

February 1979 (No. 101)

THE CHRONICLE

The  
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of the U.S. Classic Postal Issues

February 1979

Volume 31, No. 1

Whole No. 101

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## of the U. S. Classic Postal Issues

February 1979

Published Quarterly, in  
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Whole No. 101

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#591



## THE EDITOR'S PAGE

### QUESTIONABLE STAMP AUCTION PRACTICES

DAVID L. JARRETT

A recent auction of important U.S. 1869 material offered by Stanley Gibbons Merkur GmbH in Germany (associated with Stanley Gibbons of London) was a disservice to both the collector and the vendor. This sort of activity should not be tolerated by the philatelic community.

Stanley Gibbons' October 25-28 auction was principally comprised of a significant portion of the late John Juhring's U.S. stamp and cover collection, sold by the order of U.S. Trust Company of New York. In their catalog, Gibbons prominently displayed in bold type "The prices quoted for each lot are STARTING PRICES"—with "Starting Prices" all in caps—and boxed these notices on the bottom of pages 1, 6, 10, 16, 19, 22, 30, 35, 43, 53 and 59—eleven times. All individuals whom I have spoken to, including collectors and agents on the auction floor, presumed that all lots thus had minimum starting prices on them, which, if not obtained, would be returned to the vendor or bought back in by Gibbons at the stated price, a practice common in Europe. Consequently, many collectors like myself did not bid on auction lots where the so-called starting price was higher than we wanted to pay.

To many attenders' surprise, a substantial number of lots were unexpectedly opened up on the auction floor at approximately half of the so-called starting prices, with the auctioneer's comment that no mail bids had been received. In many cases these lots were quickly sold to a representative from Stanley Gibbons at roughly half price (less the 10-15 percent auction commission). Subsequently, Stanley Gibbons has been attempting to sell the material privately at significant profits above their buy-in cost. This writer had offered to purchase two lots in the sale at Gibbons' buy-in price (D.M. 400 and D.M. 150, or \$286 U.S.) but was advised that the retail price was £250 and £150 respectively (\$780 U.S.)—over three times their net purchase prices of approximately \$250 (after deducting their 10-15 percent commission charged the vendor).

The auction firm's placing a "Starting" price on each lot and then not maintaining it penalizes both the collector and the vendor. It seems likely that the Juhring estate would have realized a lot more money if Gibbons had mail competition on the lots it had purchased in. Instead, they generally precluded potential competition by their prominent display of "starting" prices. Such practices should not go unnoticed.

While Stanley Gibbons had guaranteed a minimum net aggregate realization to the estate, the trust company did not establish or approve of minimum prices whatsoever. This writer, who had personally known Juhring, was instrumental in persuading the trust company to auction the entire collection rather than sell it privately. Incidentally, the resulting total net realizations (in all of the Sotheby Parke Bernet and Gibbons auctions) were substantially higher than the highest cash offer privately made under intense dealer competition.

\* \* \*

Because of the guest editorial above, there is space only to call brief attention to some features of this issue: two human interest stories—a touching one by Ryo Ishikawa and an adventurous one by Richard B. Graham; continuation of Philip T. Wall's series on the 5¢ N.Y. and of Michael Laurence's account of the 10¢ rate to the Orient. Careful research is evident in Kenneth de Lisle's discussion of two N.Y. Watervilles, Charles Towle's history of the Northern Central Railway, and the North German Lloyd sailing lists compiled by Clifford

(Continued on page 17)

GUEST PRIVILEGE

TWO COVERS TELL A POIGNANT PHILATELIC STORY

RYO ISHIKAWA

Fanny T. Gulick was one of the first Americans to reside in Hawaii. She lived there for many years during the mid-19th century with her missionary husband, raising her children to distinction. In their sunset years, she and her husband moved to Kobe, in Japan, where they died and are buried. The two covers illustrated with this write-up show something of their lives.

Mrs. Gulick was born Fanny Hinckley Thomas, in Lebanon, Connecticut, on April 16, 1798. She was educated at Westfield Academy in Massachusetts, and then taught elementary school. Her husband, Peter Johnson Gulick, two years older than she was, graduated from Princeton in 1825 and received his divinity degree from the Princeton Theological Seminary in 1827. The couple married on September 5, 1827, in New York City, and sailed to Hawaii with the third missionary company, from Boston, on November 3, 1827. The ship was the *Parthian*, Richard D. Blinn, captain. It arrived at Honolulu on March 30, 1828, after a voyage of almost half a year.

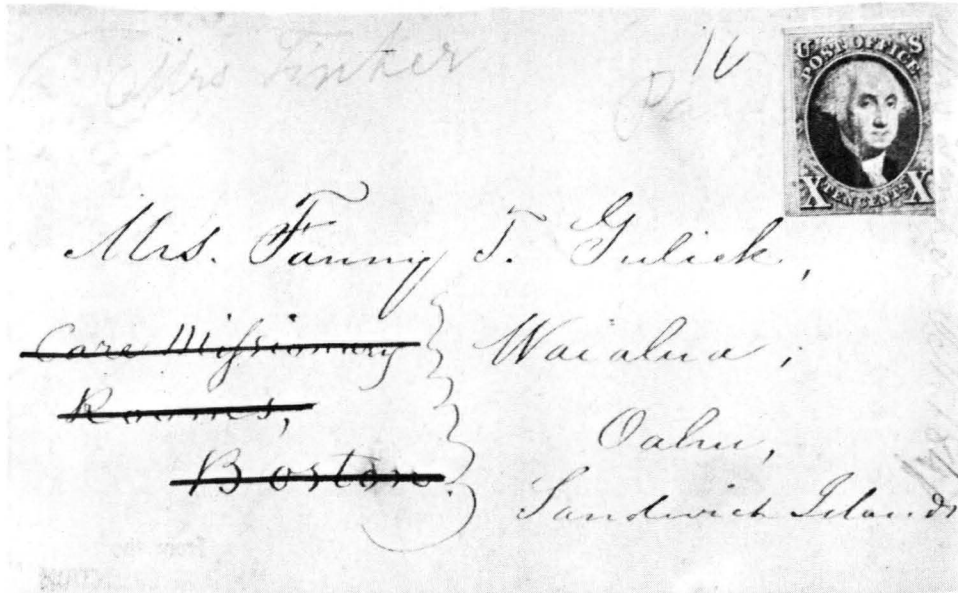


Figure 1. Cover from Westfield, Mass., Nov. 18, 1847, addressed to Mrs. Fanny Gulick in Hawaii. The use of the 10¢ 1847 stamp on this cover has not been proven.

Of the life of this pioneer couple in what was then a remote and exotic missionary outpost, we know but little. According to the Sesquicentennial Edition of the *Missionary Album*, published in 1970 by the Hawaiian Mission Children's Society in Honolulu, the Gulicks were stationed at Waimea, in Kauai, between 1828 and 1835. Since Waimea is still today one of the most charming and unspoiled ports in the Pacific, we can only conjecture what it must have been like 150 years ago. Between 1835 and 1843 they were stationed at Kaloa, another post in Kauai. Thence they removed to Molokai, where Mr. Gulick was superintendent of schools between 1843 and 1846. From 1846 through 1857 they lived in Waialua, on the other side of Oahu from Honolulu, quite near what are today regarded as the world's best surfing beaches. In 1857, having lived in the islands for 30 years, the Gulicks "retired" to Honolulu, where Mr. Gulick served as a trustee of a local school and continued active in missionary affairs.

Quoting from the *Missionary Album* cited above: "In 1874 the Gulicks, who were in their mid-seventies, could look back on a lifetime of bringing up six sons who were now ordained missionaries and a daughter who was also involved in foreign missionary work. Rather than have any one of their children leave his important work for the sake of caring for them in their old age, they decided to go to their children instead, and went to spend the twilight of their years with their son Orramel, in Kobe, Japan."

The cover shown as Figure 1 was sent from Westfield, Massachusetts, (per contents) addressed to Mrs. Fanny T. Gulick, Waialua, Oahu, Sandwich Islands, care of Missionary Rooms, Boston. The reverse shows the name of "Dr. Lafon", the Gulicks' seventh child. At top of the front is a pencil notation "Mrs. Tinker", probably the sender, as noted by Mrs. Gulick when she received the letter. Westfield, the reader will recall, was where Fanny Thomas went to school.

While the Philatelic Foundation has declined an opinion on this cover, there is no doubt in the writer's mind that the cover itself, with or without the stamp, did travel from Westfield to Oahu to reach Mrs. Gulick. The faint pencil docketing, carefully written around the stamp at the right border of the cover, would be good evidence that the stamp originated on the cover, if only we could prove that it is written in Mrs. Gulick's handwriting. Until then, Figure 1 represents a cover to which a stamp may have been added, but nonetheless one that was certainly addressed to Mrs. Gulick and almost as certainly received by her in Hawaii.



Figure 2. Cover from Hawaii with 1871 6¢ green addressed to the Gulicks' son at Kobe, Japan, and sent via San Francisco.

The cover in Figure 2 shows a 6¢ green Hawaiian stamp of 1871, on a cover from Honolulu to Kobe, Japan. The cover, which bears no year date, shows a double circle G.P.O. HONOLULU PAID ALL marking dated Jan 23, and a large San Francisco PAID marking dated March 1. We suspect this cover might be year-dateable, and would appreciate information from collectors more knowledgeable in this area. The Philatelic Foundation has declared this cover genuine in every respect.

Rev. Orramel Hinckley Gulick, to whom this cover is addressed, was born in Honolulu on October 7, 1830, the second son of Peter and Fanny Gulick. He was educated at Punahou School, Honolulu, and married Ann Eliza Clark in 1855. The couple was stationed in Kobe, Japan, between 1870 and 1892. As noted, their parents came to them in Kobe in 1874. Three years later, on December 8, 1877, Peter Gulick died in Kobe. On May 24, 1883, he was followed by Fanny Gulick.

These two covers are now in this writer's Hawaiian collection. Mr. Twigg-Smith of Honolulu supplied the information from the *Missionary Album*. Thinking that the Gulicks must be buried in Kobe, the writer and his wife visited the Foreigner's Cemetery there in 1974, and located their graves. The writer and his wife, both Buddhists, prayed for the Gulicks and bought flowers for their graves. It must have been a long time since anyone had visited them, since their son Orramel left Kobe in 1892.

**NEW YORK POSTMASTER'S PROVISIONALS INITIALED "ACM"  
USED ON COVERS ADDRESSED TO NEW YORK CITY**

**PHILIP T. WALL**

(Continued from *Chronicle* 100:238)

**HAMILTON, CANADA**

Two four margin singles, positions 1 and 8, on folded letter addressed to "Messrs. A. Bell & Son, 117 Fulton Street, New York." Light postmark in black reads "Hamilton Au 5, 1847 A, C. W." This cover has a straight line PAID and manuscript "4 $\frac{1}{2}$ ". On the reverse side is a red transit postmark of Queens- ton, U. C., of August 6, 1847. The two provisional stamps are uncanceled. This cover sold for \$475 as Lot 104 in the Caspary sale held by Harmer on November 15, 1955, and is reported to have been sold for approximately \$5000 in recent years as it now has a PFC (Figure 4).

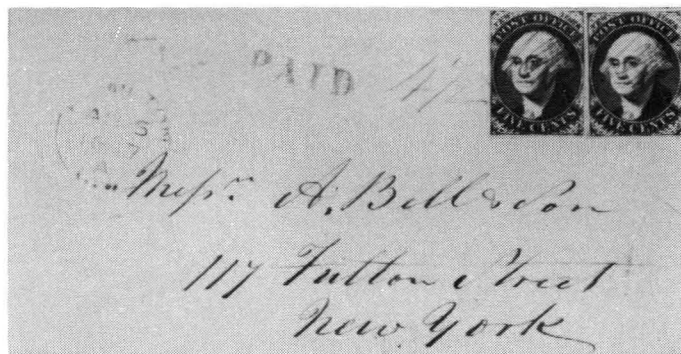


Figure 4. Two copies of the 5¢ New York, used on cover from Hamilton, Canada, and paying postage from the lines to New York.

Two very similar covers to the same addressee were accidentally destroyed by fire in the 1940s. For further details see Ashbrook *Special Service* pages 208-09 (August 1953) as well as Ashbrook photographs 103 and 104.

**JERSEY CITY, NEW JERSEY**

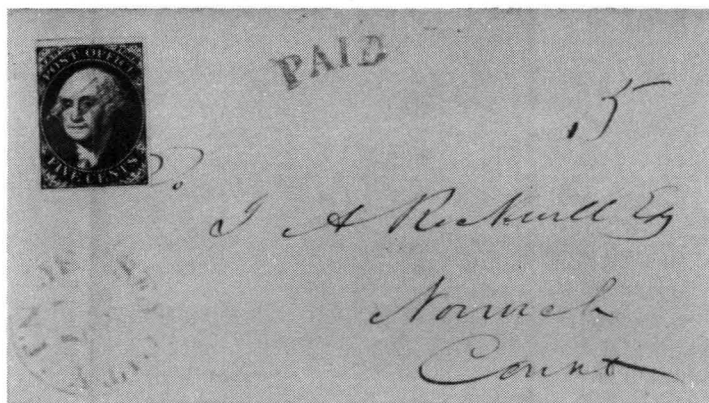


Figure 5. Single 5¢ New York on cover postmarked Jersey City, addressed to Connecticut. New York P. O., seeing uncanceled stamp, rated letter PAID.

Several philatelic writers in the past have alluded to the rumors that the

5¢ New York stamp was also reported used from Jersey City, New Jersey. Winthrop S. Boggs wrote an interesting article in the September 1952 issue (Vol. XXXI, No. 5) of the *Collectors Club Philatelist* entitled "The New York Postmaster's Provisional." Boggs wrote that some twenty years previously (around 1932), he had been shown such a cover by Percy Doane, a prominent New York dealer of that era. Doane is quoted as having jokingly remarked that the sender took the ferry to Jersey, and, finding that he had forgotten to mail the letter, did so immediately.

In my opinion, this is exactly what took place. I have never seen this cover, but the present owner has recently sent me a photograph (Figure 5). It will be noted that the stamp is uncancelled, and according to PFC 47,108, it is also stained. The stamp is "tied" by a heavy vertical crease. The cover has a manuscript "5" in the upper right, and the customary New York City curved red PAID. In the lower left corner is the postmark "Jersey City Sep 17, N.J."

I believe the postal clerk in the Jersey City Post Office rated the letter at 5¢ and then, uncertain as to whether he should consider it as prepaid or collect, decided to forego this decision to his counterpart in the New York City Post Office since the letter would undoubtedly be further processed at that office. When the letter reached the Post Office in New York City, the postal clerk noted the uncancelled provisional on a correctly rated letter to Norwich, Connecticut, and then applied the curved red PAID denoting a prepaid letter.

#### NEW HAMBURGH, NEW YORK

All of the New York Postmaster's Provisionals known used from New Hamburg to New York City were initialed "RHM." These covers were discussed in the August 1978 issue, Vol. 30, No. 2 of *The Chronicle*.

#### PHILADELPHIA

Horizontal pair, four full margins and sheet margin at right. The stamps are cancelled by three horizontal pen strokes and are tied by a light blue "Philadelphia Apr 26 [1846] Pa." postmark, with attached 10. The cover has a manuscript "4½" (pence due) and the customary curved red PAID that was applied when the letter left New York on its journey to Canada. There is an arrival marking on the reverse side. The cover is addressed to "Mrs. William S. Lyman, Bleury Street, Montreal" and was formerly in the collection of Sir Nicholas Waterhouse. It realized \$5,000 as Lot 8 in the Siegel sale held March 25, 1969.

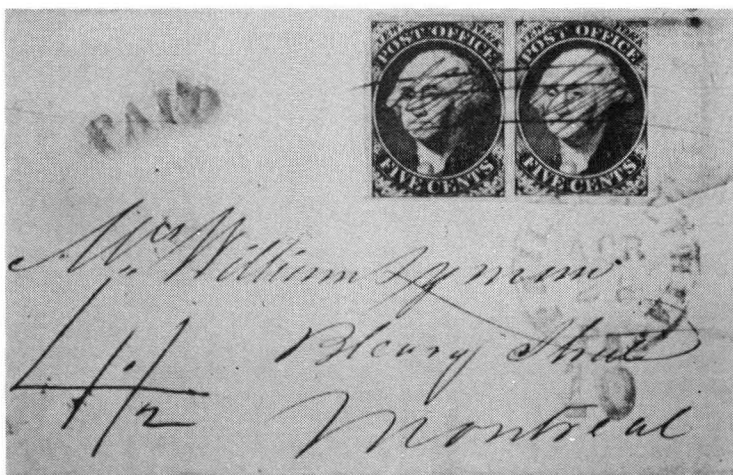


Figure 6. Pair used from Philadelphia to Montreal, Canada. Only 5¢ New York cover to a foreign destination from an origin outside New York City.

This is the only recorded use of Postmaster Morris's stamp from a point outside New York City to a foreign destination (Figure 6).

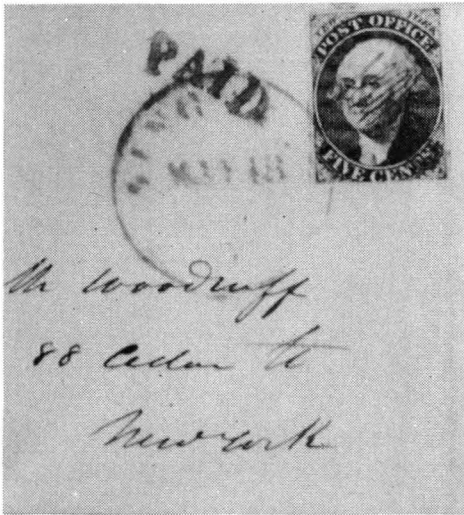


Figure 7. Single used from Sing Sing, N.Y.

### SING SING, NEW YORK

Single, cut into at bottom, position 7, cancelled by curved red PAID and barely tied by indistinct "Sing Sing May 18, 5" postmark. The cover has one additional strike of the curved red PAID and is addressed to "Mr. Woodruff, 88 Cedar St., New York." This was Lot 101 of the Caspary sale and sold for \$420. Sing Sing is now Ossining, New York (Figure 7).

### WASHINGTON, D. C.

1. Four margin single, position 7, cancelled by the rare red "U. S." in octagonal frame (not tied). This cover has the customary curved red PAID and a red "5". It has a blurry postmark, "Washington City Nov 15 [1845]" and is addressed to New York City. This cover was Lot 102 in the Caspary sale and realized \$525. Only a partial photograph is included in the auction catalog.

2. Four margin single, position 15, cancelled by curved red PAID and red "U. S." in octagonal frame (apparently not tied). The cover has an additional strike of the curved red PAID and red "5". It is postmarked "Washington City Dec 5, D. C." and is addressed to "Joshin, 9 Amity St., Corner of Mercer, New York." This cover was Lot 103 in the Caspary sale and realized \$600.

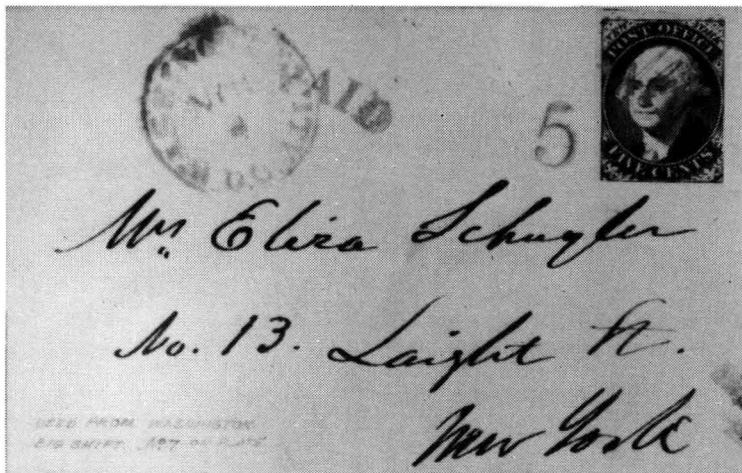


Figure 8. Cover with single 5¢ postmarked Washington, D.C.

3. Three margin single (touches at bottom), position 7, cancelled by customary curved red PAID and cover has a red "5". This cover is postmarked

"Washington City Nov 4, D. C." and is addressed to "Mrs. Eliza Schuyler, No. 13 Laight St., New York." It last sold publicly as Lot 4 in the Kelleher sale of October 19, 1973, at which time it realized \$1,800. I am informed this cover has since changed hands at private sale at a substantially higher price (Figure 8).

#### BALTIMORE RAILROAD COVERS

1. Four small margins, cancelled by one vertical black pen mark and three diagonal blue pen marks, one of which ties the stamp to the cover in upper right corner of folded letter. This cover has one strike of the customary curved red PAID, a rough manuscript "5" and a straight line "Baltimore RR". It is addressed to "Messrs. Abraham Bell & Son, 117 Fulton Street, New York" in the identical handwriting as is the cover to Bell & Son from Hamilton, Canada. I have never seen this cover, but I am told the letter is dated February 2, 1847 (Figure 9).

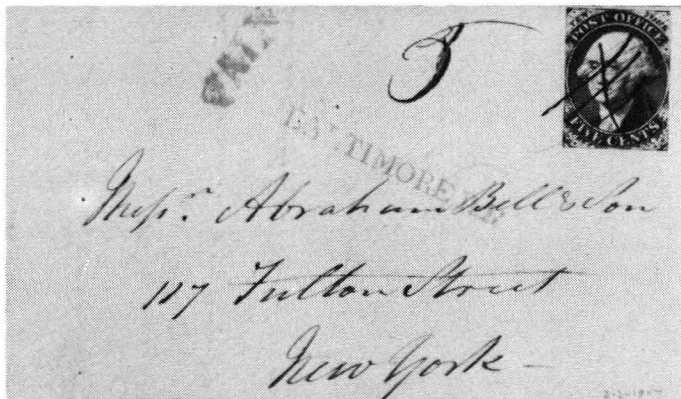


Figure 9. Straight line BALTIMORE R.R. on cover dated Feb. 2, 1847.

2. Three margin single (cut into at upper left and quite close at both top and bottom), cancelled by several pen strokes, part of curved red PAID and part of an indistinct town postmark. The cover also has a red postmark "New York 30(?) 5 cts", an additional strike of the curved red PAID and circular "Baltimore May 29 RR". Ashbrook is supposed to have explained this cover as follows: "Into New York via Baltimore Railroad, unpaid 5¢ collected at New York address—occupants there put on 5¢ New York stamp and forwarded to Brooklyn." This cover was Lot 2 in the Krug sale held by Siegel on May 21, 1958, and realized \$90. Technically it should not be included in this article, and I insert it only as a matter of record.

#### CHARLESTON, SOUTH CAROLINA

It is not my policy to condemn philatelic material on which I have insufficient information with which to form an intelligent opinion. On the other hand, I am slow to accept as genuine any items on which the facts that are known to me are at best inconclusive. Since I have examined both items in the past, I am presenting the following information and shall let the reader decide for himself if Charleston, South Carolina, should be included in a listing of towns and cities from which this provisional was used. In my opinion, it should not be so listed based upon the present evidence known to me.

1. Four margin single, Position 19, on small piece cancelled with a part of the red Charleston, S. C., postmark. This item was in the Emerson and Newbury (Part I) sales by Kelleher and Siegel and was last sold by John W. Kaufmann as Lot 12 in his sale held March 25, 1978. I know nothing about Charleston, S. C., postal markings, but the cancellation would appear to be genuine and is most attractive. The impression of the stamp is creditably beautiful and is almost prooflike in appearance. The stamp has the normal "ACM" initials. The distance from Charleston to New York is well over 300 miles, and the single weight rate would be 10¢. From examining this item, it is readily

apparent there was never an adjoining stamp to either the right or bottom of the piece, and based upon the slight soil and wear of the paper, it does not appear there was ever an adjoining stamp to either the top or left. There may have been a second single stamp affixed to another part of the cover, but we have no way of knowing if this is true. The bottom of the postmark has been cut off, but it may include a rate marking of "10" (See Figure 10). For the sake of argument, let us assume the postmark is definitely genuine and there was a second 5¢ stamp affixed to the cover; then we have to decide if the postmark is (1) an origin postmark, (2) an arrival marking or (3) a forwarding marking (see the Oswego, N. Y., cover discussed below).

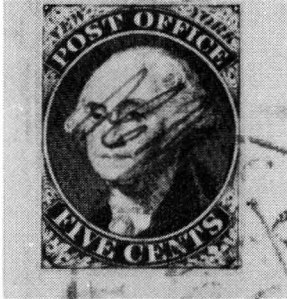


Figure 10. New York 5¢ on small piece with CHARLESTON, S.C. postmark. For possible explanations of this marking, see text.

Based upon the cancellation alone, we simply cannot make a logical determination as to where this stamp was used. It could have been used either in New York City or Charleston, South Carolina.

2. Two margin pair, positions 29 and 30, cut into at top badly and at left, one stamp creased, cancelled by two strikes of square red New York grid. This part of cover front has the customary curved red PAID, part of a "10" rate mark and is postmarked "Charleston Dec 7, S. C." It is addressed to "John Ferguson, New York." A part of this cover has been cut off.

I have examined this part-cover twice in the past. The first time the purported red grids did *not* tie the pair to the part of the cover. On the second occasion, the grids did tie the stamps to the cover. This in itself does not mean the item is a fake, but it does cast some doubt on its authenticity. It is possible that someone lifted the stamps to inspect what was beneath them, but if this actually happened, what would have been the purpose in temporarily removing two badly damaged stamps from the part of the cover? Why were the stamps not defaced in some manner in Charleston? The square red grid had been in use at the New York Post Office only a few weeks (earliest recorded use is November 11, 1846) and if we assume this item was postmarked December 7, 1846, then the strikes of the grids should have been crisp and well defined instead of having the appearance of considerable use as they do on this item. In many instances the square red grid when first used actually embossed either or both the stamps and folded letter.

In my opinion, these stamps were not used in Charleston, South Carolina.  
**OSWEGO, NEW YORK**

Four margin single in upper left corner, cancelled and tied by "Oswego Oct 6 (1846) N. York." This cover is addressed to "Clerk of Oswego County, Oswego, Oswego County, New York" and in the lower left corner in manuscript is "Please File and Dockett." There is a red "Steam Boat" in two lines that is partly beneath the Oswego postmark. There appears in the upper right corner in manuscript "Returned 10," a red "10" and in manuscript "Refused by C Clerk because postage not paid" as well as a manuscript "20." This cover was last sold at auction as Lot 11 in the Siegel sale held March 23, 1971, at which time it realized \$1,450. In 1976 it was sold privately for \$2,000, and in all probability would bring much more today.

This is the only recorded example of an Oswego postmark being applied to a 9X1 and in this case the postmark was used as a forwarding (return) marking (Figure 11).



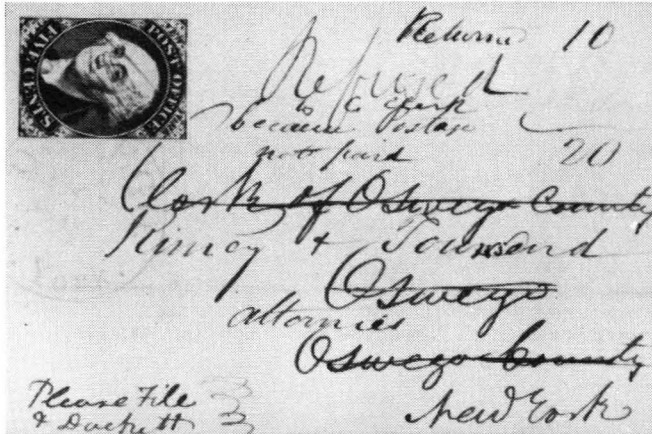


Figure 11. Oswego postmark on cover returned to New York City from Oswego. Apparently the Oswego P.O. did not accept the 5¢ stamp as part postage, as the cover was rated 10 plus 10, for 20¢ due.

#### PROVIDENCE, RHODE ISLAND

In the John W. Kaufmann sale held February 26, 1977, there were three covers from the same correspondence from New York City to Providence, Rhode Island, and each had a single copy of the provisional affixed in the upper left corner of the cover. Each cover was addressed to "Edwin Metcalf, Esq., Providence, R.I." Lot 11 had a four margin copy that was otherwise uncanceled except for being barely tied by a clear red "Providence Jun 3 R. I." postmark. This cover had a red "2" near the upper right corner. In the sale catalog, the postmark tying the stamp to the cover was described as an arrival marking (Figure 12). A far more likely explanation, however, is that the cover, for some unknown reason, was conveyed outside the mails to Providence, and there deposited as a drop letter, due 2¢.

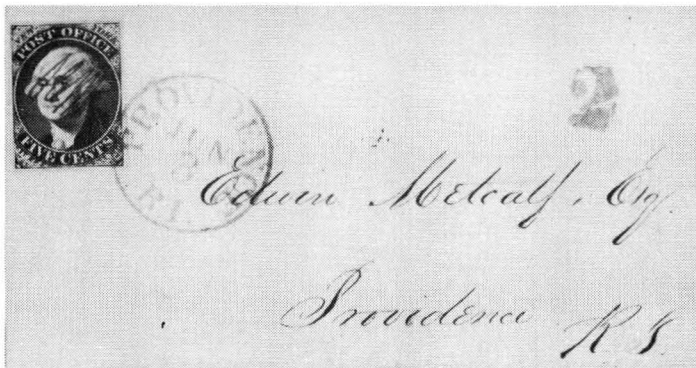


Figure 12. New York 5¢ on cover postmarked Providence, R.I., and struck "2." Probably carried to Providence outside the mails and deposited there as a drop letter with 2¢ due.

#### RICHMOND, VIRGINIA

Four margin single (not initialed), off cover, cancelled by a single blue smudgy pen stroke over which there has been applied part of an indistinct Richmond, Virginia, town postmark. The blue pen mark is in the same shade of blue as that normally used at the New York City Post Office in the 1845-1847 period. I do not know what shade of ink may have been used at the Richmond Post Office during this period, but in any event, the stamp was already sufficiently cancelled when the Richmond postmark was applied. I am told that a leading expert committee has found this item to be genuine—and I assume this to mean that the stamp was used in Richmond rather than in New York City. This stamp has been sold a number of times in recent years and has

Figure 13. Off cover copy, cancelled with blue ink, and additionally with Richmond, Va., postmark, probably a forwarding postmark.



been described in various ways. In my opinion, it was properly described as Lot 4 in the Siegel sale held May 13, 1971, when the auction describer wrote: "Appears to indicate a Virginia usage, although typical blue pen cancel would seem to indicate a New York origin, the red town possibly a forwarding mark." I agree wholeheartedly with that auction describer (Figure 13).

#### PURPORTED DROP LETTER COVERS

1. Four margin single, upper right corner turned sideways, tied by red New York Foreign Mail postmark "New-York Oct 14, 5 Paid," with manuscript "5¢" near upper center of cover and straight red PAID near upper left corner. This cover is addressed to "Messrs. Crammas & Benton (?), New York" and was Lot 609 in the Samuel Paige sale held December 8, 1961. PFC 45,836 found this cover to have a fake cancellation and that the stamp does not belong on this cover (Figure 14).

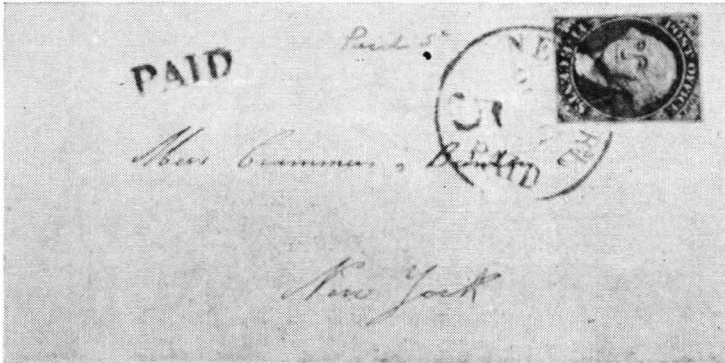


Figure 14. New York 5 PAID post mark, used on foreign mail, tying 5¢ provisional to so-called drop letter. The Philatelic Foundation has found that the marking is fraudulent and that the stamp does not belong.

2. Four margin single in upper right corner, tied by red New York Foreign Mail postmark "New-York Jan 6, 5 Paid," manuscript "Paid" near upper left corner and straight red PAID near upper center of cover. This item is addressed to "S. D. Brown" and was Lot 610 in the Paige sale held December 8, 1961. PFC 15,122 found this cover to have a fake cancellation and that the stamp does not belong on this cover.

3. Four margin (?) single in upper left corner, tied by what purports to be a curved red PAID with very thin letters that are not at all characteristic of this marking, New York Foreign Mail postmark in upper right corner "New-York Jun 3, 5 Paid" is heavily struck. This cover is addressed to "Mrs. Robert LeRoy, 8 West 22nd Street, New York" and was Lot 120 in the Herman Herst, Jr. sale of August 23, 1957. I have never seen this cover, and the photograph in the auction catalog is rather small but at the same time the photo is sufficiently large to show the PAID marking to be a fake.

I do not believe the New York Foreign Mail postmark was ever used, either on purpose or inadvertently, on domestic mail notwithstanding the statement of Stanley B. Ashbrook to the contrary. Ashbrook collaborated with Paul MacGuffin is writing an excellent article on this provisional in the May 1936

issue of *The American Philatelist*. Ashbrook had access to the collection of Judge Emerson and most if not all of the items illustrated in the article are from the Emerson Collection. Figure 7 in that article is a cover addressed to "J. F. Hitchcock, Esq., Collector, Portsmouth, Ohio." In the upper left corner is a single copy of the provisional tied by a socked-on-the-nose heavy strike of the New York Foreign Mail postmark "New York Jan 3, 5 Paid". There are no rate markings, additional paid markings or other postal markings of any type on the face of the cover. Portsmouth, Ohio, is between 500 and 600 air miles from New York City, and it required 10 cents to mail a single rate letter between these two points. Ashbrook was unquestionably the greatest expert on rates and usages in the history of American philately, but in this instance he overlooked what should have been quite obvious.

Except for covers from Boston to New York, all other uses of 9X1 to New York City are decidedly rare and most desirable. Attractive entire covers used from Boston to New York are also rare as many of the recorded examples are either less than full covers or have the name of the addressee cut out. If anyone can add to my records, I shall appreciate hearing from him especially as to provisional stamps used on covers to New York City from either Elizabethtown, N. J., or Alexandria, D. C.

(Next: "How Many New York Postmaster's Provisionals Still Exist?" together with some comments on price listings in the 1979 edition of Scott's *Specialized Catalog of U. S. Stamps*.)

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(Continued from page 7)

Friend and Walter Hubbard. An important discovery about handling of U.S. mails to Ireland is also presented by Walter Hubbard. Lowell S. Newman, a new author here, reports a just discovered Cloverport marking. N.Y. state use of the 1847 issue is summarized by Creighton Hart and George E. Hargest discusses some misunderstandings of overseas rates.

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

**POSTMARKED WATERVILLE:  
NEW YORK STATE'S DUPLICATE POST OFFICES**  
KENNETH R. DeLISLE

Discovery of a stampless folded letter sheet identified as being mailed at "Waterville, Oneida Co. N.Y." during the period when a Waterville office existed in Delaware County began a very interesting search on my part, to determine if there actually were two concurrent post offices in the same state with identical names: Figure 1 is the discovery copy, neatly identified by office, county, state and date as well as being franked by the postmaster, R. Bacon. The dateline is March 30, 1827, and the docketing is "Reuben Bacon/Letter/30 March 1827."

*Manuscript Post Offices of New York State*<sup>1</sup> lists a letter from Waterville, Delaware County, in 1824 and there is another recorded, franked by the postmaster in 1822. There is no listing for an Oneida County Waterville in that publication. Reference to *Federal Post Offices of New York State, 1792-1969*<sup>2</sup> shows a Delaware County entry for Waterville, opened January 6, 1815; George Sherwood, first postmaster; changed to Hobart June 23, 1828. Under Oneida County we find a Waterville, opened January 6, 1815; George Sherwood, first postmaster; still an active office. This Oneida County record is obviously an error, still, there *was* and *is* a Waterville post office in Oneida County. To correct the record some research had to be initiated.

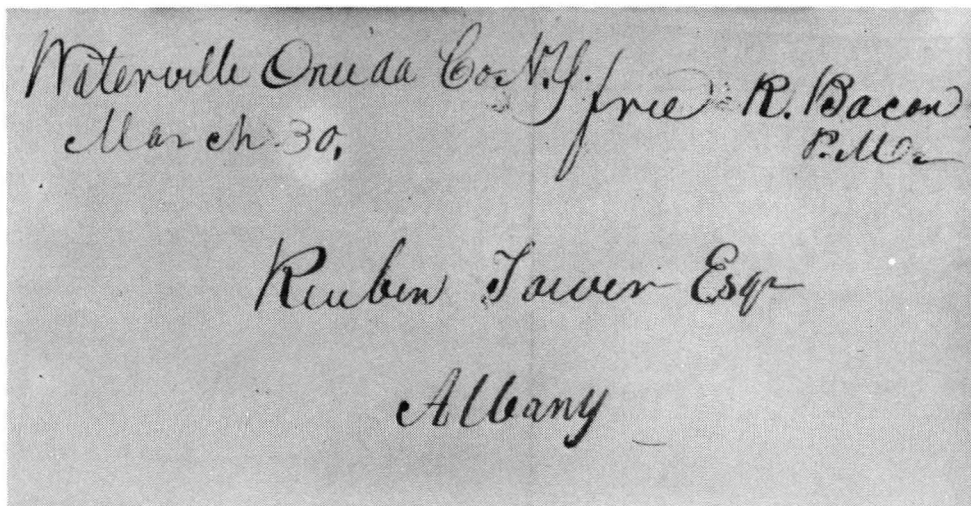


Figure 1. Waterville, Oneida County, N.Y. March 30, (1827). Letter franked by Postmaster Reuben Bacon during the six year period when two offices named Waterville operated in New York State.

The *American Stampless Cover Catalog* (1971 ed.) lists a 26mm cds WATERVILLE ONEIDA COUNTY N.Y. of 1832 and a number of common 30mm and 31mm circles from 1833 to 1854 on stampless covers. The marking with the county name is very scarce, possibly unique, ranking in value with the top two or three non-fancy circles of New York State. However, the listed markings are later than the date given for the name change of the Delaware County office and thus do not provide us with any new information.

1. Lee S. DeGraff, ed. *Manuscript Post Offices of New York State* (Albany: Empire State Postal History Society, 1973), p. 37.

2. Lee S. DeGraff, ed. *Federal Post Offices of New York State, 1792-1969* (Albany: Empire State Postal History Society, 1970), pp. 50, 124.

The next source checked was *Records of Appointments of Postmasters*, which is available on microfilm from 1789, from the National Archives. The findings here are shown in Table I.

Care must be taken when using this source because of the different meanings of the dates. For example, in this table the 1789-1815 ledger is not the date of the appointment for the postmasters, it is the date of their first quarterly return. The 1815-1818 entries correctly show the appointment dates, as does the ledger for 1818-1823. The 1825-1827 entries fall back to the original meaning of date of first return, while the 1827-1832 ledger again represents the actual dates of appointment. It is quite important, therefore, to consult more than one source when setting forth any information extracted from the old records.

The appointment books seem to confirm the existence of both Watervilles from November 30, 1822, to June 23, 1828. Was it possible that the Post Office Department knowingly allowed this condition to remain uncorrected for nearly six years? Apparently it did, from evidence in the Postmaster General letterbook. Several times in the early 19th century we find reference to duplicate names and in most instances the duplication is remedied after an exchange of correspondence between the Postmaster General and the offices concerned. The PMG did, on occasion, remind the postmasters that the *county* name must be a part of the postmarking at all times and in making returns to the Department. This did not correct the unfortunate misdirection of letters when the writer addressed his communication without a county name.

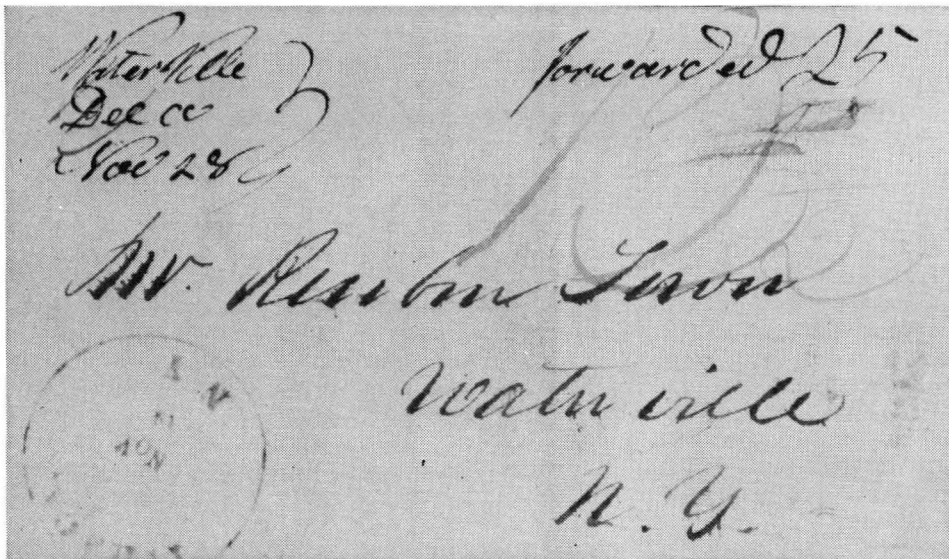


Figure 2. Letter mailed at Ithaca, N.Y. directed only to "Waterville." Postage rated at  $12\frac{1}{2}\text{¢}$ , over 80 miles but less than 150 miles. Missent to Waterville, Delaware County, where it was re-directed and marked "Forwarded" and "25." "Waterville/Del. Co./Nov. 28" also shown. The fault in mis-direction, in the opinion of the Delaware County postmaster, lay with the sender, thus the double rate. Courtesy R.H. Lounsbury.

Figure 2 is an example of what could and did happen at times. This letter was mailed in Ithaca, addressed to Reuben Tower at Waterville. We know from Figure 1 that Mr. Tower resided in Oneida Co. Lacking a county designation, the letter was sent to Delaware County on November 14 (1826), as shown by the postmark. In due time it arrived at the wrong office; these small offices did not have daily delivery in 1826. Here, probably with a few choice words concerning the clerk in Ithaca, it was forwarded in the proper mail to Oneida County, on November 28. The informative item about this cover is the rate. From Ithaca to Waterville, Delaware County, the distance called for  $12\frac{1}{2}\text{¢}$  and it was collect. From that office back to the right Waterville was another  $12\frac{1}{2}\text{¢}$  and the letter is properly marked Waterville/Del. Co/Nov. 28th and "forwarded 25" to explain the double charge, collect. Evi-

**TABLE I**

Post Office Records of the Waterville, N.Y. Offices  
 Extracted from: Records of Appointments of Postmasters: National Archives

Ledger Period	Page	Post Office Number	Office	Postmaster	Date
1789-1815	637	—	Waterville, N.Y.	George Sherwood Levinus Monson	1 April 1815 1 Jan. 1817
1815-1818	173	—	Waterville, N.Y.	George Sherwood Levinus Monson	6 Jan. 1815 16 Nov. 1816
1818-1823	176/174 185/183	6140 6435	Waterville, N.Y. Waterville, N.Y.	Levinus Monson Reuben Bacon	16 Nov. 1816 30 Nov. 1822
1825-1827	239/243  239/243	8179  8180	Waterville, N.Y. Oneida County Waterville, N.Y.	Reuben Bacon	30 Mar. 1823
1827-1828	92 210  210	3243½ 7455  7456	Hobart, N.Y. Waterville, N.Y. Oneida County * Waterville, N.Y. Del. County	Levinus Monson Calvin Howard  Reuben Bacon nb Levinus Monson	1 Jan. 1817 23 June 1828  20 Oct. 1828 (no date)

Notes: \* Penned in at left "to be changed." No date of discontinuance found in the ledger.

The notation "nb" in the ledger has been believed to mean "no bond" and probably that belief is correct, for no bondsmen's names or amounts are found when this notation is made.

For explanation of the meaning of the dates in different periods, refer to the text of this article.

dently, the annoyed Delaware County postmaster felt it was the addressor's fault, not the Ithaca clerk, so he applied the literal interpretation of the PL&R. Ironically, Waterville, Oneida County, was on the *direct* post road between Utica and Ithaca and only 79 miles from the latter office, thus falling in the 10¢ (under 80-mile) rate. In retrospect, it would appear the fault *did* lie with the Ithaca office, sending the mail north instead of east.

If any rule for routing was to be followed, it would be to send a letter to the larger of the duplicate offices. Just how did the two Watervilles compare in size and volume of business? Population was not a ruling factor in the eyes of the Post Office Department, net postage receipts were far more important.

The *Official Register* (later the *Federal Register*) published biennially at Washington, D.C., from 1816 until well into the 20th century, is one good source for Post Office data. It gives a complete list of post offices, the postmasters' names and their compensation. Robert Dalton Harris has dealt at length with the *Official Register* and the meaning of the column headed "Postmasters' Compensations, etc." In an excellent example of research skills, Harris has related *Official Registers* to *American State Papers* and certain *House of Representatives Documents*, deriving from the exercise a conclusion that the *Official Register* compensation figures are actually the difference between the gross postages of any office and its net postages, the amount due to Washington.

The compensation is not, Harris points out, just the scheduled commissions on gross postages but includes additional compensation allowed to postmasters who regularly received mails between 9:00 P.M. and 5:00 A.M., as well as allowances for special situations such as two cents per piece for handling and delivering free letters (except those addressed to himself). Reading all three parts of the Harris study is recommended for serious students of postal history.<sup>3</sup>

Using the Harris method to determine postage figures we find, in the year ending March 31, 1827, the Delaware County Waterville had gross postages of \$105.47, postmaster's compensation \$38.34, for a net revenue of \$67.13. The Oneida County Waterville in the same period had gross postages of \$232.30, postmaster's compensation of \$95.29 and a net revenue of \$137.01, more than double the other office. Almost without exception, when a change must be made it was made at the expense of the smaller or less important office.

3. Robert Dalton Harris, *Post Script* (Wynantskill, N.Y.: aGatherin', 1977), Nos. 2, 3 and 4.

Table I, compiled from microfilm copies of the Post Office Department ledger pages, leaves the Delaware County office without a definite discontinuance date, although the *Federal Post Offices of New York State 1792-1969* cites June 23, 1828, as the change to Hobart. The notation in the appointment ledger "to be changed" does not lead one conclusively to the Hobart office, particularly since the first postmaster at Hobart is not the same man who held office in Waterville. For confirmation, gazetteers, county histories and old records must be searched. Most of those references consulted agreed that the present village of Hobart was "formerly Waterville." The origin of the name Hobart was not mentioned in any of them. Fortunately, answers *do* turn up with diligent searching. The files of the New York State Library finally yielded our facts on Waterville/Hobart.

In a small pamphlet of some ten pages<sup>4</sup> the introduction reads:

The Village of Hobart is not yet incorporated, and it acquired its name from the late Bishop Hobart (of New Jersey) in the manner following: In 1818 [sic] a Post Office was established with a weekly mail, by the name of Waterville. This locality had previously acquired this name from the fact there being five mill ponds in close succession on the Delaware River . . . and at that time there being seven mills for various manufactures. In 1828 there being another Waterville in the State, the U.S. Post Office Department requested that the people might change the name of their post office, it being the smaller of the two. The leading citizens, church people, decided to call it Hobart, after the good Bishop whom they knew so well; it was submitted to the Department for approval, when S. R. Hobby [sic] of Delhi, Assistant Postmaster General, sent the cancelling stamp, that hereafter this Post Office should be known as Hobart, and the people expressed great pleasure in the name chosen.

One further source could have been consulted and may have been the authority for the June 23, 1828, date. *Letters Sent by the Postmaster General 1789-1836*, Microcopy #601 (set of 50 microfilm reels) can be purchased from the National Archives and perhaps can be borrowed in individual reels from larger libraries, through inter-library loan if one does not have direct access to a set. However, in the light of the rather authoritative statement in the pamphlet it was not deemed necessary to search the 1828 letters from the PMG. As an intriguing sidelight to the "axing" of Delaware County's Waterville, note the letter illustrated in Figure 1 is addressed to Reuben Tower, head of the wealthy and powerful distilling family. In no way were they going to change the name of *his* home town.

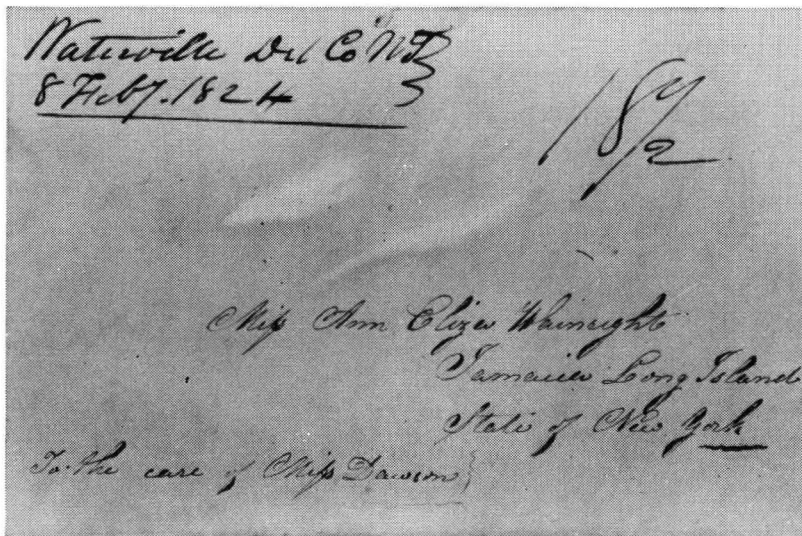


Figure 3. Waterville, Del(aware) Co. N.Y. 8 Feby, 1824. Letter showing county designation, during the six year period when two offices named Waterville operated in New York State. Courtesy Harry Taber.

4. Rev. Reginald H. Barnes, comp. *History of St. Peter's Church*, (New York: E. Scott, 1881), p. 1.

Finally, to complete the narrative, Figure 3 illustrates a letter from the Delaware County office, the recording copy.

The methods and sources used to track down the story of the two New York State Watervilles can be applied to any location with similar problems in the early days of the Post Office Department. The citations (changed from case to case as need be) are valuable tools for anyone looking for answers to puzzling covers. An increasing number of state postal history societies are publishing books similar to the *Federal Post Offices*, etc., of the Empire State Postal History Society. With such books as a starting point, Federal and State records can be used to assist in this fascinating field of postal history. Then, when it is all done, share the result of your research by publishing your findings. Most philatelic publications are begging for articles of general interest to satisfy the new demands of their readers.

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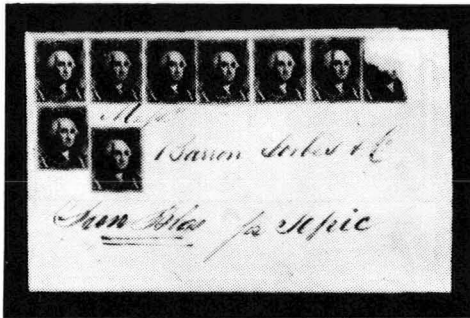
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**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**NEW YORK SURVEY REPORT**  
**CREIGHTON C. HART**

This article gives the results of the survey of 1847 covers postmarked from New York state. Table I lists the 89 post offices that received stamps from the Post Office Department in Washington and in the next two columns the quantities of 5's and 10's sent. In parentheses in the last column are the numbers of 5¢ and/or 10¢ covers reported. No covers are presently listed from 33 of the 89 post offices and this information is also shown.

Covers are known from many post offices that were never supplied stamps from Washington. Table II lists 62 post offices that either purchased their stamps from Postmaster Robert Morris in New York City or from neighboring post offices. Some may have been mailed by travellers.

The big surprise is that there are more postmarks (62) from towns that did not receive stamps from Washington than from those that did (89 less 33 = 56). Maintaining my records of 1847 covers is a continuing project so if any new covers are "discovered" from a town listed as "none" for either the 5¢ or the 10¢ in Table I, please write the Section Editor. Our members are equally interested in news of any N. Y. postmarks for either denomination from a post office not listed in Table II. Classic members should refer to past issues of the *Chronicle* for footnotes, references and other important information which are not repeated here.

**TABLE I**  
**1847 STAMPS**

Post Office	Supplied to 89 Post Offices in New York		Known Covers
	5¢	10¢	
Adams	400	—	( 0-5¢ : 0-10¢)
Addison	300	50	( 0-5¢ : 0-10¢)
Albany	106,400	7,300	( 53-5¢ : 5-10¢)
Amenia	300	—	( 1-5¢ : 0-10¢)
Bainbridge	500	—	( 1-5¢ : 0-10¢)
Batavia	5,800	2,200	( 9-5¢ : 4-10¢)
Bath	2,500	300	( 4-5¢ : 0-10¢)
Binghamton	10,388	300	( 46-5¢ : 8-10¢)
Buffalo	56,600	21,700	( 49-5¢ : 25-10¢)
Canajoharie	2,500	200	( 1-5¢ : 0-10¢)
Canandaigua	2,200	600	( 2-5¢ : 0-10¢)
Canton	400	50	( 0-5¢ : 0-10¢)
Catskill	400	100	( 1-5¢ : 2-10¢)
Champlain	300	—	( 0-5¢ : 0-10¢)
Corning	2,200	—	( 3-5¢ : 2-10¢)
Dansville	3,500	900	( 2-5¢ : 3-10¢)
Dryden	400	50	( 0-5¢ : 0-10¢)
Dunkirk	400	100	( 0-5¢ : 0-10¢)
Ellicottsville	2,700	1,000	( 0-5¢ : 2-10¢)
Elmira	8,000	700	( 23-5¢ : 1-10¢)
Essex	300	—	( 0-5¢ : 0-10¢)
Fishkill Landing	20	—	( 0-5¢ : 1-10¢)
Fort Plain	500	50	( 0-5¢ : 0-10¢)
Franklin	1,000	100	( 0-5¢ : 0-10¢)
Fredonia	1,500	400	( 4-5¢ : 0-10¢)
Fulton	1,100	300	( 0-5¢ : 0-10¢)
Geneva	7,400	1,300	( 10-5¢ : 3-10¢)
Gloversville	700	500	( 0-5¢ : 0-10¢)

<i>Post Office</i>	<i>5¢</i>	<i>10¢</i>	<i>Known Covers</i>
Gouverneur	700	150	( 2-5¢ : 1-10¢)
Gowanda	400	50	( 0-5¢ : 1-10¢)
Granville	400	50	( 1-5¢ : 2-10¢)
Greenport	5,200	—	( 0-5¢ : 0-10¢)
Greenwich	1,000	150	( 5-5¢ : 1-10¢)
Herkimer	1,600	200	( 0-5¢ : 0-10¢)
Hoosick	300	50	( 0-5¢ : 0-10¢)
Hoosick Falls	400	100	( 0-5¢ : 0-10¢)
Ithaca	7,000	100	( 6-5¢ : 0-10¢)
Jamaica	400	100	( 0-5¢ : 0-10¢)
Jamestown	2,300	1,200	( 6-5¢ : 1-10¢)
Johnstown	700	—	( 0-5¢ : 2-10¢)
Keeseville	2,400	300	( 2-5¢ : 0-10¢)
Kingston	1,000	50	( 0-5¢ : 0-10¢)
Lansingburgh	1,200	100	( 2-5¢ : 0-10¢)
Lewiston	900	200	( 2-5¢ : 1-10¢)
Livonia	100	—	( 0-5¢ : 0-10¢)
Lockport	19,100	7,450	( 17-5¢ : 3-10¢)
Lyons	600	100	( 0-5¢ : 0-10¢)
Medina	900	—	( 0-5¢ : 0-10¢)
Moravia	200	50	( 0-5¢ : 0-10¢)
New York	930,000	295,000	(1147-5¢ : 601-10¢)
New York Mills	400	100	( 1-5¢ : 0-10¢)
Newark	2,300	600	( 1-5¢ : 0-10¢)
Nunda	600	200	( 1-5¢ : 0-10¢)
Olean	400	100	( 0-5¢ : 0-10¢)
Oswego	5,200	1,600	( 8-5¢ : 2-10¢)
Owego	2,400	200	( 4-5¢ : 0-10¢)
Oxford	1,200	150	( 3-5¢ : 1-10¢)
Palmyra	1,800	400	( 1-5¢ : 0-10¢)
Patchogue	300	50	( 0-5¢ : 0-10¢)
Penn Yan	3,600	850	( 3-5¢ : 0-10¢)
Phoenix	200	—	( 1-5¢ : 0-10¢)
Potsdam	1,400	100	( 3-5¢ : 1-10¢)
Richland	200	50	( 0-5¢ : 0-10¢)
Rochester	46,500	8,500	( 49-5¢ : 13-10¢)
Rouse's Point	200	50	( 2-5¢ : 1-10¢)
Sackett's Harbor	1,000	400	( 0-5¢ : 0-10¢)
Salem	1,200	100	( 3-5¢ : 0-10¢)
Salina	400	50	( 2-5¢ : 0-10¢)
Saugerties	200	100	( 1-5¢ : 0-10¢)
Schenectady	3,600	—	( 3-5¢ : 0-10¢)
Seneca Falls	1,200	100	( 2-5¢ : 0-10¢)
Skaneateles	1,600	350	( 5-5¢ : 0-10¢)
Stockbridge	300	—	( 0-5¢ : 0-10¢)
Syracuse	18,200	900	( 33-5¢ : 2-10¢)
Troy	58,400	1,200	( 104-5¢ : 14-10¢)
Trumansburgh	1,100	100	( 0-5¢ : 0-10¢)
Unadilla	400	50	( 0-5¢ : 0-10¢)
Union Springs	600	200	( 1-5¢ : 0-10¢)
Utica	48,000	1,800	( 54-5¢ : 3-10¢)
Valatie	200	50	( 0-5¢ : 0-10¢)
Vernon	600	—	( 0-5¢ : 0-10¢)
Watertown	600	100	( 1-5¢ : 0-10¢)
Waterville	400	—	( 0-5¢ : 0-10¢)
West Point	1,500	20	( 1-5¢ : 1-10¢)
West Randolph	300	50	( 0-5¢ : 0-10¢)

<i>Post Office</i>	<i>5¢</i>	<i>10¢</i>	<i>Known Covers</i>
West Troy	600	100	( 0-5¢ : 0-10¢)
Westfield	1,600	200	( 3-5¢ : 1-10¢)
Whitehall	5,000	350	( 1-5¢ : 0-10¢)
Wyoming	400	50	( 1-5¢ : 0-10¢)

**TABLE II**  
**1847 STAMPED COVERS**

None of these 62 post offices received a supply of stamps from Washington, D.C.

	<i>Known Covers</i>		<i>Known Covers</i>
Albion	( 1-5¢ : 0-10¢)	Malone	( 0-5¢ : 1-10¢)
Alden	(10-5¢ : 0-10¢)	Mannsville	( 1-5¢ : 0-10¢)
Auburn	(14-5¢ : 3-10¢)	Millport	( 1-5¢ : 0-10¢)
Aurora	( 1-5¢ : 0-10¢)	Milton	( 1-5¢ : 0-10¢)
Ballston	( 1-5¢ : 0-10¢)	Narrowsburgh	( 1-5¢ : 0-10¢)
Brooklyn	( 3-5¢ : 0-10¢)	New Hamburg	( 1-5¢ : 0-10¢)
Centerfield	( 0-5¢ : 1-10¢)	Newport	( 1-5¢ : 0-10¢)
Chazy	( 0-5¢ : 1-10¢)	Niagara Falls	( 1-5¢ : 0-10¢)
Cherry Valley	( 1-5¢ : 0-10¢)	Northampton	( 2-5¢ : 0-10¢)
Clarkson	( 4-5¢ : 0-10¢)	Norwich	( 2-5¢ : 0-10¢)
Cohoes	( 1-5¢ : 0-10¢)	Ogdensburgh	( 1-5¢ : 1-10¢)
Deposit	( 1-5¢ : 0-10¢)	Peekskill	( 1-5¢ : 0-10¢)
East Clarkson	( 1-5¢ : 0-10¢)	Perry	( 1-5¢ : 0-10¢)
E. Springfield	( 1-5¢ : 0-10¢)	Poughkeepsie	( 6-5¢ : 0-10¢)
Elizabethtown	( 1-5¢ : 0-10¢)	Rome	( 2-5¢ : 1-10¢)
Exeter	( 1-5¢ : 0-10¢)	Russell	( 0-5¢ : 1-10¢)
Fort Ann	( 2-5¢ : 0-10¢)	Saratoga Springs	(10-5¢ : 0-10¢)
Gaines	( 1-5¢ : 0-10¢)	Sharon Springs	( 1-5¢ : 0-10¢)
Gibson	( 1-5¢ : 0-10¢)	Sherwoods	( 1-5¢ : 0-10¢)
Glasco	( 0-5¢ : 1-10¢)	Silver Creek	( 1-5¢ : 0-10¢)
Glens Falls	( 1-5¢ : 0-10¢)	Spencerport	( 1-5¢ : 0-10¢)
Goshen	( 0-5¢ : 1-10¢)	Stillville	( 1-5¢ : 0-10¢)
Hancock	( 1-5¢ : 0-10¢)	Stockport	( 0-5¢ : 1-10¢)
Henrietta	( 1-5¢ : 0-10¢)	Suffolk City	( 1-5¢ : 0-10¢)
Hudson	( 2-5¢ : 0-10¢)	Tomhannock	( 1-5¢ : 0-10¢)
Hyde Park	( 2-5¢ : 0-10¢)	Walden	( 1-5¢ : 0-10¢)
Leroy	( 2-5¢ : 0-10¢)	Walworth	( 1-5¢ : 0-10¢)
Little Falls	( 3-5¢ : 0-10¢)	Wampsville	( 1-5¢ : 0-10¢)
Macedon	( 2-5¢ : 0-10¢)	Waterford	( 6-5¢ : 1-10¢)
		Waterloo	( 1-5¢ : 0-10¢)
		West Bloomfield	( 1-5¢ : 0-10¢)
		West Stockburgh	( 1-5¢ : 0-10¢)
		Whitlockville	( 1-5¢ : 0-10¢)

### N.Y. RAILROAD SURVEY

For the convenience of our members the lists of railroad postal markings are divided into names of railroad postmarks and rail route agent's terminal markings. Five of the handstamps were terminal markings because no railroad by those names existed during the currency of the 1847 issue although some came into existence after that time, as is the case of the Boston & Albany Railroad which started in 1867. Most (98) of the 141 covers listed are terminal markings.

#### RAILROAD POSTMARKS

Long Island	(19-5¢ : 0-10¢)	Philadelphia	(3-5¢ : 0-10¢)
N.Y. & New Haven	(12-5¢ : 0-10¢)	N.Y. & Harlem	(1-5¢ : 0-10¢)
N.Y. & Erie	( 6-5¢ : 1-10¢)	Harlem	(1-5¢ : 0-10¢)

#### TERMINAL MARKINGS

Boston & Albany	(34-5¢ : 3-10¢)	Troy & Rutland	(2-5¢ : 0-10¢)
N.Y. & Philadelphia	(27-5¢ : 3-10¢)	Troy & Whitehall	(3-5¢ : 1-10¢)
Albany & Buffalo	(21-5¢ : 4-10¢)		

### SHIP AND STEAMBOAT

The term SHIP was generally used on mail of foreign origin by private ship, and rarely appears on 1847 covers. The designation STEAMSHIP was



Both of these covers undoubtedly originated in Philadelphia where the 5¢ folded letter is datelined. Each letter was probably taken to the depot and was handed to a rail agent who handstamped the R.R. origin marking but did not cancel the stamp. Upon arrival in New York City each stamp was cancelled with the distinctive T3 bar grid used only at the New York post office.

Covers with a railroad handstamp and also a town mark (see the 10¢ cover) are not included in the railroad covers listed here because their number is unknown. Such covers are included in town mark totals only.

used on mail to and from Panama, California and the Caribbean by ocean-going vessels over routes considered post roads. It is seldom seen on 1847 covers, occurring mostly at later dates after the gold rush started in earnest.

The marking STEAMBOAT or STEAM identifies mail carried on inland or coastal waterways by boats not under contract to the Post Office Department in distinction to markings used on mail by inland coastal steam vessels with government contracts. The postal markings on covers carried by Hudson River steamboats under contract are different from the postal markings on covers carried by private river steamboats. Likewise the postal markings differ for covers carried on Lake Erie or Lake Champlain steamboats whether by contract or by private steamboats.

Although most New York waterway mail was by inland steamboats, some was by coastwise steamboats, all of which was either received or originated at New York City. These postal markings also are different on covers whether carried by contract or by private steam boats.

My appreciation goes to the many Classic members who helped in this survey and especially to Walter Hubbard of England and Norman Gahl of Spain who wrote from overseas.

### **TWO MINOR 1847 MYSTERIES SOLVED** **CREIGHTON C. HART**

One of the two mysteries concerns the three genuine covers postmarked Little Falls, N. Y. As is my practice I checked my official list of post offices as of July 1, 1851, believing that any post office listed then had been in operation since 1847. To my surprise there is no Little Falls post office in the active list or among those discontinued during the previous year. Of course, there is a Little Falls on the maps of present day New York and late uses of the '47 stamps after July 1, 1851, are well known. Could all three of these covers be very late uses?

My good friend Ezra Cole, who specializes in covers from western New York, wrote me there had "always" been a Little Falls. "Always" seemed to

go back as far as the 1847 period so I wrote the present postmaster and also the National Archives Records Services in Washington. Both sources came back with the same information. Postmaster Walter J. Malone supplied information from a history of the Little Falls Post Office put together a few years ago from old newspaper articles:

The first Post Office was established in Little Falls in 1797. In April, 1850, the townspeople thinking that the term "Little" denoted a small settlement and having hopes of a large city, changed the name of the Post Office to "Rockton". However, in May, 1852 it was changed back to Little Falls and has remained that way since that date.

Rockton, N. Y. is listed as a post office in 1851 but there is no Rockton in New York state now. Does anyone have a Rockton 1847 cover? If such a cover exists it must be a very scarce and unusual item, being a postmark in use only from April 1850 to May 1852.

The second minor mystery is not so intriguing. Greenport received 5,400 five cent stamps but no cover so far has been reported. The answer to this seems to be that some (perhaps many) have Long Island postmarks rather than Greenport. Greenport was at one end of the Long Island Railroad that ran from 14th Street to Greenport 107 miles distant. Apparently stamps purchased at Greenport were used on letters handed to the route agent on the Long Island Railroad where they were cancelled. Does anyone have a folded letter headed Greenport but with a Long Island postmark?

We know this happened at the Indianapolis post office which received 10,800 fives. Only two or three '47 covers are known with the Indianapolis postmark but a large number originating there have Madison & Indianapolis Railroad postmarks. I still hope for a Greenport '47 cover but I'd even like to see a stampless one mailed during that four year period, 1847-1851, so I can report it to our many members specializing in New York state postal history.

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**THE 1851-61 PERIOD**  
**THOMAS J. ALEXANDER, Editor**  
**DAVID T. BEALS III, Assoc. Editor**

### **CLOVERPORT, KENTUCKY—AN UPDATE**

**LOWELL S. NEWMAN**

The May 1975 issue of *The Chronicle* carried an excellent photo essay by David L. Jarrett entitled "The Fancy Townmarks of Cloverport Kentucky." As Mr. Jarrett pointed out, the small Ohio River town of Cloverport is thought to have used a greater number of fancy and unusual townmarks than any other town during the late pre-adhesive and early stamp period. The small amount of mail which was processed at Cloverport has yielded to philately a wide variety of markings, all of which are scarce and many of which are thought to be unique.

Given the scarcity of the markings from this hamlet it has always been possible that additional types and varieties would come to light as the years went by. Just such a discovery did occur recently while the author was sorting a large group of covers which had been transferred to the Smithsonian's Division of Postal History from the Manuscript Division of the Library of Congress.

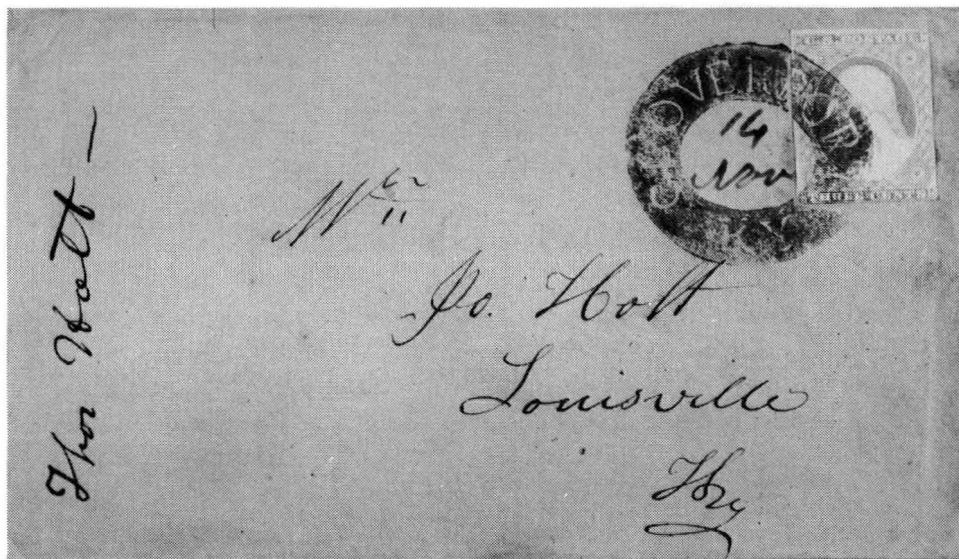


Figure 1. The newly discovered CLOVERPORT, KY., oval type marking.

The new Cloverport marking type (see Figure 1) is a 36 x 32 millimeter oval black band with negative lettering reading "CLOVERPORT/KY." The black band of the marking varies from 7.25 to 8.5 millimeters in width, and the letters of the inscription are 4.5 to 5.5 millimeters tall. Although neither the cancellation nor docketing on the cover shows a year date, we may hypothesize that this marking was used in late 1853 and 1854. Evidence to support this theory is found in the shade of the three cent stamp which is a "pale dull red," identified by Carroll Chase as one of the 1853 printings. Further support for our year date theory is provided in the address which the cover bears. Joseph Holt, later to become United States Judge Advocate General, is known to have resided in Louisville, Ky., during the period in question.

With the addition of the newly discovered oval type, Cloverport, Ky., now has a total of 15 townmarks and two special markings attributed to its post office during the period of 1847 to 1861. The accompanying chart chronologically lists all of the Cloverport markings from that period known to us as of this



Wording	Color/ shape/ size	Date used	Notes
CLOVERPORT KY.	black/circle/31mm	1847-53	sometimes red
CLOVER PORT KY.	black/circle/34mm	1851	
CLOVERPORT KY	black/straightline	1852	fancy frame with eagle at top
CLOVERPORT/KY	black/circle/35mm	1853-4	fancy edges, negative lettering
PAID	black/serrated box	1853	negative lettering
CLOVERPORT/KY	black/oval/36x32mm	1853-4*	negative lettering (Figure 1)
CLOVERPORT/KY	black/oval/35x31mm	1855	
CLOVERPORT. KY	black/straightline	1856	boxed 52x19mm
CLOVERPORT/KY	black/circle/35mm	1856	
CLOVERPORT KY.	black/scroll	1857*	boxed 65x25mm
CLOVERPORT/KY	black/oval/45x31mm	1857-8	
CLOVERPORT/KY	black/circle/33mm	1859-60	no outer rim, sometimes green
CLOVERPORT/KY (none)	black/three leaf clover	1860*	
CLOVERPORT KY	green/straightline	1860	53x4mm
CLOVER PORT KY	olive/straightline	1860	double-lined box 57x17mm
CLOVERPORT/KY	green/horseshoe	1860	roughly 35-32mm
CLOVERPORT/KY	black/circle/30mm	1861	

\* tentative year date

date. Further research may produce new marking types and varieties of marking types already known from this town.

Mr. Newman is Museum Technician in the Division of Postal History, Smithsonian Institution—Editor.

#### References

*The American Stampless Cover Catalog*, 1978 Edition.

Jarrett, David L. "The Fancy Townmarks of Cloverport, Kentucky," *Chronicle* 86: 81-85 (vol. 27 No. 2)

### 3¢ 1857, PLATE 14 EARLY DATE

Richard C. Celler reports a new early date for a stamp from Plate 14—October 28, 1857. This moves the earliest known date up almost five months, bringing Plate 14 into line chronologically with the other places known to have been put into use at about this time. The stamp is position 70R14. The cover contents confirm the date.

### 12¢ 1851-61 PLATE 1 IMPRINT

Stanley M. Piller has submitted the photograph of a 12¢ horizontal pair (perforated) from Plate 1 shown here. The stamps are positions 61-62L1, the sheet margin copy showing a portion of the imprint. According to Neinken's book on the 12¢ issue\*, and the editor's records, this is the first example of 61L1 showing part of the imprint that has come to light.



12¢ with imprint.

Equally interesting are the "cancellations" that appear on the stamps. Mr. Piller advises that these are magenta in color. They strongly resemble the brush strokes applied to the sheets of 3¢ stamps from Plate 4 that were sent to England for experimentation with the Bemrose perforating machine. The stamps are printed on stamp paper. Can anyone add additional light on this brush stroke cancellation?

\*Mortimer L. Neinken, *The 1851-57 Twelve Cent Stamp*, The Collectors Club: New York City, 1964.

## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

### ABOUT THAT POLITENESS OF MRS. CLARK . . .

RICHARD B. GRAHAM

The *Cover Corner* for *Chronicle* No. 100 illustrated the cover shown as Figure 1, and asked several questions about it, as follows:

- Who was Mrs. Clark?
- Does the uncanceled 5¢ green Confederate stamp belong on the cover?
- Why are there no postal markings?

Scott Gallagher noted in his write-up that several other Classics collectors (and he might have said "Confederate collectors" with equal accuracy) owned similar covers. All originated with Confederate prisoners of war at Camp Chase near Columbus, Ohio, some, like the cover of Figure 1, having manuscript censor markings. Others, as with the similar cover shown in Figure 2, do not. Some of the covers are only fronts; others are complete.

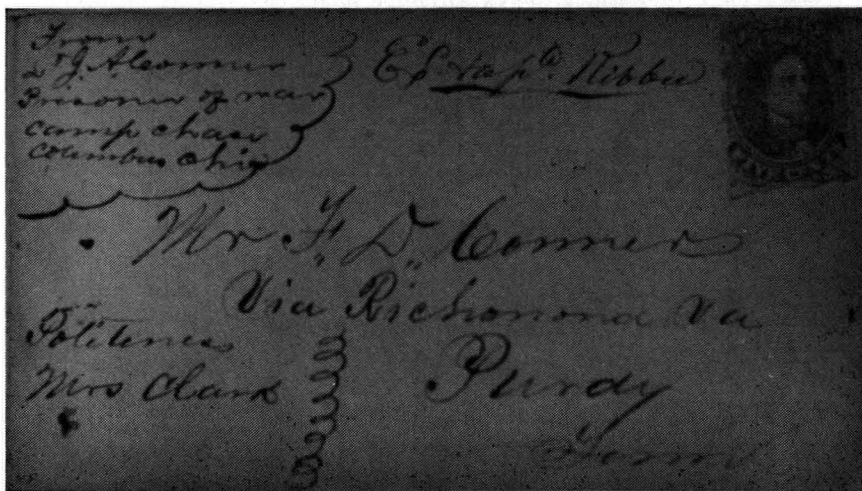


Figure 1. Intended to have been carried across the lines through the "Politeness of Mrs. Clark."

Camp Chase was, of course, one of the major Northern prisons in which Confederate prisoners of war were incarcerated. At first it was a training and mustering camp. Civilian Confederate sympathizers were confined there as early as the summer of 1861. Soon, with the fall of Fort Donelson early in 1862, Confederate soldiers were confined at Camp Chase, and this was the post's role for the rest of the war.

The covers of Figures 1 and 2 have a rather interesting history. The latter was bought by the writer from a highly respected collector some years ago. A few years later, Mr. Don Garrett of Jackson, Mississippi, showed the author a book, *The Story of Camp Chase*, by one William H. Knauss, published in 1906. When the book was opened, it fell open to the pages that explained the mystery cover. A few years later, the *Cover Corner* editor showed this author a similar cover, and when he was informed of the maiden name of Mrs. Clark, he recognized the name, and both of us, separately and simultaneously, turned up some rather fascinating aspects of her younger days.

Figure 3 shows Mrs. Clark, although the picture is captioned "Lottie Moon" in the publication where it appeared. Her history, which undoubtedly explains these covers, comes mainly from the source mentioned, although the one unusual aspect noted and the picture come from a yearbook-calendar, *Women of Ohio*, published by the Ohioana Library in 1973. Accompanying the picture of Figure 3

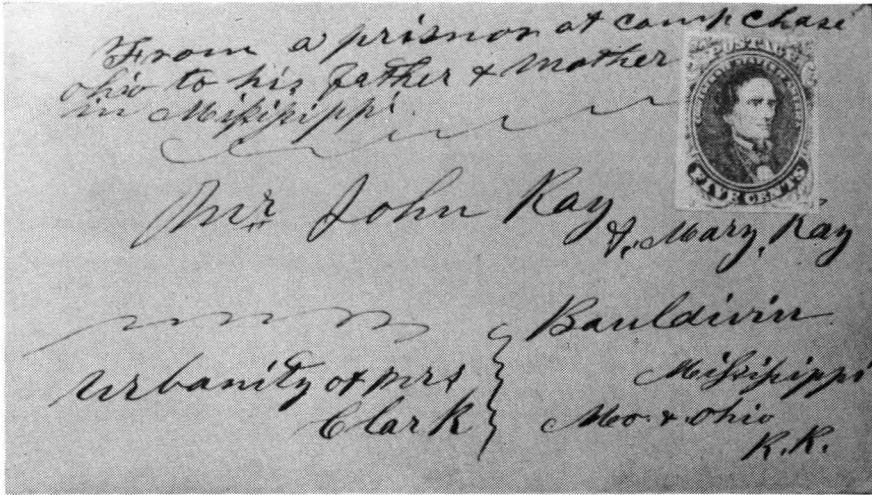


Figure 2. "From a prisoner at Camp Chase Ohio to his Father and Mother in Mississippi." To have gone via the "Urbanity of Mrs. Clark."

was a story written by Mrs. Avis W. Cullen, then the Ohioana Chairman for Butler County, Ohio:

*A Civil War Mata Hari*/LOTTIE MOON

The guests were assembled, and Ambrose E. Burnside had promised to love and cherish Lottie as long as he should live. Then the minister turned to Lottie, "Will you take this man?" . . . and she answered, "No sir," and fled the room.

Such was the jilting of the West Point graduate by Charlotte Moon in Oxford. Lottie, a descendant of a celebrated Virginia family, lived at 220 East High Street, across from Miami University. She was vivacious, witty, a merry joker, and somehow she convinced Ambrose that her treatment of him was a mad prank. He continued to court her, but she met a young lawyer from Hamilton, James Clark.

At her wedding to Jim in 1849, the groom pulled a pistol from his pocket saying: "There will be a wedding here tonight or a funeral tomorrow."

James Clark was an able and respected jurist, although he was an avowed Peace Democrat or Copperhead. When he was asked for help in getting messages across the Ohio River to Kentucky Confederates, Lottie Clark volunteered to go.

Disguised as an Irish washerwoman, she wheedled some Irish soldiers into hiding her on a troop transport bound for Lexington. Posing as an English invalid traveling to Warm Springs, Virginia, she tricked Secretary of War Stanton into sending her south with President Lincoln's party.irate, Stanton later offered \$10,000 for her, dead or alive. On her way home in Cincinnati, she was taken before Union General Ambrose Burnside! "I have not forgotten the many happy hours I spent with you in Oxford," he said, and released her.

In 1870 the *New York World* sent Charlotte to Paris as a special correspondent. Returning, she lectured widely, wrote two best-selling novels and worked as a translator of French novels. Her unusual life ended quietly . . . with her death in 1895.

General Ambrose E. Burnside is shown in Figure 4. As most readers of these pages probably know, it is from his luxuriant side whiskers that the term "sideburns" was derived.

Chapter XIII of *The Story of Camp Chase* is entitled "After Forty-Two Years." As common in books of this type, a summary of the chapter appears beneath the title, reading: "The Intercepted Letters Found in the Ohio State House by State Librarian Galbreath—Some of the Letters Photographed—Some Letters from Down South—List of Letters not used in the Volume—History of Mrs. Clark, by her son, Frank P. Clark."

The chapter leads off with a copy of a letter sent to Colonel Knauss, when he was putting his book together:

COLUMBUS, OHIO, August 30, 1904.

Dear Colonel Knauss.

I am pleased to learn that you are having prepared a history of the Confederate prisons of Ohio. Permit me to invite your attention to a collection of manuscript letters in the State Library that may be of service to you.

When the material of the library was classified and rearranged, these letters were discovered in a place where they had evidently lain unmolested for years in dust and

obscurity. Upon examination, most of them were found to have been written by Confederate prisoners at Camp Chase. They were transferred to our manuscript department, where they will be permanently preserved.

I do not know how the letters originally came into the possession of the library. I have read only a few of them. In the hope that among them may be found something of interest to the numerous readers of your forthcoming volume, I take pleasure in offering you for reference use this manuscript collection.

Very truly yours,

C. B. Galbreath  
State Librarian.

The obscure place mentioned by Galbreath was later stated to have been a sort of lumber room in the Capitol at Columbus.

The main body of the chapter quoted the contents of over fifty of the letters, and some seven of them are illustrated. No covers are illustrated, but the addressees of all the letters where this could be determined are noted. In addition, the existence of about 120 more letters was mentioned, by listing the names of the writers and addressees.



Figure 3. Charlotte Moon Clark.

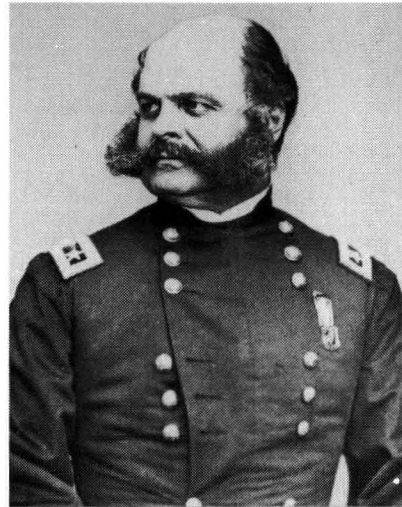


Figure 4. General Ambrose Burnside.

It is the contents of some of these letters that provide the key to our puzzle. Two typical ones follow:

CAMP CHASE, PRISON NO. 3  
COLUMBUS, OHIO, April 20, 1862.

*Rev. John K. Harrison.*

MY DEAR FRIEND: YOU may be surprised at hearing from me away up here, but the fortunes of war are varied. I am at least a prisoner of war—was surrendered at Island No. 10, of which surrender you have doubtless heard. I was sick, but am now much better. I was making my escape with seven or eight of our company to a farmhouse. The whole command was surrendered the same night.

I do not know what became of brother and the balance of the company. I would like much to hear from him. He may be here, as there are more of the Island No. 10 prisoners in the other prisons—there being three separate prisons, numbered 1, 2, and 3. We had a terrible time of it on the island. I know you must have stirring times about Jackson. We get the papers in here every day. We fare very well—are well cared for, have plenty to eat and good houses to stay in. This prison contains three acres, inclosed with a high plank wall, on which the sentinels walk. There are about eight hundred prisoners here. We are not permitted to go outside; we can get anything we want, though. The people are kind and accommodating. Tell our friends we are not suffering. I should like to write you a long letter, but the rules forbid. Mrs. Clark, a sister of the Moons, of Memphis, will take this across the lines to Richmond.

God bless you, my Christian friend!  
Your friend,

THOS. J. CARRUTHERS, *Lieutenant.*

CAMP CHASE, April 28, 1862.

MY DEAR PARENTS: I wrote you the other day; but as Mrs. Moon [Note: The Mrs. Moon mentioned was Mrs. Clark, whose family name was Moon.—AUTHOR.] has kindly offered to take letters from prisoners to Virginia, I have taken the opportunity, hoping you may hear from me again. I have written you so often, and not hearing from you, that it is almost enough to discourage one from writing; but, according to the old adage, "no news is good news." I will hope for the best. Mrs. Moon is a native of Virginia, and has a permit to visit there; on what business, I cannot say. There are some ladies here that are very kind to us. Mrs. Moon, wife of a preacher, and Mrs. Thurman have visited the hospital that contains our sick and given comfort to our prisoners.

There were sixteen who came when I did, and there are only four now. One of them, poor fellow, I am afraid, will never be well again; he has consumption. He was captured with a man named John Bruly, of Arkansas. The little boy that was with us we left at Bearly. Perhaps they will make a pet of him. Of the sixteen, four died and the rest have been sent home. They were all citizens except five, and one of them died. I haven't much to say except for you to remember me in your prayers, and, next to ourselves, to remember our country; and may God bless you!

Yours forever,

J. HENNEY.

About half a dozen more of the writers quoted refer to their letters' being intended to go south with Mrs. Clark, although at least one more confuses the name as Mrs. Moon. Knauss spent no little time and effort in attempting to trace Mrs. Clark, and was finally successful. In his own words:

Through the kind assistance of Mrs. M. V. Randolph, of Richmond, Va., Miss Virginia Moon, a sister of Mrs. Clark, of Memphis, was found, who related so much of the history of her sister in those days as she recalled, and gave the address of Rev. Frank Pinckney Clark, of Front Royal, Va., son of Mrs. Charlotte Moon Clark; and this letter given below tells as nearly as ever will be known, perhaps, the story of the letters never delivered:

I was only a child of eight years when the Civil War began, so my recollections are vague, as are often the remembrances of boyhood. But I was afterwards told of many of the events of those days and the effect they had upon our after life.

At that time my father, Judge James Clark, lived at Hamilton, Ohio, where he began the practice of his profession after his graduation from the law school at Cincinnati. He soon became prominent in the legal world and was appointed Judge of the Court of Common Pleas by the Governor of Ohio about the year 1852.

He was afterwards elected judge by the people of his judicial district at least twice, and then retired from the bench to practice law.

In politics he was a friend of Judge Thurman and Messrs. Vallandigham and Voorhees and others, and took an active part in the campaign of Stephen A. Douglas.

My mother's father, Robert S. Moon, went from Virginia to Oxford, Butler County, Ohio, back in the thirties. He was a firm believer in the teachings of Thomas Jefferson, both belonging to the same county—Albemarle—in Virginia. Among other of his political ideas was that of the ultimate emancipation of slaves *by their owners*. He took his own to Ohio and then to Indiana and freed them, going security for their future good behavior; and I have been told that he had to pay quite a large sum for the misconduct of some of them.

It was at Oxford my father met my mother. He was a student at Miami University, and she was attending a young ladies' school taught by Dr. Scott, whose daughter, the late Mrs. Benjamin Harrison, was one of my mother's schoolmates.

My parents were married in 1849, and the interval until 1860 was passed quietly in Hamilton. My mother's three brothers were in the Confederate Army, two of them being Virginians by birth.

After the fall of Fort Donelson my mother heard that one of her brothers was at Camp Chase. She at once went to Columbus, and Governor Tod gave her permission to go through the Camp to find her brother, although there was no record of his being there. He was not there; but she found many friends and acquaintances who were in the prison camp. At once my mother began a crusade to make these prisoners as comfortable as possible; even succeeded in getting Governor Tod to parole some of them in the city of Columbus, where they were able to secure comfortable quarters. In this connection, I have been told of a reception given the paroled prisoners at Judge Thurman's house, and that when the Judge got home he found his house full of men in Confederate uniforms, with only one bluecoated gentleman present, an officer named Hunter, who had been exceedingly kind to the prisoners and was very popular with them.

My mother undertook to inform the relatives of some of the prisoners of their health, condition, needs, etc., and both wrote herself and carried some of their letters to friends in Kentucky. This brought about a sudden catastrophe for two clergymen who were at our house when my mother returned from one of these trips to Kentucky, where she had given letters to one of General Morgan's brothers, and where she came near being caught and arrested by one Colonel Metcalf. These ministers wrote home to their wives how Mrs. Clark had evaded every attempt to stop her and made her

way into the forbidden neighborhood of the Morgans. Unfortunately, these ministers were arrested in Cincinnati and searched.

The same night a telegram from Mr. John Bond, of Cincinnati, warned my mother, and she left on the midnight Northern express for Niagara, taking me with her. We crossed the suspension bridge only a short time before a telegram to arrest my mother arrived on the New York side.

This will probably account for the package of letters being delayed so many years in Columbus. If they were written while my mother was getting ready for that Kentucky trip, and kept for her return to Columbus, she never heard anything of them, for soon afterwards she returned to Ohio to make some final arrangements to go South. She was threatened with arrest by General Rosecrans; but General Burnside, then in Cincinnati, arrested my mother, aunt, and grandmother, and after detaining them a short time, sent them South. I understand that General Burnside, who was an old friend, took them thus under his protection to save them from prison.

My mother remained in the South until after the war was over, when my father settled in New York to practice law and my mother began a literary career, which brought increased luster upon her name both in this country and abroad. In the autumn of 1895 she left this life for the greater, at my home, the rectory of St. George's Protestant Episcopal Church, West Philadelphia, Pa.

In "The Modern Hagar" my mother gave a graphic account of the 1856 convention held in Cincinnati, which Mr. Charles Anderson, brother of Gen. Robert Anderson, esteemed one of the best pieces of writing with which he was acquainted. My mother's full name was Mrs. Charlotte Moon Clark, and her *nom de plume*, was Charles M. Clay, she being a descendant of the Clays on her mother's side, and of the Moons and one of the first colonial governors of Virginia, Thomas Digges, on her father's side.

Besides corresponding for Southern and Philadelphia journals when abroad in the seventies, she did much journalistic work at home; after her return to New York, and wrote the following novels: "Baby Rue," published by Roberts Brothers, Boston, "The Modern Hagar," published by the same house, and "How She Came into Her Kingdom," published by Jansen, McClurg & Company, Chicago. By such critics as George Cary Eggleston "The Modern Hagar" was esteemed as a great book.

Very respectfully yours,  
Front Royal, Va.

FRANK PINCKNEY CLARK.

The chapter also included another picture of Mrs. Clark, although at a fairly advanced age.

Returning to the questions posed in the *Cover Corner*, the answer to the identity of Mrs. Clark has been lengthy, but sheds an interesting light perhaps, on other covers that seemed to have crossed the lines under rather obscure circumstances. To the second question, of whether the uncanceled Confederate stamps belong on the covers, it is obvious that they do. Their being uncanceled is a product of the fact that they were never mailed. Of course, they were intended to be mailed after being taken to Virginia by Mrs. Clark, which would only have required the Confederate postage stamps. And, unless a cover bore a soldier's letter endorsement, which permitted mail to be sent collect (whether this proviso of the Confederate postal system was in effect as yet when the covers were written is also questionable) the letters would have had to have been prepaid.

There was apparently no attempt to evade censorship; some of the covers endorsed to be carried by Mrs. Clark bear censor endorsements and some do not. However, the letters were undoubtedly turned over to the Federal authorities at Camp Chase to be sent when they could not be sent by Mrs. Clark.

This brings up another possibility. To be sent out of Camp Chase and exchanged in the normal way for such covers, Federal postage would also have to be prepaid. It is possible that the writers of some of the letters were exchanged soon after the letters were written. Most of the Fort Donelson and Island No. 10 prisoners, who were the writers of the covers to be sent by Mrs. Clark that we have seen, were exchanged in the late summer of 1862. In such a case, of course, had the Federal authorities been inclined to return these covers to Camp Chase for their writers to prepay the Federal postage, the senders may have already been sent back south.

The list of letters in Knauss also included many directed to prisoners. A few of them were several pages in length—against the rules, of course—and others contained information the Federal censors did not wish to pass. There is no doubt the group of letters included many that did not clear the censors.

Just how the covers themselves, without the letters, got into the hands

of collectors is not known and will be left for others to explain. Of the two covers shown, neither addressee is included in the list of letters in the Knauss book. It is probable, however, that Knauss did not see all the letters that were withheld as described. In fact, of those that were listed, he mentioned that a second lot was included additional to the number mentioned in Dr. Galbreath's letter. The original lot was found in a box in a lumber storage room in the state capitol. Who knows what happened to other letters of this type that survived the war?

Sometimes postal history takes some odd directions, and few, we suspect, will be much further from the beaten path than this. Yet, it must be remembered that postal history is really part of a larger picture which must sometimes be established in order to clarify the details of our particular interest.

### HERZOG ON U.S. GRILLED STAMPS

"The Story of the United States Grilled Postage Stamps," an article by 1861 section Contributing Editor William K. Herzog, appears in the just issued *Forty-Fourth American Philatelic Congress* book. Although the book contains other articles of interest to Classics Society members, I will confine my remarks to Mr. Herzog's article. There are two basic reasons for discussing the article; first, to inform the *Chronicle* readers of what is there, and second, to explain why an article apparently so obviously appropriate for the *Chronicle* did not appear in these pages.

The article is very long, having a total of 36 pages, including 18 pages of appendices. It is, in essence, a fairly compact review of an extremely complex subject. The appendix includes original material, similar in nature to the tables of the 1869 stamp issues that have appeared in the *Chronicle*, of the numbers of stamps of each denomination that were issued to post offices during the period when the grills, 1861 type through banknotes, were in use. The table of each denomination has a breakdown of how many stamps of each issue were grilled and were not grilled. The appendix also includes an update of Mr. Herzog's table of earliest known uses of all the 1867-68 grills, and includes another table showing a "family grouping" of the earliest known uses.

The text is not so rich in material from original research, or at least not obviously so. It consists of two sections; some four pages of text, plus a double page spread of photos showing the grill types and the differences between them. This basic primer (with advanced elements) on grills makes the differences quite clear, and this is the first time I remember having seen a presentation of this nature. The lack of such a reference (including the Brookman dissertations) has led to much confusion and mis-identification, in the writer's opinion.

Following the "primer" section is a comprehensive history of the various grill issues that draws together what has previously appeared in print, plus a great deal that has not appeared in print before. Herzog uses three basic sources of information in an interpretive manner. These are, obviously, the information that has appeared in print previously in philatelic publications; information secured from archival sources, such as the letter books of the Assistant Postmasters, and the circulars they issued to postmasters; and data secured from recording dates of use of the various grilled stamps on covers.

The latter source, particularly, has aided greatly in assembling an organized story of the development of the grills and their passage from the scene. Information is presented to dispel some of the old myths such as that regarding the replacement of the 1869 stamps with the banknotes with reference to their alleged "recall." The story of the grills begins with the 1867-68 issues and terminates with the "Continental" grills. One may not agree with each and every interpretation given, but differences are minor; this article is the definitive work on the grills.

Why the article did not appear in the *Chronicle* should now be obvious. The article extends over three sections and is very long by *Chronicle* standards. It deserved to be published complete in one publication, as it was. In the

*Chronicle*, it would have had to appear in installments—not at all a desirable method of publishing a work where constant reference to appendices is required.

Additions and corrections to the Herzog article will appear in these pages, and following, is a list of “typos” and corrections submitted by the author.

Richard B. Graham

### CORRIGENDA

The following corrections should be made in William K. Herzog's “The Story of the United States Grilled Postage Stamps,” *Forty-Fourth American Philatelic Congress*, 1978 Book, pp. 67-103.

Page 69, Below and to the right of Figure 1. Each “(approx.)” should read “(approx.)”.

Page 72, Footnote 2, second line. Delete “186”.

Page 81, Second paragraph, last line. “has” should read “had”.

Page 82, Second line. “regards” should read “regard”.

Page 82, Fourth paragraph, first line. “were in” should read “was in”.

Page 96, Fifth paragraph, fifth line. “check out further reports” should read “check out further the reports”.

Page 99, Sixth entry. “D. G. Phillips #7, 223” should read “D. G. Phillips #7, 93”.

Page 99, Under the heading “D” Grills. “Apr. 2, (1868)” and “Mar. 23, '68” entries were unintentionally transposed.

**Review: Methuen Handbook of Color**, by A. Kornerup and J. H. Wanscher, 3rd edition, 1978. Color plates printed in Denmark; text in England. Published by Eyre Methuen, London. 252 pages, including 30 double page color plates, printed one side only of color blocks. Compact size, approximately 5" x 7." Available in the U.S.A. from Leonard H. Hartmann, P.O. Box 21397, Louisville, Kentucky 40221, at a price to be announced.

This compact book of color samples is probably the most suitable such reference available for stamp collectors. Each of its 30 plates of 48 color samples (six on each page are identical, due to the method of formulating the colors) produces a well selected arrangement and interval of separation for the entire color spectrum. A stamp of any color can be given a reasonably close Methuen color designation to transmit to other collectors.

The handbook, in its second edition, was described in detail in *Chronicle* No. 86 in an article by Bert Christian, “Yesterday's Color Charts.” He strongly endorsed the handbook, with which opinion the reviewer concurs, as not only quite useful, but reasonably priced, so that the average collector could readily own it.

For a description of the *Methuen Handbook's* very ingenious system of color notation, as well as its other features, the reader is referred to Mr. Christian's article. The response to the Christian article was enthusiastic, and it was very frustrating to have to inform those who inquired about purchasing the book that it had just gone out of print. In addition, at least two of the *Chronicle* section editors were planning articles concerning stamp colors based upon use of the *Methuen Handbook*.

This reviewer has made a comparison of the new 3rd edition with two examples of the second edition. No major changes were made for the 3rd edition, although some changes in the text and a fresh introduction were provided. The key question, however, was whether the specific color samples of the two editions “jibed” so that they could be used interchangeably. The writer's opinion is favorable. This does not mean that every chip in each edition is identical. They aren't, but they are close. As a matter of fact, in the two undifferentiated examples of the second edition, there are supposedly identical chips that have obvious, although slight differences. The new edition falls nicely into the gaps. We recommend it because we do not believe that any of these differences would make more than one page, letter or number difference in designation of the color of a stamp from one book to another. While one is not going to make a positive separation of, say, some of the extremely narrow shades of the 3¢ 1851-60 issues, where the specialists use fragments



of defective stamps for comparison standards, most basic stamp shades can be placed closely. In fact, the handbook is good enough that users should use standardized lighting sources.

The useful aspect of this handbook is that collectors may describe stamps in terms of the Methuen designations rather than have to worry as to what terms such as "Indian Red," or "Pigeon Blood" really mean. While the handbook may not always positively identify the rare shades, it will certainly help in recognizing that a questionable color is close enough to a rare color to have it submitted to experts.

Richard B. Graham

### AUCTION DESCRIPTIONS — EDITORIAL

The "Capex" issue of the *Chronicle* included an editorial concerning auction descriptions in which recommendations were made for improving them. The thrust of Mr. Alexander's comments was that more descriptive detail should be substituted for the interpretive detail—usually taken from the pages upon which the covers have been mounted—and the reader should be able to do his own interpretation if the description is really complete. We can only endorse this viewpoint, although it is suspected that the chances for adoption are slim.

This editor has offered periodic articles and editorials containing examples of bad describing from an interpretive standpoint. The purpose of the editorials has mainly been to urge the readers of such descriptions to take them with the proverbial "grain of salt," and to apply the data available from the large number of publications existing today on U.S. classic postal history and stamps. In this respect, one sometimes wonders if the auction houses away from New York or London have the literature and knowledgeable describers available to do a consistently capable job. For example, all of the following descriptions quoted and discussed in this editorial are taken from one series of catalogs, all issued within the last two years, and all from a house away from New York.

229 L-2102, same except verse "Don't give up the Old Flag", soldier and flag in front of tents, Capital Bldg., Newtonsville, Va. ms postmark, #65 w. ms. cancellation. Inside is letter from soldier to his sweetheart. . . . Fine cover.

Neither the 1859 or 1861 List of Postoffices has an entry of *Newtonsville, Va.* Nor is there any such entry in the 1861 *U.S. Register*. Actually, this is a misreading of *Huttonsville*, as a single glance at the illustration tells us. Huttonsville was the point where mail from the Federal troops was handled after the early battle of Cheat Mountain, which essentially set the stage for the separation of Western Virginia from Virginia two years later. This battle,—only a skirmish by later standards—took place in September, 1861. Although it isn't mentioned in the description, the date of the described cover is Oct. 10, easily readable in the photo, and from this and the type of patriotic design of the cover, the year date is obviously 1861. Covers with 1861 war dates from Western Virginia are quite avidly sought by postal historians.

482 3¢ Rose (65). A very fine example of the Union CHATTANOOGA, TENN. boxed straightline postmark. This marking, in blue, is dated Dec. 25, 1863. The enclosed letter is one of the absolute finest soldier's letters we have ever seen. . . . [etc., etc., etc., some excerpts follow here:] Dated Christmas Day, 1863: . . . [a very long quotation]. . . .

Illustrated as lot 482 was a cover bearing the described marking, except that the date of the marking is evidently January 5, (1864) from the photo. In addition, the cover bears a manuscript docketing(?) "Knoxville, Tenn., Dec. 25th, 1863." So, evidently, the describer erroneously used the dateline of the enclosed letter as the date of the marking, and also missed the rather important fact that the cover was written at Knoxville and sent to be placed in the mails at Chattanooga some ten days later.

501 L-2010, Very fine and choice cover with vf and well centered 3¢ dull red (26) tied by NEW YORK postmark dated Aug. 26, 1861. Late use of this issue as Aug. 23 was the last day of legal use [emphasis added]. Ex-Neinken. . . .

Here, the problem is the statement that Aug. 23, 1861, was "the last day of legal use." Readers of the *Chronicle* and all who have made even a superficial study of the demonetization process will know immediately the statement in

the description is completely in error. Only at Baltimore, the one city where a demonetization announcement was published on Aug. 17, 1861, could use of the old stamps have been rejected as early as August 23, 1861. At New York, where a very large supply of the new stamps of all denominations was required before the announcement and exchange period could be attempted, a demonetization notice was published in September, but the old stamps were actually accepted as late as December.

Lot 349 in the same sale pertained to a cover from the Sewall correspondence with a New York Naval Lyceum handstamp, and the description included the following statement: "For some reason, this marking was almost always struck on the reverse of the covers, making it difficult for display. This envelope has the mark on the front of the cover, making it much more desirable."

The next lot in the same sale was also a Naval Lyceum cover, with the handstamp on the back. However, in a previous auction of the same house, just six months or so before, Lots 325, 326 and 327 all were Naval Lyceum covers, and all, obviously, from the photographs included in the catalog, bore their markings on the front. Of these covers, Lot 326 bore an incomplete strike and a 3¢ 1857 stamp. It was claimed to be the "second latest use known." This marking was in use from the late 1830s until just before the Civil War. The marking was struck on the back at times in the first six or seven years it was in use, but I have not seen a use after 1845 as a backstamp. Several covers with the Lyceum marking and bearing 3¢ 1851-57 stamps and at least one cover with a 5¢ 1847 stamp have been recorded by this editor.

The writer would like to acknowledge several letters and phone calls suggesting that this or that lot from this particular auction house's catalogs be included in my next editorial on the subject. Rather than use the lots suggested, I have chosen to discuss lots which indicate careless or even downright sloppy describing. Certainly, when the description doesn't fit with data obtainable from looking at the illustration of the lot, the reliability of all the description—not just the collateral material—is open to question.

In this case, it doesn't appear that some of the alleged collateral material used in the descriptions was obtained from the album pages on which the covers were originally mounted. Incorrect write-ups on album pages are a common source of collateral misinformation. The auction describer thinks it sounds right and doesn't take time to check the data, which is understandable in describing collections of well known collectors and with considerable time pressure from deadlines.

The editor doesn't expect to change this approach by this or many more editorials. The purpose of these paragraphs is mainly to point out that data of a collateral nature are put in for one purpose—to enhance the value of the lot in the minds of potential buyers. As 1851-61 Editor Alexander said, in *Chronicle* No. 98, this is certainly a form of puffery. Whether it should be eliminated, however, is open to question. To this editor, there is nothing wrong in calling the attention of potential buyers to features of a cover that might otherwise escape attention. The real factor of importance here, however, is that collateral material in an auction description should be just as carefully described as the stamp or cover details. If the latter are not correct, the lot can usually be returned without question to reputable auction houses. If collateral data are incorrect, and are such to cause a buyer to bid an extra amount to secure a cover, then the cover should also be returnable for that reason.

The type of describing that should be eliminated, and should never be accepted without checking, is that included in the lots described in this editorial. In addition, describers should recognize that adjectives such as "lovely," "exceptional," "colorful and romantic," "appealing," "gorgeous," and the like (all of these were taken from the most recent catalog of the house whose describing is mentioned here) mean very little when applied to nearly every lot. Terse, factual descriptions, with conservative estimates of value should be far more effective in securing buyer confidence.

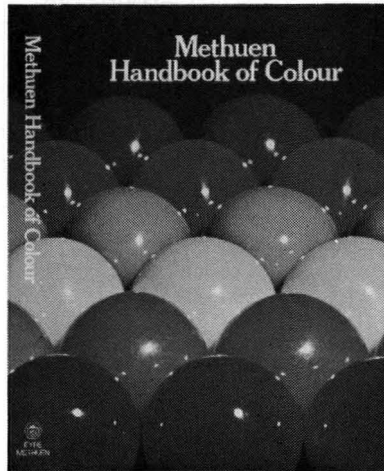
Richard B. Graham

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

**THE 10¢ RATE: PART TWO**  
**TRANSPACIFIC CORRESPONDENCE BETWEEN THE U.S. AND**  
**JAPAN VIA THE U.S. MAILS**

**MICHAEL LAURENCE**  
**INTRODUCTION**

In *Chronicle* 100 we began writing about covers that crossed the Pacific via the U.S. mail service during the lifetime of the 1869 stamps. The discussion primarily concerned 10¢ 1869 covers to and from China, but references were additionally provided to support a more general treatment of the U.S. transpacific mails during the 1869 period.

We now address the 10¢ 1869 covers to and from Japan. As with China, the rate (either way) was 10¢ per ½ ounce and carriage (in most cases) was via the huge wooden sidewheelers of the Pacific Mail Steam Ship Company. As with China, the U.S. ran consular post offices in Japan, which sold and used U.S. stamps. And as with China, the number of surviving covers from Japan considerably exceeds the number of covers to Japan.

**COVERS TO JAPAN**

Our records show eight 10¢ 1869 covers to Japan, all addressed to Yokohama (though at least two of them were subsequently carried to Niigata). The earliest 10¢ 1869 cover to Japan entered the mails on 1 September 1869 and the latest dates from 25 July 1870. This time-frame roughly brackets the general period of use of the 10¢ 1869 stamp in the United States. During this era, the P.M.S.S. transpacific steamers (according to the *U.S. Mail* departure schedules, which are incomplete) left San Francisco for Yokohama and Hong Kong around the first of each month. A complete listing of P.M.S.S. San Francisco departure dates could be extracted from the San Francisco daily *Alta California*, which is widely available in microform. Table 1 shows actual P.M.S.S. departures between March 1869 and October 1870, taken from *Alta*. For convenience's sake, the table also shows P.M.S.S. arrivals for the same period, this taken from *Pacific Crossings* and corrected where necessary. The data are less than totally satisfactory; see notes accompanying the Table. The covers themselves are described in Table 2.

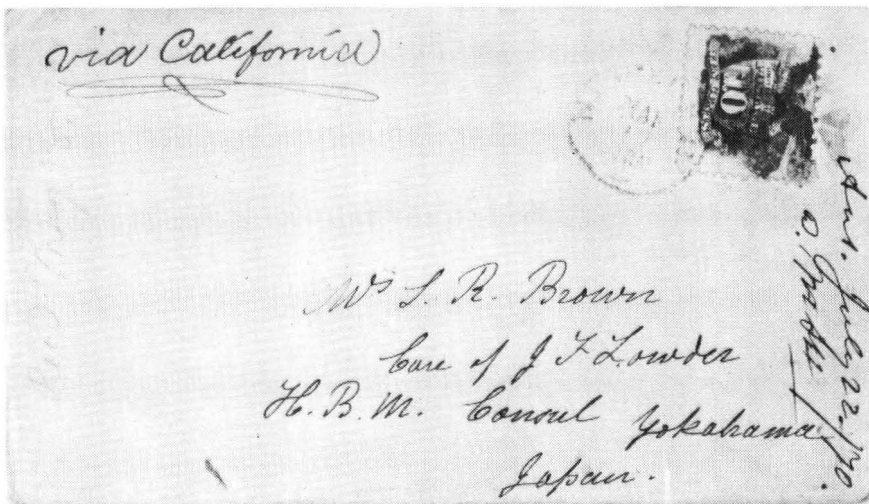


Figure 1. 10¢ 1869 on cover from New York City (17 March 1870) to Yokohama, transpacific carriage via "Great Republic."

**TABLE 1.**  
**TRANSPACIFIC (P.M.S.S.) ARRIVALS AND DEPARTURES**  
**AT SAN FRANCISCO—MARCH 1869-OCTOBER 1870**

ARRIVE SAN FRANCISCO	P.M.S.S. STEAMER	DEPART SAN FRANCISCO
23 Feb (1869)	CHINA	5 Mar
27 Mar	GREAT REPUBLIC	5 Apr
24 Apr	JAPAN	4 May
20 May	CHINA	4 June
19 June	GREAT REPUBLIC	3 July
—	OREGONIAN	4 Aug
20 July	JAPAN	4 Sept
—	GOLDEN AGE	21 Sept
19 Aug	CHINA	4 Oct
18 Sept	GREAT REPUBLIC	(in port)
20 Oct	AMERICA	4 Nov
22 Nov	JAPAN	1 Dec
25 Dec	CHINA	1 Jan (1870)
23 Jan (1870)	AMERICA	1 Feb
16 Feb	JAPAN	1 Mar
(out of port)	GREAT REPUBLIC	1 Apr
19 Mar	CHINA	30 Apr
13 Apr	AMERICA	(in port)
11 May	JAPAN	1 June
(out of port)	AMERICA	1 July
14 June	GREAT REPUBLIC	1 Aug
13 July	CHINA	1 Sept
12 Aug	JAPAN	1 Oct
12 Sept	AMERICA	1 Nov

*Note:* This information was compiled from the San Francisco (daily) *Alta California*, cross-checked where appropriate with *Pacific Crossings*. The *Alta* microfilm is extremely difficult and tedious to work with, and errors of omission and commission may have crept in. *Oregonian* and *Golden Age* made single westbound crossings during the summer of 1869 to take their place on the P.M.S.S. branch line between Yokohama and Shanghai, stopping at Hiogo and Nagasaki. It is assumed, but not documented to my knowledge, that both these steamers carried transpacific mail on their single westbound crossings.

Figure 1 shows a 10¢ 1869 stamp tied by a New York City time-of-day datestamp reading MAR 17. The cover is addressed to "Mr. S. R. Brown, care of J. F. Lowder, H.B.M. Consul, Yokohama." The cover is docketed 1870, and was presumably carried on the P.M.S.S. sidewheeler *Great Republic* which departed San Francisco for Yokohama 1 April 1870. According to research done by our colleague Ryo Ishikawa, missionary-teacher Samuel Robbins Brown (1810-1880) was one of five foreigners permitted to live in Niigata (on the Sea of Japan, across Honshu from Yokohama) during this era. It is assumed that the cover was forwarded to him there by the British consul. A cover from the same correspondence, dated just a few weeks later (12 April 1870—see Table 2) is addressed to "Rev. S. R. Brown, Niigata, Japan, care J. F. Lowder, Yokohama."

**TABLE 2. 10¢ 1869 COVERS TO JAPAN VIA U.S. MAILS**

DATE	ORIGIN/DESTINATION	STAMP (\$)	REFERENCE
1 SEPT 69	San Francisco/Yokohama	10¢ 1869	Stanley Piller
2 DEC 69	New York City/Yokohama	10¢ 1869	Siegel 5-12-78, lot 529
20 JAN 70	New York City/Yokohama	10¢ 1869	I Juhring, lot 787
17 MAR 70	New York City/Yokohama (Niigata)	10¢ 1869	Figure 1
12 APR 70	Auburn, N.Y./Yokohama (Niigata)	10¢ 1869	Krug sale, lot 746
25 JUL 70	Auburn, N.Y./Yokohama	10¢ 1869	Apfelbaum, 3-25-71, lot 86
20 SEP ??	New Canaan, Ct./Yokohama	(3) 10¢ 1869	Gibson sale, lot 457
? ? ?	Lancaster, N.Y./Yokohama	10¢ 1869	Siegel 8-22-67, lot 323

#### COVERS FROM JAPAN

The last ten years have seen considerable interest in the U.S. consular post offices in Japan. This has created a staggering escalation in cover prices, along with some welcome additions to the heretofore scant literature.<sup>1</sup> It is

well known that the U.S. ran consular postal agencies at four Japanese towns: Hakodate, Hiogo, Nagasaki, and Yokohama. My records show 17 10¢ 1869 covers from Japan: 12 from Yokohama, four from Hiogo and one presumed to be from Nagasaki. The earliest 10¢ 1869 covers from Japan (there are two from the same date) show San Francisco arrival marks of SEP 20 (1869) and must have crossed the Pacific on the P.M.S.S. steamer *Great Republic*, which left Yokohama 29 August 1869.<sup>2</sup> The latest covers (of which there are also two) show Yokohama circular date-stamps of 13 September (1871). So in Japan, as in China, the 10¢ 1869 stamp was used much longer than it was domestically.

The earliest three covers from Japan, showing arrival at San Francisco in September and October 1869, bear the magenta oval CHINA AND JAPAN STEAM SERVICE marking, ably discussed by Richard Graham in *Chronicles* 73 and 75. This marking is known to have been used on transpacific covers whose San Francisco receiving markings date between 20 November 1867 and 23 November 1869. A cover showing this marking is illustrated as Figure 10, discussed further below.

An unhappy fact about many incoming transpacific covers bearing U.S. stamps is that they show no solid evidence of where they came from. Given a cover addressed to the U.S. and bearing a 10¢ 1869 stamp and a San Francisco circular datestamp, the enthusiastic dealer is understandably tempted to say the cover was posted in Japan. But unless the cover bears unarguable evidence of Japanese origins, the collector is well advised not to chase it.

Table 3 is my listing of 10¢ 1869 covers from Japan. While it includes several enigmas, it consists only of covers I am personally convinced originated in Japan. The listing is surely not complete. Additions, as always, will be warmly welcomed.

#### COVERS FROM YOKOHAMA



Figure 2. 10¢ 1869 on hand-made envelope from Yokohama (22 July 1870) to Wilmington, transpacific carriage via "Japan."

Figure 2 shows a cover from Yokohama to Wilmington. The 10¢ 1869 is just tied by a petal-type killer; the Yokohama cds clearly shows July 22. The envelope seems to have been hand-made from a piece of stationery. I have listed this cover from 1870, transpacific carriage via P.M.S.S. *Japan*, departing Yokohama 22 July 1870, arriving San Francisco August 12. An equally persuasive case could be made that the cover is from 1871. For some reason, covers from the U.S. offices in Japan frequently don't bear the San Francisco receiv-

1. Ryo Ishikawa, *The Forerunner Foreign Post Offices in Japan*, Tokyo, 1976; John D. and Sheila Riddell, *U.S.A. Consular Post Offices in Japan*, undated monograph, London; Robert M. Spaulding, Jr., "The U.S. Post Office at Kobe (Hiogo)" *Japanese Philately*, Vol. 26, #5, October 1971.

2. *Chronicle* 75:133.

**TABLE 3. 10¢ 1869 COVERS FROM JAPAN VIA U.S. MAILS**

JAPAN CDS	S.F. ARRIVAL	ORIGIN/ DESTINATION	STAMP (\$)	NOTES/ REFERENCES
—	20 SEP (69)	Nagasaki (?) /S. Hadley, Ma.	(2) 10¢ 69	CJSS oval; Figure 10
—	20 SEP (69)	Yokohama/Ridgefield, Ct.	10¢ 1869	CJSS oval; II Moody 136
—	20 OCT (69)	Yokohama/Ridgefield, Ct.	10¢ 1869	CJSS oval; <i>Chronicle</i> 75, 135
—	2 MAR (70)	Yokohama (?) /Brooklyn	10¢ 1869	Figure 3
Hiogo d.c.	20 MAR (70)	Hiogo/Sutton, England	2 10¢ 69+ Blackjack	Figure 6
—	15 JUN (70)	Yokohama/Kingston, N.Y.	10¢ 1869	Ryo Ishikawa
Hiogo d.c.	? OCT (70)	Hiogo/Quebec	10¢ 69 + (2) 2¢ 69	<i>Chronicle</i> 99:122 (see text)
21 NOV (70)	? ? (70)	Yokohama/New York City	10¢ 1869	Marc Haas
23 DEC (70)	? ? (70)	Yokohama/London	10¢ + 6¢ 69	Marc Haas
23 JAN (71)	? ? (71)	Yokohama/Elizabeth, N.J.	10¢ 1869	Apfelbaum 11/29/77, 1071
14 MAR (71)	—	Yokohama/Paris	(2) 10¢ 69	III Juhring 601 (Gibbons)
Hiogo d.c.	—	Hiogo/Kent, England	(2) 10¢ 69	Figure 8
22 JUL (71)	—	Yokohama/Wilmington	10¢ 1869	Figure 2
22 AUG (71)	—	Yokohama/Liverpool	(3) 10¢ 69	III Juhring 602 (Gibbons)
13 SEP (71)	—	Yokohama/Lyons	10¢ 69 + 2 #146	<i>Chronicle</i> 83:158-60
13 SEP (71)	—	Yokohama/Lyons	10¢ 69 + 2 #146	<i>Chronicle</i> 83:158-60
Hiogo d.c.	—	Hiogo/Nagasaki	10¢ 1869	Figure 7

ing mark that permits definitive year-dating. Whatever the year date, the cover in Figure 2 obviously originated in Yokohama.

The Yokohama origins of the cover in Figure 3 are less apparent, but no less persuasive. This is in fact a private ship letter, the only such represented in Table 3. The cover is addressed to Brooklyn, and routed "Per Am Barque Benefactress". We know from *Alta California* that the American barque *Benefactress*, Captain E. C. Eldred commanding, made one transpacific crossing to Yokohama and points beyond, to secure tea for the San Francisco firm of C. Adolphe Lowe & Co. (The first cover in Table 2, dated 1 September 1869, is addressed to Captain Eldred, in care of Smith, Archer & Co., Yokohama, and marked "please forward".) On its return trip, the *Benefactress* left Yokohama on 3 February 1870 and arrived San Francisco March 1. The 10¢ 1869 stamp was presumably applied at Yokohama but not cancelled until arrival at San Francisco. The San Francisco MAR 2 date is quite consistent with day-after-arrival markings seen on other incoming transpacific covers during this era.

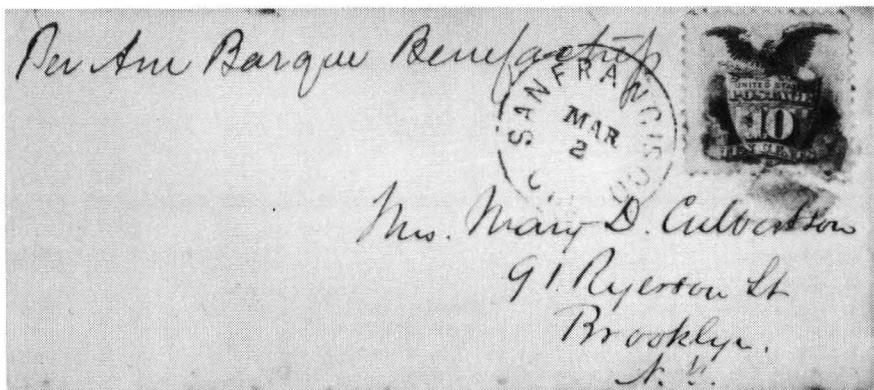


Figure 3. 10¢ 1869 on cover from Yokohama to Brooklyn, via Barque "Benefactress," arriving San Francisco 1 March 1870. This is a private ship letter at the 10¢ rate.

Five of the 12 Yokohama covers in Table 3 (and nine of the 17 covers from Japan) were sent to non-U.S. destinations, mostly in Europe. This seems unusual, but the facts support it. Most correspondence in and out of Japan during this period involved international commerce. Traders from the world's great merchant nations early established outposts in Japan, and their overriding interest was rapid communication. After the U.S. transcontinental railroad was completed, letter correspondence between Japan and Europe was increasingly routed via the U.S. Theoretically, this saved 5-10 days on correspondence between Yokohama and London. Table 3 lists two covers from the same commercial correspondence, both posted at Yokohama on 13 September 1871, both bearing a single 10¢ 1869 plus two 2¢ Banknotes (Scott #146), both sent eastward to Lyons, France. These covers are illustrated and discussed in *Chronicle* 83, pages 158-160. Like the cover in Figure 2, these covers show the Yokohama cds.

#### COVERS FROM HIOGO

Four of the covers in Table 3 originated in Hiogo, Japan, and show the controversial and off-maligned Hiogo double-circle marking. Before considering the covers, we must discuss the marking itself, since for more than 40 years it has carried a heavy burden of suspicion. My personal opinion, based on facts detailed below, is that all of the recorded on-cover strikes of the Hiogo double-circle marking are genuine, and that the vast majority of the off-cover strikes, as they survive on loose single stamps, are similarly worthy.

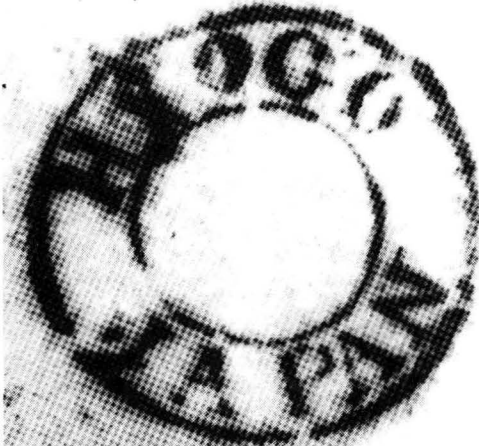


Figure 4. Enlarged photo of genuine strike of the Hiogo double-circle cancellation.



Figure 5. Enlarged photo of the Hale forgery, as illustrated in "Postal Markings."

Figure 4 is an enlarged photo of a genuine strike of the Hiogo double-circle marking. In real life, the marking is 19-20 mm. in diameter. The photo in Figure 4 was taken from the well-known Hiogo consular stampless cover. The cover itself was found by Stanley Ashbrook and owned by him until his death. It was written up in Ashbrook's *Special Service* and discussed and illustrated in *Chronicle* 73, page 24.

Prior to the mid-1930s, the Hiogo double-circle marking was fully accepted by the collector community. Then, in three consecutive issues in 1936 and 1937, the magazine *Postal Markings*, which then had a circulation of only a few hundred, featured front-page illustrations of 50-odd counterfeit cancelling devices discovered among the effects of a convicted forger named William Hale, who died in Atlanta Prison in the mid 1930s. In the first installment of the series<sup>3</sup> the magazine provided the following explanation:

Thru the Secretary of the S.P.A., F.L. Coes, this paper is presenting the group of "postmarks" and "cancellations" illustrated on the outside front cover of this number.

When the late Wm. Hale passed away, during a sojourn in the Federal custody at Atlanta, the public executor found in his possession a quantity of hand stamps

3. *Postal Markings*, December 20, 1936, Vol. 6, #7, page 77.



and cancellation blocks. These were destroyed by the executor in the presence of witnesses.

The impressions were hurriedly made, using a hand stamp pad and the photograph [on the *Postal Markings* cover] is a reduction of the massed impressions as made. There was no thought of separating cancellations from other devices, and all but one were hand cut in boxwood, by a foreign engraver and many were so marked.

The photograph was made by Paul Savage, Staff Artist of the Worcester Tel. & Gazette. The cuts were all obviously faked to deceive collectors.

Despite the hastiness with which the proof impressions of the phoney markings were made, and despite the poor quality with which they were reproduced in *Postal Markings*, even a cursory glance indicates that these were very dangerous forgeries. Included were a number of deceptive Confederate markings (circular datestamps from Charleston, Columbus, Memphis, Mobile and New Orleans), several Canadian markings of the sort that appear on cross-border correspondence during the classic period, and strikes duplicating markings used by the U.S. post offices in China during the 1890s. The blockbuster was a Hiogo double-circle, illustrated on the front page of the January 20, 1937 issue. The reproduction of this Hiogo marking, curiously, was much poorer than any of the others. One can't help thinking, just looking at the marking, that either a very poor impression was made, or that the device itself had been somehow damaged. As it turns out, both assumptions are correct.

Figure 5 is an unretouched reproduction of the *Postal Markings* illustration, also enlarged. This photo was taken by Ashbrook in the 1940s, from the front page of *Postal Markings*.

Through the help of the late R. J. Mechin of New York City, I secured not only this photo, but copies of a correspondence between Ashbrook and Frank Coes, the man who actually examined the Hale handstamps and made the *Postal Markings* proofs. Coes's philatelic reputation, unfortunately, is mixed. In the late 1930s he found himself on the losing side of a disagreement with the Society of Philatelic Americans, of which he was then Secretary. He was charged with financial irregularities and attempted unsuccessfully to split the society, which was subsequently reformed under the presidency of Stephen Rich.

But in the mid 1930s, Coes was known as a prominent collector of U.S. stamps, and as an officer in a national stamp society. He lived in Worcester, Mass., and when officials in the Worcester area discovered the Hale handstamps, Coes was a natural choice to view them. Here is his description, in a letter to Ashbrook dated August 16, 1944, of his viewing of the Hale devices:

The public executor brought Hale's bag for appraisal. In the contents were five spool-thread boxes packed solid full of wood cuts—made in Belgium—most of them so stamped, the maker's name only being removed.

As a matter of safety, I took ordinary yellow manila paper (no thought of perfect copies or more than a record) and imprinted every one of the wood blocks (box-wood type, high blocks) using my ordinary rubber stamp pad (violet) and with no effort to do more than record the factual engraved words.

The public executor then burned—to prevent use—all the engravings. This he too attested, I understand, in his report. Perhaps regrettable, but surely safer than having them fall into the hands of fakers.

Soon afterwards, Coes must have realized that he had committed a grievous error in not taking greater pains in preparing the proofs. His letter continues: "The imprints were so poor that the photographer had to use color screens to get even poor reproductions. In the case of the Hiogo . . . the wood had evidently been intentionally submitted to damage. Whether it was because it was desired (Hale's desire) to make it less evident, or more unreadable, or more like a misapplied postal imprint, we will never know. . . . Too bad I did not realize I should have used white paper and black ink, instead of yellow and violet."

In an interesting aside, Coes also revealed that Hale had actually sold some forged Hiogos to a prominent Massachusetts collector. This is a significant revelation, being the only evidence we have that Hale actually *used* the phoney handstamp. Coes wrote: "The Worcester Philatelic Society had a meeting about a year after the publication [of the Hale handstamps in *Postal Markings*] and H. B. Atherton of Springfield was present. In the course of conversation, I

showed Atherton the *Postal Markings* page and he said in substance: 'I have had several of these Hiogo things, always on a 10¢ 1869 and always on a bit of a cover, never the whole cover—and still have, I think, one or two in my junk box.' I was not surprised to learn that Hale was the source, for Atherton always had a call from Hale, when passing through, usually to work off second-grade Blackjacks."

Ashbrook must have written Coes for more information about the Hiogo marking, because on 25 August 1944 Coes wrote Ashbrook a second letter, in which he described the Hiogo "wood block" in greater detail: "The Hiogo is definitely made to give the impression of a rubber stamp carelessly used. The circle is not regular and the letters are not even. The marks on the circle lines were made with a graver or a very cleverly used knife. We looked twice at it after I took the impression, and I recall the clerk saying it did not seem to be 'like the others in quality'. But it too had 'Brux's' on the back.

"The Hale block was irregular by intent. It was cut that way. Then it was defaced some. Why? My guess is either that it was meant to imitate a hand-struck rubber stamp, or to make the thing look like a hand-struck stamp from an office not well fitted for English canceller use. The application of an ideographic cancel has to be slow and careful. This looks just sloppy."

This is all the evidence we have to support the widespread suspicion that Hale made most if not all of the Hiogo off-cover singles. The Hale handstamp, as shown in Figure 5, wouldn't fool anyone. Nonetheless, many "experts", myself among them, have over the years impugned the integrity of the Hiogo singles.

True, Coes wrote Ashbrook that the Hale handstamp seemed to have been deliberately mutilated, so perhaps it was in better shape when Hale used it. But Coes was quite specific about the marking's being cut from wood. On a carved wood block, even the most violent distressing couldn't shift the position of letters. Note the difference in the spacing between the letters J-A-P in the authentic and the Hale marking. The two are entirely different. There is no way that the Hale marking could ever be mistaken, by a collector with a modicum of discernment, for the genuine article.

About ten years ago, when I was living in rural New England and had nothing better to do, I assembled about 40 different loose single stamps (mostly 1869s but a few 1861s) bearing the Hiogo double-circle. These came from my own collection, from the then-extensive 1869 collections of Henry Gobie and the late Cy Horwitz, and from the stocks of several good New England dealers. I photographed and otherwise worked with these stamps for a very long winter, matching them against the genuine strike (Figure 4) on the consular stampless cover, which I then owned. Only one strike seemed suspicious, this on a 1¢ 1869 stamp. The strike looked nothing at all like the Hale handstamp, but was different in several respects from the others, the most notable difference being that the "I" in HIOGO, which is almost parallel to the "H" in the genuine strikes, was very much skewed at an angle, as if it had started to topple over to the right. My conclusion, then and now, is that this one strike might be bad. However, if (as is possible) the genuine Hiogo handstamp was actually assembled from loose pieces of newspaper type which were then held in place between two concentric metal rings, the relative position of the individual letters in the marking could easily have changed as the marking was used.

This far-from-definite conclusion wasn't terribly satisfactory, so I filed all the information away. In the intervening years, I have examined most of the 10¢ 1869 stamps that have appeared on the market bearing this strike, and have seen nothing to change my original opinion, which is that virtually all of the off-cover strikes of this marking are perfectly genuine. I have yet to see a stamp bearing Hale's marking, though Coes said that they do exist on 10¢ 1869s. Can any readers help?

Let's now return to the covers. Figure 6, the earliest 10¢ 1869 cover from Hiogo, bears a horizontal pair of the 10¢ 1869 stamp, plus a grilled Blackjack—a scarce combination. All three stamps are tied by the Hiogo double-circle.



Figure 6. Pair 10¢ 1869 with a grilled Blackjack on cover from Hiogo (February 1870) to England. The rate from Japan to England, via U.S. mails, was 22¢ in 1869, 16¢ in 1870.

The cover is addressed to England, and backstamp evidence indicates it left Hiogo sometime in February 1870. The 22¢ postage presumably was intended to pay 10¢ transpacific postage plus 12¢ U.S. to England. The rate from the U.S. to England was reduced from 12¢ to 6¢ effective 1 January 1870, but it's reasonable to assume that this information took a few months to reach Hiogo. The cover also bears a handstamped magenta "2" whose significance is not known to me, though I recall seeing it on other covers from Japan to England.

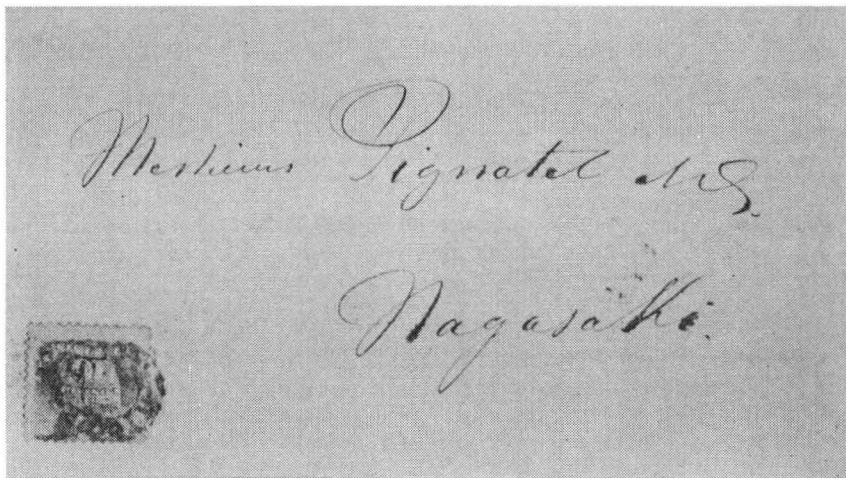


Figure 7. 10¢ 1869 on cover from Hiogo to Nagasaki. If genuine, this cover must represent an overpayment.

The cover in Figure 7 is illustrated in Dr. Ichida's dragon book.<sup>4</sup> It appears to be a cover from Hiogo to Nagasaki, from the Pignatel correspondence, a file of letters from a French merchant firm known to have used the U.S. mail service in Japan. While I have never inspected this cover, it looks reasonable from its photo, and its last-reported owner, Dr. Ichida, is probably Japan's most distinguished postal historian. While the letter rate between the U.S. consular offices in Japan was almost certainly 3¢ per ½ ounce,<sup>5</sup> this folded letter could be overweight and overpaid.

Another 10¢ 1869 cover from Hiogo, this one to Canada, was illustrated and written up at *Chronicle* 98:120-126. This cover, when sold at the Juhring/

4. Dr. Soichi Ichida, *The Dragon Stamps of Japan*, Tokyo, 1958.

5. *Chronicle* 82:97-99.

CAPEX sale (Sotheby Parke Bernet sale, Toronto, 14 June 1978, lot 795), was missing a stamp. It bore a 10¢ 1869 plus two 2¢ 1869, making 14¢ postage. The proper rate from Japan to Canada via U.S. mails would have been 10¢ transpacific plus 6¢ U.S.-Canada. In the write-up in *Chronicle* 98, I described the cover as missing a stamp, and guessed that the missing stamp was another 2¢ 1869. This was no new insight, since Elliott Perry himself had reached the same conclusion when he wrote about this cover 30 years ago in *Pat Paragraphs*.

Then, as if by magic, the missing 2¢ stamp was supposedly found—also in the Juhring collection. This claim would sound impossibly bizarre, except that two collectors whose judgments I trust say they have seen both stamp and cover together, and pronounce that the marriage would pass both on earth and in heaven. Myself, I will wait and see. If true, this is very good news, since it means that a once-great cover has been made whole again.



Figure 8. Pair 10¢ 1869 on 1871 cover from Hiogo (?) to England. This is the cover that Stephen Rich used, in the 1940s, to impugn the authenticity of off-cover strikes of the Hiogo double-circle marking.

The fourth Hiogo cover in Table 3 is illustrated as Figure 8. This is a very enigmatic item. Much of its mystery could probably be cleared up if the cover itself would re-surface. It was progressively in the Knapp and Gibson collections, and most recently sold as lot 562 in the Harmer sale of February 18-20, 1963. This was the cover that Stephen Rich singled out for vituperative criticism in the August 1944 issue of the *S.P.A. Journal*. Rich's article was so fraught with prejudice, error and misunderstanding that I am reluctant even to cite it here, except that the Rich write-up seems the source of the bad reputation that has surrounded the Hiogo double-circles to this day.

The cover in Figure 8 is routed "via San Francisco", addressed to England, and dated (in manuscript) "Hiogo 18 March 71". The proper rate from Hiogo to England during 1871 would have been 16¢.

While Rich never claimed that the two circular markings on this cover were applied in Hiogo (in fact, he said he thought they were applied in San Francisco), he used this cover as a rhetorical device to "prove" that all the Hiogo double-circles were bad.

Figure 9 is a filtered blow-up (made by Ashbrook, and provided through the courtesy of Millard Mack) of the two markings on the cover in Figure 8. I grant that these strikes don't look much like the Hiogo double-circle, but having studied this marking for many years, I'm now convinced that both cover and markings are perfectly genuine. The two markings, as shown in Figures 8 and 9, in my opinion were struck by the genuine Hiogo double-circle handstamp, and represent an example of extremely heavy over-inking, so heavy that the ink filled up the negative space between the letters of the handstamp.

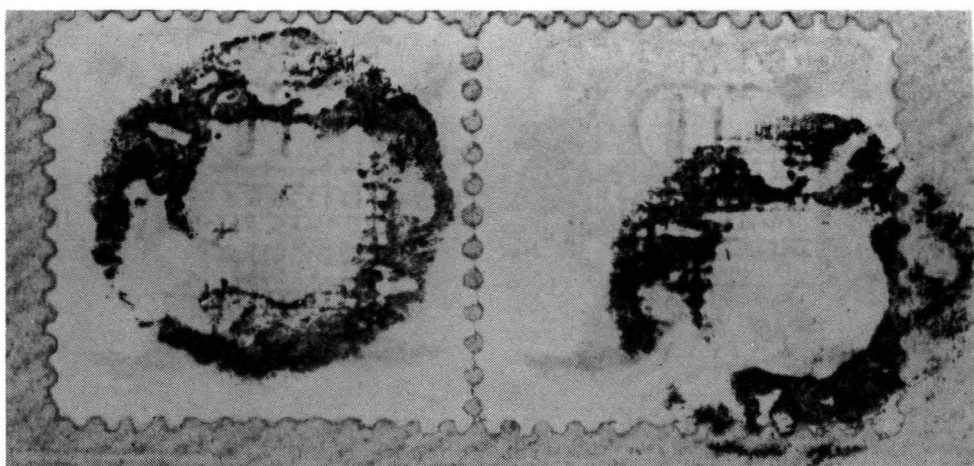


Figure 9. Enlarged filtered photo, made by Ashbrook, of the markings on the Hiogo cover in Figure 8.

Note especially, in Figure 9, the negative letter "A", as it appears partially under the numeral "1" on the right-hand stamp. The alignment of this "A" with the "J" and "P" that presumably surround it, coincides precisely with the genuine Hiogo strike shown in Figure 4. I may be completely wrong in this opinion, and would be the first to admit it, if examination of the cover itself were to prove me wrong. Does anyone know where the cover is?

**COVER FROM NAGASAKI**



Figure 10. Pair 10¢ 1869, presumably from Nagasaki, showing San Francisco arrival of 20 September (1869), representing carriage via "Great Republic," which left Yokohama on 29 August 1869. This is the earliest eastbound crossing on which 10¢ 1869 has so far been seen. Note the CJSS oval at left.

The first cover listed in Table 3 is presumed to have originated in Nagasaki. This cover is illustrated as Figure 10. It now reposes in the collection of Lou Grunin, through whose courtesy we illustrate it here. The cover bears a strike of the CJSS oval plus two 10¢ 1869 stamps, not tied to the cover but tied to each other with two strikes of a distinctive bold "X" cancellation that is widely thought to have been used at the U.S. postal agency in Nagasaki. A tracing of this marking is illustrated as Type VII on page 137 of *Chronicle 75*. I do not know a cover that proves this marking was used at Nagasaki, but I assume such covers exist, because the Nagasaki usage is widely accepted among specialist collectors whose opinions I respect.

**CONCLUSION**

Much remains to be learned about the markings and practices of the U.S.

postal agencies in Japan. While this study has focussed on 10¢ 1869 covers, some of what we wrote here should apply to all the 10¢-rate covers that crossed the Pacific, from the beginnings of the transpacific service to the uniformity of U.P.U. In a future *Chronicle*, we will discuss U.S. mail covers to and from Hawaii, and to the other transpacific destinations served by the U.S. transpacific mails during the lifetime of the 1869 stamps. While transatlantic covers are richer both in their surviving number and in the breadth of the markings, services and destinations they show, we feel that the transpacific covers, carried across the Pacific in hulking wooden sidewheel steamers whose construction was subsidized by the U.S. Post Office, are equally fascinating. We certainly think they will reward further study. We have surely made mistakes, both major and minor, in the words above, and solicit corrections and amplification. We are especially interested in getting additional insights into the Hiogo double-circle marking.

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## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

### NORTHERN CENTRAL RAILWAY: BALTIMORE TO HARRISBURGH—1838 TO 1899 ITS HISTORY AND POSTAL MARKINGS

CHARLES L. TOWLE

A most interesting phase of postal history is the study of individual railroad companies offering varied types of postal markings and opportunity for wide-ranging historical research. Such lines as the Baltimore and Ohio, the Illinois Central R.R., and the Union Pacific are possibilities for such specialization. Like the Baltimore and Ohio, the railroad we present here was financially underwritten both by the city of Baltimore and the state of Maryland.

The Baltimore and Susquehanna R.R. Co. was incorporated by the Maryland legislature Feb. 13, 1828. The original goal of the railroad was to build to York, Pa., possibly to bring the rich farming area of York County into touch with the markets of Baltimore. York County was formed by Act of the Pennsylvania legislature Aug. 9, 1749, and was the first county created west of the Susquehanna River. The Borough of York was laid out in 1741 by order of the Penns and the town plan was based on that of Philadelphia. York was noteworthy as the headquarters of the Continental Congress for nine months after Sept. 1777, while the British Army occupied Philadelphia.

The boundary between Maryland and Pennsylvania was in dispute for many years and many Marylanders considered York County as home territory.

Construction of the Baltimore and Susquehanna commenced Aug. 8, 1829, and was completed to Relay House July 4, 1831, to Timonium Sept. 1832, and to the Maryland line Aug. 23, 1838. To extend the line into Pennsylvania, the York and Maryland Line R.R. was incorporated by Act of the Pennsylvania legislature March 14, 1832. Construction by the Baltimore and Susquehanna commenced about Jan. 1836 and was completed 22 miles into York on Aug. 23, 1838.

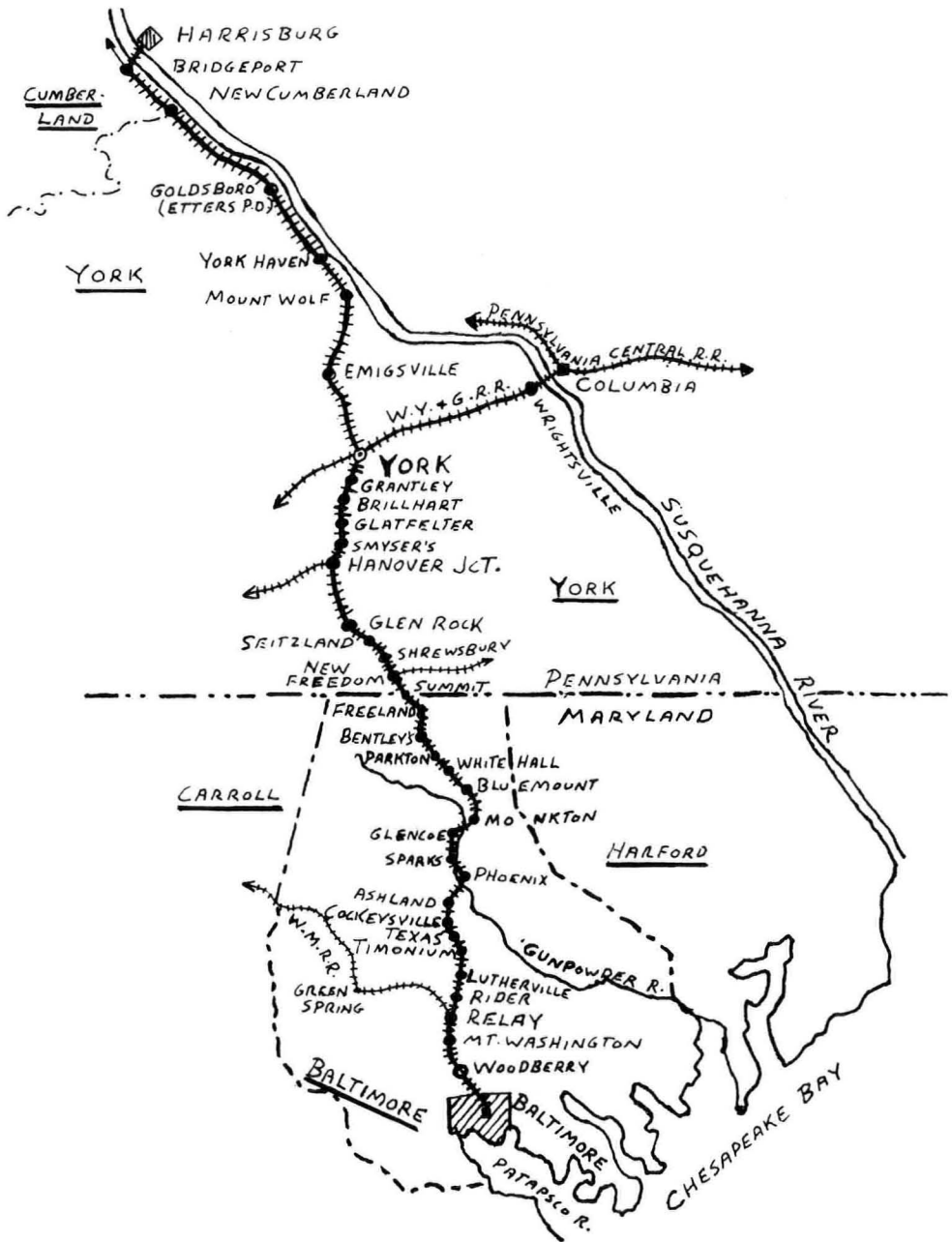
The Baltimore & Susquehanna soon saw that traffic could be generated in large quantities by connecting with the Pennsylvania Central R.R., then being built west from Columbia to Pittsburgh. To achieve this connection they secured an agreement to perpetual use of the tracks of the Wrightsville, York and Gettysburgh R.R. Co., completed Apr. 1, 1840, from the Wrightsville end of Columbia's Susquehanna River bridge to York, 11.4 miles. By this means trains could be run into Columbia, connecting eastward for Philadelphia and westward for Harrisburgh and Pittsburgh. This line was operated until June 21, 1870, by the Baltimore road, at which time it reverted back to Pennsylvania R.R. control.

Determining to extend their line, the B. & S. incorporated the York and Cumberland R.R. Apr. 21, 1846, in Pennsylvania. This road commenced construction June 1849 and completed 26 miles from York to Bridgeport (Lemoyne) Feb. 3, 1851—a point across the river from Harrisburgh.

The track of the Baltimore and Susquehanna R.R. as originally built was unfit for use, as the first locomotive brought from England would not negotiate the curves. The 4'9½" gauge track had to be rebuilt and 60 lb. edge rail supported on 8 stone blocks per 15 foot rail length was then used.

First locomotives of the road were built in England. The little 26,000 lb. "Herald" was Stevenson's Shop No. 7 and arrived at Baltimore July 1832 on the ship *Herald*. First run at the end of August, the 0-4-0 locomotive had to be rebuilt by Ross Winans, but then continued in use until 1850. Stevenson built two more locomotives in 1836 and the Locks and Canals Co. then supplied eight locomotives over a three year period. One final locomotive was





Map of Northern Central Railway Lines.

imported from England in 1839—the 4-2-0 type “Atlantic,” built by Coleman, Sellars.

On Dec. 16, 1854, the Baltimore and Susquehanna, the York and Maryland Line R.R., and the York and Cumberland R.R. merged to form the Northern Central Railway, incorporated in both Maryland and Pennsylvania.

The line leaves Baltimore following Jones Falls stream and climbs a 1.3 percent grade to cross a divide into the valley of the Falls of Gunpowder River at M.P. 12. It then follows the Falls of Gunpowder River north from Phoenix, rising steadily by a maximum grade of 1.6 percent to the summit at M.P. 36½. North of State Line it descends into the valley of Cadorus Creek



Drop letter at Harrisburgh, Pa., addressed to Attorney General of Pennsylvania. Blackjack tied by black target.

Reverse of Harrisburgh drop letter showing fancy embossed seal of Northern Central Railway Co. in blue.



by a 1.2 percent grade for 6½ miles, and then follows the creek to York. The track then follows Cadorus and Conewago Creeks to the Susquehanna River at York Haven, from which point it parallels the south side of the river to Bridgeport. The curves in this line are spectacular, as anyone knows who has tried to eat dinner in the dining car of the "Liberty Limited" while traveling from Baltimore to York. In Maryland there are 84 curves in 35½ miles, many of which are 6 to 8 degrees. Between State Line and York there are 49 curves in 22 miles with a maximum of 8½ degrees. North of York conditions improve a little with only 35 curves in 26 miles and a maximum curvature of 5½ degrees.

The Northern Central played an important part in the Civil War, forming the principal route from the West into Baltimore and Washington on the frequent occasions when the Baltimore and Ohio was closed by hostilities after May 23, 1861. On April 19, 1861, the Baltimore insurrections closed the Northern Central to traffic. Secretary of War Cameron had a stock interest in the Company and saw that the track was guarded to the Baltimore City line by Federal troops, but it was not until May 13, 1861, that the line was reopened into Baltimore. Troops and supplies used the line throughout the War, especially during the Confederate penetration into Pennsylvania just to the west of the Northern Central. For a period during the War, the line was under control of the Bureau of U.S. Military Railroads and it actually suffered destruction of 18 trestles by action of Confederate raiders.

In 1865 a second main track was completed from Baltimore to York. In 1866 Ashcroft lists Northern Central as possessing 75 locomotives, 36 first class passenger cars and seven second class passenger cars, 14 baggage cars and 3,900 freight cars, while Flint in his 1868 report shows 95 locomotives, 60 passenger cars and 37 baggage cars. Flint also says that the Northern Central was enjoying heavy passenger traffic between Baltimore and Harrisburgh,

taxing capacity of rolling stock to the fullest extent. He also lauds the administration of President James Cameron and General Supt. J. N. du Barry, stating that the railroad was moving large quantities of coal from mines east of Sunbury, Pa., into Baltimore.

The first Susquehanna depot in Baltimore was located at North and Saratoga Streets. Tracks ran in North St. and an outer station was located at North and Eager Streets. In 1884 a new line was completed from the location of Union Station to Calvert Station, relocated at Franklin, Calvert and North Streets. The first Union Station was completed April 1, 1886. The Northern Central shops were located north of Mount Royal reservoir along Jones Falls.

Although originally under influence of Baltimore & Ohio R.R. interests, the Northern Central, with its own lines to the North and greatly depending upon the main line of the Pennsylvania for heavy connecting traffic, gradually fell under Pennsylvania R.R. stock ownership and became a bitter rival of the Baltimore and Ohio. On Jan. 1, 1911, the Northern Central was leased to the Pennsylvania R.R., ending its operations as an independent company.

A look at the Postal History development of the Northern Central will furnish a background for railway marking collectors. Early postal information is, as usual, very difficult to obtain from government records, except for early contract listings. Only those listings showing a notable change have been included:

- 1843: Baltimore, Md.-Columbia, Pa.—Route 1907, 71 miles, 6 round trips, \$6,246.
- 1848: Same, 7 round trips.
- 1852: Baltimore, Md.-York, Pa.—Route 9856, 57 miles, 14 round trips, \$11,400.  
York-Columbia, Pa.—Route 9856, 14 miles, 7 round trips, \$700.
- 1853: Baltimore, Md.-York, Pa.—Route 9856, 59 miles, 14 round trips, \$12,450.  
York-Columbia, Pa.—Route 9856, 13 miles, 7 round trips.  
York-Harrisburgh, Pa.—Route 9316, 27 miles, 14 round trips, \$5,400.
- 1854: Same as 1853 but shows two agents Baltimore-York-Columbia and one agent York to Harrisburgh.
- 1857-58: Baltimore, Md.-Harrisburgh, Pa.—Route 3904, 86 miles, 14 round trips, \$17,850.  
Branch to Columbia, Pa.—Route 3904, 13 miles, 7 round trips, 4 route agents.
- 1859: Baltimore, Md.—Williamsport, Pa.—Route 3904, 181 miles, 14 round trips, \$32,100.  
Branch to Columbia, Pa.—Route 3904, 13 miles, 7 round trips, 6 route agents.
- 1860: Baltimore, Md.—Sudbury, Pa.—Route 3204, 141 miles, 14 round trips, \$25,450, 4 route agents.
- 1883: Same through 1883 except for minor distance and trip changes.

Route agents were assigned to run as follows. (Before 1861 route agent's names cannot usually be connected with specific runs). From Baltimore, Md., to Harrisburgh, Pa., 1861, 1863: George McClure, John Epley, William Simms, N. H. Pollack; 1865 to 1881: John Sears, Joseph R. Brenizer; 1865: H. P. Rees; 1867: Clay Roberts, Joseph Webster; 1869: W. H. Askew; 1871: S. F. Shipley; 1873, 1875: F. C. Garmhausen; 1877-1881: George L. Sollers. Names of route agents are useful in checking circular type killers containing name of the agent. "Brenizer" has been seen in one killer on this route. In spite of contracts and routes showing Baltimore-Sunbury, etc., agent runs operated only from Baltimore to Harrisburgh and return, with other agents assigned to Harrisburgh and points north.

Mail trains operated as locals over the route for many years leaving Baltimore in the morning and returning from Columbia or Harrisburgh in the afternoon. Typical schedules follow:

	1851—North		South	1855—North		South
Baltimore	9.00 A.M.	5.55 P.M.		Baltimore	8.15 A.M.	5.15 P.M.
York	12.45 P.M.	2.30 P.M.		Harrisburgh	12.10 P.M.	1.00 P.M.
Columbia	2.00 P.M.	1.30 P.M.				

At Columbia B. & S. trains connected with Pennsylvania Central trains easterly to and from Philadelphia and westerly to and from Harrisburgh and Pittsburgh. With opening of the Harrisburgh line of the B. & S., the competitive Philadelphia route was dropped. Night trains each way carried principally through mails.

McKee and Lewis list the following mail services as having operated over the Southern Division of Northern Central R.R., but the list is taken from

### AGENT MARKINGS

- 195-A-1: B. & S. R.R., manuscript, 1851.  
 195-B-1: Balto. & Susqh. R.R., 34, blue 1847-57, dark brown, 1850.  
 195-C-1: Balt. & Susquehanna R.R., 31½, blue, black, 1851-57.  
 195-D-1: North. Central R.R., 26, black, 1857-61, partial.  
 195-E-1: No.Cent. R.R., 25, black, Banknote.  
 195-F-1: Northern Central Rl'wy., 25, black, Sixties.  
 195-F-2: Northern Central R.R., 26½, blue 1865, black 1866.  
 195-G-1: B. To H.Div. of N.C.R.R., 26, black, Banknote. (Baltimore to Harrisburgh Div.).  
 195-H-1: Harris. & Balto. Agt., 25, black, 1879.

### RAILWAY POST OFFICE MARKINGS

- 193-B-1: Elmira & Balt. R.P.O., 27½, black, WYD 1886, T.N.  
 193-B-2: Elmira & Balt. R.P.O., 27½, black, T.N., 1893, 1899, 1902, 1904.  
 193-C-1: Wash.Balt. & Can. R.P.O., 24½, black, Banknote. (Washington, Baltimore and Canandaigua).  
 193-D-1: Wms'pt. & Balt. R.P.O., 25½, blue Banknote, black 1882.  
 193-D-2: Wmspt. & Balt. R.P.O., 25½, black, 1885.  
 193-D-3: Wms'pt. & Balt. R.P.O., 26, black, 1880.  
 193-D-4: Wmspt. & Balt. R.P.O., 26½, black, 1883.  
 193-D-5: Wmspt. & Balt. R.P.O., 27½, black, 1889.  
 195-I-1: Harrisburg & Balto. R.P.O., 28½, black, 1898, T.N.

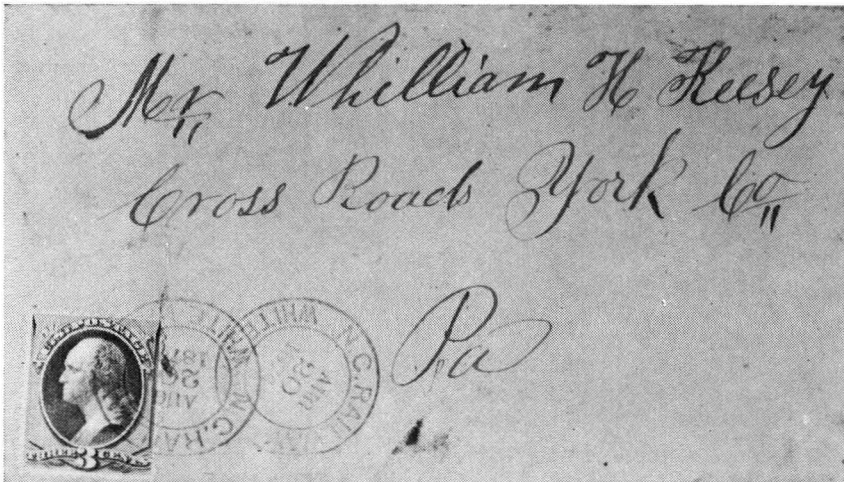
Post Office Dept. records which are not always noted for accuracy and agreement with field operations.

### ROUTE AGENCIES

Baltimore, Md.—Columbia, Pa.	1843-1852	Baltimore, Md.—Williamsport, Pa.	1877-1878
Baltimore, Md.—York, Pa.	1852-1853	Harrisburgh, Pa.—Baltimore, Md.	1878-1882
Baltimore, Md.—Columbia, Pa.	1853-1857	In addition the following must be added:	
Baltimore, Md.—Harrisburgh, Pa.	1857-1859	York-Harrisburgh, Pa.	1854-1856
Baltimore, Md.—Williamsport, Pa.	1859-1860	York—Columbia, Pa.	1857-1859
Baltimore, Md.—Sunbury, Pa.	1860-1877		

### RAILWAY POST OFFICES

Baltimore, Md.—Canandaigua, N.Y.	1872-1878	Williamsport, Pa.—Baltimore, Md.	1880-1890
(This line effective March 6, 1872)		Elmira, N.Y.—Baltimore, Md.	1890-1908
Williamsport, Pa.—Baltimore, Md.	1878-1879	Harrisburgh, Pa.—Baltimore, Md.	1882-1893
Baltimore, Md.—Williamsport, Pa.	1879-1880		



Whitehall, N. C. Railway. Blue double circle (195-5-7a) tying 3¢ Banknote to cover to Cross Roads P.O., Pa., 1874. Two strikes on front and two on back.

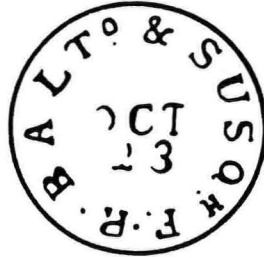
Again it should be noted that mail crews changed at Harrisburgh until introduction of Railway Post Office runs in 1872. Even then route agents continued to work day local trains south of Harrisburgh until at least 1882.

Plate I shows various route agent markings located to date for the 1847-1899 period, as well as many R.P.O. markings of the period. Many others probably exist and have not been located or cataloged. Numbers shown are *U.S. Transit Markings Catalog* listings.

PLATE I  
 NORTHERN CENTRAL RY.  
 Agent and Clerk Markings

*B. & O. R.R.  
 Aug 4 9th*

195-A-1



195-B-1



195-C-1



195-D-1



195-E-1



195-F-1



195-F-2



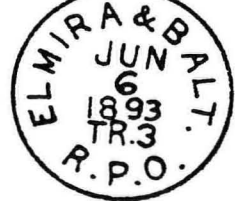
195-G-1



195-H-1



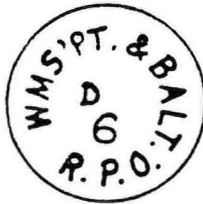
193-B-1



193-B-2



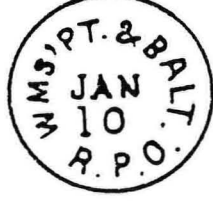
193-C-1



193-D-1



193-D-2



193-D-3



193-D-4



193-D-5



195-I-1

Plate II shows Station Markings located to date as used on the Northern Central Ry. It is most probable that others exist as the Northern Central appears to follow the pattern found on the Baltimore & Ohio. On this line wayside

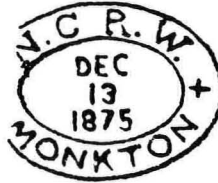
**PLATE II**  
**NORTHERN CENTRAL RY.**  
**Station Markings**



195-S-1



195-S-2



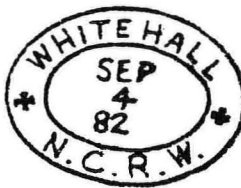
195-S-3



195-S-3a



195-S-5



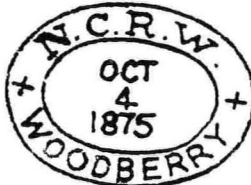
195-S-7



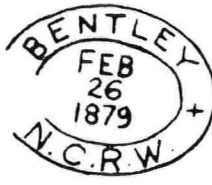
195-S-7a



195-S-7b



195-S-9



195-S-10



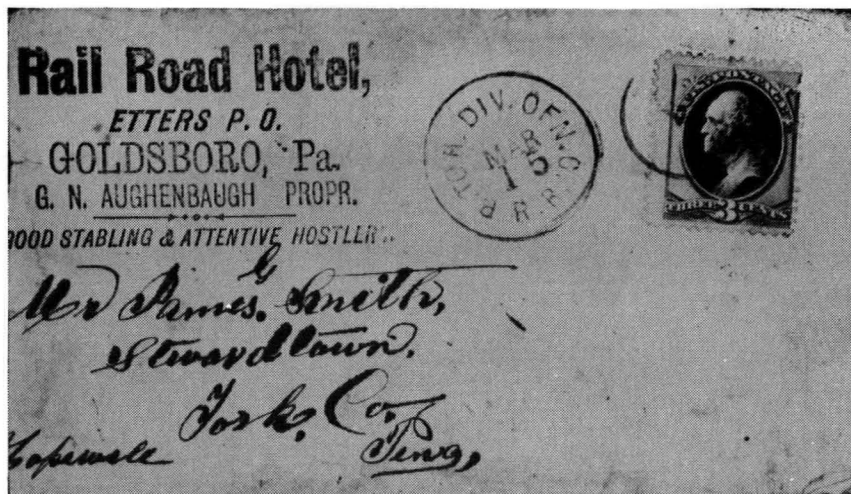
195-S-11

**PLATE II—STATION MARKINGS**

- 195-S-1: Glencoe, N.C.R.W., D. Oval 29-20½ x 23-14 mm., blue, WYD 1882.  
 195-S-2: Hanover Junct., N.C. Railway, D. Circle 23½-14 mm., black WYD 1868; blue WYD 1870.  
 195-S-3: Monkton, N.C.R.W., D. Oval 29-21 x 23-13½ mm., partial, blue, WYD 1875.  
 195-S-3a: Monkton, N.C. Railway, 26, blue, WYD 1869.  
 195-S-5: New Freedom, N.C. Railway, D. Circle 23½-14 mm., blue, WYD 1875, 1878.  
 195-S-7: Whitehall N.C.R.W., D. Oval 30½-21 x 22½-13½ mm., blue, WYD 1882.  
 195-S-7a: Whitehall N.C. Railway, D. Circle 25½-16½ mm., blue, WYD 1874.  
 195-S-7b: Whitehall N.C.R.W., D. Oval 29-21½ x 23½-15½ mm., blue, 1875.  
 195-S-9: Woodberry N.C.R.W., D. Oval 31½-22½ x 24-15 mm., blue, WYD 1875.  
 195-S-10: Bentley N.C.R.W., D. Oval 28½-19½ x 23-14½ mm., blue, 1879, partial.  
 195-S-11: Phoenix N.C.R.W., D. Circle 24½-14½ mm., blue, 1872.

stations apparently functioned as the local post office, or the ticket agent had, or assumed, the right to handle and postmark letters. One Maryland authority states that the railway company favored ticket agents also being postmaster to increase their rather limited wages.

So that collectors may identify future station markings from Northern Central a list of all stations is given, together with whether or not post offices were listed for such stations in the period of such usage. If the station stop was in a locality without a post office it is most likely that station markings do not exist; at least this is the pattern that appears to be the case on railway lines of this type. If there was a post office it is most likely that a station marking will eventually appear for that particular town. For Maryland stations the *U.S. Register* was checked for the years 1859-1889, inclusive, and names of postmasters are listed in case specialists desire to check local town histories for possible employment of postmaster by the railroad.



Baltimore to Harrisburg Division of Northern Central R.R. 26mm. black circle (195-G-1) on hotel corner card from Goldsboro (Getters P.O.) to Stewartstown, Pa. Probable route agent killer ties 3¢ Banknote.

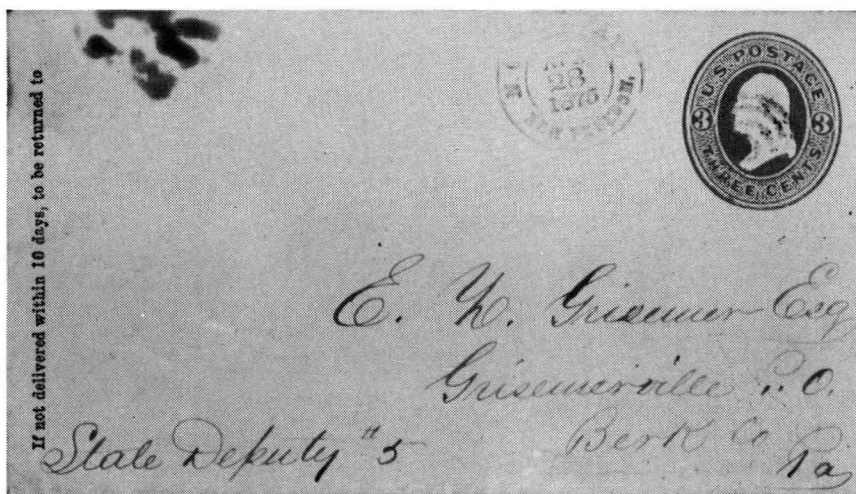
**Listing of Stations in Maryland on Northern Central Ry. main line**

(All in Baltimore County; distance in miles from Baltimore shown in brackets)

Name of Station	Year in Timetable	1859-1889 Post Office Data with Postmasters
Ashland (16)	—	First reported 1873 George Frorschor; 1875 J. M. Freeburn; 1877-1889 J. T. Riley.
Ashland Furnace (16)	1848	No post office. Changed to Ashland.
Bee Tree (32)	1851	1865 John Stiffler; 1866 C. W. Bentley (to 12-31-66 only).
Bentley (31)	—	<i>Bentley's Springs</i> . 1867-75 C. W. Bentley; 1875-79 Joel Houston; 1883 R. F. Ross; 1887-89 C. W. Bentley.
Bluemount (25)	1893	No post office 1859-1889.
Bolton (1)	1855-70	No post office 1859-1889.
Brightside (7½)	1893	No post office 1859-1889.
Cockeysville (15)	—	1859-63 G. T. Cockey; 1865-69 Joshua F. Cockey; 1871 Conrad Keischmer; 1873-87 John Frankensfield; 1889 J. F. Cockey.
Cylburn (5)	1892, 93	No post office 1859-1889.
Freeland (Freelands) (34)	—	1859-1889 James L. Gemmill.
Glencoe (20)	—	1873-79 Joseph Mowell; 1883-89 G. R. Mowell.
Hollins (7)	1883-93	No post office 1859-1889.
Lake (8)	1893	<i>Lake Rowland</i> . 1871 James McNeal; 1873-83 John Shomberger; 1887 W. G. Wheeler; 1889 W. C. Rigor.
Love's (20)	1851	No post office 1859-1889.
Lutherville (10½)	—	1859-65 William Heilig; 1865-67 Elizabeth Burnside; 1867-71 John F. Cockey; 1873-75 Frances Corkran; 1877 D. A. C. Webster; 1879-89 C. W. Leiserwring.
Melvale (4)	—	1887-89 only, J. S. Cummings.
Monkton (23)	—	<i>Monkton Mills</i> . 1859-83 Samuel Miller; 1883 changed to <i>Monkton</i> . 1885-89 S. Boseley.
Mt. Washington (6)	—	1859-61 Joseph Gambriil; 1863-65 William Torbert; 1867 not listed; 1869-75 William H. Harrison; 1877-79 W. C. Knaub; 1883 C. C. Raith; 1885-87 C. Wisdey Jr.; 1889 J. R. Smith.
New Texas (13)	1848	No post office 1859-1889, changed to Texas.
Parkton (29)	—	1859 James Turner; 1861 Peter Hunter; 1863 O. T. Kelly, C. J. Kirschner; 1865-67 H. M. Hoffaker; 1867-71 John Myers; 1873 Mrs. Catharine Sechrist; 1875-83 W. H. Stiffler; 1885-89 J. W. Ayers.
Phoenix (18)	—	1861-63 Alexander Gaw; 1865 M. P. Slothower; 1867-69 Thomas Love; 1871-85 John Durkees; 1887-89 H. C. Smith.
Phoenix Factory (18)	1848	No post office. Changed to Phoenix.
Relay (7)	1855-74	No post office 1859-1889. Changed to Hollins.

Relay House (7)	1851	No post office. Changed to Relay.
Rider's Lane (10)	—	<i>Rider</i> . 1873-75 L. Job Rider; 1877-81 C. H. Seick; 1883-89 D. M. Bryson.
Ruxton (8½)	1893	No post office 1859-1889.
Sherwood (9)	1892, 93	No post office 1859-1889.
Sparks (19)	1867, 93	No post office 1859-1889.
Texas (13½)	1855-93	None until 1883-87. E. Fitzgerald; 1889 Elizabeth Quinn.
Timonium (11½)	1851-93	None until 1879 T. D. Cockey; 1881-83 Miss L. A. Can; 1885-89 Emma Cansey.
Walker (30)	1893	No post office 1859-1889.
Washington Factory (6)	1851	No post office. Changed to Mt. Washington.
Westerman's (18)	1851	<i>Westerman Mills</i> . 1859 J. A. Woolen, Alexander Gaw; 1861 A. Gaw; 1863 Dropped.
Whitehall (27)	—	1859-61 Ann Wise; 1863-65 Thomas Enser; 1867 L. M. Birmingham; 1869 Edward Hoffner Jr., D. Cramm; 1871-81 E. K. Wright; 1883-89 S. W. Black.
Woodberry (3½)	—	<i>Woodbury</i> . 1859-63 Horatio Gambriel; 1865 Charles Leet; 1867 not listed; <i>Woodberry</i> . 1869 Charles Leet; 1871-75 James Hooper; 1877-87 Mrs. Jane Brayshaw; 1889 not listed.
Woodbury Furnace (3½)	1848	No post office. Changed to Woodberry.

Most probable additional station markings which may exist: Ashland; Bentley; Cocksylvie; Freeland; Lutherville; Mt. Washington; Parkton (reported); Rider. It must be remembered that all these towns were small. With the exception of Woodberry, which became part of Baltimore, the largest was Luthersville with 663 population in 1890.



New Freedom, N.C. Railway. Blue Double circle (195-5-5) on U82 envelope to Grismerville, Pa., 1875. Black target killer.

#### Listing of stations in Pennsylvania on Northern Central Ry. main line

(York County; distance in miles from Baltimore shown in brackets)

Name of Station	Year in Timetable	Post Office Dates
Brilhart (52)	—	<i>Brillhart</i> , June 12, 1876 to end of period.
Conewago (67)	1870, 74	May 29, 1854-July 9, 1856 only.
Emigsville (62)	—	March 19, 1850 to end of period.
Forks Codorus (53)	1851	No post office.
Glatfelter (49)	—	Feb. 8, 1861-Feb. 17, 1862; June 10, 1884 to end of period.
Glatfelters (49)	1855, 70	Changed to Glatfelter.
Glatfelters Tank (47)	1851	Changed to Glatfelters.
Glen Rock (42)	—	Dec. 4, 1843-Dec. 1, 1895.
Goldsboro (72)	—	<i>Etters P.O.</i> , 1851 to end of period.
Goldsborough (72)	1855, 67	Changed to Goldsboro.
Grantley (56)	1893	No post office.
Hanover Junction (46)	—	May 16, 1854 to end of period.
Heathcote's Factory (41)	1851	No post office.



Mount Wolf (65)	—	July 8, 1852-April 19, 1853; July 29, 1861 to end of period. Called <i>Mt. Campbell P.O.</i> , 4/19/53-7/29/61.
New Freedom (37)	—	Jan 31, 1851 to end of period.
Red Bank (79)	1870, 74	No post office.
Seitzland (41)	1851, 93	March 2, 1880 to end of period.
Shrewsbury (39)	—	Jan. 1818 to end of period.
Smyser (47)	—	<i>Seven Valleys P.O.</i> Oct. 30, 1841 to end of period.
Smysers (46)	1848, 51	Changed to Smyser.
Summit (38)	1848, 55	No post office.
Tunnel (50)	1851	No post office.
York (57)	—	From 1775 to end of period.
York Haven (69)	—	Nov. 19, 1885 to end of period.

Additional station markings would most likely be found from Brillhart; Emigs-ville; Glatfelter; Glen Rock; Goldsboro; Mount Wolf; Seitzland; Shrewsbury; Smyser and York Haven. Again with the exception of York, the towns are very small with the largest Glen Rock only having 687 population in 1890.

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## THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

### SOME DUBLIN HANDSTAMPS AND THE MAILS FROM AMERICA 1856-1859

WALTER HUBBARD

Since Alan Robertson illustrated them in 1955<sup>1</sup> the purpose of the marks AMERICA PAID (date) DUBLIN and AMERICAN MAIL (date) occasionally found on covers from the United States to Ireland from 1856-1859 has, I think, remained obscure.

Mr. Robertson lists the AMERICA PAID DUBLIN handstamp in three sizes—31 and 28mm (with letters 3½mm) and 26mm (with letters 2½mm), in black and green in 1856, later in blue and blue-black. The AMERICAN MAIL mark is noted in black only.

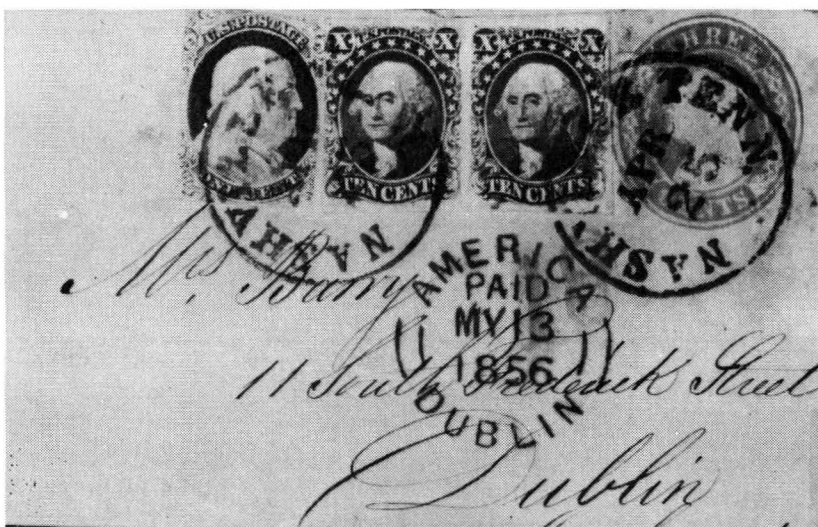


Figure 1. AMERICA PAID MY 13 1856—28mm in black. (On piece.)

With one exception, and that was from Toronto,<sup>2</sup> none of the few covers I had seen from America to Ireland bearing one of these handstamps showed a Liverpool mark. I therefore started searching for some evidence of a Closed Mail arrangement between the U.S. Post Office Dept. and Dublin in these years. That theory came to nothing but in the course of my search I did discover the following correspondence<sup>3</sup> between the General Post Office in London and C. B. Banning of the Liverpool Office:

General Post Office  
15th December 1855

Sir,

I am to acquaint you, that your report of the 27th October last has been referred to Mr. Cornwall, for his observations on your suggestion that the Correspondence for Ireland from America, brought to Liverpool, should be stamped and charged at the Dublin Post Office, on those occasions when time does not admit of this duty being performed at your Office between the arrival of the American Packet at Liverpool and the departure of the first mail for Dublin, and that as Mr. Cornwall states that there will be no difficulty in the matter as regards the Dublin Office, the Postmaster General has been pleased to authorize the adoption of the arrangement.

Before carrying out the measure, however, I am to request that you will furnish me, for the information of the Post Office in Dublin, with a complete list of the

1. Alan Robertson, *Maritime Postal History of the British Isles*, pp. E 72/A and E 72/C.

2. Robertson, *op. cit.*

3. Post Office Records, London: Post 48 134 1855, vol. 7—U.S. section.

rates of postage which are chargeable on the correspondence in question, not only upon ordinary Letters, but also upon missent and re-directed Letters.

I am,  
Sir,  
Your obedient Servant  
(signature not clear)

P.S.

I further request you will send me a Memorandum of any more particulars which you think may be of benefit to the Dublin Office.

C. B. Banning Esqre  
Liverpool.

General Post Office  
31st January 1856

Sir,

Referring to my letter of the 15th ultimo, relative to the proposal made in your report of the 27th October last, that the Irish Correspondence from America may be dealt with in Dublin whenever the Mail Packet may arrive at Liverpool too late to enable the Correspondence to be stamped and charged at your Office in time for the Mail for Dublin of the same day, I have to inform you that this arrangement may now be commenced.

I request that you will communicate by electric telegraph to the "Secretary of the General Post Office, Dublin", on each occasion of your finding it necessary to forward the correspondence in question unstamped and uncharged.

Mr. Cornwall has been requested to forward to Liverpool on each occasion, a statement of the British Postage charged at Dublin on unpaid Letters, Newspapers and Prices Current to be incorporated by you in the Return which you make to this Department on the arrival of each Packet from America.

The Statement of surcharges made at the Dublin Office is also to be sent to Liverpool.

I am,  
Sir  
Your obedient Servant,  
(signature not clear)

C. B. Banning Esqre  
Liverpool.

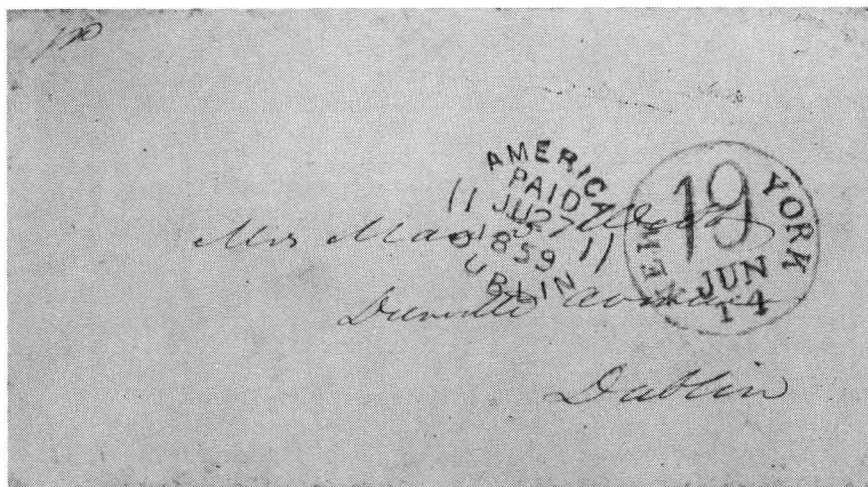


Figure 2. AMERICA PAID JU 27 1859 DUBLIN—26 mm in greenish black. (By courtesy of Mr. F. E. Dixon.)

The phrase "stamped and charged" must mean the work normally done by Liverpool as an Exchange Office, *i.e.*, applying the arrival handstamp on prepaid and unpaid letters, adding the collect charge (if any) and keeping the accountancy records, *etc.* From early February 1856, therefore, the Liverpool Office was authorized to arrange for this work to be done by the Dublin Post Office whenever mail from America for Ireland arrived too late for it to be done in Liverpool without missing the next Irish mail.

Correctly prepaid 24 cents, the piece illustrated in Figure 1 went through the New York Exchange Office where the credit to Britain of 19 cents (in red) was applied. It arrived at Dublin on 13 May 1856 and was presumably carried

by *Africa*, of the Cunard Line, which sailed from New York 30 April and arrived at Liverpool 12 May (1300hrs).

The cover illustrated in Figure 2 was prepaid in cash and went through the New York Exchange Office on 14 June (pale red) to reach Dublin on 27 June 1859. There is no Liverpool mark. *America*, of the Cunard Line, sailed from Boston on 15 June and arrived at Liverpool 26 June (1800hrs).

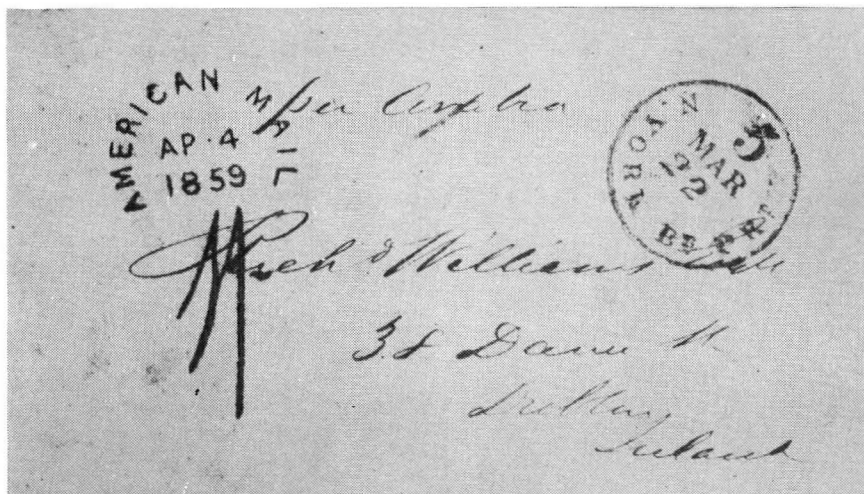


Figure 3. AMERICAN MAIL AP 4 1859—in black. (By courtesy of Mr. F. E. Dixon.)

The unpaid cover in Figure 3 went through the New York Exchange Office on 22 March, Britain being correctly debited with 5 cents (black). Endorsed 'per Arabia', it arrived in Dublin on 4 April 1859. There is no Liverpool mark. *Arabia*, of the Cunard Line, sailed from Boston 23 March and arrived at Liverpool 3 April (2100hrs). The one shilling collect mark is in black.

It is submitted that the three letters illustrated were "stamped and charged" by the Dublin Post Office exercising those functions of an Exchange Office required to implement the arrangement made between London, Liverpool and themselves to expedite the delivery of the mails from America to Ireland, and that this practice presumably lapsed into disuse when the mail packets from New York and Boston started landing their mails at Queenstown in November 1859.

My grateful thanks to Mr. F. E. Dixon, of Dublin, for his helpful comments on these handstamps and for his courtesy in allowing me to reproduce two of his covers.

## WHY CERTAIN OVERPAYMENTS OF POSTAGE OCCURRED

GEORGE E. HARGEST

There are many covers addressed to foreign countries bearing a three cent stamp, and sent as an unpaid letter, or otherwise with full postage according to the Table of Postages to Foreign Countries as published in the *U. S. Mail* with a three cent stamp added. The three cent stamps were not recognized as partial payments on unpaid letters, and on prepaid letters the three cents additional were ignored. These covers, however, often confuse collectors, and the question has always been, "Why was the letter overpaid?" While letters were sometimes overpaid in varying amounts, interest centers here on those that were overpaid three cents for a single rate, or six cents for a double rate letter.

Figure 1 illustrates a cover, which weighed over half an ounce, and was posted in Pierpont Place, Texas, on 24 August (1855). It is addressed to "His/Royal Highness Prince/ Frederic of Prussia/Berlin/ Kingdom of Prussia." Prince Frederick was the only son of Emperor William I of Germany, and Crown Prince. He was born on 18 October 1831, and on 25 January 1858 married Victoria,

Princess Royal of Great Britain, Queen Victoria's eldest child, born on 21 November 1840.<sup>1</sup> On 27 January 1859, Prince William, future Kaiser William II, was born to Victoria and Frederick.<sup>2</sup> It was not an easy birth, and the little Prince's left arm was dislocated.<sup>3</sup> William grew up with a withered left arm, which may account for some of his impatience and lack of tact. Old Emperor William I lived on, and Frederick did not come to the throne as Emperor Frederick III until 9 March 1888,<sup>4</sup> suffering from cancer of the throat. He was Emperor for 99 days, dying on 15 June 1888.<sup>5</sup> Prince William, who had married Augusta of Schleswig-Holstein in 1885, immediately came to the throne, assuming the title of Kaiser. Queen Victoria was glad that her beloved "Vicky" had become an Empress, if only for a short time.

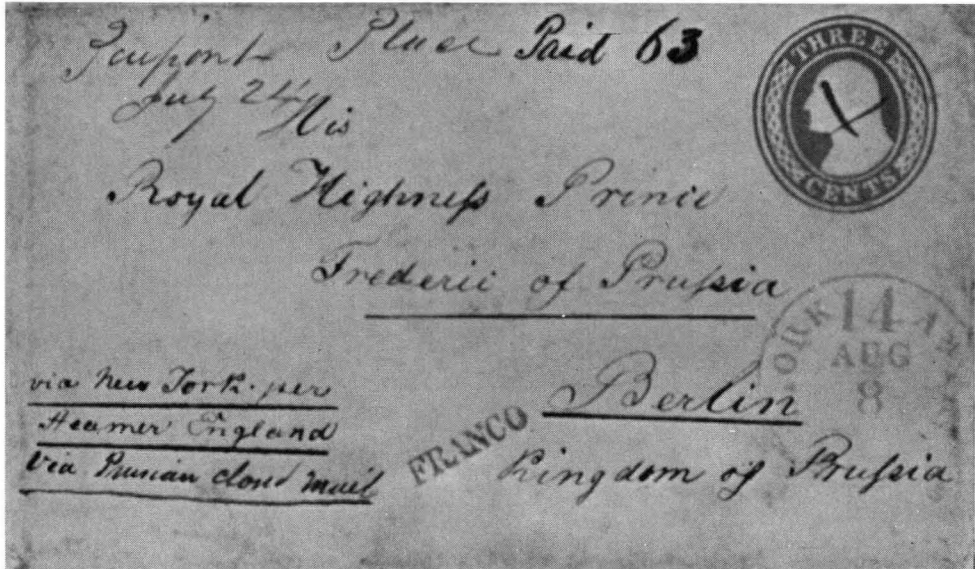


Figure 1. Letter posted in Pierpont Place, Texas, addressed to the Crown Prince of Prussia, who later became Emperor of Germany, Frederick III. The postmaster thought it necessary to prepay the rate to New York, therefore, this double rate letter was prepaid 66¢ for transit by the Prussian closed mail.

Some may wonder what a German who would address a letter to the Crown Prince of Prussia was doing in Texas. In 1848 Major Hobbie, First Assistant Postmaster General, stated that there was a large and increasing settlement of Germans in Texas near Austin.<sup>6</sup> Pierpont Place, which no longer exists, was in De Witt county in 1855. William Pierpont was postmaster and his compensation for that year was \$45.66,<sup>7</sup> indicating that the office was of fair size. The letter is endorsed, "Via New York per/Steamer England/via Prussian closed mail." Pierpont evidently thought that it was necessary to pay the letter rate to New York and then add the Prussian closed mail rate of 30¢ per half ounce. The letter itself is a white 3¢ stamped envelope (Scott's #U3), and 63¢ in addition was paid. The New York marking in red shows a double rate credit of 14¢, and that it was sent by American packet on 8 August. On that date in 1855 *Atlantic* of the Collins Line sailed from New York to Liverpool.

Figure 2 illustrates a cover sent unpaid in the Prussian closed mail. It also is a double rate cover, posted in Savannah, Georgia, on 3 February (1855). It is addressed to Austrian Silisia, which was a part of the German-Austrian Postal Union. The letter itself is a white 3¢ stamped envelope (Scott's #U9). In ad-

1. Elizabeth Longford, *Queen Victoria*, (Pyramid edition), p. 153.

2. *Ibid.*, p. 273.

3. *Ibid.*, p. 273.

4. *Ibid.*, p. 505.

5. *Ibid.*, p. 505.

6. *House Executive Document*, 30th Congress, First session, No. 35, Serial 516, p. 11.

7. *Post Office Directory for 1856*, giving post offices and postmasters as of 1855. Colton & Co.: New York, p. 172.

dition to the postage paid by the stamped envelope, it bears a 3¢ adhesive (Scott's #11), prepaying the letter with 6¢, which was not recognized, since full prepayment of the international rate of 30¢ was required, if prepayment was to be made. The letter was sent from New York as a double rate unpaid letter on 7 February 1855 by *Pacific* of the Collins Line, the New York marking showing a debit to Prussia of 46¢. As was required, the letter was marked with the full postage by a manuscript "60." It is likely that the person who posted the letter franked it with the 6¢ postage, since the postmaster of Savannah, Georgia, Solomon Cohen, most certainly would have known that the 6¢ was not required. The postoffice at Savannah was a large one, and postmaster Cohen, whose compensation for 1855 was \$1,910.15,<sup>8</sup> must have been familiar with the Postal Laws & Regulations. Again, however, why did the person mailing the letter overpay the postage?

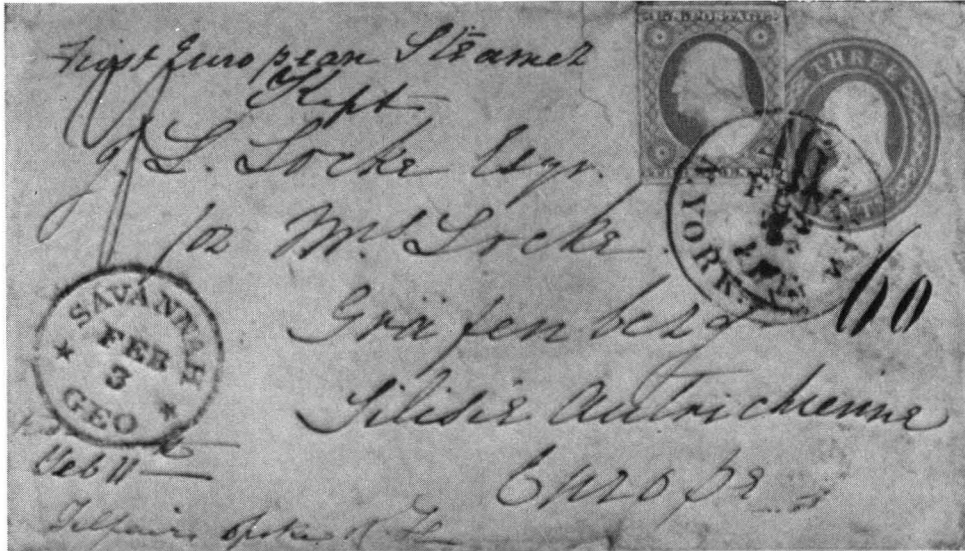


Figure 2. Letter posted in Savannah, Georgia, addressed to Austrian Silisia, which was part of the G.A.P.U. The mailer of the letter thought he had to prepay it to New York. It was marked as a double rate letter "60¢" postage and forwarded as a double rate Prussian closed mail unpaid letter, 46¢ debited by the U.S. to Prussia.

The *U.S. Mail and Post Office Assistant* for February 1868 sheds some light upon this subject:<sup>9</sup>

Some postmasters, at inland offices, are in the habit of requiring a three-cent stamp to be affixed to letters directed to foreign countries, apparently under the impression that the postage to New York is required to be prepaid, as well as the foreign rates. This is not the case. The rates published in the foreign postage Table cover the postage from or to any part of the United States.

This notice did not stop the practice. The October 1872 issue of the *U.S. Mail* again states:<sup>10</sup>

The only postage chargeable on letters for foreign countries is stated in the "Table of Foreign Postages," in the MAUL. A domestic rate in addition is not required.

It would appear that the chief cause of these overpayments was a misunderstanding on the part of some postmasters and also some individuals regarding the nature of the Tables of Foreign Postages published in various sources prior to the advent of *U.S. Mail and Post Office Assistant* in October 1860, and thereafter published monthly in each edition of the *U.S. Mail*. There could be many reasons for misunderstandings, and it is futile to speculate upon which was of most importance. Regardless of the reason for these misunderstandings, they continued in some degree up to the time the General Postal Union came into existence on 1 July 1875.

8. *Ibid.*, p. 34.

9. *U.S. Mail and Post Office Assistant*, vol. VIII, No. 5: February 1868, p. 2.

10. *Ibid.*, vol. XIII, No. 1: October 1872, p. 1.

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

CLIFFORD L. FRIEND AND WALTER HUBBARD

*Abbreviations:* NY New York; SO Southampton; HA Havre; BR Bremen; F/V or L/V first or last voyage for North German Lloyd; FVP or LVP first or last voyage for North German Lloyd with the US mails; PD planned date of departure; Tu Tuesday; W Wednesday; Th Thursday; Fri Friday; LM reported as landing mails at Southampton; \* supplementary mail service available.

## 1 January to 14 July 1870—with Bremen and Southampton mails

1870										
PD	BR	SO	Arr	NY	Packet	PD	NY	Arr	SO	Notes
	4 Dec	7	18 Dec		RHEIN		1 Jan	11 Jan	(a.m.)	
	11 do	14	28 do		AMERICA		8 Jan	19 Jan	(0445)	
	18 do	21	31 do		MAIN		15 Jan	26 Jan	(1300)	
	25 do	28	10 Jan		UNION		22 Jan*	1 Feb	(p.m.)	
	1 Jan	4	17 do		WESER II		29 Jan*	8 Feb	(2030)	
	8 do	11	24 do		HANSA		2 Feb*	16 Feb	(1200)	see note 1
	15 do	18	29 do		DEUTSCHLAND		5 Feb	18 Feb	(0130)	
	22 do	25	6 Feb		RHEIN		12 Feb*	23 Feb	(late)	
	29 do	1 Feb	14 do		DONAU		19 Feb*	1 Mar	(1500)	
	5 Feb	8	19 do		MAIN		26 Feb*	9 Mar	(0500)	
	12 do	15	25 do		UNION		5 Mar*	17 Mar		
	19 do	22	5 Mar		WESER II		12 Mar*	23 Mar	(0830)	
	26 do	1 Mar	13 do		AMERICA		19 Mar*	30 Mar	(0600)	
	5 Mar	8	19 do		DEUTSCHLAND		26 Mar*	8 Apr	(1900)	
	12 do	15	26 do		RHEIN		2 Apr*	13 Apr		
	2 do	5	15 do		HANSA	Th	7 Apr*	18 Apr	(1200)	see note 2
	19 do	22	1 Apr		DONAU		9 Apr*	19 Apr	(0500)	
	16 do	20	1 do		BREMEN	Th	14 Apr*	26 Apr	(2030)	
	25 do	29	8 do		MAIN		16 Apr*	27 Apr	(p.m.)	
	30 do	2 Apr	13 do		HERMANN	Th	21 Apr*	2 May	(0130)	
	2 Apr	5	16 do		UNION		23 Apr*	3 May	(0430)	
					NO SAILING	Th	28 Apr			
	9 do	12	24 do		AMERICA		30 Apr*	11 May	(0700)	
	12 do	21 HA	3 May		NEW YORK	Th	5 May*	18 May	(0300)	
	16 do	19	30 Apr		DEUTSCHLAND		7 May*	18 May	(0030)	
					NO SAILING	Th	12 May			
	23 do	26	6 May		RHEIN		14 May*	24 May	(0600)	
	27 do	—	11 do		HANSA	Th	19 May*	30 May	(0400)	
	30 do	3 May	13 do		DONAU		21 May*	1 Jun	(0100)	
	5 May	—	19 do		BREMEN	Th	26 May*	7 Jun	(0330)	
	7 do	10	23 do		MAIN		28 May*	7 Jun	(1230)	
	11 do	14 HA	26 do		HERMANN	Th	2 Jun	13 Jun	(0630)	
	14 do	17	28 do		UNION		4 Jun*	15 Jun	(2030)	
	19 do	—	3 Jun		HANNOVER	Th	9 Jun*	22 Jun	(0300)	
	21 do	24	5 do		WESER II		11 Jun*	22 Jun	(0100)	
	25 do	28	9 do		AMERICA	Th	16 Jun*	27 Jun	(0700)	
	28 do	31	11 do		DEUTSCHLAND		18 Jun*	29 Jun	(0600)	
					NO SAILING	Th	23 Jun			
	4 Jun	7	17 do		RHEIN		25 Jun*	5 Jul		
	10 do	11 HA	23 do		HANSA	Th	30 Jun	12 Jul		end of fiscal year 1870
	11 do	14	25 do		DONAU		2 Jul*	12 Jul	(1800)	see note 3
	16 do	—	29 do		NEW YORK	*Th	7 Jul	19 Jul		see note 4

1. An unusual sailing—from New York on a Wednesday. On arrival she was reported as carrying Southampton and Bremen mails.

2. The first Thursday sailing—additional to the regular Saturdays.

3. The rate for Direct Steamer to Bremen or Hamburg was reduced from 10 cents to 7 cents (per ½oz) on 1 July 1870.

4. NEW YORK sailed non-stop to New York. On 19 July at 0630 hrs (the day on which France officially declared war on Prussia) she called at Plymouth where it is likely her mails were landed. She sailed immediately for Southampton where she stayed for nearly three months, sailing for Bremen on 17 October to arrive there 26 October. She did not sail again from Bremen until 6 May 1871.

PD	BR	SO	Arr	NY	Packet	PD	NY	Arr	SO	Notes	
18	do	21	1	Jul	MAIN	9	Jul*	19	Jul	see note 5	
22	do	25	HA	6	do	BREMEN	Th 14	Jul*	28	Jul (0600)	see note 6

**29 October 1870 to 30 September 1872—with Bremen and, occasionally, Southampton mails 1870**

PD	BR	SO	Arr	NY	Packet	PD	NY	Arr	SO	Notes	
1	Oct	—	14	Oct	HANSA	29	Oct	Bremen	14	Nov	note 7
8	do	—	22	do	RHEIN	5	Nov	Grimsby	20	Nov: Bremen	
16	do	—	31	do	DEUTSCHLAND	12	Nov	Bremen	22	Nov	
22	do	—	7	Nov	DONAU	19	Nov	Bremen	26	Nov	
29	do	—	13	do	HERMANN	26	Nov	Bremen	3	Dec	
								Grimsby	8	Dec: Bremen	
									11	Dec	
5	Nov	—	16	do	MAIN	3	Dec	Grimsby	17	Dec: Bremen	
									18	Dec	
12	do	—	28	do	AMERICA	10	Dec	Bremen	24	Dec	
19	do	—	1	Dec	WESER II	17	Dec	Southampton	29	Dec (1400)	
26	do	—	—	—	UNION	24	Dec	NO SAILING			note 8
3	Dec	—	17	do	HANSA	31	Dec	Bremen	13	Jan	

**1871**

10	do	—	22	do	NO SAILING	7	Jan				
					RHEIN	14	Jan	Bremen	27	Jan	
18	do	—	2	Jan	NO SAILING	21	Jan				
					DEUTSCHLAND	28	Jan	Grimsby	10	Feb	note 9
26	do	—	10	do	NO SAILING	4	Feb				
					DONAU	11	Feb	Falmouth	22	Feb (1400)	damaged by storm

PD	BR	SO	Arr	NY	Packet	PD	NY	Arr	SO	Notes
31	Dec	—	16	Jan	HERMANN	18	Feb	1	Mar	damaged by storm
14	Jan	—	28	do	MAIN	25	Feb	7	Mar (a.m.)	
29	do	—	12	Feb	WESER II	W 1	Mar	11	Mar (1400)	
7	Feb	10	22	Feb	AMERICA	4	Mar	16	Mar. (a.m.)	
18	do	22	4	Mar	RHEIN	11	Mar	21	Mar	LM
16	do	19	3	do	HANSA	W 15	Mar	27	Mar (a.m.)	
26	do	2	14	do	DEUTSCHLAND	18	Mar	29	Mar	LM
4	Mar	7	19	do	DONAU	25	Mar	4	Apr (late)	LM
11	do	14	26	do	HERMANN	1	Apr	13	Apr	LM
18	do	21	31	do	MAIN	8	Apr	18	Apr (0800)	
25	do	28	10	Apr	WESER II	15	Apr	26	Apr (early)	
1	Apr	4	15	do	RHEIN	22	Apr	2	May (0500)	
5	do	8	20	do	HANSA	Th 27	Apr	9	May	
8	do	11	23	do	DEUTSCHLAND	29	Apr	10	May	
15	do	18	30	do	DONAU	6	May	16	May (p.m.)	
19	do	21	5	May	BREMEN	Th 11	May*	23	May	see note 10
22	do	23	7	do	HERMANN	13	May	24	May	LM
29	do	2	12	do	MAIN	20	May	30	May (early)	

5. MAIN stayed at Southampton until 26 October, when she sailed for Bremen. Arriving there 30 October she sailed again for New York on 5 November 1870.

6. BREMEN sailed to Bremen in company with MAIN and sailed again for New York 19 April 1871.

7. The resumption of the Direct Mail service to Bremen was announced in New York by J. H. Blackfan (Superintendent of the Foreign Mails) on 29 October. HANNOVER sailed from New York on the same day as HANSA but it is thought that only HANSA carried mails.

8. UNION, two days out from Bremen was wrecked on Rattray Head (Scotland).

9. On Thursday 28 January 1871, a tremendous winter storm began and continued, intermittently, for almost three weeks. Communications were interrupted and it is not known whether any mails reached DEUTSCHLAND or DONAU before they sailed. With the sailing of DEUTSCHLAND it was intended to resume the regular call at Southampton, but, presumably owing to the weather, she went round the north of Scotland to Great Grimsby (Lincs.). Arriving there on 10 February, she received orders to proceed to Bremen but, later that night, she was still waiting for the gale to abate.

10. Supplementary Mail now had to be double prepaid. It was BREMEN's first voyage from New York with the mails since 14 July 1870.



PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
3 May 6	18 do	NEW YORK	Th 25 May	6 Jun (early)	
6 do 8	19 do	WESER II	27 May	7 Jun (a.m.)	
13 do 16	26 do	RHEIN	3 Jun	13 Jun	
17 do 20	1 Jun	HANSA	Th 8 Jun	20 Jun (a.m.)	
20 do 24	3 do	DEUTSCHLAND	10 Jun	21 Jun (a.m.)	
27 do 30	9 do	DONAU	17 Jun	27 Jun	
31 do 3 Jun	15 do	BREMEN	Th 22 Jun*	4 Jul	
3 Jun 6	17 do	HERMANN	24 Jun	6 Jul (0015)	
8 do 10	23 do	KOELN	Th 29 Jun*	13 Jul	F/V on this route—end of Fiscal Year 1871
10 do 13	24 do	MAIN	1 Jul	11 Jul	
14 do 17	29 do	NEW YORK	Th 6 Jul	19 Jul (0800)	sailed 1d late from NY
17 do 20	30 do	WESER II	8 Jul*	19 Jul (1000)	
24 do 27	8 Jul	RHEIN	15 Jul	25 Jul (1600)	
28 do 1 Jul	16 do	FRANKFORT	Th 20 Jul*	2 Aug	F/V on this route
1 Jul 4	17 do	HANSA	22 Jul	3 Aug (p.m.)	
8 do 11	23 do	DEUTSCHLAND	29 Jul	9 Aug (0110)	
12 do 15	27 do	BREMEN	Th 3 Aug	16 Aug (a.m.)	see note 11
15 do 18	28 do	DONAU	5 Aug	15 Aug	
22 do 25	5 Aug	HERMANN	12 Aug	23 Aug (a.m.)	
26 do 29	11 do	HANNOVER	Th 17 Aug	29 Aug (2200)	
29 do 1 Aug	11 do	MAIN	19 Aug	29 Aug (1730)	
2 Aug 5	17 do	KOELN	Th 24 Aug	5 Sep	
5 do 8	18 do	WESER II	26 Aug	5 Sep (2100)	
9 do 12	24 do	NEW YORK	Th 31 Aug	13 Sep	
12 do 15	25 do	RHEIN	2 Sep	—	see note 12
16 do 19	1 Sep	FRANKFORT	Th 7 Sep	21 Sep (0200)	
19 do 22	2 Sep	DEUTSCHLAND	9 Sep	21 Sep (0900)	
23 do 26	7 do	HANSA	Th 14 Sep	27 Sep (0700)	
26 do 29	8 do	DONAU	16 Sep	27 Sep (0900)	
30 do 2 Sep	14 do	BREMEN	Th 21 Sep	3 Oct (1500)	LM
2 Sep 5	16 do	HERMANN	23 Sep	4 Oct (early)	
6 do 9	21 do	OHIO	Th 28 Sep	12 Oct (0800)	see note 13
9 do 12	22 do	MAIN	30 Sep	12 Oct (0830)	
16 do 19	29 do	WESER II	7 Oct	17 Oct (1700)	see note 14
20 do 23	5 Oct	NEW YORK	Th 12 Oct	24 Oct (0100)	
23 do 26	9 do	DEUTSCHLAND	14 Oct	25 Oct	
—	—	RHEIN	Th 19 Oct	29 Oct (2000)	LM
30 do 2 Oct	16 do	AMERICA	21 Oct	4 Nov (0100)	
7 Oct 10	22 do	DONAU	28 Oct	8 Nov (early)	
11 do 14	27 do	HANSA	Th 2 Nov	14 Nov	
14 do 17	30 do	HERMANN	4 Nov	15 Nov	LM
21 do 24	5 Nov	MAIN	11 Nov	22 Nov (0900)	
25 do 28	10 do	BREMEN	18 Nov	2 Dec	LM
28 do 31	10 do	WESER II	25 Nov	7 Dec (0730)	
4 Nov 7	18 do	DEUTSCHLAND	2 Dec	13 Dec	
11 do 14	25 do	DONAU	9 Dec	20 Dec	
18 do 21	3 Dec	RHEIN	16 Dec	26 Dec	LM
25 do 27	24 do	HANSA	23 Dec	—	see note 15
2 Dec 5	18 do	AMERICA	30 Dec	11 Jan	

11. GRAF BISMARCK, three days out from Bremen, *en route* for Aspinwall, was towed by BREMEN into Southampton.

12. RHEIN sailed from New York 2 September but was towed back about six days later with a broken shaft. She sailed again from New York on 19 October.

13. Thought to be her first voyage on this route.

14. The rate for Direct Steamer to Bremen or Hamburg was reduced from 7 cents to 6 cents (per ½ oz) on 1 October 1871.

15. HANSA suffered a major engine breakdown *en route* for New York and limped into St. John's on 18 December. After temporary repairs she continued to New York. She sailed for Bremen on 31 January but did not carry the mails again until she sailed from New York on 19 March.

PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
<b>1872</b>					
10 do 13	26 do	MAIN	6 Jan	16 Jan (2100)	
18 do 21	4 Jan	WESER II	13 Jan	24 Jan (a.m.)	
23 do 26	14 do	BREMEN	20 Jan	1 Feb	coaled at Hali- fax—west- bound
30 do 2 Jan	15 do	DONAU	27 Jan	6 Feb (1900)	LM
6 Jan 9	23 do	HERMANN	3 Feb	15 Feb (0930)	LM
13 do 16	1 Feb	LEIPZIG	10 Feb	22 Feb (early)	LM
20 do 23	5 do	RHEIN	17 Feb	28 Feb (early)	
27 do 30	18 do	NEW YORK	24 Feb	7 Mar (early)	met severe storm <i>en</i> <i>route</i> to NY— called Hali- fax for coal
3 Feb 6	18 do	MAIN	2 Mar	14 Mar (0200)	
10 do 13	24 do	BREMEN	9 Mar	21 Mar (early)	
24 do 27	11 Mar	HERMANN	16 Mar	28 Mar	LM
17 do 20	4 do	HANSA	Tu 19 Mar	31 Mar	
		NO SAILING	23 Mar		
9 Mar 12	25 do	RHEIN	30 Mar	9 Apr	
16 do 19	30 do	DEUTSCHLAND	6 Apr	17 Apr	
23 do 25	7 Apr	DONAU	13 Apr	23 Apr (2400)	LM
30 do 2 Apr	15 do	BREMEN	20 Apr	2 May (early)	
3 Apr —	17 do	HERMANN	27 Apr	8 May (a.m.)	LM
6 do 9	22 do	KOELN	Tu 30 Apr	13 May	
13 do 16	26 do	WESER II	4 May	15 May (0100)	
16 do 19	30 do	NEW YORK	Tu 7 May	20 May	
20 do 23	4 May	RHEIN	11 May	21 May (1900)	LM
24 do 26	8 do	HANSA	Tu 14 May	26 May	
27 do 30	12 do	DEUTSCHLAND	18 May	29 May (early)	
4 May 7	18 do	MAIN	25 May*	4 Jun (a.m.)	LM
11 do 13	23 do	DONAU	1 Jun	11 Jun	
14 do 16	28 do	HANNOVER	Tu 4 Jun	16 Jun (1400)	
18 do 21	1 Jun	HERMANN	8 Jun	19 Jun	
25 do 28	7 do	WESER II	15 Jun	26 Jun (0400)	LM
28 do 31	11 do	NEW YORK	Tu 18 Jun	30 Jun (a.m.)	
1 Jun 4	14 do	RHEIN	22 Jun	2 Jul (1500)	
8 do 11	22 do	DEUTSCHLAND	29 Jun	10 Jul (1600)	end of Fiscal Year 1872
8 do 13	25 do	HANSA	Tu 2 Jul	13 Jul	
16 do 18	28 do	MAIN	6 Jul	16 Jul (1100)	
18 do 20	2 Jul	AMERICA	Tu 9 Jul	20 Jul (2100)	
22 do 25	6 do	DONAU	13 Jul	23 Jul (1000)	LM
25 do 28	12 do	NEMESIS	Tu 16 Jul	29 Jul	FVP for NGL note 16
29 do 2 Jul	14 do	BREMEN	20 Jul	31 Jul	
6 Jul 9	19 do	WESER II	27 Jul	6 Aug	
9 do 12	24 do	NEW YORK	Tu 30 Jul	13 Aug	
13 do 16	27 do	HERMANN	3 Aug	15 Aug (1300)	
16 do 19	2 Aug	FRANKFORT	W 7 Aug	20 Aug	
20 do 23	2 do	DEUTSCHLAND	10 Aug	21 Aug (a.m.)	LM
23 do 26	8 do	HANNOVER	W 14 Aug	26 Aug (2100)	
27 do 30	9 do	RHEIN	17 Aug	27 Aug (1030)	
30 do 2 Aug	13 do	HANSA	W 21 Aug	1 Sep (p.m.)	
3 Aug 6	16 do	MAIN	24 Aug	3 Sep (2400)	
6 do 9	22 do	NEMESIS	W 28 Aug	10 Sep (0900)	LVP for NGL
9 do 12	23 do	DONAU	31 Aug	10 Sep (0900)	
15 do 18	28 do	KOELN	W 4 Sep	16 Sep	
17 do 20	30 do	WESER II	7 Sep	18 Sep (early)	
20 do 23	3 Sep	BREMEN	W 11 Sep	22 Sep (1600)	
24 do 27	7 do	HERMANN	14 Sep	26 Sep (a.m.)	
27 do 30	12 do	FRANKFORT	W 18 Sep	1 Oct	

16. NEMESIS, chartered from the Cunard Company, made four round voyages for NGL but carried the mails from New York on only two of them—16 July and 28 August 1872.

PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
31 do 3 Sep	14 do	DEUTSCHLAND	21 Sep	2 Oct (a.m.)	LM
2 Sep 5	18 do	STRASSBURG	W 25 Sep	8 Oct	F/V
7 do 10	20 do	RHEIN	28 Sep	8 Oct	

**5 October 1872 to 25 December 1875—with Bremen mails on all sailings  
and Southampton mails on most Saturdays and some Wednesdays**

**1872**

14 Sep 17	27 Sep	MAIN	5 Oct	15 Oct (p.m.)	
21 do 24	5 Oct	DONAU	12 Oct	22 Oct	with Bremen mails only
28 do 1 Oct	12 do	WESER II	19 Oct	30 Oct (0300)	
2 Oct 5	15 do	AMERICA	26 Oct	8 Nov	
5 do 8	20 do	HERMANN	2 Nov	14 Nov (0200)	
12 do 15	26 do	DEUTSCHLAND	9 Nov	19 Nov (2100)	
16 do 19	29 do	BREMEN	W 13 Nov	BR 25 Nov	
19 do 22	2 Nov	RHEIN	16 Nov	26 Nov (1600)	
26 do 29	11 do	MAIN	23 Nov	4 Dec (2200)	
2 Nov 5	17 do	HANSA	30 Nov	12 Dec (late)	
9 do 12	24 do	DONAU	7 Dec	18 Dec (1000)	sailed 1d late from BR
16 do 19	3 Dec	AMERICA	14 Dec	26 Dec (1000)	
23 do 26	10 do	WESER II	21 Dec	1 Jan (0130)	see note 17
30 do 3 Dec	16 do	DEUTSCHLAND	28 Dec	7 Jan (1900)	

**1873**

7 do 10	25 do	BREMEN	4 Jan	15 Jan (0600)	
14 do 18	30 do	RHEIN	11 Jan	21 Jan	
21 do 24	8 Jan	MAIN	18 Jan	29 Jan (1900)	
28 do 31	15 do	HANSA	25 Jan	6 Feb	
4 Jan 7	20 do	MOSEL	1 Feb	12 Feb (1800)	see note 18
18 do 21	4 Feb	WESER II	8 Feb	18 Feb (1600)	
11 do 14	6 do	AMERICA	15 Feb	27 Feb (p.m.)	see note 19
25 do 28	10 do	BREMEN	22 Feb	5 Mar (1520)	
1 Feb 5	15 do	DONAU	1 Mar	11 Mar (1500)	
8 do 11	25 do	MAIN	8 Mar	20 Mar (early)	
15 do 18	3 Mar	HANSA	W 12 Mar	BR 26 Mar	
22 do 25	11 do	DEUTSCHLAND	15 Mar	26 Mar (early)	
1 Mar 4	16 do	MOSEL	22 Mar	1 Apr (1800)	
8 do 10	21 do	RHEIN	29 Mar	8 Apr (0855)	
13 do 16	28 do	AMERICA	W 2 Apr	16 Apr (p.m.)	
15 do 18	29 do	WESER II	5 Apr	17 Apr (1630)	
22 do 25	5 Apr	DONAU	12 Apr	23 Apr	
26 do 29	10 do	BREMEN	W 16 Apr	28 Apr (1900)	
29 do 1 Apr	11 do	MAIN	19 Apr	29 Apr	
2 Apr 6	18 do	KOELN	W 23 Apr	6 May	
5 do 8	18 do	DEUTSCHLAND	26 Apr	7 May	
9 do 12	23 do	HANSA	W 30 Apr	11 May (1400)	
12 do 15	26 do	MOSEL	3 May	13 May (2200)	
19 do 22	2 May	RHEIN	10 May	20 May (1700)	
23 do 26	9 do	NEW YORK	W 14 May	26 May (0900)	
26 do 29	10 do	WESER II	17 May	27 May (1800)	
30 do 3 May	16 do	AMERICA	W 21 May	2 Jun (0700)	
3 do 6	17 do	DONAU	24 May	3 Jun (late)	
7 do 10	21 do	BREMEN	W 28 May	9 Jun	
10 do 13	23 do	MAIN	31 May	10 Jun (1000)	

17. The White Star Line's agent in New York told the *New York Daily Tribune*, in May 1873, that whenever the White Star Line had lost a trip, the mails had been carried out by the Bremen Line. Prior to that date, the White Star Line had failed on two occasions one of which was 21 December 1872, so presumably they were added to WESER's on this trip. She landed 58 bags at Southampton—nearly twice the average at that time.

18. The second occasion, prior to May 1873, on which the White Star Line had lost a trip, so once again their mails were presumably taken by North German Lloyd. MOSEL arrived at Southampton with Bremen and Southampton mails, but the quantity landed was not reported.

19. AMERICA, en route for New York, called at Falmouth 18 January and at St. John's, N.F.L., on 2 February.

PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
14 do 17	31 do	KRONPRINZ FRIEDRICH WILHELM	W 4 Jun	17 Jun (1300)	F/V on this route
17 do 20	1 Jun	DEUTSCHLAND	7 Jun	18 Jun (early)	
21 do 24	6 do	KOELN	W 11 Jun	23 Jun	
24 do 27	7 do	HERMANN	14 Jun	25 Jun (0700)	
28 do 31	11 do	HANSA	W 18 Jun	29 Jun (2000)	
31 do 3 Jun	13 do	MOSEL	21 Jun	1 Jul	
4 Jun 7	20 do	NEW YORK	W 25 Jun	7 Jul	
7 do 10	21 do	RHEIN	28 Jun	8 Jul (0600)	end of Fiscal Year 1873
11 do 14	27 do	GRAF BISMARCK	W 2 Jul	15 Jul (0100)	F/V on this route
14 do 17	27 do	DONAU	5 Jul	15 Jul	
18 do 21	3 Jul	BREMEN	W 9 Jul	20 Jul	
21 do 24	5 do	MAIN	12 Jul	22 Jul	
25 do 28	9 do	KOENIG	W 16 Jul	28 Jul (1900)	F/V on this route
28 do 1 Jul	12 do	WILHELM I DEUTSCHLAND	19 Jul	30 Jul	
2 Jul 5	19 do	KRONPRINZ FRIEDRICH WILHELM	W 23 Jul	4 Aug (1600)	
5 do 8	19 do	HERMANN	26 Jul	6 Aug	
9 do 12	27 do	KOELN	W 30 Jul	13 Aug (0100)	
12 do 15	26 do	MOSEL	2 Aug	13 Aug (0300)	
16 do 19	1 Aug	NEW YORK	W 6 Aug	18 Aug (0530)	
19 do 22	1 do	RHEIN	9 Aug	19 Aug (p.m.)	
23 do 26	7 do	HANSA	W 13 Aug	26 Aug (p.m.)	LM
26 do 29	9 do	WESER II	16 Aug	27 Aug	
30 do 2 Aug	15 do	BREMEN	W 20 Aug	1 Sep (1100)	LM
2 Aug 5	15 do	MAIN	23 Aug	2 Sep (1800)	
6 do 9	22 do	HANNOVER	W 27 Aug	8 Sep	LM
9 do 12	23 do	DEUTSCHLAND	30 Aug	10 Sep (0830)	
13 do 16	28 do	AMERICA	W 3 Sep	14 Sep (1400)	
16 do 19	31 do	HERMANN	6 Sep	17 Sep (0630)	
20 do 23	6 Sep	KRONPRINZ FRIEDRICH WILHELM	W 10 Sep	24 Sep (early)	LM
23 do 26	6 do	MOSEL	13 Sep	24 Sep (1430)	
27 do 30	11 do	KOELN	W 17 Sep	2 Oct (1500)	
30 do 2 Sep	12 do	RHEIN	20 Sep	1 Oct	
3 Sep 7	19 do	NEW YORK	W 24 Sep	6 Oct (1200)	LM
6 do 9	20 do	WESER II	27 Sep	8 Oct (0000)	
10 do 13	26 do	HANSA	W 1 Oct	13 Oct (early)	LM
13 do 16	27 do	MAIN	4 Oct	14 Oct (p.m.)	
20 do 23	3 Oct	DEUTSCHLAND	11 Oct	22 Oct (1300)	
17 do 20	1 do	BREMEN	W 15 Oct	27 Oct (2300)	LM
27 do 30	10 do	DONAU	18 Oct	29 Oct (a.m.)	
24 do 27	8 do	AMERICA	W 22 Oct	2 Nov	
4 Oct 7	19 do	MOSEL	25 Oct	3 Nov (2400)	
1 do 4	16 do	HERMANN	1 Nov	13 Nov (early)	
8 do 11	25 do	KRONPRINZ FRIEDRICH WILHELM	W 5 Nov	15 Nov	
11 do 14	24 do	RHEIN	8 Nov	19 Nov (a.m.)	
15 do 18	1 Nov	KOENIG	W 12 Nov	24 Nov (1500)	L/V; see note 20
18 do 21	1 do	WILHELM I WESER II	15 Nov	24 Nov (p.m.)	
22 do 26	7 do	NEW YORK	W 19 Nov	BR 2 Dec	
25 do 28	12 do	HANSA	22 Nov	5 Dec (0000)	
1 Nov 4	15 do	MAIN	29 Nov	9 Dec (1700)	
5 do 8	21 do	BREMEN	W 3 Dec	BR 20 Dec	L/V—she sailed 2d late from NY
8 do 11	22 do	DEUTSCHLAND	6 Dec	17 Dec (1300)	
15 do 18	1 Dec	DONAU	13 Dec	23 Dec (1200)	

20. Having landed 25 bags of mail at Southampton, she was wrecked off the Dutch coast two days later with 24 bags for Bremen on board.

PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
19 do 22	6 do	AMERICA	W 17 Dec	29 Dec	
22 do 26	8 do	MOSEL	20 Dec	31 Dec (a.m.)	
26 do 30	11 do	LEIPZIG	W 24 Dec	3 Jan	
29 do 2 Dec	13 do	HERMANN	27 Dec	7 Jan (late)	
<b>1874</b>					
6 Dec 9	20 do	RHEIN	3 Jan	14 Jan (early)	see note 21
13 do 16	28 do	WESER II	10 Jan	20 Jan (p.m.)	
20 do 23	8 Jan	NEW YORK	17 Jan	29 Jan	L/V
27 do 30	11 do	MAIN	24 Jan	3 Feb (p.m.)	
3 Jan 6	17 do	DONAU	31 Jan	13 Feb (early)	
10 do 13	25 do	MOSEL	7 Feb	17 Feb (1500)	
14 do 17	30 do	AMERICA	W 11 Feb	BR 24 Feb	
17 do 20	1 Feb	HERMANN	14 Feb	25 Feb (1000)	
24 do 27	10 do	HANSA	21 Feb	5 Mar	suffered much storm damage 26-28 Feb
31 do 3 Feb	15 do	WESER II	28 Feb	11 Mar (1800)	
7 Feb 10	22 do	RHEIN	7 Mar	18 Mar (a.m.)	
11 do 14-22	6 Mar	GRAF BISMARCK	W 11 Mar	BR 22 Mar	see note 22
14 do 17	2 do	MAIN	14 Mar	24 Mar (2200)	
21 do 24	9 do	DONAU	21 Mar	31 Mar (2000)	suffered storm damage en route to NY
25 do 28	13 do	OHIO	W 25 Mar	10 Apr	
28 do 3 Mar	14 do	MOSEL	28 Mar	7 Apr (2000)	
7 Mar 10	21 do	AMERICA	W 1 Apr	BR 13 Apr	
11 do 14	28 do	HERMANN	4 Apr	15 Apr	
14 do 17	1 Apr	HANSA	W 8 Apr	BR 22 Apr	
21 do 24	5 do	WESER II	11 Apr	22 Apr (0400)	
25 do 28	12 do	MINISTER ROON	W 15 Apr	28 Apr. (a.m.)	F/V on this route
28 do 31	13 do	RHEIN	18 Apr	29 Apr (0700)	
4 Apr 7	19 do	MAIN	25 Apr	6 May (early)	sailed 1d late from NY
1 do 4-9	20 do	KOELN	W 29 Apr	11 May (1900)	see note 23
11 do 14	26 do	DONAU	2 May	12 May (p.m.)	
15 do 18	5 May	GRAF BISMARCK	Fri 8 May	BR 24 May	
18 do 21	3 do	NECKAR	9 May	20 May (early)	F/V
22 do 25	7 do	AMERICA	W 13 May	24 May (late)	
25 do 28	8 do	MOSEL	16 May	26 May (p.m.)	
2 May 6	16 do	WESER II	23 May	2 Jun (p.m.)	
29 Apr 2 May	13 do	HANSA	W 27 May	8 Jun (a.m.)	
9 May 12	23 do	RHEIN	30 May	9 Jun	
12 do 15 HA	27 do	HOHENZOLLERN	W 3 Jun	15 Jun (0900)	F/V on this route
16 do 19	29 do	MAIN	6 Jun	18 Jun (0600)	
19 do 22	4 Jun	KOELN	W 10 Jun	23 Jun (p.m.)	
23 do 26	7 do	ODER	13 Jun	24 Jun (a.m.)	F/V
26 do 29 HA	9 do	DONAU	W 17 Jun	27 Jun (2100)	
30 do 2 Jun	12 do	NECKAR	20 Jun	30 Jun (late)	
2 Jun 5	19 do	FRANKFORT	W 24 Jun	7 Jul (0600)	
6 do 9	19 do	MOSEL	27 Jun	8 Jul (0500)	end of Fiscal Year 1874
9 do 12 HA	24 do	GRAF BISMARCK	W 1 Jul	14 Jul	
13 do 16	27 do	AMERICA	4 Jul	14 Jul (late)	
16 do 19	1 Jul	HERMANN	W 8 Jul	19 Jul (a.m.)	LM
23 do 26	4 do	RHEIN	11 Jul	21 Jul (2200)	
20 do 23	6 do	WESER II	W 15 Jul	25 Jul (1800)	
27 do 30	12 do	MAIN	18 Jul	29 Jul (0200)	

21. Under the new arrangement of January 1874, the North German Lloyd Line was chosen to carry the Saturday mails to Southampton and Bremen.

22. The date for GRAF BISMARCK's departure from Bremen is doubtful—the reports in the press are conflicting.

23. As above, but for KOELN.

PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
30 do 3 Jul	17 do	KRONPRINZ FRIEDRICH WILHELM	W 22 Jul	4 Aug (1300)	LM
4 Jul 7	18 do	ODER	25 Jul	5 Aug (0500)	
7 do 10	21 do	HOHENZOLLERN	W 29 Jul	10 Aug (0700)	
11 do 14	24 do	NECKAR	1 Aug	12 Aug (0400)	
14 do 17	28 do	DONAU	W 5 Aug	15 Aug (2200)	
18 do 21	31 do	MOSEL	8 Aug	18 Aug (1900)	
21 do 24	8 Aug	FRANKFORT	W 12 Aug	25 Aug (1900)	
25 do 28	9 do	AMERICA	15 Aug	26 Aug (1900)	
28 do 31	12 do	HERMANN	W 19 Aug	30 Aug (1200)	LM
1 Aug 4	15 do	DEUTSCHLAND	22 Aug	2 Sep (0300)	
4 do 7	17 do	RHEIN	W 26 Aug	5 Sep (p.m.)	LM
8 do 11	22 do	WESER II	29 Aug	9 Sep (0300)	
11 do 14 HA	26 do	MINISTER ROON	W 2 Sep	13 Sep (1500)	
15 do 18	28 do	MAIN	5 Sep	15 Sep (1900)	
18 do 21 HA	31 do	ODER	W 9 Sep	19 Sep (1030)	LM; note 24
22 do 25	5 Sep	NECKAR	12 Sep	22 Sep (2300)	
25 do 28 HA	9 do	HOHENZOLLERN	W 16 Sep	28 Sep (1700)	LM
29 do 1 Sep	12 do	DONAU	19 Sep	29 Sep (1500)	
1 Sep 4 HA	17 do	HOHENSTAUFEN	26 Sep	8 Oct (0300)	F/V
5 do 8	19 do	MOSEL	W 30 Sep	10 Oct (late)	LM
8 do 11 HA	22 do	AMERICA	3 Oct	14 Oct (2000)	
12 do 15	26 do	HERMANN	10 Oct	22 Oct (a.m.)	
15 do 18 HA	28 do	DEUTSCHLAND	W 14 Oct	24 Oct (1600)	LM
19 do 22	2 Oct	RHEIN	17 Oct	27 Oct (0900)	
22 do 25 HA	6 do	WESER II	W 21 Oct	31 Oct (2400)	LM
26 do 29	9 do	MAIN	24 Oct	4 Nov (a.m.)	
29 do 2 Oct HA	15 do	MINISTER ROON	W 28 Oct	8 Nov (0900)	LM
3 Oct 6	17 do	ODER	31 Oct	10 Nov (1000)	
10 do 13	24 do	NECKAR	7 Nov	17 Nov (1500)	
13 do 16 HA	28 do	HOHENZOLLERN	W 11 Nov	22 Nov (2000)	LM; note 25
17 do 20	31 do	DONAU	14 Nov	24 Nov (1200)	
24 do 27	8 Nov	HOHENSTAUFEN	21 Nov	3 Dec (1900)	
31 do 3 Nov	15 do	AMERICA	28 Nov	11 Dec (p.m.)	
7 do 10	21 do	HERMANN	5 Dec	16 Dec (early)	
14 do 17	29 do	DEUTSCHLAND	12 Dec	22 Dec	
21 do 24	8 Dec	HANSA	19 Dec	31 Dec (2030)	
28 do 1 Dec	11 do	ODER	26 Dec	5 Jan (p.m.)	
<b>1875</b>					
5 Dec 9	21 do	NECKAR	2 Jan	12 Jan (2400)	
12 do 15	29 do	HOHENZOLLERN	9 Jan	20 Jan (p.m.)	
19 do 23	8 Jan	HOHENSTAUFEN	16 Jan	27 Jan (2400)	
26 do 29	12 do	AMERICA	23 Jan	4 Feb (0000)	
2 Jan 5	20 do	HERMANN	30 Jan	10 Feb	
16 do 19	1 Feb	ODER	6 Feb	17 Feb (a.m.)	
23 do 26	10 do	HANSA	13 Feb	27 Feb (early)	
30 do 2 Feb	14 do	NECKAR	20 Feb	2 Mar (2400)	
9 do 8 Feb	20 do	DEUTSCHLAND	27 Feb	10 Mar (1300)	see note 26
13 do 16	28 do	MOSEL	6 Mar	17 Mar (1800)	
20 do 23	6 Mar	WESER II	13 Mar	23 Mar (2400)	
27 do 2 Mar	13 do	HERMANN	20 Mar	2 Apr (early)	
6 Mar 9	21 do	RHEIN	27 Mar	6 Apr	
13 do 16	26 do	ODER	3 Apr	14 Apr (early)	
20 do 23	2 Apr	NECKAR	10 Apr	21 Apr (early)	
27 do 30	10 do	MOSEL	17 Apr	28 Apr (a.m.)	
3 Apr 6	16 do	WESER II	24 Apr	5 May	
10 do 13	24 do	DONAU	1 May	11 May (p.m.)	
17 do 20	1 May	MAIN	8 May	18 May (1900)	

24. ODER started the Line's weekly calls at Havre, alternating with Southampton.

25. The Line's last call at Havre westbound and last Wednesday departure from New York until 15 September 1875.

26. DEUTSCHLAND arrived at Southampton on 12 January and underwent repairs there until 8 February.

PD BR SO	Arr NY	Packet	PD NY	Arr SO	Notes
24 do 27	8 do	RHEIN	15 May	25 May (p.m.)	
1 May 4	15 do	ODER	22 May	2 Jun (1325)	
8 do 11	21 do	NECKAR	29 May	8 Jun (late)	
15 do 18	30 do	MOSEL	5 Jun	15 Jun	
22 do 25	4 Jun	DONAU	12 Jun	22 Jun (1200)	
29 do 1 Jun	11 do	MAIN	19 Jun	29 Jun (p.m.)	
5 Jun 8	19 do	RHEIN	26 Jun	7 Jul (1315)	end of Fiscal Year 1875
12 do 15	26 do	ODER	3 Jul	13 Jul (2400)	see note 27
19 do 22	2 Jul	NECKAR	10 Jul	20 Jul (late)	
26 do 29	10 do	MOSEL	17 Jul	28 Jul (early)	
3 Jul 6	16 do	DONAU	24 Jul	3 Aug (1900)	
10 do 13	23 do	MAIN	31 Jul	11 Aug (0500)	
17 do 20	30 do	RHEIN	7 Aug	17 Aug (1100)	
24 do 27	6 Aug	ODER	14 Aug	25 Aug (0100)	
31 do 3 Aug	13 do	NECKAR	21 Aug	31 Aug (2400)	
7 Aug 10	21 do	MOSEL	28 Aug	8 Sep (0100)	
14 do 17	27 do	DONAU	4 Sep	14 Sep (2200)	
21 do 24	3 Sep	MAIN	11 Sep	22 Sep (a.m.)	
25 do 28	8 do	HERMANN	W 15 Sep	BR 21 Sep	see note 28
28 do 31	10 do	RHEIN	18 Sep	28 Sep (2100)	
4 Sep 7	17 do	ODER	25 Sep	5 Oct (2100)	
8 do 11	22 do	SALIER	W 29 Sep	BR 12 Oct	F/V on this route
11 do 14	24 do	NECKAR	2 Oct	12 Oct (early)	
18 do 21	3 Oct	MOSEL	9 Oct	20 Oct (a.m.)	
25 do 28	9 do	DONAU	16 Oct	27 Oct (0300)	
2 Oct 5	17 do	MAIN	23 Oct	3 Nov (early)	
9 do 12	23 do	RHEIN	30 Oct	9 Nov (1100)	
16 do 19	30 do	ODER	6 Nov	17 Nov (1400)	
23 do 28	8 Nov	SALIER	13 Nov	25 Nov (a.m.)	see note 29
30 do 2 Nov	14 do	MOSEL	20 Nov	1 Dec (p.m.)	
6 Nov 9	21 do	NECKAR	27 Nov	8 Dec (a.m.)	
13 do 16	28 do	HERMANN	4 Dec	16 Dec (a.m.)	
20 do 23	5 Dec	AMERICA	11 Dec	22 Dec	
27 do 30	10 do	ODER	18 Dec	29 Dec (0100)	
4 Dec —	—	DEUTSCHLAND	25 Dec	NO SAILING	see note 30

27. The General Postal Union rate of 5 cents (per ½ oz) became effective 1 July.

28. The first Wednesday departure from New York with mails since 11 November 1874.

29. SALIER, westbound, was delayed at Southampton 36 hours for repairs.

30. DEUTSCHLAND was wrecked on the Goodwin Sands two days after leaving Bremen. Most of her mails were salvaged and carried out from Liverpool on 9 December by SIBERIA, of the Cunard Line, bound for Boston.

#### References 1869-1876

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**Review: The Postal History and Stamps of Bermuda.** By M. H. Ludington. Revised and enlarged edition. Published 1978 by Quarterman Publications, Inc. 446 pages. \$40.00 from publisher, 5 South Union St., Lawrence, Mass. 01843, and from many dealers.

Bermuda may seem an inappropriate subject for the *Chronicle*, but much in this volume is pertinent to U.S. postal history. About half the book is concerned with Bermuda postal markings and postal history, including nineteenth century rates and services to and from the United States. Appendices reproduce many informative documents and contemporary notices. These features make this book a valuable source for certain aspects of U.S. postal history.

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

**ANSWER TO PROBLEM COVER IN ISSUE NO. 100**

The problem cover in *Chronicle* No. 100, a Confederate mystery, is a POW cover with an uncanceled Confederate stamp, inscribed "Politeness Mrs Clark," and originating at Camp Chase, Columbus, Ohio. Only one written answer was received, from Ernst M. Cohn, who writes:

Perhaps Mrs. Clark was connected with the (Union or Confederate) state department or with one of the precursors of the Red Cross? Anyhow, that's where I should look to try discovering her identity. And I'd guess that the stamp belongs, having been affixed in case the letter might be mailed. In fact, however, the letter seems not to have traveled through normal mail channels.

These are good comments, and give us clues to what happened. The explanation could be very lengthy, but as a result of a friendly negotiated truce with my friend Richard B. Graham, the full answer and the cover itself will appear in his '61 Period Section.

Mrs. Lottie Moon Clark was a Southern sympathizer and a Confederate mail runner. She was spooked on this pickup, and this problem cover never entered the mails. It was confiscated and eventually ended up in the Ohio Historical Society archives. Ms. Moon had an interesting life, involving Ambrose Burnside, among others.

Those who are interested can read, in addition to the sources cited by Graham the short story "Arrest Lottie Moon" in the book entitled, *The Ohio Story*, by Frank Siedel, in which Lottie's escapades as a flirt and daring message carrier during the Civil War are described. The high point was President Lincoln's personal escorting of Ms. Moon in his carriage into Virginia, and arranging for Edwin Stanton to have her passed across the lines in Virginia in October, 1862. What a great combination of philately and history!

**PROBLEM COVER FOR THIS ISSUE**

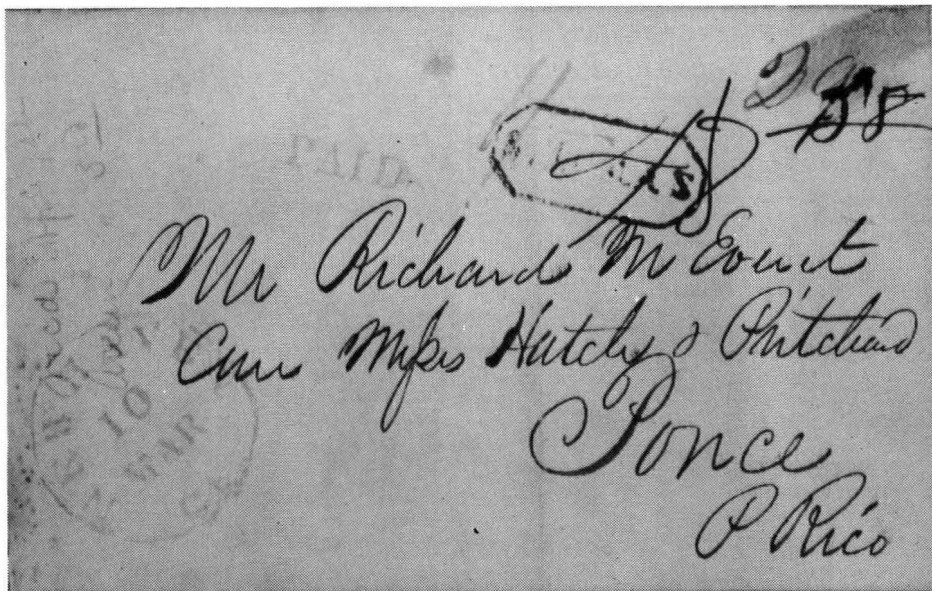


Figure 1. Stampless cover from New Haven, Conn., to Puerto Rico in 1849.

Figure 1 shows the front of the latest problem cover, submitted by Theron Wierenga. It is a folded letter sent in 1849 from the United States to Puerto

Rico. A transit marking of St. Thomas MR 26 1849 (British style postmark) appears on the reverse in black. Colors of markings on the front are red for the New Haven cds and "PAID". The rating markings are in brownish or black ink, and the interesting boxed marking is in Prussian blue. Will our readers please explain for others the rates involved and identify the boxed marking?

Answers and problem covers (send glossy photographs, please) should be sent to the Cincinnati, P.O. Box within two weeks after you receive your *Chronicle*.

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