

The Chronicle

of the U.S. Classic Postal Issues



The 16¢ rate to Portugal via British mails via France, paid by 6¢ and 10¢ 1869 stamps, on a cover sent in early 1870 from New York to Lisbon. From the concluding installment of Richard Winter's survey article on U.S.-Portugal correspondence (both ways) from the stampless beginnings up to Universal Postal Union.

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Alfred H. Caspary



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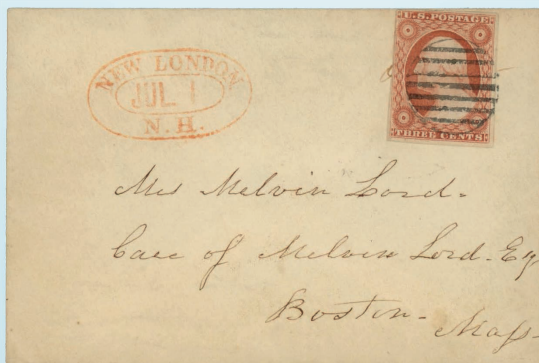


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The Chronicle

of the U.S. Classic Postal Issues

February 2021 Whole No. 269	Published quarterly in February, May, August and November	Volume 73 Number 1
\$8.75 Members \$10 Non-Members	Official publication of the U.S. Philatelic Classics Society, Inc. (Unit 11, A.P.S.) www.uspcs.org	Annual Dues \$35

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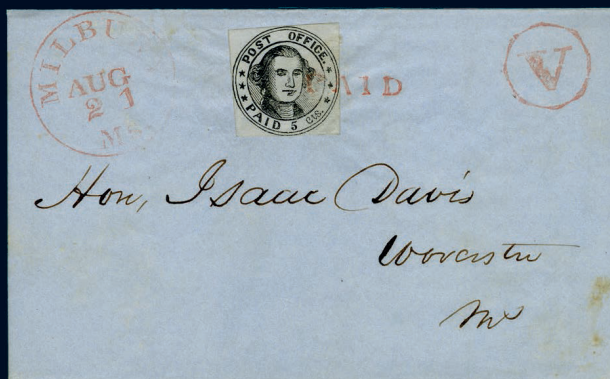
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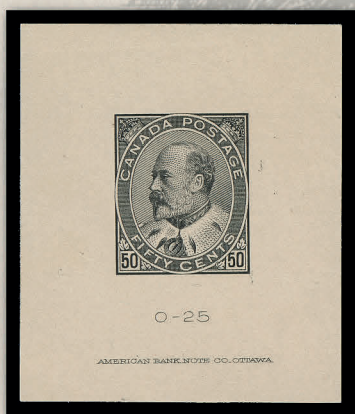
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THE EDITOR'S PAGE

MICHAEL LAURENCE

OUTSIDE THIS ISSUE

One of the loftier editorial decisions we make each year is to choose a color for the stripe on the spine of our cover. This changes annually with each new volume, and we try to pick colors that differentiate clearly, so that as the years march forward, the *Chronicles* on your bookshelf fall into a well-demarcated array of easily-sorted colors.

As a break from the primary palette, we have chosen for 2021 the dark greenish brown shade you will see on the cover of this issue. It's hard to imagine anything more subjective than color preference, but this year's color, which the standardized print-industry color chart designates as Pantone 448C, has been called "the ugliest color in the world."

A decade ago, the Australian government decided to require its use on cigarette packs after market research determined it was the least attractive color in the spectrum. The Australian Department of Health initially described it as "olive green"—but withdrew that description after defamation protests from the Australian Olive Association. So the Aussies renamed it "drab dark brown." Today Pantone 448C graces generic cigarette packaging in at least a dozen nations around the world, including France and the U.K. So now you know.

In addition to a world-beating new color stripe, this issue of the *Chronicle* contains much to occupy dark days of shut-down. In our Stampless section, James Milgram presents a newly discovered cover with a "Detroit Money Letter" handstamp, sent to France in 1855. This cover is a "first" on several counts. In another article in our Stampless section, Milgram discusses handstamped markings known to have been used on Texas coastal steamships. There aren't many.

Our Foreign Mails section this issue concludes Richard F. Winter's two-part examination of U.S.-Portugal correspondence (both ways) via British mail, from the stampless beginnings up to Universal Postal Union. This installment deals mostly with stamped correspondence and includes invaluable rate tables. Winter's article is based on a paper he delivered before the International Postal History Fellowship in Lisbon, in September, 2019.

An article in our 1847 section examines from a statistical perspective early covers bearing 1847 stamps (as well as the City Despatch Post stamps) to support observations about how our pioneer stamps were first used. Author Jay M. Weiss, an emeritus professor at Emory University, has been a member of our Society for almost half a century. This is his first contribution to the *Chronicle*, and we're happy to have it.

In *Chronicle* 266 back in May, Route Agent Charles Buck announced the discovery of a striking new Foreign Entry variety found on a 24¢ Department of State stamp. Buck returns to our Officials section this issue to describe two more new Foreign Entries found on the 6¢ State stamp—a plate with unique characteristics that has yielded a large number of fascinating varieties.

In our Bank Note section, Jeffrey Brahlin provides details of his search for covers franked with Bank Note stamps that traveled the "via Marseilles" route to the far east. He found only one, but in the research process created a useful history of how the route was

(OUTSIDE concluded on page 72)

PRESTAMP & STAMPLESS PERIOD

JAMES W. MILGRAM, EDITOR

UNOFFICIAL REGISTRATION OF A TRANSATLANTIC COVER

JAMES W. MILGRAM, M.D.

The registration of valuable mail in the United States by the Post Office Department began on July 1, 1855 for a 5¢ cash fee. There was no indemnity for lost or stolen letters. But for a ten-year period before this date, many postmasters appeared to make note of valuable contents when they were informed of such by sender.¹ This was necessary if the Post Office had to trace a lost letter. Most likely, receiving postmasters noted valuable mail on the postal bills that accompanied all letters, so the next postmaster would also treat the letter with special care.

Starting in late 1845, the Philadelphia post office began to mark such incoming letters with an “R” (for “Registered”). For nine years this continued, with Philadelphia applying a series of different types of “R” markings on incoming letters. At first the letters were unnumbered, but in the 1850s a numbering system was added.

In 1846, other post offices began to apply notations about valuable contents at the time such letters were mailed, beginning the practice of applying unofficial registered postmarks at the office of origin. These markings employed different types of registry terminology, including the phrase “money letter,” the term Canada used for marking valuable letters. I discussed these various manuscript and handstamped markings in *Chronicle* 248.²

Once official registration began, all registered letters had to bear a marking to indicate that they were registered. Officially registered letters were also numbered, although some towns had used numbering systems during the prior unofficial registration period.

One of the most interesting handstamps that has been recorded on early unofficial registered mail was applied by the Detroit postmaster. This marking is an oval surrounding the words “MONEY REGISTERED DETROIT.” Until recently only two covers bearing this marking were known, showing the months of July and September, but no year date.

Now a new cover has surfaced, shown in Figure 1, which clearly establishes usage in early 1855. This cover is remarkable not only for the Detroit registered handstamp, but because it was sent to France. Even after the United States initiated official registration, there were no treaties involving registration with France because France insisted on indemnification for registered mail, a feature the United States did not adopt until the 1890s.³

In addition to the black oval registered marking, the Figure 1 cover bears three red Detroit markings: a “DETROIT Mich. FEB 14” circular datestamp, “PAID,” and “21” in octagon, indicating cash prepayment of the 21¢ open mail rate to France via England by American packet under the British Convention. The cover was carried by the Collins Line steamer *Atlantic*, which left New York February 21 (per the “NEW-YORK AM. PACKET FEB 21” marking in red) and arrived at Liverpool March 4, 1855. It reached London the next day. Then it went to France under the 1843 Anglo-French Convention where it was marked 8 decimes due for a letter weighing less than 7½ grams. The black French marking at upper right affirms American packet carriage and shows entry at Calais on 6 March 1855, providing a firm year date for this cover.

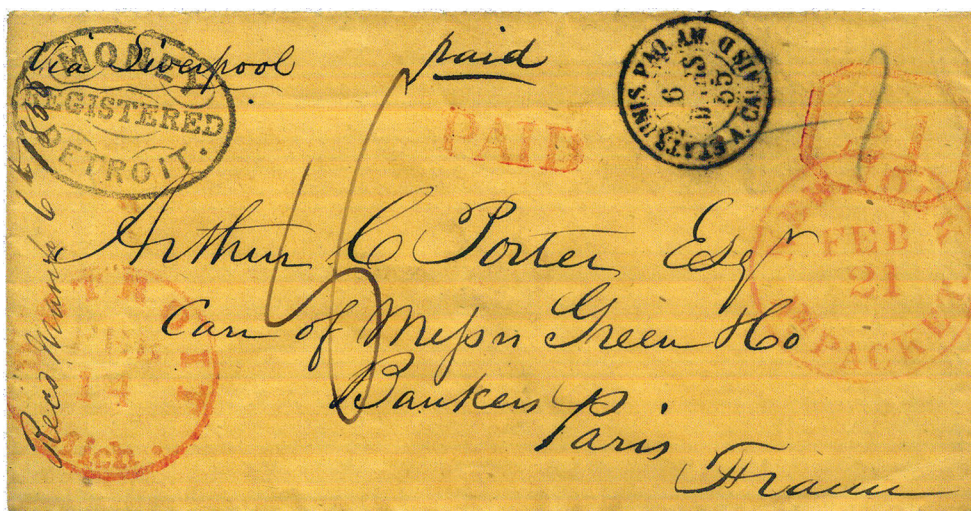


Figure 1. This newly discovered 1855 cover from Detroit to Paris is the only transatlantic cover known showing an unofficial registration marking applied at the office of mailing. The black “MONEY REGISTERED DETROIT.” oval is a registration marking from the period before official registration was inaugurated.

There are no British or French registration markings. The address is in care of a banking firm, so the supposition is that the contents were some type of negotiable paper. This cover is the only transatlantic cover known showing an unofficial registration marking applied at the office of mailing. In *Chronicle* 260, I reported two incoming covers from Europe that were struck with the “R” marking when they reached Philadelphia.⁴ The earlier, sent from Paris in October 1845, bears the large blue “R,” applied at Philadelphia within the first two weeks of the use of this marking. The other cover, sent from Liverpool in October 1850, bears the small blue “R” without a registration number. Neither cover shows any indication that it was registered in the country of origin, and of course neither could be officially registered in the United States, because official registration by the Post Office Department did not exist at the times these covers were received.

Thanks to Dwayne Littauer for the information on transit and marking.

Endnotes

1. James W. Milgram, “Unofficial Registration of Mail in the U.S. 1845-1855,” *Chronicle* 221, pp. 9-24 (2009).
2. —, “Registration of Stampless Covers,” *Chronicle* 248, pp. 298-315 (2015).
3. —, *United States Registered Mail 1845-1870* (Miami, Florida: David G. Phillips Publishing Company, 1998).
4. —, “Foreign Registered Mail: 1855-1875, Part One—Canada,” *Chronicle* 260, pp. 366-79 (2018). ■

TEXAS STEAMER HANDSTAMPS

JAMES W. MILGRAM, M.D.

This article discusses the handstamped markings known on early Texan steamship covers. The most famous vessel as well as the earliest to use handstamps was the *Columbia*, built in 1835 for the New York and Charleston Steam Packet Company. This was the first coastal steam packet in the United States. The 423-ton *Columbia* could run on wind or steam power, having one smokestack and two masts, fore and aft of the side paddlewheels. At first it ran from Charleston to New York. James Baird provided details of this operation in a *Chronicle* article in 2016.¹

The loss of the steamship *Home* in October, 1837, caused a reorganization of the company. The new line was called the Charles Morgan Line. *Columbia* was transferred to a packet run between New Orleans and Galveston on November 25, 1837. The vessel offered three classes of passenger travel: on deck, in the standard cabin, or in the main cabin which was quite fancy. Normally it completed the run between the two ports in 35 to 40 hours. Steam power was important for maneuvering in the Mississippi River below New Orleans and in the coastal passes near Galveston. *Columbia* continued service for four months in 1839 running trips on a biweekly basis. In 1837 Morgan purchased the steamer *New York*, which initially plied the New York-Charleston run but was soon redeployed to the Texas coast. This ship was sold in January, 1840.

The earliest known Texas steamship handstamp, “STEAM PACKET COLUMBIA” (M266) is known in red and black.² It appears that the red strikes are earlier, although usage of the two colors overlaps. Ter Braake lists an example dated in November, 1837.³ The cover in Figure 1 shows an undated early use with a very clear strike. The cover was sent free to Ashbel Smith, Surgeon General of Texas, then at Houston. Note the specific routing: “Steam Packet Columbia.” Smith was appointed Surgeon General in 1836. He subsequently served as Texas Secretary of War from 1844 until Texas was annexed to the United States.



Figure 1. “STEAM PACKET COLUMBIA” in red, two straight lines, with “Free,” addressed to Ashbel Smith, Surgeon General of Texas. Contents missing so no date.

Figure 2 shows a blurry strike of “STEAM PACKET COLUMBIA” also in red on an 1838 Express Mail cover originating at “WASHINGTON CITY D.C. MAR 3” (red circular datestamp) with a matching “PAID” and a manuscript “75” for triple rate over 400 miles. Prepayment was required on Express Mail letters after November 1, 1837.

This cover is addressed to another Texas Secretary of War, Bernard Bee. Because Bee was a Texan official, he did not have a free frank in the United States, but a “Galveston Free April 5th/38” notation on the reverse (shown unfolded in Figure 2) affirms free franking within Texas. The cover also bears a strike of the a black oval handstamp of SAM RICKER JR., AGENT OF THE TEXIAN POST OFFICE, NEW ORLEANS.

The latest known use of the red “STEAM PACKET COLUMBIA” handstamp is lightly struck on the cover in Figure 3. This was posted in 1839 (“NEW-YORK JAN 30” cds) and endorsed “pr express mail via New Orleans” but the postage was not prepaid so the “express” part of the notation was crossed out. The “100” U.S. postage rating indicates



Figure 2. "STEAM PACKET COLUMBIA" on 1838 Express Mail cover from Washington, D.C. via New Orleans to Houston. Black oval "SAM RICKER JR, AGENT OF THE TEXIAN POST OFFICE, NEW ORLEANS." The manuscript notation on the unfolded back-flap at top is a Texas postmark: "Galveston, April 5th/38. Free." The addressee was Secretary of War for the Republic of Texas.



Figure 3. "STEAM PACKET COLUMBIA" in two red straight lines, "NEW-YORK JAN 30 (1839)" with manuscript "pr Express mail via New Orleans" and the word "Express" crossed out in blue ink. Rated for collection of "1.00" (4x25¢) and sent to a New Orleans merchant who directed it to Houston. The name of the New Orleans firm was crossed out when the cover was forwarded. The only Texas postmark is "6¼" which is the Texas ship fee, analogous to the "6" fee that applied at United States ports.

this was a quadruple-rate letter; it would have cost \$3.00 if sent by express. The letter was sent in care of a New Orleans commercial firm, whose name was crossed out in New Orleans. Presumably the firm paid the \$1 U.S. postage, but that is not certain. The cover was rated an additional “6¼” (equivalent to the U.S. “6” ship rate) at Galveston, the port city for Houston. This was the Texan ship rate with no additional charge applied at Houston. The “6¼” is the only Texas postmark on this cover.

The “STEAM PACKET COLUMBIA” marking in black, M267 in my steamboat book, is struck inverted on the cover in Figure 4. Posted in 1838, this cover also shows a clear strike of the oval Sam Ricker Jr. handstamp, also in black. As with Figure 3, a New Orleans firm facilitated forwarding to Texas. The Figure 4 cover originated in Baltimore (per July 4 cds at upper left) with “Express Mail,” “PAID” and “75” showing a single Express Mail rate for a distance over 400 miles.



Figure 4. “STEAM PACKET COLUMBIA” two black straight lines, red “BALTIMORE MD. JUL 4 (1838)”, “Express Mail” in manuscript, red “PAID” and “75” on a folded letter addressed to Captain James Burnham at Galveston, Texas. A New Orleans merchant firm forwarded the letter via Ricker’s agency; no Texas postmarks.

Figure 5 shows the reverse of a cover, which in this case bears all of the interesting markings. The front (not shown) indicates the letter originated at Philadelphia in 1838 (“PHILADA PA FEB 4”). It was rated “25” due and addressed to Surgeon General Smith, Houston, Texas. The reverse shows three black handstamped markings: “STEAM PACKET COLUMBIA,” the Ricker oval, here dated in manuscript “1 March 1838” and “RETURNABLE 1ST SEPT. 1838.” The RETURNABLE handstamp was a marking Ricker used on letters with unpaid U.S. postage. Ter Braake says that the Ricker markings with dating indicate that Ricker had paid the New Orleans Post Office the due postage (25¢ in this case) and expected reimbursement.⁴

The manuscript notation at the bottom of the large image in Figure 5, shown right-side-up in the Figure 5A image, explains how this unpaid “international” letter was handled: “Unpaid in the U. States 25¢, Free from this place. Galveston Mch 5/38.”

The steam packet *New York* traveled between New Orleans and the Gulf ports, but also between the Gulf and New York. Its black straightline “S.P. NEW YORK” (M1003) is struck on the cover in Figure 6, which appears to have traveled from Galveston to New Orleans, where it was rated “6” as a ship letter delivered to the port of entry. The red “SHIP”



Figure 5. At left, reverse of a folded letter sent from Philadelphia to Houston on 4 February 1838. Three black handstamps: STEAM PACKET COLUMBIA, the Sam Ricker New Orleans oval, and Ricker's RETURNABLE marking, with "1st SEPT, 1838."

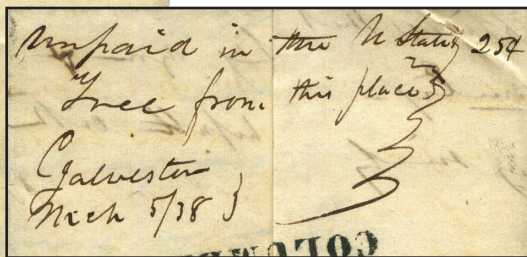


Figure 5A. Above, the manuscript notation on the Figure 5 cover. This is actually a Texas postal marking: "Unpaid in the U. States 25¢, Free from this place. Galveston March 5/38."

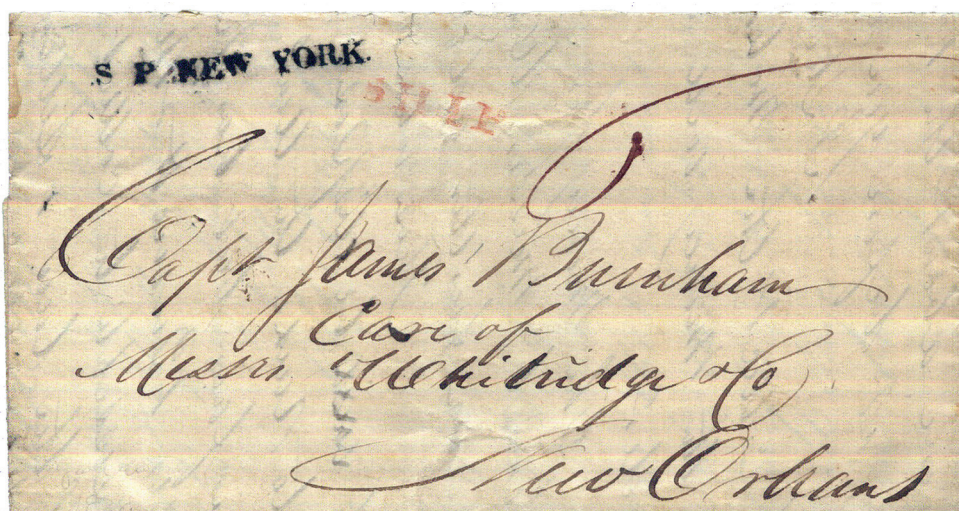


Figure 6. "S.P. NEW YORK": black straightline struck on a letter from Galveston to New Orleans where it was rated "6"—the port of entry rate for a ship letter.

is likely a Galveston marking. This is only a partial folded lettersheet; the letter is missing. The example shown in my book⁵ originated from Galveston but appears to have been rated Free at New York because the addressee was a postmaster (U.S., not Texan). However, a May 1839 cover with the handstamp is known from New Orleans to Houston.

The steamship *Fanny* was built at Cincinnati in 1847 and for six years operated in the Gulf of Mexico between Texas and New Orleans. It had three masts as well a steam engine. There is a newspaper reference to a Steamer *Fanny* carrying 44 passengers from the Mississippi River to seek gold in California in early 1849. Presumably the vessel steamed as far as Panama and then returned to the Gulf.

Figure 7. Red oval “STEAMSHIP FANNY” with black “NEW ORLEANS La. MAR 1” cds, “STEAM” and “10” on a cover addressed to Natchez. The letter within is datelined Corpus Christi, February 15, 1849.



The cover in Figure 7 is datelined “Corpus Christi Feby 15 1849.” Carriage is indicated by the red oval “STEAMSHIP FANNY” marking (M441). This cover was carried from Corpus Christi to New Orleans, where it was postmarked in black “NEW ORLEANS LA MAR 1,” “STEAM” and “10.” It was then carried by post to Natchez.



Figure 8. “STEAM SHIP FANNY” red oval, red “GALVESTON Tex. APR 17 (1849)” and matching “10” due marking, on a folded lettersheet to Houston from New Orleans.

Only two examples of the “STEAMSHIP FANNY” marking are known. The other example appears on the cover in Figure 8, a letter to Houston from New Orleans. The enclosure is headed “New Orleans April 11, 1849.” This cover entered the mails at Galveston, where it was datestamped “APR 17” and rated “10” in red, again indicating the unpaid steamship rate.

From a much later date is the striking handstamp of the steamship *Texas*—a circular marking containing a single hollow star, two ornaments and the legend “STEAM SHIP TEXAS” (M1361). The courthouse cover in Figure 9, posted in 1858, bears two strikes in blue, along with six 3¢ 1857 stamps tied “NEW ORLEANS La. APR 27.” Since the contents do not accompany, the port of origin is not known. Docketing suggests the envelope carried legal documents in a case against Cornelius Vanderbilt. *Texas* was built in 1856 with Galveston as home port. It sank off Galveston in September 1860.



Figure 9. “STEAM SHIP TEXAS” in blue with star, two strikes, with six 3¢ 1857 stamps on a courthouse cover (origin unknown) postmarked “NEW ORLEANS La. APR 27 1858.”

Conclusion

By way of conclusion, I should observe that there are many other covers carried by Texas steamships that did not employ handstamps. Some of these bear senders’ manuscript directives, but many do not. This article has discussed and illustrated all the handstamped markings known on early Texan steamship covers.

Endnotes

1. James Baird, “The New York and Charleston Steam Packet Company,” *Chronicle* 249 (February, 2016), pp. 78-95.
2. “M266” and similar listings throughout this article refer to the catalog listing in my book, cited at Endnote 5.
3. Alex L. Ter Braake, *Texas: The Drama of its Postal Past*, American Philatelic Society, State College, Penn., 1970, pg. 189.
4. *Ibid.*, pg. 61.
5. James W. Milgram, *Vessel-Named Markings on Inland and Ocean Waterways, 1810-1890*. Collectors Club of Chicago, 1984, with supplements in *Postal History Journal*, multiple issues. ■

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HOW QUICKLY DID THE PUBLIC USE THE FIRST POSTAGE STAMPS?

JAY M. WEISS, RA 871

Synopsis

After adhesive postage stamps were first available in various cities of the United States, there were delays in the public beginning to use the stamps to pay postage on letters, followed by a marked increase in use of the stamps once usage began. The primary analysis showing this evolution was done with respect to the 5¢ Franklin stamp of 1847, with observations of the 10¢ Washington stamp as well. This scenario also describes usage in New York of the City Despatch Post and United States City Despatch Post stamps of 1842, the first adhesive postage stamps of the Western Hemisphere, where in both cases there was a significant gap between availability of the stamp to the public and proclivity to use it. The public, apparently unused to (a) prepaying the cost of postage, and/or (b) unfamiliarity with purchasing postage stamps at the post office and using them to prepay postage, took time to adjust to this innovation. But once they did, use of postage stamps increased considerably.

Introduction

This article examines the beginnings of usage of the first postage stamps of the United States after they were received at various city post offices, to determine how rapidly the public began using the stamps after they became available. The stamp primarily assessed is the first general issue postage stamp of the United States—the 5¢ Franklin stamp of 1847—with similar observations regarding the 10¢ Washington stamp of 1847. This exposition examines (a) when the stamp was first received at different city post offices in July, 1847; (b) when first used in each of these cities (i.e., seen on first recorded postmarked cover); and (c) when used in each city immediately thereafter. The 1847 stamps were distributed to post offices beginning July 1, 1847.

It is perhaps difficult to comprehend today how the public responded in the 1840s to the introduction of adhesive stamps to prepay postage charges. Today, prepayment of postage is required and the use of postage stamps is essentially universal. In contrast, prior to 1855 people who committed a letter or circular to the U.S. mail system were not required to prepay the postage fee for delivery; they could simply give the item to the post office which would then require the recipient to pay the postage when the item arrived. Thus, most of the mail before 1855 was sent without any prepayment of postage being made.

Consequently, when adhesive postage stamps were introduced, not only was this an innovation that had not been experienced previously but prepayment of the postage fee by any means was not often done. As a result, during the 1847-51 period when the first general issue postage stamps were in use, records show that slightly less than 1.5 percent of postage revenue was derived from sale and use of adhesive postage stamps, meaning that over 98 percent of mail was sent stampless.¹ This figure agrees almost exactly with the usage estimate proposed by Carroll Chase, as related by Elliott Perry. In *Pat Paragraphs* in 1948

Perry wrote “Dr. Chase estimated that the 1847 stamps were used in the ratio of one stamp in about 50 letters.” Perry went on to say that he himself had estimated one stamp in 100 letters in this time period, but that, based on the number of stamps supplied to post offices, Chase’s estimate “was indeed remarkably accurate.”² Thus it is apparent that postage stamps were rarely used when they were first introduced.

Analysis of early usage of the 5¢ 1847 stamp

How did usage of the first general issue single-rate postage stamp—the 5¢ Franklin—proceed after the stamps were delivered to the first post offices that received them? Table 1 (next page) presents the findings. This stamp was delivered to eight big-city post offices in July of 1847, beginning with delivery to the largest city, New York, on July 1, 1847. Data for all eight of these post offices are shown in Table 1. The first column shows the city, the second column shows the date it received its first stamps, and the third column shows the postmark date of the earliest recorded cover. Dates the post offices received the stamps are taken from information presented by Susan McDonald in a *Chronicle* article in 1972.³ Dates of use are taken from Tom Alexander’s 1847 census book and the USPCS online census of 1847 covers.⁴

The fourth column shows the interval (in days) between receipt of stamps by the post office and first use. This I call the “Interval to First Use.” As can be seen from the data in this column, in all these cities there was a significant gap between the date the stamps were received by the post office and first use recorded (i.e., earliest postmarked cover recorded in the census). The smallest gap is seven days (New York City and Philadelphia), followed by Baltimore (nine days) and then Boston (25 days). The remaining four cities that received stamps in July had very long delays until the first recorded use, ranging from 48 to 328 days. The earliest use of this stamp from New York City, on a cover to Vermont dated July 7, 1847, is shown in Figure 1. This is the earliest recorded use of the 5¢ 1847 stamp from *any* post office, shown here though the courtesy of Section Editor Gordon Eubanks.



Figure 1. Earliest known use of the 5¢ 1847 stamp, postmarked at New York City on July 7 (1847). The 1847 stamps were available at the New York Post Office on July 1, so this earliest use took place seven days later. Collection of Gordon Eubanks.

**TABLE 1. 5¢ 1847 STAMP: WHEN RECEIVED AT INDIVIDUAL POST OFFICES,
FIRST POSTMARKED COVER FROM THAT POST OFFICE, AND USES THEREAFTER**

Post office	Date post office received stamps	Date of first post-marked use	# Days interval to first use	Dates of use after the first use in same number of days as in "interval to first use"	Second interval: # uses in Col 5	Notable uses following second interval	Population (per census of 1840)
New York	Jul 1	Jul 7	7	Jul 9,9,10,10,13,14,14	7	Next 7-day interval (Jul 15-21): 9 uses (Jul 15,15,16,17,19,20,20,20,21)	312,710
Boston	Jul 2	Jul 26	25	Jul 28, Aug 6,9,12,12,14,16,16,17,17,19,20	12	Distributed uses thereafter – runs not notable	93,383
Philadel- phia	Jul 7	Jul 14	7	Jul 16,16,16	3	Next 7-day "interval," 1 use; but in next 10 days (July 29-Aug 7) 11 uses (Jul 30,30,30,31,31, Aug 3,4,4,6,6,7)	93,665
Washing- ton	Jul 9	Oct 3	93	Infrequent use, analysis not relevant			43,711
Baltimore	Jul 16	Jul 24	9	Jul 25,29,30	3	First use after second interval: Aug 11, fol- lowed by two (Aug 12,17). Then in Aug 21-Sep 4 15-day period: 12 uses (Aug 21, 24,25,25,27,29,30,30,31, Sep 2,3,4	102,313
Worcester	Jul 31	6/28/48	328	Infrequent use, analysis not relevant			7,497
Providence	Jul 31	Sep 17	48	Sep 18,22,24,27,28, Oct 6,21	7	Note: After first use on Sep 17 (48 days after stamps available) 5 uses in following 11 days	23,171
Richmond	Jul 31	Sep 21	52	Infrequent use, analysis not relevant			20,153

Conclusion regarding initial uses of the 5¢ 1847 stamp: Among the post offices receiving these stamps in July 1847, there was a distinct gap between when the stamps arrived at the post offices and when the first use has been documented to have occurred.

How did usage proceed after the initial recorded use? To evaluate this, subsequent uses in the various cities were tabulated. (In three cities—Washington, Worcester, and Richmond—so few uses are known for the period under examination that evaluation was not meaningful.) To determine if use of the stamp accelerated after the initial use was noted, I tabulated subsequent uses within the same length of time as represented by the “Interval to First Use,” and the specific dates of these uses are shown in column 5. The number of them is shown in column 6.

These data indicate that use of the stamp accelerated following the initial use. In New York City, seven uses are recorded during the same interval (seven days) after the first use, followed by nine uses in the next seven-day interval (as noted in column 7 in Table 1). Boston, which had a long interval until its first use (25 days), shows 12 uses in the next 25-day interval. Philadelphia had a seven-day initial interval, and just three uses in the subsequent interval of seven days, but then—from July 29 to August 7—11 uses in 10 days. Baltimore was similar: only three uses in its next nine-day interval, but then twelve uses in the 15 days between August 21 and September 4. Last in this analysis, Providence had a long delay to initial use (48 days), followed by seven uses in the next similar interval. Interestingly, at the beginning of that second interval following the initial use, there were five uses within a 11-day period.

Conclusion regarding uses that occurred after the initial use of the 5¢ 1847 stamp: Following the gap between receipt of the stamp and the initial use of the stamp, subsequent use of the stamp increased markedly, often with closely-spaced sequences of use.

Analysis of early usage of the 10¢ 1847 stamp

Analysis of the 10¢ Washington stamp of 1847, which was intended for double-rate or multiple-rate letters or parcels, long distance letters (greater than 300 miles) and letters from east coast to west coast (40¢), is shown in Table 2. The smaller cities that received stamps in July—Providence, Richmond, Washington and Worcester—did not generate a sufficient number of early uses to permit a meaningful analysis, and therefore are omitted from Table 2.

Analysis of the 10¢ stamp shows a similar picture as found for the 5¢ stamp. New York City produced one notable exception to the pattern of use that characterized the 5¢ stamp after it was available, that being the famous “Second Day” cover, franked with a pair of 10¢ 1847 stamps, postmarked July 2 (1847) and therefore used on the second day the 1847 stamps were available to the public.⁵ The analysis for New York is carried out across the columns of Table 2 as if this usage were exemplary; however, it was not. The final column at the right notes that the next recorded use of this stamp was on July 9, seven days later, followed by two uses on July 10, and then a gap until the next use on July 14. Eventually a total of seven uses occurred across the ten-day period beginning with the second use on July 9.

The records for Boston show an interval of 30 days until the first use after receipt of stamps on July 2, followed by only sporadic use subsequently. The number of Boston uses was deemed insufficient for meaningful analysis. The first use in Philadelphia occurred on July 12, a gap of six days after stamps had been received, but the July 12 use was followed quickly by two uses on July 14. The rest of July showed five more, with five or six uses in each of the four succeeding months. In Baltimore, it took 29 days before the first use (August 13) and the next use did not occur until September 7, 54 days after the stamp had been received at the Baltimore post office. Beginning with this September 7 use, however, over the next 54 days nine uses are recorded.

**TABLE 2. 10¢ 1847 STAMP:
WHEN RECEIVED AT INDIVIDUAL POST OFFICES,
FIRST POSTMARKED COVER FROM THAT POST OFFICE
AND USES THEREAFTER**

Post Office	Date PO received stamps	Date of first post-marked use	# Days interval to first use	Dates of use after the first use in same number of days as in "interval to first use"	Second interval: # uses in Col 5	Notable uses following second interval
New York	Jul 1	Jul 2	1	None	0	Next uses: Jul 9,10,10,14,16,17,18 (10-day period; 7 uses)
Boston	Jul 2	Jul 31	30	Analysis not relevant		
Philadelphia	Jul 7	Jul 12	6	Jul 14,14	2	Next uses: five in July (19, 21,21,29,31). Next four months, 5-6 each month
Baltimore	Jul 16	Aug 13	29	Sep 7	1	Sep 7 use was 2nd use, 54 days after receipt by PO. In the following 54 days there were 11 uses

One of the three covers from the July 9-10 cluster is shown in Figure 2. Addressed to Louisville (a distance over 300 miles), this cover was postmarked with a New York integral "10 Cts" circular marking clearly dated "10 JUL."

Conclusion regarding uses of the 10¢ 1847 stamp: Similar to the 5¢ stamp, significant delays are seen between when the stamp was available at the post office and when it was first used. New York was an exception where a use on July 2 was seen, but this was not followed up with another use until July 9. And as is evident in the last column at the right in Table 2, use of this stamp accelerated after initial uses occurred, again similar to what was seen for the 5¢ stamp of 1847.

Analysis of early usage of the City Despatch Post stamp

The City Despatch Post in New York City was established in early 1842 by Henry Windsor with Alexander Greig as its principal agent. Its purpose was to deliver letters and circulars deposited at its "stations" or collection boxes to addresses south of 21st Street in New York City.⁶ Greig's name appears so regularly on documents relating to the post that this enterprise has often been called the "Greig Post."

An historic innovation introduced by the City Despatch Post was to create and sell adhesive stamps that could be affixed to letters or circulars to indicate that the 3¢ delivery fee had been prepaid by the sender. These stamps, bearing the likeness of George Washington, were the first adhesive postage stamps to be issued in the Western Hemisphere. The City Despatch Post stamp is now catalogued by Scott as 40L1.⁷ This innovation copied the

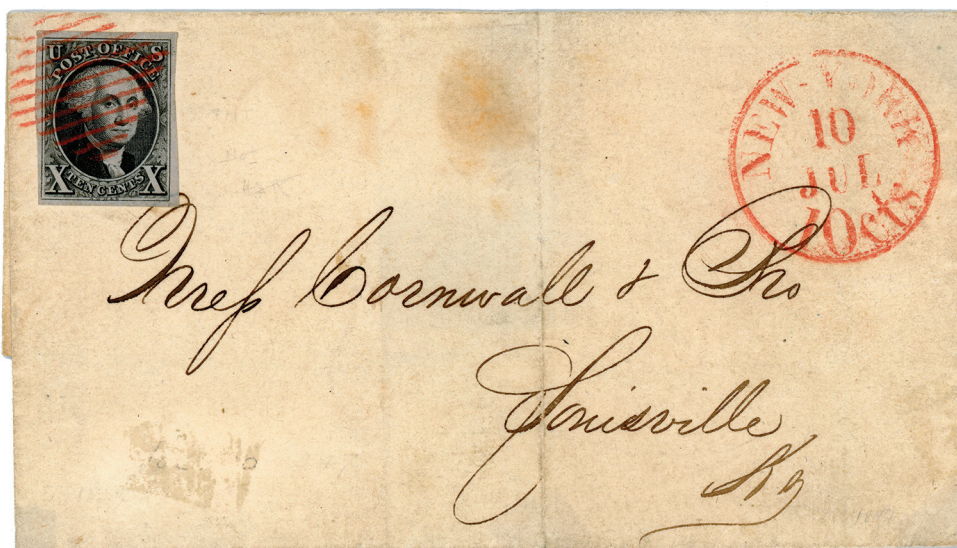


Figure 2. Following a single use of the 10¢ 1847 stamp postmarked on July 2, 1847 in New York City, one day after the 1847 stamps became available at New York, there is a gap of seven days before the next use on July 9, followed by two uses on July 10. Thus, concerted usage of the 10¢ stamp has not been found to have begun until 9-10 days after the stamp was first available. This cover to Louisville is one of the two July 10 uses. Author's collection.

adhesive postage stamps that had been introduced in Great Britain in May, 1840. Insofar as the City Despatch Post stamp was the first postage stamp offered to the American public, how did usage of this stamp proceed after it was introduced, and how does this compare with the United States general issue stamps whose initial usage is described above?

The City Despatch Post began operation at the beginning of February 1842, in all probability February 1, according to a number of sources including a report of the U.S. Postmaster General dated December 4, 1842.⁸ While there is no record of the exact date when the City Despatch Post postage stamp was first available, it is likely the stamp was at the office of the City Despatch Post when the post commenced operation at the beginning of February. We know this because at its outset the Post delivered circulars announcing the City Despatch Post and advertising its services, including its new adhesive postage stamp.

These circulars, bearing that stamp cancelled with the circular datestamp of the City Despatch Post, were sent out to influential prospective users. The circular stated that the adhesive stamp could be purchased at its main office (46 William Street) or at "any of the stations" (various businesses and hotels throughout the city) for 3¢ each or \$2.50 for one hundred. The two earliest circulars with the adhesive stamp are informative: one is postmarked "Feb 3" (ex Stephen Brown and Katherine Matthies) and a second postmarked with the same date has the date "3" in the CDS marked out and the number "4" handwritten as well as the words "In operation" written on it above the address.⁹ These two circulars establish that the adhesive postage stamp was in the office of the City Despatch Post at the very beginning of February.

Another circular, addressed to a prospective patron as usual, has the adhesive stamp affixed and bears a CDS of the City Despatch Post dated February 25 but it also bears a second CDS cancelling the adhesive with the date within it of February 1.¹⁰ This "first day" cover is apparently a souvenir item that was created to commemorate the first day of the Post. Both CDS postmarks on this cover have a time of delivery, with the same time (9 O'CLOCK) in each, suggesting that both CDS postmarks were applied at the same time;

this cover appears to have been stamped and postmarked for immediate delivery. In contrast, the two circulars described in the previous paragraph, sent out very early in the life of the post, show no time of delivery in their CDS postmarks. This suggests that the earliest circulars were “batch-prepared,” with groups of them serially addressed to important potential customers, adhesive stamps applied and canceled with a CDS showing no time of delivery, and then the group handed over for delivery soon thereafter. Nevertheless, the “first day” cover indicates that the Post wanted to commemorate that it began on February 1.

To summarize, the adhesive postage stamp of the City Despatch Post is found on a February 3 cover and also a February 4 cover having the notation “In operation”; in addition, based on the souvenir “first day” cover, the stamp was possibly at the City Despatch Post office on February 1.

What, then, do we know about the public use of the adhesive? An advertisement in the *New York Herald* on Monday, February 7, 1842 said that deliveries by the Post would commence that day.¹¹ Indeed, the earliest item handled by the City Despatch Post that originated in the public sphere (i.e., not the circular/advertisement disseminated by the Post to promote itself) is dated February 7.¹² But this is a stampless cover showing no indication of any prepayment of the delivery fee. The City Despatch Post would deliver such items placed into a collection box or given to a “station” (place of business) and then collect the fee from the recipient. The next earliest item is also a stampless cover with CDS and it is dated February 11.¹³

The earliest covers originating with the public that have a City Despatch Post adhesive stamp affixed are valentines. At least four have been found. Two are dated February 14 within the CDS, one has an illegible date, and one has no date; the latter two are accepted as having originated on or about February 14.¹⁴

This abundance of surviving covers around February 14 is not surprising. The City Despatch Post anticipated much delivery activity in conjunction with Valentine’s Day, and this activity indeed materialized. Charles Windsor, son of Henry Windsor, one of the founders of the City Despatch Post in New York City and perhaps its principal financial supporter, contributed a communication to the *American Journal of Philately* that was published in June, 1894, giving his account of the beginning of the City Despatch Post: “I recollect my father telling me how he strained every nerve to get the Post in full working order before St. Valentine’s Day, which he expected would be a very heavy day.”¹⁵ That a surge of Valentine’s Day letters using the City Despatch Post occurred is indicated by an advertisement of the City Despatch Post that appeared in the *Herald* two days after Valentine’s Day, stating that “the proprietors, while thanking the public sincerely for the distinguished support already given this Post, request their friends will extend to them a little indulgence for any irregularities on Valentine’s Day; the enormous influx of Letters having rendered it an utter impossibility to maintain perfect order....”¹⁶

The abundance of Valentines being sent around February 14 may well have stimulated use of the City Despatch postage stamp earlier than might have occurred with normal public use of a delivery service. Therefore for this census we would wish to know: What was the first non-Valentine use that bears a City Despatch Post adhesive? The first such cover that I have found, shown in Figure 3, is a cover postmarked February 24 addressed to a teacher at Public School #3. It contains the notation “the Victoria is to sail for the Sandwich Islands from this port.”¹⁷ This use was followed several days later with one, possibly two, uses on March 1, and then another the next day on March 2.¹⁸ Thus, the first use of the City Despatch Post stamp by the public is February 14, Valentine’s Day, and there are several, but the first non-Valentine use was ten days later on February 24.

Conclusion regarding initial uses of the adhesive postage stamp of the City Despatch Post: There is a notable gap between availability of the stamp (February 1, 3, 4 or, based on an advertisement that deliveries by the Post have begun, February 7) and the first known



Figure 3. A cover bearing an example of the first postage stamp issued in the western hemisphere—the 3¢ stamp of the City Despatch Post (also called “Greig’s Post”) Scott 40L1. This New York City post began deliveries for the public on February 7, 1842 and several covers with the stamp are known used on or around Valentine’s Day, February 14. The cover shown here is the first non-Valentine use of the stamp and is dated February 24, 18 days after the City Despatch Post began service for the public. Illustration courtesy of Robert A. Siegel auction galleries.

use of the stamp by the public, which occurred on or about Valentine’s Day, February 14. Thus, the gap here is seven days from the beginning of public deliveries, or, considering the first non-Valentine use (February 24) as a more typical normal public use, 18 days after the City Despatch Post commenced deliveries for the public.

United States City Despatch Post (New York)

In August 1842, the U.S. Post Office Department acquired the City Despatch Post, amalgamated it with the New York City post office, and issued a new postage stamp (modeled closely after the City Despatch Post adhesive) with the words “United States City Despatch Post” across the top.¹⁹ Scott lists this stamp as 6LB3. This was the first adhesive postage stamp issued by the U.S. government postal department and purchase of it would have been the very first time the public ever obtained a postage stamp at a post office.²⁰

While a government report filed in December, 1842 contained statements that the City Despatch Post became the property of the U.S. Post Office on Tuesday, August 16 and commenced operation on that day, considerable evidence, including newspaper notices and a cover postmarked with the U.S. City Despatch Post CDS dated August 15 and bearing the 6LB3 postage stamp cancelled with “U.S.” in double-line octagon, indicates that the U.S. City Despatch Post actually began to operate, with its new adhesive stamp available, on Monday, August 15, 1842.²¹

Another early use of the 6LB3 stamp is seen on a cover from the Middendorf collection, manuscript dated August 19, 1842. The date in the U.S. City Despatch Post CDS on this cover is illegible but there is good reason to assume that it was mailed on that date. It is, however, not a use by the public as it was prepared at the post office and mailed by the Postmaster of New York City.²²

Regardless, the foregoing evidence indicates that the postage stamp of the U.S. City Despatch Post was available when the Post began to function in mid-August, 1842. What subsequent uses of the stamp are recorded after these two? During the remaining days of August, no other uses have been found.²³ Beginning September 1, however, usage increased markedly. One cover is postmarked 9/1, two more the next day (9/2), two on 9/5, and then single uses on 9/7 and 9/8; in total, beginning September 1, there are nine uses in the next ten days.²⁴

Conclusion regarding initial uses of the adhesive postage stamp of the U.S. City Despatch Post: With the adhesive stamp of this Post available on August 15, use of the stamp nevertheless did not become prolific until the beginning of September, approximately two weeks later, when nine uses in the first ten days of that month have been found. Consequently, the initial pattern of use of this adhesive postage stamp shows a notable gap in its use following the stamp becoming available; this gap is similar to that seen for its predecessor, the adhesive stamp of City Despatch Post, the first stamp issued in the Western Hemisphere, as well as what was seen when the 1847 stamps were subsequently introduced.

To summarize the foregoing discussion, tabulating usage after adhesive stamps were introduced and available for payment of postal fees, the public apparently took some time to become accustomed to using the stamps. Initial use of the stamp was often delayed after it was available, and then, after a gap of between a week or a fortnight or even longer, concerted use then increased noticeably. This was seen in regard to the first general issue postage stamps of the United States issued in 1847 as well as the first adhesives that were used to pay delivery fees in New York City—the stamp of the City Despatch Post followed by that of the United States City Despatch Post. All these first stamps show this pattern.

Endnotes

1. Calvet Hahn, "Letter Carrier Service in New York," *Chronicle* 84 (1974), pg. 249 (Appendix III).
2. Elliott Perry, "1847 Issue—Anticipation and Realization," *Pat Paragraphs*, No. 50 (1948), pg. 1642.
3. Susan M. McDonald, "A Day to Remember: July 1, 1847" *Chronicle* 73, pg. 62 (1972).
4. Thomas J. Alexander, *The United States 1847 issue: A Cover Census*, 2001, U.S. Philatelic Classics Society, Austin, Texas; and USPS 1847 cover census, Mark Scheuer, editor, at USPS.org.
5. Creighton C. Hart, "A 2nd day 1847 Cover," *Chronicle* 74 (1972), pp. 57-58.
6. Elliott Perry and Arthur G. Hall, *100 Years Ago: Centenary of the First Adhesive Postage Stamps in the United States*, American Philatelic Society, 1942, pp. 5-14.
7. An excellent description of the preparation of this stamp and its printing can be found on pages 2-3 in Scott Trepel's "The City Despatch Post 1842-1852 Issues; A Study of America's First and Most Versatile Stamp-producing Plate," published in 2003 by Robert A. Siegel Auction Galleries. This monograph can be found on the Siegel website (siegel-auctions.com) under Research/Siegel Encyclopedia/Carriers, Locals, and Expresses/The City Despatch Post 1842-1852 Issues.
8. *Annual Report of the Postmaster General*, 1842, pp. 761-62; Perry and Hall, *op. cit.*, pg. 5.
9. Siegel sale 788, lot 266 (May 6, 1997); Siegel sale 862, lot 38 (May 31, 2003).
10. This cover shown in Larry Lyons' "First Day of Operation of Greig's City Despatch Post," *The Penny Post*, October 2004, pg. 35.
11. *New York Herald*, February 7, 1842, pg. 3, column 4. "The deliveries commence this day, Monday, 7th February..." with a notation that the ad was to appear one time on that date.
12. Lyons, *op. cit.*, pg. 36.
13. Siegel sale 745, lot 208 (October 5, 1992).
14. All Siegel sales—Cover 1: 767 lot 342 (6/5/1995); cover 2: 817 lot 928 (11/15/1999); cover 3: 1005 lot 211 (3/2/2011); and cover 4: 1167 lot 2407 (11/8/2017).
15. The full text of Windsor's communication can be found in Perry and Hall, *op. cit.*, pg. 8.
16. *New York Herald*, Feb. 16, 1842, pg. 3, column 5.
17. Siegel sale 1101, lot 501 (6/23/2015). An earlier-dated, non-Valentine use of 40L1 was sold in 1995 as part of the Kapiloff collection (Siegel sale 767, lot 343); this cover had a date of use of February 18, 1842, and was described as showing an early use of the "FREE" canceller on a cover having the first CDS of the City Despatch Post ("N.Y" at bottom inverted). Auctioneer Scott Trepel discovered that the untied stamp on that cover had been offered previously as an off-cover example in a European auction. Trepel informed the buyer and refunded the purchase price, and the cover was subsequently re-offered (with the stamp removed) and sold as a stampless cover (Siegel sale 1005, lot 203). Use of the

“FREE” canceller on New York City Despatch Post stamps did not come into use until the beginning of March, 1842. 18. March 1 use of the City Despatch Post adhesive postage stamp is seen on cover Siegel sale 1048 lot 397 (6/25/2013) and possibly on another having Philatelic Foundation certificate 265,884. Two uses on March 2 are seen on covers in Siegel sales 773 lot 233 (3/26/1996) and sale 1048 lot 398 (6/25/2013).

19. Perry and Hall, *op. cit.*, pp. 18-22.

20. *Specialized Catalog of United States Stamps and Covers, 2019*, Scott Publishing Company, Sidney, Ohio, pg. 608. Also, Elliott Perry, “The First U.S. Postage Stamp,” *Mekeel’s Weekly Stamp News*, September 14, 1918, pp. 283-84. In this article, Perry proposes that the U.S. City Despatch Post began operation in mid-August 1842 and had postponed opening until the new stamps were available, supporting that the new postage stamps were available when the Post began operation on August 15, 1842.

21. Jay M. Weiss, “The First Adhesive Postage Stamp of the United States Post Office: A First Day Cover,” *Congress Book 2019* (Eighty-fifth American Philatelic Congress), pp. 148-232. The cover described in this article, cancelled on August 15, 1842, was examined in detail at the National Postal Museum by Dr. Tom Lera, Winton Blount Research chair, using various techniques including a VCS6000 comparator. The CDS with the date of “AUG 15” was found to match examples of the CDS on other certified U.S. City Despatch Post covers with respect to form, lettering, and ink, including both numerals of the number “15”; this analysis is presented in Appendix B of the article.

22. Richard Frajola Net Price Sale 4, “The Ambassador J. William Middendorf II Collection of Carriers and Locals, 1990,” Lot 198. Elliott Perry, “Supplementary Notes and Comment on the Centenary Handbook ‘100 Years Ago,’” *The Collectors Club Philatelist*, Vol. 28, No. 1 (1949), pg. 16.

23. It is critical to distinguish between uses of the prior City Despatch Post stamp under the auspices of the U.S. City Despatch Post (Scott 6LB1) and uses of the government adhesive stamp (6LB3). The U.S. City Despatch Post honored the earlier City Despatch Post stamp for payment of its carrier fee (as indicated in an advertisement dated August 13, 1842 in the *New York Herald*), and there are four uses of this stamp on letters postmarked between August 16, 1842 and the end of the month of August (see U.S. City Despatch Census cited in Endnote 24). These letters bear City Despatch Post stamps cancelled with “U.S.” by the Post Office to become 6LB1 rather than Scott 40L1. However, the City Despatch Post stamps that became 6LB1 were already outstanding (i.e., in public hands) when the U.S. City Despatch Post began to function in mid-August 1842, and, when used by patrons of the Post, this is how later uses of the City Despatch Post stamp under the U.S. City Despatch Post occurred. Uses of 6LB1 do not represent stamps that were sold by the New York Post Office. The City Despatch Post stamp was never sold by the government Post Office, which only sold its new postage stamp (6LB3). This was pointed out by Elliott Perry, and Calvet Hahn also stated that the dates of use for the 6LB1 stamp indicated to him that government post office did not sell the earlier City Despatch Post stamp (see Hahn, “The Beginning of Adhesive Postage in the U.S.—Part II,” in *The Penny Post*, 1996, Vol. 6, No. 1, pg. 20). Perry argued that the U.S. City Despatch Post only began operation when it had its new adhesive stamp (6LB3) available for sale, and would not have sold the City Despatch Post stamp. This is reviewed in detail in a recent article (Weiss, J.M. “The U.S. City Despatch Post—Further Observations,” in *The Congress Book 2020* (Eighty-sixth American Philatelic Congress, pp. 201-216), which discusses often-overlooked writings by Elliott Perry, described as “dean of researchers of 19th century U.S. stamps” at his induction into the APS Hall of Fame, concerning the beginning of the U.S. City Despatch Post.

24. U.S. City Despatch cover census, maintained by the U.S. Philatelic Classics Society at www.uspcs.org (under Resources/Censuses/US City Despatch Census). Last viewed 8 November 2020. ■

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**PREVIOUSLY UNDOCUMENTED RECUT COMBINATION
IDENTIFIED ON 1851-57 3¢ IMPERFORATE STAMP**

GARY SCHRADER

A new recut combination has been identified on Position 60R2E of the imperforate 3¢ 1851 stamp (Scott #10A). In addition to two recut inner lines, the position previously was known to have one vertical line recut in the upper left triangle and one horizontal line recut at the top of the upper left diamond block. Position 60R2E has now been found to also have a vertical line recut along the upper-left side of the upper-left diamond block. This results in the previously-undocumented combination of recut varieties 1+11+37+38, as listed below:

1: Two inner lines

11: One vertical line recut in upper left triangle

37: One horizontal line recut at top of upper left diamond block

38: Vertical line recut along left side of upper left diamond block

I discovered this recut combination while attempting to determine the sheet position of the stamp shown, greatly enlarged, in Figure 1. The stamp is canceled with a blue November 12 circular datestamp, possibly from Hanover, New Hampshire. The four component recut varieties are illustrated in the four mat images shown at the bottom of Figure 1, taken from the Getzin-Saadi article in *Chronicle* 258 (see References at the conclusion of this article for details of this and other research resources discussed here).

To determine the sheet position of the discovery copy, knowing that it had an unusual combination of recuts, I first checked William K. McDaniel's compilation of recut and plate varieties for the issue. McDaniel credited only two positions, 69R1E and 24L2E, with the vertical line recut along the left side of the upper-left diamond block. However, due to a variety of differences in recutting characteristics, both of these positions were quickly eliminated as candidates.

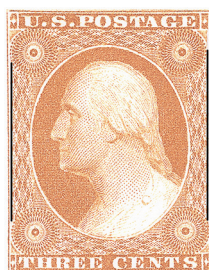
I then used the filter function of J. Bryan O'Doherty's plating database, accessible through the website of the U.S. Philatelic Classics Society (USPCS.org). The filter results revealed that three positions (14L1L, 58R2E and 60R2E) show recuts 1+11+37, but no positions were credited with recut 38 in combination with the other three. This was confirmed in the tabular data presented by Getzin-Saadi in *Chronicle* 259.

A subsequent examination of all of the recutting details and other characteristics of the impression, however, proved that the stamp was from Position 60R2E.

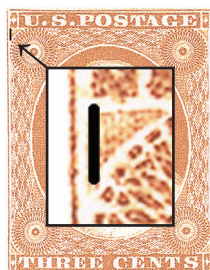
I consulted with Route Agent Robert J. Lampert, who examined his copy of 60R2E, and found it to also have the same short vertical line recut along the upper left side of the of the upper left diamond block. Lampert then solicited images from several other platers, who kindly responded by providing additional scans of stamps from the same position that further support this finding.



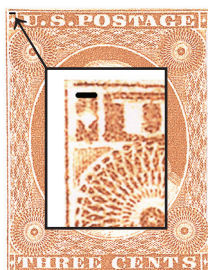
Figure 1. Above, discovery copy of Position 60R2E with recut combination 1+11+37+38. On the mats below, the locations of the four recuts are highlighted.



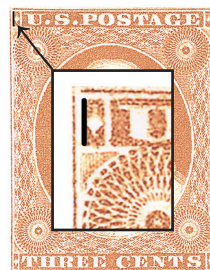
1. Two inner lines



11. One vertical line recut in upper left triangle



37. One horizontal line recut at top of UL diamond block



38. Vertical line recut along left side of UL diamond block

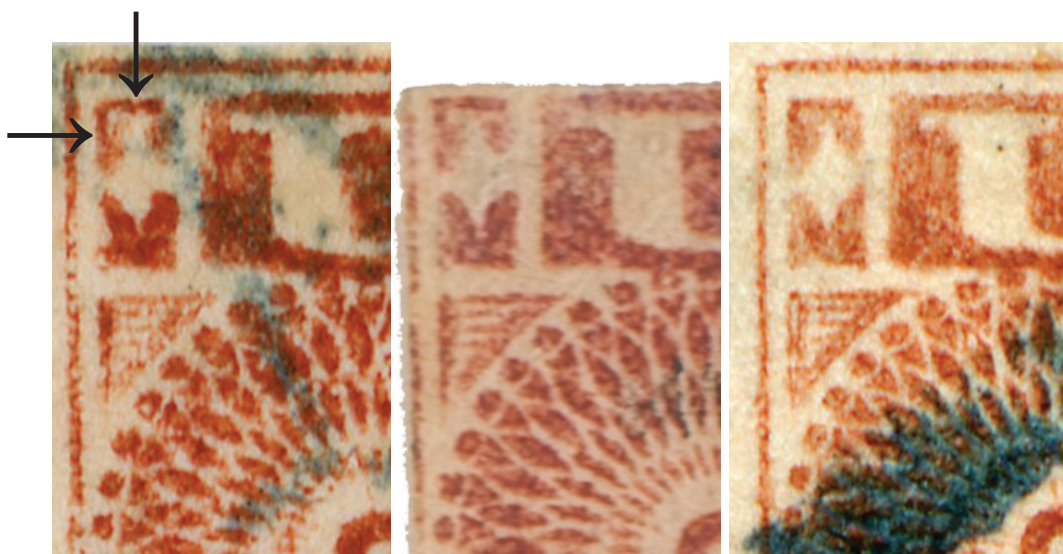


Figure 2. Extreme enlargements of the upper left corners of three stamps from Position 60R2E. The diamond block on the heavily-inked discovery copy (at left) shows the two recuts (designated by arrows) quite clearly. On the two additional confirming copies the recuts are less pronounced, but still visible.

Figure 2 presents greatly enlarged images of the upper left corners of the discovery copy (at left) and of two additional 60R2E stamps (at center and right). On the discovery copy, arrows point to both recuts on the diamond block. The key element here is the vertical line recut along the upper-left side of the diamond block. It shows more prominently on the discovery copy due to heavier inking. The other two stamps, which are more clearly printed, show the length of the short vertical recut more precisely.

Regarding the subject recut carrying over to the late state of Plate 2, Carroll Chase noted that due to the extensive re-entry process when Plate 2 Early became Plate 2 Late, the recut lines often show much less distinctly. On some positions, bits of recutting found on the early state of the plate disappeared entirely.

A number of stamps from Position 60R2L were examined, and while very slight traces of the vertical and horizontal recut lines were detected in the upper left diamond block, the quality of the late-state impressions examined was not adequate for illustration here. Additional research might yield clearer impressions, suitable for illustration, confirming the presence of the upper left diamond block recuts on late-state printings.

Acknowledgements

Thanks to Richard Celler, Mark S. Friedman, Robert J. Lampert, J. Bryan O'Doherty and Charles C. Temple for providing images and other information. Additional appreciation goes to O'Doherty for developing the interactive web tools that facilitated this study.

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ESSAYS & PROOFS

JAMES E. LEE, EDITOR

REVIEW OF THE REVISED ESSAY AND PROOF SECTION OF THE 2021 SCOTT U.S. SPECIALIZED CATALOG

JAMES E. LEE

In the beginning, going as far back as I can remember, only die and plate proofs were listed in the annual *Scott Specialized Catalogue of United States Stamps & Covers*. It was not until the 1992 edition that the section on essays was added, under the supervision of William Hatton. I remember providing him with a copy of the 1941 edition of Clarence Brazer's *Essays for U.S. Postage Stamps* to cut up to use for illustrations. Since then there have been small improvements and pricing updates to the essays section almost every year.

Once James E. Kloetzel was charged with editing the Scott catalog, improvement became a watchword. This relatively small section of the catalog (95 of a total of 1,370 pages this year) seemed to spark his interest and his curiosity. The essay and proof community embraced his enthusiasm and has regularly provided new data and images for the section. This year Jim had the opportunity and the time for a massive overhaul of a part of the essay section that was woefully out of date—the grill experiments and other patents. Possibly by way of celebrating this achievement, the cover of the 2021 catalog, illustrated in the box nearby, shows what appears to be a Roosevelt small die proof of the 90¢ 1869 stamp (Scott 122P2).

In his original 1941 book, Brazer did a commendable job cataloguing the grill essays, but he possessed a tremendous amount of original source material that for reasons unknown he chose not to use. After his death this material reposed in his personal files, which I purchased from Falk Finkelburg's daughter and son-in-law in 1999. Seven or eight years ago, Jan Hofmeyr visited my home and spent days reviewing what are today known as the Brazer/Finkelburg records. All this material has since been scanned, under the auspices of the United States Philatelic Classics Society, and is in the process of being annotated and made available on our Society website. (At uspcs.org, click on the "Resources" tab and navigate to "The Brazer Archives.") The original material has been donated to the American Philatelic Research Library in Bellefonte, Pennsylvania, and is available there for study.



Relying on the archival information in the Brazer archive, Hofmeyr was able to determine that many of the grill and patent listings in the essays section of the specialized catalog were either out of order or incomplete. Together we then worked to revise and correct the listings. Not only were the grill essays revised but so were listings for many of the other patent experiments. This new information served as the basis for several *Chronicle* articles and formed a foundation for Hofmeyr's gold medal exhibit, which qualified for the Champions of Champions competition that was to be held in 2020 at the APS StampShow in Hartford.

Kloetzel thought that all these additions and corrections warranted a special feature article in the 2021 catalog, where it can be found on pages 854-56. The article provides a road map to the changes and cites where the *Chronicle* articles can be found.

The quarantine that resulted from the spread of covid-19 this past year provided the time necessary to revise the grill and experimental essays section of the Scott Specialized. Without shows and other looming projects, Kloetzel had the time to integrate the revisions into the catalog. He also found the time to separate out the Schernikow 1903 reprints of the Toppan, Carpenter and Company submissions for the 1861 issue from the original submitted essays. Material and information for this revision was provided to him by the Reverend Stephen Knapp. Kloetzel believed this would help clear up what he had always felt was a rather confusing section. In the previous (2020) catalog, the Safety Paper Essay listings were renumbered, based on an article in *Chronicle* 256 (2017) by Scott Trepel and John Zuckerman; this cleared up taxonomical confusion that had been in place since these scarce and colorful essays were first listed by Scott back in 1991.

There is still more work to do. The 3¢ 1861 trial color plate proofs have never been listed. This is a current project in expectation of modifying a future edition of the catalog—but first it is planned to appear as an article in the *Chronicle*. In addition, Knapp will be proposing additions and changes to the Large Bank Note portion of the essay section. Finally, I will be providing an overhaul of the pricing and illustration of items that have appeared on the auction market over the past two decades, as part of the massive Finkelburg holdings.

A tip of the hat to Jim Kloetzel, who over many years has been the consummate editor for the Scott specialized catalog, always willing to consider changes and enhancements to the vast and ever-increasing body of knowledge that the catalog assembles and preserves for us. ■

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TALES OF THE CIVIL WAR BLOCKADE: THE SPEEDY CORNUBIA

STEVEN WALSKE

This continues a series of articles on Civil War blockade runners. The first, on the steamship *Antonica*, appeared in *Chronicle* 262 (May 2019). A second article, in *Chronicle* 263, covered steamship *Fannie*. These were followed by articles on *Robert E. Lee* (*Chronicle* 265), *Advance* (266), virus-related disruptions (267) and *Kate* (268).

This article describes the successful blockade-running career of the steamship *Cornubia*, which ran the Federal blockade 18 times between Wilmington, North Carolina and Bermuda. Her story is illustrated by the letters that she carried through the blockade.

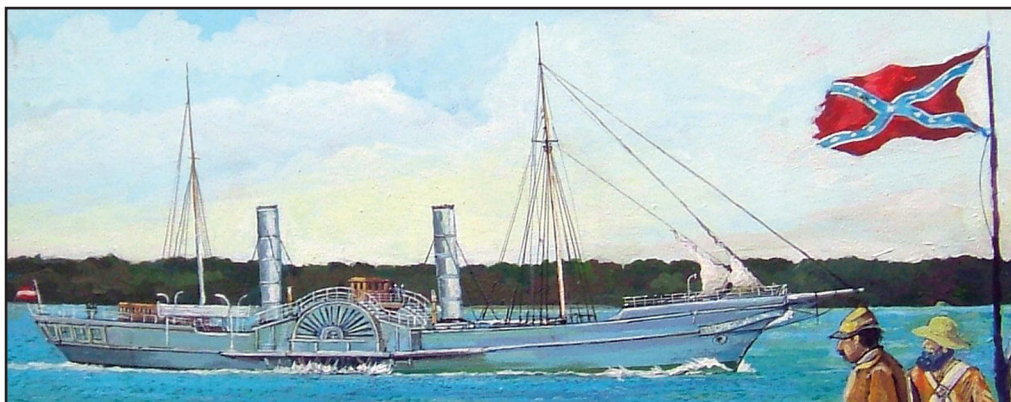


Figure 1. “Cornubia Coming up the Cape Fear River, Spring 1863” by Clive Carter.

Cornubia was a fast iron-hulled side-wheeled steamship, launched in February 1858 by Harvey & Company in Cornwall. She was sold to Hayle & Bristol Steam Packet Company to serve as a packet in the Bristol Channel between Hayle and Bristol, England. Her sleek lines, at 210 feet long and 24.5 feet wide, were perfect for blockade running. Her draft was an attractive 9 feet, and twin oscillating side-wheel engines drove her to an impressive 18 knots top speed. Her cargo capacity was an adequate 600 tons.¹ Figure 1 shows *Cornubia* as she appeared in 1863.

In November 1861, she was sold by her owners to Thomas Begbie, a London and Glasgow shipowner who also owned the large transatlantic steamships *Harriet Pinckney* and *Justitia*. Begbie sent her to a shipyard on the River Clyde for blockade-running modifi-

cations to her boilers and cargo capacity. She finally left Greenock, Scotland in September 1862 for Bermuda, under the command of Captain John Burroughs. The U.S. Consul at Bermuda, Charles Allen, reported her December 4 arrival in Bermuda to Secretary of State William Seward:²

The side wheel steamer *Cornubia* of London, ten days from Madeira, arrived on the 4th. She does not appear to have any cargo. She is a very fast boat and is intended I think to take the cargo of the *Harriet Pinckney* and *Justitia*. I am informed she belongs to the same owners of the two last named. She has had her color changed since she arrived here from black to a light lead color.

Table 1 details *Cornubia*'s 18 successful trips through the federal blockade.

On her sixth trip through the blockade, *Cornubia* took Major Norman Walker's family to Bermuda. Georgiana Walker recorded the departure in her diary:³

TABLE 1: CORNUBIA CIVIL WAR SAILING DATA, 1862-63

Trip #	Departure Port	Departure Date	Arrival Port	Arrival Date	Notes
(Cornubia arrived at St George's, Bermuda on December 4, 1862)					
1862					
W-1	St George's	12 Dec	Wilmington	18 Dec	
1863					
E-2	Wilmington	14 Jan	St George's	19 Jan	
W-3	St George's	26 Jan	Wilmington	31 Jan	
E-4	Wilmington	15 Feb	St George's	19 Feb	
W-5	St George's	25 Feb	Wilmington	2 Mar	
E-6	Wilmington	18 Mar	St George's	22 Mar	
W-7	St George's	28 Mar	Wilmington	1 Apr	
E-8	Wilmington	17 Apr	St George's	21 Apr	Figure 2
W-9	St George's	9 May	Wilmington	13 May	
E-10	Wilmington	24 May	St George's	28 May	Figure 3
W-11	St George's	5 Jun	Wilmington	10 Jun	
E-12	Wilmington	17 Jun	St George's	20 Jun	Re-named <i>Lady Davis</i>
W-13	St George's	8 Jul	Wilmington	13 Jul	
E-14	Wilmington	22 Jul	St George's	27 Jul	
W-15	St George's	13 Aug	Wilmington	18 Aug	
E-16	Wilmington	5 Sep	St George's	9 Sep	
W-17	St George's	18 Sep	Wilmington	23 Sep	Figure 4
E-18	Wilmington	11 Oct	St George's	17 Oct	
W-19	St George's	4 Nov	Wilmington	(captured)	
(Cornubia was captured entering Wilmington on November 8, 1863)					

SOURCES: These sailing dates, supplemented substantially by the author's personal research, were drawn from Stephen Wise's *Lifeline of the Confederacy*; 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.

On Wednesday the 18th day of March, 1863, I and my three little children embarked on the S.S. "Cornubia" at Wilmington, for the Island of Bermuda...I kept a stout heart, & eagerly awaited the hours of night, under the shadows of which, we hoped to escape the vigilance of our enemies...The port holes were all closed, & blankets hung over them, the sky light covered, the lights all extinguished, except one which burned dimly in the Captain's room; the letters and papers & Government Dispatches were all collected & deposited in a weighted bag. I took my seat on one of the sofas in the saloon...after the lapse of about two hours, I had the satisfaction of hearing that the entire fleet had been passed & that we were, therefore, comparatively safe...On Sunday morning the 22nd, we first caught sight of land, & at eleven o'clock we entered the Harbor of St. George's.

Major Walker, as described in *Chronicle* 266, was responsible for the transshipment of CSA military supplies at St. George's, Bermuda. He worked closely with the Confederate Ordnance Department, and was on the lookout for suitable steamers that could be added to the Ordnance Department's blockade-running fleet.

On April 18, 1863, Allen reported that "The *Cornubia* is expected tomorrow as she was to leave Wilmington last Wednesday night [April 15]. This is the fourth time she has been there from here, and makes her trips as regular as the Mail steamer to Halifax, having occupied in her former trips three weeks and three days each."

Table 1 shows that she did not leave until April 17, and arrived on April 21. Nonetheless, the frustration is very evident in Allen's report. Figure 2 shows a letter carried on that trip.

Dated April 10, 1863 at Charleston, this letter was endorsed "please forward WCB & Co" (William C. Bee's Importing & Exporting Company of South Carolina in Charleston). The writer of this letter, Cornelius Burckmyer, was a shareholder in Bee's company. The letter left Wilmington on April 17 aboard *Cornubia* and arrived at St. George's four days later. Rather than giving it to the post office, the Bermuda forwarder placed the letter on a private ship to Liverpool, where it was backstamped "Liverpool Ship" on May 23. It was then marked with the "GB 1F 60c" tray postmark in transit at London, which recorded the debit of 40 centimes per 7.5 grams to France for the unpaid letter. Paris then rated it on May 30 for a double-weight 16 decimes due (two times the 40 centimes due to England plus 80 centimes French postage).



Figure 2. Charleston to Paris, via Bermuda and Liverpool, carried on *Cornubia*'s trip E-8 to Bermuda, thence via private ship to Liverpool and on to France. Robert A. Siegel sale 1154 (May 10, 2017), lot 2475.

On June 6, 1863, Charles Allen reported that “The steamers *Eugenie* and *Cornubia* came in on the 28 ultim from Wilmington with full cargoes of cotton. The *Cornubia* left yesterday for the same port with a cargo.”⁵

Figure 3 shows a letter carried on the trip to St. George’s. Datelined May 23, 1863 at Wilmington, this letter left on the next day aboard *Cornubia* and arrived in Bermuda on May 28. An agent in St. George’s took it to the post office on June 3, and paid the 4 pence postage to the United States, per the red manuscript “4.” It accordingly received a June 3 “Bermuda A Paid” postmark and left St. George’s 12 days later aboard the monthly Cunard steamer *Merlin*, which arrived in Halifax on June 19. It was then carried by private ship to Boston, where it was rated for 5¢ due (3¢ postage to Missouri plus a 2¢ ship fee) per the June 23 “Boston 5” postmark. Fewer than 15 blockade-run letters are known with Bermuda transit postmarks; this is one of two known examples with the “Bermuda Paid” postmark.



Figure 3. Wilmington, N.C. to Jefferson County, Mo., via Bermuda, Nova Scotia and Boston. May 23, 1863 letter carried through the blockade on *Cornubia*'s trip E-10 to Bermuda, where an agent prepaid 4 pence postage to the U.S.

On June 3, 1863, *Cornubia* ran a measured mile at Bermuda for Major Walker, and achieved 11 knots into a headwind. Walker had been instructed by Colonel Gorgas to acquire suitable steamers for the Ordnance Department fleet, so he purchased *Cornubia* for £10,000. A week later, Gorgas issued these orders to CSA Lieutenant Richard Gayle:⁶

You will assume command of the Steamer *Cornubia* relieving Capt. J. M. Burroughs ... [whose contract] terminates on reaching Bermuda... you should assume command at Wilmington before starting, making the voyage terminate there hereafter. Captain Burroughs has been requested to accompany you, giving you the benefit of his experience and advice. He will also be able to assist you very much in acquiring good officers and crew. Take immediate steps to change your flag and register under Confederate colors... Those who decline to re-ship will be discharged and furnished with free passage to Bermuda.

On June 17 at Wilmington, *Cornubia* was re-named *Lady Davis* in honor of CSA first lady Varina Davis, although many reports continued to describe the vessel as *Cornubia*. From that point on, she was in the service of the CSA Ordnance Department. This news reached the Federals quickly. On June 22, Charles Allen reported “...the arrival here on the 20th instant of the steamer *Jeff Davis* [*Lady Davis*] of and from Wilmington on the 17th instant. She was formerly the British steamer *Cornubia* but now under the Confederate flag. She brings as passenger Mr. C.L. Vallandigham.”⁷ She also carried Major Smith Stansbury to his new post as commander of the Ordnance Department depot at Bermuda.

Confederate States Navy (CSN) Commodore Samuel Barron was a former captain in the U.S. Navy, who was ordered to Europe to supervise all CSN activities there. He left from Wilmington on September 5 aboard *Cornubia* and arrived four days later in Bermuda. Another passenger on that trip, CSA Lieutenant William Whittle, described the escape from Wilmington:⁸

Every light on our vessel was out except one in the binnacle, and the strictest silence was observed except an occasional “starboard” or “port” from the pilot. Just at 12 the moon rose increasing the danger of our being seen and chased. At 12:30 the lead-colored, low sidewheel steamer *Cornubia* crossed the bar and stood boldly out with every eye on board cast ahead of the vessel, which was going at a rate of thirteen miles per hour, and straining every nerve to catch a glimpse of some Yankee blockader awaiting to catch rebels who attempt to run out. The moon was up now and...not withstanding all precautions to prevent some of the bad Wilmington bituminous soft coal got mixed with our good anthracite and just as we got into the dangerous neighborhood a black column of smoke came from our smokestack and I expected any moment to see ahead of us a signal rocket which always precedes the boom of a Yankee gun – but I was agreeably disappointed. The black smoke had all passed out when an order was carefully passed to put the helm to starboard, that there was a Yankee right ahead. We discovered him not too soon and it was not long before we lost sight of his low black hull on our starboard quarter. The danger was now half over. We had passed through the inner line – about 10 miles further out we ran right close to another Yankee steamer underway – we were so near that we could distinguish that he was a walking beam side-wheel steamer. He must have seen us and mistaken our vessel for one of theirs.

While in Bermuda, Barron sent the letter shown in Figure 4 on *Cornubia*’s return trip to Wilmington.

Originating in Bermuda on September 10, this letter was endorsed “Ship Letter Com. S. Barron, C.S. Navy.” Barron left his letter with the *Cornubia*, which departed on September 18 and reached Wilmington five days later. Perhaps due to a yellow fever quarantine, the Wilmington post office did not postmark the letter until three days after its arrival. It was rated for 12¢ due, consisting of 10¢ postage and a 2¢ ship fee, with the Wilmington “SHIP” marking added to indicate the reason for the additional charge. The letter was subsequently forwarded to Virginia with an additional 10¢ due.



Figure 4. Bermuda to Warrenton, North Carolina, then forwarded to Charlottesville, Virginia: September 1863 letter carried on *Cornubia*’s trip W-17 through the federal blockade into Wilmington. Rated for 12¢ postage due at Warrenton as an incoming ship letter; an additional 10¢ forwarding postage was collected from the recipient.

With respect to that trip, Major Stansbury wrote to Colonel Gorgas on September 21 that “The Steamer *Cornubia* left this Port on the 18th Instant for Wilmington. It is commonly reported, and believed that she was captured shortly after her departure by one of the enemy’s cruisers, and seen in company with her. I however discredit the report, but will send by the next Steamer copies of all papers forwarded by the *Cornubia*.”⁹

These rumors of her demise were premature, but the end was less than two months away. Around midnight on November 7, Lieutenant Gayle brought the *Cornubia* toward Wilmington’s New Inlet from the north, along the coastline. Near Masonboro Inlet, she was sighted by the USS *James Adger*, which gave chase, assisted by the USS *Niphon*. Gayle was forced to beach his ship 11 miles north of New Inlet. The captain, carpenter and one seaman remained on board while the officers, crew and passengers escaped to shore. By 3 a.m., USS *James Adger* had towed *Cornubia* free on the flood tide and she and the three captives were sent to Boston as a prize, along with a bag of watersoaked mail that one of her officers had tried to dispose of in the surf.¹⁰

On December 26, 1863, U.S. District Attorney Richard Henry Dana, Jr. received the sealed packet of all papers taken in the *Cornubia* prize. In transmitting them to Navy Secretary Welles, Dana wrote: “We have found in the prize steamer *Cornubia* letters which prove that that steamer, the *R. E. Lee*, and *Ella & Annie* and others of their class are the property of the Confederate Government and that their commanders are in the service of the Confederate Navy Department. This raises the question whether, in like cases, the Government will detain foreign seamen found on board as prisoners of war. The letters also show that they are under orders to conceal these facts while in neutral ports, in order to escape the rules applicable to public vessels of belligerents.” Welles endorsed the letter, writing: “The persons captured on the boats mentioned and others in like cases to be detained as prisoners.”¹¹ This was a significant change in policy toward captured blockade-runner crews.

Cornubia was purchased by the U.S. Navy from the Boston prize court and commissioned as the USS *Cornubia* on March 17, 1864. She was initially assigned to the East Gulf Blockading Squadron, before being reassigned to the West Coast Blockading Squadron off Galveston, Texas. On May 24, 1865, in her most notable action as a blockader, USS *Cornubia* assisted USS *Princess Royal* (another captured blockade runner) in the pursuit and sinking of the steamer *Denbigh*, arguably the most successful blockade-runner of the Civil War.

USS *Cornubia* removed harbor obstructions at Galveston until July 21, when she put to sea for Philadelphia, arriving on August 3. She was decommissioned six days later and sold on October 25, 1865.

Acknowledgements

John Barwis and Michael Perlman reviewed this and provided valuable insights.

Endnotes

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2. Glen Wiche, editor, *Dispatches from Bermuda, The Civil War Letters of Charles Maxwell Allen, United States Consul at Bermuda, 1861-1888* (Kent State University Press: Kent, Ohio, 2008), pp. 70-71.
3. Dwight Henderson, editor, *The Private Journal of Georgiana Gholson Walker 1862-1865 With Selections from the Post-War Years 1865-1876* (Confederate Publishing Co.: Tuscaloosa, Ala., 1963), pg. 39.
4. Wiche, pg. 84.
5. Wiche, pg. 87.
6. Bill Jayne in <http://cfcwrt.org/Cornubia.pdf> (last viewed September 23, 2020).
7. Wiche, pg. 90.
8. Jim McNeil, *Masters of the Shoals*. (Da Capo Press, 2003), pg. 103.
9. Frank Vandiver, editor, *Confederate Blockade Running through Bermuda 1861-1865* (University of Texas Press: Austin, 1947), pg. 98.
10. Jayne, *op. cit.*
11. Jayne, *op. cit.* ■

DOMESTIC USES OF THE U.S. 2¢ 1869 PICTORIAL STAMP

STEPHEN ROSE

Introduction

During the era of the 1869 stamps, mailable matter in the United States was divided into three classes. First class mail included all written correspondence. The second class comprised “all mailable matter exclusively in print, and regularly issued at stated periods, without addition by writing, mark, or sign.”¹ In essence, this meant newspapers and periodical magazines. The third class was a catch-all classification and embraced a wide array of miscellaneous matter, including pamphlets, books, maps, prints, samples, circulars, cards, seeds, cuttings, bulbs, etc.

As one might expect, postal rates for 2nd and 3rd class mail were generally cheaper than for 1st class correspondence. But whereas 1st class mail could be sent in a sealed envelope, all 2nd and 3rd class mail—with one exception, discussed below—had to remain unsealed to allow postal inspectors to confirm the absence of any writing.

A striking feature of domestic mail during the one-year heyday of the 1869 Pictorial issue is the wide-ranging use of the 2¢ stamp across all classes of mail. This article examines and illustrates common uses as well as uses that are known by only a few surviving examples.

First-class sub-categories

First-class mail had three sub-categories—letter rate (3¢), carrier (2¢) and drop (1¢). A franking of 3¢ sufficed to send a sealed letter up to ½ ounce anywhere in the United States and included the privilege of free forwarding if necessary. In the 47 cities with postal carriers employed to collect and deliver mail within city environs, the first-class rate was 2¢ for a local letter. For locations without carrier service, the letter-rate was a mere 1¢ for letters that were both “dropped” and picked up at the local post office. This 1¢ drop rate was unavailable at the 47 carrier cities, where the minimum rate was 2¢. In the event that carrier or drop letters had to be forwarded, additional first class postage was required.

Drop rate

The only way to pay a 1¢ drop rate with a 2¢ Pictorial was to bisect the stamp. There are five recorded examples of such usage.² Figure 1 shows a colorful example, created at the small post office in Luray, Virginia. It is believed that the Luray postmaster ran out of 1¢ stamps in March 1870 and began using portions of 2¢ and 3¢ Pictorials to create the necessary postage for a batch of tax notices. The matching companion to Figure 1, using the other bisected half of the same 2¢ stamp, resides in the Miller Collection at the New York Public Library.

Figure 2 shows a first-class use in the form of a double drop-rate for a sealed greeting posted on Valentine’s Day at Davenport, Iowa. Davenport did not have carrier service in 1870, and thus the 1¢ drop rate was in effect. Given the size of the envelope and its presumed enclosure of a valentine, it is likely that the overall weight was more than ½ ounce and therefore required a double-rate franking of 2¢. Fewer than 10 valentines are recorded with the 2¢ Pictorial stamp.



Figure 3. Carrier delivery paid by a 2¢ 1869 stamp on the illustrated advertising envelope of a Philadelphia insurance company. Philadelphia was one of 47 cities that offered carrier delivery service during the era of the 1869 stamps.

er-service cities were more populous with greater mail volume, and a greater portion of carrier mail tended to be saved due to its commercial or official nature. Figure 3 shows a typical carrier letter for local delivery, in this case from the Franklin Fire Insurance Company in Philadelphia to a firm within the city. Note that the envelope lacks any address other than a street number. Philadelphia had the second largest carrier service (behind New York) and developed special cancels for its carrier mail.

Figure 4 demonstrates what happened when a carrier letter had to be forwarded beyond its local destination. This cover, originally franked 2¢ for delivery within New York



Figure 4. 2¢ 1869 Carrier letter from New York, subsequently redirected to Ithaca, with letter postage required. Carrier letters did not qualify for free forwarding.

City (June 12 circular datestamp on reverse), was readdressed to Ithaca, New York and re-entered the mail-stream on June 13. At this point, the cover had been converted to letter-rate mail and required 3¢ additional postage to pay for what the post office deemed a separate service. If the letter had been franked at the 3¢ letter rate in the first place, it would have been entitled to free forwarding.

A handful of carrier covers, mostly addressed to New York, are known from foreign points of origin. Such 2¢ Pictorial covers are recorded from England, Germany, Mexico, the Danish West Indies and China. Figure 5 shows a cover originating in Bremen, Germany



Figure 5. Privately carried from Germany and posted at New York City at the 2¢ carrier rate. This letter originated in Bremen and was probably part of a larger mailing.

that was carried privately to New York for insertion into the mail at the 2¢ carrier rate—thereby saving up to 13¢ international postage, depending on the year and route of mailing. The Post Office Department had spent years stamping out competition from private express companies, and the governing Postal Laws and Regulations (PL&R) in 1869 explicitly banned their operation.⁵ U.S. postal authorities allowed private carriage by individuals, so

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long as no compensation was paid for the service.⁶ In any case, the loss of postal revenue due to private carriage of incoming mail to the U.S. border would not have diminished U.S. postal revenue.

Letter rate

Most 1869 Pictorial letter-rate covers show a single 3¢ ultramarine stamp. Less frequently, such covers were franked with three 1¢ Franklin stamps or a combination of 1¢ and 2¢ Pictorials to make up the rate. Another option that occurs surprisingly often is the use of a 2¢ Pictorial plus a bisected 2¢. Officially, bisected stamps were not valid for postage during the 1869-70 period. However, more than 35 examples of covers with bisected 2¢ Pictorials have been recorded. Most are from small post offices, and one can surmise that a local shortage of 1¢ and 3¢ stamps necessitated the practice.



Figure 6. One and a half 2¢ 1869 stamps accepted at New York City as prepaying the 3¢ letter rate, on a cover to Leavenworth, Kansas, February 17, 1870.

Nonetheless, a few bisects passed through large post offices, such as the 1870 example from New York City in Figure 6, suggesting that bisect use was widely tolerated, until explicitly banned by the 1873 Postal Act. Figure 7 shows a more typical example from a small post office. This mourning cover features old-time holiday service that we can only envy today, beginning in St. Cloud, Minnesota, on Christmas Day, then on to St. Louis (New Year's Day) and ultimately forwarded to New Orleans.

Obsolete waterway rate

By 1869, 3¢ sufficed to send a first-class letter up to ½ oz. to any destination in the United States and its territories, regardless of distance or means of transportation. This was a considerable change from the early days of U.S. domestic postal service, when postage rates were typically computed as a function of distance. Similarly, as late as 1863, postal regulations still allowed a 2¢ surcharge to be added to domestic letters transported by water.⁷ The 1866 PL&R eliminated the additional waterway fee, but three examples of the obsolete 5¢ land/water rate are known with Pictorial stamps. Figure 8 shows a first-class letter sent up the Mississippi River from New Orleans (4 December 1869) to connect with the new transcontinental railroad and onward to San Francisco, where it was received December 13.



Figure 7. Another bisect making the letter rate, here on a mourning cover sent from St. Cloud, Minnesota to St. Louis, then forwarded to New Orleans.

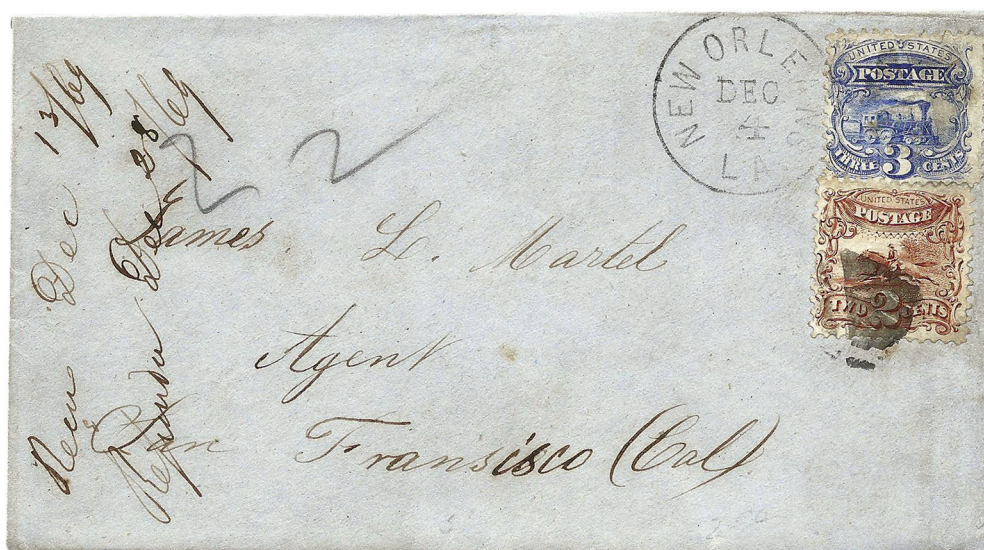


Figure 8. Seldom-seen combination of 2¢ and 3¢ 1869 stamps, here on a cover from New Orleans to San Francisco posted December 4, 1869. This cover was presumably franked to pay a land-water rate that had been eliminated a few years earlier.

Periodicals

As mentioned in the introduction, periodical publications belonged to a separate postal class. This 2nd class of mail enjoyed favorable rates, but postage had to be paid in advance for at least three months. As a result, postal transactions for newspapers and magazines became mostly a bookkeeping process. Special stamps in 5, 10 and 25¢ denominations (Scott PR1-3) were first issued in 1865 for prepayment of postage on bulk shipments of newspapers and periodicals. Over time, these stamps ended up being pasted on pages of receipt books retained by the mailing post offices. The stamps were not affixed to the periodicals for which they paid postage.

Postal regulations allowed payment of postage for periodicals to be made by either publisher or recipient. In practice, however, during the late 1860s, the burden of advance payment fell mostly on the receiving subscriber, with the local postmaster serving as collection agent. This arrangement proved unwieldy. The monthly *United States Mail & Post Office Assistant* (USMPOA), which served as a sounding board and semi-official source of information on postal matters, featured a steady drumbeat of critical input from postmasters struggling to implement the rule. After fielding two years of complaints, in 1869 the editors climbed on board and advocated “passage of a law to require payment in advance at the office of mailing of the postage on all publications sent to subscribers.”⁸ In 1875, too late to affect the Pictorial issue, this recommendation became law, leading eventually to the permit system by which most periodicals pass through the mails today.

The 1866 PL&R requirement for advance payment of periodical postage meant that few newspapers received direct franking with stamps. Figure 9 shows one of only two recorded examples of a domestic newspaper franked with the 2¢ Pictorial stamp.

Figure 9.
Three 2¢
1869 stamps
pay an uncertain rate on a newspaper sent to Providence from an unknown origin (possibly New York). Only two domestic newspapers are recorded franked with 2¢ 1869 Pictorial stamps.



The *New York Courier* was a weekly literary journal, published Sundays, with the February 20, 1870 edition comprising eight pages and weighing 1-1¼ oz. Why then the 6¢ franking? It could have been mailed from New York at the letter rate, which cost 6¢ for up to 1 oz. Alternatively, if carried privately to Providence (which was a carrier city), and inserted into the mail there, it would take 6¢ for carrier delivery of a document weighing 1-1½ oz. It might also have qualified for third-class treatment if it lacked writing other than the address and was not part of a regular subscription. In this case, however, 6¢ postage would have been considerable over-franking since the third-class rate was 2¢ per four ounces. The sender likely applied 6¢ postage out of caution to ensure that the paper would be delivered no matter how postal authorities viewed its classification. Figure 9 illustrates how ambiguities can arise when trying to reconstruct rates and routes where there is no cancel showing the place and date of mailing. This becomes even more difficult when dealing with third-class “junk” mail.

Third-class mail

We now move to the final class of mail, which embraced all mailable matter that did not qualify as either writing (first class) or regularly issued periodicals (second class). To

ensure an item qualified for the reduced postage rates enjoyed by third class mail, the piece had to be open for postal inspection. A sealed item was presumed to contain writing and thus charged at the rate of first class postage.

Circulars

The most common form of third class mail was the circular, typically a business advertisement or offer carried in an unsealed envelope. The envelopes themselves often contained a corner card, cameo, or illustration supporting the offered product. Figure 10 shows an unsealed circular advertising “sugar-coated” cod-liver pills with the implied endorsement of four governments. Up to three circulars could be sent to a single address for

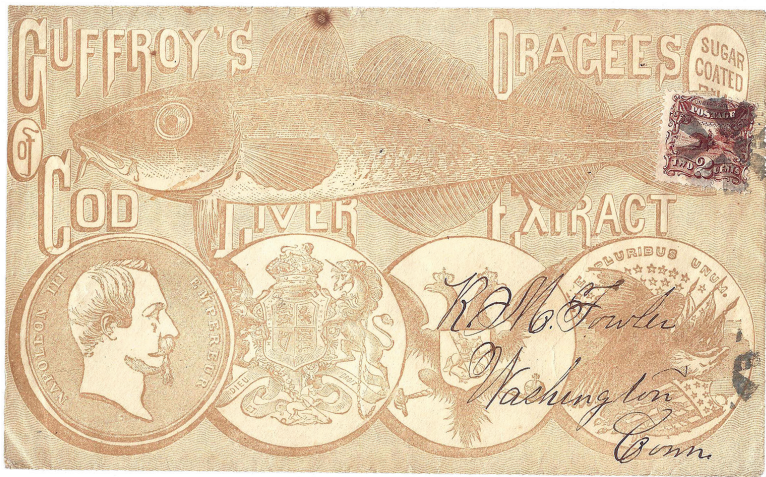


Figure 10. 2¢ 1869 stamp paying the circular rate on a well-illustrated unsealed envelope promoting sugar-coated cod-liver pills.

2¢, and such circulars account for a large portion of domestic mail franked with the 2¢ Pictorial stamp.

Figure 11 is another example of an illustrated circular envelope, advertising artificial limbs, a product much in need after the Civil War. This envelope was sent from Rochester, New York to Hegarty Crossroads, Pennsylvania. Today this is still a small, unincorporated locale in central Pennsylvania, much like it was 150 years ago when Sam Hegarty, a Civil War veteran, ran a general store there. An estimated 500-600 circular envelopes franked with the 2¢ Pictorial stamp are available to today’s collectors.

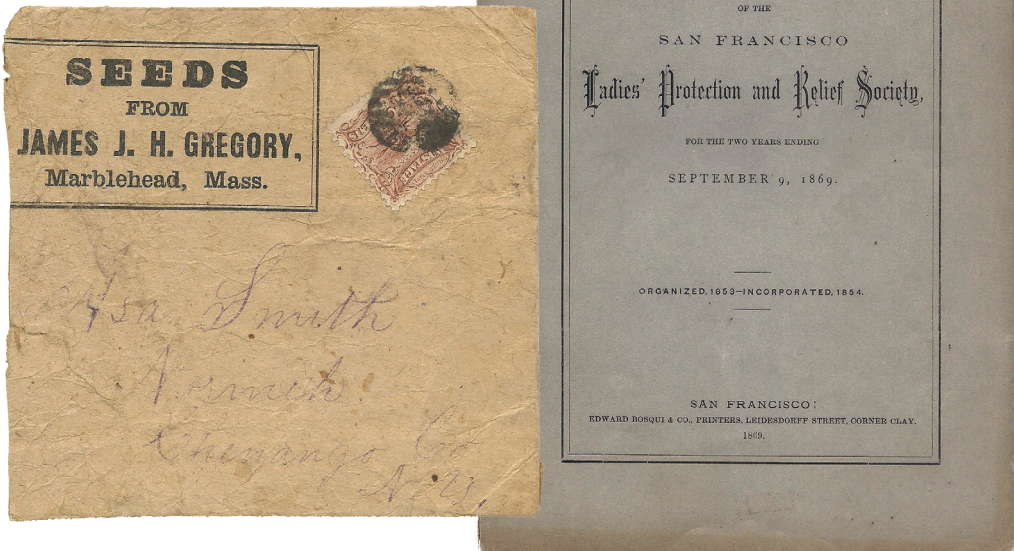


Figure 11. Another 2¢ circular envelope, this one posted at Philadelphia carrying a mailer promoting artificial limbs, much in need in the years following the Civil War.

Seed packets

Postal regulations made one exception to the rule that all third class mail had to be “so wrapped or enveloped with open sides or ends as to enable the postmaster to examine the package without destroying the wrapper....”⁹ That exception was for seed mailings. The preferred arrangement for shipping seeds was in cloth bags with string ties, but postal

Figures 12 and 13. Franked with a 2¢ 1869 stamp, the seed packet below is the only recorded example of such a use of this stamp, a remarkable survivor. The pamphlet at right, also franked with a 2¢ Pictorial stamp, is one of three recorded uses of this stamp on a pamphlet mailing.



authorities also allowed seeds to be sent in a sealed envelope, presumably being able to confirm the contents both by feel and shaking. Figure 12 shows the only recorded example of a seed packet sent franked with a 2¢ Pictorial stamp.

Pamphlets

The base rate for “miscellaneous mailable matter” was 2¢ per four ounces, including pamphlets, book manuscripts, proof sheets, maps, sheet music, engravings, samples and flexible patterns. Within this compendium of possible uses, nothing is recorded with the 2¢ Pictorial except for a few pamphlets. Figure 13 shows one of the three recorded survivors on a pamphlet, this one distributed in 1869 by a benevolent society in San Francisco.

Books

The rate for books was double the rate charged for other third class matter. Thus, the minimum postage for a book was 4¢ for four ounces, compared to 2¢ for the same weight of seeds, pamphlets, etc. Figure 14 is believed to be a book use, with a 2¢ Blackjack wrapper of 1864 uprated with the addition of a 2¢ Pictorial stamp to pay the minimum rate for a small book. The recipient, Beriah Green, was a reformer, abolitionist, temperance advocate, college professor, minister, and head of the Oneida Institute in Whitesboro, New York.

Wrappers

Since 2¢ was the base rate for all third class mail except books, the Post Office Department produced a large number of 2¢ wrappers for public convenience. For the fiscal year ending July 30, 1870, post offices sold nearly five million 2¢ wrappers of the sort illustrated in Figure 14.¹⁰ This is an astonishing statistic considering how few of these postal wrappers have survived. The discard rate for such ephemeral artifacts from 150 years ago



Figure 14. Jackson wrapper upgraded with a 2¢ 1869 stamp to pay the book rate (4¢ for the first four ounces) on a small tract sent to a noted reformer.

was exceptionally high, and used wrappers are now scarcer than mint examples. Moreover, strict postal regulations prohibiting any writing on wrappers other than an address makes it nearly impossible to determine what kind of second or third class mail was originally contained within the wrapper.¹¹

The post office also allowed the private creation of wrappers, with 2¢ postage added by the sender. Figure 15 shows such a hand-made wrapper franked with a 2¢ Pictorial. The only evidence of posting is an address and a mute cancel. Did this wrapper contain an unsubscribed newspaper or magazine? A pamphlet, map, or merchandise sample? Or some other type of third class mail? Approximately 25 wrappers franked with a 2¢ Pictorial are available for modern collectors.



Figure 15. Hand-made wrapper franked at the proper 2¢ rate for mailing a newspaper or other third class matter.

Illegal revenue uses

Most citizens understood that revenue stamps could not be used as regular postage, and vice-versa. The reason was a practical one of compartmentation. Proceeds from revenue stamps went to the Internal Revenue Service, and proceeds from postage stamps to the Post Office Department. Although both were Executive Branch agencies, they were governed by separate legislation and appropriations. As a result, postal authorities were keen to disallow use of revenue stamps for any class of mail.

Figure 16 shows an unsealed envelope posted in New Orleans with an Internal Revenue stamp of 1864 applied in attempt to pay the 2¢ circular rate. The cover is hand-stamped

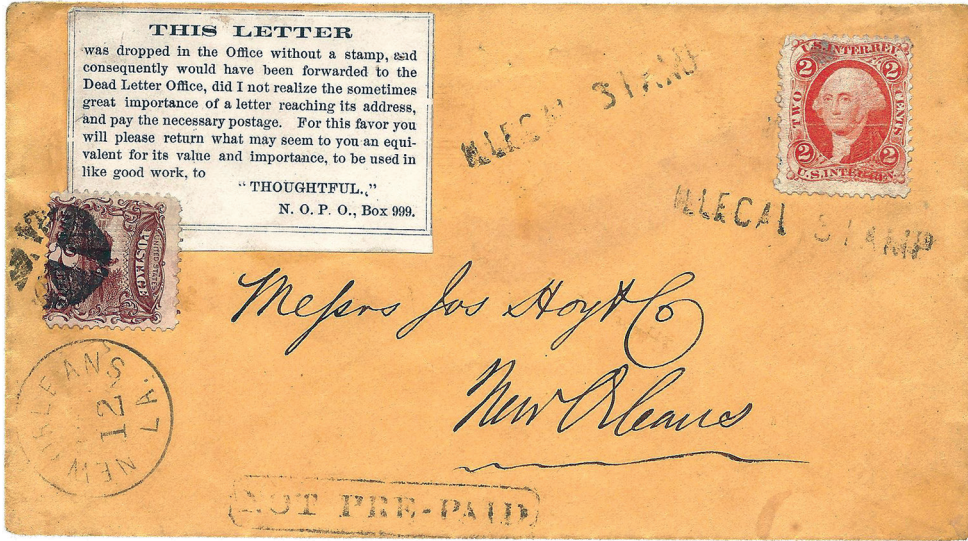


Figure 16. A 2¢ Internal Revenue stamp improperly used at New Orleans to pay the 2¢ circular rate. A "Good Samaritan" added the 2¢ 1869 stamp and the charity label.

"NOT PRE-PAID" and "ILLEGAL STAMP." The fact that the New Orleans post office had these markers on hand suggests that attempted use of revenue stamps for postage was not a rare event. The letter was turned over to an anonymous benefactor signed "Thoughtful," who added the 2¢ Pictorial stamp, hoping that the recipient, a commercial firm, would respond generously to this charitable act. Such "Good Samaritan" covers, whereby the local post office allowed third parties to augment missing postage, had the practical effect of building community goodwill and keeping mail out of the Dead Letter Office.¹²

Figure 17 shows the opposite process—attempted use of a postage stamp as a substitute for a revenue stamp. This document, the receipt of payment for more than \$20, required a 2¢ revenue stamp.¹³ This was initially paid with a 2¢ Pictorial stamp, cancelled by a blue hand-stamp from the supplier ("Vose, Dinsmore & Co., Railway Car Springs, 1 Barclay Street, New York"), and docketed on the receipt for February 2, 1870.

A few weeks later, when the document reached the railroad audit office, presumably someone there recognized the improper use, applied the correct orange revenue stamp and cancelled it with a dated hand-stamp ("N.Y.C.R.R., Feb 26 1870, Service Office"). About 50 items are known with a 2¢ Pictorial seeking to pay an internal revenue fee, but this is the only recorded example of a combination use on a revenue document.

Conclusion

This article has featured the 2¢ Pictorial stamp of 1869 on 11 different types of domestic usage—more such uses than are known with any other stamp in the 1869 series.

[All vouchers, if for services, must specify the nature of the services, the time when and where, and under whose direction rendered; if for merchandise, or other articles, must specify the items, date of sale or delivery, when or to whom delivered, and by whom purchased; if for labor performed or articles furnished upon a special contract, it must, in addition, refer to the contract, by giving names of parties to contract, and the date.]

THE NEW-YORK CENTRAL RAILROAD COMPANY,

1869. To *Rose, Dismore & Co. Dr.*

DATE.	ITEMS.	DOLLARS.	CTS.
Dec. 9.	100 Volute Springs 2.1 in. 7.00 15% off	595	
10.	100 do H. Johnson "	595	
	40 do M. H. Johnson "	238	
15.	100 do J. Jones "	595	
17.	100 do do "	595	
22.	100 do do "	595	
		3213	

No 1. Barclay Street

Received, of THE NEW-YORK CENTRAL RAILROAD COMPANY, by the hands of T. A. KNOWER, Paymaster, *Thirty Two Hundred & Thirteen* — *#* 100 Dollars in full for the above account.

Dated, *New York Dec. 22 1870*

Witness, *John C. McManham* *Rose Dismore & Co.*

Figure 17. 2¢ 1869 stamp improperly used as a revenue stamp on a printed receipt. Subsequently, the impropriety was duly noted and a proper revenue stamp was affixed and canceled with a dated handstamp.

Some of these uses are relatively common, such as carrier letters and unsealed circulars. Others are quite rare, such as directly franked newspapers, seed packets, and pamphlets. Not surprisingly, the attrition rate for junk-mail uses during 1869-70 was nearly 100 percent, and more 2¢ Pictorials have survived on bisected covers than on wrappers. Despite its short period of primary use, this stamp was a versatile and important workhorse of the 1869 issue.

Endnotes

1. *Postal Laws and Regulations of the United States of America*, 1866 [PL&R, 1866], sec. 36.
2. Jon Rose, *United States Postage Stamps of 1869*, Linn's Handbook Series (1996), pp. 28-29. Rose's detailed listing of 2¢ Pictorial bisect covers includes five with only a solo bisected stamp to pay the 1¢ drop rate. Several of these covers have not been expertized and may be suspect.
3. *United States Mail & Post Office Assistant* [USMPOA], Collectors Club of Chicago reprint, pg. 421 (July 1869), reporting on carrier service statistics for May 1869.
4. *Ibid.*, July 1870, pg. 469.
5. PL&R, 1866, sec. 198.
6. *Ibid.*: "...nothing in this Act [banning private express companies] shall be construed to prohibit the conveyance or transmission of letters, parcels, or packages, or other matter to any part of the United States by private hands, no compensation being tendered or received therefor in any way...."
7. *United States Domestic Postage Rates, 1789-1957*, P.O. Department Publication 15, Washington, D.C., pg. 58.
8. USMPOA, pg. 410 (April 1869).
9. PL&R, 1866, sec. 89.
10. *Annual Report of the Postmaster General of the United States* for fiscal year ending June 30, 1870, Government Printing Office, Appendix 7. The number of 2¢ postal wrappers sold during this 12-month period was 4,924,250.
11. Section 216 of the 1866 PL&R provided in part: "The Postmaster will charge and collect postage, at the rate of 3¢ per half ounce, on any newspaper or periodical so marked or written upon as to give any other information than that contained in the print.... The same rule applies to any printed matter which may be sent at less than letter postage." This rule was strictly affirmed in USMPOA, May 1868, pg. 365 ("It has been decided that the name of the sender on a wrapper of a newspaper subjects it to letter postage."); and USMPOA, January 1869, pg. 398 (same consequence if sender's name on a book wrapper).
12. For more, see Irvin Heimburger, "1869 Covers with Good Samaritan Labels," *Chronicle* 234, pp. 136-43.
13. Mike Mahler, *United States Civil War Revenue Taxes*, Castenholtz & Sons Publisher, Pacific Palisades, Cal., 1988, pg. 333. The tax on receipts was rescinded on October 1, 1870. ■

THE BANK NOTE PERIOD

H. JEFFREY BRAHIN, EDITOR

BANK NOTE COVERS SENT (OR INTENDED TO BE SENT) BY BRITISH MAIL VIA MARSEILLES

H. JEFFREY BRAHIN

British mail to the Far East had been routed “via Marseilles” since 1837. The via Marseilles route came to a swift demise as a result of disruptions caused by the Franco-Prussian war towards the end of 1870. This article will survey Bank Note covers sent or intended be sent by this route. There aren’t many. Because the information is related and conveniently at hand, as a bonus I have included a census of Bank Note covers to the Philippines.

Mail sent through the British postal system would travel to India and points east via Suez, a port at the apex of the Red Sea, by steamers of the British-owned Peninsular and Oriental Steam Navigation Company (P&O). Through most of the 1860s, senders had a choice of routes from England to Suez: either via Southampton, England or via Marseilles, France. Letters traveling the Marseilles route required additional postage and arrived almost a week earlier than mail via Southampton.

For the Southampton route, a British ship would travel around the Iberian Peninsula through the Mediterranean to Marseilles (a six-day journey), where it would pick up mail. Mail routed via Marseilles would be sent across the English Channel, and by train to Marseilles, where it would meet the British steamer that had left Southampton six days earlier. In effect, the faster “via Marseilles” route reduced the transit time on mail originating in the United States by one week. England would pass on to the United States the French charge for this service, which resulted in an additional 8¢ charge for mail to India and the Far East traveling via Marseilles.

Beyond Marseilles, the mail would travel by P&O steamer to Alexandria, Egypt. Although the Suez Canal opened in November 1869, most of the mail from Alexandria to Suez did not immediately travel on the waterway. The original canal consisted of a channel barely eight meters deep, frequently causing ships to ground and necessitating the use of tugboats. At first, the canal was 60-90 meters wide at the surface but only 22 meters wide at the bottom. To enable ships to pass each other, passing bays were built every eight to ten kilometers. But even these were often not wide enough for the large British ships, so northbound or southbound



Figure 1. Alexandria railway terminal, 1870.

conveys were made and ships had to wait their turn. Additionally, ships were initially not allowed to travel at night. All this could increase travel time by as much as two days. So, in the first several years after the canal was built, mail, passengers and cargo on British steamers traveled the isthmus just as they did before the canal was built. They were taken to the massive Alexandria railway terminal (shown in Figure 1) and would travel by train to the port of Suez.¹ By 1872, improvements to the canal finally permitted large British ships to travel down the canal to Suez.

With the ongoing unification of the Italian States in the 1860s and the opening of a rail station in Brindisi at the southern tip of Italy in 1865, the British began eyeing this port as a possible route for mail to Suez.² Brindisi was about 640 miles closer to Alexandria than Marseilles. Even with the longer overland route by rail, there would still be a time savings in travel between England and Alexandria, for the simple reason that trains traveled faster than ships. The rail link through the Alps from Madone to Bardonecchia was finally completed in 1868 by a British company headed by John Barraclough Fell—the “Fell Railway.” Steep gradients required an innovative solution: a central third rail, gripped by two pairs of horizontal wheels connected to the base of the locomotive. In October 1869, the British began using this as a mail route.³

The Brindisi route began as an experiment involving only a tiny amount of British mail. Mail traveled to Ostend, Belgium, then through Prussia and across the Alps, through the Brenner Pass to Italy and down to Brindisi. This route, about a day faster than the Marseilles route, would cost an additional 6¢, to pay for the Italian charge of 90 centimes for additional transit by the Italian Adriatic & Oriental line from Brindisi to Alexandria.⁴ The United States was never notified of the inception of this experimental route. I have included as Figure 2 a map of the Southampton, Marseilles and Brindisi routes. This makes clear how each of the three routes was progressively more direct.

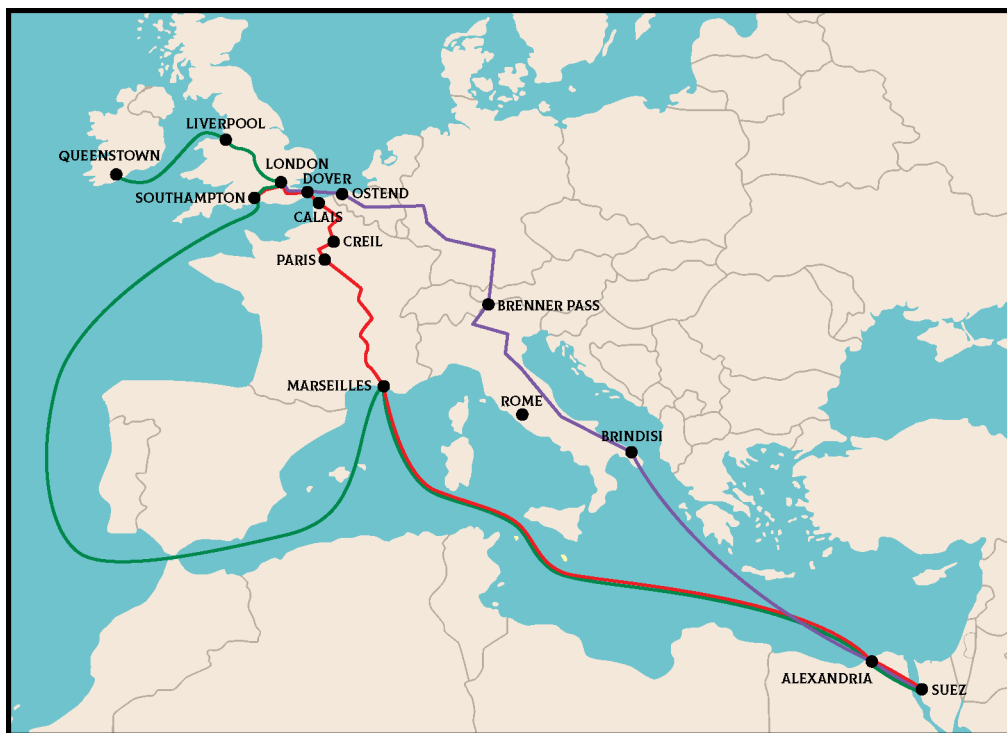


Figure 2. The three routes from London to Suez. The "via Southampton" route is shown in green, the "via Marseilles" route in red and the "via Brindisi" route in purple.

The Franco-Prussian War began on 19 July 1870. Within a month, the Germans had crossed into France, and in the early fall, they laid siege to Paris. On 13 September, the bridge over the Oise River at Creil, 32 miles north of Paris, was blown, severing the main British mail route by rail from Calais through Paris to Marseilles.⁵ Alternate routes through France were unsuccessful as they were too circuitous and ultimately overrun.

For a brief period beginning September 19, mails intended to be routed through Marseilles were sent from London via P&O Steamer to Marseilles.⁶ But even this route proved untenable. Exactly one month later, the British government was forced to abandon the Marseilles route altogether. On 19 October, the British Post Office published the following announcement:

The several lines of mail communications through France being exposed by the operations of war to sudden interruption, the Postmaster-General considers that it has been absolutely necessary to divert the course of the British Overland Indian Mails, and send them for the present through Belgium and Germany, and over the Brenner Pass to Brindisi.

On and from Friday next, therefore, the 21st instant, that portion of the mails for India, China and Australia which has hitherto been sent via Marseilles, will for the present be forwarded via Brindisi, the conveyance from Brindisi to Alexandria being by means of Italian Mail Packets.

This notice is from the personal archives of Michel Raguin, whose massive *British Post Office Notices 1866-1879* was originally intended to be published in nine volumes. Unfortunately, only the first six volumes made it to press, covering notices through 1869. Thus this notice has been generally unknown to philately.⁷ A previously available letter from the British general Post Office announced the termination of the via Marseilles route a day later.⁸

All mail that formerly traveled via Marseilles was now placed on the Brindisi route. The United States Post Office Department's first notice of this new routing appeared in the December 1870 issue of *The U.S. Mail and Post Office Assistant*.⁹ In less than a month, the British P&O line took over the Brindisi-Alexandria run, permitting an 8¢ decrease in postage. The announcement of the new rate was published in *The U.S. Mail and Post Office Assistant* in the January 1871.¹⁰

The National Bank Note Company issued both grilled and ungrilled stamps simultaneously. The 3¢ grilled and 6¢ ungrilled stamps have earliest known uses (EKUs) in late March of 1870. Thirteen of the remaining 20 National Bank Note stamps have EKUs prior to 1 July 1870. Given the relatively short window of time between the EKUs of the National Bank Note stamps and the demise of the Marseilles route, as well as the much higher postage required to send letters via Marseilles as opposed to the Southampton route, one would expect that there would not be many Bank Note covers sent via Marseilles. Before I began this project, I expected to find at least a handful of covers. So far, I have found just one.

Before I discuss this scarce item, let's begin with some covers that were endorsed "via Marseilles" but never made that route, instead taking different paths to their destinations.

Figure 3 shows a cover from Hingham, Massachusetts, dated 1 November 1872 and addressed to Calcutta, India, franked with a 15¢ ungrilled National Bank Note stamp (Scott 152) and a 7¢ ungrilled National (149). This cover was originally endorsed "via Marseilles," which the sender crossed out and changed to "via Southampton." The Marseilles route had been unavailable for almost two years at this point.

The sender franked the letter with 22¢ postage, the correct amount for British mail to India via Southampton. The cover traveled by rail to Boston, where it was struck with a red "Boston Paid Nov 1" circular datestamp. Boston also applied the red crayon "18," stating the credit to England for carriage to India; 4¢ postage was retained by the United States. The cover then went by rail to the New York foreign office, which placed it on board the *Atlantic* of the White Star line, departing New York on 2 November 1872. The *Atlantic* put its



Figure 3. Cover from Hingham, Massachusetts, 1 November 1872 and addressed to Calcutta, franked with ungrilled 15¢ and 7¢ National Bank Note stamps paying the 22¢ rate via Southamton. The cover was originally endorsed "via Marseilles" but the sender then changed the endorsement to read "via Southamton."

British mail ashore at Queenstown, Ireland on 12 November for onward transit by rail and ferry to London, arriving there the next day per the red London PAID transit datestamp.¹¹ At London the cover was also struck with the "1d" Colonial credit handstamp (Laurence F-44) showing the credit to the Calcutta office to help defray its expenses in handling the mail.

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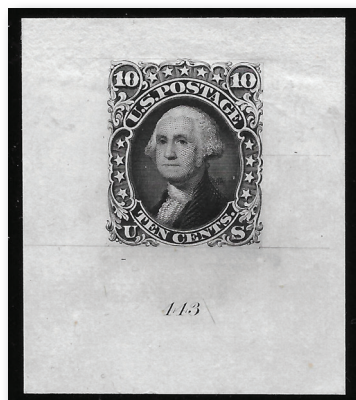
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London dispatched this letter with the mails to India via Southampton on board the P&O steamship *Mooltan*, which departed on 21 November. *Mooltan* arrived in Alexandria on 8 December and traveled the approximate 40-hour trip down the canal, stopping at Suez City.¹² The ship departed again on 13 December and arrived in Bombay 15 days later, debarking its Indian mails for onward travel to their final destination by rail.¹³

A different sort of routing mix-up is represented by the cover illustrated in Figure 4. This 1872 cover was also sent to Calcutta. It is franked with a 24¢ ungrilled National Bank Note stamp (153) and two red brown 2¢ ungrilled Bank Note stamps (146). The sender used a pre-printed envelope addressed to Messrs. Wills, Edmands & Co. Calcutta, E.I.) with pre-printed routing instruction “via Marseilles.” He addressed the cover in manuscript to “Capt. M H Walker, Ship *Olive S. Southard*” in care of the pre-printed addressee. Knowing the via Marseilles route was no longer available, but still desiring to send the letter over a faster route than Southampton, he crossed out the “Marseilles” substituted “Germany & Brindisi.”

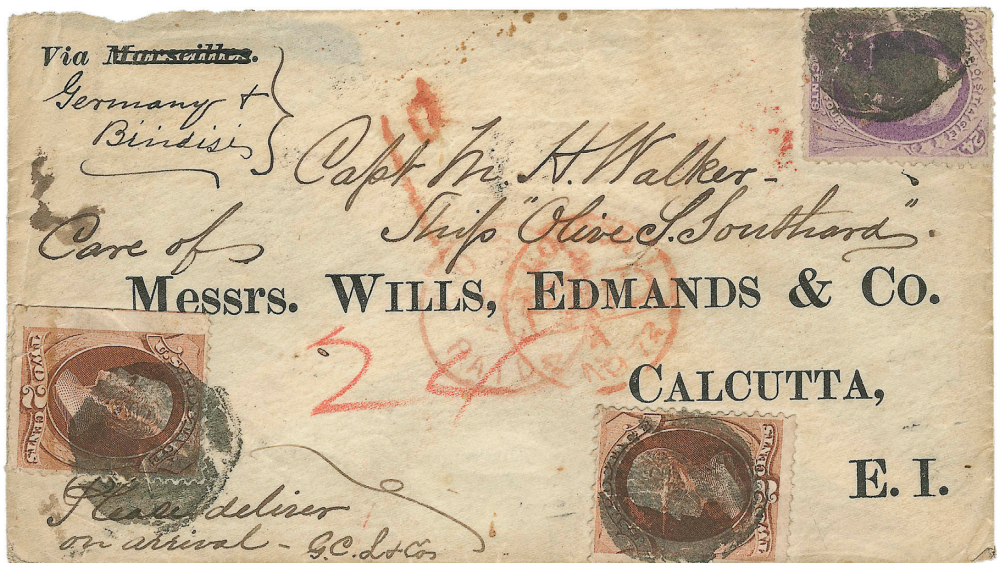


Figure 4. Another 1872 cover to Calcutta, here with preprinted endorsement “Via Marseilles” that has been edited to read “via Germany and Brindisi.” The stamps are ungrilled 2¢ (two) and 24¢ ungrilled National Bank Note stamps, prepaying the British mail rate via Brindisi. Despite the franking and the very specific routing, this cover appears to have been sent across the Mediterranean on the route via Southampton.

On 23 October, this cover was sent from Boston where the foreign division of the post office applied the red Boston circular datestamp and the red manuscript “24” denoting the 24¢ credit to England. Boston then sent the cover by rail to the New York post office where its foreign division placed it aboard the White Star *Baltic*, which departed New York on 26 October and arrived Queensland on 4 November.¹⁴ The London post office struck the cover with the red “Paid” transit marking the same day. Although endorsed and paid the correct 28¢ rate via Brindisi, the letter apparently did not make the Brindisi connection. The markings suggest it was likely sent to Southampton for dispatch aboard the P&O steamer *Pekin*, departing 7 November and arriving Alexandria 19 November.¹⁵ The *Pekin* travelled down the Canal departing Suez three days later and reached Bombay on 5 December.¹⁶

A remarkable cover to the Philippines, mistakenly endorsed “via Marseilles,” is shown in Figure 5. Sent from New York on 12 June 1875, it is franked with ungrilled National Bank Note stamps: a pair of 2¢ red brown, a 6¢ dull red and a 30¢ grey black. The



Figure 5. Endorsed "via Marseilles" years after that route had become obsolete, this cover to "Manila, Philippine Islands," was posted at New York on 12 June 1875, franked with a 6¢, a 30¢ and a pair of 2¢ ungrilled National Bank Note stamps, all tied by three strikes of a New York Foreign Mail cancel. Cover image courtesy of Nick Kirke.

stamps are struck with three New York Foreign Mail cancels (Weiss type GE- EP4) and a New York circular datestamp which may or may not be a supplementary mail marking. The cover is endorsed "via Marseilles," but as we have seen, that route had long since expired.

Although its endorsement was not crossed out as on the other covers presented here, the cover was correctly handled by the New York exchange office and sent via Brindisi at the 34¢ rate. Great Britain received a credit of 30¢ for onward transport to Manila, shown by the red crayon marking on the upper left, and the United States retained 4¢ postage. The additional 6¢ may have paid a supplementary mail fee.

The cover traveled on the North German Lloyd steamship *Donau*, which arrived at Southampton on 22 June.¹⁷ It then traveled to London by train, arriving on the same day, where it was struck with the red London transit marking. London sent the cover across the Channel and onward by rail to Brindisi, where it was put on board the P&O steamer *Baroda*, which departed Brindisi on 28 June and arrived Alexandria on 1 July. From Alexandria it was sent by rail to Suez. Although the ships from Southampton travelled down the Canal at this point, the steamers on the Brindisi route ended their voyages at Alexandria and mails, cargo, and passengers continued their journey by train.

The cover was then placed on board the *Pekin* at Suez, departing either 1 or 2 July. *Pekin* arrived at Galle, Ceylon on 15 July where it transferred its Far East mails to the P&O *Malwa*, which departed Galle the next day and arrived in Hong Kong July 28.¹⁸ A non-contract vessel took the cover on its last leg from Hong Kong, where a backstamp shows that it arrived on 5 August. Also at Manila, it was struck by a black script "3" handstamp designating three reales local postage due, equivalent to 37¢. Docketing notes indicate that the cover finally reached its recipient August 7.

This is the only cover to the Philippines with a New York Foreign Mail cancel. It currently resides in Nick Kirke's magnificent collection of New York Foreign Mail covers. But alas, it was not sent via Marseilles. It is now time to discuss the cover that is the main feature of this article.

The spectacular cover in Figure 6, which initially entered the philatelic marketplace in the H.R. Harmer *Manila Find* sale, is the only recorded Bank Note cover sent by British mail via Marseilles.¹⁹ The 36¢ in postage, paid by a 30¢ 1869 stamp and an ungrilled 6¢ National Bank Note stamp (159) represents the short-lived British mail rate via Marseilles, in effect from January 1870 through the demise of the route in November. The stamps are tied by segmented cork cancels, and the cover is postmarked with a red “Boston Mass. June 3” circular datestamp. It bears a blue oval “Robt. B. Storer Boston” merchant’s handstamp and is marked with a red crayon “32” for the credit to Britain. The cover traveled from Boston in a sealed mailbag to the New York post office and was then put on board the North German Lloyd Steamship *Union*, departing on 4 June 1870 and arriving in Southampton on 15 June, where it was transported by rail to London.²⁰ The British post office struck the cover with a red “16 JU 70 LONDON PAID” transit marking, which was stamped over the red crayon “1d” colonial credit handstamp. The cover traversed the English Channel and traveled by rail to Marseilles, where it boarded the P&O Steamer *Pera*, which departed on 19 June and arrived in Alexandria on 24 June, 1870.²¹



Figure 6. Boston to Manila via Marseilles, the only recorded Bank Note cover showing the short-lived 36¢ rate. Posted at Boston on 4 June 1870; 32¢ crayon credit to UK; 2 reales collected in Manila. In addition to its scarcity as a rate artifact, this is the only 30¢ 1869 cover known to the Philippines.

At Alexandria, the cover was transported to the railway terminus, where it took the approximately seven-hour train ride to Suez. The letter was then placed on board the P&O *Mongolia*, which departed on 26 June, stopping at Aden before arriving at Galle, Ceylon, on 11 July and transferring to the P&O *Columbian*, which departed Galle on 14 July and arrived at Hong Kong on July 27, as evidenced by the circular handstamp on the reverse of the cover.²² A private, non-contract ship then carried the cover to the Philippines, where the Manila post office applied a receiving postmark on 1 August, as well as a black “2” for the two reales local delivery fee, equivalent to about 25¢.

Not only is this cover the only example of a Bank Note cover showing the via Marseilles rate, it is the sole known cover with a 30¢ 1869 stamp sent to the Philippines.²³ In fact, only five covers are known, with any franking, paying the 36¢ British mail rate via Marseilles. Two others were in the Manila find, the first franked with 6¢



Figure 7. Strip of three 12¢ 1869 stamps paying the 36¢ rate to Singapore via British mails via Marseilles, on a cover from Phillipsburgh, New Jersey posted 28 June 1870. Cover image courtesy of Jeffrey Forster.

1869 stamp and a 30¢ 1861 (Scott 71) dated 9 April 1870; and the second, also from Boston, posted 6 May 1870, franked with a 6¢ and 30¢ 1869 stamps. A cover with the rate paid by a strip of three 12¢ 1869 stamps, sent 18 June 1870 to Singapore, was in the Gross collection. A similar cover, pictured in Figure 7, is in the exhibition collection of Jeffrey Forster. This letter was mailed from Phillipsburgh, New Jersey on 28 June

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1870 and stamped with a red circular “New York Paid All Br Transit” marking (Hubbard-Winter 122) on the reverse and placed aboard the HAPAG Steamship *Hammonia II*, departing the same day. The British mails were placed ashore at Plymouth, England on 8 July, where they were sent onward to London.²⁴ The London post office marked the letter with its large “1d” handstamp the next day for the one pence credit to the Singapore colonial post office. The cover was then forwarded across the Channel to Calais whence it was sent by rail via Paris to Marseilles. It was placed aboard the P&O steamer *Syria* which departed 17 July and arrived at Alexandria seven days later. The *Syria* mails were sent onward by train to Suez City where they were placed aboard the waiting steamship *Ragoon*, leaving on 25 July, calling in Aden en route and arriving in Galle on 8 August. The mails were then transferred to the *Orissa* which set sail the next day, calling at Penang before arriving Singapore on 16 August.²⁵ Docketing by the recipient indicates it was received on 19 August.

Since this article features two covers to the Philippines, and as I recently purchased a Bank Note cover to this destination (sent, alas, via Southampton), I have decided to include a census of Bank Note covers to the Philippines as Table 1. Although

TABLE 1: BANK NOTE COVERS TO THE PHILLIPINES (ALL ADDRESSED TO MANILA)				
DATE	STAMPS	ORIGIN	RATE AND ROUTE	REFERENCE
03 Jun 70	121, 159	Boston	36¢ British Mail via Marseilles	846 RAS 2179
22 Jul 71	154	Boston	Triple 10¢ Am pkt from SF	922 RAS 1429
06 Oct 71	150, 153	Boston	34¢ British Mail via Brindisi	1196 RAS 1452
03 Nov 71	150, 153	Boston	34¢ British Mail via Brindisi	922 RAS 1428
03 Aug 72	154, 2-146	Boston	34¢ British Mail via Brindisi	1196 RAS 1453
27 Jun 72	150, 148	Boston	34¢ British Mail via Brindisi	335 MB 302
2 ? 7?	2-162	San Francisco	Double 10¢ Am pkt from SF	65 RGK 468
1 Apr 7?	7-158	San Francisco	Double 10¢ Am pkt from SF	62 RGK 1368
1 Apr 75	161	San Francisco	10¢ Am pkt from SF	62 RGK 1370
12 Jun 75	157, 2-159, 165	New York	34¢ British Mail via Brindisi	341 MB 1187
Auction abbreviations: 846 RAS 2179 = Robert A. Siegel sale 846, lot 2179. MB = Matthew Bennett; RGK = Robert G. Kaufmann.				

previous scholars (and catalog descriptions) have noted a total of four or five such covers, Matt Kewriga and I have located ten. Reports of additional covers will be welcome.

Acknowledgements

I owe an enormous debt of gratitude to Michael Brown, Jeffrey Forster and Michel Raguin for their significant contributions to this article, and to Matt Kewriga for his contributions to the census. Many thanks to Forster, Nicholas Kirke and Robert A. Siegel Auction Galleries for images. Errors and omissions are my responsibility.

Endnotes

1. Reginald Kirk, *Australian Mails via Suez, 1852-1926* (Kent, England: The Postal History Society, 1989), pg. 215; Colin Tabcart, *Australia-New Zealand UK Mails Volume 1-to 1880, Rates, Routes and Ships Out and Home, Second Edition* (Fairhaven, England: Colin Tabcart, 2011), pg. 211; www.histanniler.com; www.history.com/topics/africa/suez-canal (last viewed June 27, 2020).
2. Tabcart, *op. cit.*, pg. 236.
3. *Ibid.*, pp. 50-51.

4. Reginald Kirk, *The Postal History of the P&O Service to the Peninsula* (London, England: Royal Philatelic Society, 1987), pg. 63.
5. Richard F. Winter, "United States-Spanish Mail Under the British and French Convention, Part 3: Conclusion"; *Chronicle* 233, pg. 74.
6. Jane and Michael Moubay, *British Letter Mail to Overseas Destination 1840-1875* (London, England: Royal Philatelic society, 1992), pp. 48-49.
7. From the personal archives of Michel M. Raguin.
8. Reginald Kirk, *Australian Mail via Suez*, *op cit.*, pg. 120.
9. Michael Laurence, Editor, *The United States Mail and Post Office Assistant, Volume Two* (Collectors Club of Chicago, 1975), pg. 494.
10. Laurence, *op cit.*, pg. 490.
11. Walter Hubbard and Richard F. Winter, *North Atlantic Mail Sailings 1844-75* (Canton, Ohio, U.S. Philatelic Classics Society, 1988), pg. 328.
12. Reginald Kirk, *British Maritime Postal History, Volume 1, The Bombay & Australian Lines-1852-1914* (Norfolk, England, Proud-Bailey Co., Ltd., 1981), pg. 123.
13. *Ibid.*, pg. 57.
14. Hubbard-Winter, *op. cit.*, pg. 328.
15. Reginald Kirk, *British Maritime Postal History, Volume 2, The P&O Line to the Far East* (Norfolk, Eng;and: Proud Bailey Co., Ltf.), pg. 79.
16. Kirk, Vol. 1, *op. cit.*, pg. 57.
17. Hubbard-Winter, *op. cit.*, pg. 261.
18. Kirk, Vol. 2, *op. cit.* pg. 86.
19. 2893 H.R. Harmer (1994).
20. Hubbard-Winter, *op. cit.*, pg. 248.
21. Kirk, Vol. 2, *op. cit.*, pg. 73.
22. *Ibid.*, pg. 73.
23. Lot 28 of the Manila Find was a 6 May 1870 cover to the Philippines with a 30¢ 1869 stamp that did not originate.
24. Hubbard-Winter, *op. cit.*, pg. 186.
25. Kirk, Vol. 2, pg. 73. ■

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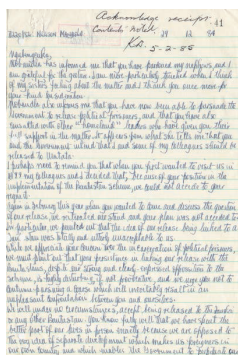
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FILLING AN INSIDE STRAIGHT: FOREIGN ENTRIES IN POSITIONS 21 AND 31 OF THE 6¢ STATE STAMP

CHARLES H. BUCK

It takes only a little imagination to envision the frenzy on the floor of the Continental Bank Note Company in the spring of 1873. In an effort to curtail rampant abuses of the franking privilege, Congress had mandated 90 new departmental stamps, to be designed, engraved, and printed in less than three months. In taking on this contract, Continental accepted a challenge that produced a wealth of constant plate varieties that continue to surface even today.

Among the most fascinating of these errors are the foreign entries found on not one but four values: the 12¢ Agriculture, the 2¢ Executive, and the 6¢ and 24¢ State stamps. In the first two of these stamps, the errors occur in only one location on the 100-position plate. In the last a single error is spread out over two positions. On the 6¢ State, however, they are found in multiple positions. Over a 12-year period Ralph Ebner and George G. Sayers incrementally advanced the identification of foreign entries in the first column of this plate to include nine positions, leaving Position 31 as the obvious but unconfirmed tenth foreign entry.

In his 1998 *Chronicle* article Ebner documented the bottom six positions in the column (Positions 41, 51, 61, 71, 81, and 91) as foreign entries rather than double transfers and he identified the 6¢ Executive as the incompletely erased image over which the 6¢ State was entered.¹ His work in plating these stamps relied on access to proof sheets and multiples, the most important of which was the lower left margin block of 20 (5x4) in the collection of Lester C. Lanphear III, reproduced in Ebner's article and later in color in Alan C. Campbell's *Chronicle* article on plate varieties in multiples.² Annotated enlargements (approximately 6 inches by 9 inches) of these positions, except Position 51, are included in Sayers's book, *Departmental Plate Varieties*.³

Seven years later, Sayers (who also discovered the 12¢ Agriculture foreign entry)⁴ identified foreign entries in an additional two positions—Positions 1 and 11—and made the stunning revelation that their source was not the 6¢ Executive but the 1¢ Executive.⁵ Then, in his 2010 *Chronicle* article on Department of State constant plate varieties, Sayers added Position 21 as the location of a further foreign entry, source unknown, by referencing the illustration of a Special Printing of the 6¢ State in the Benjamin K. Miller Collection (viewable online in the National Postal Museum collection) and cleverly invoking the fact that the “SEPCIMEN” error occurs only at that position.⁶

Completing the column

Inasmuch as all confirmed foreign entries lie in the first column of the plate, the key unanswered questions are: (1) whether the remaining position (Position 31) is also a foreign entry; and (2) what the source(s) of Positions 21 and 31 may be. To answer these questions it is important to visualize how and under what circumstances foreign entries occur. In the case of Official stamps, the term corresponds to the case where an incorrect design entered onto a plate is incompletely removed and shows through the subsequently entered correct

design, producing what Ebner described as a “*pentimento*.”⁷

Overlapping images may also result from a double (or “shifted”) transfer, where the initial transfer relief rocked in by the siderographer on the plate is incorrectly registered. In such event, this single position must be erased and the transfer re-entered. If the erasure is faulty, a doubling of portions of the image will remain (the 12¢ Navy and 15¢ Interior provide multiple examples). This occurrence involves two instances of the *same* design, however, not the ghost of an erroneous image beneath the finished plate surface.

Foreign entry signatures

Although foreign entries command a considerable premium in the marketplace, in the 6¢ State they are not especially difficult to spot; there is no shortage of related marks that can be used to identify foreign entries and tie them to specific positions. For example, Positions 21, 31, 51, 61, 71, 81, and 91 all show marks in the bottom right margin that consist of dots and/or dashes similar to, but distinguishable from each other. Ebner goes into great detail tracing the source of many of these marks to position dots unique to the 6¢ Executive.⁸

Sayers, in recounting his successful attempt to link the position of the underlying, incompletely erased 15¢ Post Office to that of the 12¢ Agriculture, describes a key discovery he made that applies not only to a foreign entry but also to a re-entry. In referring to the article “Erasing A Stamp Plate” by Ernest A. Kehr [in *The Essay-Proof Journal*, Vol. 1, 1944, pp. 11-13] he comments:⁹

Two facts should be observed from Mr. Kehr’s illustrations. First, only the parts of the image that are the deepest, darkest lines in the engraving being erased will survive the hammering-out and erasing, and these are not the edges of the lines, but the bottoms. Second, the hammering distorts the engraved surface of the plate into a convex plane, which distorts the original flat plane relationships of the design plane. Attempts to identify the source of the remnant lines using transparencies enlarged to scale were not successful until the author realized the magnitude of the distortions caused by the hammering-out process.

This mechanical process explains the erratic location of foreign entry remnants and also makes it possible to identify underlying design elements not just within the body of the stamp but, conveniently, in all four margins.

As numerous as the *pentimenti* may be, the entry of the 6¢ State in Column 1 was itself far from error free—both Positions 1 and 61 demonstrate extensive double transfers (the latter having been discovered by Lanphear and made known in Ebner’s article). This is an important point because most, but not all, of the extraneous markings on the 6¢ State can be reliably linked to one or the other of the underlying Executive values. There remain additional marks that cannot be specifically accounted for, however. These include the jumble of dots and dashes in the “DEPT. OF STATE” tablet on a number of positions and the curious bifurcating line in the “SIX” banner in Position 51 (illustrated in Ebner’s article).¹⁰

Characterizing Positions 21 and 31

From their resemblance to other positions in Column 1, Positions 21 and 31 can be identified as foreign entries. However, because they fall between foreign entries of two different stamps, the 1¢ and 6¢ Executive, the question arises as to which one lies under the image of 6¢ State. Close examination reveals that these positions in fact share characteristics with their lower neighbors (detailed below) and none with their upper. To state it very clearly: Positions 21 and 31 both show foreign entries of the 6¢ Executive design.

Figure 1, taken from the top half pane sold in a 2011 Siegel auction,¹¹ shows these two positions in place on the sheet. (Note: the dot in the left lobe of the numeral “6” in Position 21 is not a constant mark.) Clearly visible is a small smooth curved line (let us call this an “arc”) in the fleur-de-lis ornament in the upper right, designated “A” in Figure 1 and shown greatly enlarged in Figure 2. This distinctive mark is typical of all the other foreign entries below Position 31 in the column and represents the lower right edge of the “EXECUTIVE”



Figure 1. 6¢ State, Positions 21 and 31, electronically cropped from a much larger multiple, showing (A) differing lines in the center lobe of the right fleur-de-lis, (B) dots in the “O” and “F” of Position 21, and (C) dots in the “D” of Position 31. Image courtesy Robert A. Siegel Auction Galleries Inc.

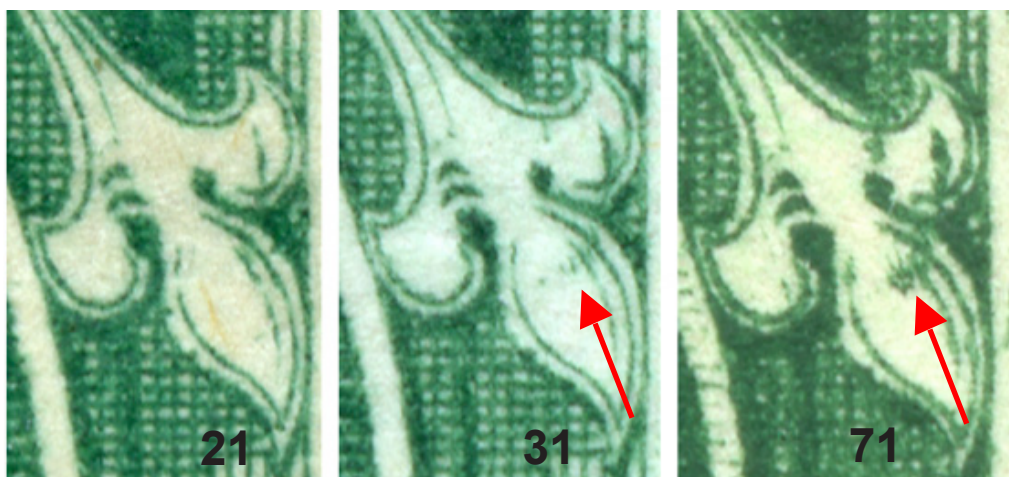
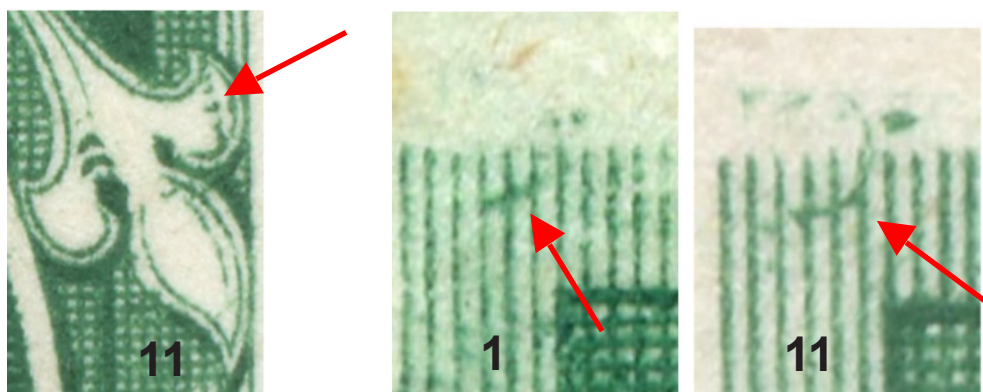


Figure 2. 6¢ State, upper right fleur-de-lis, showing remnants of the underlying 6¢ Executiv design. Position 21, at left, shows the absence of marks in the center lobe while Position 31 (at center) shows a hatched line in this center lobe. Position 71, at right, shows a similar mark representative of all the first-column positions below Position 31.

tablet from the underlying 6¢ Executiv. By contrast, a curiously fluted design in the right fleur-de-lis of Position 11 (shown enlarged in Figure 3) lies in the same location as the arcs identified as 6¢ Executiv *pentimenti* but belongs to the 1¢ Executiv, as demonstrated by Sayers. Further, Positions 21 and 31 lack marks identified by Sayers as being common only to Positions 1 and 11, notably the ball outline in the upper left corner. Both instances of this feature are shown greatly enlarged as Figure 4.

Finding foreign entry marks in Positions 21 and 31, as it happens, is far easier than differentiating between them. The main difference is the lines in the center lobe of the fleur-de-lis in Position 31 that are absent in Position 21 (see Figure 2). In addition, Position 21 shows prominent dots in the “O” and “F” that do not appear in Position 31 while Position 31 shows unique dots in the “D” of “DEPT”. These features are shown in the enlargements presented in Figure 5.



Figures 3 and 4. In Figure 3, at left, the upper right fleur-de-lis from Position 11 shows the fluted line in the right lobe, remnant of the underlying 1¢ Executiv design. In Figure 4 (images at right) the upper left corners from Positions 1 and 11 show half-circle remnants of the underlying 1¢ Executiv.

Why are there multiple foreign entries on the 6¢ State?

Foreign entries are rare. In addition to the four Official stamps mentioned above (12¢ Agriculture, 2¢ Executive, 6¢ State, and 24¢ State), foreign entries, defined broadly, have been found on only three regularly issued United States stamps: A foreign entry of the 90¢ 1861 stamp found at Position 94R4 on the Type 1 10¢ stamp of 1861 (Chip Gliedman discussed an example in *Chronicle* 261); a 1¢ foreign entry found on the 2¢ carmine Washington stamp of 1908 (Scott 332 plus related numbers [344, 349, 375 and possibly 384] involving the same plate); and the famous 5¢ red error of 1916 (Scott 467, 485 and 505).

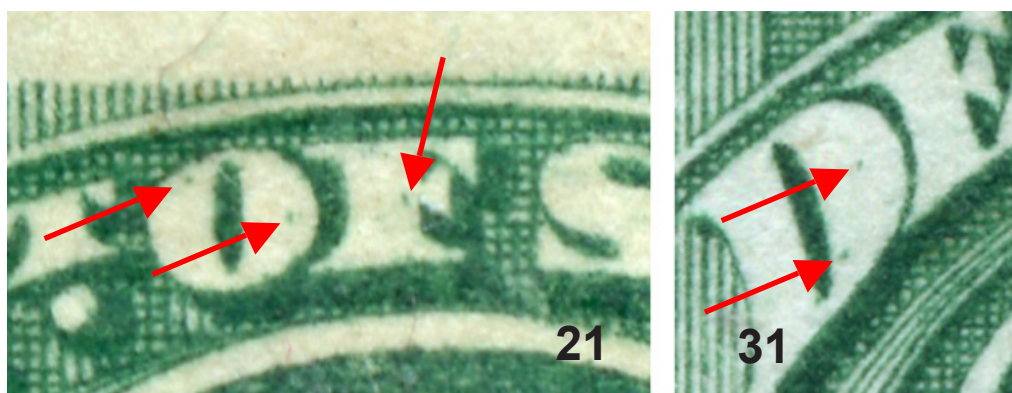


Figure 5. Enlargements of portions of two 6¢ State stamps, showing dots in the “O” and “F” in Position 21 (at left) and in the “D” in Position 31.

They also occur in considerable numbers among Revenue and Private Die Medicine stamps. In all regular and Official stamps except the 6¢ State, however, only a single erroneous entry was re-worked (in the case of the 24¢ State spanning two positions). In these cases, a flaw detected in one position required erasure and re-entry, a two-step process that went awry. These foreign entries can be explained by the fact that the transfer roll could accommodate three (or possibly more) different reliefs, allowing for an incorrect stamp image to be rotated into position over the plate.¹² Once the incorrect relief was entered, additional steps—erasing the erroneous entry and entering the correct relief—were required.

A more involved explanation is necessary to explain the presence of ten foreign entries representing two different values in a single column. Here the foreign entry is part of an incompletely erased plate, not just a single position. Thus, if a plate were severely worn and needed to be replaced, it could be refurbished and reused. However, the explanation with respect to the 6¢ State may actually reflect the fact that several siderographers at Continental were engaged simultaneously in a hasty process of plate production in which an imperfect entry could have caused the plate to be set aside for later correction while the siderographers entered other values on clean plates. With the 6¢ State, this process seems to have taken place not just once, but twice.

Ebner and Sayers have posited that there was likely a shortage of clean plates available to meet the contract requirement, which called for the production of one stamp per day on average. Accordingly, Continental utilized a larger and arguably less experienced workforce, leading to the myriad plate production errors seen in the 1873 Officials, none more extensive than those on the 6¢ State plate.

Reconstructing a chronology

Since the foreign entries involve both the 1¢ and 6¢ Executive, the burning question is: which value came first? A definitive answer may be difficult to arrive at, but we can

certainly engage in a degree of educated speculation.

First, we should eliminate the possibility that the two 1¢ Executive positions were input knowingly above the eight 6¢ Executive positions. This would make sense only if this plate had been given over to a fledgling siderographer to practice on. Given the time pressures on Continental to meet its deadline, this explanation seems implausible. Because positions were rocked in from the bottom of the plate, as explained by James Baxter, the more likely alternative is that initially ten images of the 1¢ Executive were entered and erased.¹³

Next, plate numbers might give a clue to the order of entry. The 6¢ Executive bears plate No. 76, the 1¢ Executive No. 82, and the 6¢ State No. 83. This order seems to favor the 6¢ Executive as the first value to be entered but, as Campbell concluded in his article on the design and production, plate numbers were assigned as the plates were completed, not in some predetermined order.¹⁴ Thus, the plate numbers do not provide an indication of the order in which the values were erroneously entered, only their correct completion.

More instructive are the die approval dates, after which plate production could proceed. Campbell includes a table listing these dates and comments that “the sequence of plate production in general corresponds logically to the sequence in which approval was obtained for the dies...”¹⁵ But the plate approval dates are so close (4/23 for the 1¢ and 4/24 for the 6¢) that either could have begun production first. In fact, six stamp designs, with plate numbers from 71 to 92, were approved on those two dates.

Next, let us focus on the appearance of the plate itself. If the 6¢ Executive had been entered first, the bottom eight positions in the left column would have been rolled in and then erased before work began on the 1¢ Executive. This sequence presents a problem: the subsequent erasure of ten positions of the 1¢ Executive would have needed to be just effective enough to remove all traces of the 1¢ value, but not so thorough as to remove the underlying 6¢, whose remnants remain clearly visible. Thus, a sequence of the 6¢ Executive, then 1¢ Executive, and finally 6¢ State would not explain why the 6¢ Executive image was incompletely erased while the 1¢ Executive was essentially completely scraped away.

If the 1¢ Executive was laid down first, however, then ten positions (not just the two visible at the top of the column) would have been entered. Once the plate was refurbished (albeit poorly), the 6¢ Executive could then have been entered and subsequently erased, eliminating all recognizable remnants of the underlying 1¢ Executive. This sequence has the advantage of explaining the many minor dots and scratches scattered across the “DEPT. OF STATE” tablet in the lower eight positions, marks that Ralph Ebner mentions as being unidentifiable. However, these can be thought of as faint traces of the earlier 1¢ Executive erasure, visible but unidentifiable as a result of not one, but two renovations.¹⁶

It is now possible to chart the entry sequence of the three values as four steps:

1. Entering the 1¢ Executive. A siderographer sets to work, but defects became apparent after all ten positions were entered in the first column, beginning at the bottom of the plate. The plate is then removed, the top scraped with an abrasive stone, the rear hammered out, and the surface burnished smooth.

2. Entering the 6¢ Executive. At this point, work commences on the 6¢ Executive on the refurbished plate, but flaws again became evident after eight positions have been rocked in. A fresh plate is then picked up and work on the 6¢ Executive begins anew, this time successfully. This plate, the first of the three values in question to be completed, is given plate No. 76.

3. Entering the 1¢ Executive a second time. Work on the 1¢ Executive image begins again on a fresh plate, given No. 81 upon completion (plates for the 6¢ Justice, 12¢ State, 10¢ War, and 1¢ Navy having been finished in the interim).

4. Entering the 6¢ State. The damaged plate is once again refurbished, leaving incompletely removed remnants of the 1¢ and 6¢ Executive, and is allocated to the 6¢ State as plate No. 83.



Figure 6. Correction of plate number on 1¢ Executive (special printing): "81" crossed out, "82" added. Scan courtesy Robert A. Siegel Auction Galleries.

The upshot of this involved process is that the bottom eight positions in the first column of the 6¢ State are, uniquely, foreign entries of *both* the 1¢ and 6¢ Executive values.

The curious case of the crossed-out plate number

Conveniently, the above chronology helps solve the puzzle of why the plate number on the 1¢ Executive (No. 81) was crossed out on the completed plate and replaced by No. 82, as shown on the plate strip of three illustrated in Figure 6. As plate numbers were allocated in order of plate production, setting aside the damaged 1¢ Executive plate for refurbishment and beginning production on this value again on a fresh plate allowed the 30¢ War to slide in ahead of it and receive No. 81. The siderographer later completing the 1¢ Executive, not aware that this additional plate had been laid in, added the plate number that had already been assigned to the 30¢ War. At this point, it was easier to add the correct plate number to the completed plate than to erase the wrong number (from both the top and the bottom of the plate) and enter the correct number. As unsightly as the crossed out "81" might have been, it represented the most efficient solution to the problem. After all, full sheets of Official stamps were never intended to be seen by the general public.

Conclusion and acknowledgments

Setting foreign entries aside, the 6¢ Department of State plate ranks among the most remarkable in U.S. philately. It contains oval spiral scratches in the margin above Positions 7-9 described by Sayers in his 2007 *Chronicle* article.¹⁷ It features a prominent short transfer (erasure) at Position 85. It contains double ("shift") transfers in two of the ten foreign entry positions, numbers 1 and 61. It displays a plate scratch that bridges Positions 26 and 27. It features an as yet unexplained plate mark resembling a fingerprint between Positions 9 and 10. It also shows what are likely chatter marks caused by a dropped tool in the right margin of Position 41. Finally, the plate shows multiple scratches between positions that Sayers explained as "smears probably caused by the track left by the following edge of the transfer roll."¹⁸ All in all, the 6¢ State presents an excellent case study in the defects that are so eagerly sought out by students of constant plate varieties.

I would like to thank Alan Campbell for his considerable effort in helping make this article intelligible. Thanks also to Lester Lanphear for his constructive review.

This study has been greatly aided by the presence of more advanced technology available today, primarily in the form of high-definition online imagery, which permits reader

identification of foreign entries and more detailed reproduction of their features. To provide a visual reference for the complete set of foreign entries located in the first column, I have supplemented George Sayers's book of plate variety scans (cited at Endnote 3) with enlarged annotated images of all ten positions from proofs and mint stamps in my collection.

Endnotes

1. Ralph Ebner, "The 6¢ State Foreign Entry Variety," *Chronicle* 178 (May 1998), pp. 138-149.
2. Alan C. Campbell, "U.S. Official Stamps: Plate Varieties in Multiples," *Chronicle* 255 (August 2017), pg. 286.
3. George G. Sayers, "Departmental Plate Varieties," (March 2004), a two-volume privately printed 3-ring volume available from the American Philatelic Society Reference Library.
4. —, "1873 Stamps: Foreign Entry of the 15¢ Post Office Design at Position 8 of the 12¢ Agriculture Plate," *Chronicle* 234 (May 2012), pp. 168-170.
5. —, "Foreign Entry and Erasure of the 1¢ Executive in the 6¢ State Position 11," *Chronicle* 208 (November 2005), pp. 307-315.
6. —, "Constant Plate Varieties of the 1873 Official Stamps: Department of State," *Chronicle* 226 (May 2010), pg. 131.
7. The term "foreign entry" may be used to refer to a design wrongly added to a finished plate following the removal of a defective entry, as in the errant "5" in the Scott 467/485/505 "red error." As a matter of fact, Scott 467 is not listed as a foreign entry in the specialized catalog. This stamp represents the unique case where the correct 2¢ entry was erased from three positions on the plate and replaced with a similar-looking image from a different transfer roll, making the mistaken entry the final, not the erased, image. Nevertheless, Scott's own definition of "foreign entry" to the contrary, a stamp containing an incorrect entry, in full or in part, must qualify as a foreign entry.
8. Ralph Ebner, "The 6¢ State Foreign Entry Variety," *Chronicle* 178 (May 1998), pg. 142.
9. George G. Sayers, "1873 Official Stamps: Foreign Entry of the 15¢ Post Office Design at Position 8 of the 12¢ Agriculture Plate," *Chronicle* 234 (May 2012), pg. 308.
10. *Ibid.*, pg. 140.
11. Siegel Auction Galleries, Auction 1014 (2011), Lot 2357. A high definition scan of this lot is located on the Siegel website.
12. A second mechanism, found in Revenues, occurs when the transfer roll, containing reliefs of two different stamps, is over-rocked on the plate, impressing a portion of an incorrect relief on a neighboring plate position. The result does not comport with Scott's definition of "foreign entry" but stamps of this type are nonetheless classified as foreign entries in the specialized catalog.
13. James H. Baxter, *Printing Postage Stamps By Line Engraving* (State College, Penn.: The American Philatelic Society, 1939), pg. 59. Per Baxter, reliefs are commonly entered from bottom to top on the plate but may be begun from either side. Thus, Position 91 was the first position to be entered, followed by Positions 81, and so forth.
14. Alan C. Campbell, "The Design Evolution of the United States Official Stamps," *Chronicle* 169 (February 1996), pg. 56.
15. *Ibid.*, pg. 56.
16. Ralph Ebner, "The 6¢ State Foreign Entry Variety," *Chronicle* 178 (May 1998), pg. 142.
17. George G. Sayers, "Oval Spiral Scratches on the 1873 Official Stamp Plates," *Chronicle* 213 (February 2007), pp. 69-70.
- 18.—, "3¢ Agriculture Short Transfers of the Left Side," *Chronicle* 204 (November 2004), pp. 298-299. ■

(OUTSIDE continued from page 11)

relocated by the disruptions of the Franco-Prussian War. Brahlin's article includes a helpful map and (as a bonus) a census of Bank Note covers to the Philippines.

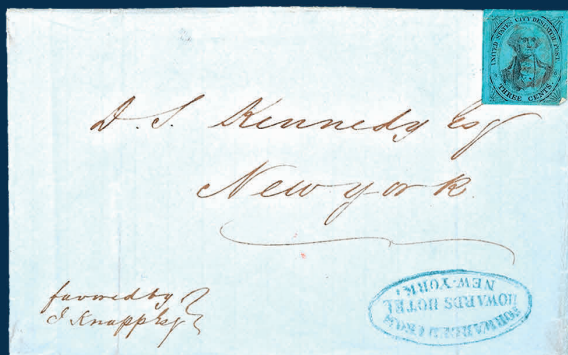
In our 1869 section, specialist collector Stephen Rose looks at domestic covers bearing the 2¢ 1869 stamp. Rose has defined 11 different categories of domestic usage represented by this stamp—from carrier covers (common) to seed packets (just one known).

And there's more: Gary Schrader in our 1851 section announces the discovery, well supported by images and illustrations, of a previously unrecognized recut combination on the imperforate 3¢ 1851 stamp; Steven Walske continues his history of the Civil War naval blockade, this time with a tale of the adventures (and the covers) of the sleek and speedy sidewheeler *Cornubia*; Labron Harris looks at German Sea Post markings from the era of the Columbian stamps; and Jim Lee reviews the 2021 Scott specialized catalog from an essay-proof perspective. Enjoy! ■

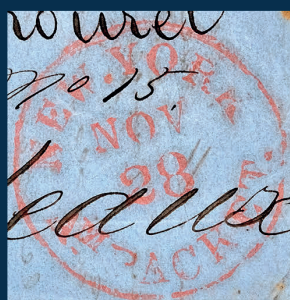
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U.S.-GERMAN SEA POST: 1891-93

LABRON HARRIS

Background

The United States, we know, is a nation of immigrants. It is human nature to want to communicate with the people you left behind. Throughout the 19th century and well into the 20th, writing letters home was the easiest and in many instances the only means of making this connection. As the United States prospered, more and more business was done with overseas countries. Again, letter post correspondence was the most effective way to transact this business.

In the mid 19th century, the United States began to formalize postal agreements with various countries to help facilitate these correspondences. A large number of immigrants to this country came from the German States and later unified Germany. The U.S. signed its first postal treaty with Germans in 1847. The Universal Postal Union, which standardized postal rates for the signatories worldwide, was formed in 1874 and became effective on July 1, 1875. Both the United States and Germany were charter members.

At the 1876 Centennial celebration at Philadelphia, John Wanamaker, a successful local businessman, and Heinrich Johann von Stephan, the father of the U.P.U., had several discussions about improving the handling of the mail between the United States and Germany. Nothing happened at that time but when Wanamaker became the U.S. Postmaster General in 1889, he began to implement several new programs. One of them was the U.S.-German Sea Post, an arrangement that lasted until World War I and resumed afterwards. This article discusses the service in its earliest years, 1891-93.

The service

The U.S.-German Sea Post began in March, 1891, when Augustus Maze, the New York Post Office Superintendent of Mails, sent P.J. Holzman, H.H. Mondon and William H. Hall, three clerks from his office, to Germany to implement the steamship service. Their assignment was to work on the ships along side their German counterparts. Each on-board post office had three clerks, one American and two German. They sorted and otherwise organized mail so that it could more quickly enter the mailstream upon arrival. Service was modeled after the railway sorting operations that were then successful in both nations.

An additional feature was that mail franked at U.P.U. rates could be posted on board the ships. On vessels bound from New York to Germany, U.S. stamps were required, and U.S. postage would be used on mail originating on the steamer until it reached Germany. On westbound voyages, German stamps were required.



Figure 1. Typical "U.S. GERMAN SEA P.O." handstamp, used on eastbound voyages of HAPAG and NGL steamers.

Eastbound steamers canceled such covers with a special U.S.-German Sea Post marking. A typical example is shown in the tracing in Figure 1. These cancellations bore either the date of the ship's departure or the date of arrival in European waters.

This led to most mail posted on board being canceled with the duplex dated at a time other than when the letter was actually posted. This point is worth emphasizing, because it contradicts the published regulations for the service, which required that on-board letter boxes be emptied daily and the contents postmarked on that date.

During 1891-93, Sea Post service was provided by two big German shipping companies, the North German Lloyd line (NGL) and the Hamburg American line (HAPAG). For this operation, NGL employed ships that ran between Bremen and New York while HAPAG ran between Hamburg and New York. Both lines stopped at intermediate ports on the English Channel.

During the period under discussion, NGL steamships employing U.S.-German Sea Post mail clerks were: *Aller*, *Eider*, *Elbe*, *Ems*, *Fulda*, *Havel*, *Lahn*, *Salle*, *Spree*, *Trave* and *Werra*. HAPAG steamships were *Augusta Victoria*, *Columbia*, *Furst Bismarck* and *Normania*.

Each ship was assigned a Sea Post number, which appears at the center of the barred elliptical killer duplexed to the Sea Post circular datestamp. The killer in Figure 1 shows the number 8. Fourteen numbers were assigned during 1891-93.

But ships did not always have the same number. A ship might have one number for a period of time and then be assigned a new one, with the old number being given to another ship. Some ships had a given number for only one voyage. Others had the same number for longer periods. As an example, the *Furst Bismarck* had multiple numbers during the 1891-93 period, as did many of the other steamers.

Covers

In the discussion that follows, only letters posted on eastbound trips to Germany (and thus bearing U.S. stamps) will be shown. The first eastbound voyage was April 15, 1891. This was the return of the inaugural voyage of the *Havel*, which departed Germany on March 31, 1891, the first ship to provide this service.

Figure 2 shows a 5¢ Columbian envelope canceled by the U.S.-GERMAN SEA P.O. duplex with a numeral "1" in the killer. This was posted on the HAPAG steamship *Columbia* and canceled July 14, 1893. It was addressed to Halle, Germany, where it arrived the next day.

Figure 3 shows a 2¢ wrapper (Scott W316) uprated to 7¢ by the addition of a 5¢ Small Bank Note stamp to pay the seven times circular rate. It was canceled by a U.S.-GERMAN SEA P.O. duplex with a "3" in the killer, posted on the HAPAG steamship *Augusta Victoria*



Figure 2. 5¢ Columbian envelope paying the U.P.U. rate, addressed to Germany and posted at sea July 14, 1893 on board the HAPAG Columbia.

and dated July 20, 1892. It was sent to Danzig and shows no receiving postmark, typical of circular material. Any Sea Post marking on a wrapper is unusual. On this wrapper, both strikes of the Sea Post marking show a circular ring around the marking elements, suggesting the outline of the hammer to which the two elements were affixed.



Figure 3. 2¢ wrapper uprated to 7¢ to pay seven times the circular rate, addressed to Danzig and posted on board HAPAG's Augusta Victoria.



Figure 4. 2¢ entire envelope with 1¢ and 2¢ Columbians, canceled August 31, 1893 and posted on board the HAPAG steamship *Furst Bismarck*.



Figure 5. 2¢ brown envelope sent unsealed because it carried a circular. Sent to Groningen, Holland and posted on board the NGL steamship *Aller*.

Figure 4 shows a 2¢ brown envelope with 1¢ and 2¢ Colombian stamps added to make up the 5¢ U.P.U. letter rate. Addressed to Hamburg, it was posted on the HAPAG steamship *Furst Bismarck* and canceled August 31, 1893 by a U.S.-GERMAN SEA P.O. duplex with a “5” in the killer. There is no receiving postmark.

Figure 5 shows another 2¢ brown envelope; this was sent unsealed and carried a circular, another unusual Sea Post usage. The envelope was canceled by a U.S.-GERMAN SEA P.O. duplex with an “8” in the killer, dated September 5, 1893. This was posted on the NGL steamship *Aller* and sent to Groningen, Holland. There is no receiving postmark.



Figure 6. 1¢ Grant postal card uprated to overpay the 2¢ international card rate. Perhaps the sender intended to create a philatelic souvenir.

Figure 6 shows a 1¢ Grant postal card, uprated with 4¢ and 5¢ Columbian stamps, massively overpaying the 2¢ U.P.U. postal card rate. Perhaps the sender intended to create a souvenir. This card is postmarked by a light but legible U.S.-GERMAN SEA P.O. duplex with a “10” in the killer, dated October 31, 1893, and applied on board the NGL steamship *Havel*. The card was sent to Berlin with no receiving postmark.

Our last cover, Figure 7, most unusual, is shown on the next page. This is franked with a 5¢ Small Bank Note stamp on a Hamburg-American envelope canceled by a U.S.-GERMAN SEA P.O. duplex with a “12” in the killer. It was posted on an eastbound voyage of the *Furst Bismarck* and canceled (probably at the English port of Southampton) with a preset postmark dated June 9, 1892. It was then sent back westward across the Atlantic on another German steamer, arriving at New York June 17. It was received at Atlantic City June 18th (at a fancy hotel on the Boardwalk) after being forwarded from Philadelphia.

Of considerable interest is the circular “SPO T 12” postage due marking. This was applied on board the *Furst Bismarck* and represents a very early use of this marking. The “12” at the bottom of the marking indicates the ship and correlates with the “12” in the barred elliptical killer. The fraction “2/25” lightly pencilled at upper left is associated with the “SPO T 12” due marking and was also applied on board the *Furst Bismarck*. The numerator in the fraction indicates a double rate and the denominator shows the deficiency: 25 centimes or 5¢. Due postage was double the deficiency or 10¢, as shown in the distinctive New York telescope due marking dated June 18.

The U.S.-German Sea Post Office service continued until 1914 when it was suspended due to World War I. It resumed after the war and continued until 1939.

I would like to recap three important aspects of this service during 1891-93. First, mail given to the mail clerk was canceled with a U.S.-German Sea P.O. canceler dated the day the voyage began or the day the voyage made a European port, not necessarily the date it was given to the clerk. Second, the stamps of the United States were used on eastbound mail until the arrival in Germany. And third, the number in the markings were moved from ship to ship so that one ship could have many numbers and many ships could have the same number.

Figure 7. 5¢ Small Bank Note stamp on a Hamburg-American envelope, posted on an eastbound voyage of the *Furst Bismarck*, rated and marked on board as an insufficiently prepaid double-rate letter. Since it was addressed to the U.S.A., it probably debarked at Southampton. Double the deficient postage, in this case 10¢, was ultimately collected from the recipient.



Thanks to Bernd Essler of the TPO and Sea Post Society for helping me better understand this area. His data on ship sailings was invaluable in identifying the vessels discussed in this article.

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Bernd Essler, *German and American Ships on the North Atlantic Route* (2013), available online at the TPO and Sea Post Society website (tpo-seapost.org.uk).
 Philip Cockrill, *United States Sea Post Cancellations, Part 1, Transatlantic Routes* (Newberry, England).
 Rocky Mountain Philatelic Library, Facebook presentation on U.S.-German Sea Post. ■

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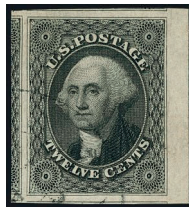
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MAIL BETWEEN THE UNITED STATES AND PORTUGAL
AND ITS ATLANTIC COLONIES
VIA THE BRITISH MAIL SYSTEM, 1840-75, PART 2

RICHARD F. WINTER

Editor's note: This concludes a two-part article exploring the handling of U.S.-Portuguese letter-post correspondence from its beginnings up to Universal Postal Union. The initial installment was published in Chronicle 268. There the author established that the vast majority of letters between the two nations traveled via the British mail system. Part 1 discussed covers from 1840 up to 1858, an era when almost all surviving covers were sent stampless. Part 2, presented herewith, embraces the years 1859-75, when most of the covers were franked with adhesive postage stamps. The two rate tables that accompanied Part 1 are republished here for reader convenience.

Figure 13 shows an envelope franked with United States postage stamps, sent from Norfolk, Virginia, to Madeira, an Atlantic island colony of Portugal about 540 miles west of Casablanca. The cover was posted on 4 April 1859, addressed to a lieutenant on board the "U.S. Ship Cumberland, Care of American Consul, Funchal, Madeira." The lower left corner of the envelope was endorsed "Via England." The 65¢ rate was paid by a horizontal strip of four and two additional 10¢ 1857 stamps (Types II, III, and IV) plus a red-brown 5¢ 1857 stamp. Each stamp was canceled with the blue circular datestamp, NORFOLK APR 4 1859 VA.



Figure 13. 4 April 1859 envelope from Norfolk, Virginia, to Funchal, Madeira Island, paid 65¢ with a horizontal strip of four and two additional 10¢ 1857 stamps plus a red brown 5¢. Carried by Allan Line steamship *Nova Scotian* from Portland, Maine, with 44¢ credited to the United Kingdom. The Brazil packet *Tyne* carried the cover to Madeira. Portuguese collection of 160 reis postage due was marked in black ink.

The cover was sent to Boston for the next American-contract steamship sailing, which was the Allan Line *Nova Scotian* departing from Portland, Maine. The Boston exchange office clerk struck on the reverse a circular datestamp (BOSTON APR 8 AM. PKT.) and wrote on the front in red crayon “44” designating the U.S. credit to the United Kingdom of 44¢. Since an American-contract packet was to carry the cover, the United States was entitled to keep 21¢ (5¢ inland and 16¢ sea postage to England) of the 65¢ paid. The *Nova Scotian* departed Portland on 9 April and arrived at Liverpool on 24 April 1859.

A Liverpool clerk struck the small black 8-sided transit date mark with sans-serif letters, “L AP 24 A.” The cover was sent to London, arriving the next day, as shown by the small red circular datestamp on the right, PAID FM AP 25 59 LONDON. The mails were made up for the next RMSPCo Brazil packet, the *Tyne*, scheduled to depart Southampton on 9 May. This steamship arrived at Madeira Island about 18 May 1859. The letter was marked at Funchal for 160 reis postage due for a letter up to ½ ounce, shown by the black handstamp 160 at right center. This rate resulted from the 1859 postal convention between the United Kingdom and Portugal (see Table 2, column F).

Figure 14 illustrates a scarce folded letter to Madeira that originated in the Confederacy, from Charleston, South Carolina. A docketing notation by the recipient indicates that the letter’s date was 16 March 1861, 36 days after South Carolina formally was accepted into the Confederate States of America. The U.S. mail system still operated in the Confederacy until 1 June 1861, but the absence of any American postmarks on this letter indicates that it was sent “under cover” (contained in another letter or package), undoubtedly to New York for transit to England.

A London agent received and posted the letter on 8 April 1861. He paid 8 pence for a ½ ounce letter to Madeira via British packet. The originator of the letter had written transit instructions on the cover, “P Brazil Mail A. Lisbon,” at the top and “via Lisbon” at the lower left. Those instructions clearly referred to the Royal Mail Steam Packet (RMSPCo) service to Brazil with calls at Lisbon and Madeira. However, Howat’s book, *South Ameri-*



Figure 14. Folded letter from Confederate Charleston, dated 16 March 1861 and addressed to Madeira Island. Sent “under cover” in another letter or package via New York to London, there posted by an agent who paid the 8 pence rate to Madeira. Carried to Madeira by Brazil packet *Magdalena*; marked for 160 reis postage due.

can Packets (see References), states that in negotiating their 1858 contract with the British Government, the RMSPCo "...agreed to introduce a faster service to Brazil from 9th May, and to the West Indies not later than 14 September 1859." To accomplish this, they said they would no longer make calls at Madeira Island and Tenerife in the Canary Islands, but would retain the call at St. Vincent, Cape Verde Islands before crossing to Pernambuco.

Surely, the merchants in Charleston would have been aware of the 1858 contract and would not have used the endorsement on this cover unless they knew a call still would be made at Madeira. Likewise, the London agent would not have paid a packet letter rate to Madeira had he known there would be no call there. Something had changed. The April 1861 scheduled sailing of the Brazil Line RMSPCo packet fits well with this cover. The steamship *Magdalena* departed Southampton on 9 April, called at Lisbon about 13 April and arrived at Madeira about 16 April 1861, consistent with the docketing notation by the letter recipient. The Madeira post office clerk marked the cover for 160 reis postage due with a blue ink handstamp. While I don't know for certain that this was how this letter got to Madeira, this explanation seems the most logical.

Figure 15 shows a 7 June 1862 cover from Lisbon to New York. A double-circle Lisbon postmark in black, LISBON 7 6 62, was struck in the lower left corner. In the upper right corner was struck in black a double-oval marking, PAGOU DE FRANQUIA PELO PAQUETE, with a manuscript "1/4" in the center. This was a marking used only at Lisbon to show the prepayment of the maritime fees for an outgoing letter, in this case, one to the United States. The amount paid was 320 reis or 1 shilling 4 pence (see Table 2, column F plus 16¢ transatlantic sea postage).

On 7 June 1862 the P&O steamship *Alhambra* called at Lisbon on her return voyage to England from the Iberian Peninsula. She brought this letter to Southampton on 12 June via Oporto and Vigo. The letter reached London the same day as shown by the small red



Figure 15. Lisbon to New York, 7 June 1862, paid 320 reis (1/4d) for the rate to the U.S. arrival port. The double-oval PAGOU DE FRANQUIA PELO PAQUETE, with a manuscript "1/4" was used at Lisbon to show prepayment of maritime fees. Carried to England by P&O *Alhambra*. British credited U.S. with 16¢ and sent the cover on Allan Line steamship *Jura* to Quebec, thence to New York where 5¢ due was marked.

**TABLE 1. LETTER RATES FROM THE U.S. TO PORTUGAL
AND ITS ATLANTIC COLONIES, 1849-UPU**

PORTUGAL

	7/49	1/57	4/57	7/57	7/59	5/60	8/62	9/66	2/67	1/68	1/70	12/70	5/73	7/75
Br. v S	63	-	-	-	omit							16	-	omit
Br. v France		37/47	-	-	29/37	-	33/45	-	-	22/34	16/28	omit		
B-H				30/42	-	-	-	-						
Fr. v Behobia (Irun)			21/42	-	-	-	-	omit						
Fr. v Bordeaux						30/60	-	omit						
Fr.								*27/*54			omit			
NGU, d.													*11	omit
NGU, cm.													*12	omit
UPU														*5

AZORES ISLANDS

	7/49	7/59	9/66	1/68	1/70	11/70	5/73	7/75
Br. v S	63	omit		22	16	-	-	omit
Br. v Portugal		29/37	-	omit				
Br. v France				22/34	16/28	omit		
Fr.			*27/*54	-	omit			
NGU, d.							*11	omit
NGU, cm.							*12	omit
UPU								*5

CAPE VERDE ISLANDS

	7/49	7/59	5/60	1/68	1/70	7/75	7/77
Br. v England	65	29/37	-	22	16	*15	omit
Fr. v Bordeaux & Lisbon			30/60	-	omit		
UPU							*10

MADEIRA ISLANDS

	7/49	7/59	9/66	1/68	1/70	5/73	7/75
Br. v S	65	29/37	-	22	16	-	omit
Fr.			*27/*54	-	omit		
NGU, d.						*11	omit
NGU, cm.						*12	omit
UPU							*5

Postage rates from the United States to Portugal and its Atlantic Colonies, adapted from the work of Charles Starnes. In these tables Starnes shows a dash (–) where a rate continues from the previous column and an asterisk (*) when prepayment was optional. He uses “omit” to indicate that from that date on, there was no applicable rate for the mail system used. It must be emphasized that the rates shown in Starnes’ book are postal rates from the United States and may not be the same as rates from those countries or colonies to the United States. His abbreviated mail systems in these tables that apply to this paper are: British mail via Southampton (Br. v S), British mail via France (Br. v France), British mail via Portugal (Br. v Portugal), and British mail via England (Br. v England).

TABLE 2. PORTUGUESE RATES

BEFORE 1859

Oitavas	A	B	C	D
Up to 1	240	140	160	120
1 - 1½	360	210	160	180
1½ - 2	480	280	160	240
2 - 2½	600	350	160	300
2½ - 3	720	420	160	360
3 - 3½	840	490	160	420
3½ - 4	960	560	160	480
4 - 4½	1080	630	240	540
4½ - 5	1200	700	240	600
5 - 5½	1320	770	240	660
5½ - 6	1440	840	240	720
6 - 6½	1560	910	320	780
6½ - 7	1680	980	320	840
7 - 7½	1800	1050	320	900
7½ - 8	1935	1125	320	960
8 - 8½	2055	1195	400	1020

Column A: Letters arriving by land from Paris through Spain (14 July 1813 to 1859).

Column B: Letters arriving from London by packet (14 July 1813 to 1840). From 1840 to 1 July 1859, use Row D.

Column C: Letters arriving by foreign ships (16 June 1815 to 1859).

Column D: Letters arriving by packet from Brazil; British packet from the Mediterranean via Alexandria and via India (29 January 1840 to 30 June 1859).

Column E: Letters arriving by packet from Brazil; British packet from the Mediterranean via Alexandria and via India. (After 1 July 1859).

Column F: Letters arriving from the U.K. for Portugal, Azores, Madeira, Cape Verde and West African colonies overland through France and Spain or by a British mail packet). (After 1 July 1859).

Column G: Letters arriving from the United Kingdom via France and Spain for Portugal, Azores, Madeira and West African colonies per 7½ grams. (After 1 August 1866).

The first four columns (A, B, C, and D) express rates before 1859. The last three columns (E, F, and G) show rates used after that. Columns A and B are incoming postage rates established in a Portuguese rate table issued 14 July 1813. These rates were based on letter weights starting at 1/8 ounce (1 Oitava) and increasing in 1/16-ounce increments. Thus a letter weighing 5/16 ounces would weigh 2½ Oitavas. For this weight the postage due in Portugal on a letter sent via France and Spain was 600 reis (column A). The same letter sent by packet directly from England was 350 reis (Column B). Column C provides incoming ship letter rates, and column D provides the rates for mail delivered by any packet service from Brazil, and by British packets from the Mediterranean and beyond. All rates are in Portuguese reis for the weight shown in the left-hand column. **NOTE:** for rates to the United States from Portugal or colonies in the Atlantic, the rates to the United Kingdom can usually be combined with the sea rate from the United Kingdom to the United States to arrive at the total rate. Until 1868, there will always be an amount still due in the United States, usually 5 cents, the United States portion under the postal convention with the United Kingdom. Since 20 reis = 1 British penny, 10 reis = 1 U.S. cent. Remember, the U.S. rates in Starnes are letters rates from the U.S. They don't always equal the same foreign rate into the U.S. However, often they are the same (or almost the same) when the rates are compared in the two currencies, in this case reis and cents. For example, the 1862 rate of 33¢ per ¼ ounce is very close to the Portuguese rate of 320 reis.

1859 AND AFTER

Ounces	E	F	G
Up to ¼		80	120
¼ to ½	150	160	240
½ to ¾	300	240	360
¾ to 1	450	320	500
1 to 1¼	600	400	620
1¼ to 1½	750	480	740
1½ to 1¾	1050	560	860
1¾ to 2	1200	740	980

circular datestamp in the upper center of the cover, LONDON-EC D JU 12 62 PAID. A London exchange office clerk wrote the red crayon “16” left of the London datestamp indicating the credit to the United States of 16¢ from the prepayment. This was the sea postage across the Atlantic owed to the U.S. because an American-contract steamship was to carry the cover. On 13 June the Canadian Allan Line steamship *Jura* departed Londonderry, Ireland, arriving at Quebec on 25 June 1862. From there the U.S. mails were sent by train to New York, arriving on 27 June 1862, shown by the small black circular datestamp of the New York exchange office, NEW YORK. AM. PKT. JUN 27. The New York exchange office clerk struck the black circle 5 to show the postage due. Since all transit fees had been paid to the U.S. arrival port, the only postage remaining was 5¢, the U.S. inland portion under the 1848 U.S.-U.K. postal convention.

Figure 16 shows a cover from Funchal, Madeira Island, to New York via the British mails. Without the letter contents I don’t know the exact date the letter was posted, but it was about 5 March 1863, as will soon become apparent. The cover was endorsed in the upper left corner “via Liverpool.” The postage paid was written in the upper right corner, 1s 4d or 1 shilling 4 pence (=320 reis, Table 2, column F plus 16¢ transatlantic sea postage). Next to this a large blue oval was struck with the words PAGO OPORTE, indicating the postage paid. The Funchal clerk also struck the blue oval handstamp of Madeira on the left side. On 5 March the African Steam Ship Company steamer *Armenian* called at Madeira on its homebound voyage from the African coast. This cover was placed on board and the steamship arrived at Liverpool on 12 March 1863.

The cover was then sent to London, arriving the next day as shown by the small red circular datestamp in the upper right corner, LONDON CO MR 13 63 PAID. The London clerk restated the prepayment at right in black ink, “1/4,” but did not mark the credit to the United States because another British contract steamship would carry the cover to the U.S. arrival port and no credit or debit markings were appropriate. The cover was placed in a mail bag sent to Queenstown to await the arrival of the Cunard steamship *Asia* to carry the



Figure 16. From Funchal, Madeira Island, to New York, 5 March 1863, prepaid 1 shilling 4 pence for all transit fees to the port of entry in the United States. The PAGO OPORTE of Madeira indicated the postage was paid. Cover carried by African Steam Ship Company *Armenian* to Liverpool, then via London to Queenstown for the Cunard *Asia* to New York.

mails from there on 15 March. *Asia* arrived at New York on 28 March 1863. On this date the New York exchange office clerk struck the circular datestamp in the lower right corner, 5 MAR 28 N.YORK BR. PKT., showing that 5¢, the American portion of the treaty rate between the United States and the United Kingdom, was still due.

Figure 17 shows a paid cover to Boston from Santiago Island (S. Thiago) in the Cape Verde Islands, a group of islands that forms another Portuguese colony in the Atlantic, off northwest Africa about 400 miles west of Dakar, Senegal. Santiago is the largest of the Cape Verde Islands, located in the southern region called the Sotavento. Its principal port, Praia, is 167 miles southeast of Porto Grande on St. Vincent Island, where the British packets called. The cover was posted on 15 December 1864, receiving on the reverse a black double-circle datestamp, ILHA DE S. THIAGO 15 12 64. Per the manuscript notation at upper right, it was prepaid 480 reis, equivalent to 2 shillings. This was the ½ ounce rate by British packet using the old rate table (Table 2, column D), which actually overpaid the letter. Most likely it was taken to Porto Grande for onward transport to Lisbon.

About 22 December the RMSPCo steamer *Parana* called at St. Vincent Island for provisions and mail on her homebound voyage from Brazil to Southampton. She reached Lisbon on 29 December 1864, where the black double circle datestamp in the lower left corner was applied. A Lisbon clerk struck the black double-oval marking, PAGOU DE FRANQUIA PELO PAQUETE (“packet franchise payment”) with a manuscript “2/-” in the center, which was later crossed out. The cover went back on board the *Parana*, arriving at Southampton on 1 January 1865. It was then sent to London, where the small red circular datestamp at right center, LONDON HH JA 2 65 PAID, was struck. The London exchange office clerk struck through the “2/-” in the double oval and struck the correct red handstamp, 16 CENTS, crediting the United States for a ½-ounce letter to be carried across the Atlantic on an American-contract steamship. The cover was placed in a mail bag for Boston and sent to Queenstown to await the arrival of the Inman Line steamship *City of Baltimore*,



Figure 17. 15 December 1864, cover from Santiago Island (S. Thiago) in the Cape Verde Islands, addressed to Boston, prepaid 480 reis (2 shillings) for ½-ounce rate. Carried by Brazil packet *Parana* from St. Vincent to Southampton via Lisbon. Oval PAGOU DE FRANQUIA PELO PAQUETE applied at Lisbon with “2/” in manuscript, later crossed through. London credited 16¢ to U.S. Inman *City of Baltimore* carried the cover to New York, then by train to Boston where it was rated for 5¢ postage due.

scheduled to carry the mails from there on 5 January. *City of Baltimore* arrived at New York on 20 January 1865. The closed mail bag was not opened at New York, but sent to Boston, where it was opened the next day. A Boston exchange office clerk struck in the upper right corner the black circular datestamp, BOSTON. AM. PKT. JAN 21 5, which indicated that 5¢ postage was still due, the American portion of the treaty rate between the United States and the United Kingdom.

Figure 18 illustrates a paid folded letter from Funchal, Madeira Island, to New York. It was posted at Funchal on 20 June 1865. The endorsement across the top (“p Str *Maria Pia* via Lisbon & France,” names the vessel desired to carry the letter to Lisbon. Local postage was paid by an 1862 rose 25 reis stamp. In addition, the letter was prepaid 1 shilling 4 pence (320 reis) in cash for the charges to the United States via the British mail system. A manuscript “1/4” was written in the upper right quadrant. Additionally, the large blue oval was struck with the words “PAGO/OPORTE,” indicating the postage was paid.

The *Maria Pia* was a 513-ton steamship that was owned by the Portuguese Companhia Luzitania, built in 1863 at Port Glasgow. Apparently she was at Madeira and about to depart for Lisbon. A black double-circle datestamp on the reverse shows that the *Maria Pia* arrived at Lisbon on 23 June 1865. Instead of sending the cover through France as directed, it was placed on the newly built *Douro*, a 2,824-ton steamship of the RMSPCo, then in Lisbon on a trial voyage. *Lloyd’s List* shows that *Douro* departed Lisbon on her return voyage to Liverpool, arriving on 29 June 1865. Because the *Douro* was not carrying contract mail, the letter received a red tombstone-style datestamp (PAID LIVERPOOL SHIP JU 29 1865 B) indicating it was an incoming ship letter. The letter was transferred to the Cunard steamship *Persia*, departing Liverpool on 1 July and arriving at New York on 12 July. A New York exchange office clerk struck the black circular datestamp in the upper right corner (5



Figure 18. Funchal, Madeira Island, to New York, 20 June 1865. Local fee prepaid by a 25 reis 1862 rose postage stamp; additional 1 shilling 4 pence (320 reis) prepaid in cash for all transit fees to the U.S. arrival port. Cover carried to Lisbon by non-contract steamship *Maria Pia* of the Portuguese Companhia Luzitania, and the RMSPCo steamship *Douro* to Liverpool. Because *Douro* was not on a contract voyage, Liverpool applied its tombstone ship letter handstamp. The cover was sent to New York on the Cunard steamship *Persia*; there it was marked for 5¢ postage due.

JUL 12 N.YORK BR. PKT.) showing that 5¢ postage was still due, the American portion of the treaty rate between the United States and the United Kingdom. There is also a large, pencil “3” or “B” at the bottom center of the letter face that I don’t understand. Since the letter is addressed to a specific street number, it may be a New York carrier’s initial.

Another cover from Funchal to New York shows acceptance of a partial payment in stamps and the remainder in cash. The two images in Figure 19 show the front and reverse of this cover, a small envelope posted at Funchal on 20 January 1866. The sender wrote at the lower left, “From U.S.S. Shenandoah.” This was a screw sloop of war built in 1862. Recommissioned after the Civil War she put to sea for the Azores, en route to Brazil, where she would serve with the South American Squadron.

The Figure 19 cover must have been left at Madeira Island by a crew member on a stop from the Azores. It was prepaid 40 reis with Portuguese stamps of the 1862 issue: a brown 5 reis, an orange 10 reis and a rose 25 reis postage stamp, the latter two on the reverse. In addition, 1 shilling 2 pence was paid in cash (red crayon) for a total of 320 reis,

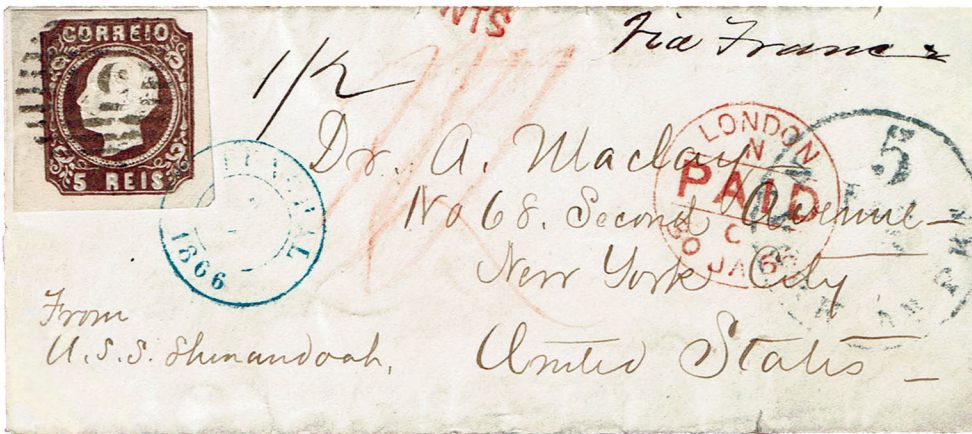


Figure 19. Front and reverse of a cover sent 20 January 1866 from Funchal to New York, prepaid 40 reis (the rate to England) with brown 5 reis, orange 10 reis, and rose 25 reis postage stamps of Portugal's 1862 issue. An additional 1 shilling 2 pence was prepaid in cash (red crayon marking scribbled over the address). London restated the “1/2” in black ink and marked the cover paid, crediting the U.S. with 16¢ (partially struck red handstamp at top). The cover was carried from Southampton to New York by the North German Lloyd steamship *Bremen*. New York marked 5¢ postage due.



the rate from Madeira to the United States via the United Kingdom. I do not know how the letter got to Lisbon on 25 January 1866 (shown by a black double circle datestamp on the reverse) but most likely it was by a steamship traveling that 600-mile route. The letter passed through Spain and France per the routing instruction in the upper right corner, and arrived at London on 30 January 1866. A red circular datestamp on the right side indicated this and that the letter had been paid.

The London exchange office clerk elected to send the letter to the United States on an American-contract steamship. He wrote in black ink "1/2" alongside the red crayon marking of the same value to indicate the amount debited to Portugal for the British transit fees. He then struck his red 16 CENTS at the top, but only a small part of it hit the envelope. Sixteen cents was the proper credit to the United States under the existing postal convention because on this cover the sea postage across the Atlantic belonged to the United States. The letter was sent to Southampton to board the North German Lloyd steamship *Bremen*, scheduled to depart for New York later that day. Under contract to carry American mails, *Bremen* arrived at New York on 15 February 1866. A New York exchange office clerk struck on the right side the black circular datestamp, 5 FEB 15 N.YORK AM. PKT., showing that 5¢ postage was still due, the American portion of the treaty rate between the United States and the United Kingdom.

United States–United Kingdom postal conventions of 1867 and 1868

On 18 June 1867, a new postal convention was signed in London between the United States and the United Kingdom. This convention went into effect on 1 January 1868 and reduced by half the international rate between the two nations. It also introduced an important change in the marking of covers: credit or debit markings on letters between the two countries were no longer required, because it was no longer necessary to indicate whose contract mail vessel carried the mail. All eastbound trips were considered American-contract voyages and all westbound trips were considered British-contract voyages.

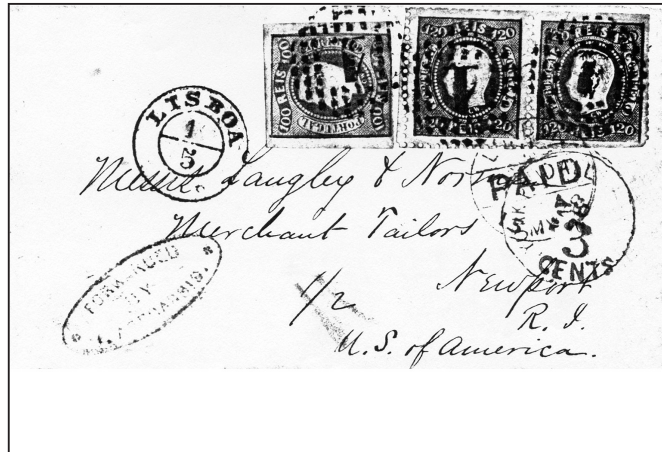
The charge for transatlantic sea conveyance was set at 8¢ per single rate. The United States retained 2¢ plus 8¢, or 10¢, for each prepaid single-rate letter up to ½ ounce sent to the United Kingdom. For practical purposes the new 12¢ rate between the U.S. and the U.K. consisted of 2¢ United States, 8¢ sea, and 2¢ United Kingdom. For mail going beyond the United Kingdom, the rate was determined by adding the U.S. share (10¢) to the rate U.K. inhabitants had to pay to the foreign destination.

The convention allowed the United States 3¢ for each paid letter sent to the United States through the United Kingdom from a foreign origin. This was an anomaly, since the British received only 2¢ for comparable mail transiting the United Kingdom from the United States. Before the 1867 convention went into effect, the United Kingdom notified the United States of its intention to terminate the convention on 31 December 1868. A new postal convention was negotiated to become effective on 1 January 1869. The 1868 convention was almost identical to the 1867 convention. The letter rates remained the same, as did the rate progression. But the United Kingdom now credited the United States only 2¢ cents, instead of 3¢, for prepaid mail transiting the United Kingdom from origins beyond. (British requirements for fines on unpaid or insufficiently paid letters were also changed.) Thus, the year 1868 was the only year that 3¢ credits to the United States can be found on transit covers. Covers showing the 3¢ credit are scarce.

This convention significantly reduced the rates from Portugal and its colonies sent by the British mail. An 1868 Portuguese rate table shows that the rates to the United States now were 220 reis per 7½ grams or 340 reis per 15 grams when sent by the British mails either via Spain and France or by British packet or private ship to England.

Figure 20 is a black and white image of a 1 May 1868 cover from Lisbon to Newport, Rhode Island. It entered the mails through a forwarding agent in Lisbon, who struck his green oval handstamp in the lower left corner, FORWARDED BY J. ABECASSIS. Postage of 340 reis was paid by a single 1867 100 reis dark lilac stamp and a horizontal pair of 1866 120 reis blue stamps. This was the rate for a letter up to 15 grams to go via Spain and France to London and the United States (Table 2, column G plus 10¢ transatlantic sea postage).

Figure 20. Under the new postal convention, mail could be prepaid to destination. Fully prepaid cover, 1 May 1868, from Lisbon to Newport, Rhode Island; 340 reis paid by 1867 100 reis dark lilac and pair of 1866 120 reis blue stamps. London marked in black ink a debit to Portugal of 1 shilling 2 pence, later crossed through with red crayon, and applied the scarce red 3 CENTS handstamp for credit to U.S.



The closed mail bag with this cover was opened in London on 15 May 1868, where the letter received the red London circular datestamp indicating it was paid. This marking ties the two right-hand postage stamps to the envelope. A London exchange office clerk marked in black ink a debit to Portugal of 1 shilling 2 pence (subsequently this was crossed through in red crayon to avoid confusion). This was the British debit to Portugal for a 15-gram letter arriving via Spain and France. The red 3 CENTS handstamp was applied at London to show the required credit to the United States.

From London the cover was sent to Queenstown for the departure of the Cunard steamship *Scotia*, which was scheduled on 17 May. The *Scotia* reached New York on 26 May 1868, where the lightly struck red circular datestamp, NEW YORK PAID ALL MAY 26, was applied over the London datestamp. No postage due was collected in the United States since mail now could be prepaid to destination by virtue of the U.S.-U.K. postal convention of 1867.

Figure 21 shows a cover posted 18 March 1869 from Lisbon to Syracuse, New York, franked at the 220 reis rate for a 7½-gram letter sent from Portugal in the British mails via Spain and France. The stamps are a blue 120 reis stamp of 1867 and a dark lilac 100 reis stamp of 1869. The cover arrived at London on 23 March 1869 as indicated by the red PAID circular datestamp. The London clerk marked “9½d” on the left side in black ink to indicate the amount Portugal owed the British from the prepayment—9½ pence or 190 reis. A London exchange office clerk struck the 2 CENTS credit marking for the United States as required by the 1868 U.S.-U.K. Postal Convention. The letter was sent to Southampton for the departure later that day of the North German Lloyd steamship *Hansa*, which arrived at New York on 3 April 1869. A New York exchange office clerk struck on the right side, tying the two postage stamps, a red circular datestamp (NEW YORK PAID ALL APR 3) showing the arrival date of the steamship carrying the cover.

Figure 22 may be the only double-rate cover known at the 440 reis rate. The rate from Madeira to the United States by British packet was 220 reis per 15 grams. The envelope was posted in Funchal, Madeira Island, on 24 August 1869, addressed to Portsmouth, New Hampshire. The double rate was paid by with a horizontal pair of 1867 blue 120 reis



Figure 21. 18 March 1869, Lisbon to Syracuse, New York, paid 220 reis with an 1867 blue 120 reis and 1869 dark lilac 100 reis postage stamp. The red London datestamp showed the letter was fully paid. London marked "9½d" in black to show the British debit to Portugal, 9½ pence, and 2 CENTS in red ink, the U.S. credit from the prepayment.



Figure 22. Funchal to Portsmouth, New Hampshire, 24 August 1869: paid 440 reis for a double-rate letter up to 30 grams by British packet with horizontal pair of 1867 blue 120 reis and two single 1869 dark lilac 100 reis stamps. London credited U.S. with a red 4 CENTS handstamp. No postage was due in the U.S.

postage stamps and two single 1869 dark lilac 100 reis stamps. A double-rate letter from Portugal via Spain and France would have paid 340 reis according to the 1866 rate tables; so this 440 reis rate is peculiar to Madeira.

The small boxed PD in black ink was applied at Funchal. The African Steam Ship Company's *Lagos* called at Madeira on 24 August and arrived at Liverpool on 31 August 1869. The cover arrived at London on 1 September 1869 as shown by the red LONDON PAID circular datestamp on the right. A London exchange office clerk struck the 4 CENTS

credit marking for the United States as required by the 1869 U.S.-U.K. Postal Convention, and sent the letter to Queenstown for the departure of the Inman Line *City of Antwerp* on September 3, arriving New York September 14. A New York exchange office clerk struck on the right side on top of the London postmark the red circular datestamp, NEW YORK SEP 14 PAID ALL, indicating the letter was fully prepaid.

Depreciated currency

By mid-1863, the strain of the American Civil War had greatly devalued U.S. currency. The Post Office department was collecting unpaid postage on letters from overseas in depreciated paper currency and settling its debts with the sending countries in gold coin. The result was a significant revenue loss to the United States. To counter this disparity, used by many foreign correspondents to their advantage, the Post Office department issued orders that unpaid letters from certain foreign countries could be paid in either coin or notes. In the latter case, a premium was required, reflecting the ongoing devaluation of the greenback notes. The premiums were calculated daily at the exchange offices upon the arrival of the overseas mail. Only the exchange offices responsible for rating unpaid foreign letters were permitted to calculate and mark dual ratings for postage due. Unfortunately, postal historians have yet to discover the formula for these calculations. We can see the premiums marked on the covers, but don't know how those values were derived. Many different marking devices or manuscript notations were used by the U.S. exchange offices to show postage due in the two currencies. In many instances, only the postage due in greenbacks was shown.

Such was the case with the unpaid cover from Lisbon to Burlington, Vermont, illustrated in Figure 23. This envelope was posted on 13 September 1869. A clerk in Lisbon wrote in the upper right corner the unpaid amount, 340 reis, for a letter weighing up to ½ ounce. The cover was sent to London and received on the reverse a small red circular date-



Figure 23. 13 September 1869, unpaid envelope from Lisbon to Burlington, Vermont. Lisbon wrote the unpaid amount in the upper right corner, 340 reis. London marked 24¢ debit to the U.S., which included 8d unpaid letter postage from Portugal plus 8¢ sea postage. Carried by Cunard steamship *Cuba* from Queenstown to New York, where an exchange office clerk marked 36¢ postage due in depreciated greenback notes. Postage due in coin (31¢) was not marked.

stamp showing 17 September 1869. Under the 1866 British-Portugal postal convention, an unpaid letter from Portugal was charged 8 pence in England, 2 pence more than a paid letter. London passed this debit on to the United States. Under the terms of the 1868 U.S.-U.K. postal convention, the U.S. owed the U.K. 24¢ for a letter up to 15 grams that was sent unpaid from Portugal in the British mails. This is the debit to the United States that the London clerk wrote in the upper left corner: of 16 cents (8 pence) transit from Portugal plus 8¢ sea postage across the Atlantic. The cover was sent to Queenstown to board the Cunard steamship *Cuba*, scheduled to call on September 19. She arrived at New York on 29 September 1869. The cover was processed the next day, when the exchange office clerk struck a black circular datestamp on the reverse. He added 2¢ for the American portion under the convention and the 5¢ unpaid letter fine under the convention. The postage due if paid in coin was thus 31¢. But this amount wasn't shown on the envelope. Instead, a black handstamp 36 was struck, expressing the amount of postage due if paid in depreciated greenback currency.

Figure 24 shows another unpaid letter, this one from Funchal, Madeira Island. This folded outer lettersheet was posted on 5 November 1869, endorsed "via England" and addressed to Boston. It was carried to Liverpool by the British & African Steam Navigation Company steamship *Roquelle*, departing Funchal on 5 November and arriving at Liverpool on 12 November 1869. This company's steamships were operating on the West Africa route but did not have a mail contract; the letters they carried were treated as ship letters upon arrival in the United Kingdom. The next day on the reverse of this cover was struck a square Liverpool datestamp in black ink, LIVERPOOL SHIP 13 NO 1869 B. The 1866 British-Portugal postal convention assessed unpaid and insufficiently paid letters higher rates upon arrival at the United Kingdom. Postage of 8 pence for each single letter originating in Portugal, Madeira, the Azores and the Portuguese possessions on the west coast



Figure 24. 5 November 1869, unpaid folded letter outer sheet from Funchal to Boston. Carried from Funchal to Liverpool on the steamship *Roquelle* of the British & African Steam Navigation Co. A Liverpool clerk marked a ship letter datestamp on reverse since this vessel did not have a mail contract; 8 pence postage due was marked for an unpaid letter. This amount was included in the 24¢ debit to the U.S., marked in black ink. Then carried by the Cunard steamship *Java* to Boston, where the cover was marked for 32¢ postage due in depreciated greenback notes.

of Africa was required, same as the previous cover. This was marked in black ink on the left side.

Since Liverpool also was an exchange office for American mails, the letter was not sent to London. The exchange office clerk marked a 24¢ debit to the United States in black ink on the right side. This consisted of 16¢ (8 pence) transit from Madeira plus 8¢ sea postage across the Atlantic. The cover was placed on board the Cunard steamship *Java*, scheduled to depart Liverpool later that day. She arrived at New York on 23 November 1869. The cover was in a mail bag for Boston that was not opened at New York. The next day, 24 November, the bag was opened at Boston and a small black circular datestamp struck on the reverse, BOSTON NOV 24. The exchange office clerk there added 2¢ for the American portion under the convention but didn't account for the 5¢ unpaid letter fine the convention also called for. He wrote in blue crayon "26" in the lower left corner for the 26¢ postage due in coin, later crossing through this amount as the letter was paid for in notes. Boston at this time used the handstamp IN U.S. NOTES, with the amount written nearby to designate the postage due. In this case the postage due in depreciated greenback notes was 32¢.

Changes to the U.S.-U.K. convention effective 1 January 1870

A change to the United States-United Kingdom postal convention of 1868 was signed in Washington, D.C. and London to go into effect on 1 January 1870. The international postal rate between the two countries again was reduced by half, making the rate 6¢ per 15 grams in the United States and 3 pence per ½ oz. in the United Kingdom. Insufficiently paid or wholly unpaid letters now were subject to a 6¢ fine in the United States and 3 pence fine in the United Kingdom, which was added to the deficient postage. All other provisions of the 1868 convention remained in effect. These terms would last until replaced on 1 July 1875 by the General Postal Union convention, of which both the United States and the United Kingdom were original signatories.



Figure 25. 12¢ and 10¢ 1869 stamps on a cover from New York City, prepaying the 22¢ rate to Portugal via British mails via France. This rate was effective for just two years (1868 and 1869) and this cover was posted just days before the rate expired. The U.S. credited 12¢ to England for carrying the cover on to Portugal. U.S., British and Portuguese markings all confirm this cover was fully prepaid to its destination.

A breakdown of the 6¢ international rate shows that 2¢ was designated as sea postage and 2¢ as inland postage in each country. Since the international rate was reduced by 6¢, the rate to countries beyond the United Kingdom served by the British mail system also was reduced by 6¢. For mail going beyond the United Kingdom, the rate from the United States was determined by adding the U.S. share (4¢) to the rate U.K. inhabitants had to pay to the foreign destination.

Two covers from the same business correspondence from New York to Lisbon well illustrate the rate change that went into effect on 1 January 1870. Figure 25 shows a cover franked with 12¢ and 10¢ 1869 stamps, paying the 22¢ rate via British mail via France that was effective during the years 1868 and 1869 (see Table 1). The cover bears the oval merchant's cachet of C. Ludmann & Co., a New York merchant firm. It was posted during the last few days of the 22¢ rate. The New York exchange office backstamped it with its red NEW YORK PAID ALL BR. TRANSIT DEC. 29 circular datestamp, indicating transatlantic carriage via Cunard's *Russia*, which left New York December 29 and reached Queenstown January 6, 1870. New York also applied its credit 12, representing Britain's postage for carrying the cover from England to Portugal. Of the 22¢ prepayment, the U.S. retained 10¢, equivalent to 2¢ internal plus 8¢ transatlantic sea postage. London applied its circular PAID marking on January 8, and added the red oval PD to indicate that the cover was fully prepaid to its destination in Portugal. Prior to the U.S.-U.K. postal convention that went into effect on 1 January 1868, full prepayment to destination was not possible. Prepayment was confirmed in Portugal by the oval FRANCA at lower right.

The cover in Figure 26 is virtually identical, except that it was posted a few months later, in March 1870, franked with 6¢ and 10¢ 1869 stamps. The stamps pay the 16¢ rate via British mail via France, which went into effect on 1 January 1870 and would remain operative until GPU (Table 1). With the reduction in sea postage effective 1 January 1870, the United States retained not 10¢ but just 4¢. The total postage charge was accordingly reduced from 22¢ to 16¢, but nothing else changed.



Figure 26. 6¢ and 10¢ 1869 stamps, on a cover from the same correspondence as Figure 25, paying the 16¢ rate to Portugal via British mails via France, successor to the 22¢ rate. A 6¢ reduction in sea postage caused the rate change, but carriage beyond England remained the same, so none of the markings changed. Image courtesy of the Charles A. Hirzel Collection, Museum of Communication, Bern, Switzerland.

The Figure 26 cover was endorsed to go on the Guion Line steamer *Manhattan*, but it did not travel on that vessel, which was in the United Kingdom on 2 March 1870. The appropriate steamer based on the 2 March 1870 departure marking of New York and the arrival of the cover in London on 14 March 1870 was the Guion Line steamship *Idaho*, departing New York on 2 March and arriving at Queenstown on 12 March 1870.

Figure 27 shows a cover sent from Portugal under the same convention. This cover was posted in Lisbon on 15 October 1872, addressed to Madisonville, Ohio. It was prepaid 160 reis, the $\frac{1}{4}$ ounce rate (Table 2, column G plus 4¢ to the U.S.) by two copies of Portugal's 80 reis orange postage stamp of 1869. The cover was sent via Spain and France to London arriving on 19 October 1872, as shown by the red circular LONDON PAID datestamp in the upper right corner indicating the letter was fully prepaid. The London exchange office clerk wrote "6½" in red pencil in the lower left corner to show that the British were entitled to 6½ pence (130 reis) from the prepayment for their expense in delivering the letter to the United States. The London clerk also struck the red 2 CENTS marking, partially struck on the right side. This was the credit to the United States as required by the 1869 U.S.-U.K. Postal Convention. The cover was sent to Queenstown for the scheduled call of the Cunard steamship *Java* on 20 October. *Java* arrived at New York on 30 October



Figure 27. 15 October 1872, Lisbon to Madisonville, Ohio, paid 160 reis with two 1869 orange 80 reis postage stamps and sent via Spain and France to England. London clerk marked in red pencil, lower left, 6½ pence (130 reis) debit to Portugal, and credited 2¢ to the U.S. with a partially struck red handstamp on right side. Cover carried by Cunard steamship *Java* from Queenstown to New York. At Madisonville, the cover was redirected to Newport, Kentucky.

1872. The cover was then sent to Madisonville, where apparently there were instructions to forward the letter to Newport, Kentucky. This address was added to the envelope front in blue ink and the Madisonville addressing crossed through. The Madisonville clerk wrote in the same blue ink across the postage stamps something that I can't clearly decipher, but it may say "Forwarded."

The manuscript "6½" accounting notation on the Figure 27 cover appears on other similar covers in the form of a handstamp. At least two different handstamp markings were

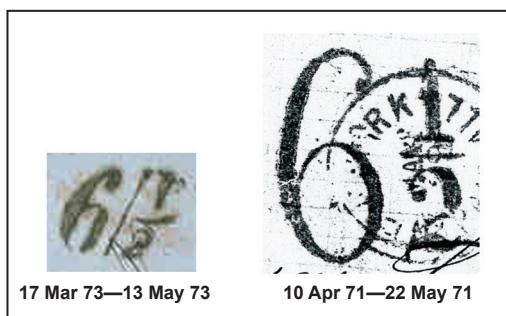


Figure 28. Two handstamps used at London to indicate the debit to Portugal of 6½ pence (130 reis). Underneath are the dates seen by the author as used on a few other covers.

used at London during this convention period (1870-1875) to show the British statement that the Portuguese owed them 6½ pence per ½ ounce on letters from Portugal to the United States. Since these markings are unusual and not shown in any source that I have seen, I illustrate them in Figure 28. The dates for each handstamp (from the very few covers I have seen) also are provided.

The final cover that I would like to discuss is presented in Figure 29. Addressed to Deerfield, Massachusetts, this insufficiently prepaid envelope was posted at Lisbon on 19 June 1872. It was paid 140 reis with a vertical pair of the 1870 bister 20 reis stamps and a



Figure 29. Lisbon to Deerfield, Mass., 19 June 1872, partially paid 140 reis by Portuguese stamps. **FRANQUIA INSUFICIENTE** applied in Lisbon. London debited the U.S. 2x8=16 pence (320 reis), the unpaid letter rate, less the 140 reis paid, yielding 180 reis or 18¢ due. New York added 2¢ and struck **NEW YORK JUL 6 22 U.S. NOTES**, indicating that 22¢ in depreciated greenbacks was due from the addressee.

lilac 100 reis stamp of 1867. This was not the full amount required for a half-ounce letter to the United States, but the postal convention allowed it to go forward, marked as insufficiently paid. The boxed orange handstamp, **FRANQUIA INSUFICIENTE**, was applied at upper left to meet this requirement. The cover was sent to London, arriving on 24 June 1872 as shown by a small red circular datestamp on the reverse. The London clerk calculated the debit to the United States as 2x8=16 pence (320 reis), the unpaid letter amount, minus 140 reis paid, yielding 180 reis or 18¢ due under the 1866 United Kingdom-Portugal Postal Convention. The cover was then sent to Southampton for the next day departure of

the North German Lloyd steamship *Donau*, arriving at New York on 6 July 1872. The New York exchange office clerk added 2¢ for the American portion under the convention and struck on the right side the black circular datestamp, NEW YORK JUL 6 22 U.S. NOTES, to indicate that 22¢ in depreciated greenback notes was the postage due from the addressee. The amount due in coin (20¢) was not shown.

Conclusion

From the beginning of postal correspondence up to the Universal Postal Union, the United States and Portugal never had a bilateral postal agreement governing the movement of mail between them. In the vast majority of cases, letter post correspondence between the U.S. and Portugal (and its Atlantic colonies) used the British mail system as an intermediary. This arrangement was always complex and sometimes opaque. Until 1 January 1868, it did not provide for full prepayment to destination; some postage was always due in either the United States or in Portugal and its colonies.

The scarcity of covers, the absence of readily available treaty documents and (on the Portuguese side) the lack of reliably-sourced rate information has made understanding the surviving covers much more difficult than it should be. This article was written in the hope of diminishing such misunderstanding. The discovery of Portuguese rate information, which almost certainly survives in Portuguese archives (though it has yet to come to philatelic attention) would be an additional step forward.

Acknowledgements

Cover images illustrated in this paper were graciously provided by Luís and Eduardo Barreiros, Ron Cipolla, Gordon Eubanks, Fred Goatcher, Julian Jones, Michael Laurence, Captain Eigil Trondsen, Steve Washburne, the Robert A. Siegel Auction Galleries, the U.S. Philatelic Classics Society SCRAP collection, and the Charles A. Hirzel collection in the Museum of Communication, Bern, Switzerland. Additionally, I am indebted to the following for providing considerable assistance in understanding the Portuguese postal history: Luís and Eduardo Barreiros, Luís Frazão and Stephen Washburne.

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EXPLANATION OF PROBLEM COVER IN CHRONICLE 268

Our problem cover from *Chronicle* 268, shown in Figure 1, was submitted by Labron Harris. This folded letter sent from New Haven in 1853 was originally addressed to Great Malvern in Great Britain. From there it was apparently forwarded within Great Britain and eventually returned to the United States. Markings on the front include a NEW HAVEN, CONN circular datestamp with what appears to be a matching PAID and hand-

Figure 1. Problem cover from the previous issue:
Envelope mailed from New Haven to Great Malvern, England, in 1853. It appears to have been forwarded to another town in England and then eventually returned to New Haven.



stamped “24.” There is also “19” in reddish orange and a tombstone marking AMERICA 23 FEB. A Great Malvern circular marking on the front is dated February 28. A partial six sided L(iverpool) marking in green as well as a green 3 CENTS rate marking appear on the front as well. There is also a black NEW YORK PACKET 24 marking apparently dated March 25. The reverse bears another Great Malvern marking dated February 24 and a BA crown double-circle dispatch marking dated 5 MR 1853.

The questions were: What do all these rate markings mean and why was the letter fully prepaid from the United States, but apparently sent back collect from England?

Overseas members Julian Jones and Geoffrey Lewis provided independent interpretations that are remarkably similar. So much so that we have chosen to weave the two into one comprehensive explanation as follows:

The cover was initially prepaid 24¢ in cash at New Haven on 8 February 1853, confirmed by the PAID and 24 handstamps in the same red as the New Haven circular datestamp. It was sent to the New York exchange office where marked with a 19¢ credit to the British post office for carriage by a British-contract ship (16¢ ocean passage plus 3¢ British inland postage under the Anglo-US Treaty effective 1849). The 23 February PAID IN AMERICA Liverpool tombstone marking (and reference to the Hubbard-Winter book) confirms carriage by the Cunard steamship *Africa*, which departed New York February 9 and arrived Liverpool February 23, where the tombstone mark was applied. The letter was subsequently delivered to the Great Malvern post office where the FEB 24 1853 backstamp was applied.

At Great Malvern it was determined that the letter could not be delivered. There is a succession of re-direction notations, but to no avail, after which these were all crossed out and “Newhaven, Connecticut, US” written in black ink. The letter was subsequently re-mailed at Great Malvern on “FE28 1853” and reached the London foreign branch on 5 MR (March 5) before being sent to Liverpool where it was prepared for transmission as an unpaid letter via an American contract vessel—as evidenced by the green Liverpool datestamp MR 6 and the green “3 CENTS” Liverpool accountancy debit. In fact there were two mail sailings to the U.S. departing Liverpool on March 9: Cunard’s *Arabia* and Collins’ *Atlantic*. The latter arrived in New York on March 22, as confirmed by the black “NEW YORK Am. PCKT MAR 22” exchange office marking indicating 24¢ due, treating the letter unpaid for the return delivery.

Richard Winter reviewed this narrative and pointed out that the Collins *Atlantic* was chosen for transit because it was the first available vessel from Liverpool that day. And he notes that while that ship did arrive in New York on March 22, the letter was most likely not processed until the next day, based on his record of another cover from the same sailing that is clearly marked March 23. The New York marking on the Figure 1 cover is double struck, obscuring the second digit of the day date. Winter also noted that the few covers he has seen from the U.S. that were returned, ended up in the Dead Letter Office; none was rated as a letter originating in Great Britain for the return trip.

Jim Milgram, however, says there's a twist to the story that this analysis overlooks. According to Milgram, this letter was not returned to the sender. It was in fact forwarded on to the addressee, who had already returned to New Haven from his trip abroad (see biographical background below). Dwayne Littauer confirms Milgram's observation and points out that the treaty rate structure supports this as follows:

Postage had to be paid for forwarding the letter to Mr. Kingsley in New Haven. Article XXI of the regulations to the U.S.-U.K. convention said: "Redirected letters, or letters addressed to persons who have changed their residences, shall be mutually returned by the first post, charged with the rates of postage which would have been paid by the parties to whom they are addressed."

Therefore, it appears that William Kingsley redeemed his well-traveled letter himself, for just 24¢—despite two transatlantic voyages plus a few stops in the English countryside. Kingsley was part of a wealthy New Haven family with close ties to Yale College. According to papers in the online manuscript collection of the Yale Library, Kingsley accompanied a cousin on an extended trip to Europe in 1852-53. That trip probably culminated with a layover at Great Malvern, midway between Bristol and Birmingham. The town and its surroundings were noted for healing spring waters which attracted celebrated visitors including more than a few intellectuals, writers and free thinkers. William may have found his calling among this intellectual elite. Upon his return to New Haven he joined the faculty at Yale and began a long, distinguished teaching and writing career.

PROBLEM COVERS FOR THIS ISSUE

Our problem covers for this issue, shown in Figures 2 and 3, are a pair of covers submitted by Daniel Knowles. The cover in Figure 2 is canceled with a double circle New Orleans CDS clearly dated 14 October 1864. It is locally addressed to a specific street address and bears the additional postal markings "DUE 4" and "Drop Letter." The cover in Figure 3 is cancelled with a smaller single circle New Orleans CDS dated 23 September, but with-



Figure 2. Locally addressed cover with a double circle New Orleans CDS dated 14 October 1864 bearing a 3¢ 1857 perforated stamp. Additional hand-stamped markings include "DUE 4" and "Drop Letter." There are no other markings or notations on the reverse.



Figure 3. Locally addressed cover with a single-circle New Orleans CDS dated 23 September without year date and bearing a 3¢ 1857 perforated stamp. Additional handstamped markings include “DUE 2” and “Drop Letter.”

out a year date. There is a manuscript notation on the reverse of this cover that appears as “A.J. Hill Sept 22, 1863.” However, this may be a mistaken interpretation of the year date as the smaller style New Orleans CDS did not come into use until 1865. This cover bears the additional postal markings of “DUE 2” and “Drop Letter.” The auxiliary markings on both covers are assumed to have been applied at New Orleans.

The questions are several: Why were these markings applied and why do the rates differ for seemingly identical postal uses? ■

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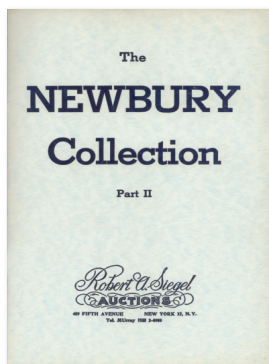
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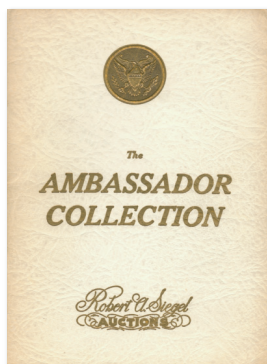
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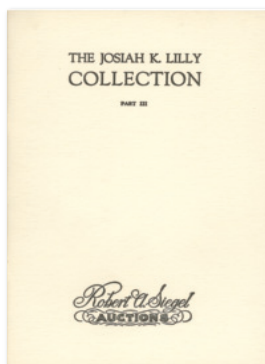
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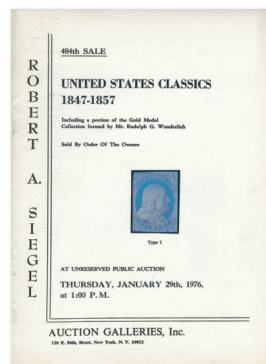
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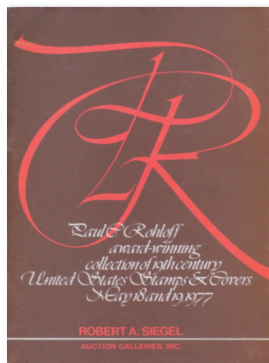
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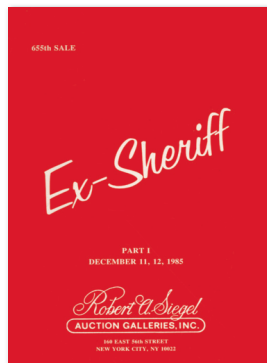
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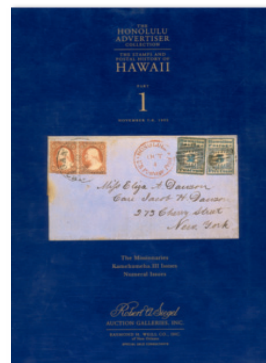
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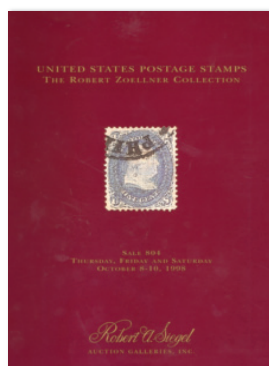
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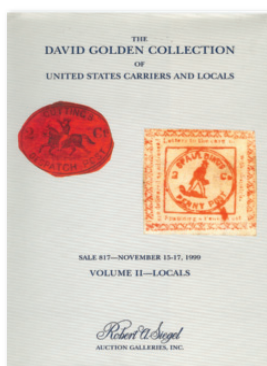
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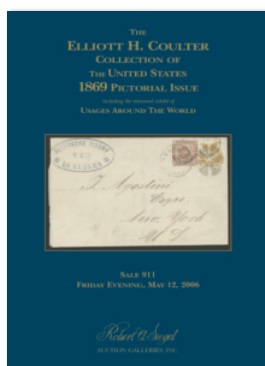
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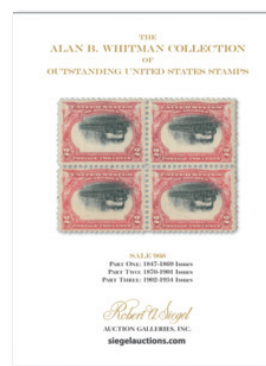
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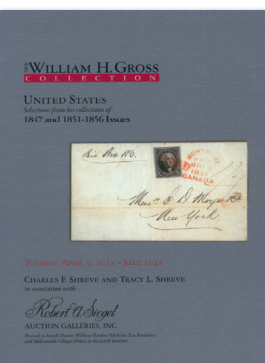
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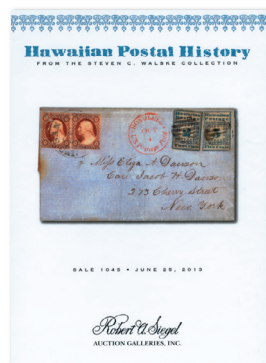
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