

The

Chronicle

of the U.S. Classic Postal Issues



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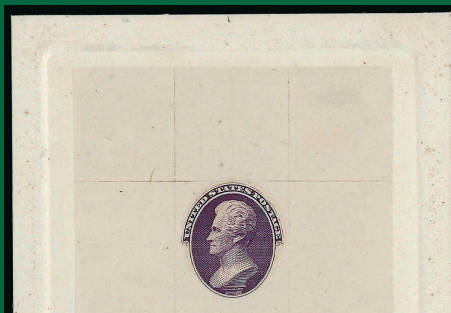
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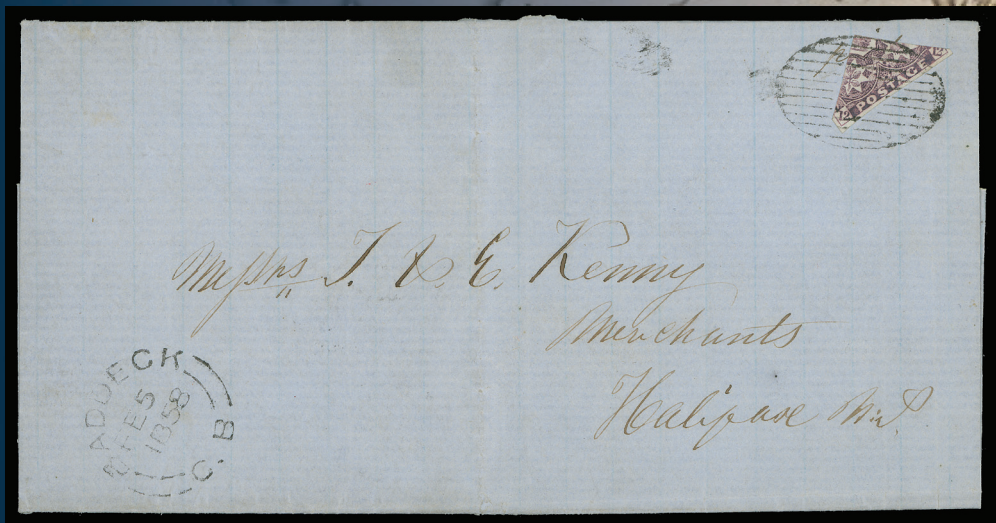


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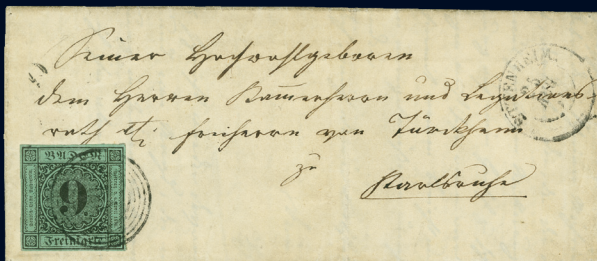
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IN THIS ISSUE: UNITED STATES STAMPS “USED ABROAD”

From the 1850s up to Universal Postal Union, use of United States stamps is well documented from various foreign locations, including British Columbia, China, Hawaii, Japan, Panama, Peru and St. Thomas. Details of usage vary, but at all these locations, U.S. stamps were sold and affixed to outbound covers because the U.S. stamps (sometimes along with stamps of other nationality) were needed to prepay a letter to its destination.

Missing from this list is the Red River Settlement, an isolated mid-Canada community that was to evolve into Winnipeg, Manitoba. But it belongs on the list. Through much of the 1860s, United States stamps were sold in the Red River Settlement and affixed to covers that were carried by a regular messenger service across the border to Pembina, Minnesota Territory (now North Dakota) where they entered the U.S. mails.

In a major article in our 1861 section, Chip Gliedman tells the full story of this unusual service, which for several years was the only means by which residents of the Winnipeg area could communicate with eastern Canada. It's a fascinating tale, which Gliedman tells with gusto. His article documents the sale of U.S. stamps in the Red River Settlement and illustrates some of the most interesting covers. It also includes a map of the route involved and the first attempt at a cover census. There aren't that many stamp-bearing covers. Gliedman has been extra busy this quarter. Another article under his byline—on 1847 covers bearing wafer seals—appears in our 1847 section.

Labron Harris also contributes two articles to this issue. In a short essay in our 1851 section he presents a newly discovered 5¢ imperforate Jefferson cover from Vermont to Canada—the first 5¢ Jefferson cover recorded from Vermont. And in our Bank Note section, Harris provides a more extensive analysis of Small Bank Note covers sent to Australia and New Zealand between 1890 and 1895. These are worth exploring for a number of reasons, one being that this part of the world did not join the Universal Postal Union until 1891. One of the envelopes Harris discusses provides our cover illustration for this issue.

Attached rate markings are well known to collectors of stampless covers. But have you ever encountered a *detached* rate marking? In our Stampless section this issue, authors William Schultz and Mark Schwartz speculate that during the mid-1830s the postmaster of Lynn, Massachusetts, used just the numeral component of an attached rate marking device as a stand-alone rate marker. The evidence the authors present is very persuasive.

South African member Jan Hofmeyr has been systematically mining archival correspondence and the U.S. patent files to make sense of the complex 3¢ Washington essays of the 1860s, artifacts of the Post Office quest for stamps that could not be reused. These provide almost 10 pages of listings in the essays section of the Scott specialized catalog, all under the numerical prefix “79E.” In our Essay-Proof section this issue, Hofmeyr looks at what he calls neglected details of Charles Steel's patent for stamp grilling. Hofmeyr's

(EDITOR'S PAGE concluded on page 145)

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THE DETACHED RATE MARKINGS OF LYNN, MASS., 1835-36

WILLIAM R. SCHULTZ AND MARK S. SCHWARTZ

This article will show the connection between the attached rate handstamps first seen from small New York and New England towns in the early 1830s and the small hand-stamped numeral rate markings used at Lynn, Massachusetts, in the mid-1830s.

Asa White (1800-74) was born in Phillipston, Massachusetts. In 1830, while he lived in nearby Templeton, he was awarded a patent for a device collectors would subsequently call an “attached rate handstamp.” Designed to make postmarking letters easier in the age of complex postal rates and markings mandated by the Act of Congress of 1825, it included in one device the city/town and state, month and day, and—via an attached, rotatable wheel—the letter rate and the additional markings “PAID” and “FREE.”

Four strikes from this type of device, electronically clipped from covers in the collection of one of the authors, are shown in Figure 1. All are from small New England towns, which is where these devices were typically used. All show lettering with identical typographical characteristics and a circular rim approximately 30 millimeters in diameter.

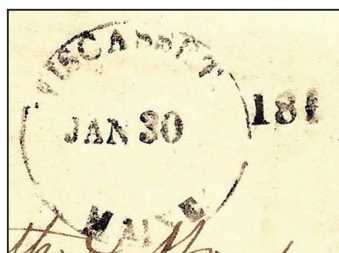
Brunswick, Maine, had a population of only 3,547 in 1830. The Brunswick Maine marking in Figure 1, from a cover sent to Portland in 1832, shows an attached “6,” the proper rate to be collected on a single-sheet letter sent a distance up to 30 miles. The attached “6” measures 3x4 mm. Note the inverted “Maine” within the 30-mm circular datestamp.



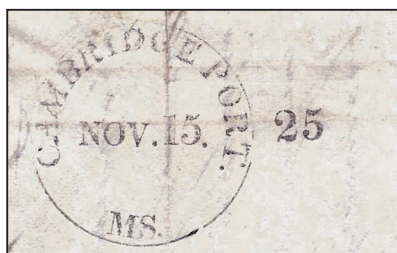
Brunswick, Maine



Kennebunk, Maine



Wiscasset, Maine



Cambridgeport, Mass.

Figure 1. Attached rate markings from small New England towns from the 1830s, showing four different rates. The red marking from Kennebunk, Maine, additionally shows an attached "PAID."

Kennebunk, Maine, had a population of 2,233 in 1830. The “12½” rate marking and attached PAID (from a cover to Boston) are appropriate for a prepaid single-page letter sent 80-150 miles. The year-date for this February 6 marking is not known, but it is presumed to be from the early 1830s. The attached “12½” measures 8x4 mm.

Wiscasset, Maine, had a population of 2,255 in 1830. The Wiscasset marking in Figure 1 is struck on a cover to Boston dated January 30, 1832. The “18¾” rate marking is appropriate for a single sheet sent 150-400 miles. The attached “18¾” measures 8x4 mm.

Cambridgeport, Massachusetts is now a neighborhood in Cambridge, which had a population of around 6,000 in 1830. The Cambridgeport marking in Figure 1 is taken from a cover sent to Waterville, New York on November 15, 1830. The attached “25” rate marking, appropriate for a single-sheet letter sent over 400 miles, measures 7x4 mm.

An excerpt from White’s patent application reads as follows:¹

For an improvement in the mode of Stamping Letters for Post Offices, called the “Post Master’s Stamp;” Asa White, Type Founder, Templeton, Worcester County, Massachusetts, February 27 (1830).

The improvement consists in making the types which express the name of the post office, wedge formed, so that they may be the better set in a circle like the stones of an arch. A metal block is prepared, around which they are to be placed, and secured thereon by a brass ferule and a screw ring. The month and day are to be set in a mortise in the middle in the usual way. The block is to be attached to the end of a lever, having along side of it a stereotyped wheel, with the different rates of postage, and the words “free,” and “paid,” cut upon the face of it; this wheel can be turned round so that any rate of postage, or word upon its face, may be made to coincide with the face of the main stamp. A cup of printer’s ink and a small inking ball, form a part of the apparatus; when the type is inked, the letter is placed upon a block, or cushion, and the stamp forced against it by the lever.

What I claim as my own improvement, is, the stereotyped wheel; the manner of binding the types in the stamps; the shape of the body of the types, and the application of the lever, as described.

The post office stamps are now frequently made of cast steel, with the name of the office cut out of the solid, and a mortise formed for the date. Many have also been made of brass, but from the rough usage they often receive at the post offices, they are frequently defaced; steel, therefore, has been substituted. The objection to types is their brittleness, and the consequent facility with which they are destroyed by the careless hands in which they are placed; they certainly have the merit of superior neatness, but we think the durability of the steel stamps will secure to them a preference over all others, and that time will prove them to be the cheapest.

These handstamps appear to have been first discussed in the philatelic literature by Arthur Bond in a 1968 article the *Postal History Journal*, with supplements in 1969 and 1973.² There Bond describes the manufacture and construction of this device, which apparently had a single wheel for the rates and “FREE” and “PAID”. In a 2007 *Chronicle* article,

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Figure 2. Franking signature of Lynn postmaster J. C. Stickney, on a cover sent to Winchester, Connecticut, July 8, 1831. The datestamp seems identical to those used on the attached rate handstamps of this era. Compare with the examples shown in Figure 1.

James Milgram further discussed these attached rate handstamps and indicated his belief that there were two wheels, which would allow rate and “PAID” markings to be applied simultaneously.³ He also reiterated Bond’s belief that the device was used only at small post offices and supported this with a listing of offices known to have used attached rate markers. Only the New England states and New York are represented in the listing. Usage of these devices begins in 1830 and continues through 1845 and (in one case) beyond, though the predominant usage is in the early 1830s.

The onset of use of these markings and the region where they were employed is consistent with the patent that was awarded to Asa White in 1830.

While it had a population of 6,138 in 1830, Lynn, Massachusetts was not one of the towns listed in the Milgram article. One of the authors of this article has collected Lynn postal history for the past 20 years, and has never seen an example of a detached-rate handstamp from Lynn. But based on markings seen on covers from Lynn from 1835 and 1836, it appears that the rate wheel from an attached rate hand stamp (or slugs removed from the wheel) were used by the Lynn post office during this period.

We do not know whether the Lynn postmaster purchased from Asa White an attached rate handstamp which subsequently fell apart or was disassembled, but evidence of a circular datestamp very similar to those sold by White can be seen on the cover in Figure 2. This bears Lynn postmaster J.C. Stickney’s free frank and was sent from Lynn to Winchester, Connecticut, on July 8, 1831. The circular datestamp seems very similar to those used on the attached rate handstamps of this era, as exemplified by the four markings shown in Figure 1. All show a 29-30 mm circular rim, with the town named at the top and the state at the bottom, in distinctive serified capital letters 3 mm high.

The Lynn covers presented in Figures 3-6 show numeral rating marks that share the same characteristics as the numeral rating mark on the attached rate postmarks in Figure 1. In size and typography, the Lynn numerals precisely match the attached rate markings. But the Lynn rate numerals stand by themselves, unattached, and the Lynn circular datestamp on these covers is an entirely different type that has no resemblance to the Lynn marking struck on the cover in Figure 2.



Figure 3. Small handstamped "6" (0-30 mile distance) on a single-sheet letter from Lynn to Boston, postmarked Sept. 19, 1836. The "6" measures 3x4 mm and seems identical to the numeral "6" in the Brunswick attached rate marking shown in Figure 1.



Figure 4. Small handstamped "12½" (80-150 mile distance) on a single-sheet letter from Lynn to Saco, Maine sent August 17, 1835. The "12½" measures 8x4 mm and is identical in size and typography to the "12½" on the Kennebunk marking in Figure 1.

Figure 3 is a cover from Lynn to Boston, internally dated Sept. 19, 1836, which shows a bold "Lynn Ms." circular datestamp (with the S in "Ms" high, over the period) that was commonly used in 1835-40. The striking feature on this cover is the small red "6" rate handstamp. Six cents is the correct rate for a single-sheet letter sent up to 30 miles, but this marking floats alone in the upper right corner of the cover. The "6" measures 3x4 mm and is typographically identical to the "6" on the Brunswick attached rate marking in Figure 1.

Figure 4 shows a cover sent from Lynn to Saco, Maine, on August 17, 1835. The "12½" rating at upper right is appropriate for a single-sheet letter sent 80-150 miles. The



Figure 5. Small handstamped "18³/₄" (150-400 mile distance) on a single-sheet letter from Lynn to Brewer Village, Maine on July 23, 1835. The "18³/₄" measures 8x4 mm and seems identical to the numeral in the Wiscasset marking shown in Figure 1.

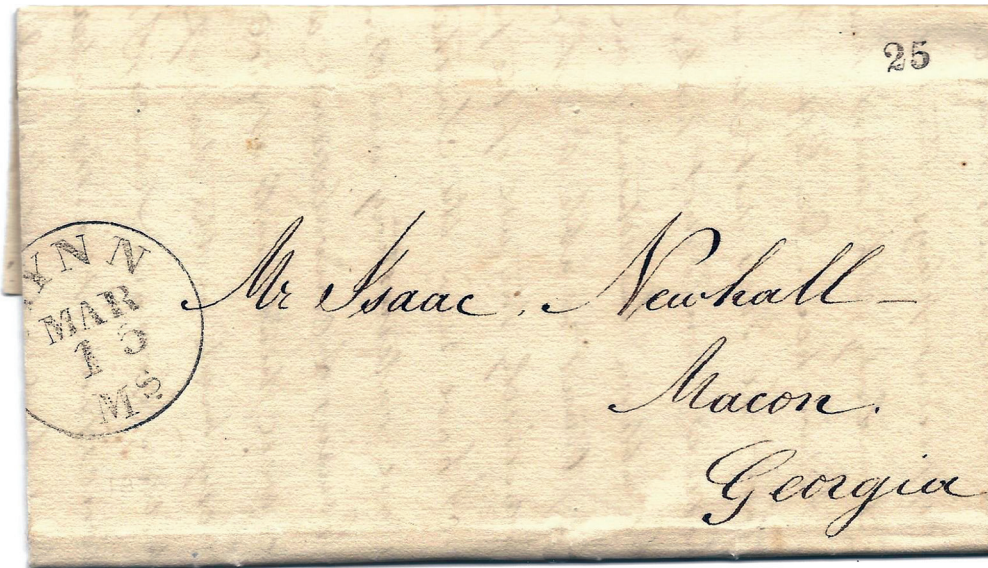


Figure 6. Small handstamped "25" (over 400 mile distance) on a single-sheet letter from Lynn to Macon, Georgia, March 15, 1836. The "25" measures 7x4 mm and seems identical to the numeral "25" in the Cambridgeport marking in Figure 1.

distinctive "12¹/₂" measures 8x4 mm and is identical to the "12¹/₂" rater on the Kennebunk attached rate marking shown in Figure 1.

Figure 5 shows a cover from Lynn to Brewer Village, Maine, postmarked July 23, (1835). The small red handstamp at right designates the appropriate 18³/₄¢ collection for a single-sheet letter sent 150-400 miles. The crisply struck "18³/₄" measures 8x4 mm and seems identical to the "18³/₄" on the Wiscasset attached rate marking shown in Figure 1.

Figure 6 is a March 15, 1836 cover from Lynn to Macon, Georgia, properly rated "25" as a single sheet letter sent a distance over 400 miles. The "25" measures 7x4 mm and is a match to the "25" on the Wiscasset attached rate marking shown in Figure 1.

Conclusion

We believe that the evidence presented here is sufficient to prove that the Lynn post office possessed an attached rate marking device created according to the Asa White patent, even though there is so far no evidence that Lynn used the device the way White intended.

Based on what is known about attached rate markers, there are two other rating values—10 and 37½—that Lynn may have used as stand-alone raters. If any readers have knowledge of a Lynn attached rate handstamp, of these individual detached rate handstamps used on Lynn letters, or of *detached* rate handstamps used from any other New England or New York towns during the 1830-45 period, we would be interested in learning about them.

Endnotes

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*When you think of United States postal history provenance,
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WAFER SEALS ON 1847 COVERS
CHIP GLIEDMAN

In *Chronicle* 253, section editor Gordon Eubanks described how the change from sheet-based to weight-based postal rates led to increased use of envelopes, which in turn led to advertising or propaganda messages being printed on them.¹ Eubanks also provided a census of illustrated 1847 covers which included 46 examples. This article extends his work by talking about other printed items applied by senders to the outsides of covers and folded letters for commercial or personal reasons.

Until the change in 1845 from sheet-based to weight-based rating, enclosing the written missive inside an additional sheet of paper required an additional unit of postage. Therefore, letters were written and then folded for mailing, requiring a seal to hold the letter together and prevent prying eyes from reading the contents. Often a few drops of hot wax, perhaps impressed with a sender's seal, served the purpose. However, in the late 1830s, small paper labels, usually rectangular or diamond-shaped, were sold in England to facilitate the sealing process. These "wafer seals" made their way to the United States during the following decade.² A small number found their way onto 1847 covers.

The on-line database of 1847 covers maintained by this Society records fewer covers adorned with applied printed seals than printed advertising and only one with the label applied to the face of the cover.³ This disparity may be as much a matter of recording as of use, because labels served no postal or philatelic purpose and were almost invariably applied to the reverse of the cover, in place of the more common wax seal. Regardless, labels provide an interesting and sometimes informative addition to covers that bear them.

Figure 1 shows the only 1847 cover I am aware of with an advertising or propaganda label applied to its face. This 1848 cover from Boston to Taunton, Mass., ID 2978 in the USPCS census, is franked with a dark brown 5¢ 1847 stamp. The label, shown enlarged adjacent to the cover in the Figure 1 illustration, contains text promoting "Pitman's Phonography, Published 1837." Phonography was a system of shorthand writing, which used



Figure 1. Pitman's Phonography label applied to face of 5¢ 1847 cover from Boston (24 April 1848) to Taunton, Mass. This is ID 2978 in the online census of 1847 covers.

symbols to represent the sounds or phonics that make up words. Shorthand recording systems date back to ancient Rome. The ampersand (&) is a relic of this early system used to record debates in the Roman Senate. Isaac Pitman published his own symbolic system in England in 1837 and the Figure 1 label refers to that publication. Isaac's brother Benjamin emigrated to Cincinnati in 1852 and founded a publishing company to promote Pitman Phonography in the United States.

While the Philatelic Foundation chose not to render an opinion on whether the label was applied at the time of mailing, this cover bears the signature of Stanley Ashbrook on the reverse and has graced the albums of knowledgeable collectors such as Marc Haas and Walter C. Klein. In addition to its listing in the online census of 1847 covers, it was illustrated in the printed edition of the Alexander census of 1847 covers.⁴ And a recent Internet search turned up numerous references to phonography or shorthand in conjunction with James W. Stone of Boston, sender of the Figure 1 letter.

Another item with an advertising-related seal, ID 8413 in the cover census, is shown in Figure 2. This folded letter was posted in New York City, addressed to Stanbridge, Canada East (Quebec). It bears a 10¢ 1847 stamp paying the ½ ounce rate for letters traveling over 300 miles, in this case from New York City to the Canadian border, about 325 miles north. At the border, the letter was marked for 4½d Canadian postage due for transport through Montreal to Stanbridge. The two back flaps of this folded letter were sealed with a small round paper label, which was torn in two when the cover was opened. The label is shown enlarged in Figure 2. The text reads A.B. & D. Sands, N.Y., druggists.



Figure 2. 10¢ 1847 cover with druggist wafer seal (enlarged) on reverse, torn in two upon opening.

Other covers in the census also have wafer seals applied to the reverse, though the number is not very high. I am hesitant to pronounce a firm count, because there is no certainty that all examples had this characteristic called out when recorded. However, we are clearly talking about a population that can be measured in the few dozens at most.

The database contains nine covers mailed from Baltimore to a Miss H.A. Sanderson in Pittsfield, Mass. The descriptions of five of these covers mention a wafer seal on the reverse with a day of the week, presumably the day the letter was mailed. One of them, ID 2667, is the 10¢ 1847 cover shown in Figure 3. This bears a “Saturday” label, shown enlarged adjacently. Assuming that the label was correctly applied on the mailing date, this allows us to date the cover to 1849, the only year January 13 fell on a Saturday during the 1847-51 period. Seals with the day of week on them could also serve as a check on the efficiency of the post office. Knowing that a letter was mailed on a certain day of the week allowed the recipient to know if it was held up in the post.⁵

In addition to advertising messages and days of the week, wafer seals of this period span a number of themes, but they generally convey a brief message or pleasantry from



Figure 3. 10¢ 1847 cover from the Sanderson correspondence with a day-of-week wafer seal which allows us to date this cover to 1849. Five of the nine known covers from this correspondence have such labels noted in their descriptions in the online census.

mailer to recipient. One such example, not illustrated here, is a 5¢ 1847 cover from Sandusky to Crawfordsville, Ohio, with a seal on the backflap with the brief, ornamented message: “Try.” This is ID 22841 in the online census.

Figure 4 shows a 5¢ 1847 cover with a railroad cancel and a similar wafer seal. This is one of eight covers recorded with the “Vermt. & Massts. R.R.” circular datestamp. It was sent to Barre, Massachusetts, sealed with a red label (shown enlarged inset in Figure 4) asserting “True Love Can Ne’er Forget” with some musical notes and a gold border.



Figure 4. 5¢ 1847 cover to Barre, Mass. postmarked with “Vermt. & Massts. R.R. Jun 23” circular datestamp and sealed on its reverse with a red and gold “musical” wafer seal perhaps referencing the lyrics of a popular song: “True love can ne'er forget.”



Figure 5. 5¢ 1847 cover sent from Boston (10 July 1849) by noted pacifist J.P. Blanchard to Unitarian minister A.A. Livermore in Keene, N.H. This folded letter was sealed with a bold anti-war message on a paper wafer.

The cover in Figure 5 (census ID 22694) bears a seal with an anti-war message. Sent from Boston to Keene, New Hampshire, this folded letter was franked with a 5¢ 1847 stamp postmarked July 10. It is addressed to Reverend Abiel Abbot Livermore (1811-92), a Unitarian minister at Keene. Docketing on the back of the letter states: “J. P. Blanchard, July 1849,” allowing us to date the year of mailing and identify the sender as Joshua Pollard Blanchard (1782-1868). Blanchard was a conscientious objector during the War of 1812 and remained a pacifist his entire life. He held many offices in the American Peace Society and was the assistant editor of “Advocate of Peace.”⁶ This seal may be British in origin, though there is no known link to any specific manufacturer. During the 1840s, such seals, with anti-war, anti-corn law, and temperance messages can be found on British envelopes and letters.⁷

Though these seals are obviously not postal in nature, the senders of these 1847 covers chose to add an additional message to the outside of their correspondences giving us enduring insight into what was important to them at the time. Such seals certainly add an element of interest to covers that are already very collectible.

Endnotes

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5. William Hussey would later sell seals specifically to address this issue. See Chip Gliedman, “Waving the Flag for New York 2016,” *Chronicle* 250 (May 2016), pp. 179-180; and John D. Bowman and Clifford J. Alexander, “Hussey’s Time-Posted Labels,” *Penny Post* 50 (January 2005), pp. 5-22.
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THE UNPAID CARRIER FEE OF LATE 1860

JOHN D. BOWMAN AND CLIFFORD J. ALEXANDER

During the 1850s, post offices in large cities greatly expanded the number of mail collection boxes in which customers could deposit letters. This was in response to demands for better service, and to meet the competition from private local posts that placed hundreds of their own mail boxes in stores and on lamp posts throughout the cities.

While residents benefited from the convenience, letter boxes also created a headache for post offices. Either by mistake or by intention, senders sometimes placed mail in street collection boxes franked with a 3¢ stamp pay postage to destination, but with no stamp to pay the carrier fee that was required to take the letter to the post office.

Post offices tried several approaches to address the issue of non-payment. For a period of only four months, from August to November 1860, four cities experimented with marking the mail "DUE 1 CENT" and charging recipients at the destination.

The cover in Figure 1 shows an early example of this practice. This is an attractive illustrated advertising cover for the United States Hotel, in Atlantic City, New Jersey. Addressed to Burlington, New Jersey, the cover is franked with a 3¢ 1857 stamp and struck with three Philadelphia postmarks: a grid killer, an octagonal datestamp showing August 6, 1860 and a straightline "Due 1Ct."



Figure 1. The "Due 1Ct" marking on this cover, applied at Philadelphia, is evidence that the cover was dropped into a carrier box with the 1¢ carrier fee not paid. For four months during 1860, four cities attempted to collect deficient carrier postage from recipients in other cities. Dated August 6, 1860, this is an early example of this experiment, on a handsome illustrated advertising cover. Collection of Norman Shachat.

This article discusses the unusual, limited experiment that this cover depicts; it also provides a census of “DUE 1 CENT” covers that show this practice. Prior articles identified three large cities that seem to have participated in this experiment. Our census includes two covers from the same time period originating in Brooklyn, suggesting for the first time that Brooklyn was also involved.

Background

Prior to the expansion of the carrier system in the latter half of the 19th century and culminating with rural free delivery, mail in most places in the United States was brought by residents to post offices, and likewise picked up by recipients at their post offices.

Some post offices employed carriers who (1) picked up mail from a sender or collection box and took it to the post office for transmission to another city (referred to as “To the Mails” letters); (2) delivered mail from the post office to the addressee (“From the Mails” letters); and (3) took mail from a sender or collection depot to an addressee in the same city without going through the main post office (“City Mail”).¹ Non-payment of the carrier fee on city mail or on from-the-mails letters was never an issue, because carriers could collect from the addressee upon delivery.

The Postal Act of 1825 authorized carriers to charge “up to two cents” for their services. However, the fee for collection of letters from boxes (as distinguished from other services) typically was 1¢. Steven Roth has described the history of the Philadelphia and New York carrier fee policies up to 1863. Roth also discussed the 1860 experiment or “anomaly” in an August 1998 *Chronicle* article that referenced previous writers on this subject.²

Post offices tried different ways to reduce the growing problem of non-payment. A standard procedure was to hold letters and advertise them in a local newspaper. In addition, during 1859 and 1860, city carriers in Boston, Philadelphia and New York took letters free of charge to the post offices. Waiving the collection fee in these three cities, which had the most successful local posts, helped the government post offices compete.³

Prepayment of postage and carrier fees

To put this subject in perspective, it is useful to review how unpaid mail was handled by post offices. Unpaid and unclaimed letters had long been a problem. Prepayment of postage for domestic mail was made mandatory by the Act of March 3, 1855, and the use of stamps or stamped envelopes was required as of January 1, 1856.

Chapter IX of the Postal Laws and Regulations of 1859 (PL&R) required post offices to advertise unpaid letters and forward part-paid letters to their destinations. However, neither the PL&R nor the Postal Act of June 30, 1860, specified what was to be done if a letter with properly prepaid postage to the destination was placed in a street collection box

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without a 1¢ stamp for the carrier fee.

When letters were deposited without any mail postage, post offices were required to advertise them in a list of held letters in a local newspaper or hang such a list in the post office. If not paid for and picked up, such letters were required to be forwarded to the Dead Letter Office, where they were examined for valuable papers, and advertised or returned to writers.⁴ Letters of no apparent value were discarded. The seriousness of the issue for the Post Office Department was reflected in a June 2, 1859 circular to postmasters, in which Postmaster General Joseph Holt asked for advice regarding how to reduce the burden of more than 2,000,000 dead letters a year.

With respect to unpaid carrier fees, a post office official apparently came up with the idea of delivering such letters and collecting the 1¢ carrier fee from recipients. The authors have not been able to find a Post Office Department instruction authorizing this

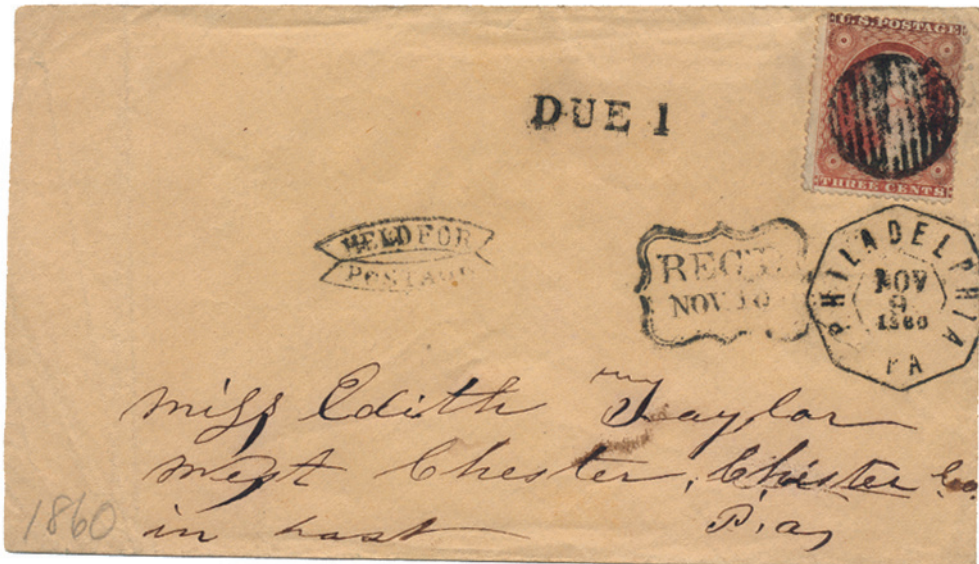


Figure 2. In Philadelphia, the experiment ended in early December. With 1¢ carrier postage unpaid, this Nov. 9, 1860 cover was sent not to its addressee but to the dead letter office. It bears Philadelphia's black "Held for Postage" marking and an unusual "DUE 1" handstamp. There is no indication that the fee was ever paid or that the letter was ever delivered. Collection of John D. Bowman.

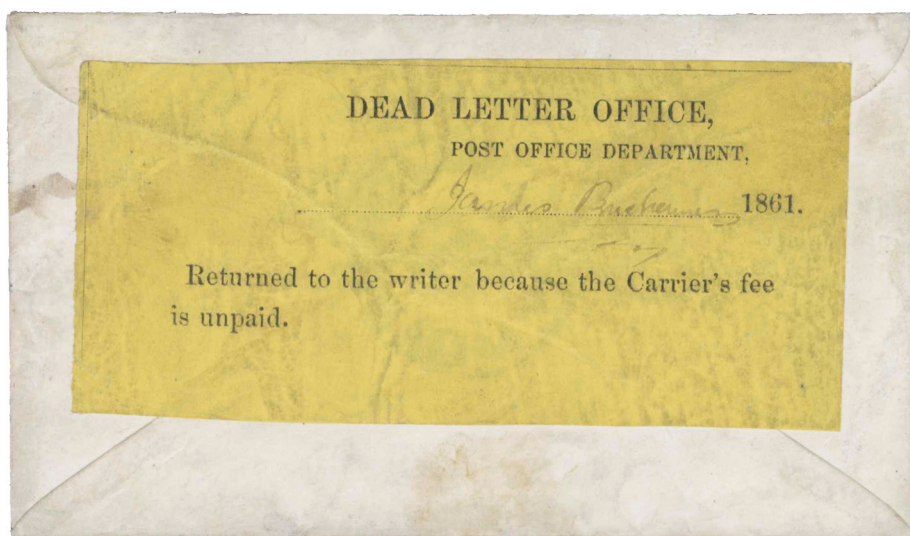
practice. The possibility of success was questionable because the Department did not have an accounting system that could give the carrier department in the city of origin credit for a carrier postage paid to the post office in the city of the addressee.

The experiment was met with anger and discontinued by the end of November 1860. Thereafter, letters in the four cities with unpaid carrier fees were marked "Held for Postage" and processed in the same way as other unpaid mail. The source of the problem was finally eliminated on July 1, 1863, effective date of the postal act that eliminated carrier fees.

Though sparse, the cover census data in Table 1 suggests that the experiment might have ended in the four cities at different times in November of 1860. As an example, the latest unpaid carrier cover from Philadelphia showing the "Due 1Ct" marking is dated November 1. Figure 2 shows a Philadelphia cover posted November 9. This is clearly an unpaid "To the Mails" carrier cover, and it was struck with Philadelphia's "Held for Postage" handstamp. It also bears the "Rec'd" in shield handstamp used at the Philadelphia dead letter office and an unusual "DUE 1" marking. This is the earliest recorded cover showing Philadelphia sending unpaid carrier fee mail to their dead letter office.⁵



Figure 3. Further evidence of Philadelphia sending unpaid carrier letters to the Dead Letter Office: This cover was returned to its sender with an explanatory label pasted on the reverse. Image courtesy of Schuyler Rumsey Auctions.



As noted, the Dead Letter Office was authorized to open letters and would return those with valuable contents to the sender. Figure 3 is a Philadelphia cover from January 1861, formerly in the collection of Vernon Morris. This shows the same “Held for Postage” and “Rec’d” in shield handstamps that were applied to the cover in Figure 2. But the Figure 3 cover was returned to its sender (blue manuscript address at left) with an explanatory label pasted onto the back stating that the letter was “Returned to the writer because the Carrier’s fee is unpaid.”

Census of “DUE 1 CENT” covers

Table 1 is a census of the 31 covers known to the authors that show this experimental practice of attempting to collect the unpaid “To the Mails” carrier fee from the addressee. The covers are arranged chronologically, grouped according to their city of origin. The census includes eight covers from Philadelphia, 17 from Boston, four from New York, and

**TABLE 1:
COVERS SHOWING UNPAID CARRIER FEE DUE MARKINGS
AUGUST-NOVEMBER, 1860**

1860	Handstamp	Franking	Destination/reference
PHILADELPHIA			
Aug 6	Due 1Ct	3¢ 1857	Burlington, NJ (Figure 1)
Aug 10	Due 1Ct	3¢ 1857	Baltimore, MD (Figure 4)
Aug 11	Due 1Ct	3¢ 1857	Rexford Flats, NY
Aug 18	Due 1Ct	3¢ 1857	West Chester, PA
Aug 21	Due 1Ct	3¢ 1857	Greenfield Factory Village, MA
Oct 27	Due 1Ct	3¢ 1857	New York
Oct 30	Due 1Ct	3¢ 1857	West Chester, PA
Nov 1	Due 1Ct	3¢ 1857	West Chester, PA
BOSTON			
Aug 6	DUE 1	3¢ 1857	Lexington, MA
Aug 22	Due 1 cent.	3¢ 1857	Cavendish, VT
(Aug) 23	Due 1 cent.	3¢ 1857	Bristol, RI
Sep 6	Due 1 cent.	3¢ 1857	Worcester, MA
Sep 7	Due 1 cent.	3¢ 1857	North Leeds, ME
Sep 13	Due 1 cent.	3¢ entire	Gloversville, NY
Sep 14	Due 1 cent.	3¢ 1857	Providence, RI
Sep 17	Due 1 cent.	3¢ entire	West Needham, MA
Sep 26	Due 1 cent.	3¢ 1857	Bradford, NH
Oct 3	Due 1 cent.	3¢ 1857	East Jeffrey, NH
Oct 4	Due 1 cent.	3¢ 1857	Wakefield, NH
Oct 26	Due 1 cent. (red)	3¢ 1857	Providence, RI
Oct 29	Due 1 cent.	3¢ 1857	Yarmouth, ME
Oct 31	Due 1 cent.	3¢ 1857	Westfield, MA
Nov 10	Due 1 cent.	3¢ 1857	Troy, NH
Unknown	Due 1 cent.	3¢ 1857	Bristol, RI
Unknown	Due 1 cent. (red)	3¢ entire	Charleston, NH (Figure 5)
NEW YORK			
Aug 1	Due 1Ct	3¢ 1857	Middletown, CT
Sep 21	Due 1	3¢ 1857	Owensboro, KY (Figure 6)
Oct 7	Due 1	3¢ 1857	Naugatuck, CT
Oct ?	Due 1	1¢, 3¢ 1857	Homer, NY
BROOKLYN			
Oct 18	DUE 1 CENT	3¢ 1857 on 3¢ entire	Exeter, NH (Figure 7)
Nov 26	DUE 1 CENT	3¢ 1857	Wellsburgh, NY

two from Brooklyn. The earliest recorded cover is dated August 1, 1860 and is one of only four originating in New York. The latest is from Brooklyn and dated November 26, 1860. As the tabular data indicates, almost all the covers are franked with single 3¢ 1857 stamps, though a few 3¢ entire envelopes are noted.

Since the experiment appears to have been in effect for four months, it is surprising that we have not found more examples of these covers. In the following paragraphs, we illustrate and discuss some of the more interesting covers listed in the census.

Figure 4 is another early Philadelphia cover, but this one is marked with Philadelphia's small double-octagon datestamp, here showing August 10, 1860. The "Due 1Ct" marking is clearly struck and this sum was presumably collected from the addressee in Baltimore, though as we have noted there was no accounting system through which a collected fee could actually be remitted to the Philadelphia carrier department.

Figure 4. From early in the "Due 1Ct" experiment, this 3¢ 1857 cover, addressed to Baltimore, received Philadelphia's small double octagonal datestamp on August 10, 1860. From the collection of Tom Clarke.

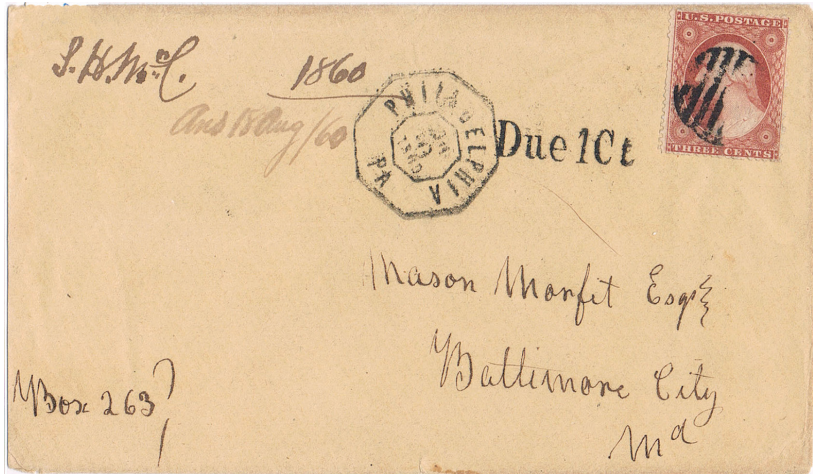


Figure 5. This 3¢ Nesbitt envelope shows Boston's "Due 1 cent." handstamp struck in red with a black PAID in circular grid cancellation. Collection of John D. Bowman.

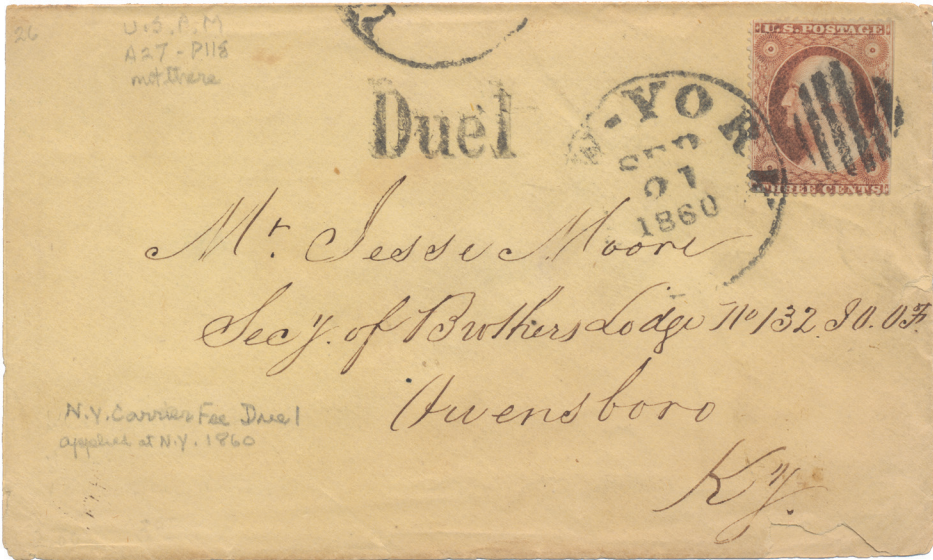


Figure 6. New York's "Due1" marking, September 21, 1860. Bowman collection.



Figure 7. Brooklyn's "DUE 1 CENT" marking, October 18, 1860, on a 3¢ Star Die envelope with 3¢ 1857 stamp added to pay double rate. Collection of James W. Milgram.

Figure 5 shows a 3¢ Nesbitt envelope, addressed to Charleston, New Hampshire, and canceled by the common large Boston black PAID in circled grid. The cover also bears Boston's "Due 1 cent." handstamp struck in red. Only two covers in the census show the unpaid carrier collection expressed in a red marking; both are from Boston.

Figure 6 shows a 3¢ 1857 cover addressed to Owensboro, Kentucky and posted at New York City on September 21, 1860. New York's bold "Due1" marking is struck prominently at top center.

Figure 7 shows one of the two recorded covers from Brooklyn, an attractive Star Die envelope upgraded for double letter-rate postage with a 3¢ 1857 stamp. The Brooklyn circular datestamp reads October 18 (1860) and Brooklyn's distinctive "DUE 1 CENT" straightline is struck at top center.

The authors acknowledge the generous assistance of Tom Clarke, Thomas C. Mazza, James W. Milgram, Vernon Morris, Norm Shachat and Mark Schwartz, all of whom shared images. Scans and/or details of additional covers should be reported to the authors at jbowman@stx.rr.com or Clifford.Alexander@klgates.com.

Endnotes

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2. Steven M. Roth, "Tabulation of Carrier Fees in Philadelphia During the Fee Paid Period," *The Penny Post*, October 1994, pp. 35-36; "Summary of Drop Letter and Carrier Postal Rates: New York City (1794-1885)," *Chronicle* 84 (November 1974), pp. 210-12; "The Unpaid 1¢ Carrier Collection Fee of 1860: Its Origin and the Anomaly," *Chronicle* 179 (August 1998), pp. 175-78.
3. Elliott Perry, "Carriers and Carrier Markings," in Stanley B. Ashbrook, *The One Cent Stamp of 1851-1857, Volume II*, (H.L. Lindquist, 1938); Maurice C. Blake and Wilbur W. Davis, *Postal Markings of Boston, Massachusetts to 1890* (Severn-Wylie-Jewett Co., 1949), pg. 111; Vernon R. Morris, "What is a 'Drop Letter' and a 'Drop Dead Letter'?" *Chronicle* 200 (November 2003), pp. 250-58.
4. Thomas J. Alexander, "Dead Letter Office," *Chronicle* 145 (February 1990), pp. 36-42.
5. Personal communication from Tom Clarke, 2018. ■

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A NEW 5¢ IMPERFORATE JEFFERSON COVER
FROM VERMONT TO CANADA

LABRON HARRIS

Postal relations with British North America began in the 18th century but it wasn't until 1851 that this relationship was formalized. On April 1, 1851 the United States and Canada, at that time administratively divided into the provinces of Canada East (Quebec) and Canada West (Ontario), effected a treaty making the cost 10¢ for sending a fully pre-paid letter from the eastern United States (basically less than 3000 miles) to Canada. The other parts of British North America, the Maritime provinces, signed the treaty later and it was not effective until July 1, 1851. (The Island of Vancouver, in the far west, and Newfoundland in the east, were not part of this arrangement and did not sign postal treaties with the United States until 1870 and 1872, respectively.) The treaty created crossing points, formally known as exchange offices, on the border of the United States and British North America to handle the mail. Each crossing point had a postmark to show the country of origin. Because different exchange offices used different marking devices, these can sometimes be used to determine where the cover crossed the border. But this procedure was not always followed, as the cover in Figure 1 suggests.



Figure 1. Newly discovered 5¢ Jefferson cover to Canada, sent to Montreal from Middlebury, Vermont, on September 28, 1858. The Montreal backstamp, dated SEP 29, is shown inset at lower left. Prior to the appearance of this cover, the 5¢ imperforate Jefferson stamp was not known used from Vermont.

In 1856, the United States Post Office issued 5¢ imperforate Jefferson stamps, Scott 12. Surviving covers are scarce; fewer than 400 are recorded. In the *Chronicle* in 1998 John Zuckerman provided a census of 5¢ 1856 covers used both domestically and to foreign destinations.¹ In that census he identified 30 covers bearing the 5¢ 1856 stamp used to destinations in British North America. Most of these covers bore a single 5¢ stamp paying the sea postage on covers carried by the Cunard Line to Halifax, Nova Scotia, but seven covers were recorded going to Canada proper.

In recent correspondence, Zuckerman told me he has continued to update his records and no additional covers have been added to this number to Canada. His 1998 census additionally tracked the points of origin for 5¢ 1856 covers. Out of 307 covers to foreign destinations and 41 to domestic destinations, not one originated from the state of Vermont.

The newly discovered cover shown in Figure 1 changes that. Franked with a horizontal pair of 5¢ imperforate Jefferson stamps, this cover originated in Middlebury, Vermont, on September 28, 1858. A backstamp (shown inset in Figure 1) indicates the cover was received at Montreal September 29. This is now the only 5¢ 1856 cover recorded from Vermont.

It probably crossed the border at Rouse's Point, New York, but it bears no cross-border markings. This was not unusual in the late 1850s, as the volume of mail between the countries made postal workers more lax in following the rules. Possibly, because the cover originated near the border and was fully prepaid, a cross-border marking was not deemed necessary. In any case, we can now add to the record this 5¢ 1856 cover from Vermont to Canada.

Thanks to John Zuckerman for his help on foreign usage of this stamp and to David D'Alessandris for adding to my understanding of cross-border mails.

Endnote

1. John Zuckerman, *Chronicle* 178 (May 1998) pp. 129-136. ■

ROMPEX, Denver, CO May 24-26
NAPEX, McLean, VA June 7-9
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Your American Dealer in Britain

U.S. STAMPS USED AT RED RIVER, BRITISH NORTH AMERICA: A HISTORY AND A COVER CENSUS

CHIP GLIEDMAN

Introduction

The use of United States postage stamps in the 1850s and 1860s is well known from British Columbia, Hawaii and St. Thomas. Similar foreign usage, less well known, occurred in the Red River Settlement in and around what is now Winnipeg, Manitoba. The area under discussion appears in the philatelic literature under a variety of names. Saint Boniface, Fort Garry and the Red River Settlement all refer to various locations in the environs of current-day Winnipeg.

By my count, fewer than two dozen covers survive franked with U.S. postage stamps applied in this area of British North America, all prior to the establishment of Manitoba as a province of Canada in 1870. This article describes and discusses these covers.

The history of this area goes back to 1670, when the Hudson's Bay Company (HBC), under the governorship of Prince Rupert of the Rhine, a cousin of King Charles II who had been a royalist commander during the English Civil War, was given absolute control over all the lands that drained into Hudson's Bay. For the next two centuries, HBC was the *de facto* government of Rupert's Land—1.5 million square miles of territory, the middle third of what would become the nation of Canada. After merging with the North West Company in 1821, HBC control extended to the Pacific Ocean, an area comprising about two thirds of the Canadian land mass.

Prior to 1850, all communication to and from the Red River Settlement was handled privately by HBC. Canoe relays connected with supply ships at York Factory on Hudson's Bay or traveled laboriously across rivers and lakes through the wilderness to corporate headquarters in Montreal.

In 1850 the United States opened a post office at Pembina, just south of the Canadian border and 68 miles south of the Red River Settlement, in what was then Minnesota Territory (now North Dakota). Mail could thus pass between the Canadian settlement and the U.S. postal system. For about one year, the Canadian government attempted to establish a Canadian mail route through Fort William, on the north shore of Lake Superior, but this proved impractical and was abandoned, leaving Pembina as the sole gateway for mail in and out

of the Red River Settlement. Over the following decade, this service became more regular, increasing in frequency from monthly in 1853 to bi-monthly in 1860 and eventually weekly.

Mail traveled between the Red River Settlement and Pembina by horseback or ox cart, or by sled during the winter. From Pembina, ox cart trains traveled to Saint Paul, connecting with Upper Mississippi steamboats to the railhead at La Crosse. The Red River ox cart is one of the iconic images in the history of the Minnesota territory. It provided the subject for the cen-



**Red River ox cart, as shown on
a 1949 commemorative stamp.**

ennial commemorative stamp (Scott 961) issued in 1949. By the mid-1850s, ox cart trains 200-300 carts long would ply the route across the muddy and marshy terrain.

As trade through the southern portal increased, numerous players, including the HBC, the U.S. government and private entrepreneurs jockeyed for control of the area. The U.S. government established a number of forts across the territory to enforce treaties and prevent encroachment. The Minnesota statehood act in 1858 codified U.S. dominion over the territory, but not necessarily control of it.

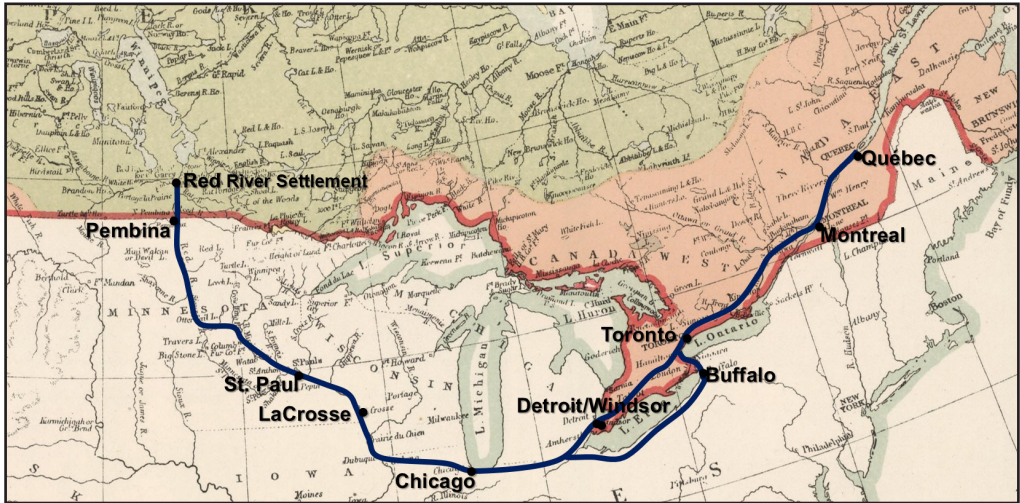


Figure 1. Mail route (blue) from the Red River Settlement (now Winnipeg) after the U.S. post office opened in Pembina in 1850. Mails went by horseback, sled or ox cart from the Red River Settlement through Pembina; by ox cart or steamboat to St. Paul; by steamboat to LaCrosse; then by rail through Chicago to points east.

From the railhead, trains through Chicago and Detroit brought the mails east. The map in Figure 1 shows the route, clearly indicating how it was necessary for mails from the Canadian Red River Settlement to pass through the U.S. mails on their way east. There was no other route to the Canadian ports of the east. As an aside, the green-gray shaded area in Figure 1 hints at the immensity of the HBC domain.

Initially, the courier fee between Pembina and the Red River Settlement was set at 3d per letter and 1d per newspaper. This was reduced to 1d per letter, 2d per magazine and 1/2d per newspaper in 1857.¹

The mail route through the U.S. was not without issues. The sometimes-tense relationships between the native tribes and settlers reached a head in August 1862. Failed crops, combined with delays and improprieties in treaty payments to the Dakota tribe left many Indians starving. Trader Andrew Myrick refused to sell the Dakota food on credit, saying “Let them eat grass.” A Dakota band led by Chief Little Crow went to war against the agency settlements and Myrick was killed on the first day. His body was found with his mouth stuffed with grass.²

The ensuing battles between U.S. forces and the Dakota disrupted the mails between Pembina and St. Paul.³ No mail was to reach the Red River Settlement between August 27 and November 11, 1862. Some 392 Dakota were tried before a military commission in the six weeks between September 28 and November 3, 1862, with some trials lasting only five minutes; 303 were found guilty and sentenced to death.

Under public pressure, President Lincoln reviewed the transcripts of these trials and commuted the death sentences of 264 prisoners. Later, additional information led to the commutation of an additional sentence. The Army executed the 38 remaining prisoners by

hanging on December 26, 1862, in Mankato, Minnesota. This was the largest mass execution in American history.

Covers

Figure 2 illustrates an early cover, addressed to Toronto, from the Ross correspondence, a well-known trove of early Settlement letters. This entered the U.S. mails in Pembina, traveled east to Buffalo, then passed through the Buffalo exchange office back across the border to Toronto. The standard 10¢ U.S.-Canada treaty postage rate applied from Pembina to Toronto. This prepayment was noted along with the manuscript “Pembina, M.T. July 15/55” postmark. The 1d courier fee was paid in cash at Red River.



Figure 2. This cover originated at the Red River Settlement and entered the U.S. postal system in Pembina, Minnesota Territory on February 15, 1855. It traveled through the United States to the Buffalo exchange office where it received the red “UNITED STATES PAID 6d” exchange office rating and then by the Great Western Railroad to Toronto, where it was received March 20.

Other than a short period during 1855-56 when a manuscript “Red River, B.N.A.” in a hand-drawn circle postmark was used, covers from the Settlement do not bear any exterior markings indicating origin.⁴ In such cases, interior datelines, docketing or the correspondence itself can often be used to identify covers that originated or passed through the Red River area.

Although mail carriage between the Red River Settlement, Pembina, and St. Paul was dependent on weather and surface conditions, this southern mail route was a vast improvement over the prior service via trans-Canadian canoe couriers. Mail volume increased rapidly. The 28 February 1860 issue of the *Nor'Wester*, the local newspaper for the Settlement, reported as follows:⁵

The last outgoing mail, via Pembina and St. Paul, was the largest ever dispatched from this settlement. It contained 246 letters for Great Britain and Ireland, 85 for the United States, 130 for Canada, and some for France and Norway. It also contained 434 newspapers for Canada, about 260 for England and 112 for the United States. The total therefore, of the last outgoing mail was 461 letters and 806 newspapers (all but two of the newspapers being copies of the *Nor'Wester*).

The last incoming mail, by the same route, arrived here on the evening of the 17th instant, bringing 252 letters and 830 newspapers.

Each of these items entered the mail in Pembina and traversed the U.S. postal system for domestic delivery or international exchange with U.S. postage paid or due. Clearly, the Red River colony was availing itself of the simplified and faster postal links. The similarity to mails from Hawaii and British Columbia is clear.

As mail volume increased, the special nature of the relationship between the Red River and Pembina offices caused inevitable problems. For example, what rate should be charged for mail addressed to Red River settlers? Was it domestic mail to Pembina, where the post office turned it over to a private carrier? Or B.N.A. treaty mail, requiring the international rate? And if international, how would it be handled without exchange offices and inter-governmental accounting? And was prepayment required (yes if domestic, optional if international)? It took a while, but these issues were eventually sorted out. The April 2, 1862 *Nor'Wester* reported:⁶

A letter appears in the St. Paul dailies from the First Assistant Postmaster General at Washington, modifying the late instructions respecting the postage on letters to this Settlement passing through the States. He says: In view of the circumstances that there are no regular exchange Post Offices in those Settlements, letters can be mailed and forwarded from the St. Paul office on prepayment of the ordinary United States domestic rate of postage, provided they are directed to Pembina, Minn., and delivered at that office to agents or messengers of the persons addressed. To comply with these instructions, it will be necessary to address communications "Care Hudson's Bay Co., Pembina, Minnesota."

Figure 3 illustrates a *circa*-1865 cover from Fort Abercrombie in the Dakota Territory to Fort Garry (in what is now downtown Winnipeg), addressed and rated according to the directive just quoted. The embossed corner advertisement suggests the cover was sent from a trading house in Assiniboia, south of Moose Jaw, Saskatchewan. It reads: "GREAT NORTH WESTERN DEPOT, H McKENNEY, IMPORTER TRADER, ASSINIBOIA, B.A." How the cover got from Assiniboia to Fort Abercrombie is not known. The courier fee from Pembina to Red River Settlement would have been paid by the recipient.



Figure 3. Circa 1865 stamped envelope From Fort Abercrombie, D.T. addressed to "Ft. Garry, care H.B.Co., Pembina, Minn." Envelopes addressed this way could be sent to the Settlement with payment of domestic U.S. postage. The courier fee from Pembina to Red River Settlement would be paid by the recipient.

**TABLE 1: COVERS SHOWING U.S. POSTAGE STAMPS
USED AT RED RIVER SETTLEMENT (NOW WINNIPEG, MANITOBA)**

Date	Franking	Postmark	Address City	Reference
16 Jul 63	10¢	SAINT PAUL MIN	Toronto	Figure 4
21 Mar 64	10¢	PEMBINA MIN	Freelton, Ont.	deVolpe 109
2 Aug 64	10¢	PEMBINA MIN	Freelton, Ont.	deVolpe 110
8 Oct 64	10¢	PEMBINA MIN	Freelton, Ont.	deVolpe 111
11 Jun 65	10¢	ms Pembina June 11	Freelton, Ont.	deVolpe 112
11 Dec 65	2x2¢, 2x3¢	PEMBINA DAKOTA	Freelton, Ont.	<i>Chron.</i> 120, pg. 260
14 May 66	10¢	PEMBINA DAKOTA	Freelton, Ont.	deVolpe 115
30 Nov 66	10¢	PEMBINA DAKOTA	Freelton, Ont.	deVolpe 117
29 Aug 67	10¢	PEMBINA DAKOTA	Freelton, Ont.	deVolpe 118
28 Feb 68	10¢	PEMBINA DAKOTA	Freelton, Ont.	deVolpe 119
6 Nov 68	2x3¢	PEMBINA DAKOTA	Ottawa	Figure 5
23 Nov 68	3¢ grilled	PEMBINA DAKOTA	Louisville/fwd	Figure 6
2 Mar 69	2x3¢ grilled	PEMBINA DAKOTA	New Carlisle, Que.	Figure 7
13 Jul 69	3x2¢ 69	PEMBINA DAKOTA	Montreal	<i>Chron.</i> 189, pg. 19
6 Sep 69	3x2¢ 69	PEMBINA DAKOTA	Montreal	<i>Chron.</i> 193, pg. 32
23 Jun 70(?)	6¢ BN	PEMBINA DAKOTA	Detroit	deVolpe 124
23 Aug 70	6¢ 69	PEMBINA DAKOTA	Montreal	<i>Chron.</i> 210, pg. 142
1 Sep 70	12¢ grilled	SAINT CLOUD MIN	Toronto	Figure 8
13 Sep 70	3x2¢ BN	PEMBINA DAKOTA	Haddington, Scot.	PF 211414
30 Sep 70	2x3¢ 69	PEMBINA DAKOTA	Montreal	<i>Chron.</i> 189, pg. 19
4 Oct 70	12¢ grilled	PEMBINA DAKOTA	Montreal	Figure 9
4 Oct 70	6¢ BN	PEMBINA DAKOTA	Montreal	deVolpe 131

NOTE: Many of these covers, including the entire McLean correspondence to Freelton, C.W., were in the collection of C.P. de Volpi, sold by Maresch auctions in May 1982.

The first known mention of the availability of U.S. postage stamps in the Red River Settlement appeared in an advertisement in the June 1, 1861 issue of the *Nor'Wester*.⁷ While this ad mentions only stamped envelopes, stamps must have been available too.

STAMPED ENVELOPES FOR SALE

**We have for sale ENVELOPES stamped for United States Postage. All who correspond with parties in the States ought to have them.
ROSS & COLDWELL**

With the increasing volume of mails from the Red River Settlement, the availability of U.S. stamps must have eased the mailing of letters to both the United States and through the U.S. to Canada.

Based on periodic reports published in the *Nor'Wester*, mail volume increased during the 1860s and regularly exceeded 500 letters per month. It is therefore likely over 40,000 letters (and a greater number of newspapers) were sent through Pembina between 1861 and 1870, when the province of Manitoba was established and a Canadian closed mail system was set up. However, I have only been able to identify 22 covers franked with U.S. postage stamps originating at the Red River Settlement. These covers are listed chronologically by

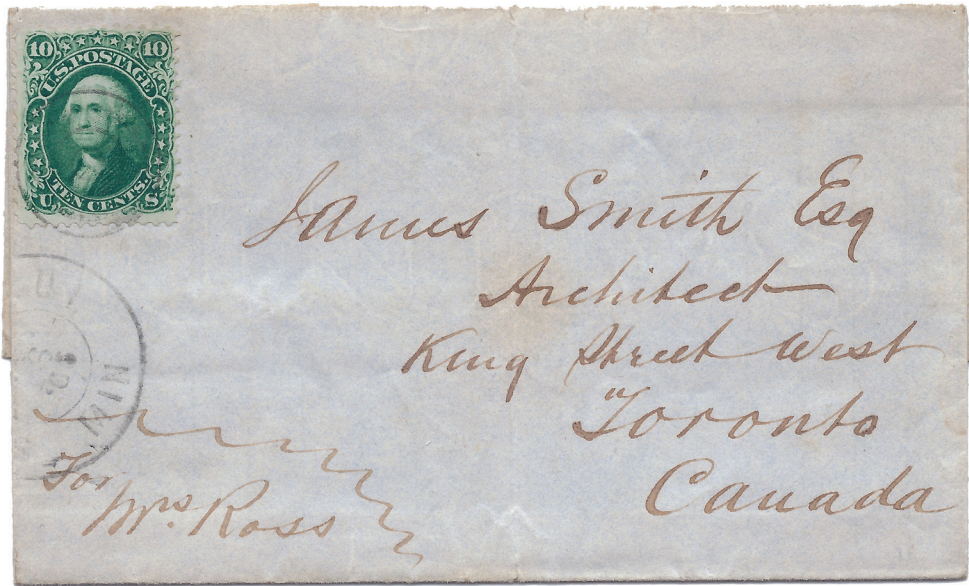


Figure 4. Red River Settlement to Toronto, Canada West. As is typical, there is no Red River postal marking. This cover entered the mails at St. Paul, Minnesota and is the earliest recorded cover from the colony bearing U.S. postage. The 10¢ yellow green 1861 stamp paid the treaty rate to Canada. Michael Perlman collection.

Figure 5. Red River Settlement to Ottawa, Canada West bearing a advertisement for *The Nor'Wester and Central British American Advertiser*. This cover entered the mails at Pembina (now Dakota Territory) on Nov. 11, 1868 with two 3¢ 1861 stamps paying the reduced 6¢ treaty rate to Canada. Ex Risvold.



postmark date in Table 1. The data shows the franking, the postmark, the destination and a reference citation that will lead interested students to an image of the cited cover. More than half the covers in the listing were once in the collection of Charles deVolpe, auctioned by the Maresch firm in Toronto in 1982.

From a sampling of only 22 covers, it is difficult to generalize about mail volume to different destinations. However, 20 of the 22 items listed in Table 1 were addressed to cities in the provinces of Ontario or Quebec; the other two went to Louisville, Kentucky, and to Scotland. Fifteen of the covers were franked with stamps of the 1861-68 issue; four had 1869 stamps and three had Bank Note stamps.

The earliest recorded cover bearing a U.S. postage stamp from the Red River Settlement is shown in Figure 4. Addressed to Toronto, this cover was postmarked July 13, 1863 in St. Paul, Minnesota. Subsequent covers in the listing were mostly postmarked at Pembina. The Figure 4 cover bears a 10¢ 1861 stamp, paying the 10¢ treaty rate for postage from the U.S. to Canada. Eight other covers with 10¢ adhesives, all addressed to Freeltown (or

Freelton), Upper Canada (Ontario) are recorded. Docketing on these covers indicates that the travel time from Pembina to the destination was typically two or three weeks.

In March 1868 the treaty rate for prepaid mail between the United States and Canada was reduced to 6¢ per ½ ounce. The cover illustrated in Figure 5 is the earliest surviving cover from the Red River Settlement posted at the new lower rate. This image is not up to *Chronicle* standards, but we show it here because it's the best we have. Two 3¢ 1861 stamps pay the postage to Ottawa on this cover posted at Pembina on November 6, 1868. The cover bears an advertising imprint for *The Nor'Wester & Central British American Advertiser*; the publication from which the previous quotations were taken. It is not known whether the stamps on this cover are ungrilled or grilled. This cover was last seen in the Risvold sale (from which the Figure 5 image was copied) and the catalog description says the stamps are Scott 65, the ungrilled 1861 stamps. That may be so, but subsequent covers in the census show that grilled stamps, first available in the U.S. in early 1868, were mostly used to prepay postage from the Red River Settlement.

One cover with a 3¢ grilled stamp likely originated in the Red River Settlement (in the absence of content we cannot be certain), but was delivered to Frankfort, Kentucky with only 3¢ U.S. domestic postage paid. This is the cover shown in Figure 6, postmarked at Pembina on 23 November 1868. Entering the mails in Pembina, it was considered a domestic letter by U.S. postal authorities.

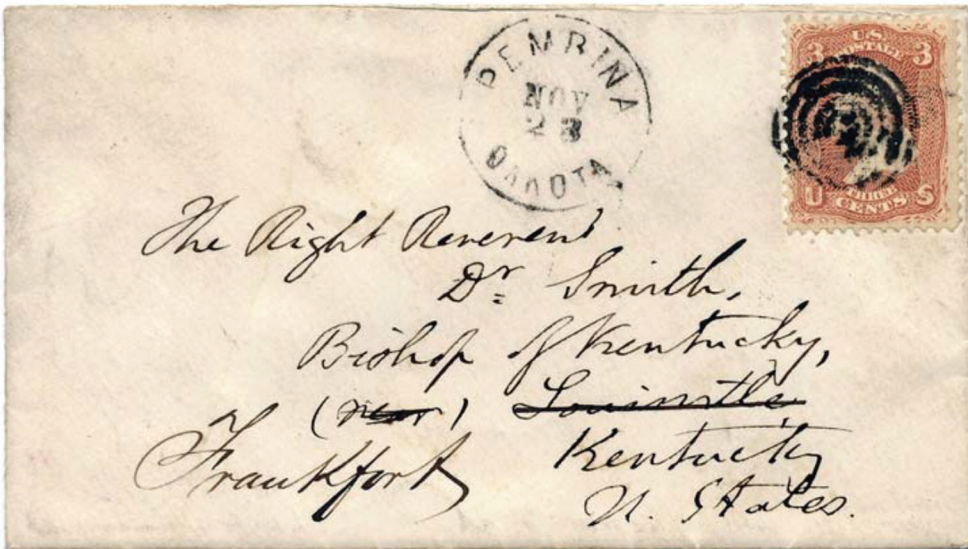


Figure 6. Red River Settlement to Lexington, Kentucky, forwarded to Frankfort. The grilled 3¢ 1861 stamp pays the domestic rate, as the cover entered the mail in Pembina and was then handled solely by the United States postal system.

The other cover with confirmed 3¢ grilled stamps is shown in Figure 7. The stamps are a horizontal pair, decidedly off center. The grilling should show clearly in the Figure 7 illustration. This cover was postmarked in Pembina on March 2, 1869, and bears a March 21, 1869 Quebec transit backstamp acquired on the way to New Carlisle.

The year 1869 was a tumultuous one in this part of Canada. The HBC surrendered control over Rupert's Land to Canada, but before a provincial government could be established, local forces unhappy with the lack of recognition of native rights rebelled and established a provisional government under the leadership of Louis Riel, a charismatic native leader who is nowadays celebrated as an early proponent of multiculturalism, though some historians still regard him (quoting Wikipedia) as a "half-insane religious fanatic."



Figure 7. Red River Settlement to New Carlisle, Bain de Chaleur, Quebec. Two grilled 3¢ 1861 stamps pay the 6¢ treaty rate to Canada. There are Montreal (Mar 19 69) and Québec (MR 21 69) transit datestamps on the reverse.

In response to Reil's Red River Rebellion, a military expedition under the command of Colonel Garnet Wolseley departed Toronto in May 1870, reaching Fort Garry on August 24—only to find that Riel and his followers had fled. The first man to enter the Fort, F.C. Denison, Orderly Officer to Colonel Wolseley, penned a letter to his brother that same day. Contained in the cover illustrated in Figure 8, the letter reads, in part:

One of the people told COLONEL WOLSELEY that RIEL and his crew were in the fort, this we hardly believed - still the gates were closed ... I galloped up to the gate and completely



Figure 8. Red River Settlement to Toronto, franked with a 12¢ grill and sent by the first soldier to enter Fort Garry on August 24, 1870 to suppress the rebellion led by Louis Riel which had established a provisional government. Contained in this double-rate cover was a four-page account of the soldier's arrival at the fort.

around the fort, found the gate on the Assiniboine open, a few men in it and some of the natives making tracks over a small bridge ... I found some papers from Riel's room—Riel left the fort only half an hour before us in a great hurry—did not even burn his letters—the remains of his breakfast on the table....it was very annoying that Riel did not show fight after our coming all this way.

As noted, this letter was enclosed in the Figure 8 cover, which was franked with a grilled 12¢ 1868 stamp to pay the double rate U.S.-Canada postage required by the four-page contents. For a reason not known, it entered the U.S. mails at Saint Cloud, Minnesota, about 170 miles southeast of Pembina. The St. Cloud circular datestamp reads SEP 1 (1870). It is certainly ironic that this remarkable letter from a Canadian soldier on an important Canadian military expedition had to use the U.S. mails to send a report back to his point of embarkation in Toronto.

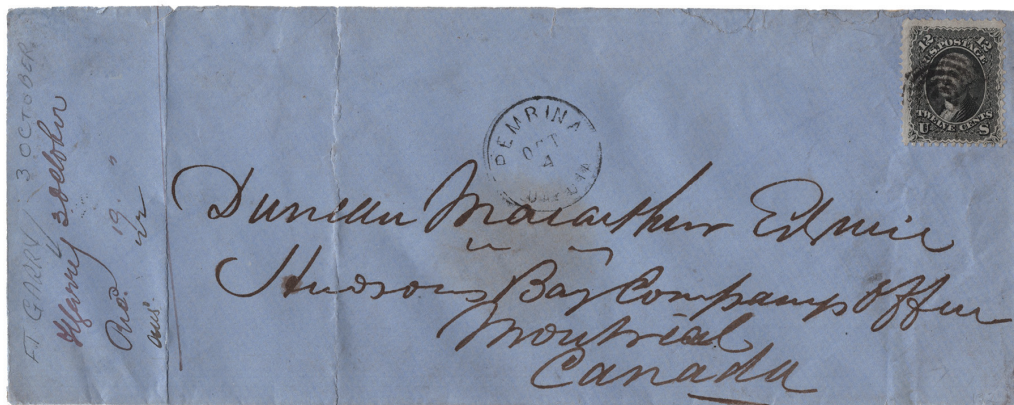


Figure 9. Red River Settlement to the Hudson's Bay Company at Montreal. A grilled 12¢ 1868 stamp pays twice the 6¢ U.S.-Canada treaty rate. This and a cover with a 6¢ Bank Note, both entering the mails in Pembina on October 4, 1870, are the last recorded uses of U.S. postage from the Red River Settlement.

The latest covers recorded in this census were both posted at Pembina on October 4, 1870 and sent to the HBC offices in Montreal. One of these, shown in Figure 9, was franked with a grilled 1868 12¢ stamp. The other, not illustrated, was franked with a 6¢ Bank Note stamp.

Conclusion

Once the political situation in the colony settled and the Manitoba Act became effective, the Canadian government moved to create a closed mail system via Pembina and Windsor. After this the mail from Winnipeg travelled the same route across the United States as previously, but in closed bags, eliminating need for U.S. stamps and U.S. hand-stamping at Pembina or other entry points.

From July 15, 1870, when the province of Manitoba was officially established, through October 31, 1870, the Canadian postal rate between the Red River Settlement and eastern Canada was 6¢ Canadian currency. From this interim period there are fewer examples of mail prepaid with Canadian postage stamps than with U.S. postage. But commencing November 1, 1870, processes were streamlined and the regular 3¢ per ½ ounce Canadian domestic letter rates applied to mail from the new Canadian province. At this point, use of U.S. postage through Pembina ceased.

The cover in Figure 10 puts a coda on this period of use of U.S. postage. This mourning cover was sent from Fort Garry, Manitoba on February 28, 1872 and franked with a 3¢ Small Queen issue of Canada paying the domestic postage rate between the new province of Manitoba and St. Johns in the province of Quebec. Both the Fort Garry postmark and the



Figure 10. After the establishment of the Province of Manitoba in late 1870, the Canadian post office set up a closed mail route from Winnipeg east, via the United States. Mailed traveled the same route as previously, but U.S. stamps and postmarks were no longer required. This cover to Quebec, franked with a 3¢ Small Queen stamp, is postmarked FORT GARRY, MANITOBA, FE 28 72.

six-pointed star cancellation device came into use with the opening of the Canadian post office at the Settlement. The cover lacks any markings from U.S. post or exchange offices, confirming that it transited the U.S. as Canadian closed mail.

Acknowledgements

The cover census in Table 1 is the best listing I could create, but it is surely incomplete. Additions to the record would be most welcome. Thanks to Richard Frajola and Michael Perlman for cover images and to Amos Media Co. for the Ox Cart stamp image.

Endnotes

1. Provincial Archives of Manitoba, MG 2 B1, folio 259, Meeting of 25 June 1857, as quoted in David H. Whiteley, "The Red River Settlement Post Offices, 1855-70," *Postal History Society of Canada Journal*, March 1995, #81, page 4.
2. William Watts Folwell, *A History of Minnesota*, Minnesota Historical Society (St. Paul, Minnesota, 1921) pg. 233. <https://archive.org/details/historyofminneso02folw/page/233> (last viewed February 21, 2019).
3. First-hand accounts of the uprising and the resulting mail interruption can be read in the September 11, October 22, November 4, and November 17 issues of *The Nor 'wester*. See the cover in Figure 5 and Endnote 5 below.
4. For an example of the Red River manuscript postmark, see David D'Alessandris, "Canadian Interprovincial Mail via the United States," *Chronicle* 240, pg. 395.
5. *The Nor 'wester*, February 28, 1860, pg. 3. Digital archives of *The Nor 'wester* are available through the University of Manitoba online at: <http://hdl.handle.net/10719/2743902> (last viewed February 10, 2019).
6. *The Nor 'wester*, April 2, 1862, pg. 3.
7. *The Nor 'wester*, June 1, 1861, pg. 4. ■

**TELL YOUR FAVORITE DEALER THAT YOU SEE
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The Chronicle

TALES OF THE CIVIL WAR BLOCKADE: THE ELUSIVE ANTONICA

STEVEN WALSKÉ

This article describes the very successful blockade running career of the steamship *Herald* (later re-named the *Antonica*) during the American Civil War. The description of her experiences and the illustration of letters carried by her through the blockade provide a general understanding of Civil War blockade run mail.

President Lincoln proclaimed the blockade of the southern coasts on April 19, 1861. Stretching from Virginia to Texas, the blockaded area encompassed over 3,500 miles of coastline and nearly 200 harbors and river openings. Clearly, the Federals could not cover every point on the coastline, so the Federal Blockade Strategy Board set priorities to intercept the flow of goods, munitions and mail to the Confederacy. They reasoned that only deep-water ports with established commercial interests and reliable rail and/or river connections to the interior could effectively serve as substantive supply points. They highlighted 13 ports of concern, and developed a plan to either capture or close them. By May 1862, nine were closed by Union occupations of the ports themselves or of key forts in their harbors, leaving four available to Confederate blockade runners.

The four ports were Galveston, Texas; Mobile, Alabama; Charleston, South Carolina; and Wilmington, North Carolina. Although Galveston and Charleston were temporarily closed because of Federal actions (Galveston was closed Sept. 30–Dec. 31, 1862 and Charleston was closed Sept. 19, 1863–March 4, 1864) all four generally remained open to carry on the business of running the blockade to and from neutral transit ports in the Bahamas, Bermuda and Cuba. The map in Figure 1 shows the location of the four Confederate ports, and their proximity to the neutral transit ports.

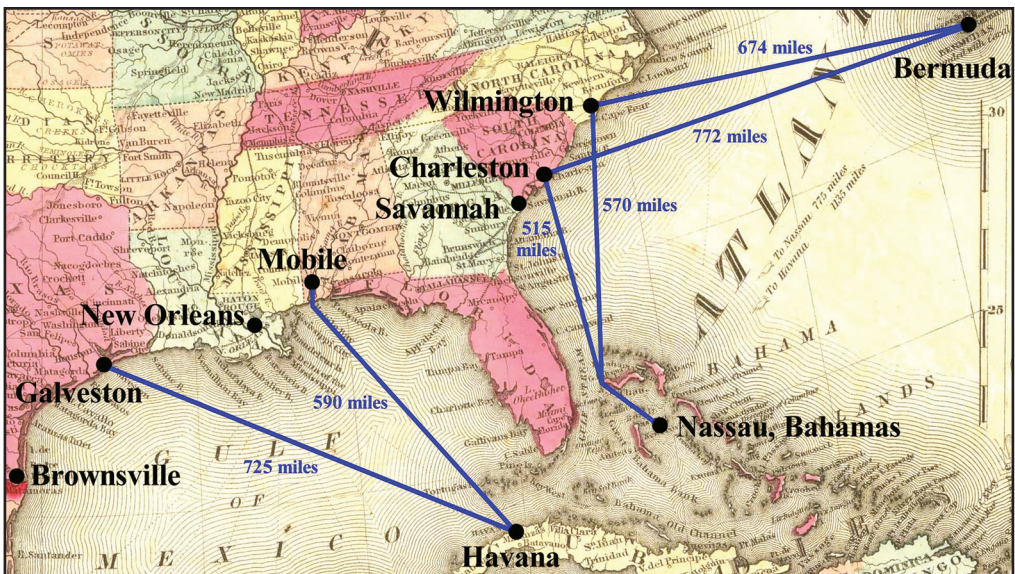


Figure 1. Blockaded ports in the Confederacy and their distances to neutral transit ports where blockade running vessels could originate. Map courtesy of Richard Frajola.

Galveston and Mobile connected only with Havana. Since most of the Confederate supplies and mail were routed from England via Nassau or Bermuda, the most active blockade running ports were Charleston and Wilmington.

Although carrying supplies was the principal function of the blockade runners, a regular mail service into the Confederacy via blockade runner through Wilmington and Charleston began to appear in May 1862. Letters to the Confederacy were mailed inside an outer envelope addressed to a forwarder or an agent in a neutral transit port. Upon its arrival at the neutral port, the outer envelope was discarded, and the inner letter was placed in a blockade runner's mailbag. When the letter finally arrived in the Confederacy, it was rated as a private ship letter, with a 2¢ fee per letter given to the ship captain. Postage assessed was Confederate inland postage to the destination plus the 2¢ captain's fee. For letters addressed to the arrival port, the total postage assessed was 6¢, regardless of weight. Inland rates in the Confederacy prior to July 1, 1862 were 5¢ per half-ounce for distances up to 500 miles, and 10¢ per half-ounce for over 500 miles. On July 1, 1862 the rates were increased to a uniform 10¢ per half-ounce, regardless of distance. For letters weighing over a half-ounce, the rates increased a full progression for each additional half-ounce. This means that, after July 1, 1862, single-weight blockade run letters were rated for a collection of 12¢, double-weight letters were rated 22¢ due, and so on. All such letters were to be marked SHIP, to explain the extra 2¢ due.

Outgoing blockade run letters from the Confederacy were typically enclosed in an outer envelope addressed to a forwarder or an agent in a departure port, such as Charleston or Wilmington. The outer envelope paid the Confederate postage to the departure port. At the departure port, the outer envelope was discarded and the inner envelope was placed in the mailbag of a departing blockade runner, so no Confederate postal markings appear on the vast majority of outgoing mail. Upon arrival at the blockade runner's destination port, the letters were taken to a forwarder who would direct them to their destinations. Depending on how the forwarder routed a letter, it could enter the mails at Nassau, Bermuda, Halifax, New York, Liverpool or London.

Early in the war, any type of vessel could be used to run the blockade. However, it soon became infeasible for sailing ships to outrun the increasing numbers of Federal steamships. By late 1862, special steamships with the characteristics of speed, shallow draft and low profile were needed to run supplies and mail past the multiple layers of the Federal blockade off the southern ports.

Existing steamers built in the shipyards on the River Clyde in Scotland, which were typically used as packets between Glasgow and Dublin, had many of the features needed to run the blockade. Figure 2 shows a typical example, in a painting from the Glasgow Museum called "Clyde-built Steamship," by British maritime artist Samuel Walters.

The first Clyde-built steamer to be used in blockade running was the *Herald*, an iron-hulled sidewheel steamship of 450 tons that was purchased by Fraser Trenholm & Company, a Liverpool commercial house, in late 1861. The *Herald* arrived at St. George's, Bermuda on March 24, 1862 from Liverpool, partially loaded with a cargo of munitions and weapons consigned to John T. Bourne, Confederate commercial agent at St. George's.

The United States consul at Bermuda, Charles Allen, did all that he could to prevent *Herald's* departure. He was aided in this endeavor by Captain Tate, the *Herald's* master, who had not been informed that the ultimate destination was Charleston. He and part of the crew refused to undertake the dangerous journey through the blockade, so Allen appealed unsuccessfully to the governor of Bermuda to intercede. In April, Captain Louis Coxetter, a renowned Fraser Trenholm blockade runner master, arrived to free the ship. He replaced Tate and the crew, and filled the ship's hold with additional war supplies.¹ The *Herald* finally left St. George's on June 13, 1862 for her first trip through the blockade. She went first to Nassau, where the new crew mutinied and delayed her departure for 11 days. She



Figure 2. The ideal blockade runner had speed, shallow draft and a low profile: *Clyde-built Steamship* by maritime artist Samuel Walters (Glasgow Museums Collection).

finally left Nassau on June 28, after picking up the letter illustrated in Figure 3, and arrived in Charleston on July 3.

Docketed March 16, 1862, the Figure 3 cover was given to Fraser Trenholm & Co. in Liverpool for transmission through the blockade. They sent it to their Nassau agent (Henry Adderley & Co.) on the Cunard steamer *Scotia*, which sailed from Liverpool on May 10 and arrived in New York on May 21. The Nassau mails were sent closed through New York, so Federal postal authorities had no opportunity to intercept this letter. It was transferred to the Cunard branch steamer *British Queen*, which departed New York on May 24 and reached Nassau about four days later. Adderley & Company added their blue oval forwarding mark, then placed the cover on the *Herald* when she arrived from Bermuda. When it finally reached Charleston, the letter was handled by John Fraser & Co. (per the manuscript



Figure 3. This March 16, 1862 letter originated in England and was carried on *Herald's* first blockade run (trip W-1) into Charleston on July 3. Siegel sale 1191 (2018), lot 1443.

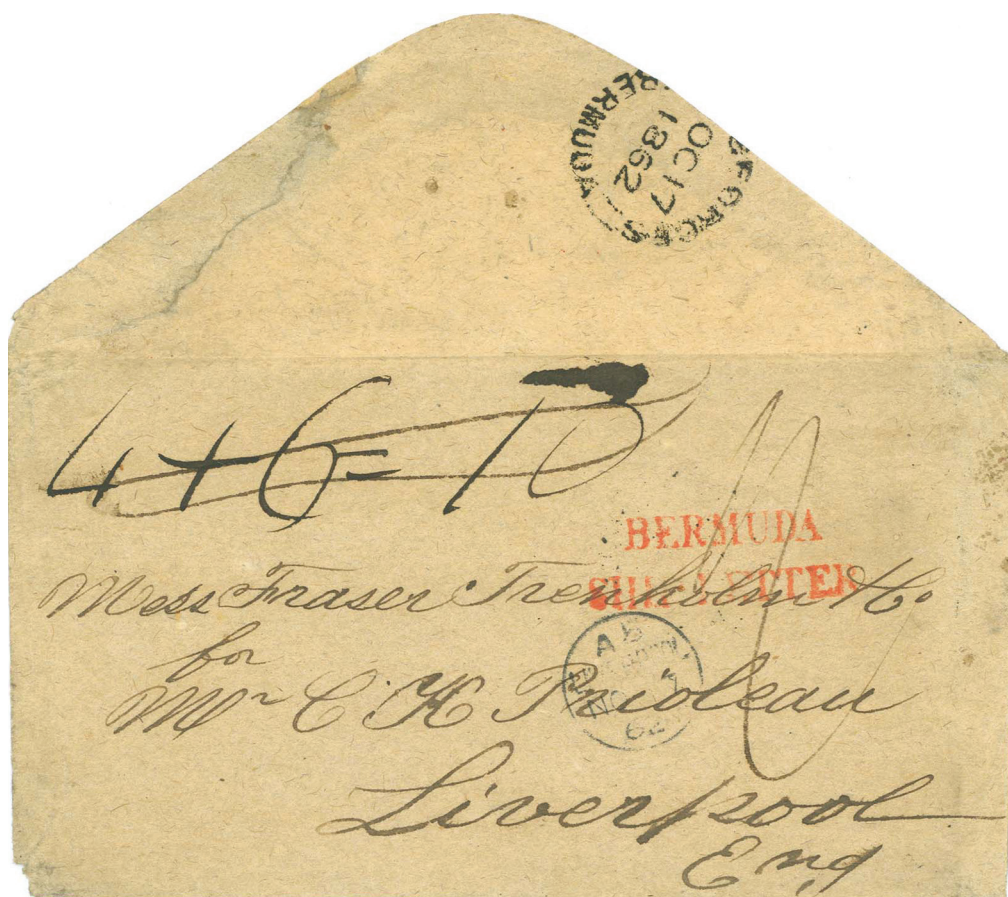


Figure 4. Outbound letter from Charleston, October 3, 1862 (per dateline) carried through the blockade from Charleston to Bermuda (trip E-4), whence to Liverpool.

“From J.F. & C.” notation at top), which took it to the post office, where it was postmarked on July 3 and rated for a triple-weight 32¢ due. The Charleston “STEAM-SHIP” marking was added to explain the 2¢ ship fee.

Table 1 details the 26 successful *Herald/Antonica* trips through the blockade. The sailings have been numbered for convenience in description.

Figure 4 shows an outgoing letter carried on the *Herald*’s fourth trip through the blockade. This letter was datelined at Charleston on October 3, 1862 and left on October 6 aboard the *Herald*, which was forced to return after encountering a Federal blockader. She departed again on October 9 and arrived in Bermuda on October 16. The long trip was due to the *Herald*’s slow speed, and to Captain Coxetter losing his bearings at sea. Fortunately for him, Commodore Matthew Maury was on board, and got the *Herald* back on course.²

After postmarking this letter on October 17, the St. George’s post office incorrectly rated it as an incoming ship letter. They added the rare “BERMUDA SHIP LETTER” marking and rated the cover for ten pence due (four pence ship fee plus six pence packet postage to England). When it arrived in London on November 16, this rating was corrected to one shilling due (six pence packet postage plus six pence unpaid letter fine). It reached London somewhat circuitously. The Cunard branch steamer *Delta* left St. George’s on October 21 with this letter, and arrived in St. Thomas five days later. At St. Thomas, the letter was transferred to the Royal Mail Steam Packet Company’s *Seine*, which departed on October 29 and arrived in Southampton on November 13. The letter reached Charles Prioleau (Senior Partner of Fraser Trenholm & Co.) at Liverpool on November 17.

**TABLE 1:
HERALD/ANTONICA CIVIL WAR SAILING DATA: 1862-63**

Trip #	Departure Port	Departure Date	Arrival Port	Arrival Date	Notes
1862					
W-1	St George's	13 Jun	Charleston	3 Jul	Delayed at Nassau; Figure 3
E-2	Charleston	21 Jul	Nassau	26 Jul	
W-3	Nassau	14 Aug	Charleston	18 Aug	
E-4	Charleston	9 Oct	St George's	16 Oct	Left 6 Oct but returned; Fig. 4
W-5	St. George's	26 Oct	Charleston	1 Nov	
Sold to Chicora Importing & Exporting Company of Charleston and re-named <i>Antonica</i>					
E-6	Charleston	17 Nov	Nassau	22 Nov	Maj. Walker on board; Fig. 5
W-7	Nassau	16 Dec	Charleston	20 Dec	
E-8	Charleston	27 Dec	Nassau	1 Jan	
1863					
W-9	Nassau	9 Jan	Savannah	13 Jan	
E-10	Savannah	28 Jan	Nassau	1 Feb	
W-11	Nassau	19 Mar	Charleston	23 Mar	
E-12	Charleston	20 Apr	Nassau	24 Apr	
W-13	Nassau	9 May	Charleston	13 May	
E-14	Charleston	21 May	Nassau	25 May	
W-15	Nassau	7 Jun	Charleston	11 Jun	Figure 7
E-16	Charleston	21 Jun	Nassau	26 Jun	Figure 8
W-17	Nassau	6 Jul	Charleston	10 Jul	
E-18	Charleston	3 Aug	Nassau	7 Aug	
W-19	Nassau	31 Aug	Charleston	4 Sep	Figure 9
Charleston was closed to blockade running on 19 September 1863					
E-20	Charleston	21 Sep	Nassau	25 Sep	
W-21	Nassau	29 Sep	Wilmington	3 Oct	
E-22	Wilmington	12 Oct	Nassau	16 Oct	
W-23	Nassau	27 Oct	Wilmington	31 Oct	
E-24	Wilmington	11 Nov	Nassau	15 Nov	
W-25	Nassau	28 Nov	Wilmington	2 Dec	
E-26	Wilmington	7 Dec	Nassau	11 Dec	
<i>Antonica</i> was destroyed on 20 December 1863 attempting to enter Wilmington					

SOURCES: These sailing dates, supplemented substantially by the author's personal research, were drawn from Stephen R. Wise's *Lifeline of the Confederacy: Blockade Running During the Civil War* (University of South Carolina Press, Columbia, 1988); and Maurice Ludington's *Postal History of Blockade Running Through Bermuda, 1861-1865* (British Caribbean Philatelic Study Group, Monograph No. 14, Edward F. Addiss Philatelic Research Collection, 1996). Trips are numbered consecutively; "E" indicates eastbound, "W" westbound.



Figure 5. Outbound letter from Savannah, August 26, 1862, sent under cover to Charleston to run the blockade from Charleston to Nassau on November 22 (trip E-6). From Nassau it traveled to New York (in a closed bag), then via London to Rome.

After five trips through the blockade under Fraser Trenholm ownership, the *Herald* was sold to the Chicora Importing & Exporting Company of Charleston, and re-named *Antonica* by her new owners. Figure 5 shows an outgoing letter carried on the first trip under the new ownership, which used Nassau as the West Indies transit port, rather than Bermuda.

This letter was datelined at Savannah, Georgia on August 26, 1862. It was sent under cover to Fraser & Co. in Charleston, which placed it in the *Antonica*'s mail bag. She sailed on November 17 and arrived in Nassau on November 22. The letter was taken by Fraser's Nassau agent, Adderley & Co., to the post office, which postmarked it on November 22, and recorded the prepayment of double-weight three shillings six pence postage to Italy. Of that amount, two pence were retained by Nassau, and the balance credited to Great Britain, via the crayon accounting markings at upper center: "3/4" in red and "2" in blue. The letter was then routed to the Cunard branch steamer *British Queen*, which left Nassau on November 24 and arrived in New York four days later. It was transferred at New York to the Cunard steamer *Persia*, which departed on December 3 and reached Queenstown on December 15. The letter was then postmarked in transit at London on December 16, and was received in Rome on December 22.

Although not carried by the *Antonica*, Figure 6 illustrates an extraordinary letter addressed to the blockade runner's pilot. This letter was prepaid 10¢ Confederate postage (Scott 2) at King's Ferry, Florida on January 27, 1863 and addressed to John Lows, "Bahamas Pilot on board of Steamer Herald, Care of John Fraser Esq." at Charleston. As can be seen in Table 1, the *Antonica* had gone to Savannah in January before returning to Nassau. Accordingly, Fraser forwarded the letter to Nassau on board the blockade runner *Calypso*, which sailed from Charleston on February 5 and arrived in Nassau four days later. The Nassau post office postmarked the letter on February 9, and added the rare "BAHAMAS SHIP LETTER" marking. The cover was rated for four pence ship postage due and later marked "Unclaimed." Fewer than five outgoing blockade run letters are known with Confederate postmarks.

Figure 7 illustrates a prepaid letter endorsed for the *Antonica*. Docketed from England



Figure 6. January 27, 1863 letter addressed to *Antonica's* pilot at Charleston. Sent to Nassau on another blockade-runner, *Calypso*, which made it out of Charleston February 5. Courtesy of Robert A. Siegel Auction Galleries, Inc.

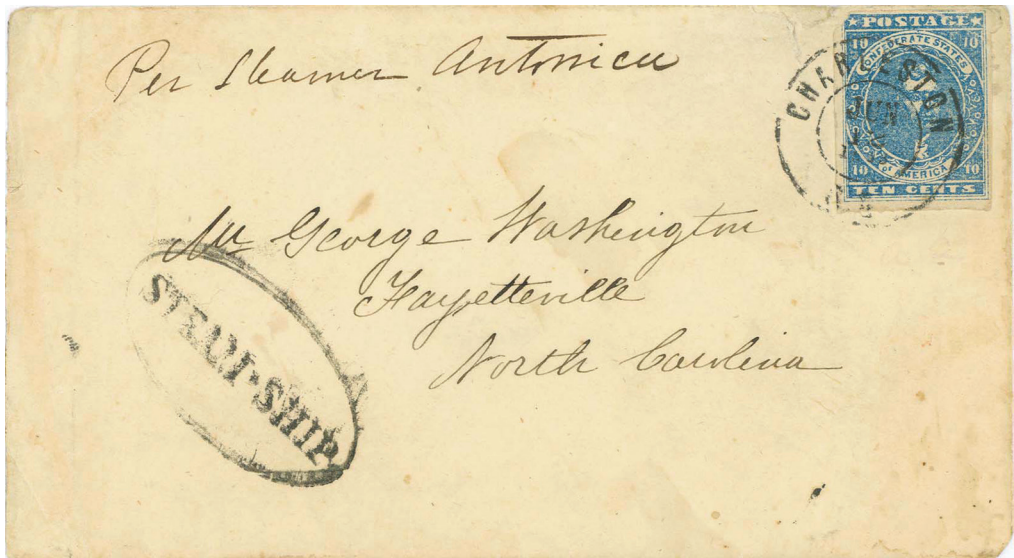


Figure 7. Blockade-run cover originating in England, carried from Nassau (where the 10¢ Confederate stamp was affixed) into Charleston on June 12, 1863 (trip W-15).

on April 24, 1863, this letter was carried by the Cunard steamer *China*, which departed from Liverpool on May 9 and arrived in New York on May 22. It was transferred there to the Cunard branch steamer *Corsica*, which sailed on May 23 and reached Nassau four days later. The agent in Nassau franked the letter with a Confederate 10¢ Paterson stamp (Scott 2) and endorsed it for the *Antonica*, which left on June 7 and arrived in Charleston on June 11. It was postmarked there the following day and marked “STEAM-SHIP,” but was atypically not assessed the additional 2¢ ship fee.

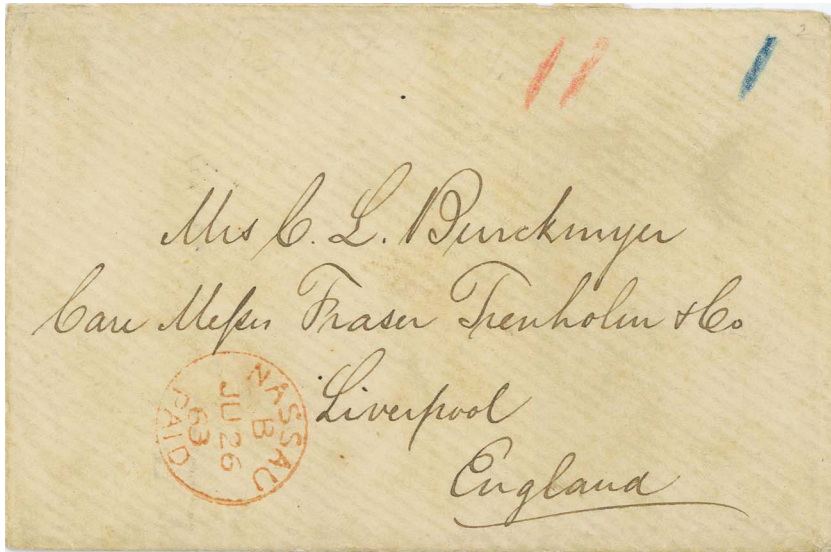


Figure 8. June 20, 1863 cover from Charleston to Liverpool carried through the blockade (trip E-16) to Nassau. One shilling postage to England was prepaid at Nassau: 11d credit to the U.K.; 1d retained by Nassau.



Figure 9. Letter carried on *Antonica's* last blockade run into Charleston (trip W-19) postmarked there on September 4, 1863. Charleston applied its STEAM-SHIP marking and sent the cover on to Tallahassee. Siegel sale 1155, lot 2174 (2017).

Figure 8 shows a censored outbound letter datelined June 20, 1863 in Charleston. Per regulations, it was examined by the Charleston provost marshal, as evidenced by the “Wm. Vance a.g. 1st Mil. Dist. S.C.” manuscript note on the reverse. The *Antonica* left with this letter on June 21, and arrived on June 26 in Nassau, where it was posted the same day and prepaid one shilling packet postage to England. Nassau added in crayon its accounting of the one shilling prepayment: 11d (in red) to London GPO, and 1d (in blue) back to Nassau.

This accounting is comparable to the crayon markings on the cover in Figure 5. The Figure 8 letter was then routed to the Cunard branch steamer *Corsica*, which departed on July 5 and arrived in New York four days later. It was transferred there to the Cunard steamer *China*, which sailed on July 16 and reached Queenstown on July 25. The letter reached Liverpool a day later.

The Federals attacked Morris Island in Charleston harbor on July 10, 1863. They finally captured the island on September 18, and that gave them a strong foothold in the harbor. To prevent further Federal incursions, the Confederates placed mines in the harbor openings. With a few exceptions, this ended blockade running into Charleston until the mines were removed on March 4, 1864. Figure 9 shows a letter carried on the *Antonica*'s last trip to Charleston. All subsequent trips were to and from Wilmington, North Carolina.

Unusually addressed to Confederate Florida, this letter was endorsed for the *Antonica*, which left Nassau on August 31, 1863 and arrived in Charleston on September 4. It was postmarked that day and rated (in pencil at top center) for 12¢ collection at Tallahassee.

On her 27th trip through the blockade, the *Antonica*, captained by W.F. Adair, was approaching Wilmington on December 19, 1863 when she was spotted by the USS *General Buckingham*. After escaping, the *Antonica* tried to enter again at 3 a.m. on the 20th, but ran hard aground. Two hours later, she was rediscovered by the *General Buckingham*, which sent small boats to capture the crew and claim the prize. The *Antonica*, however, was stuck fast, and foundered after the Federals had removed most of her cargo. She was left a total loss on the Frying Pan Shoals.³

Acknowledgements

John Barwis and Scott Trepel reviewed this article and provided valuable insights.

Endnotes

1. Glen Wiche, editor, *Dispatches from Bermuda* (Kent State University Press, 2008), pages 19-50.
2. Hamilton Cochran, *Blockade Runners of the Confederacy* (Bobbs-Merrill Company, New York, 1958), pp. 159-62.
3. Jim McNeil, *Masters of the Shoals* (Da Capo Press, 2003), pp. 73-75. ■

(EDITOR'S PAGE continued from page 105)

article provides a well-sourced background for understanding how grilling evolved. And it sheds new light on the significance of the essay sequence Scott lists as 79E-18—79E-22.

In our Carriers and Locals section, John Bowman and Clifford Alexander team up to explore the brief and failed attempt, on the part of four large east-coast cities, to collect from the recipients of mail the carrier fees that should have been paid by the senders. The article includes some striking cover examples and a census of 31 covers that depict this practice, all from the last months of 1860.

In a special feature this issue, Steven Walske tells the story of the *Antonica*, a Scottish-built steamship that performed with great success as a Civil War blockade-runner during 1862 and 1863. The story of this one ship provides larger insights into blockade-running (and blockade-run covers) in general. Walske illustrates six representative covers, provides a useful map and presents sailing data for all 26 of *Antonica*'s voyages. This is the first of what we hope will be a series of Walske vignettes on various blockade-runners.

A connection between Official stamps and polar philately? Lester C. Lanphear III had never imagined such a thing, until it turned up in his collection. See "Official Mail and the Arctic: The Latest on the Greely Expedition" in our Officials section.

Last but not least, in our Foreign Mails section this issue, James W. Milgram continues his exploration, begun two issues ago in *Chronicle* 260, of U.S.-foreign registered mail, this time writing about registration between the U.S. and England, including outposts of the British Empire. Quite a soaring overview, and it presents some very remarkable covers.

Enjoy! ■

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THE NEGLECTED DETAILS OF CHARLES STEEL'S PATENT FOR GRILLED STAMPS

JAN HOFMEYR

Introduction

The Brazer archive proves that Charles Steel, who was both an inventor and an employee of the National Bank Note Company (NBNC), sent samples of what he called “embossed stamps” to Third Assistant Postmaster General Anthony Zevely in December, 1865.¹ These samples suggest that the first embossing mechanism was a simple flat square grill, usually points down. The logic behind Steel's idea was simple: The grilling process should break the fiber in the paper. This would allow canceling ink to seep into the paper, making the ink impossible to remove.

By 1867, when Steel's patent was registered, he had worked out a sequence for the method: gum the paper, emboss it, smooth out the embossing by applying pressure, then print. Gumming came first because Steel was worried that gumming after embossing would allow the gum to seep through to the front of the stamp. After embossing, smoothing was required so that the design could be printed evenly on the embossed paper. Steel was concerned that embossing a printed stamp would distort or damage the design. So printing was to come after embossing and smoothing.

Figure 1 shows three C-grill essays exhibiting progressive flattening. The item on the left is Scott 79-E15g; the two essays at right are varieties of 79-E15h. All three must have been created to test the smoothing process. The stamp at left shows the full C grill unflattened. The stamp in the center shows partial flattening of the grill, the effect of a moderate amount of pressure. The stamp at right shows considerable flattening, obviously the result of substantial pressure. I have another essay with the annotation “subject to a half hour

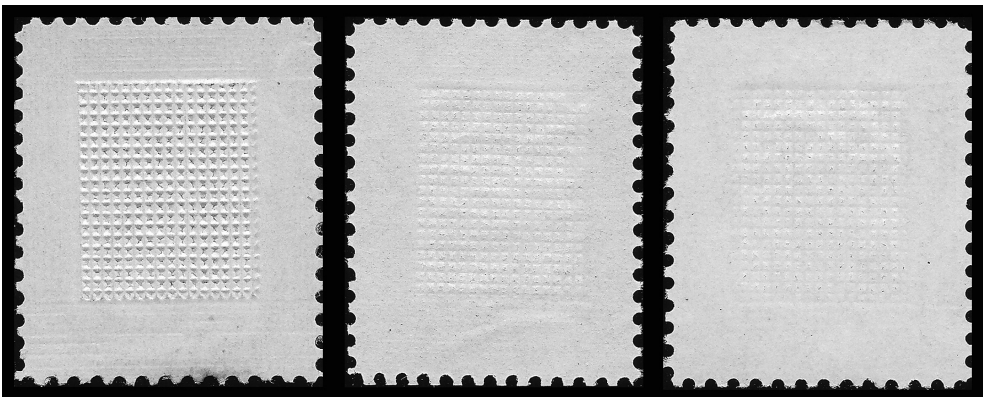


Figure 1. "C" grill essays on perforated stamp paper, front views, showing the results of varying degrees of pressure. The stamp at left shows no pressure; the middle stamp, some pressure; and the right stamp, a lot of pressure. Steel wanted to learn the proper degree of grill flattening. The paper had to be flat enough to receive print cleanly, but broken enough for canceling ink to seep into it indelibly.

pressure after embossing.” Steel conducted many experiments to find the proper degree of pressure. On the one hand, he needed the paper to be flat enough to print cleanly. On the other, he needed the paper to be broken enough to enable the canceling ink to seep into it so that it couldn’t be washed off.

This much about Steel’s patent is fairly well known. Less well known are the ideas that Steel had for what he called a “greatly preferred” stamp. Nothing seems to have been written about the relationship between this “preferred” stamp and the grill essays.² By combining a careful study of Steel’s patent with the Brazer-Finkelburg archive, which is in process of being posted on the Classics Society website, we can fill in these details. That’s what this article is about.

By way of background, the accompanying box (“Documentary Timeline for Events in this Article”) provides a summary overview of the documents in the Brazer-Finkelburg archive that are relevant to this exploration.

A brief history of the grill

From the correspondence between Zevely and Steel in December 1865, we know that Steel was experimenting with grilled stamps during 1865. In his response to Steel, Zevely

DOCUMENTARY TIMELINE FOR EVENTS IN THIS ARTICLE

Dec. 20, 1865: Third Assistant PMG Zevely acknowledges “samples of stamps” sent to him by Charles Steel. Zevely says that he is “favorably impressed.”

Aug. 13, 1867: Earliest documented use of the all-over A-grill (Scott 79). All known used examples of this grill type are on 3¢ Washington stamps of 1861.

Oct. 8, 1867: Zevely writes to Steel to tell him that he has written to National Bank Note Company (NBNC) to request “a million or more... samples according to your plan” for testing.

Oct. 22, 1867: Steel registers patent 70,147 for an “Improvement in the manufacture of postage-stamps.” It is for “a stamp with an embossed center”—i.e., a grilled stamp.

Oct. 23, 1867: Zevely writes to tell Steel that NBNC treasurer Albon Maun has been told that the Postmaster General is “favourably disposed” to Steel’s ideas.

Nov 6, 1867: James MacDonough of NBNC notifies Steel that NBNC wants to use Steel’s patent. He asks Steel to bring “your ideas for the stamp you desire to have made.”

Nov. 15, 1867: MacDonough writes to Steel about a die made under Steel’s instructions. MacDonough wants Steel to confirm that he is satisfied with the die.

Nov. 16, 1867: Maun sends Zevely six sets of experiments. Two are engraved, four are surface printed, five use fugitive ink, four are embossed.

Nov. 25, 1867: Earliest documented use of the C grill (Scott 83). The C-grill can only have been produced in response to Zevely’s order for a “million or more” samples in his Oct. 8 letter.

Dec. 9, 1867: NBNC President Shepard writes to Steel to say that NBNC has agreed to Steel’s terms for the use of his “embossed” patent. He will be paid 3¢ per 1,000 stamps.

Dec. 9, 1867: Shepard writes a lengthy letter to Zevely saying NBNC has agreed to terms with Steel, but that NBNC urgently needs a new Post Office contract.

Dec. 14, 1867: Boyd, the stamp agent of the POD, tells Zevely that it would take about five months to use up existing 1861 stamp inventory and paper stock.

June 22, 1868: the POD publishes its “Proposals for postage stamps” seeking bids to replace NBNC’s existing stamp contract, which had expired on May 31, 1867.

implied that the Post Office Department (POD) wasn't satisfied with any of the ideas tested up to that time. He is favorably impressed by Steel's idea and suggests a proper postal test. There is no further record in the archive of grill experiments until the sudden, postal appearance of the A-grill stamps in August, 1867.

NBNC appear to have dragged their heels in testing Steel's patent—preferring instead to experiment with numerous alternatives (e.g. Bowlsby's tabbed stamps, MacDonough's glycerol-based fugitive ink, and Wyckoff's coated paper).³

Then the A-grill appeared. By that time the grill had evolved from a simple flat square to a pyramid. Christian suggested that about 50,000 A-grill stamps were produced.⁴ In spite of the well-known weaknesses of these stamps, the POD must have deemed the test a success. On 8 October 1867, Zevely wrote to tell Steel that NBNC had been instructed to produce a “million or more” stamps for further testing.⁵ And on October 23, Zevely wrote to tell Steel that NBNC had been informed that the PMG himself was “favorably disposed” to Steel's ideas. Zevely concluded his October 23 letter by saying “I think your Co. will finally do you justice; tho' seeming very slow about it.”⁶

It is clear from the correspondence that NBNC was reluctant to try Steel's ideas. But the relative success of the A-grill, the follow-up order for the C-grill, and Zevely's increasing assertiveness, appear to have pushed NBNC into making Steel's patent a priority. On November 6, MacDonough wrote to Steel to tell him that NBNC wanted to conclude a contract for the use of his patent. On December 9 a contract was agreed.

In the meantime, the NBNC stamp contract from 1861 had expired. Zevely and his agent, D.M. Boyd, calculated that it would take about five months to use up existing 1861 stocks.⁷ The POD appears to have decided to go the route of grilling to prevent reuse, and to start by using up the 1861 stocks. On 22 June 1868 the POD called for new bids for postage stamps. The tender document included the following important sentence: “Special proposals for stamps on embossed paper as now in use, are invited.”⁸ The NBNC won the contract and the grilled stamps of 1869 followed.

Having established this background, we can now explore what I call “the neglected details” of Steel's patent.

Neglected details

Figure 2 shows an illustration that accompanied Steel's patent application. Steel used a series of side views to explain his complex process in detail. As can be seen, the central element in Steel's patent illustration was a design that was nothing like any of the stamps that were eventually produced. The reasons for this particular design can be found about a third of the way through the patent text. There Steel wrote:

“I esteem it greatly preferable to leave a portion of each stamp unprinted and untouched either by the printing device or the flattening device...”

Steel was worried that the combination of embossing, smoothing, printing, and inking would seal the broken fibers so effectively that it would be difficult, as he wrote, for the “canceling-ink to strike into the material of the paper.” That would defeat the purpose of the patent. So he came up with the design we see in the patent, a stamp with an unprinted, embossed center. About this design, Steel wrote:⁹

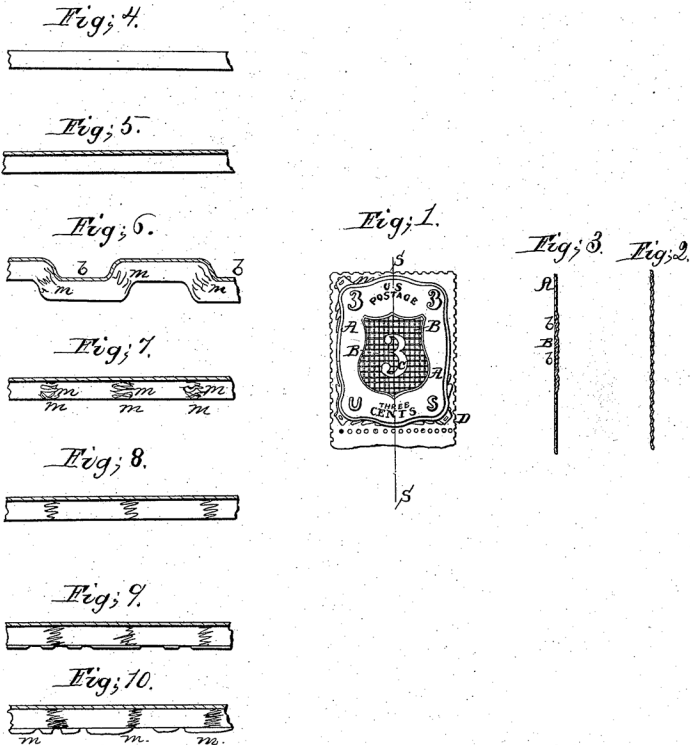
“... in my stamp... the paper is not compressed by the plate, and is not covered with well-dried ink... but on the contrary, is strained open and formed into cavities sufficiently large to offer free access to the oil... of the canceling ink.”

He went on to describe his stamp (shown enlarged as Figure 2A) thus: A is the printed area and B is the unprinted area covered by “sharp and clearly-defined elevations and depressions.” The entire surface of A, he writes, “... has been at a previous period embossed...but these embossed elevations and depressions have all been nearly...obliterated by having been subsequently pressed down and flattened.” He expressed a preference for

C. F. Steel,
Postage Stamp.

N^o 70,147.

Patented Oct. 22, 1867.



Witnesses;
Wm. C. Livingst
Chas. C. Day.

Inventor;
Charles F. Steel
by his attorney J. S. ...

AM. PHOTO-LITHO. CO. N. Y. (OSBORN'S PROCESS)

Figure 2. The illustration that accompanied Steel's successful patent application included an elaborate series of cut-away side views to show in great detail the complex processes Steel deemed necessary to create what he called his "greatly preferred" stamp. This design is designated "Fig. 1" at the center of the patent illustration and is shown enlarged as Figure 2A, opposite.

surface printing because it produced better results when printing on embossed paper; and because "... it is more easy by that style of printing to leave a portion of each stamp untouched and unaffected." Finally, he added that the stamp should be printed on a yellow paper because attempts to remove a cancel using acid would change the color of the paper.

The patent therefore makes it clear that there are three key features to Steel's preferred stamp: first, a portion of the stamp should be left unprinted for embossing; second, the stamp should be surface-printed because it would be technically easier to leave a portion blank; and third, the stamp should be printed on yellow paper which would change color if subjected to acid.

Steel devoted a good portion of his letters patent, not just to the advantages of grilling, but to the advantages of his preferred stamp design. He argued that it would be difficult to peel his stamp from an envelope because the fully embossed part would break up when doing so; and he suggested that attempts to re-gum his embossed stamps would cause unsightly gum-soaks through the weakened center from the back. Clearly, his patent wasn't just for an embossed stamp. It was for the entire stamp design shown in Figure 2A.

Figure 3 shows the surviving essays that best represent the neglected details of Steel's patent. These are currently catalogued as varieties of Scott 79-E18, a category Scott broadly describes as "Albino '3' in points-down shield-shaped grill in lithographed frame of 3¢

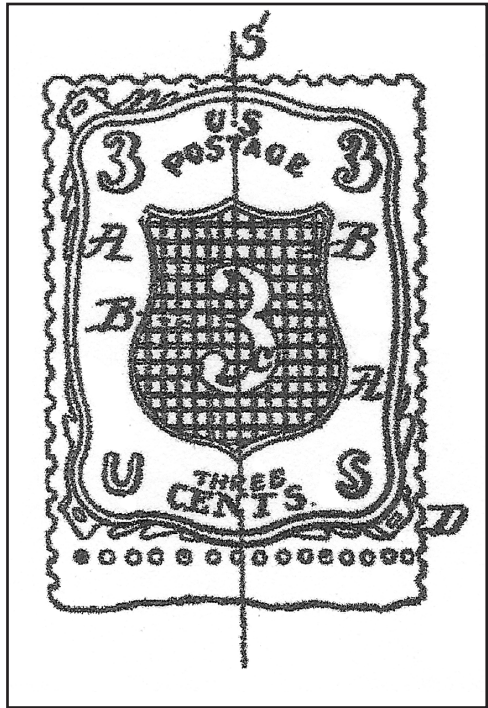


Figure 2A. The central stamp image from Steel's patent illustration.



Figure 3. Two essays created by NBNC in November 1867 in close conformance to Steel's patent design (as shown in Figure 2A). Both are surface printed and gummed, and only the unprinted center is embossed. The carmine essay at left, on white paper, is Scott 79-E18a. The black essay, on yellow wove paper, is 79-E18e.

1861 stamp.” The essay shown at left in Figure 3 is Scott 79-E18a, a deep pink die proof on thick white paper. It is gummed. The item at right in Figure 3 is catalogued as 79-E18e, a black die proof printed on gummed yellow wove paper. This is presumably the paper that Steel specified in the expectation it would change color if acid were applied.

When were these essays produced? And why would NBNC have devoted time and money to producing them?

The answer to these questions is also found in the Brazer-Finkelburg archive. By late October, Zevely had made it clear to NBNC that the POD wanted a stamp that was both surface-printed and embossed.¹⁰ MacDonough’s letter to Steel followed on November 6, 1867: “Friend Steel... whenever you can find the time to come over and see me please do so, bringing your ideas (and designs if you have any) for the stamp you desire to have made...”¹¹

The letter shows that Steel had gone from being NBNC employee to partner. With Zevely’s support, he was now in full control of the experimental process. Although MacDonough’s letter of November 6 expresses uncertainty about specific Steel designs, his follow-up letter of November 15 leaves no doubt. MacDonough wrote:¹²

I sent you the first impression of the die made under your instructions... the die must be deepened around the figure “3” so that it will print clear and it will be ready to electrotype by tomorrow noon.

This die must be for Steel’s design. Steel’s patent makes it clear that this was Steel’s ideal stamp; and MacDonough’s letter of November 6 makes it clear that NBNC had been pushed to produce “... the stamp you [Steel] desire to have made....” The archive enables us to date the Scott 79-E18 essays quite precisely to the second and third weeks of November, 1867.

One of the benefits of Steel’s stamp concept is that it would have allowed a single design to be used for all denominations. The printer could simply swap out the embossed centers. But MacDonough’s letter of November 15 suggests that the blank, elevated denomination did not show clearly enough. That helps to explain and date yet another essay, Scott 79-E18h, shown on the left in Figure 4. On this essay, the numeral “3” has been painted over to make it more prominent. Scott describes this as “numeral handcolored, dull car-



Figure 4. The essay at left, with numeral “3” painted in by hand, is Scott 79-E18h. This was probably created in response to MacDonough’s observation that the blank “3” didn’t stand out sufficiently. The essay at right, Scott 79-E18b, represents an attempt to test the effect of canceling. This mock canceller was never used on posted mail.

mine.” It seems likely that this essay would have been created shortly after Macdonough’s letter of 15 November, as a way to highlight the denomination. Shown at right in Figure 4 is an essay with a simulated postmark. These exist in several colors, all canceled with this ersatz Washington balloon postmark dated Feb. 21.

The whole broad range of essays between Scott 79-E18 and 79-E22 now comes into focus: these are tests of printing and embossing that follow Steel’s core idea that a portion of the stamp should be left fully embossed and unprinted. Some of these essays, such as Scott 79-E18j/k, test alternatives to the sharp pyramidal grill. Others, such as the 79-E19 and E22 types, test surface printing to bring out the denomination. And Scott 79-E21, shown in Figure 5, is an essay that combines conventional embossing on the printed part,



Figure 5. At left, Scott 79-E21c, a blue lathework frame surface-printed on thin wove paper embossed with an overall diagonal grill. This essay combines subdued embossing in the frame area and sharper grilling in the central shield portion. In the enlargement at right, the difficulty of printing on the heavily embossed area shows clearly in the left frame portion of the shield.

with deeper embossing for the center. The blue lathework frame is surface printed, not engraved, and seems to sit well on the flatter portion of the embossing, as can be seen in the enlargement at right.

Summary

Steel’s preferred stamp never went into production. One can understand why. On the one hand, the POD still had five months stock of ungrilled 1861 stamps. On the other, as Maun’s and Shepard’s letters of November 16 and December 9 prove, NBNC continued to try to sidestep Steel’s ideas.¹³ Perhaps the experience of grilling the 1861 issue convinced people that a simple combination of engraved printing with embossing would work well enough. Whatever the reasons, the 1869 issue incorporated none of Steel’s preferred ideas. And by 1873, the era of the grill was coming to an end.

Acknowledgement

I would like to thank Jim Lee for giving me access to the Brazer-Finkelburg archive, now in process of being copied onto the website of the United States Philatelic Classics Society. All references to documents in the body of the text and endnotes, are to documents in the archive. They can easily be found by date and writer.

Endnotes

1. Zevely letter to Steel, 20 September 1865.
2. Steel letters patent 70,147: accessible at <http://pdfpiw.uspto.gov/piw?Docid=70147&idkey=NONE&homeurl=http%3A%252F%252Fpatft.uspto.gov%252Fnetahml%252FPTO%252Fpatimg.htm>. Last viewed 2 February 2019.
3. For a detailed analysis of essayed patents, see “Linking 3¢ Washington Essays to their Patents,” *Chronicle* 251 (2006), pp. 260-274.
4. C.W. Christian (1978): “1867 Grills—Experimentals, Sizes, and Fakes,” *Chronicle* 97, pp. 38-43; *Chronicle* 99, pp. 188-193.
5. Zevely letter, 8 October 1867.
6. Zevely letter, 23 October 1867.
7. Boyd letter, 14 December 1867.
8. Post Office Department: “Proposals for Postage Stamps,” 22 June 1868.
9. See Steel’s letters patent, second page.
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12. MacDonough letter, 15 November 1867.
13. Maun letter, 16 November 1867; Shepard letter to Zevely, 9 December 1867. ■

THE BANK NOTE PERIOD

H. JEFFREY BRAHIN, EDITOR

MAIL TO NEW ZEALAND AND THE AUSTRALIAN STATES: 1890-95

LABRON HARRIS

The General Postal Union (GPU) was formed in 1874 and implemented in 1875 to standardize rates and practices for international mail. Prior to the GPU, international postage rates were established in bilateral postal treaties between nations desiring to exchange mail. For GPU member countries the international rate of 5¢ per half ounce in U.S. currency (or the equivalent in the currencies of the other member countries) went into effect on July 1, 1875. In 1878 they decided to change their name and on April 1, 1879, the organization became the Universal Postal Union (UPU).

Not all countries joined the UPU immediately and postal rates to and from these nations remained higher. Among the nations that did not sign up initially were New Zealand and the states that would become Australia. The postal rate between the United States and those nations (per existing bilateral treaties) remained 12¢ until October 1, 1891, when their UPU membership finally began and the 5¢ UPU rate became effective.¹

The U.S. stamps that were current when this rate-change occurred were the Small Bank Note stamps of 1890-95. This article uses covers bearing Small Bank Note stamps to illustrate how mail was handled between the United States and these South Pacific nations before and after they joined UPU. The first six covers depict the 12¢ pre-UPU rate and the last two show the 5¢ UPU rate.

The cover in Figure 1 shows the 12¢ rate to New Zealand paid by six 2¢ Small Bank Note stamps. This cover is part of the “Mrs. Baird” correspondence, most of which involves covers earlier than this one, which was sent from San Francisco August 23, 1890 and was received at Otahuhu, New Zealand on September 13, 1890.

The remaining covers discussed here were sent to the Australian states, British colonies that came together to form the Commonwealth of Australia in 1901. The six Australian states were New South Wales, Queensland, South Australia, Tasmania, Victoria and Western Australia. Covers to four of the six states are represented in this article.

Figure 2 shows a cover from St. Paul, Minnesota, posted September 11, 1890 and sent to Sydney, New South Wales. There are no legible backstamps. The most important aspect



Figure 1. Six 2¢ Small Bank Note stamps on an 1890 cover from San Francisco to New Zealand, paying the 12¢ treaty rate, which was effective until October 1, 1891.



Figure 2. A rarely-seen combination of Small and Large Bank Note stamps on an 1890 cover from St. Paul to Sydney. The 24¢ postage pays two times the 12¢ treaty rate.

of this cover is the franking paying the double 12¢ rate—a pair of 10¢ Small Bank Note stamps and a 4¢ carmine Large American Bank Note. stamp. The combination of different sized Bank Note stamps is unusual to any country and to the Australian states it is rare.

The cover shown in Figure 3 is a triple-rate registered cover sent from New York City to Melbourne, Victoria. The placement of the stamps well depicts the payment structure. The 3x12¢ international postage was paid by three 10¢ and three 2¢ Small Bank Note stamps, and the 10¢ registration fee was paid by another 10¢ Small Bank Note separately



Figure 3. Three times the 12¢ treaty rate, plus a 10¢ registration fee, paid by four 10¢ and three 2¢ Small Bank Note stamps, on a cover to Melbourne, Victoria, posted at New York City on July 17, 1891. The envelope apparently burst open at bottom in transit and was resealed with bits of stamp selvage.

affixed to the left of the address. Per the handstamped magenta registration box at right, this cover was sent from New York City on July 17, 1891. When it reached San Francisco on July 22, the numbered label was added (to indicate international registration) and the cover was sent on to Melbourne, where it was received August 19. An interesting aspect of this cover is that somewhere along the line, the oversized content caused the envelope to burst open at the bottom. When this was discovered, the cover was resealed with pieces of stamp selvage.

Figure 4 shows both sides of a cover that was almost a year in transit, unusual for international correspondence this late in the 19th century. The cover was posted February 7, 1891, from San Francisco to Brighton, South Australia, with the 12¢ rate paid by 2¢ and 10¢ Small Bank Note stamps. The addressee was apparently not found at Brighton. The cover was forwarded to Adelaide (pen notation at lower left: “try GPO Adelaide”) where in March, 1891, it was advertised and struck with the double-oval ADVERTISED UNCLAIMED ADELAIDE marking. It was then held in Adelaide for seven months—until October 26, 1891, when it was struck on the reverse with an orange circular DEAD LETTER OFFICE ADELAIDE marking and returned to the United States. Backstamps indicate the cover was received in San Francisco December 22 and returned to the sending firm, which docketed it (with the blue time-of-day handstamp) as received December 26.

Figure 5 shows another undeliverable cover. Franked with a 2¢ and two 5¢ Small Bank Note stamps paying the 12¢ rate, this cover was posted at New York City on August 14, 1891, addressed to Meulen Creek, New South Wales. At Sydney it was marked with the distinctive red-orange PAID ALL used to indicate that inward postage was fully prepaid. But there was a problem. No one in the Sydney post office had ever heard of Meulen Creek. The cover was struck with the unusual POST TOWN NOT KNOWN IN N.S.W. handstamp and returned to the United States. It was backstamped November 6, 1891 at Washington, D.C. with the familiar triangular marking (not shown) of the U.S. Dead Letter Office before being returned to its sender.



Figure 4. Above, the 12¢ treaty rate on a cover to South Australia, posted at San Francisco on February 7, 1891. The cover never caught up with its addressee and was sent back to the United States almost a year later. Back-stamps on the reverse, shown reduced at right, indicate the cover was returned to its sender in San Francisco on December 26.



Figure 5. Another undelivered cover at the 12¢ treaty rate, this one from New York to "Meulin Creek," N.S.W. The cover was handstamped POST TOWN NOT KNOWN IN N.S.W. and returned to the sender via the Dead Letter Office in Washington, D.C.

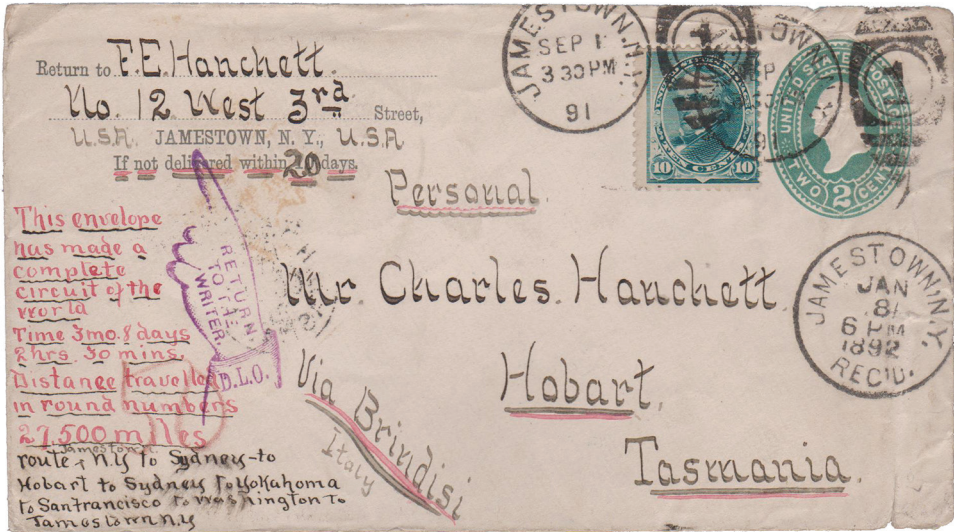


Figure 6. Above, a round-the-world cover at the 12¢ treaty rate, sent from Jamestown, N.Y. to Hobart, Tasmania, one month before the lower UPU rate went into effect. Postal officials in Hobart made heroic efforts to find the addressee (attested by carrier initials in the pink box on the reverse) before the cover was returned to its sender.

Toward the end of the 19th century, people began creating around-the-world covers—collectible evidence of the communications revolution that had embraced the world. Many of these philatelic souvenirs involved postal cards, which after UPU could be launched globally for just 2¢. But full-rate covers were also created, and the cover shown (both sides) in Figure 6 seems to be one of these.

Addressed to Hobart, Tasmania, this cover was posted September 1, 1891 from Jamestown, New York. Sender F.E. Hanchett boldly endorsed the cover to be sent eastbound via Brindisi, at the Italian boot-heel, rather than across the Pacific, which we have seen from the previous covers would have been the ordinary and faster routing. The addition of the 10¢ Small Banknote to the 2¢ government entire envelope made the proper franking for the 12¢ British Mail rate via Brindisi which was the same as the 12¢ rate across the Pacific. Both rates would be reduced to 5¢ just one month later. It's unclear what route the Figure 6 cover actually took, because there are no handstamps front or back to suggest which way it traveled. But because it was received at Hobart on October 21, a transit of 51 days, the cover most likely took the longer eastbound route. Then it was returned to the United States.

Whether his cover went around the world or not, the sender made that claim in red on the left side of the cover front after he got it back: "This envelope has made a complete circuit of the world. Time 3 mo. 8 days 2 hrs. 30 mins. Distance traveled in round numbers 27,500 miles." Although this claim may not be true, Hanchett certainly created an unusual postal history artifact. After the cover reached Hobart, the postal staff made a Herculean effort to deliver it. Boxed in red on the reverse is a carrier chart showing the attempts to find the addressee. Eleven different letter carriers tried to deliver the letter, or at least attested via their initials that the addressee was unknown to them. Finally they gave up, applied the

blue-green double-oval DEAD LETTER OFFICE TASMANIA marking dated November 12, and dispatched the cover to the U.S. dead letter office in Washington, D.C., where it was received January 6, 1892 and marked with the triangular DEAD LETTER OFFICE marking. On the front, the DLO also applied a pointing hand, directing that the cover be returned to the sender in Jamestown, where it was received and marked front and back on January 8.



Figure 7. Oversized registered cover, posted September 13, 1892 at Hinsdale, Illinois to Melbourne, Victoria, franked with a horizontal pair of 15¢ Small Bank Note stamps paying four times the 5¢ UPU letter rate plus the 10¢ registration fee.

Our last two covers were sent after these countries joined the UPU and the postage rate dropped to 5¢ per half ounce. The large cover in Figure 7, posted at Hinsdale, Illinois on September 13, 1892, is franked with a pair of 15¢ small Bank Note stamps, paying quadruple-rate postage of 20¢ plus the 10¢ registration fee. San Francisco added its registry label on November 11 and the cover was sent on to its addressee in Melbourne, Victoria.

The cover shown (both sides) in Figure 8, addressed to Horsham, Victoria, was posted at Detroit on January 4, 1895, franked with a 5¢ Small Bank Note to pay the single UPU rate. But it weighed more than one-half ounce, and somewhere in transit, probably when it was determined to be overweight upon reaching Melbourne, Victoria, it received the “25 CTMS T” marking at the right. This indicated it was underpaid by one rate; 25 centimes was the UPU equivalent to five U.S. cents and the T indicated postage due. Also there it was marked with T5D in an oval, to indicate a total postage due of 5 pence in Victorian currency (a penalty rate of twice the unpaid postage).

The cover reached Horsham on February 8, 1895 and was held there for almost two months before being forwarded to Nhill, Victoria, on April 4. (Magenta manuscript “Try Nhill” at lower left.) At Nhill the postal authorities added five pence in postage due stamps and canceled them on April 5. But because of the 5d due, the cover was apparently not accepted by the addressee. On the face of the cover in red ink the mail carrier noted “Refused on account of 5d to pay” and then initialed it.

On April 9, the cover was sent to the Melbourne dead letter office, where it received on the reverse a blue circular DEAD LETTER OFFICE MELBOURNE handstamp. It was then returned to the dead letter office in Washington, D.C., who applied the pointing hand. The cover was sent back to Detroit, where a precanceled 10¢ Postage Due stamp was ap-



Figure 8. Sent at the 5¢ UPU rate, but underpaid. Franked with a 5¢ Grant Small Bank Note stamp and posted at Detroit on 4 January 1895, this cover was found to be underweight and assessed 5d (=10¢) for penalty postage. The addressee refused to pay the postage and the cover ultimately wound up in the Dead Letter Office.

plied, representing the postage due from the original sender to get the letter back. But the sender didn't want the cover either. It was sent back to the Washington dead letter office where it was marked on the reverse with the triangular Dead Letter Office marking. Subsequently, by a path not known, the cover came into philatelic hands. It's too bad the contents don't survive, because they might shed light on why this letter was so unwanted. Perhaps it was nothing more than a toothpaste ad, as suggested by the partial label on the back.

These eight covers tell part of the story of how the mail to New Zealand and the Australian States was handled during the transition from non-UPU to UPU status. Given the availability of searchable archives, it might be possible to research the specific ships that carried these covers, but I have not done this. Gray Scrimgeour, in a previous article published in this section, designated useful resources and suggested a possible methodology.²

Some of the covers discussed here were returned to the United States as dead or undeliverable letters, helping to insure their survival as postal history artifacts. To my knowledge, there are no large correspondences of mail to this part of the world from the era of the Small Bank Note stamps. As a result, covers are not easy to find, but as I hope this article has shown, they can be unusual and are well worth collecting and studying.

Endnotes

1. Anthony S. Wawrukiewicz and Henry W. Beecher, *U.S. International Postal Rates, 1872-1996*, (Cama Publishing Company, 1996).
2. Gray Scrimgeour, "United States Transpacific Mail via British Columbia," *Chronicle* 257 (2018), pp. 57-66. ■

OFFICIALS

ALAN C. CAMPBELL, EDITOR

OFFICIAL MAIL AND THE ARCTIC: THE LATEST ON THE GREELY EXPEDITION

LESTER C. LANPHEAR III

Introduction

Before August of 2010 I knew nothing about the Greely Expedition. My exhibit "U.S. Departmentals, 1873 to 1884" was in the Champion of Champions competition in Richmond, Virginia and on Saturday we visited Monticello, the plantation home of President Thomas Jefferson. The next day the APS desk was looking for me and gave me a note from polar philatelist Hal Vogel. He wanted to talk about my exhibit, but he was gone by the time I got the note. Next week I called Hal and he asked, "Do you know what you have?" Well, I thought I knew what was in my exhibit. He proceeded to tell me that I had a cover connected to the Greely Arctic Expedition of 1881. This resulted in my quickly checking my exhibit copies and reading about the expedition on the internet.¹

The Greely Expedition: background

The Greely Expedition, known at the time as the Lady Franklin Bay Expedition, was led by Lt. Adolphus Greely and promoted by the U.S. Army Signal Corps. Greely served as a second lieutenant in the Civil War in the 81st Colored Infantry. He ended the war as a captain and was breveted to a major. He was immediately commissioned as a second lieutenant in the Regular Army in 1867 and was promoted to first lieutenant in 1873. He was still a first lieutenant when he was given command of the expedition in 1881. The expedition was part of the First International Polar Year (IPY) which was proposed in 1875. After seven years of coordination and preparation, 12 countries operated 12 observation stations in the Arctic from 1882 to 1883. These stations performed many different astronomical observations and scientific measurements, collecting data on ocean currents, ice movement, polar magnetic changes and atmospheric phenomena. This effort of multiple stations provided a larger view than any single expedition was capable of. One large goal of this coordinated effort was to better understand the Arctic effect on weather of the world.

The 25 members of the Greely Expedition were mostly Army volunteers with minimal Arctic experience. Included in the expedition were an astronomer and a photographer. In addition to collecting scientific data the expedition set a new record for the farthest north man had ventured at that time. This action created ill will among the other nations as the combined endeavor was designed to be a coordinated international effort with no grandstanding. It was not until 50 years later that the second IPY was conducted.

Relief and resupply efforts experienced grave difficulties trying to reach the original expedition in northern Greenland. After three years, a third effort was successful and seven surviving members of the original expedition, including Greely, were rescued. One of the



Figure 1. August 1883 cover from Baltimore, franked with a 5¢ Garfield stamp and addressed to an ensign on board the USS *Yantic*, expected to land in Newfoundland. The 2¢ Navy stamp was added by the government despatch agent in New York.

seven died on the way home. The returning expedition members were received as heroes but not without controversy as they were accused of cannibalism. An autopsy verified this but no actions were taken. The data collected is more relevant and appreciated by scientists today than at the time of the expedition.

Shown in Figure 1, the subject cover was previously discussed and pictured in *Chronicle* 205 and no one brought to my attention that it was an Arctic cover.² The cover had been exhibited first by Bob Markovits and then by me for many years and was never recognized or described as an Arctic cover until Vogel noticed it.

The cover carried a private (non-official) letter posted at Baltimore on August 20, 1883, and addressed to William Shepherd Benson on the USS *Yantic*, in care of the U.S. Consul at St. John's, Newfoundland. Benson graduated from the Naval Academy in 1877 and was an Ensign at the time of the letter. He had a long career in the Navy and became the first Chief of Naval Operations. He retired as a Rear Admiral.

The 5¢ Garfield stamp on the Figure 1 cover would normally pay the single-rate UPU postage to foreign countries in 1883, but this cover was double weight and thus marked at Baltimore with the encircled "T" due marking. The Atlantic province of New Brunswick was one of the four founding provinces of Canada, along with Nova Scotia, Quebec and Ontario in the first confederation of 1867. Newfoundland and Labrador, another Atlantic province, were independent until 1933, and did not join the Confederation until 1949. There are two towns with similar names: Saint John in New Brunswick and St. John's in Newfoundland. The U.S. despatch agent in New York mistook this cover as going to Saint John in New Brunswick and rated the cover at the Canadian rate of 6¢ for a double rate cover minus the 5¢ paid and then doubled the deficiency of 1¢ resulting in the 2¢ Navy stamp being added. The magenta handstamp below the Navy stamp reads: "U.S. GOVT. DESPATCH AGENCY, P.O. BOX 1248, NEW YORK." The despatch agent added stamps to incorrectly paid covers to U.S. consulates and embassies around the world. I described this function in *Chronicle* 205. This cover is one of two covers to Newfoundland with an Official stamp and the only cover with a Navy stamp added by the New York despatch agent. It is also the only Official stamped cover connected to the Arctic.

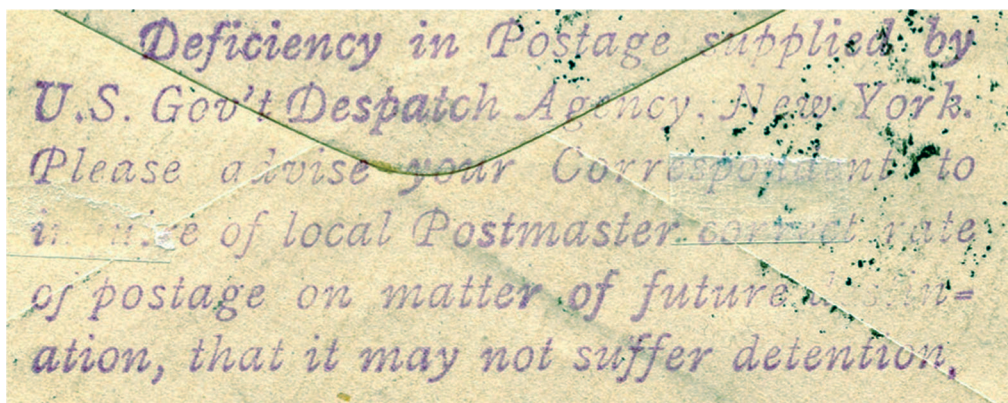


Figure 2. Explanatory handstamp (enlarged) from the reverse of the Figure 1 cover.

Figure 2 shows the explanatory deficiency handstamp from the back of the cover, applied in the same magenta ink as the marking on the front. The oddly-phrased text of the handstamp is as follows: “Deficiency in Postage supplied by U.S. Gov’t Despatch Agency, New York. Please advise your Correspondent to inquire of local Postmaster correct rate of postage on matter of future destination, that it may not suffer detention.” The cover proceeded to Newfoundland and the U.S. consulate there. It appears that the Newfoundland post office examined this cover and applied the blue “8” left of the due marking. This represents the amount due to Newfoundland: 10¢ less the 2¢ paid by the Navy stamp. From the cover there is no indication if the eight cents was collected.

The USS *Yantic* was one of two ships employed in an unsuccessful attempt to reach the Greely Expedition in 1883. The *Yantic* was a wooden-hulled gunboat commissioned during the Civil War in 1864. It served in the North Atlantic Blockade Squadron off of North Carolina and other assignments during the Civil War, and then for nearly 20 years sailed in the Atlantic and was also in the Asiatic Station. In 1883 it was the tender for the steamer *Proteus*, which was crushed in the ice (no casualties) during the 1883 effort to reach the Greely Expedition.

Normally one would end the story here but there is still more to tell. Once I knew about the Greely Expedition I kept my eyes open. In going thru a large auction lot of various Official stamps and covers I noticed the cover in Figure 3. This is a legal-size penalty



Figure 3. Penalty cover sent in 1884 from New York City to Portsmouth, New Hampshire. The imprint at upper left indicates official business of the Greely Relief Expedition.



Figure 4. Enlargement of the corner imprint of the Greeley Relief Expedition penalty cover shown in Figure 3.

cover, sent from New York to Portsmouth, New Hampshire, in August 1884. The corner imprint, shown enlarged in Figure 4, clearly associates the cover with the Greeley Relief Expedition. This was the third and successful effort to find the Greeley Expedition. The 1884 effort was more complex than the previous attempts and included four ships and consultants from London. This cover was mailed after the successful rescue, while the team was producing a detailed report.

Conclusion

Now we have two covers connected to the Greeley Expedition, both having come to light in the last eight years. It is amazing that these have been around for decades without being identified as Arctic-related covers. The cover in Figure 1, with the 2¢ Navy stamp, was originally sold in the Hughes sale of 1953 and then the Markovits sale of 2004. Even with two major public philatelic auctions, the cover was never noticed by someone with Arctic philatelic knowledge. The penalty cover was on a page by itself in an Officials collection, but not identified as connected to an Arctic expedition. Although polar philately is avidly collected, there seems to be little overlap with specialists in classic U.S. postal history.

Endnotes

1. "The USS *Yantic* Survives Three Wars and an Arctic Expedition over a 60-Year Career," Kathy Warnes at <https://kathywarneswriter.weebly.com/uploads/1/2/9/3/12938817/yantic.pdf> (last viewed December 7, 2018).
2. Lester C. Lanphear III, "Official Stamps Added During Transit in the Mail System," *Chronicle* 205 (February 2005), Figure 4, pg. 51. ■

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FOREIGN REGISTERED MAIL: 1855-1875
PART TWO: BRITISH
JAMES W. MILGRAM, M.D.

Domestic registration officially became effective in the United States on July 1, 1855. The earliest known American officially registered cover is shown in Figure 1. It is post-marked on that day in Louisville, Kentucky. But it is also addressed to Ireland, so it is a foreign use. Because Louisville was one of the towns writing numbers on unofficially registered covers before July 1, a high number appears on this cover, “#21865”. However, the cover likely would have been close to number one on a list of officially registered letters sent from Louisville. That city’s blue **PAID 24** indicated cash prepayment of the single rate under the United States-British postal convention. Even though the next scheduled transatlantic steamer would depart from Boston, the letter was sent first to New York. The exchange office there applied the red **19**, which indicated a credit to Britain (16¢ sea rate plus 3¢ British internal). The letter was then sent to Boston where it was put on the Cunard steamship *Asia*, which sailed July 4 and arrived at Liverpool on July 15, confirmed by the Liverpool receiving mark.



Figure 1. Earliest known letter officially registered in the United States. Sent from Louisville July 1, 1855 to Donegal, Ireland. The 24¢ treaty postage was prepaid in cash. Louisville wrote “#21865 Registered.” The high number reflects unofficially registered covers prior to July 1. Sent via British packet: 19¢ credit to Britain for 16¢ sea and 3¢ British internal postage. Marked paid in Liverpool on July 15. Registered in the U.S., but not in Britain, confirmed by absence of British registration marks.

Figure 2 shows a second cover from the same correspondence dated three weeks later, July 22, 1855. The 24¢ prepayment of the convention rate was indicated by the same blue **PAID 24** as the Figure 1 cover. However, Figure 2 was sent by an American packet so the credit to Great Britain was only 3¢ for British internal postage. This is indicated by the red 3, which the New York exchange office applied. The letter was sent on the Collins line steamer *Pacific*, which sailed from New York on July 25 and arrived at Liverpool on August 5. This cover bears the earliest example of a New York registration number, the magenta manuscript “NY D 580” at the top of the cover. These covers were registered in the United States, but not in the United Kingdom. This is because at this time the treaty between the two countries had no provisions for registration.



Figure 2. Louisville, Kentucky July 22, 1855 to Donegal, Ireland, same correspondence as Figure 1. The 24¢ treaty rate was prepaid in cash. Louisville’s manuscript “R No. 162” reflects the new numbering of official registration. New York added its magenta manuscript “NY D 580” at the top. Carried by American packet: 3¢ credit for British internal postage. As with Figure 1, this cover was not registered in the U.K.

The history of British registered mail is discussed in Chapter 1 of my registered mail book.¹ In England, registration began in 1841. There are earlier registered letters coming from other countries into Great Britain which were charged registration fees (known for certain as early as 1787), but domestic registration began January 6, 1841 with one shilling as the first fee. So Great Britain had registration available for many years before the system commenced in the United States.

Effective March 28, 1848, the British registration fee was reduced to 6d.² Figure 3 shows a quadruple rated letter from Irvine, Scotland, datelined September 23, 1852 and addressed to New York. There is a “Registered” manuscript in the lower left and “pre[paid] Registered” at the upper left. The letter was paid by strips of three and four of the 2d stamps and a block of four of 10d stamps which add up to 4/6d: four shillings quadruple rate under United States-United Kingdom convention plus 6d domestic registration fee. The stamps were canceled with Irvine’s numeral “186” rectangular obliterator. This is the only known block of four of the 10d stamp. The cover was not registered at New York since the United States did not yet have an official registration system. The red **20 CENTS** handstamp was applied in Liverpool as a credit to the United States of quadruple the 5¢ U.S. internal postage under the convention.³ This indicates the letter was sent on a British packet, likely the



Figure 3. September 23, 1852: Irvine, Scotland to New York. The strip of four 2d stamps and the block of four 10d stamps paid the quadruple convention rate to the United States. The strip of three 2d stamps paid the 6d registration rate to the United States. The strip of four 10d stamps paid the 6d registration rate to the United States. The strip of three 2d stamps paid the 6d registration rate to the United States. Carried by a British packet; the 20¢ credit to the U.S. represents four times the 5¢ U.S. internal postage rate under the convention. The letter was not registered after it left the British mail system. Illustration courtesy of Liane and Sergio Sismondo.

Cunard *Asia*, which departed Liverpool on September 25, 1852, and arrived in New York on October 6, where it was marked with the curved red **PAID**.

An amendment to the treaty between the two countries concerning registered mail went into effect May 1, 1856.⁴ As Richard Winter explains, these were new provisions to the 1848 treaty between the United States and the United Kingdom.⁵ The handling of registration fees was very unusual. Each country charged its domestic registration fee, which had to be paid in cash in the United States and could be paid either in cash or by stamps in Great Britain. One half of the registration fee was credited to the receiving country.

The earliest recorded treaty cover is a third cover from the same correspondence as the covers shown in Figures 1 and 2. Shown in Figure 4, this cover bears no Louisville postmarks except for the manuscript “Registered” at top. Winter discussed it in an article in *Chronicle* 188.⁶ In New York it was marked **PAID** and **21½**, both in red. Since it left New York on the British steamship *Africa*, departing New York July 23, 1856 and arriving Liverpool Aug 3 (per the red circle handstamp at left), the 21½¢ credit to Great Britain was the sum of 16¢ sea postage, 3¢ British inland, and half of the 5¢ registration fee.

Figure 5 shows the earliest recorded registered cover franked with stamps and sent from the United States to United Kingdom. It was illustrated as Figure 95 on page 71 of my book on registered mail. Posted on February 1, 1857, it bears a pair of 12¢ 1851 stamps paying the 24¢ treaty rate from Columbia, South Carolina. The New York accountancy handstamp **5½** represents the credit to England of 2½¢ for half the registration fee plus 3¢ British internal postage. The letter was carried on an American-contract packet, the Havre Line *Arago*, which sailed from New York on February 7 and arrived Southampton February 20. A similar use one year later (also shown in my book as Figure 96) with a pair of 12¢ 1851 stamps from St. Charles, Missouri has a “21½” marking, since that cover went on a British steamer. Both covers are handstamped with a British red arc **REGISTERED** under a crown. The New York numbers in manuscript in the lower right corner of each cover are transit registered markings. A registered cover not shown here or in my book has a pair of 12¢ 1857 stamps canceled by a “WEST UNION Iowa AUG 11 1859” circular date stamp



Figure 4. Louisville to Donegal, Ireland. Magenta “Registered” written in Louisville. New York’s credit of 2½ is the sum of 16¢ ocean postage, 3¢ British inland, and 2½¢ (half of U.S. 5¢ cash fee for registration). Sent by Cunard Africa from New York on July 23, 1856. This is the earliest registered cover recorded under the U.S.-U.K. treaty. Illustration courtesy of Julian Jones.



Figure 5. Columbia, South Carolina, to London, February 1, 1857. Treaty rate postage paid by a pair of 12¢ 1851 stamps; 5¢ registration fee paid in cash. Magenta Columbia registration number “R no 191,” New York registration number “2910” at lower right. The red 5½¢ handstamp is a credit to Britain for 3¢ British internal plus 2½¢ for half the registration fee (similar to Figure 4). Carried by Havre Line Arago to Southampton. The “13” and “28” may be British numbers. Illustration courtesy of James Allen.

and also bears a New York number. As with the prior covers, the registry fee is not shown on the cover, since it was paid in cash. The Iowa cover shows the 5½ red credit marking for the split registration fee with a red New York August 20, 1859 postmark.



Figure 6. Albany, New York to Aberdeen, Scotland, May 11, 1860. Eight times the 24¢ treaty rate paid by strips of 10 and 6 12¢ 1857 stamps, with 5¢ registration fee prepaid in cash for a total of \$1.97. New York “1975” transit number in lower right. Magenta credit to Britain of \$1.54½: \$1.52 (eight times 19¢) plus 2½¢ for half the registration fee. Carried by Cunard *Canada*. Illustration from Christies sale, September 1993.

A great cover is shown in Figure 6. This is from 1860, bearing 16 copies of the 12¢ 1857 stamp (a strip of ten and a strip of six), canceled by “ALBANY N.Y. MAY 11” postmarks. The stamps paid eight times the 24¢ treaty rate to Aberdeen, Scotland. The number “131” at lower left probably is the Albany registration number. The New York “1975” registration number appears in the lower right. The letter was carried by the Cunard steamer *Canada*, which left Boston May 16 and arrived at Queenstown May 27. Like the Figure 1 cover, this cover was rated by the New York exchange office rather than the Boston office. Since it was carried on a British packet, the credit to Great Britain (in magenta ink at the right) was \$1.54½, eight times 19¢ (= \$1.52) plus 2½¢, half the 5¢ registration fee. The registration fee did not vary based on weight. Two double rate registered covers also survive from this correspondence, also franked with 12¢ stamps.

The cover in Figure 7 was sent in the opposite direction, from London July 29, 1858 to Bloomfield, Indiana. This is a single rate so a British one shilling stamp pays the treaty rate and a 6d stamp pays the registration fee. The numeral “75” in the cancels indicates the Edmonton office in London, where the black 1/1 was likely written at lower left as a registration number. Just to the right is a magenta manuscript “11¢” with two bars through the “c.” This is a credit from Britain of 5¢ for United States internal postage under the treaty plus 6¢, half the 6d registration fee. (The Robert R. Hegland collection had an October 21, 1858 cover from Bridgeport, England to Worcester, Massachusetts on which the 11¢ credit was written with a similar “c” with two bars. This was sold as lot 1224 of Schuyler Rumsey Sale 52 in 2013.) The Figure 7 cover was carried by the Cunard *Niagara*, which sailed from Liverpool on July 31 and arrived in Boston on August 13. The Boston exchange office struck in red **BOSTON PAID** and **24** to indicate the international rate was fully prepaid. There appears to be a New York registration transit number at lower right corner, so the cover may have traveled by train from Boston through New York on its way to Indiana. The waybill would have been marked as a registered letter. An 1863 cover not illustrated was shown by Richard Winter in *Chronicle* 143 (page 209) and in *Understanding Transatlantic Mail*.⁷ This was carried by an American vessel and bears 1 shilling and 6d stamps. The credit to the United States was the marking in red “27” which is the ocean and inland credits of 21¢ plus 6¢ (half of the 6d British registration fee).



Figure 7. Registered from London to Bloomfield, Indiana, July 29, 1858. Stamps paid the 1/- treaty rate and 6d registration fee. Numeral "75" cancel of Edmon-ton, London office, which likely wrote "1/1" as a registration number at lower left. The magenta "11¢" is a credit from Britain of 5¢ U.S. internal plus 6¢, half the registration fee. Boston 24 and CDS confirm the letter was fully prepaid.



Figure 8. Liverpool to New York, May 18, 1864. Stamps paid 1/- international rate and 6d registration fee; 27¢ credit to U.S. for 16¢ sea, 5¢ U.S. internal, plus 6¢ (half the British registration fee). Cover courtesy of Dwayne Littauer.

Figure 8 shows a cover carried by an American packet. The envelope is from Liverpool May 18, 1864 to New York. The green 1 shilling stamp pays the international rate and the 4d orange and two 1d brown stamps pay the 6d registration fee. The E in the red oval REGISTERED E LIVERPOOL handstamp probably refers to the Liverpool clerk who handled the letter. The crayon 27 is a credit to the United States of 21¢ (16¢ sea and 5¢ United States internal) plus 6¢ (half the registration fee). The cover was carried by the In-

man *City of Baltimore*, which sailed from Liverpool on May 18 and arrived in New York on May 30. The New York arrival marking **N. YORK AM. PKT. PAID 36** shows the equivalent in United States cents of the total amount paid in Liverpool. The magenta numbers at the lower left are New York registration numbers. Since the cover was addressed to New York, they are positioned under the address. The letter is addressed to “2, Broadway, Bowling Green.” The large black **E** may relate to local delivery of the letter. Covers with similar letters are shown in Figure 69 (K) and Figure 70 (I) on pages 53 and 54 of my registered mail book. Both are also addressed to New York City street and house numbers.

Western covers from July 1, 1851 until June 30, 1863 show the 5¢ higher international rate required for West Coast mail, 29¢ to England. Figure 9 shows a cover posted at San Francisco on September 21, 1860 with three 10¢ Type V 1857 stamps overpaying the rate by 1¢. The “606” is the San Francisco registration number. The steamer *Uncle Sam* sailed for Panama the same day. The mail was transported across the isthmus by rail to Aspinwall, where it was put on *North Star*, which sailed October 6 and arrived in New York on October 14. The *New York Times* reported *North Star* carried almost \$2 million in treasure, including



Figure 9. September 25, 1860: San Francisco to Cumberland, England. Three 10¢ Type V stamps overpaid by 1¢ the 29¢ West Coast rate to England. The registry fee of 5¢ was prepaid in cash. Sent via Panama. New York red 21½ credited England 19¢ (sea and British internal) plus 2½¢ (half the 5¢ registration fee). Registration numbers from San Francisco (left) and from New York (lower right). Carried by British ship.

mail and specie transferred from *John L. Stephens*, which left San Francisco on September 11, but experienced engine problems near Acapulco. The New York exchange office marked in red its 21½ credit to Britain, the split registration fee marking for British packet (16¢ sea, 3¢ British internal plus 2½¢ for half the registration fee) and wrote transit number “1088” at the lower right. Both indicated registration. The letter was sent to Boston where it was put on the Cunard *Canada*, which departed on October 17 and arrived at Queenstown on October 27. In London a red crown **REGISTERED** was applied at the lower left.

A May 1, 1863 cover not illustrated (Figure 101 on page 75 of my book) bears a pair of 24¢ stamps and a 10¢ stamp paying 58¢ double West Coast rate postage from Oakland, California. The 5¢ registration fee would have been paid in cash. The cover is marked with a New York transit number and has a red manuscript “40½” credit to Great Britain for two

times 19¢ plus 2½¢, half the registration fee.

The next period of United States registered rates is the 20¢ fee period (after July 1, 1863). Figure 10 shows a February 18, 1867 cover with a black straightline **REGISTERED** marking and a single 24¢ 1861 stamp paying the treaty rate. The cover, which contained a letter dated “17 Feby 1867,” was carried on *Golden City*, which sailed for Panama the same day. It was transported by rail from Panama to Aspinwall, where it was put on *Ocean Queen*, which sailed on March 5 and arrived in New York March 14. There is a red **NEW-YORK REGISTERED MAR 16** double circle and transit number “9668”. The letter was carried by the American-contract Inman Line *City of Boston*, which left New York March 16 and arrived in Queenstown March 27. It is difficult to be certain, but there appears to be a red crayon “13” across the address. This would be the correct credit marking for an American packet, 3¢ English inland plus half of the United States 20¢ registration fee. If the cover had been carried by British packet, the accounting would have been 19¢ plus 10¢ = 29¢. There are two strikes of an oval London registration marking.



Figure 10. Black straightline REGISTERED and number “275” of San Francisco, February 18, 1867 to London. The treaty rate to Britain was paid by the 24¢ 1861 stamp; 20¢ registration fee prepaid in cash. New York double circle REGISTERED and “9668” transit number. Carried by an American packet. The faint red crayon 13¢ credit to England represents 3¢ British internal postage plus half the 20¢ U.S. registration fee.

On June 1, 1867 the United States required all registration fees to be paid by stamps. This also applied to foreign registration. As was explained in Part 1, the Canadian registration fee remained 5¢ (per treaty) until 1875. The United States registry fee remained 20¢. The treaty with England provided a split fee, so the actual amount of the fee given to England remained 10¢. However, now both the postage and the registration fee can be found paid by stamps on the covers.

Only three covers to England are recorded showing the 20¢ registration fee paid in stamps. Figure 11 is the earliest of the three, and it is the earliest recorded use of stamps paying the 20¢ registry fee to any destination. On this cover the pair of 10¢ 1861 stamps paid the registration fee and the pair of 24¢ 1861 stamps paid the double treaty rate postage to Great Britain. The cover appears to have originated at New York, where the blackish **NEW-YORK REGISTERED JUN 4 1867** circular marking was struck. Since the payment of registration by stamps began June 1, 1867, this is the fourth day of use. Across the



Figure 11. June 4, 1867: Earliest use of stamps paying the U.S. registration fee. New York to London, posted four days after the requirement that registration be prepaid by stamps. The 10¢ 1861 pair pays the 20¢ registration fee and the 24¢ 1861 pair pays double the treaty rate postage. New York registration number “7431” at upper left. Red crayon 48 credit to Britain for double 16¢, double 3¢ and half the 20¢ registration fee.



Figure 12. November 10, 1867: Milltown, Maine town mark and “Reg. No. 9.” A strip of four 10¢ 1861 and two 2¢ 1863 stamps paid 24¢ treaty postage to Bradford, England plus 20¢ registration. The Portland exchange office credited only 3¢ British internal and did not include half the registration fee. No indication of registration in England.

address, a credit marking in red pencil reads “48.” This represents double 19¢ credit for British ship plus 10¢ (half of the 20¢ fee). The marking is always in red because per treaty regulations, registered mail had to be prepaid, so the sending country had to give credit to the receiving country. The black registration number (7431) is written at the upper left,

where an origin number usually would be placed by New York. The other numbers in crayon (8, 6 and 53) appear to be British. There are two British registered postmarks. I should also note that this particular New York registered postmark shows a year date only during 1867. The marking continued in use until 1873.

A second 20¢ cover is shown in Figure 12. This is a single rate cover, posted at Milltown, Maine, on November 20, 1867 and addressed to Bradford, Yorkshire. The 20¢ registration fee and the 24¢ transatlantic postage are paid by four 10¢ 1861 and two 2¢ 1863 stamps. The “Reg No. 9” is the origin registration marking. This cover was sent through the Portland exchange office which struck **3 PORTLAND ME. AM. PKT.** It was carried by the Allan Line *Hibernian*, which sailed from Quebec November 23 and arrived in Londonderry December 4. The Portland marking credited only 3¢ to Britain for British internal and did not include half the 20¢ registration fee; the correct credit to Great Britain should have been 13¢. The insufficient credit probably explains why the British post office did not treat this as a registered letter. No British registered markings were applied. A Bradford backstamp reads BRADFORD YORKS DE 6 67.

Figure 13 shows the third cover, sent December 24, 1867 from Paterson, New Jersey to Cheetham, near Manchester, England. At the left is a manuscript “78” below a black straightline **REGISTERED (R-PA-1).**⁸ The combination of stamps is similar to the cover in Figure 12, two 24¢ stamps and two 10¢ stamps paying double the 24¢ international rate plus a 20¢ registration fee. The red **NEW-YORK REGISTERED DEC 25** on the front and reverse has no year date. The black “13192” is a New York registration number. Like the Figure 11 cover, it bears a red crayon “48” credit to Britain for half the 20¢ registration fee plus two times 19¢ (16¢ sea and 3¢ British internal). It was carried on the Cunard *Russia*, which left New York December 25 and arrived in Queenstown January 3, 1868. Since 10¢ was credited for registration, the cover was registered in the United Kingdom, as confirmed by the red London crown **REGISTERED** marking. A red oval REGISTERED MANCHESTER 4 JA 68 was struck twice on the reverse.

The British registration fee on mail to foreign destinations was reduced from 6d to 4d



Figure 13. Paterson, New Jersey red circular datestamp, black straightline REGISTERED and “78,” sent December 24, 1867 to Cheetham, England. Two 24¢ and two 10¢ stamps pay 48¢ double treaty rate plus 20¢ registry fee. Red crayon 48 credit to Britain for double 16¢ sea, double 3¢ British internal, and 10¢ for half the registration fee.



Figure 14. December 3, 1867: Registered from Bradford, Yorkshire, England to Harlem Springs, Ohio. Bradford's "107" grids cancel a 1/- green and vertical pair of 2d blue stamps, paying 1/- treaty rate postage plus 4d registration fee. Sent on American packet. The red crayon markings may be "21" and a partially written "4" representing credit to U.S. 21¢ (16¢ sea and 5¢ internal) and 4¢ (half the registration fee). New York registration "11575."

effective February 1, 1866.⁹ Figure 14 illustrates a cover on which the 4d registration fee and one shilling international rate was prepaid. It was sent from Bradford, West Yorkshire, on December 3, 1867, addressed to Harlem Springs, in eastern Ohio. It was carried by the Inman Line *City of Boston*, which sailed from Queenstown December 5 and arrived in New York December 16, as confirmed by the red **NEW YORK AM PKT** handstamp. The red crayon at the lower left may be the credit to the United States of 25¢, indicated by 21 (16¢ sea and 5¢ United States internal) and a partially written 4 (half of the 4d or 8¢ registration fee). The black 11575 written below the stamps appears to be a New York registration number.

On January 1, 1868, the international rate under the United States-British postal convention was reduced from 24¢ to 12¢. Article VI of the 1867 amendments to the convention affirmed that the registration fees collected in each country were to be divided equally between the two countries. Article VIII required the United States to account to Britain for the amount charged for the registration from the United Kingdom to the countries or colonies to which registered letters can be sent from the United Kingdom.¹⁰ As noted, this was 4d or 8¢. At the same time, the United States reduced to 8¢ its registration fee to Great Britain, most of Europe and certain more distant countries.¹¹ Figure 15 shows a cover with two 10¢ 1861 stamps (11 x 13 grill) with red **NEW-YORK REGISTERED MAR 28** (no year date) addressed to London, where a black oval registered marking was applied on April 8, 1868. The 20¢ prepayment paid the 12¢ international rate plus the 8¢ registration fee. This cover was carried by the Inman Line *City of Baltimore*, which departed New York the same day and arrived in Queenstown April 7. The blue crayon marking below the oval **REGISTERED LONDON** handstamp is probably a British registration marking.

An attractive cover with two 10¢ 1869 stamps is shown in Figure 16. This November 26, 1869 cover to Newport, Monmouthshire, England bears a blue-green straight line **REGISTERED** (R-CL-4) with an octagonal **CLEVELAND O NOV 26** postmark. This scarce Cleveland octagon was used primarily, if not exclusively, on registered mail. I



Figure 15. Cover to England showing the reduced registration fee of 8¢ paid with stamps. Here a pair of 10¢ 1867 grills stamps paid the 12¢ treaty rate plus the 8¢ registration fee from New York, March 26, 1868. New York marked its serial registration number “10483.” The blue crayon marking is probably a British registration number.



Figure 16. Seldom-seen blue-green Cleveland octagon datestamp and straightline REGISTERED on November 26, 1869 cover to Newport, Monmouthshire, England. The pair of 10¢ 1869 stamps paid 12¢ treaty rate postage and the 8¢ registration fee. Poorly struck NEW-YORK REGISTERED NOV 30 but no transit registration number. The blue “9125” is a British registration number. Illustration courtesy of Michael Laurence.

showed another strike on a registered cover to Canada in the first installment of this series (*Chronicle* 260, Figure 9). On the cover in Figure 16, there is a red New York double circle registration postmark (R-NY-8) that is strikingly similar to markings still in use today. Also a black London registered oval postmark with blue crayon “9125.” As with the cover in Figure 15, the 20¢ prepayment covered the 12¢ treaty postage rate plus the 8¢ registration



Figure 17. San Francisco November 30, 1872 circular registry datestamp on a cover sent to Galway, Ireland. The pair of 7¢ Bank Note stamps paid the 6¢ treaty postage rate and the 8¢ registration fee. The number in upper left is from San Francisco.

fee. The cover was carried on the Hamburg American Line *Silesia*, which sailed from New York November 30 and arrived in Plymouth on December 10. The United States was still crediting Great Britain for half the 8¢ registration fee, but the accounting is not shown.

On January 1, 1870 the postal rate from the United States to the British Isles was halved again, to 6¢, but the registry fee remained 8¢. Figure 17 shows an 1872 cover with pair of 7¢ Bank Note stamps and a black **SAN FRANCISCO CAL REGISTERED. NOV 30** (R-SF-2) sent to Galway, Ireland. The 14¢ in stamps paid the 6¢ treaty rate and the 8¢ registration fee. This cover was sent by train to New York and carried on the Hamburg American *Silesia*, which departed New York December 6 and arrived at Plymouth December 16. Backstamps show the letter transited Dublin the same day and arrived at Galway on December 17.

Figure 18 shows a cover mailed just before the Universal Postal Union went into effect. Posted on May 21, 1875, this cover bears a faint blue double circle Buffalo, New York registered marking and two 10¢ Bank Note stamps. Since the treaty rate to Great Britain was only 6¢, this must have been a double weight cover (2 x 6¢ plus the 8¢ registration fee). The red **NEW YORK REGISTERED MAY 28** single circle is a late treaty period marking. The blue handstamped **16616** is a New York number. This cover was probably carried on the Cunard *Russia*, which departed New York May 26 and arrived in Queenstown June 4. There is a British crown registered postmark. A backstamp indicates the letter reached Birmingham the next day.

Registered Covers from Australia

The Australian gold rush in the 1850s attracted American adventurers from whom a fair amount of registered correspondence has survived. Until the Pacific Mail Steamship Company began to operate in 1867, most registered covers sent from Australia to the United States passed through Great Britain. The earliest known cover registered in Victoria and mailed to the United States is shown in Figure 19. This 1853 cover, from the goldfields town of Bendigo Creek, Victoria, is addressed to New Bedford, Massachusetts. It was sent as a private ship letter registered at Victoria and registered in England, but not registered



Figure 18. May 24, 1875: Buffalo, New York to Birmingham, England. Two 10¢ Bank Note stamps paid double the 6¢ treaty rate postage plus the 8¢ registration fee.



Figure 19. Bendigo Creek, Victoria to New Bedford, Massachusetts: 2d postage to Melbourne and 6d registration paid in cash. The “47” and “139” are registration numbers. Carried from Melbourne June 1, 1853 on private ship *Typhoon*. Debit to Britain of 1/2d (28¢) for 8d private ship and 6d British registration fee. Carried across the Atlantic by the Havre Line *Humboldt*. Rated due 49¢ for 16¢ sea, 5¢ U.S. internal, and the 28¢ debited to England. The debit included the British registration fee even though the U.S. had no registration in 1853. Illustration courtesy of Dale Forster.

in the United States, since the United States had no registration in 1853. A gold nugget had been enclosed.

All registration had to be prepaid in Australia so a 6d fee was paid in cash and an additional 2d was paid for the letter to reach Melbourne.¹² These are indicated by the magenta manuscript “Registered” and “2.” The cover was carried by private ship *Typhoon*, which

left Melbourne June 1, 1853 and sailed via Cape Horn to England, where it was rated in black “1/2,” representing a debit of 28¢ to Great Britain. This comprises the 8d private ship fee plus 6d British fee for registration (to be collected from the addressee). There is a London September 29 backstamp. Then cover crossed the Atlantic on the Havre Line *Humboldt*, which sailed from Southampton September 1 and arrived in New York October 14. It was postmarked **NEW-YORK AM. PACKET OCT 15** in black. The 49¢ due postage, indicated in black manuscript, represents the sum of 16¢ sea, 5¢ United States internal and the 28¢ (1/2d) that was previously debited. Since the United States had no official registration at this date, the cover was not registered within the United States.



Figure 20. August 23, 1855: Via the Pacific route from Adelaide, South Australia, to San Francisco. The strip of three 2d South Australia stamps paid the ½-ounce ship letter rate. Manuscript 6 indicates 6d registration fee paid in cash. Adelaide REGISTERED No. 1950. Sent by private ship to Panama and then via PMSS to San Francisco, with 20¢ steamship postage due in San Francisco. Although registered in Victoria, the cover was not registered in the United States. Illustration courtesy of Dale Forster.

The cover shown in Figure 20 was sent from Adelaide, South Australia, August 23, 1855 to San Francisco. A strip of three 2d South Australia stamps prepaid the ½ ounce ship letter rate.¹³ A magenta “6” indicates that the 6d registration fee was paid in cash. The cover bears red handstamp **REGISTERED NO.** (a very early example of “No.” in a registration handstamp) with black manuscript “1950” and a circular handstamped **PAID ADELAIDE S.A. AU 23 1855**. This cover was probably carried by a private ship to Panama and transferred to an American-contract Pacific Mail Steamship Company packet to San Francisco. There, the black 20 was applied to charge the recipient for the incoming steamship fee (over 2,500 miles) from Panama to San Francisco. This was the only United States due charge. Had the letter arrived on a sailing ship, a 6¢ ship fee, instead of the 20¢ steamship fee, would have been due. While the United States had domestic registration as of July 1, there was no convention for exchanging registered letters with other countries.

Another early cover from Victoria is shown in Figure 21. This was posted in Geelong, Victoria on November 1, 1855. Geelong was the port town that gave access to the Ballarat goldfields. The cover is franked with a Victoria one shilling rose and blue registration stamp (the world’s first registration stamp) and two blue 3d stamps paying the Victoria 6d ship



Figure 21. Geelong, Victoria November 1, 1855 to Harrisburg, Pennsylvania. Two 3d Victoria stamps paid the 6d ship letter fee. Rose and blue stamp paid 1/- registration fee. Sent on clipper *James Baines* from Melbourne via Cape Horn to England. Sent on Collins Line *Quaker City* arriving New York March 21, 1856. Postage due of 45¢: 12¢ ship to U.K., 12¢ U.K. registration, 16¢ transatlantic and 5¢ inland. Courtesy Dale Forster.

letter fee.¹⁴ All three stamps were canceled by barred oval “2 V” handstamps. “Registered” and “1425” were marked in pen. The manuscript “1/” probably restates the Victoria registry fee. The letter was carried from Melbourne on the clipper ship *James Baines* of the Black Ball Line, which left on November 28 (carrying 80,000 ounces of gold) and arrived at Liverpool March 2, 1856.¹⁵ Backstamps show the 6d British registration fee and Liverpool Australian Packet March 4, 1856. The “24” written to the left of the blue stamps is a debit to the United States representing 12¢ ship to the United Kingdom and 12¢ British registration. The letter was carried by the American-contract Collins Line *Quaker City*, which sailed from Liverpool March 5 and arrived in New York March 21, the date of the black **NEW-YORK AM. PACKET.** handstamp. The due postage is indicated by the black **45** below the 3d stamps. This sum comprised 24¢ debit to the United States plus 16¢ transatlantic and 5¢ United States inland postage. Note that this cover also predated the registration treaty between the United States and the United Kingdom so there was no British credit to the United States for half of the registration fee. There is no indication the cover was registered within the United States, but the U.S. had to collect the unpaid British registration fee.

The next three covers all show a prepayment of three shillings and are not fully understood. Based on research by John Barwis, Colin Tabcart, and Richard F. Winter, the 3 shilling prepayment is thought to represent the sum of the 6d rate from Victoria to the United Kingdom, 1 shilling Victoria registration fee, the 1 shilling rate from the United Kingdom to the United States, and 6d registration fee from the United Kingdom to the United States. However, Britain handled these covers differently. Sent in 1860, the Figure 22 cover was treated as not registered to the United States and as an open mail letter paid only to the United States frontier. The covers in Figures 23 and 24, sent in 1861 and 1862, were treated both as registered to the United States and fully paid to the U.S. under the treaty.

The first of the three, Figure 22, was illustrated in my registered mail book as Figure



Figure 22. July 13, 1860: New Inglewood, Victoria to Albion, Illinois. Paid 3/- likely for 6d rate from Victoria to the U.K., 1/- Victoria registration fee, 1/- U.K.-U.S. rate, and 6d British registration fee. Victoria's 1/6d credit to Britain was apparently deemed insufficient. London crossed out every "registered" notation and sent the cover unregistered to the U.S. Sent as an open mail letter by American packet with 16¢ credit to the U.S. for sea postage only; 5¢ U.S. internal due. Illustration courtesy of Dale Forster.

99 on page 73. This is an 1860 registered cover from New Inglewood, Victoria July 13, 1860 to Albion, Illinois, prepaid by three one shilling Victoria stamps canceled with New Inglewood barred 296 cancels. A rimless red circular **REGISTERED MELBOURNE JY 16 60** marking was applied at Melbourne and a clerk there wrote in red crayon "Registered" and "1/6," to indicate a credit from New South Wales to Britain of 1/6d. The meaning of this credit is uncertain. Instructions dated April 1, 1857 to the London foreign-mail division provided that on registered letters posted in colonies not under the control of the British Postmaster General and passing through Britain to other countries, the colony must credit Britain half the registration fee from the colony to Britain and the postage and the registration fee from Britain to the destination country.¹⁶ Based on this regulation, the expected credit would have been the sum of 6d (half the Victoria registration fee), 6d (the full British registration fee), and either 8d (the open mail sea rate to the United States shore) or 10½d (the 8d sea rate plus 2½d or 5¢ United States internal). As a result, the credit would have been either 1/8d or 1/10½d, respectively. However, Victoria credited Britain only 1/6d.

The letter left Melbourne July 26 on the P&O steamer *Ottawa*, which arrived at Suez September 4, 1860. It was transported overland to Alexandria, where it was put on the P&O *Pera*, which sailed September 5 and arrived in Southampton on September 19.¹⁷ The London office applied the red oval **REGISTERED LONDON B M 19 SP 60** and the red crown **REGISTERED**. However, perhaps because the credit from Victoria to Britain was insufficient, the letter was not registered to the United States. We know this because Britain credited to the United States only 16¢ sea postage. It did not credit half the registration fee. In what appears to be the same magenta ink as the credit, the word registered was crossed



Figure 23. April 6, 1861: Castlemaine, Victoria to Boston. Three Victoria 1/- stamps paid postage and registration fees to destination. Victoria 1/6d credit to Britain. Sent by P&O relay to Southampton and by British packet *Persia* to New York. British credit to U.S. “5/6” designates 5¢ U.S. internal postage and 6¢ (half the registration fee); 21/6 credit for American packet crossed out. While there are no Boston registration postmarks, this cover was registered in the U.S. Illustration courtesy of Dale Forster.

out in every place it appeared on the letter. On September 21, the cover was sent on the Allen Line steamer *North American*, which arrived at Quebec October 2, and then was sent by rail to Chicago. The Chicago exchange office marked in blue **CHICAGO AM. PKT. 5 OCT 4** to indicate 5¢ was due for United States internal postage under the convention. The final destination was Albion, Illinois. This is a very strange use.

The second cover in this grouping, shown in Figure 23, has the same franking, also prepaid by three one shilling stamps. A backstamp indicates the cover was posted in Castlemaine, Victoria on April 6, 1861. The Melbourne office struck in red **REGISTERED MELBOURNE APR 8 61** and may have written in red “644 Registered.” The 1/6d credit from Victoria to Britain is written in light magenta at the upper right.

The cover was carried by the P&O *Northam* leaving Melbourne April 26 and arriving Galle May 15; then by *Simla* from Galle May 19, arriving at Suez June 5; and finally from Alexandria by *Ceylon* June 6 arriving in Southampton June 20.¹⁸ As with Figure 22, London struck the red oval **REGISTERED LONDON E 20 JU 61** and the red crown **REGISTERED**. But unlike the prior cover, London treated the letter as fully prepaid and as registered to the United States. The magenta 5/6 credited 5¢ United States inland and half of the 6d registration fee, 6¢. The crossed-out “21/6” would have been the credit if the letter had been carried by an American-contract steamer. It was carried by the Cunard *Persia* from Queenstown June 24 arriving New York July 5. The letter was addressed to Boston, where the exchange office applied **BOSTON BR. PKT PAID JUL 6** in red, indicating the letter was fully prepaid.

The last cover in this grouping, sent in 1862 cover from Ballarat, Victoria to Cincinnati, Ohio is shown in Figure 24. This is a very interesting cover, prepaid by examples of Victoria’s one shilling blue and two shillings green stamps, both canceled by 5 in grid. The cover bears two red circular markings, **REGISTERED BALLARAT A JA 24 62** and **REGISTERED MELBOURNE A JA 25 62**. The magenta 1/4½d credit from Victoria to



Figure 24. January 24, 1862: Ballarat, Victoria via Southampton and the Detroit exchange office to Cincinnati. The magenta 1/4½d credit from Victoria to Britain (under crown marking) may sum the 6d British registration fee, 8d sea from England, and 2½d U.S. internal postage. Carried by the P&O relay to Southampton.

Britain (under the red crown arc **REGISTERED** handstamp) is 1½d less than the 1/6d credit on the two prior covers. This credit may represent the sum of the 6d registration fee (United Kingdom to the United States) plus 10½d (21¢) for the rate from England to the United States—8d (16¢) sea plus 2½d (5¢) United States internal postage. It also may imply that three shillings overpaid the rate to the U.S., since the sum of the 1/4½d credit, the 6d rate from Victoria to Britain, and the one shilling Victoria registration totals only 2/10½d.

The cover was carried by the P&O *Northam* from Melbourne January 26 to Galle February 15, by *Nemesis* from Galle February 18 to Suez March 5, overland to Alexandria where it departed on *Pera* March 6 arriving Southampton March 19. London applied the red oval **REGISTERED LONDON E 19 MR 62** and crown arc **REGISTERED**. The red crayon 21/6 credit accountancy marking represents 21¢ sea and United States internal postage and 6¢, half the 6d British registration fee from the United Kingdom to the United States. The Allen Line *Jura* carried the cover from Londonderry on March 21, arriving in Portland March 31, whence it was transferred in closed bag via the Grand Trunk Railway to Montreal and then Detroit. The red **DETROIT AM. PKT. 24 PAID AP 6** indicates the full 24¢ rate had been prepaid. Although there does not appear to be a manuscript United States registration number, the cover would have been sent in the registered letter bag to Cincinnati. The only registration number “No T 88” is probably an origin number. There are no American registration postmarks, but this cover certainly was registered within the United States.

New South Wales followed Victoria (see Figure 21) in creating the world’s first registration stamps. Figure 25 shows the only known use of a New South Wales registration stamp on correspondence to the United States. Franked with a 6d stamp and a 6d registration stamp for carriage to Panama, this cover bears a red oval **REGISTERED SYDNEY N.S.W. B DE 31 1866** handstamp. It was carried on the Panama, New Zealand and Australian Royal Mail Company Line *Mataura* from Sydney January 1, 1867 and from Wellington January 8. It stopped at Rapa Nui for coal and arrived in Panama on February 4, a voyage of 6,500 miles.¹⁹ The letter was carried by rail across Panama and then by the steam-



Figure 25. December 31, 1866, via Pacific route from Sydney to Providence. Only known cover with New South Wales registration stamp to the U.S. Carried on New Zealand-Panama Line steamship *Matura* to Panama. Courtesy of Dale Forster.

ship *Rising Star* from Aspinwall about February 12 to New York on February 22. There the **STEAMSHIP 10** due marking was applied. While the cover bears no credit marking for United States registration, the New York post office registered it (transit registration number “9856” at lower right) and sent it on to its addressee at Providence, Rhode Island.

In January 1868, the postage rate from Victoria via Southampton to the United States was reduced from one shilling to 11d.²⁰ The cover in Figure 26, addressed to McMinnville, Tennessee, was prepaid 2/5d on March 2, 1868 by four Victoria stamps of the 1863-67 issue: a 1d green, a 4d rose and pair of one shilling blue on blue stamps. This overpaid the required postage of 2/3d, which is the sum of the 11d rate from Victoria to the United States, one shilling Victoria registration fee, and 4d British registration fee. The stamps were canceled with numeral 40 grids from Echuca, a Murray River town that was then Australia’s largest inland port. A black rectangular **REGISTERED** was marked in the lower left. The letter was processed in Melbourne the next day. The blue crayon markings and the magenta “42” at the bottom are registration numbers. The credit from England to the United States changed to 8¢ since the 1867 amendments to the United States-British Convention required Britain to account to the United States for the amount chargeable in the United States for the registration to countries to which registered letters can be sent from the United Kingdom.²¹ This credit is indicated by the large black 8. No credit for postage is indicated. Consistent with the endorsement, the cover was carried by the P&O steamers *Bombay*, Melbourne March 4 to Galle March 23; *Surat*, Galle March 26 to Suez April 10; overland to Alexandria; *Bangalore* April 12 to Southampton April 25.²² The New York date in the marking is not entirely clear, but the **BR. TRANSIT** at the bottom indicates the letter probably was carried by the Cunard *China*, which left Queenstown April 26 and arrived New York May 7.

Registered covers from Hawaii

Fred Gregory discusses letters from Hawaii that were registered in the San Francisco post office for other destinations.²³ There was no registration between the United States and Hawaii. However, mailers could prepay the U.S. registration fee by including stamps in the amount of the fee in addition to postage. Honolulu prepared a separate waybill for regis-



Figure 26. March 2, 1868: Echuca, Victoria to McMinnville, Tennessee. Prepaid 2/5d by 4d rose, 1d green and two 1/- blue Victoria stamps, which overpaid the total rate of 2/3d: 11d postage from Victoria to U.S., 1/- Victoria registration fee and 4d British registration fee. Cover illustration courtesy of Dale Forster.

tered letters. A memo dated April 15, 1867 stated: "Registered letters for Europe or America are forwarded from this office, under cover, to the P.M. at San Francisco."

During the period from which letters are known, the registration fee was to be paid in stamps (which was required on or after June 1, 1867). Michael Laurence illustrated an 1872 cover, shown here as Figure 27, from Honolulu to Durham, England that, in addition



Figure 27. June 25, 1872: Honolulu to Durham, England. The 6¢ Kamehameha V stamp paid Hawaii treaty rate and pair 10¢ 1869 stamps overpaid 6¢ postage and 8¢ registration to England. Carried to San Francisco by bark *D.C. Murray* arriving July 17; then by rail across the United States. Illustration from Siegel Auction May 2011.

to a Hawaii 6¢ yellow-green Kamehameha stamp paying the United States-Hawaii treaty rate, bore a pair of the 10¢ 1869 stamps overpaying by six cents the 6¢ United States-United Kingdom Convention postage and the 8¢ fee for registration.²⁴ The mixed franking was required by Article V of the United States-Hawaii postal convention, which became effective May 4, 1870.²⁵ The cover was carried to San Francisco by bark *D.C. Murray*, which arrived July 17. The “891” was probably the San Francisco number. There is a circular **SAN FRANCISCO CAL. REGISTERED JUL 20** and a partially struck British crown **REGISTERED**. Laurence describes a similar 1872 cover also bearing 6¢ Kamehameha stamp with a 12¢ 1869 with a 2¢ Bank Note showing the proper rating, 6¢ postage and 8¢ registration. Both covers bear a red straightline **REGISTERED** handstamp, which is Hawaiian, not from San Francisco. Therefore, although not official, Hawaii did have registered postmarks. I have a scan of an 1877 cover with a 12¢ Hawaii and two 10¢ Bank notes stamps to Reading, Michigan, which has the same red straightline REGISTERED marking.

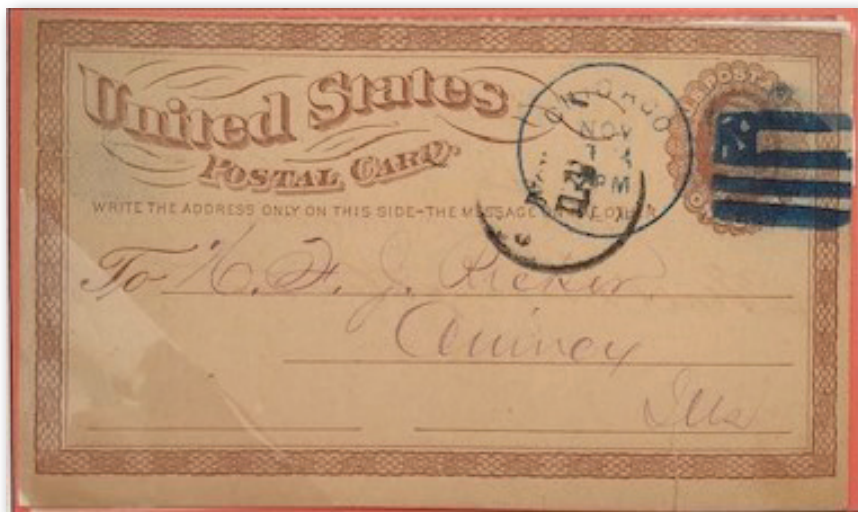
The next installment in this series will cover the exchange of registered mail with Germany and the final installment will treat the exchange of registered mail between the United States and the rest of the world.

Endnotes

1. James W. Milgram, M.D., *United States Registered Mail 1845-1870* (Miami, Florida: David G. Phillips Publishing Company, Inc., 1998)
2. Richard F. Winter, *Understanding Transatlantic Mail, Volume 1* (Bellefonte, Pennsylvania: American Philatelic Society, 2006), pg. 160.
3. Colin Tabcart, *Robertson Revisited: A Study of the Maritime Postal Markings of the British Isles Based on the Work of Alan W Robertson* (Limassol: James Bendon, 1997), pg. 168, marking M44.
4. Additional Articles dated March 20 and April 9, 1856 to the United States-United Kingdom Postal Treaty, 16 *U.S. Statutes at Large*, pp. 815-22.
5. Winter, *op. cit.*, pg. 160.
6. Richard F. Winter, “Earliest Recorded Registered Letter Under the U.S.-U.K. Treaty of 1848” *Chronicle* 188 (November 2000), pp. 301-02.
7. Winter, *Understanding Transatlantic Mail, Volume 1, op. cit.*, pg. 161, Figure 3-212.
8. All R-xx-xx series numbers refer to entries in the catalog section of Milgram, *United States Registered Mail 1845-1870, op. cit.*, pp. 89-175, or new listings for that section.
9. Winter, *op. cit.*, pg. 160.
10. Additional Articles dated June 18, 1867 to the United States-United Kingdom Postal Treaty, 16 *U.S. Statutes at Large*, pg. 834.
11. *United States Mail and Post Office Assistant* reprint (Chicago: Collector’s Club of Chicago, 1975), vol. 2, pg. 352.
12. Richard Breckon, “Postal Rates of Victoria to the United Kingdom 1850-1901,” *Philately from Australia* (December 1999), pg. 153.
13. Colin Tabcart, *Australia New Zealand UK Mails Volume I – to 1880, Second Edition* (Fareham, England, Colin Tabcart, 2011), pg. 43.
14. *Ibid.*, pg. 55.
15. *Ibid.*, pp. 162, 164.
16. *Ibid.*, pp. 12-13.
17. *Ibid.*, pg. 226.
18. *Ibid.*, pg. 229.
19. *Ibid.*, pp. 294-301.
20. This is consistent with the 22¢ rate from the U.S. via Southampton to Victoria that was also effective in January 1868. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPO-UPU*, Revised Edition (Louisville, Kentucky: Leonard H. Hartmann, 1989), pg. 5.
21. 16 *U.S. Statutes at Large*, pg. 834 (Convention Article VIII) and pg. 839 (Regulations Article VIII).
22. Tabcart, *op. cit.*, pg. 248.
23. Fred F. Gregory, *Hawaii Foreign Mail to 1870*, Vol. II (New York, N.Y.: Philatelic Foundation, 2012), pg. 311.
24. Michael Laurence, *Ten-Cent 1869 Covers: A Postal Historical Survey* (Chicago: The Collectors Club of Chicago, 2010), pg. 314.
25. 16 *U.S. Statutes at Large*, pp. 1113-14. ■

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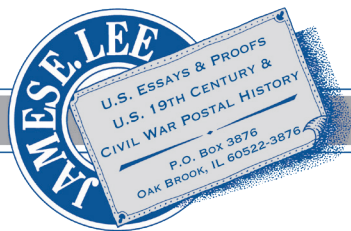
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EXPLANATION OF PROBLEM COVER IN CHRONICLE 261

Our problem cover from *Chronicle* 261, shown in Figure 1, was provided courtesy of the archive of the Robert A. Siegel Auction firm. Most recently this striking cover was in the Irvin Heimburger collection having previously been in the Leonard Kapiloff collection. It originated at Hampton, New Hampshire in 1870 and is addressed to Anjer, Java, in what was then the Dutch East Indies. It is franked with the rare combination of 6¢ and 30¢ 1869 stamps. The front of the cover bears a sender's directive "Via Marseilles," a New York exchange office marking dated Oct. 5, a circular London PAID marking dated "17 OC 70" and two apparent credit markings: a red crayon "32" and a red handstamped "12½ CENTS."



Figure 1. Problem cover from *Chronicle* 261: 6¢ and 30¢ 1869 stamps on a cover from New Hampshire to the Dutch East Indies, addressed in care of "Mr. Schuit, Anjer Hotel, Anjer, Java." The cover bears the sender's directive "Via Marseilles" along with New York and London transit markings and two credit markings: a crayon "32" and a handstamped "12½ CENTS." The challenge was to explain the rate and the credit markings.

Frequent overseas contributors Geoffrey Lewis and Julian Jones provided partial solutions with Jones summing it up best:

The rate of 36¢ is correct as of 1 January 1870. The red crayon "32" reflects the U.S. exchange office credit to Great Britain which is the sterling equivalent of 1 shilling 4 pence. That is the British rate to the Netherland East Indies possessions as of 1 November 1866 for letters sent via Marseilles and on to Java by British, French or Dutch packet. The British retained 9½d and credited the Dutch 2½d—12½ cents in Dutch currency—as expressed by the red "12½ CENTS" handstamp, which was applied in London. The remaining 4d is the additional charge for mail sent via Marseilles as opposed to mail dispatched directly from Southampton.

While this is technically a factual account of the route and rates, one might wonder why pay extra to route a letter via Marseilles? For that answer your editor had to locate his copy of Michael Laurence's seminal work, *Ten Cent 1869 Covers, a Postal Historical Survey*. There on page 110 Laurence explained that there were two routes by which transatlantic mail could travel to the Far East, one via Southampton and the other via Marseilles:

For letters to destinations east of Suez there was a faster route. Instead of boarding the British steamer at Southampton, letters could be sent from England across the channel, to transit France by train to Marseilles, joining the Southampton ship in the Mediterranean. The China steamer from Southampton stopped at Malta and took on mail there. Correspondence could be sent from England "via Marseilles" as many as six days after the China steamer left Southampton, and still catch up with it in Malta. In effect, this fast transit of Europe meant an American could post from New York almost a week later, and still have a letter reach the Orient in mail that brought the "via Southampton" correspondence that had earlier left New York. This service, while quicker, was also more expensive, because a "via Marseilles" fast transit fee was added to the basic rate.

Mail to the Dutch East Indies would be handed off at Singapore and placed on board a Dutch packet for the final leg of the trip to Java. That's the service that was paid by London's "12½ CENTS" credit. By coincidence, a very similar cover which traveled to the same destination on the slower route via Southampton was offered in the Siegel sale of the "Angel" collection on March 13 (sale 1196, lot 1429). On this 1872 cover the 28¢ via-Southampton rate was paid by Bank Note stamps. The crayon credit from the U.S. to England was 24¢; the "12½ CENTS" credit remained the same.

So the rates and the credits are explained, but sometimes the back story is equally fascinating. This is the only recorded 30¢ 1869 cover to the exotic East Indies island of Java. The addressee, Randolph P. DeLancey, a resident of Hampton, New Hampshire, was a crewman aboard the whaling ship *Golden Fleece*, which embarked on its journey in 1869. The entire voyage is documented in the book *Under the Mizzen Mast: A Voyage Round the World*, by Nehemiah Adams, father of the ship's captain, Robert C. Adams. This book, which has been widely reprinted and is easily available online, briefly describes the pass through Anjer in Java. The Anjer Hotel to which the Figure 1 cover was addressed is shown in Figure 2. This structure and most everything else in Anjer was washed away by the devastating tsunami that followed the eruption of the Krakatoa volcano in 1883.



Figure 2. Photograph of the Anjer Hotel in Java before its destruction in 1883 in the aftermath of the Krakatoa eruption. Image courtesy of Mystic Seaport Museum.

PROBLEM COVERS FOR THIS ISSUE

After an exotic excursion overseas, we return to domestic mail with a pair of challenging covers submitted by James Baird, who acquired them at different times over the span of a decade. The cover in Figure 3 bears the circular postmark of Lynn, Massachusetts, dated February 16, with a matching PAID struck twice and a manuscript rating of 18¾¢. The contents are still present and the year date is 1844. This letter is addressed to Philadelphia and in the sender's handwriting bears the notation, "Steam Boat Mail."

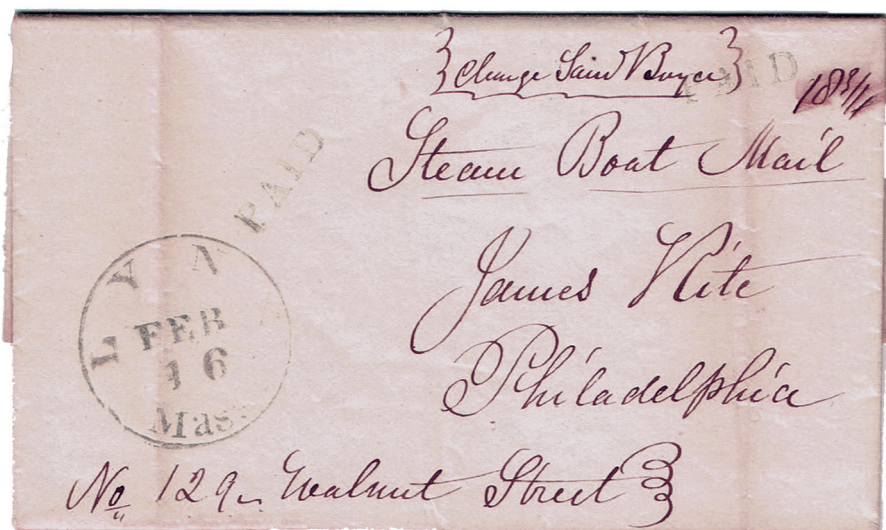


Figure 3. Lynn, Massachusetts, February 16, 1844, prepaid to Philadelphia with the notation "Steam Boat Mail" applied above the address in the handwriting of the sender. With this cover (and the cover below) the question is: what is the significance of this endorsement?



Figure 4. New York, August 19, 1841, sent to Boston rated for 12½¢ collection. As with the cover above, this bears the sender's endorsement "Steam Boat Mail." The question is: What's going on here?

The Figure 4 cover is addressed to Boston, bears a New York circular marking dated August 19 and appears to be rated for a collection of 12½¢. This too bears the notation "Steam Boat Mail" in the handwriting of the sender. The letter within is dated 1841.

For both covers, the question relates to the steamboat notations. While Lynn is in the greater Boston area, mail to New York and points south with very few exceptions was not carried by way of ocean-going vessels. From Colonial days onward, mail between Boston and New York traveled overland. During the 19th century, mail service from Boston to New York was constantly improved by the Post Office Department, culminating in an 1839 contract to carry the mail on the recently finished Boston & Providence Railroad. So why did the senders apply "Steam Boat Mail" notations to these letters? There was no inland waterway passage between Boston and New York and reliable year-round coastal navigation between the two cities would have been problematic at best. Send us your insights. ■

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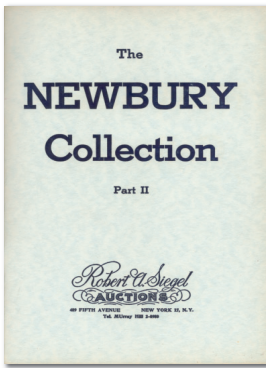


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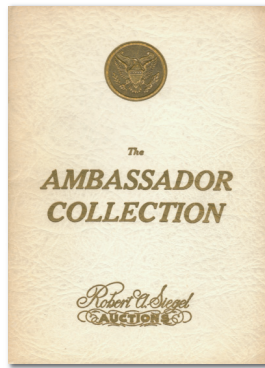
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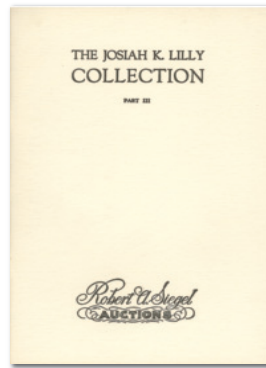
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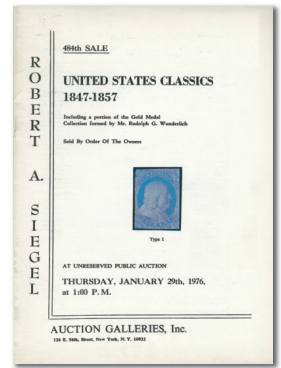
Newbury 1961



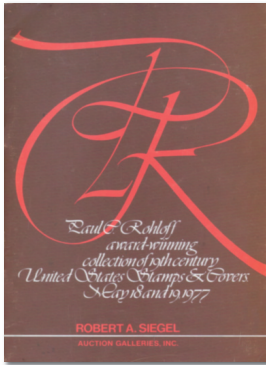
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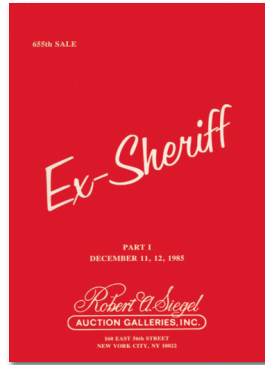
Lilly 1967



Wunderlich 1976



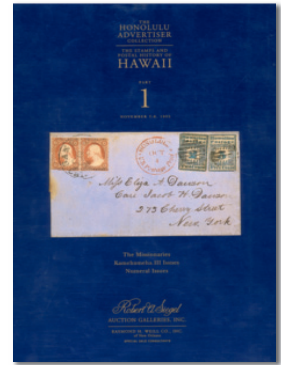
Rohloff 1977



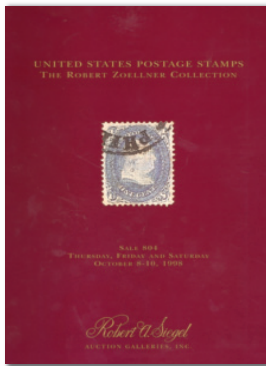
Sheriff 1985



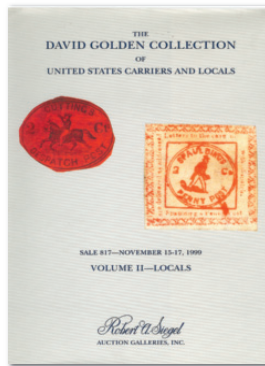
Kapiloff 1992



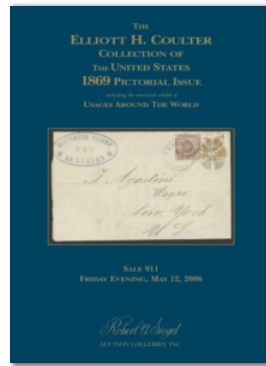
Honolulu Advertiser 1995



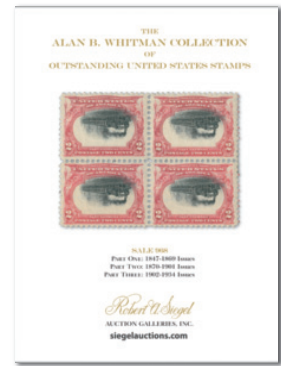
Zoellner 1998



Golden 1999



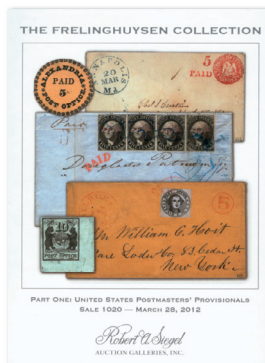
Coulter 2006



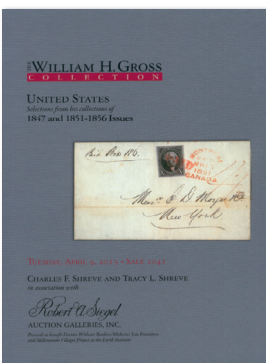
Whitman 2009



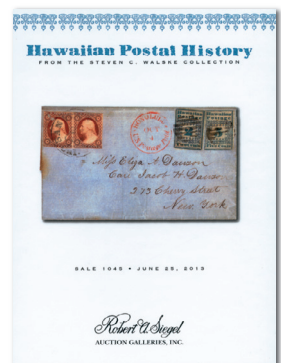
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