

THE CHRONICLE May 2005 (No. 206)

The
Chronicle
of the U.S. Classic Postal Issues

May 2005

Volume 57, No. 2

Whole No. 206

**COMPREHENSIVE STOCK
OF
U.S. CLASSIC ISSUES AVAILABLE**

**Very strong in COVERS and STAMPS, including
ESSAYS and PROOFS**

WHAT WOULD YOU LIKE TO SEE?

**SELECTION GLADLY SENT ON APPROVAL
AGAINST SPECIFIC REQUESTS**

MAY WE HEAR FROM YOU?

Satisfaction or Immediate Refund

Installment Payment Terms If Desired — (No Interest or Carrying Charges)

Jack E. Molesworth, Inc.

APS
BIA
UPSS

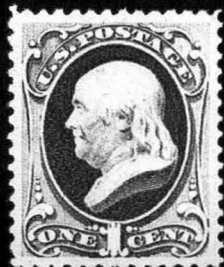
88 Beacon Street
Boston, Mass. 02108-3319
Phone: 617-523-2522
Fax: 617-523-2265

CSA
USPCS
CCNY

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

World Class Collections Deserve "FIRST CLASS" Treatment...

Scott #192, unused, PFC
Catalog Value: \$27,500.00
Realized Price: \$93,500.00
The highest price ever paid
for this Special Printing -
sold in Shreves May 2004 sale.



Scott #5, used PFC
Catalog Value: \$45,000.00
Realized Price: \$165,000.00
This remarkable realization achieved
in Shreves May 2004 sale is the
highest price ever paid for this classic
rarity - nearly twice its previous
realization just two years ago.

Scott #14, used, PFC
Catalog Value: \$200.00
Realized Price: \$20,900.00
Sold in Shreves May 2004 sale -
this famous plate number example
realized a record \$20,900.00.



Why do so many world class collectors choose Shreves to
sell their U.S. and foreign stamps and covers?
Shreves first class treatment with in-depth philatelic knowledge.
Award-winning marketing expertise. Incomparable personal service.
Unparalleled success.

Dallas & New York
www.shreves.com



800 556 STAMP
800.556.7826

SHREVES
PHILATELIC GALLERIES, INC.

14131 Midway Road, Suite 1250 • Addison, Texas 75001-9829 • 972/788-2100 • FAX 972/788-2788
145 West 57th Street, 18th Floor • New York, N.Y. 10019 • 212/262-8400 • FAX 212/262-8484

SPINK

— FOUNDED 1666 —

CONTINUING TO ACHIEVE RECORD
PRICES AT AUCTION



British Honduras, 1865, the famous and unique 1d. and 1/- se-tenant block.
Sold on 10 March 2005 for £120,750.

Our unique blend of leading specialists, a truly international client base,
and excellent catalogues result in outstanding prices at auction.

Our stamp specialists are always happy to discuss any aspect of
buying or selling at Spink.

COINS BANKNOTES MEDALS STAMPS BOOKS

69 Southampton Row, Bloomsbury, London WC1B 4ET
tel: +44 (0)20 7563 4000 fax: +44 (0)20 7563 4085 email: info@spink.com

www.spink.com

The Chronicle

of the U.S. Classic Postal Issues

ISSN 0009-6008

May 2005

Published Quarterly, in
February, May, August and November

Vol. 57, No. 2
Whole No. 206

\$4.50 Members

Official publication of the U.S. Philatelic Classics Society, Inc.

Annual Dues

\$6.00 Non-Members

(Unit 11, A. P. S.) www.uspcs.org

\$27.50

SOCIETY OFFICERS

WILSON HULME	<i>President</i>
12 Manette Road, Morristown NJ 07960-6344	wilson.hulme@uspcs.org
WADE E. SAADI	<i>Vice-President</i>
93 80th Street, Brooklyn, NY 11209-3511	wade@pencom.com
DR. CHARLES J. DI COMO.....	<i>Secretary</i>
102 Old Pawling Road, Pawling, NY 12564-1212	charles.dicomo@uspcs.org
ROB LUND.....	<i>Assistant Secretary</i>
3007 Panaview Blvd., Everett WA 98203-6945	padalund@msn.com
DWAYNE O. LITTAUER.....	<i>Treasurer</i>
P.O. Box 750368, New Orleans, LA 70175-0368	DL@kullmanlaw.com

DIRECTORS: JOE H. CROSBY '05; WALTER DEMMERLE '05; DR. CHARLES J. DI COMO '06; WILSON HULME II '05; DWAYNE O. LITTAUER '07; ROB LUND '05; CHARLES J. PETERSON '06; NORVAL RASMUSSEN '07; WADE SAADI '07; CHARLES SOUDER '06; ROY WEBER '06; *ex officio*: THOMAS J. ALEXANDER, THOMAS F. ALLEN, VAN KOPPERSMITH, PATRICIA STILWELL WALKER, RICHARD F. WINTER

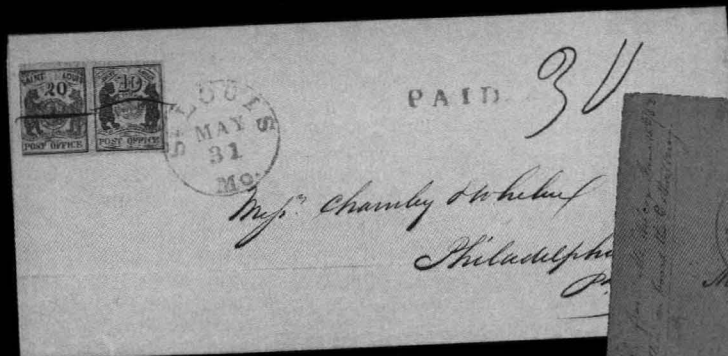
ROB LUND	<i>Membership Chairman</i>
3007 Panaview Blvd., Everett WA 98203-6945	padalund@msn.com
CHIP GLIEDMAN.....	<i>Publicist</i>
9 Hermit Lane, Ridgefield, CT 06877-5230	publicist@uspcs.org
RICHARD M. WRONA	<i>Advertising Manager</i>
P.O. Box 7631, McLean, VA 22106-7631	richamw@ucia.gov
WALTER DEMMERLE.....	<i>Publication Sales Chairman</i>
821 Winthorpe Drive, Virginia Beach, VA 23452-3939	demmerle@cox.net
DALE R. PULVER	<i>Editor of Chairman's Chatter</i>
7725 Beaver Creek Dr., Mentor, OH 44060-7121	chrisdale@att.net
JEFFREY C. BOHN.....	<i>Exhibition Photocopy Chairman</i>
P.O. Box 2301, Columbia, MD 21045-2301	jbohn2@csc.com

EDITORIAL BOARD

CHARLES J. PETERSON.....	<i>Editor-in-Chief</i>
P.O. Box 5559, Laurel, MD 20726-5559	cjp7777@aol.com
JAMES W. MILGRAM, M.D.....	<i>Prestamp & Stampless Period</i>
1352 Estate Lane, Mill Road Farm Manor, Lake Forest IL 60045	j-milgram@northwestern.edu
GORDEN STIMMELL	<i>U.S. Carriers & Independent Mails</i>
203 Willow Avenue, Toronto ONT M4E 3K4 Canada	stimmell@sympatico.ca
WADE E. SAADI	<i>1847 Period</i>
93 80th Street, Brooklyn, NY 11209-3511	wade@pencom.com
HUBERT C. SKINNER.....	<i>1851-61 Period</i>
P.O. Box 4097, New Orleans, LA 70178-4097	mrmola@excite.com
MICHAEL C. McCLUNG	<i>1861-69 Period</i>
4809-D Kingshill Dr., Columbus, OH 43229-7215	Mike.Mcclung@scottscsco.com
SCOTT R. TREPTEL.....	<i>1869 Period</i>
% Robert A. Siegel Auctions, 60 East 56th St., 4th Floor, New York, NY 10022-3204	
JEFFREY FORSTER, Assistant	jforstr@pacbell.net
JOE H. CROSBY	<i>Bank Note Period</i>
5009 Barnsteeple Court, Oklahoma City, OK 73142-5405	joecrosby@cox.net
ALAN CAMPBELL.....	<i>Officials et al.</i>
2746 29th Street, San Diego, CA 92105	alanccamp@aol.com
LESTER C. LANPHEAR III, Assistant	llanphear@earthlink.net
RICHARD F. WINTER	<i>The Foreign Mails</i>
31 Flagship Cove, Greensboro, NC 27455	rfwinter@bellsouth.net
JEFFREY C. BOHN, Assistant	jbohn2@csc.com
GREG SUTHERLAND.....	<i>The Cover Corner</i>
P.O. Box 24231, Dayton, OH 45425-0231	gregfree@coax.net

Address changes should be sent to Secretary, back issue orders to Publication Sales Chairman, other correspondence to Editor-in-Chief. Reports of new items or articles should be submitted to appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be carefully guarded but no liability attaches to an editor.

“Amazing.”
“Spectacular.”
“EXTRAORDINARY.”



Realized \$160,000



Realized \$115,500

NO MATTER HOW YOU SAY IT,
OUR REALIZATIONS
SPEAK FOR THEMSELVES.

Matthew Bennett International created the “Exhibition Collection Sale” series of auctions to showcase specialized collections. The auction catalogue—designed exclusively for your collection—creates a spectacular impression resulting in equally impressive results.

If you have a specialized collection or a collection of gem-quality stamps and are contemplating sale at public auction, please contact us at (410) 453-9784 or toll free (800) 638-4223 in the U.S. to discuss how we can design an auction catalogue for you.



Realized \$412,500

The highest price received
for any mint U.S. stamp



MATTHEW BENNETT INTERNATIONAL

1954 Greenspring Drive · Suite LL18 · Baltimore, MD 21093 · 410.453.9784
e-mail: info@bennettstamps.com · web: www.bennettstamps.com

IN THIS ISSUE

THE PRE-STAMP & STAMPLESS PERIOD

- Texas Republic Package Rate, *by R.H. Stever*87
- The Printed Postmarks of Cumberland, Maine, *by James W. Milgram, M.D.*90
- Ornamented Mortised Handstamps—An Addendum,
by James W. Milgram, M.D.97

THE 1847 PERIOD

- The Unique 1847 Usage from Enfield: Both Examples, *by Harvey Mirsky*100

THE 1851-61 PERIOD

- Color Study of the 3¢ Stamp of the United States 1851-57 Issue:
An Update, *by Wilbur F. Amonette, M.D. and Wilson Hulme*.....103

GUEST PRIVILEGE

- Philadelphia “Mummers” Cancellations, *by James C. Cate*110

THE 1861-69 PERIOD

- An Unlisted Prison Ship Cover, *by Michael C. McClung*115
- The 3¢ 1861 on Gray Paper, *by Michael C. McClung*.....116
- Confirmation of a 3¢ 1861 Plate Variety, *by Michael C. McClung*117

CONFEDERATE STATES OF AMERICA

- On the 5¢ De La Rue Lost *Bermuda* Shipment, *by Leonard H. Hartmann*118

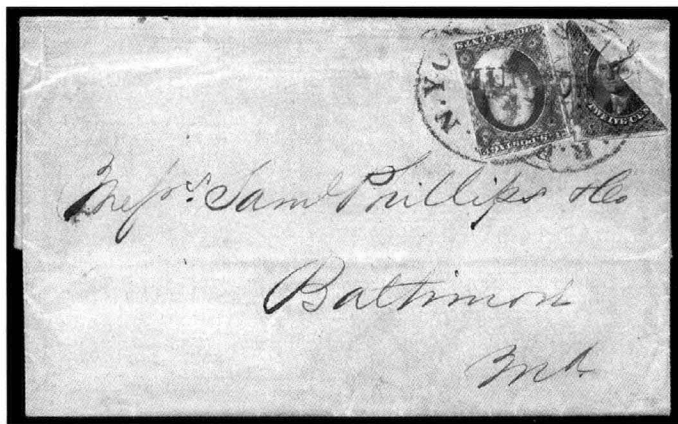
THE FOREIGN MAIL

- United States—Belgium Convention Mail, *by Richard F. Winter*122

**Just a couple of the reasons Rumsey Auctions is one
of America's leading auctioneers.**



Realized \$57,750



Realized \$20,900

We are now accepting consignments for placement in our future sales. Please contact us whether you have a single rarity or an entire collection for sale.

Please visit our website at:
www.rumseyauctions.com

email: srumsey@rumseyauctions.com

Schuyler
Rumsey
Philatelic
Auctions

1255 Post Street
San Francisco
California 94109
t: 415-351-2124
f: 415-351-2127

TEXAS REPUBLIC PACKAGE RATE**R.H. STEVER**

Texas Republic postage rates were based on distance and weight. The distance rates were set out in paragraph form by Newsom (1916) and by Konwiser (1933). Volume I of David Phillips' *American Stampless Cover Catalog* (1985) recorded the rates in tabular form. However, the best presentation was an easily-used rate chart devised by Alex ter Braake in 1970, in *TEXAS: The Drama of Its Postal Past*. In 1991 this writer made rate corrections and structural changes in ter Braake's chart to conform with acts of the Texas Congress, which met every January and enacted postage rates for the new year. The corrected rate chart has been attached to ter Braake's book at the APRL and is reported in the 1997 update of Vol. I of the *American Stampless Cover Catalog*, page 380. This chart, as well as the other recordings of Texas rates, is based on a weight of one ounce for all distances.

The basic source for Texas postal information is found in Gammel's *The Laws of Texas*, Vol. I, Part II, pp. 963-77. Here is reported an "Ordinance and Decree for Creating a General Post Office Department." It was signed on December 7, 1835, at San Felipe de Austin. Section 9 of this ordinance sets out postage rates, beginning at page 966. Although the year to year distance rates (as noted on the chart) were subject to change, there are some parameters which remained the same throughout the ten-year life of the Republic. This had to do with the number of pages (pieces of paper) in mail matter, plus the weight involved. Two pieces of paper caused the postage to be doubled and three pieces caused it to be tripled. Thus from Gammel's *Laws*, page 967: ". . . and for every packet composed of four or more pieces or other things and weighing one ounce, quadruple those rates, and in that proportion for all greater rates . . ." (Subsequent reportings of this statement use the word "package" instead of "packet.") The illustrated cover (Figure 1) is an example of the above multiple rate, a quadrupled distance rate multiplied by a weight factor.

This is a courthouse cover. It contained a deposition of unspecified length. This heavy letter originated September 3, 1845 at San Felipe and was mailed to the Clerk of the District Court at San Augustine, where it was filed on September 25th. These two communities were well over 100 miles apart. According to the rate chart, the postage in 1845 for a one ounce letter was 10¢ up to 100 miles and 20¢ for a distance over 100 miles. As the annotation at top right of the envelope shows, the weight was 2½ ounces and the postage paid \$2.00. This multi-page deposition quadrupled the 20¢ postage (to 80¢), and the 2½ ounce weight resulted in a total postage of \$2.00.

Of course a long-winded person could have written an extensive letter and even included some "other thing," but in all probability heavy mail such as the Figure 1 cover was a result of legal mailings containing various documents with multiple pages. Similar package rate covers could conceivably exist with dates during any of the years of the Texas Republic. It may be that this is now the only such cover that has survived. Even if not a unique usage, this undoubtedly is a rare rate. Texas Republic collectors holding covers bearing rate marks which are odd and seemingly inexplicable, especially in the case of courthouse covers, should check to see if a package rate might apply.

References

Gammel, Hans Peter Nielson. *The Laws of Texas, 1822-1897* (Austin, Texas: The Gammel Book Company, 1898). A monumental 10-volume work,

Konwiser, Harry M. *Texas Republic Postal System* (New York: H.L. Lindquist, 1933).

Newsom, W.L. "The Postal System of the Republic of Texas," *The Southwestern Historical Quarterly*, Vol. XX, No. 2 (October 1916).

Depositions in Suit
 Administrators of
 Reynolds
 vs
 Horton

paid 2 1/2 of \$2.
 The Clerk of the District Court
 of the San Augustine Co.
 San-Augustine Texas

Expense by order of Court 12th 25 - 1845
 D. W. Martin 2000

Paid at 25 -
 1845 -
 D. W. Martin

The paper up for 32000003

Figure 1. 1845 Texas Republic courthouse cover showing \$2.00 "package rate," with quadruple charge based on number of pages and 2 1/2 multiplier based on weight

Phillips, David G., editor. *American Stampless Cover Catalog*, Vol. 1, 4th and 5th eds. (North Miami, Florida: David G. Phillips Publishing Co., 1985, 1997).

Stever, R.H. "Texas Republic Postage Rates," *The Texas Postal History Society Journal*, Vol. 16, No. 4 (December 1991).

ter Braake, Alex L. *TEXAS: The Drama of its Postal Past* (Federalburg, MD: American Philatelic Society, Inc., 1970). □

Texas Republic Postal Rates Single Letter Rates

YEAR	Distance in Miles							Ship Rate	Effective	
	0	20	40	50	100	150	200			>200
1835								6 ¼		
1836	6 ¼	12 ½	18 ¾	25		37 ½			12-12-35	
1837	6 ¼		12 ½		25				12-20-36	
1838									12-18-37	
1839	12 ½		25		37 ½		50			
1840									2-6-40	
1841	25		50		75		100		50 1-28-41	
1842	12 ½		18 ¾		25		31 ¼		6 ¼ *3-31-42	
1843	12 ½		25		37 ½		50		12 ½ 3-31-43	
1844	12 ½				25				6 ¼ 3-1-44	
1845	10				20				5 4-1-45	
1846	United States Rates								2-16-46	

*Postage to be paid in gold, silver or exchequer bills.

Revised Texas Republic postage rate chart adapted from Alex L. ter Braake. A comparison will show corrected rates for the years 1838, 1839, 1842 and 1843 plus clarification of effective dates.

THE PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, Editor

THE PRINTED POSTMARKS OF CUMBERLAND, MAINE

JAMES W. MILGRAM, M.D.

During the 19th Century within the United States there were very few printed postmarks. Before stamps were issued, a few printers of circulars, those all-printed letters with no manuscript additions, printed the postage rate for the circular, 2¢ for the 1845-47 period and 3¢ for 1847-51, sometimes with the word "PAID" printed as well. Proctorville, Vermont issued a printed straightline in the 1849-51 period on bank circulars with partially printed contents. The month was printed, but the date and postage rate (5¢) was added in manuscript. But these were always stampless.

It appears that Cumberland, Maine was among the earliest towns to print postmarks on covers with stamps. This article illustrates the types of printed postmarks that were used from this town on circular mail during a 12 year period, 1856-68. The earliest postmark from Cumberland, Maine, listed in the *American Stampless Cover Catalog*, Vol. 1, is a circle with month and day of 1856. A rimless circle is also listed. No straightline postmarks from this town are listed.

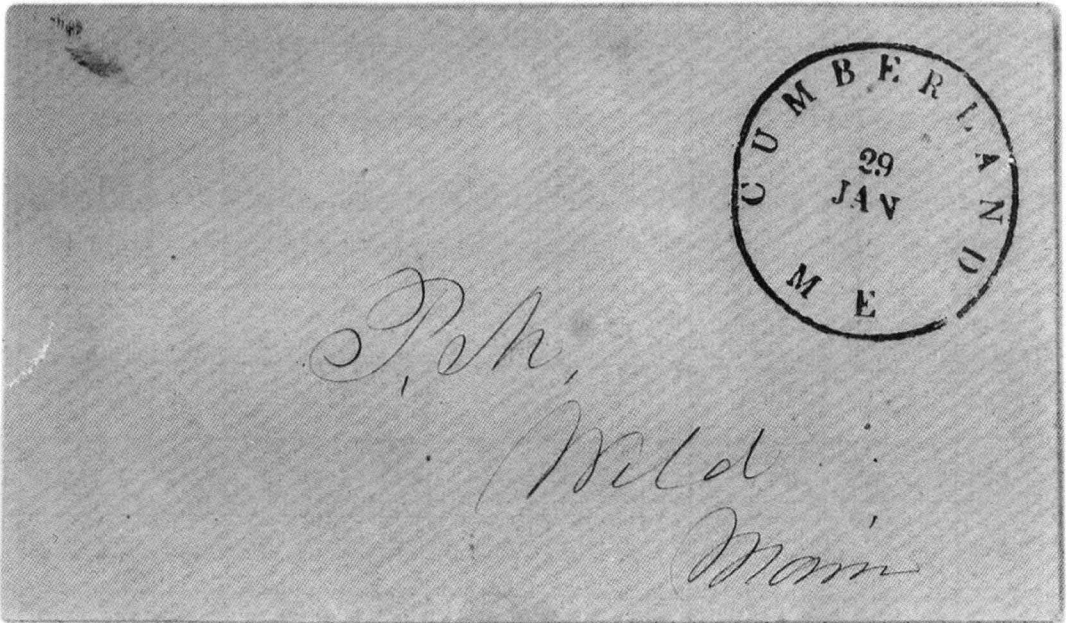


Figure 1. Type 1A: Circular marking on stampless cover dated 29 Jan

Figure 1 shows a stampless cover to a postmaster which was sent free. The 34mm postmark "CUMBERLAND ME 29 JAN" is clearly struck and appears to be a printed marking. Stephen G. Rich wrote an article on "CUMBERLAND, MAINE Circle Type Precancel of the 1850's" in *Stamps*, August 22, 1942. He showed this same type circle with a "15 MAY" dating well struck on a 3¢ 1857 stamp with the printed address of a postmaster in Massachusetts (Figure 2). Figure 3 shows an almost identical cover bearing a 3¢ 1851 imperforate stamp, except the printed "MASS." in the address is missing and the word has been entered into the address in manuscript. The date is "20 MAY" and the

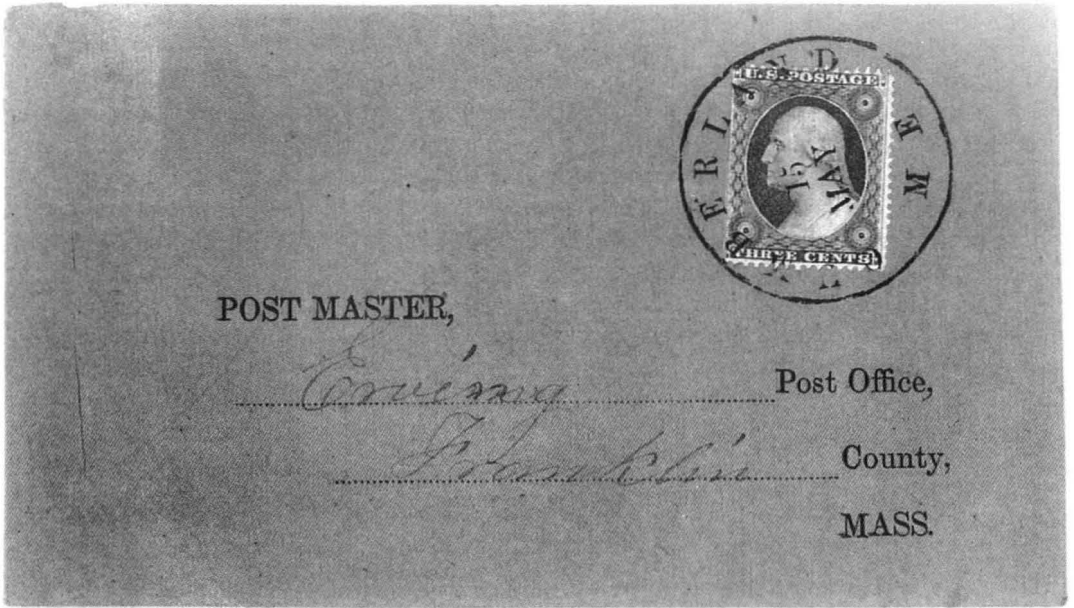


Figure 2. Type 1B: Circular marking dated 15 May on 3¢ 1857 stamp



Figure 3. Type 1B: Circular marking dated 20 May on 3¢ 1851 stamp

marking is so clearly struck on a 3¢ 1851 stamp that it appears to be printed. It should be noted that the same type font is used in the word "POSTMASTER" of the address in both Figures 2 and 3.

There is a break in the circle just after the "D." This is seen better on the stampless cover in Figure 1, but it is clear in the illustration in Rich's article (Figure 2) and is present in Figure 3 as well. So this is a circular marking which was applied to the envelopes with varying degrees of rotation. Second, the lettering in the stampless cover example is closer to the outer circle than in either of the two examples struck on stamps. And third, the marking appears over the address in Figure 3, the earlier example on a stamp. That cannot happen if the postmark and the address were printed together. The postmark must have been printed after the envelope. Probably the stamps were applied after the printing of the address. I am giving Type 1A to the stampless cover type in Figure 1 and Type 1B to the marking shown on the two stamped covers in Figures 2 and 3.

Stanley B. Ashbrook popularized the next of the Cumberland markings as precancels. One variety was used on 1¢ perforated stamps to pay the circular rate in 1859. In Volume 2 of *The United States One Cent Stamp of 1851-1857* he illustrates two examples with different dates, October 15 and October 22. These two covers recently sold as lots 924 and 925 at Robert A. Siegel Auctions, April 28, 2004 (Figure 4). This is the

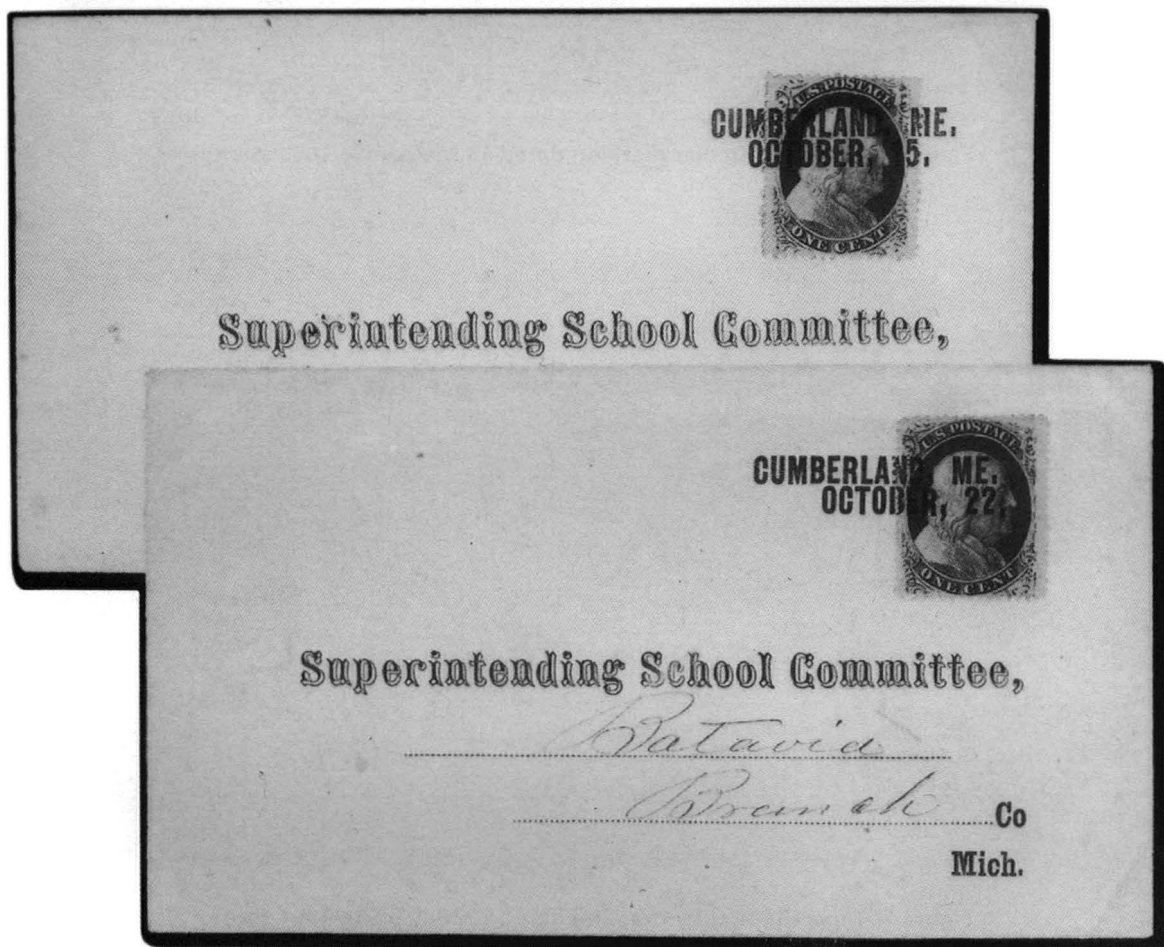


Figure 4. Type 2: Straightline marking on two covers with 1¢ 1857 stamps

Type 2 first straightline postmark. These two covers, which contained circulars promoting a book from a publishing company (illustrated in Ashbrook's book), show that the stamp was applied before the postmark was printed since the postmark ties the stamps to the envelopes. And the positioning of the stamps is different on the two envelopes shown, which is what one would expect if the stamps were applied to the envelopes before they were printed. Recently a third cover with the Cumberland postmark has been discovered, dated October 15; Scott Trepel kindly showed it to the author recently. There are also off-cover copies of the 1¢ stamp with the postmark. Known dates are October 5, October 15 and October 22.

Although the circular shown by Ashbrook was from a book publishing company, it is likely that all of the Cumberland printed postmarks were the product of Horace I. Gray of Cumberland, a printer in the town. Most of the envelopes known appear to be solicitations by Gray to postmasters or different groups and would have contained either letters or circulars (different postal rates applied to each).

Such precancels differ from most of the later precancels on stamps in that with the later varieties, the stamps were precanceled *before* being applied to the envelope. Whole sheets were prepared as precancels which were then used on envelopes as needed. This type of early precancel was also described by Ashbrook. These usually consisted of the word PAID printed on the stamps. An example of this type of precancel usage was lot 254 in Robert A. Siegel Auction June 12, 2004—a usage of two imperforate 1¢ stamps on a newspaper wrapper from Cleveland, Ohio in 1857, an item evidently unknown to Ashbrook. The circular rate on all printed matter on July 1, 1851 except newspapers was 1¢ if prepaid and double if unpaid. The newspaper rate was 2¢ prepaid. Prepayment was repealed as a requirement in 1857.

So there are really two types of precancels on these early covers, those printed on the stamps before they were affixed to covers and those printed onto envelopes on which the stamps were placed first. The first four types of Cumberland, Maine usages fall into this latter category, while the latest type, Type 5, was canceled prior to affixing.

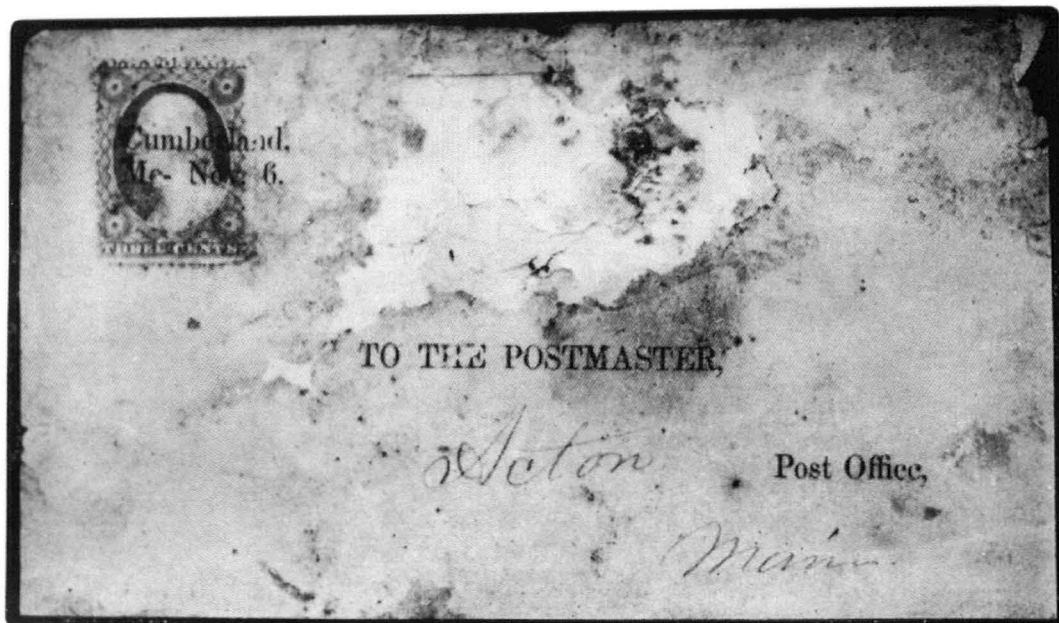


Figure 5. Type 3: Straightline marking on 3¢ 1857 stamp

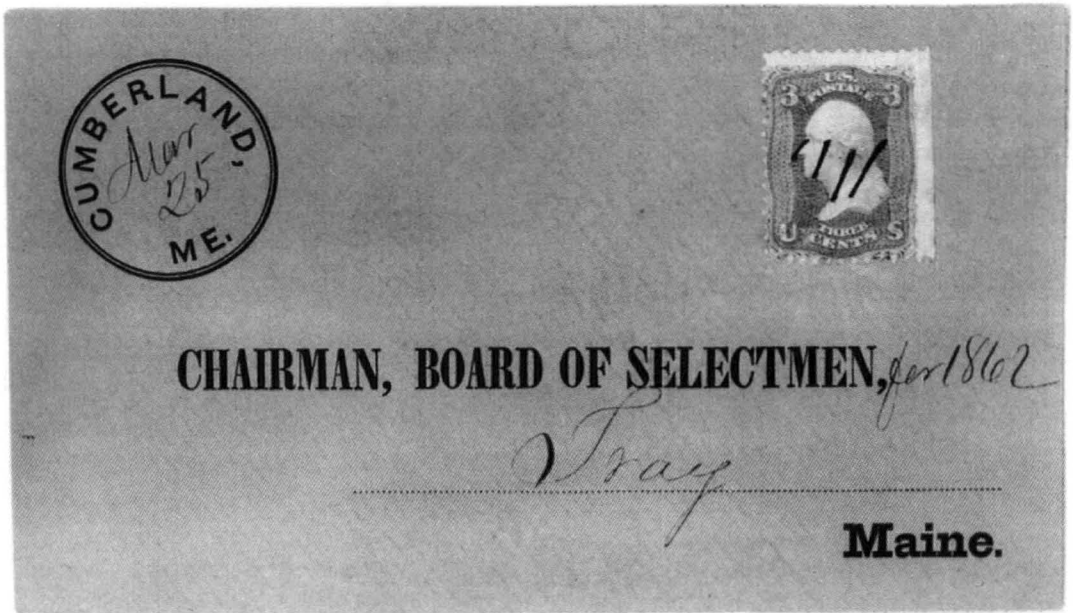


Figure 6. Type 5: Circular marking on 1862 cover with 3¢ 1861 stamp

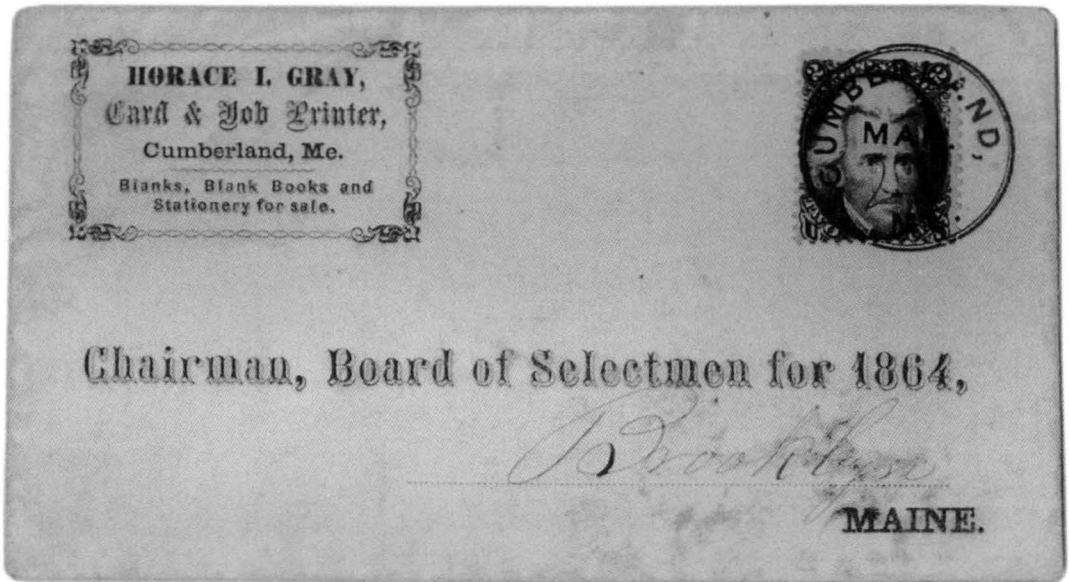


Figure 7. Type 5: Circular marking tying 2¢ 1863 stamp to 1864 cover

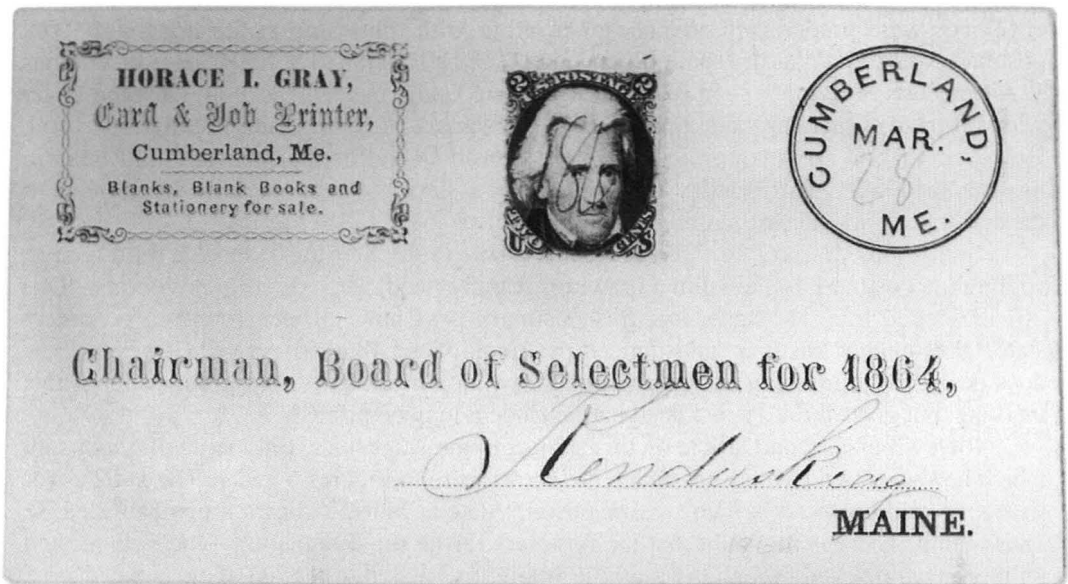


Figure 8. Type 5: Circular marking along side 2¢ 1863 stamp

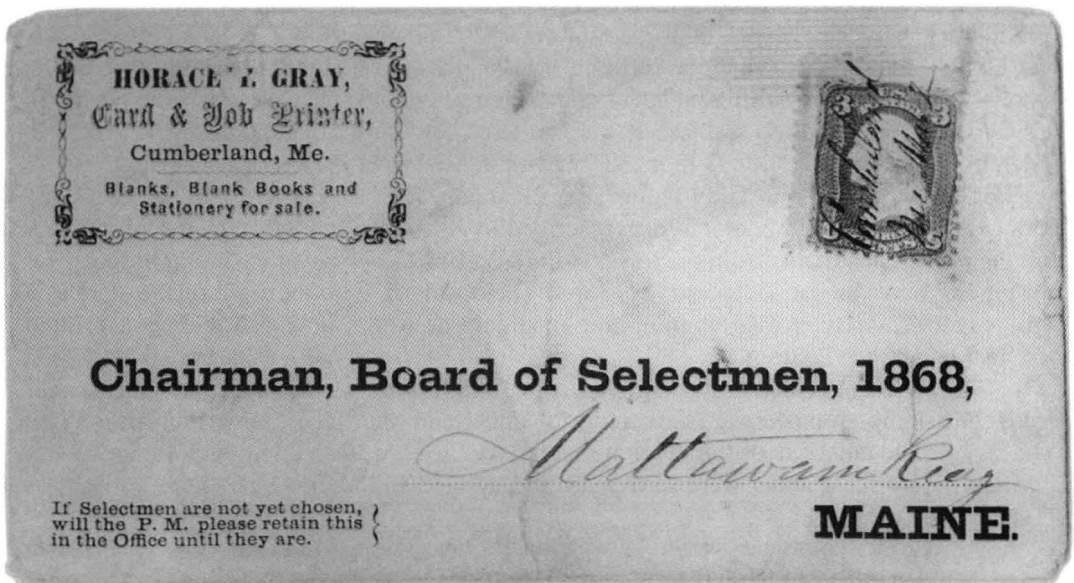


Figure 9. Type 6: Manuscript "Cumberland Me Mar 2" on 1868 cover with Gray's corner card

Type 3 (Figure 5) is also illustrated in Ashbrook. Here the postmark used was in upper and lower case letters. The use of a 3¢ stamp suggests that there was some manuscript content to the enclosure. This type of precancel usage demonstrates that the printed postmark was also the obliterating postmark for the stamp. Presumably a group of envelopes were prepared in advance of printing with the stamp at the upper left. The postmark was printed at the same time as the "TO THE POSTMASTER," etc. In Thomas J. Alexander's *Simpson's U.S. Postal Markings 1851-61*, page 41, is a similar type cover with a printed corner card and a printed dated postmark of Rising Sun, PA Oct. 26th 1860. However, the stamp was applied separately, probably after the printing, and bears a handstamped killer. This is still a form of precancel since the town marking was applied to the envelope in advance of mailing at the post office.

In the book *Maine Postal History and Postmarks*, by Sterling T. Dow, a third type of straightline postmark is shown in a drawing, "Cumberland, Me." (first line) with ms. "Dec 26" as second line. He states that this postmark "has not yet been found in precancel state." Presumably this is a handstamped postmark of the 1860-61 period. However, Dow does describe the marking as being printed. The author knows nothing further about this marking, but gives it the Type 4 designation since it may be printed.

Rich wrote a second article on this subject in the August 28, 1943 issue of *Stamps*, in which he shows two new covers which are shown here in Figures 6 and 7. The 1862 cover with a printed postmark which was manuscript dated "Mar 25" bears a pen canceled 3¢ 1861 stamp. There is no doubt that the postmark, given the designation Type 5, is printed on this envelope even though the marking is slightly rotated to the left. This is the Type 5 printed postmark. The handwriting in the town marking is distinctive and matches that in the other three examples of this type of postmark. But the pen on the 1861 3¢ stamp is different (thicker strokes), so it is possible that the stamps were precanceled in this manner, or the dating of the postmarks was done by someone different from the person who canceled the stamps.

Figure 7 shows the famous 1864 cover on which the 2¢ stamp is tied by a printed circular cancel. The "MAR" is printed, but the "20" is entered in pen. The cornercard is for Gray, who probably printed everything at once. This cover is mentioned in Dow, but he shows a drawing from a different cover, the cover in Figure 8. That cover has the postmark printed with the stamp to the left. It was mailed a few days after the cover in Figure 7, March 28, and there is "1864" in manuscript on the stamp in the same handwriting. There is a printed circular from Gray requiring a 2¢ stamp. Dow speculated that perhaps Gray printed the earlier 1859 book circular described in Ashbrook and was thus responsible for all the printed postmarks from the town. A third 2¢ Black Jack cover is similar to the cover in Figure 8 but the dating is Mar. 22, 1864. The postmark is to the right of the stamp on this cover. This cover also contains the original enclosure, a March 20, 1864 printed circular by Horace I. Gray.

Finally, there is an intriguing cover from 1868 (Figure 9) with the same Gray corner card. The stamp on this cover bears a tiny "Cumberland Me Mar 2" all written entirely on the stamp. The author is of the opinion that this is a precanceled stamp with the postmark written before the stamps were torn apart and applied to the envelope, so it is listed as Type 6.

Any further comments would be welcomed. Please write to the author at 1352 Estate Lane, Mill Road Farm Manor, Lake Forest IL 60045.

Acknowledgements

The author wishes to thank Arnold H. Selengut for his assistance. Many of the covers shown in this article come from the great Maine collection formed by Paul E. Hannemann. □

ORNAMENTED MORTISED HANDSTAMPS — AN ADDENDUM

JAMES W. MILGRAM, M.D.

A number of readers wrote that they had or had seen the same type of handstamp that I showed in Figures 1 and 2, in my article in *Chronicle* 204 (and continued in *Chronicle* 205). Don Johnstone sent a copy of the Type G, but there were no floral elements at the bottom. He also pointed out another Type G handstamp and a Type C in an auction. Bill Stearns showed me two handstamps; one was Type K without the handle and the other with the handle, but I cannot remember the type. Also, Roger Curran has the second Type C with the arrow through the hearts. The interesting feature is that all had the shell thumbscrew and similar handles, so it means that one manufacturer made these handstamps.

The Robert A. Siegel June 4, 2005 auction contained four covers with these handstamps used as postmarking devices. Two I had listed, but two were new to me:

G 24A. EXPRESS POST. in blue, thought to be in the early 1850s, only recorded example from this New York city post (Figure 1).

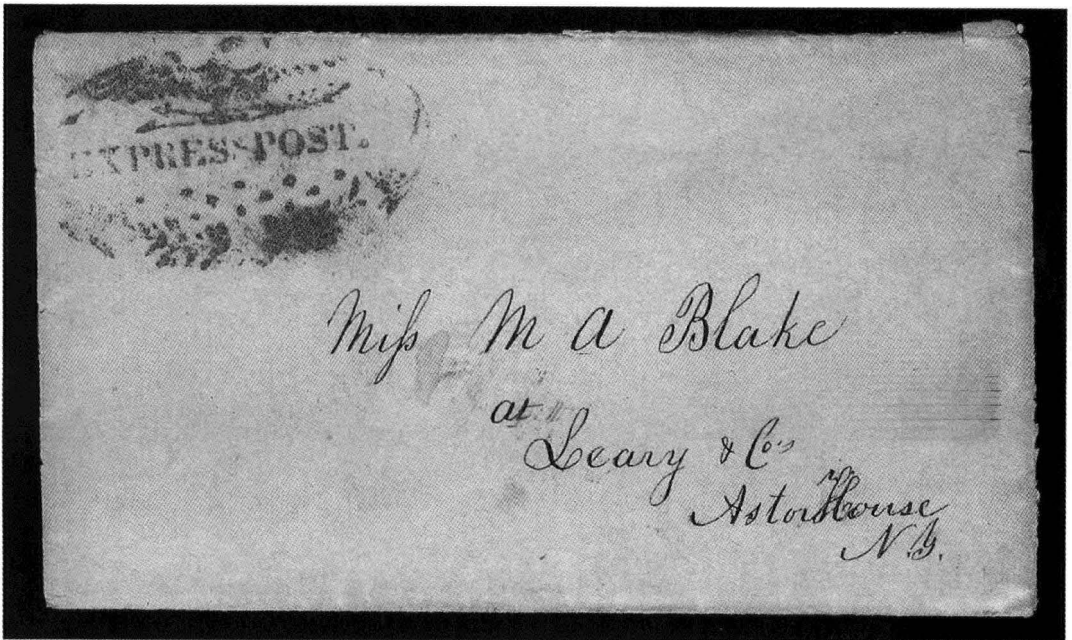


Figure 1. EXPRESS POST (Listing No. G24A)

G 24B. Jefferson Market Post Office/ By G. SCHMIDT & CO., two lines of text in black handstamp. This is dated 1850 and another copy dated June 30, 1850 is recorded.

Then a number of markings with personal names can be found. The most interesting of these is shown in Figure 2. It is the rare Type F and I am giving it an F2 listing. It is the marking JAMES QUINN found on the reverse of a stampless cover with a fancy blue negative 5 postmark from Mifflinville, Pennsylvania. The letter is dated 1846.

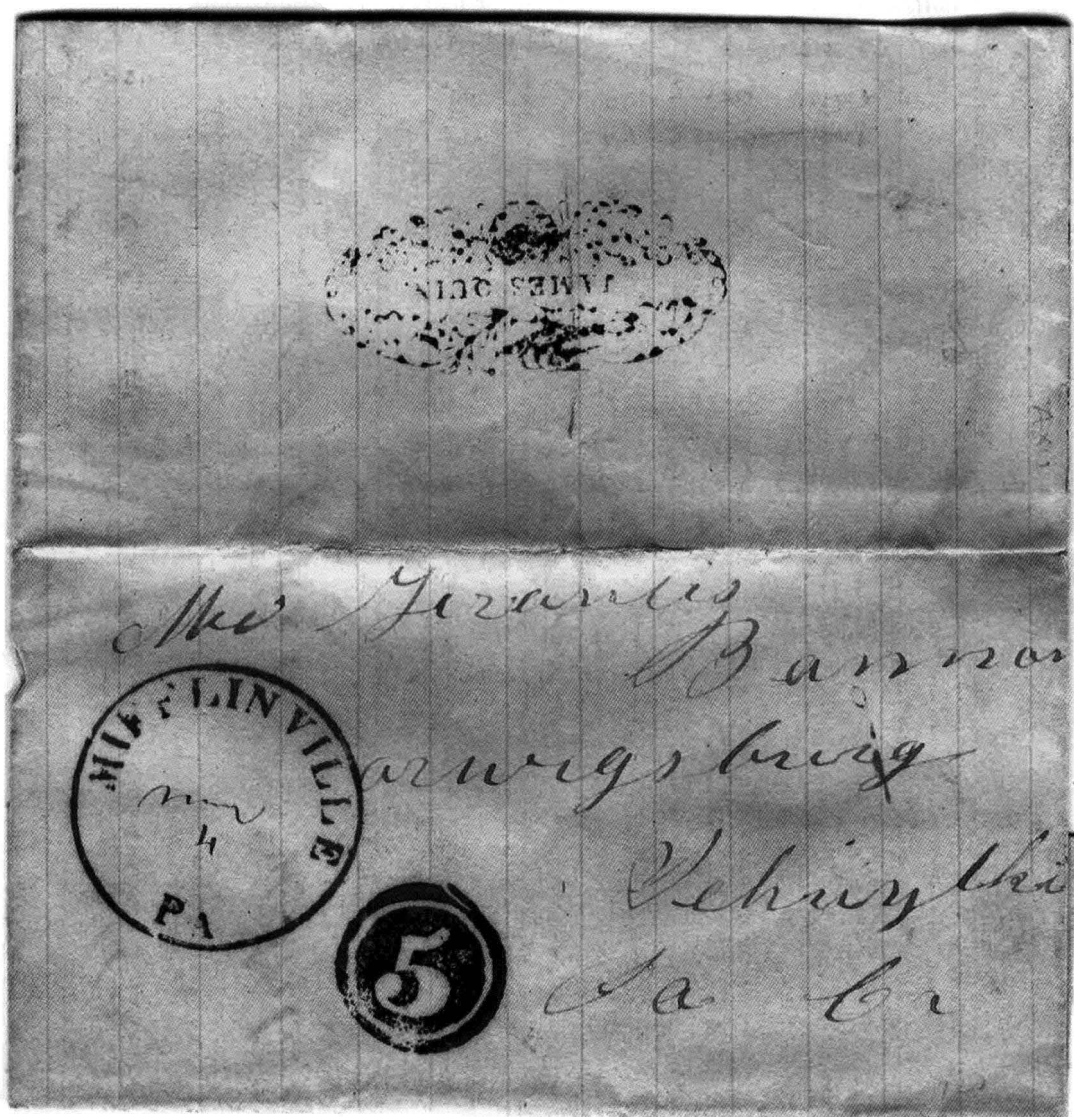


Figure 2. JAMES QUINN (Listing No. F2)

Another Type C second type with heart pierced by arrows is J.M. PARRISH used on an 1863 Civil War soldier's letter from New Orleans. Bob Lund sent me a copy of M.S. BRUNDAGE in Type G frame, used twice on the front of an 1850s envelope. And I saw Fred A. WEYERS on the reverse of an 1850s cover with a Detroit STEAMBOAT in black scroll. There are a lot of these personal handstamps and I am not giving these individual numbers.

I would be interested in others.

Looking for a professional who shares your passion for collecting?

Our clients sometimes wonder why we get so excited about a superb stamp, a rare cancel, or an unusual cover.

The answer?

We love stamps.

In fact, if we weren't America's premier stamp auctioneers, we would probably be America's premier stamp *collectors*.

Each Siegel auction is like our own collection. We hunt for the best material. We carefully present it in one of our award-winning catalogues. And when it's done, we get to start again!

So, how can our passion benefit you?

Think about it. In any field, the best professionals have it in their blood.

Sports, music, medicine...stamps.

When you want the best, you want someone who loves what they do, because their enthusiasm and

experience will work for you.

Other stamp firms can do the job by the book. But the philatelists at Siegel have more of what it takes to do the best job.

Passion.



Robert A. Siegel

AUCTION GALLERIES, INC.

Scott R. Trepel, President

For information about our auctions or to request a copy of the next sale catalogue and newsletter, please write to:

Robert A. Siegel Auction Galleries, Inc.
60 East 56th Street, 4th Floor
New York, New York 10022

Phone (212) 753-6421 Fax (212) 753-6429

E-mail: stamps@siegelauctions.com

For on-line catalogues, prices realized and the Siegel Encyclopedia

www.siegelauctions.com

THE UNIQUE 1847 USAGE FROM ENFIELD: BOTH EXAMPLES
HARVEY MIRSKY

An oxymoron, you say? Not at all: Figures 1 and 2 show both examples of the unique Enfield 1847 usages. The first cover was mailed from Enfield, North Carolina and is the only example recorded from that city,¹ while the second was mailed from Enfield, Massachusetts and is the only one recorded from that city.²

At first glance, it may appear that the 5¢ cover originated at Peace Dale, Rhode Island, because of the prominent PEACE DALE CDS alongside the stamp. However, the letter was definitely mailed at Enfield, Massachusetts, as shown by both the faint strike of the ENFIELD/SEP 14 CDS at lower left, and the Enfield dateline inside; the Peace Dale postmark was applied two days later, when the letter was forwarded from that city to South Walpole on SEP 16.

These two folded letters represent the complete census of 1847 “Enfield” covers. They are an interesting pair and, normally, that would be the end of the discussion.



Figure 1. Cover mailed from Enfield, NC on February 29, 1848. Because letter weighed between 1/2 and 1 ounce, the 10¢ Washington stamp only paid half the double-rate postage for the over-300 mile distance to Philadelphia; postmaster noted it was “Due 10.”

¹Thomas J. Alexander, *The United States 1847 Issue: A Cover Census* (Austin, TX: U.S. Philatelic Classics Society, 2001), p. 547.

²*Ibid.*, p. 247.



Figure 2. Cover mailed (per its dateline), from Enfield, MS to Peace Dale, RI on September 14, 1847 (a second-month usage). The 5¢ Franklin stamp paid single-rate postage for a 1/2 ounce letter traveling less than 300 miles. At Peace Dale, letter was forwarded to South Walpole, MS and rated an additional “5” to indicate postage due for the second part of its journey.

However, each of these covers is worth an extra look in its own right. For example, the North Carolina cover is a leap year letter. Dated February 29th, it had to have been sent in 1848, the only leap year during the currency of the 1847 issue. It is a rare date for 1847s, and the manuscript “29” makes it all the more unusual.



Figure 3. Computer enhanced cancel from the Enfield MS cover.

Also note the thoughtfulness of the Enfield postmaster. He originally rated the letter “10,” but wrote over that in ink, changing the rate to “20.” Then, wanting to be sure that everyone would understand what had transpired, he carefully added his notation that the letter was “Paid 10/Due 10.”

Even the addressee and the address are interesting. Thomas S. Kirkbride, a Philadelphia physician, is recognized as having been a major force in the mid-19th century movement toward humane and enlightened treatment of mentally ill patients; he hosted the meeting that led to the formation of the American Psychiatric Association.

The Massachusetts cover also has an unusual facet. As it happens, the Alexander Census does not record any 1847 covers originating from Peace Dale, Rhode Island (the forwarding city). Therefore, this is likely the only example, albeit used as a forwarding mark, of the Peace Dale CDS currently known on an 1847 cover. Thus, we have the anomalous situation of one letter with two date stamps, both of which are probably unique on an 1847 cover.

Finally, though, it must be noted that while the town of Enfield, North Carolina is still around, the town of Enfield, Massachusetts no longer exists; it was one of four towns flooded in 1937 as a consequence of creating the Quabbin Reservoir in the center of the state. □

KRISTAL KARE, INC.

Protective Pouches

For Philatelists, Numismatists, Ephemerists,
Archivists, Collectors and Savers.

The clear, strong, inert, dimensionally stable film we use is DuPont's "Mylar" Type D or equivalent



KRISTAL KARE, INC.
P.O. Box 396
Hicksville, NY 11802

- Pouches for philatelic covers.
 - Pouches for page & document protection.
 - Pouches for exhibit pages.
 - Folders & Pouches for document preservation.
- kristalkar@aol.com
☎ 516-822-2562

Collecting classic US Postal History?

Check our stock online at:

www.antoniotorres.com



**A comprehensive worldwide stock
with many better postal history items to / from USA**

✉ P.O.Box 46092, London W9 1UZ, Great Britain
(International) Tel/ Fax: + 44 20 7266 4924
Email: admin@antoniotorres.com

**COLOR STUDY OF THE 3¢ STAMP OF THE
UNITED STATES 1851-57 ISSUE: AN UPDATE**
WILBUR F. AMONETTE, M.D. and WILSON HULME

This article updates what we know about the various color shades of the 1851-57 3¢ imperforate stamp of the United States. The number of collectors and students of these shades has grown tremendously in recent years. Many of the shades are now listed in *Scott's Specialized Catalogue* and the rare and scarce colors bring strong prices at auction. There was a time when few collectors or dealers made an effort to learn more than a few basic colors. Today, the shades are still frequently misidentified, but there is a growing number of individuals who can colorize the stamps correctly using reference color charts of actual stamps that have been properly identified. Despite this increased interest not many articles have been written on the topic. Dr. Chase's last known write-up was in the 1942 revised edition of his book, *The 3¢ Stamp of the United States 1851-57 Issue*.¹ The most detailed article is W.F. Amonette's "Color Study of the Three-Cent Stamp of the United States 1851-57 Issue," in the May 1973 *Chronicle*.² This article updates that 1973 article.

After publication of his book, Dr. Chase expanded his ideas on color and incorporated changes in his master color chart. This color chart consists of 210 stamps identified as to color and he used it for colorizing stamps until he died. It is important to understand that Dr. Chase's chart still exists today. As such it is figuratively the equivalent of the Rosetta Stone in that we are able to understand what Dr. Chase was seeing when he described and named the various colors. This master chart and a second color chart made by Chase are essential sources of continuity in studying these shades and these two charts have been used by us as the basis for this article. We have made minor changes and additions to his work to provide a more complete classification.

It is said that people see color differently but, while this may be true to some extent, we think the largest part of seeing color differently is lack of training the eye to distinguish the various colors. This can be improved by study and by having a complete color chart for reference when needed. It is possible to identify many colors without direct comparison to a known color but others require study and direct comparison in the proper light. Regarding proper light, it is best to study colors in the same light at all times. Dr. Chase had his desk at a large window facing north to identify colors in the daytime. Fluorescent bulbs can be purchased from several companies that simulate daylight at noon. An OTT-Lite has been satisfactory. Incandescent light bulbs and regular fluorescent bulbs should not be used to study colors.

It must be understood that there is no fine dividing line between the various colors as they merge gradually with one another with in-between shades, and only typical color samples should be used to illustrate the various colors. There is also no fine dividing line as to the time the colors were used, as there is some overlapping. The colors are identified by the year in which they were most commonly used with some overlapping into the year before and the year after to be expected. One must expect some minor variations from the

¹Carroll C. Chase, *The Three-Cent Stamp of the United States 1851-57 Issue*, rev. ed.

²W.F. Amonette, "Color Study of the Three-Cent Stamp of the United States 1851-57 Issue," *The Chronicle* (May 1973).

usual range of shades for each of the colors; however, it would unnecessarily complicate matters to attempt a separate sub-classification for each minor variation.

There are two methods by which the colors can be classified. One method is strictly by color without any regard to the year used, while the second method is by the year used. Each method has its merits, but we have chosen the latter even though a classification by color alone would be a more scientific approach. We think the year of the use method is a more interesting approach and also allows one to use knowledge of the various plates in identification of colors. It is true that the plate from which the stamp was printed should not affect the color; however since only plates 2^L and 3 were used in each of the years 1852-1857, knowing the plate from which the stamp was printed can restrict the possible colors. The following table notes the colors seen from the 13 plates:

Table 1 - 1851-57 3¢ Plates and Corresponding

Plate	Year	Color
Plates 1 ^E - 1 ^L - 2 ^E - 5 ^E - 0	1851	Orange browns
Plate 1 ^L	1851	Experimental Orange browns
Plate 1 ^L	1852 - 1855	All shades
Plates 2 ^L - 3	1852 - 1857	All shades, although yellow rose red is very rare
Plates 4 - 5 ^L	1855 - 1857	All shades, except plum and deeper claret from Plate 5 ^L
Plates 6 - 7 - 8	1856 - 1857	All shades, except plum and deeper claret

A description of the colors for each year follows. This classification would be of more help if an actual color chart were available for the study as it is impossible to describe a color so that one can identify it without an actual comparison. However, it is a starting point and gives one some idea as to the scope of such a study. We will describe in some detail the orange brown colors that involve use in 1851, 1852 and 1856.

1851 Orange Brown

The orange brown (O.B.) color was the only color used from the first day of issue on July 1, 1851 until early October 1851 when plate 1^L came into use. The O.B. shades vary from pale to deep and, in addition, there are several distinctive shades. The first printings from Plate 1^E were pale and yellowish with very clear impressions but they cannot be separated by color alone.

A comment should be made on the Orange Brown Scott Catalogue #10. All of the Scott #10 orange brown colors come from five plates: 1^E, 1^L, 2^E, 5^E and Plate 0. Not all stamps from these plates are true orange brown. Such examples cannot be confirmed to be Scott #10 unless the item is plated. In spite of this, the color classification should stay as it is based on the five plates to avoid complete confusion as to what is a Scott #10.

Table 2 - Shades of the 1851-57 3¢ Orange Brown

1851 Orange Brown Shade	Comments
Bright O.B.	Seen only from Plate 1 ^E . The paler of these shades is brighter because of more orange color.
Yellowish O.B.	Seen only from Plate 1 ^E . Yellowish O.B. can be so yellow as to be confused with the 1856 yellowish rose reds.
Copperish O.B.	Seen only from Plate 2 ^E . Often incorrectly identified. It is not the rich color seen from Plate 5 ^E but rather a “rusty” color with the stamp paper discolored.
Intense O.B.	Seen only from Plate 2 ^E . Can be confused with copperish O.B. unless compared directly. It is a deep rich color with the paper slightly discolored, but not as much as copperish.
Brownish and Reddish O.B.	Each appears to have a brown or red color without the orange color as seen in the usual pale to deep shades.

1851 Experimental Orange Brown

This color, seen only from Plate 1^L, appeared in early October 1851 when Plate 1^L was put into use with the earliest recorded date of use being October 6, 1851. This color was used for only a short time, as the earliest recorded use of the brownish carmine color is October 22, 1851. This color varies from pale to deep and is slightly different from the true O.B. shade. Some of the shades are very bright due to more orange color. There is also a dull shade that is rather distinctive and rates a separate classification. There is very little orange in this shade and it is quite rare. Some of the experimental orange brown shades are close to the brownish carmines; however, it is best to use only typical examples.

1852 Plate 2^L and 3 Orange Brown

Plates 2^L and 3 are found in an O.B. shade that was used early in 1852. We consider these accidental printings rather than a distinctive shade used for any length of time. Some of these colors are almost identical to the true O.B. color.

Mid-1852 Orange Brown

There is another color that seems to have been used mostly in mid-1852 that has an O.B. tint and does not go with the brownish carmines. It is somewhat close to the bright brownish carmines, but has more orange rather than carmine or red. It has been seen from plates 1^L, 2^L, and 3. It is very scarce.

1856 Orange Brown

The 1856 orange brown closely resembles the 1851 O.B. printings and an exact match has been seen but is very rare. We consider this an accidental mix of ink rather than a color used for a length of time.

1852 Brownish Carmine

The predominant color used during 1852 was brownish carmine, although it was also used in late 1851. All of the 1852 impressions are generally good. These vary from pale to deep with some printings containing more brown or more red color. These have been classified as “brownish carmine with more brown” or “with more red.” Some of the shades with more brown have very little carmine or red color, but one must expect extremes of shades when brown, carmine and red are involved. There is also a rather bright color with no carmine or red that does not fit with the pale to deep brownish carmine but we call this bright brownish carmine to avoid another classification.

1852 Yellowish Brown

This is a color that Dr. Chase did not have in his color chart, but it is a definite 1852 color that has no carmine, red or orange. The color is a yellowish brown that is close to the 1857 yellowish brown but not an exact match. It varies from pale to deep. The color is scarce.

1852 Clarets

The 1852 clarets are a source of some confusion as there were two distinct colors used in 1852 that approach the 1857 clarets. There was a color used early in 1852 that is definitely “clarety” but slightly different from the 1857 clarets. It is a deep shade that was used for only a short period of time. Most of these are seen from Plate 1^l; however, some are also known from Plate 2^l, and a very few from Plate 3. The infrequent occurrence from Plate 3 is probably due to the fact that Plate 3 did not come into use until March 1852, and most of the printings in this color must have been made in January or February of that year. This color has also been seen on covers used as early as November 11, 1851. We call these the “early 1852 clarets.” There is another color that appeared in December 1852 that is also close to the 1857 claret; however, it is not as deep a color as the early 1852 clarets. This is best identified from Plate 1^l as this plate was not used in 1857. We have classified this as the “late 1852 claret.”

1853 Dull Red

This color first appeared in the fall of 1852 and the earliest we have seen was used in late September 1852. The first printings in this color were very clear impressions made in late 1852; however, many of the copies used in early 1853 were not so clear. As early as May 1853 some of the printings contained the rose tint of the rose reds. When the rose red color appeared, the impressions were less clear than the impressions of 1852. During the last six months of 1853 there is much overlapping of the dull red and the rose red colors. It is often difficult to separate the two colors, and is perhaps the reason that Dr. Chase grouped them together into the “1853 pale dull red and dull rose red.” The typical 1853 shade is usually thought of as having a clear impression; however, the dull red printings are uncommon and the majority seems to have blue cancellations. The dull red shade was not used to any extent in 1854. There are shades of dull red with much more yellow and these are classified separately as yellowish dull red. The yellowish dull red is uncommon.

1853-1854 Rose Red

The rose red color first appeared in the spring of 1853 and was used until early 1855. The shades vary from pale to deep and have varying amounts of red color. There is a shade with less red and a different hue that is classified due perhaps to plate wear as well as the color. Some of the bright 1854 shades actually have a “clarety” appearance but the poor impressions make them easy to distinguish from the 1852 and 1857 clarets. The impressions in this color are fair to poor.

1855 Orange Red

The orange red color was used during primarily in 1855. The impressions are generally poor due probably to a poor quality of ink as well as dirty or worn plates, as many of the impressions from Plates 4 and 5^l are poor even though these plates first came into use in 1855. The shades vary from pale to deep with some bright shades, but the bright shades are not given a separate classification.

1856 Yellowish Rose Red

As early as September 1855 the printings changed color and once again the impressions became clear. The ink used from late 1855 and more extensively during the first six months of 1856 presented a wide variation of shades. This makes it difficult to assemble the shades in an orderly manner as is possible for the other years, with the shades varying from pale to deep, and it is for this reason that the classification is rather general. They are grouped into “paler and yellower shades” and “medium and deep shades.” Some of the paler shades have a lot of yellow color and the medium and deep shades have varying amounts of rose and red. We attempted to divide these into groups with more yellow, rose or red, but the shades were difficult to separate. Some of the most striking colors come from this group, especially from Plates 5⁺ and 8 which seem to have some shades of yellowish rose red that are not seen from the other plates. It is interesting that this color is rarely seen from plates 2⁺ and 3 suggesting that these plates were taken out of use for a period of time, perhaps for cleaning. Some of the more striking of the yellowish rose reds resemble the 1851 orange brown printings at first glance; however, a direct comparison will reveal the difference.

1856 Pinkish

There is a rare pinkish color used in 1856 that is probably a variation of the yellowish rose red color that came out with more pink. This is one of the most difficult colors to find.

1856 Brownish Carmine

About mid-1856 the colors became very similar to the 1852 brownish carmines, so are called the 1856 brownish carmines. Plates 2⁺ and 3 are seen in both the 1852 and 1856 brownish carmine colors and at times it is difficult to distinguish them. The 1856 printings usually show a slight degree of plate wear and Washington’s head usually has less hair than the 1852 printings. These vary from pale to deep with varying amounts of brown and red, just as the 1852 color, so the classification is the same.

1857 Claret

The clarets were the predominant color used in 1857 and first appeared in the fall of 1856. There is no difference in the 1856 and 1857 clarets. There is a wide variation of shades in the clarets, but they fall into a rather orderly classification in spite of that wide variation. The plain clarets vary from pale to deep; other shades contain more brown or purple so they are put in a separate classification of brownish or purplish claret. Dr. Chase identified a darker color without the clear look of pale to deep clarets. He called this “deeper claret” and this is a separate classification as is the brownish and purplish claret. We do not use the term “rose claret” as this refers to the pale and medium shades of the plain clarets and does not require a separate classification. There is a wide range of shades of the brownish and purplish clarets, so they vary from pale to deep.

1857 Rose Brown, Yellow Brown

The 1857 browns are rarely identified as such by those studying color. They are distinctive colors that were used mostly in 1857, although also seen in 1856. The yellow brown is much rarer than the rose brown. Some of the deeper shades of yellow brown and brownish claret are hard to distinguish and there are quite a few in-between shades found between these colors and the 1856 brownish carmines.

1857 Plum

This is the rarest of the 1857 colors. The name is a misnomer as the actual plum color of the fruit is closer to a deep claret or deep purplish claret. We have seen an early color chart by Dr. Chase made perhaps in the late 1920s or early 1930s. The plum in this chart appears to be deep purple claret. We have also a small Dr. Chase chart dated April 1954 in which he has an example of the present plum he calls “The Real Plum,” suggesting he changed his original idea as to the color. This “real plum” has more brown

Table 3 - 3¢ 1851-57 Ink Colors and their Relative Scarcity

Year	Color	Rarity
1851	I. Orange Brown	3
	a. Pale to Deep	4
	b. Brownish	4
	c. Reddish	4+
	d. Bright	4+
	e. Yellowish	4
	f. Intense	4+
	g. Copperish	4+
	II. Experimental O.B.	
	h. Pale to Deep	
	i. Dull	
j. Bright		
1852	I. Brownish Carmine	2
	a. Pale to Deep	3
	b. With More Brown	4+
	c. With More Red	3
	d. Bright	3
	II. 1852 Clarets	4+
	e. Early 1852 Claret	4+
	f. Late 1852 Claret	4+
	III. Plate 2 ^l and 3 O.B.	
	IV. Mid-1852 O.B.	
V. 1852 Yellowish Brown		
1853	I. Dull Red	2
	a. Pale to Deep	3
	b. Yellowish	
1854	I. Rose Red	
	a. Pale to Deep	
	b. Bright	
1855	I. Orange Red	2
	a. Pale to Deep	
1856	I. Yellowish Rose Red	4
	a. Pale and Yellowish Shades	3
	b. Medium and Deeper Shades	4+
	b. Medium and Deeper Shades	3
	b. Medium and Deeper Shades	4+
	II. Pinkish	
	III. Brownish Carmine	
	c. Pale to Deep	
	d. With More Brown	
	e. With More Red	
IV. 1856 Orange Brown		

1857	I. Claret	2
	a. Pale to Deep	4
	b. Deeper Claret	2
	c. Brownish	4
	d. Purplish	4+
	II. Plum	3
	e. Pale to Deep	4
	III. Rose Brown	
	f. Pale to Deep	
	IV. Yellowish Brown	
g. Pale to Deep		

then the purple claret and is a distinctive shade. It is unfortunate that there are certificates from expert services certifying a deep shade of claret as “plum.” There is little variation in the intensity of the color but there are what Dr. Chase called pale and deep shades.

Here are a few suggestions that will help in the study of color:

1. The importance of the proper light has been described
2. Use stamps with light cancels, preferably black but often one accepts a blue cancel, especially on scarce colors
3. Learn to distinguish the different plates as this often restricts the color possibilities
4. Some special colors are seen from certain plates:

1851 Yellowish and Bright O.B. – Plate 1^E

1851 Copperish and Intense O.B. – Plate 2^E

1851 Experimental O.B. – Plate 1^L

1852 Clarets – Plates 1^L, 2^L and 3

1855 Orange Red – Plates 1^L, 2^L, 3, 4 and 5^L

1856 Yellowish Rose Red – Plates 4, 5^L, 6, 7 and 8

1857 Plum – Plates 2^L, 3 and 4

Table 3 below shows the present color classification. It is difficult to assign rarity number and values; however, we suggest numbers for some colors based on scarcity. Values will depend on other factors such as condition, cancels and demand.

No Number – color seen frequently

2 – color not as common, but not hard to find

3 – color difficult to find

4 – color very scarce and hard to find

4+ – rarest of colors and very hard to find

Not all of the colors rated 4 and 4+ are of equal scarcity, rarity or value. Condition of stamp and demand weighs heavily in determination of dollar value. Also, if listed in Scott Catalog with a value, that catalog price will significantly affect market value. □

PHILADELPHIA "MUMMERS" CANCELLATIONS

JAMES C. CATE

The dictionary defines "mummer" as a person who wears a mask or fantastic disguise, especially in certain localities at Christmas, New Year's and other festive seasons. The word originates in the German word "mumme," meaning disguise or mask.

Mummery can be traced back through the mazes of history to England and Germany, ancient France, pagan Rome and Greece. Festivals were often marked by parades and displays of fanciful costumes. An early custom was the Florentine carnival, usually held at the beginning of Lent, a day set aside by the monks of the Middle Ages for the lords of misrule and the abbots of unreason. The Christmas masque appeared in Germany and England, often resulting in riotous indulgence. By the 16th and 17th centuries, "miracle plays" and their secular offshoots had become popular dramatic entertainment, following allegorical themes which embodied pageantry, music, dancing and buffoonery. Immigrants and travelers brought these customs, celebrations and festivities with them when they came to America. One such observance, celebrated throughout centuries of American history, is the traditional gala pageant of Philadelphia which observes the ushering in of the New Year.

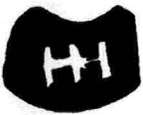










 FR-NMc 1 1867-68 Philadelphia, Pennsylvania 	<p><i>worn state</i></p>  FR-NMc 1a 1867-68 Philadelphia, Pennsylvania	 FR-NMc 3 1861 Philadelphia, Pennsylvania 	 FR-NMc 4 1867 Philadelphia, Pennsylvania blue, black
 FR-NMc 5 1861 Philadelphia, Pennsylvania	 FR-NMc 6 1861 Philadelphia, Pennsylvania blue, black 	 FR-NMc 6a 1861 Philadelphia, Pennsylvania	 FR-NMc 8 1861 Philadelphia, Pennsylvania

Figure 1. Philadelphia Mummies cancels, S-E types FR-NMc 1 - FR-NMc 8 (courtesy of the American Philatelic Society)

Dr. Henry Muhlenberg, who established the Lutheran Church in America, wrote one of the earliest known accounts of a Pennsylvania mummies' parade. He wrote in 1839, "Men met on the roads in Tincum and Kingsessing, who were disguised as clowns, shouting at the top of their voices and shooting guns." When the Swedish immigrants came to Tincum, just outside of Philadelphia, they brought the custom of visiting friends on "Second Christmas Day," December 26. Gradually they extended the period of their calls to the New Year, which was welcomed with marked revelry and joyous noises as masqueraders paraded the streets of old Philadelphia and the other sections now a part of the city. This has continued through the years and become a Philadelphia tradition. In 1976, the Mummies' Museum was opened and dedicated to the Philadelphia celebration of the New Year. The Mummies' parade takes place each year in Philadelphia on January 1.

Mummer activity reached the philatelic world in the 1860s with the introduction of the "Mummies" postal cancellations in Philadelphia. There are nine such cancellations identified in *United States Cancellations 1845-1869*,¹ plus one not designated as such. Shown in Figure 1 are eight of the designated cancellations, from page 247 of the Skinner-Eno book. The other Mummer cancel from the book, page 284, is shown here as Figure 2.

Cancellations observed on cover date from December, January and February, the months of the festival period. The year range is uncertain; Hubert Skinner believes the use of these cancels was confined to one season only, *i.e.*, from December 1868 through February 1869.

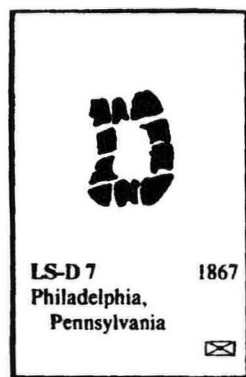


Figure 2. Letter "D" fancy cancel, S-E type LS-D 7 (courtesy of the American Philatelic Society)

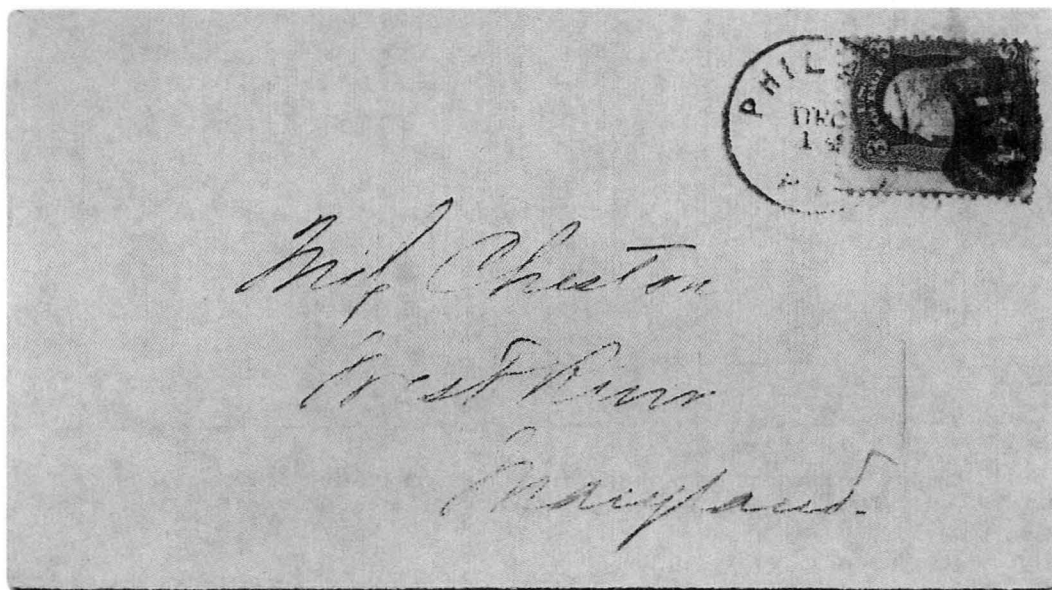


Figure 3. Philadelphia Mummies cancel, S-E type FR-NMc 1, December 14

¹Hubert C. Skinner, *United States Cancellations, 1845-1869 : Unusual and Representative Markings* (State College, PA: American Philatelic Society ; [New Orleans] : Louisiana Heritage Press of New Orleans),1980.

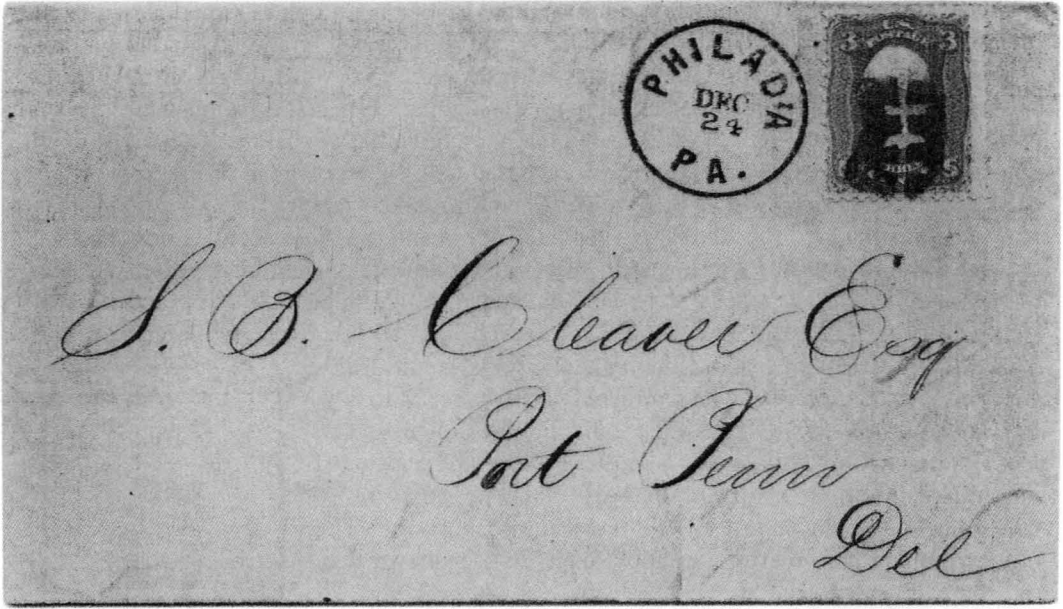


Figure 4. Philadelphia Mummeters cancel, S-E type FR-NMc 1a, December 24

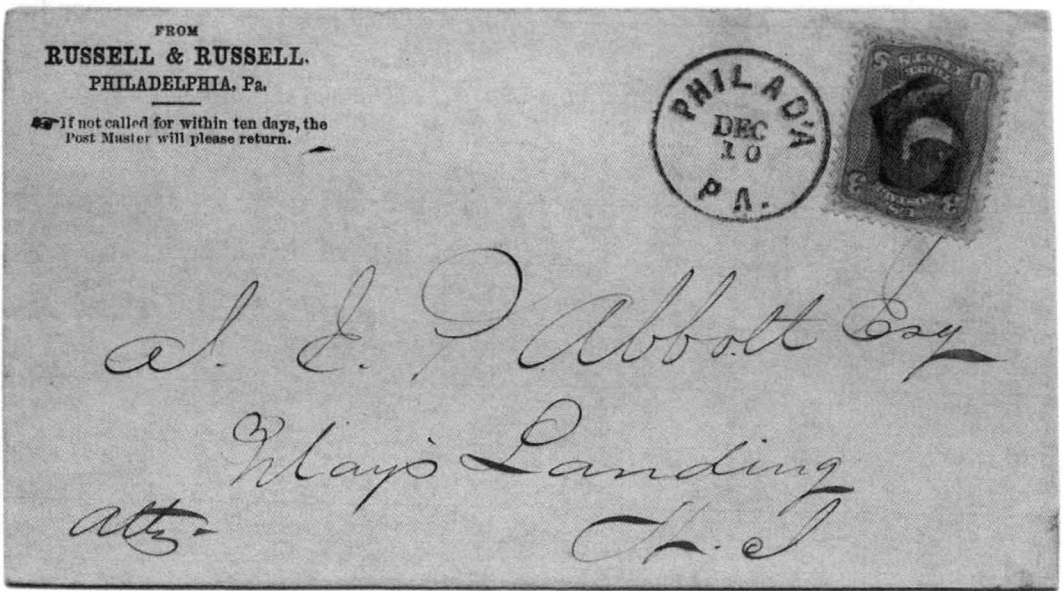


Figure 5. Philadelphia Mummeters cancel, S-E type FR-NMc 6, December 10

Figure 3 is a cover with a December date and a black cancel, S-E FR-NMc 1. The cover at Figure 4 bears a black cancel dated December 24, S-E FR-NMc 1a. Figure 5 depicts S-E FR-NMc 6 in black with a December 10 date. Figure 6 shows a cover dated January 13 with S-E FR-NMc 6a (broken at bottom) in blue [also known in black]. Figure 7 (not shown in Skinner-Eno) is dated February 13 (1869) and is solid and quite differently shaped from the others [known only in dark blue]. The outlined design of



Figure 6. Philadelphia Mummies cancel, S-E type FR-NMc 6a, January 13

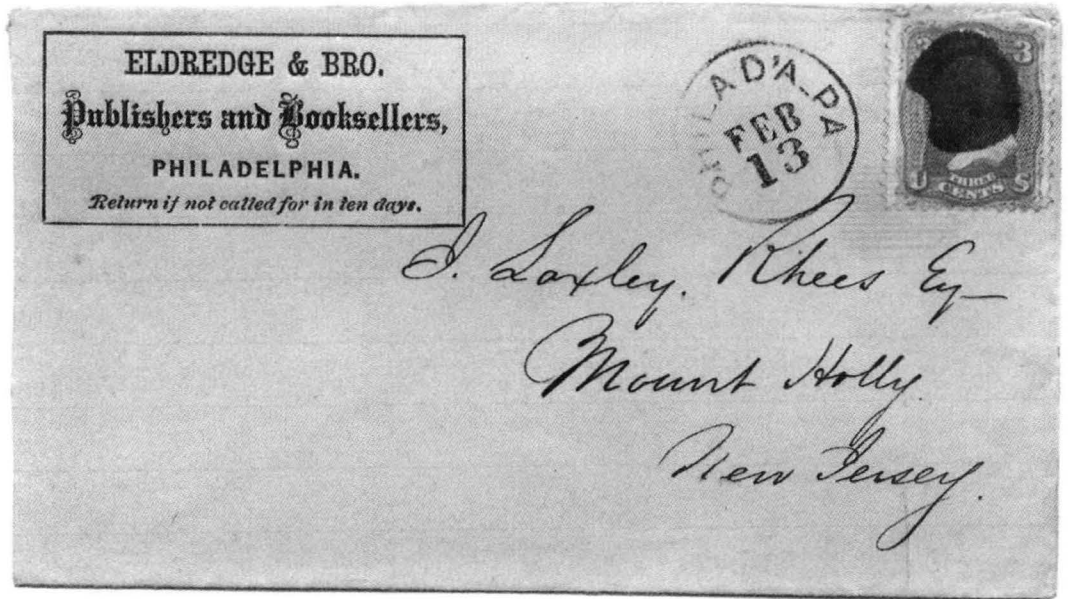


Figure 7. Philadelphia Mummies cancel, not listed in Skinner-Eno, February 13 [1869]

Figure 8 is broken by lines forming a block pattern and is known only in dark blue. This design was listed as a “broken D” in the S-E listings, but now is identified with the mummer’s cancels. Figure 9 is a new, previously unreported design that resembles Figure 8.

Figure 9 shows a previously unreported Mummies cancellation, similar in shape to the solid cancellation at Figure 7 and with a very close resemblance to the S-E type LS-D 7 cancel shown in Figure 8.



Figure 8. Philadelphia Mummers cancel, S-E type LS-D 7, January 2

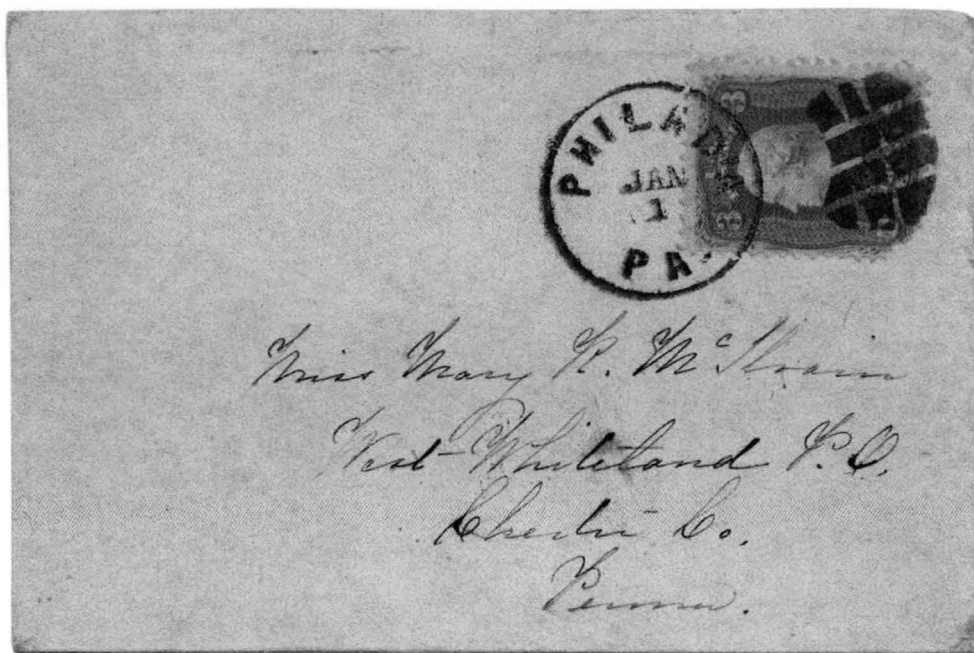


Figure 9. Philadelphia Mummers cancel, previously unreported (variety of S-E type LS-D 7?), January 1

I am unaware of any history which identifies who may have introduced these cancellations at Philadelphia, or when they were first used. Obviously someone connected with the Philadelphia post office saw reason to create and use them during the festival period. □

AN UNLISTED PRISON SHIP COVER

MICHAEL C. McCLUNG

Figure 1 is a cover postmarked December 31, 1864, at Cairo, Illinois, and addressed to "William D. Postlewaite/Fort Delaware/Delaware/Com A. 9th La Cav." There are two manuscript censor markings. One in black reads, "Examined/Leut Comg USS Chillicothe." The other, scrawled in red ink, is, "Exmd PM."

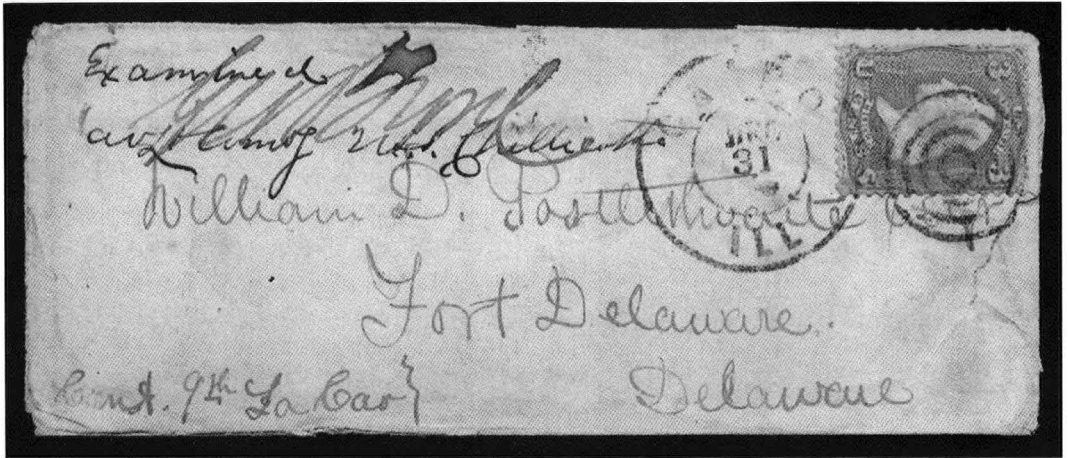


Figure 1. A cover from a Confederate prisoner aboard the prison ship USS *Chillicothe*

This letter was written by a Confederate prisoner of war who was being transported up the Mississippi on the USS *Chillicothe*; his ultimate destination was a prison camp in the North. He was writing to a friend or relative, also a POW, at Fort Delaware near Delaware City, Delaware. The letter was censored by a Lieutenant and placed in the mail at Cairo, Illinois. Upon arrival at Fort Delaware, the letter was censored by the Provost Marshal and delivered to the addressee.

The Naval Historical Center tells us that the USS *Chillicothe* was a 385-ton casemate ironclad river gunboat, built in Cincinnati. She was commissioned in September 1862 and began operations on the Mississippi River in early 1863. These operations included the White River Expedition, the capture of Fort Hindman, Arkansas and other activities in the lower Mississippi region. Near Yazoo Pass, Mississippi, she was damaged by enemy gunfire, and thereafter was relegated to less hazardous duty, such as transporting prisoners of war. The USS *Chillicothe* was sold in November 1865 to a civilian owner, and she was destroyed by fire in September 1872.

The USS *Chillicothe* is not mentioned in Earl Antrim's *Civil War Prisons and Their Covers* nor in Galen Harrison's *Prisoners' Mail from the American Civil War* – the early and the modern bibles on the subject of Civil War prisoners' mail. Prison ship covers are quite scarce, because prisoners were on board for only a few days (if that), as they were being transported to more permanent accommodations. Harrison reports a total of 12 known covers from five different ships. We now have a 13th known cover and a sixth ship. □

THE 3¢ 1861 ON GRAY PAPER MICHAEL C. McCLUNG

I first learned about gray paper about 25 years ago, in a conversation with the late Clarence Taft. He said that the 3¢ 1861 gray paper could be found on covers used in December 1862 and shortly thereafter. Since then, after handling many thousands of stamps and covers, I have managed to find very few genuine examples. I have never seen nor heard of any other 1861 denominations on gray paper, but they certainly could exist.

Figure 1 shows the fronts of two stamps, one being the gray paper. Figure 2 shows the backs of the same stamps. There are two features to check when making a determination as to whether a stamp is the gray paper. The color of the paper must be uniform across the stamp, and the paper must be the same color on the front and on the back. Often, stained, soiled or discolored stamps are mistaken for the gray paper varieties, but they can usually be eliminated by applying the two criteria noted above.



Figure 1. The stamp on the right is the 3¢ 1861 on gray paper

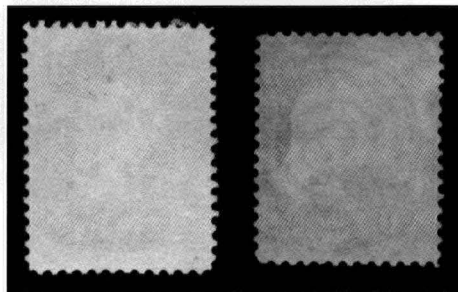


Figure 2. The stamp on the right is the 3¢ 1861 on gray paper (same stamps as in Figure 1)



Figure 3. 3¢ 1861 gray paper on cover, December 22, 1862

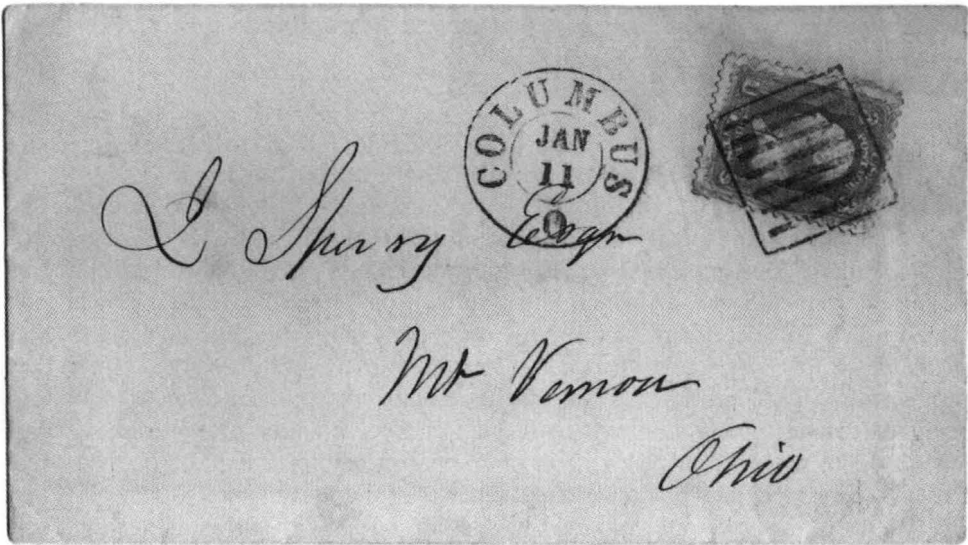


Figure 4. 3¢ 1861 gray paper on cover, January 11, 1863

Figures 3 and 4 are covers bearing examples of the 3¢ 1861 on gray paper. The first is dated December 22, 1862 and is from Union-occupied Port Royal, SC. The other, from Columbus, OH, is dated January 11, 1863.

The gray paper is slightly smoother and slightly harder than the standard paper of the issue. Occasionally, odd papers are found on the 1861 stamps, because paper was purchased by weight, and, if vendors were a little short of the required weight on an order, they would add a few sheets of whatever was on hand to make up the required poundage. The shade of the gray paper stamps, lake rose, is from late 1862, although the color appears somewhat altered because of the darkness of the paper.

The Scott's *Specialized Catalog of United States Stamps & Covers* lists a gray paper for the 3¢ 1869; this listing has been in the catalog for about a decade. Around the time of this initial listing, I had an opportunity to examine several examples of this variety, which were on loan to Richard Graham. The color of the paper on these stamps was definitely gray and appeared uniform from stamp to stamp, but the color of the 3¢ 1861 gray paper seemed to be slightly darker. So these two varieties, which were issued seven years apart, may not be exactly the same paper.

I believe that other examples of the 3¢ 1861 gray paper reside in collections and are waiting to be discovered. So, take a look and let me know what you find; I would be particularly interested in seeing dates and towns. □

CONFIRMATION COPY OF A 3¢ 1861 PLATE VARIETY

Thanks to Allan Shefer for sending me scans of a confirming copy of a plate variety on the 3¢ 1861. This variety, a vertical plate crack in the middle of the lower margin, was featured in an article by Jerry Wagshal in *The Chronicle* (Whole Number 166). Significant plate varieties on stamps of the 1861 issue are difficult to find, and confirming copies are even harder to come by. Kudos to Allan for recognizing this one. I hope that other readers will follow Allan's example by supplying feedback and follow-up on the articles in *The Chronicle*.
- Michael C. McClung □

ON THE 5¢ DE LA RUE LOST *BERMUDA* SHIPMENT
LEONARD H. HARTMANN ©2005

The newly discovered block of 70 of the Confederate States of America 5¢ De La Rue typographed stamp from the Lost Shipment was discussed in my last *Chronicle* article (No. 204, August 2004, pp. 211-17). The stamps and plates were shipped from London on the blockade runner *Bermuda*, which left Liverpool on March 1, 1862 (shipment left De La Rue on Feb 20th) and was captured by the Federal ship *Mercedia* on April 27, 1862. The ensuing U.S. court actions which evolved over the ownership of the ship and cargo continued to 1865. The court action on the stamps was the directive “. . . under the supervision of the prize commissioners to pulp and be delivered by the Marshal to such manufacturer of paper as may pay the value thereof in pulp on condition of submitting to such supervision, provided that a sufficient number of the said Stamps to serve as samples or specimens be reserved and retained in custody . . .,” with all examples supposedly destroyed.

From the 1920s on, only a single stamp on an official document relating to the Lost Shipment was known to exist. Some collectors, myself included, have long suspected the relatively large number of remainders of this stamp may have been from this shipment and escaped destruction. The newly discovered block of 70 showed a slight but major lack of alignment that is unique with respect to any other examples of the De La Rue CSA stamps, and to date, as far as we know, with respect to any other De La Rue stamp. De La Rue did quality work and this printing shows a striking lack of attention.

While in London last September, I was able to spend some time at the Royal Philatelic Society and also the British Library which shed some light on the subject.

The simplest aspect of the quandary is why De La Rue would have shipped stamps that were not aligned perfectly, as apart from this one example their record was and probably still is perfect in this respect. The late 1850s and early 1860s saw the introduction of perforated adhesive stamps, world wide, which led to realization that excellent alignment with respect to the printing plate subjects and paper shrinkage was of major importance. For stamps that were to be separated by hand, using scissors or knife, slight differences in spacing, etc., were of little consequence. These problems were immediately recognized with the conversion to perforated stamps and a number of studies were made. At the British Library we were able to view perhaps 100 black proof sheets of British postage and revenue stamps that were printed by De La Rue during the early 1860s. We did not make proper records of the examination, as every sheet appeared to show perfect alignment.

We are left with the common excuse for shipping imperfect stamps: it was a rush shipment, and a lapse of quality was warranted, the De La Rue shipment dates for these stamps being Jan 30th, Feb 11th and Feb 20th (the Lost Shipment), 1862. The poor alignment was most certainly recognized by De La Rue but was accepted under the conditions. It was probably also well recognized that the CSA stamps were not and would not be perforated.

The other point concerns how the printing plate could have gotten out of alignment. As these plates are solid electrotyped there is no way that individual subjects could have shifted after the plate was manufactured. Paper shrinkage does occur and it can be in either one or both directions but you can not have a small but distinct “step change” between two adjacent subjects.

The basic operation of plate making and printing is well known, but the exact techniques used by the various security printers around the world during the 19th Century

are not widely publicized and many details are not clear to us today. While looking for another article in the library of the Royal Philatelic Society, London, I stumbled upon a most interesting one in the 1930 issue of *The Philatelic Congress of Great Britain Year Book*. An article by Dr. S.H. Browning, titled “Electrotyping—A Paper and Demonstration,” proved most enlightening with respect to this study and is highly recommended to any student of 19th century electrotyped stamps.

Dr. Browning’s articles states, “When sufficient lead moulds are made they are assembled in a frame called a chase, leveled up and securely locked together . . .” From this a wax impression is made of the entire unit, it is then dusted with graphite and the copper shell electrically deposited. It is this copper shell that becomes the printing surface. The article illustrates a steel chase, which is reproduced here as Figure 1.

The steel chase that Dr. Browning illustrates consists of a solid rectangular frame. On two adjacent sides are movable bars that are positioned and held in place by machine screws. In assembling the subjects for a printing plate, should some subjects be out of size or with some foreign matter adhering, they could easily be locked in place without perfect alignment. As they had a perfect corner on one end but were movable on another, this could easily happen. The wax impression thus would show the deviation. However, the original subjects could easily be cleaned, shaved, fixed and re-assembled to make future perfect plates, just as they could have previously made perfect plates. I think it impossible that such a deviation could have been made at the wax impression step in the process or later. Though this was not mentioned by Dr. Browning, I would assume that after a wax impression was made the chase would be taken apart, and certainly could be, and the subjects cleaned before another wax impression was made; thus the plate made before and after a problem could be perfect.

A special thanks to David Beech of the British Library and RPSL for help on this study. □

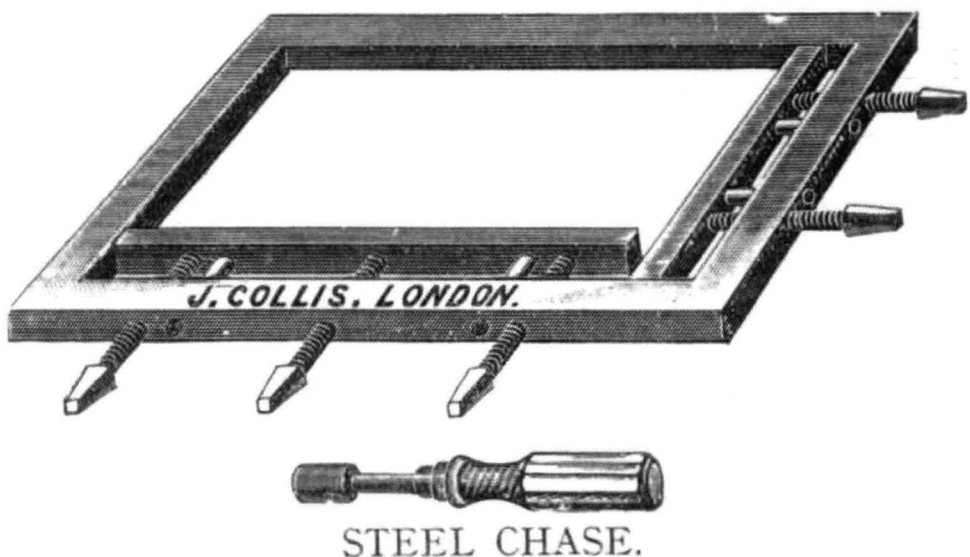


Figure 1. Steel chase, as depicted in the 1930 *Philatelic Congress of Great Britain Year Book*

Specialized Mail Sales. Specialized Buyers.



Shown here: a sampling of the fine material typically found in Nutmeg Mail Auctions.

With over 200,000 lots per year appearing in our renowned Mail Auctions, our reputation for offering outstanding specialized United States classic material for the medium to advanced collector is unsurpassed. You should be receiving our free catalogs. (Call us toll free at 1-800-522-1607.)

And by the way, right now the market is especially good for sellers—and we have great need for valuable specialized U.S. and Worldwide philatelic properties of all kinds. Sell to us for cash. No need to worry about auction house extensions, market uncertainty, commissions or returns.

We have up to \$10 million available now. Send for our bank letters of credit. Or call right now and set up an appointment so we can come to your home.



Post Office Box 4547
Danbury CT 06813
(203) 792-3862
FAX: (203) 798-7902
Toll Free: 800-522-1607
info@nutmegstamp.com
www.nutmegstamp.com

Like tens of thousands of philatelists, we'll be at America's giant international stamp show in 2006. How about you?



We are experts when it comes to buying specialized collections and exhibits.



From classic 19th century to quality modern material, we buy it all! In our long experience, we've spent many millions of dollars purchasing great collections. Take a minute now and call us by using our Toll Free number: **1-800-522-1607**.

Our buying power and longstanding reputation are unsurpassed in our hobby. Ask us. We can provide personal references from many sellers.

We vitally need every conceivable kind of stamp and/or cover collection. From outstanding 19th and 20th century United States specialized collections and exhibits—to specific country collections and all kinds of worldwide holdings. Nothing is ever too large—and we love to purchase all types of smaller properties, too.

From Nutmeg you'll always receive *full market value* when selling to our expert buyers. Our NUTMEG MAIL SALES require that we be extremely aggressive in buying the widest range of material. Up to \$10 million available. Call today for our bank letters of credit.



Take a look at the centering and overall quality of this copy of the 4-cent Pan American. Stamps in this condition can easily command well over catalogue value when sold to us.

Post Office Box 4547
 Danbury CT 06813
 (203) 792-3862
 FAX: (203) 798-7902
 Toll Free: 800-522-1607
 info@nutmegstamp.com
 www.nutmegstamp.com



UNITED STATES–BELGIUM CONVENTION MAIL
RICHARD F. WINTER

Section Editor's Comment: In August and November 2002 (*Chronicles* 195:198-220 and 196:289-304), I published the article, "United States–Belgium Mail Prior to the First Postal Convention Between the Two Countries." The article examined how mail was sent between the United States and Belgium before January 1860, when the first convention between the two countries became effective. This article continues that study and discusses mail sent under each of the postal conventions that were in place after that date. In addition, it discusses printed matter under the conventions. The basis for this article was a study that I prepared for the meeting of the International Postal History Fellowship, which met in Sint Niklaas, Belgium on 6-9 October 2002. This small group of postal historians meets annually to exchange information about their latest research. Members present papers for peer review based on their most recent postal history research. The group of ten conducts an intense three-day seminar with a few invited guests, meeting each year in a different location, usually in Europe. The members and guests include many of the leading postal historians of their respective countries. The open and free exchange of research data among the members at these meetings has contributed directly to the later publication of important new postal history information.

United States–Belgium Convention of 1859

On 21 December 1859, the United States and Belgium signed a postal convention to regulate mails between the two countries.¹ The convention was to go into effect one month after the exchange of ratifications, which did not occur until 19 October 1860. According to the United States Postmaster General's Report for 1860, however, it was placed into effect in the United States on 24 January 1860.² This meant that the first convention mail to Belgium would have been on the Cunard steamship *Europa*, which sailed from Boston on 25 January 1860. In Belgium, a postal notice to the public placed the convention into effect on 1 March 1860.³ The earliest letter from Belgium under the convention would have been carried into the United States on the Cunard steamship *Asia*, arriving at New York on 16 March 1860. Later, in 1867 and 1870, additional conventions were negotiated to further lower the rates between the two countries. Finally, both countries were original signers of the Treaty of Berne, which created the General Postal Union in 1875 and fixed common tariffs between the member countries. I will discuss each of the conventions between the United States and Belgium and show examples of mail exchanged under these conventions.

By an existing 1857 postal convention between the United Kingdom and Belgium, closed mail to the United States could be sent through England. The United States–Belgium convention of 1859 was based on this allowance as well as any future direct steamship communications that might be established directly between Belgium and the United States. The basic features of the 1859 convention were:

¹U.S. 16 *Statutes at Large*, 899–917.

²*Report of the Postmaster General, 1860*, Wierenga Reprint (Holland, Michigan: Theron Wierenga, 1977), p. 430.

³Circular Postes No. 472 of 25 February 1860

- a. Letters, samples of merchandise, newspapers and printed matter would be exchanged.
- b. The United States was required to pay the expenses of the transatlantic transit and Belgium paid the expenses of the transit through the United Kingdom.
- c. Exchange offices were set up at New York and Boston in the United States and at Ostend, Antwerp, and the traveling post office of Ostend in Belgium.
- d. Mail could be sent fully paid or unpaid. Partial payment was not allowed.
- e. A single letter was considered one weighing 15 grams or one half ounce. Two rates were charged for a letter between 15 and 30 grams or one half to one ounce. Four rates were charged for a letter between 30 and 60 grams or one to two ounces; and so on adding two rates for every thirty grams or one ounce.
- f. The basic rate was 27¢ in the United States and 14 decimes in Belgium for a half ounce or 15 gram letter. This amount consisted of 5¢ United States postage, 15¢ sea postage, 4¢ British transit and 3¢ Belgium postage. Of that amount 20¢ belonged to the United States and 7¢ to Belgium.
- g. The mail passed through England in closed mail bags.
- h. There was also a provision for a reduced 15¢ rate from the United States and 8 decimes from Belgium should a direct steamship service between the United States and Belgium be established.

24 January 1860 – 31 December 1867

Figure 1 illustrates a paid letter from the U.S. to Belgium. It is a black bordered mourning envelope that originated in New York on 27 February 1864, addressed to



Figure 1. 27 February 1864, New York to Brussels, mourning envelope paid 27¢ with 3¢ rose and 24¢ brown lilac 1861 adhesives for single convention rate. New York credited 7¢ to Belgium. Letter carried by Inman Line *City of Manchester* from New York to Queenstown.

Brussels. The letter was prepaid 27¢ with a 3¢ rose and a 24¢ brown lilac 1861 adhesive. This was the single letter rate to Belgium under the new convention. A New York exchange office clerk indicated the 7¢ credit to Belgium in the red orange circular date stamp, **N.YORK. AM.PKT./*(date)*/7 PAID**. This amount allowed Belgium to pay the 4¢ transit fee through the United Kingdom and have 3¢ remaining for the Belgian internal postage under the convention. The date in the marking was the date that the mail was

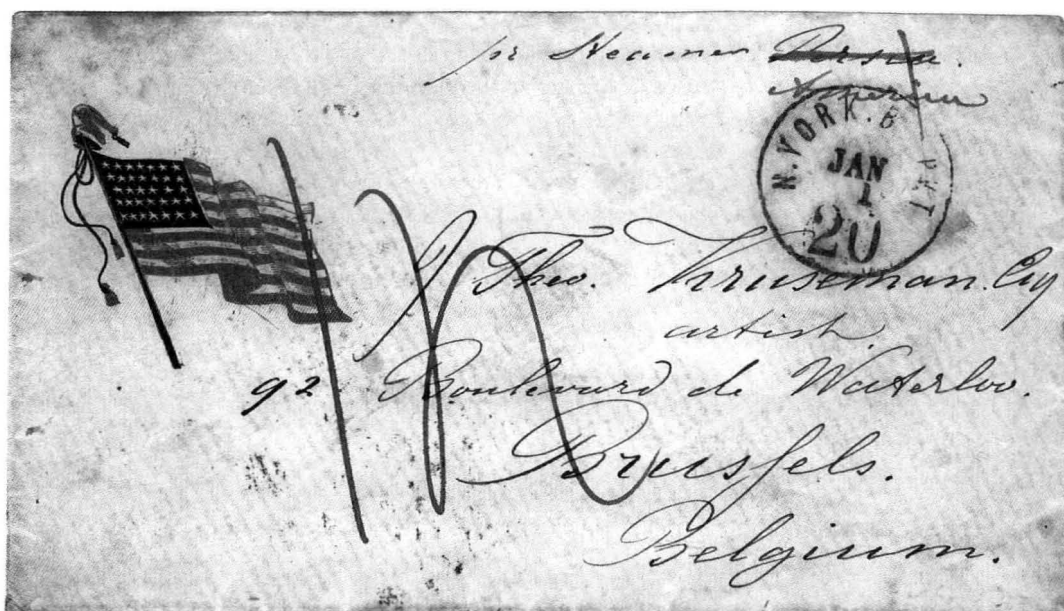


Figure 2. 1 January 1862, New York to Brussels, unpaid letter on patriotic-design envelope. New York debited Belgium 20¢. Ostend marked 14 decimes postage due in bright magenta ink. Letter carried by Cunard *America* from New York to Queenstown.

forwarded from New York. On 27 February 1864, the Inman Line steamship *City of Manchester* departed New York and arrived at Queenstown on 11 March.⁴ The closed mail bag with this letter proceeded through the United Kingdom and was not opened until arrival at Ostend on 14 March 1864. There it received two markings in black ink on the reverse, the straight-line handstamp, **AM. PACKET**, showing the transatlantic packet service and a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, which showed that the letter was from the United States via Ostend. Under the convention, exchange offices were required to mark with a handstamp either “Am. Packet” or “Br. Packet” to aid in identifying the British transit fee credit on dead letters that had to be returned. Ostend used two handstamps for that purpose. The letter arrived at Brussels later the same day as shown by a double circle datestamp on the reverse. The letter was delivered to a street address and marked on the reverse with a small 9mm circular handstamp with the postman’s number “52” within it.

An unpaid letter to Belgium is shown in Figure 2. This envelope, with a patriotic design showing the American flag, was posted in New York on 1 January 1862, and was addressed to Brussels. It was endorsed in the upper right corner, “pr Steamer ~~Persia~~ America,” the name of the desired steamship being changed from “Persia” to “America.” A New York exchange office clerk struck the black circular datestamp, **N.YORK. BR.PKT./(date)/20**, to show the date that the letter was forwarded and the debit to Belgium of 20¢, the U.S. share of this unpaid letter. The letter was included in the mail carried from New York on 1 January 1862 by the Cunard steamship *America*, arriving at Queenstown on 14 January. The closed mail bag was opened at Ostend on 16 January 1862, as shown by a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, on

⁴Transatlantic sailing data used here and on all subsequent cover descriptions comes from Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: U.S. Philatelic Classics Society, Inc., 1988).

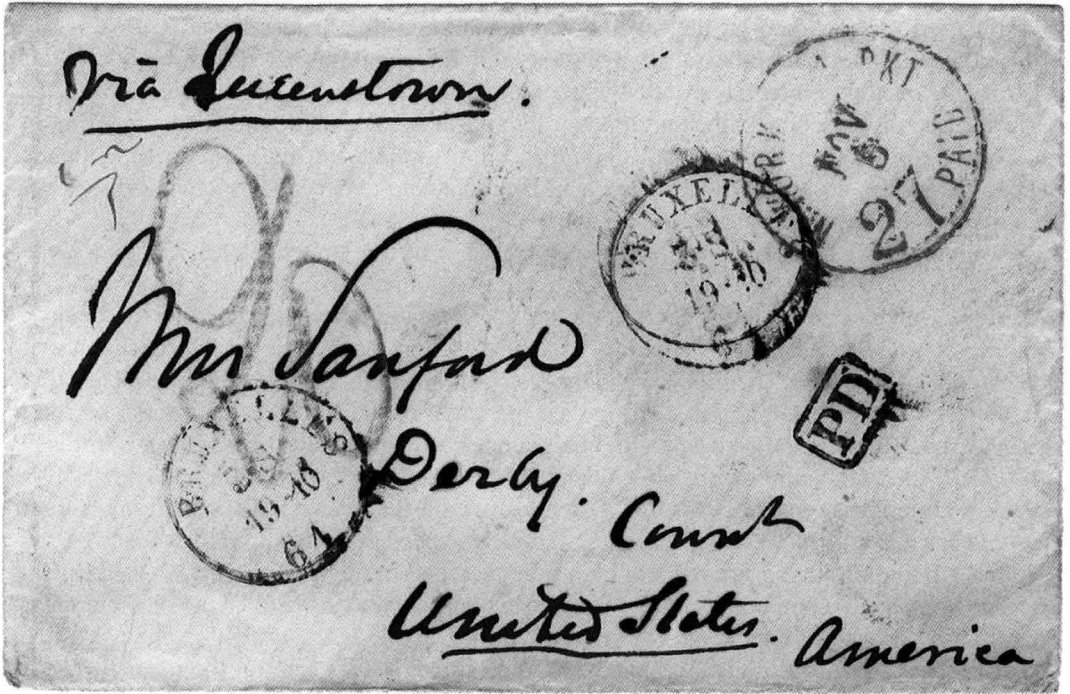


Figure 3. 19 October 1861, Brussels to Derby, Connecticut, letter paid 14 decimes (manuscript on reverse) for single convention rate to U.S. Ostend exchange office credited 20¢ to U.S. in red crayon, left side. Letter carried by HAPAG *Borussia* from Southampton to New York, where 27¢ prepayment acknowledged.



Figure 4. 30 July 1861, Antwerp to New York, letter paid 14 decimes with vertical strip of three of 40 centimes carmine rose and a 20 centimes blue adhesive of the 1858 King Leopold I issue for single convention rate to U.S. Ostend exchange office credited 20¢ to U.S. Letter carried by HAPAG *Bavaria* from Southampton to New York, where 27¢ payment confirmed. Rare American patriotic envelope used from Belgium to the U.S.

the reverse. Also marked on the reverse was the straight-line handstamp, **BR. PACKET**, in black ink. The letter arrived at Brussels later the same day as shown by a circular datestamp on the reverse. The letter was marked on the front in bright magenta ink for postage due of 14 decimes, the single letter rate under the convention. One last marking in black ink appears on the reverse, a small 9.5 mm circle with the numeral "19" in the center. This was a mark by the postman in Brussels who delivered the letter to the street address marked on the letter front.

Figure 3 illustrates a paid letter from Belgium to the United States. This envelope was posted in Brussels on 19 October 1861, and was addressed to Derby, Connecticut. The letter was endorsed in the upper left corner, "via Queenstown," indicating the desired routing by way of the United Kingdom. A Brussels clerk twice marked the black circular datestamp of his office, neither very clearly struck, but both showing the date of posting the letter, 19 October 1861. He also marked the small boxed **PD** in black ink on the right side to show that the letter was paid. The payment was indicated on the reverse in black ink, "14" for 14 decimes. The letter arrived at Ostend later the same day as shown by a black double circle datestamp of the Ostend office on the reverse. The letter was held at Ostend until the bags were made up for the next expected steamship departure from the United Kingdom, having arrived too late to be included in the mail to go via Queenstown on 20 October. A second datestamp on the reverse of 22 October 1861 is the black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, struck at the Ostend exchange office along with the black straight-line handstamp, **AM. PACKET**, also on the reverse. These markings showed the date that the closed mail was made up and the expected transatlantic packet service. The Ostend exchange office clerk marked the credit to the United States in red crayon on the left side of the envelope, "20" for 20¢. The letter was sent to London and dispatched from there to go on board the HAPAG steamship *Borussia* when she called for mail off Southampton on 23 October 1861. *Borussia* arrived at New York on 5 November. The closed mail bag was opened that day and the letter marked in the upper right corner with a red orange circular datestamp, **N.YORK. AM.PKT./(date)/27 PAID**. This exchange office datestamp showed that the 27¢ convention rate had been paid.

A very striking letter from Belgium paid with adhesives is shown in Figure 4. This envelope was posted in Antwerp on 30 July 1861, and was addressed to New York. It was endorsed in the lower right corner "(Per Steamer Via Queenstown)," a reference to the desired routing via a Queenstown steamer to the United States. The letter received a black circular datestamp of Antwerp in the upper right corner below the adhesives, a marking using the French spelling of "Anvers." The letter was prepaid 14 decimes with a vertical strip of three of the 40 centimes carmine rose and a 20 centimes blue adhesive of the 1858 King Leopold I issue. Each adhesive was marked with the numeral "4" cancellation of Antwerp. The Antwerp clerk also marked the small boxed **PD** in black ink below the adhesives. The letter was sent to Ostend where it received two markings on the reverse, the first a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, of 30 July 1861, and the second, a black straight-line handstamp, **AM. PACKET**. These markings showed the date that the mail for the United States was made up at Ostend and the expected transatlantic packet service. The Ostend exchange office clerk marked the credit to the United States in black ink in the upper left corner, "20" for 20¢. The letter was sent to London in a closed mail bag and dispatched from there to go on board the HAPAG steamship *Bavaria* when she called off Southampton for mail on 31 July, arriving at New York on 14 August 1861. A New York exchange office clerk marked the red orange circular datestamp, **N.YORK. AM.PKT./(date)/27 PAID**, to show the date that the letter was processed and that 27¢ had been paid. This marking was struck twice in the lower left corner, both times in the patriotic design, making it difficult to see. The use of an

American patriotic envelope in Belgium on a letter to the United States is quite scarce with only four examples recorded according to the owner of this cover.

Figure 5 illustrates another paid letter from Belgium using later-issue adhesives. This folded letter originated at Liège on 29 October 1867, and was addressed to New York. It was endorsed in the upper left corner, "Via Ostende," a reference to the desired routing through Ostend to England. The letter was paid 1 Franc 40 centimes (14 decimes) with a 40 centimes rose and a 1 Franc violet adhesive of the 1865-66 issue, each canceled with the lozenge of dots and the numeral "217" for Liège. When posted the letter was marked with a black double circle datestamp in the lower left corner and a black boxed **PD** above it. At the Ostend exchange office a 20¢ credit to the United States was marked in magenta ink on the left side. On the reverse the letter received two additional markings in black ink, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **AM. PACKET**. It was placed in a closed mail bag and sent to England, where it went on board the New York & Havre Line steamship *Arago* when she called at Falmouth for mail on 31 October 1867. *Arago* reached New York on 14 November. A New York exchange office clerk struck the red orange circular datestamp, **N.YORK AM.PKT./(date)/PAID**, on the right side to show that the letter was fully paid.



Figure 5. 29 October 1867, Liège to New York, letter paid 14 decimes with 40 centimes rose and 1 Franc violet adhesives of the 1865-66 issue for the single convention rate. Ostend credited 20¢ to U.S. in magenta ink and New York marked that letter was paid. Letter carried by NY & Havre Line steamer *Arago* from Southampton to New York.

One last paid letter of this period from Belgium to the United States is shown in Figure 6. This envelope was posted at St. Nicolas on 6 November 1867, and was addressed to New Haven, Kentucky. It was endorsed in the lower left corner, "Via England." The letter was paid 1 Franc 40 centimes or 14 decimes, the single international rate, with a strip of three 40 centimes rose and a 20 centimes blue adhesive of the 1865-66 issue. Each adhesive was canceled with the lozenge of dots and the numeral "328" for St. Nicolas. In the lower left corner the letter was marked with a black circular datestamp of St. Nicolas and a boxed **PD** handstamp above it, also in black ink. The letter had been collected by a rural postman at the village of Belsele and taken to the post office at St. Nicolas. The black hexagonal handstamp with the initials "NB" was the marking device placed in the rural mail box at Belsele, which was struck on the letter when the rural postman cleared the box. From St. Nicolas the letter was sent to Ostend, where it was placed in a closed mail bag for the Boston exchange office. On the reverse it received two additional markings in



Figure 6. 6 November 1867, St. Nicolas, Belgium to New Haven, Kentucky, letter paid 14 decimes with strip of three 40 centimes rose and a 20 centimes blue adhesives of the 1865-66 issue for the single convention rate. Ostend credited 20¢ to U.S. in magenta ink and Boston marked that letter was paid. Letter carried by Allan Line *Nova Scotian* from Londonderry to St. Lawrence River.



Figure 7. 8 October 1862, Liège to Boston, unpaid letter carried by Allan Line *North American* from Londonderry to St. Lawrence River. Ostend marked 7¢ debit to U.S. and Boston marked 27¢ due for single convention rate. Comments at top probably made by letter carrier in Boston for postage he was collecting, an uncommon notation on transatlantic mail.

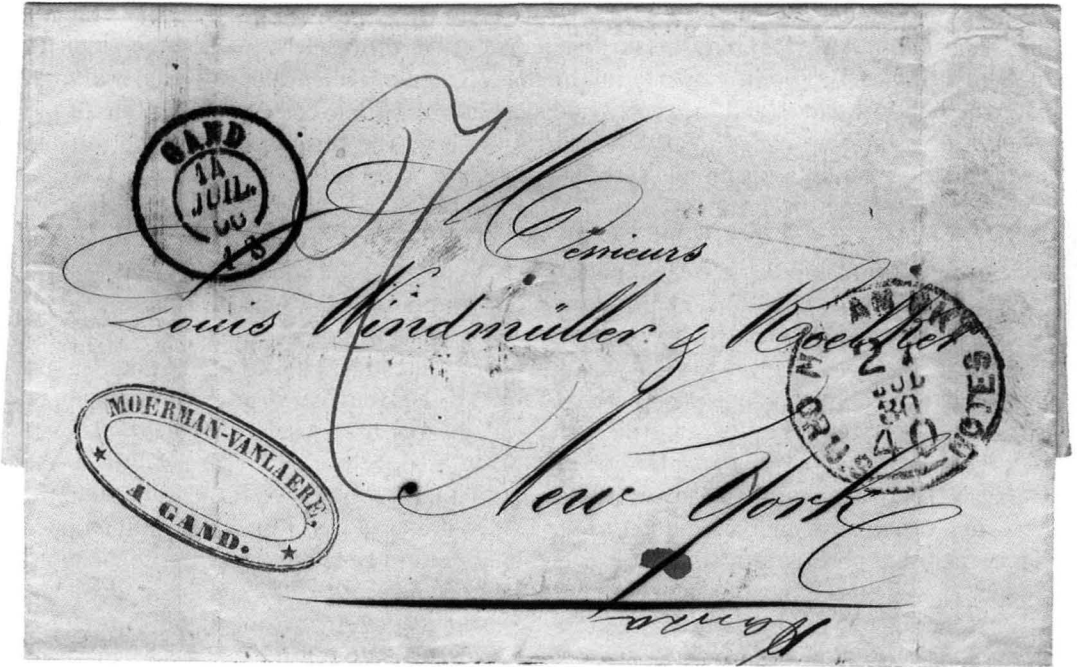


Figure 8. 14 July 1866, Ghent to New York, unpaid letter carried by Inman Line *City of New York II* from Queenstown to New York. Ostend marked 7¢ debit to U.S. and New York marked 27¢ due in coin or 40¢ in depreciated greenback notes.



Figure 9. 27 July 1866, Verviers, Belgium to New York, unpaid letter carried by Cunard *Java* from Queenstown to New York. Ostend marked 7¢ debit to U.S. and New York marked 27¢ due in coin or 39¢ in depreciated greenback notes.

black ink, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **AM. PACKET**. The Ostend exchange office clerk marked the credit to the United States of 20¢ in magenta ink on the left side of the envelope. The closed mail bag was sent to London and then to Londonderry for the 8 November 1867 sailing of the Allan Line steamship *Nova Scotian* bound for Quebec. The Boston mail was put off the steamer at Rivière du Loup in the St. Lawrence River about 120 miles below Quebec and conveyed to Boston by train. A Boston exchange office clerk marked on 20 November 1867 the black circular datestamp, **BOSTON AM.PKT./(date)/PAID**, across two of the adhesives showing that the letter was paid.

Figure 7 illustrates an unpaid letter from Belgium to the United States. It is an envelope posted at Liège on 8 October 1862, addressed to Boston. The letter was endorsed in the lower left corner, "Etats Unis/Via Liverpool," indicating a desire it go to the United States via Liverpool. A Liège postal clerk struck the black circular datestamp in the upper right corner to show the date that the letter was posted. It was sent to Ostend where it received two backstamps in black ink, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **AM. PACKET**. The Ostend exchange office clerk marked a debit to the United States of 7¢ in black ink in the upper left corner, that portion of a single rate which belonged to Belgium under the convention. The letter was placed in a closed mail bag for Boston and sent to the United Kingdom. On 10 October 1862, the closed bags were put on board the Allan Line steamship *North American*, calling at Londonderry and arriving at Quebec on 30 October. The mail for Boston had been put off at Rivière du Loup in the St. Lawrence River and conveyed to Boston by train. A Boston exchange office clerk marked the black circular datestamp, **BOSTON AM.PKT./(date)/27**, in the upper left corner showing that 27¢ postage was due from the addressee. A manuscript notation at the top of the letter, "27 cts postage/AWC.," was probably written by a postal carrier who delivered the letter to the street address in Boston. Such carrier notations are uncommon on transatlantic letters.

Another unpaid letter from Belgium to the United States is shown in Figure 8, this one sent later during the depreciated currency period. By mid-1863, the strain of the American Civil War had greatly devalued United States currency. The Post Office Department was collecting unpaid postage on letters from overseas in depreciated paper currency and settling its debts with the foreign countries that sent those letters in gold coin. The result was a significant loss of revenue to the United States. To correct the currency dilemma, a situation that was used to their advantage by many foreign correspondents, the Post Office Department issued orders that unpaid letters from certain foreign countries could be paid in either coin or depreciated greenback notes, a paper currency. In the latter case, however, an additional amount or premium was required because of the ongoing devaluation of the notes. The premiums were calculated daily at the exchange offices upon the arrival of the overseas mail. Only the exchange offices responsible for rating unpaid foreign letters were permitted to calculate the dual ratings for postage due and mark the letters. This folded letter originated in Ghent on 14 July 1866, and was addressed to New York. A blue oval business marking of the sending company, Moerman-VanLaere of Ghent, appears in the lower left corner. The letter was posted the same day and received in the upper left corner a black circular datestamp of Ghent, a marking using the French spelling "Gand." It was sent to Ostend where it received two backstamps in black ink, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **AM. PACKET**. The Ostend exchange office clerk marked a debit to the United States of 7¢ in black ink just to the right of the Ghent postmark, that portion of a single rate which belonged to Belgium under the convention. The letter was sent to the United Kingdom and placed on board the Inman Line steamship *City of New York II* when she called at Queenstown for mail on 19 July 1866. The

steamship arrived at New York on 30 July. Here the letter was marked on the right side with a black circular datestamp of the New York exchange office, **N.Y. A^M PK^T/27/(date)/40/OR U.S. - -NOTES**. This dual rate handstamp showed that the letter was brought by an American contract steamship to New York and that 27¢ was due if paid in coin or 40¢ if paid in depreciated greenback notes. The premium on this day added 13¢ more to the cost of the letter if payment was in notes. Docketing inside the letter confirms that it was received on 30 July 1866.

Figure 9 illustrates a second unpaid letter from Belgium during the depreciated currency period. This folded letter originated in Verviers on 27 July 1866, and was addressed to New York. It was endorsed across the top, "Via Queenstown." A blue oval business marking of the sending company, L.A. Grandjean of Verviers, appears in the upper left corner. The letter was posted that day at Verviers, receiving a black double circular datestamp in the upper left corner. It was sent to Ostend where it received two backstamps in black ink, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **BR. PACKET**. The Ostend exchange office clerk also marked a debit to the United States of 7¢ in black ink on the left side of the front, which was the portion of a single rate which belonged to Belgium under the convention. The letter was sent to the United Kingdom in a closed mail bag and placed on board the Cunard steamship *Java* when she called at Queenstown for mail on 29 July 1866. *Java* arrived at New York on 8 August. Here the letter was marked on the right side with a black circular datestamp of the New York exchange office, **N.Y. B^R PK^T/27/(date)/39/OR U.S. - -NOTES**. The dual rate handstamp showed that the letter was brought by a British contract steamship to New York and that 27¢ was due if paid in coin or 39¢ if paid in depreciated greenback notes. The date slug had not been changed in the marking device and showed the date of 7 August, the day before the steamship arrived.

United States–Belgian Convention of 1867

On 21 August 1867, the United States and Belgium signed a new postal convention in Brussels, which was to go into effect on 1 January 1868.⁵ The basic features of this convention were:

- a. Letters, ordinary and registered, and all forms of printed matter would be exchanged.
- b. Exchange offices remained at New York and Boston in the United States and at Ostend, Antwerp, and the traveling post office of Ostend in Belgium.
- c. Each office was responsible to make its own arrangements to send mail to the other office and to pay the expense of that transportation. Debit and credit accounting on each letter no longer was required.
- d. The basic letter weight was 15 grams with one rate added for each additional 15 grams.
- e. The single letter rate was 15¢ in the United States and 80 centimes in Belgium. This payment was optional except for registered letters and printed matter, which had to be prepaid.
- f. When a direct line of steam communication was established between the two countries the international rates would be reduced to 10¢ or 50 centimes.
- g. Insufficiently paid or unpaid mail was to be forwarded and charged with the deficient postage. A fine of 5¢ in the United States and 30 centimes in Belgium was to be added to the deficient postage for each item.
- h. Registered letters would be subject to a 10¢ fee in the United States and 50 centimes in Belgium in addition to the normal postage. Each country was allowed to reduce this amount if they wished. The United States registration fee was set at 8¢.
- i. Missent or undeliverable letters would be returned to the office that sent them.

⁵U.S. 16 *Statutes at Large*, 923-49.

The detailed regulations for this convention were signed at the end of November 1867 and included:

- a. The number of rates to be charged on a letter requiring multiple rates was to be marked in the upper left corner of the address.
- b. The office of origination was to be indicated on the letter by either a stamp or in writing.
- c. Correspondence paid to destination was to be marked "Paid All" in the United States and "P.D." in Belgium.
- d. Registered letters were to be marked "Registered" in the United States and "Chargé" in Belgium.
- e. Insufficiently paid correspondence was to be marked "Insufficiently paid" in the United States and "Affranchissement insuffisant" in Belgium with the amount deficient in black ink.
- f. Mail dispatched via England was to be stamped to indicate British transit while mail sent by the direct route was to be marked "Direct Service" or "Service Direct."
- g. Open mail beyond the two countries could be exchanged. The exchange offices were to mark in red ink in the upper right corner of the address for prepaid letters the amount due to the exchange office of destination, and in black ink the amount due the originating office on unpaid letters in transit.

From 1 January 1868, no longer was there a need for the **BR. PACKET.** or **AM. PACKET.** markings of the earlier convention. All mail returned by Belgium to the U.S. would go on vessels under the contract of the United Kingdom, referred to as British packets, and all mail returned from the United States would go on vessels under contract to the United States, referred to as American packets.

1 January 1868 – 14 March 1870

Figure 10 illustrates a paid letter from the United States to Belgium under the 1867 convention. This yellow envelope was posted in Chicago on 30 August 1869, and was

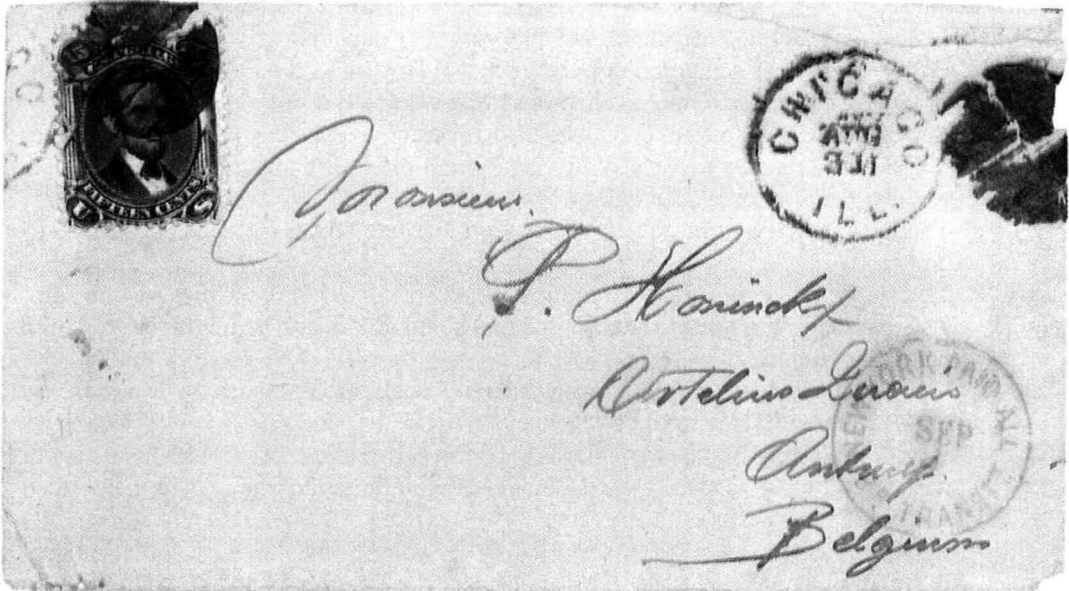


Figure 10. 30 August 1869, Chicago to Antwerp, letter paid with 15¢ black 1866 adhesive for single international rate. Letter carried by North German Lloyd steamer *Deutschland* from New York to England. New York circular datestamp showed letter fully paid and transit via England.

addressed to Antwerp. The letter was paid the 15¢ international rate with a 15¢ black 1866 adhesive. It was canceled with a duplex killer and black circular datestamp of Chicago. Because the duplex marking device had the datestamp portion off the letter to the left, it was struck again in the upper right corner. The letter was sent to New York, where an exchange office clerk struck in the lower right corner the red orange circular datestamp, **NEW-YORK PAID ALL/(date)/B^R TRANSIT**, and placed it in the mail to go on board the North German Lloyd steamship *Deutschland*, departing New York on 2 September 1869. *Deutschland* put off the mail for Europe (except Northern Europe) when she stopped near Southampton on 13 September. The closed mail bag was sent via London and Dover to Ostend, arriving on 14 September 1869, where it was opened and the letter marked with two backstamps in black ink, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram. This marking as well as the New York exchange office datestamp met the convention requirement to show that the letter transited England. There was no arrival marking of Antwerp on the letter.

A paid letter from Belgium to the United States is shown in Figure 11. This folded letter outer sheet originated in Antwerp on 7 October 1868, according to docketing notations on the inside, and was addressed to New Orleans. The letter was prepaid 80 centimes with two single copies of the 40 centimes rose 1866 adhesive, each canceled with the lozenge of dots and the numeral “70” for the Antwerp railroad station post office. When the letter was posted it also was marked on the right side with a black double circle datestamp of the Antwerp station dated 8 October 1868, and with a boxed **P.D.** handstamp in black ink. It was sent to Ostend, where it received two black markings on the reverse, a circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram. The letter was placed in a closed mail bag sent to England, and went on board the HAPAG steamship *Allemannia*, when she called off Southampton for mail on 9 October 1868. *Allemannia* arrived at New York on 21 October and the letter was processed the next day. It received a red orange circular datestamp, **NEW YORK PAID ALL/(date)**, on the right side somewhat blurred and struck over the Antwerp station datestamp. Docketing inside the letter shows that it arrived at New Orleans on 26 October 1868.

United States–Belgian Convention of 1870

On 1 March 1870, the United States and Belgium signed in Washington, D.C. an additional convention to the postal convention of 1867, which was to go into effect on 15 March 1870.⁶ This convention resulted from reduced transit fees between the United States and the United Kingdom, which started in January 1870, when the international rate between those two countries was lowered from 12¢ to 6¢. The principal feature of the new convention with Belgium, which was only one page long, was that the 15¢ single letter rate between the two countries was reduced to 10¢ in the United States and 50 centimes in Belgium. This rate applied for closed mail via England as well as mail by direct steamer between the United States and Belgium. All other provisions of the 1867 convention remained in effect.

15 March 1870 – 30 June 1873

Figure 12 illustrates a letter from the United States to Belgium sent under the 1870 convention. This envelope was posted in Chicago on 23 December 1872, and was addressed to a young lady care of the American Minister in Brussels. It was prepaid 10¢ for the single international rate to Belgium with a 10¢ brown 1870 National Bank Note Company adhesive canceled with a separate geometric design in black ink. The letter

⁶U.S. 16 *Statutes at Large*, 951.

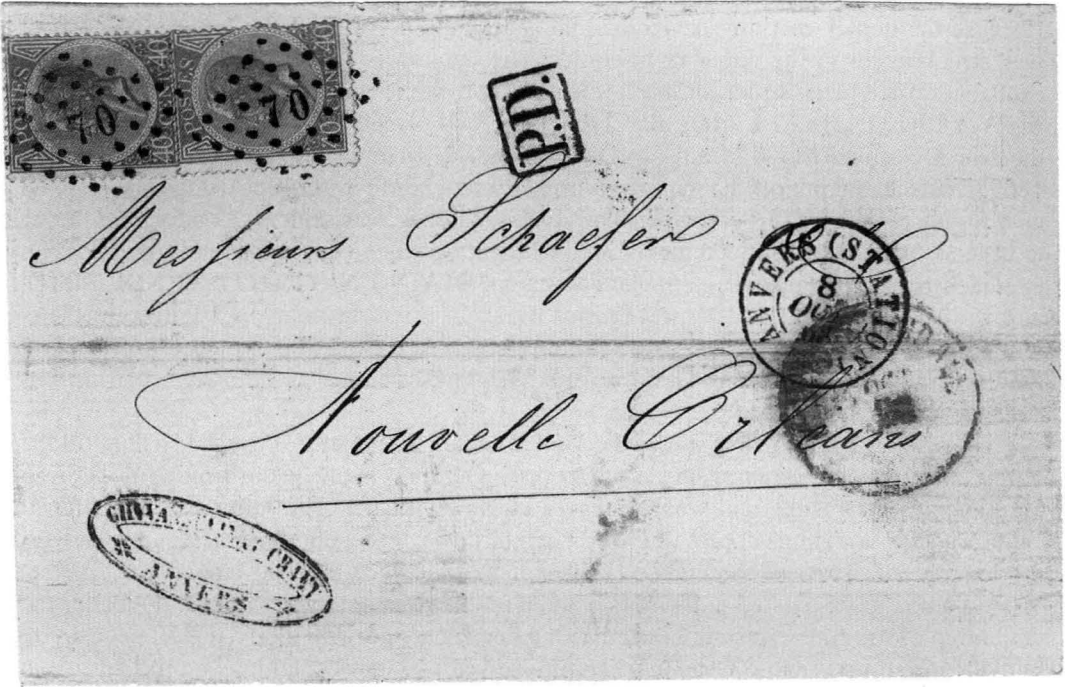


Figure 11. 7 October 1868, Antwerp to New Orleans, letter paid 80 centimes international rate with two 40 centimes 1866 rose adhesives. Letter carried by HAPAG steamer *Allemania* from Southampton to New York. New York marked letter fully prepaid.

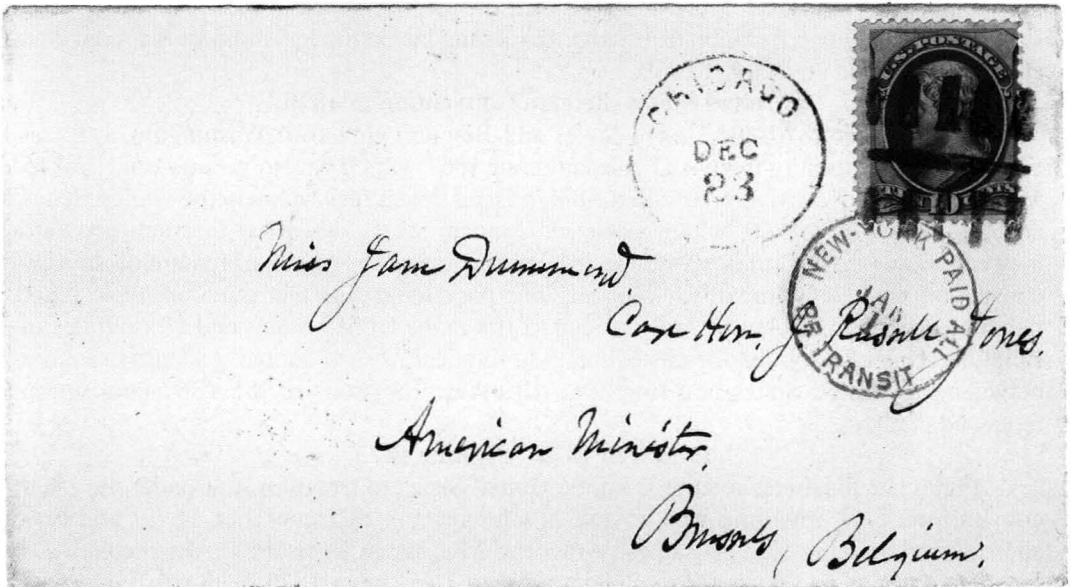


Figure 12. 23 December 1872, Chicago to Brussels, letter paid with 10¢ brown 1870 National Bank Note Company adhesive for single international rate. Letter carried by Guion Line *Wisconsin* from New York to Queenstown. New York circular date stamp showed letter fully paid and transit via England.

received a black circular datestamp of the Chicago post office alongside to the left of the adhesive. It was sent to New York since Chicago was not an exchange office under the Belgium convention. A New York exchange office clerk struck the red orange datestamp, **NEW-YORK PAID ALL/(date)/B^R. TRANSIT**, to show the date that the letter was forwarded from New York and that it was fully paid. It was placed in the closed mail bag for Belgium and sent on board the Guion Line steamship *Wisconsin*, departing New York on 1 January 1873 and arriving at Queenstown on 11 January. The closed mail reached Belgium on 13 January 1873 as shown by a black circular datestamp of the Ostend exchange office on the reverse, **ETATS-UNIS PAR OSTENDE/(date)**. A black circular datestamp of Brussels also was struck on the reverse.

Another letter to Belgium is shown in Figure 13. This envelope was posted in New York on 18 January 1873, and was addressed to Antwerp. It was endorsed in the upper left corner, “per *Main*,” a reference to the desired steamship to carry the letter to Europe. It was prepaid 10¢ for the single international rate to Belgium with a 10¢ brown 1870 National Bank Note Company adhesive, canceled with a crossroads type New York foreign mail cancellation. A New York exchange office clerk struck the red orange

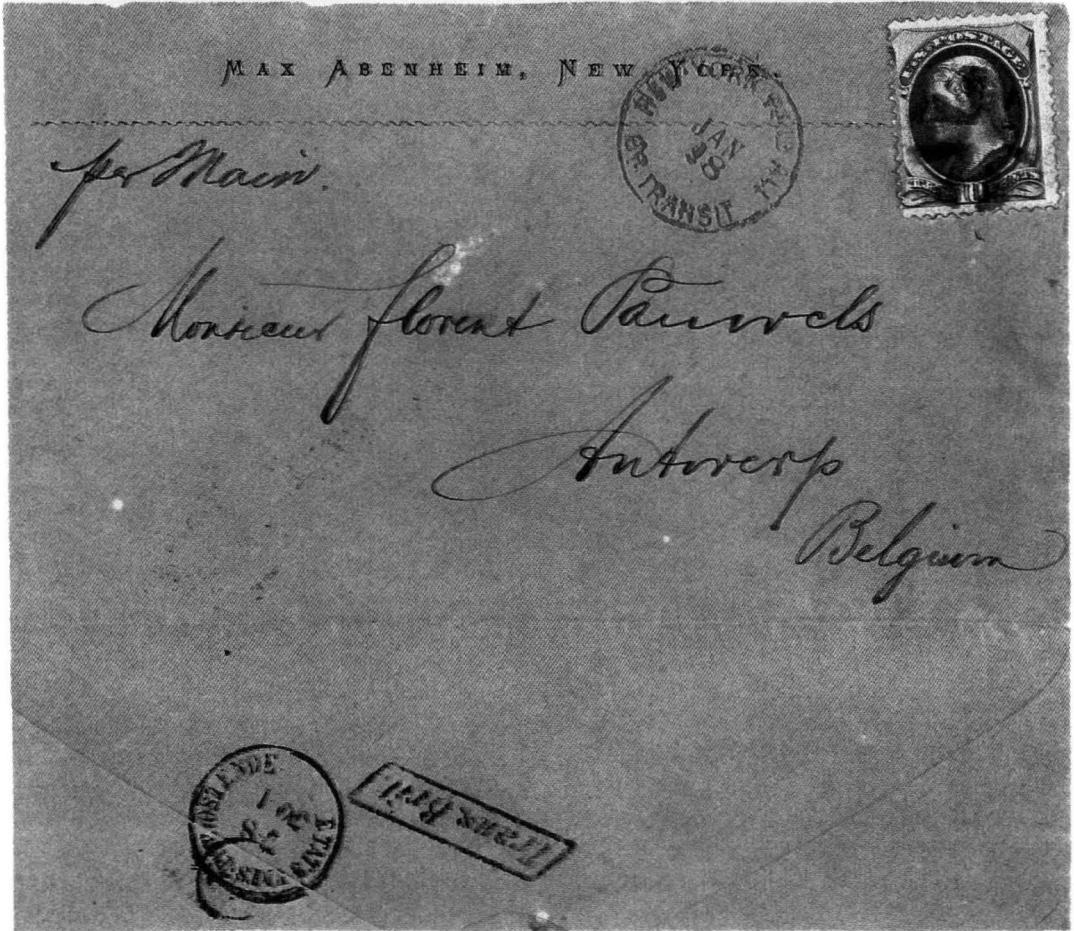


Figure 13. 18 January 1873, New York to Antwerp, letter paid with 10¢ brown 1870 National Bank Note Company adhesive with crossroads type New York foreign mail cancellation. Letter carried by North German Lloyd *Main* from New York to Queenstown. New York circular datestamp showed letter fully paid and transit via England.

datestamp, **NEW-YORK PAID ALL/(date)/B^R. TRANSIT**, to show the date that the letter was forwarded from New York and that it was fully paid. On 18 January 1873, the North German Lloyd steamship *Main* departed New York with the closed mail bags for Belgium and put them off near Southampton on 29 January 1873. The closed bags reached Ostend on the next day, 30 January 1873, where they were opened and the letter sent to Antwerp. On the reverse are the two black markings of the Ostend exchange office, a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram showing that the letter was from the United States via England and Ostend. A portion of the back of the envelope at the bottom of Figure 13 shows these markings.



Figure 14. 7 October 1872, Liège to New York, letter paid 50 centimes with 10 centimes green 1869 and 40 centimes bright rose 1870 adhesives for the single convention rate. Letter carried by Cunard *Batavia* from Queenstown to New York.

Figure 14 illustrates a letter from Belgium to the United States under the 1870 convention. This folded letter originated in Liège on 7 October 1872, and was addressed to New York. The letter was paid 50 centimes, the single letter international rate to the United States for the closed mail route via England. The prepayment was made with a 10 centimes green 1869 and a 40 centimes bright rose 1870 adhesive, each canceled in black ink with the lozenge of dots and the numeral “217,” which had been assigned to the Liège post office. In the upper right corner was a black double circle datestamp of Liège showing that the letter was posted on 7 October 1872. The Liège clerk also marked the small black boxed **P.D.** in the lower right corner. The letter was sent to the Ostend exchange office, where a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, was struck weakly below the 10 centimes adhesive. The letter was placed in a closed mail bag for New York that was sent to England, and went on board the Cunard steamship *Batavia* when she called at Queenstown on 9 October for mail. *Batavia* arrived at New York on 20 October 1872. The letter was processed the same day receiving a red orange circular datestamp, **NEW YORK/(Date)/PAID ALL**, in the upper right corner acknowledging that the letter was fully paid.

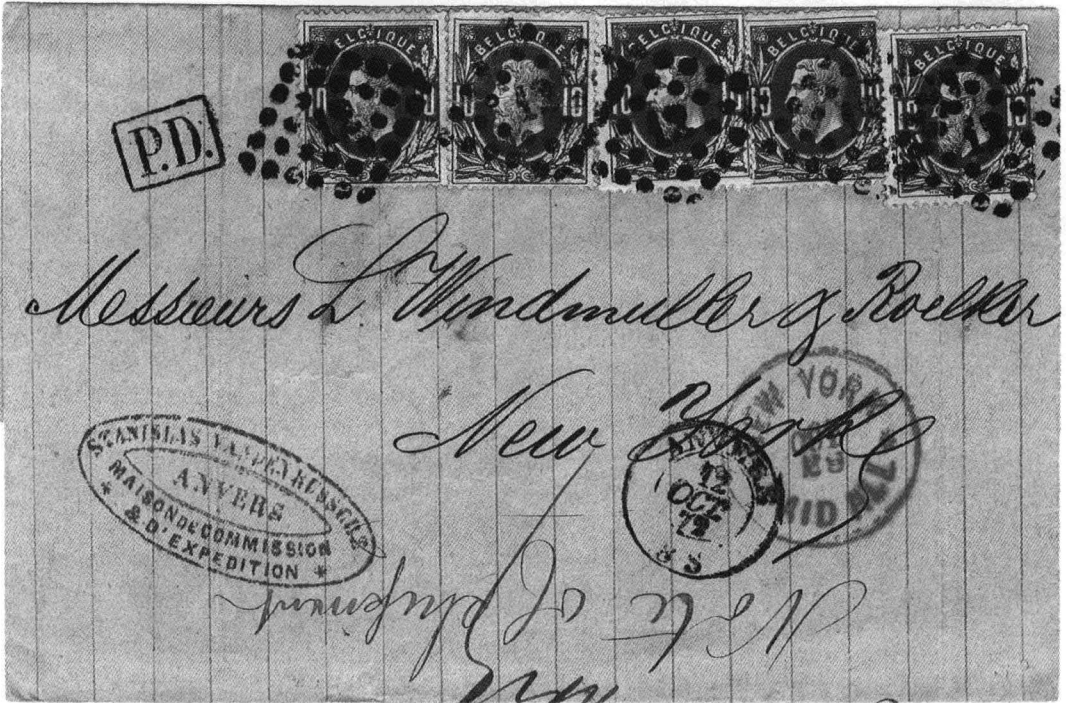


Figure 15. 12 October 1872, Antwerp to New York, letter paid 50 centimes with five 10 centimes green 1869 adhesives for the single convention rate. Letter carried by Inman Line *City of Montreal* from Queenstown to New York.

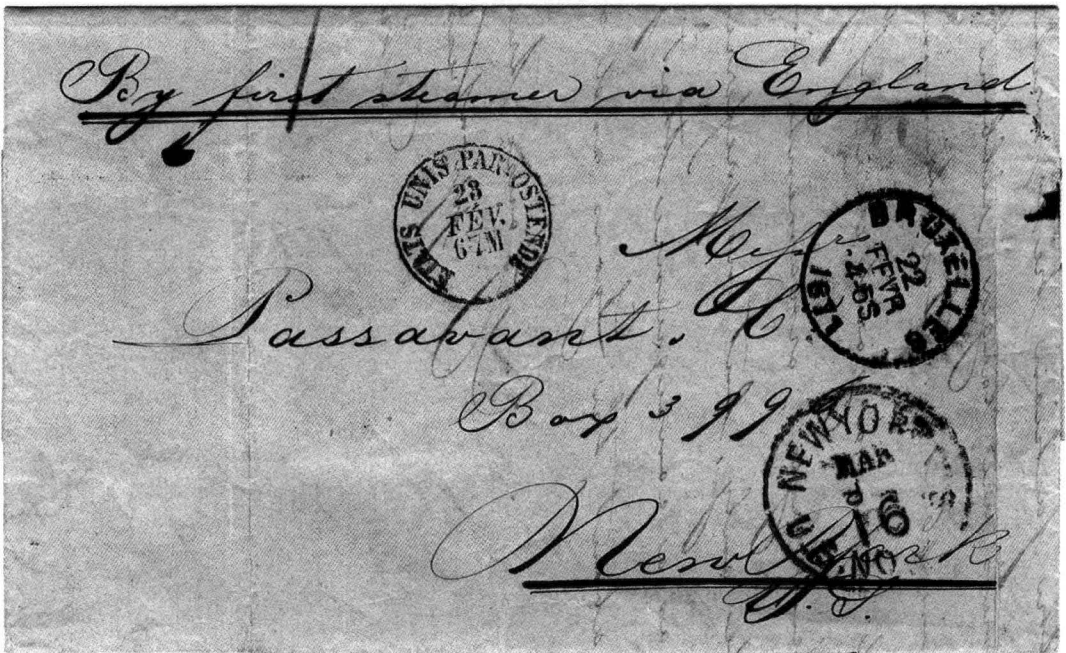


Figure 16. 22 February 1871, Brussels to New York, unpaid letter sent in closed mail through England. Letter carried by Inman Line *City of Antwerp* from Queenstown to New York, where it was marked for 16¢ postage due in depreciated greenback notes.

Figure 15 shows a second letter paid from Belgium to the United States. This folded letter originated in Antwerp on 12 October 1872, and was addressed to New York. The letter also was prepaid 50 centimes for the closed mail route via England. The prepayment was made with five 10 centimes green 1869 adhesives, each canceled in black ink with the lozenge of dots and the numeral "12" for the Antwerp post office. In the lower right corner was a black double circle datestamp of Antwerp showing that the letter was posted on 12 October 1872. The Antwerp clerk also marked the small black boxed **P.D.** in the upper left corner. Since Antwerp was an exchange office, the letter was placed in the closed mail bag there and it did not receive the black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, used at the Ostend exchange office. The letter was sent to England and went on board the Inman Line steamship *City of Montreal* when she called at Queenstown on 18 October for mail. *City of Montreal* arrived at New York on 28 October 1872. The letter was processed the same day receiving a red orange circular datestamp, **NEW YORK/(Date)/PAID ALL**, in the lower right corner showing that the letter was fully paid. Docketing by the recipient indicates that the letter was received on 28 October 1872.

An unpaid letter from Belgium to the United States is shown in Figure 16. This folded letter originated in Brussels on 22 February 1871, and was addressed to New York. It was endorsed across the top, "By first steamer via England." The letter was posted on 22 February and received a black circular datestamp of the Brussels post office in the upper right corner. It was sent to Ostend the next day, 23 February 1871, where it was prepared for the closed mail to be sent through England. The Ostend exchange office clerk marked the black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, above the address label, the standard marking used on closed mail via England that was processed at Ostend. The letter was sent to England and placed on board the Inman Line steamship *City of Antwerp* when she called at Queenstown for mail on 24 February, arriving at New York on 7 March 1871. The letter was processed at the New York exchange office the next day, 8 March. Here the letter was marked in the lower right corner with a black circular datestamp, **NEWYORK/(date)/16/U.S.NOTES**. This marking indicated that 16¢ postage was due on the letter in depreciated greenback notes currency. This amount consisted of the 10¢ international rate, a 5¢ unpaid letter fine for the letter, which was still in effect since the convention of 1867, and a 1¢ premium for payment in greenback notes. Docketing inside the letter by the recipient confirms that it arrived on 8 March 1871.

Figure 17 illustrates an unpaid letter from Cuba via the United States to Belgium. This folded letter outer sheet originated in Havana on 4 August 1872, and was addressed to Antwerp. It was endorsed in the upper left corner, "via Newyork." On 7 August, the sender, H. Upmann & Co. of Havana, struck their company business marking with a datestamp in blue ink in the lower left corner and again on the reverse. This also was the day that the Atlantic Mail Steamship Company steamer *Morro Castle* departed Havana for New York, arriving on 14 August 1872. This steamship was one of a number of American steamships that regularly carried mail between New York and Havana. The letter reached New York in time to go on board the Guion Line steamship *Minnesota*, departing New York on 14 August and arriving at Queenstown on 25 August 1872. A New York exchange office clerk struck the black circular datestamp, **NEW YORK/(date)/B^R-TRANSIT**, in the upper right corner showing the date that the letter left New York and that it was in the closed mail through England. He also marked the United States debit to Belgium of 10¢ in blue crayon below and to the left of the datestamp. This was the transit fee from Cuba to the United States, which was debited to Belgium. The closed mail arrived at Ostend on 27 August. Here the letter received two handstamps on the reverse in black ink, a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram. An Ostend exchange office clerk

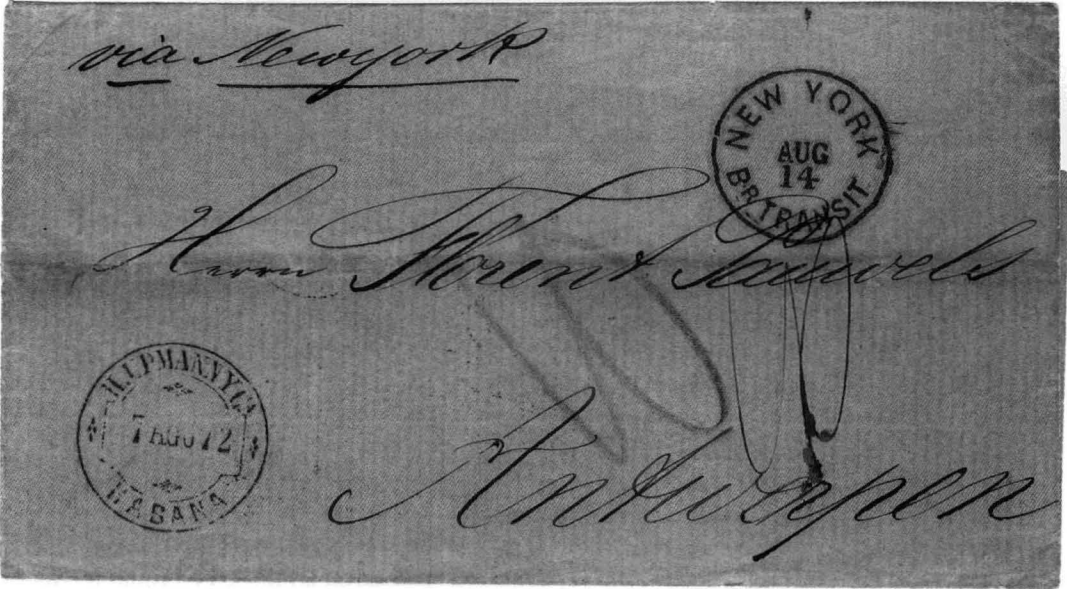


Figure 17. 4 August 1872, Havana, Cuba to Antwerp via New York, unpaid letter carried by steamship *Morro Castle* from Havana to New York and Guion Line *Minnesota* from New York to Queenstown. New York debited Belgium 10¢ in blue crayon. Belgium marked 10 decimes postage due in black ink.



Figure 18. March 1874, letter to Brussels posted on unknown railroad en route to New York, prepaid 8¢ with two 1¢ and a pair of 3¢ 1873 Continental Bank Note Company adhesives. Letter carried by Cunard Line *Abyssinia* from New York to Queenstown.

marked the postage due of 10 decimes in black ink to the right of the New York debit. The postage due consisted of 5 decimes (10¢ equivalent) to pay the American debit plus the 5 decimes international fee. The 30 centimes unpaid letter fine did not apply as this letter originated in a foreign country from which the letter could not be prepaid.

United States–Belgium Convention of 1873

On 9 May 1873, the United States and Belgium signed another convention, which was to be considered an addition to the 1867 and 1870 conventions.⁷ Again the rates between the two countries were reduced, but the single letter weight remained at 15 grams. The basic features of this convention were:

- a. The single letter rate for closed mail via England was reduced from 10¢ to 8¢ in the United States and from 50 centimes to 40 centimes in Belgium.
- b. The single letter rate by direct steamship between the United States and Belgium was reduced from 10¢ to 6¢ in the United States and from 50 centimes to 30 centimes in Belgium.

The new convention was to take effect on a date agreed upon between the two countries. Notices in both countries set the effective date as 1 July 1873.

1 July 1873 – 30 June 1875

Figure 18 illustrates a paid letter from the United States to Belgium under the 1873 convention. The letter is pictured in *United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU*, by Charles J. Starnes,⁸ a part of his collection that was stolen in 1983 and has not since been recovered. This envelope was posted on a railroad en route to New York in March 1874, and was addressed to Brussels. It has a partial impression of the route agent circular datestamp in the upper left corner, but not enough to identify the railroad on which the agent operated. The letter was endorsed in the lower left corner, “via England,” to indicate that it was to be sent in closed mail via England. The letter was prepaid 8¢ with two 1¢ ultramarine and a pair of 3¢ green 1873 Continental Bank Note Company adhesives. This paid the single international rate under the convention. The letter was marked at the New York exchange office with the red orange circular datestamp, **NEW-YORK PAID ALL/(date)/B^R TRANSIT**, showing the date that the letter was forwarded from New York and that it was fully paid via England. On 11 March 1874, the Cunard Line steamship *Abyssinia* departed New York and arrived at Queenstown on 20 March. A docketing notation in the lower left corner shows that the letter reached the recipient on 22 March 1874. Since I have not seen the reverse of the letter, I can not say what backstamps may be on it.

A paid letter from Belgium to the United States is shown in Figure 19. This folded letter originated in Antwerp on 5 June 1874, and was addressed to New York. It was endorsed across the top, “pr British Str Abyssinia from Liverpool/via London & Queenstown.” The letter was from the company Frères Nottebohm, whose blue straight-line handstamp appears on the front of the letter just below the routing endorsement. The letter was posted on 5 June at the Antwerp railway station as shown by the black circular datestamp in the lower left corner, which canceled the adhesive. The letter was paid with a 40 centimes bright rose 1870 adhesive for the single international rate. The letter received a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, dated 5 June when it was placed in a closed mail bag for the United States. It was sent to England and placed on board the Cunard steamship *Abyssinia*, when she called at Queenstown for mail on 7 June,

⁷Clive Parry, L.L.D., ed., *The Consolidated Treaty Series*, 231 vols. (Dobbs Ferry, New York: Oceana Publications, 1969), vol. 145, pp. 285-86.

⁸Charles J. Starnes, *United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU*, opposite p. 7.

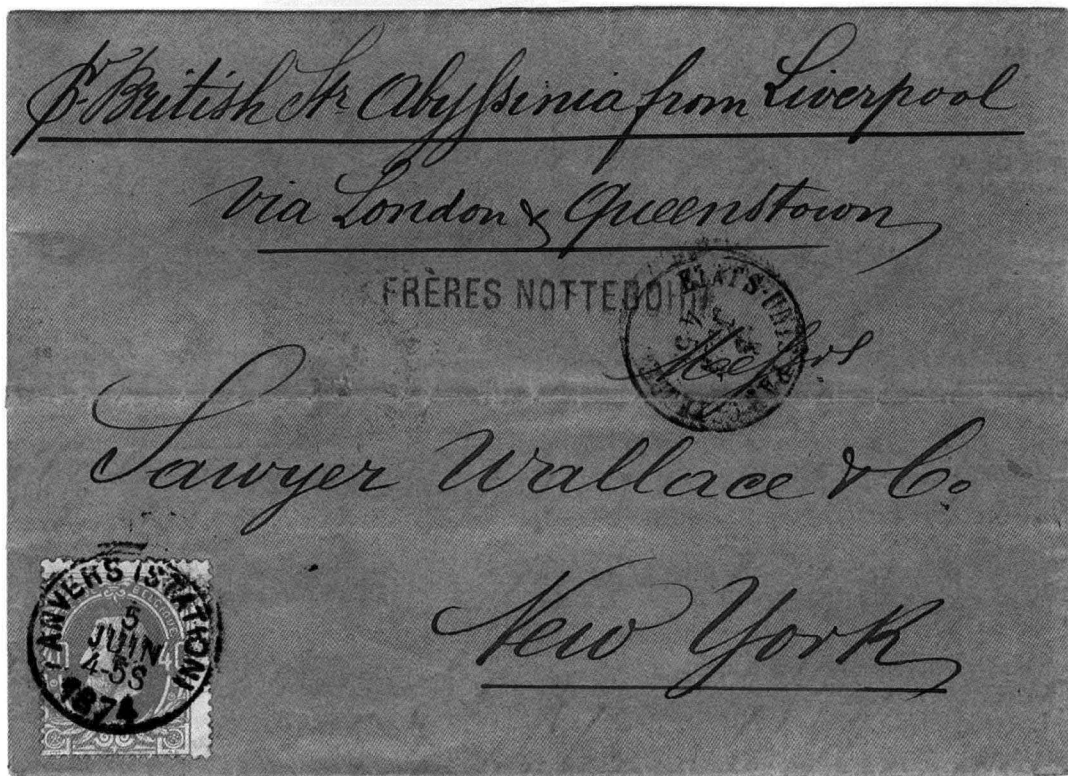


Figure 19. 5 June 1874, Antwerp to New York, letter paid 40 centimes with 40 centimes bright rose 1870 adhesive for single convention rate. Letter carried by Cunard *Abyssinia* from Queenstown to New York.



Figure 20. 21 May 1874, Antwerp to Gloucester, Massachusetts, paid 40 centimes with 40 centimes bright rose 1870 adhesive for single convention rate. Letter carried by Allan Line *Scandinavian* from Londonderry to St. Lawrence River.

arriving at New York on 17 June 1874. A red orange circular datestamp on the reverse, **NEW YORK/(date)*PAID ALL***, shows that the letter was processed at the New York exchange office on 18 June 1874. Docketing on the letter indicates that it was received by the addressee on the same day.

Another paid letter from Belgium is shown in Figure 20. This envelope was posted in Antwerp on 21 May 1874, and was addressed to Gloucester, Massachusetts. The letter was prepaid with a 40 centimes bright rose 1870 adhesive for the single international rate. The black circular datestamp of Antwerp canceled the adhesive and showed the posted date. The letter was marked with a black boxed **P.D.** to the left of the adhesive and placed in a closed mail bag at the Antwerp exchange office. It was sent to England and then to Londonderry, Ireland to go on board the Allan Line steamship *Scandinavian* when she called there on 22 May 1874 for mail. *Scandinavian* put the Boston mail off at Rivière du Loup in the St. Lawrence River about 120 miles below Quebec and it was conveyed to Boston by train. A Boston exchange office clerk marked the red circular datestamp, **BOSTON/(date)/PAID**, on 3 June 1874, the date the mail was processed, showing that the letter was paid.

Figure 21 illustrates an unpaid letter from the United States to Belgium under the 1873 convention. This folded letter originated in New York on 2 April 1874, and was addressed to Antwerp. It was endorsed in the upper left corner, "p Westphalia," the desired steamship to carry the letter across the Atlantic. The letter was posted the same day and received on the reverse a black circular datestamp of the New York exchange office, **NEW YORK/(date)/B^R. TRANSIT**. A New York clerk also struck the black boxed **UNPAID** handstamp on the front to alert Belgian exchange office clerks that the letter required handling as an unpaid letter. Because of the large quantities of mail being processed in European exchange offices, simplified handling procedures were put into effect in late

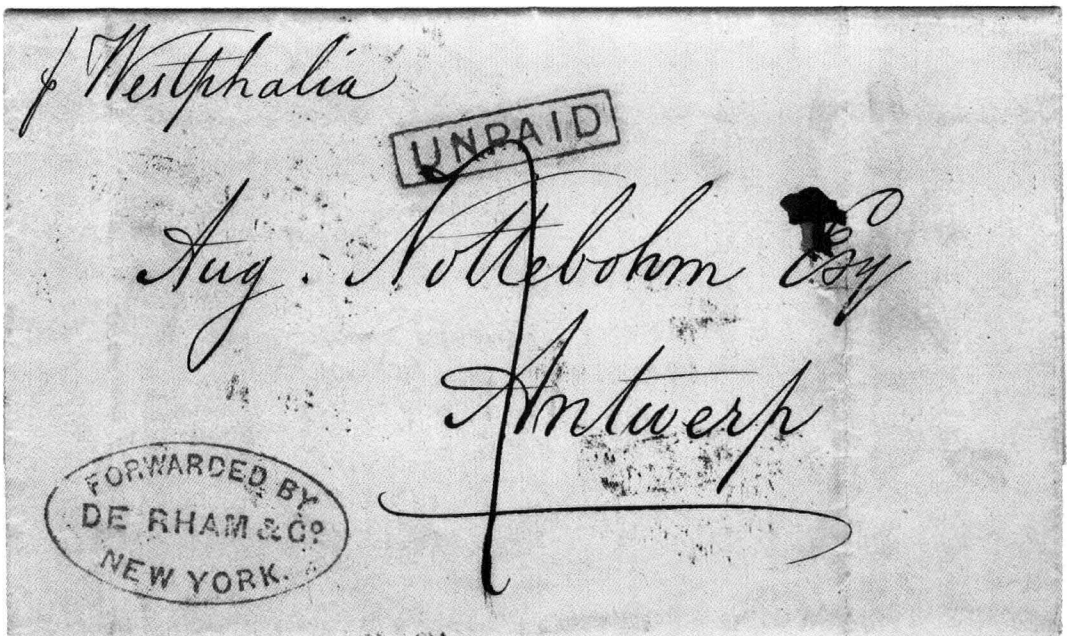


Figure 21. 2 April 1874, New York to Antwerp, unpaid letter carried by HAPAG *Westphalia* from New York to Plymouth. New York marked boxed handstamp showing letter unpaid and Belgium marked 7 decimes postage due, 40 centimes international rate and 30 centimes unpaid letter fine.

1873 by a number of countries to ease the burden on the postal clerks. By agreement, originating countries would mark unpaid letters so that the receiving countries could easily identify those letters that required appropriate postage due markings. These would be the only letters marked at the receiving exchange offices. Previously, all letters were handled and marked with receiving markings, whether they were prepaid or not. Since only a small fraction of all mail was unpaid by the 1870s, this greatly reduced the handling time of the large quantities of letters processed by receiving countries. The United States apparently agreed to the new regulations because the boxed **UNPAID** handstamp was introduced in New York in January 1874 to conform to this new European policy. This letter was included in the closed mail bags put on board the HAPAG steamer *Westphalia*, departing New York on 2 April and arriving at Plymouth on 12 April 1874. The closed mail bag was sent via London to Ostend, where it was opened. The letter received two black handstamps on the reverse, a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram. The Belgians marked the letter for 7 decimes postage due in black ink. This amount represented the 40 centimes international rate (4 decimes) plus 30 centimes (3 decimes) unpaid letter fine.



Figure 22. 6 October 1874, Malaga, Spain to New York via Belgium, letter paid 80 centimos de Peseta with pair of 40 centimos de Peseta 1874 violet adhesives. Red orange crayon “50” shows Spanish credit to Belgium of 50 centimos de Peseta. Letter carried by Cunard *Calabria* from Queenstown to New York.

A postal convention between Belgium and Spain, signed in Madrid on 9 April 1870, established basic rates between the two countries and allowed the passage of transit mail through the countries to foreign destinations. This opened up an opportunity for United States mail to Spain to go via existing United States–Belgium conventions. Under the Belgium–Spain convention of 1870, Spain retained 50 centimos de Peseta per 30 grams of letter weight for letters transiting Belgium to Spain. Figure 22 shows a letter from Spain via Belgium to the United States under this convention. This folded letter originated in Malaga on 6 October 1874, and was addressed to New York. It was endorsed in the upper left corner, “Via/England,” routing instructions for the Belgian closed mail through

England. The letter was posted in Malaga on 6 October and received a black double circle datestamp in the upper right corner over the two adhesives. The letter was prepaid 80 centimos de Peseta with a pair of 40 centimos de Peseta violet 1874 adhesives canceled with a lozenge of dots as well as the Malaga circular datestamp. This fully paid the letter from Spain to the United States destination via Belgium. This amount was equivalent to the 16¢ per 1/3 ounce rate from the United States to Spain via Belgium. On 8 October a clerk at the exchange office on the railroad from Madrid struck a double circle datestamp in black on the reverse, **ESTAFETA DE CAMBIO MADRID**, the date that the closed mail for Belgium, which passed through France, was prepared. Belgian entry on 12 October was marked on the reverse of the letter by a black double circle datestamp, ***ESPAGNE*/(date)/MIDI II**, a railway marking showing that the letter originated in Spain and came on the railway line from the south. At the Ostend exchange office the letter received two more handstamps, on the front a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)** of 12 October, and on the reverse, the black straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram. The letter was marked in red orange crayon with the numeral "50," which was the Spanish credit to Belgium.⁹ This amount was a combination of 10 centimos French transit, 10 centimos Belgian transit and 30 centimos for British transit to the U.S. destination. All paid letters from Spain to the United States via Belgium show this marking, a red orange crayon "50." The letter was placed in a closed mail bag for the United States and sent to England. On 14 October, the Cunard steamship *Calabria* called at Queenstown for the closed mail that contained this letter and arrived at New York on 25 October 1874. At the New York exchange office a clerk marked on the reverse the red orange circular datestamp, **NEW YORK/(date)/*PAID ALL***, showing that the letter was processed at New York on 25 October 1874. The United States was not entitled to any fees for the transit of this letter. Docketing inside the letter shows that it reached the addressee on 26 October 1874.

Another letter from Spain via Belgium to the United States is shown in Figure 23. This letter looks similar to the last example, but its routing from Belgium to the United States was quite different. This folded letter originated in Malaga on 21 October 1874, 15 days after the previous letter, and was addressed to New York. It also was endorsed in the upper left corner, "Via England," routing instructions for the Belgian closed mail through England. The letter was posted in Malaga on 21 October and received a black double circle datestamp in the upper right corner over the right adhesive. The letter was prepaid 80 centimos de Peseta with a pair of 40 centimos de Peseta violet 1874 adhesives canceled with a lozenge of dots as well as the Malaga circular datestamp. This fully paid the letter from Spain to the United States destination via Belgium. On 23 October, the a clerk of the exchange office on the railroad from Madrid struck a double circle datestamp in black on the reverse, **ESTAFETA DE CAMBIO MADRID**, the date that the closed mail to Belgium was prepared. The Spanish clerk marked the letter on the front in red orange crayon with the numeral "50," the 50 centimos credit to Belgium just as the previous letter. Belgian entry on 27 October was marked on the reverse of the letter by a black double circle datestamp, ***ESPAGNE*/(date)/MIDI II**, a railway marking showing that the letter originated in Spain and came on the railway line from the south. Instead of going to the Ostend exchange office for transmission to England, the letter was sent to the Antwerp exchange office because it was to be routed directly by steamship from Antwerp to New

⁹In my article, "The Belgium Convention Rate to Spain—Addendum," *Chronicle* 153 (February 1992), pp. 57-62, I incorrectly concluded that this marking was a credit statement to Spain that the letter was considered under the bulk rate transfer with Belgium of 50 centimos de peseta per 30 grams letter rate. This marking shows Spain's credit to Belgium on a paid letter for transit fees to and beyond Belgium.

York. On the reverse is a black circular datestamp of Antwerp. Missing are the two black markings on the reverse used at Ostend, the circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**, and the straight-line handstamp, **Trans. Brit.**, in a rectangular parallelogram. It was placed in a closed mail bag for the United States and put on board the Red Star Line steamship *Switzerland*, which departed Antwerp on 29 October and arrived at New York on 13 November 1874. At the New York exchange office a clerk marked on the reverse the red orange circular datestamp, **NEW YORK/(date)*PAID ALL***, showing that the letter was processed there on 13 November 1874. Docketing inside the letter shows that it reached the addressee on 13 November.



Figure 23. 21 October 1874, Malaga, Spain to New York via Belgium, letter paid 80 centimos de Peseta with pair of 40 centimos de Peseta violet 1874 adhesives. Red orange crayon "50" shows Spanish credit to Belgium of 50 centimes de Peseta. Letter carried by Red Star Line *Switzerland* from Antwerp to New York.

General Postal Union

The General Postal Union was formed by the Treaty of Berne, which was signed on 9 October 1874, by representatives of 21 countries.¹⁰ The treaty was put into effect on 1 July 1875. Both the United States and Belgium were among the 21 nations that signed the original treaty, which established uniform postal procedures and rates to exchange mail between each of the signing countries. It also had provisions for mail going to or coming from countries that were not members of the Union. A few of the basic provisions of the treaty follow:

- a. A single postal territory was established between the members.
- b. The treaty applied to all letters, post-cards, books, newspapers, and other printed papers, patterns and merchandise, legal and commercial documents.
- c. The basic rate was 25 centimes for a single rate letter of 15 grams. One additional rate was to be charged for each 15 grams or fraction of that weight.
- d. Unpaid letters were to be charged double.

¹⁰U.S. 19 *Statutes at Large*, 577–624.

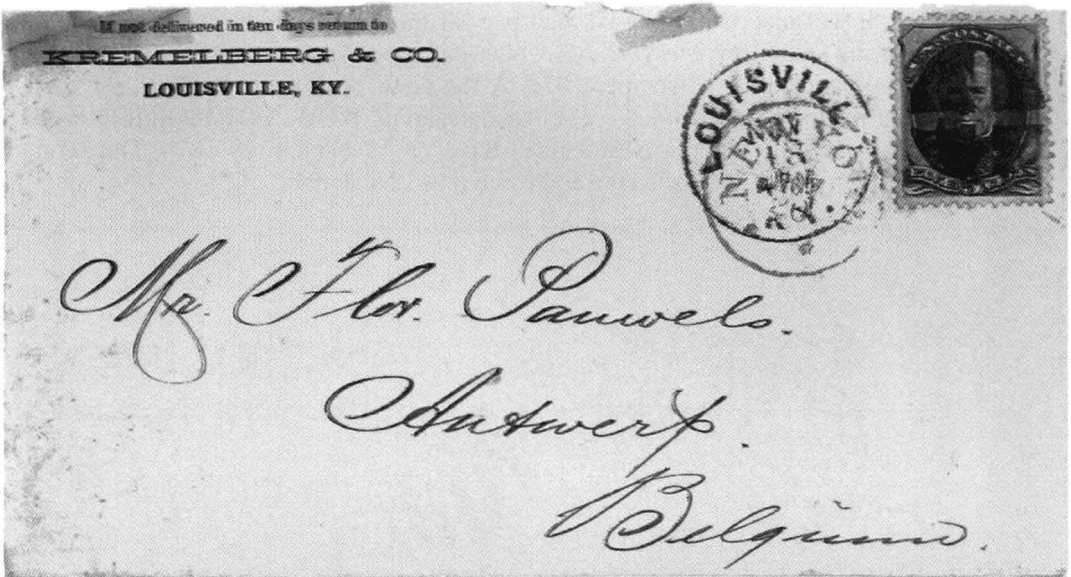


Figure 24. 18 November 1875, Louisville, Kentucky to Antwerp, paid 5¢ GPU rate with 5¢ blue 1875 Taylor adhesive. Letter carried by NGL *Mosel* from New York to Southampton. Arrival at Ostend on 2 December shown by circular datestamp on reverse.

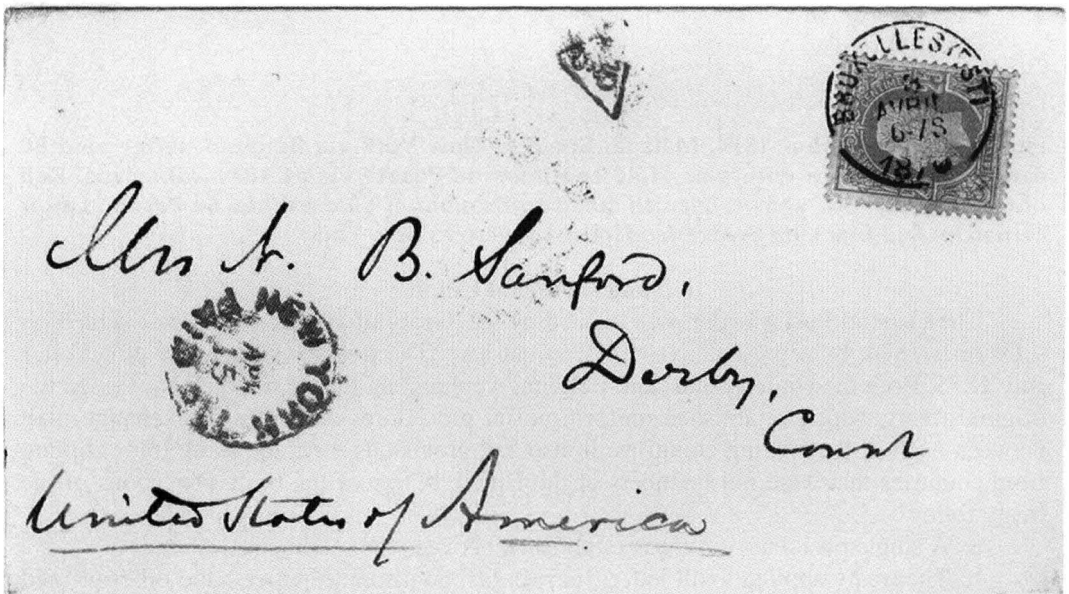


Figure 25. 3 April 1876, East Brussels to Derby, Connecticut, paid GPU rate with 25 centimes olive bister 1875 adhesive. Letter carried by White Star Line *Celtic* from Queenstown to New York.

- e. Insufficiently paid letters were charged as unpaid letters after deducting any postage paid.
- f. Prepayment of postage was to be by adhesives or pre-stamped envelopes valid in the country of origin.
- g. Registration was allowed at fees not to exceed the registration fees of the country of origin.
- h. Correspondence to be exchanged was to have a stamp indicating the place of origin and the date of posting on the upper part of the address. Unpaid or insufficiently paid correspondence additionally was to be stamped "T" at the office of origin to indicate that tax was to be paid. Correspondence liable to more than one rate was to be marked by the dispatching office in the upper left corner of the address with the number of rates paid or to be paid. For insufficiently paid correspondence, the dispatching office was to indicate in black ink placed beside the adhesives paying the insufficient amount their total value expressed in francs and centimes. If adhesives were used that had no value in the country of origin, a figure "0" was to be placed alongside them.
- i. 15 grams was considered the same as 1/2 ounce.

1 July 1875 – 31 March 1879

Figure 24 illustrates a letter from the United States to Belgium early in the General Postal Union period. This envelope was posted in Louisville, Kentucky on 18 November 1875, and was addressed to Antwerp. Although there is no year date on the envelope, I have concluded the year of use was 1875 based on the New York exchange office marking, which was used in red orange from 1870-1876. Since there were no sailings from New York on 20 November in 1876, the year of use must have been 1875, a few months after the adhesive was issued. The letter was prepaid the General Postal Union rate with a 5¢ blue 1875 Taylor adhesive, the single letter rate to another member country. The letter was sent to New York, where it received a red orange New York exchange office circular datestamp, **NEW YORK/(date)/ * ***, with the date 20 November. On that date, the North German Lloyd steamship *Mosel* departed New York and arrived off Southampton on 1 December 1875. The closed mail bag was put ashore and sent to Belgium, where it was opened at Ostend on 2 December. The only other marking on the letter was the black circular datestamp on the reverse, **ETATS-UNIS PAR OSTENDE/(date)**, with the date 2 December.

A letter from Belgium to the United States during the General Postal Union period is shown in Figure 25. This envelope was posted in Brussels on 3 April 1876, and was addressed to Derby, Connecticut. The letter was prepaid 25 centimes for the General Postal Union rate with a 25 centimes olive bister 1875 adhesive. The adhesive was canceled with a black circular datestamp of the East Brussels post office dated 3 April 1876. The letter was placed in a closed mail bag, which was sent to England. It went on board the White Star Line steamship *Celtic* when she called at Queenstown on 7 April for mail. *Celtic* arrived at New York on 15 April 1876. There, an exchange office clerk struck the red orange circular datestamp, **NEW YORK/(date)/PAID ALL**, to show that the letter was fully paid. The red triangular marking partially struck to the left of the adhesive is a mystery to me.

Mail via France

The postal convention between the United States and France of 1857 allowed mail to transit through France to and from Belgium. The rate on letters from the United States to Belgium under this convention was 21¢ per 7½ grams or 10 decimes. The route via France was a main route for mail to Belgium until the United States–Belgium postal convention went into effect in January 1860. After this, most mail to Belgium went in closed mail bags through England and not through France. It was still possible to send mail via France

until the end of the French convention in December 1869 as these few examples will show. It was also possible to send open mail from Belgium via France through England after that time because of the convention between France and the United Kingdom. Letters by the French route are very difficult to find.



Figure 26. 12 September 1860, Safe Harbor, Pennsylvania to Chevremont, Belgium, unpaid letter carried by NY & Havre Line *Fulton* from New York to Havre. Philadelphia debited France 12¢. Postage due at destination was 10 decimes.

Figure 26 illustrates an unpaid letter from the United States to Belgium via France. This unpaid envelope was posted at Safe Harbor, Pennsylvania on 12 September 1860, and was addressed to Vaux-sous-Chèvremont, Belgium. At the originating post office the unpaid letter rate of 21¢ was marked in black ink in the upper left corner, the French mail rate to Belgium. On 14 September the letter was placed in a closed mail bag for France at Philadelphia, an exchange office for United States–French mail, and marked in the upper right corner with the circular datestamp, **PHILADELPHIA/(date)/12**. This marking showed the date the letter was forwarded and that France was being debited 12¢ as the letter was to go to France directly from New York at American expense. On 15 September 1860, the New York & Havre Line steamship *Fulton* departed New York and arrived at Havre on 27 September. French entry was indicated by a blue hexagonal datestamp. **ET. UNIS SERV. AM. D/(date)/Havre**, showing that the letter came directly from the United States by American packet and entered France at Havre. The letter was marked for 10 decimes postage due and sent to Belgium. Black circular datestamps on the reverse show handling on the Havre–Paris railroad on 27 September, arrival at Paris on 28 September, entry into Belgium on 28 September from France at Quievrain, and arrival at Chênée on 29 September 1860.

Another unpaid letter from the United States to Belgium via France is shown in Figure 27. This is a most unusual letter in that it demonstrates an early patent for what we call today a letter sheet, commonly used as an aerogram. This item, which appears to be an envelope, actually opens up as a letter sheet. The front was printed with overall advertising for the University of Notre Dame in Indiana with a scene of the university. On the inside was printed an illustrated letter heading showing the same scene of the university. The

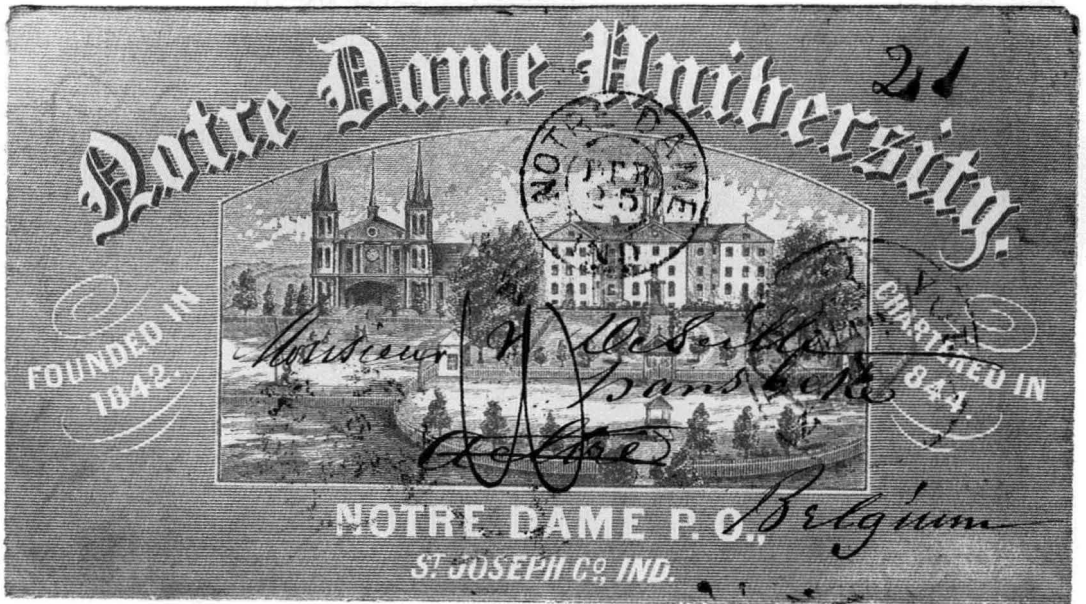


Figure 27. 24 February 1865, Notre Dame, Indiana to Aeltre, Belgium, unpaid letter sent in French mail. New York debited France 3¢ and France marked 10 decimes due in Belgium. Letter carried by French Line *Lafayette* from New York to Havre. Letter redirected to Hansbeke, Belgium.



Figure 28. 9 May 1865, Liège to New York, paid 100 centimes with two copies of the 40 centimes carmine rose and a 20 centimes blue 1863 adhesive for French mail rate. France credited 3¢ to U.S. Letter carried by Cunard *China* from Queenstown to New York.

patent for this letter sheet was embossed on the inside of the sheet, “Murphy’s Improved/Letter-Envelope/Patented June 2 1863/438 Canal St. NY.” The letter was written on 24 February 1865 at Notre Dame University and was addressed to Aeltre, Belgium. There are no endorsements on the letter, but the “21” in black ink, upper right corner, shows the unpaid letter rate of 21¢, the rate by French mail to Belgium. Since this defines the desired routing of the letter, this notation of the unpaid letter rate can be considered a form of endorsement. The letter was posted at the Notre Dame post office on 25 February 1865, and received a black double circle datestamp in the center of the letter face. It was sent to New York for overseas transmission. A New York exchange office clerk marked a faint impression on the right side of the black circular datestamp, **NEW 3 YORK/(date)**, which showed that the United States was debiting France 3¢ for this single rate letter. By either a British packet or a French packet, the United States was entitled to only 3¢. This letter was intended to be sent on a French contract steamship directly to France. On 1 March, the Compagnie Générale Transatlantique (French Line) steamship *Lafayette* departed New York and arrived at Havre on 14 March 1865. The letter arrived at Paris the next day, where it received the orange hexagonal datestamp, **ETATS-UNIS PAQ.FR./(date)/2 LE HAVRE 2**, showing French entry at Havre of a letter by French steamship from the United States. The Paris clerk also marked the letter for 10 decimes postage due upon arrival at the Belgian destination. The letter was sent by train to Belgium, where it received on the reverse a black circular datestamp, **FRANCE PAR AMB^r MIDI 2**, dated 14 March. The letter reached Aeltre on 15 March 1865, indicated by a black double circle datestamp on the reverse. It was redirected to the addressee in Hansbeke, arriving later the same day as shown by a black double circle datestamp on the reverse.

A letter from Belgium to the United States via France is shown in Figure 28. This folded letter originated on 9 May 1865 in Liège and was addressed to New York. The letter was endorsed in the upper right corner, “Voie de France,” indicating the desired routing of the letter via France. It was prepaid 100 centimes with two copies of the 40 centimes carmine rose and a 20 centimes blue adhesives of the 1863 King Leopold I issue, each canceled with the lozenge of dots and the numeral “217” for Liège. This was the single letter rate by French mail from Belgium to the United States. A postal clerk marked the black circular datestamp of the Liège office in the upper right corner and a boxed **P.D.** alongside the adhesives. The letter was sent to Paris by train. Two markings show transit on the train. On the reverse is a black double circle datestamp of the Belgian train from Liege to Erquelines, **MIDI II/(date)**, dated 9 May 1865. On the front to the left of the Liège datestamp is a black double circle datestamp of the train from the Belgian border to Paris, **BELG. A ERQUELINES/(date)/C**, also dated 9 May 1865. At Paris, the letter was marked to the right of the adhesives in red ink (oxidized to a blackish color) with a 3¢ credit to the United States and placed in a closed mail bag for New York. Since the letter was intended to be sent across the Atlantic on a British contract mail steamer, the United States was entitled to just 3¢ of the prepayment. The mail was sent to the United Kingdom and went on board the Cunard steamship *China* when she called at Queenstown for mail on 14 May and arrived at New York on 26 May 1865. The next day, a New York exchange office clerk struck the dark red circular datestamp, **N.YORK BR.PKT/(date)/PAID**, in the lower right corner signifying that the letter was fully paid. Partially erased pencil markings identified the addressee and his street address. This was done by a letter carrier in New York. Docketing by the recipient inside the letter shows that it did not reach him until 29 May 1865.

Figure 29 illustrates a letter from Belgium to the United States via France and the open mail through the United Kingdom, an unusual routing for the letter. This folded letter



Figure 29. 4 September 1863, Antwerp to New York, paid 140 centimes with a 20 centimes blue and three 40 centimes carmine rose adhesives of the 1863 King Leopold I issue for the British open mail route via France. Letter posted at Antwerp railroad station and sent by train to Brussels, then via France to London. It was carried on *Cunard Arabia* from Queenstown to Boston. New York marked 5¢ postage due.

originated in Antwerp on 4 September 1863, and was addressed to New York. It was sent by the Antwerp company, P.J. Cornelis De Clercq, whose handstamp marking in blue ink appears on the left side. The letter was endorsed in the upper left corner, “Via Calais,” routing instruction for the mail via France. It was prepaid 140 centimes with a 20 centimes blue and three 40 centimes carmine rose adhesives of the 1863 King Leopold I issue. This was the proper amount for the 120 centimes open mail rate via the United Kingdom plus the additional 20 centimes required for transit via France. The letter was placed in the mail box of the Antwerp railroad station, where it received the small black boxed **ANVERS** handstamp. It was put on the railroad to Brussels, the *Ambulant Nord*, where the adhesives

were canceled with the barred oval with the letters "N1." The railroad postal agent also marked the letter with a black double circle datestamp, **NORD N^o 1/(date)/ 1863**. This is difficult to see because it was later over-struck with the New York marking. It is probable that the letter also was marked with the **PP** in a parallelogram box on the train. The small boxed **PD** was applied in error. From Brussels, the letter was placed on a train to Mouscron, the exchange office with France. This traveling office was authorized to make up mail under the United Kingdom-Belgium convention of 1857. The railroad postal clerk on this line struck the black circular datestamp on the reverse, **ANGLETERRE PAR MOUSCRON/(date)**. The clerk also marked the accounting to the United Kingdom, a 10d credit in magenta ink, upper left corner. From the prepayment, the British were entitled to 8d for transatlantic sea postage plus 2d for the British internal share under the convention. The letter was placed in a closed mail bag and sent through France to the United Kingdom. It letter arrived at London the next day, 5 September, and was marked just below the adhesives with a red orange datestamp that indicated the letter was paid. The British included the letter in the mail bags sent to Queenstown to go on board the Cunard steamship *Arabia*, departing there on 6 September and arriving at Boston on 16 September 1863. The next day, the mail bag with this letter was opened at New York, and the letter received a black circular datestamp, **5/(date)/N.YORK B^R PK^T**, which indicated that 5¢ postage was due. In the open mail from the United Kingdom, the letter was paid only to the U.S. arrival port. The mystery is why this Antwerp company chose to send their letter by this route. For the same prepayment, 140 centimes, the letter could have been sent under the United States–Belgium convention of 1859, and there would have been no postage due in New York. Perhaps the sender thought that the letter would get to England quicker this way, as there were frequent trains to France, and that the American convention mail in Belgium may have been made up less often. To date, four examples of letters sent this way are known and each was from the same company in Antwerp using the train station posting. The fact that there are so few letters by this route indicates that, for other letter writers, the normal mail route using the American convention was found to be adequate.

Another letter from Belgium to the United States via France and the British mail is shown in Figure 30. It was during the time when there was no United States–France postal convention. Existing conventions between Belgium and the United Kingdom via France and between the United Kingdom and the United States were used. This folded letter originated in Antwerp on 14 March 1873, and was addressed to New York. It was endorsed in the upper left corner, "Par Calais," a reference to routing via France. The letter was prepaid 70 centimes with a horizontal pair of 20 centimes light ultramarine adhesives and a 30 centimes buff 1870 adhesive, paying the rate via Calais and the open mail via England. The adhesives were canceled with the black circular datestamp of Antwerp on 14 March. At Antwerp the letter also was marked with the black boxed **P.D.** to the left of the adhesives. A black circular datestamp on the reverse of 14 March, ***ANGLETERRE*/(date)/MIDI IV**, showed that the letter was handled on the railroad to France where the closed mail for England was made up. A Belgian clerk marked in red crayon on the face of the letter a 40 centimes credit to the United Kingdom. This was a combination of the 10 centimes fee for transit through France and the 30 centimes (6¢) fee from the United Kingdom to the United States. The letter arrived at London on 15 March 1873, and received a red orange circular datestamp just below the adhesives showing that the letter was paid. A London exchange office clerk marked a 2¢ credit to the United States with the red orange handstamp, **2/CENTS**, to the left of the adhesives in accordance with the existing United States–United Kingdom convention. The letter was included in the mail picked up at Queenstown by the Cunard steamship *Abyssinia*, when she called there on 16 March. *Abyssinia* arrived at New York on 26 March 1873. No New York

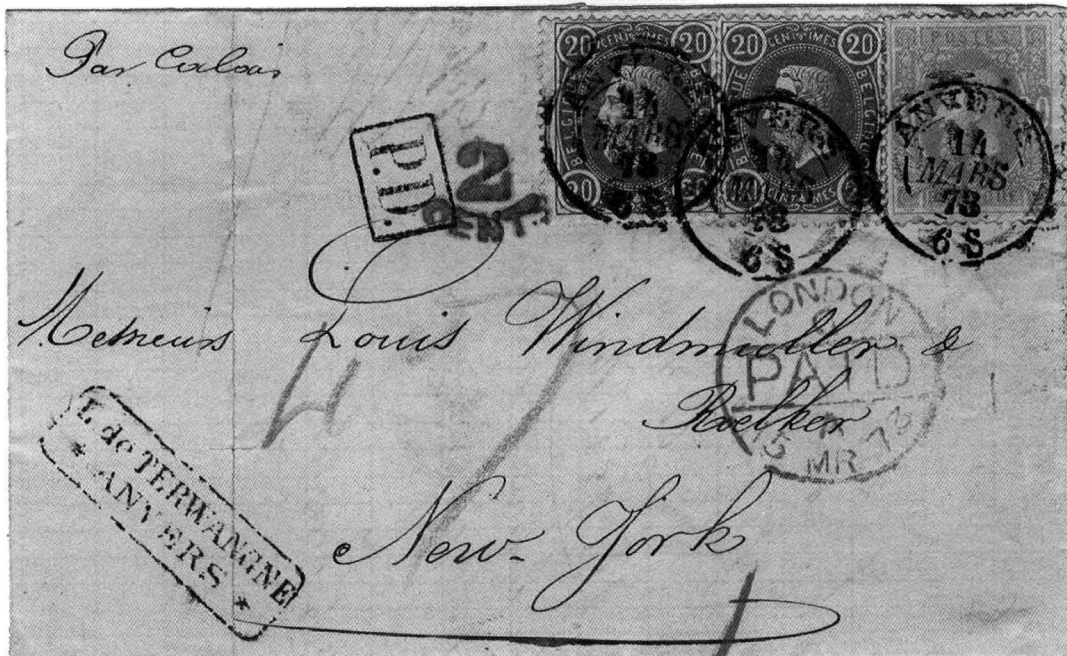


Figure 30. 14 March 1873, Antwerp to New York, paid 70 centimes with a pair of 20 centimes light ultramarine and a 30 centimes buff 1870 adhesives for the open mail rate via France and England. London credited 2¢ to the U.S. Letter carried on Cunard *Abyssinia* from Queenstown to New York.

exchange office marking appears on the letter, but docketing on the inside of the letter by the recipient shows that it arrived on 26 March 1873.

Printed Matter

A. 1859 Convention

Printed matter had to be prepaid in the country of origin and was paid to destination. The printed matter rate to Belgium from the United States was 5¢ per ounce (30 grams) except newspapers and periodicals, which were 5¢ per three ounces (90 grams). In Belgium the printed matter rates were 25 centimes per 30 grams or 90 grams for the types just listed. When a direct line of steamships between the United States and Belgium was established, the printed matter rate from the United States was 3¢ for newspapers and periodicals up to three ounces and 3¢ per ounce for other printed matter. From Belgium by the direct steamer the rate was 15 centimes per 30 or 90 grams per the categories stated. Since a direct steamship service was not in place until March 1867, these rates could have existed only for a short time before the next convention went into effect on 1 January 1868. The steamships belonged to the line formed by Hiller & Company of the United States and Adolphe Strauss of Belgium, a joint service. Any printed matter carried on one of these steamships would be extremely scarce.

I am unable to show an example of printed matter under this convention, either by closed mail through England or the direct service.

B. 1867 Convention

The rates for newspapers, book-packets and samples of merchandise were those established by the sending country. Each country retained the postage that it collected. In the United States the newspaper rate was 4¢ for each newspaper up to four ounces, and on book-packets or samples of merchandise, 8¢ per four ounces. Book-packets included all forms of printed matter except newspapers and samples of merchandise. Printed circulars

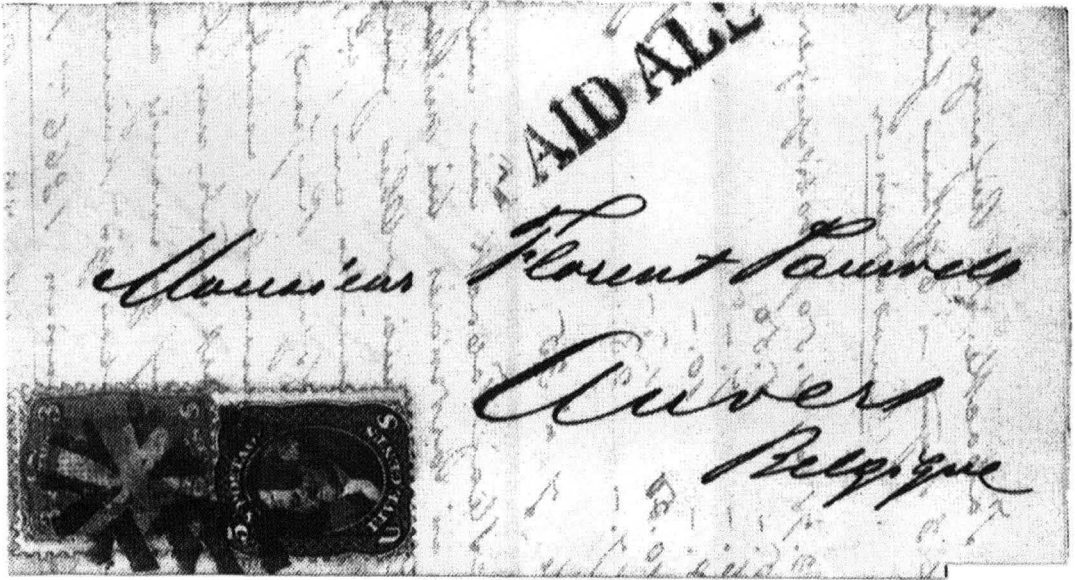


Figure 31. 1 July 1868, printed circular from New York to Antwerp, paid to destination with 5¢ brown 1863 and 3¢ red 1867 F grill adhesives. Circular carried by Cunard *Russia* from New York to Queenstown. New York marked black PAID ALL.



Figure 32. 2 June 1868, New York to Antwerp, printed circular underpaid 4¢ for the 8¢ book packet rate to Belgium with a horizontal pair of 2¢ black 1863 adhesives. A paper fold in the right adhesive caused a skewed perforation between the two adhesives. New York showed 4¢ was the deficient postage with a black handstamp. Circular carried on HAPAG *Hammonia II* from New York to Southampton. Belgian clerk marked 5 decimes postage due using a 5 centimes handstamp in black.

were in the book-packet category. Insufficiently paid printed matter was to be forwarded to destination charged with the deficient postage plus a fine of 5¢ or 30 centimes on delivery. This fine was the same for all forms of mail. In Belgium the newspaper and journal rate was 10 centimes up to 50 grams, while the rate for samples of merchandise was 40 centimes per 120 grams. These rates were the same whether sent via England in closed mail or by direct steamship. Printed matter and samples of merchandise prepaid at the above rates were considered to be fully paid to destination, so that no postage was due on delivery.

Figure 31 illustrates a printed circular sent under the 1867 convention. This circular originated in New York on 1 July 1868, and was addressed to Antwerp. The circular was prepaid 8¢ with a 5¢ brown 1863 adhesive and a 3¢ red 1867 F grill adhesive, each canceled with a circle of wedges marking. A New York exchange office clerk struck the black **PAID ALL** handstamp to show that the circular was fully paid. The circular was included in the mail carried from New York on 1 July 1868 by the Cunard steamship *Russia*, arriving at Queenstown on 10 July. Since I have not seen the reverse of this circular I can not say when it arrived in Antwerp, which would have been shown on the reverse, but it was probably a day or two later. No postage was due in Belgium.

As I mentioned, the 8¢ book packet rate applied to printed circulars. Many merchants had difficulty understanding that, from 1 January 1868, printed circulars were treated under the book packet rate category and not under the newspaper rate category. As a result, circulars were sometimes prepaid only 4¢ instead of the 8¢ rate, forcing them to be considered insufficiently paid by the New York exchange office clerks. An insufficiently paid circular is shown in Figure 32. This printed circular originated in New York on 2 June 1868, and was addressed to Antwerp, Belgium. It was prepared for the 2 June sailing of the HAPAG steamer *Hammonia II* and the 3 June sailing of the Cunard steamer *Scotia*. The circular was prepaid 4¢ with a horizontal pair of 2¢ black 1863 adhesives. A paper fold in the right adhesive caused a skewed perforation between the two adhesives. Following the convention requirements, a New York exchange office clerk marked the black boxed handstamp, **SHORT PAID**, a marking that ties the left adhesive to the cover. The clerk also struck a black handstamp **4** to the left of the adhesives to show the deficient postage. The circular was placed in the mail carried from New York by the HAPAG steamer *Hammonia II* on 2 June and arrived at Southampton on 12 June 1868. The closed mail bag containing the circular was sent to Belgium, arriving at Ostend later the same day as shown on the reverse by a black circular datestamp, **ETATS-UNIS PAR OSTENDE/(date)**. The Ostend clerk also struck on the reverse a black parallelogram handstamp, **Trans. Brit.**, to show that the letter was conveyed via the United Kingdom. The circular was marked to the left of the adhesives for 5 decimes postage due with a black handstamp, **5^{cs}**. This was repeated on the reverse with a red orange crayon "5." This amount consisted of 20 centimes for the U.S. (4¢) debit plus 30 centimes fine for insufficiently paid mail, or 50 centimes (5 decimes) total. It appears that a handstamp normally used for centimes currency was applied in error to state the 5 decimes currency due.

C. 1870 Convention

No changes were made to printed matter rates. I am unable to show an example of printed matter under this convention.

D. 1873 Convention

No changes were made to printed matter rates. Figure 33 illustrates a newspaper wrapper from Belgium to the United States. It is the front part of the wrapper only. The wrapper was posted in Thourout, Belgium on 18 December 1874, and was addressed to Boston. It was prepaid the required rate with a 10 centimes green 1869 adhesive canceled with the circular datestamp of Thourout. It also received a small boxed **PD** in black ink. The newspaper was sent to the Ostend exchange office to prepare it for transmission to the

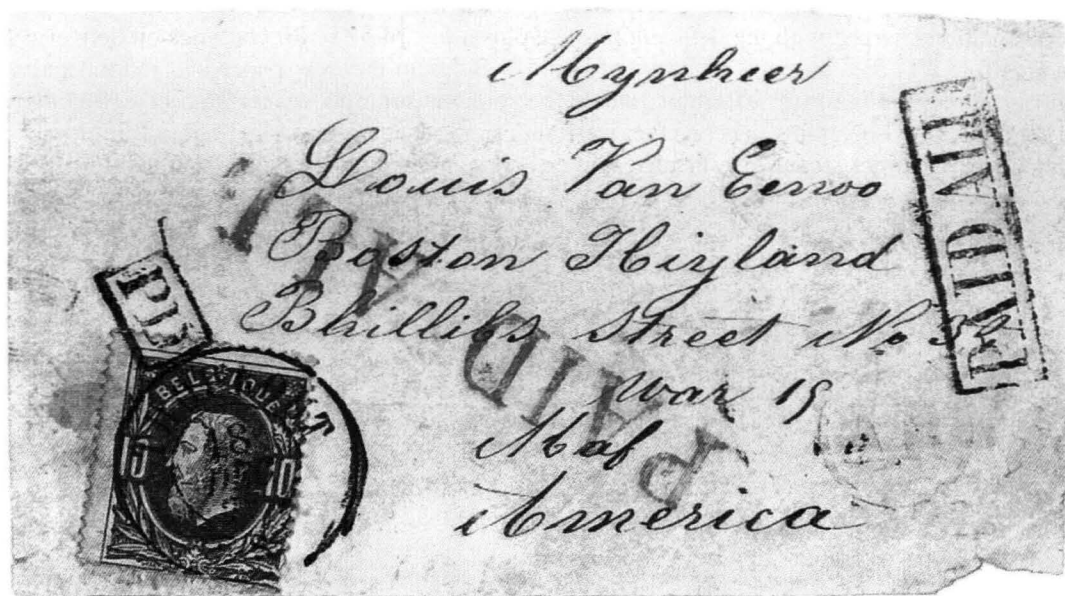


Figure 33. 18 December 1874, newspaper wrapper (front only) from Thourout, Belgium to Boston, paid to destination with 10 centimes green 1869 adhesive for newspaper rate. Ostend marked black boxed PAID ALL and New York marked red orange PAID ALL. Wrapper carried by Cunard *Cuba* from Queenstown to New York.

United States in a closed mail bag. Here it received on the right side the boxed **PAID ALL** handstamp in black ink. The newspaper was included in the mail picked up at Queenstown on 20 December 1874 by the Cunard steamship *Cuba*, which arrived at New York on 2 January 1875. A New York exchange office clerk marked the large red orange handstamp, **PAID ALL** above and to the right of the adhesive.

Acknowledgements

Mail between the United States and Belgium is more difficult to find than most countries. All such covers may be considered uncommon and many rare, especially printed matter items. Covers illustrated in this paper have come from a number of different sources. They include the collections of the author, Jeffrey Bohn, Leo De Clercq, Robert Hegland, Dwayne Littauer, Blake Myers, Charles Starnes, James Van der Linden and Arthur White, as well as the auction catalogs of Schuyler Rumsey and Oliver Simmons. □

Bibliopole
Since 1965

PHILATELIC BIBLIOPOLE
<http://pbbooks.com>
Authoritative Philatelic Literature



US, CSA, Maritime, Forgery, GB and the Empire, etc.

Purchaser of major and minor philatelic libraries, stocking new titles from over 100 publishers. 144 page Stock Catalog: \$3 to a US address, Foreign by air \$5.

PB Blank Pages, Mylar and Page Boxes

The state of the art for both archival preservation and appearance, our pages are 100% cotton rag, neutral pH and buffered; blank and quadrille. Custom steel engraved page heads and paneling available. Will run on most Laser Jet Printers. All made exclusively for us in the US. Page Sampler: \$3 to a US address. Foreign by air \$7.

Leonard H. Hartmann

P.O. Box 36006, Louisville, KY 40233
Phone (502) 451-0317, Fax (502) 459-8538

USA, Confederate States, & Possessions

Stamps & postal history at
ASDA Mega Event Booth 542
New York, NY Oct. 20-23

Stephen T. Taylor
5 Glenbuck Road
Surbiton, Surrey
England KT6 6BS

Phone 01144-208-390-9357
Fax 01144-208-390-2235
Email: staylor995@aol.com
www.stephentaylor.co.uk

Your American dealer in Britain



A stamp collection is
the joy of your life...but
it's *really* so much more.

Often it is an important element in your
longterm financial well-being.

Professional Financial Associates is a partnership of three skilled individuals who have years of experience in business and finance—and philately. Each is an advanced collector in his respective field. They work with individuals and families who have significant assets in philatelic material and other collectibles, and to assist them in the management of their other resources through financial strategies, wealth preservation, estate planning, and insurance options. Jack Harwood, James Mazepa and Peter McCann bring a unique perspective in understanding the value of your assets and needs for both present and future estate planning. Would you like to know more? Please give us a call.

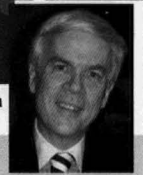
Dr. James Mazepa
Registered
Representative



Jack Harwood
Registered
Representative



Dr. Peter McCann
Registered
Representative



Professional Financial Associates

3097 Willow Green • Sarasota FL 34235-2039
Phone: (941) 379-4608 • 888-366-9935 Ext. 218
E-Mail: info@PFAssociates.com
www.PFAssociatesOnline.com

Branch Office: 9675 4th Street N,
St. Petersburg FL 33702
Securities offered through Legend Equities
Corporation, Member NASD and SIPC

Judge an Auction Firm by the Customers it Keeps

Our "Named" Sales speak for themselves – Award Winning Auction Catalogs

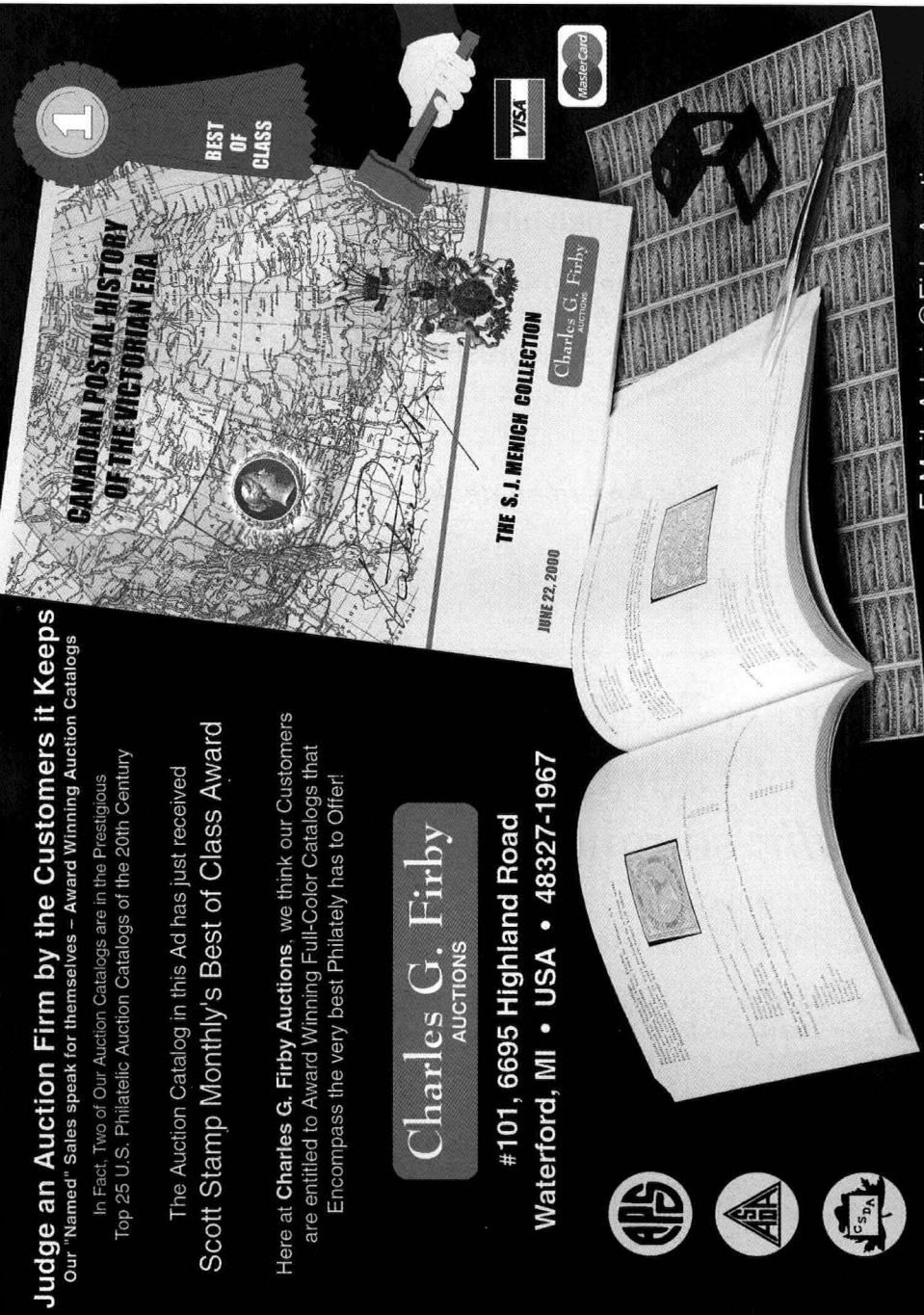
In Fact, Two of Our Auction Catalogs are in the Prestigious
Top 25 U.S. Philatelic Auction Catalogs of the 20th Century

The Auction Catalog in this Ad has just received
Scott Stamp Monthly's Best of Class Award

Here at **Charles G. Firby Auctions**, we think our Customers
are entitled to Award Winning Full-Color Catalogs that
Encompass the very best Philately has to Offer!

Charles G. Firby
AUCTIONS

#101, 6695 Highland Road
Waterford, MI • USA • 48327-1967



1

BEST
OF
CLASS



E-Mail: Admin@FirbyAuctions.com
Ph. (248) 666-5333 or Fax 666-5020

To Consign or Subscribe to our Auctions – just give us a call

ADVERTISER INDEX

Matthew Bennett, Inc.	84
Charles G. Firby	158
H.R. Harmer, Inc.	160
Leonard H. Hartmann	156
Kristal Kare, Inc.	102
James E. Lee	Inside Back Cover
Jack E. Molesworth, Inc.	Inside Front Cover
Nutmeg Stamp Sales, Inc.	120-21
Professional Financial Associates	157
Schuyler Rumsey Philatelic Auctions	86
Shreves Philatelic Galleries, Inc.	81
Robert A. Siegel Auction Galleries, Inc.	99, Back Cover
Spink.....	82
Stephen T. Taylor	157
Antonio Torres	102
United States Stamp Society	159

CLASSIFIED

FREE: OUR NEXT PUBLIC AUCTION CATALOGUE including your specialties. Provide your name, address, dealing or other collecting interests and Classic Society membership. JACQUES C. SCHIFF, JR. INC., 195 MAIN STREET, RIDGEFIELD PARK NJ 07660. (207)

#65 PA COVERS NEEDED. Especially need cancels of Clarion, Milford, Scranton, Somerset, Tionesta and Waynesburg. Any Pennsylvania towns considered. Ed Andrews, 803 Hessian Circle, West Chester PA 19382. (610) 793-9714 or Afacinc@yahoo.com. (206)

Need for Exhibit Any of the Following: With County or Postmaster Postmarks. Manuscript (w/county,) Zevely Covers, Indian Terr.; Dakota, Terr.; Arizona, T; N.M. T.; Texas; South Carolina; Tennessee; Missouri; Arkansas; Mississippi; Georgia; & Florida; Fancy (with County or Postmaster name): Kicking mule, Skull & Cross Bones, U.S. etc. CLEAR STRIKES Only; Photocopies Please. E. IDOFF, 332 Bleecker St. G-20, New York, N.Y. 10014. (207)

YOUR AD HERE FOR 50¢ A LINE
Send payment to: Richard M. Wrona, P.O. Box 7631, McLean, VA 22106-7631. Next Deadline: September 15, 2005.

United States Stamp Society

The premier society specializing in the postage and revenue issues of the United States and U. S. administered areas.



The United States Specialist

USSS Executive Secretary
P.O. Box 6634
Katy, TX 77491-6634

www.usstamps.org



Durland Plate Number Catalog

H.R. HARMER, INC.

H.R. Harmer, Inc. is one of the grand names in philately. Conducting public auctions since 1940, the company has a tradition of offering many important and valuable single owner collection sales.

The tradition continues...
with renewed energy and enthusiasm.

While Keith Harmer remains actively involved with the company, Andy Kupersmit now serves as its President.

If you wish to be actively involved in the continuing tradition of important philatelic auctions, either as a bidder or a consignor, please contact H.R. Harmer, Inc.

The company has actively assisted in the formation and sale of a wide variety of collections, and will work very hard to assist you any way it can.

Three auctions containing some exciting material will be offered in the second half of the year, and you are encouraged to participate.

Auction catalogues will be sent to US Classics Society members without charge.



3 East 28th Street, 7th floor New York, NY 10016
Phone: 212-532-3700 • Fax: 212-447-5625
hrharmer@hrharmer.com
www.hrharmer.com

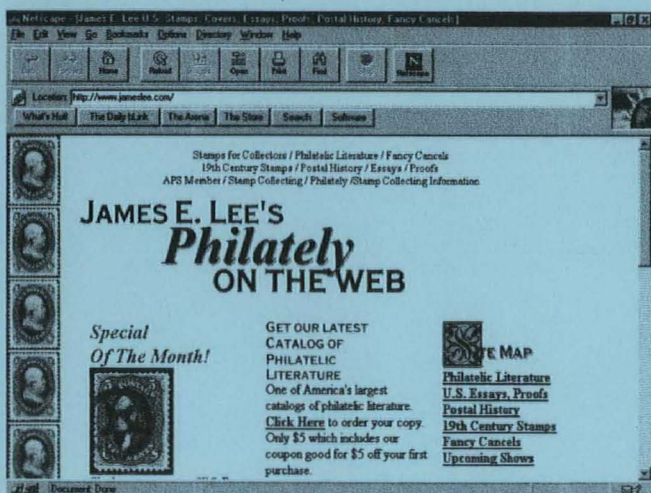


Important news for the specialist in U.S.
19th Century Classics and Philatelic Literature...

WE'RE YOUR KEY RESOURCE ON THE INTERNET...

We're Internet-driven, but
with the kind of *personal
touch* you've come
to expect from us.

Visit our website regularly to
view and purchase from our
large stock of 19th century
stamps, fancy cancels, postal
history, essays & proofs, and
philatelic literature.



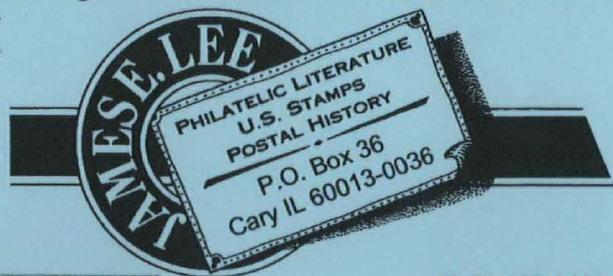
www.jameslee.com

A visit to our Internet website
is much more than just "click" and "buy".

Unlike many websites, ours has become a major resource for the collector of America's classic philately and literature. For not only does our site offer countless examples of outstanding philatelic material and literature, you'll also find important information, articles and resources (including our quarterly newsletter—both the current issue and back issues).

For the astute philatelist, the Internet is no longer the "wave of the future." It is now one of the chief engines for the dissemination of philatelic knowledge and commerce. "Bookmark" our site and visit us often!

Get our newest philatelic literature catalog! Only \$5 refundable with purchase. Call, write, fax or e-mail us today! Attn: Dept CL.




**We've Moved! Please note our New
Address and Phone and Fax Numbers
and our New E-mail Address.**

(847) 462-9130
Fax: (847) 462-9140
E-Mail: jim@jameslee.com
Website: www.jameslee.com

17th SALE

THE "GEORGE W. HALE"
COLLECTION OF
UNITED STATES
FANCY CANCELLATIONS



At Public Auction
THURSDAY, APRIL 26th, 2 p.m.

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY
100 107th Avenue NEW YORK CITY

Hale 1954

210th SALE

EMMERSON C. KRUG
Collection of
UNITED STATES
COVERS

AT PUBLIC AUCTION
Wednesday and Thursday
MAY 21 and 22, 1958
AT 1 P.M. EACH DAY

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY
100 107th Avenue NEW YORK CITY

Krug 1958

216th SALE

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

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

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY
100 107th Avenue NEW YORK CITY

Hill 1959

The
NEWBURY
Collection

Part I

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY
100 107th Avenue NEW YORK CITY

Newbury 1962

THE JOSIAH K. LILLY
COLLECTION

PART I

Robert A. Siegel
AUCTIONS

Lilly 1967

232nd SALE

UNITED STATES
POSTAL HISTORY COVERS

From the Award Winning Collection of
Miss Katharine Matthies

AT PUBLIC AUCTION
Tuesday, Wednesday
May 29th, 30th, 1969

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY
100 107th Avenue NEW YORK CITY

Matthies 1969

246th SALE

The
MORTIMER L. NEINKEN
Collection

AT UNRESERVED PUBLIC AUCTION
Thursday Afternoon, November 19th, 1970 at 1:00 P.M.
Friday Afternoon, November 20th, 1970 at 1:00 P.M.

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY
100 107th Avenue NEW YORK CITY

Neinken 1970

249th SALE

UNITED STATES
1861-1869

A Portion of the
Lambis Gracie Collection

SALE BY THE ORDER
OF PUBLIC AUCTION
Tuesday, April 14th, 1975
at 10 A.M.

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 47th STREET
NEW YORK CITY, N.Y. 10013
Tel. (212) 368-8101

Grunin 1975

End & Rohlhoff
award winning
collection of the century
United States Stamps & Covers
May 18, and 19, 1977

ROBERT A. SIEGEL
AUCTION GALLERIES, INC.

Rohlhoff 1977

228th SALE

THE AWARDED WINNING
POSTAL HISTORY COLLECTION
OF
J. DAVID BAKER

Offered by order of the estate
AT UNRESERVED PUBLIC AUCTION

Tuesday, April 4, 1978 at 1:00 P.M.

Robert A. Siegel
AUCTIONS

100 EAST 47th STREET NEW YORK CITY

Baker 1978

UNITED STATES
POSTAL HISTORY

FROM THE
MARC HAAS COLLECTION

Robert A. Siegel
AUCTION GALLERIES, INC.

Haas 1980

255th SALE

Ex-Sheriff

PART I
DAY ENTER 11, 12, 1983

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 47th STREET
NEW YORK CITY, N.Y. 10013

Sheriff 1985

48th SALE

CLASSIC UNITED STATES
STAMPS AND COVERS

A PORTION OF THE PHILIP G. RUST COLLECTION

JUNE 25, 1987

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 47th STREET
NEW YORK CITY, NY 10013

Rust 1987

5th SALE

Monday, June 5, 1992

UNITED STATES 1847 ISSUE
The Award-Winning Kapiloff Collection



AT PUBLIC AUCTION
THURSDAY, JUNE 10, 1992
AT 10:00 A.M.

Robert A. Siegel
AUCTION GALLERIES, INC.


100 EAST 47th STREET, NEW YORK CITY, NY 10013
100 107th Avenue, NEW YORK CITY, NY 10013

Kapiloff 1992

HONOLULU
ADVERTISER

THE
HAWAII

I



THE MOUNTAIN
HONOLULU, HAWAII
MAY 20, 1995

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 47th STREET, NEW YORK CITY, NY 10013
100 107th Avenue, NEW YORK CITY, NY 10013

Honolulu Advertiser 1995

VERNON R. MORRIS JR. M.D.
COLLECTION

CLASSIC UNITED STATES STAMPS
OF
EXTRAORDINARY QUALITY AND COLOR

Sublot 793

Friday Evening at 6:30 p.m.
September 26, 1997

Robert A. Siegel
AUCTION GALLERIES, INC.

100 EAST 47th STREET, NEW YORK CITY, NY 10013
100 107th Avenue, NEW YORK CITY, NY 10013

Morris 1997

Great collections have one name in common.