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Figure 6-66. 7 August 1866, Limbach, Saxony, to New York, unpaid double-rate letter from beyond Hamburg in the GAPU. Blue pencil “4” in center indicates 4 sgr. transit fee in Germany. Letter carried by HAPAG *Teutonia* from Hamburg to New York.

**HAMB. PK<sup>T</sup>./((date))/20/U.S. NOTES (Figure 6-65).**<sup>147</sup>

The date in the marking was 3 March instead of 8 March, the clerk having inserted an incorrect numeral for the day of the month. Although there is no year date in any of the markings on this cover, the only fit with the known sailing data is in 1866. Also, this oversized dual rate datestamp of New York was used only in 1866 and 1867. The datestamp showed that the letter was brought by a Hamburg packet and that 15¢ postage was due, if paid in coin, or 20¢ if paid in depreciated greenback currency or notes. The ratio of postage due in coin to depreciated currency is consistent with that shown by Starnes for the March 1866.<sup>148</sup> The ratio for earlier years is too high. The letter was sent to Keene, where it was marked with a blue handstamp **20** for the postage due in greenback notes. This crude handstamp must have been locally produced, and is the only one that I have seen.

Another unpaid letter, this time a double rate from beyond Hamburg but inside the GAPU to the United States is shown in **Figure 6-66**. This folded letter originated in Limbach, Saxony, on 7 August 1866, and was addressed to New York. Limbach is thirty-four miles southwest of Chemnitz. The letter was endorsed in the upper left corner, “via Hamburg,” and marked with the 35 x 11 mm blue oval business marking of the sending company, Siems & Schäffer of Limbach. The letter was posted the same day and marked in the upper right corner with a 25 mm black double-circle datestamp of Limbach. The clerk marked in black ink just below the business marking the letter weight, “1 5/20 loth,” which indicated this was a double-rate letter. A debit to Hamburg for the transit fee

<sup>147</sup> Ibid., p. 377, marking no. 438. This is a scarce marking with only a couple of examples recorded. The typical dual rate handstamp for Hamburg service was 25 mm in diameter. All versions that are larger are scarce.

<sup>148</sup> Starnes, op. cit., p. 71.



Figure 6-67. Blue circular datestamp of Hamburg showing debit to United States of 24¢ of the 30¢ double rate. The “HAMBURG PACKET.” datestamps were applied at Hamburg and not in the United States.



Figure 6-68. Black circular datestamp of New York showing that 30¢ was due in coin or 44¢ in depreciated greenback currency or notes. Very few examples of this New York dual-rate datestamp for double-rate letters have been recorded.

to Hamburg of 2 x 2 sgr. = 4 sgr. was made in blue pencil across the center of the letter. This amount belonged to the post office of origin.

The letter was sent to Hamburg and received on the reverse a 25 mm black double-circle datestamp of the Prussian office in Hamburg, dated 9 August 1866.<sup>149</sup> At least three more times the transit fee was restated as a small blue crayon “4,” twice on the front and once on the reverse. The letter was turned over to the Hamburg exchange office to be processed for the Hamburg mail to the United States. It received to the left and below the Limbach datestamp a 30 mm blue circular datestamp, **HAMBURG PACKET./((date))/24 (Figure 6-67).**<sup>150</sup> This datestamp of 11 August showed a debit to the United States of 2 x 12¢ = 24¢, which was Hamburg’s share of the postage to be collected in the United States.

The letter was included in the mail placed on board the HAPAG steamship *Teutonia*, which departed Hamburg on 12 August and arrived at New York on 27 August 1866.<sup>151</sup> A New York exchange office clerk struck on the right side below the Limbach datestamp a 25 mm black circular datestamp, **N.YORK 30 HAMB. PK<sup>T</sup>./((date))/44/U.S.**

<sup>149</sup> Patton, op. cit., p. 47, marking no. 21D.

<sup>150</sup> Van der Linden, op. cit., p. 146, marking no. 1682. Hamburg used black ink on this marking at first and later changed to blue ink. I have recorded only a half dozen examples of this marking. They show the black color to the summer of 1866 and the blue color from August 1866.

<sup>151</sup> Hubbard and Winter, op. cit., p. 179.

Figure 6-69. 14 December 1867, New York to Hamburg, Germany, paid with 10¢ dark green 1861 adhesive for single-rate letter. Letter carried on HAPAG *Borussia* from New York to Hamburg.



Figure 6-70. Red orange circular datestamp of New York exchange office showing credit to Hamburg of 7¢ and that the letter would be carried from New York on 14 December by a Hamburg packet.

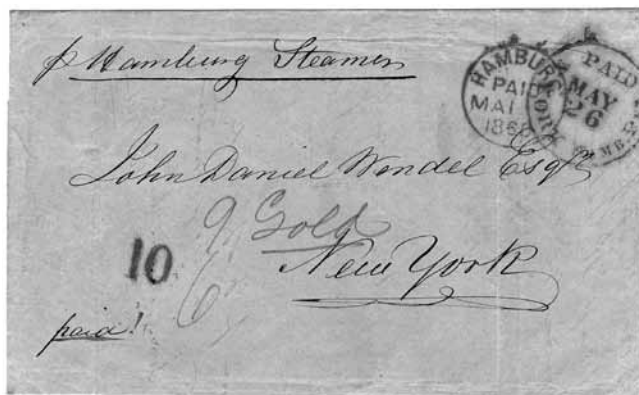


Figure 6-71. 7 May 1860, Hamburg, Germany, to New York, paid 6 schillings or 10¢ for single rate. Red orange circular datestamp of Hamburg office in upper right corner shows letter paid and red orange handstamp in lower left corner states the international rate of 10¢ was paid. Letter carried on HAPAG *Bavaria* from Hamburg to New York. Carrier office in New York added street address of recipient in pencil, “9 Gold.”



Figure 6-72. Bright red orange circular datestamp of New York exchange office showing letter fully paid and brought to New York by Hamburg packet.

— — — **NOTES (Figure 6-68).**<sup>152</sup> This datestamp showed that the letter was brought by a Hamburg packet and that  $2 \times 15¢ = 30¢$  postage was due, if paid in coin, or 44¢ if paid in depreciated greenback currency or notes. A docketing notation inside the letter shows that it was received on 30 August, but no reason is given for the delay.

**Figure 6-69** illustrates a single-rate letter to Hamburg paid with an adhesive. This folded letter outer sheet was posted in New York on 14 December 1867, and was addressed to Hamburg. It was endorsed in the upper left corner, “p Allemania,” which was corrected to “Borussia,”

the desired steamer to carry the letter across the Atlantic. The letter was prepaid the single letter rate with a 10¢ dark green 1861 adhesive, canceled by a cork design of wedges in black ink. In the lower left corner a New York exchange office clerk struck a 30 mm red orange circular datestamp, **N.YORK PAID HAMB PKT/(DATE)/7 (Figure 6-70)**, showing the U.S. credit to Hamburg of 7¢, and that the letter was to leave by a Hamburg packet on 14 December.<sup>153</sup> As mentioned earlier, the U.S. portion of the 10¢ international rate was only 3¢ if carried on a German contract steamship from mid-September 1863. The letter was included in the mail that was placed on board the HAPAG steamship *Borussia*, departing New York on 14 December 1867 and arriving at Hamburg on 1 January 1868.<sup>154</sup> A 23 mm blue circular datestamp on the reverse of the Hamburg city post office, **HAMBURG I. A./(date)**, confirms the arrival date of the steamer.

A single-rate letter from Hamburg to the United States paid in cash is shown in **Figure 6-71**. This folded letter originated on 7 May 1860, and was addressed to New York. It was endorsed in the upper left corner, “p Hamburg Steamer,” a reference to the desired routing of the letter. The letter was posted the same day and received in the upper right corner a 25 mm red orange circular datestamp of the Hamburg city post office, **HAMBURG/PAID/(date)**.<sup>155</sup> The letter was marked in the lower left corner that it had been prepaid 6 schillings with a pencil “6” alongside the sender’s notation, “paid!” This amount was equivalent to 10¢, the single letter rate from Hamburg. The Hamburg exchange office clerk marked in the lower

<sup>152</sup> Ibid., p. 377, marking no. 445. This is a scarce marking with only a couple of examples recorded.

<sup>153</sup> Ibid., p. 361, marking no. 143.

<sup>154</sup> Ibid., p. 181.

<sup>155</sup> Patton, op. cit., p. 41, marking no. 20R. Patton talks of this marking being used on letters to England but not on transatlantic mail. I have recorded its use on letters to the United States from July 1858 to February 1862.



Figure 9-46. 17 September 1868, Helsingfors, Finland, to Verona, Minnesota, unpaid letter sent via the North German Union mail. The unpaid transit fee from Finland to the NGU of 3 sgr. was marked on reverse in blue crayon and on front with blue handstamp, the amount the United States owed to the North German Union. Letter carried by HAPAG *Hammonia II* from Hamburg to New York. Chicago marked 28¢ postage due in depreciated greenback currency or notes.



Figure 9-47. Black boxed handstamp applied in Russia and indicating the letter was “unfranked” or unpaid.

the routing of the cover and to justify the added American expense.<sup>106</sup> The Germans marked in blue crayon, upper left corner, an 8½ sgr. debit to Sweden for transit fees owed to Germany, 3 sgr. for transit from Cuba to the United States, 3 sgr. from the United States to Germany, and 2½ sgr. for the NGU portion of the transit from Germany to Sweden. On the reverse is marked in blue crayon, “6 ap” or 6 sgr. “ausländisches Porto,” the debit for unpaid foreign transit fees to Germany. The total postage due in Sweden was 11 sgr. or 99 öre, the latter marked in blue crayon, upper left corner.

An unpaid letter from Finland to the United States by the NGU mail is shown in **Figure 9-46**. This envelope without the letter contents was posted at Helsingfors on 17 September 1868 and was addressed to Verona (misspelled “Vinona”), Minnesota.<sup>107</sup> The letter was endorsed in the lower left corner, “Via St. Petersburg/ and Bremen,” routing instructions to Germany and the direct service to the United States. When posted the letter received a 22 mm black circular datestamp of Helsingfors in the center of the envelope, left of the destination in the address. The letter was unpaid. In the upper right corner was written “115,” probably the list number of the letter as it was accounted for between Finland and Russia. At St. Petersburg it was marked in the upper right corner with a 39 x 9 mm black boxed handstamp, **НЕ ФРАНКИРОВАНО**, indicating



Figure 9-48. Orange double-circle datestamp on reverse applied on the German railroad showing that the letter was from Russia, was carried by Railroad Bureau No. 11 train on the Eydtkuhnen (East Prussian border office) to Bromberg route, and was unpaid (“PORTO” in the center).

that the letter was “unfranked” or unpaid (**Figure 9-47**). The letter was sent to the East Prussian exchange office at Eydtkuhnen. It was sorted on the German railroad from Eydtkuhnen to Bromberg, receiving on the reverse a 29 mm orange double-circle datestamp, **AUS RUSSLAND/ (date)/über BUR. XI EDK. BRG.** (**Figure 9-48**) dated 21 September 1868.<sup>108</sup> This marking indicated that the letter was from Russia, was carried by Railroad Bureau No. 11 train on the Eydtkuhnen to Bromberg route, and was unpaid (“PORTO” in the center). On the train the letter was marked on the reverse with a blue crayon “3” to show that the unpaid transit fee from Finland was 3 sgr.

Since the next German steamer to leave for America was from Hamburg, the letter was sent there instead of Bremen as stated in the sender’s endorsement. At Hamburg the letter was marked in the lower left corner with a blue handstamp 3, restating the unpaid transit fee.<sup>109</sup> This was the amount owed to the NGU by the United States

<sup>106</sup> Van der Linden, op. cit., p. 39, marking no. 360. This is a scarce marking of which less than a dozen examples have been recorded.

<sup>107</sup> Although Finland was a part of Russia at this time, it used the Gregorian calendar, which was used in the West, and not the Julian calendar that Russia still used. The Russian calendar would have required adding twelve days to have an equivalent date by the calendar used in the West.

<sup>108</sup> Van der Linden, op. cit., p. 36, marking no. 334, and Werner Münzberg, *Preussen, Postanstalten-Poststempel 1817–1867* 8 vols. (Seeshaupt, Germany: Werner Münzberg, 1980), vol. 7, p. E-144.

<sup>109</sup> *Ibid.*, p. 264, marking no. 3049. Van der Linden attributes this marking to the railroad from Keil to Hamburg, but this letter could not have been on that railroad. Dr. Ernst Meyer-Margreth, *Die Poststempel von Hamburg* op. cit., p. 29, shows this marking is an old Thurn & Taxis rate marking still used in the Hamburg Stadtpostamt.

Figure 9-49. 5 February 1870, Norway to La Crosse, Wisconsin, unpaid letter sent via the North German Union mail. The unpaid transit fee from Norway to NGU of 3 sgr. was marked with a blue handstamp in the lower left corner, the amount the United States owed to the North German Union. Letter carried by North German Lloyd *Weser II* from Bremerhaven to New York. Chicago marked 24¢ postage due in depreciated greenback currency or notes.



KIEL  
16 2 II.  
HAMBURG

Figure 9-50. Three-line black datestamp applied on the German railroad from Kiel to Hamburg.

Figure 9-51. Black boxed handstamp applied on the same German railroad showing that the transit fee from Norway to Germany of 3 sgr. was unpaid. This amount was debited to the United States at Bremen.

3. a. P.

for an unpaid letter from Russia according to the convention.<sup>110</sup> The letter was placed on the HAPAG steamship *Hammonia II*, which departed Hamburg on 23 September and arrived at New York on 6 October 1868.<sup>111</sup>

The letter was in a closed mail bag for the Chicago exchange office and was not opened at New York. On 8 October the mail bag was opened at Chicago and the letter received in the upper right corner over the boxed Russian unpaid marking, a 24 mm black circular datestamp, **CHICAGO/(date)/DIRECT**.<sup>112</sup> The marking showed that the direct route from Germany to the United States was used instead of the route through the United Kingdom. The Chicago exchange office clerk struck on the left side the black handstamp, **28/U.S.NOTES**, to show that the postage due in notes was 28¢.<sup>113</sup> The “8” of “28” is poorly inked and looks like a “3.” This amount consisted of the unpaid letter rate from Russia by NGU mail and the direct route of 18¢ plus 5¢ unpaid letter fine and the premium for the date of the arrival at the Chicago exchange office, which added another 5¢. Chicago never used dual-rate datestamps to show the postage due in coin as well as in notes as did other exchange offices. Instead, their markings

always showed the postage due in notes or depreciated greenback currency. Above the postage due marking of the Chicago exchange office is a pencil notation, “Due 28,” undoubtedly written at the letter’s destination to clarify the postage due amount. A docketing notation on the reverse in pencil shows that the letter was received at its destination on 10 October 1868.

Figure 9-49 illustrates an unpaid letter from Norway to the United States by the NGU direct mail. The letterhead shows the date that the letter was written, 5 February 1870, but the name of the location cannot be deciphered from the handwriting. It probably originated in a small hamlet without a post office, and was addressed to La Crosse, Wisconsin. It was endorsed in the upper right corner, “Via Bremmen [sic],” routing instructions by the direct mail from Germany. The letter was posted in Vardal, Norway, on 10 February 1870, as shown by a 22.5 mm black circular datestamp at the top on the left side.<sup>114</sup> It arrived the next day at Christiania (Oslo today), where it received in the upper right corner a 24 mm black circular datestamp. The letter was transported to Kiel, Germany, probably by steamship from Christiania. Two handstamps on the reverse show that the letter was handled on the German railroad in Germany. The first was a three-lined black handstamp, **KIEL/(date) II T./HAMBURG** (Figure 9-50), marked by a railway clerk on the train from Kiel to Hamburg, a train of the German Railroad Bureau No. 17.<sup>115</sup> The second marking, also applied on this train, was a 23 x 8 mm black boxed handstamp, **3.a.P.** (Figure 9-51), “3 (sgr.). a(usländisches). P(orto).,” showing that the tran-

<sup>110</sup> U.S. 16 *Statutes at Large*, 979–82, Table E 1 in the Detailed Regulations.

<sup>111</sup> Hubbard and Winter, op. cit., p. 182.

<sup>112</sup> Leonard Piszkievicz, op. cit., pp. 177–78, marking no. FN-420.

<sup>113</sup> Ibid., marking no. FN-560.

<sup>114</sup> Vardal was renamed Gjøvig in February 1872, according to the specialized Norwegian catalog, *Norgeskatolog* of the Oslo Filatelistklubb 2001, p. 396. It is located sixty-two miles north of Oslo on Lake Mjøsa.

<sup>115</sup> Werner Münzberg, *Preussen, Postanstalten-Poststempel 1817–1867*, op. cit., vol. 7, p. E-169, marking no. 7b.