

The Chronicle

of the U.S. Classic Postal Issues



90¢ Washington stamp of 1860, flanked by 5¢ Jefferson and 10¢ Washington stamps, on a cover posted at New York in November 1860 and sent via French mail to Barcelona, Spain (five times 21¢ per ¼ ounce rate = \$1.05). This is one of six certified covers bearing the 90¢ 1860 stamp. From the concluding installment of Richard F. Winter's three-part article, in our Foreign Mails section, on pre-UPU mails between the United States and Spain.

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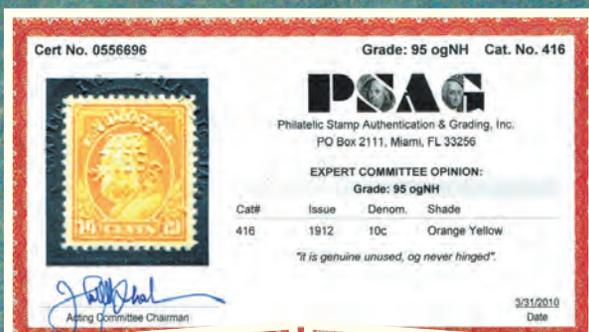
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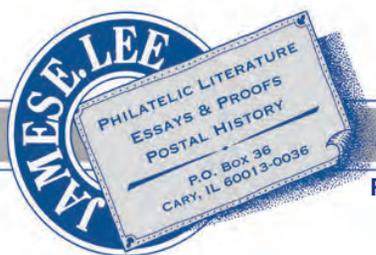


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of the U.S. Classic Postal Issues

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IN THIS ISSUE: WINTER RETIRING AS FOREIGN MAILS EDITOR

This issue concludes Richard F. Winter's three-part series discussing U.S.-Spain mails carried under British and French conventions in the years leading up to the Universal Postal Union. Winter's article, which starts on page 73, also provides our cover illustration for this issue: the famous Kapiloff cover, surely the greatest of all the French-mail covers to Spain, franked with 5¢, 10¢ and 90¢ stamps of the United States 1860 series.

This issue also marks Winter's retirement from the position of editor of our Foreign Mails section. Following in the footsteps of George Hargest and Charles Starnes, Winter has handled this substantial responsibility with distinction for almost 20 years. Prior to that he was assistant Foreign Mails editor for seven years, so his total involvement in the *Chronicle's* foreign-mail coverage exceeds a quarter of a century.

Winter's contributions to the literature of our hobby are well known and have been appropriately celebrated. Less well known are his behind-the-scenes contributions to the study of postal history and to the organizations that support such studies. Few people alive today have done more for the United States Philatelic Classics Society. From his editor there can be no higher praise than this: In all his years as a *Chronicle* contributor, Winter always delivered publishable copy and never missed a deadline.

In his moving and eloquent valedictory note on page 88, Winter promises to remain a presence in our pages and to continue occasional contributions to our Foreign Mails section. We'll do our best to hold him to this promise.

Dwayne Littauer, assistant Foreign Mails editor for the last five years, will succeed Winter. We'll have more to say about this in the May *Chronicle*.

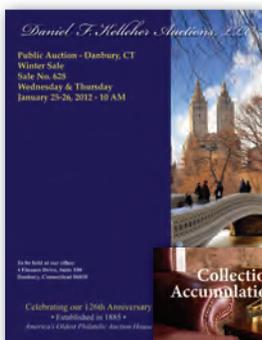
Our 1847 section this month (page 14) marks a landmark of a very different sort. One of the articles in that section, "February 29th 1848—Leaping to a Conclusion," was jointly written by Alex R. Gill and Alexander T. Haimann. Co-author Gill is a senior at East High School in West Bend, Wisconsin. So far as your editor can determine, he is the youngest by-lined contributor in the *Chronicle's* 64-year history. Gill is also a participant in the Young Philatelic Leaders Fellowship of the American Philatelic Society, a program that helps promising young collectors attend stamp events and interact with adult mentors. Within the YPLF, Gill is the USPCS Fellow for 2011-12.

Starting on page 21, in a lengthy and wide-ranging article in our 1861-69 section, James W. Milgram continues his exploration of advertising markings, this time focusing on markings and policies from the decade of the 1860s. This is the third installment in a planned five-part series in which the author expects to paint a complete picture of the practice of advertising and the markings it generated, throughout the 19th century.

Our 1869 section contains two important articles this issue. On page 56, Irvin L. Heimburger uses modern technology to resolve a mystery that has baffled collectors for more than a century. Heimburger's thesis is neatly summarized in the title of his article: "Why three 15¢ 1869 stamp types but only two die proofs? Because the Type I shading lines were added to the plate." And on page 59, section editor Scott R. Trepel delves deeply into a recently discovered find of transpacific covers franked with 10¢ 1869 stamps.

There's a lot more in this issue as well, but you'll have to see for yourself, because we've run out of space in which to describe it. ■

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**SHIP MILO AND HERALD HANDSTAMPED
TRANSATLANTIC MARKINGS**

JAMES W. MILGRAM, M.D.

Before the age of steam-powered ocean vessels, sailing ships did duty in transatlantic crossings. Ships of both American and British ownership (as well as a few other countries) competed for this business. They carried mainly freight although passengers could also accompany. Many also carried mail in the form of private ship letters.

Collectors of covers carried by these sailing vessels are familiar with the ship-named handstamped markings that were used on board a few of these vessels. These are listed in the *American Stampless Cover Catalog, Volume 2* and in my book, *Vessel-named Markings on United States Inland and Ocean Waterways: 1810-1890*.¹ In the early decades of the 19th century, these markings were primarily of British origin, but they were also used on ships of American ownership. Since they were privately applied, these are not postal markings. But they are highly popular and very collectible. Their purpose was to advertise the ship that carried the letter. They were applied by the captain or clerk of the individual vessel.

One of the best-known American markings is the circular Ship Milo handstamp. This was one of the few that includes a sailing date. A very clear example appears on the cover in Figure 1. The internal date of this letter was February 20, 1818. The marking—"SHIP MILO/S.G. BRONSON./Sail'd mar. 27"—was applied when the trip began from Liverpool over a month later.



Figure 1. "SHIP MILO S.G. BRONSON Sail'd mar. 27" double circle marking struck in blue, on a stampless folded letter sent from Liverpool to Montreal in early 1818.

The cover was received at the Boston post office on April 23. There it was marked "SHIP" and rated "20³/₄" in U.S. postage, representing the 2¢ ship fee and 18³/₄¢ postage from Boston to the Canadian border. Canada added its own domestic postage and restated the total as one shilling ten pence ("1N10") to be collected from the recipient in Montreal.

The Ship Milo marking on the Figure 1 cover is struck in blue and clearly shows the a dotted inner and outer circle. The marking includes the name of the master of the *Milo*, Captain Samuel G. Bronson. This individual was discussed by Mark Schwartz in an interesting article about the *Milo* and another ship, the *Herald*, published in the *2009 Congress Book*.² Schwartz cites *The Boston Commercial Gazette* for April 23, 1818, as quoted by Blake and Davis, as follows:³

PORT OF BOSTON, Wed. Apr. 22. Arrived—the fast sailing ship, Milo, Samuel G. Bronson, commander, 25 days from Liverpool with a full cargo of dry goods, hardware &c to David Hinckley (owner) and 150 others—no passengers. She has brought 2,500 letters, and dispatches for government....

Blake and Davis described the *Milo* as being 398 tons, built at Newburyport, Massachusetts, in 1811 for David Hinckley of Boston. This was a very fast vessel, capable of a transatlantic crossing in less than 20 days. Under Captain Stephen Glover it was the first ship to sail from America and reach England (on June 3, 1815) after the close of the War of 1812. Captain Samuel G. Bronson assumed the role of master a few years later.

A number of examples of letters with the blue March 27, 1818 dated Ship Milo circular marking (Milgram 891) are known. Some collectors consider this the finest hand-stamped American transatlantic ship marking. Blake and Davis described it as "the only ocean 'packetmark' of a Boston regular trader."⁴

Recently, two covers with different markings from the *Milo* have come to light. These are shown in Figures 2 and 3.

Figure 2 is a cover with the marking in blue, dated June 7, 1818, which would be from a sailing of the ship from the United States, a reverse trip to Liverpool. The cover was marked "LIVERPOOL SHIP LETTER" in frame, manuscript "1/8" and "2/7".



Figure 2. "SHIP MILO S.G. BRONSON Sail'd June 7" double circle marking in blue, on a cover sent from Boston to Ireland via Liverpool in June of 1818, black "LIVERPOOL SHIP LETTER" in frame, manuscript "1/8" and "2/7".



Figure 3. “SHIP MILO S.G. BRONSON SAIL'D AUG: 16” double circle marking in green, on a cover sent from Liverpool to New York (via Boston) in the summer of 1818. On this marking both “SAIL'D” and “AUG: 16” are rendered in all capital letters. The routing at lower left suggests the sender originally intended to send the letter by another vessel, the *Hercules*.

(2/7) was collected from the recipient in Ireland. The marking reads “SHIP MILO/S.G. BRONSON/Sail'd June 7”. Note that both “Sail'd” and “June” show capital and lower-case lettering.

A cover from the next marking (Figure 3) shows a new marking, in green, reading “SHIP MILO/S.G. BRONSON/ SAIL'D AUG:16” (Milgram 891A) with a dotted inner circle and an outer circle composed from tiny vertical dashes. On this marking both “SAIL'D” and “AUG: 16” are rendered in all capital letters. The cover represents another voyage from England to the United States with addressee in New York. The rating is similar to Figure 1. There is “BOSTON MS SEP 22 (1818)”, “SHIP” and “20³/₄”. The routing at lower left in Figure 3 indicates the sender had originally intended to send the letter by another vessel, the *Hercules*, rather than the *Milo*.

In the sale of the Robert Chambers collection by Samuel C. Paige, on 2 December 1950, lot 762 described a cover with a different but similar marking, this one from a sailing vessel called the *Herald*. Figure 4 shows that cover, one of two known examples, bearing a green marking reading “SHIP HERALD/P. FOX/SAIL.D JULY 3” (Milgram 601). Postage of 12¢ was collected from the addressee in Providence; 2¢ for the ship letter fee and 10¢ letter postage.

The similarity of this marking to the circular Ship Milo marking is striking. These are the only two such markings using the word “sailed” in their text with specific dating. The reason turns out to be related to the individuals who commanded these vessels. Mark Schwartz has shown that Philip Fox was first mate to Captain Bronson on the *Milo* in 1818. The *Herald*, a vessel of 302 tons, was built at Newburyport in 1818. Bronson became captain of the new vessel but was lost overboard on the first trip out. Fox assumed the command and returned from Liverpool on April 4, 1819.

Figure 5 shows a clearer strike of the *Herald* marking, in black (Milgram 601A) as it was used on an outbound trip to England in April, 1819. This has the same text as the green marking on the cover in Figure 4. Several examples have been seen, but it is still quite rare.



Figure 4. "SHIP HERALD P. FOX SAILED JULY 3" double circle in green, on a cover from Liverpool to Providence sent in the summer of 1819. The similarity of this marking to the circular Ship Milo marking is striking.



Figure 5. "SHIP HERALD P. FOX SAILED APRIL 30" double circle marking in black on an outbound cover from Boston to Liverpool posted in the spring of 1819.

The July 3 sailing marking shown in Figure 4 would have been from the second return trip from Liverpool; the *Herald* left Liverpool on July 2. The two markings are from the same device but in different colors. Postage of 8d was collected from the Liverpool recipient of the ship letter in Figure 5.



Figure 6. “SHIP HERALD P. FOX SAILED DEC. 5” double circle marking in red on an 1818 cover from England to Beverly, Mass. On this trip, *Herald’s* passage from Liverpool to Boston set a transatlantic record of 17 days.

Figure 6, not listed in my book, shows a different *Herald* marking, this one from an historic trip. On this sailing, *Herald* left Liverpool on December 4, 1818 and arrived in Boston December 23, a crossing of just 17 days. This was the quickest passage from an English port to Boston up to that date. The red marking reads “SHIP HERALD/P. FOX /SAILED DEC 5” with the “P. FOX” inverted relative to the marking in Figure 5. The postmarks are “BOSTON MS DEC 24”, “SHIP” and “8” due, representing 2¢ ship fee and 6¢ letter postage from Boston to nearby Beverly. A second example of this marking (in blue) was lot 763 in the Chambers sale; that cover was illustrated in the auction catalog.

Finally, I showed a cover in my book with a marking dated February 25 struck in blue (Milgram 600). This is an entirely different marking, with the word SAILED within the outer ring and no mention of the captain’s name. It is misdated in the book since the vessel was not even built in February, 1819; the cover must be from 1820. Thus there are four different markings from the *Herald* each in a different color ink. Schwartz describes Fox’s subsequent career, which included breaking his own transatlantic record by one day, in the *Emerald* several years later.

Endnotes

1. David G. Phillips, editor, *American Stampless Cover Catalog, Vol.2* (Phillips Publishing Co., North Miami, Florida, 1987; James W. Milgram, *Vessel-named Markings on United States Inland and Ocean Waterways 1810-1890* (Collectors Club of Chicago, 1984); “Supplement To Vessel-Named Markings On United States Inland And Ocean Waterways 1784-1899, Parts I-VIII,” *Postal History Journal*, Nos. 90-97, 1991-1994; “Second Supplement To Vessel-Named Markings On United States Inland And Ocean Waterways 1781-1899, Parts 1-3,” *Postal History Journal*, Nos. 136-138, 2007.
2. Mark Schwartz, “A Tale of Two Ships, the Milo and the Herald,” *American Philatelic Congress Book, 2009*, pp. 121-123.
3. Maurice C. Blake and Wilbur W. Davis, *Boston Postmarks to 1890* (Portland, Maine, Severn-Wylie Jewett, 1949, pp. 33-34.
4. *Ibid.*, pg. 34. ■

FEBRUARY 29TH 1848—LEAPING TO A CONCLUSION

ALEX R. GILL AND ALEXANDER T. HAIMANN

If postal history collectors are paying attention when they sift through a pile of covers, they may notice a February 29th postmark—or they may not. In a hobby dominated by dates and times in different forms, the discovery of a cover dated leap-year day can add another exciting component to the multi-faceted attractions of postal history. Since February 2012 marks another February 29th in the timeline of stamp-bearing covers, it seems appropriate to present in this section a review of the historical roots of leap-year day and its sole appearance during the lifetime of the 1847 stamps.

The origins of leap year date back to the ancient Egyptians, who recognized that adding an extra day once every four years would greatly assist in aligning their calendar with the solar year. The modern version of leap year and leap-year day originated with Julius Caesar in approximately 45 B.C. In what became known as the Julian calendar, Caesar created a 12-month, 365-day year, with an extra day inserted at the end of February every fourth year.

This resulted in the average year having 365.25 days. But with any rough calculation of this nature, there is room for refinement. The length of the solar year is more precisely 365.242216 days. Caesar's Julian calendar was too long by 0.0078 days (11 minutes 14 seconds) per year.

Major changes to the calendar did not occur again until the late 16th century. By this time, the 11-minutes-too-long years of the Julian Calendar had added up, causing the calendar to get out of phase with the seasons. The vernal equinox was occurring on March 11 instead of March 21.

In 1582, Pope Gregory XIII introduced the innovation that made the Gregorian calendar (as it came to be called) an improvement over the Julian calendar. Gregory adjusted the leap-year rules very slightly. Thereafter, a year divisible by 100 would not be a leap year unless it is was also divisible by 400. Thus, between the years 1600 and 2000, leap years occurred every four years except in 1700, 1800 and 1900. and there were leap years in 1600 and 2000. This calculation is much more accurate, creating an average year of 365.2425 days, much closer to the actual solar year.

February 29, 1848 was a fairly unremarkable day in American history, although residents of Worcester, Massachusetts, might disagree; their city was incorporated on that day. Leap-year day in 1848 also occurred during the single term in the U.S. House of Representatives of a young attorney from Illinois, Abraham Lincoln. While attending to the business of government in Washington, D.C. on February 29, 1848, Representative Lincoln received a letter from R. S. Thomas of Virginia, Illinois, asking Lincoln to present a petition to Congress to establish a mail route.

Since the 1847 stamps went into use on July 1, 1847 and were demonetized on July 1, 1851, their working lifetime encompassed just one leap year. Figure 1 shows one of the few known covers bearing an 1847 stamp and postmarked on February 29, 1848. The cover is franked by a single 10¢ stamp, tied by a blue Philadelphia integral-rate circular datestamp. Unfortunately, at some point after 1848, an enthusiast wrote "rare" and "1848" on the front



Figure 1. Cover postmarked “FEB 29 [1848]” franked with a 10¢ 1847 stamp paying the over-300-mile rate from Philadelphia to Auburn, New York.

of the cover in pen, recognizing the scarcity of the leap-year dated postmark, but marring the cover in the process.

Thomas J. Alexander’s book, *The United States 1847 Issue: A Cover Census*, records a total of 10 1847 covers postmarked February 29, 1848. These are listed (alphabetically by town of origin) in the table in Figure 2. There are four 5¢ covers and six 10¢ covers, two of which bear two 10¢ stamps.

Since prepayment using postage stamps was not mandatory in 1848, stampless covers can also be found from February 29, 1848. Originating in New Castle, Indiana and addressed to Connersville, Indiana, the folded letter depicted in Figure 3 was sent unpaid at the 5¢ per half ounce rate for a distance under 300 miles.

Figure 4 shows a cover sent on February 29, 1848 from Farmer, New York to Waverly Place in New York City. This unpaid cover was rated with a red “10” handstamp at top right, indicating a double rate. Originally called Farmerville, then Farmer, then Farmer Village, this Seneca County hamlet, in the Finger Lakes district of New York, changed its name to Interlaken in 1904. According to Wikipedia, the name was changed in a deal with the Lehigh Valley Railroad, which agreed to create a stop in the town if it adopted a name more attractive to tourists.

Origin/Destination	Franking	Reference
Boston, MA/Groton, MA	Single 5¢	
Enfield, NC/Philadelphia, PA	Single 10¢	Illustrated in Alexander Census, pg. 547
New York, NY/??	Horizontal pair 5¢	
New York, NY/??	Single 10¢	On piece, listed in Alexander Census
New York, NY/Halifax, Nova Scotia	Two single 10¢	
Philadelphia, PA/Auburn, NY	Single 10¢	Figure 1
Philadelphia, PA/Dubuque, IL	Single 10¢	
St. Louis, MO/Philadelphia, PA	Horizontal pair 10¢	
West Point, NY/New York, NY	Single 5¢	Illustrated in color in Alexander Census
??/Philadelphia, PA	Single 5¢	

Figure 2. February 29, 1848 covers franked with 1847 stamps, listed alphabetically by town of origin. Source: Alexander’s *The United States 1847 Issue: A Cover Census*.

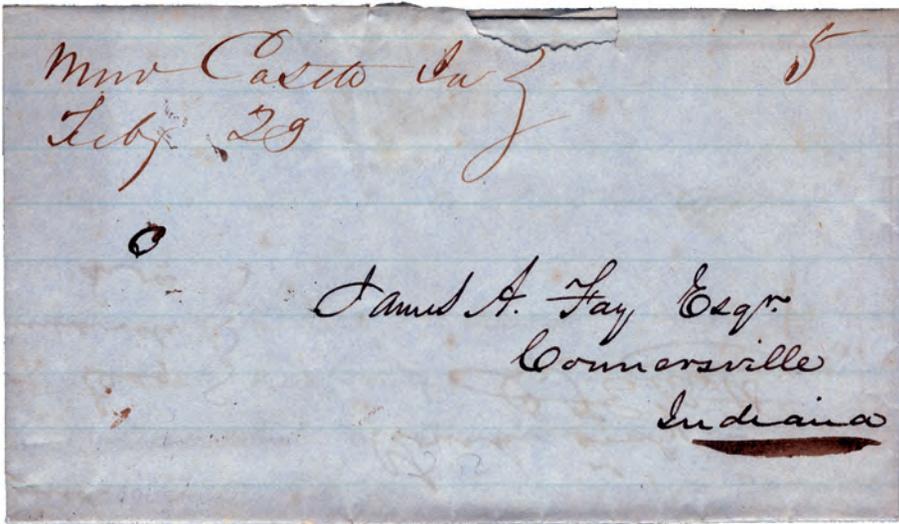


Figure 3. Stampless folded letter from New Castle, Indiana to Connersville, Indiana. The manuscript date at upper left is “Feb 29 [1848] and the manuscript “5” at upper right indicates the letter was sent unpaid at the 5¢ per half-ounce rate for under 300 miles.



Figure 4. “FARMER, N.Y. FEB 29” circular datestamp on a double-rated stampless cover posted in 1848 and sent to Waverly Place in New York City. The red “10” handstamp at upper right suggests a double-rated cover. Farmer changed its name to Interlaken in 1904.

These three covers, all sent on February 29, 1848 demonstrate the major combinations of postal markings from this era. Figure 3 utilizes a manuscript origin/date marking with a manuscript numeral “5” indicating the amount due from the recipient. Figure 4 represents slightly more technologically advanced postal markings: a handstamped circular date cancel and a handstamped due marking. Figure 1 features the most dramatic postal innovation of all—the adhesive postage stamp, representing prepayment of postage.

Next time when sifting through a stack of 19th century covers, take note when a February 29 cover comes up—and Happy Leap Year!

The authors would like to thank MaryAnn Bowman, mentor for the Young Philatelic Leaders Fellowship, and the members of the YPLF advisory board, for their assistance in the preparation of this article. And above all, we would like to thank the U.S. Philatelic Classics Society for its generous ongoing support of the YPLF. ■

A LETTER THAT SURVIVED THE DEAD LETTER OFFICE

GORDON EUBANKS

Jim Milgram's articles in *Chronicles* 228 and 231 discussed auxiliary markings applied to letters that were not picked up by the addressee and subsequently advertised in a local newspaper, as required by the postal regulations. This article discusses a specific example of a letter sent to the Dead Letter Office (DLO) during the 1847 period. A *Chronicle* article "The Dead Letter Office Until 1851" by Richard Graham provides some detailed background on the DLO during this period.¹

Shown in Figure 1 is a letter posted 10 April 1849, sent from Saint Louis to Cincinnati. The pair of 5¢ 1847 stamps paid the over-300 mile rate between the two cities. When the letter was not called for at Cincinnati, the postmaster advertised the letter in a local newspaper as unclaimed and applied the "ADV 2" handstamp in accordance with Post Office policy. The 2¢ fee was to cover the cost of advertising.

Searching the archives in Cincinnati uncovered the advertised listing for this letter in the *Daily Cincinnati Commercial* newspaper on July 16, 17 and 18, 1849. Figure 2 shows the heading of the listing and Figure 3 shows the relevant portion the listing, including the name "Ann Peck," to whom the Figure 1 cover was addressed. Note that Figures 2 and 3 are both taken from the "ladies list." Big-city post offices in this era had a separate window for female customers.



Figure 1. Pair of 5¢ 1847 stamps on a letter posted 10 April 1849, sent from Saint Louis to Cincinnati. When the letter was not called for, the Cincinnati postmaster advertised the letter in a local newspaper and applied the "ADV 2" handstamp in accordance with Post Office policy. The letter was never claimed and ultimately sent to the Dead Letter Office in Washington, where more than a year later its was opened and logged in (marking and notations at upper left).

OFFICIAL,
ADVERTISED LETTERS.

LIST NO. 2. JULY 15, 1849

Officially published in the Paper having the largest circulation.
Persons calling for these letters will please say they are advertised, and also give the number of the list.
All letters advertised are subject to an extra charge of two cents.
Letters to the British Provinces must, in all cases, have the inland postage pre-paid.
No newspapers must, in all cases, be pre-paid, unless sent from a publishing office to subscribers.

LADIES' LIST.

Adleman Jane	Alexander A W	Arner Sarah	Phillips Josephine	Plunket Sarah J
Alford Harriet	Amory Ellen	Armstrong Pres-	Parker Hannah	Pette Eleanor
Aikin Mary A	Arona Martha	is	Pawley M	Pette Mary H
Anderson Eliza	Arona Elizabeth	Ayer Sarah E	Peile Mary	Powleson Eliz
Alexander Martha	Agan Lydia B	Anter Caroline		
Almy B M				
Bennett Elizabeth	Bennett Charlotte	Burns Ediza V	Rickoff Abigail	Rooss Ann
B	Boscher Catherine	Burns Mary	Riley Mary Ann	Rogers M
Borgess M A	Balfour Rebecca	Bahn M	Read Ellen	Roberts Sarah J
Boyle M T	Barker Edw a	Brannan Allison	Rice A M	Ryser Louisa J
			Rafferty Rebecca	Rogers Margaret
			Rea Mrs David	Ross Mary
			Richey Margaret	Ryan Fanny
			Rimph E cts	Richard Marj
			Richey Francis B	Ryan Ellen
			Randall Mary Ann	Randle Ellen
			Reed Sarah Ann	Rosier Miss
			Rhoads Providence	Ross E M
			Savage Rose	Saibert Dabbar
			Sausanberger O B	Scott Louisa
			Seaman Georgetown	Sands Sarah
			Saunders J D	Scott Mary B
			Sherman Harriet E	Sanders Sarah
			Shemple Mary Ann	Shawetford Pol
			Sharp Harriet B	Shill Nancy
			Serviss Martha	Shanks Mary
			Shields Jane	Shaver Jacob
			Shoehut Caroline	Shaw Sarah
			Shupert Elizabeth	Shattery Cath
			Sheridan Mad	Shudds Mary
			Shurdenwid W J	Shedd Maria J
			Sney Caroline	Smallwood B
			Shemple Caroline	Skotts Osherit
			Sheman Lucy	Soan Mrs J
			Shoop Almira	Simonds Susan
			Shaffer Sarah J	Simons Emily

Figure 2. Heading portion of the listing of advertised letters in the *Daily Cincinnati Commercial* for 15 July 1849.

Quiting Margaret	OHly Ann E	Of Mrs John
O'Brien Margaret	O'Brien Mary	Oftersider Cat
Ogle Christina	O'Dougherty Fan-	rine
O'Conner Ellen	ny	
Patterson Maria	Phelan Mary	Paul Ruth
Palmer Sarah E	Peck Ann	Perry Susan G
Pennington Fanny	Perry Julia Ester	Prior Elizabeth
Powell Rose Anna	Pierce H Harriet	Pollock Corrin
Pierce Matvina L	Pierason W M	Purdum Thos A
Page Sarah A	Philop Miss D B	gee or Mary
Peck Mrs H S	Parks Dorcas F	Peck Matilda

Figure 3. Portion of the Cincinnati newspaper listing that includes the name of the addressee of the Figure 1 cover ("Ann Peck").

Evidently the letter was not picked up by Miss Peck. Following Post Office policy, it was sent to the DLO in Washington, D.C. Postmasters were required to send unclaimed letters to the DLO for further processing. An excellent first-hand account of how dead letters were processed appears in *The Story of Our Post-Office*.² Basically the bags of dead letters were emptied into a trough and each opened. If there were no valuables the letter was retained for destruction. Letters with valuables were logged.

In the case of Figure 1 cover, the cover was opened and determined to contain valuables. The DLO handstamp was applied and a serial number and date applied within the handstamp. The fact that this letter, posted in April 1849, was not processed until May 1850 reflects the magnitude of the backup at the Dead Letter Office. If procedures were followed correctly, once logged, the letter was returned to Cincinnati in another attempt to find the addressee. If that was not successful the letter was to be sent back to Saint Louis to reconnect with the writer.

One of these efforts must have been successful, as the envelope was preserved.

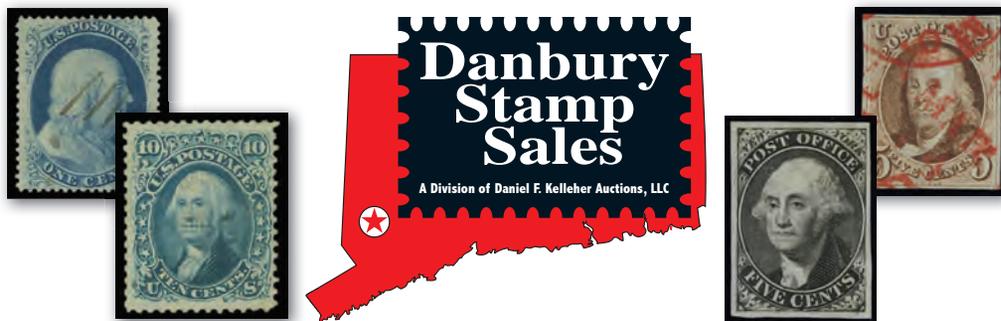
The meaning of the numbers in the DLO marking (the 132 and 8 in this instance) is yet to be determined but most likely refers to the book and page number (or ledger and line number) recording where this letter was logged.³

I want to thank Thomas Wegner and Jim Milgram for taking the time to discuss the DLO and advertised mail.

Endnotes

1. Richard B. Graham, "The Dead Letter Office Until 1851," *Chronicle* 145 (February, 1990), pp. 18-28.
2. Marshall Cushing, *The Story of Our Post-Office*, A. M. Thayer & Co., Boston, Mass., 1893.
3. Email correspondence with Thomas Wegner, 13 August 2010. ■

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UNDELIVERABLE MAIL:
“ADVERTISED” MARKINGS FROM THE 1860s

JAMES W. MILGRAM, M.D.

Introduction

This is the third in a series of five articles discussing and illustrating markings that were applied on undelivered letters that were advertised locally in newspapers. The initial article, on handstamped advertised postmarks on stampless covers, was published in *Chronicle 228*;¹ a second article, dealing with advertised markings on covers from the era of the 1851-57 stamps, appeared in *Chronicle 231*.²

In the United States the advertising of uncalled-for letters began in the 18th century. The practice of advertising was regulated by the Post Office Department as early as the 1798 postal laws. The early advertised markings were always applied in manuscript. The earliest example currently recorded is a manuscript marking dating from 1802; this was illustrated in *Chronicle 230*.³

Handstamps, when they were used (beginning in 1836) were produced locally. As a result, there is great variety among the surviving handstamped markings. This article is a study of the advertised markings found on covers from the decade of the 1860s. The accompanying listing, which follows the format established in *Chronicle 231*, details all the examples I have recorded during 50 years of searching. Such a listing is of course incomplete (additions will be welcomed, scans preferred) but the examples shown are certainly representative of the types of handstamped and manuscript markings likely to be found on covers from this era. The listing includes a few covers bearing 1869 stamps, but the great majority show stamps of the 1861-67 series or the concurrent postal stationery.

A subsequent article will discuss advertised markings used during the era of the Bank Note stamps (1870-1890). And a final article, “City-named Advertised Postmarks to 1890,” will describe and illustrate all advertised postmarks from 1856 to 1890 that include a specific town name. During the last period of advertised letter usage, 1890-1920, the majority of advertised postmarks bore city names. The Post Office Department issued to many cities a double-circle dated handstamp that was usually struck in magenta or violet ink. But many different styles of markings continued to be used in the 1890-1920 period. Only Chicago, New York, San Francisco and Troy, New York, used city-named advertised postmarks prior to 1861.

In the six data pages that accompany this article (pages 44-49), information about the markings is presented in tabular form on a left-hand page, with scanned images of some of the listed markings presented in a photo plate on the opposite page. In the tabular presentation, the markings are arranged alphabetically by town name. With advertised covers, the name of the town that applied the marking must be deduced from the address. After the town name, the data tables provide information about the specific text of each marking, its color, shape and dimensions (in millimeters) and reference information leading in some instances to an image of the marking.

Often the “advertised” marking was used along with separate date stamps and/or rating markers. But these uses were not necessarily consistent, and have not been noted in the tables. Of course, if the date or rating is an integral part of the advertising marking, the information is included in the tabular data.

CITY, STATE	TEXT OF MARKING	DESCRIPTION	REFERENCE
Akron, Ohio	Adv 2	ms.	
Albany, N.Y.	ADVERTISED date	black, cds-32 mm.	Plate 1
Albany, N.Y.	ADV/date	black, square-16x16	
Alexandria, Va.	ADVERTISED	black, sl-40x4	
Allegheny, N.Y.	ADV date	blue, sl-13x18	
Andover, Mass.	ADVERTISED	blue, sl-39x4	Plate 1
Auburn, N.Y.	ADVERTISED	blue, oval-27x6	
Aurora, Ill.	ADVERTISED	black, oval, 27x6	Plate 1
Baltimore, Md.	ADVERTISED/ DUE 1 CT	black, circle-18	
Bangor, Me.	ADVERTISED date	black, cds-25	
Bath, N.Y.	ADVERTISED date	black, sl-42x6	
Battle Creek, Mich.	ADVERTISED	black, oval-27x6	
Bethel, Me.	ADVERTISED	black, sl-44x6	
Binghamton, N.Y.	ADVERTISED	black, oval-27x6	
Bloomington, Ill.	ADVERTISED	black, sl-35x3.5	
Bridgeport, Conn.	ADVERTISED	black, oval-27x6	
Brookfield, Conn.	ADVERTISED	black, oval-22x6	
Brooklyn, N.Y.	ADVERTISED 1 CENT	black, sl-60x4	
Brooklyn, N.Y.	ADV date	black, square-16x16	
Burlington, Iowa	ADV. date	black, square 16x16	
Burlington, Vt.	ADVERTISED	black, sl-41x5.5	
Cambridge, Mass.	ADVERTISED	black, oval-27x6	
Camden, N.Y.	ADVERTISED	black, cds-40x6	
Canonsburg, Penn.	ADVERTISED	black, oval-26x5.5	
Carlisle, Penn.	ADVERTISED	black, oval-27x6	Plate 1
Catskill, N.Y.	ADVERTISED	black, sl-41x5	
Cedar Rapids, Iowa	ADVERTISED date	black, cds-25	
Central City, Col. T.	ADVERTISED/date	black, cds-25	
Charlestown, Mass.	ADV. 1/ date	black, 2sl-25x12	Plate 1, Figs. 3&4
Charlottesville, Va.	ADVERTISED	blue, oval-33x7	
Chattanooga, Tenn.	ADVERTISED	black, oval-26x6	
Chelsea, Mass.	ADV 1	black, 2sl-19x16	
Chicago, Ill.	ADVERTISED date	black, cds-25	
Chicago, Ill.	ADV date year	black, square-16x16	
Chicopee, Mass.	ADVERTISED	black, sl-22x2	
Cincinnati, Ohio	ADV date	blue, 2sl-14x12	Plate 1, Figure 5
Cincinnati, Ohio	ADV/NOT/CALLED FOR	red, blue, arch-30x20	Plate 1, Figure 5
Clarkesville, Tex.	ADV date	black, 2sl-15x4	
Cleveland, Ohio	ADVERTISED	black, oval-27x6	
Cleveland, Ohio	ADVERTISED date	black, cds-24.5	
Clyde, Ohio	ADVERTISED	black, sl-36x5	
Colliersville, Tenn.	ADVERTISED date 64	black, cds-24	
Columbus, Penn.	ADVERTISED ms date	black, cds-20.5	Plate 1
Columbus, Tenn.	ADVERTISED	black, circle-21.5	
Danville, Ill.	ADVERTISED	ms.	
Davenport, Iowa	ADVERTISED	black, oval-27x5.5	Plate 1
Delaware, Ohio	ADVERTISED	blue, black, sl-45x6	Plate 1, Figure 18
Demopolis, Ala.	adv	ms.	
Des Moines, Iowa	ADVERTISED 1 CENT	black, circle-29	
Detroit, Mich.	ADVERTISED	black, sl-41x5	
Detroit, Mich.	ADVERTISED	black, blue, oval-42x9.5	Plate 1
Detroit, Mich.	ADVERTISED	black, oval-27x6	
Ellsworth, Me.	ADVERTISED ms 2	black, sl-37x4	
Flemingsburg, Ky.	advertised date	ms.	
Fond du Lac, Wis.	ADVERTISED	black, oval-27x6	
Fort Kearny, N.T.	Advd here 1 ct	red ms.	Plate 1, Figure 13
Frederick, Md.	ADVERTISED	blue, oval-27x6	Plate 1
Galveston, Tex.	ADVERTISED	black, sl-44x5	
Georgetown, D.C.	ADVERTISED	black, oval-27x6	
Georgetown, D.C.	ADV date 2 lines	black, square-16x16	
Georgetown, Ky.	ADVERTISED	black, oval-27x6	
Gouverneur, N.Y.	ADVERTISED (\$ reversed)	black, sl-32x4	Plate 1, Figure 2
Hamilton, Ohio	ADVERTISED	black, oval-26x6	

PLATE 1



Albany, N.Y.



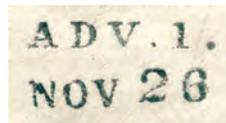
Andover, Mass.



Aurora, Ill.



Carlisle, Penn.



Charlestown,
Mass.



Cincinnati,
Ohio



Cincinnati, Ohio



Cincinnati, Ohio



Columbus,
Penn.



Davenport, Iowa



Delaware, Ohio



Delaware, Ohio



Detroit, Mich.



Detroit, Mich.



Ft. Kearny, N.T.



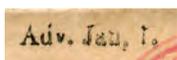
Frederick, Md.



Gouverneur, N.Y.

CITY, STATE	TEXT OF MARKING	DESCRIPTION	REFERENCE
Harrisburg, Penn.	ADVERTISED	black, oval-26x6	
Hartford, Conn.	ADVERTISED	black, sl-40x4.5	
Hazelton, Ohio	ADVERTISED	black, oval-22x5	
Helena, Ark.	ADVERTISED	black, oval-26.5x6	
Hillsboro, N.C.	Adv. date	black, cds-19x3	Plate 2
Hillsdale, Mich.	ADVERTISED	blue, sl-36x4	Plate 2
Honesdale, Penn.	ADVERTISED	black, oval-27x6	
Hudson, N.Y.	ADVERTISED	black, oval-27x6	
Hunts Hollow, N.Y.	ADVERTISED	black, oval-24x8	
Ingersoll, Mich.	ADV	black, sl-22x9	
Iowa City, Iowa	ADVERTISED	black, sl-36x4	
Jacksonville, Fla.	ADVERTISED, date	blue, cds-25	
Jersey City, N.J.	ADV	black, sl-14x8	Plate 2
Kalamazoo, Mich.	ADVERTISED	black, oval-27x6	
Keene, N.H.	ADVERTISED	black, sl-44x5	Plate 2
Kenosha, Wisc.	ADV/DUE 1	black, 2sl-12x8	Plate 2
Lawrence, Kans.	ADVERTISED	black, sl-21x3.5	
Lawrence, Mass.	ADVERTISED, date	black, oval-27x6	Plate 2, Figure 6
Lawrence, Mass.	ADV'D/date	black, 2 sl-24x11	Plate 2
Leavenworth City, Kans.	ADVERTISED	black, sl-42x4	
Leroy, N.Y.	ADVERTISED	black, sl-42x6	
Louisville, Ky.	ADV date	black, square-16x16	Plate 2
Louisville, Ky.	ADVERTISED date	black, cds-25	
Lowell, Mass.	ADVERTISED	black, oval-27x6	
Lowell, Mass.	ADVERTISED date	black, cds-32	Plate 2
Marietta, Ohio	Adv July 6 1865, Due 2 cts.	all in ms.	
Marshall, Tex.	ADVERTISED	black, sl-36x3	
Marshalltown, Iowa	ADVERTISED	blue, oval-27x6	
Memphis, Tenn.	ADVERTISED date	blue, cds-24	
Memphis, Tenn.	ADVERTISED date	black, cds-22.5	Plate 2, Figure 12
Middletown, Conn.	ADVERTISED	black, sl-36x4	Plate 2
Middletown, Del.	ADVERTISED	black, sl-43x6	Plate 2
Middletown, N.Y.	ADVERTISED	black, sl-40x6	
Middletown, N.Y.	ADVERTISED DUE 1 Ct. date	black, arch-47x21	
Milwaukee, Wisc	ADVERTISED	black, sl-40x3.5	Plate 2
Minneapolis, Minn.	ADVERTISED	black, sl-40x4	Plate 2
Mobile, Ala.	ADVERTISED date	black, cds-25	
Montgomery, Ala.	ADVERTISED date	black, cds-25	
Morrisville, N.Y.	ADV 1.	black, sl-28x6	Plate 2
Mount Vernon, Ohio	ADVERTISED	black, oval-27x6	Plate 2, Figure 29
Nashua, N.H.	ADVERTISED	black, blue, sl-44x5	Plate 2, Figure 28
Nevada City, Cal.	ADVERTISED	black, sl-40x5	
Newark, N.J.	ADVERTISED	black, sl-41x4	
Newark, N.J.	ADV'D/date	black, box-30x18	Plate 2, Figure 25
New Bedford, Mass.	ADVERTISED 1	black, circle-21	Plate 2, Figure 14
New Bedford, Mass.	ADV date	black, square-16x16	Plate 2, Figure 27
New Castle, Del.	ADVERTISED	black, sl-43x6	
New Haven, Conn.	ADVERTISED date	black, cds-25	
New Orleans, La.	ADV. 1	black, rect.-32x12	
New York, N.Y.	ADVERTISED, date	black, cds-31	
New York, N.Y.	ADVERTISED	black, oval-45x9.5	
Norfolk, Va.	ADVERTISED	black, cds-25	
Northampton, Mass.	ADV. 1.	black, sl-23x5.5	Plate 2
Northampton, Mass.	ADVERTISED	black, oval, 24x8.5	
Omaha, N.T.	ADVERTISED	black, sl-38x3.5	
Oswego, N.Y.	ADVERTISED	black, sl-36x3.5	Plate 2
Paducah, Ky.	ADVERTISED	black, oval-24x9	
Painesville, Ohio	ADVERTISED	black, sl-40x4	
Petersburg, Va.	ADVERTISED	black, oval-26x6	Plate 2
Philadelphia, Penn.	ADV date in box	black, box-16x16	Plate 2, Figure 10
Philadelphia, Penn.	ADVERTISED/date	black, 2sl-36x8	
Philadelphia, Penn.	ADVERTISED	black, oval-26.5x6	
Philadelphia, Penn.	ADV/1 Ct/date	black, 3sl-31x19	

PLATE 2



Hillsboro, N.C.



Hillsdale, Mich.



Jersey City, N.J.



Keene, N.H.



Kenosha, Wisc.



Lawrence, Mass.



Louisville, Ky.



Lowell, Mass.



Lawrence, Mass.



Memphis, Tenn.



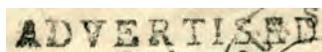
Middletown, Del.



Middletown, Conn.



Milwaukee, Wisc.



Minneapolis, Minn.



Morrisville, N.Y.



Mt. Vernon, Ohio



Nashua, N.H.



New Bedford, Mass.



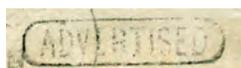
Newark, N.J.



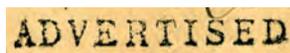
Northampton, Mass.



New Bedford, Mass.



Petersburg, Va.



Oswego, N.Y.



Philadelphia, Penn.

CITY, STATE	TEXT OF MARKING	DESCRIPTION	REFERENCE
Philadelphia, Penn.	ADVD./1 Ct.	black, 2sl-35x20	Plate 3, Figure 15
Philadelphia, Penn.	ADVERTISED	black, sl-35x3.5	
Port Henry, N.Y.	ADVERTISED	black, sl-42x6	
Port Huron, Mich.	ADVERTISED	black, sl-36x3.5	
Port Jervis, N.Y.	ADVERTISED	black, oval-28x6	Plate 3, Figure 7
Portland, Me.	ADV/1 CENT/date	black, 3sl-12x10	Plate 3
Portland, Me.	ADVERTISED date	black, cds-24	Plate 3
Portsmouth, N.H.	ADVERTISED	black, oval-27x6	
Portsmouth, N.H.	ADVERTISED date	black, cds-24	
Portsmouth, Va.	ADVERTISED DUE 1 date	blue, cds-24	Plate 3
Portsmouth, Va.	ADVERTISED DUE 1 Ct. date	black, square	
Pottsville, Penn.	ADVERTISED/ date	black, cds-26	
Prattsville, N.Y.	adv date Not called for	ms. two lines	
Providence, R.I.	ADV date	red, square, 16x16	Plate 3
Ransonville, Ohio	ADVERTISED	black, sl-40x5	
Richmond, Ind.	Adv. 1ct.	black, sl-31x6.5	Plate 3
Richmond, Va.	ADV date	black, square-16x16	Plate 3, Figure 11
Rochester, N.Y.	ADV date	black, square-16x16	
Rock Island, Ill.	ADVERTISED	black, oval-27x5.5	Plate 3
Rolla, Mo.	ADVERTISED	black, oval-24x8	Plate 3
Saginaw City, Mich.	ADVERTISED date	black, cds-25	
Salem, Mass.	ADVERTISED	black, sl-36x3	
San Francisco, Cal.	ADVERTISED 1	black, sl-44x4	Plate 3
San Francisco, Cal.	ADVERTISED-2	black, sl-42x4	Plate 3, Figure 26
Savannah, Ga.	ADVERTISED	black, sl-28x5.5	
Savannah, Ga.	ADVERTISED date	blue, circle-25	Plate 3, Figure 20
Schenectady, N.Y.	ADVERTISED/ date	black, cds-32	Plate 3
Seneca Falls, N.Y.	ADVERTISED	black, sl-32x8	
Shaffer Farms, Pa. (?)	ADVERTISED NOT CALLED FOR /date	black, cds-26	Plate 3
Shortville, N.Y.	Advertised July 1, 1869	ms.	
Shrevesport, La.	ADVERTISED date	black, cds-25	
Sidney, Ohio	ADV	black, sl-8x2.5	Plate 3
Springfield, Ill.	ADVERTISED	black, oval	
Springfield, Mass.	ADVERTISED	black, oval-27x6	
Springfield, Mass.	ADVERTISED date	black, cds-24	
St. Johnsbury, Vt.	ADVERTISED	black, sl-39x4	
St. Louis, Mo.	ADVERTISED date	red, black, cds-31	
St. Paul, Minn.	ADVERTISED date, with fleuron	black, cds-31	Plate 3
St. Joseph, Mo.	ADVERTISED	black, oval-27x6	
Syracuse, N.Y.	ADVERTISED	black, sl-38x4	
The Dalles, Ore.	ADV	black, sl-20x6	Plate 3
Toledo, Ohio	ADVERTISED	black, sl-45x5	
Utica, N.Y.	ADVERTISED 1 CT.	black, sl-60x7	Plate 3, Figure 16
Vicksburg, Miss.	ADVERTISED	black, oval-27x6	
Vincennes, Ind.	ADVERTISED	blue, sl-41x4	
Virginia City, M.T.	ADVERTISED	blue, oval-43x9	Plate 3
Walla Walla, W.T.	ADVERTISED	black, oval-25x9	Plate 3
Washington, D.C.	ADVERTISED	black, oval-27x6	
Washington, D.C.	ADVERTISED 1 Ct.	black, sl-52x7	
Washington, D.C.	ADVERTISED	black, sl-42x4.5	
Waterbury, Conn.	ADVERTISED	black, oval-27x7	
Waterloo, N.Y.	ADVERTISED	black, sl-42x5.5	
Watertown, N.Y.	ADVERTISED/DUE 1 Ct. date	black, arch-49x21	Plate 3, Figure 17
Watertown, N.Y.	ADVERTISED	black, sl-40x4	Plate 3, Figure 19
Waukegan, Ill.	ADV SEPT 29, 1866.	black, sl-58x4	
Waverly, N.Y.	ADVERTISED	black, sl-40x6	
West Jersey, Ill.	ADVERTISED date	black, cds 24	
West Troy, N.Y.	ADVERTISED	black, oval	
Williamsport, Penn.	ADVERTISED	black, sl-40x6	
Williamstown, N.Y.	ADVERTISED	black, sl-40x5.5	
Wooster, Ohio	ADVERTISED	black, oval-27x6	
Worcester, Mass.	Adv. 1 Cent.	black, sl-33x4	
Worcester, Mass.	ADVERTISED date	black, cds-24.5	
Yorkville, N.Y.	ADV. 1 CT.	black, sl-25x3.5	

PLATE 3



Philadelphia, Penn.



Port Jervis, N.Y.



Portland, Maine



Portland, Maine



Portsmouth, Va.



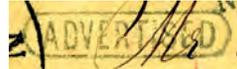
Providence, Rhode Island



Richmond, Ind.



Richmond, Virginia



Rock Island, Ill.



Rolla, Missouri



San Francisco, Cal.



Savannah, Ga.



San Francisco, Cal.



Schenectady, N.Y.



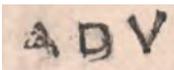
Shaffer Farms, Pa.



Sidney, Ohio



St. Paul, Minn.



The Dalles, Oregon



Utica, N.Y.



Walla Walla, W.T.



Watertown, N.Y.



Virginia City, M.T.



Watertown, N.Y.

As noted, a macro-listing such as this will never be complete. But this should be a useful beginning, because it presents common markings as well as the more exotic types that tend to get featured in auction catalogs or exhibition collections.

The 1866 PL&R

As the U.S. postal system grew in volume and complexity, the problem of undeliverable mail became ever more burdensome. By 1859, the dead-letter dilemma was so acute that the Postmaster General appealed to the nation's postmasters for ideas to help solve the problem. A copy of this unusual circular, soliciting comments from postmasters, was published in *Chronicle* 231, pages 219-220. But the problem remained unresolved. Undeliverable letters, and the practice of advertising in hopes of locating their addressees, continued throughout the 19th century. Covers bearing "advertised" postmarks are known from as late as the second decade of the 20th century.

The 1866 Postal Laws and Regulations⁴ contains an entire chapter pertaining to advertising and related practices. Some of the most important regulations are quoted herewith:

CHAPTER XXXV—DEAD AND UNCLAIMED LETTERS

SEC. 360. Dead and unclaimed letters are divided into five classes, viz:

1. Letters which, having arrived at their destination, are not called for within the time specified by the Postmaster General. These are designated *unclaimed letters*.
2. Letters which cannot be forwarded to their destination by reason of illegible or unintelligible superscription, the omission of the whole or any part of the address, or which contain obscene matter. These are designated as *unmailable*.
3. Letters or packages upon which one full rate of postage has not been prepaid, and those covered by stamps previously used, or by stamps cut from stamped envelopes. This class is designated as *held for postage*, and includes packages of printed matter on which memoranda in writing have been made.
4. Packages which exceed four pounds in weight.
5. Letters which are refused at the post office to which they are addressed.

SEC. 361. At post offices where the salary of the postmaster amounts to five hundred dollars or more per annum, letters are to be advertised once a week in newspapers, provided it can be done at a rate not exceeding one cent for each letter advertised. This charge is in all cases to be collected on delivery of the letter.

SEC. 362. At post offices where the salary of the postmaster is less than five hundred dollars per annum, letters are to be advertised once a month, by the posting of manuscript lists, for which no compensation will be allowed by the department.

SEC. 363. All marks upon an undelivered letter should be carefully examined before the same is advertised, and upon every letter advertised the date of advertising must be written or stamped.

SEC. 364. The following classes of letters are not to be advertised. [Here follows a listing of 10 categories of unadvertisable mail; this information was summarized in the Cover Corner section in *Chronicle* 219, August, 2008.]

SEC. 366. Letters which a postmaster knows to have been missent to his office must be properly forwarded by him, and not retained for advertisement....

SEC. 368. All *unclaimed advertised letters* must be returned to the Dead Letter Office ONE MONTH after the date of their advertisement. Letters for persons who call at or send regularly to the post office, drop and box letters, and those returned from the Dead Letter Office for delivery, and any others *not prepaid*, when the same remain unclaimed a corresponding length of time with the advertised letters, must be sent in the same return, also all *refused letters*....

SEC. 369. All offices advertising *weekly* will return their unclaimed letters to the Dead Letter Office *weekly*.

SEC. 371. Each letter, domestic or foreign, sent to the Dead Letter Office, must be plainly marked, on the sealed side, with the name of the post office and State from which it is returned and the date of such return. And on the face of each letter must be marked the reason for its non-delivery.

SEC. 373. Registered letters unclaimed one month after advertisement, or due notification to the parties addressed, must be carefully enveloped, addressed to the Third Assistant Postmaster General, indorsed "Dead Registered Letters," and forwarded under cover to the postmaster at Washington, D.C. duly registered.

Section 315 of Chapter 29 of the Regulations reiterated that from 1 October 1866, the advertising of letters and newspapers was restricted to first-class offices, meaning cities and

large towns, where the annual gross receipts of the office amounted to \$1,000 or more. At all other offices after that date, postmasters were to discontinue newspaper advertising, and substitute manuscript lists of unclaimed letters, posted in a conspicuous place. Under no circumstances would allowance be made to postmasters (other than at first-class offices) for advertising letters in newspapers. While newspaper advertising in smaller towns was thus curtailed, the practice of collecting 1¢ per advertised (or listed) letter continued. Sometimes the collection was marked on the cover; other times it was not.

It should go without saying that advertised postmarks were generated only when there was non-delivery of a letter. Therefore, an advertised postmark was almost always applied by the city designated in the address. (Very rarely, a cover was advertised at its city of origin; I showed an example as Figure 2 in my article in *Chronicle* 231.) Since the purpose of advertising was to locate the addressee, a successfully advertised cover might then be forwarded to another city.

Advertised covers can be divided into three groups: (1) successfully advertised covers with no other markings than the advertised postmark(s); (2) successfully advertised covers that were forwarded to another city; and (3) unsuccessfully advertised covers that were sent to the Dead Letter Office (DLO). During the 1860s these covers will bear a postmark on the reverse side applied by the city where the letter was advertised, as required by Section 371 in the regulations just quoted. The date in this marking represents the date the letter was sent to the DLO. These letters were often returned to the sender in another envelope, with no new postal markings applied to the undeliverable cover by the DLO.

In addition to the markings designating “Advertised,” there are markings for “Unclaimed,” “Not Called For,” “Return to Sender,” “Not Known,” “Cannot be Found” and “Not Found.” All these are associated with advertising usage. Separate dating handstamps and handstamps incorporating dating along with the advertised postmark can be seen on the front of some covers. As noted, the use of extra town postmarks on the reverse indicates where the cover was advertised and when it was sent to the Dead Letter Office. The date of such postmarks is usually one month after the advertisement. When advertising succeeded in locating the addressee at another town, the covers bear evidence of forwarding with additional postage charges—until 1 July 1866, when the charge for forwarding mail was eliminated. Unclaimed advertised covers were sent to the Dead Letter Office. Those containing money were treated with special care and received other markings at the DLO. The covers illustrated in this article show examples of all these features.

A printed circular from the third assistant postmaster general, dated 21 May 1864 and sent to many postmasters, dictated the specific form in which unclaimed letters were to be advertised. (It also sheds light on how envelopes should be addressed to facilitate carrier delivery, which was then being phased in by the post office in many larger cities.)

SIR:

The Postmaster General desires the heading of every list of advertised letters to be in the following form, to wit:

“LETTERS REMAINING UNCLAIMED in the Post Office at _____, State of _____, _____ day of _____, 186_____.

[pointing hand] To obtain any of these letters, the applicant must call for “advertised letters,” give the date of this list, and pay one cent for advertising.

[pointing hand] If not called for within one month, they will be sent to the Dead Letter Office.”

FREE DELIVERY of letters by carriers, at the residences of owners in cities and large towns may be **SECURED** by observing the following **RULES**:

1. **DIRECT** letters plainly to the street and number, as well as the post office and State.
2. **HEAD** letters with the post office and State, street and number, sign them plainly with full name, and request that answers be directed accordingly.
3. Letters to strangers or transient visitors in a town or city, whose special address may be unknown, should be marked, in the lower left-hand corner, with the word ‘Transient.’
4. Place the postage stamp on the *upper right-hand* corner, and leave space between the stamp

Figure 1 shows about one-fourth of a full-page listing of unclaimed letters as it appeared in *The New York Times* for Saturday, October 29, 1864. The sharp-eyed reader will observe that the heading of the listing precisely matches the Zevely directive just quoted.

This was the largest advertised listing in the country, but it does suggest the magnitude of the overall problem. Note that the letters were grouped according to the sex of the recipient. Many big-city post offices at this time provided separate windows for ladies and gentlemen, this designed to protect the modesty of unaccompanied females who might otherwise have to wait in line with men to whom they had not been introduced. Figure 1 shows half of the Ladies' List and the C to F listings of the Gentlemen's List.

Straightline ADVERTISED markings

A glance at the illustrations in Plates 1 through 3 will confirm that the most common postmark on an advertised cover of the 1860s was a straight line "ADVERTISED" in capital lettering. The cover in Figure 2 shows such a marking, in which the "S" is reversed. This is clearly an error. Middletown, Connecticut, for more than 20 years used an "ADVERTIZED" marking with "Z" rather than "S". But 19th century spelling rules were not as exacting as they are today, so this is better classified as a spelling variant.

The Figure 2 cover was sent from the Satterlee U.S.A. General Hospital in West Philadelphia, one of the largest Union Army hospitals during the Civil War. During the few years it operated, it was the second largest hospital in the country, with more than 4,500 beds. It was big enough to have its own library and newspaper, and its own post office, with the postmaster named on this printed envelope. While the cover names William Bulkley as postmaster, he was a military postmaster and apparently had no special handstamp. From the hospital this cover went to the main Philadelphia post office and then to the Gouverneur, New York, post office—where it went unclaimed. At Gouverneur the cover was marked "ADVERTISED" with the separate date ("MAR 14") indicating the day on which it was advertised. The reverse of the envelope is blank, so we can interpret that as indicating the advertising was successful and the letter reached its addressee.



Figure 2. Sent from one of the largest Union Army hospitals during the Civil War, this cover went to Gouverneur, New York, where it was unclaimed and marked "ADVERTISED" with the separate date ("MAR 14") indicating the day on which it was advertised. The printed corner imprint of the hospital postmaster is most unusual.



Figure 3. This 3¢ 1861 cover was sent from Washington, D.C. to Charlestown, Massachusetts, sometime in the 1860s. Since it bears only the “ADV. 1./date” postmark, it was apparently advertised successfully: The addressee picked up her letter.

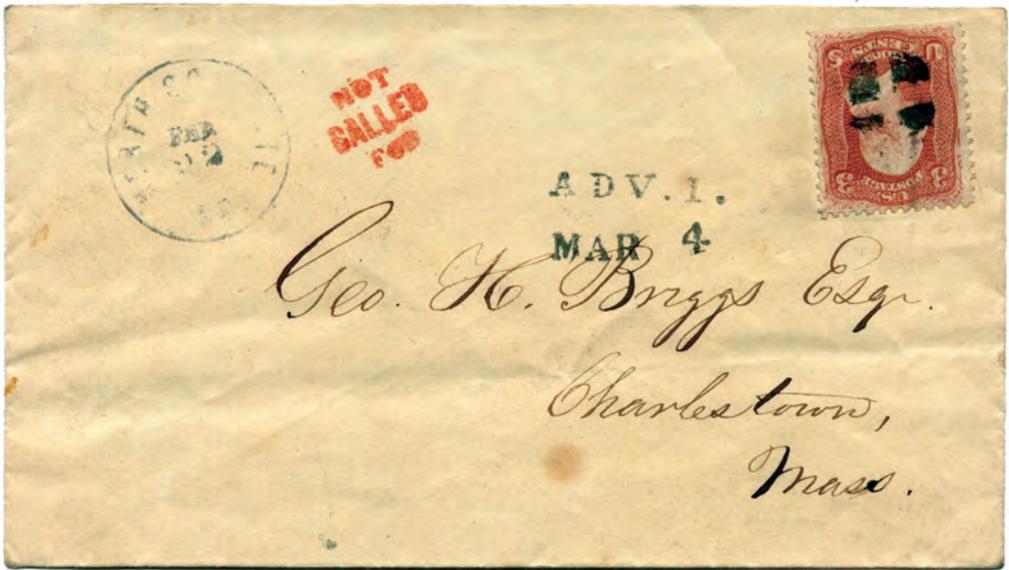


Figure 4. Also sent to Charlestown, Massachusetts and showing the same type of “ADV. 1./date” postmark as the Figure 3 cover. But this cover was “NOT CALLED FOR” at Charlestown and ultimately sent the Dead Letter Office.

Two similar covers addressed to Charlestown, Massachusetts, show different outcomes and how that affected the markings involved. The cover in Figure 3, with a “NOV 15” circular datestamp of Washington, D.C. (year not known), bears a receiving marking at Charlestown on the following day on the reverse. The other cover, shown in Figure 4 has a circular datestamp of North Scituate, Massachusetts (“FEB 22”) and shows no receiving mark. Both covers bear Charlestown’s “ADV. 1./date” marking in two straight lines, dated 11 and 12 days after the date of mailing. The Figure 3 cover bears no further markings; we can conclude that advertising was successful and the cover reached its addressee. The Fig-



Figure 5. 3¢ 1861 cover from Milwaukee via Allegany, New York to Cincinnati, where it was uncalled for, advertised, and ultimately sent to the dead letter office. Both advertised markings were applied at Cincinnati.

ure 4 cover was backstamped at Charlestown a month after being advertised and bears a red “NOT CALLED FOR” in three lines. This cover was forwarded to the Dead Letter Office. It was probably returned to its sender in another envelope.

The cover in Figure 5 was sent from Milwaukee to Allegany, New York. It was then forwarded free (dating it after mid-1866) to Cincinnati, where the addressee did not pick it up and it was advertised. The “ADV APR 25” marking is dated 11 days after the initial mailing. The addressee was not found. The cover then received the very distinctive postmark, “ADV [with fleuron] NOT CALLED FOR”. On the back flap it was struck with a matching blue “CINCINNATI. O. MAY 22” circular datestamp, indicating the day it was sent off to the Dead Letter Office. Like Figure 4, this cover was ultimately returned to its sender by the DLO in another envelope. Use of the word “advertised” in the “not called for” handstamp is unique to Cincinnati.

Straightline ADVERTISED marking in an oval

A small straightline “ADVERTISED” marking in an oval or lozenge was widely used in the 1860s, especially in smaller towns. These markings are so ubiquitous that they were probably produced by more than one vendor. An unusual use of such a marking, with date below, appears on the Civil War patriotic cover shown in Figure 6. This cover originated at Ship Island, Mississippi, where Gen. Benjamin Butler was staging the troops meant to battle for New Orleans. This scarce cover design shows a portrait of Colonel F. W. Curtenius, who was on the island too.

The Figure 6 cover was posted at the military Ship Island post office that had begun just days before this 25 March 1862 posting (manuscript marking at upper right). A manuscript “3” due marking, in similar hand, is partly obscured by the ADVERTISED marking. At Washington the cover was postmarked more clearly with a handstamped “Due 3”. It is endorsed “soldiers letter” by the sender, and bears a light strike of a script two-line handstamped officer’s certification (“E.J. Jones Col. Mass. 26th”—marking CERT-11 in the listing in my *Federal Civil War Postal History* book), but it was treated as a regular letter with



Figure 6. Civil War patriotic of a scarce design, sent from Ship Island, Mississippi with manuscript camp postmark. The cover was advertised at Lawrence, Massachusetts, where it was struck with the straightline “ADVERTISED” in an oval lozenge.

due postage, probably because the certification marking was so poorly struck.⁵ The cover was advertised at its destination, Lawrence, Massachusetts, in 15 April 1862. Since there are no further markings, the advertising must have been successful.

Undeliverable Mail With Valuable Contents

Figures 7, 8 and 9 all relate to one undeliverable cover and well illustrate the special handling of undeliverable mail with valuable contents. The cover that started it all, franked with a 3¢ 1869 stamp, is shown in Figure 7. Sent from Middletown, New York, in December, 1869, it was addressed to a cashier in Port Jervis, New York, and evidently contained a banknote or a check. At Port Jervis the cover was “ADVERTISED” with a typical black straightline in oval (similar but not identical to the marking on the cover in Figure 6). The date of advertising, January 3, was noted in manuscript at top center. In due course, after the cover was not called for, the Port Jervis postmaster wrote “unclaimed” at the bottom of the cover, stamped it on reverse with his circular datestamp (“29 JAN”) and mailed it in a separate envelope to the Dead Letter Office in Washington.

All of the other markings on the Figure 7 cover were applied by the DLO. They include a file number (“D 91-15”) referencing to a DLO listing of valuable letters and “D. Corwin D6269” in magenta. One or both the D’s stands for “Davis,” last name of the missing addressee. On the back flap, not shown, is a blue “USDLO FEB 2” and a pencil checkmark with initials.

After being thoroughly processed at the DLO, the Figure 7 cover, its contents and a printed form letter were sent to the postmaster at Middletown, where the cover had originated. The envelope that carried all this is shown in Figure 8. This oversize envelope was obviously created for this sort of correspondence. It is pre-addressed to “Postmaster...” and bears the corner imprint of the Post Office Department, “Official Business.” In addition, it bears the blue handstamped frank of A. N. Zevely, third assistant postmaster general.

The printed circular that was included is shown in Figure 9. This presents highly detailed instructions to guide the Middletown postmaster in his handling of this wayward



Figure 7. This 3¢ 1869 cover was sent in December 1869 from Middletown, New York, to Port Jervis, New York, where it was marked with the oval “ADVERTISED,” endorsed “unclaimed” by the Port Jervis postmaster, and sent to the Dead Letter Office. There the “D” and numerals were applied because the cover contained contents of value.

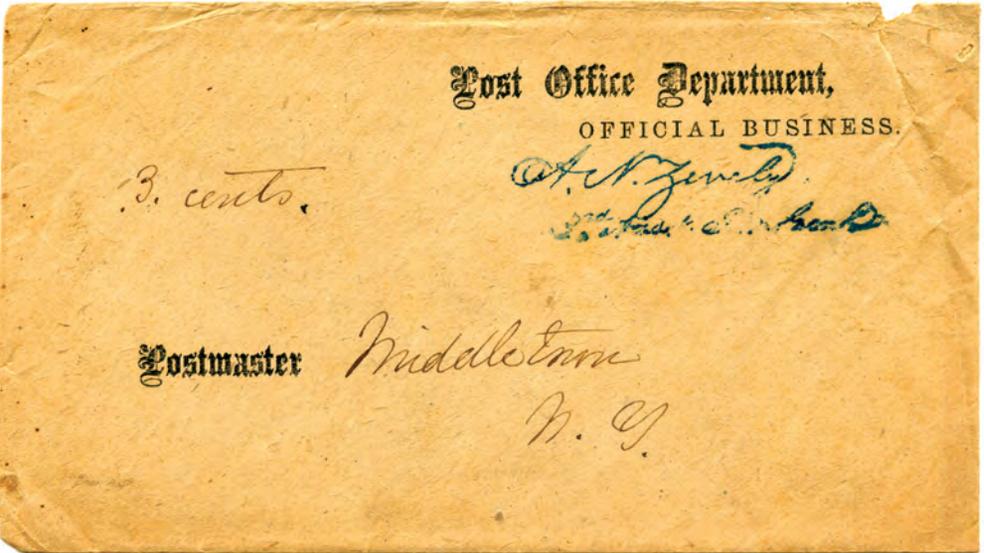


Figure 8. Franked return letter envelope from A. N. Zevely, third assistant postmaster general, to the Middletown postmaster, returning the Figure 7 cover and including detailed printed instructions to the postmaster about returning the letter to its sender.

piece of mail. He is to carefully examine the undeliverable cover in order to facilitate return to its sender, “a profound secrecy being required as to its contents.” He is to collect 6¢ “return letter postage” from the sender, and he is to account for this 6¢ in a very specific manner. If he cannot locate the sender, he is to return the entire package to Zevely “in its original condition,” registration not required.

This single example makes clear that undeliverable letters containing valuables were a sufficiently commonplace postal problem to justify the development of elaborate procedures, records and forms. Even though 6¢ was a more considerable sum in the 1860s than it is today, it's unlikely that "return letter postage" fees came close to covering the administrative costs involved. As we will see, the escalating cost of tracking undeliverable letters was a mounting concern during the 1860s.

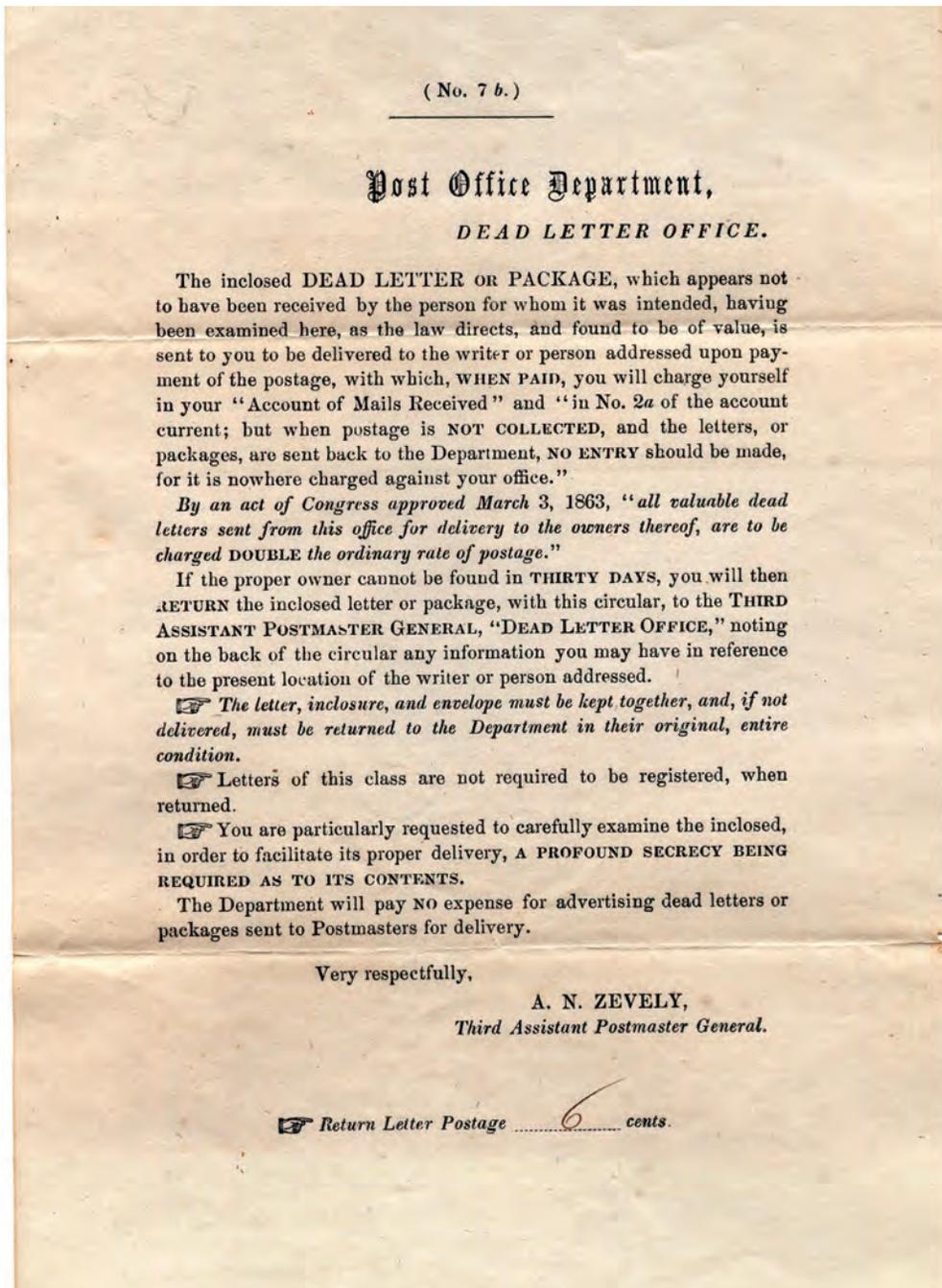


Figure 9. Dead Letter Office instructions carried in the Figure 8 cover. The enclosed letter of value was to be returned to the writer at double postage due.

Square Advertised Markings

Reference to the tabular data that accompanies this article will show that a number of cities used a square boxed marking, 16 by 16 millimeters, with three lines of type showing ADV, date and year. Because of their strong similarities, it's likely these markings all came from the same manufacturer.

Louisville, New Bedford, Philadelphia, Providence and Richmond are among the cities that used such markings; see plates 2 and 3.

An example from Philadelphia appears on the unusual cover shown in Figure 10. This is a 3¢ Nesbitt envelope with a Wells, Fargo & Co. "California and Coast Routes" franking imprint. It originated (presumably) in California on October 29 (per sender's notation), and despite the "overland" endorsement was carried by steamer in the hands of Wells, Fargo & Co., and entered the U.S. mails at New York on 24 November 1865. After being unclaimed at the Philadelphia post office, it was advertised and struck with Philadelphia's boxed three-line marking reading: "ADV./ NOV 30/1865". Note there are no other Philadelphia markings on the front of this envelope. However, on the reverse is "DEAD/JAN 6/ PHILA POST OFFICE". This marking was applied at Philadelphia on the day the letter was forwarded to the Dead Letter Office. The letter was opened at the DLO and ultimately returned to its sender, whose notations show it was received on March 17. The unclear blue double-circle marking is from the DLO.

Figure 11 shows a cover from the closing days of the Civil War, when there was still censorship of mail entering Richmond. Endorsed "Per flag of truce" in the sender's handwriting, this cover lacks an origin postmark and may have entered Richmond within another cover from the South which was discarded. The addressee did not pick it up from the Richmond post office, so the cover was advertised, with the same type of marking seen used at Philadelphia in Figure 10. While this square box-with-date marking was used at many towns, it was used only during the 1860s.



Figure 10. 3¢ Nesbitt envelope with a square boxed "ADV./NOV 30/1865" marking applied at Philadelphia. Similar markings were used at other cities. This cover was carried from California by Wells Fargo and entered the mails at New York. Advertising at Philadelphia was unsuccessful. The cover went to the Dead Letter Office and ultimately back to the sender, whose notations show it was received on March 17. The unclear blue double-circle marking is from the DLO.



Figure 11. This “flag of truce” cover from the closing days of the Civil War probably entered Richmond in a larger packet of letters. The addressee did not pick it up so the cover was advertised, with the same type of square boxed “ADV/date/year” marking used at Philadelphia on the cover in Figure 10.



Figure 12. 3¢ 1861 cover posted in March, 1864 from the Civil War prison in Rock Island, Illinois. The cover was addressed to Memphis, where it was not picked up and then advertised. The large circular marking at left indicates the cover was examined before leaving the prison.

In addition to the censor’s notations to the left of the 3¢ 1861 stamp, the Figure 11 cover bears a pencil notation that it was opened by mistake by a woman whose name was very similar to that of the addressee. Another interesting cover with this same type of advertised postmark, not illustrated, shows a 10¢ green perforated stamp with oval “POST OFFICE/VICTORIA VANCOUVER ISLAND/PAID” sent to Rochester, New York, and advertised there.



Figure 13. From Cairo, Missouri, 16 May 1865, addressed to Fort Kearney, Nebraska Territory, where it was advertised (probably by a listing sheet displayed at the post office) and forwarded to Fort Bridger, Utah Territory. Advertising was successful; the letter reached its addressee.

Dated Circular Markings

Figure 12 shows a Civil War prisoner-of-war cover that was also advertised. The large circular marking at left indicates the cover was examined before leaving the prison for Confederate soldiers at Rock Island, Illinois. The addressee is not given a military rank so he may not have been a soldier; the “Esq.” implies a lawyer. Whatever his credentials, he did not pick up this prepaid letter in Memphis. So it was “ADVERTISED APR ? 1864,” using a marking similar to a circular datestamp. There is no evidence the letter was unclaimed and sent to the Dead Letter Office, so we can assume the advertising was successful. There would have been a 1¢ charge for advertising. This was always collected, but often was not marked on the cover.

1¢ Advertising Fee Marked On The Cover

The next six covers show instances where the 1¢ advertising fee was marked on the cover. Figure 13 shows a territorial advertising marking, applied at Fort Kearney, Nebraska Territory, in 1865. The cover originated in Cairo, Missouri, per the blue manuscript town mark dated “May 16th 65” and was addressed to a young lady at Fort Kearney. Here it was successfully advertised (manuscript “Advd here 1 ct”), because the cover was sent on to Fort Bridger, Utah Territory, with an additional manuscript “Fowd 3 cts Due.” The postmark “FORT KEARNEY N.T. JUN 20” marking indicates the date of forwarding. Confirmation that the cover reached its recipient is provided by her magenta-ink docketing notation to the right of the stamp: “an[s]wered July 1.”

The patriotic cover in Figure 14, from 1861 or 1862, is a ship letter that was advertised.⁶ The cover came into New Bedford as an unpaid ship letter with 5¢ marked as due postage. No one took it from the post office, so one week after its arrival, it was advertised and marked with New Bedford’s “ADVERTISED 1” in circle. The two-line “AUG 15” (with month inverted) in the lower left corner represents the date the cover was advertised. Since there are no other postmarks, we can safely presume the addressee picked up the cover and paid 6¢ in postage.

The 3¢ Nesbitt envelope in Figure 15 shows a large two-line advertising marking “ADVVD/1Ct” that was used at Philadelphia. There is no date of advertising. The cover



Figure 14. This patriotic cover, probably from 1861 or 1862, carried a ship letter and was advertised at New Bedford, Massachusetts, where it received the encircled “ADVERTISED 1” marking. The two-line “AUG 15” (with month inverted) in the lower left corner shows the date the cover was advertised.



Figure 15. From Morrisville, Pennsylvania, 3¢ Nesbitt envelope advertised unsuccessfully with “ADVT/1Ct” at Philadelphia. The “Not called for/ No such person can be found” marking was added when the letter was sent to the Dead Letter Office.

originated at Morrisville, Pennsylvania. Despite a very specific street address (“North side of Chestnut St. Bet. 4th and 5th upstairs”), the addressee could not be located. “Not found” with a signature (presumably the carrier) is penciled at lower left. After advertising brought no success, the cover was marked “Not called for/No such person can be found” and struck (on reverse) with a circular “PHILADELPHIA PA./DEAD/JUN 7.” These last two markings were placed on the letter when it was sent to the DLO in Washington.



Figure 16 (top): 3¢ 1861 cover from Mineral Point, Wisconsin, 22 May 1862, showing the bold advertised marking with the rate included that was used at Utica, New York, in the 1850s and 1860s. Additional handstamps front and reverse were added when the letter was sent to the Dead Letter Office. Figure 17 (above): 3¢ 1861 cover advertised at Watertown, New York, with Watertown’s striking ADVERTISED/DUE 1 ct./date. This large arch marking is one of the most unusual advertising markings from this period.

The advertised postmark in Figure 16 was used at Utica, New York, in the 1850s and this photo shows that usage continued into the 1860s. This is a very bold marking with the rate included. An incomplete strike was illustrated in *Chronicle* 231 (Plate 3, page 217). The Figure 16 cover also shows a straightline “Not called for” and is backstamped “UTICA N.Y. AUG 1 1862.” These markings were both applied when the cover was sent to the Dead Letter Office. The DLO technique for opening these covers was friendly to the preferences of modern collectors. DLO would place a sharp blade under one end of the back flap and then tear the envelope open on the reverse side. If the end was cut off, the contents might be damaged. This technique protected the contents and did not mar the address.

One of the more unusual advertised postmarks from this period is the large (49 by 21 millimeters) arch type used at Watertown, New York. An example appears on the 3¢ 1861 cover shown in Figure 17. This marking reads ADVERTISED/DUE 1 ct./[date]. In the example shown, the date is March 13, 1865. It’s not clear where this cover originated. There are no other markings, so we can make the assumption the cover was advertised successfully.



Figure 18. Posted at Providence in 1863, this 3¢ Nesbitt envelope was not picked up at the Delaware, Ohio, post office. Advertising at Delaware successfully yielded a new address. The cover was readdressed and marked for 4¢ postage due: 1¢ for advertising and 3¢ for forwarding.



Figure 19. Originating in Schenectady, New York, on 31 January 1867, this remarkable 3¢ 1861 cover was forwarded three times before being advertised. After 1 July 1866, forwarding was free. A month after being advertised at Watertown, New York, the cover was sent to the Dead Letter Office in Washington.

Figure 18 is an example of advertising and forwarding with separate markings for each service. This 3¢ Nesbitt envelope originated at Providence, Rhode Island (red July 22, 1863, double-circle postmark), addressed to Delaware, Ohio. There it was ADVERTISED and a separate “AUG 6” datestamp was applied. Advertising resulted in a better address.



Figure 20. This striking 3¢ 1869 cover shows three different auxiliary markings in blue applied at two towns at different times. Sent from New Canaan, Connecticut, on March 22 [1870], it went to Jacksonville, Florida and from there was forwarded to Savannah, Georgia. Not picked up, it was advertised at Savannah. After a month it was marked “UNCLAIMED,” sent to the DLO and then returned to the sender.

The cover was readdressed to Kingston Center, Ohio, and marked with a handstamped “Due 3,” a Civil War soldiers’ mail marking. The Delaware postmaster applied his circular datestamp (“DELAWARE O. AUG 20 1863”) and in pencil enumerated the individual charges and the total of 4¢. We know the cover reached the addressee because it bears his receiving notations dated August 21, 1863.

As noted above, forwarding was free after 1 July 1866. The cover in Figure 19, forwarded three times, was a beneficiary. Franked with a 3¢ 1861 stamp and addressed to Burlington, Vermont, this cover originated in Schenectady on 31 January 1867. From Burlington (“FEB 5” cds) it was forwarded to Rouse’s Point, New York (“FEB 7” cds) and from there to Malone, New York. No postmark was applied at Malone, but the cover was forwarded from there to Watertown, New York, where it was “ADVERTISED” and a “FEB 25” datestamp applied. All to no avail. After a month in Watertown the cover was stamped “UNCLAIMED” in rectangular frame and (on the backflap) “WATERTOWN N.Y. MAR 28” and sent to the Dead Letter Office. Since the cover still exists, it was probably returned to its sender after the DLO determined it did not contain anything of value. Watertown used at least two advertised markings: the straightline marking on this cover and the arch marking on the cover in Figure 17.

The cover Figure 20 is striking because in addition to the blue 3¢ 1869 stamp it shows three different auxiliary markings, also in blue, applied at two towns at different times. As with the previous cover, this cover was forwarded before being advertised. The cover originated at “NEW CANAAN CONN. MAR 22” addressed to Jacksonville, Florida. From there it was “FORWARDED” (blue oval) to Savannah, Georgia. But the addressee did not pick it up. At Savannah it was first marked “ADVERTISED APR 18” and after it lay in the post office another month, it was marked “UNCLAIMED”, postmarked “SAVANNAH GA MAY 14” on reverse and sent to the Dead Letter Office, which ultimately returned it to the sender through the original post office. It is a cute coincidence that both post offices receiving the letter used blue ink.

Soldiers' Letters

Letters sent to soldiers during the Civil War were rarely advertised. Letters addressed to soldiers were transported by the regular posts up to the point where the military post office service took over. There was no advertising of such letters by the military. Figure 21 is a patriotic cover with preprinted address format, franked with a 3¢ 1861 stamp and canceled at Lexington, Kentucky. The specific location of the addressee's unit is not given, but appears to be a training camp in Ohio. The circular datestamp is not clear, but the cover must

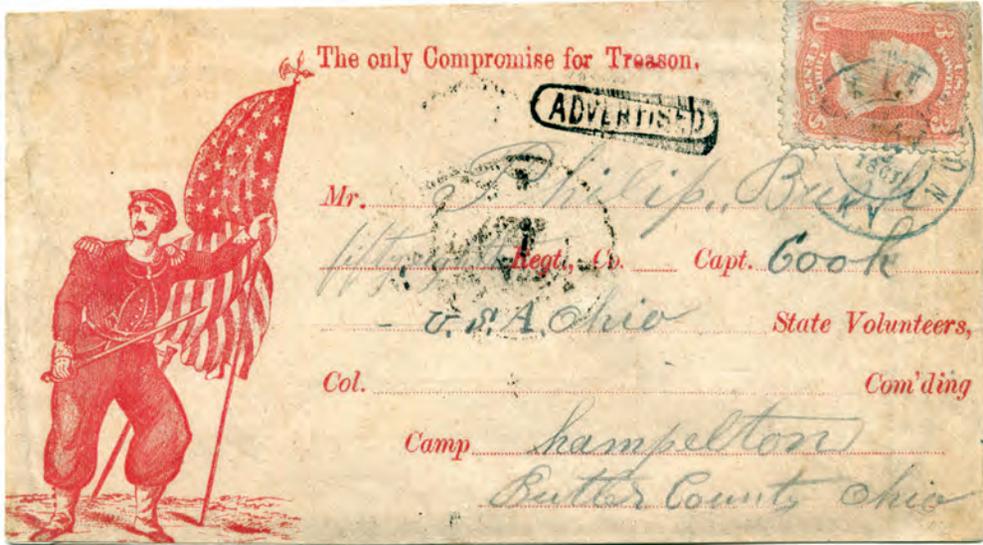


Figure 21. Soldiers' letters were rarely advertised. This patriotic cover bears a confusing address but appears to be directed to a soldier in his first camp. The office at which it was advertised cannot be determined.

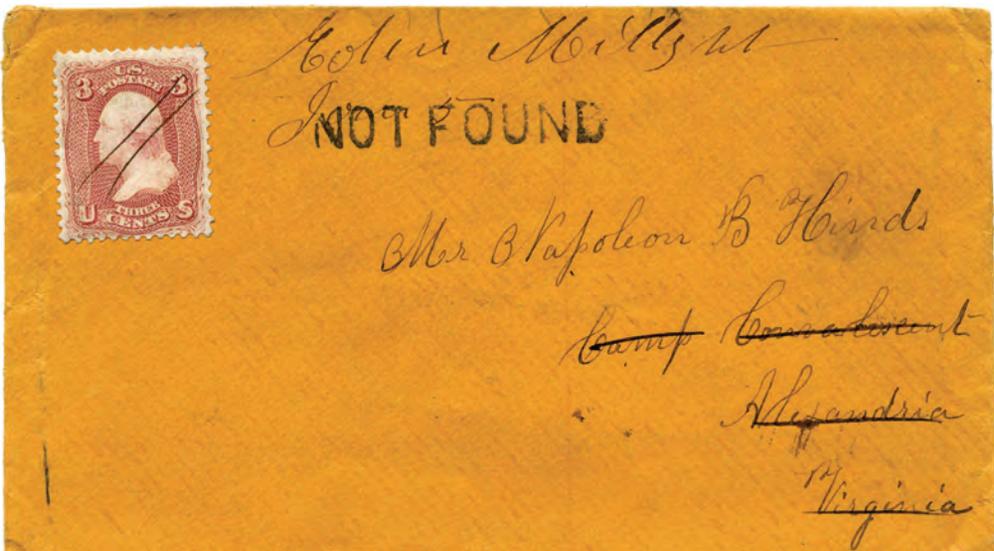


Figure 22. 3¢ 1861 cover from a small town in Vermont addressed to Civil War soldier at "Camp Convalescent" (near Alexandria). The wounded soldier could not be found so the letter was sent to the Dead Letter Office.

have been advertised at the town nearest the camp. So unlike a letter carried in the military post, this cover travelled only in the regular mails and as such it was advertised (with apparent success) to locate the addressee.

Figure 22 shows a cover from a small town in Vermont (“Eden Mills, Vt.” manuscript at top) addressed to a wounded soldier at “Camp Convalescent, Alexandria, Va.” There were a number of organizations devoted to locating wounded soldiers, but no such effort worked in this instance. The address is crossed out and a straightline “NOT FOUND” was struck on the front of the cover. On its reverse is a circular datestamp of “ALEXANDRIA VA. FEB 14”. Since the manuscript postmark is dated January 5 and the Alexandria postmark is February 14, we know the letter was sent to the Dead Letter Office a little over one month after it was posted.

Drop Letters

Drop letters were one of those categories of mail that were not to be advertised. But when unclaimed they still were subject to a series of rigorous procedures that led to the Dead Letter Office. A drop letter with some interesting postmarks is shown in Figure 23. This cover, franked with an F-grill 2¢ Black Jack stamp, was dropped at the Philadelphia post office to be sent to local address. The Philadelphia circular datestamp reads March 16, year not known. A pencil notation at lower left reads “House Closed Removed” with what appears to be a carrier’s signature. The “REMOVED” handstamp is very unusual. The cover was also marked “NOT FOUND” and “DEAD PHILA. POST OFFICE APR 25” (on reverse) on the day it was sent to the Dead Letter Office. Note that it was not advertised, but it was kept over a month before being forwarded.

A similar drop letter, from New York, is shown in Figure 24. Here a 2¢ Black Jack is tied by a blue “NEW YORK CITY FEB 4” circular datestamp. Beneath the address is a clerk’s pencil notation “moved” with the initials “OEB”. On the reverse is a black “NEW-YORK MAR 5”, showing the date, a month after posting, the cover was sent to the Dead Letter Office. The “CANNOT BE FOUND” on the front was applied on that date too. The



Figure 23. This cover, franked with an F-grill 2¢ Black Jack stamp, was dropped at the Philadelphia post office to be sent to local address. Drop letters were not to be advertised. When this letter proved undeliverable, it was sent to the Dead Letter Office. The “REMOVED” handstamp is rare.



Figure 24. This drop letter franked with a Black Jack was held at the New York post office for a month before being marked “CANNOT BE FOUND” and sent to the DLO.

DLO would ultimately return the letter to Brown Brothers, the investment banking firm (still in existence today) whose oval business handstamp appears on the front.

Any consideration of advertising practices during the decade of the 1860s must make note of two special categories of markings: the short-lived 2¢ advertising fee of 1865 and the “Not to be Advertised” markings used in a few large cities in 1866. Both topics will be discussed next, with typical covers shown.

2¢ Advertising Fee

As discussed in my article in *Chronicle* 228, from July, 1845 to 1 July 1851, the advertising fee was 2¢, though a few large post offices charged 4¢. The lower postal rates of the 1850s were accompanied by a lower advertising fee. As discussed in my article in *Chronicle* 231, throughout the lifetime of the 1851 stamps, the advertising fee was uniformly 1¢.

But effective 1 May 1865, the Post Office Department raised the advertising fee to 2¢ (Act of 3 March 1865). It was thought that a higher advertising fee might somehow reduce the number of dead letters, which had greatly inflated during the Civil War years. But in an era when postal rates and fees were generally diminishing, raising the advertising fee was a retrograde step.

The short-lived 2¢ advertising fee of 1865 is well illustrated by the cover in Figure 25. Posted at Glasgow, Scotland, on 11 August 1865 and franked with a 1 shilling green Victoria stamp of 1865 (Scott 48), this cover arrived in the United States as a fully prepaid letter, carried by British packet, showing the appropriate 5¢ credit to the U.S. After it was not claimed at Newark, New Jersey, the cover was marked with Newark’s “ADV’D AUG 20” in rectangle. A separate “DUE 2” expresses the 2¢ advertising fee. Advertising was unsuccessful. The cover was backstamped “NEWARK, N.J. OCT 7 1865”—indicating the day it was sent to the Dead Letter Office. From there it went back to Scotland, with a red English “UNCLAIMED” also struck on reverse.

San Francisco for many years used a straightline postmark reading “ADVERTISED 1”;



Figure 25. For five months during 1865, the advertising fee was raised to 2¢. This cover, posted at Glasgow, Scotland, on 11 August 1865, arrived in the United States fully prepaid. After it was not claimed, the cover was marked with Newark's "ADV'D AUG 20" in rectangle. A separate "DUE 2" expresses the 2¢ fee.



Figure 26. Posted at Oswego, New York, on 14 June 14 1865, this 3¢ 1861 cover bears an "ADVERTISED-2" applied at San Francisco during the brief 2¢ fee era.

a special "DEAD" postmark on the reverse of the envelope. The cover in Figure 26 bears the only strike I have seen of a new straightline marking created for the 2¢ fee period. This marking—"ADVERTISED-2"—has a larger numeral and a hyphen, both of which differ from the more common "1" marking. The cover in Figure 26 represents an early showing of the 2¢ fee, having been posted at Oswego, New York, on 14 June 1865.

After advertising the cover proved unsuccessful, the San Francisco post office marked it with the red "NOT CALLED FOR" and sent it to the Dead Letter Office in Washington.

service

1. Ready to help or be of use.
2. An act or a variety of work done for others.
3. The act of providing something to meet a need.

professionalism

1. The standards, views, and behavior of one who engages.
2. Skillfulness by virtue of possessing special knowledge.
3. The knowledge or skill of an expert.

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Figure 27. 2¢ Black Jack on a 1¢ Star Die envelope posted at Canton, New York to New Bedford, Massachusetts, where it was advertised and struck with the boxed “ADV/ JUL 26/1865” and a prominent “DUE 2”.

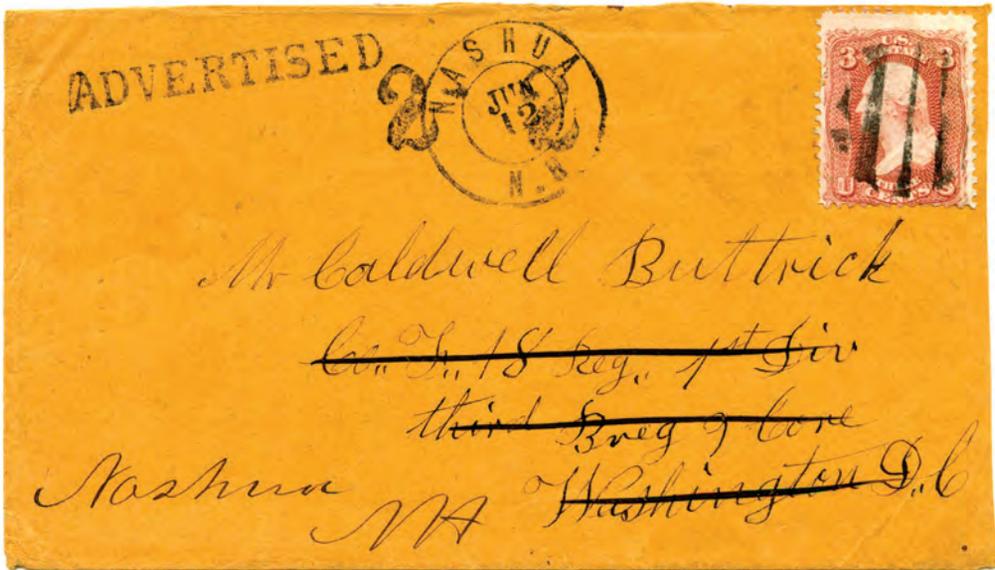


Figure 28. The short-lived 2¢ advertising fee assessed at Nashua, New Hampshire, on a cover posted 12 June 1865 that was returned to Nashua and successfully advertised.

On the reverse is “SAN FRANCISCO CAL./ADVERTISED./ AUG 16” (applied when the cover was advertised) and a second smaller double circle “SAN FRANCISCO/ CAL./SEP 16 1865”, the date the cover was sent to the DLO. The red notations at upper left were subsequently applied by a family member describing the contents, so the letter must have been returned to the sender from the DLO.

Another nice showing of the 2¢ advertising fee appears on the cover in Figure 27. This is a 1¢ Star Die envelope with a 2¢ Black Jack stamp added to make the 3¢ domestic letter rate, not a common combination. The cover originated at Canton, New York (“JUL 17” cds) and was addressed to New Bedford, where it was advertised with a 16-mm boxed marking “ADV/JUL 26/1865”. A prominent “DUE 2” in a circle completes the picture.

Figure 28 is a cover addressed to a Civil War soldier, posted at Nashua, New Hampshire, on 12 June 1865, just after the conclusion of the war. The addressee must have been discharged by then, because the cover was forwarded back to its origin. There was no charge for this; soldier’s letters were forwarded free. But in Nashua the addressee did not pick up the letter so it was “ADVERTISED” with two “2” handstamps applied to express the fee. Since there are no further postmarks, it appears the addressee did receive his letter.

As a policy measure for reducing the number of undeliverable letters, the 2¢ advertising fee was a failure. The September 1865 issue of the *United States Mail and Post Office Assistant* acknowledged this, publishing the text of a recent circular from Zevely rescinding the 2¢ fee, which enjoyed an effective lifetime of less than six months.⁷ The fee for advertising reverted to 1¢ and only 1¢ per name could henceforth be paid to the newspaper in which the listing was published. The text of the Zevely announcement is as follows:

It is estimated that, under the new law, the cost of advertising letters which, not being delivered, are sent to the Dead Letter Office, will amount to at least \$60,000 per year. This sum is an entire loss to the Department. If a large proportion of advertised letters were delivered, this expense might be justified by the advantages accruing to the public interest. That this is not the case is shown by the fact that at least 75 percent of all advertised letters are sent to the Dead Letter Office. In some of the larger offices the percentage of advertised letters that are delivered averages less than 15 percent.

In view of these facts, the Postmaster General deems it expedient to rescind his instructions to postmasters under section 4 of the act approved March 3, 1865.

You will, therefore, upon receipt of this circular, notify the publisher of the advertised list of your office that hereafter, for the reason above stated, but one cent per name will be paid for such advertising. If it is not possible to effect an arrangement to have the list published in the newspaper having the largest circulation at this rate (one cent per name), you will then cause the lists to be printed and posted conspicuously as a substitute for newspaper publication; provided, however, that the entire expense of such printed lists shall not exceed one cent per name. If neither of these arrangements can be affected, you will merely post manuscript lists, for which no charge will be allowed.

In the event of being obliged to resort to the posting of either printed or manuscript lists, due notice must be given to the public of the change.

Figure 29 is a cover that documents the restored 1¢ advertising fee. This is a rather plain envelope, franked with a 3¢ 1861 stamp postmarked “ELYRIA O SEP 11 ’65.” After being uncalled for at its destination, Mount Vernon, Ohio, it was advertised. The Mount Vernon postmaster struck the cover with a stock “ADVERTISED” straightline-in-oval device and also noted in manuscript the date of advertising and the fee: “Sept 19/65 Due 1 cent”. This is the earliest cover I have seen that shows the restored 1¢ advertising fee. It is neat that the change was so well documented on this cover.

“Not To Be Advertised” Markings

Markings reading “Not To Be Advertised” began to appear in mid-1866 after the Act of 12 June 1866 went into effect. It is reasonable to assume that once the failure of advertising, as a device for diminishing the handling of undeliverable mail, was recognized and acknowledged, policies to diminish the practice of advertising would follow. The 1866 edition of the *Post Office Laws and Regulations* presented (in Section 364) 10 categories of letters that were not to be advertised. These categories were listed and discussed in some detail in the Cover Corner section of *Chronicle* 219 (and in the April 1866 issue of *The*



Figure 29. Earliest cover recorded by the author showing the restored 1¢ advertising fee. Franked with a 3¢ 1861 stamp postmarked “ELYRIA O SEP 11’65,” the cover was uncalled for at its destination, Mount Vernon, Ohio, where it was struck with a stock “ADVERTISED” straightline-in-oval device. The postmaster also noted the date and the fee: “Sept 19/65 Due 1 cent.”



Figure 30. Probably posted in 1867, this 3¢ 1861 cover bears a very specific return address endorsement. Because of this it was marked “NOT TO BE ADVERTISED” in Philadelphia and in due course was returned to its sender.

United States Mail and Post Office Assistant).⁸ The first category in the listing is “letters bearing a request to be returned if unclaimed.” The proliferation of “return if not delivered” cornercards in the later 1860s coincides with the elimination of postage due charges on forwarded letters, July 1, 1866.



Figure 31. “NOT TO BE ADVERTISED” and “RETURNED TO WRITER,” both applied at Memphis on a 3¢ 1861 cover that originated at Fort Madison, Iowa.

Figure 30 shows a hotel corner cover franked with a 3¢ 1861 stamp and posted at Washington, D.C. on July 1. While a year date is not present, the cover dates most likely from 1867. The letter is addressed to Mr. T. John Newton at Philadelphia. At the left edge of the cover, over the hotel corner imprint, the sender very specifically instructed “If not called for, return to A.A. Evarts[?]”. At Philadelphia this cover was struck with the distinctive circular “NOT TO BE ADVERTISED” marking, highlighting the policy to be applied to covers with return addresses. In due course the cover was returned to its sender, who noted in manuscript that he received it on August 10. This “NOT TO BE ADVERTISED” marking from Philadelphia has also been seen in blue ink as well as in black. Markings like this certainly have a place in a discussion of the practice of advertising; but since they are not advertised markings *per se*, they are not included in the tabular listing that accompanies this article.

Figure 31 is one of a handful of covers on which a “NOT TO BE ADVERTISED” marking is accompanied by a “RETURNED TO WRITER” marking. Franked with a 3¢ 1861 stamp and addressed to Memphis, this cover originated at Fort Madison, Iowa. The sender must have sensed his letter might not reach its recipient, because he carefully amended the corner imprint to make it more specific and to reduce the if-not-called-for period from ten days to five. A flowery manuscript pointing hand calls attention to his modifications. Along with the other handstamped markings, at Memphis the cover was also marked “DUE 3” for forwarding back to its sender. The charge for forwarding means the cover probably dates from June 1866, because forwarding was not charged after July 1, 1866. “NOT TO BE ADVERTISED” markings are currently known from four cities: Chicago, Memphis, Philadelphia and St. Louis. Examples from Chicago and St. Louis were shown in *Chronicle* 219, pages 241-243.

Figure 32 shows a 3¢ Nesbitt envelope, posted at Newburgh, New York, in 1870, with a corner imprint from a lawyer who is here attempting to locate a relative of a Negro soldier (the letter is still in the envelope). A carrier’s pencil notation indicates that Sarah Hasbrouck (misspelled) has “Removed” with “no trace.” Per policy, the cover was not advertised. Instead, it was returned to the sender without charge. Two handstamped pointing hands direct



Figure 32. 3¢ Nesbitt envelope posted at Newburgh, New York, in 1870, from a lawyer who is attempting to locate a relative of a Negro soldier. The addressee could not be located. The cover was not advertised and was returned to the sender in accordance with his printed instructions at left.

attention to the return address. This is the first type of pointing hand cancel used at New York City. This cover comes down to us from the correspondence of the sender, Darwin Esmond, so we know it was returned to him successfully. A very similar cover from this same lawyer shows a marking with a pointing finger with text “NEW YORK/ RETURNED TO WRITER/ FEB 26.”

The next installment of this series will discuss advertising markings used during the era of the Bank Note stamps.

Endnotes

1. Milgram, James W., “Handstamped ‘Advertised’ Postmarks on United States Stampless Covers,” *Chronicle* 228, pp. 306-323.
2. Milgram, James W., “Undeliverable Mail: ‘Advertised’ Markings Used During the 1851-57 Stamp Period,” *Chronicle* 231, pp. 215-241.
3. Milgram, James W., “Discovery and Addendum,” *Chronicle* 230, pp. 122-123.
4. *Postal Laws and Regulations of the United States of America*, 1866.
5. Milgram, James W., *Federal Civil War Postal History*, (Lake Forest, Ill., Northbrook Pub., 2008), pp. 171-72.
6. *Ibid*, pg. 192.
7. *United States Mail and Post Office Assistant*, September 1865, pg. 2.
8. *United States Mail and Post Office Assistant*, April 1866, pg. 2; “Answers to Problem Cover in *Chronicle* 218,” *Chronicle* 219, pp. 241-244. ■

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WHY THREE 15¢ 1869 STAMP TYPES BUT ONLY TWO DIE PROOFS?
BECAUSE THE TYPE I SHADING LINES WERE ADDED TO THE PLATE

IRVIN L. HEIMBURGER

The four top-value stamps in the 1869 issue were printed in two colors, each requiring a separate pass through the printing press. These were the first bi-color United States postage stamps. In two of the stamps, the 15¢ and 90¢ values, minor misregistration of the frame around the vignette would leave an undesirable white space between the two. In an



Figure 1. Scanned images of portions of four different Type I 15¢ 1869 stamps, enlarged and overlapped to show variations in the placement of the shading lines in the frame area behind the vignette. The intersection of the added brown lines with the frame varies ever so slightly. This is most noticeable at the juncture of these lines with the ornaments indicated by the upper arrow. Additionally, the number of lines between the two arrows varies: stamps 1 and 4 show 54 lines, stamp 2 shows 53 and stamp 3 shows 55.

attempt to remedy this, the misalignment was masked by adding a border of short horizontal lines just inside the frame on both stamps. In the 90¢ value, it has been shown that these lines were not present in the die but were added to the plate.¹

This was also the case for the 15¢ Type I stamp, Scott 118. Proof that the shading lines were added individually, to all positions of the plate, is shown in the greatly enlarged images of portions of several of these stamps presented in Figures 1 and 2.

These are scanned images of collages created from enlarged color photocopies of four individual 15¢ Type I stamps on which the vignette is shifted sufficiently far to the right to allow examination of the lines to the left of the vignette. For an unknown reason, no plate proofs of the Type I 15¢ 1869 stamps exist. The four Type I 15¢ stamps used to create the collage in Figure 1 were all sold in recent Robert A. Siegel auctions and are available using the “Power Search” feature in the Siegel on-line archive.²

Figure 1 shows the left edges of the four stamps, overlapped to show the tiny brown lines. It is obvious on close inspection that there are variations in the placement of these lines that could not exist if the shading lines were present in the master die from which the images on the printing plate were created.

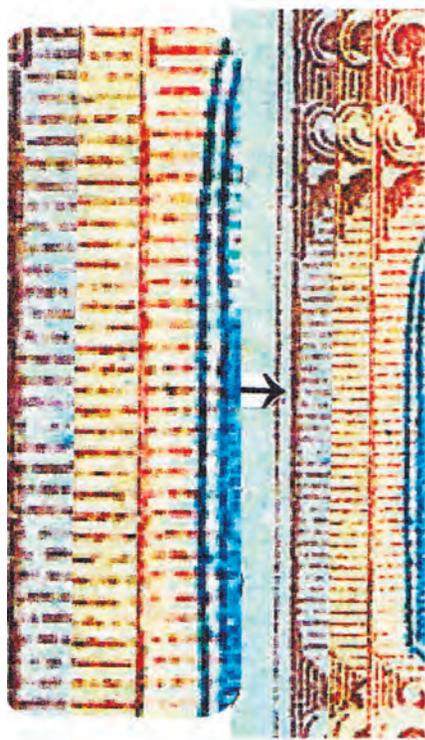


Figure 2. Enlargement of a smaller portion of three of the stamps shown in Figure 1. The shaded sections of the three edges are presented at right and a greater enlargement, showing just a portion of the shading lines, is presented at left. Even in this smaller section, the line count varies. In the enlarged segments shown at left, the center illustration shows 33 lines and those on either side have 32.

The placement of the shading lines varies ever so slightly. This is most noticeable at the juncture of these lines with the ornament adjacent to the upper arrow. The number of lines between the two arrows also varies. Stamps 1 and 4 have 54 lines; stamp 2 has 53; and stamp 3 has 55.

Figure 2 shows a blow-up of a smaller portion of three of these stamps, with the shaded sections of the three edges presented at right—and an even greater enlargement, showing just a portion of the shading lines, at left. Even in this smaller section the line count varies. In the segments shown at left in Figure 2, the center illustration shows 33 lines and those on either side have 32 lines.

The die for the frame of the 15¢ Type I stamp is the one now listed as Scott 129-E2. An enlarged impression from this die is shown in Figure 3. This die is known to have been used to make the plate for the 15¢ Type III stamps as part of the centennial reissues of 1875; that’s how it got the 129 designation. What has not been realized is that this die was also used to make the frame plate for the 15¢ Type I stamp in 1869. This fact becomes evident with the realization that both the original 15¢ and 90¢ plates had the inner shading lines added in the plate.

To complete the story: Even with the addition of these shading lines to the frame plate for the 15¢ Type I stamp, undesirable white space directly above the vignette persisted. As a result, the 15¢ Type II frame die was created, with more elaborate framing at the top of the vignette space and subtle shading at the sides and bottom to min-



Figure 3. Enlargement of an impression from the die now listed as Scott 129-E2. This die was used to make the frame plate for the 15¢ Type III stamps that were part of the centennial reissues first offered in 1875. But this same die was also used to make the frame plate for the 15¢ Type I stamps in 1869. It could just as well be listed as an essay for Scott 118.



Figure 4. Electronically cropped image of an impression from the die (Scott 119-E1) used to create the Type II frame plate. In addition to showing the extra ornamentation (including a small diamond) at the top of the frame, this shows shading lines inside the frame that were engraved into the die. Thus these lines are identical in all the Type II stamps (Scott 119).

imize misregistration effects. From this die a new (Type II) frame plate was created. And from this the Type II stamps were printed. They very quickly replaced the Type I stamps.

A proof from the Type II frame die (Scott 119-E1) is shown in Figure 4. The die for the Type II stamp shows shading lines inside the frame. These were engraved into the die, as can be seen in Figure 4. Thus these lines are identical in all the Type II stamps (119) and its many proofs. When the 1875 centennial reissues were created by American Bank Note Company, the company had access to both 15¢ frame dies.³ Since the plate used to create the original Type I stamps had apparently been destroyed, a new plate was made using the 129-E2 die (Figure 3) for the frame. No shading lines were added to this plate. Thus a third stamp variety was created for the 15¢ value: the Type III stamp (Scott 129), which occurs only in the 1875 special printing. The three different stamps are identified as Scott 118, 119, and 129. But there were only two different dies for the frames, Scott 129-E2 (Figure 3) and 119-E1 (Figure 4); there never was a third.

In conclusion: The 129-E2 die was used for both the 118 and the 129 frame plates. In printing the 118 stamp, the inner horizontal shading lines were added in the plate before the stamps were printed. For the reissued 15¢ stamp, no shading lines were ever added. This stamp and its proofs, which widely exist, should be considered the original design for the 15¢ 1869 stamp. This was the design for the frame before the several changes were made to hide the poor registration inevitable in the production of the two-color 15¢ stamp.

Endnotes

1. Schwartz, Peter, "The 90¢ 1869 Issue—A Treasure Trove of Philatelic Discovery," *Collectors Club Philatelist*, Vol. 77, No. 2, March/April 1998, pp. 71-83.
2. Stamp #1 in Figure 1 is from Siegel sale 1004, lot 156; #2 is from sale 982, lot 5338; #3 is from sale 946, lot 481; #4 is from sale 963, lot 670.
3. Heimburger, Irvin L., "The Three 1869 Issue 15¢ Frame Types: Are They in Proper Sequence?" *Chronicle* 189 (February, 2001), pp. 15-17. ■

THE KEIM-OWEN CORRESPONDENCE: 1869 COVERS FROM THE FAR EAST

SCOTT R. TREPTEL

In September 1870 a 29-year-old former Civil War reporter named DeBenneville Randolph Keim embarked on a journey to conduct an official investigation of the condition of United States consulates in Japan, China, Malaya, Egypt, India and South America. This historic mission, in which Keim uncovered corruption in the consulates and learned of the Manchu cover-up of the horrific rape and massacre of Catholic nuns and their Chinese followers in Tientsin, has now produced a heretofore unknown and significant philatelic legacy.

A group of postmarked envelopes that carried Keim's letters from Japan and China to his future wife in Connecticut was recently sold at auction (Robert A. Siegel Auction Galleries, sale 1016, November 15-17, 2011, lots 1047-1055). Seven of the nine covers have 10¢ 1869 Pictorial stamps on them, but none was recorded by Michael Laurence, the census-taker of all covers bearing the 10¢ Eagle-and-Shield stamp. This article documents these newly-discovered 1869 Pictorial covers, which include examples of rare postal markings applied to mail from the Far East.

DeBenneville Randolph Keim

DeBenneville Randolph Keim (pronounced KIME—his portrait is shown in Figure 1) was born on January 1, 1841, in Reading, Pennsylvania. As a young reporter for the *New York Herald*, Keim earned a solid reputation during the Civil War, reporting on a total of 26 battles. His uncle, Brigadier General William Keim, introduced him to General Ulysses S. Grant, and Keim accompanied Grant during the Vicksburg campaign. After that he became an “embedded” reporter in General Sherman's camp during the famous march to the sea.

After the Civil War, Keim accompanied Generals Sheridan and Custer during the campaign to subdue and relocate American Indians on the Great Plains. His experiences on the frontier were the subject of Keim's 1885 book, *Sheridan's Troopers on the Borders: A Winter Campaign on the Plains*.

Following the 1868 election, Keim was the only reporter allowed a weekly interview with newly-elected President Grant. In July 1870 Grant asked Keim to go on a special mission as “Agent of the United States for the Examination of Consular Affairs in China, &c.” The result of this fact-finding mission was an extraordinary two-volume report to the Secretary of the Treasury with a catchy title: *Reports of De B. Randolph Keim, Agent*



Figure 1. DeBenneville Randolph Keim (1841-1914), journalist, author and world traveller, who wrote and mailed the recently discovered transpacific covers discussed in this article.

of the United States, Etc., to the Secretary of the Treasury, Relating to the Condition of the Consulates of the United States in Japan, China, Cochin China, Malay Peninsula, Java, British India, Egypt, and on the East and West Coasts of South America (GPO, Washington D.C., 1871). This publication can be downloaded at Google Books.

In 1871 Keim obtained a smuggled copy of a Chinese government secret decree concealing the June 1870 Tientsin Massacre. He leaked the story to the *Herald*. The rape and murder of French Catholic nuns, their followers and the French Consul, and its cover-up by the Manchu court, led to public outrage throughout the world and contributed to the weakening of the Manchu Dynasty.

Keim's 1870 trip to Japan and China

Keim left San Francisco for Japan on the Pacific Mail Steam Ship Co. (PMSS) *China*, which was advertised to depart on September 1, 1870, and steamed out of port on that day or possibly a day later. Keim's report confirms his intended departure:

SIR: In my dispatch No.1, dated at San Francisco, California, August 26, 1870, I had the honor to inform you of my proposed departure on my tour of consular inspection, on the Pacific mail steamship *China*, from San Francisco for Yokohama, Japan, advertised for September 1, 1870.

Keim's report also lists the places and dates of his official communications, which present a useful timeline of his travels. These entries are relevant to this article:

"Kanagawa, (Yokohama) Japan, September 30, 1870, proposed route of travel, and condition of the consulate of the United States at that port.

Nagasaki, Japan, October 15, 1870, respecting the consulates at Hiogo, Osaka, and Nagasaki, and conclusions upon the consular service in Japan.

Tien-tsin, China, November 17, 1870, condition of the consulate at that port, and consular affairs in North China.

Hankow, China, December 5, 1870, consular affairs on the Yangtse Kiang, and at Hankow in particular.

Chin-Kiang, China, December 8, 1870, respecting that consulate.

Shanghai, China, December 22, 1870, respecting the consulate general at that port.

Shanghai, China, December 23, 1870, respecting the consul general.

Foo-chow, China, December 29, 1870, respecting that consulate.

Amoy, China, January 11, 1871, respecting that consulate.

Swatow, China, January 14, 1871, respecting that consulate.

Canton, China, January 23, 1871, respecting that consulate.

Hong-Kong, China, January 25, 1871, on the general condition of the service in China and Japan, with suggestions on the subject; also, respecting the judicial powers of consuls.

Hong-Kong, China, January 31, 1871, respecting that consulate."

Letters to Jane Amelia Owen (the future Mrs. Keim)

All nine covers are addressed to a young woman in Hartford, Connecticut. Keim writes her name as "Jennie," but her given name was Jane Amelia Owen. According to her *Daughters of the American Revolution* biography, Jane was born in Hartford, Connecticut, and educated in Hartford's public schools. She was graduated in 1862 and, after two years of continuing education at a seminary on Narragansett Bay, returned to Hartford to engage in teaching and charitable work.

When Keim left the United States for far-flung places in September 1870, his future bride stayed behind. On June 25, 1872, after his return, he and Jane were married. The new-



Figure 2. The earliest cover in the Keim correspondence, addressed to Keim's future wife (as are all the covers in the find), was marked by her "A1" to indicate it was the first letter she had received since Keim's departure. Keim's directive at upper left reads "Per Pacific Mail Steamer America, at Sea, Pacific Ocean." Originally franked with three 10¢ 1869 stamps (one of which was torn on opening), this cover was exchanged at sea. The San Francisco circular datestamp reads "SEP 13" [1870]; San Francisco also applied the magenta "China and Japan Steam Service" marking.

lyweds spent six months traveling abroad and visiting places in Europe from which their well-pedigreed ancestors originated.

Based on Jane's careful correspondence notes, which she wrote on the fronts and backs of the envelopes, we can piece together the journey each letter took. In this article the term "letter" will be used interchangeably with cover or envelope, depending on the context, but the original letters no longer accompany the envelopes.

The first letter Jane received from Keim (Figure 2) was noted as "A1" and "1 since sailing from SF." Jane received it about one week after the San Francisco postmark date and answered it on October 8. When Keim addressed this envelope, he wrote a ship-name directive in the upper left corner: "Per Pacific Mail Steamer America, at Sea, Pacific Ocean." Just above the words "America, at" is a short bit of writing, apparently crossed out, which appears to read "c/o." Using "care of" would be unusual in a ship-name directive, but it makes sense under the circumstances of this mailing, which will be explained later in this article.

Keim franked his first letter with three 10¢ 1869 stamps, prepaying the triple rate for inbound steamship mail. Unfortunately, one of the stamps has been partly torn off the cover, which greatly diminishes its desirability.

In addition to the San Francisco datestamp and cork cancels, there is a blurry strike of the CHINA AND JAPAN/STEAM SERVICE (CJSS) oval in magenta, which during this era was applied by the San Francisco post office to letters, received from PMSS steamers, on which the transpacific origins were not otherwise evident.

Where was Keim when he wrote this letter, and which PMSS ship carried it to San Francisco? These questions are best answered after examining the other covers in the Keim-Owen correspondence.

The November 25 group

On Friday, November 25, 1870, five letters from Keim were received by Jane at Hartford. She made notations on all five envelopes, documenting them as letter numbers 2, 3, 5, 6 and 7 from Keim. On the one marked “6th” she also wrote “Rec’d with 4 others Fri. Nov 25th 1870.” It is assumed that the “4 others” are her numbers 2, 3, 5 and 7. The covers sold at auction did not include letter #4 in the sequence. It was not part of the group found by the consignor, and its whereabouts is currently unknown. Therefore, the November 25 group, referring to the letters received by Jane on that date, comprise the five covers described in Table 1 and discussed below as Figures 3, 4, 5, 6 and 8.

Docket number	Letter date	Letter Origin (per docketing)	Marking(s)	Cover
#3	9/18/1870	Written at sea 3,260 mi. from S.F.	C&JSS oval	Figure 3
#2	9/22/1870	Written at sea 4,222 mi. from S.F.	C&JSS oval	Figure 4
#5	9/29–10/4/70	Hiogo, Yedo, Yokohama	Hiogo DC; Yoko 10/23/70	Figure 5
#6	10/11/1870	Hiogo, “Rec’d with 4 others”	Hiogo DC	Figure 6
#7	10/14/1870	Nagasaki (based on Keim report)	Circle of wedges	Figure 8

Table 1. Details of the five covers sent from the Far East by DeBenneville Randolph Keim and received by Jane Amelia Owen at Hartford, Connecticut, on November 25, 1870. All show San Francisco circular datestamps (two types) dated November 18.

These five covers are fascinating not just for their obvious philatelic attributes, but because they show how letters starting from different geographic and time points in the Far East would eventually meet up to make the monthly transpacific voyage from Yokohama. They also reveal subtle differences in mail handling along the route, and they provide the clues necessary to understanding the “America at sea” cover presented in Figure 2.

The cover shown in Figure 3 is letter #2 in proper chronological order, but Jane incor-



Figure 3. Pair of 10¢ 1869 stamps on a cover that contained letters written on the outbound voyage of the PMSS steamer *China* and carried back to San Francisco on its return trip. The San Francisco circular datestamp reads “NOV 18” [1870]. Note also the “China and Japan Steam Service” oval.



Figure 4. Similar to the cover in Figure 3. In docketing this and the Figure 3 cover, the recipient transposed the order in which they were written.

rectly noted “C. 3d after leaving America.” On the back she wrote “C. Written at sea 3260 miles Sept. 18, Rec’d Nov. 25, 1870. Two days after this he rec’d my 1st dispatch.” The September 18 letter date and location “at sea 3260 miles” from San Francisco are important for reasons to be explained.

Next in correct chronological order is the cover shown in Figure 4. Jane transposed the order of the #2 and #3 covers, noting this one as “B/2 after sailing.” On the back she wrote “4222 m. from S.F., written Sept. 22.” The miles from San Francisco and date obviously put this in sequence after the September 18 cover.

On both covers in Figures 3 and 4 (written in that order) a pair of 10¢ 1869 stamps is tied by the same San Francisco November 18 (1870) small circular datestamp duplexed with a quartered cork cancel. Each cover has a strike of the magenta “CHINA AND JAPAN/STEAM SERVICE” oval.

The cover in Figure 5 is the next in the November 25 group. As noted, #4 in the original correspondence is missing, so the next sequential cover is this one marked in Jane’s handwriting “E/5 after sailing” and (on back) “Hiogo Jeddo Yokohama Sept. 29 to Oct. 4.” Between these dates, Keim apparently wrote letters from three different cities: Hiogo, Tokyo (Jeddo and Yedo are English names for the port of Edo, which was re-named Tokyo starting around 1868) and Yokohama, and he used one envelope to post all three letters. Keim wrote a route directive “Via Yokohama” in the upper left corner.

The Figure 5 cover, originating in Hiogo, has a strip of three 10¢ 1869 stamps cancelled by three strikes of the “HIOGO/JAPAN” double-circle marking. This multiple-stamp franking and use of the Hiogo double-circle handstamp would be remarkable in any case, but the envelope was additionally postmarked with the “YOKOHAMA/JAPAN/OCT/23” circular datestamp, and the 10¢ stamp at left was cancelled by a segmented circular cork killer.

This is the only recorded cover with postmarks of two different U.S. post offices in Japan. The Yokohama marking was lightly struck, but someone later strengthened some of the letters and the date (the author thinks it was Jane, who seems mildly obsessive about documenting this correspondence).



Figure 5. Vertical strip of three 10¢ 1869 stamps on a cover bearing three strikes of the Hiogo double-circle marking along with a Yokohama circular datestamp. This is the only cover known to show postmarks of two different U.S. post offices in Japan. Like Figures 3 and 4, this cover was received at San Francisco on 18 November 1870, but on this cover the San Francisco marking is a double circle struck on the reverse.

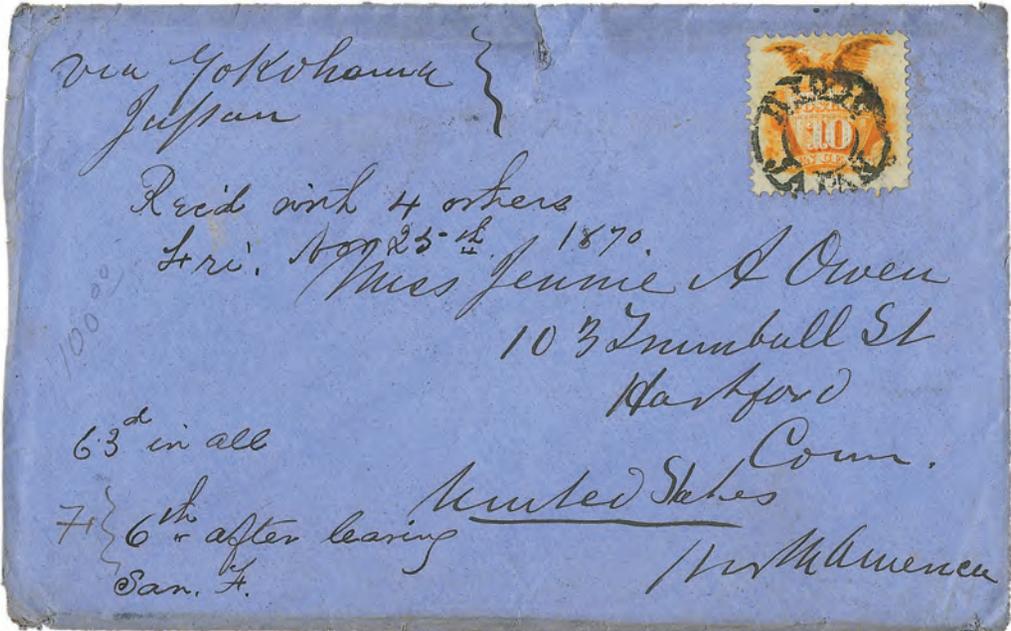


Figure 6. Striking blue cover on which the 10¢ 1869 stamp is just tied by a single strike of the Hiogo double-circle marking. This marking on off-cover 10¢ 1869 stamps is fairly common, but covers showing the Hiogo double-circle are scarce, less than a dozen known. Like the cover in Figure 5, this one is backstamped with a San Francisco double-circle entry marking dated November 18.



Figure 7. Map of Japan, showing the relative positions of the cities at which the United States had consular post offices. The eastbound branch steamer from Shanghai would call first at Nagasaki and then Hiogo, before delivering its mail to the transpacific steamer at Yokohama.

The cover in Figure 6 is a striking blue envelope with a single 10¢ 1869 stamp tied by the “HIOGO/JAPAN” double-circle marking. Once again, Keim wrote “Via Yokohama” in the upper left corner. Jane noted “F/6th after leaving San. F.” and “Rec’d with 4 others Fri. Nov. 25th 1870” on the front. On back she wrote “Hiogo-Oct. 11,” which places Keim in Hiogo on October 11.

Both covers from Hiogo (Figures 5 and 6) were carried on PMSS branch line steamer *Golden Age*, which departed Shanghai on October 13 and arrived in Yokohama on October 21. Branch line steamers routinely picked up mail along the way. The map in Figure 7 shows the locations of Nagasaki, Hiogo and Yokohama along the route. Nagasaki is at the western end of Japan, closest to Shanghai. Yokohama is situated on the eastern coast and Hiogo lies between them.

Each of the two Hiogo-origin covers has a “SAN FRANCISCO/CAL/NOV/18” double-circle datestamp on the back. Unlike the covers in Figures 2, 3 and 4, the San Francisco post office did not cancel the stamps or apply the CJSS oval to these two covers.

The cover in Figure 8 was noted by Jane “G. 7th foreign” on the front and on the reverse as follows: “The last of his writing Oct. 14. I have now rec’d an account of his daily doings every day since he last sailed from S. Fr. In fact since he left me at V.” This cover also shows the “SAN FRANCISCO/CAL/NOV/18” double-circle backstamp, so it must have been among the five covers received by Jane on November 25, although it is not docketed with a receipt date.



Figure 8. The 10¢ 1869 stamp on this cover is tied by a killer that closely resembles the circle of wedges cancels used by the U.S. Consular Postal Agency in Shanghai, but this cancel seems to have been applied in Japan, not China. The letter was written from Nagasaki on October 14 and picked up by the branch-line steamer *Golden Age*, which arrived in Yokohama on October 21. Like the covers in Figures 5 and 6, this is backstamped with a San Francisco double-circle marking dated November 18.

According to his October 15 report, Keim was in Nagasaki on October 14. He wrote “Via Yokohama” in the upper left corner of the cover, which follows the pattern of the covers from Hiogo.

The 10¢ stamp on the Figure 8 cover was cancelled with a small killer that closely resembles the circle of wedges cancels used by the U.S. Postal Agency in Shanghai, but it is almost certain this cancel was applied in Japan, not China. Since the letter was written from Nagasaki on October 14, it must have been picked up from there during the October 13 sailing of the branch-line steamer *Golden Age* from Shanghai, which arrived in Yokohama on October 21. Possibly the cancel was applied on board the steamer. It is also possible the cancel was applied in Yokohama, since other examples are known with cancels applied after the mail was received from a branch line steamer. (For example, see Ishikawa’s USPO’s in Japan, Sotheby Parke Bernet Stamp Auction Co., Sale 58, July 7, 1981, lot 49). However, there is no possibility that Keim carried it with him to Shanghai and then mailed it there, because in that scenario it could not make the trip back to Yokohama in time for the October 23 departure.

Table 1 (page 62) summarizes the origins of the November 25th group, arranged in chronological order (Jane’s docketing error is corrected).

The sequence of covers arriving in Connecticut on November 25 and Keim’s published reports of his journey confirm that he left for Japan on the PMSS *China*, departing San Francisco on or shortly after September 1 and arriving at the port of Yokohama on or about September 23. The letter Keim wrote on September 18 (Figure 3) was written on board the *China* when it was 3,260 miles from San Francisco, and the letter he wrote on September 22 (Figure 4) was again written on board the *China*, which at this point was 4,222 miles from San Francisco and just one day away from Yokohama. Those distances and dates mesh perfectly with the distance between San Francisco and Yokohama (about

4,500 miles) and the average speed of a Pacific steamer (approximately 9 miles per hour, or 215 miles per day).

When Keim arrived in Yokohama around September 23, he just missed placing the letters he wrote at sea on board the PMSS *Great Republic*, which sailed earlier that day. So the letters were held for the return trip of the *China*, which left Yokohama on October 23 and arrived in San Francisco on November 17.

The letters in the triple-rate cover shown in Figure 5 were written from Yokohama, Yedo (Tokyo) and Hiogo, in that order, between September 29 and October 4. The next (Figure 6) was written from Hiogo on October 11. The last of the group was written on October 14 without any indication of origin, but by then Keim had already spent time in Nagasaki, where he examined the U.S. consulate and reported his findings on October 15. All three covers were carried by the branch line steamer *Golden Age* in time to join the other two for the October 23 departure of the *China*.

Yokohama to San Francisco to Hartford

When the *China* steamed out of Yokohama on October 23, 1870, it carried the five covers from Keim that were received by Jane on November 25. She had already received the “*America at sea*” letter (Figure 2) in September. The two covers with letters written at sea were received as loose steamship letters when they reached San Francisco on November 17. The uncanceled 10¢ 1869 stamps on those covers were dutifully cancelled by the San Francisco office, using the small circle (dated November 18) and quartered cork killer. They were also marked with the CJSS oval, indicating transpacific origin.

The two covers mailed from Hiogo and the October 14 cover from Nagasaki (Figure 8) arrived at San Francisco with cancelled stamps. These were presumably in a separate mailbag prepared at Yokohama. The San Francisco office backstamped each of the three covers with the double-circle datestamp (also dated November 18).

All of the Keim letters taken off the *China* on November 17 were put on the next eastbound Union Pacific Railroad train. The letters continued to travel together, reaching Jane Owen on November 25, the day after Thanksgiving Day in 1870. Perhaps she read her boyfriend’s letters while munching on turkey leftovers.

The mystery of the “*America at sea*” cover

Returning to the “*America at sea*” cover in Figure 2, which was postmarked at San Francisco on September 13, 1870: This letter was obviously written by Keim while he was on the westbound *China* after it sailed from San Francisco on or shortly after September 1. However, unlike his September 18 and 22 letters (Figures 3 and 4), which were also written at sea but carried back to San Francisco on the *China*’s return trip in October, letter #1 was handed over to the purser of the *America* as it sailed eastward to San Francisco.

How and when did this transfer of mail “at sea” occur? At a rate of approximately 215 miles per day, the eastbound *America* and the westbound *China* would pass each other around September 7. The meeting location, measured from the ships’ departure points, would be about 1,100-1,200 miles from San Francisco for the *China* and 3,300-3,400 miles from Yokohama for the *America*. Mail exchanges between ships at sea are well known, but the cover in Figure 2 is one of the few that can be proven to have been transferred between ships traveling in different directions.

When the author described this cover for the auction, he missed this significant point and erred in assuming it was written on the *America*’s westbound journey in July. However, the archival evidence proves Keim did not leave until September. Fortunately, the cover did not sell in the auction, apparently due to its condition problem and presumably because no one else figured out it was exchanged between PMSS steamers at sea. No harm, no foul.

ORDER OUT OF CHAOS: A COMEDY OF ERRORS

NICHOLAS M. KIRKE

The cover in Figure 1 bears 1¢ and 6¢ 1873 Bank Note stamps paying the 7¢ treaty rate to Germany via England and cancelled by a New York Foreign Mail cancel designated by Weiss as type GE-EN3. It was posted in New York on 28 October 1874, addressed to “Chemnitz, Boehmen, Austria.” However, at that time, Chemnitz was a German city, in Saxony, about 40 kilometers from the Czech (Bohemia-Austrian) border. In the Soviet era the city was renamed Karl-Marx-Stadt; upon reunification the name reverted to Chemnitz.

If the sender of the Figure 1 cover had intended to send the cover to ‘Chemnitz’ he should have addressed it to Germany, not Austria. At some stage, a clerk in Europe recognized “Chemnitz” was not in “Boehmen” (*i.e.*: Bohemia) and attempted to erase “Boehmen”. Failing at that, the clerk crossed it out in blue crayon, underlined (for emphasis) “Chemnitz” in the same blue crayon and noted in pen at the very bottom of the cover—later crossed out—“Pa/Bt Nach Chemnitz Sachen” or “Forward to Chemnitz, Saxony.”

The cover arrived at Chemnitz in Germany on November 11. The postmaster there must have realized the cover had come to the wrong place—had he previous experience



Figure 1. October 28, 1874 cover bearing 1¢ and 6¢ 1873 Bank Note stamps paying the 7¢ treaty rate from New York via England to “Chemnitz, Boehmen, Austria”. In Germany the cover was readdressed to its intended recipient in Schemnitz, Hungary.



Figure 2. Reverse of the Figure 1 cover, showing the notation “Nicht in Chemnitz, S.” (“Not in Chemnitz, Saxony”) and the Schemnitz November 16 receiver with the Hungarian spelling of “Selmezbanya”.

with similar mistaken addresses? He recognized that the sender had omitted an initial “S” and noted in green ink that the cover should be sent to “Schemnitz in Hungary”. In the same green ink he wrote, on the reverse of the cover (shown in Figure 2), “Nicht in Chemnitz, S” (“Not in Chemnitz, Saxony”).

The redirected cover then travelled on to Hungary, passing through Prague on November 12 and arriving Schemnitz on November 16. An historic mining town, Schemnitz at that time was called “Selmezbanya” by the Hungarians, as affirmed by one of the backstamps in Figure 2. Today it is called Banska Stiavnica and it is located in Slovakia.

The addressee Honig’s Uwe is an early Jewish name. There were Jewish communities in both Chemnitz and Schemnitz (in Chemnitz, as early as 1308, with 101 Jews recorded in residence in 1871).

It is perhaps not so perplexing that the sender got everything so wrong. Boundaries were changing in this part of the world. Following the Austrian-Hungarian Compromise of 1867, what was previously known as “Bohemia-Austria” (without Hungary), became part of the Austrian-Hungarian Empire.

This cover illustrates that postal clerks could be helpful when required. In this case they used their common sense to correct three mistakes made by the sender, first to delete Bohemia as part of the address, second to send the cover to Germany when the address noted Austria and third to forward it from Germany to Hungary. No forwarding fees were assessed, presumably because this all took place within the confines of the German-Austrian Postal Union.

Sometimes the untidiest covers provide the most interest, in this case indicating how regions developed and names changed. ■

OFFICIALS

ALAN C. CAMPBELL, EDITOR

SECRET SERVICE MAIL IN 1874

LESTER C. LANPHEAR III

Looking at covers in collections, auctions or dealer stocks, you notice first the interesting uses, scarce destinations and the overall appeal of the cover. Figure 1 is one of those covers that at first glance is interesting only because of the Railway Post Office (RPO) cancellation. The postmark is faintly struck and difficult to make out, but it appears to be Erie RPO, a rail line that ran west from New York City (NYC) across the state to Lake Erie. On an envelope like this, you would expect to see a corner card from some bureau of the Treasury Department. But there is none. Perhaps a reason for this can be deduced from the contents.

The letter within is from the Secret Service divisional office in NYC. The Secret Service was created on 5 July 1865 as a division of the Solicitor's Office of the Treasury Department, charged with the task of eliminating counterfeit currency. In 1867 the duties of the Secret Service were expanded to include protecting the government against fraud (in the form of illegal distillers and smugglers), monitoring activities of the Ku Klux Klan, and resolving mail robberies and similar activities. In 1870 the headquarters of the Secret Service was moved from Washington, D.C. to NYC; it was moved back to Washington in 1874. The letter within the Figure 1 cover is dated 8 July 1874 and indicates that by then

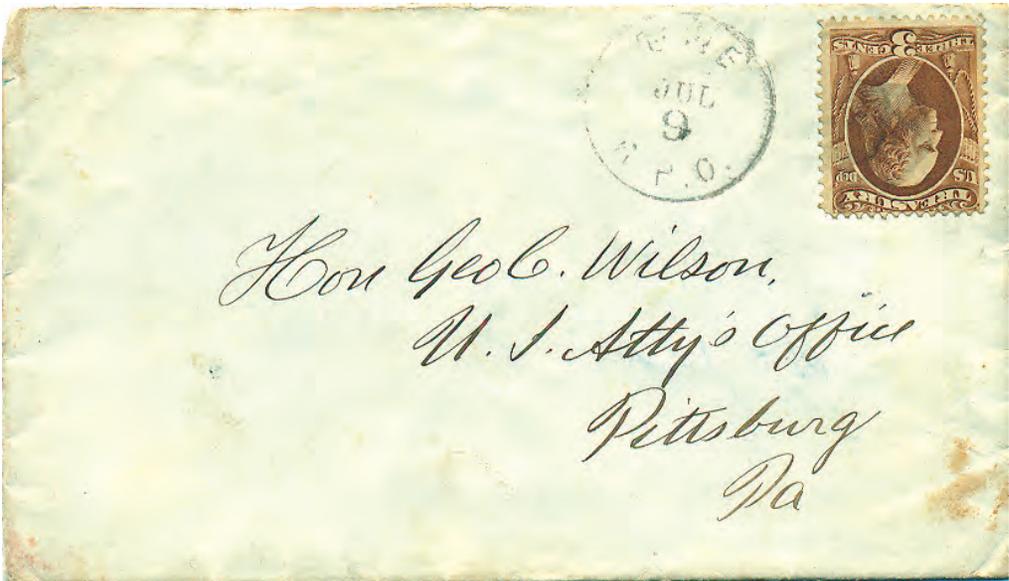


Figure 1. 3¢ Treasury official stamp tied to its cover by an RPO cancel dated 9 July (1874). The absence of a corner imprint on an official letter of this nature is unusual.

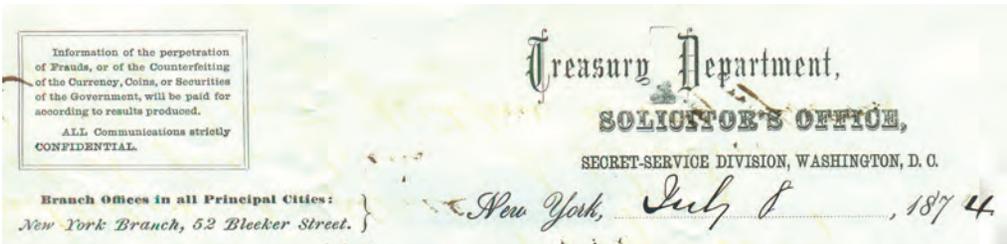


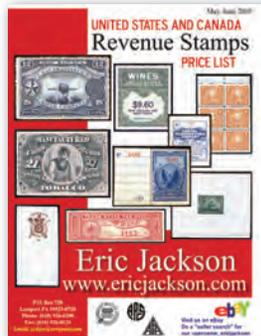
Figure 2. Letterhead of the enclosure carried by the Figure 1 cover.

the NYC Office was a branch office reporting to Washington, D.C. The top of the letterhead is show in Figure 2.

The double-bordered box at upper left on the letterhead includes the notation “ALL communication strictly CONFIDENTIAL.” It is possible that this was interpreted to mean that the source of the letter was not to appear on the outside of the envelope so as not to alert others to the source of the contents.

In this letter, written in a wretched hand, agent S. B. Benson reports he had given an interview to be published in *The Pittsburgh Evening Telegraph* and asks that his correspondent, a lawyer working in the U.S. Attorney’s Office in Pittsburgh, send him multiple copies of the newspaper. At this time Benson was Assistant to the Chief of the Secret Service Bureau. He was appointed acting Chief for three weeks on 10 September 1874. ■

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**UNITED STATES-SPAIN MAIL
 UNDER BRITISH AND FRENCH CONVENTIONS
 PART 3: CONCLUSION**

RICHARD F. WINTER

Via England and France to Spain: 1 January 1870 to 30 June 1875

Additional articles to the postal conventions concluded between the United States and the United Kingdom were signed in Washington, D.C. on 3 December and in London on 14 December 1869. These articles provided another reduction, effective 1 January 1870, in the rates between the two countries—from 12¢ to 6¢ per 15 grams in the United States or ½ ounce in the United Kingdom. The weight basis for a single letter remained unchanged. *The United States Mail & Post Office Assistant* of January 1870 noted: “The rates of postage on letters to other foreign countries (except France and Algeria) by British mail (or via England) has been reduced SIX CENTS per half ounce.”

This should have had two immediate effects on the rates to Spain. For fully-paid letters from the United States via England, the rates should have dropped to 16¢/28¢ etc. for each ¼ ounce. This did happen and was reflected in the *U.S. Mail* foreign rate tables from January 1870. Since the British rates to Spain were still the same as had been negotiated in 1858—6 pence (12¢) per ¼ ounce—the rate progression on mail via British mail via France increased 12¢ for each ¼ ounce while the rates from the United States to the United Kingdom increased 4¢ for each 15 grams. Because 15 grams is approximately ½ ounce, both are often used interchangeably. It should be understood, however, that ½ ounce is actually 14.175 grams, somewhat less than 15 grams.

For letters paid only to England, the open mail rate should have dropped from 10¢ to 4¢, but this did not show up in the *U.S. Mail* foreign rate tables until April 1870. The reason for this delay is not known and seems inconsistent with the notice quoted above. Table 5 summarizes the rates to Spain and the associated U.S. credits to the United Kingdom from January 1870 until 30 November 1870, as well as the postage due in Spain

on letters paid only to the United Kingdom. Since the British used the ¼ ounce progression for mail via France, Table 5 also uses the ¼ ounce progression for the rates from the United States.

In the fall of 1870, the British negotiated some changes to the 1858 Convention with Spain. This was a direct result of a new postal convention between the United Kingdom and France, which went into effect on 1 July 1870 and established the weight of ⅓ ounce (10 grams) for a single rate letter and the weight progression of one rate for each additional ⅓ ounce. The additional convention with Spain, signed at Madrid on 20 September and at London on 25 September

Ounces	Part Paid (U.S.)	Collect in Spain (Reales)	Fully Paid (U.S.)	U.S. Credit to U.K.
0 to ¼	4¢	4	16¢	12¢
¼ to ½	4¢	8	28¢	24¢
½ to ¾	8¢	12	44¢	36¢
¾ to 1	8¢	16	56¢	48¢
1 to 1¼	12¢	20	72¢	60¢
1¼ to 1½	12¢	24	84¢	72¢
1½ to 1¾	16¢	28	\$1	84¢
1¾ to 2	16¢	32	\$1.12	96¢

Table 5. British Mail Rates from the United States to Spain effective from 1 January 1870 to 30 November 1870.

1870, increased the weight allowances for a single rate letter and altered the scale of rate progression to align with the convention with France. The single-rate letter was established at 10 grams in Spain (up from ¼ ounce) and ½ ounce in the United Kingdom. One rate was added for each additional 10 grams or ⅓ ounce. This change became effective on 1 October 1870. A few months later all the rates for British mail from the United States to Spain were changed. The new rate progression, as depicted in the December 1870 *United States Mail & Post Office Assistant*, was 16¢ for letters up to ⅓ ounce, 28¢ between ⅓ and ½ ounce, 32¢ between ½ and ⅔ ounces, and 44¢ between ⅔ and 1 ounce. This unusual and asymmetrical rate schedule resulted from increments being measured in ½ ounces for postage to the United Kingdom and in ⅓ ounces for postage from the United Kingdom to Spain.

Table 6 summarizes the rates to Spain and the associated United States credits to the United Kingdom, as well as the postage due in Spain of letters paid only to the United Kingdom. Since the British used the ⅓ ounce progression for mail via France, Table 6 will also use the ⅓ ounce progression for the rates from the United States.

Starting in November 1870, the *United States Mail & Post Office Assistant* listed the fully paid route to Spain as “British mail, via Marseilles” instead of the previous designation “via England.” No explanation for the change was provided, but a connection with the timing of this change and the current events in France can be deduced. The Franco–Prussian War had been in progress since France declared war on 19 July 1870. By August, the Prussians had crossed into French territory and by the early fall laid siege to Paris. On 13 September 1870, the bridge over the Oise River at Creil, 32 miles north of Paris, was blown, according to Reg Kirk, in his book *Australian Mails via Suez, 1852 to 1926*. This severed the main British mail route by railroad from Calais through Paris to Marseilles, over which most of the British mails to the East, as well as the mails to Spain and Portugal, were conveyed. Alternate routes through France being unsuccessful, from 19 September 1870 eastbound mails were made up in London and sent by P&O steamer to Marseilles. While Kirk is concerned with the Australian mails in the cited reference, his information supports the conclusion that mail to Spain also was conveyed to Marseilles by the P&O steamships. Kirk does explain that the mail to Portugal was similarly disrupted and the outbound P&O steamers were directed to stop at Belem, the coastal port for Lisbon, to deliver mails for Portugal. The P&O steamships stopped calling at Marseilles after 27 December 1870 according to Kirk. Apparently, the *United States Mail & Post Office Assistant* continued to use “via Marseilles” in its foreign rate tables even after the normal rail routes through France from Calais had been reestablished.

Figure 45 illustrates a fully paid letter from the United States to Spain during the early part of this period. Originating in New York City on 26 February 1870, this folded letter was addressed to Iviza, Spain. Known today as Ibiza on the island with the same name, this is the principal town of the westernmost of the Spanish Balearic Islands. The sender struck his business marking in a blue double oval at lower left. Postage of 16¢ for a letter up to ¼ ounce by the British mail to Spain was paid by 1869 stamps: a horizontal pair of the 3¢ ultramarine and a single 10¢ yellow. A New York exchange office clerk struck in the lower right corner a red orange circular datestamp, NEW YORK PAID ALL/(date)/BR TRANSIT,

Ounces	Part Paid (U.S.)	Collect in Spain (Reales)	Fully Paid (U.S.)	U.S. Credit to U.K.
0 to ⅓	4¢	4	16¢	12¢
⅓ to ½	4¢	8	28¢	24¢
½ to ⅔	8¢	8	32¢	24¢
⅔ to 1	8¢	12	44¢	36¢
1 to 1⅓	12¢	16	60¢	48¢
1⅓ to 1½	12¢	20	72¢	60¢
1½ to 1⅔	16¢	20	76¢	60¢
1⅔ to 2	16¢	24	88¢	72¢

Table 6. British Mail Rates from the United States to Spain effective from 1 December 1870 to 30 June 1875.



Figure 45. 26 February 1870, New York to Iviza, Spain, paid 16¢ for ¼ oz. weight letter with a horizontal pair of 3¢ ultramarine and a 10¢ yellow 1869 stamp. New York credited 12¢ to United Kingdom. Letter carried by North German Lloyd *Main* from New York to Southampton. London credited 2d to Spain and no postage was due.

to indicate the letter would go via the United Kingdom and that it was fully paid. Because the marking is not completely struck, the date cannot be read, but the London datestamp can identify the transatlantic carrier. Additionally, the clerk struck to the right of the New York datestamp a red orange handstamp 12 to show the appropriate 12¢ credit to the United Kingdom for transit fees to Spain via France. The United States retained 2¢ internal and 2¢ sea postage under the 1869 additional articles to the U.S.-U.K. convention.

The Figure 45 cover was placed in the mail carried from New York on 26 February by the North German Lloyd steamship *Main*, arriving off Southampton on 9 March 1870. Reaching London later the same day, the letter received on the left side a red orange circular datestamp with the word “PAID” in the center and to the right of this marking a red orange oval PD handstamp to show it was fully paid to its destination. The London clerk marked a red orange crayon “2” below the London datestamp to show a credit to Spain of 2 pence, under the 1858 treaty, for a paid letter weighing under ¼ ounce. Two other circular datestamps are on the reverse of the letter. One is a black circular datestamp of Barcelona dated 12 March 1870. The other is a blue circular datestamp believed to be struck at Iviza on 14 March 1870.

A heavier letter paying the fully-prepaid British mail rate to Spain, also from the Gomez, Wallis & Co. correspondence, is shown in Figure 46. This folded letter originated in New York City on 13 April 1870 and was addressed to Iviza. It was sold by the Siegel auction gallery in the 12 June 2004 sale of the Millard H. Mack collection (lot 70). As with the previous cover, the sender struck his business marking in a blue oval at lower left. The Figure 46 cover was franked with 28¢ postage for the ¼-to-½ ounce rate by British mail to Spain (see Table 5), paid entirely by 1869 stamps: a 2¢ brown, a horizontal pair of 3¢ ultramarine, and two 10¢ yellow adhesives. No New York datestamp appears on the front,



Figure 46. 13 April 1870, New York to Iviza, Spain, paid 28¢ for ½ oz. weight letter with a 2¢ brown, a horizontal pair of 3¢ ultramarine and two 10¢ yellow 1869 stamps. New York credited 24¢ to United Kingdom. Letter carried by North German Lloyd *Bremen* from New York to Southampton. London credited 4d to Spain and no postage was due.

but a red orange handstamp 24 was struck in the lower right corner to show that 24¢ was credited by the New York exchange office to the United Kingdom for transit fees via France to Spain. This cover was included in the mail that departed New York 14 April on the North German Lloyd steamship *Bremen*, arriving at Southampton on 26 April 1870. A red orange circular datestamp with the word “PAID” in the center was struck the next day showing arrival at London. The London exchange office clerk also applied the red orange oval PD handstamp to show the letter was fully paid to its destination. In addition, the London clerk marked in the lower left corner a red orange crayon 4 to show a credit to Spain of 4 pence (for a paid letter of ¼ to ½ ounce weight), under the 1858 treaty. Although I have not seen the reverse of this cover, it would have contained a blue circular datestamp of the Spanish exchange office at La Junquera and a black circular datestamp showing arrival at Iviza.

Figure 47 illustrates a folded letter sent in the British mail at the fully paid rate for a letter weighing up to ⅓ ounce. It was sold 17 April 2009 by the Spink Shreves Galleries as part of the William J. Ainsworth collection (lot 179). Addressed to Madrid, Spain, this letter originated in Santiago de Cuba on 28 May 1873. It was endorsed “Via E. Unidos,” routing instructions indicating it was to be sent by way of the United States. The sender’s blue oval business marking appears in the lower left corner. The letter was carried privately to the well-known New York agent J.M. and L. de Escoria, probably in a larger letter or package. The agent struck at top center a blue oval forwarder’s marking dated 11 June 1873, when he posted the letter in New York. Most likely, the postage on the letter was applied by the forwarder in New York.

The cover was paid 16¢ (for the under-⅓-ounce rate to Spain via British mail) with 6¢ carmine and 10¢ brown 1870 National Bank Note stamps. The foreign office clerk in New York canceled the 6¢ stamp with a fancy geometric marking but missed the 10¢ adhesive, which was later canceled with blue crayon strikes. The clerk also struck in the lower right



Figure 49. 8 January 1873, New York to Barcelona, sent unpaid in the British open mail. New York debited the United Kingdom 4¢. Letter carried by Guion Line *Nevada* from New York to Queenstown. Since there was no provision for the British to claim the 4¢ fee from the Spanish, the letter was sent to Spain with no debit. There it was marked for 4 reales postage due as a ½ oz. letter.

ultramarine and 3¢ green National Bank Note stamp, properly paying the 4¢ single British open mail rate to England. A Boston exchange office clerk processed the letter on 1 July and sent it to New York for the next-day sailing of the Guion Line steamship *Wyoming*, which arrived at Queenstown on 12 July 1873. According to the description of this cover in Starnes’ original write up of the cover, datestamps on the reverse show London arrival on 14 July, Madrid arrival on 18 July, and Cadiz arrival on 19 July 1873. A Madrid clerk marked the letter with a red handstamp 4R to show that 4 reales postage was due for a letter of ½ ounce or less. This cover does not show the two-lined PAID-ONLY/TO ENGLAND marking used earlier in London.

Figure 49 illustrates a remarkable unpaid letter to Spain sent in the British mail. This folded letter originated in New York City on 8 January 1873 and was addressed to Barcelona. A blue two-line business handstamp was struck by the sender in the lower left corner. The letter was endorsed “Str Nevada,” routing instructions for the vessel of that name to carry it across the Atlantic. The New York exchange office clerk struck a black circular datestamp, NEW 4 YORK/(date)/BR TRANSIT, to show that the letter would be sent via England, the date it would leave New York, and a 4¢ debit to the United Kingdom for the U.S. and sea portions of the convention fee to England.

This cover was in the mail placed on board the Guion Line steamship *Nevada* that departed New York on 8 January and arrived at Queenstown on 19 January 1873. A small red orange circular datestamp of London without the word “PAID” was struck on the reverse, showing the letter arrived there on 20 January. The letter was sent from London in a closed mail bag to Spain via France as an unpaid letter. The British did not pass on the American debit to the Spanish as there was no provision in its convention with Spain to do this. The mail bag was opened at the Spanish exchange office of La Junquera on 23 January, shown by a dark-blue circular datestamp on the reverse. Here the letter was also marked with a



Figure 50. 14 September 1871, Cadiz to New York, paid 400 milesimas for all transit fees to U.S. arrival port with two 200 milesimas pale brown 1870 adhesives. Letter carried on North German Lloyd *Weser II* from Southampton to New York, where it was marked for 3¢ postage due in depreciated greenback currency.

dark-blue handstamp 4.RS to show the postage due of 4 reales for an unpaid letter from the United Kingdom weighing up to $\frac{1}{3}$ ounce. A partial strike of a circular datestamp in black ink on the reverse shows arrival at Barcelona on 24 January 1873. This is one of only two examples that I have recorded of an unpaid letter sent during this period in the British mail to Spain.

A prepaid letter from Spain to the United States is shown in Figure 50. This folded letter outer sheet with the contents removed originated in Cadiz on 14 September 1871 and was addressed to New York City. It was endorsed “Via Inglaterra” at upper left, routing instructions for the mail via England. The sender struck his two-lined business handstamp in the lower left quadrant. The cover was franked with two Spanish 200 milesimas pale brown 1870 stamps (400 milesimas = 4 reales), for the rate to the United States of a letter weighing up to $\frac{1}{3}$ ounce. This paid all transit fees to the United States arrival port. A black circular datestamp of Cadiz ties the adhesives, but the date cannot be read.

The letter was sent to Madrid, shown by a black circular datestamp on the reverse dated 16 September, where the closed mail bag to London was made up. The Madrid clerk struck a black oval P.D. on top of the Cadiz datestamp. A red orange circular datestamp of London showing the letter was “PAID” was struck at left upon arrival on 18 September 1871. The letter was placed again in a closed mail bag and sent to Southampton to go on board the North German Lloyd steamship *Weser II* calling there on 19 September. The *Weser II* arrived at New York on 29 September 1871. The letter was marked on the right side with a black circular datestamp, N.Y.STEAMSHIP/(date)/3, to show the date the letter arrived and that 3¢ postage was due. On such mail from Spain, the New York exchange office used a handstamp 3 until December 1870, the N.Y.STEAMSHIP/(date)/3 datestamp (two different types) from early 1871 until the end of 1873, and the datestamp NEW YORK/(date)/DUE 3/U.S.CURRENCY from January 1874 until July 1875. Each



Figure 51. 10 November 1871, Valencia to New York, insufficiently paid letter with a 200 milésimas pale brown 1870 adhesive. Since less than one rate was paid, the letter was considered unpaid. London debited the United States 5d and New York marked 17¢ postage due in depreciated greenback currency. Letter carried by North German Lloyd *Donau* from Southampton to New York.

marking represented the postage due in depreciated currency of 3¢. Docketing inside the cover indicates that the cover was received on 30 September 1871.

Figure 51 is a scarce insufficiently paid letter from Spain to the United States. This folded letter originated in Valencia on 10 November 1871 and was addressed to New York City. It was endorsed by the writer in the upper left corner, “Estados Unidos/de America,” to indicate the letter’s destination. A small blue oval business handstamp of the sender appears below this notation. The letter was franked with a 200 milésimas pale brown 1870 adhesive, which was the correct amount for a letter to England, but only half the required amount for a letter from Spain to the United States via England.

Apparently, the Valencia clerk flagged the short payment for a letter to the United States by writing in blue crayon alongside the adhesive “4½.” I don’t understand how this amount was derived. Perhaps it represents an amount unpaid in British currency. The convention with the United Kingdom addressed insufficiently paid letters and said that if less than one rate was paid with adhesives the letter was to be treated as unpaid. Later, the blue “4½” was crossed through in red crayon and “4½” was written in red crayon, probably at Madrid, where the mail for England was made up. Again, I don’t understand its meaning. The letter was marked at Madrid on 11 November with a black two-lined handstamp, FRANQUEO/INSUFICIENTE, to show insufficient prepayment, and was placed in a closed mail bag for London. Whether the British understood the markings alongside the adhesive or not, they marked on the left side in black pencil a debit to the United States of 5 pence (10¢). The letter was sent to Southampton and was placed on board the North German Lloyd steamship *Donau* departing on 14 November and arriving at New York on 25 November 1871. The letter was processed two days later at New York, shown by a black circular datestamp in the lower right corner. It was marked for postage due of 17¢. This

amount consisted of the 10¢ British debit, a 1¢ premium for depreciated greenback currency, and a 6¢ insufficiently paid letter fine. This is the only insufficiently paid letter from Spain that I have recorded.

French Mail

On 2 March 1857, the United States and France signed a postal convention in Washington, D.C. to go into effect on 1 April 1857. This convention established rates to countries beyond France, but the rates were not always the full payment to the foreign destination. Spain was in this category. Letters to Spain by the French mail had to be prepaid 21¢ per

Ounces	Prepaid in United States		Collect in Spain
	Br. Pkt.	Am. Pkt.	Reales
0 to ¼	5¢	21¢	4
¼ to ½	5¢	21¢	8
½ to ¾	10¢	42¢	12
¾ to 1	10¢	42¢	16
1 to 1¼	20¢	84¢	20
1¼ to 1½	20¢	84¢	24
1½ to 1¾	20¢	84¢	28
1¾ to 2	20¢	84¢	32

Table 3. British open mail rates from the United States and postage due in Spain effective 1 October 1858 to 31 December 1867.

¼ ounce and were paid only to Behobia, France. This was a small hamlet in a pass in the Pyrenees at the Atlantic side of the French-Spanish border, near the Spanish exchange office of Irun. A French customs office was located there. If the letter was carried across the Atlantic by a British packet to England, the United States credited 18¢ to France; if carried by American packet to England, 12¢; if carried directly to France by an American packet, 9¢; and if carried by a French packet directly to France, 18¢. Spanish postage due was required at destination as shown in Tables 3 and 4 in the previous installment of this article. These tables are repeated nearby for more convenient reference. The Spanish did not have a rate to the United States using the French mail. Unless a letter was carried privately to

France and posted there, it could not be sent in the French mail from Spain to the United States. The French mail rates were effective until 1 January 1870, when the convention with the United States expired.

A new postal convention between the United States and France went into effect on 1 August 1874. In this convention there were provisions for sending mail beyond France. Spain was included in Table B of the detailed regulations to this convention, which listed areas served by France as an intermediary. The rate for a ½ ounce letter from the United States to Spain by the French mail under this convention was 9¢ for transit to France plus 8¢ to be credited to France for transit beyond. These letters were paid only to the French-Spanish border and required additional postage due in Spain. It is doubtful that a letter will be found with this rate because the French mail rates to Spain under this convention never were published in the *United States Mail & Post Office Assistant* rate tables.

Figure 52 illustrates a single-rate letter from the United States to Spain by the French mail. This folded letter, written on very thin tissue paper, is datelined 3 August 1862 in Kingston, Massachusetts, and was addressed to Malaga. It was posted the next day and received in the upper right corner a black circular datestamp of the Kingston post office. The letter was paid 21¢ for the French mail

Ounces	Part Paid (U.S.)	Collect in Spain (Reales)	Fully Paid (U.S.)	U.S. Credit to U.K.
0 to ¼	10¢	4	22¢	12¢
¼ to ½	10¢	8	34¢	24¢
½ to ¾	20¢	12	56¢	36¢
¾ to 1	20¢	16	68¢	48¢
1 to 1¼	30¢	20	90¢	60¢
1¼ to 1½	30¢	24	\$1.02	72¢
1½ to 1¾	40¢	28	\$1.24	84¢
1¾ to 2	40¢	32	\$1.36	96¢

Table 4. British mail rates from the United States to Spain effective from 1 January 1868 to 31 December 1869.



Figure 52. 3 August 1862, Kingston, Massachusetts, to Malaga, paid 21¢ in cash (not shown) for ¼ oz. letter by French mail to Spain. Boston marked 18¢ credit to France since letter was to be placed on a British packet. Letter carried on Cunard *Asia* from Boston to Queenstown. Spanish marked 4 reales postage due for ¼ oz. weight letter since it was paid only to the French-Spanish border.

rate to Spain for a letter weight up to ¼ ounce, but the Kingston clerk did not write this payment on the letter. The letter was sent to Boston to be prepared for the French mail. A Boston exchange office clerk struck a red orange circular datestamp in the upper left corner, BOSTON/(date)/PAID/18, which confirmed that the letter was paid and showed a credit to France of 18¢. He then placed the letter in a closed mail bag for Paris.

The letter was included in the mail that was carried from Boston 6 August on the Cunard steamship *Asia*, arriving at Queenstown on 16 August 1862. The closed mail bag passed through England and was opened on the railway post office between Calais and Paris on 18 August, where it was marked with a black circular datestamp, ET.UNIS SERV. BR.A.C./(date)/B, indicating the letter was from the United States and was carried by British Service to England. A black boxed handstamp P.D. also was marked. There are no other French markings on the letter, but a black circular datestamp on the reverse shows the letter reached Malaga on 23 August 1862. Here it was marked in blue on the right side, 4R, to show that 4 reales was due from the recipient, the postage due for a letter weighing up to ¼ ounce (Table 3).

A somewhat heavier letter from the United States to Spain sent in the French mail is shown in Figure 53. This folded letter originated in New York City on 28 September 1858 and was addressed to Jerez de la Frontera. It was endorsed in the lower left corner, “B.S.S. Persia 29/9/58,” routing instructions for the British steamship of that name planned to depart on the date shown. Since the letter was written on the standard, thick paper used on most mail at the time, it weighed more than ¼ ounce and required two rates. A payment of 42¢ was written in pencil, upper left corner, probably when the letter was taken to the post office window and paid. Later a New York exchange office clerk struck in red orange ink, upper right corner, NEW PAID YORK/(date)/36, to show the date the letter would depart New York, that it was paid, and that $2 \times 18¢ = 36¢$ was credited to France.

The letter was placed in a closed mail bag for Paris and put on board the Cunard

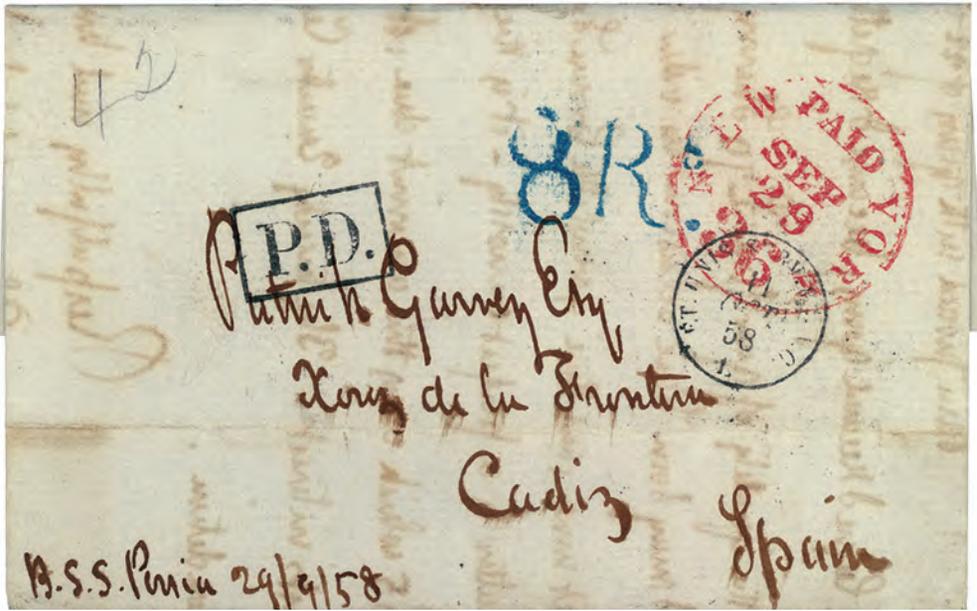


Figure 53. 28 September 1858, New York to Jerez de la Frontera, Spain, paid 2x21¢=42¢ for ½ oz. weight letter. New York credited 2x18¢=36¢ to France. Letter carried on Cunard *Persia* from New York to Liverpool. Spanish marked 8 reales postage due for ½ oz. letter paid only to French-Spanish border.

steamship *Persia*, departing on 29 September from New York and arriving at Liverpool on 10 October 1858. The closed mail bag passed through England and was opened on the railway post office between Calais and Paris on 11 October, where it was marked with a black circular datestamp, ET.UNIS SERV.BR.A.C./ (date)/L, indicating the letter was from the United States and was carried by British Service to England. The black boxed handstamp P.D. also was applied. On the reverse a black circular datestamp of Paris shows the letter was dispatched from there the next day. Another black circular datestamp on the reverse shows the letter reached Jerez de la Frontera on 18 October 1858. Here it was stamped 8RS in blue ink at top right, to show that 8 reales was due from the recipient, the postage due for a letter weighing between ¼ and ½ ounce, as indicated in Table 3.

Figure 54 illustrates a letter from the United States to Spain via French mail that was paid with stamps. This folded letter originated in New York City on 15 February 1864 and was addressed to Barcelona. It was endorsed in the upper left corner, “p Arabia/from Boston,” routing instructions for the British packet scheduled to depart from Boston. In the lower left corner, it was marked “via France.” The sender struck a blue oval business marking in the lower left corner.

The letter was franked with a 1¢ blue and two 10¢ green 1861 adhesives, the proper 21¢ rate for a ¼ ounce letter by French mail. A New York exchange office clerk struck on the right side in red orange ink, NEW PAID YORK/(date)/18, to show the date the letter would depart New York, 16 February, that it was paid, and that 18¢ was credited to France. The letter was placed in a closed mail bag for Paris and sent to Boston for the next British mail steamer. Apparently, the steamship sailing was delayed one day at Boston, leaving on Thursday instead of the normal Wednesday departure for a Cunard steamer.

On 18 February, the steamship *Arabia* departed Boston and arrived at Queenstown on 29 February 1864. The closed mail bag passed through England and was opened at the exchange office in Paris on 2 March, shown by a red orange French entry datestamp on the left



Figure 54. 15 February 1864, New York to Barcelona, paid 21¢ with 1¢ blue and two 10¢ green 1861 stamps for ¼ oz. French mail rate to Spain. New York marked 18¢ credit to France since letter was to be placed on a British packet. It was carried by Cunard *Arabia* from Boston to Queenstown. Spanish marked 4 reales postage due for ¼ oz. weight letter paid only to French-Spanish border.

side, 3 ETATS-UNIS 3/(date)/SERV.BRIT.CALAIS. Just below this marking was struck a small boxed PD in the same color ink to show that the letter was paid to its destination. Actually, it was paid only to the French exit point on the border with Spain. A blue circular datestamp of the Spanish exchange office at La Junquera on the reverse shows arrival there on 4 March. The letter reached Barcelona later that same day, shown by a black circular datestamp on the reverse. Here it was marked in blue ink 4.RS. to show that 4 reales was due from the recipient, the postage due for a letter weighing up to ¼ ounce (Table 3). A docketing notation inside the letter indicates it was received on 5 March 1864.

What is undoubtedly the most famous of all French-mail covers to Spain is shown in Figure 55. This is one of only six certified covers bearing a U.S. 90¢ stamp of 1860. It was sold as lot 193 in the 3 October 1992 Siegel auction of a portion of the Kapiloff collection. The origin of this cover to Barcelona is unknown. According to the auction description, a blue oval handstamp on the reverse shows that the New York City forwarding agent, Rivera & Hall, received this letter and posted it in New York. Originally, it was endorsed in the lower left corner “Arabia” the vessel desired by the sender to carry the letter. The letter was delayed past the 31 October sailing of the Cunard *Arabia* from Boston, so this endorsement was crossed through by the forwarding agent. In the upper left corner was written “Illinois,” the next vessel scheduled to carry mail. The letter was posted by the agent on 3 November 1860. It was franked with a 5¢ brown 1860 stamp, a 10¢ green 1859 stamp and a 90¢ blue 1860 stamp, paying \$1.05 for a letter to Spain in the French mail weighing between 1 and 1¼ ounces (5 x 21¢ = \$1.05).

A New York exchange office clerk struck an orange red circular datestamp, NEW PAID YORK/(date), to show that the letter was paid and the date it would leave New York. Since the letter was to depart on an American packet to England, the United States had to



Figure 55. 3 November 1860, unknown origin, but posted at New York to Barcelona, paid $5 \times 21\text{¢} = \$1.05$ for $1\frac{1}{4}$ oz. rate by French mail with a 5¢ brown 1860, a 10¢ green 1859 and a 90¢ blue 1860 stamp. New York credited $5 \times 12\text{¢} = 60\text{¢}$ to France. Spanish marked 16 reales postage due for 1 oz. weight letter. One of only six certified 90¢ 1860 covers.

credit 12¢ for each rate to France. Below the stamps the clerk wrote in magenta ink “60” to show the credit to France of $5 \times 12\text{¢} = 60\text{¢}$. The Vanderbilt European Line steamship *Illinois*, scheduled for this voyage, was replaced by the HAPAG *Borussia*, chartered to carry the *Illinois* mail, departing on 3 November and arriving at Southampton on 18 November 1860.

The closed mail bag that contained the Figure 55 cover passed through England and was opened in the railway post office between Calais and Paris on 19 November. The letter was marked with a black boxed handstamp P.D. on the left side to show that it was paid to its destination. Like the previous cover, it was actually paid only to the French exit point on the border with Spain. Since I haven’t seen the reverse of the Figure 55 cover I cannot give the arrival date at the Spanish exchange office of La Junquera or the arrival date at Barcelona, where it was marked in black ink, 16RS, to show that 16 reales was due from the recipient. Apparently, the Spanish weighed the letter at 1 ounce instead of slightly greater than 1 ounce as had the Americans (Table 3).

Direct to Spain

In October 1867, the Hamburg-American Line, commonly referred to by its German initials of HAPAG, inaugurated a new steamship service from Hamburg to New Orleans by way of Southampton, England. This was a subsidiary service to HAPAG’s regular line to New York and was intended for the winter months (September-May) only. In October 1868 the line began calls at Havre, France, and Havana, Cuba, en route between Bremen and New Orleans, dropping the call at Southampton. In September 1871, HAPAG added a call at Santander, Spain, located on Spain’s northern coast on the Bay of Biscay. This call

was in addition to regular calls at Havre and Havana. The New Orleans service was a cargo steamship service without a mail contract. Seven different HAPAG steamships operated on the New Orleans route during the years 1867-74. The intended regular winter voyages were often very irregular with some voyages missed entirely. New Orleans newspapers confirm only a few HAPAG steamships called there each winter.

In the fall of 1871, the United States Postmaster General decided to take advantage of this route to inaugurate a direct mail service to Spain from the United States. The following notice was published in the November 1871 *United States Mail & Post Office Assistant*:

Post Office Department, Office of Foreign Mails

Washington, D.C. Oct 25, 1871

The Hamburg-American Packet Company, having established a line of steamships between New Orleans and Havre, touching at the ports of Havana, Cuba, and Santander, Spain, arrangements have been made for the forwarding of a mail from New Orleans for Cuba and Spain by means of said steamers, comprising the correspondence for that island and country which the senders may wish to have forwarded by this line of steamships, and on which the United States postage shall have been fully prepaid, at the following rates, viz.:

On letters, ten cents per each half ounce or under; on newspapers two cents each; and on packages of printed matter other than newspapers, when not exceeding an ounce in weight, two cents; when exceeding an ounce but not over two ounces, three cents; when exceeding two ounces but not over four ounces, four cents; and an additional rate of four cents for every additional weight of four ounces or excess thereof.

The departures from New Orleans of the steamers of the Hamburg-American Packet Company, as far as reported, are as follows: November 1, November 29, December 27, 1871; and January 24, February 21, March 20, April 17 and May 15, 1872.

The above postage charges are in like manner to be levied and collected at the office of delivery on the correspondence received in the United States from Cuba and Spain by this line of steamships.

Postmasters will take notice hereof and govern themselves accordingly in levying and collecting postage on the correspondence so exchanged with Cuba and Spain.

By order of the Postmaster General.

Joseph H. Blackfan

Superintendent Foreign Mails

The popular New Orleans newspaper, the *Times Picayune*, notified its constituents on 2 November 1871 with the following, short notice:

Direct Mails to Spain — A dispatch, of October 25, to the New York Journal of Commerce says:

The Post Office Department, today, ordered the conveyance of the mails from New Orleans to Havana, Cuba and Santander, Spain, on the Bay of Biscay, by the steamships Germania, Saxonia and Vandalia, of the Hamburg-American Steam Packet Company, commencing November 1. This will afford, for the first time, a regular postal communication with Spain. The single rate of letter postage by this route will be ten cents per half ounce.

Apparently there was sufficient commerce between New Orleans and Spain to warrant a dispatch of mails on this new route. Since the United States had no postal treaty with Spain, it was not possible to fully prepay a letter directly to a destination in Spain. Postage due of 1 Peseta (4 reales) still would be required; however, the mails could go there directly, and presumably, more quickly than by the established routes through England, France or Belgium, and later Germany.

Figure 56 illustrates the only cover I have ever seen showing the 10¢ direct-mail rate to Spain. This folded letter was written on 22 November 1872 in New Orleans and was addressed to Malaga, Spain. The letter was properly prepaid with a 10¢ brown National Bank Note stamp. A black New Orleans circular datestamp of 27 November was struck to the



Figure 56. 22 November 1872, New Orleans to Malaga, paid 10¢ per ½ oz. direct mail rate to Spain with a 10¢ brown National Bank Note adhesive. Spanish marked 1 peseta (4 reales) postage due.

left of the stamp, corresponding with the sailing date of the HAPAG steamship *Vandalia*, which departed New Orleans for Havana, Cuba, and Santander, Spain, on its return voyage to Hamburg. I do not know the arrival date of the steamer at Santander, but a black circular datestamp on the reverse shows the letter reached Malaga on 24 December 1872. Here it was marked with a black handstamp 1 Peseta for the postage due of 1 Peseta (4 reales or approximately 20¢) to be paid by the addressee. From 15 September 1872 the peseta was the legal currency for postal use where 1 Peseta = 100 centimos de Peseta. A docketing notation inside the letter shows that it was received on the same day.

An examination of the *Annual Reports* of the U.S. Postmaster General shows that very little mail was dispatched on this route. There were fewer than four years that the 10¢ direct mail rate could have been used before the General Postal Union reduced the postage between these two countries. The PMG Reports show revenues on this route for only two of those years, fiscal years 1872 and 1873. The income from mails to Spain by the New Orleans direct steamers was astonishingly small. In the year ending 30 June 1872 the income was \$27.40, representing just 274 single letter rates. In the year ending 30 June 1873, the revenue was \$26.10 or 261 single letter rates. Only four mail trips to Spain were reported. PMG Reports for 1874 and 1875 show no mail by this route. It would appear that by mid-1873, the Postmaster General decided to cease sending mails to Spain this way, perhaps because it was actually taking longer than if the mails were transported from New York to England and France.

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VALEDICTORY NOTE FROM THE SECTION EDITOR

It has been immensely rewarding for me to share the information I was able to assemble in the preceding update on mails between the United States and Spain. My 1990 monograph on this subject (Supplement to *Chronicle* 147) was the best I could do at the time but lacked much of the information now available. The growth of information resources is one of the wonderful aspects of contemporary philatelic research. There is always more knowledge to pursue—and often more covers to find and interpret. I am certain there is more to learn about the mails to Spain, which will provide an opportunity for future postal history research.

This *Chronicle* not only concludes my three-part article, but brings to an end to my long term as editor of the Foreign Mails section. After seven years as assistant section editor under Charles Starnes and just a few months short of 20 years as the Foreign Mails section editor, the time has come for me to pass the responsibilities (and hopefully the satisfaction) of this position to younger talent. Dwayne Littauer, who has been my assistant for the past five years, now assumes the role as editor of the Foreign Mails section. It will be an exciting time for him, as it was for me, for as I said, there is much more research to be conducted and published. And today we have many more students willing to undertake that work than we had in earlier years.

I have seen substantial and important changes in how we publish research articles in this journal. In August 1985, when I first started assisting Charles Starnes, Susan McDonald, the Editor-in-Chief, laid out all the pages of the journal by physically cutting and pasting the text and images onto layout paper in her home. This she took to a nearby printer who made stereotypes from typeset text and electroplate images from black-and-white pho-

tographs, all done on site at the printing plant. The whole process was labor intensive and very expensive. The completed journal was 72 pages. Twenty seven years later, in a highly transformed printing environment, we now produce a 100-page journal in full color. The Editor-in-Chief today lays out the entire journal using desktop publishing software and electronically sends press-ready digital files to a printer more than 1,000 miles away. While much more of the work has been shifted to the Editor-in-Chief, layout flexibility and content control are vastly enhanced, costs are lower and our quarterly *Chronicle* can adhere to a much more reliable publication schedule. Advertisers have responded favorably to all these improvements, and as a consequence we can manage longer research articles, as readers have seen in recent issues with articles from Steven Belasco, James Milgram and myself. Society members today have searchable on-line access to every article ever published in the *Chronicle* in addition to the printed version sent to them four times a year. In my view this is tremendous progress.

I will not abandon the Foreign Mails section and plan to contribute from time to time in the future. My successor is a talented and enthusiastic postal historian; I am confident he will add continuity to the highly capable line of editors of this section, which has included pioneers such as George Hargest and Charles Starnes. I have been privileged to present the research of many different contributors to the Foreign Mails section over the last three decades. Thanks to each of them, and to all those who have helped make this section a success.—R.F.W. ■

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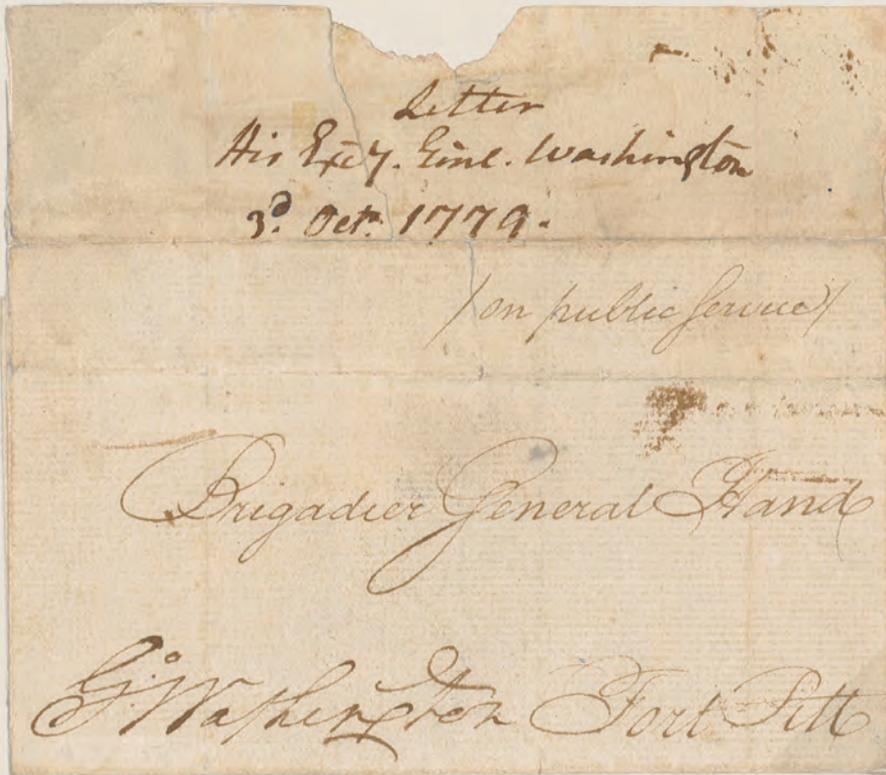




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ANSWER TO PROBLEM COVER IN CHRONICLE 232

Our problem cover in *Chronicle* 232, illustrated here as Figure 1, was a legal-sized cover originating in Boston and addressed to Stockton, California. At Boston the cover was marked “PAID” and “48.” The question was: Is there any way to date this cover and establish a basis for the rate?

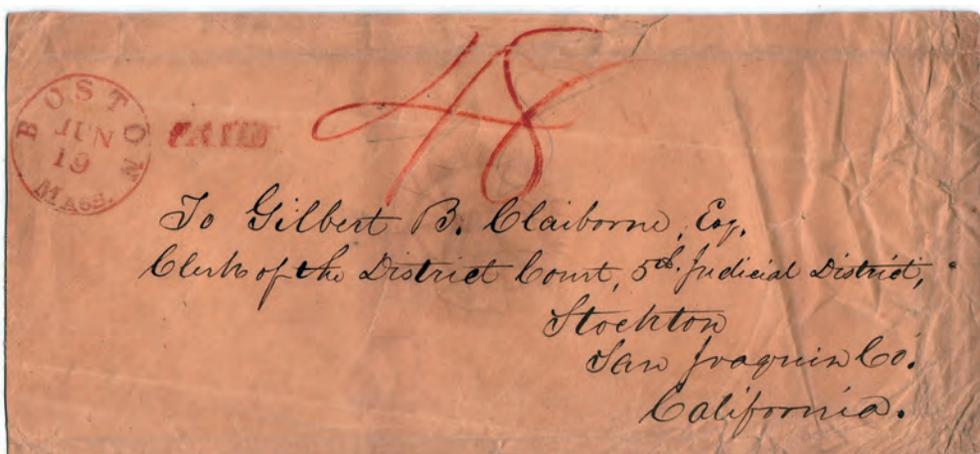


Figure 1. Problem cover from *Chronicle* 232, a legal-size cover prepaid from Boston, Massachusetts, to Stockton, California, marked “PAID” and “48.” The question was: Is there a way to date this cover and establish a basis for the rate?

We received responses from Route Agents Bill Crowe, Bill Johnson, Stanley Piller and John Wright, all along the same lines, as follows: The cover must date from the early 1850s, since the 48¢ prepayment represents a multiple of the 6¢ per half ounce “California” rate (for a distance over 3,000 miles) that was in effect from 1 July 1851 through 31 March 1855. The letter presumably weighed just under four ounces. This dating is further confirmed by the address. Gilbert B. Claiborne was Clerk of the District Court, 5th Judicial District, in Stockton in the early 1850s.

PROBLEM COVER FOR THIS ISSUE

Our problem cover for this issue, shown in Figures 2 and 3, is a cover that originated in Madeira in 1856. Addressed to Washington, D.C., this was part of a family correspondence recently auctioned by the H.R. Harmer firm (sale 3000). The backstamps, shown in Figure 3, are a black “MADEIRA JY23 1856” circular datestamp struck by the British post office at Madeira, intertwined with a red “BA 31JY31 1856” London transit circular datestamp; also a black “PLYMOUTH PACKET LETTER JY30 1856 8” British arrival/transit cds and black “BOSTON Br. PKt. 13 AUG” exchange office marking.

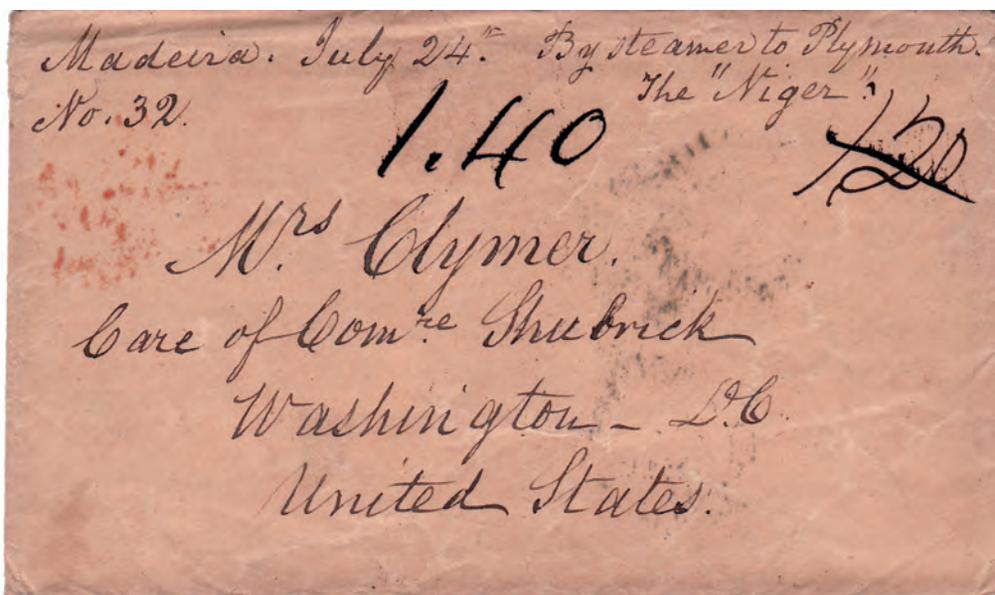


Figure 2. Problem cover for this issue: from Madeira to Washington, D.C., in 1856. The question is: Why \$1.40 due?



Figure 3. Backstamps from the Figure 2 cover.

The front of the cover (Figure 2) shows a black manuscript endorsement “Madeira. July 24th. By Steamer to Plymouth, The ‘Niger’ No. 32” across the top, and black manuscript “120” debit to the U.S. in the upper right corner. In a different ink than the debit, this has been rerated to indicate a total of “1.40” to be collected from the addressee. During this era (July 1849—July 1859) the correct rate for a half-ounce letter from Madeira on this route was 65¢, of which 60¢ belonged to England and 5¢ represented the U.S. inland postage. This was a double-rated cover, correctly assessed as such by the English debit. The question is: Why was this cover rated \$1.40 due instead of the expected \$1.30? ■

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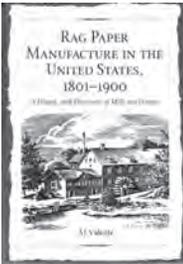


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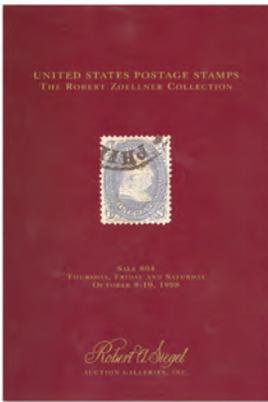
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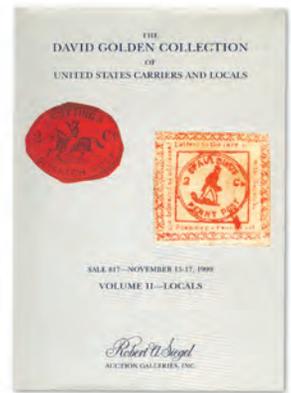
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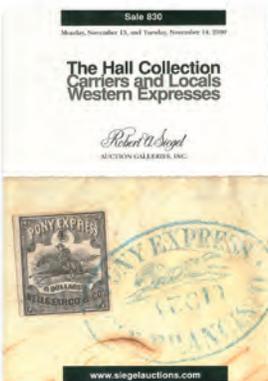
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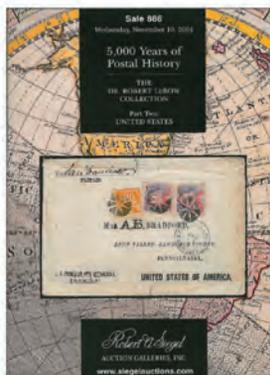
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