

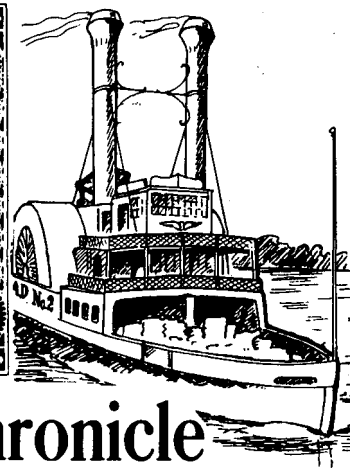
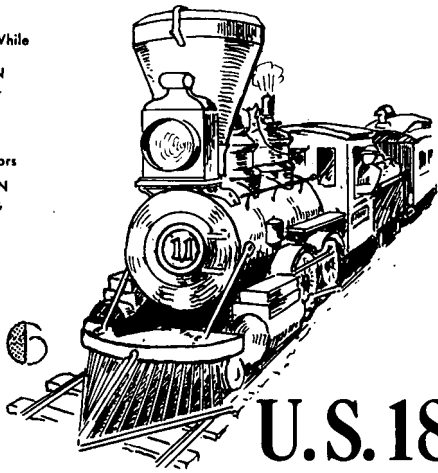
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U.S. 1851-'60 Chronicle

Publication date of Issue No. 36, April 23, 1960: one copy free to members; extra copies to members (except Issues Nos. 1 and 8, out of print), 40 cents. Issue No. 1 is photostat form, \$1.00; Issue No. 8 is not needed for postal-history data. All net income above out-of-pocket cost accrues to the Unit. Ye Editor and contributors serve without pay. The philatelic press may copy articles provided credit is given. Members are invited to report new items, but are requested not to send for inspection until notified to do so. While such items are in Ye Editor's possession they will be cared for as if they were his own, but no liability because of loss is assumed by him or this Unit. Items will be returned with insurance coupons under a mailing-insurance policy at value stated by member, or at Ye Editor's estimate if no value is stated.

References to USPM in Chronicle refer to the Unit-sponsored book U.S. POSTAL MARKINGS 1851-'61 AND RELATED MAIL SERVICES.

EARLY PLATING EFFORTS WITH RESPECT TO 12 CT PLATE 1

The sale at a recent auction of the Stanley B. Ashbrook diagrams and illustrations that show the plating characteristics of the 12ct Plate 1 stamp prompted Mr. Elliott Perry to reminisce as to early work in that field. The old guard of collectors is not as numerous as it once was, so recollections from old-timers are doubly welcome because they relate the facts and also show what prodigious effort was expended by the early students who solved the mysteries of plate reconstructions.

Mr. Perry writes as follows:

Around 1918-1919, Major J. K. Tracy of the Marine Corps was serving in Haiti and I became acquainted with him by correspondence. Recent additions to the list of U.S. stamps used in Haiti refer to copies of letters from Tracy which I still have, and which were noted in Pat Paragraphs some years ago.

After Tracy returned to the United States he was Adjutant at the Charlestown Navy Yard and one time when I was in Boston we had lunch at the Copley Plaza Hotel. He had been collecting U.S. stamps but wanted to do a study--preferably in a field which had not been plowed many times before. The result of this meeting was that I suggested the 12c 1851-60 because I did not know of any plating work having been done on it. That is why Tracy took up that subject.

SYMBOLS USED IN THIS ISSUE

To conserve space the following symbols are sometimes used in this issue to designate the principal varieties. The symbol is at left of hyphen, and its Scott's U.S. Specialized Catalog number or other designation is at right of hyphen. Postal markings described are in black unless otherwise specified.

One cent: R1-5; R2-6a; R3-6a (less distinct); R4-7 (pls 1 (e)&2); R5-8A (pl 1 (e)); R6-8 (99R2); R7-7 (pl 3); R8-6; R9- (pl 4, TyC); R10-7 (pl 4); R11-8 (pl 4); R12-8A (pl 4); R13-9; R14-4R1 (L). If any of the preceding is perforated, affix "perl." R15-24; R16-Ty5a (rt 14 rows pl 5); R17-20 (Ty 2, pls 11&12); R18-22; R19-18.

Three cent: S1-10; S2-11 (incl pl 1 (L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: I-recut vertical inner lines left and right; IA-only at left; IB-only at right; IC-without such lines.

Five cent: V1-12; V2-27; V3-28; V4-28A; V5-29; V6-30; V7-30A.

Ten cent: X1-13; X2-14; X3-15; X4-16; X5-31; X6-32; X7-33; X8-34; X9-35 (one pearl); X10-35 (2 or 3 pearls).

Twelve cent: T1-17; T2-36 (pl 1); T3-36 (pl 3).

The 24, 30 and 90ct stamps are designated as such.

Later Tracy became Lt. Colonel and was transferred to Quantico, Va. Probably I helped him obtain multiples for study, and arranged for him to see the Ackerman pane of Plate 3 which I sold to Jefferys when I broke up the Ackerman collection and which Jefferys willed to the Franklin Institute in Philadelphia. When Tracy was at Quantico I met him in Washington and he showed me the results of his work. As I recall, reconstruction of Plates 1 and 3 was complete, or very nearly so, and he was satisfied that none of the 12c stamps came from Plate 2---if Plate 2 had ever existed.

Tracy became acquainted with Paul MacGuffin, a lawyer of Libertyville, Illinois, who was interested in the 5c New York stamps, and MacGuffin employed my co-laborer, John C. Sherron, to go to Boston and obtain data from the Lapham collection of that stamp. I knew Nicholas Reggio, who helped Lapham, and who was also a collector, and J.C.S. accomplished his purpose. I had known MacGuffin from meeting him in Chicago. He got Ashbrook to assist in preparing illustrations for the booklet on the New York postmaster's stamps.

After Tracy died MacGuffin was very keen to have the Tracy work published. Prints had been made of an enlargement of the frame and MacGuffin wanted the detail of each of the 200 positions on Plate 1 to be drawn on one of these prints, so each position could be illustrated. He wanted it done here, but unless I paid for the work out of my own pocket Sherron would have had to do the work for nothing. Neither of us could afford to donate all that time and labor.

Both Paul MacGuffin and his brother Ralph, who was a dealer in the Philadelphia area, have passed on. So far as I know, Ralph had nothing to do with any of Paul's studies, or the Tracy work.

Sherron says we did much mounting and lettering for MacGuffin, including pages for his 12c stamps, and that we had the typewritten notes of Tracy's plating of Plate 1 of the 12c stamp which we later returned to MacGuffin.

Editor's Note: The Tracy-Ashbrook work on the 12ct stamp (not the complete plating) was published by Scott Stamp & Coin Co. in 1926 (see Ref.8, page 1 of USPM). Until comparatively recently, copies were obtainable from the publisher's successors, and may be still available. Mr. Ashbrook told me a few years ago that he had made a complete re-check of the Tracy plating and had found it necessary to revise it somewhat. This revision was embodied in the plating diagrams that were sold when the Ashbrook library was auctioned.

SAILING DATES OF MAIL STEAMERS FROM SAN FRANCISCO DURING 6-ct RATE PERIOD

July 1, 1851 to April 1, 1855

In 1938 Mr. A. R. Rowell published in STAMPS the results of research on this subject. The information is of value in establishing dates at which covers actually were mailed, because often the covers were inscribed with steamer name. This in connection with the date of postmark often will establish the year of sailing provided the Rowell data are consulted. By permission of Mr. Rowell and of Mr. H. L. Lindquist, the publisher, we give in condensed form the essential information.

Key: Steamer names are indicated in the tabulation by letters, as follows:

A-Panama; B-Northerner; C-Oregon; D-California; E-Tennessee; F-Golden Gate; G-Columbia; H-Isthumus; I-John L. Stephens; J-Republic; K-Winfield Scott; L-Sonora; M-Golden Age; N-Columbus.

Ship	1 8 5 1						1 8 5 2											
	Jy	Au	Se	Oc	No	De	Ja	Fe	Ma	Ap	My	Je	Jy	Au	Se	Oc	No	De
A	2.		15.			16.		18.		8.	16.			15.				1.
B	15.				15.				2.	18.			15.					
C		1.		1.			1.	28.					31.			16.		
D		15.		15.			16.		15.			18.			1.		1.	
E			1.		1.			1.	20.			1.			1.			16.
F						5.				5.		28.		16.			16.	
G											3.		1.					
N										15.								

Ship	1 8 5 3												1 8 5 4					
	Ja	Fe	Mr	Ap	My	Je	Jy	Au	Se	Oc	No	De	Ja	Fe	Mr	Ap	My	Je
A		15.			7.					1.								1.
B	1.			17.				1.										
C			1.				1.		1.			31.				1.		
D		16.		1.		1.					1.	7.		16.				
E		1. (wrecked)																
F	15.		16.	30.		16.				16.		16.			16.		16.	
G														1.				
H				23.														
I					16.		16.		16.		16.		16.		1.	15.		1.
J					24.													
K								16.					1. (wrecked)					
L																		16.
N				9.		8.												

Ship	1 8 5 4						1 8 5 5		
	Jy	Au	Se	Oc	No	De	Ja	Fe	Mr
A			16.						
C		16.							
D	15.								
F	1.								
I.			1.		1.	16.		1.	31.
L		1.	30.			1.	16.		16.
M				16.	16.		1.	16.	1.

Note: The above record of sailing dates refers only to steamships on the U.S. Mail contract route to Panama; it does not show sailing dates of the various independent steamships. It was the practice at San Francisco to postmark letters on the day of steamer sailing, though sometimes sailing was a day after post-marking.

"WE SHALL FROM THIS TIME PREPAY ALL OUR LETTERS"

The reduction of postage to 3cts, if prepaid, effective July 1, 1851, had the desired result of causing many to prepay letters who formerly sent them collect, thus reducing the government's collection cost and saving money for the mailer. In support of this Mr. M. H. Mack reports a letter from Cincinnati to New Orleans prepaid with 3ct S1 stamp dated July 3 (1851) containing a notice from Springer & Whiteman, dated Cincinnati, July 1, 1851, as follows:

By the new Postage Law, postage prepaid is three cents, and if not prepaid five cents on each letter. To prevent payment of the higher rate, we shall, from this time, prepay all our letters, and respectfully request our correspondents, for the like reason, to do the same.

ADDENDA AND CORRIGENDA IV for USPM

In past issues these addenda were included on a sheet bound into the CHRONICLE. In this issue and subsequently, they will be on a small sheet loosely inserted, which may be removed and placed in your copy of USPM. The reduction of type is such that the separate sections may be clipped and pasted into the margin of the book at the proper point.

INDEX FOR CHRONICLE ISSUES NOS 1 to 33, INCL.

This index was described in Issue 35. Here is a 15-page booklet that represents about 40 pages of typing because the entries have been photographically reduced to half size. Not as many have ordered this Index as would order it if were seen. It is a magnificent job of classifying and indexing the mass of valuable material in our CHRONICLE.

Send \$1.00 to Ye Editor for this Index. You will be highly pleased.

NEW DOMESTIC POSTAL MARKINGS

Schedules A-1, A-2, A-3, and A-8 of USPM are enriched by the following newly reported markings, shown on Plate 1:

		Reported by
No. 1	SAXVILLE/msD/WIS oval 28x20 in red --on S5	Dr. Carroll Chase
No. 2	BERWICK CITY LA. dc - 3lmm --on S4	Dr. Carroll Chase
No. 3	HIRAM M.E. c- 28mm --on S5	C.A. Pfahl
No. 4	HARVEYVILLE PA. c - 29mm --on S5	C.A. Pfahl
No. 5	SAHMOKIN PA. oct.-32mm on '53 env	Dr. Carroll Chase
	Dr. Chase writes: "Evidently the type fell out and was replaced incorrectly as a misspelling of SHAMOKIN."	
No. 6	HARTFORD CITY/MASON CO/D/1859/VA c-35 on S5	C.A. Pfahl
	This marking incorrectly listed in USPM as from Madison County. The town is in West Virginia, on the Ohio River above Point Pleasant.	
No. 7	ALMA VA/D/PAGE CO. c-30 on '53 env	Dr. Carroll Chase
	This is a tracing, whereas the illustration in Plate 8 of USPM was not from a tracing.	
No. 8	DANNEMORA.3.PAID/D/1858/NY c-35 on S4	Dr. Carroll Chase
	The above is for Sched A-8. Note the inverted year date and inverted NY, most unusual.	
Mr. C. A. Pfahl reports NEW WOODSTOCK N.Y. on S2 rimless circular townmark 3lmm dia.		

For Sched A-13, Nos. 13,14,15, and 16 show the various stars used as obliterations at Tuscaloosa, Ala. Apparently No. 15 is the same as No. 2 on Plate 13 of USPM. These are traced from photos supplied by Mr. O. Salzer who had the kindness to visit Ye Editor and show the covers bearing these markings. No. 15 is on cover with S5; the others are on '53 Nesbitts.

Other obliterations reported by Mr. Salzer are No. 18 of Terryville Ct. a square grid; No. 20 of New Ipswich N.H. on S5; No. 21 of Trumansburgh N.Y. on S5 (this also reported by Mr. F. A. Valentine).

No. 17 star of Cohasset, Mass, on S2 is reported by Mr. M. M. Kessler, unusual because of the bars that extend across the central portion. No. 19, perhaps a skull,

of Rockland, Me., is reported by Mr. C. A. Pfahl tying S5. No. 24, square blocks, of Gilboa, N.Y., is reported by Mr. J.W. Milgram on cover with S5.

For Sched. A-14-d, Dr. Carroll Chase reports No. 22 in blue on S1 of Ellsworth, Me., and No. 23 on S2 of Brattleborough, Vt. These are known on stampless covers, but Dr. Chase's report now brings them into the USPM list, which is limited to uses with stamps.

RAILROAD ROUTE-AGENT AND STATION-AGENT MARKINGS
(Reported by W.W. Hicks, R.A. #3, Contributing Editor)

Recent checking of my own collection as well as having had the opportunity of viewing the collection of stampless R.R. covers of Mr. Edwin Mayer makes possible a fairly extensive report of items to be noted in USPM and in the C.W. Remele book on R.R. postmarks. Remele catalog numbers are used wherever possible.

B2-a Remele listed May 16, 1845, as the earliest date of use of a Baltimore & Ohio R.R. marking. I find I have B2-a dated June 9, 1844.

B2-f No. 9 on plate 1 is a more complete illustration than the one in the book.

B1-g This new number is assigned to the straight-line BALTIMORE R.R. marking shown as No. 11 on the plate, having date July 27, 1838. The style is somewhat similar to B1-a but MD is omitted. This was noted in Mr. Mayer's collection, it being the third earliest RR postmark so far reported. Only the two Gothic Railroad's of the Mohawk & Hudson are earlier.

F2 FLORIDA R.R. A second copy has appeared--dated May 20 on 3ct Nesbitt; year unknown.

N20-b NORTHERN R.R. Mr. Mayer has an 1847-'51 use of this. The color is greenish blue, but does not match my blues for this road, and it doesn't look like a changeling.

RL2-S MIDDLEBURY 1859/JAN. 6/ R. & B. R.R. Though this is listed, Mr. Mayer showed me a cover having a beautiful corner card in blue "Henry L. Sheldon, dealer in Music and Musical Instruments." The cover is franked "H.L. Sheldon, P.M. Otter City," thus bearing out the well-known fact that Sheldon had his hands in a lot of things around Middlebury.

T4-a TROY & WHITEHALL R.R.--now reported in blue on S2.

G4 GREENVILLE & MIAMI R.R. This is not illustrated in the Remele book. I have one on stampless in black 32mm with black "5" indicating 1847-51 use, and another that ties S2. Both were used to obtain the tracing No. 10 on the plate.

W4-b WEST & ATLANTIC R.R., previously reported in red, is now known in green. One is on stampless cover and the other ties 3ct Nesbitt.

No. 12 on the plate "Passenger Train/PHILADA/D" in oval is probably not a postal marking, yet it may have some connection with the mail service. The cover bears only a lct '57--probably a carrier rate to the train. At top of cover in mss is "C.W. & E. RR Aug. 31, 1859 3:30 P.M. train." The letter is addressed to Williamsport. In RR guides of the period the 3.30 Phila & Reading train (known as the Niagara Express) carried the letter to Port Clinton and the Catawissa, Wmsport & Erie took it to Williamsport. Running time for the 197 miles was 9 hrs.

REPORT ON R.A. SIEGEL JAN. 7 AUCTION

An old-time 3ct 1851-'57 collection was auctioned Jan. 7 by Robt. A. Siegel along with a nice showing of Westerns and Confederates. The catalog descriptions were adequate and prices obtained exceptionally good. Single S1's brought \$5 to \$10 without significant postal markings, the \$10 price being for those with margins all around; one with small red Boston PAID, \$28 and a corner-margin copy, \$21. Single S2's were catalogued only as separate lots if there was something special about the cancellation. Even those without margins all around brought good prices: a Chicopee star in red, \$28; one with part of Troy & New York Steam Boat, \$26; a New York 1853 year date on small piece, \$15; a Paid 3 in circle on four-margin stamp from corner position, \$30; a Way with margins all around, \$11.

The S2 multiples not on cover also were strong: two very fine blocks of four matched as block of 8 brought \$135; a corner block of four slightly creased, \$83; an unused block of 6 cut in at bottom but with excess margins other sides, \$105; a vertical strip of 4 with imprint and plate No. 4, \$155 (a bargain); a vertical strip of 3 of plate 5 crack fine, \$120 (a bargain and perhaps unique).

Those who have felt that off-cover items are dull marketwise had their eyes opened at the realizations obtained.

The high point of the S1-on-cover section was \$900 for the New London N.H. first-day cover, followed by \$475 for the Chillicothe Ohio (stamp slightly cut in at right). Another top was the Huntsville 5-within-star for collection of rate on forwarded cover, \$310. A TROY & NEW YORK STEAM BOAT and encircled 2cts, stamp with margins all around, brought \$260; the Clappville fancy Paid 3 in circle, v.f. \$78; a 39mm LOUISVILLE & CINCINNATI/MAIL LINE bold with slightly cut-in stamp, \$75. An extra superb sheet-margin copy on plain cover brought \$100. For the usual run of covers \$10 to \$20 was average, and many of these had unusual postal markings.

The S2-on-cover section was high spotted by \$650 for one of two known double impressions, 3 margins. Three bisects sold for \$600, \$385, and \$500 respectively; the earliest 10¢ rate cover (see Ashbrook Vol. II page 62), \$200; a Chicago perf v.f., \$115; a block of 4 to San Francisco margins 3 sides, \$50; a bold LOUISVILLE & CINCINNATI/MAIL LINE 39mm, \$90; and a cover with two strikes of LOU & CIN S.B. MAIL LINE with green steamboat corner card, \$380; a Newark Valley red flag, \$70.

The few straight-line markings brought good prices: RINGVILLE, MASS., \$70; WEST HARTFORD, \$28; INGRAHAM PRAIRIE, ILL. (on S5), \$135; KILLINGLY CT. (on S5), \$10.

Railroad route-agent postal markings were mostly of the commoner varieties: PROV & STONINGTON, \$31; MIC. CENTRAL, \$20; NEW YORK & PHILA, \$15; OHIO & PA, \$15; PROV & WOR, \$15; EASTERN R.R. and BOSTON & FALL RIVER R.R., \$20; N.HAV & BELLOWS FALLS (on S5), \$36; BOSTON & MAINE R.R. (on S1), \$20; E.T. & G, \$31.

Reconstructed plates were a disappointment, though not having seen their condition it is difficult to say. Only Plate 5(late) reconstructions were sold--one of each pane at \$92 each. A three-rows reconstruction from plate 3 sold for \$61, which is about \$3 per stamp--not bad. A calendar of S2 sold for \$100. Ye Editor believes that reconstructed panes are not auction items. Those in very fine condition often are bought by wealthy collectors at excellent prices as show pieces, but most platers prefer to have the fun of assembling their own--and unless very fine probably they should be sold as single stamps to those who seek a desired position.

An exceptional showing of campaign covers with S2 and S5 sold at good prices: Fremonts from \$11 to \$31; two covers with the rare Fremont portrait labels tied by

the postmark brought \$250 each; two without the tie at \$75 and \$70. A Jessie Fremont brought \$50; a Buchanan, \$48; a Bell paste-on, \$48; a beardless Lincoln (ragged, \$28.

California and Western covers brought excellent prices: three pairs S1 as strip of six tied with the double-size San Francisco grid brought \$135; a Little York ms on Hutchings pictorial, with S5, \$135; a Long Bar on S5, \$35; an X3 with 4-horse stage pictorial, \$170. A Jones & Russell with S5 brought \$200.

Confederate usage of U.S. and associated covers were strong: S5 tied New Orleans on Southern patriotic with State seal, \$210; S5 on 8-star Confed patriotic, \$65; S5 Adams Express Louisville, \$105; 30ct with similar marking to Europe via Prussian Closed Mail, \$475.

The realizations on the whole well support the valuations in USPM when adjusted for condition, and in several instances indicate need of revising these valuations upward. The catalog was well illustrated and the lots well, though briefly, described. The Siegel organization is to be congratulated on the cataloging.

LOS ANGELES-to-CANADA VIA CHICAGO and DETROIT

Dr. R. L. Landis reports a small lot of covers, all addressed to Markham, Canada West, from an original find, as follows:

- (1) Apr.4 (1861) 5cTyII and 10cTyV tied by 34mm LOS ANGELES, Cal. Cover also bears red 26mm DETROIT MICH/MAY 20/PAID 15 for restatement of rate and exchange mark. The usual U.STATES marking is missing.
- (2) Aug.10 (1861) Pair 1c Ty V, 3c Ty II, 10c Ty V tied same as above, with red 26mm CHICAGO ILL PAID 15 on patriotic.
- (3) Apr.14 (1861) similar to (1) except the exchange mark is "15" in octagon, without indication of exchange point.
- (4) Feb.28 or 18(1861) similar to (3) but bears mss "Overland via St. Louis."
- (5) Apr.22 (1861) 5c TyII and 10c TyV tied by black grids. LOS ANGELES 34mm and red UNITED STATES/PAID 6 are on cover. The latter is similar to No. 10 of Sched. A-24 USPM. Note "6" erroneously used, as should be "15."

Several similar covers with 1861-issue stamps were also found. The covers are unusual not only for the extra-scarce Los Angeles origin but because some show use of a circular 26mm townmark containing PAID 15 at both Detroit and Chicago as the exchange mark for Canada. The markings closely resemble those used for transatlantic mail credits except AM. PKT is omitted. Apparently they were regarded as being the equivalent of the U.STATES PAID markings mentioned in the treaty. Also the fact that Detroit and Chicago exchange points were used suggests that the covers all went via Overland mail instead of only the one so indicated. Ordinarily such covers would go in regular U.S. Mail via Panama and New York and be exchanged at Buffalo or New York, because Markham is close to Toronto. Can it be that the Los Angeles postoffice route routed letters via Overland Mail even when they were not so inscribed on the cover? These covers were sent very late in the life of the Butterfield route. No. 2 almost surely went by the newly opened Central Overland route, as is also suggested by its having been exchanged thru Chicago.

PLATING AND PLATE VARIETIES

At top of page 3, Issue No. 35, is reference to the rare T98 double-repaired-relief variety of S5. Mr. O. H. Wolcott writes that he has found one of these on a cover in his collection; it is on Boston cover of May 8, 1860. This makes four of this variety reported.

Dr. Carroll Chase reports that the earliest known plate number of the issue on cover is a 3ct showing "No. 1" tied by blue Philadelphia Dec 31 (1851). It was in the Harmer Rooke Sale of Oct. 28, 1942. Who knows its present location?

JUNE 30th SALE OF 1851 STAMPS

The fact that stamps of the issue were on sale in Rochester N.Y. on June 30, 1851, has long been known, but the evidence is supplied by Dr. Carroll Chase who sends a photo of the newspaper column that tells the story:

From Moore's Rural New-Yorker, Rochester, Thursday, July 3, 1851

During the forenoon of the 30th ult, five thousand three cent postage stamps were sold at the Post-office in this city. A very considerable number of twelve cent and one cent stamps were also disposed of.

REPORT FROM BELGIUM

Our new member, Dr. Robert de Wasserman of Brussels, sends the following interesting report of certain items in his collection:

The 39mm LOUISVILLE & CINCINNATI/MAIL LINE in red of Aug. 11 (1851) with S1 tied by an 8-wedge rosette killer. This is the second such cover noted in red; it is almost an exact duplicate of the one in the collection of the late Corwith Wagner which has date Aug. 7.

ROUTE 7309, the 37 x 18mm size, in green on cover with N.O.U.S.CITY POST carrier post-mark.

What may be the earliest known use of 10ct stamp to Europe is cover from Bucyrus, O., dated May 28, 1855 via Prussian Closed Mail to Wurtemberg. It bears strip of five 10c(X3), a 1ct Type IV(R13) and an irregular block of three 3ct (S2) for the double 30ct rate. This cover went through Aachen on June 12 and Stuttgart on June 14.

TRANSATLANTIC MAILS

In addition to the excellent article by Mr. G.E. Hargest that follows, and the report from Dr. R. de Wasserman as to early use of 10ct stamp on Prussian Closed Mail, further reports are as follows:

Second Bremen Postal Arrangement. Mr. A. W. Chapman reports the circular N.YORK U.S. PKT./PAID marking similar to Nos. 28 and 36A of Plate 19, USPM, as without numeral (see No.28 on Plate 1). This is in red on letter from Bavaria to U.S. which also has No. 26 and No. 27 showing the credit of 10 cts to U.S. for U.S. inland and ocean postage. The treaty provided that this credit was 9cts, not 10cts as shown on the letter. This suggests that the 1ct Bremen inland was paid in some other manner. The letter is franked with 1, 3, and 18 kr Bavarian stamps (Scott's Nos. 4, 2, and 8). Probable date of letter is 1855 or '56.

Portland Exchange Office to Russia. Mr. M. W. Schuh reports letter to Russia via British open mail bearing handstamp on reverse PORTLAND ME AM PKT/ APR. 13/1861 (same as No. 2(Portland) on plate 20 USPM). The cover is prepaid with X-10 and R-15 cancelled by round 7-bar grid. A circular red SEEBRIEF PER ENGLAND UND AACHEN shows date of April 27. The collect markings are in manuscript as usual. Use to Russia is scarce, and thru the Portland exchange doubly so.

Detroit Exchange Office via Br. Pkt. to Switzerland under French-Mail Treaty. On Mar. 18, 1861, Detroit and Chicago were added as exchange offices under the French-U.S. mail treaty. The first cover noted by Ye Editor showing this routing is reported

by Mr. G. E. Hargest. Though prepaid by 1861-issue stamps, the date of exchange, Aug. 28, 1861, is such that 1857-issue stamps could have been used. Cover origin is Fond Du Lac, Wis. It bears Nos. 29 and 30 in red on Plate 1, also a Brit. Serv. Calais transit mark of Sept. 12, a red "P.D.", and black Swiss receiving mark.

Note that the routing is via Br. Pkt. thru England. The 21ct prepayment by stamps is not the usual Am. Pkt open-mail rate; it is the U.S.-to-Switzerland rate for prepaid 1/4-oz letter. The credit to France of 18cts left 3cts for U.S. inland, which was okay under the French treaty.

Note also that the red "Paid 18" exchange marking follows the wording of the larger New York French-treaty markings in that no mention of Am. Pkt. or Br. Pkt. occurs. The marking is similar to the Chicago one shown as Chicago No. 3 on Plate 20 USPM. The red boxed "Br Service" is of the kind seen on much mail that passed thru England for the continent late in the period. A similar boxed "Am Service" has been seen on letter from France to U.S. in 1860 by direct Havre line.

SOME NOTES ON INCOMING FOREIGN MAIL VIA ENGLAND

by George E. Hargest RA #334

Editor's Note: Just as we were about to go to press, this splendid authoritative research article by Prof. Hargest appeared. Production of the issue accordingly was delayed so the article could be included. This explains why it is the last one in the issue.

It is often a difficult task to reconcile the markings found on covers originating at points abroad and coming to the United States VIA ENGLAND with the generally held understanding of the treatment of British Treaty Mail. One of the more common difficulties encountered is the explanation of the apparent anomaly of a black AMERICAN packet marking which also indicates a collection of FIVE cents in the United States. According to the original procedural implementation of the Postal Convention between Her Majesty and the United States of America, signed at London, December 15, 1848, such a cover should be by BRITISH packet, if collect five cents, or by AMERICAN packet, if collect twenty-one cents. A cover by American packet with collect five cents seems to be a contradiction. Another source of difficulty is the explanation of the numerous manuscript markings which appear on these covers. It is the purpose of this paper to attempt an explanation of these markings.

Perhaps the most succinct and accurate statement of the original procedural implementation of the terms of the Convention is given by Simpson¹:

" . . . Interesting in this connection are incoming foreign letters prepaid by foreign stamp only to the U.S. 'frontier' which would be aboard an Am. Pkt. in Liverpool or aboard a Br. Pkt. in New York. Such letters were subject to collect postage: in the first instance of 21 cents and in the second of 5 cents."

The Postal Convention provided for an 8d or 16 cents packet rate which ". . . shall belong to the country by which the packet conveying the letters is furnished."²

¹Tracy W. Simpson, U.S. Postal Markings, 1851-1861, The U.S. 1851-60 Unit, American Philatelic Society, Berkeley, Calif., 1959, p. 96.

²Convention between Her Majesty and the United States of America for the improvement of communication by Post between their respect-Territories--Article 1.

A British inland or transit rate of 3 half-pence was established. This was to be collected whether the letter was conveyed by British or United States packets³ and collected on all letters passing in transit through England, but made an exception in the case of France ". . . as to which certain rates are fixed by the Postal Convention existing between that country and the United Kingdom."⁴ An inland rate of 5 cents for the United States was also established.⁵ Additional articles to the Convention were signed at Washington, May 14, 1849, which provided that, since California and Oregon were beyond the limit of established post routes, a rate of 56 cents by U.S. packet or 40 cents by British packet be charged.⁶ These rates were to be paid by the Post Office of the United Kingdom to the Post Office of the United States. The Convention also provided:⁷

"The forms in which the accounts between the respective Post Offices, for transmission and conveyance of letters, are to be made out, the time and mode in which payment shall be made by either Post Office to the other, together with all other measures of detail arising out of the stipulations of the present Convention . . . may be modified by the 2 Post Offices, whenever, by mutual consent, those offices shall have decided that such modification would be beneficial to the Post Office service of the 2 countries."

The additional articles of the Convention established the original rates of postage to foreign countries by implementing Article XI which stated:

". . . Letters from foreign countries addressed to the United States, passing in transit through the United Kingdom, shall be delivered to the United States' Post Office free of all British postage, whether packet or inland.

". . . In the case of those countries to which letters cannot be forwarded unless the British postage be paid in advance, such British postage shall be collected in the United States (in addition to the United States postage), and accounted for to the British Post Office."

Chapter II, Article XIII, presents a Table B, a list of 61 countries that would fall under the terms of the first paragraph above, i.e., ". . . shall be delivered by one office to the other, free of all Postage, whether Packet or Inland." On letters from countries on this list, therefore, the United States was to collect its inland postage of 5 cents, when conveyed by British packet, and inland and packet postage of 21 cents, when conveyed by United States packet.

Chapter II, Article XIV, presents a Table D, a list of countries that would fall under the second paragraph above, i.e., ". . . which Rates are to be paid by the Post Office of the United States to the British Post Office." Set against the name of each country is the specific amount that the United States was to pay Britain for each half-ounce letter or each one-fourth ounce letter, as the case may be. It is obvious that if the United States were to pay Britain these amounts, the United States would have to collect the postage. We find, therefore, that full prepayment was required on letters to these points when sent from the United States and the full amount was collected on mail received in the United States.

The above are the pertinent provisions of the original Convention. But modifications were soon made. The British issued Treasury Warrants and the United States issued

³Ibid., Art. 11. ⁴Ibid., Art. XII. ⁵Ibid., Art. II.

⁶Ibid., Chapter II, Art. XIV, List E. ⁷Ibid., Art. XXI.

Postal Regulations simultaneously. Unfortunately, while the Convention itself is included in compilations of Treaties, the treasury warrants are not always so included. Also unbroken runs of the United States Postal Laws and Regulations are housed in few libraries. This author has not been able to locate the British Treasury Warrant or the Postal Regulation that authorized a change in procedure sometime between 1852 and 1854. Such a Treasury Warrant and Postal Regulation must exist, for the weight of evidence of numerous covers illustrating a second procedural implementation of the Convention is too strong to be ignored.

This second arrangement was used on mail coming to the United States VIA ENGLAND and originating in some foreign points other than France. France used the first procedure until April 1, 1857, when the French treaty became effective. The essential differences between the first and second procedures are:

- (1) Under the second procedure, Britain sometimes marked the cover in manuscript with the British share of the postage and sometimes failed to do so, but marked or not, the country of origin was debited for the British share of the postage on mail prepaid in the country of origin. This debit INCLUDED THE PACKET POSTAGE. The marking (usually in manuscript and in any color of ink) had no significance in the U.S. and, as the British exchange office made a book entry for the amount, the marking was unnecessary and could be omitted.
- (2) If the letter was forwarded by a British packet, nothing further was done. But if the letter was forwarded by an American packet, BRITAIN CREDITED THE UNITED STATES WITH 16 CENTS.
- (3) The United States collected its 5 cents inland postage ONLY on all such letters, whether they were carried by British or American packet.
- (4) Before this system could become operative, it was necessary that Britain have a postal arrangement with the country of origin. In some of these countries, Switzerland, for example, a uniform rate was established to be prepaid on mail to the U.S. and collect on mail from the U.S. In the case of Switzerland this was 130 rappen during 1852-56, and perhaps thereafter. While the Swiss sender had the advantage of realizing his full prepayment, regardless of the nationality of the carrying packet, the American who sent a letter to Switzerland by an American packet was required to prepay 21 cents and Switzerland still collected 130 rappen from the recipient. The American sender, therefore, lost the 16 cents prepayment of packet postage.
- (5) Mail from some of these same countries could still be prepaid aboard a ship in Liverpool, and such mail could go by American packet with 21 cents collected in the United States.

The description of three covers handled according to the above-described second procedure may prove helpful in understanding the method. It will be noted that all of them show an Am. Pkt. marking, yet the amount to collect in U.S. is what ordinarily would have been collected if transatlantic transit had been by Br. Pkt.

No. 25 on plate shows five markings on a prepaid stampless cover from Rotterdam, Holland, to Boston in 1854. Not illustrated is a large-size 1/- (1 shilling) marking. These are explained as follows:

No. 25a Rotterdam dated townmark with FRANCO (meaning PAID);

25b Red British packet marking showing date of departure from point where mails were made-up in England;

- 25c Red manuscript "16" showing credit of 16cts to U.S. by England for transatlantic transit by American packet (for 1/2-oz letter or less);
- 25d Boston Am. Pkt. marking;
- 25e Black "5" for collection of 5cts U.S.inland--applied in Boston.

The large 1/- (not illustrated) shows the one shilling debit against Holland, made up as follows:

2-1/2d Holland to England transit via British service,
 1-1/2d British inland,
 8d Transatlantic sea postage.

No. 31 on plate shows markings on prepaid stamped cover, Melbourne, Victoria, via Marseilles and New York to Boston in 1858. Prepayment is by Victoria stamps--1sh Scott #18, 2sh #19, 4d #33, a total of 3/4, or 80 cts. Not illustrated is a red script 1/4 (1sh 4d) on the cover. Explanation is as follows:

- No. 31a Melbourne dated townmark;
- 31b Red British packet marking showing date of departure from London;
- 31c Red manuscript "32" showing credit to U.S. by England for sea transit by American packet (for 1/2 to 1 oz letter);
- 31d New York Am. Pkt. marking;
- 31e "10" for collection of 10cts double-rate U.S. inland.

The large red 1/4 (1sh 4d) equals 32cts, so it is evident that this letter is one upon which the debit to Victoria was not marked. Other letters have been seen that also show this double entry of the transatlantic rate--in Br. and Am. currency. The actual debit to Victoria could have been 42cts if letter was between 1/2 oz and 3/4 oz or 48cts if between 3/4 oz and 1 oz, the difference being caused by the French transit rate from Marseilles, which was on a 1/4-oz basis. The letter was rated in Victoria as a 3/4-to-1 oz letter, as follows:

British mails Victoria thru England-	24 cts
French transit - - - - -	24
Transatlantic postage- - - - -	32
	80 cts

When the 10ct U.S. inland was added, the rate came to 90 cts, which corresponds with the prepaid U.S.-to-Australia rate for a letter of that weight.

No. 32 on plate shows markings on a prepaid stampless from Batavia, Dutch East Indies, to Concord, N.H. via Marseilles and New York in 1862 (not in our period of study, but rates are the same). Letter was apparently less than 1/4 oz. Not illustrated is a red script 1/10 (1sh 10d equals 44 cts). Explanation is as follows:

The cover resembles the one bearing markings of No. 25 on plate except that the 16ct credit to U.S. is handstamped by the typical British credit marking of the period. Also the Am. Pkt. and the "5" are in the same handstamp.

The not-shown 1/10 (44 cts) marking is the debit to country of origin for British mails 24 cts, transatlantic mail 16 cts, transit thru France 6 cts, a total of 46 cts. However, by some means not known to the writer, covers with the INDIA PAID marking show a reduction of the British share by 2cts, which reduces the 46 cts to 44 cts.

It will be noted that in this case the N. YORK AM. PKT. marking that contains PAID is in black, yet the marking does not indicate that England is to be debited with 5cts, as is ordinarily the case when markings of this kind are found. Instead, the 5cts is to be collected in U.S. Such usage is quite customary, however, as much mail from foreign countries was prepaid only to the U.S. frontier, and the black marking, ordinarily used for exchange debit, was used to show the amount to be collected from addressee.

The U.S. postal rate tables of this period are of little value in studying the rates to these countries, since all that is shown (with the exception of "via Southampton" or "via Marseilles" mail) is a required prepayment of 5¢ by British packet or 21¢ by American packet. Much can be learned about the rates, however, by collecting covers from the United States to a particular foreign country by a certain mail service and also be collecting covers from the particular foreign country to the United States by the same mail service. Collecting "back-to-back" often discloses the true meaning of markings and rates.

Editor's Note: Under what circumstances Great Britain was willing to pay U.S. for transatlantic postage via Am. Pkt, instead of holding the mail for the favored Br. Pkt. would be interesting to determine. Perhaps in a desire to expedite the mails it was thought better to pay U.S. for the service in special cases. It is known that after the demise of the U.S. Collins Line, the U.S. employed various means to maintain an Am. Pkt, service presumably to equal in frequency the Br. Pkt. service. It was not able to do so, but the schedules were so arranged as to alternate with the Br. Pkts so far as possible. Letters of the kind described by Prof. Hargest are scarce, so it is evident that the service was out of the ordinary.



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2



3



4



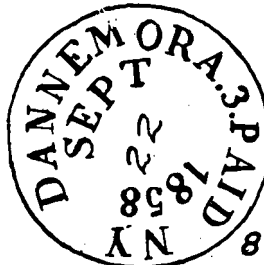
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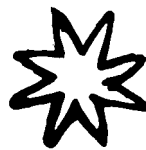
BALTIMORE. R. R.

JULY 27 1854

11



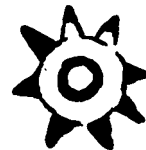
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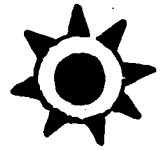
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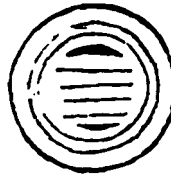
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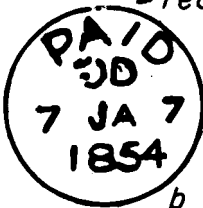
23



24



a



red

b



c



d



e

PAID.

26

10.

27

red



28



a



b



31



d



e



29



30

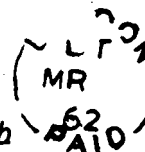
red



a



16 CENTS



b

red

32



d