ADV./date** handstamp), marked **UNCLAIMED**, in an oblong box, and sent to the Philadelphia Dead Letter Office (circular datestamp **DEAD/date/PHILA. POST OFFICE** struck on reverse). The letter was eventually returned to Germany where it received the large boxed **Retour** handstamp and, presumably, back to Sweden.

Figure 36 illustrates a most unusual cover to Sweden. This letter originated in Newton, Texas on 8 June 1858, and was addressed to Göteborg, Sweden. This is the only example that I have seen of a Prussian closed mail cover going beyond the border of the German Austrian Postal Union that shows acceptance of a partial prepayment of the full rate. The letter sender prepaid $3 \times 21\text{¢} = 63\text{¢}$ for a triple, open mail rate to the United Kingdom "Per United States Packet" (manuscript lower left). A triple rate, however, was not allowed in the convention weight progression at the time. The letter, therefore, was insufficiently prepaid. The correct rate, a quadruple rate by the open mail, would have been $4 \times 21\text{¢} = 84\text{¢}$. The New York exchange office struck the boxed **SHORT PAID** marking in red below the manuscript "Paid 63" in the upper right corner. Since the same weight progression also applied to the Prussian closed mail, the proper prepayment of the Prussian closed mail rate to Sweden would have been $4 \times 42\text{¢} = \$1.68$. The convention did allow prepayment of the rate to the border of the German Postal Union with further transit postage due at destination. New York elected to send the letter in the Prussian closed mail with two

²⁷James Van der Linden, *Catalogue des Marques de Passage* (Luxembourg: S.A. Soluphil, 1993) and *1^{er} Supplément au Catalogue de 1993* (Luxembourg: S.A. Soluphil, 1997).

²⁸Inflation in the United States during the American Civil War caused a problem for the Post Office Department. When the government allowed the postage due on unpaid letters to be paid in depreciated greenback currency, it lost considerable sums of money. This was because international accounts were settled in gold, but the unpaid postage was collected in devalued currency. Starting in May 1863, to correct this situation, the Post Office Department required exchange offices to add a premium to the postage due shown in coin for unpaid letters that were paid for in greenback currency. This premium was calculated at the exchange offices on a daily basis upon arrival of the mails from overseas. To date, the formula for this calculation has not been discovered. All we know are the ratios of the two values, which we see marked on letters. Some of the observed ratios are documented in Appendix O of Starnes, *op. cit.*



Figure 35. April 1867, Stockholm to Philadelphia, sent unpaid by Prussian mail. Aachen office debited U.S. 13¢. New York marked 38¢ due in coin or 50¢ in depreciated green-back notes. Letter unclaimed in Philadelphia and later returned to Sweden. Germans marked boxed "Retour." to indicate returned letter.

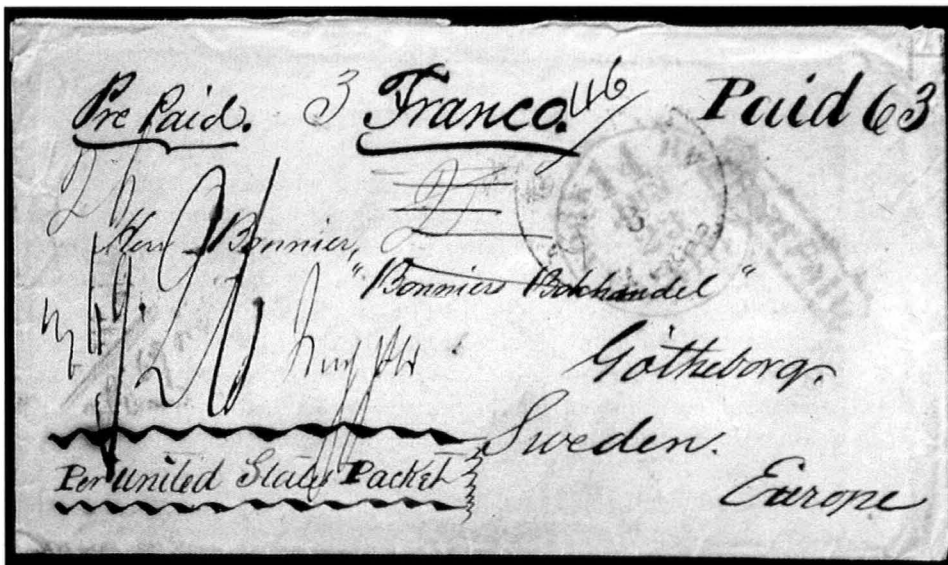


Figure 36. 8 June 1858, Newton, Tx. to Göteborg, Sweden, insufficiently prepaid 63¢ for triple rate, a rate not allowed. New York sent letter by Prussian mail with two rates to Prussia paid and two rates unpaid, marking 14¢ credit and 46¢ debit to Prussia. Prussia debited 26 sgr. to Sweden. Postage due marked in lower left in red crayon, 369 öre or 3 Riksdaler 69 öre.

rates prepaid to the border of the German Austrian Postal Union and two rates unpaid.²⁹ Thus, of the 63¢ prepayment, 2x30¢=60¢ paid two rates to the limits of the German Austrian Postal Union and only 3¢ was lost to the sender. New York used its exchange office marking for a paid, double rate letter, **N.YORK 14 B^RPK^T/date/PAID**, which showed a credit of 2x7¢=14¢ to Prussia. New York wrote the 2x23¢=46¢ debit for the two unpaid rates just above that marking in black ink. The letter was put on board the Cunard steamer Asia, which departed New York on 23 June and arrived in Liverpool on 4 July 1858. Backstamps show arrival of the letter at the Aachen office on 6 July, the Hamburg stadtpost on 7 July and the Royal Danish post office in Hamburg also on 7 July 1858. In Germany the abbreviated manuscript marking, “Ung Pto” (“Ungenügend Porto” or insufficient postage), was written in blue ink above the endorsement in the lower left corner. Probably this was marked at the Aachen exchange office. Aachen indicated that 2x13=26 sgr. was due to Prussia reflecting the two rates unpaid. The Hamburg stadtpost, the border office of the German Austrian Postal Union for mails to Sweden, repeated the 26 sgr. debit marking, the smaller “26” in blue ink at the upper left. This was a debit to the Danish post office in Hamburg to which the letter was transferred. This debit was converted to 234 öre in Swedish currency. In addition to the Hamburg debit of 234 öre, transit fees to Sweden of 3x45=135 öre were added. The total postage due of 369 öre or 3 Riksdaler 69 öre was marked in red crayon in the lower left above the sender’s transit endorsement. Only three rates for Danish transit and Swedish inland postage were necessary since the weight progression under the Sweden-Prussian convention allowed for triple rates between Prussia and Sweden. The transit markings of the different post offices that handled this letter as well as all the mathematics of the accounting were shown on the reverse of the cover. Another very interesting detail of this cover is the accounting in Swedish öre currency. The major change in the value of the Swedish currency from one Riksdaler=48 skilling banco to one new Riksdaler=100 öre went into effect on 1 July 1858. This cover shows the first possible Swedish accounting in the new currency on a Prussian closed mail cover from the United States.

United States–North German Union Mail Agreements

The Bremen, Hamburg and Prussian conventions terminated at the end of December 1867. They were replaced by a new postal convention between the United States and the North German Union (NGU), signed in Berlin on 21 October 1867. This convention went into effect on 1 January 1868,³⁰ and significantly reduced rates between the United States and Sweden. The convention established two basic routes for transporting mails between the United States and the NGU, each with different rates. Mails were exchanged by steamers from New York to Bremerhaven and from New York to Hamburg by the North German Lloyd and HAPAG lines, respectively. I shall call each of these the direct service route. The second route exchanged mails in closed bags through the United Kingdom and Belgium to the NGU. This route took advantage of the much more frequent departure of mail steamers to the United Kingdom, but the rate was higher by this route. I shall call this route the closed mail route. By either route, the mails went to Hamburg for further transit to Sweden.

For unpaid or insufficiently paid mail, there were fines. In the United States the fine was 5¢ and in Germany 2 sgr. In the case of unpaid mail to Sweden, the existing Swedish-Prussian postal convention had higher transit fees for unpaid letters than for paid ones, so

²⁹For a full explanation of the allowance of this partial prepayment, see Heinrich Conzelmann, “Part Paid Covers in the Prussian Closed Mail,” *Chronicle* No. 181 (February 1999), pp. 58-67.

³⁰U.S. 16 *Statutes at Large*, pp. 979-1002. This convention also was published in *Report of the Postmaster General, 1867*, pp. 118-20.

no extra fines were imposed. On unpaid letters from Sweden to the United States, however, the fine did apply. It is often difficult to understand how the postage due was calculated in the United States on unpaid letters from Sweden. This was due partly to the addition of the unpaid letter fine and partly to the addition of depreciated currency premiums. The 5¢ unpaid fine was not subject to the premium calculation. This fine, therefore, must first be deducted from the total postage due when trying to evaluate the depreciated currency premium. Even without knowing exactly how the depreciated currency premium was calculated, one can usually determine over which route the letter traveled because the rates for the two routes were different. During the seven and one half years of the NGU postal convention, there were many different rates between Sweden and the United States. Changing transit fees between Prussia and Sweden caused most of the rate changes. In July 1875, the General Postal Union set uniform rates among its member countries, which included Sweden, Germany and the United States. I will show examples of just a few of the NGU mail rates since the scope of this paper ends in mid-1873. Again, for a listing of the published rates under the North German Union convention refer to Table 1 at the end of this paper.

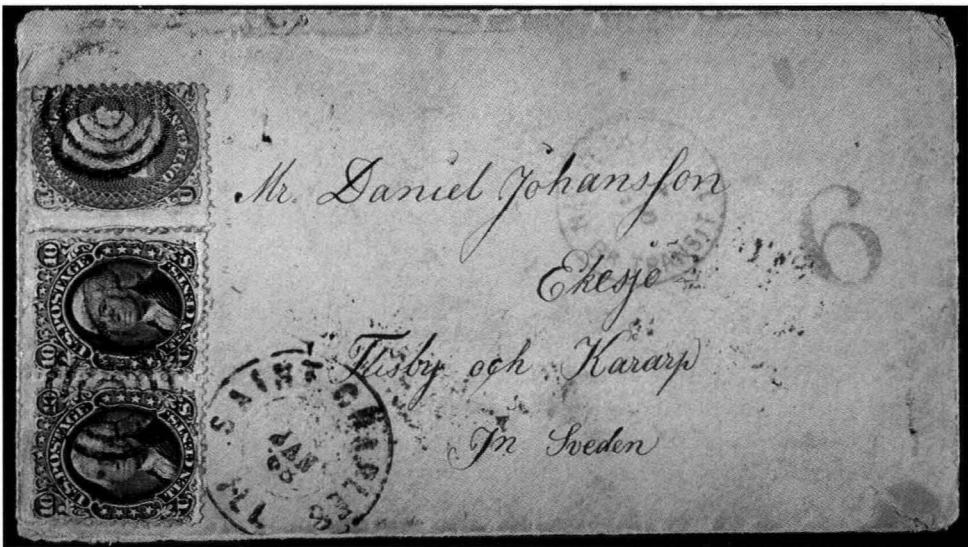


Figure 37. January 1868, Saint Charles, Il. to Ekesjö, Sweden, prepaid 21¢ for NGU closed mail route with adhesives of 1861 issue. New York credited NGU with 6¢. "Wfr 2 1/2" marked on reverse by Aachen office to show transit beyond NGU paid.

Figure 37 illustrates a paid letter from Saint Charles, Illinois in early January 1868 to Ekesjö, Sweden. This letter was prepaid 21¢ with a pair of the 10¢ and a single 1¢ adhesive of the 1861 issue. This was the correct rate to Sweden by closed mail through England. New York credited 6¢ to the NGU with a red handstamp 6. Under the NGU convention, the despatching country retained all the prepayment except the "foreign" fee, or in this case the transit fee beyond the North German Union. The rate by the closed mail route to the NGU was 15¢ and 6¢ was paid for transit to Sweden. The New York exchange office also marked the circular datestamp, **NEW YORK PAID ALL/date/B^R-TRANSIT** to indicate the route of the letter and the date the letter was despatched from New York. Under the convention prepaid letters had to be marked "Paid All" in the United States. The letter was placed in the mails carried by the Cunard steamship *Scotia* from New York on 8 January and arrived at Queenstown on 17 January 1868. The closed mail bag went through the United Kingdom and Belgium to Germany. On the reverse of the letter is the characteristic **VERVIERS B/date/COLN** datestamp of the Prussian railroad confirming arrival at

the Aachen traveling office on 20 January by the closed mail route from England. The Aachen office also marked a large distinctive **Wfr2½** handstamp on the reverse to show that the “foreign” fee to Sweden of 2½ sgr. was paid. From 1 October 1865, the transit fee on paid letters to Sweden via Denmark was 4½ sgr. split 2 sgr. to Prussia, 1 sgr. to Denmark and 1½ sgr. to Sweden. A circular datestamp **SÖDRA ST.BANAN** on the reverse shows the letter arrived at the Swedish southern railroad post office on 22 January 1868.

Another paid letter from the United States to Sweden, this time sent by the direct mail route, is shown in Figure 38. This letter originated in Walnut Grove, Illinois on 28 December 1868, and was addressed to Gefle, Sweden. It was prepaid 16¢ with a 10¢ and a pair of 3¢ adhesives of the 1861 issue for the 16¢ rate to Sweden by NGU direct mail. The letter was in the mails carried from New York on 31 December 1868 by the North German Lloyd steamer *America*, which arrived at Bremerhaven on 13 January 1869. Upon arrival at Bremen, the letter received the black boxed **BREMEN/date/FRANCO** and boxed **Weiterfr 2½ Sgr.** handstamps, both markings of Bremen and normally struck in red ink. These markings showed the arrival date at Bremen, that the letter was prepaid and that the “foreign” postage had been paid. The Bremen, Hamburg, and the Aachen offices each used different style markings to show the prepaid “foreign” transit fees, a fact that usually helps to identify the routing of a cover.

Figure 39 illustrates an unpaid letter from Hässleholm, Sweden to Toulon, Illinois posted on 21 January 1869. This letter was sent via Denmark to Hamburg. Under the United States-NGU postal convention, Prussia was entitled to ¾ sgr. for “foreign” transit fees for unpaid letters from Sweden. This was the amount that Prussia had to pay Denmark and Sweden. A marking on the reverse, **¾ a.P.**, was applied on the Kiel-Hamburg railroad and indicated that ¾ sgr. was due Prussia from the United States. The large black **¾** handstamp on the letter face probably was applied at the Aachen exchange office. The letter was sent to the United Kingdom in a closed mail bag and placed on board the Cunard steamship *Siberia*, which called at Queenstown for mails on 27 January and arrived at New York on 8 February 1869. The postage due also confirms that this letter was in the NGU closed mails. The unpaid rate published in the United States for this route was 23¢, while the unpaid direct route rate was 18¢. If the 5¢ unpaid letter fine is subtracted from the 37¢ postage due, indicated by the New York circular datestamp **NEW YORK/date/U.S. 37 NOTES**, we have 32¢ in notes. The ratio of 32¢ to 23¢ closely approximates the depreciated currency ratio of 1.4 recorded for other covers in February 1869.³¹

Effective 1 April 1869, a new convention between Prussia and Sweden lowered the transit fees between the two countries to 3 sgr. on paid letters and 5 sgr. on unpaid letters, to be split equally between the two countries. The effect of this change was to reduce by 2¢ the rates from the United States for each route, paid or unpaid, from May 1869. This change also reduced the amount from ¾ to ½ sgr. that the NGU could claim from the United States on unpaid Swedish letters.

In Figure 40, we see the results of the April 1869 change. This unpaid letter originated in Stockholm on 26 October 1869, and was addressed to Galesburg, Illinois. In 1868, a new steamship service between Korsör, Denmark and Kiel, Germany speeded the mails from Copenhagen to Hamburg. The Danish mails went by train from Copenhagen to Korsör, by the improved steamers to Kiel, and then by train again from Kiel to Hamburg. The journey from Copenhagen to Hamburg was 10-12 hours in length. On the Kiel-Hamburg train, the letter received a transit datestamp on the reverse and a boxed **½ a.P.** marking to indicate that Prussia was due ½ sgr. from the United States. Hamburg sent the

³¹Charles J. Starnes, *op. cit.*, provides some depreciated ratios (Notes/Gold) that he recorded in Appendix O.



Figure 38. 28 December 1868, Walnut Grove, Il. to Gefle, Sweden, prepaid 16¢ for NGU direct mail route with adhesives of 1861 issue. New York credited NGU with 6¢. Bremen marked boxed "Weiterfr 2½Sgr." to show transit fees beyond NGU paid.



Figure 39. 21 January 1869, Hässleholm, Sweden to Toulon, Il., sent unpaid by NGU closed mail route via Aachen and England. Germany debited U.S. 3¼ sgr. for transit fees from Sweden. New York marked 37¢ postage due in depreciated greenback notes, which included 5¢ unpaid letter fine.

letter to the Aachen exchange office. Again, the large black 2½ handstamp probably was applied at the Aachen exchange office.³² This letter went to the United Kingdom in a closed mail bag and was placed on board the Cunard steamer *Nemesis*, which called at Queenstown for mails on 31 October and arrived at New York on 11 November 1869. New York processed the letter the next day according to the New York circular datestamp. From the value of the postage due marked in New York, we know this letter came by the closed mail route through England. The unpaid rate by this route published in the United States was 21¢, while the unpaid direct route rate was 16¢. If the 5¢ unpaid letter fine is subtracted from the 33¢ postage due, indicated by the New York circular datestamp **NEW YORK/date/33/U.S. NOTES**, we have 28¢ in notes. The ratio of 28¢ to 21¢ approximates the depreciated currency ratio of November 1869. The letter arrived at Galesburg on 16 November 1869.

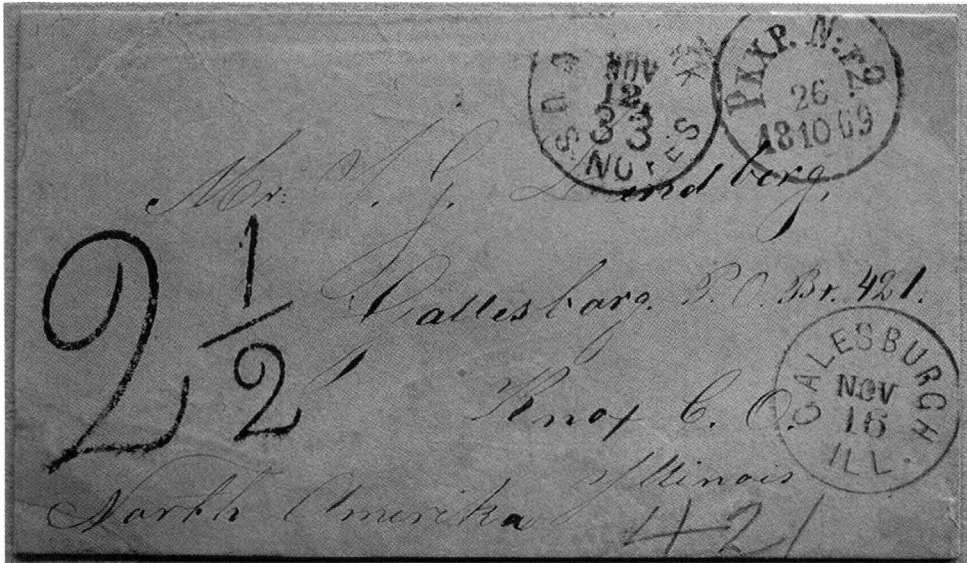


Figure 40. 26 October 1869, Stockholm to Galesburg, Il., sent unpaid by NGU closed mail route via Aachen and England after new convention between Sweden and Prussia lowered transit fees. Germany debited U.S. 2½ sgr. for transit fees from Sweden. New York marked 33¢ postage due in depreciated greenback notes, which included 5¢ unpaid letter fine.

A paid letter from the United States by the direct mail route is illustrated in Figure 41. This letter originated in Galva, Illinois on 19 November 1869, and was addressed to Gefle, Sweden. The 14¢ prepayment was the rate to Sweden by the NGU direct mail route. It was paid with a 2¢ and 12¢ adhesive of the 1869 issue, an issue that produced the first pictorial and bicolor adhesives of the United States. While there is no circular datestamp of the Chicago exchange office, I believe this cover was handled in that office, also an exchange office under the United States-NGU convention. My basis for that conclusion is the unusual **4/CENTS** handstamp used to indicate the credit to the NGU, a marking not known to have been used at the New York exchange office. The mail bags closed at Chicago went to New York to board the HAPAG steamship *Hammonia II*, which departed

³²My assumption that the 3¼ and 2½ handstamps probably were applied at the Aachen exchange office is based on the similarity in style of the numerals to those in other markings known to be used at this office. These markings, however, have not been attributed to the Aachen office by others more expert in the field.



Figure 41. 19 November 1869, Galva, Ill. to Gefle, Sweden, prepaid 14¢ for NGU direct mail route by 1869 issue adhesives. Credit to NGU of 4¢ believed to have been marked at Chicago exchange office. Hamburg neglected to show 1½ sgr. "foreign" postage paid even though handstamp existed for this purpose.

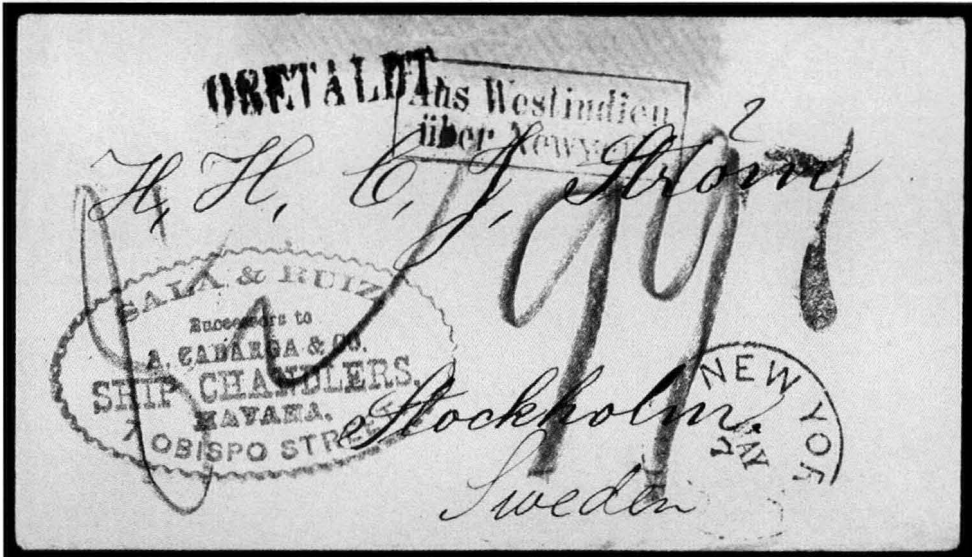


Figure 42. April 1870, Havana, Cuba to Stockholm, sent unpaid via U.S. and NGU direct mail route. New York debited NGU 7¢. Bremen struck scarce boxed "Aus Westindien/über Newyork" marking to explain routing from Cuba and 8½ sgr. in blue pencil for debit to Sweden. Sweden marked "OBETALDT" to show letter unpaid and 99 öre postage due, also in blue crayon.

New York on 23 November and arrived at Hamburg on 6 December 1869. Hamburg applied a red boxed datestamp, **HAMBURG/date/Franco**, but neglected to mark the paid "foreign" postage of 1½ sgr. even though this office had a distinctive handstamp for that purpose. A backstamp shows that the letter arrived in Sweden on 9 December 1869.

A most unusual cover from Cuba by way of the United States is illustrated in Figure 42. This cover originated in Havana in late April 1870 and was addressed to Stockholm. The black corner card marking of the originating company, Sala & Ruiz, Ship Chandlers, Havana, was struck on the front and back of the envelope. The steamship *Morro Castle* of the Atlantic Mail Steamship Company brought the letter to New York, departing Havana on 30 April and arriving at New York on 6 May 1870.³³ New York showed the date the letter was forwarded to Germany, 7 May, with the circular datestamp, **NEW YORK/date/DIRECT**. This marking also indicated direct service to Germany. New York struck the black 7 to show a 7¢ debit to the NGU. Under the convention, the United States was entitled to 7¢ for transit fees from Cuba. The letter was conveyed from New York on 7 May 1870 to Bremerhaven on the North German Lloyd steamship *Deutschland*, and arrived at Bremen about 20 May 1870. At Bremen, the scarce boxed marking, **Aus Westindien/über Newyork**, was struck in black to designate the routing of the cover and to justify the added American expense. The NGU marked in blue crayon an 8½ sgr. debit to Sweden for transit fees owed to Germany, 6 sgr. for transit from Cuba via the United States to Germany and 2½ sgr. transit from Germany to Sweden. The total postage due in Sweden was 11 sgr. or 99 öre, marked on the letter in blue crayon. The international fee was also marked on the reverse in blue crayon, "6 ap" or 6 sgr. owed to Prussia, 3 sgr. for the transit from Cuba to New York and 3 sgr. for the transit from New York to Bremen. The **OBETALDT** handstamp marked in Sweden indicated that the letter was unpaid. The reverse also shows the circular datestamp of the railroad from Malmö to Stockholm, **PKXP. N:r2.** of 22 May 1870.



Figure 43. 29 June 1870, Jönköping, Sweden to Galesburg, Ill., prepaid 54 öre in adhesives for rate by NGU direct mail route. Sweden credited 4½ sgr. in red crayon to NGU and Hamburg indicated 3 sgr. international fee prepaid. New York datestamp showed "PAID ALL."

³³New York Times, 7 May 1870.

Figure 43 illustrates a paid letter from Sweden at the 54 öre direct rate. This letter originated at Jönköping on 29 June 1870, and was addressed to Galesburg, Illinois. It was prepaid with a 24 öre and a 30 öre adhesive of the 1858 öre issue. This correctly paid the NGU direct rate to the United States. The boxed **FRANCO** marking was struck in Sweden and the other **FRANCO** marking in Hamburg. A red crayon "4½" showed the Swedish credit to the NGU of 4½ sgr. (1½ sgr. transit to Germany plus 3 sgr. for transit to the United States). Hamburg indicated the "foreign" fee to the United States was paid with the blue crayon "3Wf" marked in the lower left. The letter was conveyed to New York on the North German Lloyd steamer *Weser II*, departing Bremerhaven on 2 July and arriving at New York on 15 July 1870. This was the last voyage for this steamer until October 1870. The North German Lloyd suspended operations during the Franco-Prussian War and the vessel passed the war tied up to a pier in New York. The New York exchange office processed the mails the next day, 16 July 1870, as shown by the circular datestamp **NEW YORK PAID ALL/date**. The letter arrived in Galesburg on 18 July 1870.

The first change to the United States-NGU convention of 1867 went into effect on 1 July 1870 and lowered the international rates by both the closed mail and direct routes.³⁴ In addition, it eliminated the unpaid or insufficiently paid letter fines and announced rates for unpaid letters that were double the prepaid rates. For insufficiently paid letters, the amount paid was deducted from the unpaid letter rate. Sweden continued to announce both paid and unpaid letter rates to the United States while the foreign rate tables in the United States showed only paid letter rates but unpaid letters were charged double the paid rate. Covers sent under this NGU convention are very difficult to find.



Figure 44. 1 June 1871, Keithsburg, Ill. to Lamhult, Sweden, prepaid 11¢ in adhesives for NGU direct mail route and sent by North German Lloyd steamer to Bremerhaven. New York credited 4¢ to NGU. Bremen marked boxed "Weiterfr. 1½ Sgr." in red to show "foreign" transit fee paid.

The only cover that I have seen from the United States to Sweden sent with these new rates is shown in Figure 44. Originating in Keithsburg, Illinois on 1 June 1871, this letter was addressed to Lamhult, Sweden. It was prepaid 11¢ for the direct route with a 10¢ green adhesive of the 1861 issue and 1¢ ultramarine adhesive of the National Bank

³⁴U.S. 16 *Statutes at Large*, pp. 1003-04. This convention also was published in *Report of the Postmaster General, 1870*, pp. 113-18.

Note issue. Although endorsed “via England” the letter was paid only for the direct route. The New York exchange office credited 4¢ to the NGU, which value was included in the indistinct circular datestamp in red below the adhesives. The letter was included in the mails carried from New York by the North German Lloyd steamer *Donau* on 17 June, arriving in Bremerhaven on 29 June 1871. The boxed handstamp of Bremen in red, **BRE-MEN/date/Franco**, provided the arrival date and the fact that the letter was fully paid. Bremen also marked the boxed **Weiterfr. 1½ Sgr.** in red to show the “foreign” fees also were paid. From April 1869, the transit fee between Prussia and Sweden for paid letters was 3 sgr. split equally between the two countries.

By October 1871, a one-page change to the previous convention further reduced the international rates, but made no other changes.³⁵ Rates between the United States and Sweden by the two NGU routes, direct and closed mail, were now almost the same, 10¢ and 11¢ respectively. These rates would remain unchanged until the General Postal Union rates in July 1875; however, by September 1874 they were no longer published in the United States. Only the United States-Sweden postal convention rates, effective from 1 July 1873, were published. Rates by a mail route using the United States-Denmark convention of 1871 were published in Swedish rate books, but this route was not published in the United States.



Figure 45. 18 December 1871, Houghton, Mi. to Sillerud, Sweden, prepaid 11¢ in Bank Note adhesives for NGU closed mail route. New York credited 4¢ to NGU. Aachen office marked “Wfr.1½” in red to show “foreign” transit fee prepaid.

In Figure 45, we see an example of the NGU closed mail rate to Sweden effective from October 1871. This letter originated in Houghton, Michigan on 18 December 1871, and was addressed to Sillerud, Sweden. The letter was prepaid 11¢ for the NGU closed mail route through the United Kingdom and Belgium with a 1¢, 3¢, and 7¢ adhesive of the National Bank Note issue. The New York exchange office circular datestamp, **NEW YORK/date/4**, showed the correct credit to the NGU of 4¢. Because of the indistinct date in the New York marking, I can not determine the steamship that carried the letter to the

³⁵U.S. 17 *Statutes at Large*, p. 859. This convention also was published in *Report of the Postmaster General, 1871*, p. 84.

United Kingdom. The Aachen exchange office used a distinctive style, red handstamp, **Wfr. 1½**, to show payment of the transit fee beyond the NGU of 1½ sgr. This marking of Aachen also confirms the closed mail route taken by this letter. Backstamps show the letter was handled on Swedish railroads on 10 and 11 January 1872.

The last cover that I will discuss is illustrated in Figure 46. This letter shows the NGU direct mail rate under the July 1870 convention. Originating in New York on 28 November 1872, this envelope was addressed to Stora Rör, Sweden. The letter was prepaid 10¢ with a National Bank Note issue adhesive. Again, the New York exchange office struck a circular datestamp in red that identified not only the date the letter left New York but also the credit to the NGU, 4¢. On 28 November 1872, the HAPAG steamship *Cimbria* departed New York with mails that included this letter. *Cimbria* arrived at Hamburg on 12 December 1872 as shown by the red boxed handstamp, **HAMBURG/date/FRANCO**. Hamburg also marked in red the handstamp **1½Wf.** to show that the postage of 1½ sgr. for transit beyond the NGU was paid. A Swedish railroad backstamp shows the letter was processed on 13 December 1872.

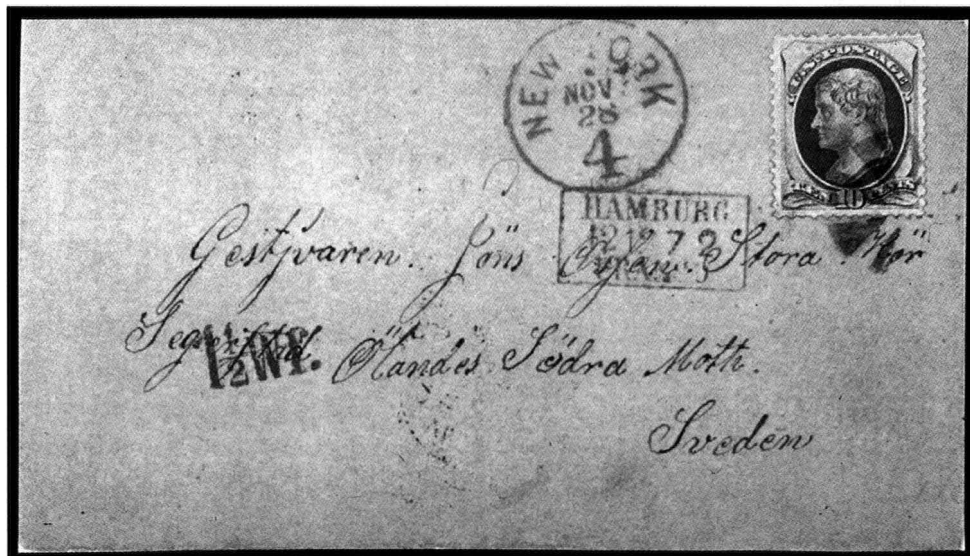


Figure 46. 28 November 1872, New York to Stora Rör, Sweden, prepaid 10¢ in Bank Note adhesive for NGU direct mail route. New York credited 4¢ to NGU and Hamburg marked "1½Wf." handstamp to show "foreign" transit fee prepaid.

Acknowledgements

My study of the mails to and from Sweden was greatly facilitated by the study and research of a most capable postal history student in Sweden, Bertil Larsson. He generously shared his studies of the Swedish letter rates published in Rate Books and Circulars. In addition, he helped me locate covers to study in a number of very fine collections. Studies as complex as this one usually can not be successfully completed without a vigorous information exchange among students. Numerous letter and personal communications with Bertil Larsson have served this need quite well, for which I am most appreciative. Covers used for this study have come from many different collections and a few of them have been published in this paper. I am indebted to Sören Andersson, Sven-Erik Beckeman, Fred Goatcher, Don Halpern, Göran Heijtz, Gordon Hughmark, Leonard Kapiloff, John Kohlhepp, Bertil Larsson, Ingvar Larsson, Kersti Larsson, Georg Mehrstens, Blake Myers, Gunnar Nilsson, the Postmuseum Stockholm, The Philatelic Foundation, New York, James Van der Linden and William Walton for their generosity in sharing the fine examples from their collections or records. □

Table 1

Summary of Letter Rates between the United States and Sweden

I have prepared Table 1 from rate information found in Swedish Rate Books and Circulars from 1840-75 provided by Bertil Larsson, and from rate information published in the United States. It does not address some rates published in Sweden for mails sent via the United Kingdom by routes directly from Sweden or through Germany, Denmark, and Belgium. In the United States, the only rates published for transit via the United Kingdom to Sweden were the open mail rates of 5¢ and 21¢, which paid letters only to the United Kingdom mail system. The United States ceased publishing these open mail rates after July 1857 but they were in effect until 1868. I expect that some of the rates not covered in this study will be covered in a study being prepared by Bertil Larsson for possible future publication. In addition to the limitation just cited, this summary does not address rates under the United States-Sweden postal convention of 1873, which is outside the scope of this paper. A detailed study of this convention appeared in a Swedish-language article by Bertil Larsson, "Vår postala konvention med USA," appearing in the 1999 annual journal of the Stockholm Postmuseum, *Postryttaren*.

Sweden had three different units of weight during the period of this paper. The Swedish lod was used until the end of 1862 and corresponded to 13.28 grams (g). The ort, equal to 4.25g, was in use from 1862 to April 1866. Thereafter, letters weights were in grams. A single rate international letter was usually for weights up to 1 lod, or 3 ort, or 15g.

	Sweden to U.S.	U.S. to Sweden
French Mail		
1 May 1857	39 sk.bco. per 1/2 lod	33¢ per 1/4 oz
1 Jul 1858	117 öre per 1/2 lod	
1 Jan 1859	116 öre per 1/2 lod	
22 Sep 1864	116 öre (116 öre unpaid) per 1 1/2 ort	
1 Apr 1866	116 öre (116 öre unpaid) per 7 1/2g	
23 Apr 1867	116 öre (116 öre unpaid) per 7 1/2g	
1 Feb 1868	98 öre (117 öre unpaid) per 10g	
Bremen Mail		
D/L = via Denmark or Lubeck; S/S = via Stralsund or Stettin		
1 Mar 1848	24¢ (paid only to Bremen) per 1/2 oz	
1 Jul 1851	20¢ (paid only to Bremen) per 1/2 oz.	
1 Jul 1852	S/S 52 1/2 sk.bco. per lod	
15 Aug 1853		33¢ per 1/2 oz
1 Sep 1853	D/L 51 sk.bco. per lod	
	S/S 54 sk.bco. per lod	
29 Sep 1853	D/L 41 sk.bco. per lod	
	S/S 44 sk.bco. per lod	
1 Jul 1858	D/L 123 öre per lod	
	S/S 132 öre per lod	
1 Jan 1859	D/L 124 öre per lod	
	S/S 133 öre per lod	
1 May 1865	S/S 115 öre (124 öre unpaid) per 3 ort	
1 Oct 1865	101 öre (115 öre unpaid) per 3 ort	
1 Apr 1866	101 öre (115 öre unpaid) per 15g	
17 Jul 1866	81 öre (95 öre unpaid) per 15g	
Feb 1867		21¢ per 1/2 oz

Sweden to U.S.

U.S. to Sweden

Hamburg Mail

D/L = via Denmark or Lubeck; S/S = via Stralsund or Stettin

Jul 1857			33¢ per 1/2 oz
17 Sep 1857	D/L	41 sk.bco. per lod	
1 Jul 1858	D/L	123 öre per lod	
1 May 1865	S/S	115 öre (124 öre unpaid) per 3 ort	
1 Oct 1865		101 öre (115 öre unpaid) per 3 ort	
1 Apr 1866		101 öre (115 öre unpaid) per 15g	
17 Jul 1866		81 öre (95 öre unpaid) per 15g	
Feb 1867			21¢ per 1/2 oz

Prussian Mail

Oct 1852			42¢ per 1/2 oz
14 Feb 1853		54 sk.bco. per lod	
1 Jul 1858		162 öre per lod	
May 1863			40¢ (42¢ unpaid) per 1/2 oz
2 Apr 1863		153 öre (162 öre unpaid) per 3 ort	
1 May 1865	S/S	144 öre (162 öre unpaid) per 3 ort (only via Prussia)	
Jun 1865			36¢ (40¢ unpaid) per 1/2 oz
1 Oct 1865		130 öre (153 öre unpaid) per 3 ort	
Nov 1865			34¢ (38¢ unpaid) per 1/2 oz
1 Apr 1866		130 öre (153 öre unpaid) per 15g	

North German Union Mail

(d. = direct steamer from Germany; cm. = closed mail via England)

1 Jan 1868	d.	67 öre (81 öre unpaid) per 15g	16¢ (18¢ unpaid)* per 15g
	cm.	85 öre (99 öre unpaid) per 15g	21¢ (23¢ unpaid)* per 15g
1 Apr 1869	d.	54 öre (72 öre unpaid) per 15g	
	cm.	72 öre (90 öre unpaid) per 15g	
9 Apr 1869**	d.		14¢ (16¢ unpaid)* per 15g
	cm.		19¢ (21¢ unpaid)* per 15g
1 Jul 1870	d.	45 öre (77 öre unpaid) per 15g	11¢ per 15g
	cm.	54 öre (90 öre unpaid) per 15g	14¢ per 15g
1 Oct 1871	d.	42 öre (72 öre unpaid) per 15g	10¢ per 15g
	cm.	45 öre (81 öre unpaid) per 15g	11¢ per 15g
1 Jan 1872	d.	39 öre (50 öre unpaid) per 15g	
<i>[This rate was published in error and was corrected back to 42 öre (72 öre unpaid) per 15g on 5 Feb. 1872]</i>			
1 Jun 1874	d.	39 öre (72 öre unpaid) per 15g	
	cm.	42 öre (81 öre unpaid) per 15g	

*Unpaid letters were also charged a 5¢ fine. Depreciated currency premiums were applied to the unpaid letter fees but not to the fines.

**Date of Post Office Notice, but published in May 1869 *United States Mail & Post Office Assistant*.

ANSWERS TO PROBLEM COVERS IN ISSUE 188

The pre-UPU Postal Card from New York to Germany in Figure 1 may be the result of a misdirection within the New York Post Office. The message is dated 8 March 1875 and is correctly paid 2¢. Why the New York CDS in red with “DUE 10”?

One Route Agent opined that the card may have transgressed the rule of no writing on the front, which would have subjected it to letter rate. However, the writing on the lower left corner reads “New York 1875” and seems to be a docketing notation applied when received.

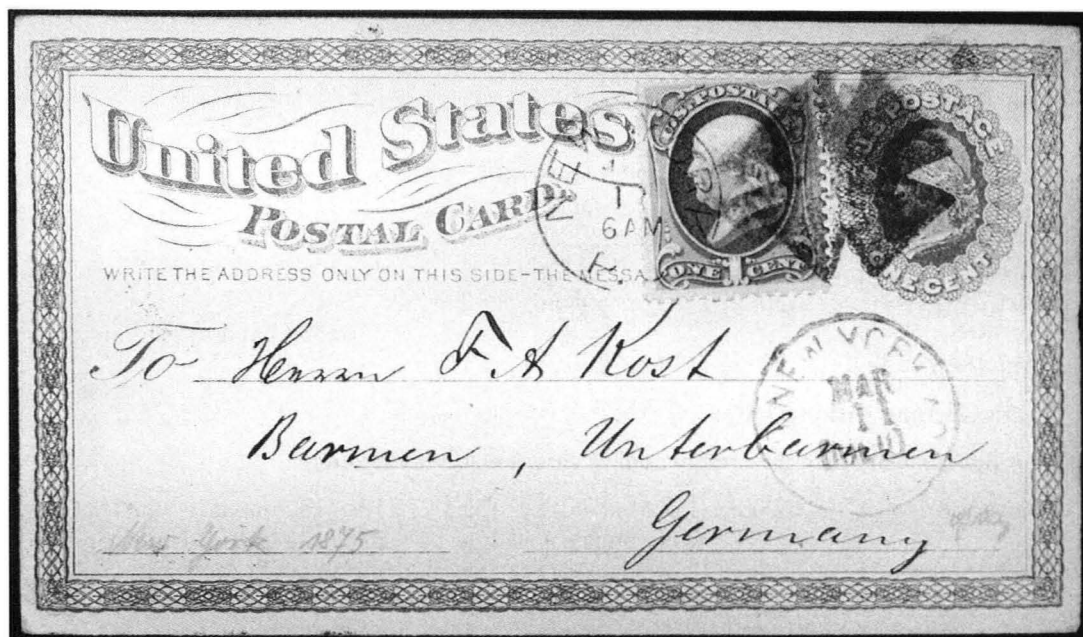


Figure 1. 1875 Postal Card with “New York / DUE 10” CDS

A more plausible explanation comes from Agent John Donnes, who originally submitted the card for analysis. He writes:

Prior to the UPU, the U.S. had a postal agreement with Germany (and with other countries) to handle mail, including postal cards. This card was accidentally canceled in the City Delivery Section of the New York Post Office, as evidenced by the black “NEW YORK / P.O.” duplexed with a large solid Maltese cross. Realizing this mistake, the card was sent to the Foreign Dept. for processing. The Foreign Dept. chose to apply their “DUE 10” marking in red. This marking is normally found in black on incoming, non-contract, foreign mail. Why was it applied instead of the normal red N.Y. Foreign Dept. receiving mark?

The “DUE 10” in red CDS was chosen on purpose. Normally applied in black, the canceler was cleaned and applied in red ink. (Traces of black ink show as dark spots in the rim of the CDS over the letters “E” and “O” in New York.) This meant that the postage of 2 cents paid was correct, there was no non-contract problem with the Foreign Dept., a 10 cents fee was not due for mailing this card to Germany, and no further canceling of this card was necessary.

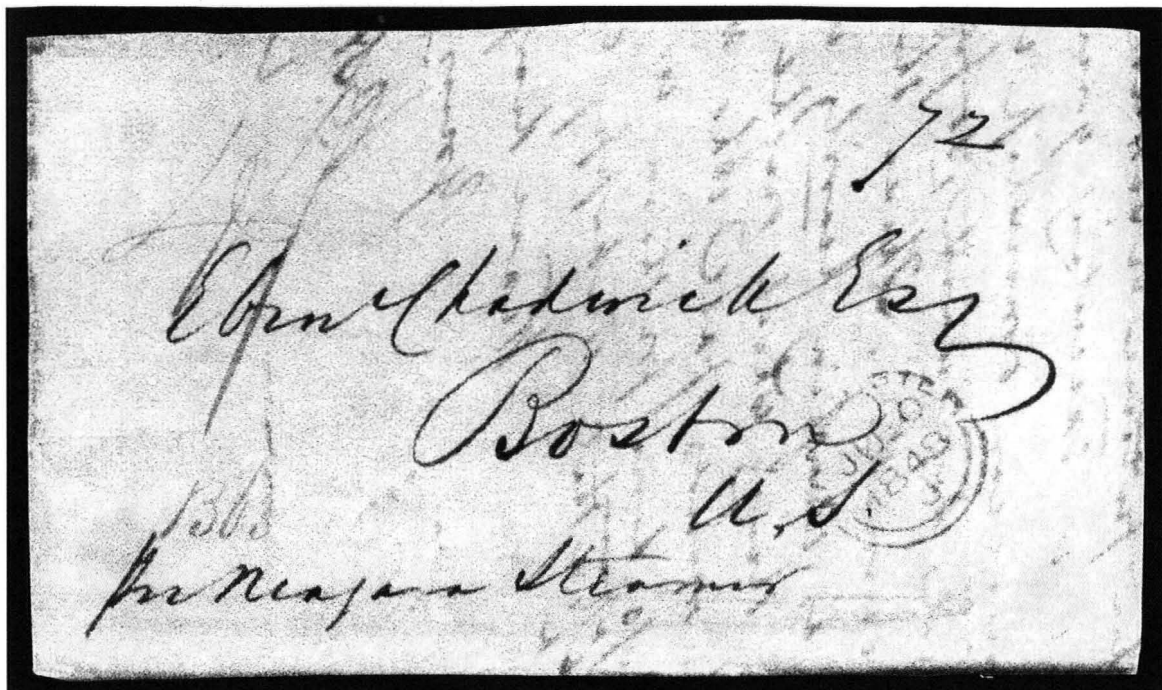


Figure 2. 1848 cover from Manchester to Boston

The explanation of Figure 2, a cover from Manchester to Boston in 1848 is relatively simple. By this time, both Great Britain and the U.S. had gone over from charging by sheet to charging by weight (per half ounce). However, the British recognized only even increments after the first rate, resulting in a 1,2,4,6, 8, etc., progression, while the U.S. recognized all increments, 1,2,3,4,5, 6,7,8, etc. This cover was rated as a quadruple letter (over one ounce) by Great Britain and properly paid 4/- as indicated by the manuscript "4/-" in red at upper left. As endorsed, it departed Liverpool on July 1 aboard the Cunard steamer *Niagara*, arriving at Boston on July 12.

It is important to remember that the U.S. retaliatory rate period began June 27, 1848 and required mail via British packets to or from the U.S. to be charged as if carried by American packets. This effectively was a tax which doubled the charge of 24¢ for sea postage. Apparently the subject cover weighed over one ounce, but less than 1½ ounces. Therefore, the U.S. charged three rates, viz., 72 [cents], in black ink at upper right, compared with the four rates charged by the British.

It remains to explain the "B63" marking in red ink at lower left. Frankly, no one seems to know. Dick Winter had no clues. Could it be a box number, or a consignee number? Your editor has a few covers in the period 1840 to 1860, marked in the same way, some with "B63" addressed to: Ebenezer Chadwick Esq / Boston / U.S.; others with "H63" addressed to: F.B. Croninshield Esq. / Boston / U.S. Please advise if you have any similar alphanumeric markings on covers. If you know, or are willing to take a guess, what do they mean?

ANSWERS TO PROBLEM COVERS IN ISSUE 189

Bob Stets provided a comprehensive answer to the stampless envelope in Figure 3A, from Bath, England to Tionesta, Pennsylvania in 1845. A note written inside the envelope is in Figure 3B. It has markings of:

- Across the top - "Per Steamer" and "52" in black manuscript
- Manuscript "Paid" and "1/-" at left, both in red
- Black DC "BATH / MR 3 / 1845" below "Paid"

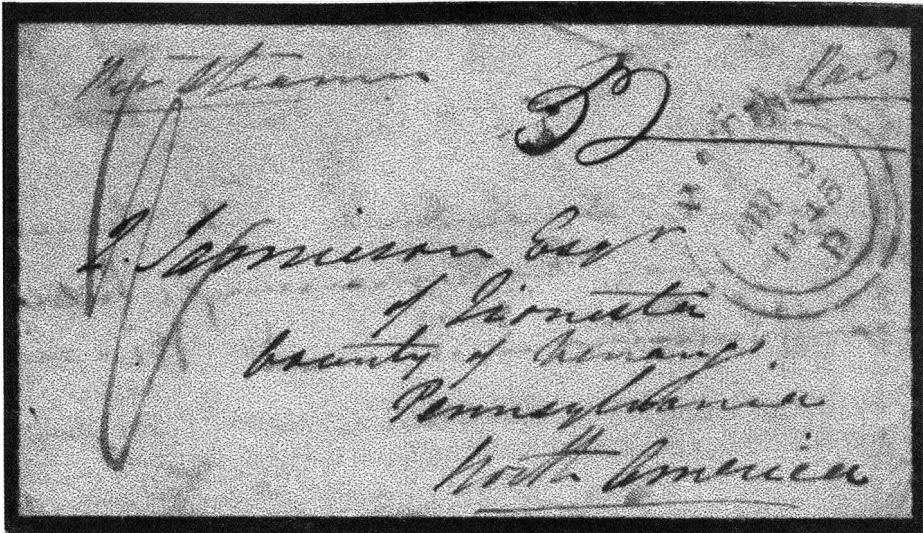


Figure 3A. 1845 stampless envelope England to Pennsylvania

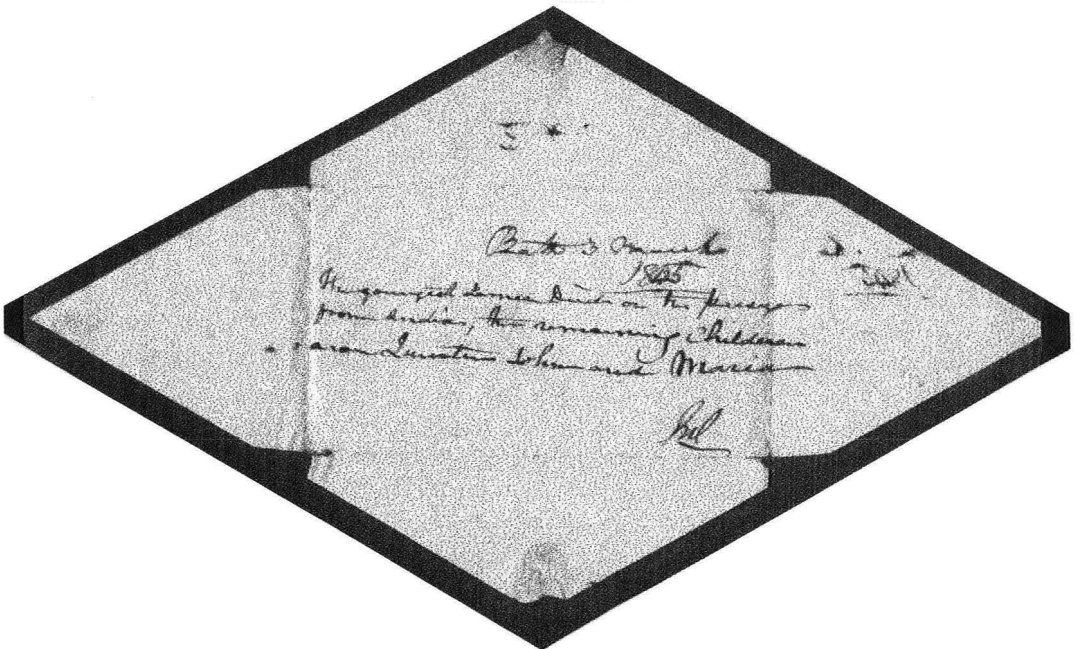


Figure 3B. Note written inside 1845 envelope

- Black oval handstamp "L / MR 4" on the reverse

Bob writes:

The controlling factor is the date when the envelope was received in the United States. Although postmarked Mar. 3, 1845 in England, travel by steamer would have delivered the letter at a U.S. port (probably Boston) before July 1, the effective date for the 1845 reduction in U.S. postage rates.

The 1 shilling paid for a single rate letter from England to the U.S. port of entry was based on total weight, but in the U.S., prior to 1 July 1845, letters were still rated by the number of sheets. In the U.S., an envelope was counted as a sheet and we will have to assume that there was another single sheet within the envelope, for the writer would not have paid a shilling to send such a brief message as appears on the inside of the envelope. Thus, in the U.S., it was considered a double letter.

Prior to 1 July, 1845, the rates of 1814 and 1816 still applied: "Single letter over 400 miles; 25¢." The law of 1799 still applied to incoming ship letters: "If conveyed beyond post office where received, 2 cents added to the ordinary postage."

Thus, a double letter rate (2 x 25¢) plus 2¢ provides a rate of 52¢ from Boston to Tionesta, Venango Co., Pa. during the period prior to July 1, 1845.

If the letter had been written on a single sheet, folded and sealed, with address and even a note on the outside, the rate collected in the U.S. would have been 25¢ for a single letter plus 2¢, a total of 27¢. This would have been a savings of 25¢ (a sizeable sum in 1845!).

Figure 4 is a cover front addressed to Cincinnati, Ohio with the following markings:

- Originating black CDS "CORREIO ??? / 18 = 5 / 6 BRE ?"

- Red boxed "Br. Service" at upper left

- Indecipherable French transit CDS in red at lower right

- Black CDS "DETROIT, MICH / AUG / 8 / ? PKT"

- Blue manuscript numerals - a French style "~~54~~" crossed through (upper right) and "60 / 83" at left

No Route Agents responded to the challenge of where and when this problem cover originated, and the meaning of the rate markings. We'll carry it over to the next *Chronicle* issue awaiting a reply before we give up and consign it to the unsolved cover file.



Figure 4. 1860s cover from ?? to Cincinnati via Detroit

Likewise, no response has come forth regarding the five-point star “patent” cancel, two copies on U.S. #65 shown in Figure 5. Between the outline of each pair of star points there is a line that bisects the angle. The cancel achieves its function by cutting into the stamp while canceling it.

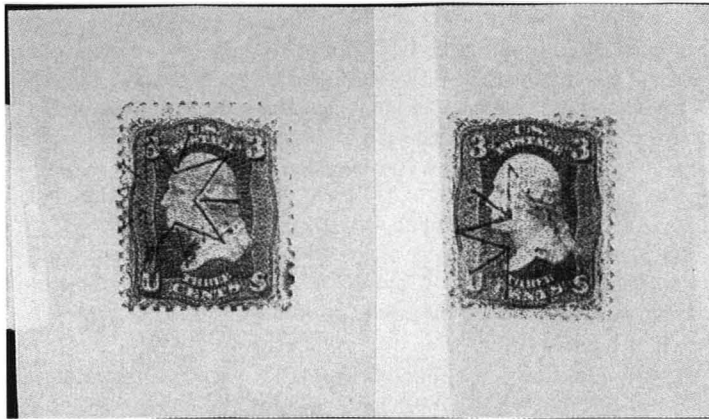


Figure 5. Five-point star “patent” cancel

There must be other copies of this canceler extant in the collections of our Route Agents. Please take a few minutes to look and report your findings, especially if you have a copy on cover or on piece that identifies the city of use.

PROBLEM COVERS FOR THIS ISSUE

The covers in Figures 6 and 7 are a pair sent in by Jim Milgram. Both are marked “Charge Box 149,” initialed and addressed to the same Joseph Marshall, Bark Aurpa, S.A.

Neither cover has any markings on the reverse. The “PAID 34” cover to Valparaiso is dated 1860 from the black “PANAMA / FE 13 /1860” CDS. The “NANTUCKET / FEB 11 / MASS.” CDS and the “34,” “24” rate markings are in red, the “25” in magenta.

On the “PAID 22” cover to Paita, the “NANTUCKET / NOV 3 / MASS.” CDS and the handstamped rates “22,” “12” are in red. In addition, this cover has a manuscript “50¢” followed by initials, and a manuscript “Due 25¢.”

What is the meaning of the rate markings on these covers?

* * * * *

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 August 2001 Cover Corner is July 10, 2001. 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, instead of requiring black and white photographs. This should make it easier to submit covers. Please send two copies of each cover, including the reverse if it has significant markings. It is also important to identify the color of markings on covers submitted in black and white. Thanks.



Figure 6. "PAID 22" cover from Nantucket to Paita, S.A.



Figure 7. "PAID 34" cover from Nantucket to Valparaiso

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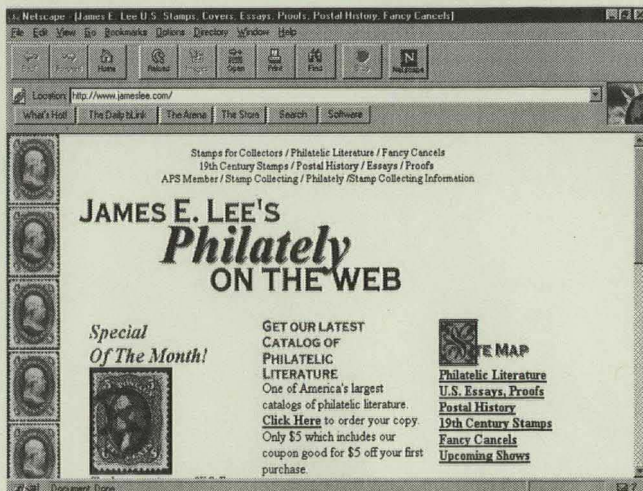


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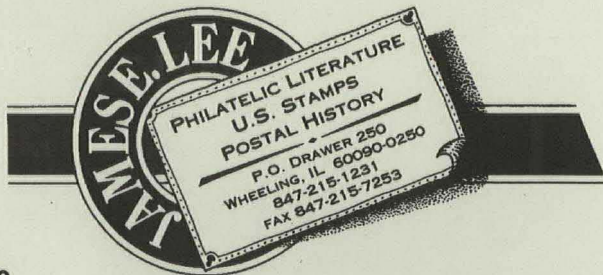


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