

November 1978 (No. 100)

THE CHRONICLE

The  
Chronicle  
of the U.S. Classic Postal Issues

November 1978    Volume 30, No. 4    Whole No. 100

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# The Chronicle

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## THE EDITOR'S PAGE

The only new author in this issue is Leon Hyzen, writing about a cover with the desirable "Supplementary Mail" marking. Some new subjects, however, are addressed. In the Foreign Mails section Charles J. Starnes has outlined and illustrated mails to India in the classic period with authority and clarity. Some sidelights on Indian mails are discussed in the Cover Corner, too. Dale R. Pulver's fine report on military mails during the Mexican War is concluded, as is the informative article on freight money covers by Charless Hahn.

Jeremy Wilson and John Kohlhepp discuss the 1882 10¢ re-engraved—somewhat a stepchild of collectors. Philip T. Wall's valuable series on the 5¢ New York continues with an account of uses from outside New York City.

The usual fine contributions by section editors include an update on military markings by David T. Beals III, Creighton C. Hart's final report on New York postmarks, further information on the *Electric Spark* affair from Richard B. Graham, an article on the 10¢ rate to the Orient by Michael Laurence, and Walter Hubbard's introduction to North German Lloyd service and sailings. The Sailing Lists themselves have been crowded out until February.

This is Issue No. 100—a milestone perhaps worthy of some comment. Unlike most centenarians, the *Chronicle* has not attained this venerable state by abstinence from tobacco and alcohol, or conversely by their regular use, or even by the steady consumption of yogurt. Rather the *Chronicle's* longevity can be credited to the backing of an active Society with a loyal and stimulating membership, the dedication of section editors and contributors alike, and the leadership of some distinguished editors. To represent all, the names of these last are appropriately recalled: Tracy W. Simpson, George E. Hargest, Richard B. Graham, Robert L. D. Davidson, and Edwin A. Christ.

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## GUEST PRIVILEGE

### FREIGHT MONEY COVERS THE PRIVATE SAILING PACKET AND STEAMSHIP LETTER CHARGES AND MARKINGS OF THE LATE 1830S AND EARLY 1840S

CHARLESS HAHN

(Continued from *Chronicle* 99:165)

All of the other cities in the United States, with one exception, had methods of indicating freight money paid separately on the cover in their own particular ways. For instance, Auburn, New York, indicated it very clearly by delineating it as shown on the illustrated cover (Figure 10). I have another cover from Auburn which has many scratched out rate markings from England due to redirection which is not as clear as this, but I believe shows the freight money charge under it all. A steamship is specified.

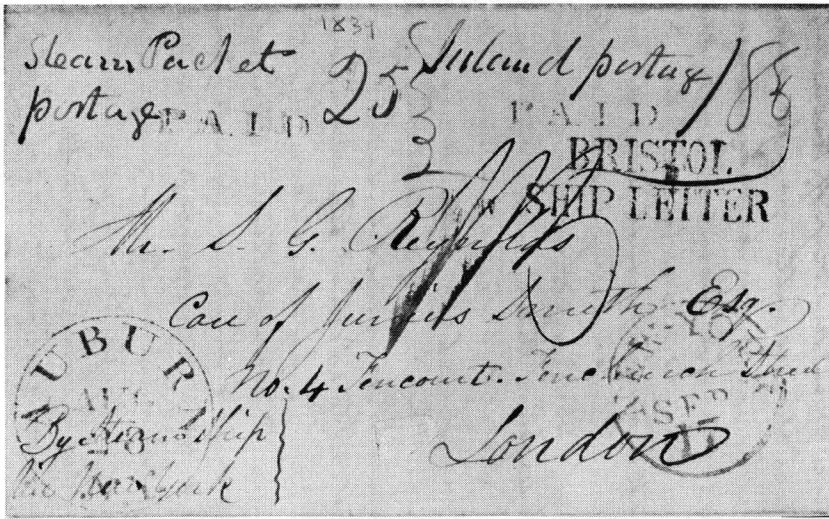


Figure 10. Here is a freight money cover from Auburn, N. Y., where the postmaster laid it all out, indicating the steam packet "postage" and the inland postage on the two sides of the top of the letter. The BRISTOL SHIP LETTER and the British postage are also on the front of this particularly attractive cover.

Richmond, Virginia, was another city which marked its covers for 20th century philatelists very clearly. In the two illustrations shown (Figures 11 & 12), one is a steamship letter which shows a single 18¢ postage on the face of the letter, with handstamped PAID, while on the back of the letter is another handstamped PAID and a handstamped STEAM and a manuscript 25. The handstamps are in red. A sailing ship letter shows an 18¢ manuscript with a handstamped PAID in blue while on the back of the letter is a PAID SHIP, also in blue, and a 12¢ manuscript. I have not seen enough covers to determine whether the use of blue for the sailing ship and red for the steamer was Richmond's universal practice, though all five I have seen carry it out.

New Orleans merely handstamped PAID and double rated each cover, one rating for the internal postage and the other rating for the steamer or sailing ship freight money. On the 50 & 50 cover illustrated (Figure 13), it is manuscript endorsed, "To be forwarded by first Liverpool Steamer". It went by a Bristol steamer, but I assume it was good enough for the sender. On the January 14, 1848, cover pictured (Figure 14), the sailing packet freight money is shown in manuscript at 12¢ while the postage, which by that time had dropped to 10¢, is handstamped on the cover.

Baltimore also double rated its covers and in manuscript added the word "ship" as shown in the illustrations. (Figures 15 & 16).



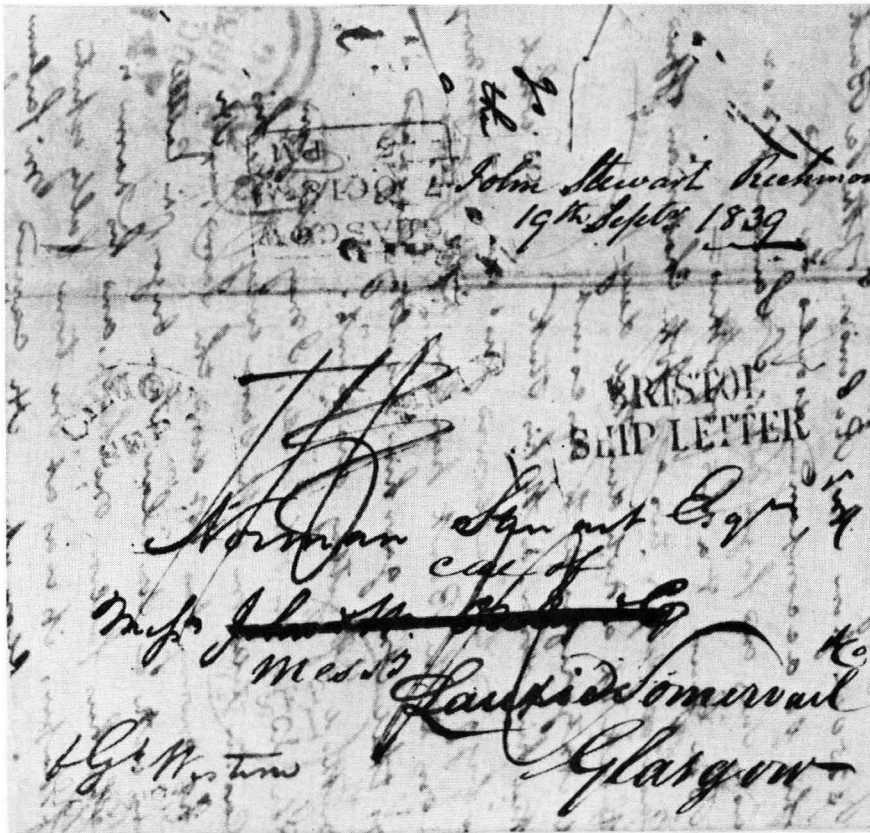


Figure 11. Richmond freight money markings were invariably put on the reverse of the cover, with STEAM marking in red together with a PAID with the amount. The U.S. postage was noted on the front of the cover also with a PAID marking. This cover has a BRISTOL SHIP LETTER and two British rating marks owing to redirection.

Charleston, South Carolina, provides the most beautiful double handstamp of any city. In the illustrated example (Figure 17) the 25¢ postage inland to New York and the 25¢ freight money for the *President* are each handstamped, one in each corner. The cover also presents other pleasant postmarks such as the "MISSENT TO GLASGOW" the "TOO LATE," possibly from New York, and the ubiquitous "LIVERPOOL SHIP LETTER" on the back.

The most commonly found rating is from Philadelphia and is undoubtedly the most difficult to interpret because the Philadelphia markings are always combined into a single charge. The letter of September 12 illustrated (Figure 18) is a single letter by a sailing ship which combines a 12½¢ internal postage charge and a 12½¢ sailing packet charge at 25. The \$1.00 rate (Figure 19) is a quadruple sailing ship charge with a 50¢ internal postage charge and a 50¢ sailing packet freight money charge. The 37½¢ charge is for a single letter, the 12½¢ internal postage to New York plus the 25¢ freight money charge on the steamer *Liverpool* (Figure 20).

I have appended to this article a list of freight money covers known to me with their dates and ratings, and I have listed them separately chronologically by steamship and by sailing ship. I should be happy if anyone who has freight money covers would either send me the information from them or office photocopies; or, if there is a doubt, send me the covers themselves and I will be responsible for the return registration & postage in order to build up as complete as possible a record of freight money covers existing in collections today. The editor of this magazine and another magazine (in Great Britain) will be happy to make this record publicly available when we have more information than we have today.

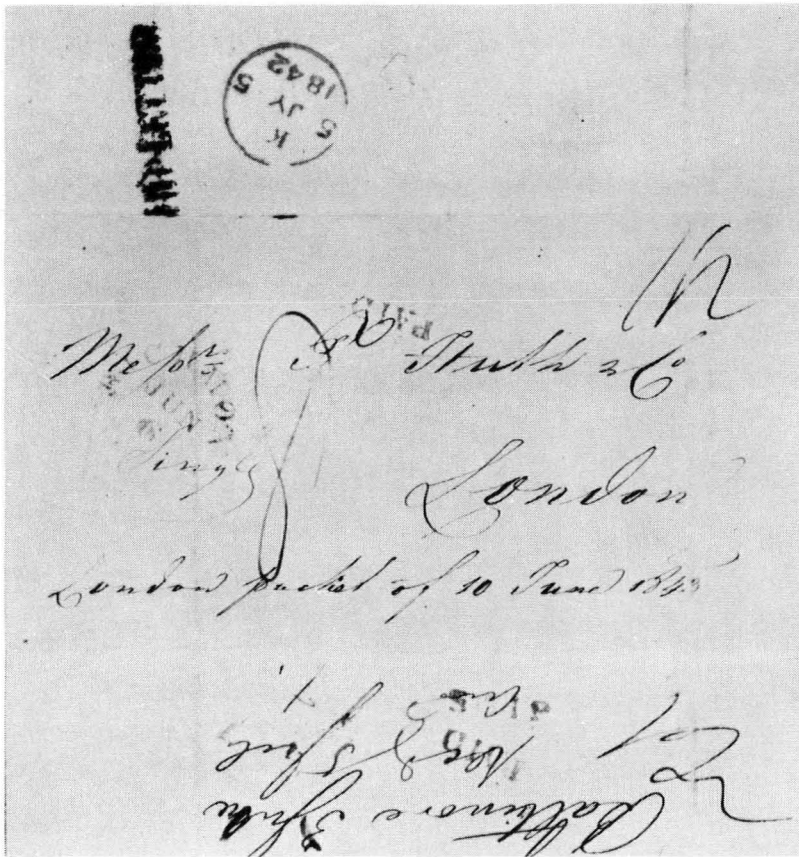


Figure 12. Here is an opened out cover from Richmond showing the sailing packet freight money marked on the back flap at 12½¢, although the ½¢ marking is more imaginary than real, as was the custom. As far as I can determine the sailing packet charge was always marked in blue at Richmond. This cover entered the British post in London and received a Ship Letter marking there, and falls under the 8d rate of the Uniform Act.

In summary, the earliest rated freight money cover which I have seen is dated November 11, 1838. The latest rated cover I have seen is the extremely late letter of Jan. 14, 1848, from New Orleans.

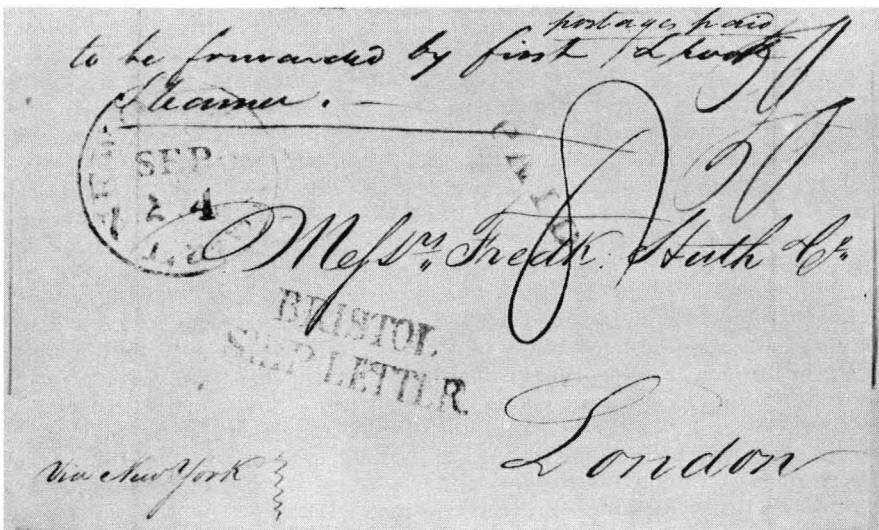


Figure 13. Here is a New Orleans double steamer letter showing 50¢ freight money and 50¢ postage plus 8d charged by Great Britain under the Uniform Act. BRISTOL SHIP LETTER on the front.

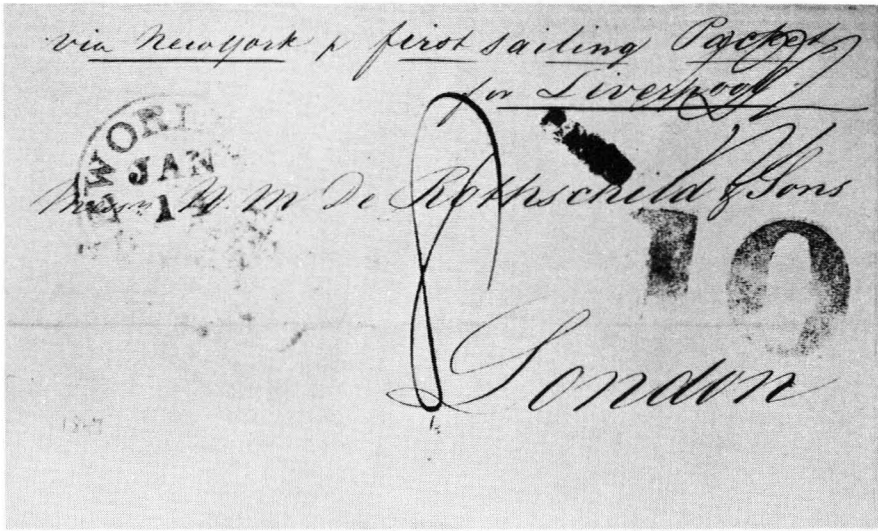


Figure 14. A later New Orleans letter of 1848 showing freight money of 12½¢ for a sailing vessel and postage of only 10¢ under the rates of that year. British postage still 8d for an incoming ship letter.

Documentation as to the end of freight money period is difficult to obtain. The practice was permitted in the United States at least until late 1847 as far as the steamships were concerned for a letter quoted by Reussille from Robert H. Morris, postmaster at New York, to the postmaster at Baltimore dated August 17, 1847, states that a letter by the steamer *Sarah Sands* "must pay 25 cents for every half ounce, in addition to U.S. inland postage." This practice was discontinued officially after the first U.S. owned and subsidized mail steamship had completed her first round trip (which began in New York June 2, 1847), no doubt to attract mails to this means of transatlantic conveyance rather than the British mail subsidized Cunarders. However, as the sailing ship letter of 1848 shows, that form of freight money conveyance was apparently allowed to continue until it died a natural death because of the competition of the U.S. subsidized steamships.

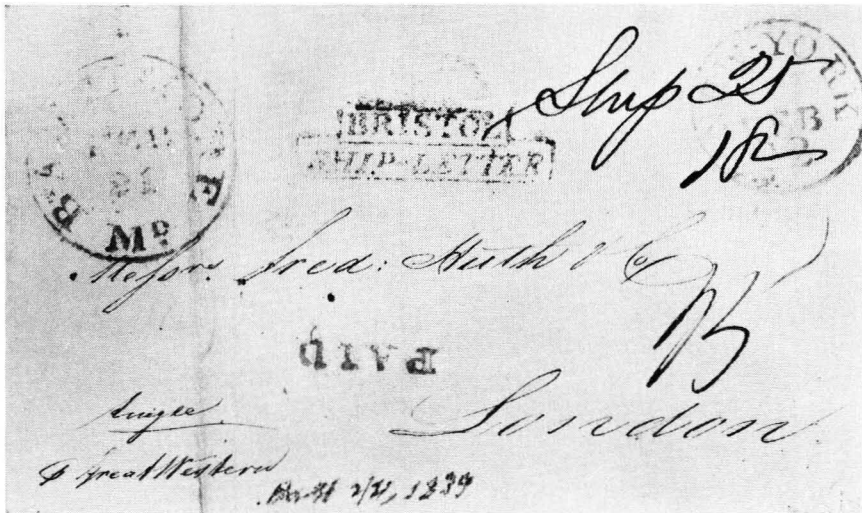


Figure 15. Baltimore marked the freight money clearly but didn't distinguish between ship and steam so the charge must reveal it. Here is a steamer letter with freight money at 25¢ and U.S. postage of 18¼¢. British postage 1/5 (before Uniform Act) and stepped BRISTOL SHIP LETTER.

## STEAMERS

<i>Date &amp; City of Postmark</i>	<i>Rated</i>	<i>Remarks</i>
8/10 1838, Havana, Cuba	No rating.	Via NY fwdr, Heckschers Coster & Matfeld (Dated 12/5/38) p. SS LIVERPOOL. Fig. 9a & 9b.
12/5 1838, Philadelphia	Single, combined 37½.	Steamer LIVERPOOL.
12/5 1838, Philadelphia	Single, combined 37½.	P. LIVERPOOL, MV ret. from NY. Fig. 20.
2/21 1839, Baltimore	Single, 25 & 18¾.	P. GREAT WESTERN, 6th RV from N.Y. Fig. 15.
2/23 1839, Philadelphia	Single, combined 37½.	P. GREAT WESTERN, as above.
3/8 1839, Philadelphia	Double, combined 75.	P. LIVERPOOL, 2nd RV.
4/9 1839, Philadelphia	Single, combined 37½.	BRISTOL QUEEN.
4/20 1839, Philadelphia	Single, combined 37½.	P. GREAT WESTERN, 7th RV.
4/21 1839, Philadelphia	Double, combined 75.	As above.
4/22 1839, Baltimore	Triple, 75 & 56¼.	As above.
8/21 1839, Richmond	Single, 25 & 18¾.	P. LIVERPOOL, 5th RV.
8/23 1839, Philadelphia	Single, combined 37½.	As above.
8/28 1839, Auburn, N.Y.	Single, 25 & 18¾.	Steamship. Fig. 10.
9/19 1839, Richmond	Single, 25 & 18¾.	P. GREAT WESTERN, 10th RV. Fig. 11.
9/28 1839, Baltimore	Quadruple, 1.00 & 75.	BRITISH QUEEN, MV ret.
9/30 1839, Baltimore	Single, 25 & 18¾.	As above.
11/15 1839, Philadelphia	Single, combined 37½.	P. GREAT WESTERN, 11th RV.
12/13 1839, Philadelphia	Quad., combined 1.50	P. LIVERPOOL, last V. for 1st owners.
1/28 1840, Prescott, U.C.	Single, 25 & 18¾, no Can. (OHMS).	P. BRITISH QUEEN.
2/5 1840, New Orleans	Double, 50 & 50	P. GREAT WESTERN.
3/18 1840, Philadelphia	Single, combined 37½.	P. GREAT WESTERN.
3/30 1840, Baltimore	Triple, 75 & 56¼.	P. BRITISH QUEEN, 4th RV.
4/15 1840, Baltimore	Double, 50 & 37½.	GREAT WESTERN.
4/30 1840, Philadelphia	Single, combined 37½.	GREAT WESTERN.
6/30 1840, Philadelphia	Single, combined 37½.	P. GREAT WESTERN.
6/30 1840, Philadelphia	Double, combined 75.	As above.
6/30 1840, Philadelphia	Single, combined 37½.	As above.
7/31 1840, Philadelphia	Single, combined 37½.	P. BRITISH QUEEN, 6th RV.
8/15 1840, Baltimore	Single, 25 & 18¾.	P. GREAT WESTERN.
8/27 1840, Charleston	Single, 25 & 25, both hdstp.	PRESIDENT. Fig. 17.

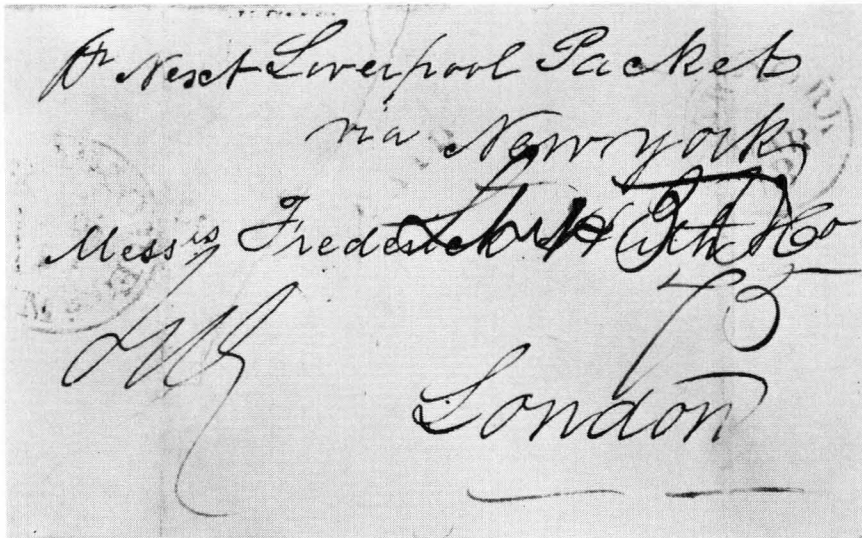


Figure 16. Here is a Baltimore sailing packet cover, a quadruple rate, showing the freight money at 50¢ and postage at 75¢. Note, once again, that a ship is a ship to the Baltimore postmaster whether it is a sailing vessel or a steamship.





## SAILING SHIPS

<i>Date &amp; City of Postmark</i>	<i>Rated</i>	<i>Remarks</i>
8/7 1837, Philadelphia	Double, combined 50.	Fig. 18.
9/12 1838, Philadelphia	Single, combined 25.	P. Havre Line Packet.
11/30 1838, Philadelphia	Single, combined 25.	
12/31 1838, Philadelphia	Quad., combined 1.00.	
1/7 1839, Loughboro, U.C.	Single, 12½ & 18¾, Can. 4½d.	Via NY. Fig. 7.
2/16 1839, Baltimore	Quadruple, 50 & 75.	
2/18 1839, Philadelphia	Single, combined 25.	P. SOUTH AMERICA.
2/20 1839, Guelph, U.C.	Single, 12½ & 25, Can. 7d.	
3/17 1839, Baltimore	Quadruple, 50 & 75.	Fig. 16.
3/30 1839, Baltimore	Triple, 37½ & 56¼.	
3/31 1839, Baltimore	Quadruple, 50 & 75.	
4/6 1839, Philadelphia	Single, combined 25.	P. INDEPENDENCE, Fwd from L'pool to Widderminster.
4/12 1839, Guelph, U.C.	Single, 12½ & 25, Can. 7d.	Fig. 8.
4/22 1839, Hamilton, U.C.	Single, 12½ & 25, Can. 4½d.	Via NY.
8/25 1839, Philadelphia	Quad., combined 1.00.	
8/25 1839, Philadelphia	Quad., combined 1.00.	
9/22 1839, Baltimore	Quadruple, 50 & 75.	
12/23 1839, Baltimore	Double, 25 & 37½.	P. next Liverpool pkt from NY.
1/1 1840, Hamilton, U.C.	Single, 12½ & 25, Can. 4½d.	Via NY.
1/10 1840, Philadelphia	Quad., combined 1.00.	P. COLUMBUS. Fig. 19.
1/11 1840, Baltimore	Quadruple, 50 & 75.	
2/6 1840, Baltimore	Triple, 37½ & 56¼.	
2/24 1840, Philadelphia	Triple, comb. 75¢.	P. GARRICK (Dramatic Line).
3/9 1840, Philadelphia	Double, combined 50.	P. CHAMPLAIN.
4/26 1840, Baltimore	Double, 25 & 37½.	Via New York.
5/17 1840, Baltimore	Single, 12½ & 18¾.	P. London pkt 20th May.
6/12 1840, Philadelphia	Single, combined 25.	
1/23 1841, Baltimore	Single, 12½ & 18¾.	P. SHERIDAN pkt. 25th Jan., NY-Lpl.
2/7 1841, Philadelphia	Double, combined 50.	
4/18 1841, Philadelphia	Single, combined 25.	COLUMBUS via Lpl.
4/31 1841, Philadelphia	Double, combined 50.	Pkt 26th May from NY.

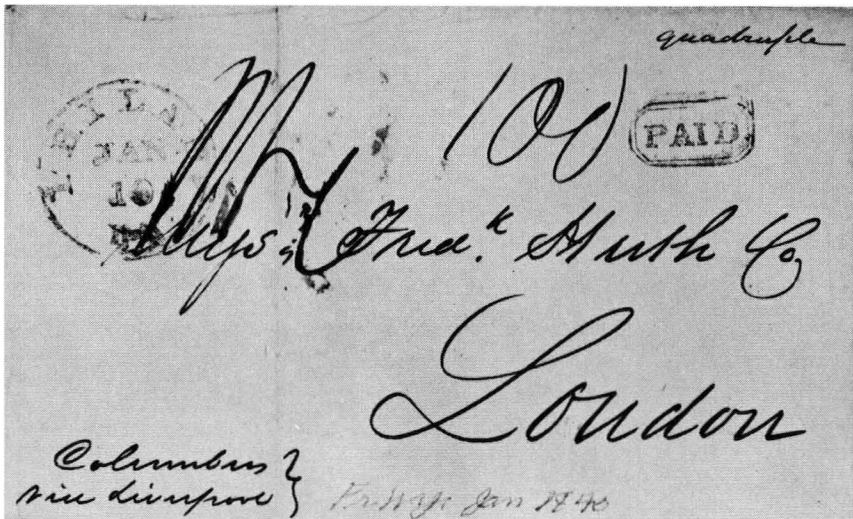


Figure 19. Philadelphia marking shows quadruple sailing packet freight money and U.S. postage combined into \$1.00 rating marked PAID.

<i>Date &amp; City of Postmark</i>	<i>Rated</i>	<i>Remarks</i>
3/30 1842, Baltimore	Double, 25 & 37½.	P. London pkt 1st April.
4/22 1842, Richmond	Single, 12½ & 25.	Duplicate noted sent by GREAT WESTERN.
4/27 1842, Richmond	Single, 12½ & 25.	P. London pkt 1st May.
6/6 1842, Richmond	Single, 12½ & 18¾.	London pkt 10th June. Fig. 12.
7/15 1842, Richmond	Single, 12½ & 18¾.	1st sailing pkt NY-Lpl.
3/3 1843, Baltimore	Double, 25 & 37½.	
3/11 1843, Philadelphia	Triple, combined 75.	P. SHEFFIELD.
7/10 1843, Baltimore	Double, 25 & 37½.	
3/9 1844, Baltimore	Double, 25 & 37½.	Lpl. pkt 11th March from NY.
6/6 1844, New Orleans	Single, 12½ & 25.	
7/6 1844, Richmond	Single, 12½ & 18¾.	P. pkt from NY.
10/29 1844, Baltimore	Single, 12½ & 18¾.	
1/8 1845, Baltimore	Double, 25 & 37½.	
1/14 1848, New Orleans	Single, 12½ & 10.	1st sailing pkt. Via NY. Fig. 14.



Figure 20. Here is a Philadelphia steam freight money cover with 25¢ for the steamer "Liverpool" combined with 12½¢ U.S. postage in a single rating, stamped PAID. British incoming ship letter rate of 8d on face.

**NEW YORK POSTMASTER'S PROVISIONALS INITIALED "ACM"  
USED ON COVERS ADDRESSED TO NEW YORK CITY  
PHILIP T. WALL**

The 1978 edition of *Scott's Specialized Catalog of United States Stamps* states that the New York Postmaster's Provisional is known used from Albany, Baltimore, Boston, Charleston, S. C., Elizabethtown, N. J., New Hamburg, N. Y., Philadelphia, Sing Sing, N. Y., and Washington, D. C.

Various philatelic writers in the past have reported uses from Jersey City, N. J., Providence, R. I., Hamilton, Canada, Alexandria, D. C., and Oswego, N. Y. One expert committee has issued a certificate that would seem to indicate it was certifying a use from Richmond, Virginia.

My research has failed to uncover any evidence of covers on which this stamp was used from either Elizabethtown, N. J., or Alexandria, D. C., to New York City.

In my opinion, the only conclusively proven uses are from Albany, Boston, Hamilton, Canada, Jersey City, New Hamburg, Philadelphia, Sing Sing, and Washington, D. C. The Baltimore listing should not be included because the only two recorded covers bearing copies of 9X1 are in fact route agents' markings of agents for the Baltimore Railroad. The Charleston listing is at best doubtful, and the Oswego, Providence, and Richmond items should not have been included in such a listing. These uses will be covered in the order mentioned above, and

in conclusion I shall discuss three covers purported to be drop letter covers, each of which is a fake.

#### ALBANY

1. Four margin single, position 1, tied by two strikes of curved red PAID (the cover has one additional strike of this same marking) plus red "5" in upper right corner and postmarked "Albany Nov 15 [1845] N.Y." and is addressed to "Mr. M. Gleeson, 4 Platt Street, New York." This cover was Lot 97 in the Caspary sale held by H. R. Harmer, Inc., November 15, 1955, and sold for \$1,400 (Figure 1).

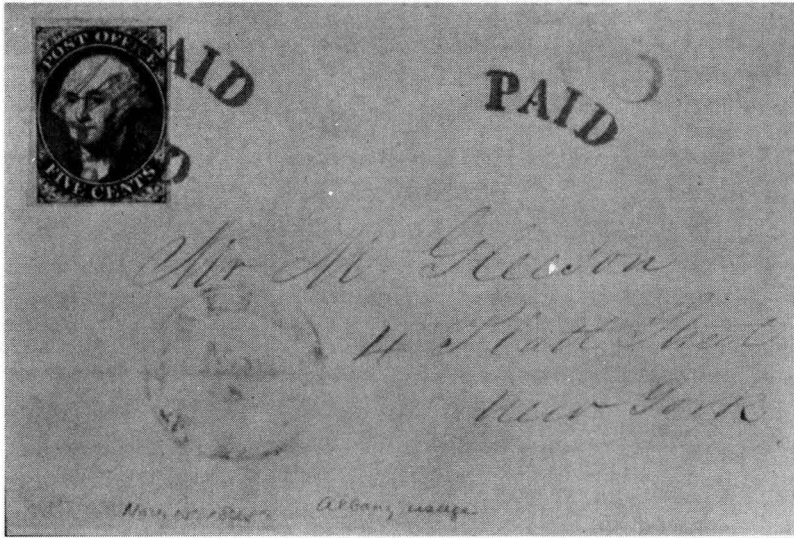


Figure 1. New York 5¢ used from Albany on Nov. 15, 1845.

2. Pair, apparently with four margins, positions 4 and 5, tied by several horizontal blue pen strokes. This cover has one strike of the curved red PAID and in the upper right corner is a strike of the number "10." It is postmarked "Albany Nov 11 [1845] N.Y." and is addressed to "Mr. M. Gleeson, 4 Platt Street, New York." This cover was in the Emerson and Consul Klep collections and was Lot 4 in the Krug sale held by Robert A. Siegel May 21, 1958, and realized \$600.

#### BOSTON

There are more recorded uses of 9X1 to New York City from Boston than from any other city. The largest collection of the 5¢ New York ever formed (over 850 copies) was assembled by Henry G. Lapham of Boston. Charles J. Phillips, writing in *Mekeel's Weekly Stamp News* on April 23, 1928, reported that Lapham had exhibited his collection at the Collectors Club of New York on April 4 of that year and that he showed "three covers with strips of four [of the 5¢ New York], two of which were used from Boston to New York." I have no other record of these covers, and they were not specifically mentioned in the writeup of his collection when he exhibited his provisionals at Tipex in New York City in 1936.

Many of these items are addressed to the shipping firm of Howland and Aspinwall. For some reason, the name of the addressee has been cut out of several of these covers; in some instances it has been replaced. Many of these items are only parts of covers, and, in some cases, should probably more accurately be described as being on piece rather than as covers.

1. Four margin strip of 3, positions 6, 7, 8 on part of cover front, with horizontal crease across all three stamps. The middle stamp is tied by red "Boston Mar 1 Mass." The cover front has a curved red PAID and manuscript "15." This item was Lot 98 in the Caspary sale by Harmer and sold for \$625. It last sold for \$775 as Lot 11 in the Siegel sale of February 24, 1965.

2. Strip of three, cut into at left top and right, positions 3, 4, 5, tied by curved



red PAID(s). This is postmarked "Boston Feb 20 Mass" and has a manuscript "15" in upper right and manuscript "Paid" at lower left. Part of the address has been removed and then replaced. This reads "Howland and Aspinwall, New York."

3. Four margin horizontal pair, positions 23 and 24 (left stamp close at top), tied to small cover by curved red PAID. The left stamp has a faint crease and the pair is in the upper left corner perpendicular to the cover. The postmark reads "Boston Apr 7 10 cts." There is a manuscript "Postpaid" in the lower left corner. The name of the addressee has been cut out but cover shows it was sent to "New York." This cover was Lot 100 in the Caspary sale and sold for \$420.

4. Four margin horizontal pair, positions 22 and 23, both stamps tied by red Boston postmark "Boston Jan 31 Mass." This cover has a straight line red PAID (Boston marking) at upper right and a manuscript marking that is probably meant to be "10." In the lower left is a black manuscript "U. S. Mail Paid" on two lines. The cover is addressed to "Messrs. Howland and Aspinwall, New York." This item has Philatelic Foundation Certificate 42,433 and is both ex Emerson and ex Caspary where as Lot 99 it sold for \$410. This cover was Lot 31 in the Siegel sale of November 19, 1964, where it realized \$900. In 1976 it sold privately for \$3,000 (Figure 2).

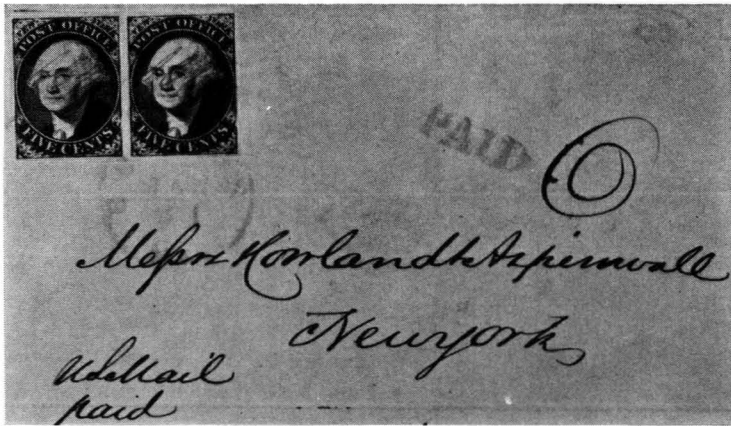


Figure 2. Pair of New York 5¢ paying double rate from Boston to New York.

5. Vertical pair, upper left corner (the top stamp is cut into at bottom right). The postmark is smudgy but apparently reads "Boston Apr 13 Mass." The name of the addressee has been cut out. The only record I have of this item is that it was Lot 5 in the Irwin Heiman Sale (Col. Green Part XXIV) held January 8, 1946, at which time it realized \$170.

6. Horizontal pair, upper left corner of cover, manuscript "Postpaid" in lower left corner. It is postmarked "Boston 23 Dec" and the name of the addressee is cut out. This item is reported to be ex Seybold. PFC 7,939 found these stamps were not used on this cover.

7. I have seen an auction catalog clipping described as Lot 56 which is either a folded letter or part of a cover front with a horizontal pair, apparently tied by a circular grid and with a manuscript "Paid" in the upper right and postmarked "Boston 11 Nov 10 cts." No other information is available on this item.

8. Four margin single, position 9, in upper left corner tied by two black pen strokes that form a rough "x". This cover has a light postmark "Boston Oct 24 Mass", magenta manuscript "5" in upper right corner, and a strike of the curved red PAID. In lower left is black manuscript "U. S. M." and "Paid" which has been crossed out. This folded letter is addressed to "Howland and Aspinwall, New York, N.Y." and has PFC 42,443. This cover sold privately for \$1,500 in 1976 (Figure 3).

9. Four margin single, position 29, black pen cancelled and not tied on folded letter with indistinct red postmark. This cover has the curved red PAID and manuscript "5" in upper right corner and black manuscript "U.S. Mail" and



"Paid" in lower left corner. The cover is addressed to "Howland & Aspinwall, New York, N.Y." and as Lot 10 in the Siegel sale held October 19, 1976, it sold for \$1,650 to a New York dealer.

10. Four margin single with a scuff at upper right, position 2, tied by black pen cancel and faint red postmark "Boston Oct 18 [1845] Mass." This folded letter is addressed to "Wm. A. Sale, Jr., Esq., New York" and has a curved red PAID, a manuscript "5" near the upper right corner and a manuscript "U. S. Mail Paid" on two lines at lower left. This item is ex Hind and sold for \$480 as Lot 17 in the Daniel F. Kelleher, Inc., sale of October 4, 1974. It has PFC 47,004.

11. Four margin single, position 30, cancelled by two black pen strokes and barely tied to cover by light postmark "Boston 11 Apr [1846] 5 cts." The cover has a straight line red PAID plus a manuscript "Paid" in upper left corner. The stamp has a light crease from a fold in the cover which is addressed "Messrs. Platt & Brothers, Maiden Lane, New York." This cover realized \$750 as Lot 47 in the Kelleher sale of October 4, 1974. It has PFC 18,773.

12. Four margin single (close at lower right), position 21, placed upside down in upper left corner and tied by messy red crayon. The postmark reads "Boston 26 Jul 5 cts." The cover is addressed "Messrs. Howland and Aspinwall [cut out and replaced] New York." It last sold for \$900 as Lot 7 in the Sotheby Parke Bernet sale held November 21, 1977. This cover has PFC 22,939.

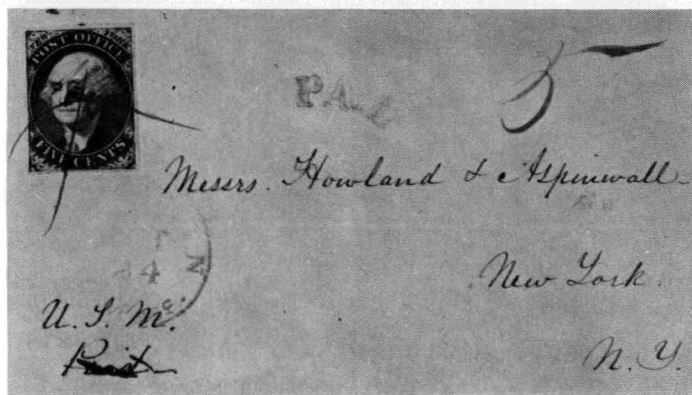


Figure 3. Single 5c New York used from Boston to New York.

13. Four margin single, position 14, tied by beautiful strike of square red grid. This cover has a curved red PAID and light "Boston 7 Mar 5 cts." The name of the addressee has been cut out but it apparently was Howland and Aspinwall in New York. This cover was Lot 23 in the sale of the Moody Collection by Harmer on October 23, 1950 and realized \$170 at that time.

14. Single with apparently four margins in upper left corner, cancelled with an almost perfect "X" in manuscript and tied by light postmark "Boston Nov 8 Mass(?)." This cover has a curved red PAID and manuscript "5." The only record I have shows that it sold for \$90 as Lot 15 in the October 30, 1939, sale held by Harmer, Rooke, Ltd., when the Stephen D. Brown collection was sold.

15. Four margin single in upper left corner placed sideways on cover, cancelled but not tied and has light postmark "Boston 18 Mar 5 cts." This cover is addressed to "Messrs. Howland & Aspinwall, New York," and sold for \$120 as Lot 3 in the Harmer sale held November 13, 1962.

16. Single on small part of cover front tied by indistinct Boston postmark. The piece also has a curved red PAID and manuscript "5." PFC 32,471 says this item is genuine. No other definite information is available, but this item may have been Lot 6 in the Sotheby Parke Bernet sale of November 21, 1977. If this is correct, it realized \$600 at that time.

(To be continued)

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**THE PRESTAMP AND  
STAMPLESS PERIOD**  
KENNETH R. DE LISLE, Editor

**HANDLING THE U. S. MILITARY MAILS DURING THE WAR  
WITH MEXICO: 1846-48**  
DALE R. PULVER

(Continued from *Chronicle* 99:175)

**INTRODUCTION**

In this final installment we turn our attention to the military mail which passed through the Mexican port of Veracruz following the invasion of central Mexico in the spring of 1847. Also, we shall discuss the military operations in California.

**HISTORICAL NOTES**

As early as the fall of 1846 military experts in Washington realized that the thrust from the north would not suffice to force the Mexican government to capitulate to the territorial demands being made of them. To continue the attack southward would stretch the supply lines beyond reason and expose General Taylor's army to encirclement. Thus, President Polk ordered a plan for penetrating the country from the east coast with the object of capturing the Mexican capital. Gen. Winfield Scott was selected to command the operation and undertook elaborate preparations during the winter of 1846-47.

For this ambitious endeavor Scott assembled an army of nearly 10,000 troops at Lobos Island, a sandbar lying seven miles off the Mexican mainland southeast of Tampico. From this staging area he moved his forces by ship to Veracruz and on March 9th, 1847, 4,000 soldiers were landed on a beach south of the city in what is considered the U. S. Army's first amphibious military operation. Realizing that frontal attack on the heavily fortified port would involve excessive losses, Scott chose instead to lay siege to the city. He positioned his men and artillery in a seven-mile arc encircling the western approaches and completely cut communications with the interior. Following a heavy bombardment, the authorities in Veracruz finally surrendered on March 29th. Scott then disarmed and released the Mexican forces and immediately organized for the march on Mexico City, which lay 200 miles to the west beyond a lofty range of mountains.

He wasted no time in dispatching advance units toward Jalapa since he was anxious to reach higher elevations and avoid any possible outbreak of yellow fever amongst his troops. After a four-day march the Americans halted below a village called Cerro Gordo when it was learned that the Mexican General Santa Anna, in command of some 11,000 troops, had thrown up a strong defensive position there. A fierce battle followed on April 17 and 18 but the Americans out-maneuvered Santa Anna's forces and routed them completely.

Scott pressed onward, occupied Jalapa, and by May 15th was in possession of Puebla, having experienced only scattered resistance along the way. For the next ten weeks Gen. Scott remained in Puebla, reinforcing and retraining his army. On August 7th the Americans began marching toward their final objective. Scott's army, now 14,000 strong and grouped into four divisions (commanded by Generals Worth, Pillow, Twiggs, and Quitman), would soon face its severest test. In those days the population of the city of Mexico was about 200,000 and Santa Anna was determined to thwart any attempted occupation. For this purpose he had managed to assemble a defensive force three times larger than the American army and had the distinct advantage of fixed fortifications.

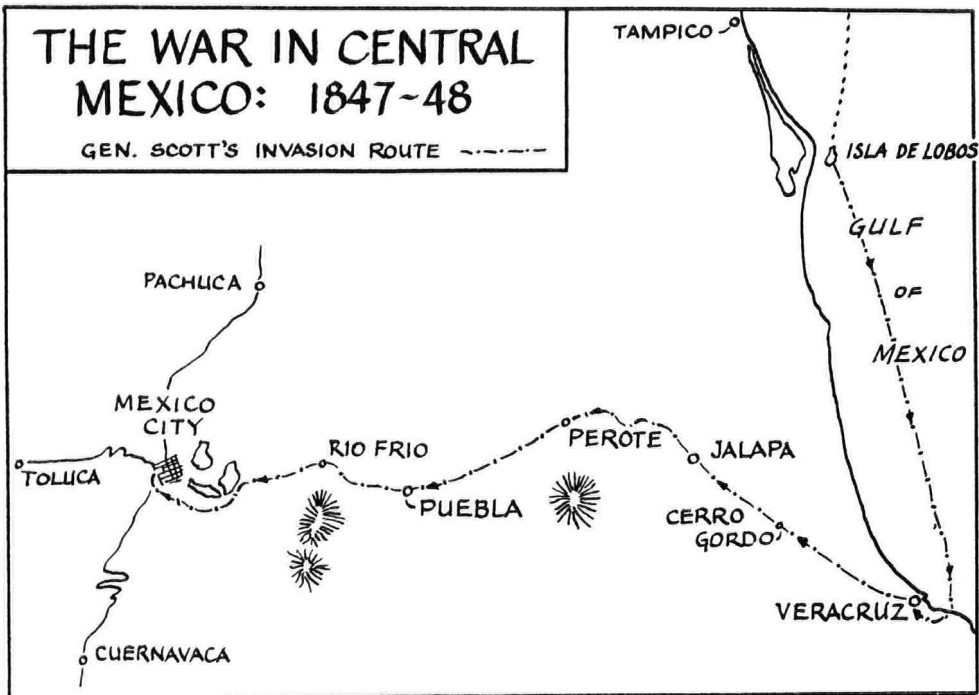


Figure 1. Map of central area of Mexico showing towns along the invasion route.

Once again, however, events favored the American forces. In a series of full-blown battles which took place between August 20th and September 13th, the shrewd American commanders always seemed to make fortuitous decisions which kept the Mexicans off balance and which resulted in brilliant military victories. And so, at 7:00 A.M., September 14, 1847, the American flag was hoisted over the Mexican National Palace. Sporadic guerrilla activity continued for some days but Scott's forces remained firmly in control of the first enemy capital ever conquered by U. S. forces. And so it was until June of the following year (1848) when the troops were withdrawn after ratification of the Treaty of Guadalupe. It is curious that this amazing feat did not earn for General Scott the place in history he clearly deserved as one of the ablest U. S. military commanders of the 19th century.

#### HANDLING THE MAILS

Obviously, since Veracruz was the main transfer point for personnel and supplies, it became also the focal point for the handling of mail. With rare exceptions (see Figure 14 in the previous installment), all letters to and from military personnel involved in this campaign were processed through the provisional post office established there by the U. S. authorities.

The exact date this office began service is not known, but it is safe to assume it was soon after the surrender of Veracruz. There were several thousand American troops in the area and means for dealing with their correspondence was of utmost importance.

As Scott's army moved inland, the movement of mail became more difficult. The road from Veracruz to Puebla and Mexico was long and mountainous. Furthermore, there was a great deal of guerrilla activity, and mail transfer relied on the wagon supply trains which could move safely only under heavy escort. The timing of these trips was very irregular, helping to explain the sometimes long delays between the datelines on letters and the Veracruz postmark dates. Matters improved, however, once Mexico City was secured and more troops could be assigned to the protection of the wagon convoys.

HANDSTAMPS USED AT VERACRUZ, 1847-48

**VERA CRUZ**  
**MEX JULY 7**

Type I

**VERA CRUZ**  
**MEXO OCT 3**

Type II

**VERA CRUZ**  
**MEXICO**  
**OCTOBER 18**

Type III

**VERA CRUZ**  
**MEXO NO 23**

Type IV

**VERA CRUZ**  
**MEXO, FEB 25**

Type V

**VERA CRUZ**  
**MEXO, MARCH 9**

Type VI

**VERA CRUZ**  
**MEXICO MARCH 20**

Type VII

**VERA CRUZ**  
**MEXICO APRIL 26**

Type VIII

**VERA CRUZ**  
**JULY 1**

Type IX

**x 10 10**

(a)

(b)  
Rate Stamps

(c)

HANDSTAMPS

I have no evidence to show the use of handstamps at any place other than Veracruz. Manuscript town names used as postmarks are found, but we shall discuss these later. Like their counterparts in the north, the Veracruz handstamps were fashioned from printers type in a number of different settings. All are of the "straightline" form, except that the later ones were enclosed in a rectangular box. Also, as we saw for the postmarks for Pt. Isabel and Brazos, the various Veracruz marks were employed for fixed periods of time, with no two being in concurrent service.



**TABLE I**  
**POSTAL MARKINGS USED AT VERACRUZ**

Type	Name	Town Name Size, mm.	Inclusive Dates of Use (approx.)
I. Double Straight line	VERA CRUZ MEX, Mo., Day	38 x 4	March, 1847-end of Sept.
II. Double Straight line	VERA CRUZ MEXO, Mo., Day	38 x 4	Early October, 1847
III. Triple Straight line	VERA CRUZ MEXICO Month, Day	Unknown (Prob. 36x3)	Late October, 1847
IV. Double Straight line	VERA CRUZ MEXO, Mo., Day	36 x 3	November, December, 1847 Early January, 1848
V. Double Straight line	VERA CRUZ MEXO, Mo., Day	31 x 4.5	Mid-January-end of February, 1848
VI. Boxed Double Straight line	VERA CRUZ MEXO, Mo., Day	36 x 3.5 42 x 18 (box)	Early March, 1848
VII. Boxed Double Straight line	VERA CRUZ MEXICO, Mo., Day	23 x 2.5 36 x 18 (box)	Late March
VIII. Boxed Double Straight line	VERA CRUZ MEXICO, Mo., Day	30 x 4.5 36 x 18 (box)	April-June, 1848
IX. Boxed Double Straight line	VERA CRUZ Month, Day	30 x 4.5 36 x 18 (box)	Late June & July, 1848

I have classified a total of nine major types; these are described in Table I in order of chronological appearance along with tracings of the postmarks. Once again, the dating is derived from my knowledge of covers from several sources and may not be precise. Readers can assist by advising me of dated letters in their possession which fall outside the listed time limits.

Also shown are tracings of three different handstamp rate marks. Manuscript rate notations were applied to letters through Veracruz until about the end of September. Both the "X" (a) and "10" (b) rate stamps are found used with the Type III postmark. The "10" with larger ciphers (c) is first encountered after January, 1848, and persisted until the end of the occupation.

It hardly seems necessary to describe in great detail the various markings; but a few comments should prove helpful. Type I, shown on the cover in Figure 2, is relatively common, being in use from shortly after the capture of Veracruz until the end of September of that same year. I've seen only manuscript rate notations on letters with this postmark. Type II is similar except the large "MEX" in the second line has been replaced by "MEXO" in slightly smaller type.

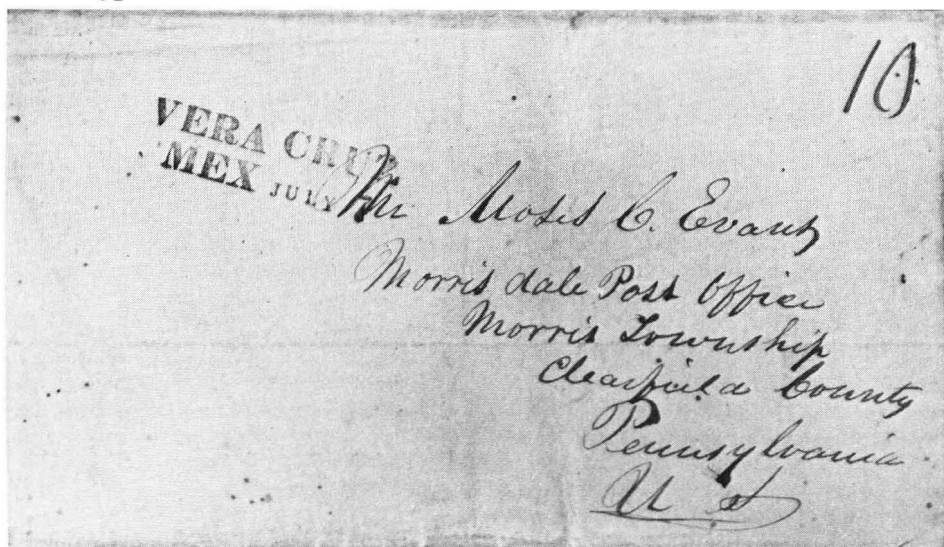


Figure 2. Letter front addressed to Pennsylvania shows a clear strike of the Type I postmark dated July 7 (1847). Note "CRUZ" is aligned about 1 mm higher than "VERA". (Courtesy of Edward Glass).

During the latter part of October, 1847, a triple straightline arrangement, with MEXICO spelled out, was employed. This is designated Type III, and since I've seen only a catalog illustration of it, I do not know its precise measurements. But the form of the town name seems to match that of Type IV, which is illustrated on the cover shown in Figure 3.

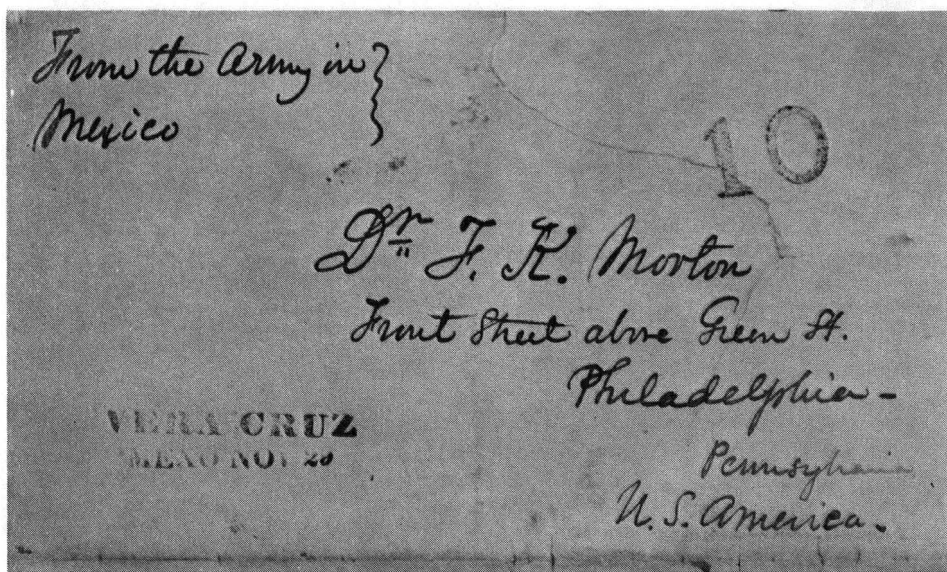


Figure 3. This letter showing the Type IV handstamp and (b) rate mark was written by Charles Naylor, Military Governor of Mexico City on October 30. It required almost exactly a month to reach and be processed through Veracruz.

In March, 1848, the so-called "boxed" Veracruz postmarks came into use. Early in the month we find a relatively large box (42 x 18 mm) enclosing a double straightline setting of the same dimensions as the Type IV postmark. Later in the month a box with a smaller horizontal dimension (36 x 18 mm) was adopted, with the name VERA CRUZ in small Roman characters. This is Type VII and is illustrated on the cover in Figure 4. This smaller box, with the right hand vertical bar about 1 mm taller than the one on the left, persisted through two more changes of the inscribed name and date settings.

About April 1st the small VERA CRUZ was substituted with bolder letters, probably the same name block as used in the Type V postmark. This boxed arrangement is Type VIII. No further changes were made until almost the end of the occupation when the word "MEXICO" was dropped from the second line to give the format designated Type IX. Only June and July dates (1848) are seen with this type, and one is illustrated in Alex ter Braake's book: *Texas: The Drama of its Postal Past*, p. 217.

I have no explanation why so many different postmarks were used at Veracruz. Perhaps the person in charge felt that as they became worn they just ought to be changed. Perhaps he wanted to copy the style of contemporary postmarks used in the Mexican post office . . . they were very similar. We shall probably never know the answer!

From the standpoint of scarcity, Types II, III, VI, VII, and IX are encountered far less frequently than the others. One needs only to consider the period of use to arrive at this conclusion, and it is borne out by the lists I have compiled. At least one variety exists which could be listed as Type IIIa; the first two letters of "MEXICO" were transposed so it read "EMXICO". This variety is illustrated in Sampson's *American Stampless Cover Catalog*. So much for the Veracruz handstamps.

Manuscript town names were applied to soldiers' letters just as they were in the north. I personally have no knowledge of Veracruz being indicated

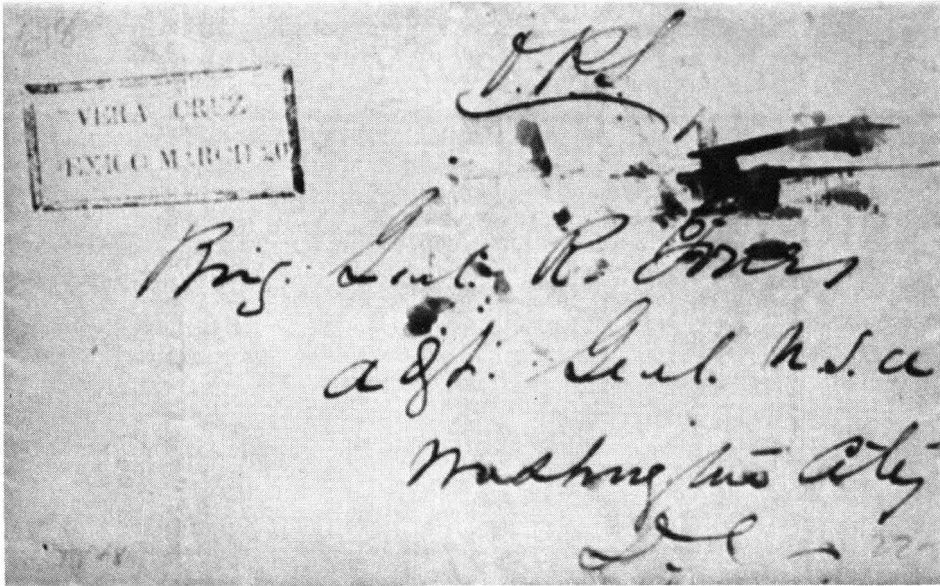


Figure 4. This letter shows the scarce Type VII boxed postmark dated March 20, 1848, with the small "VERA CRUZ". The rate mark (c) has been crossed out and O.P.S. (On Public Service) added to denote no postage was due. (Courtesy of Jerome Schwimmer).

in this way, but would not be surprised if it was in those few days following the landing and during the siege of Veracruz (March 10-29, 1847). I have seen manuscript town names from Jalapa, Puebla, and Rio Frio. These were all locations on the Veracruz-Mexico City road where U. S. troops were garrisoned. I suspect there were others. I know of two letters from Puebla mailed to Ohio which have a manuscript postmark, but for some reason did not receive the Veracruz handstamp. Figure 5 shows a letter from Rio Frio which had both.

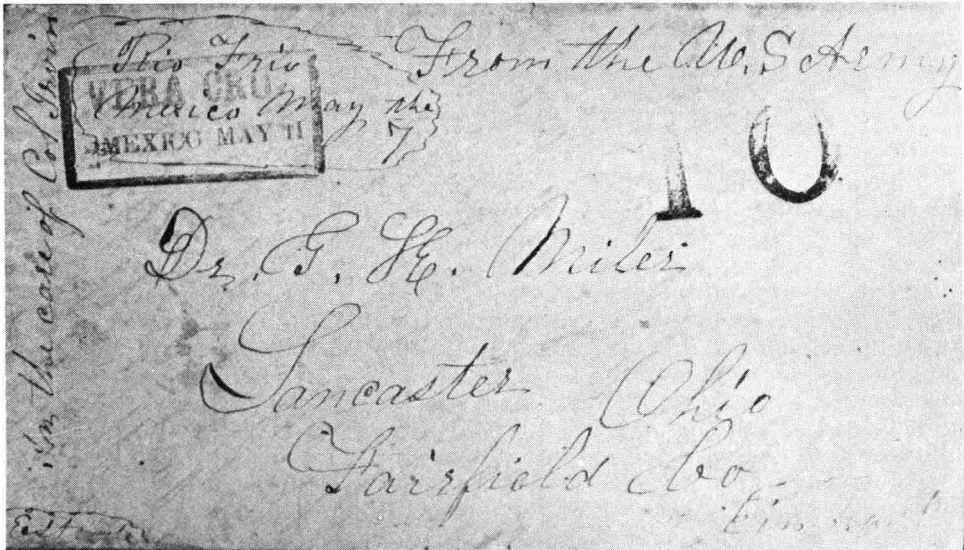


Figure 5. This letter has both a ms. postmark, Rio Frio, Mexico, May the 7th, and a Type VIII Veracruz handstamp dated May 11th (1848). Rio Frio was midway between Mexico City and Puebla, so the four day transit to Veracruz was rather fast service. (Courtesy of Edward Glass).

#### THE CAPTURE OF CALIFORNIA

It was no secret that the vast Mexican territories bordering the Pacific Ocean (*viz.* Upper California) were coveted by U. S. "expansionists." The war with Mexico provided a convenient pretext to seize these lands. This seizure

was accomplished using both naval and army forces. As early as 1845 U. S. naval vessels were sent to patrol the waters off California. Some time later, Captain John C. Frémont was sent to northern California ostensibly for scientific and geographical exploration. In the summer of 1846, Col. Stephen W. Kearny formed a small army of frontiersmen ("Army of the West") at Ft. Leavenworth and set out to capture Santa Fe. This was accomplished by mid-August. Here the force was divided, with Col. Doniphan moving south towards Chihuahua, and Kearny, with 300 men, heading westward to California. Meanwhile the army and navy forces already there had succeeded in a series of tenuous occupations of Mexican towns up and down the coast. But the Mexicans revolted and the American garrisons were too weak and too widely dispersed to maintain control of the territory. In early December, Kearny's weary men finally made contact with their comrades in southern California and were enough to decide the outcome of several battles around San Diego and Los Angeles in favor of the Americans. California was finally secured.

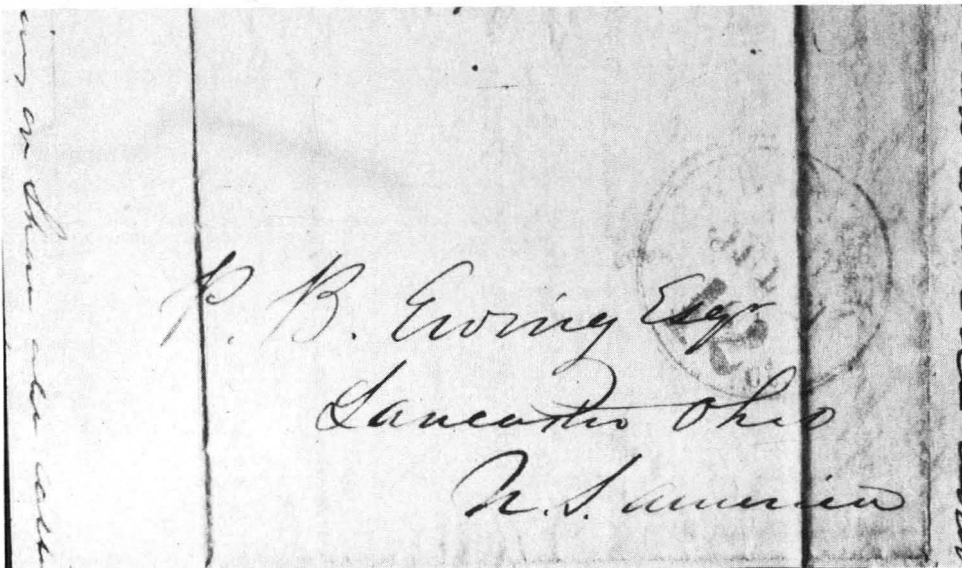


Figure 6. Letter to Ohio from Lt. William T. Sherman while he was stationed with the army in California. Written March 12, 1847, it shows a faint NY/SHIP - 12 cts. circular handstamp dated July 21. (Courtesy Ohio Historical Society).

One can imagine the difficulties of mail communication. Vast distances separated these men from the towns and cities on what was then the western U. S. frontier. There were no established overland routes and ships took months to make the passage around South America.

Some glimpses into this situation are provided in correspondence of William T. Sherman (noted as a Union general in the Civil War) which is preserved in the archives of the Ohio Historical Society. Sherman, then a lieutenant, was stationed with the army in California between 1847 and 1849. In remarkably detailed letters we frequently find references to the situation with mail. He laments that four to six months are often required for letters to reach him from home. He discusses the different routes by which his letters arrive: some came round the Horn, other have been carried by way of Panama and Callao. Some mail was lost . . . one letter was "plucked from the sea by a ship Captain who knew me."

Sherman's correspondence home likewise traveled by various routings. Figure 6 shows one of his early letters which took over four months to reach New York from the time it was written. In all probability, it made the long voyage around South America. Another, bearing only a "STEAM 10" (Figure 7) may have entered the U. S. mails by way of a non-contract steamboat which carried it up the Mississippi River. Thomas J. Alexander, *Chronicle* 1851-61 section editor, has a similar cover in his collection written in March of 1847 by an of-



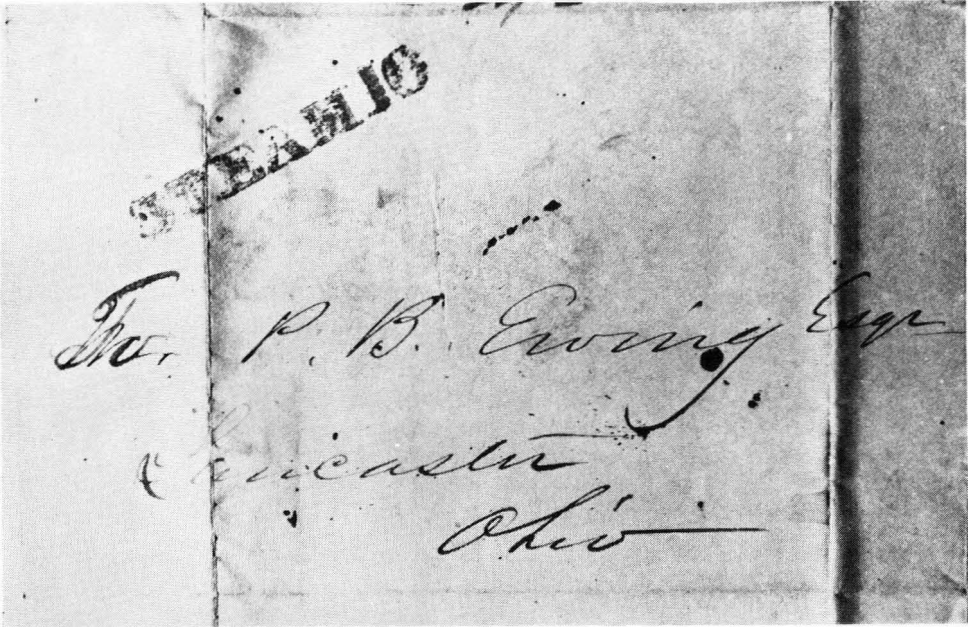


Figure 7. Another Sherman letter written at Monterey, Calif., May 20, 1848. The "STEAM 10" may have been applied at St. Louis. (Courtesy Ohio Historical Society).

ficer stationed at San Francisco. However, it bears a St. Louis circular date stamp in addition to the "STEAM 10" indicating it entered the U. S. overland mails at that point enroute to its New York destination. In yet another letter, Sherman writes that he will send it cross country by way of Santa Fe in custody of a St. Louis trader, but does not expect fast delivery. This letter also bears a "STEAM 10" without further postmarks, and we might speculate it, too, was handed over to a steamboat captain at some point along the Mississippi River, possibly at or near New Orleans. In the same letter Sherman mentions he hopes to visit Mazatlan (Mexico) and will dispatch letters from there, confident they will be carried home speedily.

Thus we know of some of the means by which soldiers in California attempted to maintain contact with friends and relatives back east. To my knowledge, no special procedures were ever established for this area . . . everyone fended for himself as best he could. It is certain that naval vessels were often involved in the transport of mail. We must consider postal items from the military operations in California to be very rare. The number of troops involved in these actions was indeed small and the difficulties with mail conveyance surely discouraged the men from extensive correspondence. But it does offer a challenging field for further research.

#### CONCLUSION

If this brief study serves to rekindle interest in the postal history of the Mexican-American War, I shall be well satisfied. I am confident there is much more to be learned, and I again urge readers to contact me with any new information they may possess. Perhaps one day we may expand this subject into a monograph. Meanwhile, I wish to acknowledge and thank many fellow philatelists who have encouraged and helped me in this work, and particularly John Bash, Charles Ball, Edward Glass, and Jerome Schwimmer. Thanks are also extended to the Manuscripts and Archives Section of the Ohio Historical Society for permission to show photographs of items in their collection.

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**NEW YORK STEAMBOAT MARKINGS**

CREIGHTON C. HART

This is a continuation of the New York Railroad, SHIP and STEAM BOAT article started in the August *Chronicle*. In the previous article I gave our members the information I have about 1847 covers with Railroad and SHIP markings. This part is about STEAM BOAT markings, some of which are very attractive and have as much collector appeal as railroad postmarks and are as rare as the SHIP postmark on 1847 covers:

Steamboat mail for New York state seems to fall naturally into three classifications. There is the large volume of mail carried on the Hudson River, the lake mail on Lake Erie and Lake Champlain, and finally the important coastwise boats traveling the inland waterways of the Atlantic.

Much has been written about the Hudson River Mail by Kenneth R. de Lisle and the late Stanley B. Ashbrook. The most I should do here is to review the high points and give references for those who wish to pursue the subject further. Many Hudson River covers still survive that were carried by either contract or noncontract carriers. The most easily identified mail carried by contract carriers has the circular Hudson River Mail postmark. Ashbrook discusses covers sold at auction and one of his photographs illustrates the markings on these covers (Figure 1). Covers carried by contract carriers not so easily identified have a New York or Troy postmark but the rates from origin to Canadian destination show they were carried on the Hudson River.

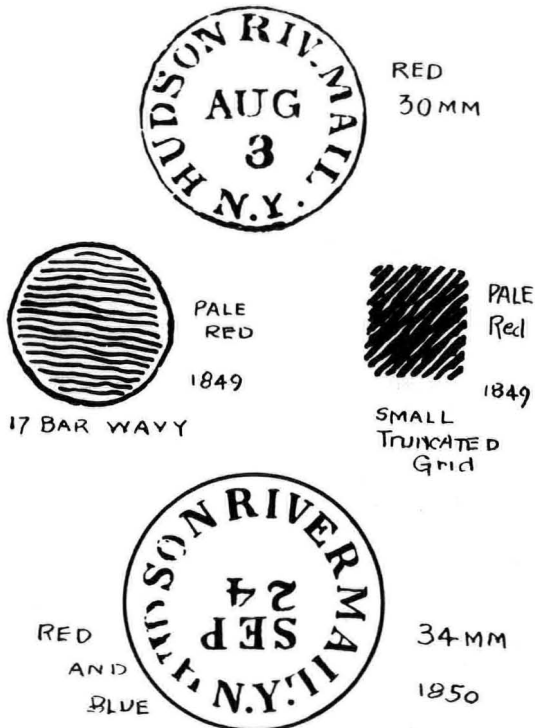


Figure 1. Drawings of postal markings on Hudson River Mail by boats under contract to the P.O.D. with a route agent on board. (Ashbrook Special Service Photo #310).

Mail carried by noncontract carriers was to be delivered to the first post office; mail going up river was deposited at Albany and those steamboats not stopping there left their mail at Troy. Steamboat markings belong to the class

of handstamps often described as "origin markings." Since they also served to determine the amount due for such mail, John Eggen prefers the term "accounting mark."

The accounting mark at the Albany post office was the red two line STEAM/BOAT nearly always faintly struck. None of the 30 covers with 1847 stamps that I list (16-5¢ and 14-10¢) has the Albany townmark. Ken de Lisle writes me that of the 50 in his collection (stamped and stampless) only one cover has an Albany postmark. Since these covers have only the accounting mark it is important to have the letter portion of folded letters to determine the origin (Figure 2).

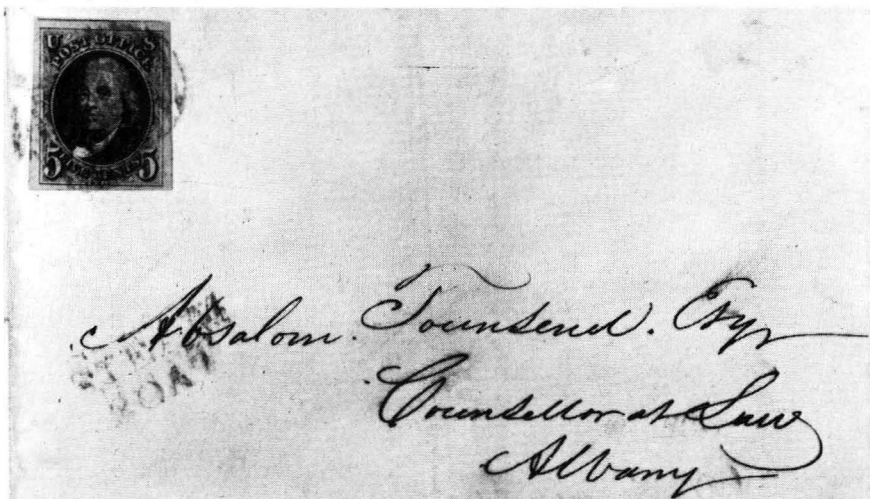


Figure 2. The red two line STEAM/BOAT, an accounting mark, is indistinct at the lower left but more distinct than usual. This letter originated at New York City. (Kenneth R. de Lisle Collection).

There is a two line STEAM/BOAT 10¢ bisect cover going upriver to Albany that the Philatelic Foundation has expertized as not genuine and another going downriver to New York City that should be expertized. I do not list any fake two line STEAM/BOAT accounting marks but a folded letter dated April 4, 1851, to Albany has a "5" rate handstamp as well as a stamp. The stamp may have been added. Most of the mail conveyed by noncontract carriers and deposited at the Albany post office has destinations farther north, even into Canada. Six of the letters, however, went west from Albany to Ohio, Michigan, and one to Iowa.

A 2¢ fee was paid to the boat's captain for this noncontract service and a handstamp so noting is on some covers (Figure 3). Contrary to the general interpretation of the regulations, the postmaster at Troy, N. Y., added the 2¢ "Steam" fee and it was collected from the addressee. Covers with the popular TROY & N. YORK STEAMBOAT in a rectangle are very attractive with all the postal markings in blue. The postal markings are usually clearly struck on a blue folded letter, a paper so much in vogue at this time. Some letters also have the blue Troy postmark making a cover that is a study in blue.

Offering collectors "TROY & N. YORK STEAMBOAT" covers with cleaned '47 stamps added, made more appealing by sharp but fraudulent postal markings, was a natural for Mr. Janus A. Faker, responsible for those expertly constructed covers made after World War II. The earliest record of Mr. Faker's efforts has this "TROY & N. YORK STEAMBOAT" struck on a pair of 3¢ 1851 stamps. A knowledgeable and respected collector friend told me that he purchased this off cover pair at auction in 1948. Although Mr. Faker's 1847 covers have cleaned stamps, this very early example of the fraudulent TROY & N. YORK STEAMBOAT was applied to an unused pair of 3¢ 1851, back in 1948 when an unused pair was much less valuable than it would be now.

My list shows 13 TROY & N. YORK STEAMBOAT covers, being 11 fives and two tens. Of course, many of these are genuine but some are not. A typical

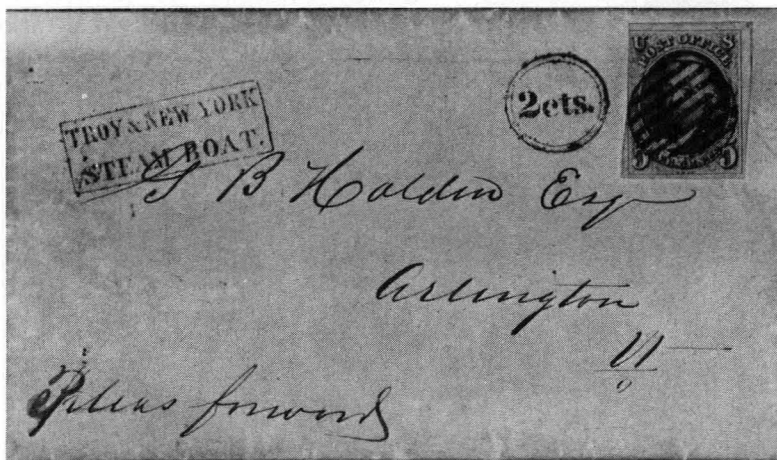


Figure 3. This cover originating in New York City was deposited in the Troy post office where the TROY & N. YORK STEAMBOAT, the encircled 2 cts and the 7 bar grid were all struck in blue. The letter continued on to Vermont by railroad. The steamboat fee of 2¢ was collected from the addressee.

10¢ cover with a cleaned stamp and fraudulent postal markings added to a genuine old cover carried outside the mail is illustrated on page 71 of the May 1974 *Chronicle*.

Letters carried on Lake Erie and Lake Champlain are the only lake steamboat covers that I list. Mail picked up along Lake Erie by noncontract boats en route to Buffalo was discussed in the February 1978 *Chronicle*. It is not always possible to tell whether New York or Vermont was the origin on covers postmarked "LAKE CHAMPLAIN S. B." (Figure 4). The late George Slawson claimed at least two of the 5¢ covers (7-5¢; 2-10¢) originated in Vermont.

All covers marked steam or steamboat are assumed to be letters from noncontract carriers but the "Lake Champlain S. B." postmark is a route agent's handstamp struck en route on a contract carrier. Route agents, of course, were only on contract carriers. The route agent in this case borrowed the initials "S. B." but not the entire words "steam boat".

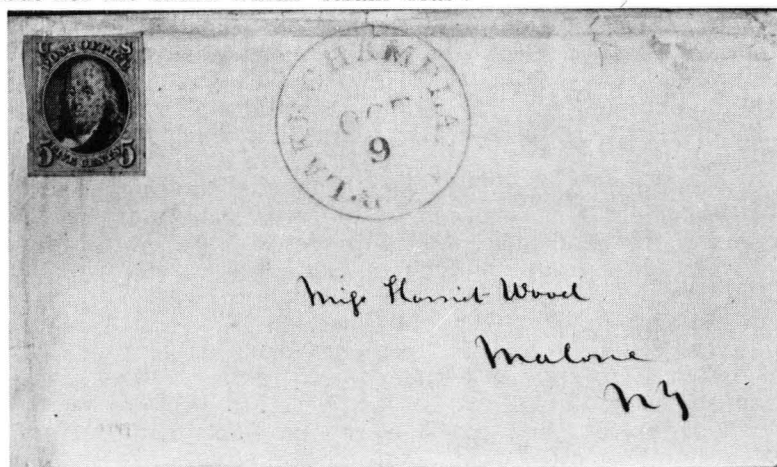


Figure 4. LAKE CHAMPLAIN S.B. covers, another route agent marking, could originate in either New York or Vermont. The cancellation is a multitude of small red dots. (Formerly Arthur Bingham collection.)

Unless a paid postal employee, a route agent, was on board, the boats were required to deposit all letters collected in the first post office of arrival. New York state has a very short continental coast line and the only steamboat '47 covers I list were delivered to the New York City post office. Some are addressed to New York City (Figure 5) but others were postmarked there and forwarded beyond (Figure 6). They all have the same distinctive STEAM BOAT lettering only slightly separated into two words. My records are kept

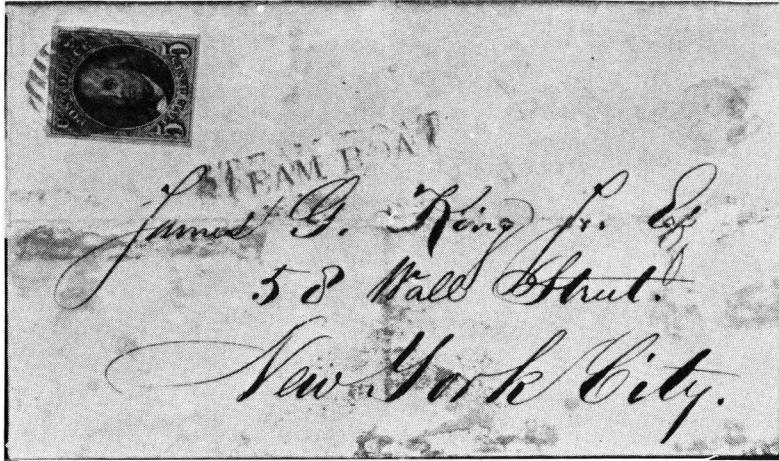


Figure 5. The distinctive N. Y. P. O red STEAM BOAT was struck when received from a noncontract coastwise boat from Boston to New York where it was delivered without receiving a New York postmark. chronologically by date, state and town of origin so I cannot tell without taking an inordinate amount of time how many covers postmarked New York also show the words "STEAM BOAT". This postal marking has not had the collector appeal it deserves. Its presence on a cover adds a bit of colorful postal history but so far commands little, if any, premium at auctions.

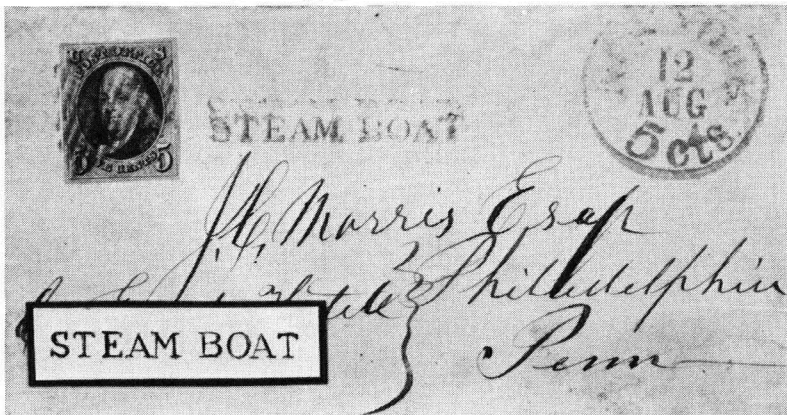


Figure 6. New York was the receiving post office for mail from noncontract coastwise boats. The distinctive STEAM BOAT shows the coastwise route for this cover forwarded by rail from N. Y. to Philadelphia after having been postmarked at New York.

In my opinion, the only two presently recorded genuine covers with STEAMER in an oval and the rate below are the two in Figures 7a and 7b, one a 5¢ cover, the other a 10¢. I write this knowing there are 12 other STEAMER covers that are listed being six fives and six tens, with corresponding rates in the handstamps. These 12 are all from the Gardiner correspondence addressed to Sag Harbor, Long Island.

Two of the 5¢ covers and three of the 10¢ have been submitted to the Philatelic Foundation and its opinions are that cleaned stamps have been added and the postal markings are fraudulent. The envelopes are genuine old ones addressed long ago. Stanley B. Ashbrook in 1954 in his *Special Service* wrote glowingly about this steam boat service and illustrated both a 5¢ and a 10¢ cover (Figures 8a and 8b) which he considered genuine. I am sure Ashbrook would not have considered any of these covers genuine if he had realized the stamps were cleaned. His favorable opinion does appear on the back of at least one of the 5¢ covers. An ultra violet lamp has revealed remains of manuscript cancellations on the ones examined by the Philatelic Foundation.

The two genuine covers (Figures 7a and 7b) both originated in Boston, one addressed to New York and the other to Orwigsburg, Pa. No stamped



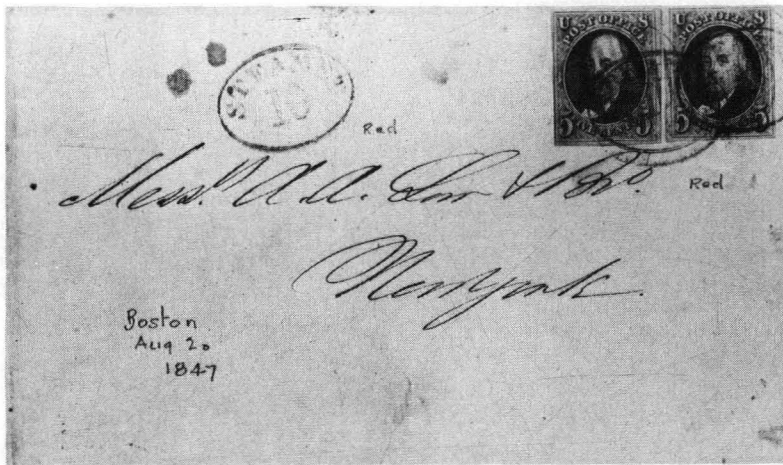


Figure 7a. These two covers are the only recorded genuine 1847 covers with the oval STEAMER postmark in the opinion of the author. Ashbrook wrote that the 5¢ cover was in the Rust Sale in February 1942. It has not appeared at auction since that time. (Ashbrook photo 188).

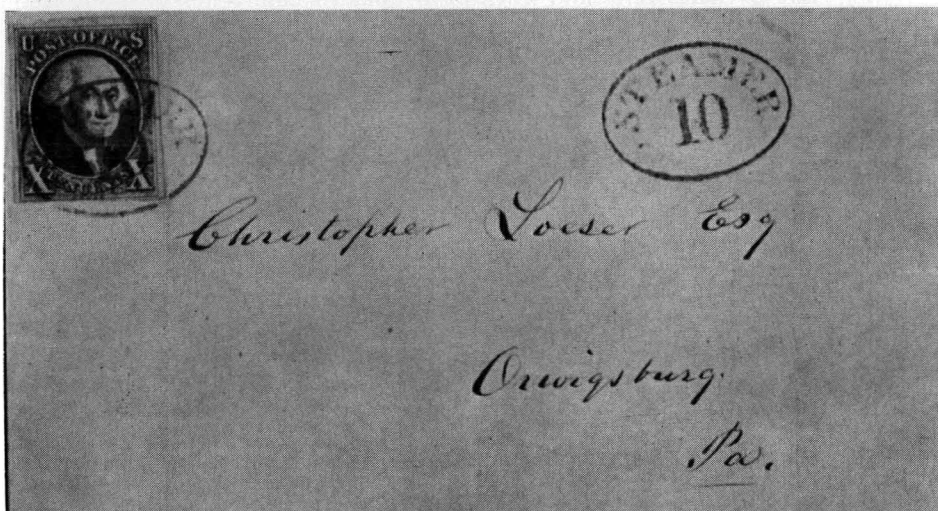


Figure 7b. The 10¢ cover was in the Mortimer Neinken collection until it was sold at auction by Robt. A. Siegel, November 19, 1970, when it realized only \$2,100. (Photo Lot 24, Robt. A. Siegel Auction Catalog). Both covers originated in Boston.

STEAMER 5 or 10 letters are known originating at New York City but several stampless covers are datelined New York City, so this boat service with these route agent markings must have run coastwise both ways between New York and Fall River, Mass. Ashbrook wrote that prior to 1847 the word "Oregon" was below the rate designation.

In August 1964 the 5¢ and 10¢ covers (Figure 8) were paired and offered at auction as one lot which realized \$4,750. In November 1970 the genuine 10¢ cover (Figure 7b) was sold at auction but realized only \$2,100. The philatelic press at the time reported that the pair was purchased by a prominent collector living in the South and the genuine 10¢ is now part of an exceptional collection in New York City.

Why in a rising market did the genuine 10¢ cover sell for less in 1970 than the Gardiner 10¢ cover did in 1964? I believe this is why:

Mr. Janus A. Faker is an alleged professional philatelist who originally sold some 1847 covers since expertized by advanced 1847 specialists and by expert committees as having cleaned stamps added to genuine old covers carried outside the mail to which fraudulent postal markings have been struck. These fakes began to appear as early as 1948 (remember the pair of 3¢ 1851 with the TROY & N. YORK STEAMBOAT cancellation) and were so smoothly



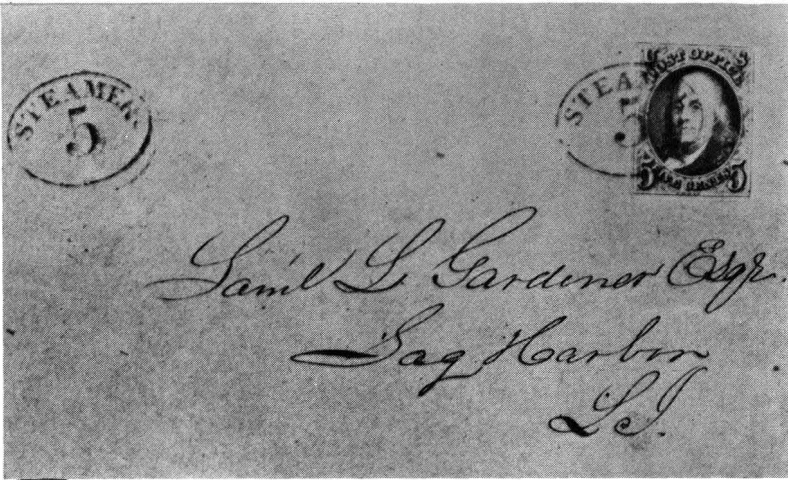


Figure 8a. These two covers were written up fully and illustrated by Ashbrook in his November 1954 "Special Service." I list 12 '47 covers to S. L. Gardiner, Sag Harbor, Long Island, including these two. Five of the 12 have been expertized by the Philatelic Foundation as not genuine having had cleaned stamps and fraudulent postal markings added. These two covers have not been submitted to the Philatelic Foundation.

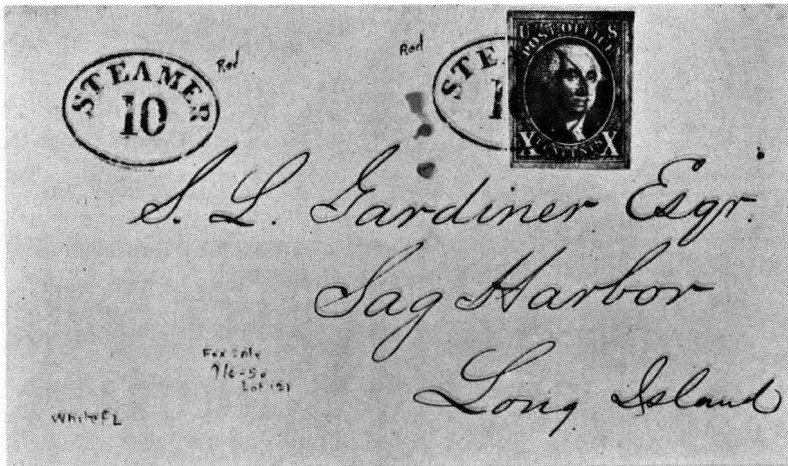


Figure 8b. One of two covers sold as one lot in 1964 for \$4,750. (Photos #177 and #178 Ashbrook Special Service).

eased into collectors' hands that these expertly made fakes fooled most collectors and professionals until about 1966, nearly 18 years. Difficult to believe but I think it is true.

When the extent of this operation became generally known, there was a state of near shock and concealed panic. As a result collectors avoided bidding on any covers, good or bad, with a marking known to have been counterfeited by Mr. Faker. The genuine 10¢ cover was auctioned while this state of hesitancy by wealthy collectors still existed—and as a result sold at a bargain price.

All STEAMER 5 and STEAMER 10 covers addressed to S. L. Gardiner at Sag Harbor should be examined by the Philatelic Foundation or the A.P.S. expertizing committee.

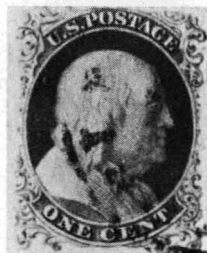
My thanks to Ken de Lisle and John A. Eggen for their help in preparing this article.

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 Slawson, George C., "1847 Covers from Vermont," *Chronicle* 50:92-96.

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**THE 1851-61 PERIOD**

**THOMAS J. ALEXANDER, Editor**  
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**MILITARY MARKINGS: 1851-1861**

**DAVID T. BEALS III**

This report is an update of previous articles on military markings which appeared in *Chronicles* 64, 65, 66, 67, 68, 70 and 79. Since August, 1973, a number of additional covers have been reported. Several of these are very unusual and are illustrated here. Also included is the latest summary of the quantity of each marking reported to date.

**FORT TEJON, CALIFORNIA**

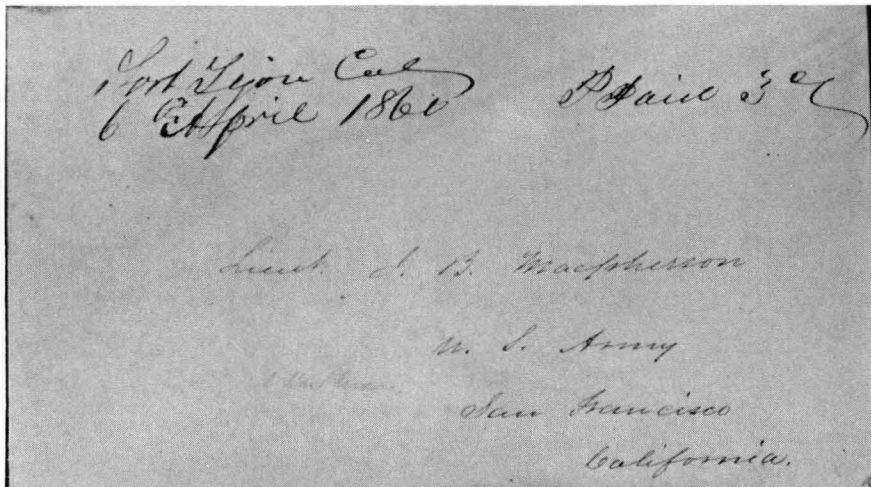


Figure 1. This cover was purchased some years ago at a Herst auction. Pat Herst remembered it and used it as the basis for an interesting article in a recent "Mekeels" issue on the army's camel express just prior to the Civil War. It is one of two reported examples.

This post did not appear in the original series of *Chronicle* articles. It was established on August 10, 1854, near the Tejon Indian Reservation. Fort Tejon's mission was to police the reservation and protect Tejon Pass above Los Angeles.

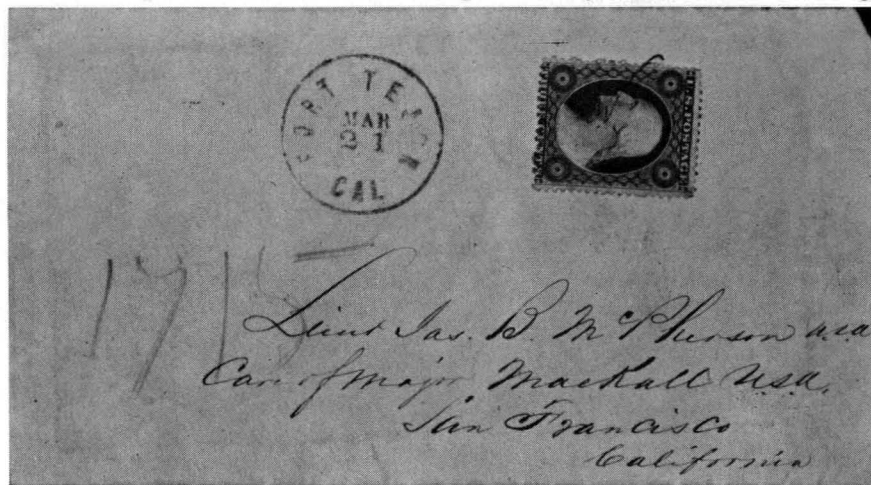


Figure 2. This Fort Tejon townmark is a newly reported marking (and the only recorded example) from the western terminus of the army's camel express. It is struck in blue. The cover is addressed to Lt. (later Major General) James B. McPherson.

It was unoccupied between June, 1861, and August, 1863, being finally abandoned on September 11, 1864. The post office was apparently not re-established during the Civil War, as the two letters we have seen from this period are postmarked Los Angeles. The fort was the western terminus of the army's camel express. Two townmarks are known:

1. Fort Tejon Cal/D Yr (ms).
2. FORT TEJON/D/CAL (c-25; blue).

**FORT ABERCROMBIE, MINNESOTA AND DAKOTA TERRITORIES**

We have now seen the two covers reported by Richard B. Graham at *Chronicle* 70:33. The first, dated November 30, 1860, is from the fort while it was still in Minnesota Territory. The second, dated March 30, 1861, was post-marked after Dakota Territory was organized on March 2, 1861.



Figure 3. A letter from one of Lt. Lewis's West Point classmates, who was stationed at Fort Abercrombie. He looks forward to promotion as a result of the beginning of the Civil War: "The secession movement will be beneficial to the army and especially to those subalterns who remain true to the flag . . . If I am not mistaken, there have been resignations enough in the infantry, since the Pres. election, to promote all of our class in that corps."

**CAMP ON PAWNEE FORK, KANSAS TERRITORY**

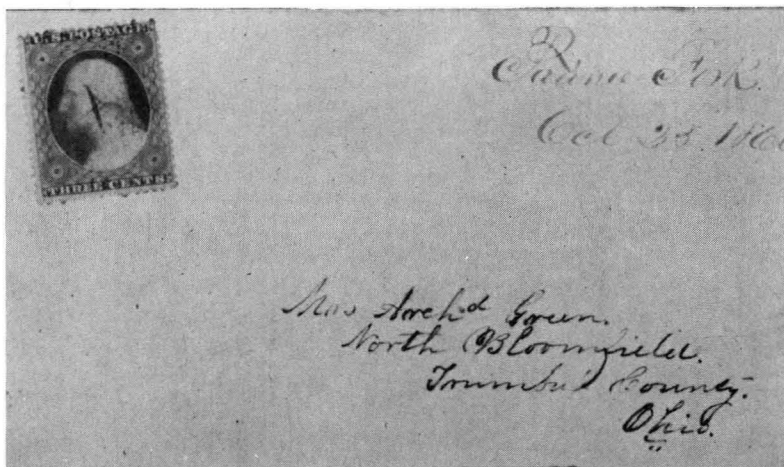


Figure 4. Letter from Lt. Lewis's bride to her mother, which describes accommodations at a plains fort: "The Major and his family live in a sod house, a curious looking thing of a house . . . it is made wholly of sods of grass. Mert & I have a tent for our room and I must say it is gay beyond conception . . . I would not ask for a better home and probably would not get it if I did."

This marking had previously been reported by Richard B. Graham at *Chronicle* 70:33, but at that time the cover was in non-philatelic hands and was unavailable for illustration. It is shown here as Figure 4. This, too, is



from the correspondence of Lt. and Mrs. M. V. B. Lewis, 7th Infantry Regiment, to her family in Ohio. The correspondence covers the period from Lt. Lewis's attendance at West Point in 1858-59 to his trip west via Westport, Missouri, and Pawnee Fork in the fall of 1860. His service at Forts Craig and Fillmore, from November, 1860, to May, 1861, included participation in the Battle of Mesilla in June, 1861. He was also stationed in Albuquerque in May, 1861, and Santa Fe through August, 1861. The Lewises were finally ordered back East via Fort Union and Fort Wise, Colorado Territory, in September, 1861. He died of illness in Virginia in June, 1862.

While the letters contain messages from both Lt. Lewis and his wife, Mrs. Lewis's letters are particularly interesting in describing army life and the country they saw. Unfortunately, one or more letters dealing directly with the Battle of Mesilla, and possibly other actions, are not with the balance of the correspondence; the owner is anxious to know if they still exist. It should be noted that the correspondence also consists of 10 letters (one stampless) from Fort Craig, two from Albuquerque (May 20 and 31), eight from Santa Fe (June 1 to August 26, 1861), one from Fort Union, and one from Fort Wise, Colorado Territory, dated September 15, 1861.

**FORT KEARNEY, NEBRASKA TERRITORY**

Figure 5 shows the second marking used at Fort Kearney. Dated November 30, 1857, it is the earliest reported cover from the gold fields in what was then Kansas Territory (now Colorado). Since there were no mail routes to this area at that time, it was probably carried to the fort by the first express out of the Cherry Creek area, which was that operated by W. H. Saunders in December, 1857.

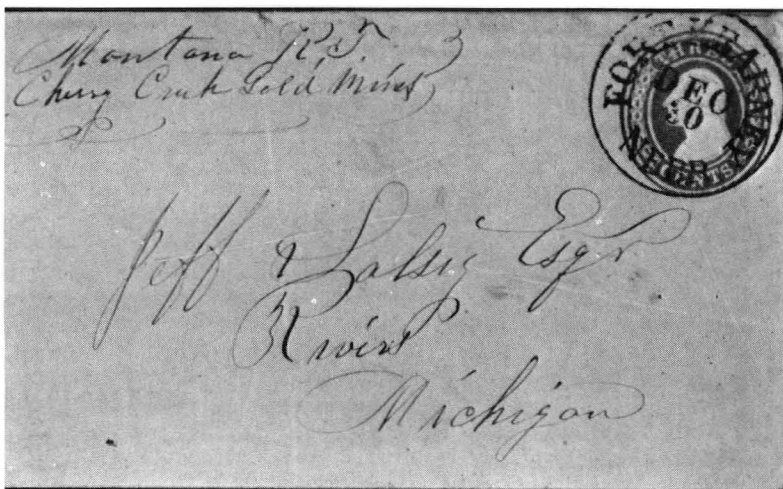


Figure 5. Montana, K.T., was five miles above Denver. The town notation on this cover was probably put on by the writer of the letter, since the post office at Montana was not established until January 18, 1859. Carried by civilian express to Fort Kearney, Nebraska Territory, where it entered the U.S. mails for the East.

Quite a few other previously unrecorded covers have been reported since August, 1973 (*Chronicle* 79:149-55). A summary of our records of known covers follows. We have not included those markings for which the number is unchanged.

Wording	Shape & Size	Chronicle where last reported	Current Number Reported
FORT SMITH/D/Ark.	c-30½	79:149	9
Fort Tejon Cal/D Yr	ms		2
FORT TEJON/D/CAL	c-25		1
Fort Wise C.T./D Yr	ms	65:12	2
Fort Washita CN/D Yr	ms	79:151	12
FORT WASHITA/D/ARK (Includes one in blue and one Confederate use)	c-33½	64:146	14
FORT RILEY/D/K T	c-37	79:151	7
Fort Riley K.T./D	ms	79:151	7

<i>Wording</i>	<i>Shape &amp; Size</i>	<i>Chronicle where last reported</i>	<i>Current Number Reported</i>
Fort Scott Mo./D Yr	ms	75:151	6
FORT SCOTT/D/K T	c-37	79:151	13
FORT SCOTT/D/KAN	c-25	64:149	5
FORT RIDGELY/D/MIN	c-25	65:13	2
FORT RIPLEY/D/MIN.	c-30½	79:151	10
FORT SNELLING/D	c-34	79:151	8
JEFFERSON BARRACKS/D/Mo.	c-29	79:151	4
Fort Kearney/D (May or may not be followed by "N.T.")	ms	65:15	7
FORT KEARNEY /D/NEBR	c-32½	79:151	7
FORT KEARNEY/D/N.T.	c-26	70:74	3
FORT LARAMIE/D/N T	c-32	79:152	18
FORT BUCHANAN/D/N.M. (Includes 3 marked FRANCO/ EN ALAMAS)	c-35	79:152	9
FORT CRAIG./ms D/.N.M	c-32	79:152	17
Ft. Fillmore N.M./D Yr	ms	66:60	5
FORT UNION/D/NEW MEX.	c-29	66:62	8
FORT UNION/D/N.M.	c-31½	66:62	5
Ft. Belknap Tex/D Yr	ms	79:152	4
Camp Hudson Tex/D Yr (Includes one Confederate use)	ms	79:154	4
Fort Inge Tex/D	ms	79:154	2
FORT QUITMAN/D/TEXAS.	c-33	79:154	3
Fort Bridger/D	ms	70:75	7
FORT BRIDGER/D/U.T. (Includes 3 in claret)	c-32½	79:154	9
Camp Floyd U.T./D Yr	ms	79:154	10
CAMP FLOYD, U.T./D	c-35	79:155	15
CAMP FLOYD/D/U.T.	c-26	70:76	18
Camp Scott U.T./D	ms	70:76	4

As always, we continue to be interested in hearing of new military covers.

## OVERLAND

THOMAS J. ALEXANDER

It is well known that the bulk of mail to and from the West Coast in the 1851-1861 decade traveled the Ocean Mail Route via Panama. The only significant competition to that route was the Butterfield Overland Mail, established in 1858, which followed the "ox-bow" route from St. Louis through the southwest to San Francisco. It was not until 1860 that more letters were sent by the Butterfield coaches than by the mail steamers. Occasionally the Post Office Department directed that all letters be sent by the Butterfield Route rather than via Panama. The general rule, however, was that a letter would be sent by steamer unless it was endorsed "Overland Mail via St. Louis" in the case of westbound mail, or "Overland Mail via Los Angeles" in the case of eastbound mail. The actual written or printed direction in practice varied considerably from these words, often being abbreviated "Overland Mail." One semi-literate letter in the writer's collection says, simply, "Land Rout."

The other overland mail of any significance had been established in 1851 along the California Trail. Until the end of our time period, this was really two routes: one from Independence, Missouri, to Salt Lake City; the other from Salt Lake City to Placerville, California. Compared to that on the Butterfield Route, relatively little mail was carried over the Trail because of erratic service.

No record of any handstamp designating carriage by the Butterfield Route is known to the writer, unless the straight line, single word OVERLAND qualifies. There are at least four types, varying in size and type face used. Each appears to have been assembled with printing type, probably from local newspapers.

They are known used on covers from Don Pedros Bar, Downieville, La Porte, Nevada City, Sacramento and San Francisco, and all appear to have been used in the 1859-61 period. As can be seen by reference to a map, each of these towns (except Sacramento and San Francisco) is near the Salt Lake City to Placerville leg of the California Trail Route.

One disturbing fact about these markings is that those associated with Don Pedros Bar, La Porte and San Francisco appear to be identical, although I have not been able to compare 1:1 tracings to confirm this. A further problem is presented by the Don Pedros Bar cover. If these are postal markings, why does a handstamp appear on this cover when the postmaster used only manuscript townmarks?

The questions we should be able to answer are these:

1. Are the markings genuine?
2. Assuming the answer to the first question is "yes", do they designate a routing by the California Trail rather than by the Butterfield Overland Mail, and—
3. Are they official markings applied at the post office, or private markings? If private, who applied them, and where?

The section editor would appreciate photocopies of similar covers in members' hands, and any hard data that will answer the questions posed here.

---

### 3¢ 1851 PLATE NUMBERS

Victor B. Krievins is preparing for publication in *The Chronicle* a listing of known 3¢ 1851 plate numbers (Plates 1 through 8), and solicits the aid of our membership in providing data regarding these items in their collections. In order to avoid duplication, reports should be accompanied with a photocopy of each item for identification. They should also include imprint positions from Plates 1 Early, 1 Intermediate, 0, and 5 Early which show sufficient sheet margin to prove that no number existed on these plates.

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ANOTHER SUPPLEMENTARY MAIL COVER

LEON HYZEN

What constitutes the hallmark of a truly classic cover? Is it the condition, the stamp, the markings and usage, the addressing or the correspondent? In many cases the contents of a letter become material for postal history or even history itself. The cover itself may be a combination of elements mentioned above, yet what appeals to me is simplicity—the arrangement of the stamp, the quality of handwriting, a few distinctive markings or handstamps, and the overall composition. These elements form the eloquence of a fascinating appeal.

Such is the cover shown as Figure 1. But before it is described, a few remarks related to one of the markings, "Supplementary Mail," may be appropriate. In 1941, the late H. L. Lindquist published the "Orange Book" of his *Stamp Specialist* series. Among the articles presented was one by Stanley B. Ashbrook titled "The Supplementary Mail Service of the New York Post Office, 1853-72." This article was part of a great debate between Ashbrook and the late Dr. W. L. Babcock of Detroit. It is analyzed and entertainingly presented by Henry Stollnitz, R.A. 795, in an article in the *Forty-Second American Philatelic Congress Book* of 1976, entitled "N. Y. Supplementary Mail Markings."

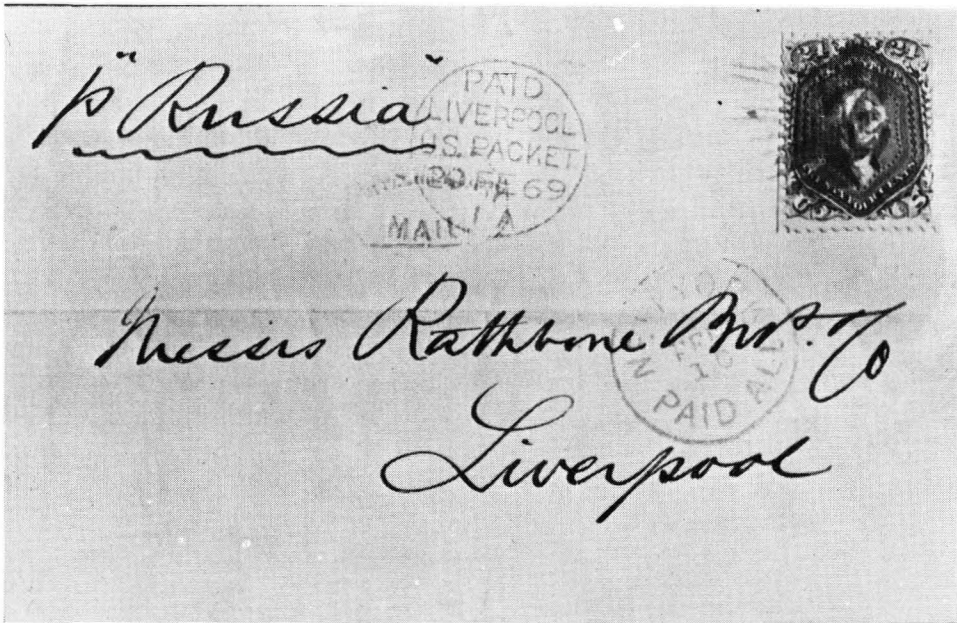


Figure 1. Supplementary mail, Type A marking on a cover to Liverpool via Cunard liner "Russia" from the Rathbone Bros. correspondence. Franked with a 24¢ 1867 "F" grill, and tied by a red killer. Photo by Leon Hyzen.

In his article, Stollnitz provides a table listing 55 known covers with the New York Type A supplementary mail marking. The cover illustrated here is not included in the list, but would have been placed just before the cover listed as No. 34, dated February 20, 1869, to the same destination. Both covers bear 24¢ gray lilac "F" grilled stamps, Scott's No. 99.

Lester Brookman says of the 24¢ 'F' grill with which the cover in Figure 1 is franked, "As if the color of this stamp, which comes in gray lilac and gray,



were not enough of a handicap in the collector's search for nice copies, this value seems to be atrociously centered about 95% of the time. A centered copy, lightly cancelled, is indeed a jewel that should be acquired, if offered, regardless of the strain on the exchequer."<sup>1</sup>

The stamp on this cover is lightly cancelled by a red cork cancel which remains to be identified as to design. My own interpretation is that it resembles a delicately touched sunburst, lightly applied so that it hardly obscures the beauty of the well centered stamp. The rich gray lilac color of the stamp is a fine backdrop for the red cancel.

Mailed out of New York on 10 February (1869) on the Cunard liner *Russia*, the cover arrived in Liverpool on February 20th. Appearing on the cover is the New York Exchange Office marking, "PAID ALL." Although the postal convention with Great Britain did not make any provision for the "PAID ALL" marking, the marking was required by the postal conventions of 1868 between the United States and Belgium, Switzerland, and the Netherlands. The detailed regulations of the conventions stated, "Correspondence fully paid to destination shall be stamped PAID ALL in the United States. . . ." No doubt the PAID ALL handstamp was used by the clerk on the mail intended for Great Britain as well as the others. The new U.S.-British postal treaty effective January 1, 1868, had reduced the single rate postage to Great Britain from 24¢ to 12¢, so the 24¢ stamp on the cover of Figure 1 presumably represents a prepayment of 12¢ transatlantic postage plus 12¢ for the supplementary mail fee.

A word should be mentioned about the Liverpool receiving marking. Article II of both the 1868 and 1869 conventions states, "Each office shall make its own arrangements for the dispatch of mails to the other office by well appointed ships, sailing on stated days, and shall, at its own cost, remunerate the owners of such ships for the conveyance of the mails."

George E. Hargest writes: "During 1868, the British Postmaster General made a contract with the Cunard line for one year. The subsidy was eighty thousand pounds but only for a service from Liverpool to New York via Queens-town, the return trip becoming the responsibility of the United States Post Office."<sup>2</sup> Postmaster General Randall made arrangements to transport the mail from New York to Liverpool. This was done by paying the outgoing steamers on the basis of the sea postages collected, and thus the Cunarders became, when travelling eastward, "American" packets. For this reason, the Liverpool office marked the cover of Figure 1 as having been brought to England by U.S. packet on 20 February, 1869.

Acknowledgements: It was with the kind encouragement and help from Clifford L. Friend, as well as help from the editors of the *Chronicle* that the details of this cover were worked out. To them, I extend my thanks and appreciation.

1. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, H. L. Lindquist, N.Y., 1966, II, 148.

2. George E. Hargest, "The Effect of the 1868 and 1869 U.S.-British Conventions on the Continuation of French Mail," *Thirty Eighth American Philatelic Congress Book*, American Philatelic Congress, 1972, p. 96.

## THE ELECTRIC SPARK—ANOTHER FLICKER

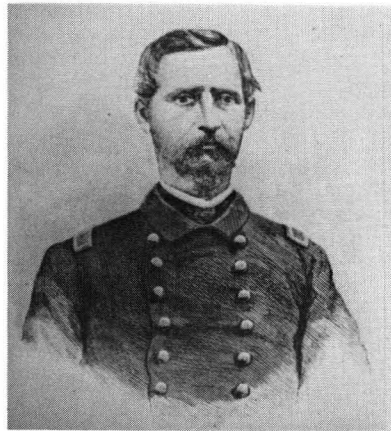
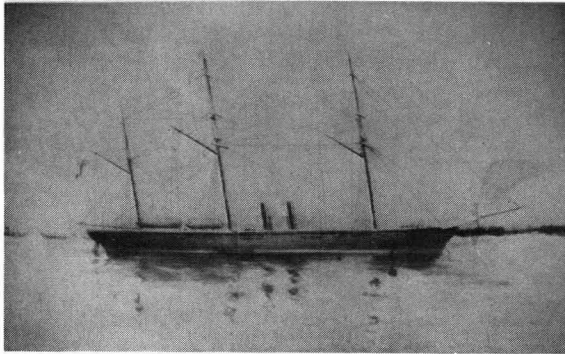
RICHARD B. GRAHAM

For the CAPEX 78 *Special Issue* of the *Chronicle*, the author wrote up some data he had held for several years concerning the capture and subsequent recovery in a Canadian court by the United States of some 1861 U.S. postage stamps captured aboard the New Orleans bound mail steamer *Electric Spark* by the Confederate raider *Florida*. The subsequent career of the *Florida* and how the stamps got to Canada made a good story to publish in the *Chronicle* when a Canadian theme was appropriate. The accumulated data had remained static for over 10 years; why wait longer?

In our article, we had to depend to some degree upon articles published by Stanley B. Ashbrook and, earlier, by Harry M. Konwiser. Ashbrook had written up the *Electric Spark* affair in some detail, particularly the early history

of the *Florida*, in his *Special Service* and expanded this into a 1956 article in *Stamps*. We had been able to add considerable detail from the ORN (*Official Records of the Union and Confederate Navies in the War of the Rebellion*), but were unable to verify the details of the court case, and the actual value of the stamps concerned. When Perry Sapperstein showed us the blocks of stamps that figured in the case, we recognized that an interesting article could be made from them and the material on file. Needed to complete the story were the original data upon which both Ashbrook and Konwiser had based their articles, but their sources were not indicated.

Both Ashbrook and Konwiser had dwelt at great length on the career at sea of the C.S.S. *Florida*, especially her earlier history under the command of Capt. John Newland Maffitt, C.S.N., a former U.S. naval officer who made a considerable reputation aboard the *Florida*. Both articles erroneously imply that Maffitt was still in command of the *Florida* during the *Electric Spark* affair and its aftermath. To the contrary, Maffitt asked to be relieved because of ill-health when the *Florida* was refitting at Brest in August of 1863. Capt. J. N. Barney took over the ship but also had to be relieved because of health problems before the *Florida* went to sea again, and Capt. Charles M. Morris took command on January 5, 1864.



At left: The C.C.S. "Florida." From the ORN. At right: Commander Charles M. Morris, CSN, the last Captain of the "Florida."

This and other minor discrepancies cast some doubt on the rest of their data. It is for this reason, that this writer (in common with most researchers) prefers to go to the original sources for his information whenever possible. We do not intend here to condemn the efforts of pioneers such as Ashbrook and Konwiser. It is simply that we prefer to make our own mistakes and not repeat those of others.

#### THE SOURCE OF THE DATA OF KONWISER AND ASHBROOK

This has been a long preamble to say that the lost is found. Recently, while looking for data on another subject, we found a complete report of the *Electric Spark* case—known in Canadian court annals as the *United States vs. Boyd et als.*—in the annual report of U.S. Postmaster General Alexander Randall for 1868. On page 35, he commented,

I have the satisfaction of stating that a decree has been rendered in the high court of chancery of the Dominion of Canada in the "stamp case." (the *United States vs. Boyd et als.*) in favor of the plaintiffs. This action was brought to recover United States postage stamps of the value of about \$10,500, which had been stolen in July, 1864, from the steamer *Electric Spark*, conveying the United States mails from New York to New Orleans, which was captured at sea by the armed steamer *Florida*, a piratical vessel, sailing under rebel colors. The court sustained the right of the United States to the stamps, awarding costs of suit, and ordering the return of the stamps to this country. The preparation of the case in this country was chiefly conducted by Joseph A. Ware, esq., solicitor of the auditor's office, who deserves a great deal of credit for his diligence and skill; and the case was prosecuted under the counsel and direction of Hon. Caleb Cushing. The report of the solicitor of the auditor's office, and the opinion of the chancellor, is published in the appendix.

The reports of Ware and the opinion of the chancellor total about seven *Chronicle* size printed pages, and hence are too long to quote here, as interesting as they are. Should any reader desire a copy of the report and letters, it is available currently in the 1868 PMG report, pages 264 *et seq.* now available from Theron Wierenga and others.

The reports confirm the \$10,500 total value of the stamps, there having been seven packages of 50,000 3¢ stamps and one package of 12¢, for a total of \$10,500, according to the chancellor's statement in his rendered opinion. Presumably, as seven complete packages of 50,000 3¢ stamps total exactly \$10,500 face value, either one package of 3¢ was incomplete or there were only a few sheets of the 12¢.

Among witnesses from whom interrogatories were taken were Francis E. Spinner, Treasurer of the United States, and A. N. Zevely, Third Ass't Postmaster General.

The position of Joseph A. Ware in the Post Office Department is of interest. According to Postmaster General Alexander Randall's report, Ware was "solicitor of the auditor's office." By this, I suppose Randall meant that Ware was the solicitor for the office of the 6th Auditor of the Treasury, known far and wide from handstamped franking legends and corner cards as the "Auditor's Office of the Treasury for the Postoffice Department." That office, although nominally assigned in the bible of government organization of the time, the *U.S. Register*, to the Treasury Dept., actually worked in offices assigned to the Post Office Department, and for practical purposes, under Post Office Department supervision, in auditing the thousands of reports of all the postmasters and the other postal transactions. Evidently, the laws of Congress providing the organization of the Post Office Department and the Treasury Department 6th Auditor's Office did not authorize the post of solicitor as such does not appear in the 1867 *U.S. Register*. Joseph A. Ware, born in Maine and appointed from Illinois, is listed as a Clerk (at \$1800 per year) of the 6th Auditor's Office.

Probably the most important aspect of the *Electric Spark* affair has been that the case helped confirm the claim of the government that postage stamps are not interchangeable for money, in that they are not redeemable for cash by the Post Office Department. They are simply a commitment for a service to be performed, in carrying a letter to its destination. This principle continues today, under the U.S.P.S., or so I am led to believe.

### EARLIEST SOLDIER'S LETTER CERTIFICATION?

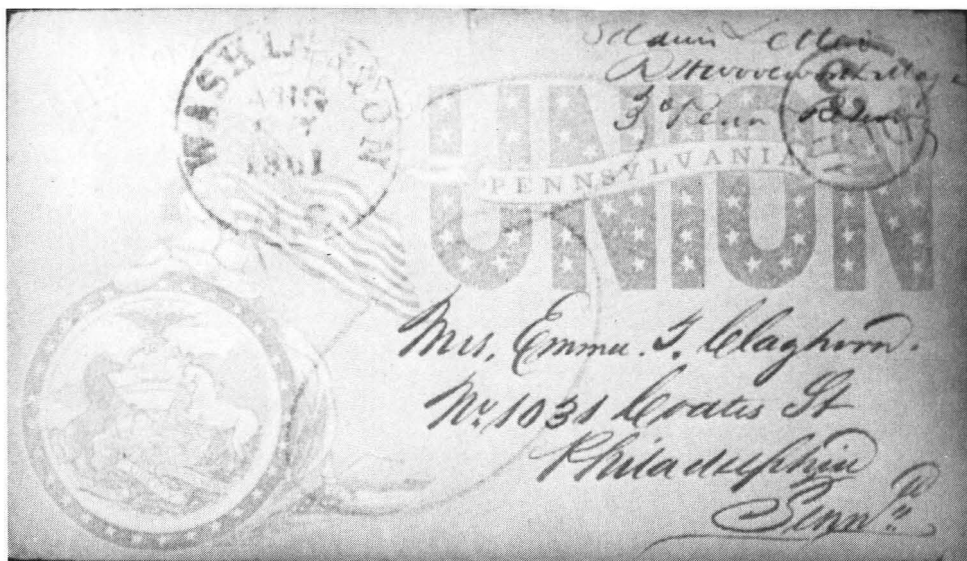
RICHARD B. GRAHAM

The cover illustrated with this paragraph is just about the earliest Civil War certified soldier's letter I have seen. The cover, sent from Washington on August 27, 1861, originated with a member of the 3rd Pennsylvania Reserves Infantry, soon after to become the 32nd Pennsylvania Volunteers. The cover bears the certifying signature, in accordance with the regulations published only a few weeks before, of Major Richard H. Woolworth of that regiment.

The act of Congress permitting mail sent by soldiers to pass through the mail collect, at a time when the Post Office Department was struggling to get the public to accept the idea that all mail had to be prepaid, was passed on July 22, 1861. The act was actually a small part of a larger enactment establishing the status of volunteer troops, and it was apparently announced in the newspapers in early August of 1861. At the same time, in General Orders No. 49, the same enactments of Congress, including the provision concerning soldiers' letters being sent collect, were imparted to all the headquarters of the armies.

The actual provisions of the soldiers' letter certification regulations were given in the *Chronicle* for June, 1964 and June, 1965, Nos. 47 and 50. Since that was nearly fifteen years ago, a brief summary of those regulations is possibly useful for those who wish to write up soldiers' letter certified covers.

It should be recognized that the certifying signature is not a frank on such covers, as it was not a substitute for postage in any way. All that the signature did was to insure the unpaid, collect letter would pass through the mails to



its destination where postage was to be collected. Otherwise, such letters would have been sent to the Dead Letter Office.

The regulations covering such letters required:

1. That the words "Soldier's Letter" be endorsed upon the cover front.
2. The letters had to bear the "certifying" signature, attesting to the fact that each was indeed a soldier's letter, the signature to be, as first required, that of the major of the regiment. Later, this was amended so that a chaplain's, surgeon's, or any field officer's signature was acceptable. The rank of the certifying officer was to be indicated, and the regimental designation, as to state and number, was to be included.
3. The privilege was not extended to commissioned officers, who, for some reason not apparent to us, were expected by the Post Office Department to have stamps available when the troops might not.
4. All such letters were to be rated at the normal rates for their weight and the distance travelled, with no penalty, but postage to be collect.
5. Letters addressed to soldiers were to be prepaid as before.

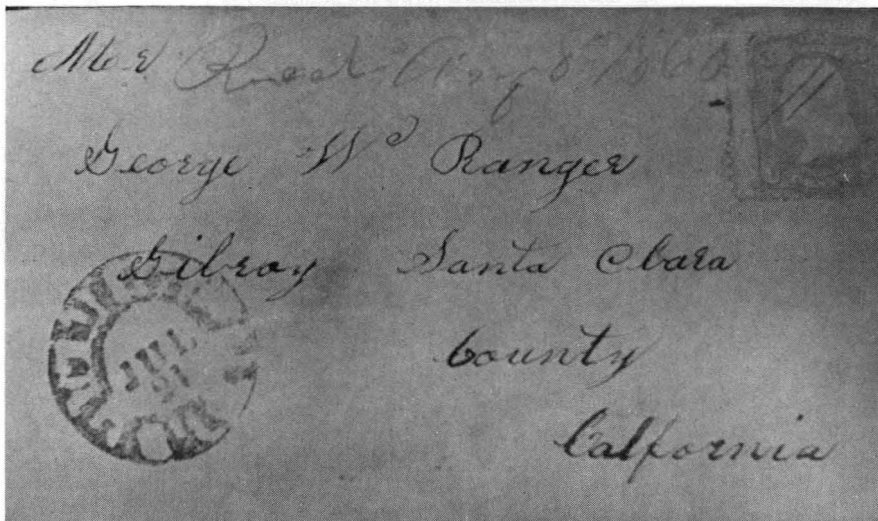
At the same time, Congress passed an act that postal historians call the "Follow the Regiment" enactment. This provided that letters addressed to soldiers whose outfits had been moved because of official orders, were to be forwarded without further postal charges. For all other classes of domestic mails, letters forwarded required additional rates as if they had been remailed.

#### NAME THAT POSTMARK!



Accompanying this paragraph, is a photo of a cover, together with an enlargement of its postmark. The cover, which belongs to N. Leonard Persson, has baffled several collectors attempting to read the name of the town in the postmark. This includes Mr. Persson and the Period Editor, both of whom usually have relatively good success in solving this sort of problem.





The cover is addressed to California in July of 1868, and if it was received on August 8, as the manuscript notation seems to read, then the letter was nearly three weeks in transit. A period of this length (although who knows how long it may have lain in the post office, waiting to be picked up?) could indicate the origin of the cover to have been well east of the Mississippi.

Anyone having possible solutions to this, such as a duplicate of the marking with an enclosure indicating the origin, is requested to advise Mr. Persson or the Period Editor.

Richard B. Graham

**Review: History of California Post Offices, 1849-1976**, by H. E. Salley. Published by Postal History Associates, Inc., 4008 Violet Street, LeMesa, Calif. 92041. Approx. 300 pages, hardbound, with maps of California, 1850 and 1976, showing counties. \$35.00 postpaid from publisher.

This book is just about what the title says that it is, a history (far more than a list) of California post offices. A compact paragraph is given for each, in alphabetical order, giving location, dates of establishment, etc. Postmaster names are not included. There are no postmarks illustrated other than a few from the Herst-Sampson catalog used as end papers. A one page introduction gives a capsule history of California postal service.

Listings are cross-indexed under all known names for each office, and the listings appear to be comprehensive.

Invaluable to collectors of California postal history and important or at least useful to others interested in U.S. postal history in general.

Richard B. Graham

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**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**THE 10¢ RATE:  
TRANSPACIFIC COVERS VIA U.S. MAILS DURING THE 1869 PERIOD**  
**MICHAEL LAURENCE**

**INTRODUCTION**

Here we begin discussing covers that crossed the Pacific via the U.S. mail service during the lifetime of the 1869 stamps. Our research basis is an examination of 10¢ 1869 covers. Though limited, this is a reasonable vein to mine, since 10¢ was the basic letter rate to transpacific destinations served by the U.S. mails during the start-up years of the transpacific service.

Of course, there were other mail services, at higher rates, to take correspondence from the U.S. to the commercial capitals of the Orient. The British, the Germans, and (at least theoretically, for part of the 1869 period) the French all ran international mail services, and Americans could post by their routes. Letters could cross the Atlantic in the regular service and enter the appropriate foreign mails in Europe. I discussed several aspects of these interesting transatlantic covers in *Chronicle* 87.<sup>1</sup>

Now we are talking about covers that crossed the Pacific, occasionally on private sailing vessels but much more typically on regularly scheduled steamships operating under government subsidy. Destinations most frequently served, based on the evidence of surviving covers, were China, Japan and Hawaii. Covers are occasionally seen to certain of the Australian states, to New Zealand and to Singapore. Transpacific covers should also exist to Calcutta, Madras, Bombay, and Aden, though these we have yet to see.

The rate under which such covers were carried—10¢ per ½ ounce—can be conceived as an extension of the 10¢ “blanket rate” that became effective 1 July 1864.<sup>2</sup> This same rate, to many of the destinations just mentioned, was subsequently confirmed in specific postal treaties which we will discuss in due course. As a practical matter, respecting our discussion here, the 10¢ transpacific rate wasn’t available until the establishment of the contract transpacific steamer service in 1867. This service didn’t become regular until 1868, and wasn’t widely used until after the completion of the transcontinental railroad in May 1869, which is why we deem it an appropriate discussion for a section devoted to the uses of the 1869 stamps.

And excepting a few destinations, the 10¢ rate continued through 1874 and sometimes into 1875. Much of what we say here should thus generally apply to covers from 1869 to 1875. However, our specific focus is on covers from the 1869 period and our supporting artifacts are covers bearing 10¢ 1869. We will discuss the covers destination by destination, beginning with the covers involving China.

Our records show eight 10¢ 1869 covers addressed to China: four each to Hong Kong and Shanghai. Then as now, Hong Kong was a British colony, geographically a part of the Celestial Kingdom but politically an important outpost of the British Empire. One can argue that Hong Kong is a different national destination than Shanghai, but a decent respect for reality, plus the paucity of the surviving covers, suggests their being grouped together, as we have done in Table 1. All these covers to China were carried on ships of the Pacific Mail Steam Ship Company, whose huge wooden sidewheelers travelled between San Francisco and Hong Kong, stopping each way at Yokohama. Connecting P.M.S.S. steamers, less ambitious in construction, plied between Yokohama and Shanghai.

1. “British Mail Covers to the Orient,” *Chronicle* 87:170-176. See also *Chronicle* 92:183.

2. “10¢ Rate to New Zealand,” *Chronicle* 86:103-105. See also *Chronicle* 95:183.

### COVERS TO HONG KONG

The earliest transpacific 10¢ 1869 cover that we know about, shown as Figure 1, travelled from New York to Hong Kong in the summer of 1869. The New York time-of-day circular shows JUN 8, the red San Francisco transit marking shows JUL 2 and the Hong Kong backstamp shows AU 6 69. The railroad linkage to San Francisco had been completed just a few weeks before this letter was posted. The sender made note of this in his bold routing at upper left: "By Overland Mail & P.M.S.S. Co." The cover crossed the Pacific on the sidewheeler *Great Republic*, which according to the daily *Alta California* departed San Francisco on 3 July 1869. This cover comes from the Law correspondence ("care of Smith, Archer and Co."), a good find of classic covers from the U.S. to Hong Kong.

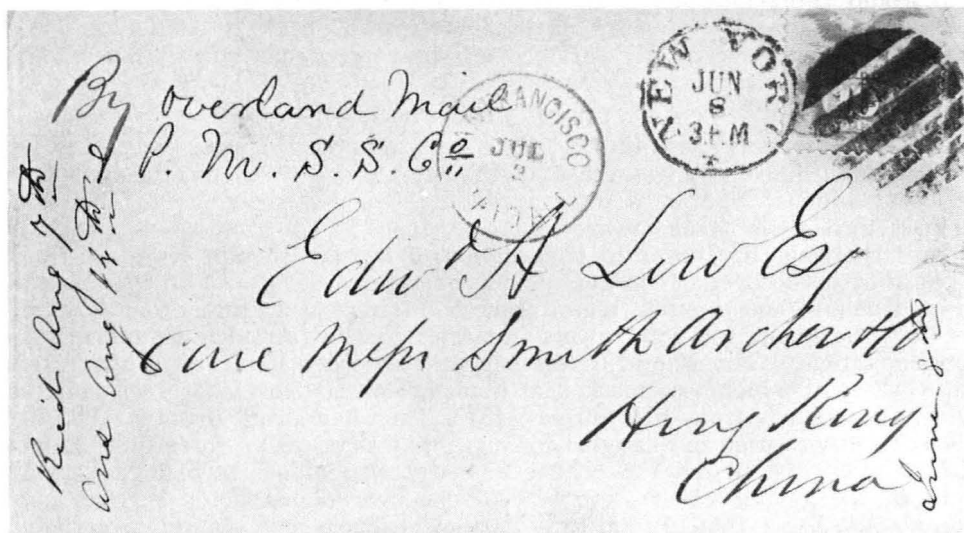


Figure 1. Earliest recorded 10¢ 1869 cover to China. This cover entered the mails on June 8, 1869, weeks after the completion of the transcontinental railway. From San Francisco it travelled to Hong Kong on the sidewheel steamer "Great Republic." Note routing at upper left.

Along with the other Hong Kong covers listed in Table 1, this cover was rated according to the terms of the postal convention between the U.S. and the colonial government of Hong Kong, effective 1 November 1867. The designated exchange offices were New York, San Francisco and Hong Kong. The blanket rate of 10¢ per ½ ounce was continued in this treaty. Hong Kong agreed to deliver letters, without any additional charge, not only in Hong Kong, but to other Chinese ports south of Shanghai, including Canton, Amoy, Swatow, and Foochow. The treaty said that such letters "shall be plainly stamped with the words 'paid all' in red ink, on the right-hand upper corner of the face of the address, and shall also bear the stamp of the mailing exchange office on their face, and that of the receiving exchange office on their back."<sup>3</sup> The cover in Figure 1 illustrates that, at least in this instance, all the treaty provisions were executed.

### COVERS TO SHANGHAI

Covers to Shanghai were specifically excluded from the U.S.-Hong-Kong treaty, though they still required the 10¢ blanket rate. The few covers I've seen to Shanghai, at this rate, bear the circular backstamps of the British post office at Shanghai and sometimes of the Hong Kong post office as well. The meager evidence suggests that certain covers that could have been conveyed from Yokohama to Shanghai via the P.M.S.S. branch steamers remained on the P.M.S.S. main steamer for delivery to the British post office at Hong Kong and subsequent British carriage to Shanghai. Some covers to Shanghai show on reverse a series of Chinese characters, typically in blue, which might repre-

3. 16 U.S. Stat., 1107-1108.

**TABLE 1. 10¢ 1869 COVERS TO CHINA VIA U.S. MAELS**

DATE	ORIGIN/DESTINATION	STAMP(S)	REFERENCE
8 JUNE 1869	New York/Hong Kong	10¢ 1869	Figure 1.
13 OCT 1869	Appomattox C.H., Va./ Hangchow, via Shanghai	10¢ 1869	Dr. G. R. Weaver
? ? 1869	?/Hong Kong	10¢ 1869	Siegel 9-16-65, 1366.
24 JAN 1870	Boston/Hong Kong	10¢ 1869	Siegel 5-12-78, 414.
21 APR 1870	New York/Shanghai	10¢ 1869	Ryo Ishikawa
11 NOV 1870	New York/Shanghai	10¢ 1869	Ryo Ishikawa
? ? ?	Penna./Shanghai	10¢ 1869 + 10¢ 1870	Ryo Ishikawa
X X X	X/Hong Kong	2 10¢ 1869	Harmer 6-10-76, 701.

sent a delivery charge. This is an area in which I am obviously not knowledgeable and would appreciate help. Most of the surviving covers repose in the Orient, which makes examination difficult. In any event, at least respecting 10¢ 1869, covers to China have clearly survived less frequently than covers from China, to which we now turn.

**COVERS FROM CHINA**

My records now show 42 10¢ 1869 covers from the U.S. consular post office at Shanghai. Since this was the only U.S. post office in China, the only post office at which U.S. stamps were available, all covers showing 10¢ 1869 had to pass through it. (I am aware of the existence of off-cover single 10¢ 1869 stamps showing the B-62 grid cancellation of the British post office at Hong Kong; but until cover or archival evidence confirms the use of 1869 stamps at Hong Kong, we must tend to regard these odd stamps as art rather than artifact.)

I wrote about 10¢ 1869 covers from Shanghai in *Chronicle* 80 and in subsequent articles.<sup>4</sup> The 20-odd covers I initially recorded have now grown to 42, the earliest of which was marked at Shanghai on 20 November 1869 and the latest of which is from 13 February 1873. Thus it appears that the U.S. 10¢ 1869 stamp was used in Shanghai for more than three years—three times longer than it was used in the U.S. The extended period of use in Shanghai, along with the reasonable observation that covers from China should survive more abundantly since they are already here and don't need to be repatriated, explains why covers from China are more common than covers to China.

Most of the 10¢ 1869 covers from China show the "P. O. D. U.S. Con. Genl." marking shown in Figure 2. This marking was replaced by the "U.S. POSTAL AG'CY" marking, a strike of which is illustrated on piece in Figure 3 and on full cover in Figure 4.



Figure 2. The Shanghai Consular marking.



Figure 3. The Shanghai Agency marking.

When I wrote earlier about 10¢ 1869 covers from Shanghai, I did not know that any existed showing the Agency marking. Since then, three have turned up. Two are waiting to be auctioned as I write these words, being lots 594 and 595 in the Gibbons/Merkur sale of the John Juhring material October 25-28, 1978. The third is Figure 4.

The cover in Figure 4 shows a Shanghai date of February 19 and a San Francisco date of March 21. Per the methodology developed in *Chronicle* 80, these two dates are sufficient to tell us that the cover is from 1873. The two

4. *Chronicle* 80:214-222; 81:37-39; 82:97-98; 84:228-230.



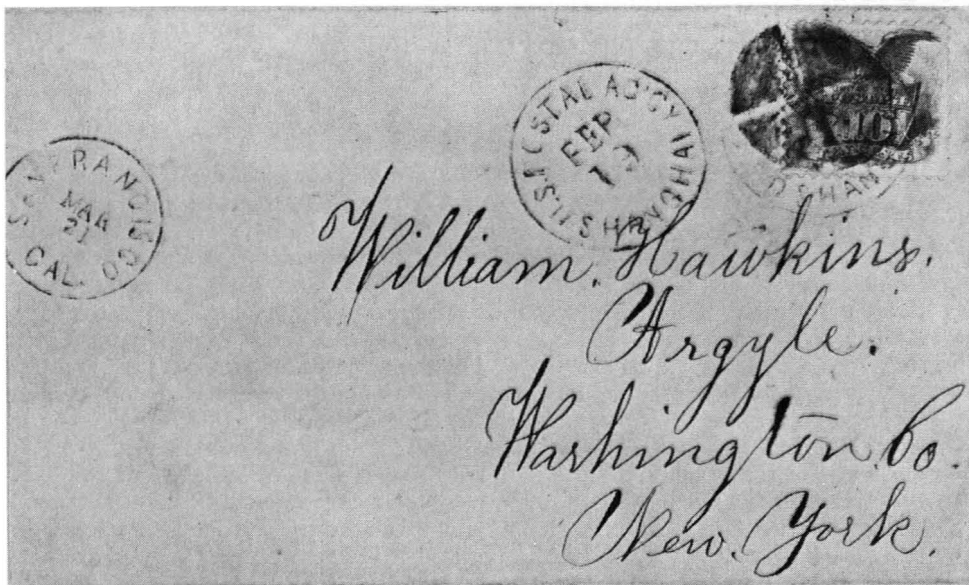


Figure 4. The Shanghai Agency marking on a 10¢ 1869 cover posted in 1873. The Agency marking came into use sometime in late 1871 or early 1872, and is not frequently seen on covers bearing 1869 stamps.

Juhring Agency covers bear Shanghai dates, according to the catalog description, of May 12 and July 14, both 1872. The record of 10¢ 1869 covers from Shanghai now leads to the conclusion that the consular marking in Figure 2 was replaced by the Agency marking in Figures 3 and 4 sometime between October 24, 1871 (last consular cover) and May 12, 1872 (first agency cover).

This is a somewhat controversial conclusion, because the conventional wisdom among collectors who fancy these U.S. uses in China is that the consular marking was phased out earlier. Riddell's undated monograph,<sup>5</sup> which so far as I know is the only published attempt to year-date the uses of the various U.S. Shanghai postmarks, puts the changeover at "circa 1870." (The Agency marking, according to Riddell, was then used until 1886.) So here we have a small but useful addition to the postal-historical record, growing from the narrow-focus examination of the various facets of a single stamp type.

Given the relatively short lifetime of the Consular marking (26 May 1868-late 1871 or early 1872) we are fortunate that examples have survived in comparative abundance. Respecting 10¢ 1869 covers showing this marking, I think the current market has priced them more optimistically than scarcity should justify. As noted, they are much more common than their westbound counterparts, which command lower prices.

In subsequent *Chronicles* we will use this article as a basis for discussing U.S. mail covers to and from Japan, to and from Hawaii, and to the other destinations serviced by the U.S. transpacific mail service during the 1869 period. Ken Gilbert's article in *Chronicle* 99<sup>6</sup> is a welcome contribution, and more is needed. Help if you can.

5. J. D. Riddell, *The U.S. Postal Agency in Shanghai, China*. London, undated.

6. "Hawaiian Steam Service Contract Sailings," *Chronicle* 99:210-215.

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## THE BANK NOTE PERIOD

MORRISON WAUD, Editor

### THE 10¢ RE-ENGRAVED STAMP OF 1882

JEREMY WILSON AND JOHN KOHLHEPP

The 10¢ re-engraved of 1882 (Scott 209), is a lack-luster emission when compared to most of the preceding United States postage stamps. Although the stamp served its purpose on domestic and foreign mail for eight years, its uses also tended to be unspectacular. According to Elliott Perry "probably 95% of the re-engraved 10¢ Jefferson stamps . . . paid a 10¢ registry fee with 3¢ (to October 1, 1883), or 2¢ (from October 1, 1883) adhesive or envelope stamps for postage."<sup>1</sup> Most of the remaining 10¢ stamps were used to pay double the 5¢ rate on mail to foreign countries under the Universal Postal Union. Apparently many small town post offices still had a goodly supply of the 10¢ re-engraved on hand when it was officially superseded by the 10¢ of the 1890 issue as examples of its use for quite a few years thereafter are not uncommon.

Early in the 1880s, the American Bank Note Company decided to convert their printing facilities from hand-operated to steam-powered presses. This conversion was reported later by John Luff who noted that just prior to 1885 the American Bank Note Company prepared U. S. postage stamps in sets of five for use on steam-powered presses, a letter being assigned to each set. One set of 10¢ plates was numbered 547 to 559 and lettered "M". Since the new steam presses would have rapidly worn down the Continental plates that the American Bank Note Company had taken over in 1879, it was decided that the four denominations most frequently printed would be re-engraved to accommodate the new presses. The American Bank Note Company further decided to use up its higher denominations and print them only when needed using the old Continental plates. As a result the 1¢, 3¢, 6¢ and 10¢ denominations of the 1879 issue were selected for re-engraving. Ironically the 2¢ of that issue was not included, perhaps because of the anticipated reduction in first class postage from 3¢ to 2¢ and subsequent issuance of a new 2¢ stamp on October 1, 1883.

The American Bank Note Company found a National die of the 10¢ denomination and re-engraved it. The use of a National die would explain the absence of the secret mark found on the Continental and early American printings. Among the alterations on the die were the following: first, the frame was retouched so that there were four instead of five vertical lines to the left of Jefferson's portrait; second, the thickness of the oval surrounding Jefferson's portrait was reduced by a third; then, Jefferson's portrait was slightly touched up with a few lines added and others strengthened, particularly in the hair above his forehead; finally, the addition of horizontal lines almost obliterated the five vertical shadings below the ribbon carrying the stamp's value. The American Bank Note Company prepared eleven plates from the National die. Over-all the retouching of the National die rendered the stamp darker and more solid in its appearance. As John Luff complained, "This re-engraving did not improve the appearance of the stamps. Their delicacy and clearness were destroyed and the impressions from the recut design are heavy, blurred and uneven."<sup>2</sup>

Aside from the aesthetics of the 10¢ re-engraved, a minor controversy erupted over the question of when the stamp first appeared. Since the re-engravings of the 1¢, 3¢, 6¢ and 10¢ denominations were technical matters pursued by the American Bank Note Company rather than an official Post Office policy, the appearance of the new stamps was not announced in advance. A survey

1. Elliott Perry, *Pat Paragraphs*, p. 1974.

2. John N. Luff, *The Postage Stamps of the United States*, (New York, The Scott Stamp and Coin Company, 1902), p. 148.



Figure 1. A registry fee use with 2¢ embossed and 1¢ and 2¢ 1887 paying the 5¢ rate under U.P.U. from Oldenburg, Texas, to Varel in the old German state of Oldenburg.

of contemporary philatelic publications suggests that the re-engraved stamps were ignored at first by the philatelic public. Most stamp collector journals in the early 1880s were content to list new stamps “for the record” months and even years after the issues appeared.

The earliest report of the 10¢ re-engraved was in June of 1882 by *The Philatelic Record*. Five years later, John K. Tiffany reported that the 10¢ re-engraved first appeared in November, 1882.<sup>3</sup> In 1902, John N. Luff corrected his colleague stating, “Mr. Tiffany says the re-engraved stamps began to appear in November, 1882. This date is much too late.”<sup>4</sup> Luff went on to say that the 10¢ re-engraved first appeared sometime in April, 1882, about a month after the stamp was printed from the new plates. Scott and other cataloguers have agreed with Luff on this point and April, 1882, is the date accepted by collectors today. The earliest date of use on cover has not been officially recorded. Collectors might find it worthwhile to examine 10¢ re-engraved covers to try to determine the earliest date of use, one hopes, in April, 1882.

While the philatelic journals of the early 1880s failed to notice the appearance of the 10¢ re-engraved, the Durbin and Scott catalogues failed to list the new stamp until their 1883-4 editions. As the publishers of catalogues were

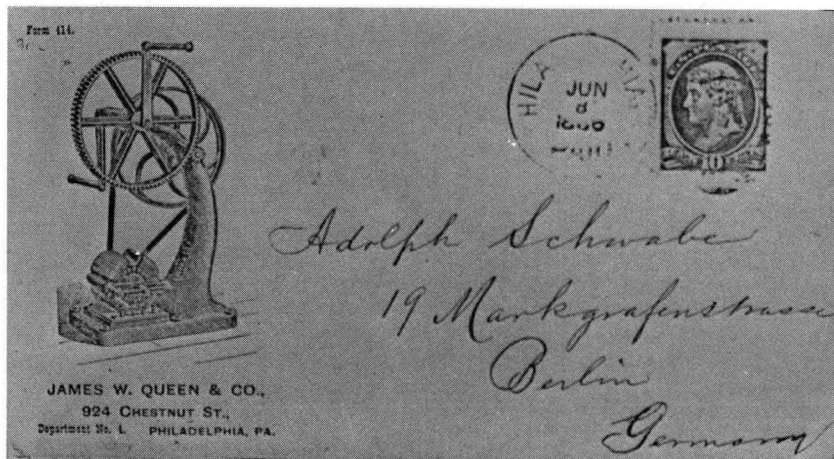


Figure 2. Paying double rate under U.P.U. from Philadelphia to Germany in 1886.

3. John K. Tiffany, *History of the Postage Stamps of the United States of America*, (St. Louis, C. H. Mekeel, 1887), p. 183.

4. John N. Luff, *loc. cit.*

prohibited from using full illustrations of U.S. postage stamps, Durbin and Scott described stamps by color. Under the listing "Various Heads. Perforated. 1870-1882," Durbin simply described the copy of the 10¢ re-engraved as "Chocolate." Scott put the 10¢ re-engraved under the heading "Same Designs, re-engraved," stating the color of the stamp was brown.

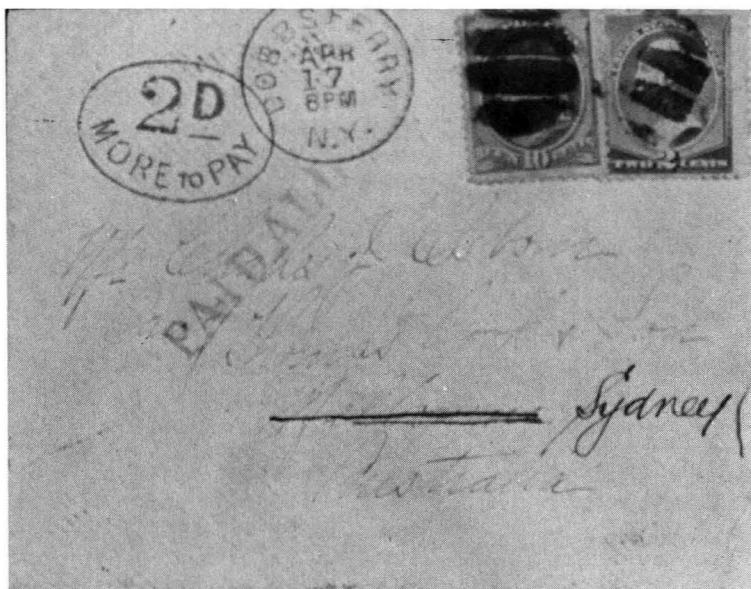


Figure 3. A 12¢ rate cover from Dobbs Ferry, N.Y. to Melbourne via New York City and San Francisco with two pence due on forwarding to Sydney. The Australian states were not U.P.U. members at this time.

Varieties of the 10¢ re-engraved are restricted to colors and plate varieties such as double transfers and shifts. John K. Tiffany in his *History of the Postage Stamps of the United States of America* (1887) noted the following color varieties of the 10¢ re-engraved:<sup>5</sup>

- (a) The earliest impressions are in muddy yellow brown, quite uniform all over the stamp.



Figure 4. Pair with 1¢ re-engraved on registered letter to Cuba, May, 1883. Overpayment of 6¢ of single letter rate under UPU (5¢) plus registry fee (10¢). Why 21¢ in postage? Notation "By British Mail via St. Thomas" pencilled out at post office as routing was obsolete. Rate to West Indies by British Mail had been 13¢ single in July, 1875; registry fee had been 8¢ Jan. 1, 1874-Oct. 1, 1875. Probably the bank employee who handled this letter, in addition to noting an obsolete route used an outdated postal rate chart from which was computed the erroneous 21¢. The letter was eventually returned as undeliverable and consigned to the Dead Letter Office.

5. John K. Tiffany, *op. cit.*, pp. 185-6.

- (b) Later impressions, in 1886, are in a clearer shade of yellow-brown, and the light on the face has been increased, much improving the effect.
- (c) An odd purple-brown shade appeared in 1886.
- (d) A dark black brown shade is now, 1887, in use.

As for the plate varieties, the authors have seen only one double transfer. Shifts appear to be more plentiful.

Interesting and fancy cancellations on the 10¢ re-engraved are limited but can be found. Their scarcity is due to the continuing policy of the Post Office Department started in 1875 of requiring postmasters to use uniform, lackluster commercial killers instead of the unusual and fancy cancellations, often hand-made, used by numerous postmasters previously.

From the *PMG Annual Reports*, over 174 million copies of the 10¢ re-engraved were distributed to post offices. Today mint copies and blocks are not uncommon and a sheet is on display in the Government's collection in the Smithsonian Institution, Washington, D. C.

The 10¢ re-engraved has never been popular, but specialized collections do exist and the authors would appreciate hearing from those collectors. An unpopular stamp which deserves more attention, the 10¢ re-engraved is a fine stamp for inexpensive specialization.

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The authors would like to express their thanks to Mr. George Turner for his bibliographical assistance.

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## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

### U.S.-INDIA MAILS

CHARLES J. STARNES

India has always been a very popular area for collectors, from junior-grade hole-fillers to students entranced by the philately (including, *natürlich*, all postal usages) of British India, with the convention and feudatory states. These students have been prolific writers; the *Collectors Club* library indexes over 70 references to 1974, the *London Philatelist* over 125 to 1968, and this author's cover frequency list puts India in ninth place.<sup>1</sup> Nevertheless, the *Chronicle* has remained silent on the subject of mails exchanged between the U.S. and India.

We present here a more nearly correct compilation of letter rates from the U.S. to India<sup>2</sup> than has been previously published.

*Regular* mail service from the U.S. to India, or indeed to any far eastern destination, was entirely dependent on the British mail service from Suez until Oct. 1862, when the Compagnie Messageries Imperiales Indo-China line began operations.<sup>3</sup> French convention rates at 60¢ the ½ ounce were more expensive in this five-year period to 1868, and the mail service was neither more reliable nor faster than the British. So we find few French convention letters from the U.S. to India. The various German mail systems (Bremen, Hamburg, Prussian, North German Union) all had to tie into the British transit from Alexandria, and were seldom used for U.S.-India letters.

British treaty mails for India from the U.S. were routed from England to Alexandria by three different paths<sup>4,5,6,7</sup>: via Southampton, via Marseilles, via Brindisi.

From 1840 the Peninsular & Oriental Steam Navigation Co. (the P. & O.) held the British mail contract for carriage via Southampton-Gibraltar-Malta-Alexandria. In 1852, Marseilles became a port of call, to be replaced by Brindisi Nov. 1870.

The second route, defined by Anglo-French treaties, went by channel packet to Calais, through France to Marseilles, and by French packet to Alexandria; P. & O. packets also picked up British mails at Marseilles, 1852-Nov. 1870.

The third route, via Brindisi, is separable into three sequences. The first was an experimental route (with a sea link over 500 miles shorter than by Marseilles): rail across France and down Italy to Brindisi, thence by Italian packet to Alexandria. During this period, Nov. 1869-Oct. 1870, a portion of the mail directed via Marseilles was sent via Brindisi. The Franco-Prussian War soon interrupted regular transit through France, Marseilles was replaced by Brindisi as a port of call for the P. & O., and British utilized their postal

1. An estimate of the relative abundance of existing classic covers to and from the U.S.: 1-4, (Canada, England, France, Germany); 5, China; 6, Hawaii; 7-8, (Italy, Switzerland); 9, India; 10-14, (Australia, Denmark, Peru, Spain, Sweden).

2. The general term "East Indies" (instead of India, or even Hindostan) was used in the British treaty rate tables of 1849, and this rather confusing terminology was continued in successive U.S. postal guides and the *U.S. Mail & P.O. Assistant*.

3. Main line: Suez-Aden-Pointe de Galle-Penang-Singapore-Saigon. Five branch lines to Mauritius, Calcutta, Batavia, Manila, and Shanghai. See R. Salles, *La Poste Maritime Française*, Tome V.

4. H. T. Lobdell, "The Overland Mail Route via Suez to the Orient," *14th American Philatelic Congress*, 67-75.

5. H. Robinson, *Carrying British Mail Overseas*, 158-171.

6. D. R. Martin and N. Blair, *Overseas Letter Postage from India, 1854-76*, 1-14.

7. N. Blair, "The Story of the Anglo-Indian Mails, Part VI, 'Via Brindisi,'" *Postscript* 27, 31-34.

**RATES TO INDIA.**

**BRITISH POSSESSIONS AND PROTECTED STATES (HINDOSTAN, HINDOOSTAN)**

	7/49	10/52	e7/56	4/57	7/57	e4/59	5/63	2/67	3/67	1/68	3/68	
Br. vS	45	—	omit	—	—	33	—	—	—	22	28	
Br. vM	65/75	—	omit	—	—	39/45	—	—	—	30	36	
Br., oA-oB			21-5	—	—	—	—	—	—	omit		
PCM		38	—	—	—	—	36	—	35	omit		
Fr.				30/60	—	—	—	—	—	omit		
B-H vM					40/72	—	—	37	—	omit		
B-H vT					64	—	—	55	—	omit		
	7/68	11/68	1/70	7/70	8/70	11/70	1/71	3/71	4/71	10/71	7/75	7/76
Br. vS	—	—	22	—	—	—	—	—	—	—	*21	omit
Br. vM	—	—	30	—	—	omit	—	—	—	—	—	—
Br. vB						36	28	—	—	—	*27	omit
Am. Pkt. vSF		10	—	—	—	—	—	—	—	—	omit	
NGU, d.	27	—	—	24	omit	24	—	—	omit	—	—	—
NGU, cm.	32	—	—	27	—	—	—	—	omit	—	—	—
NGU, d. vB						*25	—	24	—	*20	omit	
NGU, cm. vB						*28	—	27	—	*21	omit	
NGU, d. vT									*27	*26	omit	
NGU, cm. vT									*30	*27	omit	
German											*17	omit
UPU, Italian												*10

**OTHER THAN BRITISH—**

	10/52	5/63	3/67	1/68
PCM	70	68	59	omit

**FRENCH POSSESSIONS [CHANDERNAGOR, KARIKAL, MAHE, PONDICHERRY, YANSON (YANAON)]**

	4/57	8/69	1/70	7/75	7/76
Fr.	*30/*60	—	omit	—	—
Br. vS		28	22	*21	omit
Am. Pkt. vSF			10	omit	—
UPU, It.					*10

For explanation of abbreviations and symbols, see *Chronicles* 87:190 and 91:293.

arrangements with Germany to set up a new transit to Brindisi. Mail was sent by the North German Union closed mail route: across the channel to Ostende-Cologne-Münich down through Italy to Brindisi, and then by P. & O. packet to Alexandria. Late in 1871 the Mont Cenis tunnel was completed, expediting rail service between France and Italy. This improvement, with the cessation of war interruptions, prompted Britain to once more route its mails through France and down Italy to Brindisi. This route was used from Jan. 1872 into the 20th century.

Contract mails in the forties took about three days to cross Egypt via Alexandria-Mahmoudieh Canal-Nile River-Cairo-camel to Suez. Construction of a railway was a leisurely process—to the Nile by 1853, to Cairo by 1856, and to Suez Dec. 1859. The Egyptian railway was heavily subsidized by Britain; an Anglo-Egyptian treaty, effective 30 June 1858, set an annual payment of 12,000 pounds sterling for complete postal facilities and rail transit between Alexandria and Suez.<sup>8</sup> The Suez Canal, which opened for traffic Nov. 1869, was not used for British mail carriage until 1874, when the mail packets from Southampton proceeded east through the canal with the mails, instead of dropping them off at Alexandria. The Brindisi mails were not routed through the canal until 1888.

The P. & O. held only the contract for the Suez-Aden-Pointe de Galle-Madras-Calcutta run from 1845-54; the East India Co. did not relinquish the Suez-Aden-Bombay run until 1854. From that date to Mar. 1868 the P. & O. maintained mail service to both Bombay and Calcutta; after Mar. 1868 the Calcutta run was abandoned.

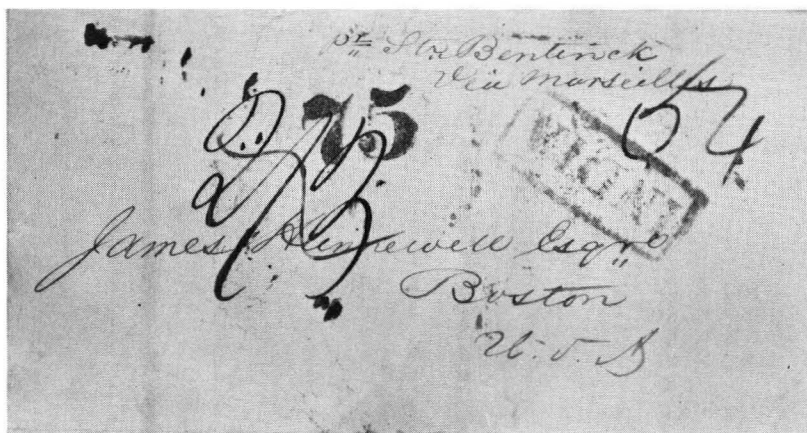


Figure 1. Unpaid letter from Calcutta, 1854. The 75¢ rate, ¼-½ ounce, via Marseilles, with 2sh. 3d. (54¢) debit to U.S.

Now to the covers, the lovely covers. . . . Figure 1 shows a folded letter from Calcutta, 18 Nov. 1854, with directive "Via Marseilles." To follow this directive, it was necessary to send the letter unpaid, at the rate of 2sh. 3d., for ¼ to ½ ounce, to England.<sup>9</sup> So the Calcutta office marked the due rate to England, ms. "2/3," stamped a red boxed INDIA,<sup>10</sup> and sent the letter via Marseilles to London. That office debited the U.S. 54¢ (2sh. 3d.) and sent the letter to Liverpool for transit to New York by Collins line steamer (Am. Pkt.). Boston stamped the large black "75," total rate collect (34¢ British and 2x10¢ French transit, 16¢ U.S. sea and 5¢ U.S. inland). An unpaid letter with 65¢ rate via Marseilles, under ¼ ounce, has been illustrated and discussed by C. M. Hahn.<sup>11</sup>

8. *British & Foreign State Papers*, 52, 897-898.

9. Martin and Blair, *op. cit.*, 45. From 1 Oct. 1854-1 Feb. 1856, letters via Marseilles could not be prepaid, but had to be sent "Bearing."

10. Robson Lowe, *Encyclopedia*, Vol. III, *The Empire in Asia*, 147. Listed as HS 385, used 1838-61 in the Bengal Presidency.

11. *S.P.A. Journal*, Oct. 1977, 109-111.

The cover, from Benares 27 May 1852, shows a boxed INDIA, a 1sh. 10d. "bearing" rate to England, and debit to U.S. of 60¢, since Atlantic transit was by Cunard (Br. Pkt.).

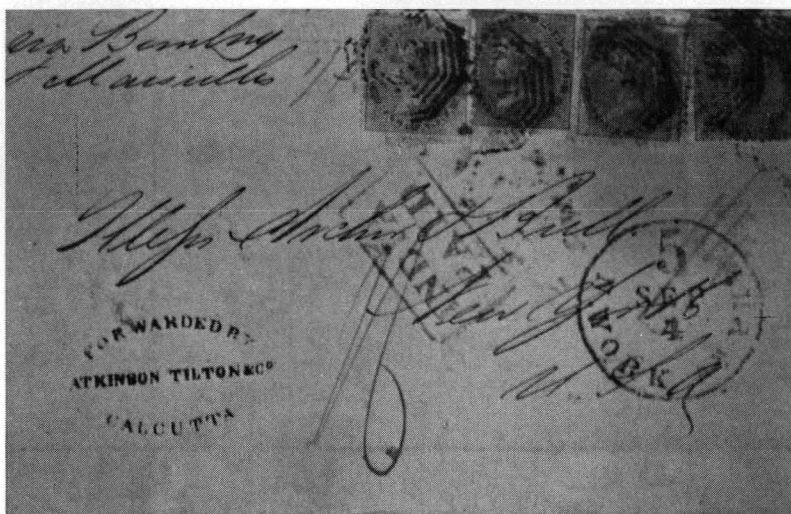


Figure 2. Prepaid 11 annas 4 pies (34¢) rate to U.S. port, under ¼ ounce, via Marseilles. British credit of 16¢ to U.S., 5¢ U.S. inland collect at New York, 1860; total rate equivalent to 39¢ rate from U.S.

Next are two covers from Calcutta, one prepaid, one unpaid, both sent at the equivalent of the U.S. 39¢ under ¼ ounce via Marseilles rate. The Figure 2 cover was mailed 12 Jul. 1860 with 8as., 2as., 1a., and ½a. '56 issues for the 11as. 4p. (34¢)<sup>12</sup> prepaid rate to U.S. port. The Calcutta office (or Bombay, 25 Jul.) stamped a red boxed INDIA/PAID<sup>13</sup> and marked ms. red "1/," 1sh. 4d. credit to London, retaining 1d. local. At London the U.S. was credited 16¢ for Am. Pkt. transit, thus only 5¢ U.S. inland collect at New York.

Figure 3 shows a folded letter dated 4 Jul. 1857, stamped with black boxed INDIA UNPAID and marked in black ms. "1d.," believed a Calcutta debit to the London office. The letter arrived at London 14 Aug., the U.S. was debited 34¢, and the cover travelled from Liverpool on the Cunard America, reaching

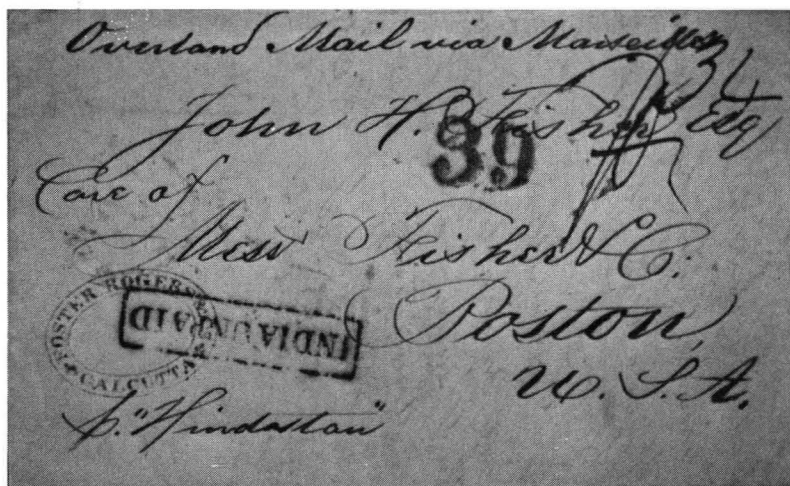


Figure 3. Unpaid 39¢ rate from Calcutta, 1857. Note 1d. debit to London office, 34¢ debit to U.S., 39¢ total collect at Boston.

12. 1 rupee (2sh., 48¢) = 16 annas (1½d., 3¢) = 192 pies (¼¢)

13. Robson Lowe, *op. cit.*, 146. Listed as HS 321, used 1847-64 in all India.

Boston 27 Aug. The Boston black "39" total rate collect included the 34¢ British charge and 5¢ U.S. inland.

A 5¢ red brown '62 with 30¢ and 10¢ '61 issues prepay the British 45¢ rate via Marseilles, ¼-½ ounce, on the cover shown as Figure 4. The Boston office credited 40¢ to Britain (BOSTON BR. PKT. 40 NOV 4), sent the letter to New York for transit by Cunard *Australasian*, 5 Nov. 1862. Some 43 days later it reached Bombay, 16 Dec.



Figure 4. The ¼-½ ounce via Marseilles rate with 5c red brown '62, 10c and 30c '61 from Boston to Bombay, 1862. Cunard "Australasian" to Liverpool, thus 40c credit to Britain.

A glance at the rate table will show the faithful reader that there were two British 30¢/½ ounce via Marseilles rates—one of three months duration, the other, ten months. We show the latter as Figure 5, a cover mailed from Chester, Pa., 9 Mar. 1870, with a 30¢ '68 "F" grill issue. It was processed at the Philadelphia exchange office—purple PHILA. PAID ALL MAR 10 and red 26¢ credit to Britain (U.S. retained only the 4¢ inland and sea postage on British mail pre-paid beyond the U.K., 1 Jan. 1870-1 Jul. 1875). Atlantic transit was from New York. 12 Mar., on the North German Lloyd *Weser II* to Southampton and London, where the usual red 1d. colonial credit was stamped. It is just possible the cover could have been sent by the experimental Brindisi route (Nov. 1869-Oct. 1870) instead of via Marseilles. In any event, the letter reached Calcutta 19 Apr. and Moulmein, Burma, 29 Apr.

The tables of British mail departures from London for India claim but a five-day advantage for the Marseilles route, which was only about a 10 percent



Figure 5. A 30c "F" grill paying the via Marseilles postage (1 Jan. 1870-Nov. 1870). From Chester, Pa., 9 Mar. 1870, credited at Philadelphia with 26c to Britain.



improvement in average transit time for letters from Boston to Calcutta, 1857-63. Nevertheless, judging from files and other data, it appears that Southampton route mail before 1870 is not common. We show as Figure 6 a via Southampton cover franked with a strip of three 10¢ TAG varieties and a 3¢ '61 for the 33¢ rate. The New York office credited Britain with 12¢ and sent the letter by Inman "City of London," Am. Pkt., 13 May 1865. Arrival at Vellore, 30 Jun., shows 48 days in transit.



Figure 6. Strip of three 10¢ and a 3¢ '61, 33¢ via Southampton. From New York, 1865, by Inman "City of London," with 12¢ credited to Britain. Arrived Vellore after 48 days transit.

No India article should be without a cover from the Bissell correspondence and here, as Figure 7, is one from Boston 28 May 1873. It is franked with 10¢ and 12¢ National stamps for the 22¢ via Southampton rate. Boston credited Britain with 18¢ (red crayon "18" and cds. BOSTON PAID); the most probable transit was by the Hapag *Silesia* from New York 29 May, touching at Plymouth 8 June. The letter was sorted on board P. & O. steamer on the Suez to Bombay run (SEA POST OFFICE 27 6 73), and reached Ahmednuggur 10 Jul.—43 days in transit. A cover illustrating the last Southampton rate, 21¢ (1 Jul. 1875-1 Jul. 1876), has been discussed previously.<sup>14</sup>

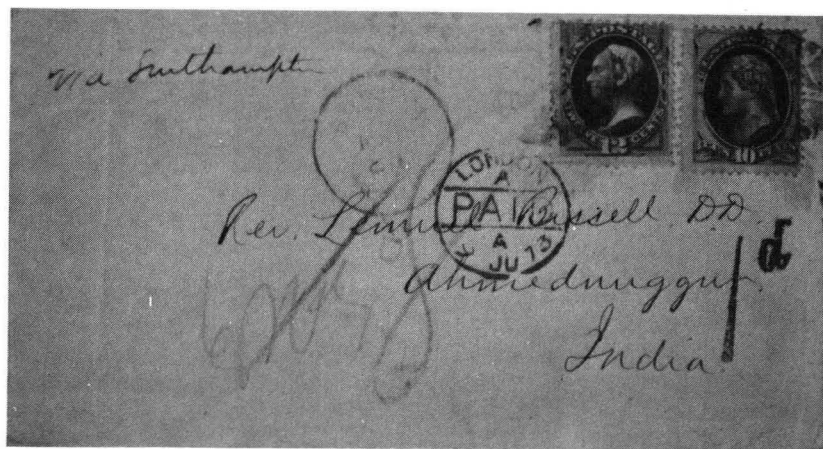


Figure 7. Boston, 1873, to Ahmednuggur. The 22¢ via Southampton rate with 10¢ and 12¢ Nationals; 18¢ credit to Britain, 1d. colonial credit.

A representative cover sent by the Brindisi route is shown as Figure 8. The 28¢ rate was paid with a 24¢ gray '63 and a pair of 2¢ Nationals; New York processed the cover with credit of 24¢ to Britain (NEW 24 YORK), and sent

14. *Chronicle* 81:41-3.

it 2 Dec. 1874 by Cunard packet to Liverpool. The letter arrived at Morabadad 10 Jan. 1875 and Bareilly 13 Jan.

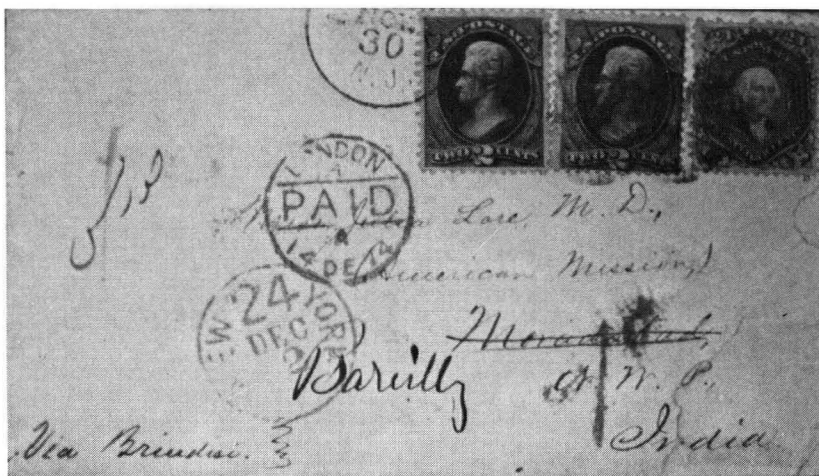


Figure 8. Via Brindisi with 24¢ gray '63 and pair 2¢ Nationals for the 28¢ rate. From New York 1874, 24¢ credit to Britain, and still the 1d. colonial credit.

British treaty open mail covers to India form a little pocket of study all by themselves. First, although the system was ably explained by Hargest,<sup>15</sup> we would like to review this open mail, or part-paid, system as it operated from the U.S. Article XI of the 1848 U.S.-U.K. treaty provided that letters from the U.S. to destinations beyond the U.K. must be turned over to the British mail system with at least the U.S. postage paid (21¢ if by Am. Pkt. to England, 5¢ if by Br. Pkt. from U.S. port). If the British postage had to be paid in advance, the total postage to destination was paid in the U.S. Article XII stated that the British portion of postage would be "the same as the rate which is now, or which may hereafter be, taken by the British post office upon letters to or from such colonies or possessions, or foreign countries respectively, when posted at the port of arrival or delivered at the port of departure of the packets carrying the mail between the United Kingdom and the United States." Thus the *total* rate of postage was 21¢ plus the British rate from England to destination (with the single exception of France). The treaty regulations of 1849 separated all destinations into the two categories: Table D—postage to be fully prepaid; Table B—U.S. postage only to be prepaid. Table B, open mail, was processed at the London office, debited according to Anglo-foreign arrangements if to a foreign destination,<sup>16</sup> and by variable accounting procedures if to a British destination.

Past foreign mail interpreters (including Ashbrook) have assumed that the black ms. markings on open mail to certain British possessions were notations of the total postage due, in shillings and pence, at destination. It has now been established by Michael Laurence that this is not always the case. He deserves congratulations on his original findings in regard to the debit markings on open mail covers from the U.S. to Hong Kong.<sup>17</sup> He has shown that, for the period Nov. 1859- Dec. 1861, the black ms. markings on open mail covers were uniformly 1d./½ ounce less than the total British postage due at Hong Kong. Although using qualifiers and avoiding a positive statement, Laurence advances a reasonable and logical explanation: the decrease in debit to the Hong Kong office was a method of allowing the 1d./½ ounce colonial credit (which had been given on fully prepaid letters).

15. G. E. Hargest, *Letter Post Communications, etc.*, 37-38.

16. Examples: to Belgium, *Chronicle* 56:116-19; to Holland, *Chronicle* 58:80; to Italy, *Chronicle* 74:98-99; 78:119-24.

17. M. Laurence, "Part-Paid Covers From The U.S. to Hong Kong," *Postal History Journal*, 43, 7-24.

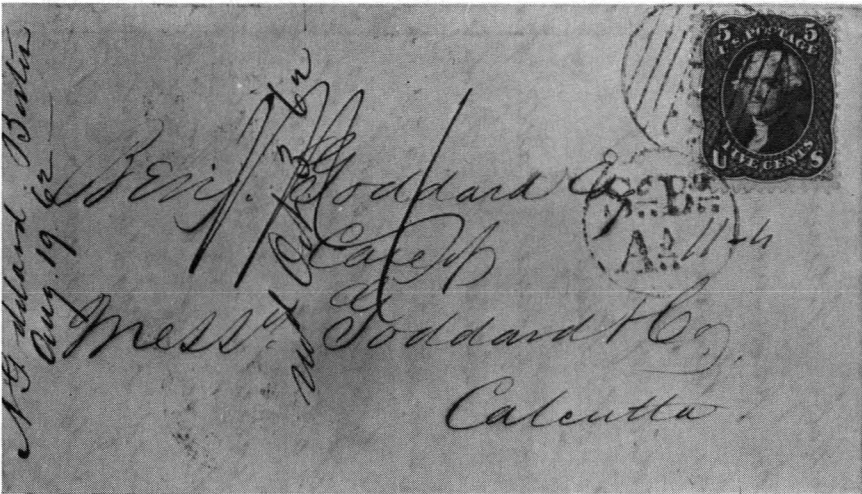


Figure 9. 5¢ open mail, Cunard "Arabia" transit. 1sh. 4d. debit to Calcutta; 11 annas 4 pies (1sh. 5d.) total collect at Calcutta, 1862. Equivalent to 39¢ via Marseilles rate.

Until the Goddard correspondence started dribbling into collections in the late 1960s, open mail letters to India were decidedly scarce. But now there are enough covers to study (17 available, Jul. 1861-May 1863), and their debit markings corroborate the Hong Kong treatment described by Laurence. The India covers all bear a Calcutta or Bombay collect postage marking, and so give positive evidence of the 1d./½ ounce deduction in the London debit. Shown here are two open mail examples, both at the total rate of 39¢/¼ ounce via Marseilles. The first, Figure 9, was mailed from Boston 20 Aug. 1862 with a 5¢ '61 for the open mail rate by Br. Pkt., with transit by the Cunard *Arabia* to Liverpool. At London the Foreign Office debited Calcutta with black ms. 1sh. 4d (10as. 8p., 32¢) before routing via Marseilles to Bombay, 25 Sep., and Calcutta, 3 Oct. The collect postage at Calcutta was shown by circular "St. Bg./As." and ms. "11-4," 11as. 4p. (1sh. 5., 34¢). Here we have positive evidence for the total rate distribution: 5¢ U.S. inland + 1sh. 4d. London debit + 1d. colonial charge = 39¢.



Figure 10. Pair of 5¢ red brown '62 10¢ and 1¢ '61 for the 21¢ open mail, Allan "Anglo Saxon" transit. 8d. debit to Calcutta; 6 annas (9d.) total collect at Calcutta, 1863. Equivalent to 39¢ via Marseilles rate.

The second cover, Figure 10, was franked with a 10¢ and 1¢ '61 and pair of 5¢ red brown '62 stamps for the 21¢ open mail rate by Am. Pkt. It was processed at Boston 10 Jan. 1863, and probably carried by the Allan line *Anglo Saxon* out of Portland 11 Jan. London debited Calcutta with black ms. 8d. (5as. 4p., 16¢), and at Calcutta the collect postage was marked by backstamp "CALCUTTA/

STEAM LETTER/ 1863 MAR 1/ Steam Bg./ Indian do.," and ms. "6as" (9d., 18¢). Here again the Foreign Office decreased debit and the total rate distribution are proved: 5¢ U.S. inland + 16¢ U.S. sea + 8d. London debit + 1d. colonial = 39¢.



Figure 11. Prussian mail from Deep River, Conn., 1861—a 1¢ overpay of the 38¢ rate. Boston credit to Prussia of 15¢, including 8¢ (3 silbergroschen) foreign postage, for transit to Alexandria. Extra British charge, P. & O. to Calcutta, was 1 sh., 8 annas collect at Calcutta.

We have a record of six Prussian mail covers to India; Figure 11 shows one of them. It is a 1¢ overpay of the 38¢ rate, franked at Deep River, Conn., 3 Sep. 1861, with a 3¢ '57 Type 2, pair of 1¢ '57 Type 5, 10¢ '59 Type 5, and 24¢ gray '60 stamps (all, alas, scissored before affixing). Boston credited Prussia by red crayon "15" (7¢ international and 8¢ foreign postage) and sent the letter by Cunard *Canada*, 4 Sep., in closed mails to Liverpool, cross-channel to Ostende and by rail to Aachen, the Prussian exchange office, 18 Sep. There the foreign postage was stated by blue "f 3" (franco 3 silbergroschen), the sum allowed for transit from Trieste by Austrian Lloyd packet to Alexandria, 4 Oct.<sup>18</sup> By Anglo-Prussian arrangements, the cover was carried in the British mails, with British postage, 1sh., to be paid by addressee (backstamped with same type marking as that of Figure 10, 8 annas collect, Calcutta, 1 Nov. 1861).



Figure 12. French mail, 30¢ '61 franking from Boston, Inman "City of London" transit from New York, 1865, 21¢ credit to France. Fr. Pkt. "Moeris" from Marseilles to Alexandria, P. & O. to Calcutta.

18. See *Chronicle* 86:120-121, for a discussion of an 1863 36¢ rate Prussian mail cover to Hong Kong which went the same route.



Figure 12 illustrates one of five French mail covers we have recorded. It was franked with the 30¢ '61 issue for under ¼ ounce, and marked at Boston office with red BOSTON AM. PKT. PAID 4 AUG and 21¢ credit to France (U.S. retaining only 3¢ inland and 6¢ sea postage). The Inman *City of London* carried the letter from New York, 5 Aug. 1865, to Liverpool. Thence across England and the channel to Calais, 17 Aug., by rail to Marseilles, 19 Aug., and by Messageries Ligne d'Egypte *Moeris* to Alexandria, 30 Aug.<sup>19</sup> Transit from Suez was apparently by the P. & O. to Calcutta, where the letter reached the French post office, 17 Sep.

It is hoped this rather sketchy treatment of U.S.-India postal exchange will spark further study and writing. In particular, we have not dealt with the 37¢ private ship rate (1849-57), the partial evidence for a 4¢ open mail rate (1870-75), the possibility of U.S. letters to India via the Cape route (1852-54), and the Bombay-Calcutta transit.

19. Salles, *op. cit.*, Tome II, 189; Tome V, 29. French packets of the Ligne d'Indochine left Suez on 27 Aug. and Sep. 1865, too early and too late for date letter was received in Calcutta.

### THE NORTH GERMAN LLOYD LINE—MAIL PACKETS FROM NEW YORK 1 JANUARY 1870 TO 25 DECEMBER 1875—via SOUTHAMPTON TO BREMEN WALTER HUBBARD

The North German Lloyd Line, based on Bremen, had been carrying the United States mails since July 1858 but in the years with which these lists are concerned, from 1870 through 1875, and apart from the interruption in the service caused by the Franco-Prussian war, their packets sailed from New York on Saturdays for Southampton, where the mails not destined for Bremen were landed. When bound for New York from Bremen the intermediate stop was sometimes made at Havre instead of Southampton, with occasional direct passages in both directions. Some additional mid-week departures were made until 1875 when, with two exceptions in September, sailings were restricted to Saturdays. As the mails landed at both Bremen and Southampton were widely distributed throughout Europe (and to countries beyond), to avoid confusion the former are referred to as the "Bremen" and the latter as the "Southampton" mails.

On 29 December 1869, the same day on which the United States Postmaster General made his arrangement with the Guion Line, the North German Lloyd Line withdrew their objection to carrying the US mails from New York to England and accepted the terms offered.

The resumption of the Direct Mail service to Bremen after the war was announced in New York by J. H. Blackfan, the Superintendent of the Foreign Mails, on 29 October 1870 but, as Dr. G. E. Hargest says in his book\*, the Line had resumed operations prior to that date. The vessels listed below passed the war in American waters but these six voyages from New York have not been included in the Sailing List as it is thought that they did not carry mail.

BR	SO	ARR NY	PACKET	NY	ARR BR
26 Jun	28 (1870)	9 Jul	HERMANN	26 Sep	12 Oct
30 do	—	15 do	FRANKFORT	29 Sep	15 Oct
9 Jul	12	24 do	AMERICA	8 Oct	28 Oct
2 do	5	15 do	WESER II	15 Oct	29 Oct
16 do	—	29 do	UNION	22 Oct	4 Nov
6 do	9 HA	23 do	HANNOVER	29 Oct	14 Nov

Apart from the disturbance caused by the war, the North German Lloyd packets carried the Bremen and Southampton mails regularly throughout these six years, except in the period from 29 October 1870 to 30 September 1872, in which the picture is confused. The entries in the "Date of Departure" tables in the *United States Mail & Post Office Assistant* (US&PO ASST) indicate that, with two exceptions in June 1871, only the Bremen mails were carried, but this is not borne out by news items in the contemporary press. *The Times* correspondents reported the arrival of the Southampton mails as "landed," "trans-shipped," or more precisely from September 1871, by giving the actual number of bags of mail

\* George E. Hargest, *History of Letter Post Communication, etc.*, pp. 154-5.



put on shore. Typical examples are quoted below and it is thought that these are too detailed to be other than substantially correct.

AMERICAN MAILS.—

Southampton, Wednesday  
The North German Lloyd Royal Mail steamship Rhein, Captain J. C. Meyer, from New York on the 11th inst., arrived here at 4 p.m., landed mails, 11 passengers and \$65,900 for England, and proceeded to Bremen, for which port she has 132 passengers and a full cargo of general merchandise.

(The Times, Thursday, 22 March 1871)

AMERICAN MAILS.—

Southampton, Wednesday  
The North German Lloyd Royal Mail steamship Donau, Captain G. Ernst, from New York on the 13th inst., arrived here last night, about 12 o'clock, and went on to Bremen. She brought 198 passengers (29 of whom landed here, including Mrs. General John A. Dix, Mr. John W. Dix and servant), 28 bags of mail for London, and 26 for Bremen, and a full cargo of tobacco, provisions, corn etc. Rough weather and variable winds were experienced generally during the voyage.

(The Times, Thursday, 25 April 1872)

Reports of the mails being landed at Southampton in this period have been noted in the Sailing List.

From 5 October 1872 to 25 December 1875, in addition to the Bremen mails, those for Southampton were carried on Saturdays, by contract to 31 December 1873 and from then on under a new arrangement which allowed the United States Post Office Department to decide, on a weekly basis, which vessels should carry them on each of the allotted sailing days. In this period the Southampton mails were also carried on some Wednesdays and when these were reported, they also have been noted. It should be borne in mind, however, that on some voyages no details were given as to what was or was not landed at Southampton.

An attempt has been made, with only partial success, to equate the Sailing List with the Annual Reports of the United States Postmaster General, and the figures are set out below:

Fiscal Year	Sailing List	PMG Reports
to June 30 1870	37 (i)	87
do 1871	43	48
do 1872	69	70
do 1873	77	77
do 1874	88	87
do 1875	69	69
do 1876	27 (ii)	53

(i) only 67 trips from New York to Bremen have been noted in this Fiscal year but, allowing for two cancelled sailings and four "extras", the Sailing List agrees with the US&PO Asst.

(ii) the Sailing List covers only the first half of this Fiscal Year but 26 trips have been noted for the second.

The Sailing List has been compiled by Clifford L. Friend, with the addition of reports from the contemporary London press.

[Publication of the Sailing List will begin in the next issue.]

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**THE COVER CORNER**  
**SCOTT GALLAGHER, Editor**

**ANSWER TO PROBLEM COVERS IN ISSUE NO. 99**

In the most recent *Chatter* Theron Wierenga has described our Society's new Stamp & Cover Repository & Analysis Program. Our members are already responding and some interesting faked items have already been sent in. As soon as they are photographed some will appear in this section.



Figure 1. Cover to India with 3¢ 1857 stamp.

Figure 1 shows the first problem cover from Issue No. 99, an interesting envelope with U.S. and Indian stamps both genuinely used on it. Several answers were sent in, and some excerpts follow, in the order received.

Kenneth A. Whittle writes:

This cover was carried by the three cent stamp cancelled by the Ohio postmark to the American Board of Missions in Boston who put it in their package for the Indian missionaries. I have a cover with 3¢ stamp tied with a Schenectady postmark, addressed to "Mission House, New York City" with the note at left bottom, "Corisco, Western Africa" which traveled that way. At Bombay, since Bissell was not present, a stamp or stamps were put on and the cover mailed to Sevour, India.

Our next answer is from an avid collector of India postal history, Larry Toomey:

Gordon [in whose care the letter was addressed], or an associate of his, was on his way to India from Boston. The letter arrived before his departure, and he carried it with him privately, reposting it to Rev. Bissell in Simoor upon his arrival in Bombay, where the letter received a single adhesive stamp for the inland rate. The stamp was obliterated and surcharged in India. Provinces were known to surcharge unofficially for "local costs:" the "5" found on the stamp within the bars of the cancellation is not a postal district because there is no space cleared away from the "5" leaving it well marked. In addition, there is the vertical ms. to the right of the Indian adhesive "5 as.," applied so that there would be no mistake that the letter was not shorted postage.

. . . The rectangular "Bombay" despatch office and date stamp could only be applied in recognition of mail of an international nature. These rectangular hand-stamps were of two basic types, reading "bearing" (i.e., due) or "paid" (i.e., ppd.). But even if reading "paid," if the handstamp appeared on the front of the envelope in black, as I suspect it is, the amount franked was to be paid by the addressee, not the sender. (If it were in red on the reverse, it indicated prepaid.) Also note that the indicator "paid" has not been filled in because (1) the sender did *not* pay the postage franked, (2) there were no excess charges necessary over what is shown.

The surcharge could have been applied at either Bombay or Simoor, *but* the rate was collected in Simoor, and "5 as." ms. is not applied within the date stamp,

the inland rate was optional, and apparently the sender exercised his option by allowing the addressee to pay the charges.

The Indian inland rate from 1854 was  $\frac{1}{4}$  tola weight for every  $\frac{1}{2}$  anna, and for each succeeding  $\frac{1}{2}$  tola up to 2 tolas, add  $\frac{1}{2}$  anna, which justifies the 1 anna stamp (a  $\frac{1}{2}$  rupee coin weighed  $\frac{1}{2}$  tola or  $\frac{1}{5}$  oz.) applied at Bombay at no charge to sender. The surcharge was applied either in Bombay or Simoor to allow for the 1 anna adhesive plus a 4 anna deficiency levied on single rate letters not prepaid, as provided for in the provisions of 1 Sept. 58.

The word "Stamped" appearing in ms. across the envelope and stamp was applied as a "private" cancel, as servants were notorious for removing the stamp from the envelope on way to posting letters for their masters, and reselling the stamps. By applying the word "stamped," the value of the adhesive was limited to use only on the original letter, and the envelope was protected from being considered as short of postage: postal officials would see that a stamp had been removed.

Currency rates: 1 d = 8 pies = 2¢; 1 sh. = 8 annas = 24¢.

#### Another answer came from George Alevizos:

This is an excellent example of what is usually called a "bootlegged cover."

The cover in question began in Ohio and was sent to the American Board of Missions in Boston. It was then taken out of the mails and carried privately to Bombay, India. At Bombay it was franked with an India one Anna stamp and placed into the Indian posts for final delivery. The stamp is tied by normal barred "5" killer with a Bombay paid handstamp along side.

I believe other letters are known to Bissell in India, although not sent in this manner. I have handled covers from Shanghai to New York where the letters are franked only with a U.S. 3¢ stamp cancelled at New York. Again, when the missionary returned to New York he would carry the letters with them and put them into the post on his arrival.

Your editor's missionary cover also bears a 3¢ '57 and went through Boston. The destination was Turkey and the cover has a Constantinople straight line receiving (?) mark, dated almost two months after mailing, but no indication of Turkish postage paid.



Figure 2. San Francisco to London, 1863.

Figure 2 shows the second problem cover, an attractive envelope from California to England. The problem is that someone tried to make it more attractive by adding a stamp that does not belong. However, the faker did not know the rates as well as our only responder, C. W. "Bert" Christian:

The San Francisco cds is July 12, '63 and at this time the prepaid rate to London was 24¢. However the rate had just dropped from 29¢ on July 1st and it is likely the new rate was not caught or observed and the cover was rated at 29¢ for distance beyond 3,000 miles. Hence, overpaid 1¢. I have just such a cover with three 10's, from S.F. to London with red London receiving PAID but no N.Y. rating mark.

The 3¢ credit on this cover confirms it as a single weight at N.Y. No further postage would do anything for it. The five cent stamp was probably added later by someone who did not realize it did nothing. Of the three types of S.F. cog he was lucky, or wise, to add the same type.

The color of the markings is correct—London and N.Y. in red and S.F. in black. San Francisco was an exchange office but only for receiving and not for dispatching British mail, hence no rate marks are seen from S.F.

**PROBLEM COVER FOR THIS ISSUE**

Figure 3 shows a Civil War POW cover from Camp Chase, Columbus, Ohio that Richard B. Graham has kindly let us use in the Cover Corner instead of his own section. Several other members, mostly from Ohio, have similar covers each bearing an uncanceled 5¢ green Confederate stamp. Each such cover also mentions Mrs. Clark. Who was she? Does the stamp belong? Why are there no postal markings?

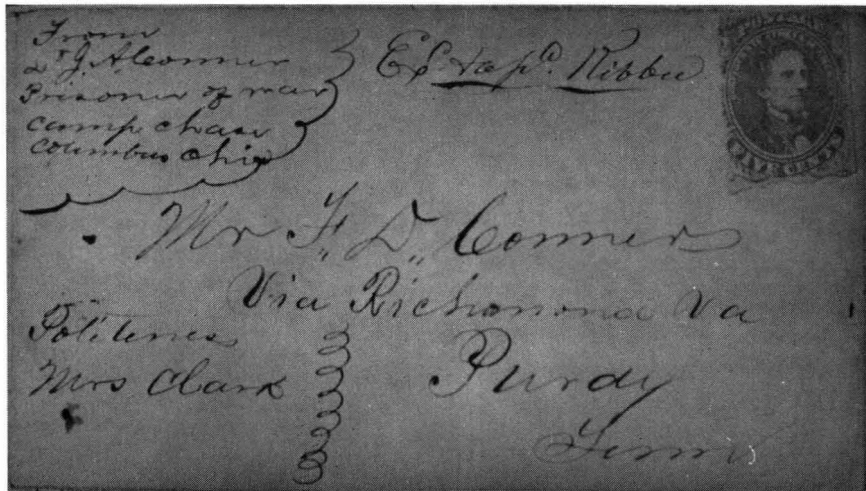


Figure 3. POW cover from Camp Chase with Confederate stamp and "Mrs. Clark" endorsement.

Send your answers and any new problem covers to the Cincinnati P.O. Box. A late answer was received from Denwood Kelly regarding the "New York/ U.S. CITY MAIL" marking from the May issue. We are all sorry, but time problems require answers by two weeks after receipt of the *Chronicle*.

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