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February 2006

Volume 58, No. 1

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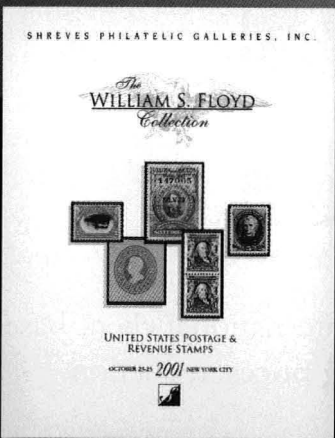
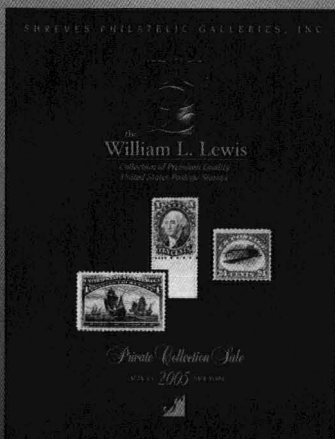
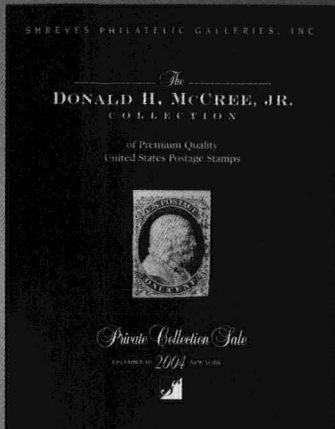
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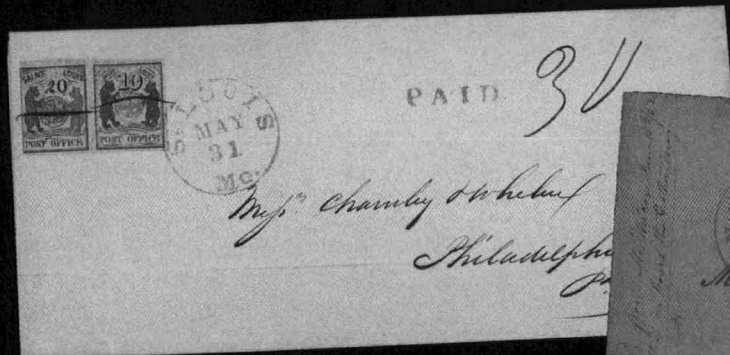
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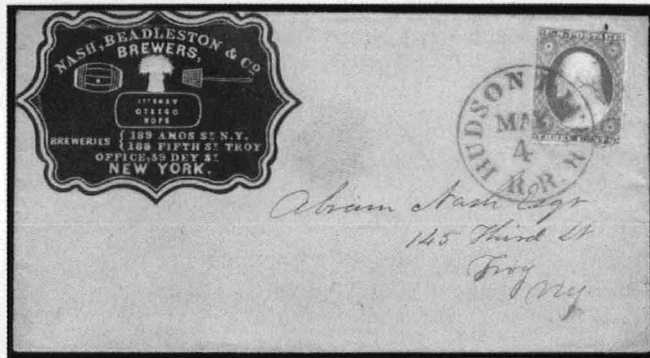
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PERSONAL NOTE FROM THE EDITOR

MICHAEL LAURENCE

This issue of the *Chronicle* is the first under my general editorship. I've been a member of the U.S. Philatelic Classics Society for more than 40 years (RA #511), having joined in the early 1960s, immediately after the group expanded from its origins as a news-letter and study group for platers of the 3¢ 1851 stamps.

In the 1960s and 1970s I was first a contributor to the *Chronicle*, then editor of a newly-created section devoted to the 1869 stamps and for a few terms a member of the Board of Directors. More active involvement with our Society went on hold when I became editor of *Linn's Stamp News* in 1982. In that capacity, close outside alliances with specialty groups were inappropriate. But prior to joining *Linn's*, I had talked with Susan McDonald, who was then the general editor of the *Chronicle* (and an inspiration to all the section editors she managed), about succeeding her at some point down the road. Susan died too young, and Charles Peterson was recruited to the position, serving with great distinction for 13 years—substantially more than he'd committed to when he signed up. Now actively involved in the forthcoming Washington 2006 show, Charlie will continue to contribute to our cause in various ways—including a long-awaited cumulative index. Thanks, Charlie, from all of us, for all you've done for the *Chronicle* and for our Society.

As the new editor coming in, I've committed to our President and our Board to get the *Chronicle* back on schedule and to get the publication completely digitized during 2006. That will facilitate a transition to color when we decide to move that way.

As for editorial direction, I aspire to creating the sort of *Chronicle* we had when Susan McDonald was editor-in-chief. In that publication every section was represented in every issue. This helped assure balanced content, so that each issue had something to appeal to the collecting interests of each member, no matter how specialized. I believe it will improve the *Chronicle* to have all sections represented in every issue, contributing to a publication in which stamps, markings and postal history all receive fair coverage.

Restoring sectional balance will mean more articles and thus (inevitably) shorter articles. That's not necessarily bad. It might make the publication more readable. But at the same time, we can't compromise the *Chronicle's* well-earned reputation as the authoritative source of new scholarship in the broad area of 19th century United States stamps and postal history. I'd like to achieve both goals, while at the same time creating a quarterly journal that promotes classic U.S. philately and is fun to read.

This issue introduces a new *Chronicle* section devoted to Essays and Proofs, under the capable editorship of James E. Lee. Since the much-regretted demise of the Essay-Proof Society, the highly popular essay-proof area has been (to say the least) underserved. I hope this new section will help restore coverage of these fascinating objects, about which much remains to be written. Jim is a knowledgeable specialist dealer with a long association with our Society. His ad appears regularly on the inside back cover of this publication.

This issue of the *Chronicle* is being created using new software (Adobe's InDesign Creative Suite) and an entirely new set of procedures. Ideally, the transition should be invisible to readers, but reality may not be so kind. We apologize in advance for whatever errors might occur, and hope that Society members will approach these first few transitional issues in a forbearing frame of mind. ■

PRESTAMP & STAMPLESS PERIOD
JAMES W. MILGRAM, Editor

“5 WITHIN A STAR” AUXILIARY MARKINGS ON STAMPLESS COVERS

JAMES W. MILGRAM and VAN KOPPERSMITH

As a general statement one can say that stampless covers bear at least two postal markings, which can be handwritten or handstamped. These are the post office town marking, which usually includes the month and date but rarely the year, and the rating marking indicating the postal rate. Many covers also bear a third marking: the word “PAID,” indicating that postage was prepaid. Prepayment was an option for almost all mail in the U.S. until 1855. That year prepayment by stamps was required. The stampless cover period for general mail ends in 1855, although there are exceptions involving official (franked) mail, ship mail and military mail during the Civil War.

The “PAID” markings and the written or handstamped rating markings are part of a group of markings that are differentiated from town postmarks and which, together with other such extra markings, are termed auxiliary postal markings. In summary, stampless covers bear a town postmark and one or more auxiliary postal markings.

With the 1845 change of postal rates a 5¢ rate applied to all single letters traveling less than 300 miles. A 10¢ rate applied for greater distances. There was no west coast mail at this time. Many postmasters began to use handstamped auxiliary rate markings to indicate these two rates. Since the postmasters themselves were responsible for these markings, designs vary greatly and some got quite fanciful. More than a few markings were embellished by unusual lettering, decorations and/or fancy frames. A negative number is one form of fancy lettering. In a handful of southern towns, placing the negative number in a star-shaped field added special ornamentation.

The town of Huntsville, Alabama, appears to be the first to use a negative numeral 5 within a star-shaped field. In this first effort, an additional tiny negative star was added to



Figure 1. Huntsville, Alabama, negative “5” within a blue star with five additional negative stars in the rays, used as rate marking at on this 1846 cover to Nashville.

each of the five legs of the larger star. A nice example, on a cover from Huntsville to Nashville, is shown as Figure 1. The marking was initially struck in blue, and the earliest known use is September 19, 1845. Because the “5” is so sharp and crisp, the marker was almost certainly fabricated from metal. At the same time, a round “10” marking with a ring of tiny negative stars was used at this post office to indicate the higher rate.

We have recorded close to 100 examples in blue of the negative numeral 5 within a star-shaped field. Blue was used until the end of 1851. The marking appears in black in

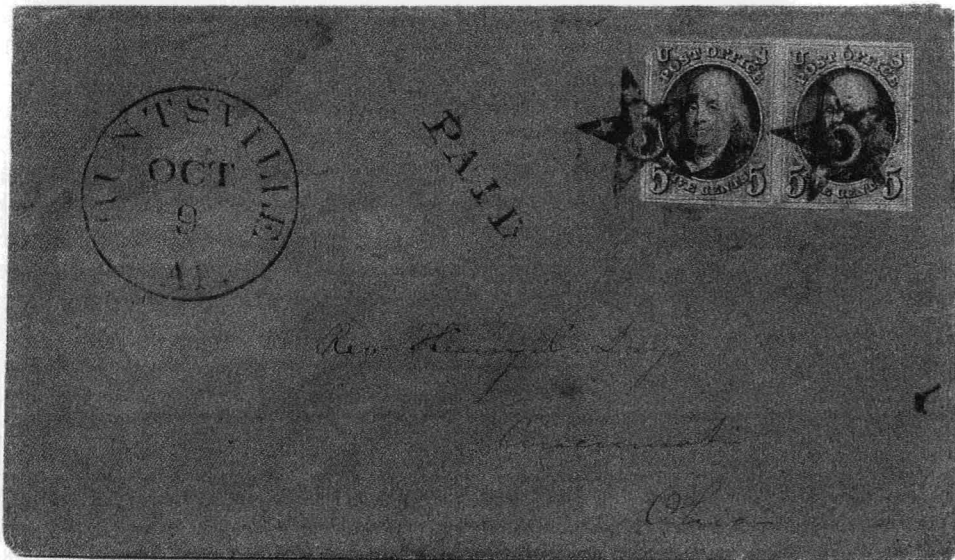


Figure 2. Same blue rate marking, two strikes, tying a pair of 5¢ 1847 stamps with Huntsville circular datestamp and PAID, on a cover to Cincinnati, Ohio.



Figure 3. Orange-brown 3¢ 1851 stamp on an 1852 cover from Winchester, Tennessee to Huntsville, forwarded to Midway, Kentucky. The stamp pays the prepaid rate and the blue negative-“5”-in-a-star indicates the unpaid rate for forwarding.

1852 and early 1853. By that time the handstamp device had deteriorated greatly. Red ink was used only in 1846; three examples are recorded.

Because the marking was used for such a long period of time, it sometimes appears on stamp-bearing covers. Figure 2 shows a pair of 5¢ stamps paying the 10¢ rate to Cincinnati, Ohio. Here the rate marking seems to have been used solely as a killer, not as a rate indicator. The cover was postmarked “PAID” to emphasize that the 10¢ rate had been prepaid. This usage of rate and PAID markings was transitional when the 1847 stamps first provided an alternative to cash prepayment of postage.¹

Another 5¢ 1847 cover has the stamp tied by “PAID”. This cover bears a Huntsville postmark dated August 23, but in addition there is a totally unnecessary strike (in blue) of the 5-in-a-star rating mark. The postmaster must have felt he needed to indicate the rate with a handstamp; the numerals in the design of the stamp were not enough. This is a wonderful example of the transitional usage of rating marks with postage stamps.

Figure 3 dates from the period after July 1, 1851, when the prepaid rate had been reduced to three cents. An orange brown variety of the three cent stamp was tied with a blue “WINCHESTER TE MAY 12” [1852], but the cover was forwarded at Huntsville to Midway, Kentucky. The “5”-in-a-star marking was used as a rate marking again to show that five cents was due from the addressee for forwarding. Since the forwarding postage was unpaid, the 5¢ rate for unpaid mail applied. The cover thus shows both 1851 rates for under 3,000 miles: a 3¢ 1851 stamp paying the prepaid rate and the fancy numerical rate marking indicating the 5¢ unpaid rate. There appears to have been only one 5¢ rate marker used at Huntsville over this long period of time. The later 1851 and 1852 strikes are often difficult to read.

In 1846, about a year after the first appearance of the Huntsville star, Aberdeen, Mississippi, began to use a less ornate negative 5 within a five-pointed star, this always struck in red. Figure 4 shows a montage of three different examples. In the September 26, 1846

¹ Milgram, James W.: *Chronicle* 201, pg. 33.



Figure 4. Montage of three covers showing the Aberdeen, Mississippi, negative "5" in star used as a rating mark, 1846-1847. Marking Type 1.



Figure 5. The Aberdeen Type 1 rating marking struck twice to indicate a double-weight rate. The star markings and Aberdeen circular datestamp (JUL 11 [1846]) are struck in red. Note also the encircled "10" beneath the two stars.

example at upper left, the "5" has a truncated upper bar and an apparent ball at the end of the lower circular portion. The legs of this star vary according to how the marking was struck.

This marking was used through April, 1847. In *A Postal History of Mississippi*, Volume 1, Bruce Oakley Jr. lists this marking as Type 2. But the marking he lists as Type 1 may not exist. Neither of the authors of this article has seen a convincing example. We feel the simple 5 in a crude star, shown on the covers in Figure 4, should be Type 1. An 1846 cover with two strikes to show a double rate is shown in Figure 5. This is a courthouse

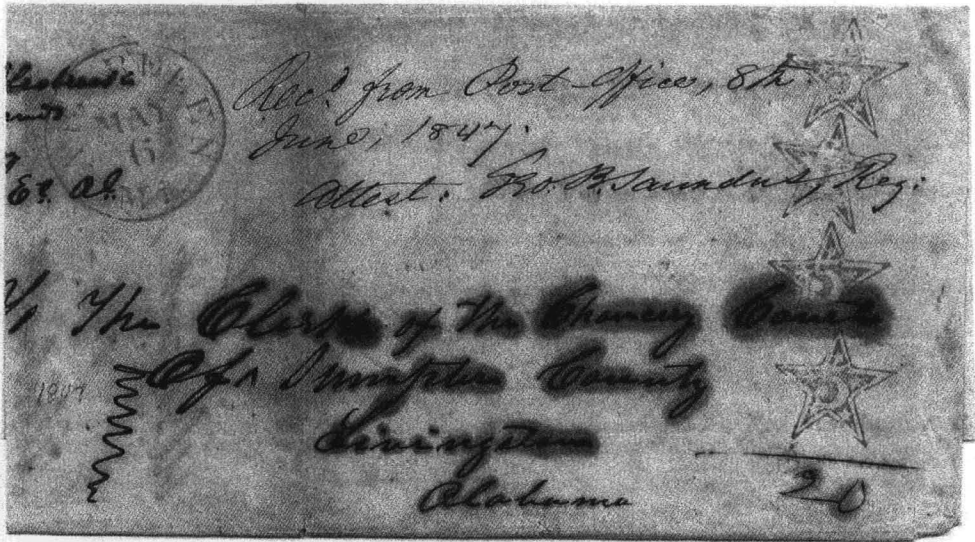


Figure 6. Courthouse cover from Aberdeen, Mississippi to Livingston, Alabama, May 6 1847. Four strikes of fancy "5" in star-within-a-star marking, Type 2. The postmaster arranged the strikes in a column and totaled them up to indicate 20¢ due.

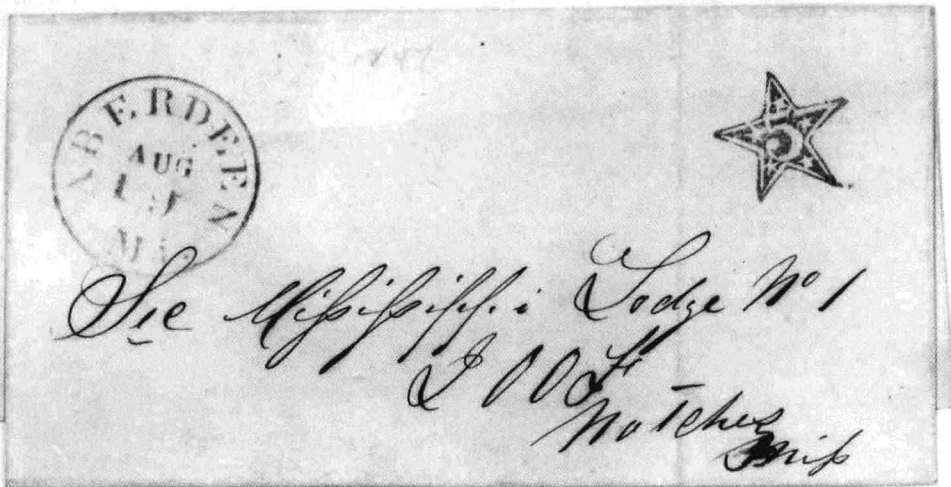


Figure 7. Aberdeen, August 19, 1847: Type 2 marking on cover to Natchez, clearly showing the star outline around the central star, the negative "5" and the five smaller stars in the rays. The detail in this marking deteriorated rapidly.

cover to Columbus, Mississippi. Note the weak "10" in a circle below the two stars.

The next Aberdeen marking is a striking star-within-a-star marking. Each of the five rays contains a small negative star and the rays surround a negative "5" in the center. A courthouse cover posted May 6, 1847 to Livingston, Alabama, with four strikes (in red) indicating a 20 cent rate is shown in Figure 6. Note how the markings are arranged in a column which the postmaster then summed up with a manuscript "20."

The marking itself is seen better in an August 19, 1847 use shown in Figure 7. We term this marking Type 2. Oakley showed a cover with a double strike from June 15, 1847,

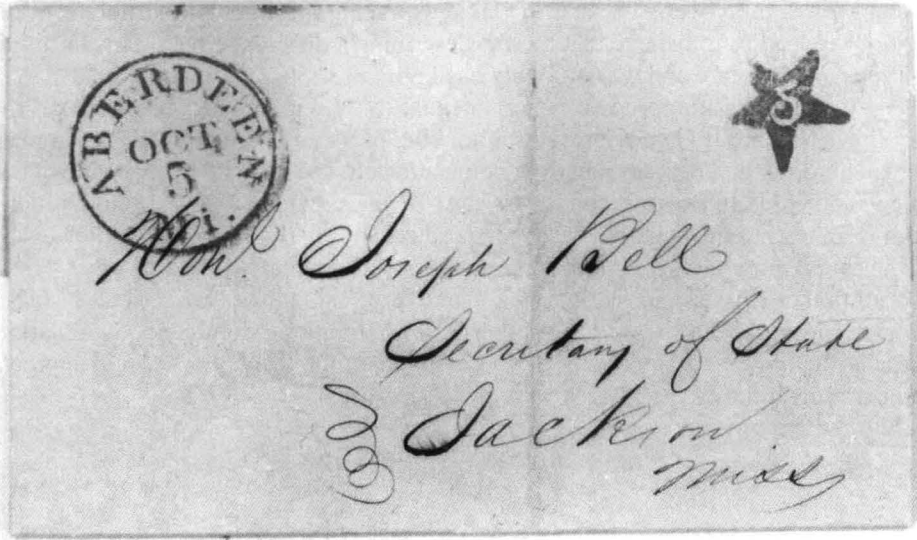


Figure 8. Aberdeen, Mississippi, red "5" within a star rate marking (Type 3), on a cover posted October 5, 1850. This scarce marking was probably used only in 1850. Here the "5" is much smaller.



Figure 9. Ripley, Mississippi, October 28, 1846: red negative "5" within a star used as a rating marking with green town marking, on cover to Bolivar, Tennessee.

and there's a June 14, 1847 cover to New Orleans addressee with a similar double strike. By 1848 the "5" can hardly be read, but the marking continued in use until at least mid-1850.

Figure 8 shows a cover, posted October 5, 1850, with a third type of Aberdeen star. This is similar to our Type 1 but with a much smaller "5" within the star. In the later

Volume II of his Mississippi book, Oakley adds this type star and dates it 1850, though he does not show a full cover. The star in Oakley's tracing is sufficiently different from that in Figure 8 to lead us to believe that he was describing a different cover. This third type of star, Type 3, is very rare and was probably used only in 1850.

Another Mississippi town using a negative "5" within a star was Ripley, Mississippi. In his Volume II Oakley presents a drawing of a September 27 1847 town marking with matching star and describes both as being struck in green. On the cover shown here as Figure 9, addressed to Bolivar, Tennessee, the "RIPLEY MI OCT 28" [1846] circular datstamp is green, but the negative "5"-in-a-star auxiliary marking is red. Ripley also used other fancy auxiliary markings: a "5" in a sunburst and a negative "5" in a heart.

Another Mississippi useage of a negative "5" in a star is described in Oakley's Volume 2, page 342. This was apparently used with a rimless Monticello town marking in 1847, color unknown. If any reader has seen this marking, the authors would appreciate a visual representation.



Figure 10. Montage from three covers showing different negative-"5"-within-a-star black rating markings from Rome, Georgia, 1847-1848. The Type 3 marking at bottom, on a cover dated December 16, 1848, seems a modification of the May 16 marking above.

Finally, one Georgia town also got into the negative-"5"-in-a-star business. Rome, Georgia, in 1847 began using a crude black star with negative "5" with a matching black town marking. Figure 10 shows a montage of three examples. The strike shown at the upper right is dated June 6, 1847. The later example beside it is May 16, 1848. We consider this to be a second type of star, Type 2, which is quite different from the Type 1, both in the shape of the star and the shape of the "5". However, the third cover, from December 16, 1848 (at bottom in Figure 10) shows a marking with holes in the rays of the star. These may be modifications to the Type 2 marking. The shape of the star in this December marking resembles the shape in the May strike and the size of the legs seem to be similar.

A photograph from an auction catalog (Figure 11) shows a June 8, 1848 cover in which there are tiny stars, two in three legs, three in the left leg, and only one in the stubby

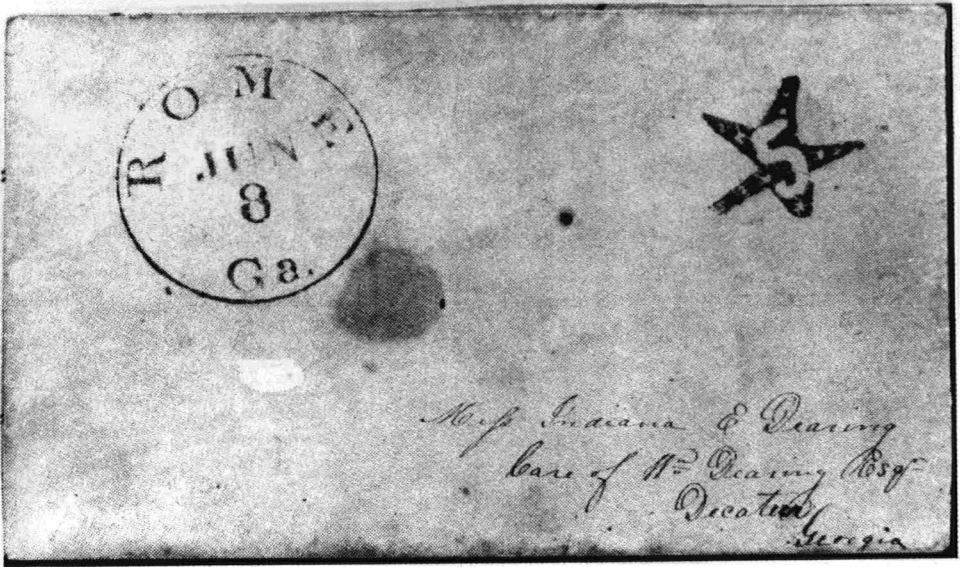


Figure 11. Rome, Georgia, June 8, 1848, to Decatur, Georgia. This cover shows an earlier state of the Type 3 handstamp, more clearly showing the stars that were added to the rays.

lower leg. These are in the same position as the larger holes of the December 16 cover, so we can assume that the June marking is the early state of Type 3 handstamp, and the stars became blobs by December.

We are interested in recording additional uses of all the markings discussed in this article. Please send a photocopy with year date (if this is available) to either of the authors. ■

ANOTHER 1847 "CHINA CONNECTION"

HARVEY MIRSKY

Most students of the classic era are familiar with the 1847 cover that went to China. Addressed to Canton, this envelope, ex Hollowbush, Pope and Kapiloff, reached there via Hong Kong. Until now, it was thought that there were no other 1847 "connections" to Asia.

The front panel (probably from a wrapper) shown in Figure 1 changes all that. Although this piece received scant attention in the past (it was last seen in the sale of the Henry Stollnitz collection, Siegel sale #771, lot 353), recent sleuthing reveals that this lightly-regarded artifact indeed represents another 1847 "China Connection."

Proper analysis begins with the addressee. Although not well known today, the firm of A.A. Low & Brother(s) was a leading international merchant in mid-19th century Amer-

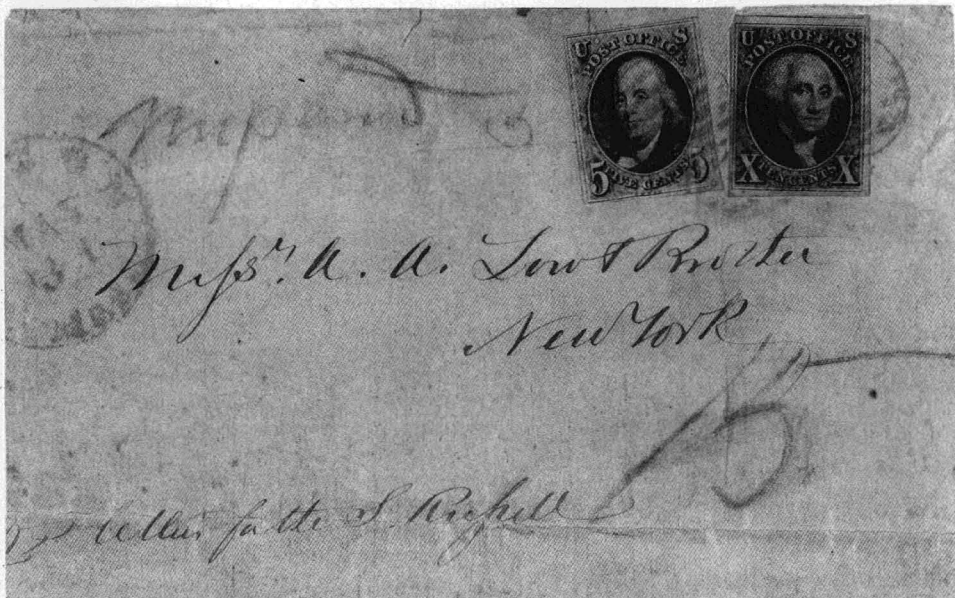


Figure 1. Addressed to the prominent merchant firm A.A. Low & Brother(s), this front panel, sent from Boston, is marked "letters for the S. Russell" at lower left. Built in 1847, the Yankee clipper *Samuel Russell* was the fastest ship in the Low fleet.

ica. It was as important as the Howland & Aspinwall Company, and the two were keen competitors in the China trade, involving silks, porcelains and especially tea.

Abiel Abbot Low, the firm's founder, was born in Salem, Massachusetts, in 1811. His

father, Seth Low, was a successful merchant in the China trade. In 1829, like many other “Yankee traders,” he moved his family to New York City. Then, as now, New York was America’s center of international commerce.

In 1834, Abiel went off to China to serve his commercial apprenticeship at the Canton office of another leading merchant firm, Russell and Company of Boston. After reaching



Figure 2. Although the original Corinthian columns have been removed from the lower floors, the basic structure of the A.A. Low countinghouse still stands today, at 167 – 171 John Street in lower Manhattan.

the level of partner and making his first fortune, he returned to New York City in 1840 and established the family firm of A.A. Low and Brothers.

In 1849, Low commissioned Badger’s Architectural Iron Works to build his company’s countinghouse (a warehouse and distribution facility), at 31 Burling Slip, which today is 167–171 John Street. The firm occupied the building into the 20th century. Although the lower floors have been modified slightly, the structure still stands (see Figure 2), serving as the headquarters building of the South Street Seaport Museum in lower Manhattan.

It is instructive to note the postage paid and the rate markings shown on the panel in Figure 1. The combination 5¢ Franklin and 10¢ Washington stamps paid 15 cents postage. The packet, however, was rated “30” in faint red crayon at top center, with a matching “mispaid.” A numeral “15” is written (also in red crayon) below the stamps, to indicate the balance due. Based on the rate progression set by the Act of March 3, 1849, the “30” rating indicates that the packet weighed between 2 and 3 ounces -- rather heavy.

Next, look at the manuscript notation at lower left: “letters for the S. Russell.” That’s

the real clue: "S. Russell" is the name of a ship.

The Yankee Clipper *Samuel Russell* was built for the Low Company at the New York shipyards of Brown & Bell in 1847. It was named by Low in honor of the senior executive of Russell and Company, his past employer in China. The *Samuel Russell's* first Captain was Nathaniel Palmer, who designed the vessel and who, earlier, had been the first American to view Antarctica. Sometime in 1849 or 1850, Charles P. Low, a family member, took command of the vessel.

It was during the period of Capt. Low's command that this packet of "letters for the S. Russell" was sent from Boston to New York. Based on the manuscript notation, and the amount of postage assessed, it's clear there was more than one letter in the packet or envelope.

The 1847 Postal Regulations were very specific that "letters addressed to different persons, enclosed in the same envelope or packet, cannot be sent through the mails, under a penalty of ten dollars, unless addressed to foreign countries."¹ Surely, anyone connected to an international merchant and shipping organization such as Low & Brothers would have been aware of this rule. Not surprisingly, there is no evidence of any penalties having been assessed. Therefore, it can be safely assumed that these letters were not for domestic recipients, but were meant to be carried by another Low vessel and passed on to crew members (or to a single crew member) of the "Samuel Russell" at a foreign port. That foreign port would have been somewhere in the China Sea.

There is a second, less compelling, possibility: that the packet of letters was sent from Boston with the intent that they be carried to China by favor of the *Samuel Russell's* Captain, and then passed on for distribution to local addressees.

Both explanations are reasonable, and both are intriguing. In either case, the evidence provides us with an interesting insight into U.S. commercial history, and with another 1847 "China Connection." ■

AN INTERESTING ODDITY

HARVEY MIRSKY

Collectors of postal history know that it is not unusual to see "backstamping" (receipt marking) on foreign-mail covers of the 1847 era. When a letter was received at a mail exchange office, or passed through a foreign post office in transit, or when it reached its final destination, a handstamped receipt marking was usually applied to indicate the date the letter was received and the location of the receiving office.

The folded letter sheet illustrated in Figure 3, however, is unusual in that it is a *domestic* letter, sent from Philadelphia to Wilmington, that nonetheless bears a green Wilmington backstamp on the reverse. The letter was mailed from Philadelphia on August 7 (year unknown) and backstamped in Wilmington on August 8.

Wilmington is the only American city known to apply receipt markings to domestic letters during the 1847 era. Apparently, backstamping was not an unusual procedure at the Wilmington Post Office, but it was practiced inconsistently. Stampless covers as well as

¹ *Regulations For The Government of the Post Office Department*, reprint edition, (Holland, Michigan, Theron Wierenga, 1980), page 20, chapter 15, paragraph 119.

post-1847 covers are known with receipt markings on the back, and this writer knows of two other 1847 covers backstamped at Wilmington. One was sent from Richmond and the other also from Philadelphia. There may be other examples.

On the other hand, 1847 covers are also known to Wilmington without receipt markings. One in the writer's collection was sent from Philadelphia to a member of the DuPont family. ■



Figure 3. Franked with a 5¢ 1847 stamp tied by a blue strike of Philadelphia "AUG 7" circular datestamp (with a matching strike at right), this cover took one day to reach Wilmington, where it was backstamped in green on "AUG 8."

A POSTAL HISTORY MYSTERY:
CHARGING THE 2¢ CAPTAIN'S FEE TO THE ADDRESSEE
OF PREPAID STEAMBOAT MAIL AFTER JULY 1, 1855

STEVEN M. ROTH, RA #1169

Introduction¹
Statement of the Problem

Beginning sometime in July 1855, and continuing until the practice was codified by the Act of February 27, 1861, postmasters at Baltimore, Md., Norfolk, Va., Troy, N.Y., Charleston, S.C.² and New Orleans, La. occasionally charged the addressees of prepaid steamboat mail 2¢ for each letter delivered to them. This charge, on its face, appears to be an attempt by these postmasters to reimburse their post offices for the 2¢ steamboat captain's fee³ they paid for each letter brought in to them by the steamboat's captain or clerk.⁴

The problem with this practice by these post offices is that the postal statutes ["Statutes"] and the regulations ["Regulations"]⁵ beginning in 1852⁶ and continuing until February 27, 1861, prohibited such a charge with respect to *all* steamboat mail (1852) and, thereafter (1855) with respect to *prepaid* steamboat mail.

I stated above that these five post offices *occasionally* charged this fee to the addressees of prepaid steamboat mail. The overwhelming number of prepaid steamboat letters processed in these five cities for the relevant period (1855-1861) that I have examined in connection with this study did not indicate that the addressees were charged the 2¢ fee.

What then accounts for this anomalous practice that sprang up in five port post offices, but not in any others that we know about (including some of the largest ports — New York, Philadelphia and Boston) notwithstanding a Regulation (Section 116 of the 1855 Regulations) which on its face prohibited the practice?

Background

The terms 'ship' and 'steamboat' are loosely defined terms having special mean-

¹ I want to thank the following people for their assistance in reading and commenting upon this article and/or for sharing information and/or illustrations with me: Ken Gilbert (for making his vast library of auction catalogs available to me), Richard B. Graham, Erin R. Gunter, Van Koppersmith, Warren H. Sanders, Hubert C. Skinner, and Theron Wierenga.

² I am aware of only one example from Charleston. It is possible that the cover, which I describe on pages 37-38, was dated before July 1, 1855. For the purpose of this article, however, I am assuming that the cover was sent after July 1, 1855, and falls within the scope of this discussion. If it turns out that the cover predated the critical date, the cover (and Charleston) will be eliminated from the database, but that would not affect anything else in this article.

³ The fee was 1¢ at Lake Erie ports.

⁴ If reimbursement of the local post office was the purpose of charging the addressee, this would seem to be an odd practice since payments by a postmaster that were not collected from (reimbursed by) an addressee would be included in the postmaster's quarterly return to Washington. In such case, the postmaster would take a 2¢ credit on the quarterly return for each 2¢ he paid out to a steamboat captain, thereby reimbursing himself via a credit from Washington.

⁵ Originally, the printed Regulations were styled "Instructions and Forms to Postmasters," or some variation on that phrase. Beginning about 1836, the title changed to Regulations. I will use the term Regulation or Regulations, as the context requires, to refer to both Instructions and Forms and to Regulations.

⁶ Arguably, the practice of charging the 2¢ steamboat captain's fee to the addressee of a steamboat letter was also prohibited by the Act of 1825, Section 6, which, like Section 110 of the Act of 1852, stated that the postage for steamboat letters was to be calculated the same as if the letters were carried over land. See discussion below.

ings in, and giving rise to distinct rating attributes under, the Statutes and the Regulations. I say *loosely defined* because nowhere in the Statutes or Regulations are the definitions categorically set out. Rather, the definitions of these terms have to be inferred from the several Statutes and Regulations, as well as extrapolated from actual post office practices as evidenced by covers.

The analysis of an inland and/or a coastal waterway cover should be undertaken in several steps to determine the correct (or, the most likely) status of a vessel on a particular voyage. In theory, this is the same analysis required of a postmaster when a vessel arrived with loose letters carried on what you and I might think of as a "steamboat" (based on the physical characteristics of the vessel), but which, under the Statutes and Regulations, the postmaster might deem to be a "ship" based on his understanding of the Statutes and Regulations.

Basically, the steps would be these: The postmaster would first determine if the vessel had a contract to carry the mail on that trip.⁷ If the vessel had a mail contract, the inquiry ended there. Bagged mail and loose letters were treated as if they were being transported over land, but the mail on board was handled by a route agent if one was on board the vessel.

If the vessel did not then have a contract to carry the mail, the postmaster would move to the next step of the inquiry. He would have to decide if the non-contract vessel was a "ship" or was a "steamboat" under the Statutes and Regulations. Unfortunately, the Statutes and Regulations were woefully ambiguous and not very helpful in this regard. Yet the correct classification of the non-contract vessel as a ship or as a steamboat was important because the distinction had significant financial consequences⁸ in terms of the cost of sending a prepaid letter or the cost of receiving an unpaid letter carried on the non-contract vessel.

Why Did It Matter How A Postmaster Classified A Letter?

It mattered because the classification determined the amount of postage to be prepaid or collected with respect to the letter.

If a postmaster decided that a letter was a ship letter, and if the letter was addressed to the port of entry, the charge to the addressee was a set, flat charge without regard to the distance the letter traveled to reach the port of entry (and without regard to the number of sheets of paper or enclosures that comprised the letter).

If the ship letter was addressed for delivery beyond the port of entry, then the port postmaster calculated the postage of a ship letter based on the distance from the port of entry (no matter how far the letter traveled to reach that port) to the destination. In that case, the total charge consisted of the postage (taking into account the number of sheets or enclosures) plus the 2¢ ship fee.

If, however, the postmaster decided the letter was a steamboat letter, he calculated

⁷ Because vessels continued to operate and carry loose letters even after a mail contract expired and was not renewed, each inquiry had to be made by the postmaster as of the time the letter was turned in to the post office. He could not (in theory) assume that merely because that vessel had a mail contract on some prior trip, it therefore had a mail contract in effect on the current trip. For collectors of waterway mail, this means that if we have a cover with a name-of-packet marking on it, for example, naming a vessel which we know to have had a mail contract in the past, we must still determine if that named vessel was operating under a mail contract on the date of the cover. One quick test to determine this is to note if the cover is marked STEAMBOAT or STEAM (or their equivalent), which only covers carried on non-contract boats would bear, or if the cover has a route agent's marking on it (applied to a loose letter on a contract boat having a route agent aboard), or if the cover is marked WAY (for a cover carried by a contract vessel that did not have a route agent aboard on that trip).

⁸ See discussion below, and also note 26.

the postage differently. In the case of a steamboat letter, the postage prepaid or due was the same postage as if the letter had been carried on land (i) based on distance from the point of origin⁹ of the letter to the port of entry, if the letter was addressed to the port of entry, or (ii) based on the distance measured from the point of origin of the letter to the destination, if addressed beyond the port of entry. In both (i) and (ii), the postmaster also would take into account the number of sheets of paper that comprised the letter and/or any enclosures.

Thus, the cost of sending or receiving a ship letter would be significantly less than the cost of sending or receiving a comparable steamboat letter carried over the same route because (i) the distance measured for a ship letter always was less than the distance measured for a steamboat letter traveling between the same ports or landings, (ii) distance was irrelevant with respect to a ship letter addressed to the port of entry, and (iii) the number of sheets of paper and/or any enclosures was irrelevant for a ship letter addressed to the port of entry.

How Did a Postmaster Determine the Proper Classification of the Letter?

Once the postmaster determined that the vessel that carried the letter did not have a mail contract, he then classified the letter either as a ship letter or as a steamboat letter under the Statutes and the Regulations. How did he make this determination?

A close reading of the Statutes and Regulations makes it clear that the intent was to classify a waterway-carried letter based on the official status of the water route(s) the vessel traveled along on the particular voyage then under consideration. Thus, if the vessel traveled over water that was not an official post road, it was declared to be a ship, and all of its mail to be ship letters. But, if the voyage was over water that had been declared to be a post road, then the vessel was classified as a steamboat.¹⁰ This much can be inferred from the indirect, meandering language of the Statutes and Regulations, and seems to have worked well — at least in theory. In actual practice, however, this approach often came apart.

The difficulty arose when *part* of a voyage was over water officially declared to be a post road and *part* of the voyage was over water not officially declared to be a post road. In that situation, there was no consistency among post offices (or even, sometimes, within a given post office) in the treatment of the waterway mail. Thus, I have in my cover holdings many examples of covers, contemporaneous in time with one another and which traveled the same routes, that steamed from Port X to Port Y over waters a part of which was a declared post road and a part of which was not declared to be a post road. Yet one such cover was rated as if it had been carried by a ship and the other cover was rated as if it had been carried by a steamboat.¹¹

Ship Mail Antecedents to the Handling of Steamboat Mail

The manner in which the United States Post Office Department handled steamboat letters derived directly from the Post Office's much older practice of handling ship

⁹ The Statutes and Regulations considered the point of origin of a letter carried by a steamboat to be the place where the letter was placed on the steamboat or given to the steamboat captain. See, for example, Section 111, Act of April 3, 1852. In this regard, the practice followed the rating methodology for land-based WAY letters.

¹⁰ See, for example, Section 110 of the Act of 1852, which states in part, "Upon letters and packets received from the masters of steamboats, on waters deemed post roads, . . ."

¹¹ I have been studying this confusing practice and compiling records with respect to it for several years. I have reached some working hypotheses and conclusions concerning this subject. I intend to publish my hypotheses and conclusions in due course.

letters. This practice, in turn, descended from the ship letter practices previously established by the British Post Office.

The British statutory practice which required that a ship's master deliver letters to the port postmaster began in 1660.¹² The relevant statute, however, did not provide for the payment of a fee to the ship's master for delivering the letters. In due course, to provide an incentive to the ship's master to deliver to the post office all letters he carried, the custom arose of paying a fee of 1 penny for each letter so delivered.¹³ Although this practice addressed the payment of the fee by the post office to the ship's master, it did not deal with the question whether the 1 penny charge (fee) was then passed on (charged) to the addressee of the letter by the British Post Office.

American law and practice followed the British practice (including the British practice in the American colonies) of requiring that the ship's master turn in all letters to the post office before breaking bulk. It also replicated the concept of the payment of a fee to the ship's master for each letter so delivered.

The earliest reference I have found with respect to the American practice after the establishment of the United States was in the Ordinance of October 18, 1782, which provided, in pertinent part,

... And for every letter, packet or other despatch from beyond the sea, which any person shall so deliver to the Post Office, for the delivery of the same, 1-90th of a dollar [shall be paid to him].¹⁴

Almost immediately thereafter, a circular published by Philadelphia Postmaster James Bryson, dated October 25, 1782, provided,

...Notice is hereby Given That for each letter and packet brought from beyond sea [sic] and left at this office the subscriber will pay one penny to the person bringing them if he chooses to receive it....¹⁵

The Confederation Congress established the first postal rates and fees for the United States in 1788.¹⁶ Among other matters, the Confederation Congress provided for a 16 grains [2 dwt.] rate for ship letters delivered to the port of entry, and for regular postage plus 16 grains for letters that were to be delivered beyond the port of entry.¹⁷

The Constitutional Congress formalized the practices when it adopted the first federal postal act in 1792.¹⁸ This Act required that the masters of ships turn in all letters to the post office upon entering port [Section 12]. It also provided that the master be paid 2¢ for each letter he turned in [Section 13]:

¹² Joyce, H., *THE HISTORY OF THE POST OFFICE FROM ITS ESTABLISHMENT DOWN TO 1836* (LONDON 1893), p.73. Ship masters were required to turn over all letters to the post office in the port of arrival before they officially entered the port and broke bulk (discharged cargo). Because this requirement was fairly easy to enforce by customs and harbor officials, ships' masters seemed to have obeyed it.

¹³ Joyce, *ibid.*, p.73.

¹⁴ AN ORDINANCE FOR REGULATING THE POST OFFICE OF THE UNITED STATES OF AMERICA, JOURNALS OF THE CONTINENTAL CONGRESS, VOLUME XXIII, October 18, 1782, pp 670-678, at 674. This provision, of course, on its face excluded coastal ships. I have concluded, however (based on covers I have in my holdings and many others I have examined), that the same requirements were applied, in practice, to interstate coastal vessels.

¹⁵ From the *Pennsylvania Journal*, April 20, 1783, quoted in Calvet M. Hahn, "The Post Office During Confederation (1782-1789), Part III, *Collectors Club Philatelist* (May-June 1991), pp.179-180.

¹⁶ Resolution, April 15, 1788.

¹⁷ *Ibid.*

¹⁸ AN ACT TO ESTABLISH THE POST OFFICE AND POST ROADS WITHIN THE UNITED STATES, effective June 1, 1792. This Act set the charges for ship letters delivered to the port of arrival at 4¢ each, and for letters addressed to placed beyond the port of arrival, at land postage plus 4¢. *Ibid.*, Section 10.

Sec. 13. And be it further enacted, That the postmasters to whom such letters may be delivered, shall pay to the master, commander, or other person delivering the same, except the commanders of foreign packets, two cents for every such letter or packet; and shall obtain from the person delivering the same, a certificate specifying the number of letters and packets, with the name of the ship or vessel, and the place from whence she last sailed; which certificate, together for a receipt for the money, shall be with his half-yearly accounts, transmitted to the Postmaster General, who shall credit the amount thereof to the postmaster forwarding the same.

Sec. 12. And be it further enacted, That no ship or vessel arriving at any port within the United States, where a post office is established, shall be permitted to report, make entry or break bulk, till the master or commander shall have delivered to the postmaster, all letters directed to any person or persons within the United States which, under his care or within his power, shall be brought in such ship or vessel, other than such as are directed to the owner or consignee: but when a vessel shall be bound to another port than that at which she may enter, the letters belonging to, or to be delivered at the said port of delivery, shall not be delivered to the postmaster at the port of entry. And it shall be the duty of the collector or other officer of the port, empowered to receive entry of ships or vessels, to require from every master or commander of such ship or vessel, an oath or affirmation, purporting that he has delivered all such letters, except as aforesaid.

The positive and negative incentives to a ship's master to deliver letters to the post office were formidable: he could not officially enter the port or break bulk unless and until he signed an oath that he had turned in to that port's post office all letters he was required to deliver to that port or signed a sworn certificate stating that he had no such letters to turn over to this particular post office.¹⁹

Neither the Act of 1792 nor the Act of 1794 expressly addressed the issue of passing on the ship letter fee to the addressee, although a fair reading of Section 13 in both Acts suggests that this charge was not passed on to the letter's addressee. This reading emanates from the language of Section 13 stating that the postmaster will *receive a credit* on his half-yearly return to Washington for each such fee paid by him to the ship's master. From this it would follow that the postmaster, having taken a credit on his account, would not also charge the fee to the addressee of the letter to reimburse his office.

In fact, based on in-period (1792/1794) ship letter covers I have examined that were addressed to places beyond the port of entry, I have concluded that the ship fee paid to the ship's master always was charged to the letter's addressee and added to the postage. I have never seen a contrary example.

With respect to ship letters addressed to the port of entry, it remains an open question whether the ship master's fee was included in the flat charge for such mail.²⁰

The ship's letters language of the Acts of 1792 and 1794 was somewhat altered in the Regulations for June 30, 1794, but without profound consequences:

"12. . . . [Letters arriving in private ships or vessels] . . . are chargeable each with four cents, if within the delivery of the post office where they arrive. And such of them as are to be conveyed by land, are to be rated with land-postage, like other letters, with the addition of four cents each, as a ship-letter; and to account for this encreased [sic] postage, the word SHIP is to be written upon each letter. . . . [Emphasis added.]"²¹

¹⁹. Similar language appeared in the Act of 1794, the next major postal legislation to take effect in the United States. AN ACT TO ESTABLISH THE POST-OFFICE AND POST-ROADS WITHIN THE UNITED STATES, effective June 1, 1794, Sections 12 and 13.

²⁰. This portion of the flat charge, if it existed at all, was not separately accounted for on the half-yearly return made by the deputy postmaster to Washington.

²¹. This language also appeared in the REGULATIONS TO BE OBSERVED BY THE DEPUTY POSTMASTERS OF THE UNITED STATES, January 1, 1798, Section 12.

Figure 1 is an example of a ship letter delivered to the port of entry. The cover does not on its face reflect the charge to the addressee of the ship's master's fee.

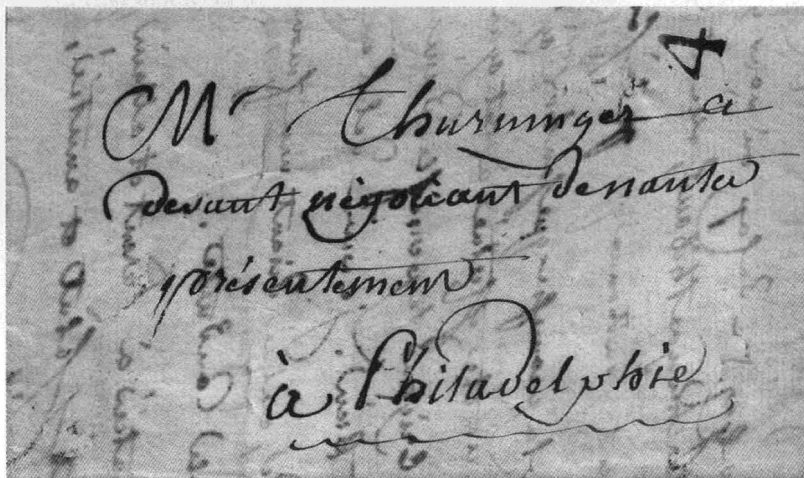


Figure 1. Savannah, Ga., to Philadelphia, 1797. This ship letter would have been carried over the following route: Savannah, Savannah River, Atlantic coast, Delaware Bay, Delaware River, Philadelphia. If this letter had traveled by land carriage, the postage would have been 27¢ (25¢ plus 2¢ ship fee [450+ miles].) The Philadelphia "4" handstamp was the first rate handstamp used in the United States.

Figure 2 is an example of a ship letter delivered to a destination beyond the port of entry. The ship's master's fee was added to the regular postage.

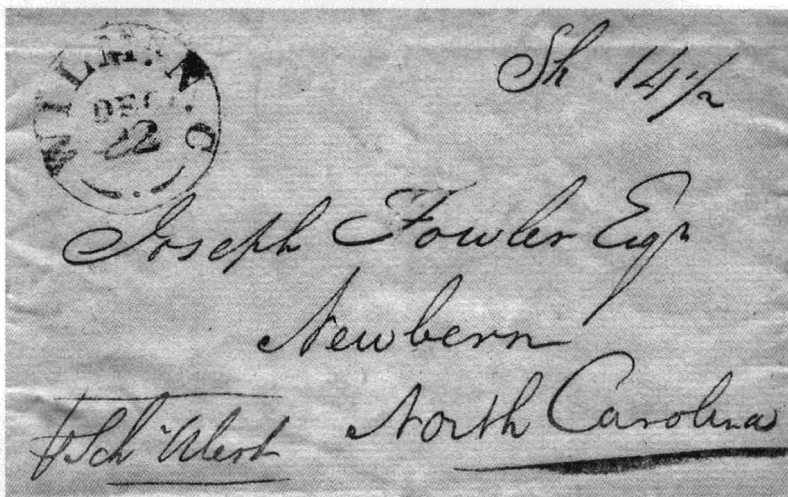


Figure 2. Charleston, S.C., to Newbern, N.C., via Wilmington, N.C., 1820. This cover was rated "Sh 14½": 12½¢ for the distance from Wilmington to Newbern (80-150 miles) plus 2¢ ship fee.

The question whether the flat charge to the addressee for ship mail delivered to the port of entry included reimbursement of the post office for the ship fee was not clarified by the passage of the Act of March 2, 1799, which provided, in pertinent part in Section 8,

... That every letter or packet brought into the United States, or carried from one port therein to another, in any private ship or vessel, shall be charged with six cents, if delivered at the post-office where the same shall arrive; and if destined to be conveyed by post to any other place, with two cents added to the ordinary rates of postage.²²

From and after the Act of 1799, the practice continued as described in Section 8 of that Act, with the same issues unresolved.

Steamboat Mail Before July 1, 1855

Although the treatment by the post office of steamboat mail, in general, directly descended from and followed the practice with respect to ship mail, steamboat and ship mail practices did not altogether move in lockstep. This was true, for example, with respect to the measurement of the distance a letter was deemed to have traveled by ship or by steamboat for the purpose of calculating postage.²³ This distinction was first set forth in the Regulations, dated March 11, 1825, which stated,

6. Letters by steam-boats are to be accounted for the same as ship-letters; but postages are to be rated according to *distance, as if carried by land.* [Emphasis added.]

The failure to strictly follow ship mail practices also occurred with respect to charging the addressee of a steamboat letter 2¢ for the master's fee. Indeed, a fair reading of Section 6 of the Act of 1825 can produce a reasonable argument for or against the charge-back to the addressee for steamboat mail — a situation I have found to be very frustrating each time I thought I finally had the issue under control.

For example, it is reasonable to argue that the language in Section 6 which requires that steamboat mail *be accounted for* the same as ship letter mail refers to the *fee* paid to the ship's master or paid to the steamboat captain, but not to the postage. If this is a correct reading of that language, then this part of Section 6 would require that the steamboat fee be passed on as a charge to the addressee of a steamboat letter just as the ship's master's fee was passed on (directly) in the case of ship letters addressed for delivery beyond the port of entry.

It also would be reasonable to read this language more narrowly and to conclude that the accounting-reference part in Section 6 meant nothing more than that the fee had

²². AN ACT TO ESTABLISH THE POST-OFFICE OF THE UNITED STATES, effective May 1, 1799, Section 8.

²³. The distance traveled by a ship letter addressed to the port of entry was irrelevant. A flat fee was charged. A letter addressed to the port of entry, carried by a steamboat, however, was charged the entire distance from the place the letter was put on the steamboat (deemed to be the place of origin) to the port of entry.

In the case of letters addressed to a place beyond the port of entry, the post office measured the distance for a ship letter *from* the port of entry to the destination (without any regard to the distance traveled before the letter reached the port of entry), but measured the distance for a steamboat letter from the place the steamboat received the letter (point of origin) all the way to the destination.

A brief exception to this occurred for certain ship letters emanating from the port of New Orleans between 1825 and 1830. By virtue of a controversial Order of the Postmaster General, non-contract vessels (statutory ships) carrying letters addressed to the ports of Philadelphia, Providence and New York City, respectively, were deemed to be "under contract" so that the letters were marked MAIL ROUTE upon their arrival in these ports, and were rated as if they were loose letters carried on land. The next Postmaster General rescinded the former PMG's Order in 1830. Congress, in every postal Statute thereafter (and the Postmaster General, in every set of Regulations thereafter) expressly prohibited this practice. See, Bond and Skinner, "New Orleans Maritime Mails of 1825-1830: The 'Mail Route' and 'Ship 14½' Covers", 14th Congress Book (1974), p.139ff.

to be treated (i.e., accounted for) the same way as for ship mail *with respect to debits and credits*, but that this language had nothing to do with recouping that payment from the addressee of the letter.

Another fair reading of Section 6 might mean that this part of Section 6 was permissive only, not mandatory, and therefore that the language did not address the question of collecting the fee from the addressee of the letter. Such a reading would mean that the accounting-reference language merely indicated *how* steamboat fees paid by the postmaster would be accounted for vis-à-vis Washington—that is, the same way they were accounted for in the case of ship letters—whether or not these fees were collected from the addressee of steamboat letters. Under this reading of Section 6, the postmaster on his return to Washington would take a 2¢ credit against other postal revenue for each steamboat fee he did not recoup from the addressee of the letter (so that, in effect, Washington reimbursed the postmaster), but would both take the credit (as if Washington reimbursed him) and would remit each 2¢ fee actually recouped by him from an addressee, or take it as a debit against his return account (so that Washington would be reimbursed) and keep the 2¢ actually received. This would mean that as between them, the postmaster and Washington would be made whole as to this charge. Only the addressee of the letter would be down 2¢.

Obviously, the simple language of Section 6 and the implicit processes required under it were ambiguous enough to confuse contemporary postmasters (just as it still confuses me) as to whether or not they could or they should charge the 2¢ fee to the addressee.

The Steamboat Captain's Fee in Actual Practice Before July 1, 1855

Prior to April 1, 1855, when the prepayment of most mail became mandatory, some post offices charged the 2¢ captain's fee to the addressee of a steamboat letter (for example, some Louisiana post offices between 1828 and 1845 imposed this charge with respect to mail addressed beyond the port post office);²⁴ others did not. Some post offices charged this fee sometimes, but did not charge it at other times.²⁵

The question seemingly had been addressed by the Postmaster General in Section 6 of the Regulations for 1825 discussed above. Unfortunately, as I described in connection with the requirement for identical accounting methods, the same type of ambiguity occurred under the language of Section 6 with respect to charging the addressee for the 2¢ fee paid out by the postmaster. Thus, although the first clause of Section 6 (which required that steamboat mail be accounted for like ship mail) can be reasonably read to include the requirement that the fee paid by the postmaster be collected from the addressee (as it was in the case of ship mail), it also can be read to mean that *if, and only, if*, the fee was collected from the addressee, would it then be accounted for as if the letter was a ship letter. The problem with this latter reading is that such a charge to the addressee (from the point of view of the addressee who did not benefit from the neat accounting between the deputy postmaster and Washington) would mean that the addressee would be charged for the steamboat letter (in the aggregate) *more than* he would have been charged for a land-carried letter (in violation of the final language of Section 6) since land-carried mail did not include a 2¢ surcharge — whatever its purpose and whoever it benefited.²⁶

²⁴ Erin R. Gunter in private correspondence with the author.

²⁵ For example, the Troy, New York post office seemed to vacillate between 1848 and 1851.

²⁶ To further complicate this, a postmaster, tumbling over these obstacles, also would have to decide if the term *postage* in Section 6 should be read to include *fees* (paid to ship and steamboat captains) and not just the tariff for carrying and processing the mail.

What Did Postmasters Do in the Face of Such Ambiguous “Guidance”?

Although my examination of steamboat covers suggests that the trend among postmasters was to not charge the steamboat fee to the addressee, I have already noted an exception to this general pattern with respect to Louisiana post offices before 1845.²⁷ Furthermore, I have in my holdings many Hudson River steamboat covers for the period 1847-1851 that entered the mail at Troy, New York, for which the Troy postmaster imposed the 2¢ charge against the addressee. These Troy covers are well known among waterway and classics period collectors. On the other hand, I have not recorded the fee being charged in the ports of New York, Boston or Philadelphia.

Figures 3, 4, 5 and 6 are steamboat letters which indicate that the post offices passed on the steamboat captain’s fees. Each of these covers represents an anomaly with respect to the usual, observed practice for the particular post office.

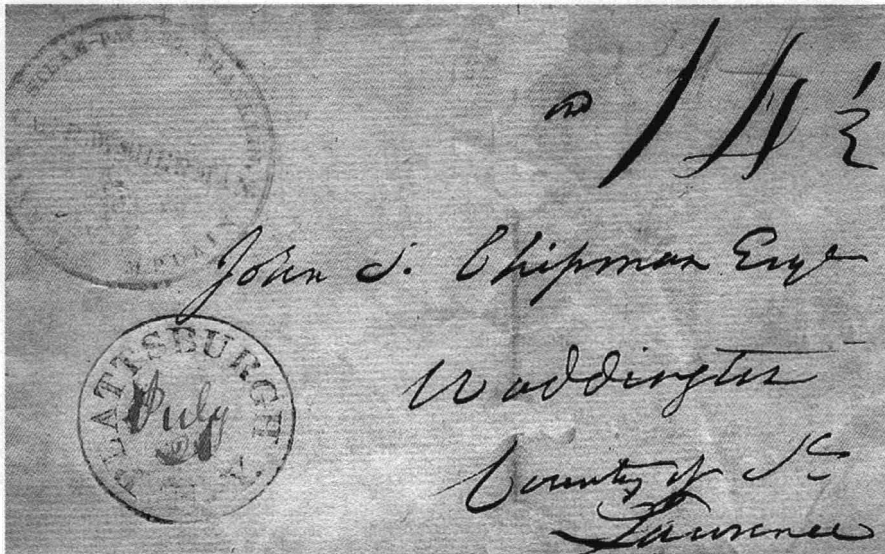


Figure 3. July 2, 1832. The private steamboat *Franklin* used the first reported name-of-packet marking, shown here in the upper left corner. *Franklin* plied Lake Champlain from 1827 to 1837.

Figure 3 is a Lake Champlain steamboat cover which entered the mail at Plattsburgh, NY. It was carried aboard the steamboat *Franklin*, a non-contract vessel. The cover originated in Burlington, Vermont. The postage portion of the charge was calculated based on the charge for 80-150 miles (12½¢ from Burlington, the point of origin, to Plattsburgh, the destination). To this was added the steamboat captain’s fee for a total charge to the addressee of 14½¢.

Figure 4 is a Hudson River steamboat cover which originated in New York City and entered the mail at Albany where it received Albany’s common two-line STEAM/BOAT handstamp. The postage (25¢) was calculated for 400+ miles from New York City to its destination, Schenectady. The total charge to the addressee was 27¢.

Figure 5 originated in Baton Rouge. It entered the mail at St. Francisville, Louisiana, on March 11, 1838.

²⁷ See text accompanying note 24.

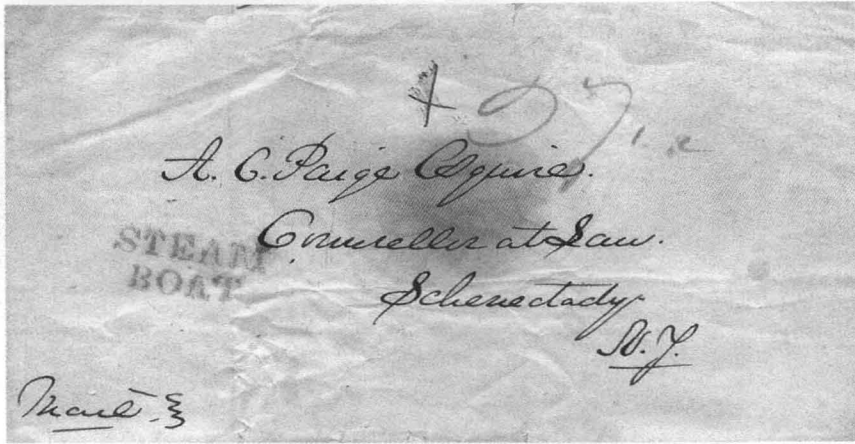


Figure 4. August 18, 1836. Had this been a ship letter rather than a steamboat letter, the postage charged would have excluded the distance for the entire length of the Hudson River from New York City to Albany (150 miles) for a total distance of approximately 196 miles plus 2 cents. As a steamboat letter, it was rated for a distance of approximately 346 miles (NYC – Albany – Schenectady) plus 2¢.

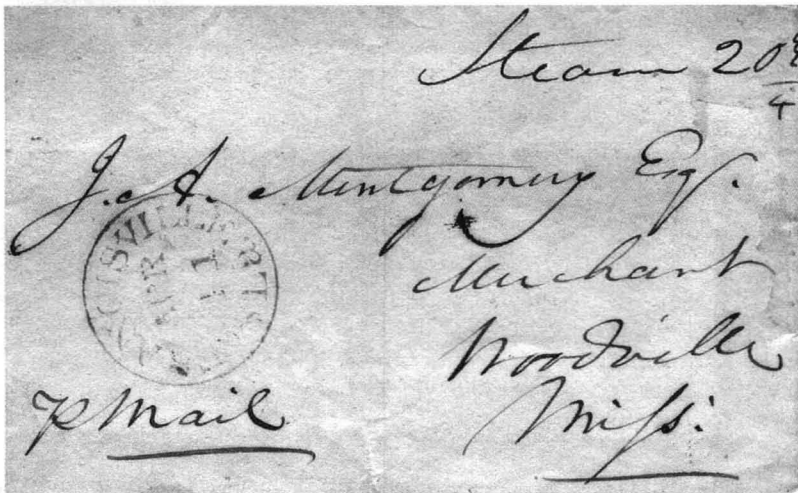


Figure 5. St. Francisville steamboat cover rated 18¾¢ for the distance 150-400 miles. The 2¢ steamboat fee was added. In the author's holding there is another cover (1841) which shows the steamboat fee added.

Figure 6 originated at Toledo, Ohio and entered the mail at Buffalo, NY where it was rated 20¢. This represented postage of 18¾¢ (150-400 miles) plus 1¢ (Lake Erie steamboat captain's fee) — rounded up to 20¢.

The Act of 1852 and the 1852 Regulations²⁸ were generally thought to prohibit the passing on of the charge to the addressee.²⁹ To that end, Section 110 (in identical language in both the Act and Regulations) provided that "Upon letters and packets received from the

²⁸. Act of April 3, 1852, Section 110; Regulations April 3, 1852, Section 110.

²⁹. See, for example, Henry A. Meyer, "The Significance of the Markings on Steamboat Mail," 11th Congress Book (1945), pp 111-113.

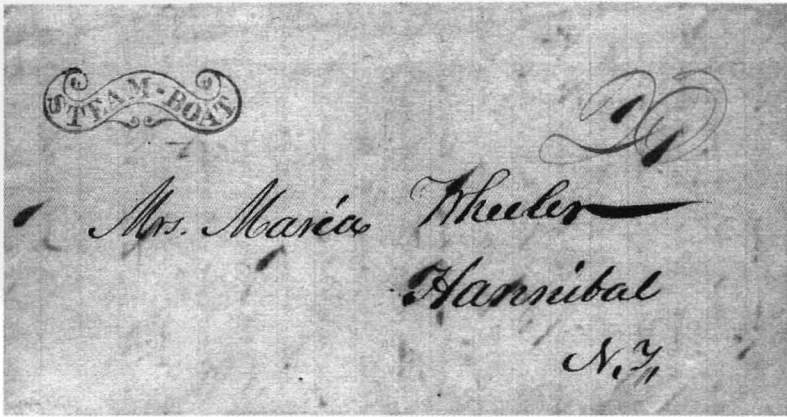


Figure 6. June 14, 1837. This is an exceedingly scarce Great Lakes steamboat usage.



Figure 7. The addressee would have paid the 2¢ fee in Baltimore. This is the only Washington cover reported which charged the addressee the steamboat fee—before or after 1852.

masters of steamboats, on waters deemed post roads, the persons addressed will be charged, when delivered to them, the same postage as if the letters and packets had been conveyed in the mail overland.”

This, of course, is very similar language to the language of Section 6 of the 1825 Regulations as well as the sense of Section 13 of the 1845 Statute³⁰, both of which seemed to have caused confusion among postmasters. Why then are the Act of 1825 and the 1825 Regulations thought to permit (under one common interpretation) the passing on of the 2¢ charge, but the Act of 1852 and its Regulations, with similar language, thought to prohibit the passing on of this charge?

The difference is that in 1852 the relevant language (Section 110) stood on its own. Section 110 did not also address (as did the 1825 Regulations) accounting for steamboat payments in the same way as ship mail. There was no implicit (at least) tie between steam-

³⁰ Act of 1845, Section 13 incorporated into itself the language of Section 6 of the Act of 1825 and its Regulations.

boat mail and ship mail in this section of the Statute and Regulations. Therefore, it is natural to read and interpret Section 110 on its own, without regard to ship letter requirements and practices. In effect, one could (and should) read and interpret Section 110 as if Section 6 of the 1825 Act and its Regulations did not exist. Such a reading, I believe, would lead one to interpret this section as setting forth a prohibition against passing on the 2¢ fee.

Nonetheless, postmasters did not read and interpret Section 110 in a vacuum so there are exceptions to the apparent prohibition contained in the 1852 Regulation. Figure 7 documents one such exception.

Figure 7 is a cover addressed to Baltimore, Maryland. Its place of origin is unknown. The steamboat letter entered the mail at Washington, D.C., on September 30, 1854. The prepaid letter was marked "Steam 2" by the Washington postmaster. In 1855, within the context of the new, general rate structure which required the prepayment of most mail, the Post Office Department, in the 1855 Regulations, clarified the right of a postmaster to pass on the steamboat charge to the addressee of such mail. The Post Office Department achieved this by breaking steamboat mail into two categories: prepaid steamboat mail and unpaid steamboat mail. To that end, beginning July 1, 1855, the Regulations provided in Section 116:³¹

. . . all letters should be prepaid which are received by steamboats or other vessels not in the mail service, or carrying the mail with no route agent aboard. When pre-paid, the master of the vessel may receive . . . two cents from the postmaster in whose office he deposits them, and they should be delivered to their address without any charge beyond the amount pre-paid. But if un-paid, they should be treated as ship letters, and are chargeable as such with a postage of six cents, if delivered at the office at which the vessel shall arrive, and with two cents in addition to the ordinary rate of postage if destined to be conveyed by post to another place. In the latter case, the master of the vessel is entitled to receive two cents a letter. [Italics added.]



Figure 8. This cover is typical of the practice for prepaid steamboat letters at Baltimore (as well as at Norfolk, Troy, Charleston and New Orleans) at this time.

Under Section 116, the addressee of a *prepaid* steamboat letter was not to be charged any amount above the amount already prepaid. The addressee of unpaid steamboat mail,

³¹PRINCIPAL REGULATIONS OF THE POST OFFICE DEPARTMENT (Leech July 1, 1855).

however, was to be charged as if he had received a statutory ship letter.

Notwithstanding the seemingly clear and unambiguous language³² of Section 116, and in spite of the usual practice not to impose the charge in most ports, for some reason beginning in 1855, and recurring occasionally up until February 27, 1861³³ (when the practice of charging the addressee 2¢ became mandatory for both prepaid and unpaid steamboat letters) Baltimore, Charleston, Troy, Norfolk and New Orleans occasionally marked *prepaid* steamboat letters “Due 2 cents” (or some variation of that phrase) and charged the addressee for the captain’s fee as if the letter was a ship letter.

Figure 8 shows a prepaid steamboat letter carried prior to July 1, 1855³⁴. It entered the mail at Baltimore, then went overland in a locked pouch to Boston. The letter is internally dated July 21, 1852. There is no evidence that the Baltimore Post Office charged the steamboat captain’s fee to the addressee of this cover.

Steamboat Mail After July 1, 1855

Figure 9 shows an unpaid steamboat letter, addressed to the port of entry (Baltimore) after July 1, 1855. In this example, the Baltimore Post Office correctly treated the letter as a ship letter and rated it 6¢ — the charge for ship letters addressed to the port of entry.

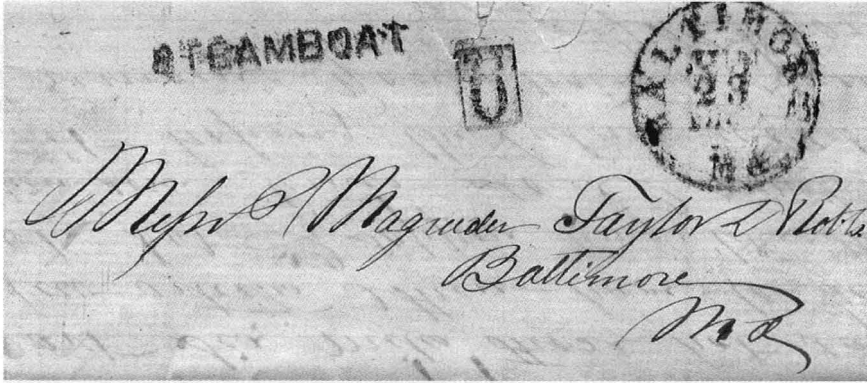


Figure 9. June 23, 1860. Because this letter was not prepaid, Section 116 of the 1855 Regulations required that it be rated as if it were a ship letter. Because it was addressed to the port of arrival, it was rated 6¢ (due) as would a ship letter have been, if addressed to Baltimore.

Figure 10 shows a typical (and correct) example of how the Baltimore Post Office handled prepaid steamboat mail after July 1, 1855 and prior to February 27, 1861. Figure 10, a folded letter, is internally dated June 10, 1860. There is no evidence that the steamboat captain’s fee was charged to the addressee.

The Baltimore Post Office, as demonstrated in Figures 8, 9 and 10, seemed to handle both unpaid and prepaid steamboat letters strictly as required under the 1852 and the 1855 Regulations. This also was true with respect to the post offices at Norfolk, Charleston, Troy and New Orleans. But all was not as it seemed. Something strange happened in Baltimore beginning in 1855.

³² See below for an explanation how this language, too, was rife with ambiguity.

³³ Act of February 27, 1861, Section 9.

³⁴ I refer to July 1, 1855, the effective date of the Regulations, as the critical date in this article, rather than to April 1, 1855, when the Statute became effective and prepayment of postage became mandatory. I use July 1 since the Statute (effective April 1) did not specifically address steamboat mail, but the Regulations (effective July 1) did.

The Baltimore Post Office Changes Its Practice — Sometimes

Beginning sometime in July 1855, after the published date of the 1855 Regulations, the Baltimore postmaster occasionally charged the addressee of prepaid steamboat letters for the 2¢ steamboat captain's fee. Figure 11 is the earliest example of this practice of which I am aware in any city.



Figure 10. This cover represents the typical treatment of prepaid steamboat letters by the Baltimore Post Office. At the same time, however, Baltimore also engaged in the anomalous practice that is the subject of this article.

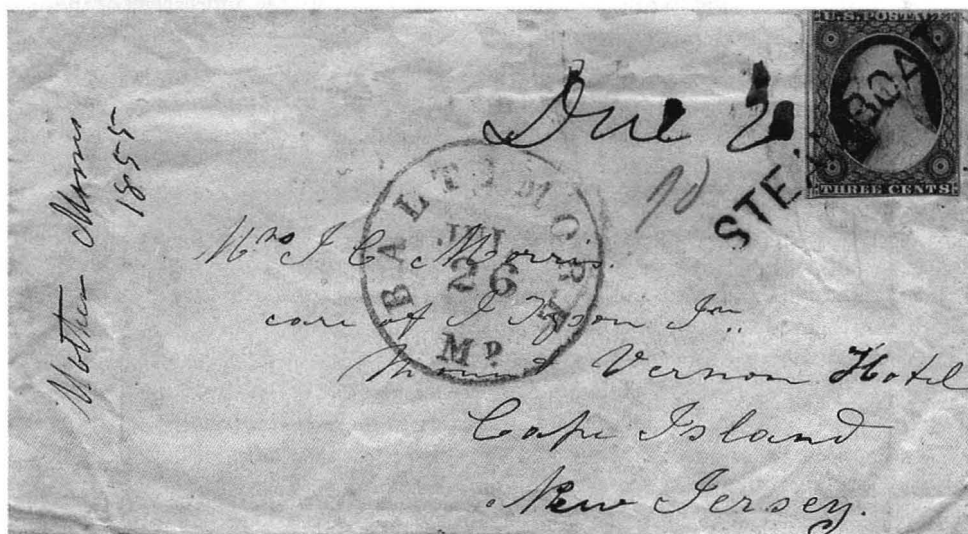


Figure 11. July 26, 1855. Note that the "Due 2" is handwritten. By 1857, the Baltimore Post Office used a handstamp for this purpose.

This charge to the addressee seems to contradict the statement in Section 116 of the 1855 Regulations that prepaid steamboat letters were to be delivered to the addressee *without any charge beyond the amount prepaid*.³⁵

This phrase — *without any charge beyond the amount prepaid* — is curious and

³⁵ PRINCIPAL REGULATIONS OF THE POST OFFICE DEPARTMENT (1855), Section 116.

not without its own ambiguity since the amount prepaid was paid by the letter's sender, not by the addressee. Could this phrase mean that the addressee could be charged some amount, for some purpose, up to but not in excess of the amount prepaid by the sender? Possibly, but why? If, on the other hand, the purpose of the phrase was to prohibit any charge to the addressee of prepaid steamboat letters, why not just say that the addressee was not to be charged anything (with specific exceptions, perhaps, for so much of the postage as was not prepaid for a partially paid letter) rather than set a ceiling without giving the circumstances under which payment could be charged up to the ceiling?

Some Attempts to Explain this Anomalous Practice

I am aware of two students of waterway mail who addressed in writing the question of charging 2¢ to the addressee after July 1, 1855. It so happens that these two students were (and continue to be, even after their deaths) among the most insightful students of steamboat mail — Tracy W. Simpson and John A. Eggen.³⁶ Both Simpson and Eggen took the position that the 2¢ charge appeared on prepaid steamboat letters because the post office treated these letters as if they were ship letters.³⁷

Their argument went something like this:³⁸ Section 106 of the 1852 Regulations provided that “. . . mail conveyed from one port to another in the United States over routes not declared post roads shall be marked ‘Ship’ at the time of receiving them and two cents collected in addition to the ordinary postage.”

Hence, under this section of the Regulations, these letters should be treated as if they were ship letters. That, wrote Simpson and Eggen, is why the addressees of these prepaid letters were charged the 2¢ captain's fee.

If this argument is valid, one must ask, (i) why were these letters marked “steamboat” rather than “ship”? and (ii) how do we know (or, more importantly, how did the postmasters know) that these covers did not travel over waters declared to be post roads?

Frankly, the Simpson and Eggen explanation has never seemed correct to me, perhaps because it never was fully explained to me in my conversations with John Eggen. Indeed, their explanation seems to be circular in its reasoning.

I would answer their position this way: if the letter traveled over water declared to be a post road, then the letter was a steamboat letter and was properly marked “steamboat”. In that case, the addressee of the prepaid letter should not have been charged the fee. If the letter traveled over water not declared to be a post road, it was a ship letter and should have been marked “ship”, not “steamboat” as it was marked. In that case, the charge would be correct. I just do not believe that the postmasters in these five thriving ports mismarked these letters in the face of all the steamboat and ship letters they correctly marked and rated during this period. Something else was going on.

Furthermore, while I agree that the Simpson and Eggen explanation spoke to the *practical effect* of the fee charge-back by treating these letters *as if* they were ship letters, I do not agree that their solution (calling these letters “ship” letters) addressed or resolved the problem. Indeed, their solution begged the essential question: *Why* did the post offices in these five cities treat some prepaid steamboat letters *as if* they were ship letters, and thereby charge 2¢ to the addressees in the face of the contrary language of Section 116?

³⁶ Henry A. Meyer, probably the most influential student of waterway mail, never to my knowledge directly examined the question in his published writings although he alluded to it.

³⁷ Tracey W. Simpson, writing in “The 3¢ ‘51-’57 CHRONICLE”, No. 21, page 10, and No. 38, page 5; see also, Simpson, UNITED STATES POSTAL MARKINGS AND RELATED MAIL SERVICES 1851-1861 (1959), page 76; and John A. Eggen, writing in SIMPSON'S U.S. POSTAL MARKINGS 1851-1861 (Thomas J. Alexander 1979), pages 213-214, 223.

³⁸ Author's conversations and correspondence with John Eggen. Also, Simpson, CHRONICLE, *Ibid*.

Beyond that, the Simpson and Eggen explanation also seemed to leave open the following other questions:

- Why didn't these five post offices treat *all* prepaid steamboat mail this way during the relevant period?

- Why are there so few examples of this practice in each of the five post offices?

- Why didn't other post offices (such as New York, Philadelphia and Boston) engage in this practice?

- If these five post offices were acting pursuant to an order of the Postmaster General, what could he have had in mind (i) in issuing such an order to so few post offices and allowing the order to continue in effect over six years in the face of his own contrary Regulation, and (ii) not applying the order to all the prepaid steamboat letters in these offices?

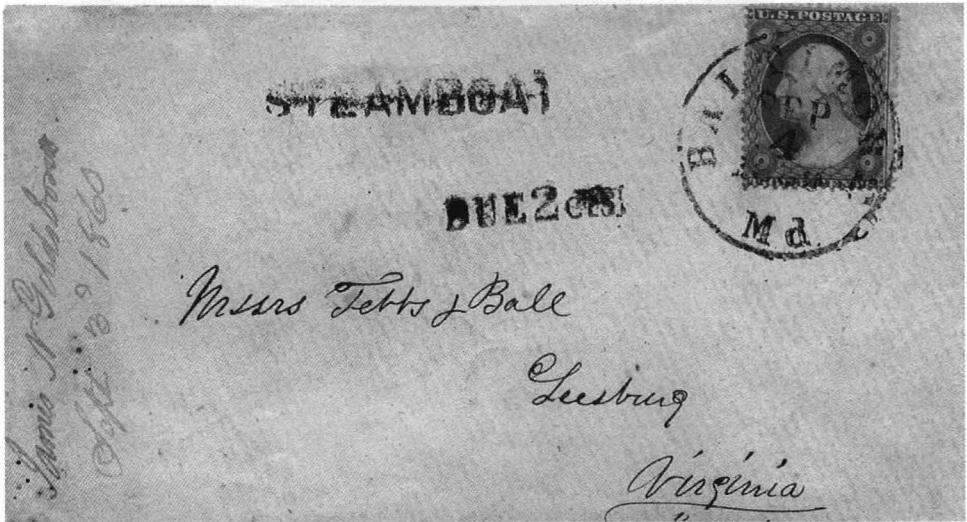


Figure 12. September 4, 1860. Keep in mind that this cover is contemporaneous with Baltimore prepaid steamboat covers that do not charge the 2¢ fee to the addressee.

Unfortunately, I have no answers to any of these questions. I spent many hours among the records (called “Record Groups”) at the National Archives and in the files still kept by the United States Postal Service looking for an order, a notice or a circular that might shed some light on this practice. After about 60 hours of searching every conceivable relevant Record Group and file, I did not find any illuminating information.

The Census of Post-July 1, 1855 “Due 2 Cents” Covers

I have been recording these anomalous covers for a little more than three years so my census likely is incomplete. However, the ratios among the five cities are interesting. I have recorded 22 covers from Baltimore, one cover (possibly) from Charleston³⁹, two covers from Troy, three covers from Norfolk, and five covers from New Orleans. These numbers,⁴⁰ small in quantity as they are, suggest, by their proximity in time that the occurrences were not accidental, although there does not yet appear to be a discernible pattern.

³⁹. As I have explained, this cover might reflect a pre-July 1, 1855 usage.

⁴⁰. John Eggen also reported that this use occurred at Fredericksburg, Va. and Cambridge, Md. See, Eggen in Simpson, (Alexander) *ibid.* at page 222. I have never seen these covers and I suspect John had not seen them either since they never came up when he and I talked about this subject in 1988 and 1989. I assume he merely was repeating Tracy Simpson’s note of these possible usages that appeared in Simpson’s rendition of the markings book. Simpson (1959), *ibid.*, at page 76.

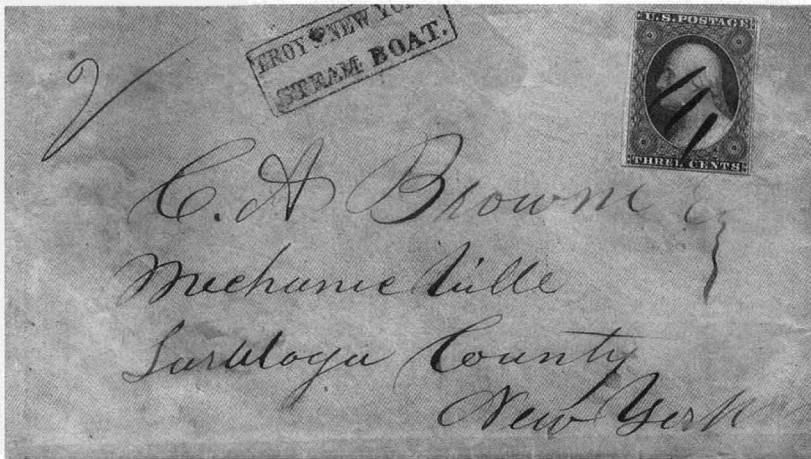


Figure 13. The black handstamp continued in use at Troy until 1858.

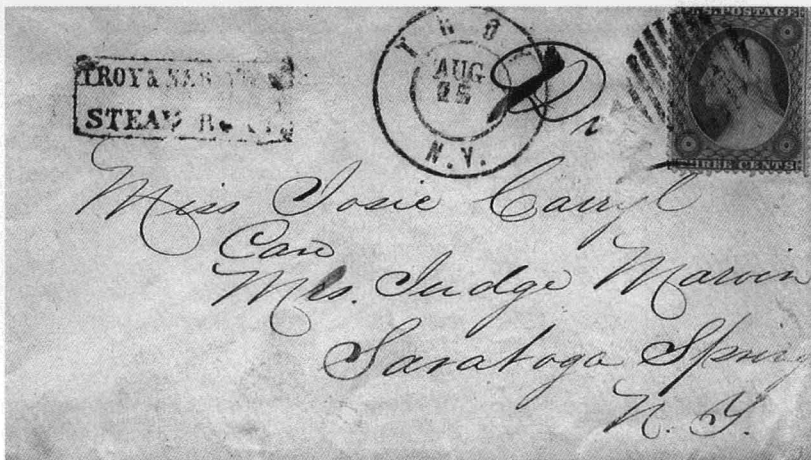


Figure 14. The manuscript "2" in this same handwriting has been reported on Troy drop letters in 1856 and 1857 that were carrier delivered from the Troy post office (1¢ drop letter postage plus 1¢ carrier fee for delivery from the mails).

What follows are my observations from the covers I have recorded:

Baltimore: The first instance I have recorded of this practice was in July 1855. See Figure 11. I also have a record of a second 1855 use on October 25, 1855. I have not recorded any Baltimore usages in 1856. I have recorded one example in 1857, two in 1858, three in 1859, and three in 1860. I also have recorded 12 usages for which I am unable to determine the year date, but these all were franked with the 3¢ 1857 stamp or the 3¢ Nesbitt envelope. Only one cover was addressed to an address in Baltimore (the port of entry). Figure 12 is an example of the Baltimore usage from my holdings showing the Baltimore handstamp used for this purpose.

Troy, N.Y.: I have recorded 2 prepaid covers from Troy on which the 2¢ steamboat captain's fee was passed on to the addressee. See Figure 13 and Figure 14. As we saw, the Troy Post Office passed on this charge prior to July 1, 1855. My records indicate that this charge-back occurred at Troy in 1847, 1848, 1849, 1850 and 1851, but ceased with the

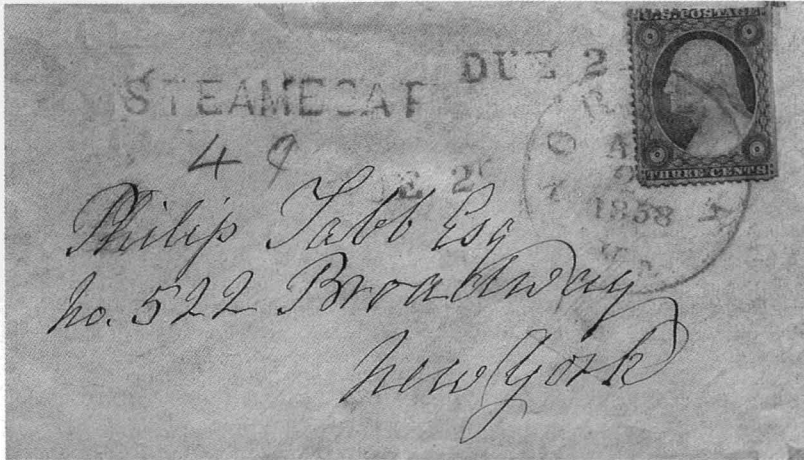


Figure 15. The New York post office (along with the Philadelphia post office) delivered all incoming mail unless the addressee lodged with the post office his written instructions to hold his mail for pickup.

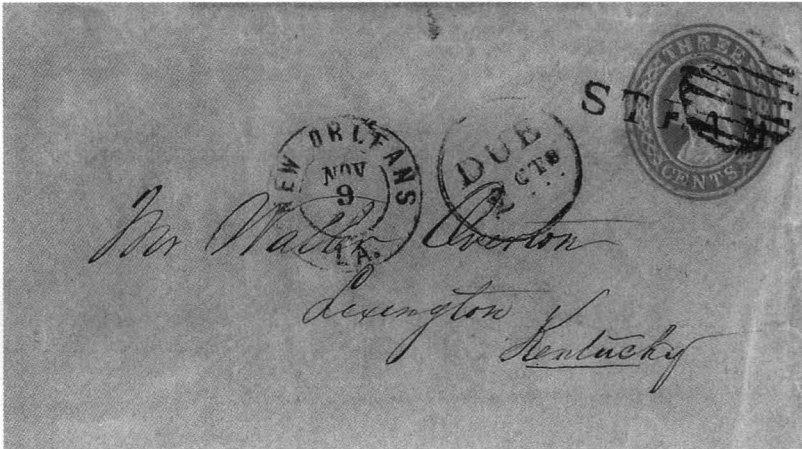


Figure 16. Warren H. Sanders believes that this cover is from either 1859 or 1860, most likely 1860. He has been recording examples of the black 30mm circular datestamp for many years. The earliest use he has recorded is October 12, 1859. The latest use is November 13, 1860.

enactment of the Act of April 3, 1852.

Figure 13 shows an 1856 usage (per docketing on the back of the envelope). The black boxed TROY & NEW YORK/STEAM BOAT was first used in 1856. Before that the Troy Post Office used a blue boxed handstamp. Note that this cover was not addressed to Troy, but was addressed to a destination beyond this Hudson River port. Also note that the due rate (2¢) is indicated by a pencil marking “2” rather than by the handstamp “2” used by the Troy post office in the late 1840s and early 1850s. Figure 14 is a 1857 or 1858 usage. Note the fancy “2” (partially obscured by the Troy CDS).

Charleston, S.C.: I have recorded only one usage from Charleston, assuming this is a post-July 1, 1855 dated cover. I do not have a sharp, usable illustration of this cover,

but a partial illustration appears in the sale catalog for the William Wyer collection, as Lot 1768.⁴¹ The cover's year is unspecified in the auction lot description. The Charleston CDS ties Scott #11. The cover also is illustrated in Simpson (1959) at page 77, where Simpson in the photograph's caption refers to the numeral "2" as a ship fee.

Norfolk, Va.: I have recorded three usages from Norfolk. One was dated in December 1857; the other two were dated in April and June 1858.

Figure 15 is an especially interesting cover because it also shows the charge for carrier delivery service in New York City. Note the "4¢" (due) charge written on the face of the cover. This combined charge reflects 2¢ due (for whatever reason prompted Norfolk to pass on the steamboat captain's fee) plus 2¢ due for carrier delivery service from the mails. Note, too, the phrase "DUE 2 cts" was struck twice in Norfolk. I suspect that this is a coincidence arising out of the poor first strike and the clerk's effort (unsuccessfully) to cure the difficulty of reading the strike. But, it might be some indication that the sender in Norfolk wanted the letter to be carrier delivered in New York and that the Norfolk Post Office clerk pre-rated (4¢ due in total) the letter for both purposes.⁴²

New Orleans: I have recorded five examples of the post-July 1, 1855 "Due 2 cents" usage from New Orleans: one from 1859 or 1860 (see Figure 16); one definitely from 1860; one from 1861; and, one without a year date. None was addressed to an address in New Orleans. My records with respect to these covers tally with the records of Warren H. Sanders and Erin Gunter, two authorities on New Orleans mail.

Figure 16 is typical of the recorded New Orleans covers. This cover is from the collection of Warren H. Sanders.



Figure 17. April 17, 1861. Under the new Act, both prepaid and unpaid steamboat letters required that the addressee pay the 2¢ fee.

The Statutory End of the Anomalous Practice

Effective February 27, 1861, Congress changed the law and made the issue of passing on the 2¢ steamboat captain's payment to the letter's addressee crystal clear: the

⁴¹ Daniel F. Kelleher Sale No. 531, January 31 – February 1, 1977, Lot 1768.

⁴² This latter possibility is reinforced by the detailed street address placed on the envelope by the sender.

addressee was to be charged 2¢ in addition to any postage for both prepaid and unpaid steamboat letters. The pertinent part of the Act stated,

“... Provided, That upon all letters or packets conveyed in whole or in part by steamers or steamships over any route upon which, or between ports or between places which, the mail is regularly conveyed in other vessels under contract with the Post Office Department, the same charge shall be levied, with the addition of two cents a letter or packet, as would have been levied if such letter or packet had been transmitted regularly through the mail.” [Italics added.]⁴³

This language was repeated, in essence, in the Regulations promulgated the following May.⁴⁴

Figure 17 is an early example of the application of the new rule under the Act of February 27, 1861, and the Regulations, applied to a prepaid steamboat letter. Figure 17 steamed on Lake Michigan and entered the mail at Detroit where the cover was struck with Detroit's equivalent of “Due 2 cents”.■

AUTHOR'S NOTE: Anyone having thoughts about this subject or having other examples of the practice is invited to send the information, with an illustration, preferably a scan at 300dpi, to the author at stevenroth@comcast.net or at 1280 21st Street, NW, Saint George Condominium, Unit #209, Washington, DC 20036-2343.

⁴³. Act of February 27, 1861, Section 9.

⁴⁴. EXTRACTS FROM POSTAL LAWS OF THE SESSION OF 1860-61, WITH INSTRUCTIONS TO POSTMASTERS, Section (1). It can be argued that the terms “steamers” and “Steamships” did not apply to steamboats but to a certain class of ocean going vessel. Perhaps, but that does not seem to be the way the Post Office Department interpreted these terms.

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ESSAYS AND PROOFS

JAMES E. LEE, Editor

NOTE FROM THE SECTION EDITOR

I am honored to have been asked to edit this new section of the *Chronicle*. Not since the Essay-Proof Society went out of existence in 1993 has a stamp journal committed to regularly include articles on 19th Century United States essays and proofs. Barbara Mueller has written articles on 20th century essays and proofs for the *Specialist*, published by the United States Stamp Society. In the late 1990s, Peter Schwartz and Ralph Zerbonia created an on-line Museum of United States Essays and Proofs on the internet, at www.essayproof.net. Since the inception of the museum they have posted an impressive catalog of essay and proof images. They've also published some interesting articles. I encourage you to visit their site.

I have written the inaugural article that follows in hopes of priming the pump to induce submissions from other Society members. So far, I've already received the promise of an article that will shed new light on the essays and proofs of the 15¢ Webster large Bank Note stamp. And a blockbuster article on the development of the 1867 grill essays is in preparation. My hope is that I'll only have to write when the well runs dry. My job as Section Editor is to make sure that doesn't happen. If you have an article to contribute, or even just an article idea, please get in touch with me. Address and email contact information appear on the masthead page every issue.

TRIAL COLOR PLATE PROOFS OF THE 1¢ 1861 ISSUE

Essays and proofs of the 1861 issue have always been a fascination of mine. I started out studying the one-cent trial colors in 1972. Three things pointed me in this direction. I was just out of school and had little money, the trial colors were very cheap, and I had just connected with my future mentor, the late Falk Finkelburg, through his classified ad in *Linn's Stamp News*. Falk was generous in sharing his knowledge with me. He opened my eyes to the fact that there was far more information available than appeared in the catalogs. Additional information came first through correspondence with the late Bert Christian and later from my years of association and collaboration with the late Don L. Evans. I supplied Don with much of the information on the one cent trial colors for his book, *The United States 1¢ Franklin 1861-1867*. This article is about the variety and classification of the colors that exist. You may want to refer the Don's book for an in-depth look at the production of the trial color plate proofs.¹

The 2006 edition of Scott's *Specialized Catalogue of United States Stamps and Covers* lists 16 different trial colors for the 1¢ 1861 issue. The catalog number designation is 63TC5 for the wove paper imperforate variety and 63TC6 for the wove paper perforated variety. After the listing, a footnote by the catalog editor states: "There are many trial color impressions of the issues of 1861 to 1883 made for experimentation with various patent papers, grills, etc. Some are fully perforated, gummed and with grill." Listing and footnote are just the tip of the iceberg. This article will explore some of the facts beneath the surface.

¹ Evans, Don L., *The United States 1c Franklin 1861-1867*, *Linn's Stamp News*, 1997. See especially pages 62-66.

Over the years, a total of 22 different colors have been identified, survivors of the experimentation done by the National Banknote Company using technologies specified under three different patents. Plate number 27, a production plate, was the only plate used for these experiments. A great many colors were involved, but each patent experiment didn't use every color.

These experiments were probably conducted between mid-1866 and sometime in 1869. While collectors classify these essays by the name of the patent-holder, it's important to understand that all of them were created by the National firm, part of the ongoing quest, one of the dominant stamp-production themes of the late 1860s, to prevent the reuse of postage stamps. The three patents discussed here are: number 42,207, granted to Henry Lowenberg of New York City on April 5, 1863; number 52,869, granted to James Mac-



Figure 1. Imprint and plate number block of eight, in rose, representing experimental printing testing the techniques of the Wyckoff Patent. Produced by the National Bank Note Company from production plate number 27.

Donough on February 27, 1866; and number 53,723, granted to William C. Wyckoff on April 3, 1866.

Figure 1 shows an imprint and plate number block of eight, in rose, of a 1¢ essay using the techniques secured under the Wyckoff Patent (discussed below). Note the full imprint from production plate number 27.

Lowenberg's patent called for sizing the stamp paper with a water-soluble solution of starch. This would create a barrier between the paper and the printing ink. Any attempt to remove the cancel would cause the design to wash away as well. Examples incorporating this patent are easily identified. The impression looks like it is slightly out of focus.

Over the years, the starch coating tends to shrink, crack and wrinkle the paper. Upon close examination, the surface has the look of crocodile skin. An example is shown in Figure 2. This is a block of four in the deep orange-red color. Note the crackly nature of the surface. This is characteristic of the essays produced under the Lowenberg patent.



Figure 2. Block of four, in deep orange-red, testing the techniques of the Lowenberg patent. The crackly nature of the surface should be evident.



Figure 3. Block of four, in brown, showing the MacDonough patent. Note the muddy appearance of the impression.

MacDonough's patent called for printing the stamps with a glycerin-based ink that would be highly soluble in water. Again, attempts to wash off a cancel would remove the design as well. Examples incorporating this patent can be identified by their muddy appearance and blurry image. Essays from this patent experiment were printed only in brown. The



Figure 4. Block of four of the Wyckoff patent in brown. Note the sharpness of the impression.

color ranges from very light to mid brown. Figure 3 shows a block of four of a brown essay illustrating the MacDonough patent. Note the muddy appearance of the impression.

Wyckoff's patent called for coating the stamp paper with zinc oxide. The security feature here was intended to work along the same lines as the Lowenberg patent. From a stamp-printing standpoint, the resulting trials produced results superior to the results of the

Lowenberg patent. Paper treated under the Wyckoff's patent accepted printing ink quite well. Examples can be identified by the very sharp nature of the printed impression. Figure 4 shows a block of four of the Wyckoff patent in brown. Note sharp detail of the impression.

Essays created under the Lowenberg and Wyckoff patents are sometimes confused. If they haven't been exposed to much humidity during the passage of 130-plus years, examples of the Lowenberg patent, might not show the crackly surface. Even so, the printed impression of a Lowenberg will not be nearly as sharp as a Wyckoff essay.

Both the Lowenberg and Wyckoff patent examples exist imperforate and perforated. The MacDonough patent is known only in imperforate form.

LISTED IN SCOTT	Perforated			Imperforate		
	L	W	M	L	W	M
Rose	x			x	x	
Deep orange-red	x	x			x	
Deep red-orange		x				
Dark orange		x			x	
Yellow-orange	x	x			x	
Orange-brown		x				
Dark brown	x	x	x		x	
Yellow-green	x	x				
Green		x			x	
Blue-green		x				
Gray-lilac	x	x		x		
Gray-black		x				
Slate-black	x			x	x	
Blue		x			x	
Light blue		x			x	
Dark blue		x			x	
NOT LISTED IN SCOTT	L	W	M	L	W	M
Dull blue	x					
Olive-green					x	
Deep olive-green					x	
Brown-orange					x	
Light brown			x			
Brown	x					

Figure 5. Trial colors known to exist on 1¢ 1861 plate proofs created under the Lowenberg patent ("L"); the MacDonough patent ("M") and the Wyckoff patent "W". All the items designated have been seen by the author.

The table in Figure 5 is the result of my 33 years of study. All of the colors listed have been seen by me. Scott-listed colors appear first followed by the colors that are not yet listed in Scott. "L" in the table indicates essays showing the Lowenberg patent; "M" indicates the MacDonough patent and "W" the Wyckoff patent.

This list has stood the test of time. No new finds have been made since 1986. But it's certainly possible that new colors or shade varieties will still be found. I would be most interested in hearing from anyone with new information. ■

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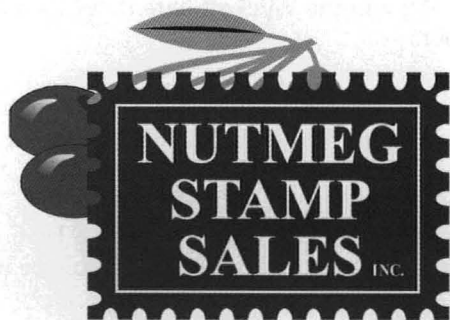
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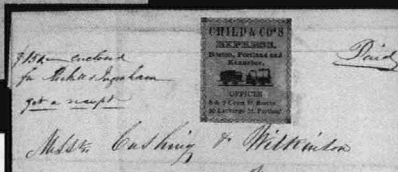
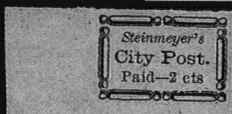


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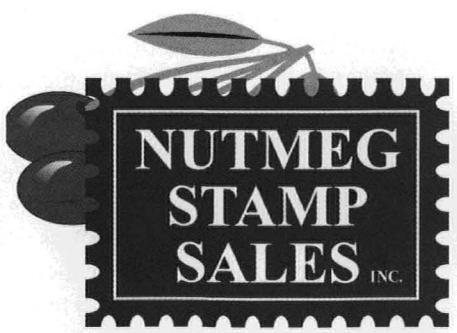
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AN EARLY SECURITY MARK – A PERFIN FORERUNNER?

Figure 1 shows a cover postmarked at Galveston, Texas, shortly after the Civil War, probably 1865, but possibly a year or two later. It is addressed to Mrs. Sarah Ann Lane in Philadelphia and it bears the return address, "Isaac W. Brooks Box 214/Galveston, P.O. Texas." The postage stamp is the common three-cent 1861 design, without grill (Scott 65). The shade is dull red, an early 1865 shade.



Figure 1. 3¢ 1861 stamp on cover from Galveston, Texas to Philadelphia. A blue signature on the stamp matches the black signature in the return address.

The stamp is cancelled by the familiar star found on Galveston covers beginning in mid-1865 when the post office reopened after the Civil War. The remarkable feature on this cover is the signature of Isaac W. Brooks, in blue ink, on the stamp. This signature seems to match, in size and in style, the signature in the return address, although the return address is penned in black ink. Figure 2 shows a photographically cropped, close-up comparison of the two signatures.

I surmise that Mr. Brooks autographed his stamps to prevent his employees and/or servants from stealing them. Perhaps he had an arrangement with the local postmaster that letters bearing the signed stamps must have a matching signature in the return address. This would make the stamps worthless to everyone except Isaac Brooks.

Those who study US postal history and postmarks from the 1860s are familiar with the "legislative precancels" of Harrisburg, Pennsylvania and Albany, New York. Stamps owned by the state were pen canceled and were worthless at the post office unless they were

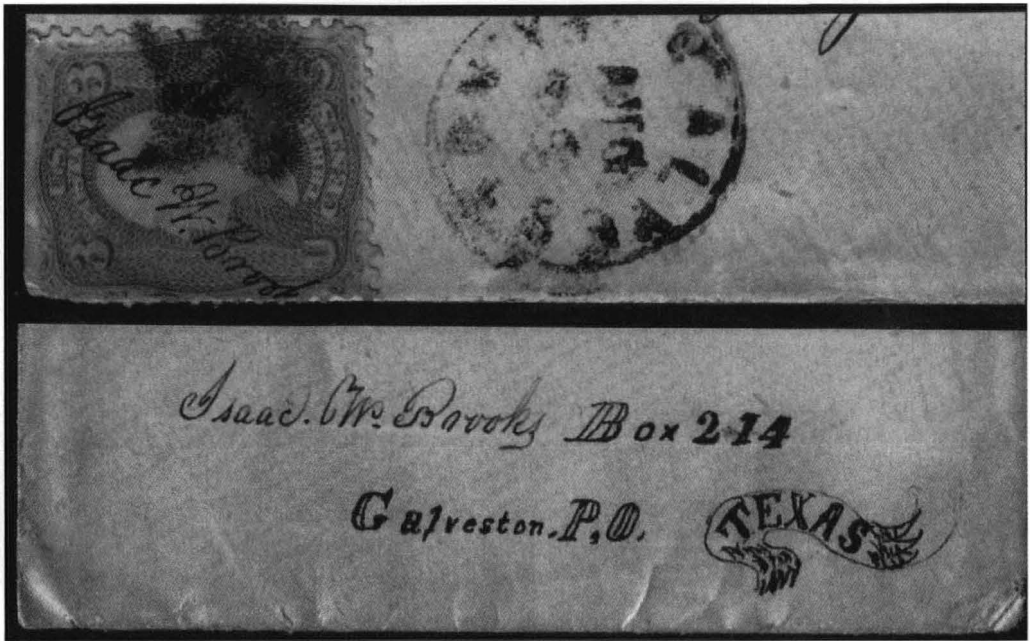


Figure 2. Comparison of the two signatures.

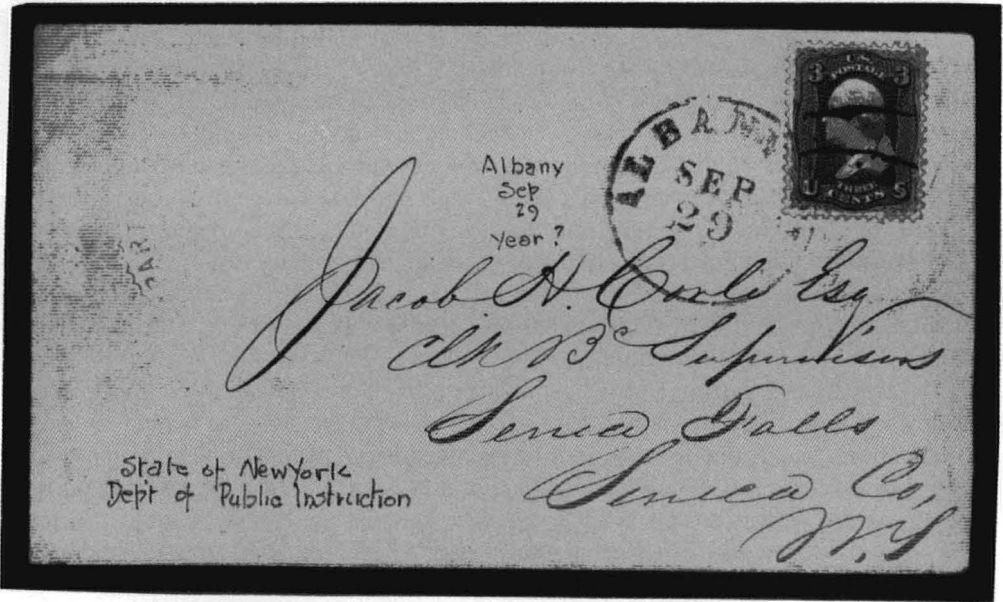


Figure 3. 3¢ 1861 stamp, showing the characteristic pen stroked of the “Albany precancel,” on an official New York state envelope from Albany to Seneca Falls. (Photo from Stanley Ashbrook’s Special Service).

attached to official state government envelopes. Figure 3 is an example from Albany.

I think the Galveston cover in Figure 1 is an early example of the private use of this strategy to prevent theft of stamps. Much later (1908 in the US), perforated initials were used to accomplish the same purpose.

I could not learn much about Isaac W. Brooks except that he was involved in real estate in the 1860's. Galveston was a bustling, prosperous city at that time, the primary sea port for the state of Texas. The infamous hurricane of 1900 destroyed much of the city along with many public and private records. I would appreciate it if a reader could provide more details about the life and activities of Mr. Brooks. And I would be interested in any other examples of private security markings on stamps of the 1861 series.

EDITOR'S NOTE – AN UPDATE

In *Chronicle* 206 (page 115), this section contained an article entitled, "An Unlisted Prison Ship Cover." In that article I described the U.S.S. *Chillicothe* as a prison ship.

Since then, I have received communications from Galen Harrison and Steve Wal-ske who both pointed out that *Chillicothe* did not carry prisoners. It did carry some civilian flag of truce letters which originated in the Natchez area, where it was patrolling, in December, 1864. The letters were censored by Lieutenant George P. Lord, in command of the *Chillicothe*. Then they were transferred to the U.S.S. *Pierce*, which transported them to Cairo, Illinois, where they entered the mail.

Thus, the cover illustrated in the article is not a prison ship cover. Instead, it is an unusual local flag-of-truce cover. It is always gratifying for a writer to receive feedback about an article in *The Chronicle*, even if the feedback is a correction. Thanks to Galen and Steve for setting the record straight.

REVIEW: PRISONERS' MAIL FROM THE AMERICAN CIVIL WAR

Prisoners' Mail from the American Civil War by Galen Harrison, 307 pages hard-bound, 8½" x 11", published by the Confederate Stamp Alliance, 1997, is currently available through dealers. The pages are sturdy, non-glare and easy to read. More than 500 illustrations show covers, letters, prisons and collateral material. Four appendices and dozens of tables interspersed throughout the text provide statistics and details at a glance.

Since 1961, Earl Antrim's *Civil War Prisons and their Covers* was considered to be the "bible" of Civil War POW mail, and it was certainly the most complete and important work on the subject up to that time. Many of us used it as a primary resource in researching our collections. But Harrison did more than just improve on Antrim. Patricia A. Kaufman wrote, in the foreword, "What Harrison has produced is not an update of Antrim's work. It is an entirely new book of enormous scope."

Compared to Antrim, Harrison's book records six times as many Confederate prison covers and three times as many Union covers. He also lists twice as many Confederate prison locations, this is due to 25 years of diligent research, which turned up many manuscript examined markings which had been previously been overlooked by other students.

Users of Antrim's book will be happy to see that the layout of subject matter is similar in Harrison's work. The first chapters provide background information and are followed by listings and descriptions of known Civil War prisons. The listings are alphabetical by prison, town and state, with the Confederate section preceding the Union section.

These listings are accompanied by copious illustrations of covers, tables of markings and dates, as well as other important facts. There are also chapters on Parole Camps, Provost Marshals, Civilian Flag of Truce Mail, and Fake Markings. The four appendices follow and provide easy access to details and statistics. In addition to the catalog of prison locations, tables of censor markings and examining officers, statistics and illustrations, there's enough human interest and historical content to make this book a good read for anyone who is interested in the Civil War.

In my opinion, this book reflects a high level of professionalism in all aspects by the author, contributors, editors and publisher. The quantity and quality of research are second to none. All the information is easily accessible. The book is written by a researcher for researchers. *Prisoners' Mail from the American Civil War* by Galen Harrison is a must-have for anyone who collects Civil War postal history.

Your section editor offers apologies to Harrison for this very belated review of his excellent work. For this tardiness, all the usual (though weak) excuses apply. Since no review was forthcoming, I felt I should write one before the book got any older.—M.C. McC.■

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THE ICE HOUSE COVER RETURNS

JEFFREY M. FORSTER

Thirty-eight years after its disappearance, the Ice House cover has returned. Famed as the only known genuine cover bearing the United States 1869 90¢ Abraham Lincoln stamp, it was recovered January 4, 2006, at a stamp store in suburban Chicago. It had been part of the J. David Baker collection of classic United States postal history which was stolen in December, 1967. Virtually all of Baker's collection was recovered and subsequently auctioned (Robert A. Siegel sale #526, April 4, 1978), but the 90¢ 1869 cover was not part of that recovery.

Besides the 90¢ stamp (Scott 122), the Ice House cover bears 10¢ and 12¢ Bank Note stamps (probably the ungrilled stamps, Scott 150 and 151). The 10¢ stamp is a replacement for a stamp that was missing when the cover first appeared. The three stamps pay four times the 28¢ British mail rate to Calcutta, India, via Brindisi.

The cover is known as the Ice House cover because of the address. It was sent from Boston on August 8, 1863, addressed to "Mr. Jas. H. Bancroft, Ice House, Calcutta, E. Indies." The cover bears a double-oval merchant's cachet, dated 8 August 1873, from "Tudor Company, Boston," a firm engaged in the business of shipping ice to tropical locations.

In his December 30, 1985, column in *Linn's*, postal historian Richard B. Graham recounted the cover's original discovery prior to World War I. Apparently Baker was told that "the cover had been found in a sack of material sold to an eastern seaport dealer by a man believed to have been a seaman, who had acquired the material in India," Graham recounted. "The cover was accompanied by other less exotic covers and a mass of paper. It had a huge tear just to the right of the Boston postmark. Only the 12¢ Bank Note stamp at the right remained on the cover, the others having dropped off. A search through the bag produced the 90¢ stamp, separated into two pieces by the tear in the cover. The remaining stamp was not found. The torn edges of the 90¢ stamp, and also its postmark, matched the tear and postmark portion on the cover . . . The dealer finally figured out that the remaining stamp was a 10¢ Bank Note. After some searching, he located an example that matched reasonably well. The cover was then mended and the stamps placed in position, which fact has been known to all who have owned the cover."

My records show that the Ice House cover first appeared at auction at the Philip B. Philipp sale, held by the J. C. Morgenthau & Co. firm in 1943. It was lot 175, and my understanding is that it sold for \$380. It then was sold with the Ernest B. Ackerman holdings in 1950-51 by Harmer, Rooke & Co. It may well be that Baker purchased the Ice House cover at the Ackerman sale. I have no record of it appearing in any auction after 1950.

The 90¢ Lincoln stamp was part of the innovative and colorful 1869 Pictorial Issue. The high values of this series were the first United States postage stamps to be issued in two colors.

The 90¢ stamp was used primarily on packages and multiple-rate letters to overseas destinations. Thousands of used 90¢ 1869 stamps probably exist, but it's still a scarce stamp, and a nice example may sell for upwards of \$1,500-\$2,000. All these stamps were presumably removed from envelopes or package wrappers so collectors could enjoy used copies in their albums. Despite rumors and occasional unconfirmed reports, the Ice House

cover is the only authentic 90¢ 1869 cover known to have survived the many years of removal or destruction of these covers. So for the collector who aspires to create a one-of-each-stamp showing of classic U.S. covers, this cover is a key item.

The recovery of this so-called “Holy Grail” of United States postal history occurred innocuously enough on January 4, 2006 when an elderly couple brought the cover, along with two others, into the Stamp King stamp shop outside of Chicago. Owner Charles Berg did not immediately identify the item as the famed Ice House cover, but he did sense it was something special. Shortly thereafter, it was positively identified with the help of Jim Lee and this author. The couple had no idea of the provenance of the famed cover or the notoriety that its recovery would bring.

From my view of the scan made in Berg’s store, the cover does not appear to have suffered any significant damage since its disappearance. As the Figure 1 photo shows, the cover has a large tear at the top center. Although the 90¢ stamp appears to be intact, it actu-

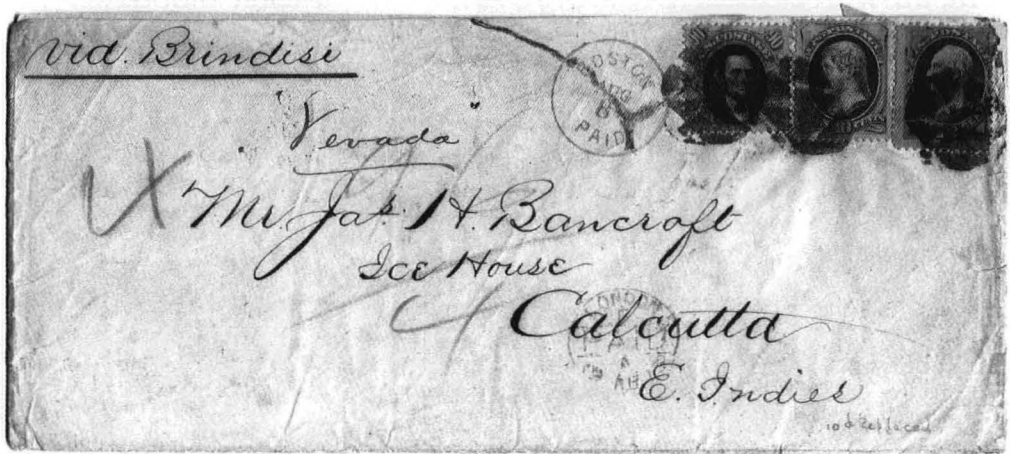


Figure 1. The famous Ice House cover, the only known cover showing an authentic use of the 90¢ 1869 stamp, has been recovered after a 38-year disappearance.

ally has a large tear going right through it. The substitution for the missing 10¢ Bank Note stamp is declared by Stanley B. Ashbrook’s notation at lower right: “10¢ replaced.”

The cover appears on page 187 of Volume 2 of Lester G. Brookman three-volume work, *The United States Postage Stamps of the 19th Century*. That photo bears extensive markings and notations that Ashbrook made when he took the photograph in April, 1953. The cover is also pictured, in color, on page 139 of *The 1869 Issue on Cover: A Census and Analysis*, published in 1986 by the United States 1869 Pictorial Research Associates (and still available from the publications sales chairman of the Classics Society).

Returning to Figure 1, the red crayon “4” at left denotes a four times the 28¢ per half ounce rate to India, via British mail via Brindisi. The cover must have weighed between 1½ and 2 ounces, thus the four times rate requirement of \$1.12. The red Boston paid marking clearly reads AUG 8 and the red London PAID marking, over “Calcutta” in the address, is dated AU 1873. Backstamps confirm delivery in Calcutta in 1873.

It is cause for celebration that this philatelic icon has returned to us. As a collector of the 1869 issue, I am pleased that it has reappeared. Let’s all hope that it stays with us this time. It will surely be the subject of intense competition when it enters the market after its ownership has been sorted out. ■

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BENJAMIN FRANKLIN STEVENS DESPATCH AGENT MARKINGS

PETER STAFFORD

A few years ago I purchased a B.F. Stevens, U.S. Despatch Agent handstamped cover (Figure 1) which had been posted in Ripley, Ohio on Jan. 9 (1871) with a 3¢ green Bank Note on a 3¢ green U164 entire. The cover is addressed to "Lt. J.N. Hemphill / U.S. Steamer 'Plymouth' / Care of B.F. Stevens, U.S. Dispatch Agt/No. 17 Henrietta Street, Covent Garden/London England." It was received in London on 23 Jan 1871 (small red PAID dater) and delivered to the U.S. Despatch Agent on that same date, when it received the red marking that is the subject of this article—a newly discovered type of B.F. Stevens marking.

On close inspection it was apparent that the U.S. Despatch Agent handstamp was a different shape than the five existing known handstamps as shown in the tracings by Richard B. Graham in *Linn's Stamp News*, Oct. 29, 1984. I have added this new type to the tracing as Type VI. See Figure 2.



Figure 1. A newly recorded type of B.F. Stevens marking, 23 Jan 1871. The author has designated this Type VI.

This new Type VI is certainly different from any of the other types, particularly when compared to the red Type II of the same time period. It has a double oval shape, measuring 38x29 millimeters, with larger letters and numerals in the date and other differences in the wording. The “B” of B.F. Stevens falls beneath the “I” and “T” of “United” (rather than beneath the “N” and “I”) and the “L” of London is directly over the “P” of “Despatch,” rather than between the “S” and “P” as in Graham’s Type II. It is also very noticeable that there are no decorative elements in the center.



Figure 2. B.F. Stevens markings, including the new Type VI. The first five tracings are reproduced here through the courtesy of Richard B. Graham and *Linn's Stamp News*.

Chronologically, this is the earliest type to show the use of a European-style date (Day/Month/Year) and it's the only one of the six types to have a period or stop after London and solid stars at the ends of the double oval. This changeover to Day/Month/Year was possibly because mail was being forwarded by Stevens to U.S. naval personnel throughout the European area and this format might avoid confusion at the receiving ends.

Over the intervening years I have not found another example. When I contacted Joe H. Crosby, the Bank Note Period Editor of *The Chronicle*, who also is especially interested in B.F. Stevens handstamps, I learned that he had not seen an item like this either, so I was persuaded to publish my discovery.¹

This new find made me study the other Stevens markings in my collection more carefully. I have also found a sub-type of Type II dated American style Dec 26, 1878, which I will call Type IIA. This is shown in Figure 3. In the basic Type II there are elongated diamond designs between the date line and B.F. Stevens and between the date line and London. In the Type IIA these designs have been reduced to an elongated “caret.”

Crosby has found one cover with a red Type II with the elongated diamonds (but showing some wear toward caret shaped), with the European style of date, 21 Oct 1879.

¹ For details of B.F. Stevens' life as bibliophile as well as U.S. Government Despatch Agent in London, see Ian Paton's excellent discussion of “B.F. Stevens,” in *The American Philatelist*, May 1994, pp. 425-27.



Figure 3. B.F. Stevens Type IIA with elongated caret decoration instead of elongated diamonds. The American-style date reads Month/Day/Year as in Type II.



Figure 4. 5¢ Taylor cover to London, apparently with a railroad marking, showing the B.F. Stevens Type IIB marking. This has elongated diamonds as in Type II but with European style date, reading Day/Month/Year.

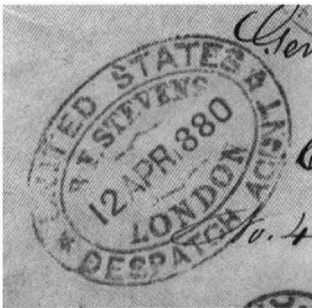


Figure 5. B.F. Stevens Type IIC, with elongated caret decoration as in Type IIA, but with European style date reading Day/Month/Year as in Type IIB.

This I will call Type IIB. This appears on the 5¢ Taylor cover in Figure 4.

Crosby has also found three copies of the red Type IIB dated 12 Apr 1880 (Figure 5), 15 Jul 1880 and 22 Mar 1881, in which the decorative diamonds are now elongated carets but the dates are in the European style. These three examples are dated much later than the latest known use for Type II (July 19, 1879) reported by Graham. For consistency I will call these Type IIC. It should be noted in passing that Graham in a footnote to his chart erroneously states that Type II (like Types III and IV) have “double outer circles” (ellipses). In fact all varieties of Type II, IIA, IIB, and IIC have only one outer ellipse.

In regard to the new Type VI, it seems inconceivable that this is the only example to exist. Others may be residing in collections of Classics Society members. I would appreciate everyone looking at their B.F. Stevens markings and reporting their findings through the section editor. Not only would we like to turn up additional Type VI, Type IIA, Type IIB and Type IIC markings, but also use this review as an opportunity to update all of the periods of use of all Stevens types and uncover any additional types or sub-types as well. ■

**THE 3¢ POST OFFICE DEPARTMENT STAMP:
DOUBLE TRANSFER AT POSITION 4L41 EARLY AND LATE,
CORRECTIONS TO THE HISTORICAL RECORD**

ALFRED E. STAUBUS and GEORGE G. SAYERS

The 3¢ Post Office Department stamp was reportedly printed by the Continental Bank Note Company from four plates of 200 images and two plates of 100 images. With 1,000 plate positions, this stamp is by far the most complex of the 1873 Official stamps to study. Most of the published reports are from about 1930 when complete panes of most of the plates were more readily available.

In the process of reviewing and plating varieties of this stamp, the authors recently examined a copy of a double transfer, the top left stamp in a two-by-four top margin block, which author Sayers had identified as position 1 of Plate 40, a plate of 100 images, based on the descriptions published by Robert H. Davis in 1932.¹

Figure 1 shows this stamp, the chief identifying characteristics for plate 40, according to Davis, being the position dot on the oval frame line at left and the unrecut central '3'. The details of the unrecut central '3' are shown in Figure 2. This is also consistent with the description published by Charles Phillips in 1929² of the 3¢ Post Office stamps from plate 40.

On examination, author Staubus, who for years has been searching for provable examples of Plate 40, identified the block as being not from plate 40 but from the left pane of plate 41, a plate of 200 images. The student will note that on plates of 100 images position 1 is under the left end of the imprint, while on plates of 200 images position 4L is under the left end of the imprint. Figure 3 shows position 4 from a full pane of plate 41 left, and when it is compared to the stamp in Figure 1, it is obvious the only difference is the recut lines in the central '3'. Figure 4 shows the clearly different recut central '3'. Figures 5 and 6 provide details of the double transfers of the stamps from Figures 1 and 3, which appear to be identical.

None of the central '3's are recut in the block of 8, positions 4, 5, 14, 15, 24, 25, 34, and 35. All of the central '3's are recut in the full pane of plate 41 left. There are additional characteristic markers in the block of eight. There is a double transfer of the bottom frame and adjacent design elements at position 24, and another double transfer of the bottom frame line at position 35. There are identical double transfers at the same positions on the Plate 41 left pane. The block shows the imprint above positions 4 and 5, which is in the identical relative position on plate 41 left, as can be seen in figures 1 and 3. The conclusion is inescapable that plate 41 was used to print stamps before all the central '3's were recut by hand, and there is an early and a late state of the plate. The stamps of the early state show the unrecut central '3' and the position dot on the oval frame line at the left. The stamps of the late state show the recut central '3'.

¹ Robert H. Davis, "The 3c Post Office Its Types and Varieties," *Ward's Philatelic News*, November, 1932, pp. 16-19.

² Charles J. Phillips, "U. S. Department Stamps, 1873-1879, Unrecorded Varieties," *Collectors Club Philatelist*, Vol. 8, No. 2, April 1929, pp. 51-56.



Figure 1. 3¢ Post Office Plate 41 Left Pane Position 4 Early State. Note the double transfer of the frame line at bottom, the unrecut central '3', the position dot on the midline of the oval frame at left (marked by the arrow) and the left end of the imprint in the margin above position 4L.

Figure 2. The unrecut central '3' from 4L41 Early stamp in Figure 1. Note the intact grid in the belly of the '3', identical to the die proofs of this stamp.

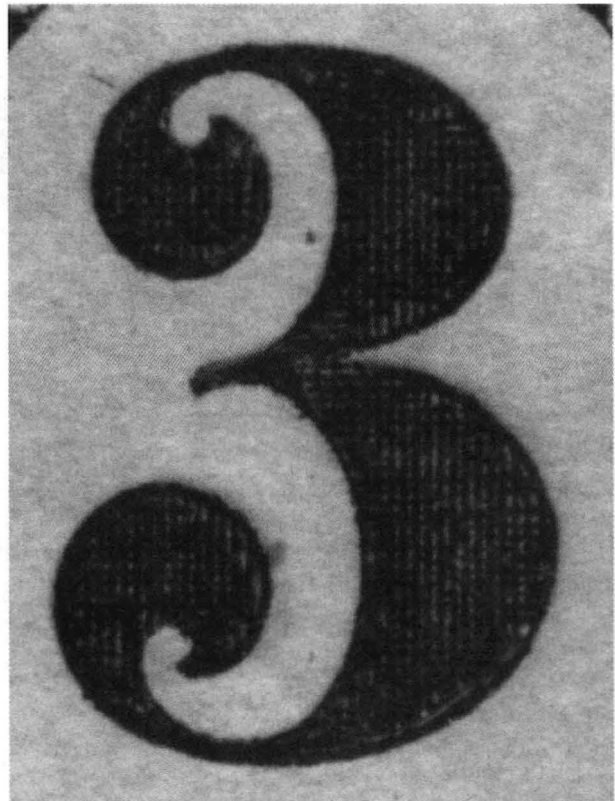
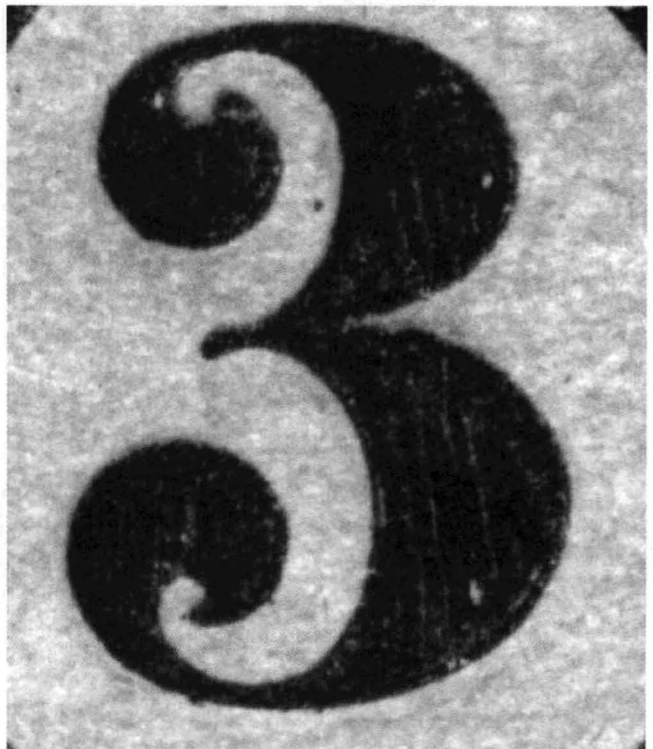




Figure 3. 3¢ Post Office Plate 41 Left Pane Position 4 Late showing the same double transfer of the bottom frame line, position dot at left and the left end of the imprint. Here the central '3' shows several recut lines.

Figure 4. The recut central '3' from the position 4L41 Late stamp in Figure 3, showing the nearly vertical irregular light lines tilting slightly to the left which mark the edges of the deep manual recuts.



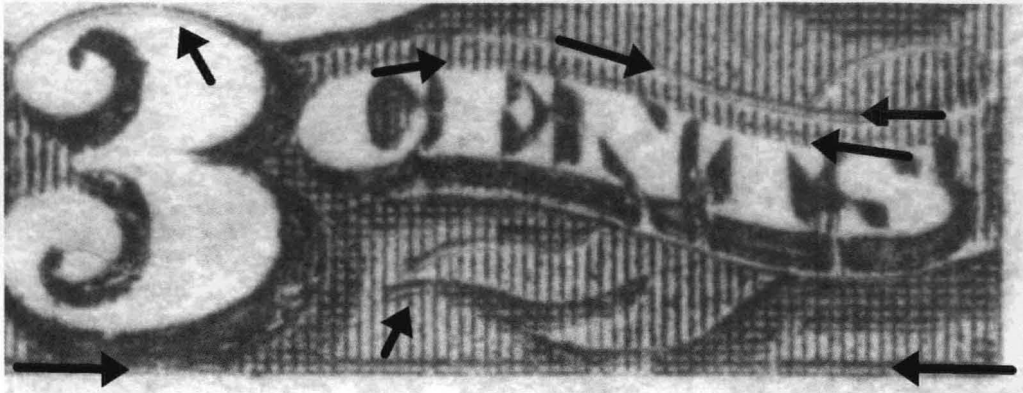


Figure 5. Details of the double transfer in the lower right corner of 4L41 Early. Typical of the double transfers historically known as 'shifts', the horizontal design elements are doubled and the vertical shading lines are extended into portions of the design intended to be blank. The latter shows in the extension of the vertical shading lines into the top of the letters in 'CENTS' marked by arrows. Arrows also mark some of the most prominent doubled horizontal lines, including the bottom frame and the top of the '3'.

Recuts on the Post Office Department stamps are nothing new. It is obvious on several of the designs that there were extensive mainly vertical recuts of the center parts of the central numerals, including the 1¢, 12¢, 24¢, 30¢, and possibly the 10¢ and 15¢. For these values, no unrecut examples have been recorded, and examination of late die proofs appears to show the recuts were made on the dies. For these stamps examination of the 1873 approved die proofs may indicate when and at what stage of production these recuts were done. It is worth noting that the 3¢ stamp was the first value produced, and it may be that the printed result was sufficiently unsatisfactory that the dies of some of the rest of the Post Office denominations were recut before the dies were hardened and the transfer rolls were made. However it is possible the plates were recut before or after reaching the production presses. Unrecut examples of these denominations, whether die proofs, India plate proofs or stamps would be great prizes.

As mentioned above, only two authors have published articles on differentiation of the six plates of the 3¢ Post Office stamp. It is noting that in 1933, Robert H. Davis wrote a detailed analysis³ of the plate varieties of the left pane of Plate 41, the main focus of this article. He noted, "When this plate was transferred, evidently there was considerable trouble, for a number of subjects have been re-entered and quite a few have been recut." There is no mention of an early state. The authors are unable to determine exactly what Davis means by "recut", since all of the central '3's are recut in the "late" state of the plate. But he may be considering some very small variations in the original recuts as new recuts.

It appears that neither Phillips nor Davis recognized the different states of plate 41. Since this new description of the stamps from plate 41 Early matches the descriptions by both men of stamps from plate 40, and in the absence of reports of verifiable examples of this plate, the validity of their descriptions of plate 40 stamps has to be questioned. Author Staubus has also searched diligently for many years for provable examples of stamps from plate 36 without success. Both Phillips and Davis describe plate 36 stamps as showing the unrecut central '3' and the position dot just inside the oval frame at the right, and plate 30 stamps as showing the recut central '3' and a similar position dot location.

³ Robert H. Davis, "The 3c Post Office Plate 41 - Left Pane," *Ward's Philatelic News*, April, 1933, p. 32.

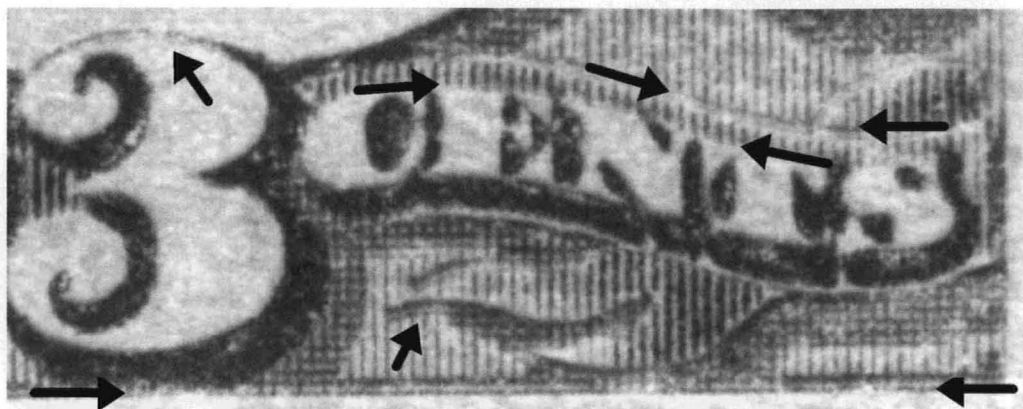


Figure 6. Details of the late state of the same part of the 4L41 double transfer as shown in Figure 5. The same features are marked, and the differences due to wear can be observed.

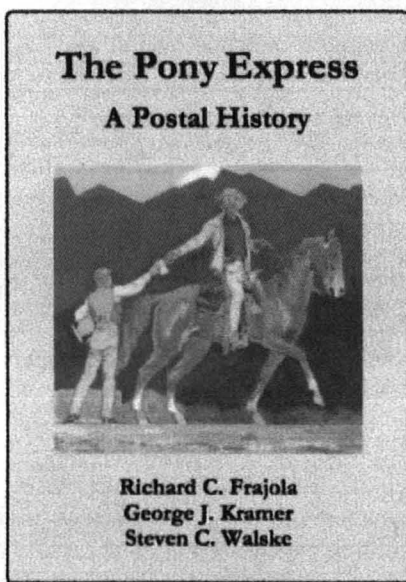
Preliminary examination of plate varieties and position pieces from plate 30 indicates there may be an early and late state of this plate, although no examples of both early and late states of an identifiable position on this plate have been found. However the possibility has to be considered that Phillips' and Davis' descriptions of plate 36 stamps are of an unidentified early state of plate 30. Luff⁴ states plates 36 and 40, plates of 100, were made for simultaneous use on the experimental steam press in the early 1870's, and that about 2,400 impressions were made on the steam and manual presses. This history would make provable examples from these plates extremely rare. In subsequent communications with Ralph Ebner, a dedicated student of the 3¢ Post Office stamp, he states his unpublished research indicates there were extensive reworkings of all four plates of 200, and that early and late states of all four plates can be identified. The authors acknowledge Ebner's prior discovery of the early and late states of plate 41, and will be working with him to jointly publish more of this exciting new information. Plate 41 late stamps are easily distinguished from all other 3¢ Post Office stamps by the left position dot and recut central '3'. Postal historians should examine 3¢ Post Office covers to establish an earliest known use for this variety. ■

⁴ John N. Luff, *The Postage Stamps of the United States*, (New York, New York, The Scott Stamp & Coin Co. Ltd., 1902), pg. 157

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LETTER MAIL BETWEEN THE UNITED STATES AND GERMANY UNDER THE ANGLO-PRUSSIAN CONVENTION

DWAYNE O. LITTAUER

Part One: The 1846 Anglo-Prussian Convention

One of the principal routes for the exchange of mails between the United States and the German states between 1846 and 1852 involved the Anglo-Prussian postal convention. The Anglo-Prussian Convention was signed in London on October 1, 1846, and was made effective January 1, 1847.¹ The convention established three routes: via Hamburg, via the Netherlands, and via Belgium. Prussia had arranged with Hamburg and the Netherlands for

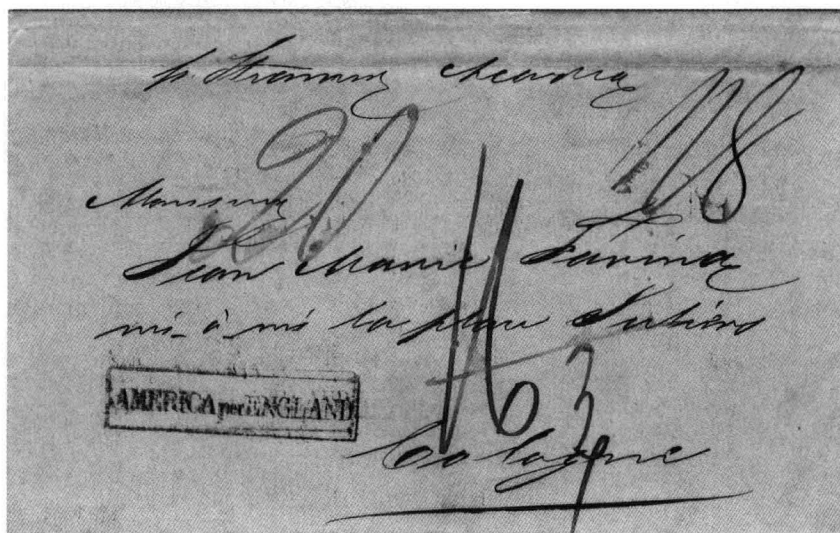


Figure 1. May 2, 1848, New York to Cologne, Prussia. This cover was privately carried to Boston and sent unpaid by British steamer to Liverpool. London debited Prussia 1s8d (=16 $\frac{2}{3}$ sgr.). Prussia added 3 $\frac{1}{3}$ sgr. and marked 20 sgr. due.

the right to exchange closed mails between Britain and Prussia directly, i.e., in closed mail bags without processing by the Hamburg or the Netherlands post offices. This mail would be sent via the regular packet boats and private ships plying between Britain and Hamburg and between Britain and the Netherlands. Article I of the convention established exchange

¹ Clive Parry, LL.D., ed., *The Consolidated Treaty Series*, 231 vols. (Dobbs Ferry, New York: Oceana Publications, 1969), vol. 100, pp. 207-22.

offices on the British side at London, Hull, and Dover, and on the German side at Hamburg (for direct mail); Emmerich (for mail via the Netherlands); and Aachen (Aix la Chapelle) and Köln (Cologne) for mail via Belgium.

The convention set a 1 shilling single rate between Britain and Prussia (representing 6 pence British; 2 pence Hamburg, Netherlands, or Belgium transit; and 4 pence Prussian internal). Article XXXVI provided that the British penny was considered equal to 10 Prussian pfennige. Since 1 silbergroschen was equal to 12 pfennige, this meant that 1 silbergroschen was equal to 1.2 pence. Thus, the rate from Prussia to Britain was 10 silbergroschen. The single rate was per ½ ounce.² The rate progression was two rates for above ½ ounce up to 1 ounce, four rates above 1 ounce up to 2 ounces, six rates above 2 ounces up to 3 ounces, and so on in proportion, 2 rates being added for each ounce. Articles X and XI of the convention established the following accounting between Britain and Prussia (shown in pence with the silbergroschen equivalent):

Britain pays Prussia (for unpaid letters from Prussia and for paid letters from the United Kingdom):

Via Hamburg or the Netherlands		
Prussian internal fee (per ½ ounce)	4d	3⅓ sgr
Hamburg or Dutch transit fee (per ½ ounce)	<u>2d</u>	<u>1⅓ sgr</u>
Total to Prussia	6d	5 sgr
Via Belgium		
Prussian internal fee (per ½ ounce)	<u>4d</u>	<u>3⅓ sgr</u>
Total to Prussia	4d	3⅓ sgr

Prussia pays Britain (for unpaid letters from the United Kingdom and for paid letters from Prussia):

Via Hamburg or the Netherlands		
British (per ½ ounce) internal fee	6d	5 sgr
Total to Britain	6d	5 sgr
Via Belgium		
British (per ½ ounce) internal fee	6d	5 sgr
Belgium transit fee (per ¼ ounce)	<u>2d</u>	<u>1⅓ sgr</u>
Total to Britain	8d	6⅓ sgr

According to Article III, these rates applied to letters between the United Kingdom and Prussia and those countries where the Prussian Post Office maintained offices, with the exception of Bremen and Hamburg.

Articles XV and XVI concerned letters sent in transit through the United Kingdom and Prussia to and from colonies or foreign countries beyond Britain and Prussia, respectively. The same postage as was charged to correspondents in Britain and Prussia was to be added to the rates listed above (except letters to and from Russia and Poland, to which an additional rate of 3 pence or 2½ silbergroschen was added to the Prussian fee of 4 pence).

Under Articles XVII and XVIII, prepayment of the foreign postage was either optional or compulsory as specified for various colonies or countries in Tables 1 through 3 that were attached at the end of the convention. The United States was one of the countries for which prepayment of the foreign postage was compulsory. The tables showed for each colony or country the amounts due to Britain or Prussia depending on whether the letter transited via Hamburg, the Netherlands, or Belgium.

In November 1846, additional articles to the October 1846 convention were signed.³ Article VI of these additional articles specified that on paid letters, either international or

² According to Article VII of the additional articles to the convention (November 1846), 2 Prussian loths were considered equal to 1 British ounce.

³ Parry, *op. cit.*, vol. 100, pp. 223–44. Pursuant to Article XXXV of the October 1846 convention, these articles provided detailed regulations for the convention.

passing in transit, there was to be marked in the upper right corner in red ink the amount (in British money) due to the receiving office as specified in those same Tables 1 through 3. On unpaid letters, the amount due to the dispatching office was to be marked in a similar manner in black.

Article VII provided that prepayment of the postage to the United States was compulsory. At the time the 1846 Anglo-Prussian Convention was concluded, the United States had no postal convention with the United Kingdom. Thus, there was no mechanism by which the United States could collect postage and forward it to Britain. While the convention allowed mail to be sent fully prepaid or fully unpaid between Britain and Prussia, this was not true for mail to or from the United States.⁴ Domestic postage had to be collected or paid in the United States. If the letter were carried on a Cunard Line steamship, a 1 shilling (12 pence) packet fee was added to the rates for mail between Britain and Prussia.

A letter from the United States to Prussia would be charged 20 silbergroschen in Prussia. The rate was the same whether the letter was sent by a British Cunard Line packet or American Ocean Line packet. This is because on June 9, 1847, the British post office ordered a 1 shilling charge on all letters up to ½ ounce and 2 pence on each newspaper carried by the American Ocean Line. These have been referred to as “discriminatory rates.”⁵ To retaliate for the British fee on American packets, the United States charged sea postage on letters carried by British packets.⁶ These “retaliatory rates” were in effect from June 29, 1848, to January 3, 1849.

According to Articles X and XI, Prussia was responsible for compensating Hamburg and the Netherlands for transit postage. Britain was responsible for compensating Belgium for transit postage. The transit rates through Hamburg and the Netherlands were per ½ ounce while (according to Article XII) transit through Belgium was computed on a ¼ ounce progression. This breakdown is summarized as follows:

1846 Anglo-Prussian charge in Germany for letters to or from the United States

Packet fee	12d	10 sgr
British internal fee	6d	5 sgr
Hamburg, Dutch, or Belgian transit fee	2d	1½ sgr
Prussian internal fee	<u>4d</u>	<u>3½ sgr</u>
Totals	24d = 2 sh	20 sgr

Effective July 1, 1845, United States domestic rates were set at 5¢ up to 300 miles and 10¢ over 300 miles per ½ ounce.⁷ Incoming mail was treated as ship mail and was charged 6¢ if it were addressed to the port of arrival. Letters addressed beyond the port of arrival were charged the United States domestic postage plus 2¢.⁸ Thus, postage due per ½ ounce on letters addressed beyond the port was 7¢ up to 300 miles and 12¢ over 300 miles.

Figure 1 illustrates a folded letter that weighed less than ¼ ounce. It was sent (per contents) from New York, May 2, 1848, to Cologne, Prussia. Since there is no New York or Boston postal marking, the letter likely was carried privately from New York to Boston. In Boston, it was put on the Cunard Line steamship *Acadia*, which sailed from Boston on May 3, 1848, and arrived at Liverpool on May 16, 1848.⁹ The letter was processed in London the next day. The London clerk marked “1/8” in black ink in the upper right, indicating a

⁴ An exception was that registered letters and letters sent by private ship between Prussia and Britain required prepayment.

⁵ George Hargest, *History of Letter Post Communication Between the United States and Europe 1845-1875*, pg. 25.

⁶ Act of June 27, 1848, 9 *U.S. Statutes at Large* 241, Section 1.

⁷ Act of March 3, 1845, 5 *U.S. Statutes at Large* 732-733, Section 1.

⁸ Act of March 2, 1799, 1 *U.S. Statutes at Large* 734, Section 8.

⁹ All North Atlantic sailing dates are from Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1840-75* (Canton, Ohio: The U.S. Philatelic Classics Society, Inc., 1988).

debit from Britain to Prussia of 1 shilling 8 pence. This represented 1 shilling packet fee, 6 pence British internal fee, and 2 pence Belgian transit fees for a letter weighing less than $\frac{1}{4}$ ounce. The London office sent the letter through Belgium and it was processed at the Aachen exchange office under the convention, where a clerk applied the black boxed handstamp **AMERICA per ENGLAND** (Figure 2) and wrote in magenta ink “16 $\frac{2}{3}$,” the silbergroschen equivalent of the 1 shilling 8 pence debit. Another clerk added the 3 $\frac{1}{3}$ silbergroschen Prussia internal fee to the 16 $\frac{2}{3}$ silbergroschen, crossed through the “16 $\frac{2}{3}$ ” and wrote in magenta ink the total, “20,” to indicate the postage due in silbergroschen.

AMERICA per ENGLAND

Figure 2. Applied by Aachen exchange office on eastbound mail from the U.S. under the Anglo-Prussian Convention. Used in black and red from 1848 to 1851.

Figure 3 illustrates another letter from the same correspondence weighing between $\frac{1}{4}$ and $\frac{1}{2}$ ounce. It was sent on November 22, 1848, which was during the retaliatory period. The letter was endorsed to be sent by the British Cunard packet *Acadia* from Boston. A large pencil notation in the upper left shows that 29¢ was prepaid in New York, which



Figure 3. November 22, 1848, New York to Cologne, prepaid 29¢ in New York (5¢ U.S. internal plus 24¢ retaliatory rate) and sent unpaid by British steamer from Boston to Liverpool. London debited Prussia 1s10d (equivalent of 18 $\frac{1}{3}$ sgr.). Prussia added 3 $\frac{1}{3}$ sgr. and marked 21 $\frac{2}{3}$ sgr. due.

represented the sum of the 5¢ postage from New York to Boston for less than 300 miles plus 24¢, the American retaliatory fee. In Boston, the letter was put on the final voyage of the Cunard Line steamship *Acadia*, which sailed from Boston on November 29, 1848, and arrived at Liverpool on December 12, 1848. The letter was processed in London the next day. The London clerk marked “1/10” in black ink in the upper right, indicating a debit from Britain to Prussia of 1 shilling 10 pence. This represented 1 shilling packet fee, 6

pence British internal fee, and 4 pence Belgian transit fee for a letter weighing between $\frac{1}{4}$ and $\frac{1}{2}$ ounce. The London office sent the letter through Belgium and it was processed at the Aachen exchange office under the convention. There the clerk applied the black boxed handstamp **AMERICA per ENGLAND** (Figure 2) and wrote in magenta ink “18 $\frac{1}{3}$,” which was the silbergroschen equivalent of the 1 shilling 10 pence debit. This is the marking that extends over the last two words of the address; it’s partly obscured by a hole in the cover. Another clerk added the 3 $\frac{1}{3}$ silbergroschen Prussian internal fee to the 18 $\frac{1}{3}$ silbergroschen, crossed through the “18 $\frac{1}{3}$ ” and wrote on the left in magenta ink the total, “21 $\frac{1}{3}$,” to indicate the postage due in silbergroschen.

Figure 4 illustrates an envelope that was sent in the opposite direction from Germany via Belgium to the United States. It is from Halle, Prussia, October 12, 1847, to East Hampton, Massachusetts. The letter was endorsed at the lower left “Care of Wiley & Putnam

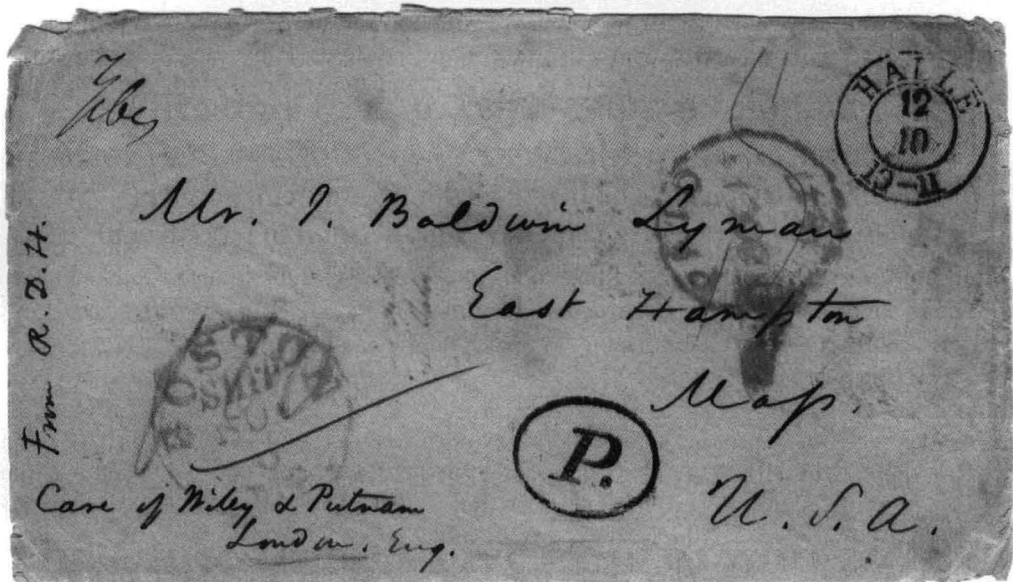


Figure 4. October 12, 1847, Halle, Prussia, to East Hampton, Massachusetts, prepaid 10 sgr. only to England via Belgium. 8d credit to Britain. Forwarder paid 1s packet fee (not indicated). Letter sent by British packet from Liverpool to Boston, where 7¢ due in East Hampton was marked.

London, Eng.” The red crayon “f 10” at the lower left indicates the letter was prepaid (the “f” is an abbreviation for franco or paid) 10 silbergroschen, which represented 3 $\frac{1}{3}$ silbergroschen Prussian internal fee, 1 $\frac{1}{2}$ silbergroschen Belgian transit fee, and 5 silbergroschen British internal fee. This 10 silbergroschen paid the letter only to the United Kingdom. The clerk emphasized this by underlining in the same red crayon the word “London” in the endorsement. As was noted above, additional articles to the convention specified that, on paid letters, there was to be marked in the upper right corner in red ink the amount (in British money) due to the receiving office. The Aachen exchange office clerk marked “8” in magenta ink in the upper right, indicating an 8 pence credit to Britain, representing 2 pence Belgian transit and 6 pence British internal fees. The Aachen office clerk also stamped a black oval **P.** to indicate the letter was paid. The letter was sent to London, where the red circular **PAID/18 OC 18/1847** was applied. The forwarder evidently paid the 1 shilling packet fee, which was not marked on the front or back of the letter, and sent it to Liverpool, where it was put on the Cunard Line steamship *Caledonia*, which sailed from Liverpool on

October 19, 1847, and arrived at Boston on November 5, 1847. The Boston clerk struck the letter with a red **BOSTON SHIP** circular datestamp and a red numeral 7 marking, indicating it was being treated as a ship letter. Since the letter was addressed beyond the port of arrival, a 2¢ ship fee was added to the 5¢ under 300 mile rate, for a total of 7¢ postage due in East Hampton.

Effect of the 1848 United States–United Kingdom Convention

The United States–British Postal Convention was signed in London on December 15, 1848, and its provisions were proclaimed on February 15, 1849.¹⁰ This convention resulted in a reduction in the packet fee and established open mail rates under which mail could be sent.

Under Article III, mail between the United States and the United Kingdom could be sent either prepaid or unpaid, but partial payment was not to be permitted.¹¹ Article XI established rules for “open mail,” which in effect allowed only partial prepayments. It permitted either country to deliver mail intended to pass in transit through the other country free of all postage, both packet and internal fees.

Under these rules, if a letter was carried from the United States by a British packet, the sender paid only the 5¢ United States internal fee. The recipient paid the balance of the postage to carry the letter to its destination (i.e., the packet fee and the British transit fee). The payment of the United States portion allowed the letter to arrive at the British postal system (a British ship in a United States harbor) free of postage. On the other hand, if an American packet carried the letter, the sender paid 21¢, which represented 5¢ United States internal fee and 16¢ packet fee. The letter arrived at the British postal system free of postage. The recipient paid the balance of the postage to carry the letter to its destination (i.e., the British transit fee).

Likewise, letters coming into the United States could be paid to New York or Boston if a British packet carried the letter (with 5¢ due in the United States). Letters coming into the United States could be paid to the British port of departure if an American packet carried the letter (with 21¢ due in the United States).

Under the 1846 Anglo–Prussian Convention, for an open mail letter from the United States prepaid 5¢ for British packet service, the recipient would be charged 1 shilling 8 pence (16¾ silbergroschen): 8 pence (6¾ silbergroschen) packet fee; 6 pence (5 silbergroschen) British internal fee; 2 pence (1½ silbergroschen) transit fee through Belgium, the Netherlands or Hamburg; and 4 pence (3⅓ silbergroschen) Prussian internal fee. Evidence from covers indicates the 8 pence packet fee was equated to 6¾ silbergroschen rather than the 6⅔ silbergroschen that would be expected from the convention’s equating 1 silbergroschen to 1.2 pence.¹²

For an open mail letter from the United States prepaid 21¢ for American packet service, the recipient would be charged 1 shilling (10 silbergroschen): 6 pence (5 silbergroschen) British internal fee; 2 pence (1½ silbergroschen) for transit through Belgium, the Netherlands or Hamburg; and 4 pence (3⅓ silbergroschen) Prussian internal fee. Under Articles X to XII, these rates were per ½ ounce, except that if the transit were through Belgium, the Belgian transit portion only was computed on a ¼ ounce progression.

Figure 5 illustrates a folded letter that weighed up to ¼ ounce. The letter is from Boston, January 28, 1851, to Neuwied on the Rhine, Prussia. The 5¢ open mail rate by a British

¹⁰16 *U.S. Statutes at Large* 783–88. Although the convention applied to the entire United Kingdom, it is commonly referred to as the United States–British Postal Convention.

¹¹For an exception of partial payment see Colin Tabcart, “Part Paid Covers in the British Mail 1849–52,” *Chronicle* 185 (February 2000), pp. 59–69.

¹²Wolfgang Diesner, “Postal Routes and Rates for Mail Between German States and the United States, 1840–1870,” *Chronicle* 157 (February 1993), p. 67.

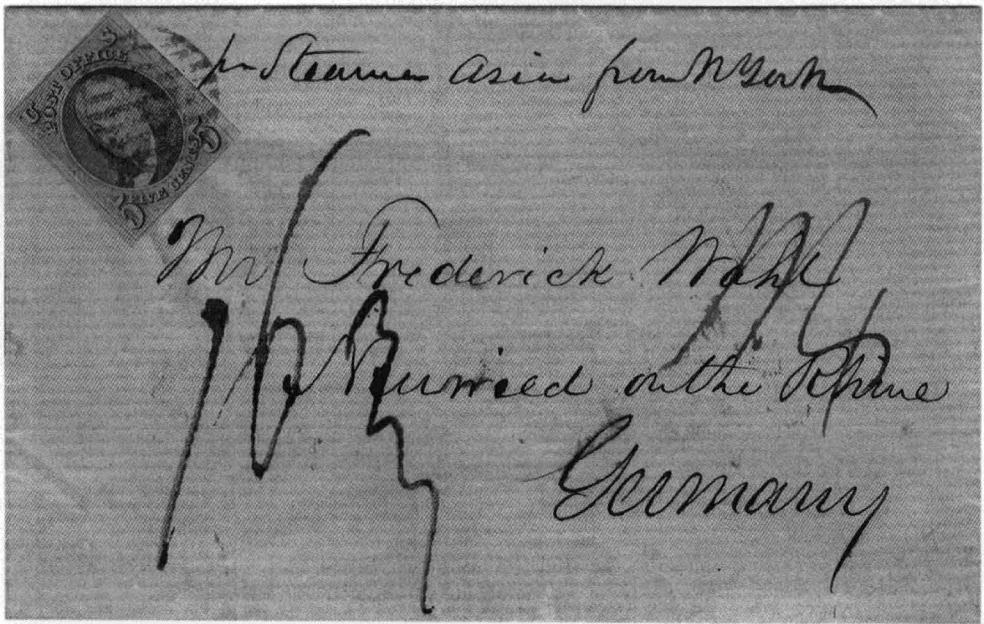


Figure 5. January 28, 1851, Boston to Neuwied on the Rhine, Prussia, prepaid 5¢ U.S. internal postage and sent unpaid on British steamer from New York to Liverpool. London debited Prussia of 1s4d. Prussia added 3½ sgr. and marked 16¾ sgr. due.

packet was paid by a reddish brown example of the 1847 5¢ issue. The letter was sent to New York where it was put on the Cunard Line steamship *Asia*, which sailed from New York on January 29, 1851, and arrived at Liverpool on February 9, 1851. Since the letter weighed less than ¼ ounce, a London clerk marked in black manuscript a 1 shilling 4 pence debit to Prussia. This represented the 8 pence packet fee, 6 pence British internal fee, and 2 pence transit fee through Belgium. Prussia applied a red **AMERICA per ENGLAND** backstamp in Aachen (Figure 2). To the silbergroschen equivalent of 1 shilling 4 pence, Prussia added 3½ silbergroschen, so the total postage due was 16¾ silbergroschen, which is written in blue manuscript. The following summarizes this accounting:

	<u>Paid</u>	<u>Debit to Prussia</u>	<u>Due</u>
U.S. internal fee	5¢		
Packet fee		8d	6¼ sgr
British internal fee		6d	5 sgr
Belgian transit fee up to ¼ oz.		2d	1⅓ sgr
Prussian internal fee			3½ sgr
Totals	5¢	16d = 1sh 4d	16¾ sgr

Figure 6 illustrates a folded letter that weighed between ¼ and ½ ounce. The letter was sent from New Orleans on January 8, 1852, to Frankfurt am Main. The 5¢ open mail rate by a British packet was paid with a horizontal pair of the 1851 1¢ blue (type II, from plate 1E) and a single of the 1851 3¢ orange brown (position 91L1). The letter was sent on the Cunard steamship *Africa*, which sailed from New York on January 14, 1852, and arrived at Liverpool on January 25, 1852. Since the letter was endorsed via Ostend, the London clerk sent it under the Anglo-Prussian Convention. In Aachen, the Prussian clerk applied a **SE-EBRIEF PER ENGLAND UND AACHEN/3/2/B/*** red double circle backstamp (Figure 7) indicating that the letter was a ship letter from England arriving at Aachen on February 3, 1852. In Frankfurt, the Thurn and Taxis clerk applied a black straight line handstamp **AUS**

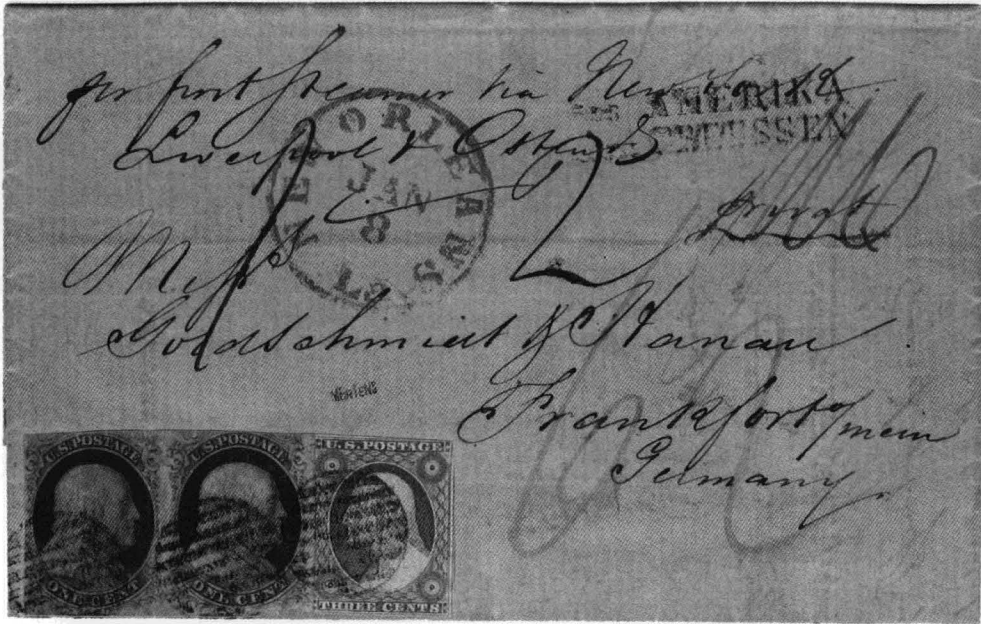


Figure 6. January 8, 1852, New Orleans to Frankfurt am Main, prepaid 5¢ U.S. internal postage and sent by British steamer from New York to Liverpool. Britain debited Prussia 1s6d. Thurn and Taxis added a charge and marked 62 kreuzer or 1 gulden 2 kreuzer due.

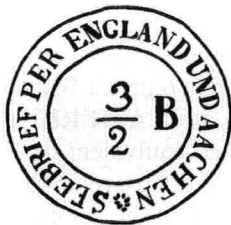


Figure 7. Applied by Aachen exchange-office on Anglo-Prussian Convention mail. Used in red and black beginning 1851, in blue beginning 1856, and magenta in 1864.

AUS AMERIKA
UEBER PREUSSEN

Figure 8. Applied in black by Thurn and Taxis in Frankfurt on mail from the U.S. via the Anglo-Prussian Convention, June 1851 to October 1852.

AMERIKA/UEBER PREUSSEN (Figure 8).¹³ Since the letter weighed between $\frac{1}{4}$ and $\frac{1}{2}$ ounce, the British clerk marked in black manuscript at upper right a 1 shilling 6 pence debit to Prussia. This represented 8 pence packet fee, 6 pence British internal fee, and 4 pence double rate for transit through Belgium. To this was added a Thurn and Taxis charge and the total postage due in the currency of the southern German states was 62 kreuzer, or 1 gulden 2 kreuzer, marked as “1 – 2” in blue manuscript.

Figure 9 illustrates an envelope that went in the opposite direction. The letter is from

¹³ James Van der Linden, *Catalogue des Marques de Passage* (Paris, Luxembourg: Soluphil, 1993), p. 26. The tracing of this marking incorrectly added a period and omitted the “ER” at the end of “UEBER.”

Berlin, Prussia, December 2, 1850, to Edenton, North Carolina. It was prepaid 16¾ silbergroschen (marked in red crayon) and was sent via either Hamburg or the Netherlands. Thus, the 16¾ silbergroschen prepayment represented 3½ silbergroschen Prussian internal fee, 1½ silbergroschen for transit through either Hamburg or the Netherlands, 5 silbergroschen British internal fee, and 6¾ silbergroschen packet fee. Since Prussia compensated Hamburg and the Netherlands for transit fees, Prussia did not credit these transit fees to Britain. The Aachen exchange office clerk stamped the black **P** in an oval to indicate the letter was paid. The clerk also marked in magenta ink “6/8” to represent 6 pence for the British internal and 8 pence for packet fee, which was credited to Britain. The letter was sent to London where



Figure 9. December 2, 1850, Berlin to Edenton, N.C., prepaid 16¾ sgr. Aachen credited Britain 6d British internal and 8d packet fee. Sent by British steamer from Liverpool to New York, where 5¢ postage due in Edenton was marked.

the red **PAID/6 DE 6/1850** was applied. It was then sent on to Liverpool and placed on the Cunard Line steamship *Africa*, which sailed from Liverpool December 7, 1850, and arrived at New York on December 21, 1850. There it received a black circular date stamp **Br. PACKET/N.YK/DEC 22/5** to indicate the letter was carried by a British packet and that 5¢ was due for the United States internal fee under the United States–British Convention’s open mail rates.

Figure 10 illustrates a folded letter sheet that was sent via Belgium. The letter was mailed at the head office in St. Petersburg, Russia, for outgoing foreign mail, on April 8, 1850, to New York.¹⁴ A credit to Prussia of 20 silbergroschen was indicated in manuscript on the reverse. The Russian payment was not shown but equated to 75 kopecks (65 kopecks to Prussia plus 10 kopecks internal fee).¹⁵ The prepayment represented 7½ silbergroschen Prussian internal fee plus transit from Russia, 1½ silbergroschen for transit through Belgium, 5 silbergroschen British internal fee, and 6¾ silbergroschen packet fee. This was

¹⁴ Since Russia used the Julian calendar, which was 12 days earlier than the Gregorian calendar used in the west, the equivalent date of posting the letter in London would have been April 20, 1850.

¹⁵ “Additional Postal Convention Between Prussia and Russia of 21 May (2 June) 1843,” translated by Dave Skipton was published in *Rossica*, No. 120, April 1993, equated 1 silbergroschen to 3¼ Russian silver kopecks. The convention also stated that the transit fee via Prussia for mail to the United Kingdom and the United States was 9 silbergroschen.



Figure 10. April 8, 1850, St. Petersburg, Russia, to New York, prepaid 75 kopecks (not shown) with 20 sgr. credited to Prussia (manuscript on reverse). Aachen credited Britain 1 shilling 4 pence. Sent by British steamer from Liverpool to Boston, then to New York, where 5¢ postage due in New York was marked.

rounded to 20 silbergroschen. The Aachen exchange office clerk stamped the black **P** in an oval to indicate the letter was paid. Since Britain compensated Belgium for transit fees, Prussia credited the transit fee to Britain. The clerk marked in magenta ink "1-4" indicating a credit to Britain of 1 shilling 4 pence. This represented 2 pence Belgian transit fee (for a letter weighing up to ¼ ounce), 6 pence for the British internal fee, and 8 pence packet fee. The letter was sent to London where the red **PAID/29 AP 29/1850** was applied. It was forwarded to Liverpool and placed on the Cunard Line steamship *Hibernia*, which sailed from Liverpool May 4, 1850, and arrived at Boston on May 17, 1850. The Boston office sent the



Figure 11. July 10, 1849, Berlin to Washington, D.C., prepaid 18½ sgr. Aachen credited Britain 1s6d. Via British steamer to New York, where 5¢ postage due was marked.

letter to New York, which applied the circular "5" to indicate that 5¢ was due for the United States internal fee under the United States–British Convention's open mail rates.

Figure 11 illustrates an envelope that went via Belgium weighing between $\frac{1}{4}$ and $\frac{1}{2}$ ounce. It was sent from Berlin, July 10, 1849, to Washington City, D.C. The weight of up to $\frac{1}{2}$ ounce was indicated by the red crayon $\frac{1}{2}$ at the upper left. The red crayon "fr 18½" indicates the letter was prepaid 18½ silbergroschen ("fr" indicating "franco" or paid). This represented $3\frac{1}{3}$ silbergroschen Prussian internal fee, $3\frac{1}{3}$ silbergroschen Belgian transit fee (for a letter weighing between $\frac{1}{4}$ and $\frac{1}{2}$ ounce), 5 silbergroschen British internal fee, and $6\frac{3}{4}$ silbergroschen packet fee, which was rounded up to 18½ silbergroschen. The Aachen exchange office clerk stamped the black **P** in an oval to indicate the letter was paid and sent the letter via Belgium to Britain. Since Britain compensated Belgium for transit fees, Prussia included transit postage in its credit to Britain. The Aachen clerk marked in magenta ink "1 – 6" (at upper right, below the endorsement) to indicate the credit to Britain of 1 shilling 6 pence. This represented 4 pence Belgian transit fee (for a letter weighing between $\frac{1}{4}$ and $\frac{1}{2}$ ounce), 6 pence British internal fee, and 8 pence packet fee. The letter was sent to London where the red **PAID/13 JY 13/1849** was applied. Then it was sent to Liverpool where it was put on the Cunard Line steamship *Europa*, which sailed from Liverpool on July 14, 1849, and arrived at New York on July 27, 1849. The New York clerk applied a black **5** in a circle to indicate that 5¢ was due for the United States internal fee under the United States–British Convention's open mail rates. ■

To be concluded in Chronicle 210

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ANSWERS TO PROBLEM COVER IN ISSUE 205

Chronicle 205 (page 75) presented the front of a postal card from Brooklyn to Brussels, repeated here as Figure 1. Questions concerned the small boxed gray-brown PAQUEBOT marking struck over the Brooklyn circular datestamp: Is the PAQUEBOT



Figure 1. This postal card, sent from Brooklyn to Brussels in 1895, was featured in the Cover Corner in *Chronicle* 205. Upon analysis, the small boxed PAQUEBOT marking, struck over the Brooklyn circular datestamp, was found to be both fraudulent and inappropriate.

marking genuine and if so, where was it applied?

Only one response has been received, but it more than adequately answers the questions. The responder requested anonymity, since this is not his field of specialty, though from the thoroughness of his answer, it certainly could be.

“The person who penned this postal card to Belgium posted it in the Brooklyn post office on August 6, 1895. Two steamships were to depart New York the next day. One was the red Star Line *Friesland* going directly to Antwerp. That is the vessel that the author said he would be on. The second steamship was the American Line *St. Louis* bound for Southampton. Both vessels were American-owned. Post office notices in the *New York Times* of 6 August 1895 said that mail carried on the *Friesland* had to be directed “per *Friesland*.” This post card was endorsed to cross on the *St. Louis* and I believe that it did, arriving at Southampton on 14 August 1895 at 1345 hours. It probably reached Brussels ahead of the *Friesland*, which is surely what the sender intended, since the reverse of the card announced his passage on the *Friesland* and his hope to be met upon arrival.

"I believe the 28 x 8 mm black boxed PAQUEBOT handstamp is fraudulent. Gus Lund, in his book *The Paquebot Marks of the Americas*, shows no paquebot markings used at Brooklyn before 1937. The only marking in use at New York for this purpose was a straight-line marking, PAQUEBOT/(N.Y 2D DIV.)

"Roger Hosking in his book *Paquebot Cancellations of the World* shows over 4,000 markings, none of which, from any location, have the unusually small dimensions of this marking. He agrees with Lund on the markings used at Brooklyn and New York.

"So, the two most widely used references show no marking similar to the one on this cover.

"Then there's the question of why a paquebot marking should appear on this card. Paquebot markings were a result of a U.P.U. decree in 1891 that said mail posted on the high seas could be prepaid with postage stamps of the country that owned or maintained the vessel. When this mail reached a foreign port, it was allowed into home country's mail system without having to use local postage stamps. The paquebot signified such usage to the local postal authorities.

"In the case of this card, these rules wouldn't apply. The card was posted in Brooklyn. The paquebot marking on this card is not only fraudulent but inappropriate."

As for Figures 3 and 4 in Chronicle 205, two stampless covers to Germany, are still begging for answers. We'll carry them over to a subsequent issue. Come on, all you transatlantic rate mavens, give your fellow collectors a hand with those two covers.

PROBLEM COVER FOR THIS ISSUE

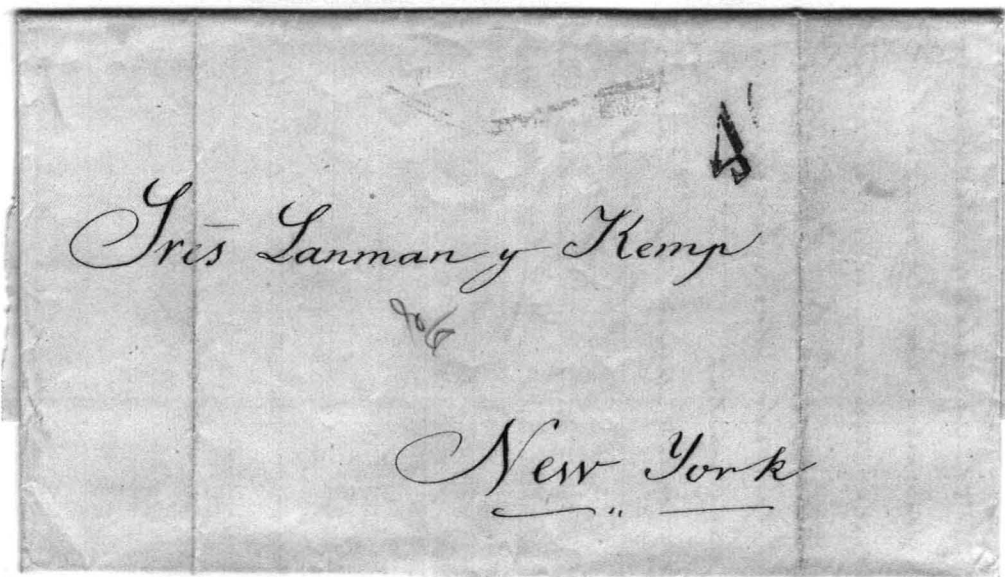


Figure 2. Problem cover for this issue, from the Lanman and Kemp correspondence, originating in Havana on 7 February 1862, with a hand-stamped "4" marking in the upper right corner. The question is: What does this "4" represent?

Route Agent Gordon Batchelor sends the cover illustrated as Figure 2, from the Lanman and Kemp correspondence, originating in Havana on 7 February 1862. As can be seen from the photo, there's what appears to be a hand-stamped "4" in the upper right corner. This does not correspond with a known rate from this period. The reverse is docketed:

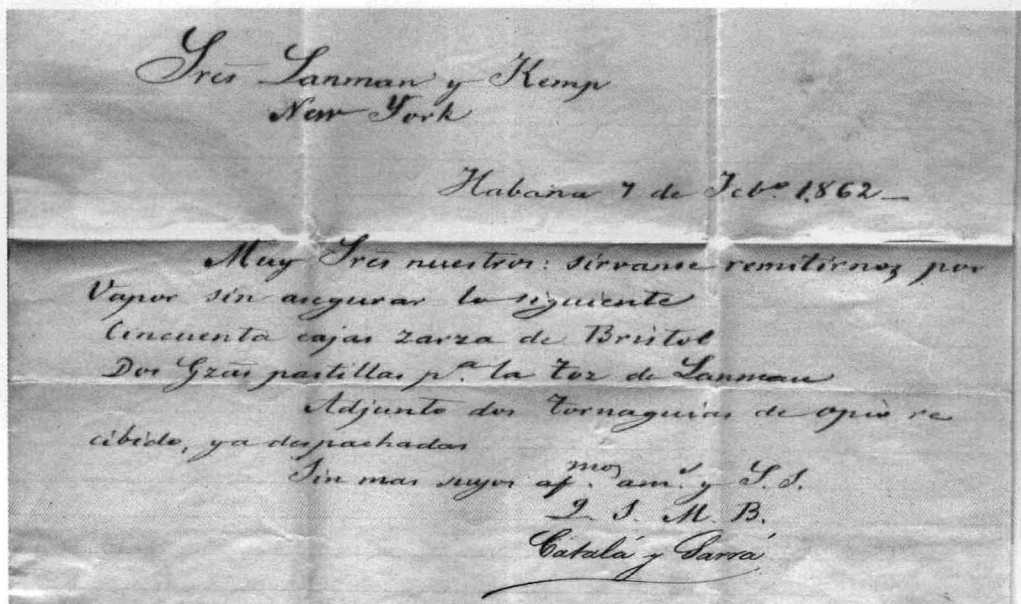



Figure 3. The contents (in Spanish) of the Figure 2 cover.

“1862, Catala Sarra, Havana Feb 7. Recd. Feb 13. Ansd. Feb 20.” The content of the folded letter, which may offer a clue to the rate, is illustrated as Figure 3. Can anyone tell us how this cover was rated? ■


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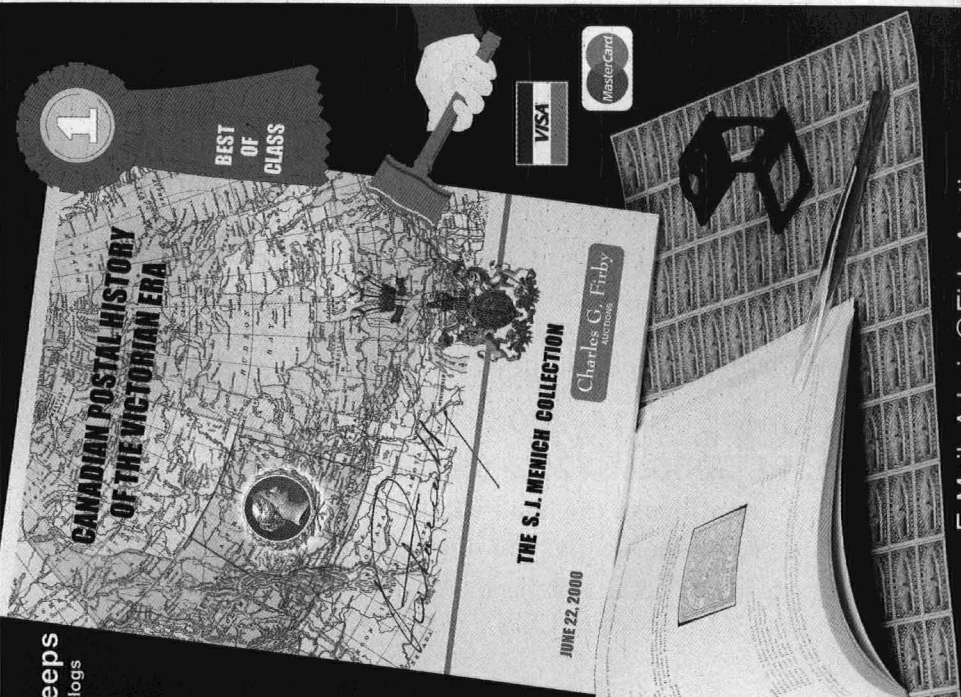
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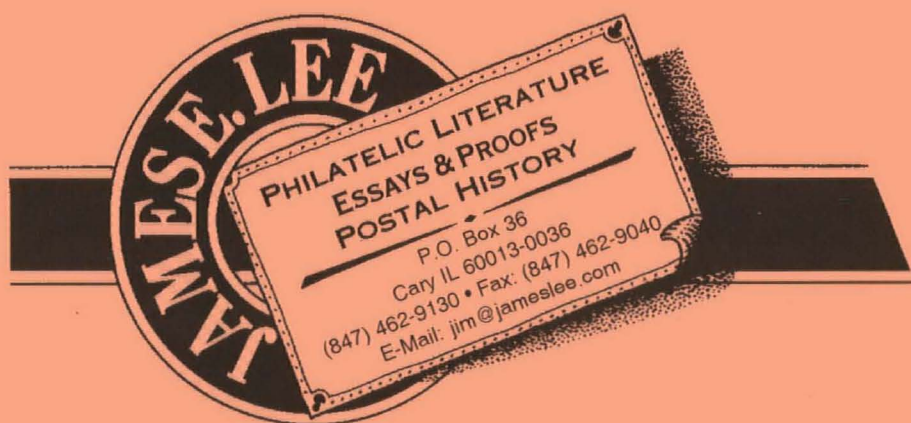
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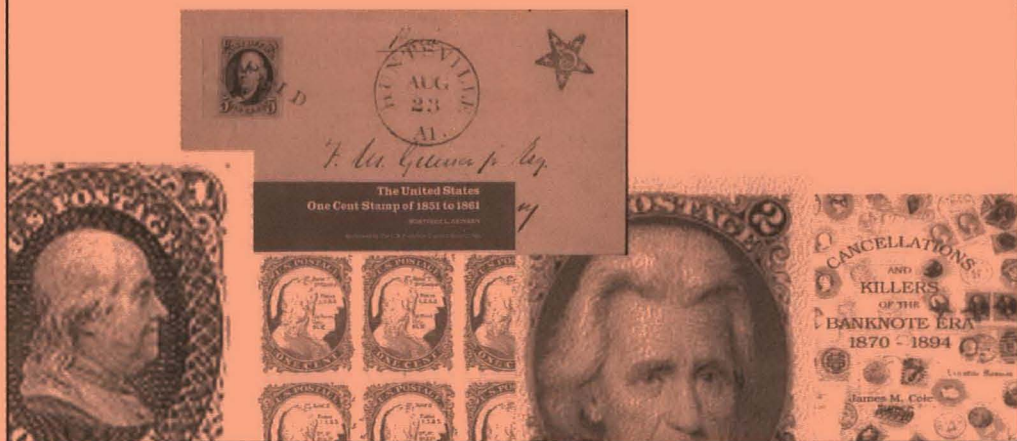
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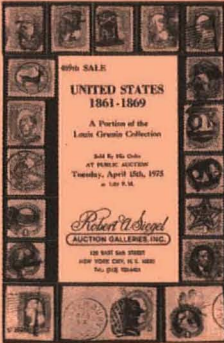
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