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THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

May 1983

Volume 35, No. 2

Whole No. 118

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IN MEMORIAM  
GEORGE E. HARGEST

AUGUST 26, 1906 - FEBRUARY 5, 1983



George E. Hargest died February 5 after many years of ill health. The Classics Society owes much — as does philately in general — to Prof. Hargest for his many contributions and long service. While this journal was still the *3¢ '51 Chronicle*, Hargest was a frequent contributor, and, when the *Chronicle* took its present form in 1963, he became editor-in-chief, as well as editor of the transatlantic mails section. After a heart attack in 1966, he was forced to give up the overall editorship, but retained his position as transatlantic mails editor until May 1975. He then became editor emeritus, contributing at his own pace. Hargest also served as Director from 1960 to 1969.

Prof. Hargest was associate professor of accounting at Clark University in Worcester, Mass., where he was active in the Worcester Stamp Club and Philatelic Society, and served as president of these organizations. He was closely associated with the late Mel Schuh, also of Worcester, and Lester Downing of Concord, in the study of transatlantic mails. From this interest and with access to original sources, Hargest's research developed, resulting in 1971 in the publication of *Letter Post Communication . . .*. The book won many honors, including the Crawford Medal of the Royal Philatelic Society of London, the Nugent Clougher Award of the Postal History Society of Great Britain, the Classics Society's Chase Cup, and awards from the American Philatelic Society, the American Philatelic Congress,



and the France & Colonies Group. In 1980 Hargest received the Luff Award for philatelic research from the A.P.S.

George formed a magnificent award-winning collection of transatlantic mails. Another interest was playing the trumpet. He was the first winner of the award in memory of the late Lester Downing, and was awarded the Ashbrook Cup for 1962 for his research on transatlantic mails. In 1979 he was made an honorary life member of the Classics Society, a distinction that pleased him greatly.

George Hargest is survived by his wife Lois, son Jay, and two grandchildren. In order to present varied perspectives I have asked Leonard H. Hartmann and Charles J. Starnes to give their individual assessments of Hargest's achievement.

Many of us share a sense of personal loss of a friend and colleague.

S. M. McD.

It is hard to say anything about George E. Hargest that members of the USPCS don't already know. George contributed much to the *Chronicle* and was one of the first serious students of the US-Foreign mail systems. The foundations he laid in his *History of Letter Post Communications Between the U.S. and Europe 1845-1875* is the basis for all further work.

Personally one can only say that George was a scholar and a gentleman in the truest sense. A remark was once made relating to George that bothered me considerably, we both knew it was true but still I thought it should not be printed. George's reply was most gracious and to the effect that it should stand and history will judge.

His health had not been good for some time which prompted the move from Worcester, Mass., to Florida and then selling the Florida house for a condominium as he was no longer able to take care of it. Ill health made it difficult to continue his foreign mail studies.

George's final work *The United States Foreign Mail Services* is being continued at the request of his family. It will eventually appear in print, perhaps by late 1984. It will be a revised book form edition of a number of his articles that appeared from 1963 to about 1980. George fully realized that to reprint a 1963 article on the foreign mails would be absurd. There is perhaps no branch of philately that is presently evolving new information more rapidly. George planned to revise each article himself, but now it will be necessary to seek out specialists in the various areas to update one or more articles each. Requests for help will be made at a later date.

L. H. H.

Even the great cover collections and "authoritative" articles before 1950 very often showed a deplorable ignorance of the U.S.-foreign postal conventions and their practical usage. True, Ashbrook was informed on PCM and British mails, Blake and Davis on British, Perry on Hawaii and some NGU mails, Norona on Caribbean and South American data (to name a few) — but there was no published text on the operation of *all* the mail systems set up by U.S.-foreign country postal conventions.

This big gap in collector comprehension was bridged by George E. Hargest in 1971 by the publication of his *Letter Post Communication between the United States and Europe 1845-1875*, a text which received worldwide recognition and continues to vitalize the study of U.S.-foreign mails. This book immediately established him in the very top rank of philatelists. Others will recount the various awards given in recognition of his effort, but to this collector the great value of his writings (including those in the *Chronicle* and *American Philatelist*) lies in the additional and lasting pleasure he has added to the collection and study of a previously-muddled area of U.S. philately. All honor to Hargest, who unselfishly shared his knowledge — truly a gentleman and scholar.

C. J. S.

## THE ALEXANDRIA POSTMASTER'S PROVISIONAL STAMPS

PHILIP T. WALL

(Continued from *Chronicle* 117:12)

## THE UNIQUE ALEXANDRIA STAMP ON BLUE PAPER

No proposal of marriage is as well known in the world of philately as the one received by Miss Jannett H. Brown in Richmond, Virginia, shortly after Thanksgiving in 1847. Her fiance, a Mr. Hough of Alexandria, enclosed his proposal in a buff envelope and probably very carefully affixed a stamp, sold him by the local postmaster, near the upper right corner of the envelope. The stamp was a Type I Alexandria Postmaster's stamp printed on blue paper rather than the normal buff paper. We now refer to the envelope containing this proposal of marriage as the Alexandria Blue Boy cover.

Little is known of the Hough family except they had a daughter, also named Jannett, who later married a Dr. Fawcett of Alexandria. After Mrs. Fawcett became widowed she somehow learned that her neighbor W. F. Lambert had sold an Alexandria stamp (Copy #3 shown in Figure A) for a large sum of money. This caused her to look through some of her parents' correspondence in the fall of 1907, at which time she found the Blue Boy cover. In a matter of weeks the cover was sold to Worthington for \$3,000 (rather than \$5,000 as is sometimes reported) with Mrs. Fawcett netting \$2,850 after paying a Philadelphia stamp firm a 5 percent commission. In 1916 the cover passed into the collection of Gibson who in turn sold it to Caspary in 1922. This cover was lot 4 in the first Caspary sale held in 1955 and went to Lilly for \$10,000. When Siegel sold the first part of the Lilly collection in 1967 this cover was lot 3 and sold at \$18,500 to Boker.

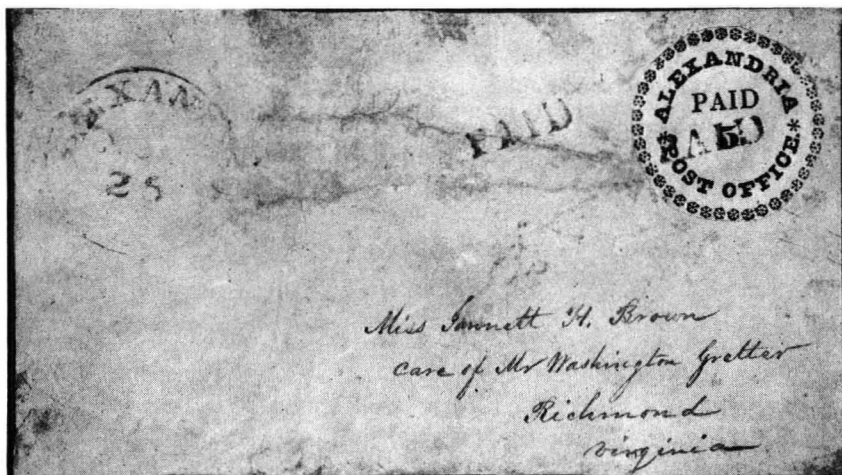
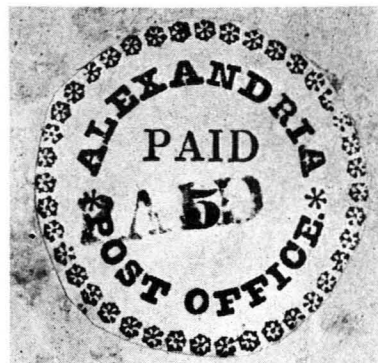


Figure G. Type I on cover. The stamp is on blue paper — the famous Blue Boy cover. Ex Caspary, ex Lilly.

After the Lilly sale the Boker collection of U.S. Postmasters' stamps was undoubtedly the finest in existence, but evidently he soon grew tired of this collection because in the early 1970s he began selling this material privately with the greatest part being sold in Europe. It has been reported in the philatelic press that the first European owner of this cover was a Georg Normann. Mr. Normann in turn has now sold the cover to another European, rumored to be a German, for approximately \$1,000,000. David Feldman, a prominent dealer based in Geneva, Switzerland, has acted as agent the last two times the cover was sold.

So much for the history of the cover and who has owned it during the past 75 years. Now

Figure H. Close-up of Blue Boy stamp, showing small black PAID cancel.



let us examine the cover itself.

The envelope is faintly postmarked Nov 25 and the proposal of marriage is dated 1847. I have never seen a photograph of the cover in which the postmark was clear enough to enable me to determine if it reads Alexandria, D.C., or Alexandria, Virginia. For reasons that will be pointed out later, the postmark should read Alexandria, D.C., notwithstanding the fact that in November 1847 the city of Alexandria had again been a part of the state of Virginia for more than a year. This cover is different from the other four Alexandria covers in several respects. First, it is the only Alexandria cover postmarked after the 5¢ and 10¢ 1847 general issues were placed on sale. A few other postmasters' stamps were used after the 1847s were issued. The Blue Boy is the only Alexandria cover that has black postal markings. Three and probably all four of the other covers have red postal markings. Whereas all of the other Alexandria covers have a boxed 5 rate marking, the Blue Boy cover does not have this rate marking. The absence of this rate marking bothers me but not nearly so much as does something else. The illustration of the cover in the Caspary Auction Catalog includes an enlargement of the actual stamp (Figures G and H). By comparison of these two photographs the PAID marking on the stamp appears to differ from the PAID marking on the cover. The left arm of the "A" on the stamp is thin whereas the left arm of the "A" in PAID on the envelope is heavy. The "D" on the stamp is virtually square whereas the "D" in the PAID on the envelope is rectangular in a vertical manner. Realizing that sometimes our eyes can play tricks on us, I decided to take measurements of the two PAID strikes with a millimeter scale in order to verify these visual differences in the letters of the two strikes of PAID. These measurements indicate a variation of 0.5-0.8mm. between the PAIDs on the photograph in Plate II of the 1937 edition of *Postmasters' Provisional Stamps* by Luff which may or may not show the cover in its exact size.

In researching postal markings shown on covers bearing adhesive stamps issued between 1845 and 1855, I have found it extremely helpful to study stampless covers of the same period. I wrote to Creighton C. Hart for information as to who might have written previous articles on Alexandria postal history. Mr. Hart reminded me that Thomas O. Taylor of Pennsylvania had written an article in the May 1966 (SIPEX) issue of the *Chronicle* (Whole #52) on the early postal history of the District of Columbia including Alexandria. I strongly recommend this article to persons interested in the early postal history of the District of Columbia. I wrote to Mr. Taylor who kindly answered all of my questions, made copies of his complete files for me and loaned me representative samples of his large collection of Alexandria stampless covers. All of his covers show a rate marking except a few that are marked FREE. Except for two boxed 5s, the numerals are all free standing and in black through April 18, 1846. Between that date and July 13, 1846, the color of the ink used for postal markings was changed to red. It is my belief this change took place sometime before May 9th as the cover shown in Figure F has red postal markings; and I believe its use was in 1846 rather than in 1847 since the Alexandria Post Office was again using black ink by the latter date. By July of 1846 the Alexandria Post Office was regularly using a boxed 5 rate marking. The small PAID that appears on the Blue Boy stamp is identical to the PAID on a

stampless cover dated October 6, 1847, and the postmark with the heavy left arm in the "X" of Alexandria (illustration 95 in the Taylor article) is identical on both covers. I do not find the larger PAID found on the Blue Boy envelope in use after 1845, but the marker could have remained in the Alexandria Post Office for a number of years. Sometimes the black ink used for the PAID marking was in the same shade as the black used for other postal markings, and at other times it was in a color that can best be described as blackish-brown — more brown than black. Neither Mr. Taylor nor myself can understand the use of this blackish-brown ink, but it is obviously of a fugitive nature; and it may have been another color when it was used 135 years ago.

The Taylor records show the latest use of the Alexandria, D.C., postmark to be June 12, 1848, and the earliest Alexandria, Virginia, postmark to be June 26, 1848. The description of the Blue Boy cover in the Caspary catalog indicates the postmark is "Alexandria, Va. Nov 25," but I think this is probably in error as an obvious mistake was made in describing the other two Alexandria covers in the Caspary collection as having Virginia postmarks whereas the illustrations in the catalog show the postmarks to be Alexandria, D.C., rather than Alexandria, Virginia. Did the Alexandria Blue Boy stamp originate on this cover? Probably yes. But the questions I have raised suggest that this important cover should be studied by competent experts. There may be a reasonable explanation for the absence of a rate marking, but I cannot ever recall seeing a stampless cover of the 1845-51 period, or a cover bearing the 1847 issue with two different PAID markings. Does anyone have a theory as to how this could have happened?



**Figure I.** This is how the Blue Boy cover looked when it was in the Worthington collection, about 1915. The abraded spots at the top of the envelope are defects in the photo, not in the cover.

Certainly the Blue Boy cover in its present form has been subject to some type of restoration. Its appearance when in the Worthington collection is shown in Figure I. Note the very wrinkled condition of the envelope, also the appearance of the top and bottom edges. Compare this photo with that from the Caspary sale catalog (Figure G). Perhaps the envelope was dampened in an effort to smooth it out, and it may have been pressed, and refolded or reduced. The bottom edge has been trimmed or folded as the bottom loop of the "g" of "Virginia" has been cut off. A water stain now runs horizontally across the envelope and through the lefthand PAID. The stamp appears to have been lifted and replaced in a different, higher spot. Its relationship to the postmark and the PAID has changed, as may be proven by laying a straight edge across the markings. These changes may be the result of legitimate preservation measures, but they do indicate that some alteration has taken place.

## THE ALEXANDRIA COVER WITH THE MISSING PROVISIONAL

In the May 1964 issue of the *SPA Journal* there appeared a most interesting article written by Charles B. Tebbs entitled "An Alexandria Provisional Carried the Letter, But Who Has the Stamp?" Space does not permit my quoting this article verbatim, but in summary it tells the story and shows a photograph of a letter mailed at the Alexandria Post Office on September 9, 1846, by Robert Patton and addressed "For James H. Causten Esq., Washington, Dis. Col." At one time a provisional stamp had obviously been affixed to the cover. This letter was originally discovered in 1879 by Theodore J. Pickett, the son of the addressee's law partner who wrote up his find in a letter to the editor of the *Philatelic Monthly* (published in Philadelphia by L. W. Durbin) in that publication's August 1879 issue.

The photograph in the 1964 article shows a faint Alexandria postmark in which the date cannot be deciphered, a straight line PAID and a boxed 5. These are described in the *Philatelic Monthly* as being red and the stamp as being black on brown paper. In all probability Pickett was referring to a stamp on buff paper when he used the term brown paper. The 1879 publication shows a cut of the stamp on the cover discovered that year, and the stamp is very definitely a Type I (Figure A).

Mr. Tebbs reports that the cover with the stamp missing was rediscovered in the basement of a home in Alexandria in 1960. Author Tebbs then proceeds to develop the theory that since the off cover 1X1 that was in the Caspary collection could not be the missing stamp — the ex-Caspary stamp shown in Figure A has a small part of a red postmark at the right, whereas the missing stamp passed through the mails without being cancelled as the postmark on the cover in question was some distance to the left of where the stamp had been affixed — then the ex-Ferrari copy must have been the stamp that at one time was on the letter addressed to Mr. Causten. He attributes this to the fact that Ferrari was not especially fond of covers and probably removed the stamp himself, considering covers to be too cumbersome for his collection.

This is an interesting theory, but unfortunately it could not be true. First of all, it is most unlikely that any folded letter that Ferrari would have discarded in Paris before the turn of the century would have ever found its way back across the Atlantic and have become buried for 60 to 70 years in the basement of a house in the city in which it originated. Secondly, and most important, is that while the cover found in 1879 bore a Type I stamp (Figure A), the ex-Ferrari copy is a Type II stamp (Figure B).

### FAKES



Figure J. Originally a stampless cover from Washington, D.C., to Front Royal, Virginia, to which someone has added a fake provisional stamp. Ashbrook photo courtesy of Ezra D. Cole.

There were several fake Alexandria stamps, including some unused blocks of four,

submitted to the Philatelic Foundation almost a quarter of a century ago. These were rather crude and would deceive no one who had ever seen a photograph of a genuine stamp.

A half century ago there was an enterprising young stamp dealer in central Pennsylvania who apparently had a bright future ahead of him and whom I will call Mr. J. He allowed himself to be carried away by his desire to make money and faked a number of U.S. Postmasters' provisional items. He was arrested, tried, found guilty and sentenced to a term in the Federal penitentiary, although I do not believe he ever served any time behind bars. Shown in Figure J is one of Mr. J.'s fake covers. The purported provisional is in the center of the cover with either a second provisional or postmark at the right. There is a faint Washington, D.C., postmark at the left which would lead me to believe this was originally a stampless cover, that went from the nation's capital to Front Royal, Virginia, and to which Mr. J. later added the Alexandria markings.

There may be other fake Alexandria Postmasters' covers, but I doubt they would deceive any well informed collector or dealer. Should any additional Alexandria stamps or covers be discovered, they should be authenticated before being purchased.

### THE ALEXANDRIA LISTINGS IN THE 1983 SCOTT U.S. SPECIALIZED CATALOG

The Scott 1983 *Specialized Catalog of United States Stamps* lists the Alexandria stamps as follows:

	(Unused)	(Used)
1X1 5¢ buff, type I	35,000	17,500
a. 5¢ buff, type II	35,000	17,500
on cover (I or II)		30,000
1X2 5¢ blue, type I, on cover		<hr style="width: 50%; margin: 0 auto;"/>

At this time there are no recorded examples of unused 1X1 Type I stamps and no recorded examples of used 1X1 Type II stamps. It would be theoretically possible for the owner of the cover addressed to Leesburg, Virginia, (Figure D) to remove the uncanceled stamp from the cover and in so doing presumably increase the value of his property by \$5,000. However, I cannot imagine anyone being this foolish. It would take an even more foolhardy act for the owner of the cover on which the name of the addressee has been removed (Figure F) to remove that cancelled stamp in order to have a cancelled off cover Type II stamp. For these reasons I am recommending to the Editor of the Scott *U.S. Specialized Catalog* that until such time as additional off cover 1X1s are discovered, the catalog listings be changed to read as follows:

	(Unused)	(Used)
1X1 5¢ buff, type I		17,500
a. 5¢ buff, type II	35,000	
on cover (I or II)		30,000
1X2 5¢ blue, type I, on cover		<hr style="width: 50%; margin: 0 auto;"/>

There appear in the 1983 catalog beneath the listings of prices and cancellations the following paragraphs:

The few copies of Nos. 1X1 and 1X1a known on cover are generally not tied by postmark and some are uncanceled. The price for "on cover" is for a stamp obviously belonging on a cover which bears the proper circular dated town, boxed "5" and straight line "PAID" markings.

No. 1X2 is unique. It is cancelled with a black straight line "PAID" marking which is repeated on the cover. The cover also bears a black circular "Alexandria Nov. 25" postmark.

The only correction that I feel should be made to the first paragraph is that the reference to copies known on cover be changed to show that all of these copies except one are uncanceled. The second paragraph should be changed to read as follows:

No. 1X2 is unique. It is cancelled with a small black straight line "PAID" marking. An apparently different and larger "PAID" marking is on the cover which does not have the customary boxed "5" marking. The cover also bears a black circular "Alexandria Nov 25" postmark.

### CONCLUSION

I hope readers will not think me unduly critical of the Blue Boy cover, but I do think there are certain unusual aspects of this cover that have apparently never been discussed before. I invite criticism and further discussion of my comments on this important cover. Anyone having more current information as to the whereabouts of any of the seven recorded items is encouraged to contact me.

As is usually the case, this article could not have been written without the assistance of many other people. Dr. Stanley M. Bierman of California has furnished me with much information from his library pertaining to the past history of the Alexandria stamps and covers. I hope I have previously mentioned in this article all of the other contributors to the story, but, if not, I hope they will forgive this oversight on my part.

### ONCE MORE, WITH FEELING

*Editor's note: Calvet Hahn has sent a rebuttal, reproduced in part below, to my comments in February on the 5¢ New York cover with Wilmington & Raleigh R.R. postmark. To save space and redundancy my responses are enclosed in square brackets. Unless new evidence appears, this should end, though not settle, the discussion, except for Charles Towle's remarks in the railroad section in this issue. S. M. McD.*

In commenting on the 9X1 cover, Mrs. McDonald makes two points regarding the postmarks: 1) she does not consider the difference between the subject cover's cds and Remele's W7c sufficient to condemn the cover. Obviously I and others disagree. The difference is in part philosophical. In the past I have repeatedly cited Sperati's advice from his *Philatelic Sans Experts* that an item should be examined as though it is bad with evidence gradually overcoming the initial presumption. Mrs. McDonald approaches from the other end assuming an item is good until proven bad. [Alas, I cannot so casually discard the long tradition of Anglo-Saxon jurisprudence.]

2) This 9X1 cds does not match the fake cds's she has recorded on 1847 covers. This viewpoint is a minority one not shared by most experts. For example, Herbert Boch has no patience with expertizing that examines the fakes and thus concluding because the item doesn't match it is good. He insists as did the late Edwin Mueller that comparison with the genuine is the sole test . . . [This involves a misrepresentation of my statement.]

Mrs. McDonald makes a third unrelated point that this letter was prepaid. I don't believe it was. I believe the item could well have been an out of the mail item to which both stamps and a cds were added. Note that the letter was docketed as received 3/1 on it but that the omitted table shows that by mail from Weldon requires it be received 3/3, additional evidence that this was not genuinely postmarked on the Wilmington & Raleigh. Carried out of the mail there were other trains and services between NY and NO that do make delivery possible, but not from NY or Weldon under U.S. mail contract service. [It seems bizarre that an invisible and perhaps misread docketing notation is given more weight than other aspects of the cover.]

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### FIRST STANDARDIZED POSTMARKS OF THE DISTRICT OF COLUMBIA

RICHARD B. KRAKAUR and THOMAS E. STANTON

In April of 1799 Postmaster General Joseph Habersham provided postmasters in five cities with circular postmarking stamps, including Thomas Munroe at Washington City. Although the first standardized devices they were not the first contemplated by the General Post Office. In January of 1792, PMG Timothy Pickering wrote the postmaster at Newburyport, Massachusetts, to wit, "I have received your letter of the 16th ulto — with respect to stamps for the post office, they are so useful, I wish every office were furnished with them. As soon as they can be provided, a set shall be sent to you . . ." <sup>1</sup> Whether the stamps were actually forwarded seems doubtful, the first handstamp recorded by the *American Stampless Cover Catalog* (p. 92) was used in 1799, as Newburyport was among the cities in the April PMG missive. Some six years later Assistant PMG Charles Burrall wrote the Richmond, Virginia, postmaster, "I sometime since ordered a stamp for your office, it is not yet finished; the engraver says that it shall be done the beginning of next week . . ." <sup>2</sup> Again what the Assistant PMG is referring to is uncertain, since it is doubtful that the stamp is one of the Richmond straightlines of the era as these appear to be of local origin. More probably the stamp concerned was a supplemental device, as well could have been the Newburyport stamp. In any case, a precedent for the central supply of postmarking stamps had been established.



Figure 1. First standardized District of Columbia postmarks, the Washington device was issued in April of 1799, while the Alexandria and Georgetown devices were issued in June of the same year.

Shortly after the April 1799 distribution, Habersham in June issued similar devices to seven other postmasters, including those at Alexandria and Georgetown. Along with the stamps, the PMG enclosed a letter of instructions for their use. The second letter, being more informative, states the following: <sup>3</sup>

I have this day forwarded a set of stamps for your office, which I hope will come duly to hand.

They can be used with printer's ink or common writing ink, the latter is preferable where much business is done, as printer's ink clogs the stamp sooner.

For common ink a square piece of lead, hollowed in the middle and filled with sponge to contain the ink is used, the stamp is dipped on the sponge, which prevents its taking up too much at once.

The loose letters and figures should be kept in a box and proper care taken to prevent their being lost, as they are a dear article and it is troublesome to fit new ones to the stamps.

The issuance of these postmarks represents the first formalized use, however limited, of

1. *PMG Letter Book A*, 1792, p. 367.

2. *Asst. PMG Letter Book*, 1798, p. 11.

3. Arthur H. Bond, "First United States Standardized Postmarks . . .," *Postal History Journal*, June 1962, p. 27.



circular date stamps. The most common postmark of the era was a manuscript marking as had been previously employed at Washington and Alexandria. This was also probably used at Georgetown, although no examples are known. The circular date stamps were not unknown in these years, as Charleston, S.C., utilized one during the Confederation period.<sup>4</sup> Other early devices can be found by scanning the ASCC, and after the turn of the century, they prevailed.

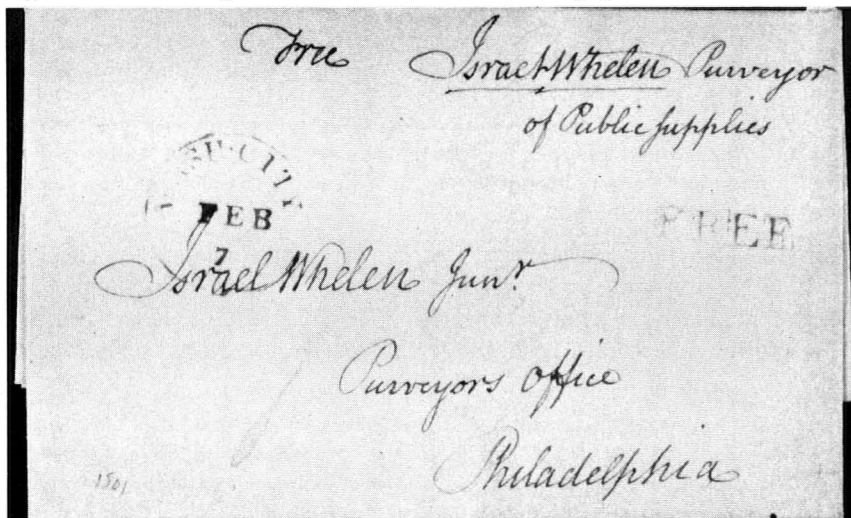
### Physical Description

Figure 1 illustrates the three postmarks issued to the District post offices. Their simplicity and similarity are obvious. Bond describes their characteristics as follows:<sup>5</sup>

- a) Circular frame approximately 26 mm diameter, varying less than 1mm. above or below.
- b) Town name and state at top in letters about 3.5mm tall.
- c) Periods are set high, rather than in normal positions.
- d) Terminal letters in some abbreviated names are small, set high and with dot below.
- e) Month and day are set in two lines about 3.5mm tall.
- f) Workmanship is very fine, with letters well formed and usually evenly spaced. The stamps are made of brass.

The handstamps appear most frequently in a shade of brown, but occasionally in black.

The Washington handstamp is occasionally heavily struck, so much so as to deeply emboss the folded letter. In one such case, a postmaster's appointment from Habersham, the embossing can be seen to penetrate seven thicknesses of paper.



**Figure 2. The Washington postmark used in 1801 showing the break at the bottom of the circle. Note the region located at "ra" of "Israel" in the address. (From the Turner Collection.)**

The ASCC (p. 29) shows two listings for the Washington stamp, the second being slotted at the bottom and listed as a subtype of the primary. The slot was caused by damage to the circle, possibly the result of the heavy strikes discussed in the previous paragraph. A comparison of early and late markings, encompassing the two types, on a light table, shows a precise agreement in the location and spacing of the letters. Since the postmark was hand engraved, such an agreement seems impossible if there were in fact different handstamps. The break began to appear in late 1800 or early 1801. A December 3, 1800, folded letter<sup>6</sup> depicts what is probably the beginning of the damage. A February 7, 1801, strike (see Figure

4. Alex ter Braeke, *The Posted Letter in Colonial and Revolutionary America, 1628-1790*, p. N16.

5. Bond, *loc. cit.*

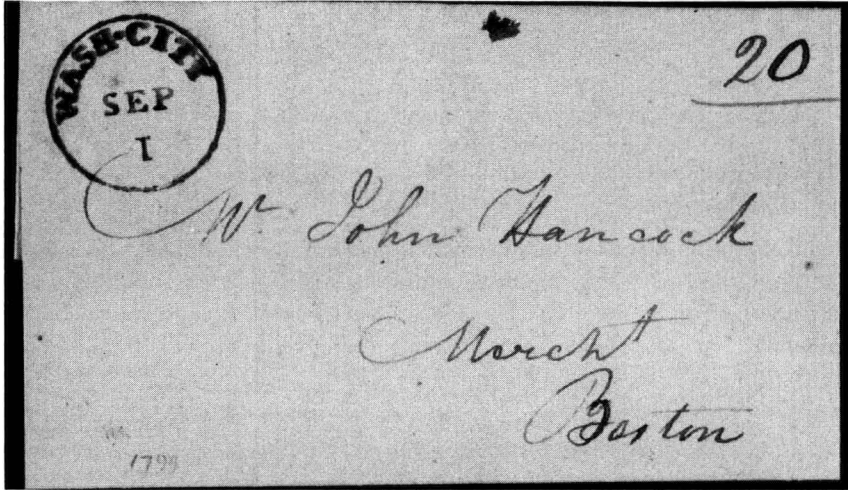
6. Thomas J. Alexander, "Washington, D.C., The Early Years," *Forty-seventh Congress Book*, p. 35.

2) illustrates a definite break at the bottom of the circle.

The Alexandria marking contains the abbreviation Va. for Virginia. This is technically correct, since, on the rolls of the day, it was in fact listed as a Virginia post office. Not until after the Federal Government moved to Washington in December of 1800 were any of the three locales listed as District of Columbia post offices. In fact it was not until 1815 that the District of Columbia was designated in an Alexandria postmark.

In the Georgetown postmark the abbreviation PTK represents Potomac, reflecting an early spelling with a terminal "k". This format was necessary to differentiate this office from Georgetown on the Eastern Shore, another Maryland post office.

#### Postal Usages



**Figure 3. The earliest recorded usage of the Washington postmark, dated September 1, 1799, to Boston. The "20" represents the amount due from the recipient, being the rate for 300 to 500 miles. (From the Turner Collection.)**

The earliest Washington use we have recorded is dated September 1 and docketed 1799 (see Figure 3). This was some four and one half months after its distribution. Evidence of earlier use is contained in a letter of June 20, 1799, from PMG Habersham to Thomas Munroe, the Washington deputy Postmaster, obviously an answer to a Munroe query, to quote:<sup>7</sup>

Agreeably to your request a supply of blanks were sent to your office a few days ago.

Be pleased to return one of the stamps for the month of June and I will have you furnished with a set for July and the figure 4 which you say you are wanting — there are no stamps for free or paid sent for your office as such letters do not occur frequently as to make it necessary to have them.

Two items of interest can be gleaned from the letter. First, that the postmark was employed shortly after if not immediately upon receipt. The authors would appreciate seeing uses earlier than recorded (or for that matter any usage). Secondly, that a free stamp was not needed, possibly not in 1799, but by the middle of the next year with the influx of Government offices the situation drastically changed. Of the 29 covers recorded all but the first one were free franked. It was over a year after the issuance of the postmark that a straightline free handstamp was provided as shown on the folded letter of September 13, 1800.<sup>8</sup> (See also Figure 4.)

The last recorded use is dated December 8, 1801, just 12 days prior to the earliest recorded WASHn CITY postmark, thus the termination of usage is fairly well known. Figure

7. *PMG Letter Book I*, 1799, p. 97.

8. Edward Stern, *History of Free Franking of Mail in the United States*, p. 36.

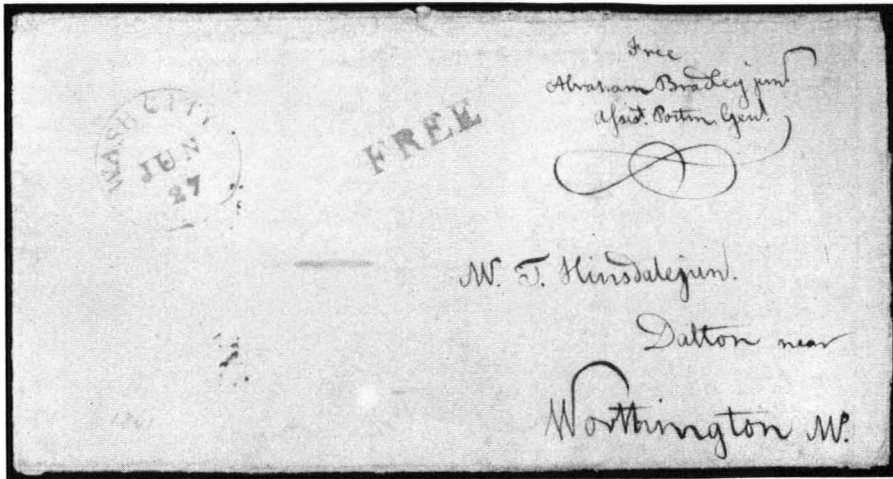


Figure 4. A June 27, 1801, letter free franked by Abraham Bradley, the Assistant PMG. The straightline "Free" handstamp measures 22mm by 5mm. (From the Turner Collection.)

5 denotes the temporal usage distribution of the handstamp, depicted as the cumulative percentage. The curve portrays the obvious. This is the arrival of the Federal offices in mid-1800. Note the upturn of the distribution after July 1800. Fifty percent of the known strikes occur after January 1801, that is, in the last year of use of the postmark.

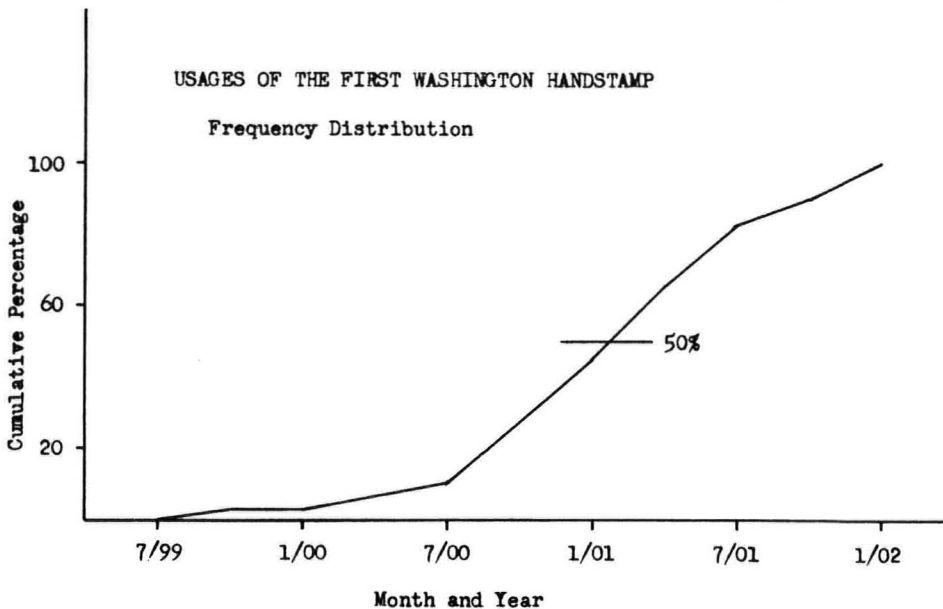
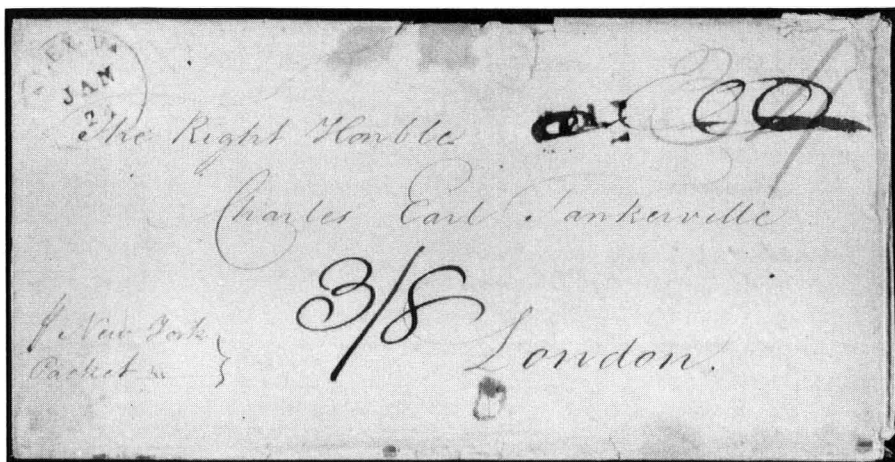


Figure 5. Temporal distribution of Washington postmarks.

To date only seven Alexandria covers have been recorded, the earliest September 23, 1799, and the latest March 3, 1804.<sup>9</sup> The earliest record of the next postmark is in May 1804, leaving only a two months gap to explain. One interesting feature of this postmark is its recurrence during the 1810 to 1814 period, albeit in a different color, the early strikes being brown, while the later were in black or red.

An interesting cover is shown in Figure 6, it is the only transatlantic use of the first CDS's from the District known to the authors. Addressed to London and postmarked January 24, 1804, it is backstamped March 8th; thus it required a month and a half in transit. This was a

9. Robert Lisbeth, "Catalog of Virginia Postal Markings . . .," *Way Markings*, 1980.



**Figure 6. A January 24, 1804, letter from Alexandria to London; the "34" represents double the 17¢ rate for 150 to 300 miles. The 3/8 due was twice the packet rate of 1/10 for a single letter. (From the Turner Collection.)**

double rate letter as indicated by the paid 34¢ U.S. postage to New York and the 3/8 British packet rate due. The surviving portion of the letter is a copy of an "Act for calling in and Registering Certificates of the publick Dept of this State."

The earliest Georgetown handstamp we have recorded is dated August 25, 1800, over a year after issuance, however, the *ASCC* (p.31) lists a 1799 use. The latest of the eight covers recorded is March 18, 1802. The succeeding postmark is known used almost a year later, thus leaving a sizeable unaccounted period of time.

This article is but a small segment of the study of District of Columbia postal history conducted by the Washington Philatelic Society. The assistance of others in this endeavor is greatly appreciated, particularly Thomas Taylor, Lowell Newman and Thomas Alexander. Also if any readers have access to any covers with these markings the authors would be most grateful to hear from them, as we are attempting to accumulate as complete a record as possible.

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## A DELAWARE RIVER MARKING

FREDERICK A. VALENTINE

The folded stampless cover illustrated here originated at "Tusculum" on Oct. 2, 1834, and was posted at Wilmington, Delaware, on Oct. 3. It was then sent by river steamer to Philadelphia. The postal markings consist of a red 26mm WILMN. DE. circular postmark dated Oct. 3, an orange-red octagon containing a side-wheeler steamboat (34mm by 21mm), and a faint red ms. "6." The reddish ink of the octagon is quite oily, so that it has soaked out in the way old inks of that period sometimes do. Furthermore, the aging of the cover would make it very difficult to have faked this cover because the creases and tears intrude into the edges of the marking. There is no running of ink onto the edges of the tear. The cover was purchased from an old-time Los Angeles dealer about 20 years ago.

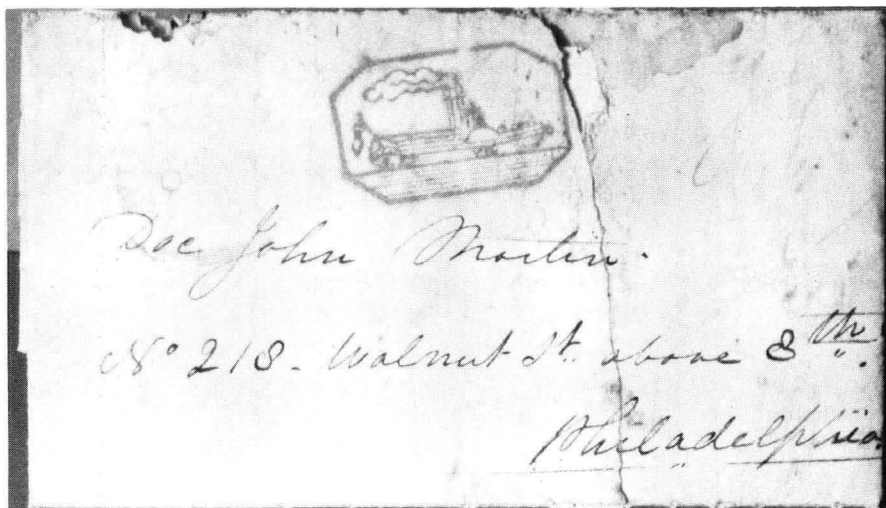


Figure 1. Folded letter with Wilmington postmark, Oct. 3, (1834), and handstruck marking in red.

"Tusculum" should not be confused with Tuscaloosa or such similar names occurring in Alabama or elsewhere in the deep South. There is a Tusculum, N.J., and a Tusculum, Va. Of these only Tusculum, N.J., might qualify, although this seems unlikely because of its location. There is a good possibility that Tusculum refers to an estate or institution in or near Wilmington, Del. The enclosure written by a Mrs. R.C. Connell supports this point of view, and it is reproduced here for that reason.

Tusculum, Oct. 2d., 1834

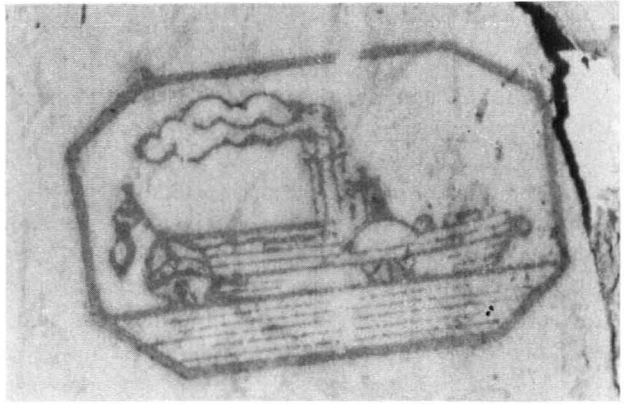
Mr. C. has just arrived and alarmed us a good deal with regard to the Cholera — he wishes me to decide about Martin's coming. I really know not what to do. I am sorry the responsibility is thrown on me — I can only say that if there are any new cases up in the city and fresh cause for alarm that I think he had better come with you, particularly if he can be absent from his studies without serious detriment. He will also have to make an arrangement about his music lessons — but if the alarm has subsided and no new cases and Martin would rather stay why let him do so. Still I confess, I would feel better if he were here . . . I had a note half written to you yesterday, but Mr. C. would not wait until I would finish. Mr. C. I suppose told you that Alex has gone to Dover, he returned yesterday evening and has a severe cold. However, he is not bad enough to keep at home for he has gone into Church tonight. There is a four days meeting at St. Andrews Church — We have nothing new that I know of in our City.

R. C. Connell

There is a letter for you — it appears to come from one of the new post offices — name Sunflower.

The references to Dover, the brief interval between the dateline and Wilmington postmark date, and the implied proximity to Philadelphia strongly suggest an origin near

**Figure 2. Enlarged view of octagonal handstamp.**



Wilmington. In view of the above information it appears that this marking should be listed under the category "Inland Waterways Mail Markings" in the *American Stampless Cover Catalog*. The 6¢ rate may very well be the rate for distances not over 30 miles, since Wilmington and Philadelphia are only about 25 miles apart.

Additional information about Tusculum would be much appreciated since I have not been able to locate it precisely.

**Review: Opinions: Philatelic Expertizing — An Inside View.** Edited by Elizabeth C. Pope. Published by The Philatelic Foundation, 270 Madison Ave., New York, N. Y. 10016. 150 pages, hardbound, over 60 photographs. \$20.00 from publisher.

I must admit that I'm prejudiced in favor of puzzle-solvers. Having neither the temperament nor the talent myself, I find what they do nothing short of magic. So, I'm more than mildly interested when a book comes along that combines problem-solving with philately.

*Opinions* is a fascinating collection of philatelic problems delivered to the experts of the Philatelic Foundation for solution — and, it's hoped, for the accolade of accolades — "Genuine in all respects." Often the conclusion is a surprise to the reader and not always a happy one, nor for that matter is there always a conclusion. I would be less than honest if I did not admit to fits of frustration that the decision is at times left up in the air — but these are minor challenges to a delightful and most informative collection.

For added spice, the cake includes an overview of the procedures followed by some of the more artful forgers and counterfeiters, with selected examples of their work as well as the methods used to expose their forgeries.

The five chapters of *Opinions* provide examples of problem stamps and covers originating in the United States, the Confederate States, the American Possessions, Foreign Offices, and the British Commonwealth and General Foreign. The sampling has been chosen to cover almost all fields of philatelic interest. Equally varied are the approaches taken by the experts to come to their conclusions. And the touch of humor every now and then as evidenced by such titles as: Genuine Stamp, Genuine Cover, Fake Use; Fancy Cancells, Fact or Fantasy?; and A Shade of Difference Makes a Major Difference adds to the pleasure of this scholarly collection of essays. The book is heavily weighted in the direction of U.S. Classics, on and off cover. This reflects the proportion of such material coming through the Foundation for expertizing. The authors of the articles in the U.S. Classics area are well-known members of this society.

Elizabeth Pope, the Editor, has concocted a brew that is palatable and addictive — a selection of articles by well-respected and most familiar names of philately intended for fits and starts of reading with the challenge — put me down if you can. I readily admit that I couldn't!

Herbert Bohren

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PHILADELPHIA

(Continued from *Chronicle* 117:30)**GROUP D, SCOTT TYPES C31 AND C32 AND PERRY C33**

The two handstamps Scott C31 and C32, and a third variety which will be called C33, are formed of concentric horizontal ovals having between them "U.S.P.O." above and "DESPATCH" below, separated by a star at each side. "PRE-PAID-ONE CENT" appears in two lines in the inner oval. On type C31 the outer oval measures 21x14 mm. and is surmounted by the head and wings of an eagle (Figure 49). The other two types are larger — about 27x18mm. On type C32 all the inscriptions are in sans serif capitals (Figure 50). On type C33 "PRE-PAID" is in sans serif type and the other letters have serifs (Figure 51). The legend is merely a rearrangement of the inscriptions on the Eagle carrier stamp which was in use in Philadelphia at about the same period, and has the same meaning, *i.e.*, it indicates prepayment of a U.S. carrier fee of one cent.



Figure 49. Scott type C31 handstamp.



Figure 50. Scott type C32 handstamp.

In the Luff book type C31 is noted in blue and in red, and type C32 in black, blue, and red. Type C33 has been found in red only. The Scott catalogue agrees with these colors, and adds a black variety of C31. Although each of these three handstamps evidently was not used in all three colors, or as a postmark or cancellation or to make adhesive stamps and stamped envelopes, nevertheless the number of varieties or combinations of type, color and use that are known is formidable, especially if the colors of paper are also included.

The following periods of use have been noted. They include all the purposes for which any of these handstamps were employed; but, as covers showing these handstamps frequently have no year dating, any of the three types may have been used earlier, or later, or not continuously as regards the periods noted here:

C31 — June 4, 1852 to May 20, 1856.

C32 — February 27, 1852 to August 21, 1860.

C33 — October 23, 1852 to March 1, 1853. Also struck as a cancellation on a three cent postage stamp of 1857-60, and hence used in 1857 or later, as reported by George B. Sloane.

Postmarks that indicated prepayment of ordinary postage in some manner other than by stamps were employed in many post offices; and, beginning in 1856, several of the carrier





Figure 51. Perry type C33 handstamp.

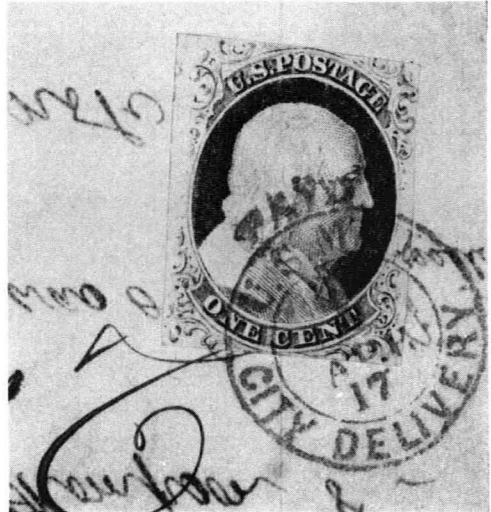


Figure 52. New York carrier postmark used to cancel one cent 1851 stamp which is paying city delivery carrier fee.

postmarks of New York were struck on stampless letters to show similar prepayment of carrier fees. A marking put on a letter to show prepayment, either in cash at the time of mailing or by charge against an account in a post office, may be in writing or may be handstamped. But to handstamp a marking such as "PAID 3" or "PAID 5 Cts" instead of writing it does not make that handstamped impression a postage stamp of any kind, unless the envelope or paper on which that marking is impressed is *sold as evidence of prepayment* and is recognized as valid prepayment then or later.

In New York, carrier postmarks including "PAID" and a rate numeral "1" (cent) or "2" (cents) were regularly employed to cancel the one cent postage stamp when this stamp was used to prepay a carrier fee (Figure 52). Examples of similar use of the U.S.P.O. Despatch postmark type C32 on the Eagle carrier (see Figure 46) and on one (Figure 53) and three cent (Figure 54) postage stamps are illustrated in this chapter, but they are rarely found and have not been noted on any carrier stamp of type C30. These facts lead to the conclusion that the original purpose of the type C31, C32 and C33 handstamps was to mark letters on which the carrier fee was prepaid other than by stamps.

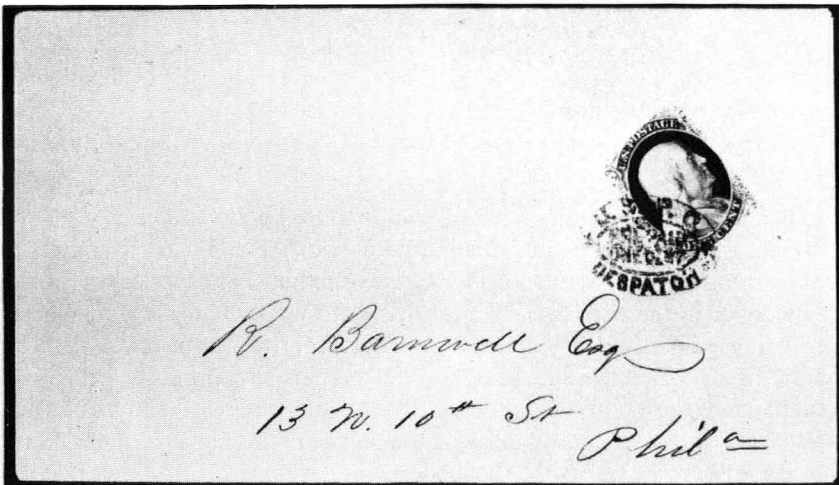


Figure 53. One cent U.S. postage stamp of 1857-60 (type V) cancelled with black type C32 carrier oval, on buff envelope to a local address.

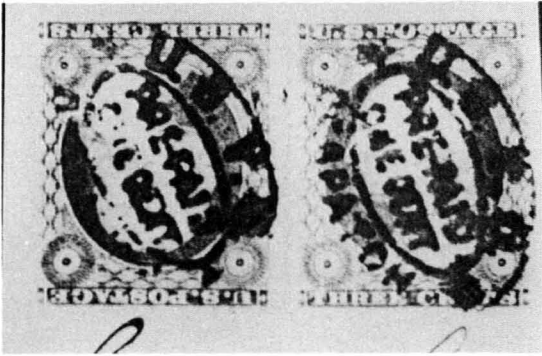


Figure 54. Scott type C32 hand-stamp used as a canceller on the three cent 1857 postage stamp.

#### ADHESIVES — SCOTT TYPES C31 AND C32

Handstamps C31 (Figure 55) and C32 (Figure 56) were impressed on the margins cut from sheets of the one cent postage stamp of 1851 (Plates one late and two) and were affixed to letters and cancelled. Some of them show part of the plate imprint (Figure 57). If these impressions constituted documentary evidence of the buyer's right to have a service performed, either at the time of purchase or at some future date, they are carrier stamps. If they could be taken out of the post office and used later at the buyer's convenience, it is clear that the buyer was not obtaining a service. Instead, he obtained ownership of tangible evidence that the carrier department of the Philadelphia Post Office was obligated to perform a service.

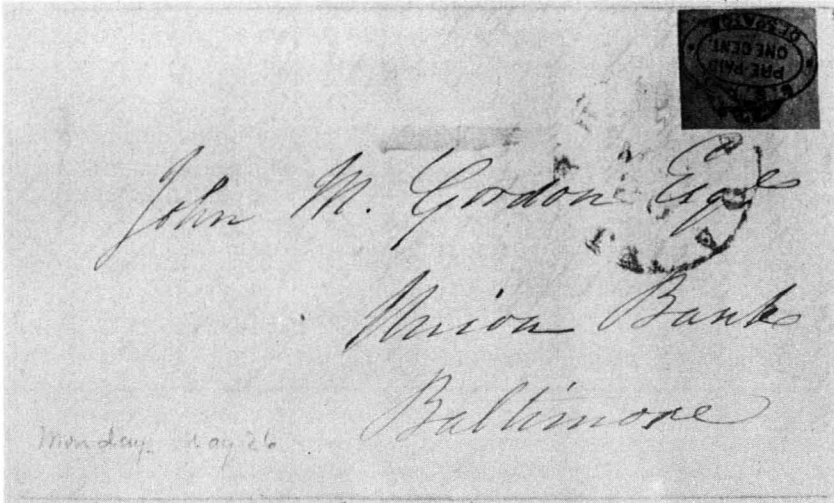


Figure 55. Scott type C31 adhesive on a May 26, 1851, unpaid letter to Baltimore. The stamp does not belong on this cover.

When such a "stamp" (or any other official marking) was valid only at the moment of purchase because it could not be taken from the post office and used whenever the buyer chose, the governing factor is whether the buyer was purchasing service or was obtaining title to tangible evidence of the right to have a service performed. Ownership in adhesive labels such as are being considered here passed constructively to the buyer, whether physical possession did or not. Therefore these adhesives are carrier stamps.

The fundamental principle which is involved here applies to many cases where it is desired to determine whether a postal marking is a postmark or a postage stamp. For example, when a package is sent by express the sender receives a receipt which shows that he has paid for the service. When a railroad ticket is purchased the buyer obtains the right to have a service performed, immediately or at any time during which the ticket remains valid. The



Figure 56. Scott type C32 adhesive with imprint, affixed to local cover bearing one cent 1851 cancelled in black with C32 handstamp.

ticket is the tangible evidence of that right. Similarly, a postage or carrier stamp is tangible evidence of the right to have a postal or carrier service performed.

Figure 57. Strip of three one cent 1851 issue (type II) on piece with adhesive carrier stamp C32 cut to shape and showing marginal imprint.



The handstamped adhesives of types C31 and C32 cost practically nothing to make and were as suitable for marking prepaid-in-cash letters as were the handstamps from which they were made. An ample supply of the Eagle carrier stamp evidently was available and no real necessity for the handstamped adhesives is apparent. A carrier fee could be prepaid in cash at the carrier window in the post office or by handing it to a letter carrier on his route. A carrier stamp could be affixed to a letter when the letter reached the post office. It is suggested that these homemade makeshifts were not sold "over the counter" and taken from the post office to be used at the convenience of the purchaser, as were the Eagle and the earlier carrier stamps. They may have expressed a whim of an employee who preferred to stick them on prepaid-in-cash letters instead of marking the letters directly with one of the carrier handstamps.

Another possibility has been suggested. Each letter carrier carried a supply of the handstamped adhesives, and whenever one or more letters were handed to him on his route, with cash for the carrier fee, he affixed one of the adhesives to each letter, in the presence of the sender, to show that he had received payment for the fee which it represented. The Franklin and Eagle stamps were sold at the carrier department office. The handstamped adhesives were "issued" by letter carriers on their routes and were used at the time of sale.

But whether or not the manner of use was as has been suggested, the handstamped impressions that were in use as adhesives are nonetheless U.S. carrier stamps.

In the summer of 1860 the C32 handstamp was used as a cancellation on three cent postage stamps on mail letters (Figure 58). It is believed that such use indicates prepayment in cash of the one cent collection fee "to the post office for the mails." Consequently, the total

charge was four cents (three cents postage plus one cent carrier) on single letters, seven cents (six plus one) on double rate letters, and so on.

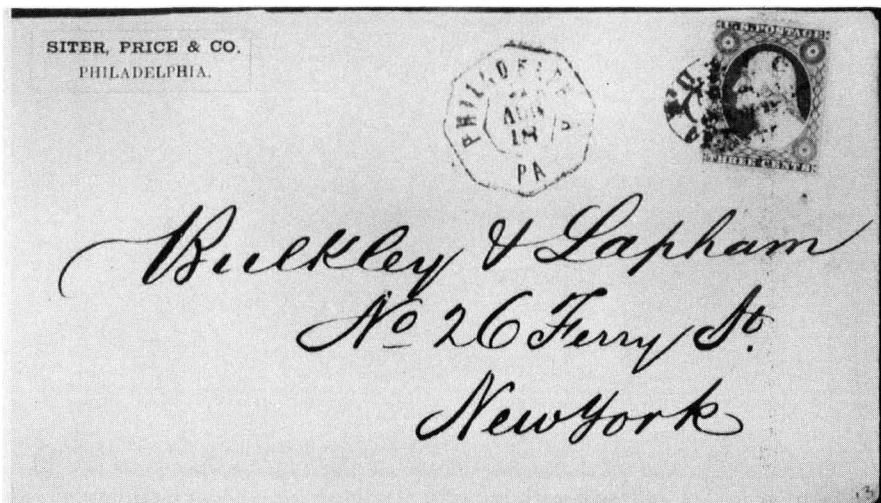


Figure 58. August 18, 1860. Three cent postage stamp cancelled with the carrier C32 oval in black, paying postage to Boston. The one cent carrier fee to the Philadelphia Post Office was prepaid in cash.

(To be continued)

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**SEND** for my postal history list; they're free. I send one out about every six weeks. Duane P. Ulrich, 6666 E. Broadway, Tucson, Ariz. 85710.

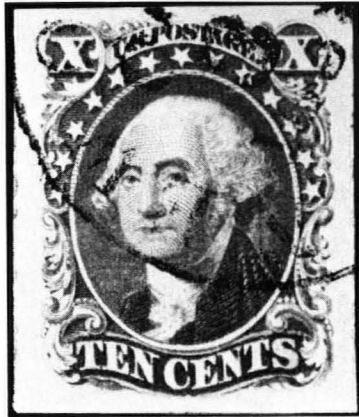
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1847 COVERS FROM PENNSYLVANIA

CREIGHTON C. HART

Articles in the *Chronicle* on '47 covers from the various states have been popular with our members and the short series on covers from New York the most popular of all.<sup>1</sup> There are, of course, more covers known from New York than any other state and the second largest number is from Pennsylvania. The articles on Pennsylvania will follow the same presentation as that for New York which proved so satisfactory.

In this first article are two tables of 1847 covers; one for known covers from the 47 post offices that received stamps from Washington and the other of covers postmarked from 15 odd post offices that did not receive any from Washington. It was a common practice for postmasters to purchase stamps from a neighboring post office rather than ordering them from the P.O.D. in Washington. Some such covers may have been mailed by travelers.

I anticipate that there will be four articles in this series, the second on covers from Philadelphia, the third about all covers from Pennsylvania other than Philadelphia, and the fourth giving the final result of all covers reported. Each article will include additional postmarks reported by our members for Tables I and II, so please let your Section Editor hear from you at an early date. The deadline for each issue is eight weeks before the issue is due. As you all know the *Chronicle* comes the middle of May, August, November, and February.

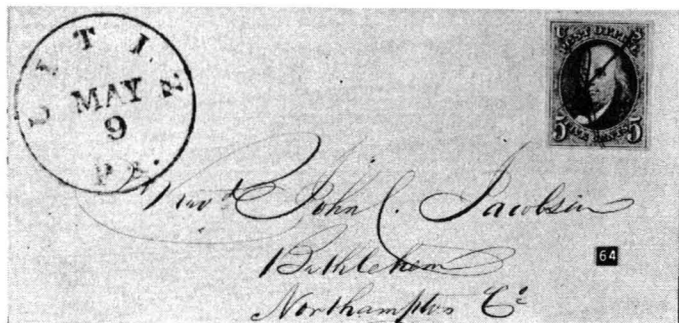


Figure 1. Litiz, with only one "T", was the spelling used during the currency of the 1847 stamps. The illustration is from an H. R. Harmer auction catalogue for May 5, 1971.

In Table I Litiz (Figure 1) is listed as one of the 1851 post offices. The present-day spelling is Lititz. According to *Pennsylvania Postal History* (John L. Kay and Chester M. Smith, Jr.), the change took place February 2, 1880.

Table II lists two covers that probably are in error. Arlington Center is a cover Elliott Perry describes as in the Senator Ackerman collection but no such post office is listed during the currency of the '47 stamps nor do Kay and Smith list such a post office at any time. Evansville, Ia. was apparently misread as Evansville, Pa. The two Evansville post offices given by Kay and Smith are later: 1855-1901, and 1904 to date. The 10¢ rate is correct for a letter from Evansville, Ind., to New York. Indiana was abbreviated Ia. at this time and Iowa was spelled out in its postmarks. This cover was sold as lot 76 in the H. R. Harmer auction held June 18, 1968.

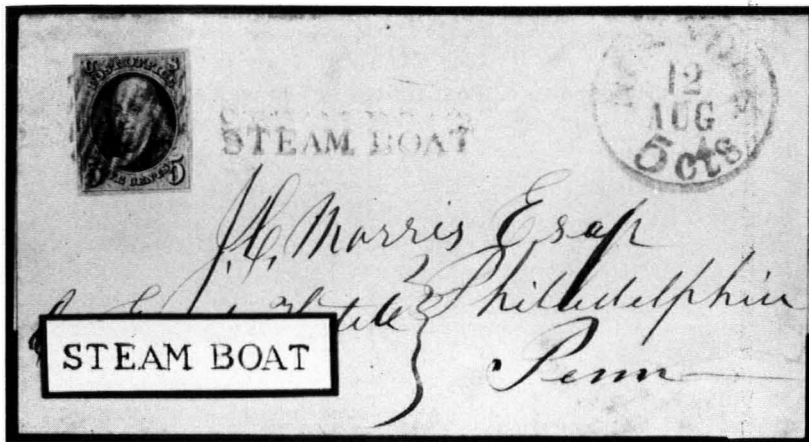
Both Arlington Center and Evansville will be dropped in the final tabulation unless some collector can confirm their existence.

No STEAM-BOAT covers coming into Philadelphia are known among the nearly 1,000 so far listed. Covers picked up by coastwise steamboats were deposited at the first post office

1. *Chronicles* 94-101 inclusive (May 1977 to February 1979).

**TABLE I**  
**1847 STAMPS**  
**Supplied to 47 Post Offices in Pennsylvania**

<i>Post Office</i>	<i>5¢</i>	<i>10¢</i>	<i>Known Covers</i>
Allegheny City	600	200	( 0-5¢ : 0-10¢)
Bedford	400	100	( 1-5¢ : 0-10¢)
Bellefonte	1,000	50	( 2-5¢ : 0-10¢)
Bethlehem	1,200	50	( 4-5¢ : 0-10¢)
Brookville	200	—	( 0-5¢ : 0-10¢)
Butler	1,200	250	( 0-5¢ : 0-10¢)
Canonsburgh	700	150	( 0-5¢ : 0-10¢)
Carbondale	700	—	( 0-5¢ : 0-10¢)
Clarion	400	50	( 0-5¢ : 0-10¢)
Columbia	800	100	( 0-5¢ : 0-10¢)
Erie	4,800	2,100	( 3-5¢ : 0-10¢)
Florence	400	—	( 0-5¢ : 0-10¢)
Frankford	300	50	( 1-5¢ : 0-10¢)
Franklin	300	50	( 0-5¢ : 0-10¢)
Girard	500	150	( 0-5¢ : 0-10¢)
Greensburg	1,200	—	( 8-5¢ : 0-10¢)
Harrisburgh	4,000	250	( 2-5¢ : 1-10¢)
Honesdale	800	100	( 0-5¢ : 0-10¢)
Huntingdon	800	50	( 0-5¢ : 0-10¢)
Lancaster	1,600	100	( 6-5¢ : 1-10¢)
Lewistown	400	—	( 3-5¢ : 0-10¢)
Litiz (Lititz)	200	—	( 1-5¢ : 0-10¢)
Meadville	400	100	( 1-5¢ : 1-10¢)
Mercer	200	—	( 0-5¢ : 0-10¢)
Minersville	400	—	( 0-5¢ : 0-10¢)
Montrose	1,500	50	( 0-5¢ : 0-10¢)
Mt. Pleasant	200	30	( 0-5¢ : 0-10¢)
New Castle	500	100	( 0-5¢ : 0-10¢)
Norristown	600	—	( 0-5¢ : 0-10¢)
Paradise	400	—	( 0-5¢ : 0-10¢)
Philadelphia	462,000	77,000	(757-5¢ :200-10¢)
Pittsburgh	16,200	6,100	( 33-5¢ : 19-10¢)
Pottsville	4,800	400	( 4-5¢ : 0-10¢)
Reading	800	100	( 5-5¢ : 3-10¢)
Strasburgh	300	—	( 0-5¢ : 0-10¢)
Summit Hill	700	50	( 1-5¢ : 0-10¢)
Towanda	1,900	—	( 0-5¢ : 0-10¢)
Tunkhannock	600	50	( 0-5¢ : 0-10¢)
Uniontown	200	100	( 0-5¢ : 0-10¢)
Warren	500	100	( 2-5¢ : 0-10¢)
Washington	600	200	( 0-5¢ : 0-10¢)
Wellsborough	1,200	150	( 0-5¢ : 0-10¢)
West Chester	2,000	100	( 3-5¢ : 0-10¢)
West Middletown	700	50	( 0-5¢ : 0-10¢)
Wilkes-Barre	3,700	100	( 14-5¢ : 0-10¢)
York	500	—	( 1-5¢ : 0-10¢)
Youngstown	400	—	( 1-5¢ : 0-10¢)
	523,800	88,580	(853-5¢ 225-10¢)



**Figure 2.** This letter entered the mail at New York having been carried there by a non-contract coastwise steamboat. It was forwarded to Philadelphia by rail. No '47 cover is known having a STEAMBOAT handstamp for letters entering the mail at Philadelphia.

and are so designated as well as having the postmark of the receiving post office. Covers for Philadelphia picked up by steam boats from the north were deposited at New York where they received the STEAM-BOAT handstamp and were forwarded by rail to Philadelphia. Any covers with a Philadelphia postmark and STEAM-BOAT probably were picked up by coastwise boat coming from the south. Such covers must be very rare and I'd like to see any STEAM-BOAT covers of the 1847 period with or without stamps to see if any such covers could exist. (Figure 2).

If these articles on Pennsylvania '47 covers prove popular, the same information will be given for Massachusetts, the state from which the third largest number of '47 covers is known to be extant.

**TABLE II**  
**1847 STAMPED COVERS**  
**From 15 post offices not receiving**  
**a supply from Washington**

	<i>Known Covers</i>		<i>Known Covers</i>
Arlington Center*	(1-5¢ : 0-10¢)	Phoenixville	(1-5¢ : 0-10¢)
Blairsville	(1-5¢ : 0-10¢)	Pottstown	(2-5¢ : 0-10¢)
Carlisle	(1-5¢ : 0-10¢)	Salem	(0-5¢ : 1-10¢)
Chester	(2-5¢ : 0-10¢)	Salem Crossroads	(1-5¢ : 0-10¢)
Downington	(1-5¢ : 0-10¢)	Scrantonia	(1-5¢ : 0-10¢)
Easton	(3-5¢ : 0-10¢)	Springfield	(1-5¢ : 0-10¢)
Evansville*	(0-5¢ : 1-10¢)	Wrightsville	(1-5¢ : 0-10¢)
Germantown	(1-5¢ : 0-10¢)		

\*Arlington Center and Evansville are probably in error; see text.

**UPDATE OF NEW YORK STATE POSTMARKS**

Since 1977 two additional New York postmarks have been reported. A 5¢ cover from Greenport, Long Island, has at last come to light. The Greenport post office ordered the 5¢ denomination several times for a total of 5,000 stamps. That no cover had survived was apparently explained by stamps purchased at the Greenport post office being handed to the route agent of the Long Island Rail Route so that they were cancelled with that popular postmark.

A 5¢ cover from Wappinger's Falls has also been reported. The Wappinger's Falls post office did not receive any stamps so this one is to be added to Table II.

I have seen both covers and believe they are genuine.



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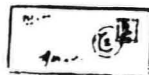
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## THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

### YEARDATED POSTMARKS OF NEW YORK STATE IN THE PRESTAMP PERIOD

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*Editor's note:* Although the first part of this article is concerned mainly with prestamp material, it is included in this section because subsequent portions deal largely with the 1851-61 period.

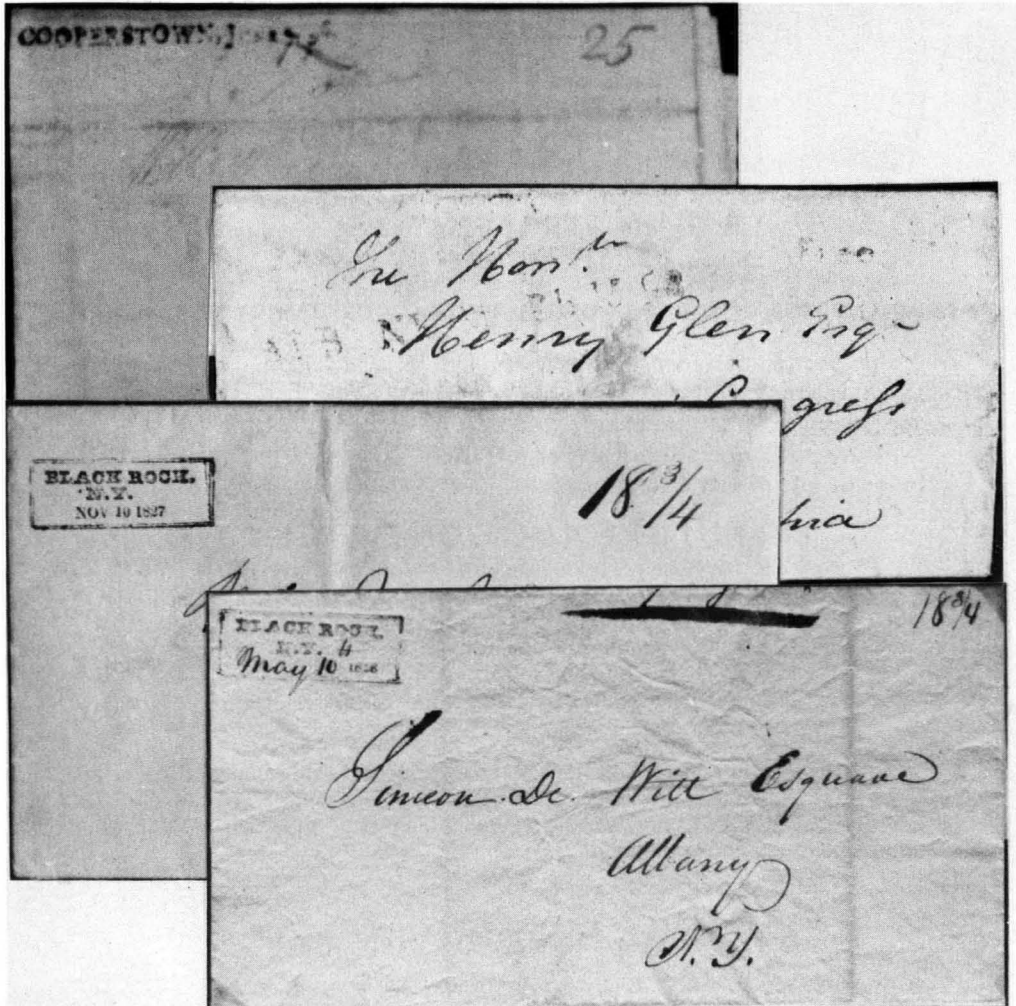


Figure 1 (top). Unlisted black 35x3mm COOPERSTOWN, JUN (7):96 with ms. 25¢ rate to Richmond, Va. Datelined Richfield June 3, 1796. The earliest yeardated New York item as well as earliest cover from this Otsego county town. Figure 2 (second). Black 30x5mm ALBANY MARh 15 98 and black Free. This early year date type known 2/29/1796 to July 1798. This example is free because it is addressed to Congressman Glenn. Figure 3 (third). Black 34x12mm boxed BLACK ROCK/N.Y./NOV 10, 1827, first style of this yeardated straightline. This example is ex-Mayer and Dunsmoor. Figure 4 (bottom). By next year month and day dates are no longer handstamped. This is a 33x13mm double-bordered box of 1828 and listing item of this style. It is ex-Smith.

Collecting dated handstamps is one of the numerous subspecialties of philately. Dates are collected in both the adhesive and the stampless period. Some collectors try for a 365-366 day calendar of their favorite stamp, town, or issue. Others seek out holidays, Sunday

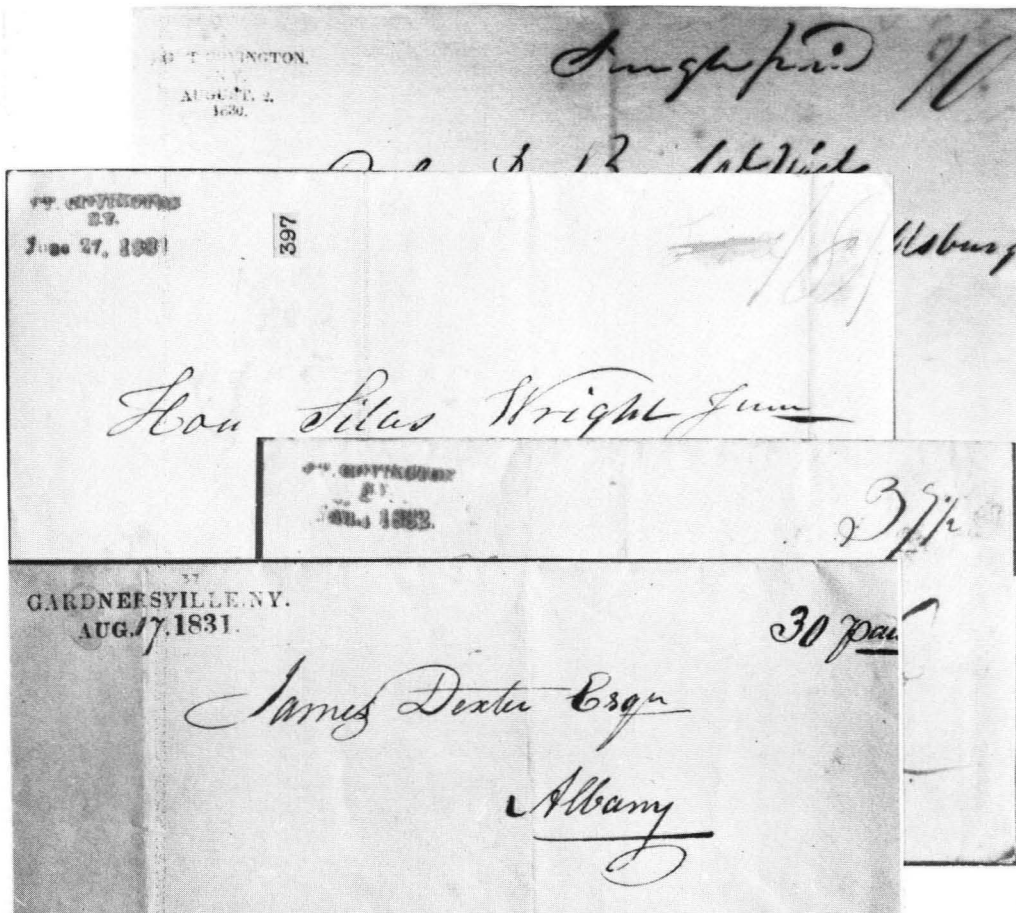


Figure 5 (top). A black 4-line 28x11mm straightline from FORT-COVINGTON/N.Y./AUGUST. 2/1830 — the first style known in black and red. It follows the yeardated oval. This example is ex-Smith. Figure 6a (second). Red 27x12mm FT. COVINGTON/N.Y./June 27 1831 rerated from Free to 18 $\frac{3}{4}$ ¢ because the Comptroller is not entitled to free letters. Catalog recording copy. Figure 6b (third). A similar example of January 1 1833 with 37 $\frac{1}{2}$ ¢ rate is the last strike of this variety on record. Figure 7 (bottom). Uncataloged black 56x10mm GARDNERSVILLE N.Y./AUG. (17) 1831. and ms. 30 paid triple letter on leases. This example is ex-Harry Dunsmoor. I record a possible year-dated item in 1846-9 but have not seen it.

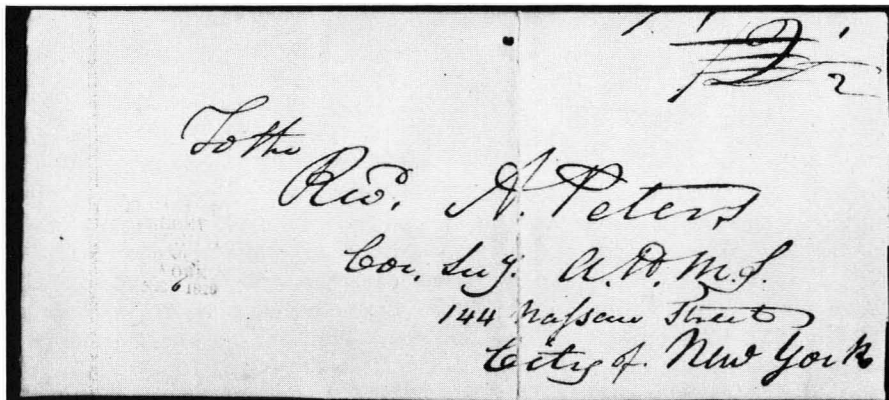


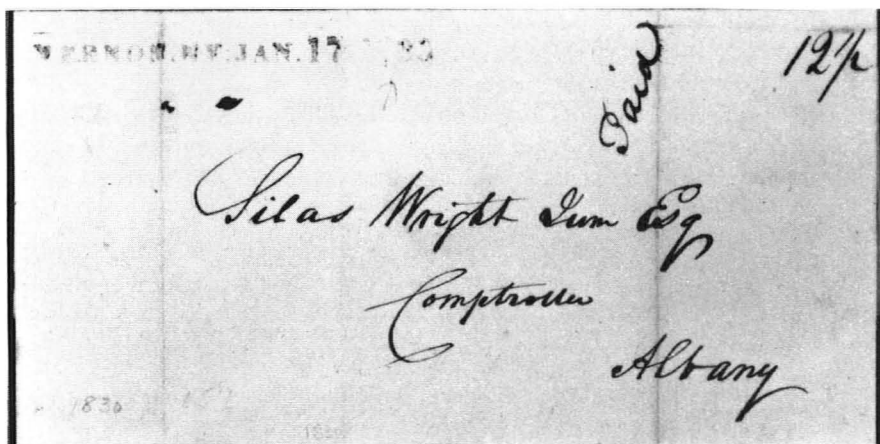
Figure 8. The unique example of the 6-line county, year-dated straightline. Red 18x17mm PLEASANT/VALLEY/DUTCHESS/COUNTY/N. YORK/JUNE (6) 1829. Termed by Ed Mayer the most unusual of all straightlines. About church affairs in Dutchess county. Ex-Dunsmoor and Mayer.

markings or leap-year dates. Unusual datestyles are favored by others. One way to collect is to collect the yeardated postmarks. I propose to discuss those on stampless covers from New York state.

The earliest yeardated postmark I've recorded for the United States is the 36x10mm Baltimore straightline of the style illustrated on page 81 of the current *American Stampless Cover Catalog*. It is known used from August 15, 1782, to December 10, 1782, and the early example was first reported in *Postal Markings* of December 20, 1933. To date, no earlier has appeared in the philatelic literature. Yeardated straightlines were next used at Portsmouth,



Figure 9 (top). Black 37x5mm straightline SCARSDALE and ms. N.Y. paid 3 cts with black oval 29x23mm OCT 3/1861 sealed with blue love seal. A second example of 8/29/61 on a patriotic is in the Richard Sachs collection. Figure 10 (second). Black 48x10mm straightline SCHUYLERS LAKE/NOV. (8) 1831 NY and ms. Free to Hon. Michael Hoffman on legal matters. Catalog listing example, ex-Dunsmoor and Mayer. Figure 11 (third). Error example, black 47x9mm SCHUYLERS LAKE/SEPT (5) 1832. YN and free franked by pm. R. W. Tunnikoff. One of two known examples with the state reversed. Ex-Knapp, the other of 9/10/32 is ex-DeGraff. Figure 12 (fourth). Black straightline 50x10mm SCHUYLERSVILLE/N.Y. DEC (6) 1841 and ms. 18¾¢ rate. A second copy of July 9th is known. Ex-Dunsmoor and Mayer. Figure 13 (bottom). Straightline in black 54x8mm SCHUYLERSVILLE N.Y./JUNE (20) 1842 and ms. 12½¢ rate. One of two with NY on top line, other is July 1, 1842.



**Figure 14. Black 32x2½mm. VERNON. NY. JAN.17 1830 and ms. Paid 12½¢ rate. Recording example of this unique yeardated town. Other examples of this year do not have yeardates.**

N.H., in 1789 and 1792 and at Richmond, Va. in 1794 through 1799.

Thus far, the earliest examples from New York state come from Albany and the Otsego county town of Cooperstown. The 1796 Cooperstown yeardated straightline is apparently unique and not reported in the catalogs. The Albany marking has just the last two digits of the year added to the straightline. It is catalogued in 1798 but I also record it on a 1796 cover, which is the only non-1798 example I know of.

In addition to the two towns just listed, I record the following New York towns with yeardated straightlines on stampless covers: Black Rock (1827-8), Ft. Covington (1830-32), Gardnersville (1831), Hagamans Mills (1852), Little Falls (1822), Middlefield (1830), Pleasant Valley (1829), Scarsdale (1861), Schuylers Lake (1831-3), Schuylerville (1841-2) and Vernon (1830). In a number of cases there are several varieties of each and the markings are known in red and black. Some varieties are very rare and command high prices because they are errors or unusual markings in some other respect, *e.g.*, the only six-line county marking.

The only New York straightline yeardate reported in the 1851-61 period is the Hagamans Mills which is known both stampless and with adhesives. It is illustrated in the revised *Simpson's U.S. Postal Markings 1851-61*.

(To be continued)

### **RITCHERDSON'S MISSOURI EXPRESS CO.**

The February issue of the *Chronicle* illustrated a cover bearing a label of this company and evidence on its face that express charges had been paid in addition to the U.S. postage.

Mr. Jerry Schwimmer has provided the editor with an extensive review of this company, including an article by C. Corwith Wagner that appeared in the February-April, 1954, issue of *Western Express*. The company apparently originated in early 1853 as Ritcherdson's Daily Express, which carried packages between St. Louis and Alton, Illinois. In 1855 Ritcherdson's Missouri River Express was organized to operate by boat between St. Louis and St. Joseph, stopping at major river towns along the way. The boat originally used was the *Polar Star*. Later that year the name was again changed, to Ritcherdson's Missouri Express, the name which appears on the label previously illustrated. One reason for the name change was the use by the firm of the new Pacific Railroad Company trains to carry their packages as far west as Hermann, Missouri. Towns on the Missouri River beyond that point continued to be serviced by river boat. The last mention of the company that Mr. Wagner could find in the *Missouri Republican*, published in St. Louis, was on April 28, 1857.

Mr. Schwimmer has a freight receipt printed by the company (dated at Jefferson City, January 15, 1857) for a package to be delivered to Fort Leavenworth, Kansas Territory. The

printed advertisement on the receipt indicates that its routes had been extended north along the Missouri River to include points in Kansas Territory, Kearney City, Nebraska City, Omaha City and Council Bluff City.

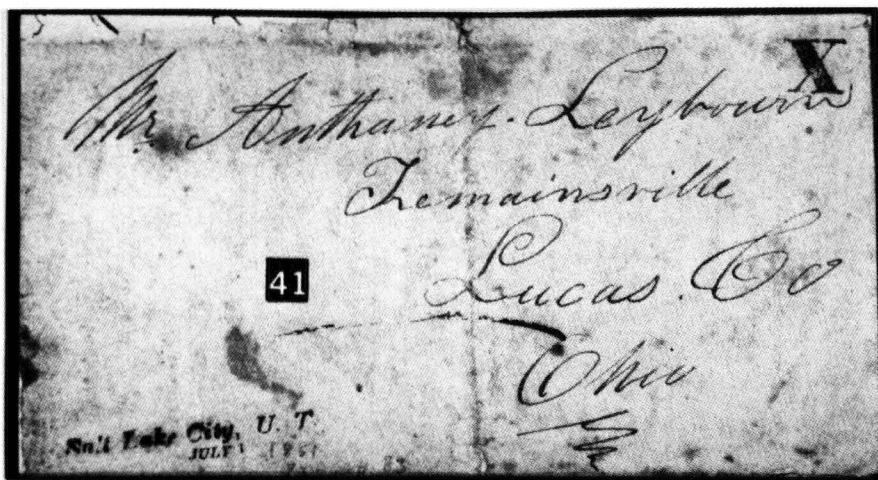
In his early article, Mr. Wagner took the view that this express had never carried mail, and did not operate outside of Missouri, since neither mail nor non-Missouri destinations were mentioned in the advertisements he had seen. It now appears that mail was carried, and that the express operated at least as far north and west as the mouth of the Platte River.

### SALT LAKE CITY STRAIGHTLINE

Among the many interesting covers contained in the recent Robert A. Siegel sale of the balance of the Haas Collection was the one shown in the accompanying illustration. As the lot description indicated, this is the earliest recorded use of this straightline handstamp, being dated July 1, 1851. There is one other cover known with this date, which is also rated 10¢ due. In that case, the "X" is formed by two strikes of a "V", one inverted.

At first glance, it would appear that this is also the first day of the new July 1, 1851, rates. The old rates, which expired on June 30, 1851, had been 5¢ for a distance less than 300 miles, 10¢ for a distance over 300 miles, 12½¢ for intra-California mail, and 40¢ for mail to or from the Pacific Coast. No distinction was made between prepaid and collect mail.

The new rates, effective July 1, 1851, were 3¢ prepaid and 5¢ collect for distances up to 3,000 miles; 6¢ prepaid and 10¢ collect for greater distances.



**Straightline postmark of Salt Lake City, July 1, 1851. The rate is not what it seems.**

What rate did this unpaid cover bear? The distance between Salt Lake City and Ohio was less than 3,000 miles if the letter was carried overland by the Woodson contract. It surely was not carried to San Francisco for transmission by the mail steamers. It does not appear to be double weight.

The explanation lies in the fact that the notice of the new rates (enacted on March 3, 1851) did not arrive at Salt Lake City until after the July 1 mail for the east had been dispatched. In *The Salt Lake City Post Office*, Les Whall reports that the *Deseret News* of July 9, 1851, gave the first notice of the new postage rates (p. 66). Therefore, the monthly eastbound mail dated July 1 was sent at the old rate of 10¢ for distances over 300 miles. Later unpaid letters with this townmark addressed to the east are all rated the proper 5¢.

**Review: The Salt Lake City Post Office [1849-1869].** By Les Whall, Crabtree Press, Salt Lake City, Utah (1982). Paper bound, 202 pages. Price \$6.00 postpaid from the author, 990 West Foxglove Drive, Salt Lake City, Utah 84107.

This book is recommended to anyone interested in the early mails carried over the California Trail as well as those interested in Salt Lake City and Utah generally. Its chapters

cover the founding of Salt Lake City and the establishment of the post office there, the Woodson contract, the Brigham Young Express Company, the Mormon War and Utah's part in the Civil War. It ends with the arrival of the Union Pacific Railroad, which closed the pioneer period.

While the author does not attempt to show postal markings used at Salt Lake City or illustrate covers used to or from that town, this is an authoritative source for the historical background that produced them.

Thomas J. Alexander

## FIVE CENT PLATE ONE DOUBLE TRANSFER

STANLEY M. PILLER

To date no one has recorded any double transfer from this plate. While recently re-arranging my stock, I discovered the double transfer shown on Figure A. This is position 40R1, determined from the partial imprint at right.



Figure A.



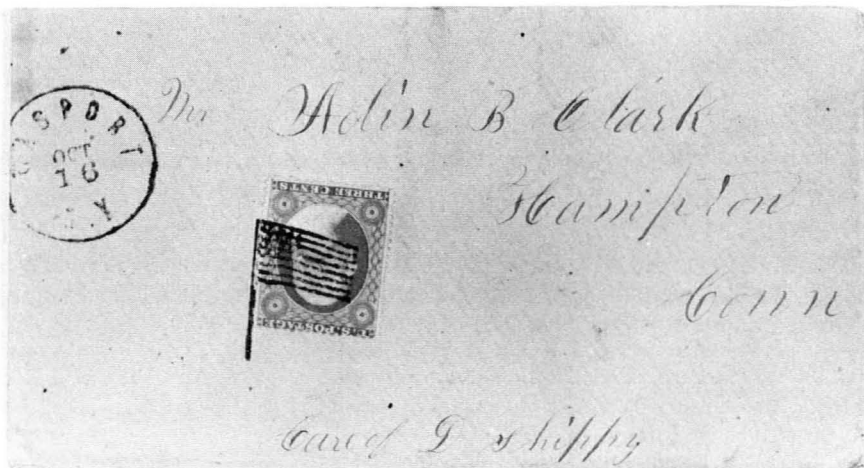
Figure B.

Both stamps show a double transfer in FIVE CENTS.

The doubling appears as a line of color at the bottom of the diagonal stroke of the N of CENTS. That this is consistent is proved by Figure B, a perforated example of the same position. Here, the doubling is fainter as a result of wear. There are other evidences of the double transfer throughout the words FIVE CENTS, which unfortunately do not show well in the photographs.

## GASPORT, NEW YORK, FLAG OBLITERATOR

Dr. James W. Milgram reports the newly discovered flag obliterator shown here. There is no docketing or enclosure to show whether this is an 1860 or 1861 usage.



## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

### THE 10¢ 1861 TYPE I STAMP ON COVER

WILLIAM WEISMANN

Students of the 1861 issue long have regarded the 10¢ Type I stamp used on cover as a scarce item. To date, there has been no effort to list the existing 10¢ Type I covers. As a result, comments on scarcity are based on observation and seat-of-the-pants estimates. In this article I present a listing of 10¢ Type I covers which I hope will stimulate response and expansion of the tabulation of known 10¢ Type I covers. In preparing the accompanying tables, over one thousand auction catalogues were reviewed, as well as several other sources. The records and library of the Philatelic Foundation also were utilized. I acknowledge my gratitude to the Philatelic Foundation and its staff for their assistance.

According to Elliott Perry,<sup>1</sup> the 10¢ Type I stamp was discovered by W. Kelsey Hall who, after removing the 10¢ stamps from a correspondence to Canada, noticed the two types. This removal may be a good example why classic covers are outnumbered by used off-cover stamps. Brookman estimated the quantity of Type I stamps issued at 500,000.<sup>2</sup> Using Dr. Richard Searing's "rule of thumb" that one cover survives for every 5,000 stamps issued,<sup>3</sup> one would expect to find approximately 100 Type I covers in existence.

This research has uncovered a total of 122 Type I covers. The total is divided into three tables. Table I lists 44 domestic uses; Table II lists 22 uses to Canada; and Table III lists 56 uses to other foreign destinations. For ease of use, Tables I and II are alphabetized by origin, and Table III is alphabetized by country of destination.



Figure 1. Cover from Milwaukee to Belgium, December 1862, with Type I and Type II 10¢ stamps.

A summary of the data is presented in Table IV under origin, destination, and year of use. Covers originated from 51 different cities in the United States. Covers were sent to 16 different foreign destinations. Of the 79 covers with identifiable year dates, 74 were mailed in 1861 or 1862. The data seem to confirm the accepted theory that the 10¢ Type I stamps were issued in limited quantities from late 1861 into 1862.

1. Elliott Perry, *Pat Paragraphs* (Reprint), Bureau Issues Association, Inc., 1981, p. 148.

2. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, H. L. Lindquist Publications, Inc., 1966, Vol. II, p. 44.

3. R. M. Searing, *Chronicle* 106:120-1.



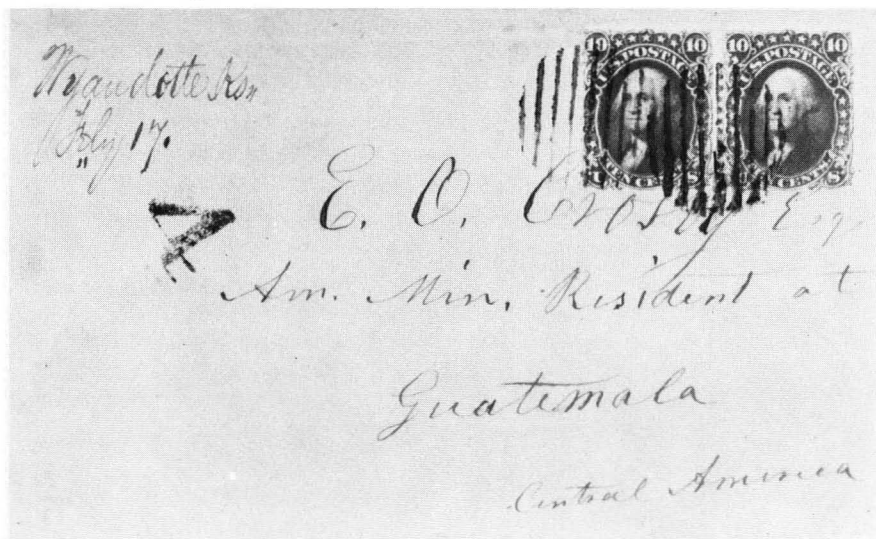
**TABLE I — DOMESTIC USES**

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamps</i>	<i>Rate</i>	<i>Notes</i>	<i>Source</i>
10/25/61	Akron/California	62B	10¢		412 Siegel 901
5/ /	Allegheny, Pa./Alvarado, Cal.	62B	10¢		6/19/73 J. Kaufmann 693
12/23/61	Benicia, Cal./Neponsett, Ms.	62B, U41	2x10¢		10/16/67 Harmer 227
3/24/62	Benicia/Neponsett	62B, U41	2x10¢	Ms. "24"	10/16/67 Harmer 228
4/21/62	Benicia/Neponsett	62B(2), U41	3x10¢		10/16/67 Harmer 229
10/27/61	Boston/San Francisco	62B, U40, 143L6	2x10¢	Pony Express	I Knapp 1580
10/29/61	Boston/California	62B(2)	2x10¢		2/24/65 Harmer 74
?	Central Village, Ct./S.F.	62B	10¢		433 Siegel 918
1/3/	Columbia, Cal./ Washington, D.C.	62B	10¢		5/5/71 Harmer 299
11/6/	East Cambridge, Ms./ Sutter's Creek, Cal.	62B	10¢ ?	Ms. "Due 10"	10/16/67 Harmer 226
1/11/	Fall River, Ms./S.F.	62B	10¢		6/57 Paige 890
9/18/61	Fort Madison, Iowa/ Placerville	62B	10¢		6 Caspary 16
10/21/61	Fort Madison/Placerville	62B	10¢	Ms. "due 3 cts."	575 Siegel 537
5/5/62	Fort Madison/Placerville	62B	10¢		9/22/81 Robbins 690
7/2/	Fort Madison/Placerville	62B	10¢		2/18/63 Harmer 426
?	Freeport, Ill./Portland, Ore.	62B	10¢	SE at right	6/54 Paige 35
11/14/63	Louisville/Washington, D.C.	62B	3x3¢	PFC	9/22/81 Robbins 687
10/29/	Madison, Ind./Eureka, Cal.	62B	10¢		9/22/81 Robbins 689
11/15/	Mokelumne Hill/Maine	62B	10¢	Pat. similar Walcott 2002	401 Siegel 1034
11/11/61	Mountain City, C.T./ Fort Owen, W.T.	62B	10¢		396 Siegel 90
7/28/	Nevada City, Cal./ Shelburn, Ms.	62B	10¢	Walcott 2469	Meroni 1759
11/8/	New York/ Alviso, Cal.	62B	10¢	O/A "Coleman's Calif. Line"	5/27/69 Harmer 277
?	S.F.? via N.Y./ Middleburgh, Ms.	62B	10¢	Wells Fargo printed frank	11/25/63 Harmer 399
10/30/	New York/San Francisco	62B	10¢	O/A Printer's ill.	4/81 Gibbons 218
?	New York/ Michigan	62B	10¢	Wells Fargo "paid"	6/55 Paige 402
11/1/	New York/San Francisco	62B	10¢	PFC, embossed c.c.	4/81 Gibbons 217
11/18/61	New York/San Francisco	62B	10¢	ms. Pony Express deleted	9/22/81 Robbins 688
7/ /62	Salem, Ill./Carlisle, Ill.	62B, 63(2), 65	5x3¢		2 Newberry 433
12/21/61	San Francisco/New York	62B(2)	2x10¢	hor. pr., PFC	6 Sotheby 1239
12/17/61	San Francisco/N.Y./ fwd. Mass.	62B, 65, 20L18	10¢ + 3¢ + 1¢		391 Siegel 54
2/ /	San Francisco/New York	62B, 68	2x10¢	Wells Fargo	38 Sotheby 1
9/ /62	San Francisco/New York	62B, 32	2x10¢ ?	Pat. unlisted flag	353 Siegel 559
11/3/61	San Francisco/ Portsmouth, N.H.	62B(2)	2x10¢		12/9/80 Simmy 131
11/6/61	San Francisco/	62B, 63(2), 64b(2)	6x3¢		412 Siegel 223
2/17/	San Francisco/ New York	62B	10¢	Wells Fargo frank	I Knapp 1808
10/30/61	San Francisco/New York	62B	2x10¢	"Due 10"	598 Siegel 75
10/28/61	San Francisco/Penn.	62B	10¢	Position 10L4	384 Siegel 378
2/1/62	San Francisco/Boston	62B, 68	2x10¢	PFC, unlisted pat.	11/81 Gibbons 456
12/18/61	San Francisco/ West Winsted, Ct.	62B	10¢		2/13/79 Harmer 434
5/31/	South Bend, Ind./ Forbestown, Cal.	62B	10¢		10/16/67 Harmer 225
7/16/	Sycamore, Ill./ Jacksonville, Ore.	62B(2)	2x10¢	vt. pr.	S.D. Brown 997
1/12/63	Watertown, N.Y./ Milwaukie, Ore.	62B	10¢	PFC	Philatelic Found.
11/20/61	West Union, Iowa/S.F.	62B	10¢		410 Siegel 294
1/26/62	West Union/S.F.	62B(2)	2x10¢	hor. pr.	384 Siegel 379

## TABLE II — USES TO CANADA

Date	Origin/Destination	Stamps	Rate	Notes	Source
?	Adrian, Mich./Canada	62B	10¢	Walcott 2754	353 Siegel 828
2/10/62	Albany, N.Y./Canada	62B	10¢		6/8/76 Harmer 447
12/5/61	Albany/Hamilton, C.W.	62B	10¢		5/22/61 Harmer 173
12/3/61	Albion, Mich./Canada West	62B	10¢		2/18/63 Harmer 425
?	Ashtown, Ill./Dundas, C.W.	62B	10¢	ms. cancel	4/56 Paige 629
7/21/	Avon, N.Y./Beamsville, C.W.	62B	10¢	PFC	10/11/72 Harmer 398
11/4/61	Boston/Halifax, N.S.	62B	10¢		9/22/81 Robbins 692
12/2/	Boston/Annapolis, N.S.	62B,63	10¢ + 1¢	PFC	38 Sotheby 3
11/81/61	Burlington, Vt./ Hunterstown, C.E.	62B	10¢	PFC	Philatelic Found.
9/30/61	Fort Madison, Iowa/ Canada W.	62B	10¢		Gibson 185
12/10/	Miamiville, O./ Houghton Center, C.W.	62B	10¢	Fremont Pat.	9/22/81 Robbins 686
5/2/62	Mountain City, C.T./ Montreal	62B	10¢	PFC	333 Siegel 1033
10/14/61	New York/Coburg, C.W.	62B	10¢		3/52 Paige 329
11/ /61	Webster, N.Y./Oakville, C.W.	62B	10¢	Patriotic	103 Wolfers 302
10/12/61	New York/Toronto	62B(3)	4x10¢	PFC, vt. strip 3. one 10¢ missing	297 Siegel 545
10/10/61	Philadelphia/Canada	62B	10¢	PFC, Walcott 2854	363 Siegel 881
12/9/61	Providence, R.I./Pictou, N.S.	62B	10¢		598 Siegel 74
9/30/61	Rochester, N.Y./Toronto	62B	10¢		<i>Chronicle</i> 50:31
/ /61	Springfield, Ms./ Owen Sound, C.W.	62B	10¢		4/18/73 Herst 4997
?	Suspension Bridge, N.Y./ C.W.	62B	10¢		XX Green 103
?	Washington, D.C./Canada	62B	10¢		15 R.Kaufmann 572
/ /64	? /Dunnville, C.W.	62B	10¢	Yellow cover	556 Siegel 1027

Figure 1 is a cover franked by a 10¢ Type I, 10¢ Type II, two 3¢ 1861s (*Scott* 65), and a 1¢ 1861. This is one of only seven covers listed as bearing both types of 10¢ stamps. The stamps paid the 27 cents per ½ ounce Belgian Closed Mail rate to Belgium.<sup>4</sup> The cover was mailed at Milwaukee, Wisconsin, on December 22, 1862, and the New York exchange office credited 7 cents to Belgium on December 27, 1862.



**Figure 2. Pair of Type I stamps used to Guatemala.**

4. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, p. 7.

**TABLE III — FOREIGN USES**

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamps</i>	<i>Rate</i>	<i>Notes</i>	<i>Source</i>
10/ /61	New York/Austria	62B(3),63	2x15¢ + 1¢	2x B-H Mail	Waterhouse 449
?	New York/Bahamas	62B	10¢		522 Kelleher 112
3/11/62	Hartford,Ct./Belgium	62B,68,65(2),63	27¢	Belgian C.M.	2/18/63 Harmer 927
12/22/62	Milwaukee/Belgium	62B,68,65(2),63	27¢	Belgian C.M.	527 Siegel 270, Fig. 1
11/1/61	Brit. Columbia/via SF/ N.Weymouth,Ms.	62B,B.C.#5	10¢ U.S. + 5¢ B.C.		Gibson 187
/ /62	Boston/Cape of Good Hope	62B(3),65	33¢		Ishikawa Col.
11/27/61	Boston/Hong Kong, China	62B,67,65,72	2x53¢?		Waterhouse 535
10/12/61	New York/Hong Kong	62B,67,71	45¢	Suppl. Mail	Krug 469
9/21/61	Salem,Ms./Shanghai	62B,67,71	45¢	PFC	Moody 653
10/1/61	Salem,Ms./Shanghai	62B,67,71	45¢		Gibson 199
10/12/61	New York?/Shanghai	62B(4),67	45¢	hor. strip 4	IKnapp2805(ex-Emerson Seybold, Shierson)
10/6/62	Yokohama/via SF/ Bridgeport,Ct.	62B	10¢		346 Siegel 73
12/30/61	"the Pacific"/via SF/ Wash.,D.C. fwd. Providence, R.I.	62B	10¢	"Due 10", "12"	518 Siegel 287A
1/ /62	Boston/Havana, Cuba	62B	10¢		9/22/81 Robbins 691
10/26?/61	Boston/Havana	62B	10¢		Brown 997
12/16/62	Boston/Havana	62B	10¢		569 Siegel 609
10/14/61	Boston/Havana	62B	10¢		225 Siegel 143
1/28/	Dover,N.H./Cuba	62B(2)	2x10¢	hor. pr.	Gibson 186
10/29/61	New York/Manzanilla, Cuba	62B(2)	2x10¢		9/22/81 Robbins 693
9/24/	New York/St.lago, Cuba	62B	10¢		11/26/79 Stollow 54
10/15/61	New York/Cuba	62B	10¢		4/19/67 Harmer 223
?	New York/Cuba	62B	10¢		426 Siegel 994
11/6/61	New York/Sheffield, Eng.	62B(2)63,65	24¢	PFC, hor. pr.	590 Siegel 148
?	? /England	62B(2),67	24¢	10/14/61 London pmk	13 Sotheby 1172
10/ /	Boston/Havre, France	62B(3)	2x15¢	hor. strip 3	Brown 999
10/2/61	Boston/Paris	62B,67	15¢		Krug 470
10/2/61	Boston/Paris	62B,67	15¢		Krug 471
10/15/61	Jamaica Plain,Ms./Paris	62B,67a	15¢		409 Siegel 64
11/1/61	Naperville,Ill./France	62B,63(2),U-34	15¢		11/4/76 Harmer 369
11/6/61	New York/Havre	62B,67(4)	2x15¢		11/27/64 H.Rooke 432
10/12/61	New York/France	62B,67	15¢		512 Siegel 469
9/17/61	New York/Bordeaux	62B,67	2x15¢	E.K.U., "Short Paid"	Krug 467
9/17/61	New York/Lyon*	62B,67,71(2)	5x15¢	E.K.U.	376 Siegel 168
9/25/61	New York/Lyon	62B,67,71	3x15¢	PFC	Krug 468
7/30/62	New York/Lyon	62B,68,75(2)	2x15¢	SE at left	5/27/69 Harmer 278
1/21/62	New York/France	62B,67a	15¢		465 Siegel 71
9/22/66	New York/Bordeaux	62B,76	15¢	Origin New Orleans	103 Wolffers 304
?	New York/Lyon*	62B,67,71(2)	5x15¢	Questioned cover	10/29/51 Harmer 108
10/13/63	Virginia City, N.T./France	62B,65(2)	15¢		5/13/70 Harmer 212
?	Albany,N.Y./Germany	62B,67	15¢	Pat. sim. to Walcott 3060	353 Siegel 829
5/10/62	Allegheny,Pa./Germany	62B,67	15¢	Bremen mail	4/56 Paige 630
?	Cincinnati/Saxony	62B,67	15¢		12/52 Paige 224
3/25/62	Cleveland/Bremen	62B	10¢	Walcott 2018	5/80 Gibbons 321
11/8/	Hamburg, Pa./Hanover	62B(2),63	21¢	French Mail	9/22/81 Robbins 694
11/16/	New York/Germany	62B,67	15¢		10/29/51 Harmer 107
?	Pennsylvania/Germany	62B,67	15¢		1/13/76 Harmer 133
10/12/61	Racine,Wisc./Wiesbaden	62B,67	15¢		512 Siegel 470
10/27/61	S.F./Tauer, Germany	62B(3)	30¢	PCM before reduction to 28¢	12/2/71 Harmer 170

\*May be same cover.

Date	Origin/Destination	Stamps	Rate	Notes	Source
8/5/	Terre Haute, Ind./Germany	62B,67	15¢		444 Siegel 773
7/17/	Wyandotte, Kan./Guatemala	62B(2)	2x10¢	hor. pr.	6/9/76 Harmer 448, Fig. 2
8/14/	Wyandotte/Guatemala	62B(2)	2x10¢	PFC	526 Siegel 133
?	New York/Amsterdam	62B,68,63	21¢	French Mail	I Knapp 2823
10/25/61	Boston/Calcutta	62B(2),63	21¢		Author's Col., Fig. 3
9/29/61	N.Y./Parma, Italy	62B(2),24,64,71	2x27¢	French Mail	414 Siegel 299
11/3/	N.Y./Cadiz, Spain	62B(2),68(2), 67(2),69	3x21¢?	Underpaid?	Philatelic Found.
10/29/61	Harrisburg, Pa./Stockholm	62B(4),63(2)	42¢	PCM	9/22/81 Robbins 696

Figure 2 is a cover franked by a pair of 10¢ Type I stamps. These stamps, if mailed in 1863 or later, paid two times the 10 cents per ½ ounce American Packet via Panama rate to Guatemala.<sup>5</sup> The black “4” is a double rate internal due marking of 4 reales. The cover was mailed from Wyandotte, Kansas, on February 17.

Figure 3 is a folded letter franked by two 10¢ Type I stamps and a 1¢ 1861. These stamps paid the 21 cents per ½ ounce British Open Mail by American Packet rate to India.<sup>6</sup> The manuscript black “8” is an 8 pence (16 cents) due marking. The reverse bears a black “BOSTON AM. PKT., OCT. 25”, red “LONDON E C, NO. 9, 61”, and octagonal black “CALCUTTA STEAMLETTER, 1861 DEC. 14” containing a manuscript “6” (6 annas due, approximately 18 cents). This particular Goddard correspondence folded letter from the original find has never appeared at auction.

In conclusion, I am convinced that this listing represents a very healthy “chunk” of the existing 10¢ Type I covers. I am convinced also that the readers of the *Chronicle* will add

#### TABLE IV — SUMMARY OF DATA

Origin	Origin	Destination	
New York	30 Louisville, Ky.	1 Domestic	44
Boston	14 Madison, Ind.	1 Canada	22
San Francisco	12 Milwaukee, Wisc.	1 France	15
Fort Madison, Iowa	5 Miamiville, O.	1 Germany	10
Albany, N.Y.	3 Mokelumne Hill, Cal.	1 Cuba	9
Benicia, Cal.	3 Naperville, Ill.	1 China	5
Mountain City, C.T.	2 Nevada City, Cal.	1 Belgium	2
Salem, Ms.	2 Philadelphia	1 England	2
Wyandotte, Kans.	2 Providence, R.I.	1 Guatemala	2
West Union, Iowa	2 Racine, Wisc.	1 Austria	1
Adrian, Mich.	1 Rochester, N.Y.	1 Bahamas	1
Akron, O.	1 Salem, Ill.	1 Cape of Good Hope	1
Albion, Mich.	1 Southbend, Ind.	1 Holland	1
Allegheny, Pa.	1 Springfield, Ms.	1 India	1
Allentown, Pa.	1 Suspension Bridge, N.Y.	1 Italy	1
Ashtown, Ill.	1 Sycamore, Ill.	1 Spain	1
Avon, N.Y.	1 Terre Haute, Ind.	1 Sweden	1
Burlington, Vt.	1 Virginia City, N.T.	1 B.C. to U.S.	1
Central Village, Ct.	1 Washington, D.C.	1 Pacific to U.S.	1
Cincinnati	1 Watertown, N.Y.	1 Yokohama to U.S.	1
Cleveland	1 Webster, N.Y.	1 Total	122
Columbia, Cal.	1 British Columbia		
Dover, N.H.	1 The Pacific	1 Year of Use	
East Cambridge, Ms.	1 Yokohama	1 1861	55
Fall River, Ms.	1 Unknown	1 1862	19
Freeport, Ill.	1 Total	1 1863	3
Hamburg, Pa.		1 1864	1
Harrisburg, Pa.		1 1866	1
Hartford, Ct.		Unknown	43
Jamaica Plain, Ms.		Total	122

5. *Ibid.*, p. 21.

6. *Ibid.*, p. 23.

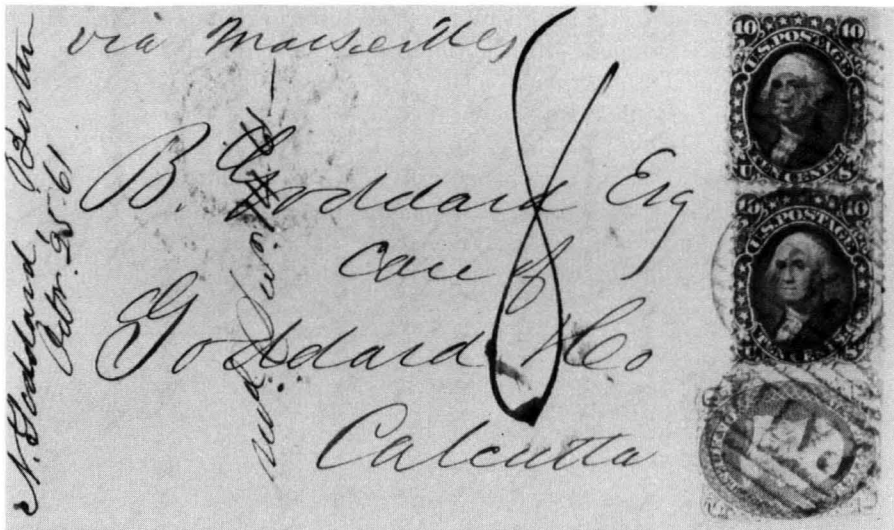


Figure 3. Two Type I 10¢ and a 1¢ used on an open mail cover by American packet to Calcutta in 1861.

several covers to this listing. Correspondence and comments are invited.

**TRANSIENT PRINTED MATTER RATES, 1860-63; THE STAR DIE WRAPPERS**  
**RICHARD B. GRAHAM**

The transient rate for printed matter is probably one of the least understood rates of U.S. classic postal history. It is readily confused with carrier, drop letter, and circular rates and the fact that covers reflecting it were seldom saved, being essentially newspaper wrappers, makes those covers both interesting and scarce.

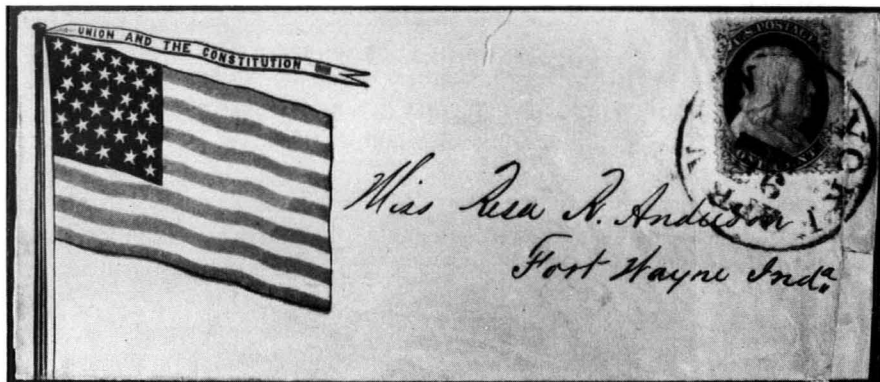
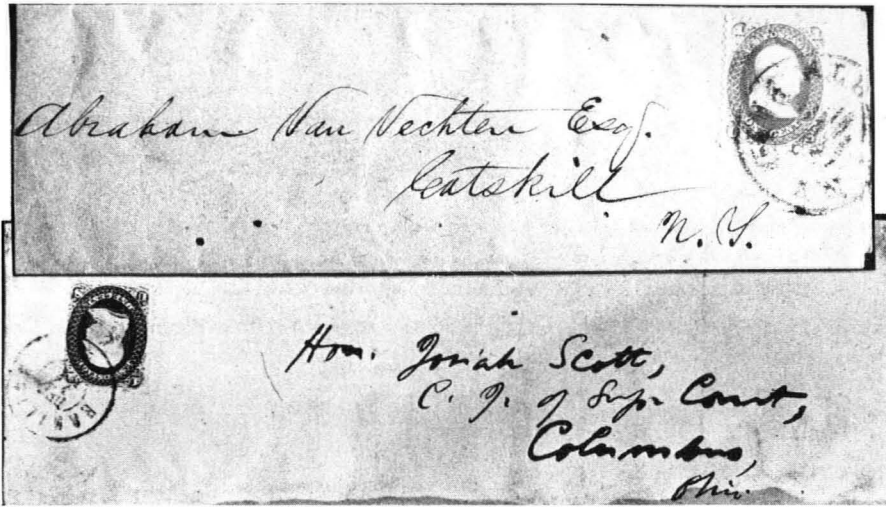


Figure 1. A patriotic envelope used as a wrapper, apparently to mail a newspaper from New York to Fort Wayne in April of 1861.

The rate was intended to apply to periodical printed matter "not sent from or by the office of publication." Which is to say, during the Civil War, the rate was used by many to mail the home newspapers to those away from home in the service. Apparently the first mention of the rate was in the Act of March 3, 1847, which contained a phrase concerning newspapers "not sent from the office of publication" and set the rate for such at 3¢ each. Without attempting an exhaustive review of the transient printed matter rates and requirements for such between then and 1860, it should be noted the basic requirement was that the material had to be sent in an open-ended wrapper so that it could be inspected. The inspection was for the purpose of detecting any written letters or other "first class" material. The only writing permitted on such printed matter was that paragraphs, to which a sender wished to call a recipient's attention, could be marked off.

Entering the 1860s, the rate, as given in a table at the beginning of Chapter 10 of the 1859 Regulations, was grouped with the circular rate, but for up to 3000 miles, was essentially 1¢ for unsealed printed matter up to 3 ounces, with 1¢ added for each ounce over that. For over 3000 miles, such rates were doubled.

Figure 1 shows a patriotic envelope, used as a wrapper with a 1¢ 1857 type V stamp paying the transient rate to carry a newspaper from New York to Fort Wayne, Indiana. From the use of the patriotic envelope with the 1857 stamp, and the April 26th date, the year has to have been 1861. Thus, this cover illustrates the normal way to prepay transient matter (other than in cash, over the post office counter) prior to the issuance of the 1¢ Star Die wrappers in October 1861.



**Figure 2. A pair of wrappers with 1¢ 1861 stamps, to mail newspapers, 1861-63. Upper photo is courtesy David L. Jarrett.**

Figure 2 shows a pair of covers — again, open-ended wrappers — bearing 1¢ 1861 stamps prepaying the transient printed matter rate. The top item is a photo sent to the editor by David L. Jarrett some time ago, and the lower item is one of the four or five more similar items in the editor's files.

The upper wrapper is postmarked West Albany (Albany county), New York; date uncertain, but addressed to Catskill (Green county), New York. The lower item is from Hamilton (Butler county), Ohio to Columbus (Franklin county), Ohio in December of, probably, 1862.

These covers prepaid by stamps and carrying transient newspapers, are open-ended wrappers. They could otherwise be confused with circulars, also sent unsealed so they could be inspected. From 1852-1863, rates were essentially the same, but the difference was between wrapper and unsealed envelope that made the different classes of mail. Transient matter could be addressed to any city; drop letters were always local, by definition. During the period being discussed, it is only the wrappers with 1¢ that are likely to be confused with the other classes of mail.

### **THE ISSUANCE AND USE OF THE STAR DIE WRAPPERS**

The Star Die wrapper was the first bit of postal stationery issued intended for use with the transient printed matter rate. There are several factors which make this wrapper's appearance rather in a class by itself:

1. The Star Die wrappers were issued in time to be announced in the October 1861 issue of the *United States Mail & Post Office Assistant*, as follows: "(pointing hand) — The new government wrappers for newspapers, with penny stamp affixed, are now for sale at most of the large post offices." (see second column, bottom, page 54 of *Collectors Club of Chicago*)

reprint.) Thus, the Star Die wrappers were just being issued at the time that the envelopes bearing *the same embossed stamp* were being demonetized. This would seemingly be the source of much confusion, although the fact the new wrappers had no counterparts in either the previous or the succeeding issue of 1861 probably greatly simplified the problem.

The only other exception to the demonetization of the Star Die postal stationery was the combined 1¢ plus 3¢ envelope intended for carrier service. The 1¢ plus 3¢ design was continued in service because none had been issued to the post offices in the seceded states, and, of course, the 1¢ wrapper was issued some months after the Confederacy had taken over their own postal system. Authorization for the wrappers was included in the act of February 1861.

2. The fact that no 1¢ head was provided in the new Nesbitt issue of 1861 probably indicates the retention of the Star Die 1¢ wrapper was planned and also that the wrappers had been printed long before they were issued. The fact that no wrappers were issued of 1¢ value until 1870 probably reflects the rate change of 1863, when "transient printed matter" was redefined as third class mail and the rates changed so that the minimum was two cents. The next new 1¢ wrapper was that of 1870.

3. Continued statements in the "standing" section of *U.S.M. & P.O.A.* clearly require "all transient matter must be prepaid by stamps," although, of course, the term covered the embossed die stamps as well as the adhesives.



Figure 3. A Star Die 1¢ wrapper used to send a newspaper from Lancaster, Mass. to a soldier at the siege of Port Hudson, Miss., in June of 1863. The soldier reused the wrapper to return something to Massachusetts with a 3¢ stamp.

Figure 3 shows use of a Star Die 1¢ wrapper from Lancaster, Mass., on June 12, 1863—just a short time before the rate vanished. The wrapper is addressed to a soldier of the 53rd Massachusetts Volunteers, who were then engaged in the siege of the Confederate stronghold at Port Hudson, La. The recipient made the item much more interesting by reusing it back to the sender. Whether it contained a letter or a paper with writing, or whether the writer simply didn't have a one cent stamp, we have no way of knowing. But in any case, the wrapper was transported to New Orleans by the military and postmarked there on June 30, 1863.

The change in rate to 2¢ for each four ounces of transient mail matter which was

reclassified to second class mail, as of July 1, 1863, did not preclude further usage of the 1¢ Star Die wrappers, but it did mean that at least one 1¢ stamp had to be added. Does anyone have an example showing their use after July 1, 1863?

### THE 1861 3¢ LAKE ROBERT B. MEYERSBURG

For many years, the three cent stamp of the 1861 issue in a lake shade (Scott #66) has been retained in the catalog as a "not regularly issued" stamp of the series. It has frequently been referred to as a trial color proof, but it is not so listed in the major catalogs.

For not quite as many years, I have noticed occasional used copies of the three cent 1861 that approximated in color my recollection of the color of the lake proof in my collection; but since it was not a regularly issued stamp I never took the trouble to compare any of these copies to the proof. Then, about five years ago, I acquired a three cent stamp on cover the shade of which was so striking that it ordered the comparison made forthwith. Result: I could see no difference in color, even under controlled light conditions, including selective filtration. This coincidence started me keeping records — and in the intervening five years I have seen another half-dozen copies that could pass for lake.

During the past year I became aware of the technological capabilities of x-ray fluorescence analysis (XRFA) of stamps in order to learn the chemical composition of the ink through its x-ray reemissions. The stamp and proof in question were subjected to such an examination. Result: both revealed the presence of substantial levels of mercury as a soluble salt, which does not appear in any of the other red shades of the three cent stamp, iron oxide being the prime colorant in them.

This set of events leads me to the natural conclusion that there is a three cent lake (Scott #66) which was regularly issued, but in limited quantity. It would be interesting and possibly educational if readers would examine their holdings of the three cent 1861, and compare any lake candidates with either a copy of #66 or a proof thereof, under controlled light conditions, and advise me of the results, which I will summarize in a future note. We just might have a new stamp in gestation.

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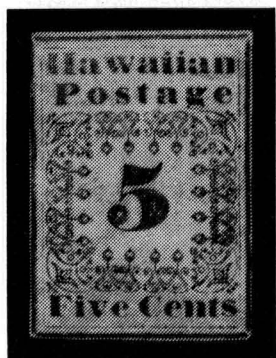
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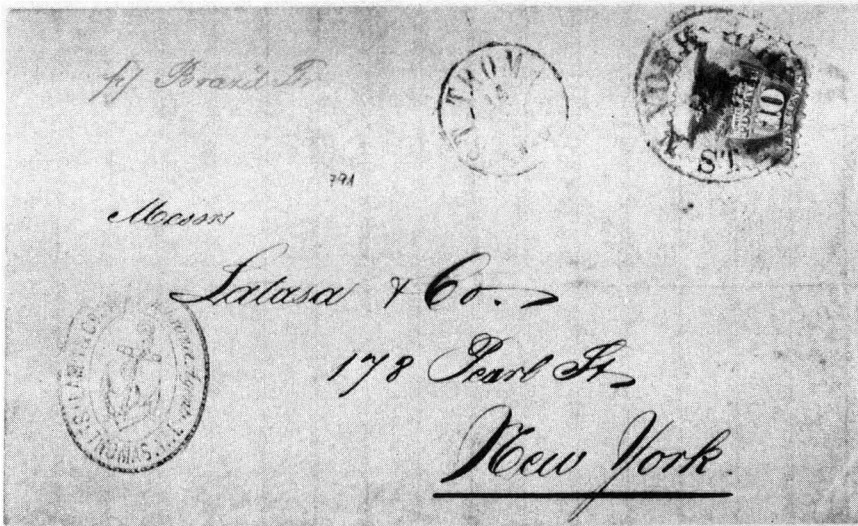
**10¢ 1869 COVERS IN THE PAN-AMERICAN MAILS**  
MICHAEL LAURENCE

(Continued from *Chronicle* 117:55)

**INBOUND COVERS**

Incoming Brazil line covers with the 10c 1869 also survive in some abundance. In fact, they seem more common than outbound covers. My record currently shows almost three dozen incoming Brazil line covers (see Table C). Covers such as these, bearing U.S. stamps "used abroad," have long been desired by collectors, so that they typically fetch much higher prices than their outbound counterparts. Taken as a group, however, the inbound covers convey a less complete picture of the postal history of their era, since their origins are necessarily limited to those few foreign locations at which U.S. stamps were sold or used.

Respecting the Brazil line covers "used abroad," the great majority of them boarded the ship at St. Thomas. The 10c rate prevailed in either direction, and merchants and other mailers at St. Thomas prepaid correspondence to the U.S. by means of U.S. stamps, which they either secured privately for these purposes or purchased from the D.W.I. post office, which stocked them to meet widespread demand. It is well documented that the St. Thomas post office stocked U.S. stamps;<sup>13</sup> they may have been imported by merchants in other Caribbean posts as well.



**Figure 6. 10c 1869 on cover from Arroyo, Puerto Rico, to New York City. The cover was privately carried into St. Thomas, where the stamp and the St. Thomas markings were applied. Three cents D.W.I. postage was paid in cash. The cover was then carried to New York on the Brazil line steamer *South America*, which arrived 21 April 1870. The NEW YORK STEAMSHIP marking reads APR 21.**

Figure 6 shows a folded cover, originating in Arroyo, Puerto Rico, and addressed to New York, routed "pr Brazil Str" and bearing a fancy double oval cachet from Lamb & Co., a St. Thomas commission firm that often acted as a forwarder of mails.<sup>14</sup> Like many of the other covers in Table C, the cover in Figure 6 was carried privately to St. Thomas (which is only 50 miles or so from Puerto Rico) where it was franked with the 10c 1869

13. Stone, *op. cit.*, Chapter 4, 31.

14. *Ibid.*, Chapter 5, 16.

**TABLE C: INBOUND 10c 1869 COVERS VIA BRAZIL LINE**

ORIGIN/DESTINATION	STAMP	ST. THOMAS	NYC MARK	REFERENCE
Mayaguez, PR/NYC	116	14/7 69	+ JUL 21	4 Juhring 787 (Frankfurt)
St. Thomas/NYC	16		+ SEP 21	Kaufmann 9-7-79, 598 (Brugh collection)
St. Thomas/NYC	2-116	14/9 69	+ SEP 21	4 Juhring 788 (Frankfurt)
St. Thomas/NYC	116	14/9 69	+ SEP 21	Pelander 12-15-50, lot 40 (Tows collection)
St. Thomas/NYC	116	14/10 69	+ OCT 20	Pelander 9-21-49, lot 88
St. Thomas/Maine	116	14/10 69	+ OCT 20	Pelander 12-15-50, lot 15 (Tows collection)
La Guayra/NYC	116+DWI #2		+ OCT 20	Figure 7
La Guayra/NYC	116	14/11 69	SS NOV 20	4 Juhring 790 (Frankfurt)
St. Thomas/NYC	116	14/11 69	SS NOV 20	4 Juhring 789 (Frankfurt)
Arecibo, PR/NYC	116	14/11 69	SS NOV 20	Krug 744
Arecibo, PR/Phila	116		SS DEC 20	<b>Chronicle</b> 115, 223.
Buenos Aires/NYC	116	13/12 69	SS DEC 20	2 Knapp 1719
St. Thomas/NYC	116	13/12 69	SS DEC 20	Author's collection
St. Thomas/NYC	3-116	13/12 69	SS DEC 20	1 Juhring 790
Haiti/NYC	116	13/12 69	SS DEC 20	Hubbard 389
Puerto Caballo/SF	116	?	?	Siegel 369, 808
Mayaguez, PR/Phila	116		+ JAN 21	Siegel 6-12-73, lot 264 (Gobie collection)
La Guayra/NYC	116		SS JAN 21	Harmer 2-19-63, lot 560
?/Keene, N.H.	116		SS MAR 21	4 Juhring 475 (Frankfurt)
Arroyo, PR/NYC	116	14/4 70	SS APR 21	Figure 6
St. Thomas/NYC	116		SS APR 21	Lou Grunin
Curacao/NYC	116	14/4 70		Siegel 399,360
St. Thomas/NYC	116	14/5 70	SS MAY 21	Victor Engstrom
Christianstad/N.Y.	116	14/5 70	SS MAY 21	Herst 2-20-68, lot 86
Curacao/NYC	2-116		SS MAY 21	<b>American Philatelist</b> , V58 #9 P672 (1945)
Mayaguez, PR/Phila	116		SS MAY 21	4 Juhring 792 (Frankfurt)
Mayaguez, PR/Phila	116		SS JUN 20	2 Knapp 1721
Flagship Lancaster/Pa	116		SS SEP 20	Ex Haas
Mayaguez, PR/?	116	?/9 70	?	Pelander 12/17/48, lot 191
Flagship Lancaster/Pa	116		SS OCT 21	<b>Chronicle</b> 94, 114
Flagship Lancaster/Pa.	116		SS NOV 2?	California collection
Flagship Lancaster/Pa.	116		SS FEB 20	<b>Chronicle</b> 94, 116
San Juan, PR/NYC	116	14/5 71	SS MAY 21	Stangib 11-11-72, lot 53
Jacmel, Haiti/NYC	116	14/8 71	SS AUG 21	Wolffers 6-19-75, lot 2206

stamp and put into the D.W.I. mails. (A similar cover was illustrated in the Cover Corner in *Chronicle* 115.) Whether the adhesive on the cover in Figure 6 was applied by the Lamb firm in St. Thomas or at the St. Thomas post office we can only conjecture, since either explanation is possible. Certain it is, however, that the adhesive was *not* applied at New York, as is sometimes asserted in old-time album write-ups; nor was it affixed at Puerto Rico, though this was apparently done in other instances, according to Stone.

Many covers were carried to St. Thomas to connect with the Brazil line steamer for the voyage up to New York. This was, after all, the only scheduled steam service between the two ports. While virtually all these covers technically entered the mails at St. Thomas, Table C lists them by their origins, in order to paint a more complete picture of how St. Thomas sat at the epicenter of the network of correspondence between the U.S. and the Caribbean.

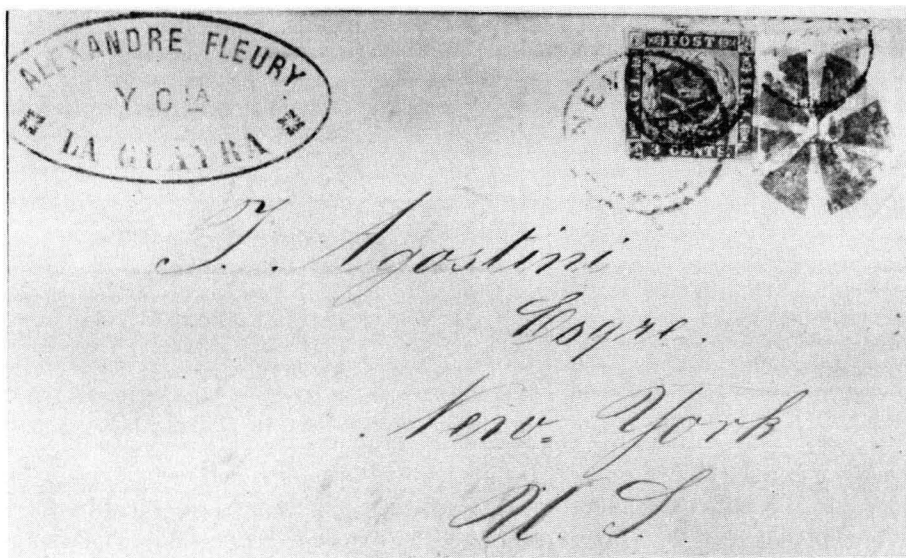
According to Stone, a 3c local postage fee had to be paid at the local post office on covers such as this.<sup>15</sup> Such payment was occasionally represented by a D.W.I. adhesive, but more frequently paid in cash. Prepayment of the U.S. portion of the rate was apparently

15. *Ibid.*, Chapter 4, 34.

compulsory<sup>16</sup> in the D.W.I., at least during the 1869 period, so that surviving covers typically bear a U.S. 10c adhesive.

On the cover in Figure 6, the St. Thomas post office applied its circular marking, dated 14/4 1870, carefully avoiding the 10c stamp, which was then solidly tied, upon arrival in New York a week later, with the New York steamship marking, dated APR 21. Reference to Table B will show that this sequence of markings is to be expected of inbound Brazil line carriage: St. Thomas markings of the 13th or 14th of the month, followed by a New York steamship marking seven days later. Most off-cover 10c 1869 stamps with the New York steamship marking are dated the 20th or the 21st, which suggests to me that the Brazil line brought in to New York the lion's share of that relatively small number of arriving 1869 covers franked with U.S. stamps. Analysis of inbound covers from other packet lines tends to confirm this.

It should go without saying, but is perhaps best said anyway, that the New York STEAMSHIP marking was specifically designed for use on inbound steamship covers on contract mail routes. While it is occasionally found on outbound covers, such uses seem to have been by oversight. A plausible explanation for the use of the marking would be that unpaid inbound covers arriving on the contract mail steamers required a special handstamp (the steamship 10 markings) indicating postage to be collected in rates of 10c, rather than at the non-contract ship letter rates. Since a due marking would not be appropriate to those covers arriving properly franked with U.S. postage stamps, the mute steamship marking (as shown on the cover in Figure 6) was concocted. This is just speculation, but it makes sense.



**Figure 7. La Guayra, Venezuela, to New York City, via St. Thomas. Privately carried to St. Thomas, where both the 3 cent Danish West Indies adhesive (Scott #2) and the 10c 1869 were applied. Both stamps tied at St. Thomas (by the five-ring target) and at New York (by the "+" marking, dated OCT 20). Transit via Brazil line steamer *South America*, arriving NYC 20 October 1869.**

Figure 7 shows a cover that originated in La Guayra, Venezuela. It was privately carried to St. Thomas and posted there for delivery to the Brazil line steamer *South America*, departing St. Thomas on 14 October 1869. Here the 3¢ D.W.I. local postage fee was paid with a 3c imperforate stamp (Scott #2), a scarce item on cover, and the postage to the U.S. was paid with a 10c 1869. This is the only example of this particular combination of stamps that I have been able to locate, though Stone's data suggest the existence of at

16. *Ibid*, Chapter 3, 22; Chapter 4, 23.

least one more cover. This might be the Tows cover, shown as Figure 1, which, as noted, once had a first-issue D.W.I. stamp fraudulently added to it. Examples of this combination should indeed survive, because such franking was not uncommon. More than 30 covers are recorded showing first-issue D.W.I. stamps (#1 or #2) in combination with the 10c green Washington stamp of the 1861 series.<sup>17</sup>

At the Brazil line ports in Brazil itself, covers seem seldom (if ever) to have been franked with U.S. stamps. Of the inbound Brazil line covers in my record, only four seem to have boarded the steamer at ports other than St. Thomas. These covers all originated on board a U.S. naval vessel, the Flagship *Lancaster*, cruising off the east coast of South America. Many of these *Lancaster* covers, as well as the ship itself and its ornamental purser's cachet, were illustrated and discussed by Richard Graham in *Chronicle* 94.

### CONCLUSION

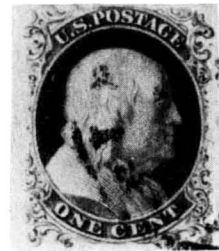
Using the 10c 1869 covers as a data base, we have discussed and illustrated the different types of prepaid covers that were carried by the Brazil line steamers during the 1869 era. The outbound covers, we have discovered, are both scarcer and more varied in the uses that they show. Inbound covers are considerably more common and the great majority of them boarded the ship at St. Thomas.

I hope that the information presented here will enable collectors to better appreciate their Brazil line covers. At least a passing familiarity with the steamer lines is necessary to fully appreciate the covers that they carried. Surviving covers do not stand as mute objects to be classified by rate, origin or destination. Rather, they are all artifacts from an evolving international communications network whose complexities and interrelationships are evidenced by the markings that they bear.

17. *Ibid.*, Chapter 2, 21; Chapter 4, 30.

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## THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

### RARE BANKNOTE STAMPS AT AUCTION

For the second time in recent memory, the Robert Siegel Auction Galleries conducted a sale consisting of only stamps and covers from the period 1870-1888 of U.S. postal issues. The last such sale was the noted collection formed by Jay Braus which was auctioned in April 1974 and reviewed here by then section editor Maury Waud in *Chronicle* 83. The recent sale took place on January 25-26, 1983, and was in some ways more comprehensive in depth than the Braus sale, but there were some notable omissions we shall list these in the following review.

#### NATIONAL BANKNOTE ISSUES (GRILLED)

A full and nearly complete range of the grilled stamps, both on and off of covers, was offered in 110 lots of the sale. The highlights included mint singles excluding the 12 and 24¢ values, 1¢ to 10¢, 15¢ values in mint blocks, a pair of 30¢ stamps paying a triple rate to India from the Bissell correspondence, and several scarce foreign rates. Missing were the very rare mint 12¢ (fewer than 10 recorded) and the mint 24¢ (three recorded; the best sold last year in LA for \$220,000.00 plus 10 percent). The Braus sale included the unique mint 12¢ block of four. Also missing were 12¢ grill on cover (fewer than six covers recorded), the 24¢ on cover (two are rumoured to exist somewhere), and of course the 90¢ value (last seen nearly 75 years ago). Does any reader have any information on the 24¢ grill on cover or has anyone seen one?

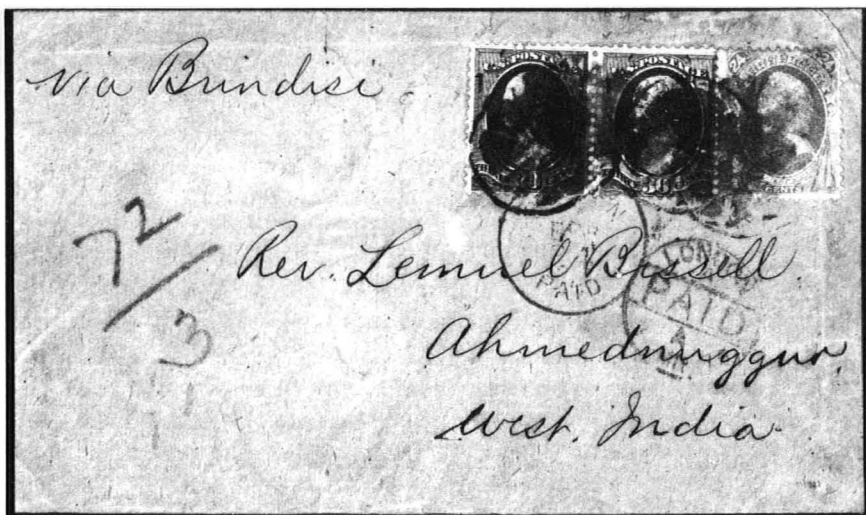


Figure 1. Triple rate cover to Ahmednuggur, India, via Brindisi bearing a pair of the 30¢ grilled banknotes and a 24¢ ungrilled stamp from the Bissell correspondence.

The scarce foreign destinations included covers to Brazil, Peru, China, and India. Figure 1 shows the triple rate Bissell cover to India. The original find included 18 copies of the 30¢ grilled stamp on cover;<sup>1</sup> I record four pairs in my records.

#### NATIONAL BANKNOTE ISSUES (UNGRILLED)

This section of the sale included a full set of die proofs sunk onto white cards, India plate proofs, and full sets of mint singles and blocks. The most spectacular of the blocks were a 12¢ block of eight and a 90¢ block of six. All values were represented on cover; no fewer than 10

1. Jere H. Barr, "The Bissell Correspondence 1868-1875," *19th American Philatelic Congress Book*, 1953, p. 62.

covers were available bearing the 24¢ and 30¢ values. These included five Bissell covers, two covers from the Landfear correspondence to South Africa, two covers to Mexico, and one to Peru. The 90¢ stamp was present in the form of the ex-Newbury courthouse cover illustrated in Volume II of Brookman's study of U.S. classic stamps.<sup>2</sup> There are presently three undisputed authentic covers with this stamp.<sup>3</sup>

#### CONTINENTAL BANKNOTE ISSUES



Figure 2. Unique set of Continental Special printings in plate number singles from the Lord Crawford collection.

The Continental issues were well represented in the auction. The proof section included a full set of die proofs on white cards, India and card plate proofs in full sets, many of the Atlanta trial colors in sets and blocks, and several examples of the "SPECIMEN" overprints. This last is believed to have been "liberated" from the files of a foreign government.

The stamps were present in profusion as mint and used singles, blocks, and larger multiples. The most noteworthy were an imprint and plate number block of 14 of the 6¢ value, a plate number block of nine of the 7¢, and a used block of 12 of the 90¢ stamp.

Notably absent in the Braus sale were examples of the very rare Continental special printings. In contrast, this recent sale showed full sets including the unique plate number

2. Lester Brookman, *Nineteenth Century U.S. Postage Stamps*, II, Figure 295.

3. R.M. Searing, *Chronicle* 106:127. A fourth cover has been reported (*Chronicle* 116) but the authenticity is doubtful; see *Chronicle* 117 for comments.

singles that once belonged to the Earl of Crawford. Very few readers have ever seen the genuine special printings so this unique set is shown in Figure 2. The colors are very striking and distinct from the issued stamps and the perforations are generally very ragged. Not shown in Figure 2, but available at the sale were the rare 2¢ carmine vermilion and the most valuable special printing of all, the 5¢ bright blue.

There were over 125 cover lots offered which included the only recorded usage of these special printings on cover. This unique 3¢ cover is shown in Figure 3 and is postmarked March 5, 1876, and canceled with the special exhibition cancel. Since it is believed that these special stamps were not on sale at the Centennial Exhibition grounds,<sup>4</sup> this stamp was purchased at the Washington, D.C., Post Office and brought to Philadelphia to be used on this letter.

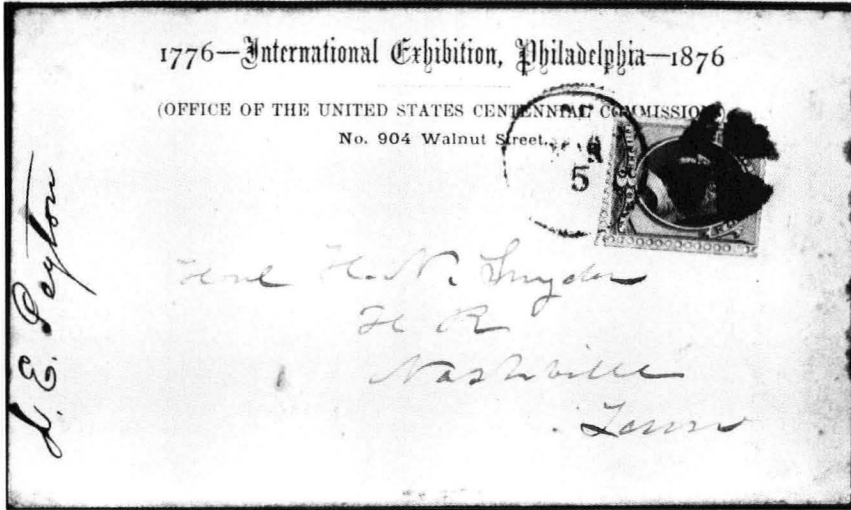


Figure 3. Unique cover with 3¢ special printing (Scott 169) mailed from Exposition station in March 1876.

Other scarce covers included 20 bearing 12¢ and 15¢ stamps to various destinations, and four letters bearing the 30¢ value, two from the Bissell find and two addressed to Mexico. The 90¢ stamp on cover was represented by the 1875 wrapper to Galveston, Texas, as shown in *Chronicle* 106, page 124. This cover is discussed in detail in that article.

#### AMERICAN BANKNOTE ISSUES

The last of the banknote companies was well represented in all areas of the sale. Full sets of die and plate proofs, many essays, and sets of "SAMPLE" overprints were on the block. The highlights included 2¢ and 5¢ die proofs on card with the original designer's signatures, a range of the very rare die proofs from the "Roosevelt" albums of 1904. These caused an uproar in their day comparable to the "Farleys" of a later era. Several die proofs of the 6¢ and 10¢ recut designs were offered dated and signed by the engravers, and the seldom seen India plate proof of the 1¢ new design (Scott #212p3) was offered as a single.

For the stamps, a full range of mint and used multiples was sold including a 1¢ block of ten, combination pairs of the 10¢ types I and II, and blocks of four of mint 30¢ and 90¢ values. Several large used blocks of the 90¢ in both carmine and purple shades were also offered.

In contrast with the Braus sale, a full set of the very rare special printings on soft paper was present, excluding the 24¢ value and the 4¢ new design. The very rare 5¢ grey brown Garfield was offered in extremely fine condition. For a final note on these issues, the relatively common special printing of the 2¢ red brown (Scott #211B) was present as a

4. Brookman, *op. cit.*, III, 203.





**Figure 4. A probably unique block of 16 of the 2¢ red brown (Scott 211B, 211Bc) showing an imperforate vertically block of four of the special printing from the steam press of the American Banknote Co.**

possibly unique block of 16 with two pairs of stamps imperforate vertically. This great block is shown in Figure 4.

Over 128 lots of covers were offered for this issue and included many multiple and foreign rates. There were six covers bearing the seldom seen 6¢ recut design in both shades, and the best was a pair of the scarce brown red shade on a registered cover. The elusive 3¢ vermilion was represented by over a dozen lots, two of which showed the single stamp overpaying the 2¢ rate. Among the higher values on cover were two very rare usages. The 30¢ orange brown was used on a cover mailed from the U.S. consulate in Shanghai and the 15¢ small banknote stamp was used with Samoan locals on a letter to Germany via New York.

The 90¢ carmine shade was missing on cover, but the 90¢ purple was used on a refolded package front to Germany. With respect to these covers of which I record at least six to the same firm, I have found some new details on the address which is usually incomplete. The addressee is: Messrs. Arthur Gwinner and Company Nachfolger von Messrs. Riess and Itzinger, Berlin, and the origin is: Speyer & Company and mailed via their office in England at Box 477 London.

This concludes my brief review of this sale. If past experience is any guide, it should be a few years before such a comprehensive offering of banknote material is again offered in one auction. Every banknote student should have this sale catalog as part of his reference library.

Your comments are most welcome and contributions for this section are earnestly solicited.

**Review: The Fresno and San Francisco Bicycle Mail of 1894.** By Lowell B. Cooper, 152 pages, 100 illustrations. Available from the publisher, Leonard H. Hartmann, P.O. Box 36006, Louisville, Ky. 40233. \$35.00 hard boxed, postpaid anywhere; \$42.50 airmail. Deluxe edition of 29, 25 to be sold, \$300.00 each.

This is a definitive study of a difficult subject. The "Bicycle Mail" was not a few days' advertising stunt; it was a legitimate service provided to fill a postal hiatus engendered by a railway strike: it involved stamps and stamped envelopes; dies that were original, altered, and counterfeit; commercial covers as well as philatelic mail; and some interesting, enigmatic personalities. The story of this active but short-lived service is told in detail, and all data necessary for identification and expertising are given.

The author first discusses the historic background, then details the post's organization, operation, and discontinuance. He analyzes the production methods of stamps and envelopes, provides timetables, and illuminates those enigmatic personalities. In short, it's all here. There are date tables in the Appendix to aid in chronology. There are pictures galore,

well reproduced. And there is a final — and important — section on the role of Wells Fargo during the strike. Rather than regurgitate the table of contents, however, some general comments.

The book is not flawless. A major problem is the syntax, which does not read easily. Possibly the editors and proof readers were so familiar with their material that poor sentence structure was overlooked. Often, the text virtually cries out for a “that,” or a “since.” For example, “These notes . . . indicate the concept for a stamp was first introduced . . . after plans were well advanced. [*That*] the idea was first presented on Friday evening confirms Banta’s claim . . . he was not a stamp collector.” And again, “[*Since*] the 5th of July fell on a Thursday, it seems likely that Friday, the 6th, was the correct date.” The eye is constantly retracing sentences, looking for a missing noun or adverb.

There might have been more emphasis on Fresno’s summer heat. In July, the temperature is usually in the 90s, often over 100°, and occasionally above 110°. The author does suggest the 1935 rerun was held in May because of the temperature. In any event, the heat must have been grueling for those relay riders whose assignments were in the San Joaquin Valley.

Such weather would not have been a problem for C. S. Shaffer, whose schedule for the original run was “Menlo Park to San Francisco, 30 miles, thence returning to Menlo Park for a distance of 60 miles without resting.” (Not very bright, perhaps, but a helluva biker!).

And a bit more might have been included relevant to the topography. Pacheco Pass today is 1368 feet high, crossed on a high speed road. In 1894 it was a rutted, dirt coach road; the passage over the summit was onerous, even dangerous. Until recently there were Fresnoans who delighted in regaling youngsters with tales of traveling by horse and wagon to the coast, or San Francisco. To make the run in 18 hours must have been extraordinary.

One of the non-mail items carried by the Bicycle Mail was a package of “negligee shirts” for men; a local geriatric haberdasher describes these as having been frilly, ruffled silk evening shirts. Only a stranger would wear such a garment in July in Fresno today!

The author himself is something of an enigma. His cryptic mention of “this investigation” beginning when Sloane was writing his columns — in the middle thirties — is the only personal reference in the book, and there is no biography. The only other article by Mr. Cooper this reviewer could find quickly is in the 1979 *Congress Book*.<sup>\*</sup> The publisher identifies Cooper as a retired business man and lifelong collector of “firsts,” including the Bicycle Mail.

Lastly, there is no pricing guide or rarity yardstick, although a dedicated student could construct a table using the information given. Interested readers can refer to Richard Wolfers’s August, September and December 1982 sales for recent activity. Stamps in panes and smaller multiples, and covers, were offered in these auctions.

In sum, the book will be a fine addition to any working library, and now might prove a good time to reserve a copy. The printing run is small, (500), and the subject has attracted interest from bicycle enthusiasts as well as philatelists. European bikers, apparently, are responsible for some large pre-publication orders. Like the recent Starnes book from the same publisher, the quality is top notch, using the same materials; this time, however, the buckram binding will be red.

Richard B. Jordan

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<sup>\*</sup>Lowell Cooper, “Some Notes Concerning Paper and Paper Mesh with Focus upon the Bank Notes,” *Forty-Fifth Congress Book*, 1979.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

We are pleased to present as guest columnist Mr. Douglas N. Clark of Lexington, Ga. In addition to being a foremost expert on the street car R.P.O. markings of the United States, Mr. Clark is a student of the railway markings of northern Georgia, ship and steamboat markings, and the markings of the Massachusetts Islands. I am sure you will find his discussion of Georgia Railroad manuscript markings of considerable interest.

### GEORGIA RAILROAD MANUSCRIPT MARKINGS

DOUGLAS N. CLARK

During construction of the Georgia Railroad, which began at Augusta in 1835 and ended in Atlanta ten years later, mail contracts existed, at different times, between Augusta and Greensborough, Madison, Social Circle, and Covington. One might expect the manuscript markings of this railroad to date from these early times, on these parts of the main line, or to come from the branches to Athens and Warrenton (Figure 1) which also had early mail contracts. But of the four known manuscript markings on this railroad, all date from after completion of the road, and each came about in a way that is somehow unexpected.

*Augusta & Oothcaloga R.R.* The Western & Atlantic Railroad, which eventually provided the first rail link between Atlanta and Chattanooga (Figure 1), was chartered in 1836, with construction beginning in March 1838. The road was completed from Atlanta to Marietta on September 1, 1845, with operation beginning upon completion of the Georgia Railroad on September 15.

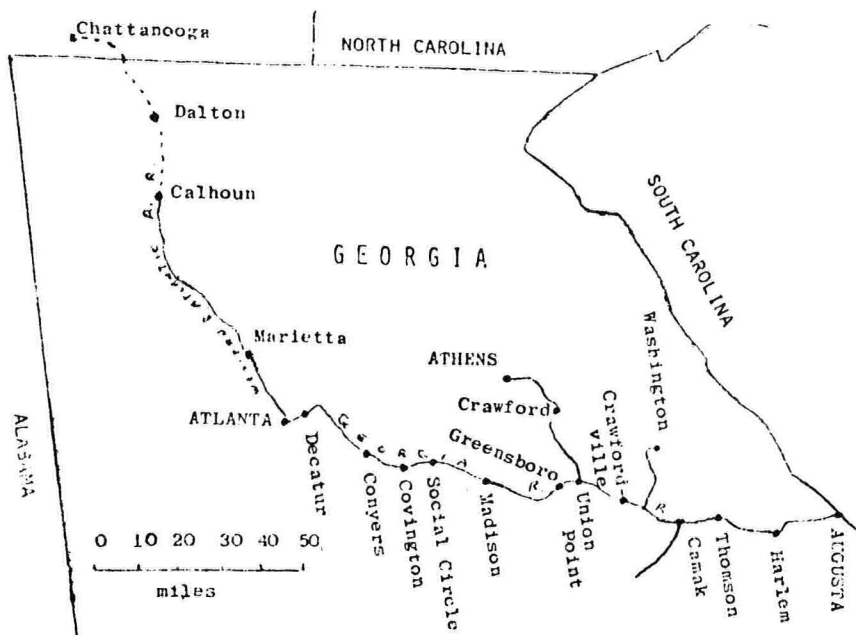


Figure 1. Map of the Georgia Railroad and Western & Atlantic Railroad, ca. 1846.

For some years the main lines of the Georgia Railroad from Augusta to Atlanta, and the Western & Atlantic Railroad, from Atlanta north, as far as completed, were operated cooperatively with one through train, changing equipment in Atlanta. The earliest listing of a mail contract on the Western & Atlantic Railroad is in the Postmaster General's Report for 1846,<sup>1</sup> which lists the route as Atlanta to Oothcaloga (now Calhoun). Augusta to Atlanta is

1. *PMG Report*, 1846, p. 701.

also listed. Nevertheless, the markings known during the period of the Atlanta to Oothcaloga contract show Augusta and Oothcaloga as the terminals (Figures 2 and 3). It is almost certain that the actual agents changed at Atlanta, since the trip from Augusta to Atlanta took ten hours and the trip from Atlanta to Oothcaloga, another seven and one half.

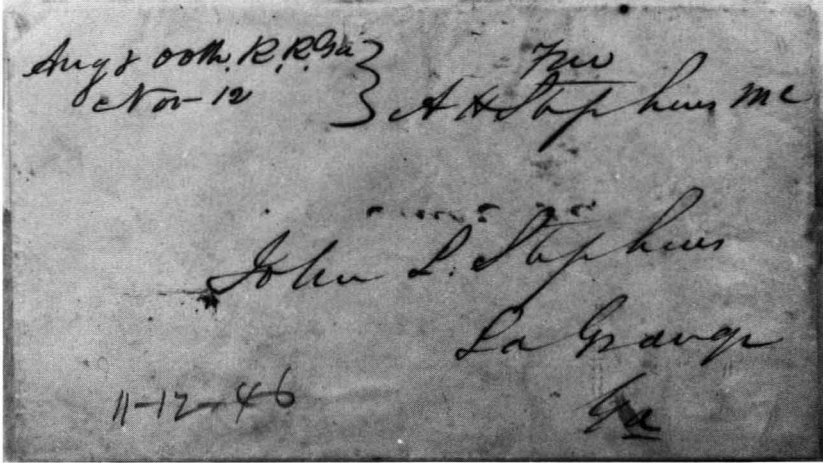


Figure 2. "Aug. & Ooth. R.R. Ga." manuscript marking, USTMC 355-I-1, on November 12, 1846, wrapper sent west from Crawfordville via Georgia Railroad. Free frank of Congressman Alexander H. Stephens.

The cover illustrated in Figure 2 is the earliest known cover from either the Georgia or the Western & Atlantic Railroad. The regular Georgia Railroad advertisements in the Augusta newspapers<sup>2</sup> show passenger service to Oothcaloga first available on April 24, 1846; it may have been several weeks before the mail contract went into effect, or a route agent was assigned.

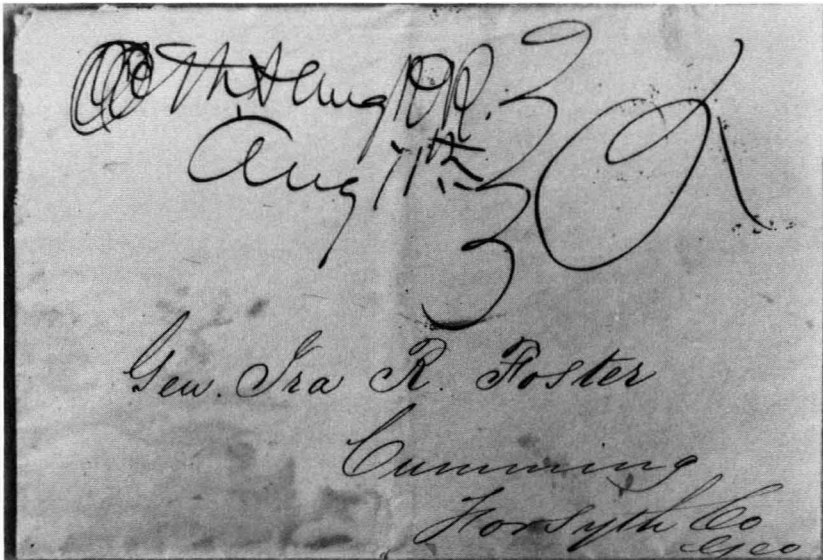


Figure 3. "Ooth. & Aug. R.R." manuscript marking on August 11, 1847, folded letter sent west from Augusta via Georgia Railroad. 5¢ rate of 1845, the single rate for under 300 miles.

In the summer of 1847, the Western & Atlantic Railroad was completed to Dalton and a corresponding mail contract was signed. A letter from Charles F.M. Garnett, Chief Engineer of the railroad, to the Acting Assistant Postmaster General, dated July 20, 1847, is

2. *Georgia Constitutionalist*, April 22, 24, 1846.

mentioned in J. H. Johnston's book.<sup>3</sup> According to Johnston, the letter states that on Thursday, July 22, trains would run through to Dalton and "we shall carry mail through on and after that date." The cover in Figure 3 shows that the route agents waited at least three weeks (evidently waiting for their instructions from the Acting Assistant Postmaster General) before showing the new terminus in their postal markings! The *Postmaster General's Report* for 1847 lists the Atlanta to Dalton contract as in effect as of November 11, 1847.

*Augusta & Atlanta R. R.* After the cover in Figure 3, no covers are known on this route until mid to late 1848. By this time, separate handstamps had been issued to the Georgia Railroad (USTMC types 355-A-1 to 4) and the Western & Atlantic Railroad (USTMC 357-A-1) agents, the latter still under the Atlanta to Dalton contract.

During the period from 1849 until the start of the war in 1861, handstamps of 355-A type on the Augusta to Atlanta route are some of the more common U.S. route agent markings. In all, at least four different devices were used. It is therefore somewhat surprising that the other two Georgia Railroad manuscript markings date from this period.

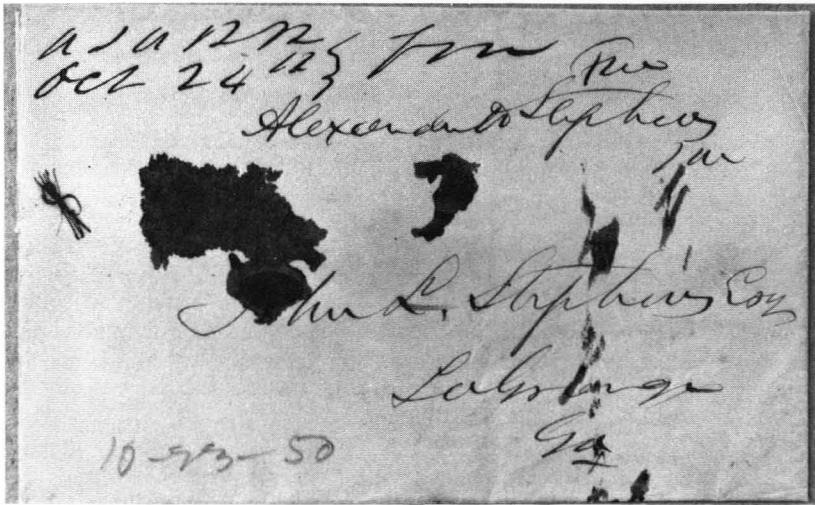


Figure 4. "A. & A. R.R." manuscript marking USTMC 355-J-1, on October 24, 1850, wrapper sent west from Crawfordville via Georgia Railroad.

The first of these, shown in Figure 4, reads simply "A & A RR," and "Free", owing to Congressman Stephens's frank. In a recent auction of Stephens material, this cover seems to have caused some confusion, the listing reading more like a description of the cover in Figure 2. In 1850, of course, an Augusta & Oothcaloga marking is out of the question, the Western & Atlantic Railroad having been completed to Chattanooga on May 9 of that year.

Of course use of a manuscript marking after introduction of handstamps is far from unheard of in postal history; the loss or misplacement of a postmarking device being more or less common. For a railroad route agent, the possibility of *leaving home* the device adds another possible reason for intermittent use of manuscript markings.

The fourth manuscript marking, in Figure 5, is on another Stephens cover. The marking, this time, reads simply "Geo. R.R." The enclosure that Stephens sent to his brother Linton in this cover mentions that the letter is being written in the evening and will be sent down to the train that night. Perhaps the agents on the night train received so few letters that they became careless about bringing their handstamps along.

Stephens's letter also proposes an experiment, whereby this letter was to be sent west via Madison, instead of east via Camak and Warrenton, the usual route. The results of the "experiment," communicated in brother Linton's answer, indicate that a letter sent the same day via the Crawfordville Post Office arrived first.

3. *Western and Atlantic Railroad of the State of Georgia*, p. 38.

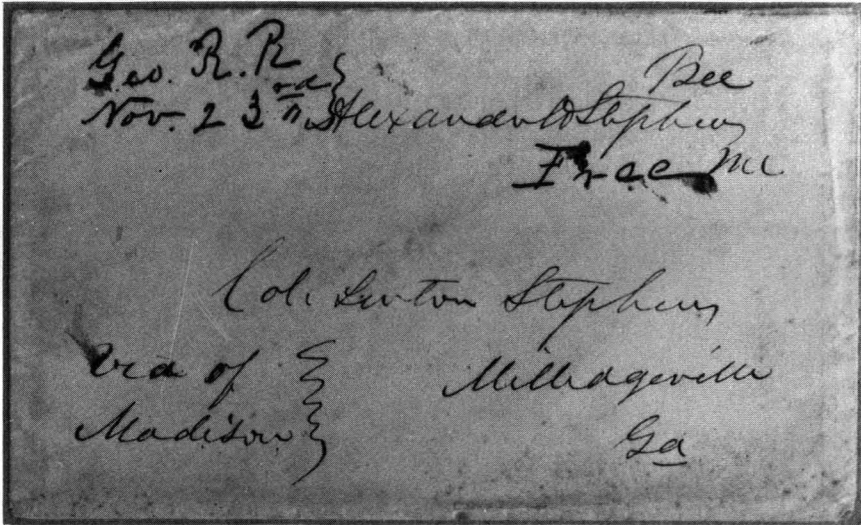


Figure 5. "Geo. R.R." manuscript marking on November 23, 1853, cover sent west from Crawfordville via Georgia Railroad.

*Conclusion.* How many more manuscript markings exist from the Georgia Railroad? It would certainly be interesting to see markings from the "part way" mail contracts before 1846, pre-war examples from the Athens and Warrenton branches, and other joint mail contracts with the Western & Atlantic Railroad, before its completion.

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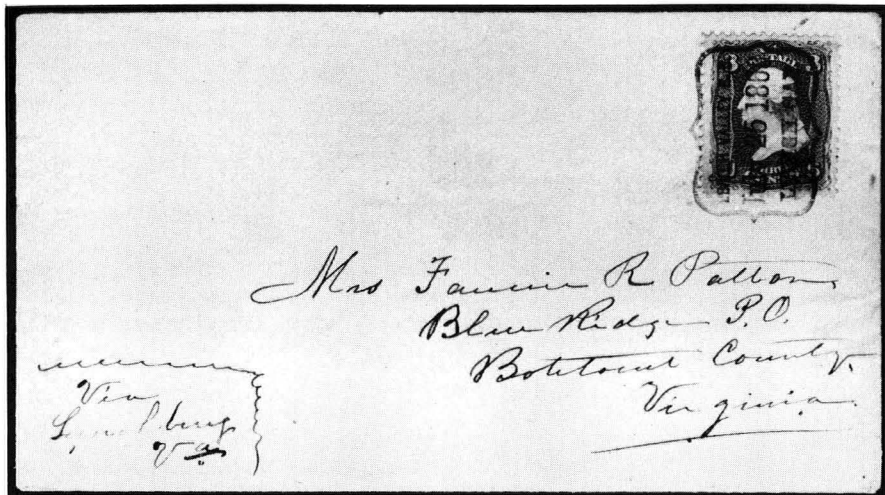
### A CORRECTION FOR THE RECORD

In *Chronicle* 117, Feb. 1983, under title of "The 1851 9X1 Wilmington & Raleigh R.R. Cover" columnist Calvet Hahn makes certain statements which may create an erroneous impression upon postal history students not familiar with previous studies of railway postmarks. We quote from his observations, "I had used the actual cover for comparison originally when I drew this conclusion. For the three Towle/Remele styles I used photos of unquestioned covers rather than the Remele drawings."

This careless language may create implications that are not true. The illustrations in *United States Railroad Postmarks, 1837 to 1861*, by C. W. Remele, published by the U.S. 1851-60 Unit No. 11, are printed from *tracings* made on transparent material by an accurate method, from actual recorded "unquestioned" covers in all cases, except possibly seven markings added after Mr. Remele passed away. In *no sense* are they *drawings*. I possess in my files the actual tracings and records of the covers from which these tracings were made. These covers all belonged to experienced marking collectors of the time. Since then I have acquired many of the covers used, or have had an opportunity to check the tracings against many of the actual examples. All collectors of railway markings of the period may use the Remele catalog with confidence in the tracing illustrations as accurate examples, subject naturally to the differences that may occur from the manner in which the strike was applied by the hammer.

For the record your Editor agrees with the statements made by Susan McDonald in her comments on this case. I also have compared the postmark in question with Remele W-7-c and only normal strike variation was noted at the time. Far more interesting questions are not approached by Mr. Hahn, including how a local route agent would have obtained access to a through mail bag contrary to regulations and why a route agent in North Carolina in 1851 would have accepted 9X1 stamps as legitimate payment of postage.

C. L. Towle



In *Chronicle* 117, a newly-reported marking of Lehigh Valley R.R.-Lehigh Gap was listed as 180-S-3. We are happy to present a photograph of the attractive cover carrying this marking, courtesy of David Jarrett.

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### MORE ON 16¢ CREDIT COVERS

JAMES C. PRATT

Several early 16¢ credit covers have surfaced since "British Mail 16¢ Credit Covers" appeared in *Chronicle* 113. Susan McDonald, Theron Wierenga and Richard Winter have provided a total of five 1853 examples. The earliest, from Rotterdam 5 February, credited two days later and rated 5¢ due in New York on 21 February, antedates the *Chronicle* 113 cover from Amsterdam by two weeks and stands as the earliest recorded 16¢ credit cover from Europe. Covers from Rotterdam 23 July and Ghent 19 August are the first recorded from any of the periods when the U.S.P.O. audit reports suggest that only a few such letters were carried. The Rotterdam letter is shown in Figure 1. The calculation in *Chronicle* 113 suggests that only 21 single rates were carried in the 3rd quarter of 1853, which would make survival of even two quite notable.

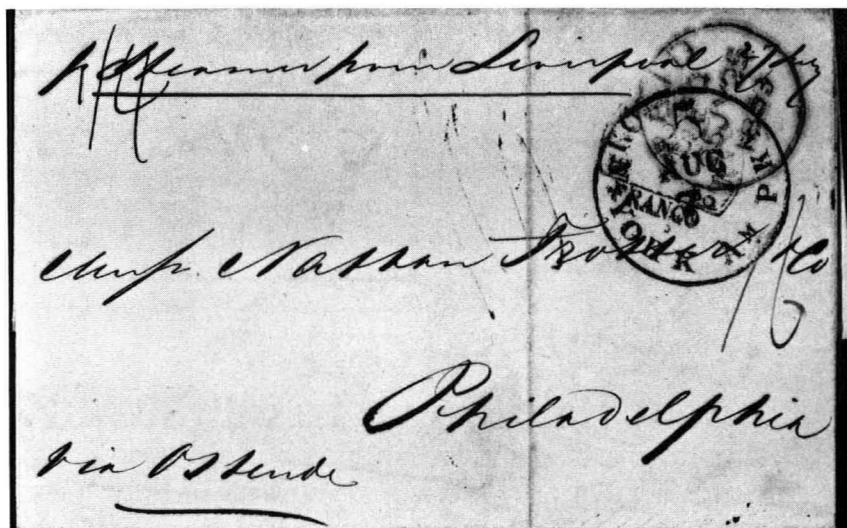


Figure 1. Rotterdam, 23 July 1853. Prepaid 100 Dutch cents (reverse, equal to 40¢ U.S.) to U.S. port. British share 1/4. Carried by American packet, Collins *Baltic*—therefore red ms. 16¢ credit to U.S.

With respect to the general refusal of the British P.O. to allow 16¢ credits on letters from France, Spain, and perhaps certain other countries, the *Chronicle* 113 article offered no specific explanation beyond closed mail arrangements. An additional, better explanation has now come to mind. Anglo-French and Anglo-Spanish mails were based on a single rate of about a quarter ounce, and this could make 16¢ credits a losing proposition for the British. For example, Anglo-French treaties compensated the British for sea postage on a bulk mail basis which was equated to 10¢ (1851-56) or 6¢ (1857-74) on a single rate letter. To collect 6¢ and pay 16¢ would lose money, especially compared to keeping the 6¢ and letting the Americans pay for sea carriage. In this connection, Charles Starnes has furnished data on paid to U.S. port letters from Tuscany and France, each carried in the British mails by American Packets but nevertheless lacking 16¢ credit markings. The French letter, rated only 5¢ due, has the added distinction of a "Baltimore Am. Pkt." exchange marking dated 19 July 1867. Proving that generalizations are dangerous in this area, however, Richard Winter has furnished data on a cover from Bastia, Corsica, to the U.S., prepaid 80 centimes by French stamps, which carried a 16¢ credit marking applied in London on 6 July 1861.



**Figure 2. Letter from Canton, China, 28 Dec. 1850, prepaid 1/8 (40¢). By Collins Pacific from Liverpool 22 Feb. 1851, hence ms. 16¢ credit to U.S. Earliest reported example of 16¢ credit.**

Perhaps the most important of the 16¢ credit covers unearthed since *Chronicle* 113 was published is illustrated as Figure 2. Mailed in Canton, China,<sup>1</sup> on 28 December 1850, its 1/8 (40¢) prepayment covered the half ounce rate to U.S. port via Southampton. Postmarked in London on 21 February 1851 and bearing a red manuscript "16," this folded letter was presumably carried by Collins Pacific, which left Liverpool the next day and arrived in New York on 6 March. If so, it antedates the 1852 cover illustrated in *Chronicle* 113 by a full year and expands considerably the known existence of the 16¢ credit procedure.

1. The red double circle "CANTON PAID" postmark appears to be scarce. F. W. Webb, in *Hong Kong & The Treaty Ports of China & Japan* (1961), pp. 259-60, stated that "about half a dozen" examples were recorded. First known used in September 1850, this was the only preadhesive stamp supplied to Canton for use on prepaid correspondence.

**Review: United States Incoming Steamship Mail 1847-1875.** By Theron Wierenga. Published by the author, P.O. Box 595, Muskegon, Mich. 49443. 242 pages. Available from the author at \$30 postpaid.

This book is the result of a decade of study, but, as the author freely admits, it is, in many areas, only a beginning. The subject matter is complex with many ramifications and stretches the boundaries the author originally intended.

Theron Wierenga begins with a discussion of ship letters and the rates and markings applicable to them, in order to distinguish them from steamship mail. These distinctions are clearly stated and illustrated by well chosen examples. The steamship rates are next discussed, with reference to the original acts and regulations, and their implementation demonstrated in a select group of cover photographs.

Another chapter is devoted to the routes over which steamship mail as a class was carried, the contracts governing them, and the steamship companies involved. A discussion of letters carried along the Atlantic coast, some of which received steamship markings, follows.

Succeeding chapters deal with the steamship lines, British and American, particularly those serving the South American coast and the Caribbean, and touching U.S. ports. The information therein is certain to lend fascination to rather ordinary-appearing covers and stimulate interest in their study and collection. The 15¢ steamship rate on letters to Canada (once the subject of a Cover Corner query) is well explained and illustrated. Another chapter

relates to steamship markings used at various ports, including Baltimore, Boston, Charleston, New Orleans, New York and San Francisco, while route and despatch agent markings associated with steamship service are treated next.

There are four appendices: first, a detailed listing of markings used at U.S. ports, illustrated with exact size reproductions; second, the original contracts and other material concerning mails to Cuba and Panama; third, sailing data for these services; fourth, details of the West India line of steamers. Notes, an extensive bibliography, and a useful index complete the book. The binding, printing, and paper are high quality, the illustrations profuse and well done. A few typos and misspellings are not serious enough to cause misunderstanding.

Theron Wierenga is to be congratulated on an excellent job in elucidating a difficult subject. The book is an outstanding value and belongs in the library of anyone with the slightest interest in U.S. postal history.

Susan M. McDonald

## **THE CUNARD LINE'S MAIL PACKETS ON THE NORTH ATLANTIC 1860-1869**

**WALTER HUBBARD**

In this list the westbound sailings, showing the carriage of the British mails to Boston and New York, have been added to those in the other direction (see *Chronicles* 90 and 91) whilst, with additional sources available, some amendments have been made to the arrival dates at Queenstown and Liverpool. Voyages on which no contract mail was carried in either direction have not been included. Although the Cunard mail packets did not sail from Boston to Liverpool from 1 January 1868 to 3 June 1871, in 1869 they landed the British mails there nearly every week before going on to New York to make the return trip. The arrival dates at New York have not been listed as they carried no mails beyond Boston. Sailing from Liverpool on Tuesdays, these voyages were additional to the regular Saturday sailings to New York which, on their return, carried the United States mails to Great Britain.

With regard to the handling of the mails on board the Cunarders in this period, from July 1859 they had been under the charge of officers of the Post Office Department who, on the homeward journey to Liverpool, opened and sorted the British mails despatched from the United States. Sorters, also from the Post Office Department, were appointed and paid an allowance of £6 per trip plus subsistence money of seven shillings a day for the time they stayed on shore in America between the arrival of one packet and the departure of the next. As the need arose, additional sorters could be taken on and were to be paid thirty-one shillings a week increasing by one shilling a week annually to thirty-five shillings a week. The subsistence allowance was soon found to be inadequate and a benevolent Post Office increased it from seven to nine shillings a day — retrospective to the start of the service, whilst the Mail Officer's staff were to be provided with uniforms. Although the Post Records do not mention it, one supposes that they had found it necessary to keep intruders, whose honesty might not be above reproach, out of the Mail Room. These practices continued until the end of 1868 when, under the new contract, the Mail Officers and their staff were withdrawn.<sup>1</sup> In 1867 the Inman Line was informed that the Postmaster General required Sorting Rooms on board their vessels to be "not less than twelve feet in width and length and seven feet in height."<sup>2</sup>

The Cunard commanders were under strict instructions to land the Irish and London mails at Queenstown unless prevented by bad weather or some other emergency and, until the early summer of 1862, to take the Liverpool bags on to Liverpool, it being assumed that they would arrive there earlier than if landed at and forwarded from Queenstown. In May, however, the Postmaster at Liverpool reported to London complaints of delay under this arrangement and, on May 20 1862, F. Hill, the British Postmaster General's Secretary, wrote

1. Post Office Records, London : Post 48 288,357,388,400,605.

2. Ibid. : Post 48 55,198,290,304.

to Sir Samuel Cunard to tell him that "the Postmaster General has decided therefore on trying the experiment for six months of leaving the Officer in charge of Mails on board the Packet to determine, after consultation with the Commander of the Packet and with the Postmaster of Queenstown, whether the Liverpool portion of the Mail shall be landed at Queenstown or carried on by the Packet. . . . The Commander will, of course, judge from the state of the weather and other circumstances, how long a time the Packet will probably occupy in the voyage from Queenstown to Liverpool." There is some evidence to show that this practice was, in fact, continued until the spring of 1869 when, shortly after the Mail Officers and their staff were withdrawn, the Cunard Company was informed, on March 5 1869, that in future the decision would be entirely in the hands of the Postmaster at Queenstown in consultation with the Cunard Company's Agent at that port.<sup>3</sup>

The "Liverpool portion of the Mail" did not, of course, mean only letters addressed to that city but consisted of all mail which was going to be distributed through the Liverpool Post Office. Details of the area covered have not been found, but it is known that it included Manchester and the Scottish mails arriving in England by this route. There is not much doubt that expeditious delivery ranked high in the deliberations of the Postmaster General and his staff.

3. Ibid. : Post 48 296.

## THE CUNARD LINE'S MAIL PACKETS ON THE NORTH ATLANTIC 1860-1869

WALTER HUBBARD

*Abbreviations* : NY New York : B Boston : QT Queenstown : LP Liverpool : F/V or L/V first or last voyage : F/VP or L/VP first or last voyage as a packet : PD planned date of departure : (M) carried the British mails from Liverpool and Queenstown to New York or Boston.

*A figure in brackets after a departure date indicates a late sailing.*

**From 4 January 1860 to 1 January 1868**  
**from Boston via Halifax to Queenstown and Liverpool**  
**from New York via Queenstown to Liverpool**

1860 PD LP QT	ARR NY or B	PACKET	PD NY or B	ARR QT or LP	NOTES
10 Dec 11	22 Dec(M) NY	ASIA	4 Jan(5)	LP 16 Jan(0355)	
17 Dec 18	2 Jan(M) B	CANADA	11 Jan	22 Jan	
24 Dec 25	8 Jan(M) NY	ARABIA	18 Jan	29 Jan(1930)	
31 Dec 1 Jan	16 Jan(M) B	EUROPA	25 Jan	4 Feb	
7 Jan 8	23 do(M) NY	AFRICA	1 Feb	12 Feb	
14 Jan 15	4 Feb(M) B	AMERICA	8 Feb	20 Feb(1555)	
21 Jan 22	5 Feb(M) NY	ASIA	15 Feb	LP 27 Feb(0205)	
28 Jan 29	15 Feb(M) B	CANADA	22 Feb	4 Mar(0100)	
4 Feb 5	18 Feb(M) NY	ARABIA	29 Feb	LP 12 Mar(1825)	
11 Feb 12	24 Feb(M) B	EUROPA	7 Mar	19 Mar	
18 Feb 19	4 Mar(M) NY	AFRICA	14 Mar	LP 26 Mar	
25 Feb 26	13 Mar(M) B	AMERICA	21 Mar	1 Apr(1200)	
3 Mar 4	16 Mar(M) NY	ASIA	28 Mar	LP 8 Apr(1240)	
10 Mar 11	25 Mar(M) B	CANADA	4 Apr	14 Apr(2210)	
17 Mar 18	30 Mar(M) NY	ARABIA	11 Apr	LP 22 Apr(late)	
24 Mar 25	9 Apr(M) B	NIAGARA	18 Apr	29 Apr(0735)	
31 Mar 1 Apr	12 Apr(M) NY	PERSIA	25 Apr	4 May(1730)	
7 Apr 8	23 Apr(M) B	AMERICA	2 May	14 May(1425)	
14 Apr 15	27 Apr(M) NY	AFRICA	9 May	19 May(1320)	
21 Apr 22	4 May(M) B	CANADA	16 May	27 May(1320)	
28 Apr 29	11 May(M) NY	ASIA	23 May	2 Jun(1700)	
5 May 6	17 May(M) B	EUROPA	30 May	9 Jun(2040)	

## 1860 (cont.)

PD LP QT	ARR NY or B	PACKET	PD NY or B	ARR QT or LP	NOTES
12 May 13	23 May(M) NY	PERSIA	6 Jun	15 Jun(0940)	
19 May 20	29 May(M) B	ARABIA	13 Jun	22 Jun(1930)	
26 May 27	8 Jun(M) NY	AFRICA	20 Jun	1 Jul(0725)	
2 Jun 3	15 Jun(M) B	NIAGARA	27 Jun	7 Jul(2320)	
9 Jun 10	21 Jun(M) NY	ASIA	4 Jul	14 Jul(1920)	
16 Jun 17	28 Jun(M) B	EUROPA	11 Jul	21 Jul	
23 Jun 24	5 Jul(M) NY	PERSIA	18 Jul	27 Jul(1230)	8½ days f. NY
30 Jun 1 Jul	12 Jul(M) B	ARABIA	25 Jul	3 Aug(1620)	
7 Jul 8	20 Jul(M) NY	AFRICA	1 Aug	11 Aug(1300)	
14 Jul 15	27 Jul(M) B	CANADA	8 Aug	20 Aug	note 1
21 Jul 22	2 Aug(M) NY	ASIA	15 Aug	25 Aug(1820)	
28 Jul 29	9 Aug(M) B	EUROPA	22 Aug	1 Sep(1750)	
4 Aug 5	15 Aug(M) NY	PERSIA	29 Aug	7 Sep(1000)	
11 Aug 12	22 Aug(M) B	ARABIA	5 Sep	14 Sep	
18 Aug 19	31 Aug(M) NY	AFRICA	12 Sep	23 Sep(1400)	LP
25 Aug 26	8 Sep(M) B	AMERICA	19 Sep	30 Sep(0310)	
1 Sep 2	13 Sep(M) NY	ASIA	26 Sep	6 Oct	
8 Sep 9	21 Sep(M) B	EUROPA	3 Oct	13 Oct(2100)	
15 Sep 16	27 Sep(M) NY	PERSIA	10 Oct	19 Oct(1845)	
22 Sep 23	5 Oct(M) B	CANADA	17 Oct	27 Oct(1635)	
29 Sep 30	12 Oct(M) NY	AFRICA	24 Oct	4 Nov(1320)	
6 Oct 7	17 Oct(M) B	ARABIA	31 Oct	11 Nov(0720)	
13 Oct 14	28 Oct(M) NY	ASIA	7 Nov	18 Nov(1945)	
20 Oct 21	4 Nov(M) B	EUROPA	14 Nov	25 Nov(1245)	
27 Oct 28	6 Nov(M) NY	PERSIA	21 Nov	1 Dec(1900)	
3 Nov 4	15 Nov(M) B	CANADA	28 Nov	9 Dec(0050)	
10 Nov 11	23 Nov(M) NY	AFRICA	5 Dec	16 Dec(2000)	
17 Nov 18	29 Nov(M) B	ARABIA	12 Dec	22 Dec(1630)	
24 Nov 25	7 Dec(M) NY	ASIA	19 Dec	1 Jan(0730)	
1 Dec 2	15 Dec(M) B	EUROPA	26 Dec	6 Jan(1440)	

## 1861

8 Dec 9	20 Dec(M) NY	PERSIA	2 Jan	12 Jan	
15 Dec 16	26 Dec(M) B	CANADA	9 Jan	20 Jan(2030)	
22 Dec 23	3 Jan(M) NY	AUSTRALASIAN	16 Jan	26 Jan(1530)	F/VP
29 Dec 30	13 Jan(M) B	AMERICA	23 Jan	4 Feb(1450)	
5 Jan 6	19 Jan(M) NY	ASIA	30 Jan	10 Feb(0615)	
12 Jan 13	26 Jan(M) B	NIAGARA	6 Feb	17 Feb(0500)	
19 Jan 20	1 Feb(M) NY	ARABIA	13 Feb	23 Feb(2000)	
26 Jan 27	10 Feb(M) B	CANADA	20 Feb	2 Mar(0400)	
2 Feb 3	17 Feb(M) NY	AFRICA	27 Feb	10 Mar(0415)	
9 Feb 10	13 Feb(M) B	AMERICA	6 Mar	16 Mar(2300)	
16 Feb 17	—	AUSTRALASIAN			note 2
	NY	ADRIATIC	13 Mar	23 Mar(0300)	note 3
23 Feb 24	11 Mar(M) B	NIAGARA	20 Mar	2 Apr(1720)	

1. CANADA was reported as leaving Halifax on 12 August — she may have sailed a day late from Boston.

2. AUSTRALASIAN had mechanical trouble and had to return to Queenstown on 3 March.

3. ADRIATIC of the Galway Line was under charter to the Cunard Company for this voyage (see *Chronicle* 9:61)

(To be continued)

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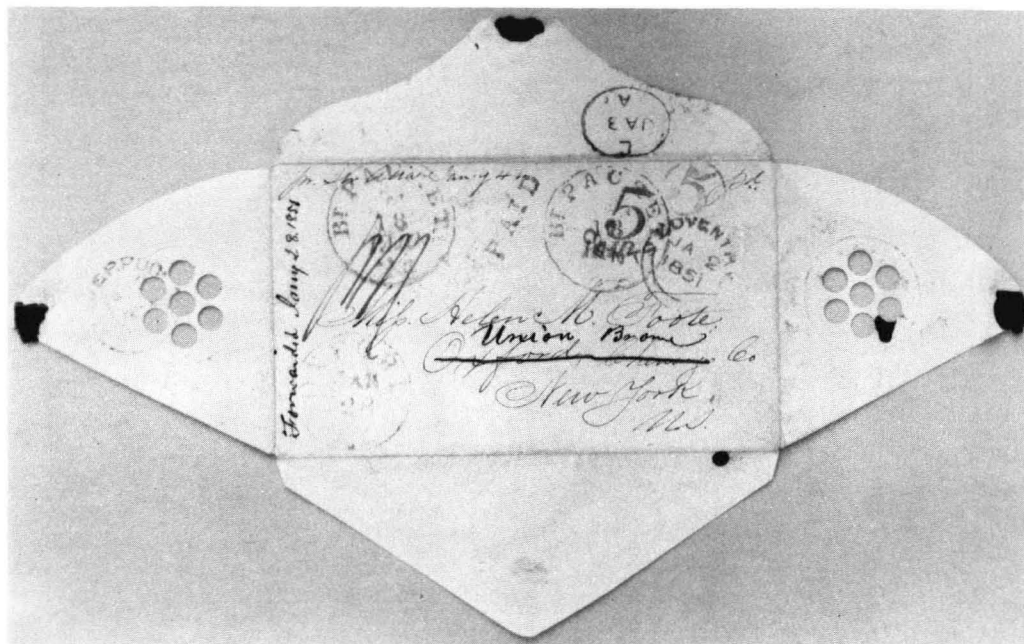
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**ANSWER TO PROBLEM COVER IN ISSUE NO. 117**



**Figure 1. Envelope from England with odd cut-out rosettes.**

Figure 1 shows the problem cover from the last issue. As previously written, it originated in Coventry, England, 2 Jan. 1851. The sender prepaid one shilling (the squiggles that resemble an "M") and the letter left England on a British packet from Liverpool, where the 5 cents credit marking was applied. The markings applied in N.Y. show 24¢ paid. Thus the letter was fully prepaid to Oxford in Chenango County. From there it was forwarded to Union in Boone County, receiving the Oxford c.d.s. at lower left and (due) "5" marking at upper right. A simple, but colorful cover rate-wise; but what about the holes in the flaps? This is an unusual item, somewhat similar to the patented "Leeds" envelope which had an open latticework at the front through which the stamp underneath could be cancelled. According to Dick Corwin, a machine for cutting such envelopes was patented in 1845 by Warren de la Rue, of the printing firm, and Edwin Hill, brother of Rowland Hill. The same pair invented an envelope-folding machine, which was shown at the 1851 Exhibition. At this writing we have no positive answer to the reason for the cut-outs, but Cal Hahn, Joanne Haag, and your Editor have come up with a list of possibilities which readers can comment on for the next issue.

1. This is a ladies' envelope and scented paper was used inside.
2. That the holes were for fumigation to make cutting unnecessary.
3. The holes permitted perusal proving the enclosure was inside.
4. The holes permitted inspection of contents by the Post Office obviating destruction of the seal.
5. There was tampering with the mails during this period and the holes were a safety measure.

**PROBLEM COVERS FOR THIS ISSUE**

George Hargest has died, and an obituary appears elsewhere. His letters of the past three years, written in a shaky hand, showed a keen and continuing interest in mails to and from the

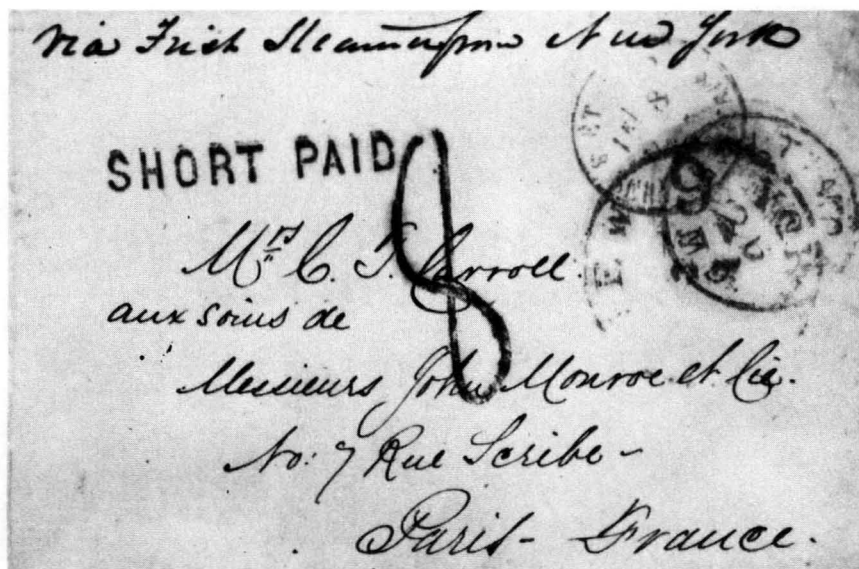


U.S., and your Editor is fortunate to have obtained a number of colorful and interesting varied inbound covers, many with adhesives, from George's collection. If there is interest, some of these will be shown in future issues. The rates are difficult to comprehend, as little has been written on the subject of inbound covers. Salles is one source, but only for letters handled by the French maritime system.



**Figure 2. Cover to France in 1864 with boxed SHORT PAID marking.**

Member Ray Carlin has been good in responding to our request in the last issue for transatlantic covers, and Figures 2 and 3 show two items with "SHORT PAID" markings. Note that they differ, although both went through New York. The letter with the "6" in the N.Y. marking is backstamped Strasbourg 16 Mar. '64. All markings are in black except the P.O. of origin and the Calais transit marking. The other letter with "9" in the N.Y. marking has the French transit marking in blue and all other markings in black including the same unboxed "SHORT PAID" on the back, and is undated.



**Figure 3. Another cover to France, with a different style of SHORT PAID.**

Will readers please send comments within two weeks of receiving the *Chronicle* or else their answers will be in the following issue. New problem covers are always appreciated, with full-sized glossy black and white photos.

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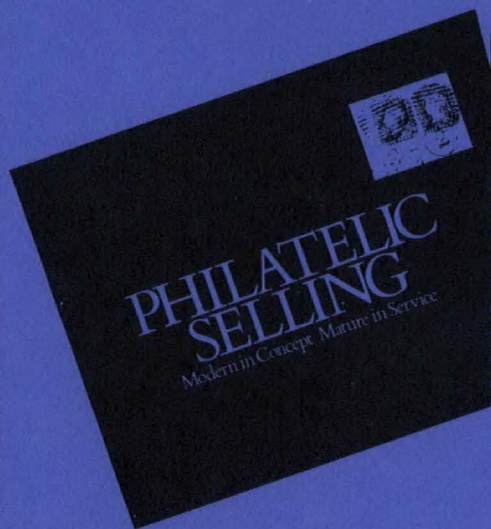
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