

May 1979 (No. 102)

THE CHRONICLE

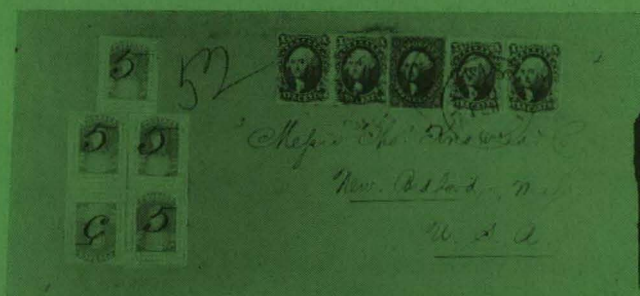
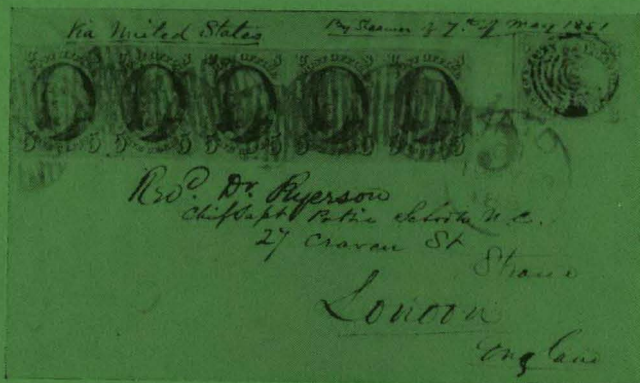
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May 1979

Volume 31, No 2

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IN MEMORIAM

JOHN DAVID BAKER 1916-1979

The whole philatelic community is saddened by the untimely death of J. David Baker from a heart attack on April 26. The U.S.P.C.S. has lost one of its most faithful members and supporters. Dave was a member almost from the Society's founding and served it in many capacities over three decades: as vice-chairman 1958-60, as chairman and president 1960-64, as vice-president 1964-68, and as director *ex officio* thereafter. In recent years he held the position of assistant secretary and assistant treasurer. He also acted as archivist and was instrumental in production and distribution of U.S.P.C.S. slide shows and in the annual preparation of award plaques.

Dave Baker was educated at Principia College and M.I.T. and was in the steel fabrication business with his brother and fellow philatelist, Hugh, who died in 1968. Dave's interest in stamps began at age ten and his first collections were 20th century U.S. stamps and first day covers, but he eventually turned to 19th century U.S. and finally to postal history. He formed a superb collection of U.S. covers which was stolen, recovered (with one exception) after several years, and sold last year at record prices in a Siegel auction.

Dave wrote extensively on stamps and postal history and conducted a weekly column on U.S. classics with his brother Hugh in *Stamps* from 1962-68. He wrote many articles for the *Chronicle* and was editor of the 1847 section for *Chronicle* 45-47 and of the Cover Corner for issues 45-63. Dave received Society cups four times: in 1963 the Ashbrook cup, mainly for his studies of stamps and postal history; in 1966 the Perry cup, chiefly for editorship of the Cover Corner; the Chase cup in 1968 for the slide shows and primarily for service to the Society. In 1976 he received the Perry cup a second time, for his monumental two volume *Postal History of Indiana*, the crowning achievement of a lifetime of philatelic scholarship. All members of U.S.P.C.S. are poorer by Dave Baker's death. Our sympathy is extended to his family.

S.M.McD.

This issue contains something suitable for nearly every taste. The longest article—as well as one of the most useful—is Eugene C. Reed's listing of the U.S. Mail Steamship Company's sailings. It provides important information not previously available to postal history collectors, especially those concerned with mails to the west coast.

Postal markings and other postal history topics are discussed in informative pieces by David L. Jarrett, Michael C. O'Reilly, and Kenneth A. Whittle.

Stamps, including papers, plate varieties, and special printings, are the subject of interesting articles by Philip T. Wall, Creighton C. Hart, Roland Rustad, and Morrison Waud.

The Foreign Mails section offers contributions by George E. Hargest, Charles J. Starnes, and Walter Hubbard on a wide variety of intriguing subjects, including unusual covers, routings and services, Eagle Line sailings, and the handling of unpaid and part-paid letters.

In addition Michael Laurence reports in the 1869 section on transpacific service to and from Hawaii as shown on 10¢ 1869 covers.

GUEST PRIVILEGE

A RARE AND POSSIBLY UNIQUE VARIETY OF 9X1d PHILIP T. WALL

Lot 96 in Part I of the Alfred H. Caspary Collection sold by H. R. Harmer, Inc., on November 15, 1955, was described as follows: "Unsigned on gray paper 5¢ black, Pos 32, large margins, red curved PAID, superb, unlisted on gray paper and of great rarity." The stamp realized \$375 at the Caspary sale and was similarly described when it was again sold by the Harmer firm on January 23, 1968.

This description had always puzzled me as it has become generally accepted that the stamps without initials (unsigned) were all placed on sale in July of 1845 and that the stamps on gray paper were not received from the printer until January of 1847. I doubted the accuracy of the catalogue description and thought that in all probability the color of the paper was whitish rather than gray, as this is a mistake commonly made by collectors in classifying the papers on which the stamps were printed. Stanley B. Ashbrook believed, and I am inclined to agree, that the 5¢ New Yorks were never printed on white or whitish paper—roughly the color of newspaper stock—and stamps that are now on such paper were originally printed on bluish paper and have become changelings through natural or other causes.

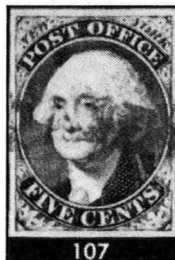


Figure A. New York 5¢ on gray paper, without initials.

When the catalogue for the Harmers of New York, Inc., sale, held February 13-15, 1979, arrived, I thought lot 107 (Figure A) looked familiar; and when I checked the Caspary catalogue, I quickly determined it was the ex Caspary stamp, notwithstanding the fact the recent auction catalogue made no mention of the fact the stamp was on gray paper and was not initialed. I immediately requested the stamp for inspection and upon examination was surprised to find that the stamp was, in fact, on gray paper, as it had that peculiar tint of gray that I call battleship gray. It had the same color and paper characteristics as Caspary lot 79, which is the earliest recorded example of an on-cover stamp printed on gray paper and is postmarked February 8 (1847). Lot 107 in the recent Harmers sale realized \$1,100 and was purchased by this writer acting as agent for another route agent. I had been authorized to bid more than twice this amount for this stamp.

These facts pose the following dilemma: Were some stamps printed on gray paper as early as 1845, or were some stamps that were not initialed sold to the public as late as 1847? There is no clear and definite answer to these questions. The cancellation does not help us as the red curved PAID used to cancel the stamp was in constant use in the New York Post Office between July 1845 and June 1847. The initialing of the stamp was not required by either Federal laws or by United States Post Office regulations. This was merely a policy of the local postmaster, Robert H. Morris; and while it was expected to be followed in every instance, it could have been overlooked from time to time.

An examination of all known covers bearing 5¢ New Yorks printed on blue paper shows that each such stamp was used in 1847. Scott's *Specialized Catalogue of United States Stamps* has for many years stated on page 3: "The true blue (paper) exists only with one characteristic 'ACM' signature of a type without periods." However, the records of the Philatelic Foundation in New York show that, of the three genuine blue paper stamps that organization has certified as unused, two of the stamps are not initialed (signed). Thus, while there may be some disagreement on this point among authorities, we know that at least two copies of the stamp on blue paper without initials do in fact exist today.

If a few copies of the blue paper stamp were not initialed when they were sold in 1847, it would seem to follow that a few copies of the stamp on gray paper could have been sold that same year without being initialed, one of which may have been lot 107 in the recent Harmers of New York, Inc., sale. The evidence presented in this article is certainly not conclusive; and if any readers have covers bearing 9x1d stamps on gray paper, I would appreciate the opportunity of examining these covers.

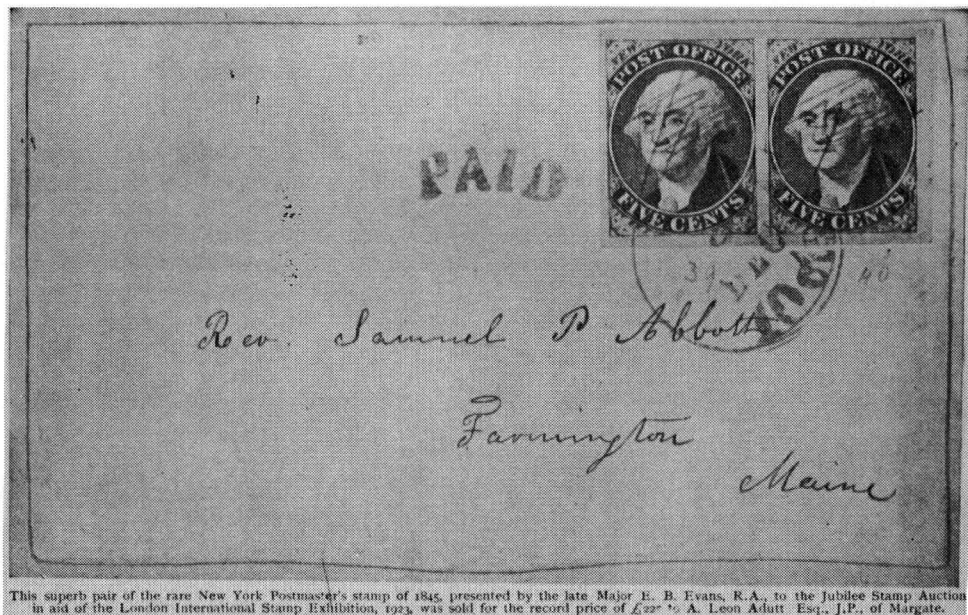
A SHEET MARGIN PAIR OF THE 5¢ NEW YORK THAT WAS REMOVED FROM A BEAUTIFUL AND VALUABLE COVER

PHILIP T. WALL

Many American collectors and dealers will undoubtedly visit the London International Stamp Exhibition (London 1980) to be held in Great Britain in May of 1980. The British have long been exponents of international philatelic exhibitions since the first such exhibition was held in London in 1890. Major E. B. Evans, a distinguished English philatelist of the late 19th and early 20th centuries, was a strong supporter of these internationals. After it was decided to hold an international exhibition in London in 1923, members of the Junior Philatelic Society of London agreed to hold a donation auction at which to raise funds to help support the exhibition and to commemorate the 50th anniversary of the first postage stamp auction in London. This auction was known as the Golden Jubilee Auction. Major Evans donated lot 107 of this auction, which was described as the *pièce de résistance* of the sale, "the magnificent pair of the New York Postmaster's stamp upon original cover." The cover realized 225 pounds or roughly \$1,000, based upon the rate of exchange in effect in May 1922. The buyer was A. Leon Adutt of Margate, England, whose United States collection at that time was second only to that of Sir Nicholas Waterhouse among British collectors. The sales price was widely publicized, not only in philatelic publications in the United States and Great Britain but also in the lay press and received a substantial write-up in the *New York Times*.

The Ninth Philatelic Congress of Great Britain was held at Bath, England, in 1922; and a postcard was prepared as a souvenir of the Congress meeting. The postcard (Figure B) depicted this cover which is addressed to Rev. Samuel P. Abbott, Farmington, Maine. The stamps are tied by the usual circular date stamp postmark of New York and are additionally cancelled by the customary blue pen marks used at that time. The stamps were noted on the cover as being from plate positions 39 and 40. The Adutt Collection was sold in the United States several years later, and apparently the buyer of the item we are discussing was the well-known Judge Robert S. Emerson. When Paul MacGuffin, with the assistance of Stanley B. Ashbrook, wrote a comprehensive article on the New York Postmaster's Provisional in the May 1936 issue of *The American Philatelist*, the Emerson Collection was used to illustrate the article. Figure 8 in that article is a reconstructed plate of 40 off-cover stamps, and the stamps from positions 39 and 40 are the pair formerly in the Evans and Adutt Collections—now removed from the cover addressed to Farmington, Maine. It is difficult to understand why this pair was removed from the cover unless the cover was accidentally damaged by either Adutt or Emerson.

This pair next appears as a part of lot 114 in the 106th sale of Robert A. Siegel held April 25, 1945. That single lot contained a collection of 101 5¢



This superb pair of the rare New York Postmaster's stamp of 1845, presented by the late Major E. B. Evans, R.A., to the Jubilee Stamp Auction in aid of the London International Stamp Exhibition, 1923, was sold for the record price of £227 by A. Leon Adatt Esq., J.P., of Margate.

Figure B. The Evans-Adult cover, as shown on the 1922 Philatelic Congress postcard.

New Yorks, including two complete plate reconstructions. The pair from positions 39 and 40 was pictured on the front of the Siegel Catalogue. This ex Emerson reconstruction was then broken up and the pair next surfaced as lot 19 in Part One of the William L. Moody III Collection sold by H. R. Harmer, Inc., on October 23, 1950, at which time it realized only \$180.

One of the finest collections of the 5¢ New York ever formed was assembled by Consul Klep Van Velthoven of Brussels, Belgium. This collection contained 262 issued stamps when it was sold at auction by Willy Balasse of Brussels in March of 1956. Lot 293 in the Balasse sale was the pair from positions 39 and 40 with partial sheet margins which realized \$640. Many lots from the Consul Klep Collection were resold by Robert A. Siegel in his 200th Sale on May 9, 1957, including this pair which realized \$355 as lot 39 in that sale.

Figure C. The pair, formerly on the cover of Figure B, as sold in 1978 Siegel Rarities Sale.



From 1957 to 1978, I can find no record of this outstanding pair's being sold at auction. Then after a hiatus of almost 21 years, it was sold to "Bidder 13" in the 1978 Siegel Rarities Sale (#528) for \$1,650 as lot 11 (Figure C) in that sale.

Thus finally the pair sold for as much off cover as it had on cover some 56 years earlier. I cannot help wondering what the pair would have sold for in 1978 had it been retained on its original cover; but unfortunately, I shall never know the answer to this question.

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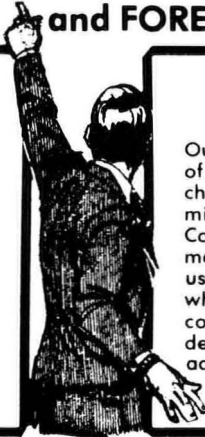
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**THE PRESTAMP AND
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KENNETH R. DE LISLE, Editor

THE HOUSTON FANCY LAUREL WREATH
DAVID L. JARRETT

While a number of manuscript Houston, Republic of Texas, townmarks are recorded, used from 1837 to 1844 and applied concurrently or in between the three different handstamps used during that period,¹ only two of them are believed to exist with a fancy black laurel wreath surrounding the manuscript. The first one to appear on the auction market was in a Samuel C. Paige December 1959 auction (lot #434). It was dated October 9, 1844, and addressed to Ira R. Lewis in Matagorda; the folded lettersheet had a ms. "Paid" and "25" rate with "Houston Oct 9th" also in manuscript. (Figure 1).

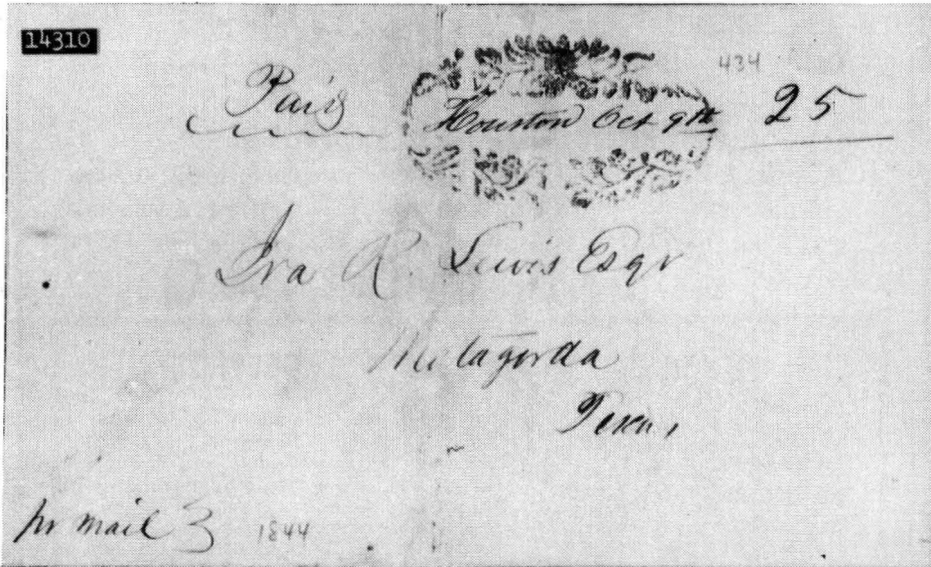


Figure 1. Discovery copy of the Houston fancy laurel wreath townmark on an 1844 folded lettersheet. (Photo courtesy of the Philatelic Foundation).

A second example turned up in a Robert A. Siegel auction on May 28, 1974 (lot #202), and this writer acquired it. It was a free-usage cover addressed to the U.S. Secretary of State, Anson Jones, in Washington, D.C. (Figure 2). The most remarkable feature about both of these folded lettersheets is that they were mailed on the same day, October 9, 1844!

Why a fancy laurel wreath handstamp was struck on this particular date is unknown to this writer. An examination of the Houston newspapers during that week in October of 1844 does not indicate any special celebration or event. It is known that laurel wreath markings were extensively used during that period in Mexico,² so perhaps the Houston postmaster used a captured Mexican postal handstamp on his mail at that time. Indeed, its crudeness and style are more typical of the Mexican fancy markings than the corresponding U.S. handstamps of the period, which generally were finer and more delicate (such as the ones with eagles or doves on top).

1. E. N. Sampson, et al, *American Stampless Cover Catalog*, David G. Phillips Publishing Co., Inc., Miami, Florida, 1978, p. 197.

2. John Bash and Otto Yag, *The Pre-stamp Postal Markings of Mexico*, the Elmhurst Philatelic Society, Inc., Elmhurst, Illinois, 1965.

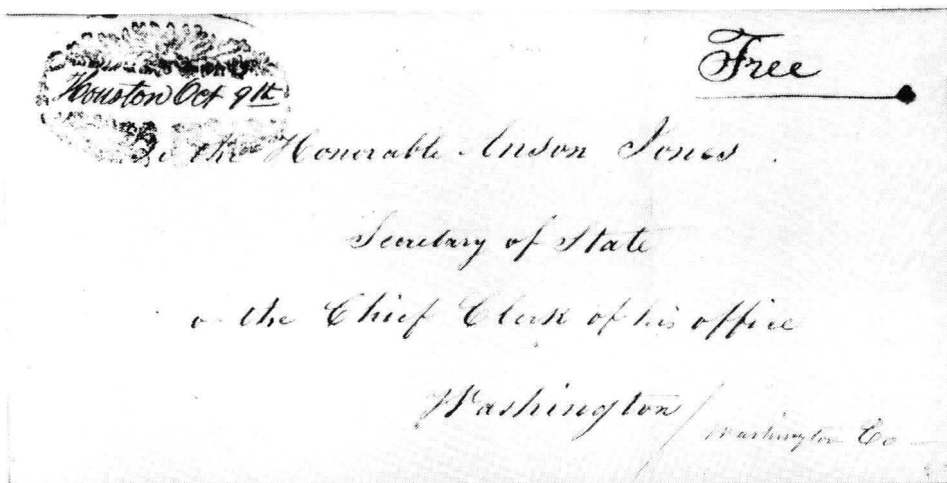


Figure 2. The other Houston laurel wreath handstamp—struck on the same date in 1844. (David L. Jarrett collection).

In any event, both of these folded lettersheets are noteworthy. The present whereabouts of the other cover is unknown to this writer. At the time it appeared on the market twenty years ago there was some question of its genuineness since none had ever been publicly seen before. The surfacing of a second example, particularly used on the identical date but from a different correspondence, strongly suggests that both are fully genuine in all respects. The natural 135 year old wear of the ink of the handstamp across the fold on the Matagorda-addressed cover reinforces its authenticity.

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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 STRADDLE PANE STAMPS
CREIGHTON C. HART

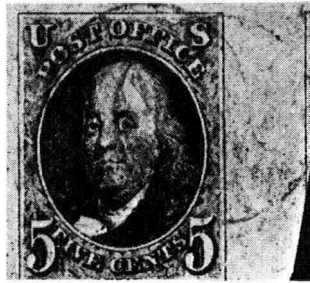
Among all of the unused and used 1847 stamps both off and on cover, there are only two known straddle pane copies. One is an off cover used five cent stamp; the other a ten cent on cover.

The first mention of either copy in the philatelic press was in the Preliminary Notes by Elliott Perry in his article on "Plating the 10¢, 1847." That article appeared in the *Collectors Club Philatelist* in 1924; a portion of it is reprinted for our members in this issue of the *Chronicle*. In 1946 when the Judge Robert S. Emerson collection was dispersed, the 5¢ copy was illustrated and sold. I attended that sale held shortly after the end of the second World War, and was the under bidder. A source I consider reliable tells me that the 5¢ copy is now in the collection of a wealthy, prominent, but uncommunicative Georgia collector. In that auction the stamp was described by Dan Kelleher:

5¢ red brown, superb copy showing portion of a stamp from another pane, light red grid. One of the gems of the sale. Photo. \$22.50.

It sold for \$1,500, an unbelievably low realization when we consider today's prices.

This straddle pane copy shows a whole stamp from the end of a row in the left pane and a small part of the first stamp in a row from the right pane. A 10¢ straddle pane copy is also known on cover.



Perry wrote his informative article on plating the 10¢ stamps after he had shown Senator Ackerman's 1847 collection at the International Stamp Exhibition in London in 1923. In 1928 Ackerman decided to sell his collection and Perry disposed of it in a series of private sales during that same year.

Long before Perry's death he sold me his 1847 reference collection and gave me the empty album pages on which the Ackerman 1847 stamps and covers had been mounted. Included are pages used for the 1923 exhibit for the plating of the 10¢ stamps. There is enough information on each album sheet to easily tell what covers or stamps were there. None of the pages describes a cover with a straddle pane 10¢ stamp. One would expect to see a reference to this discovery straddle pane copy on the sheets plating the stamps but there is no mention of this either. Between 1924 and 1928 this 10¢ cover referred to in the Preliminary Notes was probably sold—perhaps quickly at a great price to meet Ackerman's unexpected need for cash.

As of now it is not possible to describe or illustrate this important cover but if the present owner will send me a black and white glossy print, it will be illustrated in a future *Chronicle* so that his fellow philatelists can see this missing link connecting the two panes of stamps on one plate.

The following excerpts from Perry's article are reprinted from the April 1924 *Collectors Club Philatelist* with the kind permission of the Collectors Club of New York:

Before setting down the results of my attempt to reconstruct the plate of this prime favorite among the many interesting early issues of the United States postage stamps

it will be well to tell how I happened to become engaged in this most fascinating problem and to clear up any misapprehension which may exist on account of certain incorrect statements which have been circulated in the philatelic press and elsewhere and have been accepted in some degree by other philatelists in regard to the collection of 1847 stamps owned by Representative Ackerman and the way it was put together.

Of the value of the results attained the reader may judge for himself but whatever their value to philately may be, they were made possible through my access to the Ackerman collection. This extraordinary collection was loaned to me in order that sufficient material at least to make a good start should be available for the work and throughout the entire period during which my efforts were largely concentrated on the work it was referred to constantly. It is the basis upon which rests the entire achievement.

* * *

In 1918 and for some years previously the Ackerman collection of the 1847 stamps, while by no means the largest such collection, contained many fine items and was certainly one of the most important collections of this issue. Late in the fall of that year A. K. McDaniel of Denver, Colorado, was in New York City and talked with me about selling his collection of the 3¢ 1851. At that meeting he was not favorably inclined toward disposing of his 1847 stamps. A few weeks later I purchased nearly all of the United States collection of the well known philatelic writer, William L. Stevenson, except his 1847 stamps, and in company with Judge Robert E. Emerson of Providence, went to Cincinnati, St. Louis and Chicago, taking most of the Stevenson collection with me. While at Cincinnati a telegram I received from Mr. McDaniel indicated that something worth while might be accomplished in Denver and regretfully parting company with Judge Emerson at Chicago, early in January, 1919, I went to Denver and opened negotiations with Mr. McDaniel for the sale of his 1847 collection to Mr. Ackerman. The collection was sent to New York and reached there before my return. The negotiations were completed early in February, 1919.

* * *

[Later that year Perry himself purchased Dr. Carroll Chase's 1847 collection with the understanding that he would sell Ackerman any items that would enhance the Ackerman collection. Perry spent considerable time sorting, culling, refining, and arranging the 1847 material from the collections mentioned, additional sources, and the original Ackerman collection. The narrative continues:]

It is my belief that Dr. Chase was the first collector to make a serious and extensive study of the 1847 stamps. His discoveries were important and his opportunities for acquiring material were great. For many years \$5.00 was the usual retail price for fine copies of the 10¢ stamp and the 5¢ stamps sold for a dollar each—or less. His letters clearly indicate he considered his 1847 collection superior to any other that had been made or probably could be made. . . .

* * *

In 1916 Frank H. Lord of San Jose, California, sold 2,687 copies of the 5¢ 1847 to John A. Klemann of the Nassau Stamp Company, New York. These were practically all the 5¢ stamps then remaining in Mr. Lord's possession from the famous "corner" which had been started by him in Minneapolis about 1906. He had bought the holdings of the gentleman associated with him in the corner, had acquired many of the better specimens from another accumulation made in Wisconsin at the same period, and these, with his own holdings in the original corner and those he later acquired from other sources finally gave him a grand total of 3,318 copies.

* * *

Mr. McDaniel had an early opportunity to purchase from the stock Mr. Klemann had gathered and did secure many of the finer specimens. Thus it happened that when the McDaniel collection was sold many of the more desirable of the 5¢ stamps originally gathered by Mr. Lord passed into the Ackerman collection. Some of these were discarded as duplicates when the various collections belonging to Mr. Ackerman were consolidated in the fall of 1919 and were part of the lot purchased from him and resold to other collectors by me.

* * *

When the Chase collection of 1847 stamps was offered to Mr. Ackerman in 1916 the price included the data which Dr. Chase had accumulated and which would be helpful to the purchaser in carrying on the study of the stamps, in addition to the stamps themselves and the reprints, proofs, etc. Apparently it was not Dr. Chase's intention to include this data with the stamps and other material when his collection was sold to me in 1919. I did not receive it and in fact received no data of any kind from him, unless the lettering on the pages of the albums in which his collection was then mounted could be considered data. These pages are still in my possession but contain nothing that was of any help to me in the work on the 10¢ plate. The work itself was truly a one man job, but in stating this it is not my wish to make the slightest detraction from the constant encouragement afforded me by Mr. Ackerman, or from the value of Dr. Chase's study, or to belittle the great assistance rendered me through the loan of stamps by friends whose kindness cannot be over-estimated.

This present work cannot take the place of Dr. Chase's articles on the 1847 stamps and it is not my desire that it should. It makes no attempt to cover a great deal of ground already gone into thoroughly and with great detail by him, and the

reader who is seriously interested in the 1847 stamps is heartily recommended to study Dr. Chase's articles very carefully, bearing in mind, of course, the few erroneous conclusions reached by him in regard to the construction of the plates.

In classifying and arranging the Ackerman collection very little attention was paid to plating and, in fact, no plating whatever was attempted. While there certainly was a great deal of material I had neither the time nor the knowledge to make any attempt toward reconstructing any of the plates and, besides, the results of Dr. Chase's own work in this direction convinced me that where he had made so little progress—in spite of his much greater knowledge and experience—it was useless for me to try. I realized that the peculiarities of the 10¢ stamps were such that if sufficient material of the right sort were available that denomination probably could be plated, but from what Dr. Chase had told me, or from what he had published, I believed he had examined such a large proportion of the available supply, in addition to the stamps in his own collection, that even had I possessed his experience and ability, after a great deal of difficult work I would probably have arrived just where he did. However, I thought it wise to include in the Ackerman collection the material which would likely be of most help if at some future time an attempt at plating was made, and only a few pairs and copies showing unusual margins, and other stamps likely to be helpful in plating were laid aside and disposed of as duplicates.

In December, 1922, I went to England, partly for the purpose of making preliminary arrangements for the Ackerman exhibit at the International Exhibition in London in May, 1923. It was Mr. Ackerman's intention to show that part of his collection which philatelists in England and other countries abroad might be most pleased to see and which would in the least degree duplicate other collections to be shown at the Exhibition. His collection of the 5¢ and 10¢ stamps of 1847 was selected as most suitable for the purpose and early in the spring of 1923, soon after my return from London I began to prepare the collection for the Exhibitin. [sic] The amount of space available was ten frames, (later reduced to six), each of which would hold 16 oriel pages, or a total of 160 pages. The collection filled about 400 pages and therefore it became necessary to rearrange the stamps so that as many as possible of the more interesting items could be shown in the frames for the benefit of those of the general public attending the Exhibition. The balance of the collection could be seen only by the judges.

As the 10¢ stamps occupied only two volumes and the work of rearranging them could be quickest accomplished, (so I then thought!), I began with that denomination, intending to have them out of the way in short order so plenty of time would remain to be devoted to the more difficult 5¢ stamps. Almost the first thing I noticed, however, was a *cover* [emphasis added] from the McDaniel collection bearing a 10¢ stamp which I found quite impossible to reconcile with the statements made by Dr. Chase in regard to the 10¢ plates, and which convinced me that the problem of plating the 10¢ stamps, while very difficult, was somewhat different from what his articles had led me to believe. It is more than likely that Mr. McDaniel called my attention to this stamp, but I was not then interested in plating and whatever he may have said made so little impression that I had completely forgotten such a variety was in the collection, or even in existence.

When Dr. Chase's articles on the 1847 stamps appeared in the *Philatelic Gazette* in 1916 I read them with interest although I was not then particularly interested in those stamps, but I have no recollection of seeing them between that time and the fall of 1923. I did, however, have a distinct recollection of his demonstration that there were certainly two plates of the 10¢ stamp because his collection contained, and the Ackerman collection now contains, two different copies each presumably being No. 100 on a plate because each of them came from the lower right corner of the sheet or pane, and which were so different that they could not possibly have come from the same pane of the same plate. I recall suggesting to Dr. Chase the possibility of the plate having been recut and thus occurring in two states to account for these two stamps. Dr. Chase assured me he was convinced recutting could not account for the difference in these two specimens and after seeing them I most heartily agreed with him.

The stamp from the McDaniel collection which cannot be reconciled with the Chase theory of two 10¢ plates of 100 subjects each is one of the four well known shifts. This shift comes in the *upper left corner* of the pane and was correctly plated by Dr. Chase as occupying position No. 1. The stamp has a wide margin at the left and beyond this margin is part of another stamp. The part of the stamp which shows at the left of the margin is identical with the corresponding part of another copy which occupies an *upper right corner* position and is undoubtedly No. 10. In one abnormally margined specimen therefore we have for plating purposes the equivalent of a horizontal pair consisting of two corner stamps—presumably No. 10 in the left pane and No. 1 in the right pane—separated by a wide blank margin.

All attempts to reconcile this incomplete pair with a single pane of 100 stamps met with total failure. What appeared to be the most satisfactory explanation to reconcile Dr. Chase's theory with this item lay in assuming that the plate of 100 subjects was divided vertically by a wide margin and that 50 subjects were arranged on either side of this margin. No such arrangements which would meet other facts

regarding the plate or plates could be worked out. The most likely such arrangement, viz., that the 100 subject plate consisted of two panes each containing 10 horizontal rows of five stamps at either side of the dividing margin conflicted with the fact that an unsevered horizontal strip of six stamps was known to have been in existence within recent years.

Only one logical possibility remained: the plate must consist of two panes, side by side, each containing 100 stamps in ten rows of ten; the two panes being separated by a wide blank margin. This conclusion perfectly accounts for all the statements regarding the plate, or plates, of the 10¢ stamp of 1847 which unquestionably can be demonstrated as facts. It perfectly explains why there are two lower right corner stamps quite different from each other, (No. 100 L and No 100 R), and is the only arrangement which reconciles perfectly with the copy from the McDaniel collection. As the work on the plate progressed it became more and more evident that the true solution of the problem had been reached, and that there was only one plate of the 10¢ stamps.

It does not seem likely that the first plate of the 5¢ denomination would differ from that of the 10¢. The reasons which impelled the contractors to make a large double plate of the 10¢ stamp, would probably apply with even greater force to the 5¢. Conclusions may be drawn from Dr. Chase's own statements regarding the 5¢ stamps which indicate that the two plates of the 5¢, each containing 100 subjects, which he states were in use *concurrently* from the early printing in 1847 until late in 1850, were in fact one plate containing two panes. I see no good reason why the contractors should have made and used two separate plates of the 5¢ concurrently for over three years. It would be far easier for me to believe they used one plate until it was worn out and then made another one. Even had two separate plates been in use during that period what reasonable chance is there that they would each have been used to exactly the same extent so that late in 1850 they each showed exactly the same degree of wear? The evidence Dr. Chase adduces to prove two early plates of the 5¢ can be employed much more effectively in proving one plate. The instant we convert Dr. Chase's two separate plates into two panes of the same plate it is no longer necessary to explain the illogical concurrent use and we know why both plates—that is, panes—were equally worn late in 1850. By assuming the first 5¢ plate was a double plate of two panes like the 10¢ plate we can account for all known peculiarities of the stamps from that 5¢ plate and can meet all the statements regarding the earlier printings of the 5¢ stamps which can unquestionably be demonstrated as facts.

* * *

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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

U. S. MAIL STEAMSHIP COMPANY SAILINGS TO PANAMA: 1849-1859 EUGENE C. REED

The ocean mail from New York City to San Francisco was carried over three connecting routes: from New York to Chagres (Aspinwall) via the U. S. Mail Steamship Company steamers; from Chagres to Panama City by pack mule and canoe (later via the Panama Railroad); from Panama City to San Francisco via the Pacific Mail Steamship Company steamers. In January and February, 1938, A. R. Roswell published in *Stamps* magazine a list of mail contract sailings of the Pacific Mail Steamship Company. This article continues the story on the Atlantic leg of the route.

Such an extensive listing of sailing dates of the Atlantic steamers is possible because of a fortuitous discovery in the New York Public Library. A pamphlet there was apparently prepared by the U. S. Mail Steamship Company for distribution to Congressmen in an attempt to influence them to approve a more liberal subsidy for the route. It is titled *Statement of the Whole Mail Service Performed by Steamers of the U. S. Mail Line, Under Contract With A. G. Sloo From October 1st, 1850 to October, 1856*. No author or publisher is given, nor is there a date of publication.

In addition, a U. S. Supreme Court case (Roberts et al, Trustees, v. United States, 92 U.S. 41 [1875]) contains much useful background, including extracts from a number of letters between the contractor and the Post Office Department. Several passages from the court's decision are quoted here.

Finally, the data from these two sources have been supplemented by sailing dates in the 1849-50 and 1856-59 periods as reported in the *Shipping and Commercial List and New York Prices Current*, a contemporary New York City newspaper. These "added" sailing dates, of necessity, are accurate only as regards sailings from New York and omit sailings from ports on the other legs of the U. S. Mail Steamship Company route, i.e., Havana to Chagres (Aspinwall) and from New Orleans to Havana and/or Chagres (Aspinwall) or any calls made to Kingston.

In 1847 A. G. Sloo of Cincinnati obtained the contract for the Atlantic portion of the route from the Secretary of the Navy, and shortly thereafter assigned it to a board of trustees. The principal trustees were George Law and Marshall O. Roberts of New York. The contract called for five vessels to be constructed under the supervision of the Navy.¹ Mail was to be dispatched twice a month from New York. The steamers were to touch at Charleston (if practicable), Savannah, Havana and Chagres.

Both Law and Roberts had experience in transportation and formed the U. S. Mail Steamship Company (incorporated in New York in April, 1850) to carry out the contract. They began construction of two 1,500 ton sidewheeled steamships, the *Ohio* and *Georgia*, and in the meantime put the *Falcon*, 600 tons, into service from New York to Chagres. The *Falcon's* first voyage was made

1. In 1847 Congress had authorized both the Post Office Department and the Navy Department to enter into contracts to carry mail to the Pacific coast. Bids submitted to the Post Office Department were unsatisfactory, and thus the mail contract with Sloo was entered into by the Navy Department. One of its main provisions was that the steamers to be built could be converted to warships in times of emergency. This arrangement rankled the Postmaster General, who said in his 1849 Report:

"By a contract with the Navy Department, made by direction of law, provision was made for carrying a mail twice in each month between New York and New Orleans, via Charleston, Savannah and Havana; and also for like transportation between Havana and Chagres. . . . This service, more particularly on the Atlantic and across the isthmus, has been very imperfectly performed, and the connexions have been very unsuccessful. This the department has not been able entirely to remedy—the contractors not being within its control."

in December, 1848. She continued in this service for six trips in 1849, and in September that year was put on the Havana to Chagres run. The *Ohio* made her first voyage (to Havana and New Orleans and return to New York) in September, 1849. It was only in January, 1850, with the completion of the *Georgia* (and a similar state of completeness on the Pacific side by the Pacific Mail Steamship Company), that a regular schedule between the coasts via Panama could be said to have become operative.

<i>Date of Sailing From New York</i>		<i>Name of Steamer</i>	<i>Description of Voyage</i>
			1848
December	1	FALCON	From New York to Charleston, Savannah, Havana, New Orleans to Chagres, and return.
			1849
February	1	FALCON	From New York to Chagres and back to New York.
March	8	FALCON	From New York to Chagres and back to New York.
April	19	FALCON	From New York to Chagres and back to New York.
May	26	FALCON	From New York to Chagres and back to New York.
June	28	FALCON	From New York to Chagres and back to New York.
August	27	FALCON	From New York to Chagres and back to Havana.
September	20	OHIO	From New York to Havana and New Orleans and back the same way.
October	16	OHIO	From New York to Havana and New Orleans and back the same way.
November	13	OHIO	From New York to Havana and New Orleans and back the same way.
December	13	OHIO	From New York to Havana and New Orleans and back the same way.



Figure 1. This cover entered the New York City post office on October 10, 1850. It made the October 11 sailing of the "*Georgia*" from New York to Havana and Chagres. The townmark and obliterations are struck in red. Collection of Duane Garrett. Photo by Richard Wolfers, Inc.

			1850
January	12	OHIO	From New York to Havana and New Orleans and back the same way.
	17	CHEROKEE	From New York to Chagres and back to New York.
	28	GEORGIA	From New York to Havana and New Orleans and back the same way.
February	13	OHIO	From New York to Havana and New Orleans and back the same way.
	16	CHEROKEE	From New York to Chagres and back to New York.
March	28	FALCON	From New York to Havana and New Orleans.
	15	CHEROKEE	From New York to Chagres and back to New York.
	28	OHIO	From New York to Havana and New Orleans and back the same way.
April	13	CHEROKEE	From New York to Chagres.
	13	GEORGIA	From New York to Havana and back to New York.
	27	OHIO	From New York to Havana and New Orleans and back the same way.
May	13	GEORGIA	From New York to Havana and Chagres and back the same way.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>
1850 (Cont.)		
May	28 OHIO	From New York to Havana and New Orleans and back the same way.
June	13 GEORGIA	From New York to Havana and Chagres and back the same way.
July	28 OHIO	From New York to Havana and back to New York.
	8 CHEROKEE	From New York to Chagres and back to New York.
	13 GEORGIA	From New York to Havana and Chagres and back to New York.
August	27 OHIO	From New York to Havana and New Orleans and back the same way.
	13 CHEROKEE	From New York to Chagres and back to New York.
	13 GEORGIA	From New York to Havana and Chagres and back the same way.
September	26 OHIO	From New York to Havana and New Orleans and back the same way.
	11 GEORGIA	From New York to Havana and Chagres and back the same way.
	13 CHEROKEE	From New York to Chagres.
October	26 OHIO	From New York to Havana and New Orleans and back the same way.
	11 GEORGIA	From New York to Havana and Chagres, and back to New York the same way.
	11 PACIFIC	From New York to Havana and New Orleans.
	27 OHIO	From New York to Havana and New Orleans, and back the same way.
November	28 PACIFIC	From New Orleans to Havana and Chagres, and back to New Orleans, via Havana.
	11 GEORGIA	From New York to Havana and Chagres, and back the same way.
	26 OHIO	From New York to Havana and New Orleans, and back the same way.
December	28 PACIFIC	From New Orleans to Havana and Chagres, and back the same way.
	11 GEORGIA	From New York to Havana and Chagres, and back the same way.
	26 FALCON	From New York to Havana and Chagres, and back the same way.
	28 PACIFIC	From New Orleans to Havana, and back.

The U. S. Supreme Court decision, cited above, explains the appearance of more than the required two monthly sailings, beginning in 1850:

At that time the mail service between New York and New Orleans was evidently regarded as the more important; that between Havana and Chagres being provided for by a branch line served by a single small vessel twice a month. But after the discovery of gold in California, and the rush thither of emigration and trade, the aspect of things was greatly changed. The assignees of Sloo . . . purchased additional ships, and established a direct line between New York and Chagres, which made the passage two days sooner than was done by the mail-ships running under the contract by way of Havana, and which, therefore, could start two days later, and, on the return, arrive two days sooner. By this means the private despatches by the direct line had an advantage over communication by the mails, and some public dissatisfaction arose in consequence. Thereupon a correspondence on the subject ensued between the contractors and the Post Office Department. The postmaster of New York having, by direction of the Postmaster General, laid before George Law, president of the United States Mail Steamship Company (at that time beneficially interested in Sloo's contract), a letter complaining of the existing arrangements. Mr. Law, on the 25th June 1851, wrote the postmaster a letter, in which, amongst other things, he said—

The mails for California, via Chagres, and back, are despatched by the mail-steamships of this company twice each month, on the days originally arranged with the department. Being required to go and return by way of Havana, and to receive and discharge mails there the mails from and for New Orleans, Charleston, etc., the passage is usually two days longer than the direct passage to and from Chagres and this port.

In addition to the mail-steamers, we despatch also, twice a month, a steamer from this port and Chagres direct. These leave here usually two days later than the mail-steamers via Havana, so as to make the arrival at Chagres at about the same time. Of course, the return steamer, with the mail from Chagres, is usually two days later in arriving here, coming via Havana, than the steamer starting at the same time and coming direct. The mail to and from Chagres will, therefore, be

carried with greater despatch by the direct line, while the mails for New Orleans, Charleston, etc., must necessarily be carried by the Havana route. If the department desires the Chagres and California mails, outward or homeward, to be sent by the direct steamers, I shall be happy to direct the commanders of the ship to receive them on board.

Upon the footing of this correspondence, the extra service by the direct steamers was commenced on the 13th of August, 1851.

<i>Date of Sailing From New York</i>		<i>Name of Steamer</i>	<i>Description of Voyage</i>
1851			
January	11	GEORGIA	From New York to Chagres, via Havana, and back the same way.
	14	PACIFIC	From New Orleans to Havana, and back.
	25	OHIO	From New York to Havana and Chagres, and back the same way.
February	27	FALCON	From New York to Havana and New Orleans.
	11	GEORGIA	From New York to Havana and Chagres, and back the same way.
	13	FALCON	From New Orleans to Havana, and back.
March	26	OHIO	From New York to Havana and New Orleans, and back.
	28	FALCON	From New Orleans to Chagres via Havana, and back to Havana.
	11	GEORGIA	From New York to Havana and New Orleans, and back the same way.
April	19	FALCON	From Havana to Chagres, and back.
	26	OHIO	From New York to Havana and New Orleans, and back the same way.
	5	FALCON	Havana to Chagres, and back to Havana and New Orleans.
May	11	GEORGIA	From New York to Havana and Chagres, and back the same way.
	10	CRESCENT CITY	From New York to Chagres direct, and back via Kingston.
	19	EL DORADO	From New York to Chagres, and back, via Havana.
	26	OHIO	From New York to Havana and New Orleans, and back the same way.
	28	FALCON	From New Orleans to Havana and Chagres, and back to Havana.
June	12	GEORGIA	From New York to Havana and New Orleans, and back the same way.
	13	EMPIRE CITY	From New York to Chagres direct, and back via Kingston.
	19	FALCON	From Havana to Chagres, and back.
	26	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
July	28	CRESCENT CITY	From New York to Chagres direct, and back via Kingston.
	5	FALCON	From Havana to Chagres, and back to Havana and New Orleans.
	11	GEORGIA	From New York to Chagres via Havana, and back to New York via Havana.
	12	EMPIRE CITY	From New York to Chagres direct, and back via Kingston.
	26	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
August	28	OHIO	From New York to Chagres, and back via Kingston.
	28	FALCON	From New Orleans to Havana and Chagres, and back to Havana.
	11	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	13	GEORGIA	From New York to Chagres, and back via Kingston.
	18	FALCON	From Havana to Chagres, and back.
	26	CHEROKEE	From New York to Havana and New Orleans, and back the same way.

<i>From New York Date of Sailing</i>		<i>Name of Steamer</i>	<i>Description of Voyage</i>
1851 (Cont.)			
August	28	ILLINOIS	From New York to Chagres, and back via Kingston.
September	2	FALCON	From Havana to Chagres, and back.
	11	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	13	OHIO	From New York to Chagres, and back via Kingston.
	19	FALCON	From Havana to Chagres, and back.
	26	GEORGIA	From New York to Havana and New Orleans, and back the same way.
October	27	ILLINOIS	From New York to Chagres, and back via Kingston.
	3	FALCON	From Havana to Chagres, and back.
	7	CHEROKEE	From New York to Chagres via Kingston, and back direct.
	11	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	13	OHIO	From New York to Chagres and back via Havana.
	22	PHILADELPHIA	From New York to Havana and Chagres, and back to Havana.
	25	ILLINOIS	From New York to Chagres via Kingston, and back via Havana.
	25	GEORGIA	From New York to Havana and New Orleans, and back the same way.
	25	FALCON	From Havana to New Orleans.
	6	CHEROKEE	From New York to Chagres via Kingston, and back.
November	10	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	11	OHIO	From New York to Chagres, and back, via Havana.
	17	PHILADELPHIA	From Havana to Chagres, and back to Havana and New Orleans.
	17	FALCON	From New Orleans to Havana and New York.
	24	GEORGIA	From New York to Chagres via Havana, and back the same way.
December	1	FALCON	From New York to Chagres via Kingston, and back via Havana.
	6	CHEROKEE	From New York to Chagres via Kingston, and back direct.
	9	EMPIRE CITY	From New York to New Orleans via Havana and back the same way.
	10	PHILADELPHIA	From New Orleans to Havana and Chagres, and back the same way.
	11	OHIO	From York to Chagres, and back, via Havana.
	22	EL DORADO	From New York to Chagres via Kingston, and back direct.
	26	GEORGIA	From New York to Chagres via Havana, and back the same way.
1852			
January	7	CHEROKEE	From New York to Chagres via Kingston, and back direct.
	9	EMPIRE CITY	From New York to New Orleans via Havana, and back the same way.
	10	OHIO	From New York to Chagres, and back, via Havana.
	10	PHILADELPHIA	From New Orleans to Chagres via Havana, and back the same way.
	13	FALCON	From New York to Chagres via Kingston, and back via Havana.
	22	EL DORADO	From New York to Chagres, and back via Kingston.
	24	GEORGIA	From New York to Chagres via Havana, and back the same way.
February	3	CRESCENT CITY	From New York to Chagres via Kingston, and back to New York direct.
	5	CHEROKEE	From New York to Chagres via Kingston, and thence to New Orleans.
	7	OHIO	From New York to Chagres via Havana, and back to Havana.
	9	EMPIRE CITY	From New York to Havana and New Orleans, back the same way.
	10	PHILADELPHIA	From New Orleans to Havana and New York.
	21	FALCON	From New York to Havana and New Orleans.
	20	EL DORADO	From New York to Chagres via Kingston and back direct.
	24	GEORGIA	From New York to Havana and New Orleans, and back the same way.

<i>From New York</i>	<i>Date of Sailing</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1852 (Cont.)				
March	3	OHIO	From Havana to Aspinwall, and back.	
	4	CRESCENT CITY	From New York to Aspinwall via Kingston, and back direct.	
	9	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.	
	12	FALCON	From New Orleans to Aspinwall, and back.	
	17	OHIO	From Havana to Aspinwall, and back to New York via Havana.	
	16	CHEROKEE	From New Orleans to Aspinwall via Havana, and back to New York via Havana.	
	20	EL DORADO	From New York to Aspinwall via Kingston, and back direct.	
	24	GEORGIA	From New York to Havana and New Orleans, and back the same way.	
	April	30	PHILADELPHIA	From New York to Havana and New Orleans.
		5	CRESCENT CITY	From New York to Aspinwall via Kingston, and back direct.
9		EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.	
12		PHILADELPHIA	From New Orleans to Aspinwall via Havana, and back to Havana.	
14		FALCON	From New Orleans to New York.	
20		EL DORADO	From New York to Aspinwall, and back via Kingston.	
24		GEORGIA	From New York to Havana and New Orleans, and back the same way.	
27		ILLINOIS	From New York to Aspinwall, and back, via Havana.	
May	2	PHILADELPHIA	From Havana to Aspinwall, and back.	
	5	CRESCENT CITY	From New York to Aspinwall via Kingston, and back direct.	
	10	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.	
	18	PHILADELPHIA	From Havana to Aspinwall, and back to New Orleans via Havana.	
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.	
	24	CHEROKEE	From New York to Havana and New Orleans, and back the same way.	
	25	EL DORADO	From New York to Aspinwall via Havana, then to New Orleans via Havana.	
June	5	CRESCENT CITY	From New York to Aspinwall via Kingston, and back direct.	
	9	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.	
	10	PHILADELPHIA	From New Orleans to Aspinwall via Havana, then to New York via Havana.	
	21	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.	
	24	CHEROKEE	From New York to Havana and New Orleans, and back the same way.	
	24	EL DORADO	From New Orleans to Aspinwall via Havana, and back the same way.	

The brief filed by the U. S. Mail Steamship Company in the Roberts case, cited above, contains copies of the two letters which follow:

P. O. DEPARTMENT, *May 4, 1852.*

SIR—Your letter of the 30th ultimo, proposing to take mails by your *direct* steamers, to sail hereafter on the 5th and 20th, instead of the 11th and 26th of each month, came to hand this morning.

The Postmaster of New York is advised of this proposition, and is instructed to make up and forward mails accordingly—commencing with the steamer tomorrow.

You will be pleased to give to your agents on board such instructions as will ensure the safe delivery of these mails to the Agent of the Panama R. R. Co. at Aspinwall, to be by said Company conveyed across the Isthmus, as no Agent of the Department will be sent with them.

I am, respectfully, your obt. servt.,

N. K. HALL, *P. M. General.*

M. O. ROBERTS, ESQR.,
Agent U. S. M. S. S. Co.,
New York.

Letter directed to Mr. William H. Aspinwall:

P. O. Department, May 31, 1852.
 I have made an order (contingent upon the concurrence of the Secretary of the Navy), for the great through mails between New York and San Francisco to be sent from New York on the 5th and 20th of each month, direct to Aspinwall, instead of on the 9th and 24th, via Havana; and from New Orleans on the 7th and 22d of each month, also direct to Aspinwall, instead of via Havana, on condition that the present semi-monthly service between New York and New Orleans, via Havana, and back, shall still be continued. . . .

N. K. Hall, Postmaster General

P.S. The change between New York and Aspinwall, and between New Orleans and Aspinwall, may take effect on the 20th of June.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>
1852 (Cont.)		
July	4	FALCON
	5	OHIO
	12	EMPIRE CITY
	16	FALCON
	20	ILLINOIS
August	27	CRESCENT CITY
	27	EL DORADO
	5	OHIO
	7	FALCON
	12	EMPIRE CITY
	20	ILLINOIS
	22	EL DORADO
September	27	CRESCENT CITY
	6	OHIO
	7	FALCON
	13	EMPIRE CITY
	20	ILLINOIS
	22	EL DORADO
October	27	CRESCENT CITY
	5	GEORGIA
	6	PHILADELPHIA
	7	FALCON
	12	EMPIRE CITY
	20	ILLINOIS
	21	EL DORADO
November	22	PHILADELPHIA
	27	CRESCENT CITY
	5	GEORGIA
	7	FALCON
	12	EMPIRE CITY
December	20	ILLINOIS
	22	PHILADELPHIA
	27	CHEROKEE
	6	GEORGIA
	7	FALCON
	13	EMPIRE CITY
	16	EL DORADO

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1852 (Cont.)			
December	20	ILLINOIS	From New York to Aspinwall, and back via Kingston.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	27	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
1853			
January	5	GEORGIA	From New York to Aspinwall, and back.
	7	FALCON	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	20	OHIO	From New York to Aspinwall, and back via Kingston
	20	EL DORADO	From Havana to Aspinwall, and back.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	27	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
February	4	EL DORADO	From Havana to Aspinwall, and back.
	5	GEORGIA	From New York to Aspinwall, and back.
	7	FALCON	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	19	EL DORADO	From Havana to Aspinwall, and back.
	21	OHIO	From New York to Aspinwall, and back via Havana.
	21	CHEROKEE	From New York to Aspinwall, and back.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	28	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
March	5	GEORGIA	From New York to Aspinwall, and back.
	7	FALCON	From New Orleans to Aspinwall, and back.
	7	EL DORADO	From Havana to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	20	EL DORADO	From Havana to Aspinwall, and back to New York via Havana.
	21	ILLINOIS	From New York to Aspinwall, and back.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	28	CRESCENT CITY	From N. York to Aspinwall, and back.
28	CHEROKEE	From New York to Havana and New Orleans, and back the same way.	
April	5	GEORGIA	From New York to Aspinwall, and back via Kingston.
	7	FALCON	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	13	EL DORADO	From New York to Aspinwall, and back.
	20	ILLINOIS	From New York to Aspinwall, and back via Kingston.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	27	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
	30	CRESCENT CITY	From New York to Aspinwall via Kingston, and back direct.
May	5	GEORGIA	From New York to Aspinwall, and back via Kingston.
	7	FALCON	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	13	EL DORADO	From New York to Aspinwall, and back via Kingston.
	20	ILLINOIS	From New York to Aspinwall, and back via Kingston.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	27	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
June	30	CRESCENT CITY	From N. York to Aspinwall, and back.
	6	GEORGIA	From New York to Aspinwall, and back via Havana.
	7	FALCON	From New Orleans to Aspinwall, and back.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1853 (Cont.)			
June	13	EMPIRE CITY	From New York to New Orleans via Havana, and back the same way.
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	27	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
July	5	GEORGIA	From New York to Aspinwall via Kingston, and back direct.
	7	FALCON	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	27	CHEROKEE	From New York to Havana and New Orleans, and back the same way.
August	5	GEORGIA	From New York to Aspinwall via Kingston, and back direct.
	7	FALCON	From New Orleans to Aspinwall, and back.
	12	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	22	PHILADELPHIA	From New Orleans to Aspinwall, and back.
	30	EL DORADO	From New York to Havana and New Orleans.
September	5	GEORGIA to Norfolk, and CRESCENT CITY the balance of the voyage	From New York to Aspinwall, and back.
	7	FALCON	From New Orleans to Aspinwall, and back.
	15	GEORGE LAW	From New York to Havana and New Orleans, and back the same way.
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	21	PHILADELPHIA	From New Orleans to New York via Havana.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	30	UNITED STATES	From New York to Havana and New Orleans, and back the same way.
October	5	OHIO	From New York to Aspinwall via Kingston, and back direct.
	7	FALCON	From N.O. to Aspinwall, and back.
	12	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	GEORGE LAW	From New York to Aspinwall via Kingston, and back direct.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	27	UNITED STATES	From New York to Havana and New Orleans.
November	5	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	8	UNITED STATES	From New Orleans to Aspinwall, and back.
	11	FALCON	From New Orleans to New York, via Havana.
	12	EMPIRE CITY	From New York to Havana and N. Orleans, and back the same way.
	21	GEORGE LAW	From New York to Aspinwall via Kingston, and back direct.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	28	CRESCENT CITY	From New York to Havana and N. Orleans, and back the same way.
December	5	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	7	UNITED STATES	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and N. Orleans, and back the same way.
	20	GEORGE LAW	From New York to Kingston and Aspinwall, and back direct.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	27	CRESCENT CITY	From New York to Havana and N. Orleans, and back the same way.



Figure 2. The earliest recorded example of the Type I ocean mail townmark from New York City, used after it was reserved exclusively for marking mail for the West Coast (July 26, 1851). Carried aboard the "Cherokee."

Date of Sailing From New York		Name of Steamer	Description of Voyage	
1854				
January	5	OHIO	From New York to Kingston and Aspinwall, and back direct.	
	7	UNITED STATES	From New Orleans to Aspinwall, and back.	
	13	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.	
	21	GEORGE LAW	From New York to Kingston and Aspinwall, and back direct.	
	22	EL DORADO	From New Orleans to Aspinwall, and back.	
	27	CRESCENT CITY	From New York to Havana and N. Orleans, and back the same way.	
February	6	GEORGIA to Norfolk, and EMPIRE CITY the balance of the voyage	From New York to Aspinwall via Norfolk, and back via Kingston.	
	7	UNITED STATES	From New Orleans to Aspinwall, and back.	
	from N.R.	14	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
		16		
		20	GEORGE LAW	From New York to Aspinwall, and back via Kingston.
	22	EL DORADO	From New Orleans to Aspinwall, and back.	
27	CRESCENT CITY	From New York to Havana and N. Orleans, and back the same way.		
March	6	OHIO	From New York to Aspinwall via Kingston, and back direct.	
	7	UNITED STATES	From New Orleans to Aspinwall, and back.	
	13	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.	
	20	GEORGE LAW	From New York to Aspinwall, and back.	
	22	EL DORADO	From New Orleans to Aspinwall, and back.	
	27	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.	
April	5	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.	
	7	UNITED STATES	From New Orleans to Aspinwall, and back.	
	12	EMPIRE CITY	From New York to New Orleans via Havana, and back the same way.	
	20	GEORGE LAW	From New York to Aspinwall, and back.	
	22	EL DORADO	From New Orleans to Aspinwall, and back.	
	27	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.	

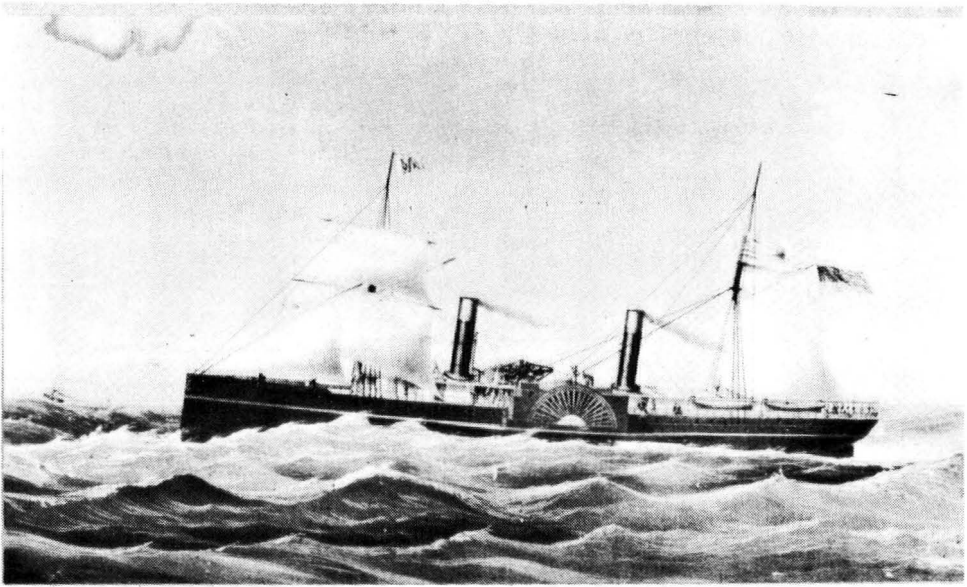
<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1854 (Cont.)			
May	5	ILLINOIS	From N. York to Aspinwall, and back.
	7	UNITED STATES	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	20	GEORGE LAW	From New York to Aspinwall, and back.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	27	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
June	5	ILLINOIS	From New York to Aspinwall, via Kingston, and back.
	7	UNITED STATES	From New Orleans to Aspinwall, and back.
	12	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	20	GEORGE LAW	From N. York to Aspinwall, and back.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	27	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
July	5	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	7	UNITED STATES	From New Orleans to Aspinwall, and back.
	12	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	EMPIRE CITY	From New York to Aspinwall, and back.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	27	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
August	5	GEORGE LAW	From New York to Aspinwall, and back.
	7	UNITED STATES	From New Orleans to Aspinwall, and back.
	12	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	21	EMPIRE CITY	From New York to Aspinwall, and back.
	22	EL DORADO	From New Orleans to Aspinwall, and back.
	28	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
September	5	GEORGE LAW	From New York to Aspinwall via Kingston, and back direct.
	7	UNITED STATES	From New Orleans to Aspinwall, and back.
	12	FALCON	From New York to Aspinwall via Havana, and back to Havana.
	18	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	NORTH STAR	From New York to Aspinwall, and back.
	20	EL DORADO	From New Orleans to New York, via Havana.
October	27	UNITED STATES	From New Orleans to New York via Havana.
	2	EMPIRE CITY	From New York to Havana and N. Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	10	FALCON	From Havana to Aspinwall, and back.
	17	PHILADELPHIA	From New York to Havana and N. Orleans, and back the same way.
	20	NORTH STAR	From New York to Aspinwall, and back.
November	26	FALCON	From Havana to Aspinwall, and back.
	2	EMPIRE CITY	From New York to Havana and N. Orleans, and back the same way.
	6	GEORGE LAW	From New York to Aspinwall, and back.
	9	FALCON	From Havana to Aspinwall, and back.
	17	CRESCENT CITY	From New York to Havana and N. Orleans, and back the same way.
	20	NORTH STAR	From New York to Aspinwall, and back.
December	24	FALCON	From Havana to Aspinwall, and back.
	2	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	9	FALCON	From Havana to Aspinwall, and back.
	18	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	20	NORTH STAR	From New York to Aspinwall, and back.
25	FALCON	From Havana to Aspinwall, and back to Havana and New York.	

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1855			
January	2	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back via Havana.
	16	EL DORADO	From New York to Aspinwall via Havana, and back to Havana.
	17	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	NORTH STAR	From New York to Aspinwall, and back.
February	2	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	9	EL DORADO	From Havana to Aspinwall, and back.
	17	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
March	25	EL DORADO	From Havana to Aspinwall, and back.
	2	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	9	EL DORADO	From Havana to Aspinwall, and back.
	17	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
April	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	23	EL DORADO	From Havana to Aspinwall, and back.
	2	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	8	EL DORADO	From Havana to Aspinwall, and back.
May	17	GRANADA	From New York to Havana and New Orleans, and back the same way.
	20	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	23	EL DORADO	From Havana to Aspinwall, and back.
	2	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
June	8	EL DORADO	From Havana to Aspinwall, and back.
	17	GRANADA	From New York to Havana and N. Orleans, and back the same way.
	21	ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	23	EL DORADO	From Havana to Aspinwall, and back.
	2	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
July	5	GEORGE LAW	From New York to Aspinwall, and back.
	11	EL DORADO	From Havana to Aspinwall, and back.
	18	CRESCENT CITY	From New York to Havana and N. Orleans, and back the same way.
	20	ILLINOIS	From New York to Aspinwall, and back via Kingston.
	25	EL DORADO	From Havana to Aspinwall, and back to Havana and New York.
August	2	GRANADA	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back via Havana.
	17	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	EMPIRE CITY	From New York to Aspinwall via Havana, and back the same way.
August	2	GRANADA	From New York to Havana and New Orleans, and back the same way.
	4	EL DORADO	From New York to Aspinwall via Havana, and back to Havana.
	6	GEORGE LAW	From New York to Aspinwall, and back.
	17	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1855 (Cont.)			
August	20	EMPIRE CITY	From New York to Aspinwall, and back.
September	3	GRANADA	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back via Havana.
	17	CRESCENT CITY	From New York to Havana and New Orleans, and back the same way.
	20	EMPIRE CITY	From New York to Aspinwall, and back.
	23	EL DORADO	From Havana to Aspinwall, and back.
October	2	PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	14	EL DORADO	From Havana to Aspinwall, and back.
	17	GRANADA	From New York to Havana and New Orleans, and back same way.
	20	EMPIRE CITY	From New York to Aspinwall and back.
	28	EL DORADO	From Havana to Aspinwall and back.
November	2	CRESCENT CITY	From New York to Havana and New Orleans, and back same way.
	5	GEORGE LAW	From New York to Aspinwall, and back.
	17	GRANADA	From New York to Havana and New Orleans, and back same way.
	20	EMPIRE CITY	From New York to Aspinwall, and back.
	21	PHILADELPHIA	From New York to Havana and Aspinwall, and back to Havana.
	24	EL DORADO	From Havana to Aspinwall, and back to Havana and New Orleans.
December	3	CRESCENT CITY	From New York to Havana and New Orleans, (wrecked on the passage, but mails saved and delivered).
	7	GEORGE LAW	From New York to Aspinwall, and back.
	17	GRANADA	From New York to Havana and New Orleans, and back same way.
	20	EL DORADO	From New Orleans to New York, via Havana.
	22	EMPIRE CITY	From New York to Aspinwall, and back.
	24	PHILADELPHIA	From Havana to Aspinwall, and back.
1856			
January	2	NORTH STAR	From New York to Havana and New Orleans, and back same way.
	6	GEORGE LAW	From New York to Aspinwall, and back.
	10	PHILADELPHIA	From Havana to Aspinwall and back.
	18	GRANADA	From New York to Havana and New Orleans, and back same way.
	21	ST. LOUIS	From New York to Aspinwall and back.
	26	PHILADELPHIA	From Havana to Aspinwall and back.
February	2	EMPIRE CITY	From New York to Havana and N. Orleans, and back same way.
	5	ILLINOIS	From New York to Aspinwall and back.
	11	PHILADELPHIA	From Havana to Aspinwall, and back.
	18	GRANADA	From New York to Havana and New Orleans, and back the same way.
	20	GEORGE LAW	From New York to Aspinwall, and back via Havana.
	25	PHILADELPHIA	From Havana to Aspinwall and back.
March	3	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5	ILLINOIS	From New York to Aspinwall, and back.
	10	PHILADELPHIA	From Havana to Aspinwall, and back.
	17	GRANADA	From New York to Havana and New Orleans, and back the same way.
	20	GEORGE LAW	From New York to Aspinwall, and back via Havana.
April	2	EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5	ILLINOIS	From New York to Aspinwall via Havana, and back the same way.
	8	PHILADELPHIA	From Havana to Aspinwall, and back.
	17	GRANADA	From New York to Havana and New Orleans, and back the same way.
	21	GEORGE LAW	From New York to Aspinwall via Havana, and back direct.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>
1856 (Cont.)		
April	24 PHILADELPHIA	From Havana to Aspinwall, and back to Havana and New York.
May	2 EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	5 ILLINOIS	From New York to Aspinwall via Havana, and back the same way.
June	17 GRANADA	From New York to New Orleans, via Havana.
	20 GEORGE LAW	From New York to Aspinwall via Kingston, and back direct.
	23 DAN. WEBSTER	From New Orleans to Aspinwall, and back.
	2 PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	5 ILLINOIS	From New York to Aspinwall via Kingston, and back the same way.
July	5 PROMETHEUS	From New Orleans to Havana and New York.
	7 GRANADA	From New Orleans to Aspinwall, and back.
	17 EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
	20 GEORGE LAW	From New York to Aspinwall via Kingston, and back direct.
	22 DAN. WEBSTER	From New Orleans to Aspinwall, and back.
	2 PHILADELPHIA	From New York to Havana and N. Orleans, and back the same way.
	5 ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	7 GRANADA	From New Orleans to Aspinwall, and back.
	19 STAR OF THE WEST	From New York to Havana and New Orleans, and back the same way.
	21 ARIEL	From N. York to Aspinwall, and back.
August	22 DAN. WEBSTER	From New Orleans to Aspinwall, and back.
	2 PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	5 ILLINOIS	From New York to Aspinwall, and back via Key West.
	7 GRANADA	From New Orleans to Aspinwall, and back.
	18 EMPIRE CITY	From New York to Havana and New Orleans, and back the same way.
September	22 GEORGE LAW	From New York to Aspinwall, and back via Havana.
	5 PHILADELPHIA	From New York to Havana and New Orleans, and back the same way.
	5 ILLINOIS	From New York to Aspinwall via Kingston, and back direct.
	7 GRANADA	From New Orleans to Aspinwall, and back to Havana.
	17 EMPIRE CITY	From New York to Havana and N. Orleans, and back the same way.
	20 GEORGE LAW	From New York to Aspinwall via Kingston, and back direct.
October	24 GRANADA	From Havana to Aspinwall, and back.
	6 ILLINOIS	From New York to Aspinwall and back to New York.
	6 PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	17 EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	20 GEORGE LAW	From New York to Aspinwall and back to New York.
November	3 PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	6 ILLINOIS	From New York to Aspinwall and back to New York.
	17 EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	20 GEORGE LAW	From New York to Aspinwall and back to New York.
December	2 PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	5 ILLINOIS	From New York to Aspinwall and back to New York.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>
1856 (Cont.)		
December	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	GEORGE LAW
		From New York to Aspinwall and back to New York.
1857		
January	5	ILLINOIS
		From New York to Aspinwall and back to New York.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	GEORGE LAW
		From New York to Aspinwall and back to New York.
February	2	PHILADELPHIA
		From New York to Havana and New Orleans and back the same way.
	5	ILLINOIS
		From New York to Aspinwall and back to New York.
	19	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	GEORGE LAW
		From New York to Aspinwall and back to New York.
March	5	ILLINOIS
		From New York to Aspinwall and back to New York.
	6	PHILADELPHIA
		From New York to Havana and New Orleans and back the same way.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	GEORGE LAW
		From New York to Aspinwall and back to New York.
April	2	PHILADELPHIA
		From New York to Havana and New Orleans and back the same way.
	6	ILLINOIS
		From New York to Aspinwall and back to New York.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	GEORGE LAW
		From New York to Aspinwall and back to New York.
May	5	ILLINOIS
		From New York to Aspinwall and back to New York.
	18	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	GEORGE LAW
		From New York to Aspinwall and back to New York.
June	5	ILLINOIS
		From New York to Aspinwall and back to New York.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST
		From New York to Aspinwall and back to New York.
July	2	PHILADELPHIA
		From New York to Havana and New Orleans and back the same way.
	6	ILLINOIS
		From New York to Aspinwall and back to New York.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	CENTRAL AMERICA
		From New York to Aspinwall and back to New York.
August	3	PHILADELPHIA
		From New York to Havana and New Orleans and back the same way.
	5	ILLINOIS
		From New York to Aspinwall and back to New York.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	20	CENTRAL AMERICA
		From New York to Aspinwall.
September	2	PHILADELPHIA
		From New York to Havana and New Orleans and back the same way.
	5	STAR OF THE WEST
		From New York to Aspinwall and back to New York.
	17	EMPIRE CITY
		From New York to Havana and New Orleans and back the same way.
	21	NORTHERN LIGHT
		From New York to Aspinwall and back to New York.



The "Northern Light" was originally built for Cornelius Vanderbilt's Nicaragua route. In 1857 it was briefly used by the U.S. Mail Steamship Co. for the run between New York and Aspinwall.

<i>Date of Sailing From New York</i>		<i>Name of Steamer</i>	<i>Description of Voyage</i>
1857 (Cont.)			
October	2	GRANADA	From New York to Havana and New Orleans and back the same way.
	7	STAR OF THE WEST	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	ILLINOIS	From New York to Aspinwall and back to New York.
November	2	GRANADA	From New York to Havana and New Orleans and back the same way.
	5	NORTHERN LIGHT	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
December	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	NORTHERN LIGHT	From New York to Aspinwall.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	21	STAR OF THE WEST	From New York to Aspinwall and back to New York.
1858			
January	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	18	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
February	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>	
1858 (Cont.)			
March	4	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	6	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	18	DANIEL WEBSTER	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Havana and New Orleans and back the same way.
April	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
May	3	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
June	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	21	STAR OF THE WEST	From New York to Aspinwall and back to New York.
July	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	6	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
August	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	18	DANIEL WEBSTER	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
September	2	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	6	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
October	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	18	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
November	3	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	ILLINOIS	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.



Figure 3. An example of the New York City ocean mail townmark incorporating a small grid, used to Oregon rather than California. The 10¢ rate was overpaid 2¢, although 1¢ may have been used to pay the carrier rate from a pick-up point to the New York post office. Carried by the "Moses Taylor."

<i>Date of Sailing From New York</i>	<i>Name of Steamer</i>	<i>Description of Voyage</i>
1858 (Cont.)		
November 20	MOSES TAYLOR	From New York to Aspinwall and back to New York.
December 2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
6	ILLINOIS	From New York to Aspinwall and back to New York.
20	MOSES TAYLOR	From New York to Aspinwall and back to New York.
1859		
January 3	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
6	ILLINOIS	From New York to Aspinwall and back to New York.
20	MOSES TAYLOR	From New York to Aspinwall and back to New York.
February 2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
5	ILLINOIS	From New York to Aspinwall and back to New York.
17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
21	STAR OF THE WEST	From New York to Aspinwall and back to New York.
March 3	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
7	ILLINOIS	From New York to Aspinwall and back to New York.
17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
21	STAR OF THE WEST	From New York to Aspinwall and back to New York.
April 2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
5	ILLINOIS	From New York to Aspinwall and back to New York.
18	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
May 2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.

<i>Date of Sailing From New York</i>		<i>Name of Steamer</i>	<i>Description of Voyage</i>
1859 (Cont.)			
May	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
June	6	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
July	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	18	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
August	2	EMPIRE CITY	From New York to Havana and New Orleans and back the same way.
	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.
September	5	MOSES TAYLOR	From New York to Aspinwall and back to New York.
	17	PHILADELPHIA	From New York to Havana and New Orleans and back the same way.
	20	STAR OF THE WEST	From New York to Aspinwall and back to New York.

When the mail contract expired at the end of September, 1859, the U. S. Mail Steamship Company retired from the field, and Cornelius Vanderbilt was awarded the entire contract for service from New York to San Francisco. Thus, the U. S. Mail Steamship Company sailings terminated with the voyage of the *Star of the West* on September 20, 1859.

I wish to acknowledge the assistance of Gerard J. Neufeld for an intensive day spent in verifying the several sailing dates with me at the Library of the New York Historical Society; also Thomas J. Alexander, who prodded me into the preparation of this article.

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1 JULY 1851 STAMPLESS FIRST DAY OF RATE COVERS

MICHAEL C. O'REILLY

(Photography by Bob Effinger, Jacksonville, Ala.)

Being an avid collector of Alabama postal history, I have long desired to own a 3¢ 1851 orange brown on a cover from an Alabama town postmarked 1 July 1851. As such things are very scarce and known only from Mobile, I have had to look for another way to show this important date in my collection. Thus, my efforts were directed to finding stampless covers showing the first day of the new postage rates. I have found stampless covers to be almost as scarce as covers with stamps on them.

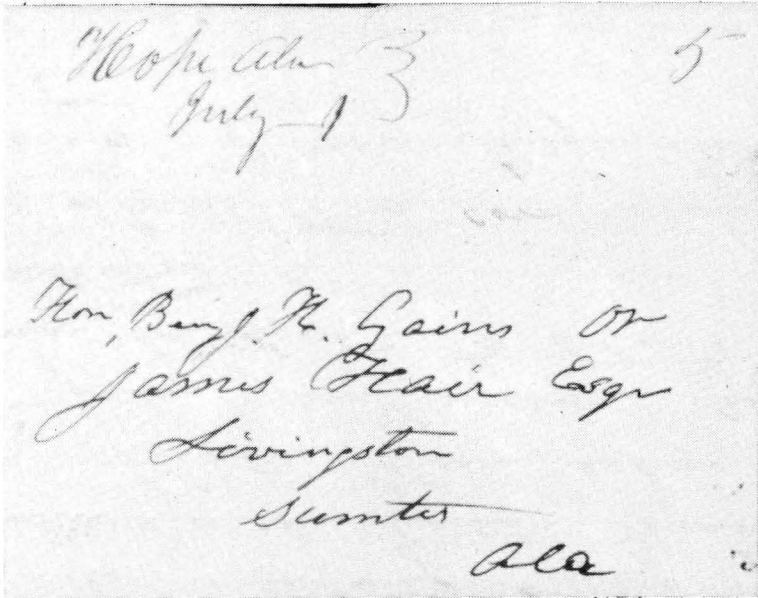


Figure 1. Manuscript postmark of Hope, Ala., July 1, 1851. Rated 5¢ due as unpaid letter.

To date, I have found only two stampless covers postmarked the first day of the new postage rates (Figures 1 and 2). Fortunately, both covers were complete with contents, so the dateline of the letters provided documentation that

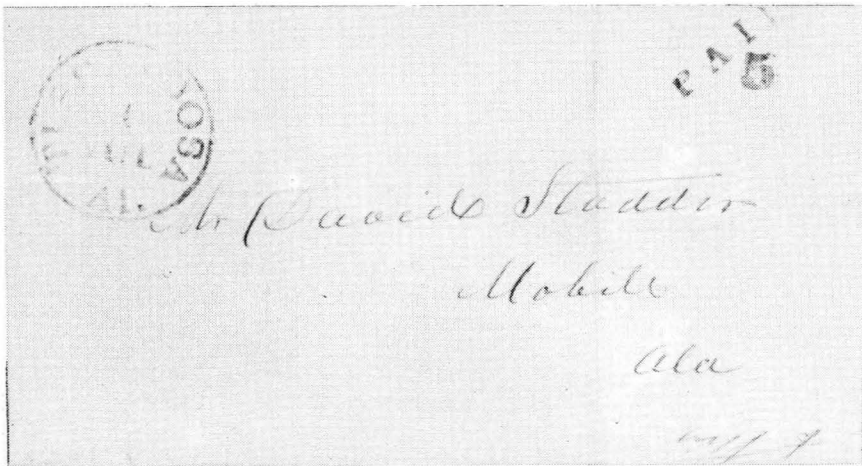


Figure 2. First day of 3¢ prepaid rate from Tuscaloosa, Ala., July 1, 1851. Handstamp "5" evidently struck in error.

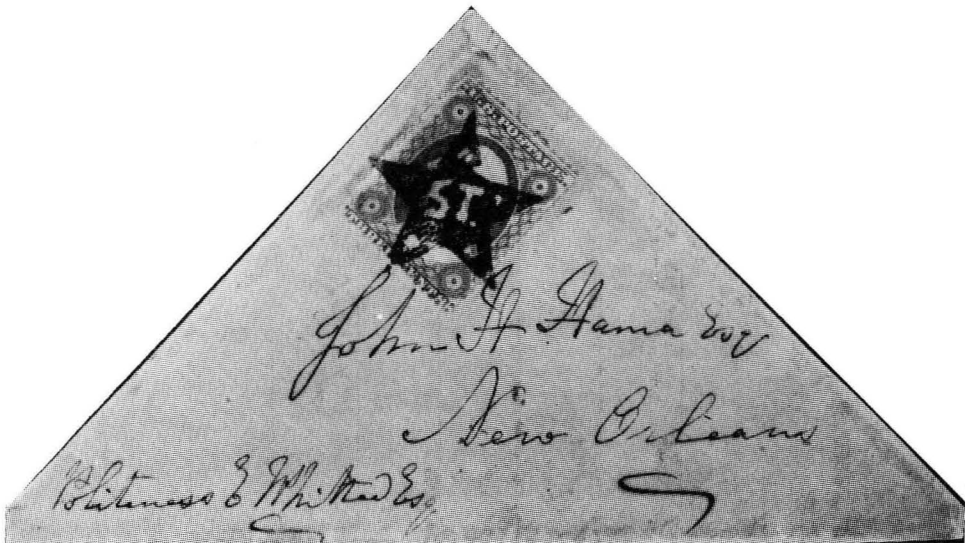
the year of use was 1851. Figure 1 shows a manuscript "Hope Ala/July 1" postmark with the correct rate of five cents due for an unpaid single rate stampless letter.

The Tuscaloosa cover (Figure 2)) is interesting because the letter is apparently overpaid by two cents. On 1 July 1851, the rate for a single rate paid letter dropped from five cents to three cents, regardless of whether or not a stamp was used. We can surmise that the postmaster just rated the letter with the old five cent rate mark out of habit. All markings are in black. The "5" handstamp is one of four different used by the Tuscaloosa post office during the period from 1846 to 1851.

Both this writer and the section editor would welcome reports of other 1 July 1851 stampless covers. Reports need not be limited to Alabama covers. This writer can be reached at 1405 Appalachee Drive, Huntsville, AL 35801.

INFORMATION WANTED

Can anyone identify the obliterator shown on the cover illustrated here, or provide us with the provenance of the cover? It bears neither a townmark nor a rate. Because of this, the New Orleans destination, and the notation "Politeness E. Whitehead Esq.", it seems possible that it may be a name-of-boat marking.



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by Guy Reed Ramsey
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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

PRISONERS OF TEXAS KENNETH A. WHITTLE

Albert E. Proctor calls General Meredith's attention to the condition of the officers of the Forty-second Massachusetts Volunteers captured at Galveston, Tex., and wishes efforts made for their release.

The above is an excerpt from the *Official Records*, occasioned, it is believed by some statement in the Proctor correspondence, a portion of whose covers are presented in this article. The Albert E. Proctor mentioned was a brother of the prisoner, Capt. A. N. Proctor, and an addressee of many of the covers.

The 42d Massachusetts Volunteers were organized at Camp Meigs, Massachusetts, November 11, 1862, and sailed from New York December 2 for New Orleans, La. Companies "D", "G", and "I" preceded the rest of the regiment to New Orleans in the steamer *Saxon*, arriving there December 16, 1862, the date which appears in manuscript on the cover in Figure 1. This cover bears the legend, "Soldier's Letter" with the endorsement of "G. J. Sanger, Chaplain 42 M.V.M." as prescribed by postal regulations for soldier's letters sent unpaid; the cover is hand-stamped "U.S. SHIP 3cts", indicating three cents due, and that the letter had been carried north in naval mail. On December 21, the *Saxon*, carrying the companies noted above, sailed for Galveston, Texas, where these troops were landed at Kuhn's wharf on December 24.

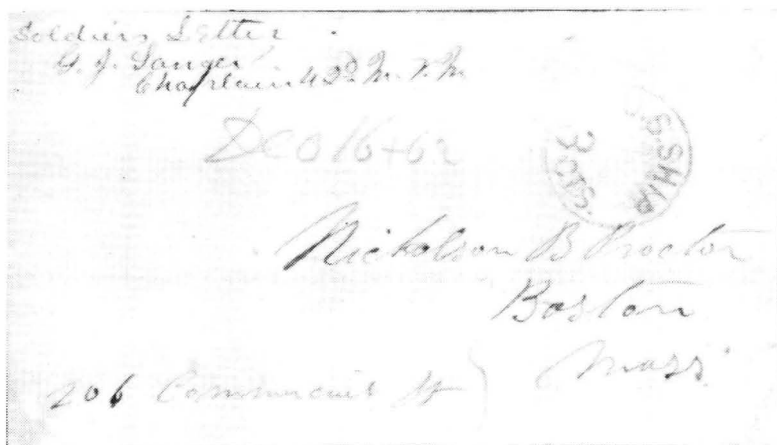


Figure 1. Cover from Proctor correspondence sent as soldier's letter endorsed by Chaplain Sanger after regiment reached New Orleans Dec. 16, 1862.

Technically, Galveston had been captured by threat of the guns of ships under Commander W. R. Renshaw but there had been no landing force to secure it—that was the mission assigned to the 42d Massachusetts. On the morning of January 1, 1863, the Confederates attacked by land and sea, capturing these companies as well as some of the ships. A detailed report of the action was made by Lieut. Charles A. Davis, Adjutant of the Regiment, in the *Official Records*. The regiment—men and probably officers—was sent to Houston. The rank and file of the 42d Mass Vols. were moved from Houston via the New Orleans and Texas Railroad to Beaumont, where, because of high water, they were transferred to the steamer *Roe-Buck* and sailed up the Sabine River to Barr's Ferry, La., arriving there Feb. 5th. Here the captives waited for wagons for transportation to Alexandria, La.

This movement was made under the command of W. J. Howerton, Lieut.

Prov. Army, C. S. He says, "On my arrival at Alexandria . . . I was ordered by Major-General Taylor to parole my prisoners and proceed under a flag of truce to Port Hudson and report to General F. Gardner, commanding there. On the 23d I arrived at Port Hudson meeting Major Watts and Colonel [Major] Szymanski, exchange officers on the part of the Confederate States Government, returning from Baton Rouge with C. S. prisoners that day exchanged. I was ordered immediately to proceed accompanied by Colonel [Major] Szymanski to Baton Rouge and there turn over the prisoners in my charge to the U.S. exchange officer. On the 24th we arrived at and turned over all. . . . I herewith hand you the receipt of Colonel [Major] Szymanski, the exchange officer on the part of the Confederate States Government, for the 330 prisoners under my charge." These prisoners came down on the United States transport *Iberville*, and were assigned to Parole Camp Bayou, Gentilly.

Paroled soldiers, until exchanged, were not permitted to do any work of a soldier; the penalty if captured after a parole violation could be death. General Grant at Chattanooga recaptured some soldiers paroled at Vicksburg and not exchanged; their violation was not voluntary but ordered by Jefferson Davis. Grant wired Washington—"Should these soldiers be treated according to custom?" Washington wired back, "No".



Figure 2. Another soldier's letter endorsed by Chaplain Sanger after his parole. He had been taken prisoner in Texas with the rest of the 42nd Mass.

Chaplain Sanger had been captured at Galveston and he made the trek to Alexandria. Here, instead of being paroled, he was unconditionally released, which permitted him to endorse soldier's mail without violating a parole. The cover in Figure 2 bears the postmark, "NEW ORLEANS, LA., MAR 25, 1863," a "DUE 3" within a circle and a large "3." The cover is endorsed "Sanger, Chaplain."

The officers of the 42d Mass. Vols. neither made this trip, nor were they paroled; instead they were kept in close confinement. While a part of the trouble may have lain in the disorganized methods of the Trans-Mississippi Department, a greater influence was that there were two negroes, servants of the colonel, in the regiment when captured. Davis had proclaimed against officers of such regiments, and the prolonged correspondence of Proctor testifies to delayed action on these officers. The action on the negroes is told in the *Official Records* in an order issued by Pres. Lincoln, and correspondence about the 42d Mass.:

WAR DEPARTMENT, ADJUTANT-GENERAL'S OFFICE, }
WASHINGTON, July 31. }

GENERAL ORDER No. 252.

THE following order of the President is published for the information and government of all concerned:

EXECUTIVE MANSION, WASHINGTON, July 30.

It is the duty of every government to give protection to its citizens of whatever

class, color, or condition, especially those who are duly organized as soldiers in the public service. The law of nations and the usages and customs of war, as carried on by civilized powers, permit no distinction as to color in the treatment of prisoners of war as public enemies. To sell or enslave any captured person on account of his color, and for no offence against the laws of war, is a relapse into barbarism and a crime against the civilization of the age. The Government of the United States will give the same protection to all its soldiers, and if the enemy shall sell or enslave any one because of his color, the offence shall be punished by retaliation upon the enemy's prisoners in our possession. It is therefore ordered that for every soldier of the United States killed in violation of the laws of war, a rebel soldier shall be executed, and for every one enslaved by the enemy or sold into slavery, a rebel soldier shall be placed at hard labor on the public works, and continued at such labor until the other shall be released and receive the treatment due to a prisoner of war.

ABRAHAM LINCOLN.

By order of the Secretary of War.

E. D. TOWNSEND,
Adjutant-General.

CAMBRIDGEPORT, MASS., *April 11, 1863.*

HON. ABRAHAM LINCOLN.

HONORED SIR: I cannot bring my mind into a state to apologize for addressing you on a subject calculated to arouse the deepest feelings of the human soul. I have before me in my office a weeping mother, a Christian woman, whose oldest son has been sold as a slave in Houston, Tex., having been captured in the city of Galveston with the Forty-second Regiment. He is a noble boy, born in Boston. His mother is a member of the First Baptist Church in this city of which I also am a member. He was a Sabbath scholar in the school connected with our church. This boy was earning about \$8 per month in one of the houses connected with Harvard College. He gave it all to his mother, who is so white that she is not suspected as having any negro blood in her veins. She is well educated and in every respect a perfect lady. Her agony is intense, heartrending, and yet subdued by that Christian fortitude that sustains her in her thoughts and emotions of despair as she broods over her loss and the sufferings of her son, born in freedom, but which the might of thirty millions of men cannot because they will not protect. Information has been received from the quartermaster of the Forty-second that though earnest remonstrances were made against it and assurances given that he was born free in Boston that he was sold for the pitiful sum of \$47. He was a servant of Doctor Cummings, surgeon of the Forty-second Regiment. His cousin, Charles G. Amos, sixteen years old, was sold at the same time. He was servant of Colonel Burrell, of the Forty-second Regiment. Who are these young men now slaves in Texas? I will tell you. Their great-grandfather was Prince Amos, who fought at Bunker Hill. His wife, the great-grandmother, now lives in Andover (I think) at the great age of ninety-seven years. She receives a pension from the United States Government now which enables her to live the few remaining hours of her prolonged existence. She hears with anguish that her great-grandchildren are in that slavery that none of the family ever knew before. During the long period of life they have intermarried with the Indians and whites. There is some (though remotely) negro blood, just enough to give a shade to the skin. The woman I plead for is poor. She has not yet received a dollar from the son who I presume has never seen a cent of pay since his departure from home.

Can anything be done for this poor, suffering, praying, Christian woman? If there is power in the aggregation of immense power that has been concentrated in your hands do I presume in saying you ought to do something? Would to God I had the power. I would use it.

Yours, truly,

JOHN L. BARBOUR.

[Indorsement]

WASHINGTON, *April 29, 1863.*

With respect to the inclosed letter the undersigned respectfully refers to his indorsement April 14, 1863, upon a letter from His Excellency Governor Andrew of the 8th instant on the same subject, and painful as the facts are feels obliged to repeat that it seems impossible to do anything for the relief of the boys except as the result of success in the prosecution of the war.

It is manifest that a formal demand for the boys except at the head of a conquering army would be met with insult.

E. A. HITCHCOCK.

Major-General of Vols., Commissioner for Exchange of Prisoners.

The census of covers of the Proctor prison correspondence is four from Camp Groce, "all from the same correspondence" according to Antrim; one from Houston, one from Camp Ford, and two from unspecified points. Of the Camp Groce covers, the writer has seen only the illustration on page 137 of Antrim's *Civil War Prisons*. Only three covers, including the illustrated Camp Groce cover, bear year dates, making the order of Proctor's prison occupation most uncertain.

Antrim stated, "Proctor was in prison at Camp Groce, Hemstead, Texas, November 1, 1863, at Camp Ford, Tyler, Texas, May 23, 1864, and at Houston, Texas, February 16, (1864)."

Alex ter Braake in *Texas: The Drama of Its Postal Past* says, "It was decided to use a former camp of instruction, two miles east of Hemstead for this purpose. As such it became the first Confederate military prison west of the Mississippi. Its name goes down in history as Camp Groce, and Capt. Proctor was one of the first group of 110 men who arrived there from Houston on June 13."

Neither of these authors considers where Proctor and these 110 men spent the months from January 1, the date of capture, to June 13. According to ter Braake, Proctor arrived from Houston, and that is the likely point of origin. It was from here that the rank and file of the 42d Mass. started on the road to parole in late January and early February 1863.

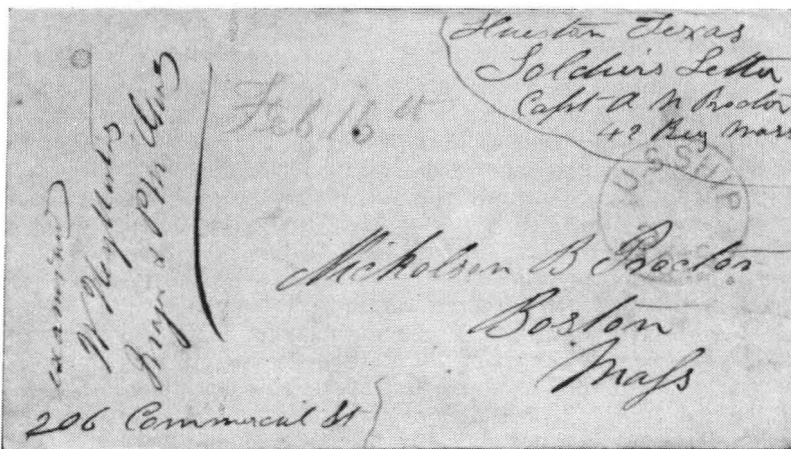


Figure 3. Prisoner of war letter of Capt. A. N. Proctor from Houston. Year uncertain.

Figure 3 shows the Houston prison cover which Antrim decided was mailed in 1864. The cover carries neither letter nor year date mark—it could have been sent in 1863. The cover bears the manuscript note in the upper right corner: "Houston Texas/Soldier's letter/Capt. A. N. Proctor/42 Reg. Mass." Running up the left side is "Examined/W. Hyllested/Maj. & P. M. Genl." The cover bears the handstamp, "U.S.SHIP 3CTS." indicating that it has been carried north in a Federal ship.

The *Guide to the Archives of the Confederate States of America* says that "Commanders of departments assigned provost marshals to cities, towns and posts. . . ." Further it states "general and special orders [were] issued by Maj. Waldemar Hyllested, provost marshal, and Lt. Col. John J. Myers and Capt. Peter MacGreal, commanders of the post of Houston, Jan.-Dec. 8, 1863." Hyllested was assigned to Houston in this period.

W. Hyllested examined the cover shown in Figure 4, which suggests that this cover also originated in Houston. The cover bears the corner card of the Brendreth House, New York City. The 42d Mass. sailed from New York for New Orleans so Proctor may have stayed at this hotel before boarding the *Saxon*. The hotel, with rooms at 50¢ per night, was not listed among those finest to be burned by the Confederate arsonists who set out to fire New York (*Confederate Agent*—James D. Horan). This cover was retained for its practical, not sentimental, value and would be used early—probably in the six months before going to Camp Groce.

The colonel of the 176th New York, captured in a hospital in Brashear, after various modes of travel, arrived at Houston by train and was lodged in the former court house. This may have been where the officers of the 42d Mass. were lodged. Houston is about 50 miles northwest of Galveston, and

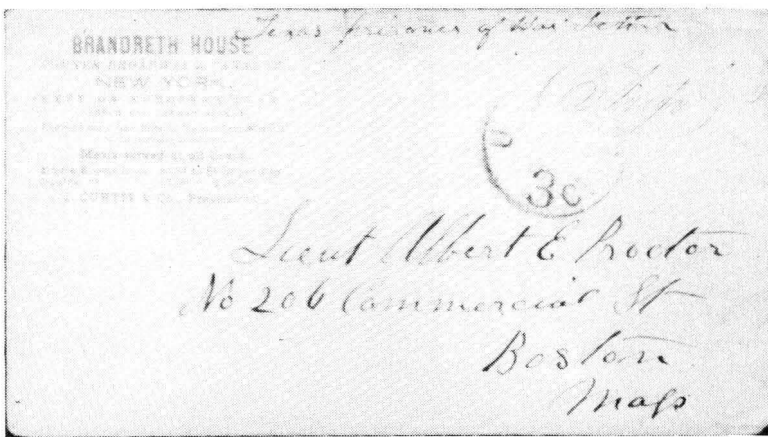


Figure 4. Another Proctor cover from Texas, possibly Houston. Corner card of Brandreth House, New York City.

about the same distance southeast of Camp Groce; the entire area is relatively close to the coast. The prisoner's mail from this area bears the handstamp U.S.SHIP 3CTS showing that it had passed to a Federal ship, probably at Galveston since this port was almost constantly blockaded.

The war was affecting both the Confederates and prisoners here. The *Guide to Federal Archives Relating to the Civil War* notes, "AGO General Order 187, Nov. 15, 1862, detailed Maj. Gen. Ethan A. Hitchcock as Commissioner for the Exchange of Prisoners. Until early in 1863 the system of exchange agreed upon in the cartel apparently was respected by both sides, but the unwillingness of the Confederacy to exchange 'man for man' and to agree to the exchange of colored troops or their white officers led to its breakdown."

After the capture of Vicksburg and Port Hudson, the Trans-Mississippi became isolated from the cis-Mississippi and had to begin to develop an organization to handle the functions once handled by Richmond. Lt. Gen. E. Kirby Smith became commander of the Department, Mar. 7, 1863, and on Sept. 16, 1863, "directed that all papers required by Army Regulations to be sent to the chiefs of the War Department bureaus at Richmond were to be sent to the chiefs of the bureaus at his headquarters." These bureaus were located at his headquarters at Shreveport, La.

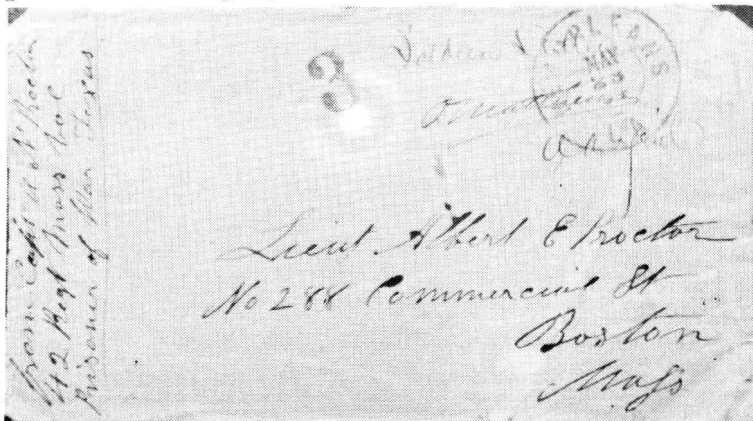


Figure 5. Prisoner of war cover from A. N. Proctor at Camp Ford near Tyler, Texas. Postmarked New Orleans, May 23, 1864.

The exchange of prisoners fell back to each department and each had to deal with his Federal opposite. On Nov. 10, 1863, Lt. Gen. Smith ordered Maj. Gen. Magruder to send to Shreveport all the [enlisted men] Federal prisoners he had as soon as possible. Magruder ordered:

The officers of the Harriet Lane referred to within and the private [enlisted men]

within referred to will be paroled by Major Hyllested and sent in charge of a company from Camp Groce to Tyler, where the enlisted men will be paroled in duplicate and will be marched with the rest to Shreveport and delivered to the headquarters of Lieutenant-General Smith.

The commissioned officers [Federal prisoners] at Camp Groce will be marched, under guard of the detached company aforesaid, to Tyler, and handed over there to the commanding officer for safe-keeping.

The New York colonel mentioned above had been moved to Camp Groce and lived under the same shelter used by the Colonel of the 42d Mass. Their march started Dec. 11 and twelve days later they arrived at Tyler, some 200 miles north of Houston. It is assumed that Captain Proctor was with this group since there is a cover, Figure 5, with "Examined R. A. Allen, Col. Comd. Camp Ford" on the back. The cover is postmarked, "New Orleans, La., May 23, 1864." and endorsed, "Soldiers Letter, O. Matthews, A.A. Genl."

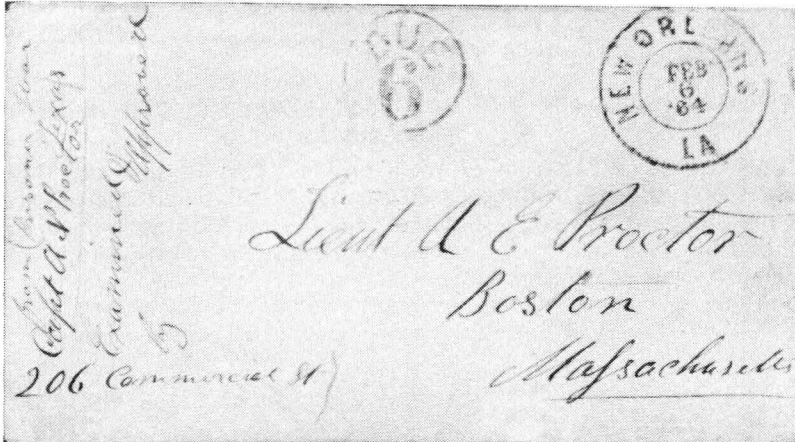


Figure 6. Cover postmarked New Orleans, Feb. 6, 1864, rated DUE 6. The only Proctor prisoner of war cover shown here handled in accordance with Federal regulations. See text.

There was another cover from Proctor prior to this postmarked "New Orleans, La., Feb 6, '64" with a DUE 6 handstamp. On the left, in manuscript, "from a prisoner of war/Texas Capt A. Proctor/Examined & Approved . . ." but with no examiner's signature here; on the back is "Examined W. Hyllested, Major & Pro. M. Genl of Texas." This was probably from the period when Hyllested was moving the prisoners from Camp Groce to Tyler; the routing of this cover shown in Figure 6 is by land as with the cover in Figure 5. This is the only cover where the Federal handling of the cover conforms with the instruction, No. 27 governing military mail:

Instructions No. 27. The following instructions are in force from July 1, 1863-

1. Letters written by commissioned officers in the military or naval service cannot be certified as soldier's or naval letters.

2. Letters written by non-commissioned officers and privates in the military service or the naval service (embracing the marine corps) on which postage is not prepaid by stamps, must be marked on the outside, over the address, soldier's letter, or naval letter (as the case may be) and this certificate signed with his official designation by a field or staff officer of the regiment to which he belongs, or the officer in command of his detachment, or post, or a surgeon or chaplain. . . .

3. If any military or naval letter not thus duly certified shall be deposited at any post office for mailing, they shall nevertheless be mailed but rated up to double postage to be collected on delivery, as in other cases of unpaid letters.

4. The law requires prepayment of postage on all ordinary letters by stamps, as hitherto, but this section intends, and postmasters instructed, to use liberal discretion in forwarding unpaid letters deposited for mailing where there is reason to believe that such failure to prepay was the result of accident, ignorance, or any other cause than design, charging them double rate of postage to be collected on delivery. The former practice of notice to the party addressed is abolished.

Proctor was a commissioned officer and his letters could not be legally certified as soldier's or naval letters but his letter on arrival at New Orleans was certified by a chaplain, the "Houston" cover was certified by Proctor, him-

self, and one letter was endorsed "Soldier's letter, O. Matthews, A.A.G." Antrim illustrated the Camp Groce cover with "Naval Letter. L. A. Kimberly." In addition one letter was carried by naval mail at three cents without any certification.

The writer has never examined the Camp Groce cover other than the illustration on page 137 of Antrim's *Civil War Prisons*. Across the top right is "Naval Letter/L. A. Kimberly/examined." L. A. Kimberly was a naval lieutenant at the battle of Galveston, and a lieutenant commander and executive officer of the *Hartford* at the battle of Mobile Bay in August 1864. According to Antrim, this cover is endorsed on the back by Major Szymanski who, as noted earlier, was an agent of exchange.

None of the Proctor covers indicates any Confederate postal handling, nor is there any indication that an outer cover had been used which would have disguised the fact. The military seemed to have held the covers until passed to their Federal counterpart. The term flag-of-truce does not appear although, obviously, that is the way they went.

THE PLATE FLAW ON THE 12¢ 1861 STAMP—A CONTINUATION

ROLAND RUSTAD

In the August, 1974, issue of the *Chronicle* I wrote about a flaw in the "TA" of "POSTAGE" on the 12¢ 1861 stamp. I had found two copies of the stamp with the flaw and suggested that this flaw existed on only one position on the plate of 200. Since that time, by looking at as many stamps as I could find, I have found four more stamps with the flaw. I would say now that this flaw definitely exists on only one position of Plate 16, the only plate used for the 12¢ 1861 stamps. I still do not know what position it is, however.

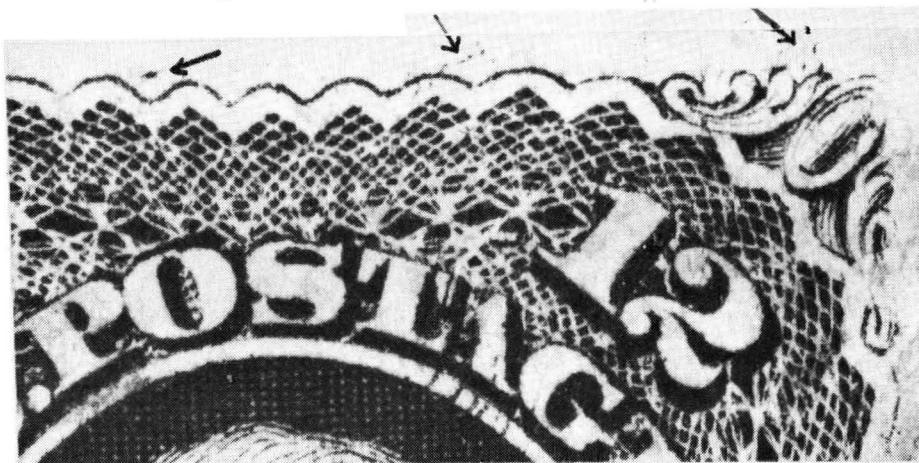


Figure 1. 1861 12¢ showing flaws in TA of POSTAGE.

Illustrated in Figure 1 is the best example I have of the flaw, which consists of some short lines through the "T" and "A" and below the "A" in the white area. Also involved are some dots in the top border above the design.

A study of this flaw on the six stamps that I now have shows that as the plate wore from use, the flaw became less and less prominent. The border dots, however, remain unchanged indicating that they were deeply sunk into the plate. The stamps that I have can be divided into three categories. Two are not grilled, two have the "E" grill, and two have the "F" grill. This, in addition to the fact that one of the ungrilled stamps is on a cover dated 1866, gives us a time span in which to study one plate position. In Figure 2 are illustrations of the flaw from each of the three categories. Both of the stamps with the "E" and the "F" grill show the same amount of wear in the flaw. In the ungrilled category, the stamp on cover used in 1866 shows more wear than the other.

I would guess we are dealing with a time period of some four years from

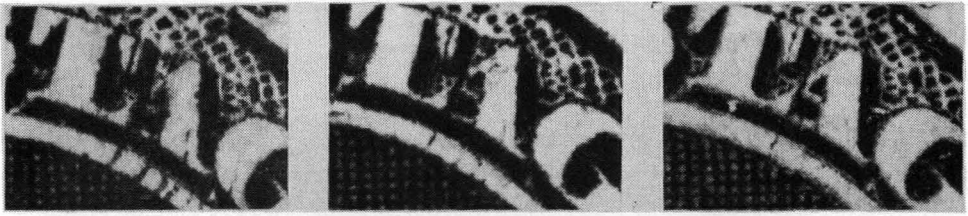


Figure 2. Examples of flaw. From left: no grill, "E" grill, "F" grill.

the most prominent flaw to the "F" grill stamps, which were first used in mid-1868. Sometime during this period the plate was re-entered and a study of these flawed stamps gives us some information on this subject. Both ungrilled stamps show no sign of a re-entry. The "E" grill stamps do show a re-entry. The "F" grill stamps also show a re-entry, but a *different* one. This means that some time between the production of the "E" grills in early 1868, and the time when my two "F" grill stamps were produced, the plate was re-entered a second time. In Figure 3 are illustrations of the lower left corner of the stamp design (which shows the re-entry best) of the three categories of stamps plus a die impression for comparison.

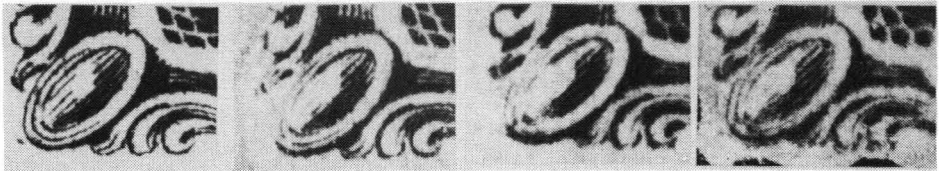


Figure 3. Lower left portion of design, showing various states. Left to right: die impression, ungrilled stamp, "E" grill, "F" grill.

Design I is the die impression and is complete. Design II is from the ungrilled stamps and shows no sign of re-entry, but is incomplete, either from wear or from a faulty original transfer. Design III, the "E" grill stamps, shows a rather bad re-entry. It is out of register, and it only made the dark lines wider without doing much for the lighter lines. This re-entry could have taken place before the production of the "E" grilled stamps, but I do not have a stamp that is ungrilled and re-entered. Karl Burroughs, in an article on re-entered plates of the 1861 issue, in the *Essay-Proof Journal*, estimates that the 12 cent plate was re-entered in the fall of 1867.

Design IV, the "F" grill stamps, shows a different re-entry that is more complete. As a matter of fact, the design is just about as complete here as the die impression. This second re-entry could have taken place after the production of the first "F" grill stamps, but I do not have an "F" grill stamp with only the first re-entry, so this is a matter of conjecture.

From all this, we can conclude that over what was probably a two year period from 1867 to late 1868 or 1869, the plate, or at least this one position, was re-entered twice, and that the re-entries were accomplished by putting the transfer roll impression over the existing impression, rather than totally burnishing out the design and laying down a new impression. We know that the latter is not the case because the flaw remains on all the stamps.

I shall continue to look for more stamps with this flaw, and would appreciate any information that is available on this subject from other students of this stamp.

PATRONIZE OUR ADVERTISERS

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

THE 10¢ RATE: PART THREE
TRANSPACIFIC CORRESPONDENCE BETWEEN THE U.S. AND
HAWAII DURING THE 1869 PERIOD
MICHAEL LAURENCE

INTRODUCTION

In *Chronicle* 100 this section discussed 10¢ 1869 covers to and from China; in *Chronicle* 101 it discussed covers to and from Japan. Now we discuss 10¢ 1869 covers to and from Hawaii. Covers to and from all three destinations are part of the same nexus of transpacific correspondence at the 10¢ per ½ ounce rate, but each is different in its particulars.

While the covers to and from China and Japan could reach their destinations fully prepaid at the 10¢ rate, the Hawaii covers required an additional local payment of 5¢ (Hawaiian). On 1869 correspondence from Hawaii, this resulted in some very colorful (and currently well appreciated) mixed-franking covers. On covers to Hawaii, the local component of the rate seems not to have been collected. As with China and Japan, the number of covers *from* Hawaii considerably exceeds the number of covers *to* Hawaii.

The 1865 Act of Congress that established the subsidy for the transpacific mail service called for monthly service between San Francisco and Hong Kong, with stops both ways at Honolulu and Yokohama. The contract was won by the Pacific Mail Steamship Company, which then persuaded Postmaster General Randall to eliminate the stop at Honolulu.¹ In 1867, Congress set up a separate subsidy for the mails between San Francisco and Hawaii, and the \$75,000 annual contract was awarded to the California, Oregon & Mexico Steamship Company.

During the 1869 period, the only way to send covers between the U.S. and Hawaii was via San Francisco. CO&MSS steamers sailed to Honolulu from San Francisco every 30-35 days, and occasional steamers and sailing vessels also carried mails at the 10¢ rate. The Postmaster General Reports for 1871 and 1872 quite specifically detail how the mails were carried, between San Francisco and Honolulu, during these two fiscal years, right down to the number of covers carried on each ship, be it contract or private.²

The 10¢ per ½ ounce rate on covers between the U.S. and Hawaii commenced sometime in the summer or fall of 1867. According to Hargest, the 10¢ rate began in June 1867. This was the date that this rate was first published in the *U.S. Mail* rate charts. According to the Meyer-Harris Hawaii book, now 30 years old but still the definitive work on Hawaiian postal history, the first contract sailing from San Francisco was that of the CO&MSS steamer *Idaho*, which left San Francisco 15 October 1867. This is the date established by Meyer-Harris as the beginning of what they call the "eleventh period" in Hawaiian postal history. More recently, Kenneth Gilbert has advanced impressive evidence to suggest that the first contract sailing from San Francisco to Honolulu departed on 5 September 1867.³

For purposes of the discussion at hand, we needn't reach this interesting question. By the time the 1869 stamps came into use, prepaid covers from Hawaii to the U.S. required 5¢ Hawaiian postage and 10¢ U.S. postage (both per ½ ounce). U.S. stamps were used at the Honolulu post office, so that the typical cover from Hawaii to the U.S. during this period shows the 5¢ Hawaiian postage paid in Hawaiian stamps, and the 10¢ U.S. postage paid in U.S. stamps.

1. *Postmaster General's Report*, 1866, pages 7-9; see also *Chronicle* 80:222.

2. *Postmaster General's Report*, 1871, pages 82-3; 1872, pages 184-5.

3. *Chronicle* 99:210-15.

Covers from the U.S. to Hawaii required prepayment of 10¢ per ½ ounce U.S. postage. Theoretically, this prepaid the cover only to the Hawaiian frontier. Hawaiian inland postage of 5¢ per rate was to be collected from the recipient. However, as noted above, the cover evidence suggests that the local collections were generally ignored.

The 10¢ + 5¢ rate prevailed until the postal convention between the U.S. and the Hawaiian kingdom, which went into effect 1 July 1870.⁴ This treaty established a rate of 6¢ per ½ ounce, either way, eliminating the need for mixed franking on covers from Hawaii, except on covers via U.S. mails to destinations beyond the United States.

10¢ 1869 COVERS TO HAWAII

On the subject of 10¢ 1869 covers to Hawaii we can be brief, because we record only two. Both are from San Francisco to Hilo. Neither shows any evidence of the 5¢ local collection that theoretically should have been assessed. Meyer-Harris (page 59) described a large find of covers from Bangor to Honolulu that surfaced in 1946. Though the 1867-1870 period was well represented in this find, not a single cover showed any evidence of an Hawaiian rate.

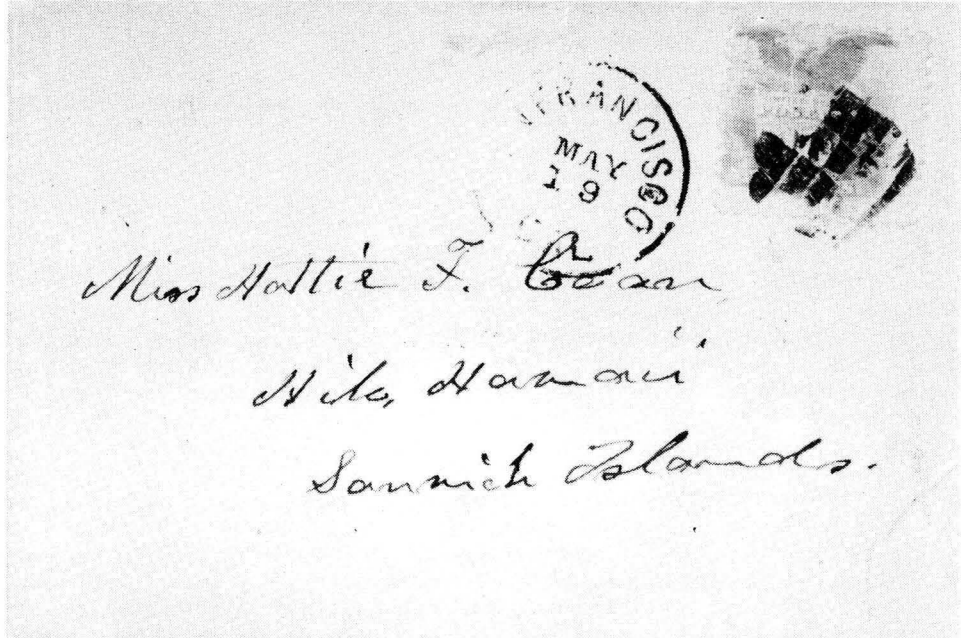


Figure 1. 10¢ 1869 on cover from San Francisco to Hilo, dated stamped MAY 19. This cover travelled on the non-contract ship "Governor Morton", departing San Francisco 20 May 1870. No evidence of any Hawaiian collection.

The cover in Figure 1 is addressed to Miss Hattie F. Coan. The San Francisco circular date stamp shows "MAY 19". This cover must have travelled on a non-contract vessel, the ship *Governor Morton*, which (according to the daily *Alta California*) left San Francisco on 20 May 1870. According to the Postmaster General reports referenced at footnote 2, non-contract ships carried only about 20 percent of the Hawaiian mails during this period. The cover in Figure 1 is the only cover I have ever seen, bearing an 1869 stamp, that was unarguably carried by a non-contract vessel.

While the cover in Figure 1 shows no evidence of any local delivery fee, there is every reason to think that it reached its addressee. One reason is the cover shown in Figure 2, a double rate cover, to the same recipient but addressed in a different hand. The San Francisco cds on the cover in Figure 2 shows "APR 4", indicating transit by the CO&MSS steamer *Idaho*, which departed San Francisco 4 April 1870 and arrived Honolulu April 15. The cover is so routed, "via Idaho". Since this cover must have landed at Honolulu, it seems logical to

4. 16 U.S. Statutes-at Large, 1113-1114.



Figure 2. Two 10¢ 1869 on double-rate cover from San Francisco to Hilo, dated APR 4. This cover travelled on the contract steamer "Idaho", departing San Francisco 4 April 1870. Same addressee as Figure 1. No evidence of any Hawaiian collection.

assume that it travelled on to Hilo via the inter-island mail service. But like the cover in Figure 1, it shows no evidence of the 5¢ local fee that theoretically should have been collected.

10¢ 1869 COVERS FROM HAWAII

In *Chronicle* 88, I published a broad survey article on mixed-franking covers showing 10¢ 1869. There I described five covers bearing 10¢ 1869 in combination with Hawaiian stamps. Since then, two more covers have appeared. Table 1 is a listing of the seven covers I now record whereon the 10¢ 1869 stamp is accompanied by one or more stamps of the Hawaiian kingdom. These are all the covers I know of, showing 10¢ 1869 used in Hawaii. While the 5¢ internal collection seems generally to have been neglected on incoming covers from the U.S., the cover evidence suggests it was universally enforced on outgoing covers. There must be an explanation for this apparent disparity of treatment, but I can't provide it.

The earliest 10¢ 1869 cover from Hawaii, listed as A in Table 1, was illustrated and discussed in *Chronicle* 88, pages 233-4. This is a cover from Honolulu to England, showing 10¢ 1869, 12¢ ungrilled Washington (Scott #69) and 5¢ blue Hawaii (Scott #32). I had never seen this cover when I wrote the article in *Chronicle* 88, and speculated erroneously that the 12¢ stamp was a grill. This cover subsequently surfaced in the Juhring holding and sold as lot 694 in the second Juhring sale (not to me) for \$8000. Covers B and E in Table 1 were also illustrated and discussed in *Chronicle* 88.

Figure 3 shows a typical U.S./Hawaii cover from this era. It shows a 5¢ blue Hawaii, cancelled by the negative "HI" killer, and a 10¢ 1869, tied by a quartered cork at San Francisco. The Honolulu balloon shows "FEB 8" and the San Francisco cds (repeating a partial strike of the duplexed killer) shows "FEB 24". This is cover D in Table 1. It was auctioned by the Siegel firm at the APS show in San Francisco in 1977, realizing \$2000. Like the cover in

TABLE 1: 10¢ 1869 COVERS FROM HAWAII

COVER	DATE: HONO/S.F.	STAMPS: HAWAII/U.S.	REFERENCE
A	DEC 13 (69)/JAN 13	5¢ 66/10¢ 69, 12¢ 61	<i>Chronicle</i> 88:234
B	JAN 4 (70)/JAN 16	(2) 5¢ 66/(2) 10¢ 69	<i>Chronicle</i> 88:234
C	FEB 8/Feb 24	5¢ 66/10¢ 69	Knapp I, 2073
D	FEB 8/FEB 24	5¢ 66/10¢ 69	Figure 3
E	APR 21/MAY 8	5¢ 66/10¢ 69	<i>Chronicle</i> 88:233
F	JUN 22/JUL 5	(2) 5¢ 66/(2) 10¢ 69	Juhring II, 693
G	JUN 25 (71?)/JUL 20	6¢ 71/(2) 10¢ 69	Figure 4

Figure 2, this cover travelled on the CO&MSS steamer *Idaho*, which on this passage (per *Alta California*) reached San Francisco on 23 February 1870 after a 15 day journey from Honolulu. The *Alta* information entirely supports the markings on the cover. Another cover exists, with this same combination of stamps, from this same crossing.



Figure 3. 10¢ 1869 in combination with 5¢ Hawaii on cover from Honolulu to Boston, dated stamped Honolulu FEB 8, San Francisco FEB 24. Transit via CO&MSS steamer "Idaho", arriving San Francisco 23 February 1870.

Figure 4 is a registered cover, cover G in Table 1, which was recently sold by the Alevizos firm in Santa Monica. I don't have enough sailing data to put a year date on this cover. It can't be earlier than 1871 (when the 6¢ green Kamehameha was issued) and probably isn't later than 1872.

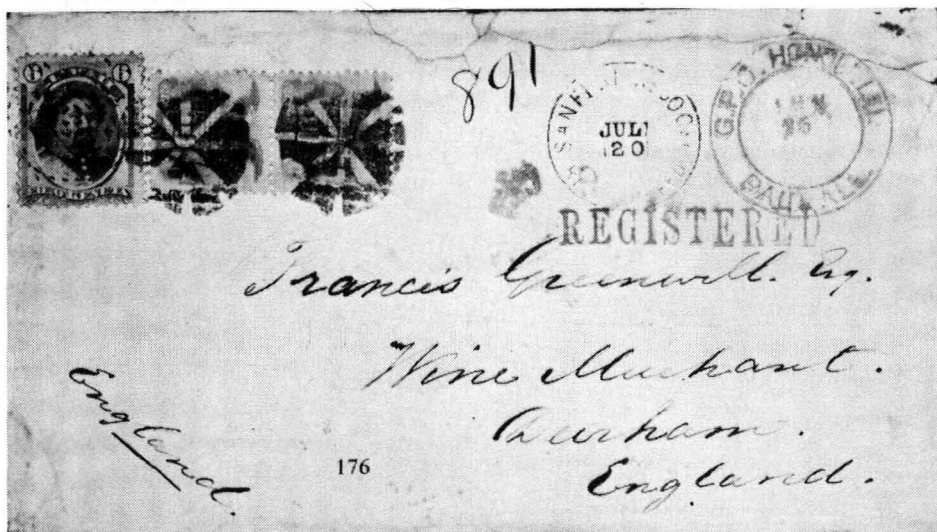


Figure 4. Pair 10¢ 1869 in combination with 6¢ Hawaii on registered cover from Honolulu to Durham, England, dated stamped Honolulu JUN 25, San Francisco JUL 20. The year-date here is 1871 or possibly 1872. While the need for mixed franking on covers between Hawaii and the U.S. was eliminated as of 1 July 1870, mixed franking was still required on covers to destinations beyond the U.S.

As noted earlier, the U.S.-Hawaii postal treaty, effective 1 July 1870, eliminated the need for mixed franking, except on covers via U.S. mails beyond the U.S. The treaty provided for a 6¢ rate from Hawaii to the U.S., but postage beyond the U.S. had to be prepaid in U.S. stamps. Thus continued the need for mixed franking, on this small category of covers, after the treaty went into effect.

The registry rate from the U.S. to England during July 1871 (the most likely year-date for this cover) was 8¢—a rate which had commenced at least as early as January 1868, when the *U.S. Mail* rate chart first started showing registry fees to foreign countries. The cover in Figure 4 is thus presumed to be 6¢ overpaid (8¢ registry plus 6¢ transatlantic postage make correct total 14¢).

The best and most recent scholarship that we have, respecting covers from Hawaii to the U.S. during this period, is Gilbert's article in *Chronicle* 99. This is largely a discussion of the oval HAWAIIAN STEAM SERVICE marking, which is not known to exist on 1869 covers, but it can be considered more generally as a discussion of U.S.-Hawaii postal intercourse between 1867 and 1869. Gilbert's write-up is a truly important contribution to the record. His uniting the markings on the surviving covers with the sailing data as it was reported in the contemporary press, will go a long way toward weeding out fakes. As an example, the second Juhring sale featured a 6¢ 1869 cover, in combination with a 5¢ blue Hawaii, on a lovely merchant's imprint envelope from Honolulu to Massachusetts. The cover was illustrated in color on the back of the catalog (Sotheby Parke Bernet sale, 16 October 1978, lot 692) and sold for \$11,000. Much ado was made about this cover, both before and after the sale.

However, as the dates in Gilbert's article make quite clear, this cover must have entered the mails in 1868, long before the 1869 stamp which graces it ever existed. The cover presumably started its life with a 10¢ green Washington which either fell off or was removed, with the 6¢ 1869 added in its place. I'm told by the buyer of this cover that it was sold to him "on extension", which means he won't have to pay for it until the Philatelic Foundation says that it's good. Let us hope, for the buyer's sake, that the Foundation opines negatively.

My one quibble with Gilbert's write-up, and it is truly trivial, relates to a footnote in his CO&MSS sailing table. His last entry in the table shows the arrival of the steamer *Ajax* at San Francisco on 6 June 1870, with a footnote that this was the last arrival "during this contract period". This implied (to me anyway) that this was the last arrival at San Francisco during the mixed-franking period, and this is not the case. There was one more sailing, from Honolulu, before the treaty commenced. This was the sailing of the *Ajax* from Honolulu on 22 June 1870 (a few days before the treaty went into effect) arriving at San Francisco 4 July 1870 (after the treaty had started). I know of one cover and one piece that survive from this crossing. The cover is listed as F in Table 1, having been sold (for \$8500) as lot 693 in the 2nd Juhring sale. The piece is illustrated as Figure 5.

Figure 5. 10¢ 1869 on piece with 5¢ Hawaii, datestamped San Francisco JUL. 5. Transit via CO&MSS steamer "Ajax", departing Honolulu 22 June 1870. This was the last departure at the pre-treaty rate, the last crossing on which mixed franking was required.



The piece in Figure 5 happens to be from my own collection, and is probably the closest I'll ever get to the covers illustrated and discussed above. The July 5 magenta San Francisco cds indicates that the cover from which this piece was clipped entered the mails at Honolulu on 22 June 1870. The Juhring cover just mentioned shows this date in the Honolulu balloon. This is a special date, for me personally, because on this date, 100 years later, my first child was born.

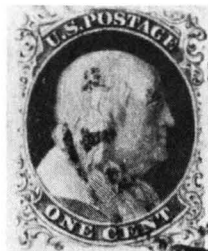
CONCLUSION

These Hawaii covers show us one more aspect of the 10¢ transpacific rate. Those who know more than I do, about Hawaiian postal history, could possibly shed light on the seeming lack of local collections on incoming covers. Speaking more broadly, I would observe that the U.S. transpacific covers, from the early beginnings of the PMSS service right up to U.P.U., are palpable artifacts of our nation's first foray into postal internationalism. Certainly they represent our first serious attempt to compete with the major European nations (England, France and Germany) for a piece of the international mail service.

In subsequent issues of this *Chronicle* (not necessarily next time) I will write down what little I know about the rest of the U.S. transpacific mail network during this period: covers via the Hall line, which briefly had regular steamers travelling between Auckland and Honolulu, in a futile attempt to create a southern round-the-world mail service, using the CO&MSS steamers as the link between Honolulu and San Francisco; and covers that crossed the Pacific at the 10¢ rate to destinations other than the ones already discussed. As always, correspondence from those who can contribute is welcomed. I'm especially interested in learning about 10¢ covers from this period (no matter what the stamp) that travelled west across the Pacific to destinations such as Singapore, Calcutta, Bombay, Madras or Aden.

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor

TWO CENT BROWN OF 1883 MORRISON WAUD

Effective October 1, 1883, the domestic first class rate per half ounce was reduced from 3¢ to 2¢, and the Two Cent Brown (Scott #210) was put in use. Thomas Morris, Sr., designed the Two Cent Brown. The vignette was engraved by Alfred Jones after the statute by Jean Houdon.

Many fine specialized collections of the Two Cent Brown have been formed. One of the finest was that of the late Edward L. Willard which won many high awards. But even more important, Mr. Willard wrote a two volume work on the Two Cent Brown which was published by Harry L. Lindquist Publications in 1970, (*The United States Red Brown of 1883-1887*). His scholarly and exhaustive book has been responsible for an even greater interest by collectors and specialists alike in that common and ordinary Two Cent Brown. In these days of unbelievable high prices for early United States stamps, an interesting and important collection of the Two Cent Brown can still be formed at a reasonable price. It catalogues only 8¢ used and 25¢ on cover. Over four billion Two Cent Browns were issued between October 1, 1883, and September 1887, at which time the color was changed from brown to green (Scott #213) apparently to return to the green color used since 1870 for the Three Cent stamps that previously paid the domestic first class rate.

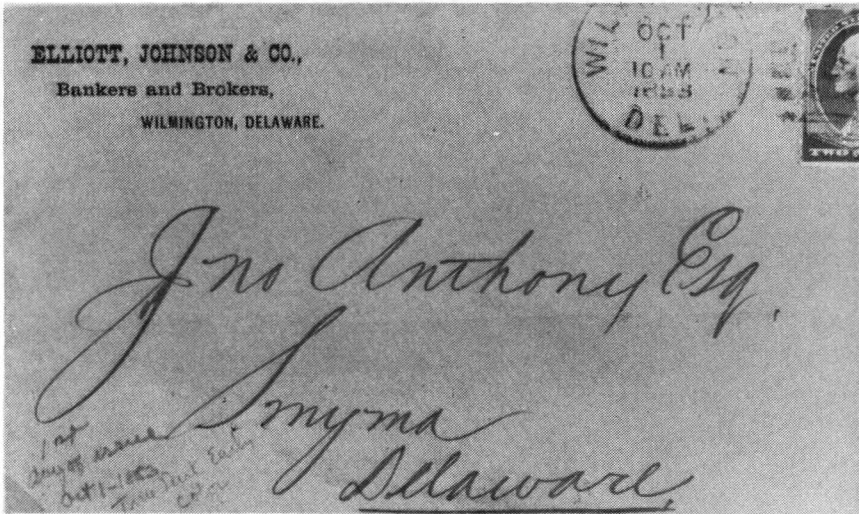


Figure 1. First Day Cover, October 1, 1883, Wilmington, Del.

Willard lists twelve first day covers of the Two Cent Brown. Illustrated as Figure 1 is an unlisted first day cover (October 1, 1883) from Wilmington, Delaware, together with an embossed envelope cover of the same date (Figure 2) illustrating a first day of use of the two cent rate. The original color of the Two Cent was a dark metallic red, which is the color of all of the stamps on first day covers and apparently of all of the stamps issued in 1883. It is by far the rarest shade of the Two Cent. For further information on the dates of use of the orange brown and brown shades, reference is made to the table on pages 37 and 38 of Volume 1 of Willard's book.

One of the real mysteries of the Two Cent Brown is the Special Printing. According to the Government Receipt Book for December, 1883, there were 2,000 "Specimen Postage Stamps" of the 2¢ Washington (1883) and of the 4¢

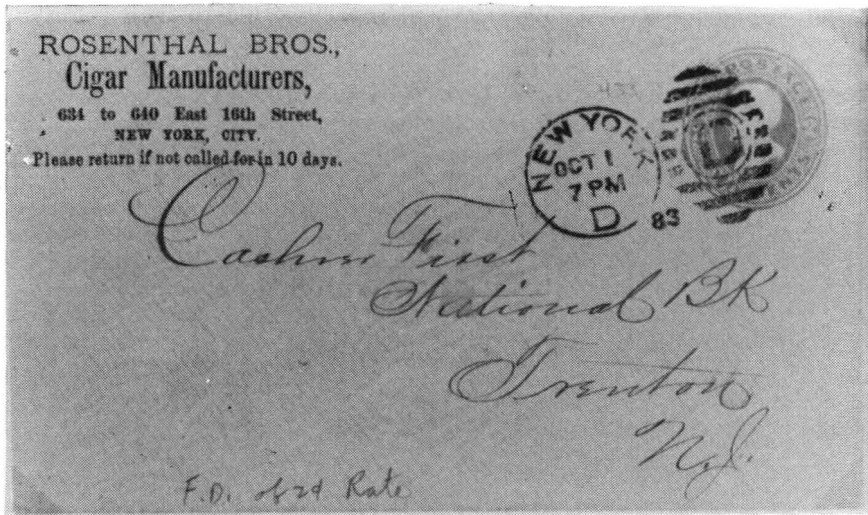


Figure 2. First Day of use of the new 2¢ rate, from New York City, October 1, 1883.

Jackson (1883) furnished to the government by the American Bank Note Company of New York at a cost of \$1 per thousand. According to John N. Luff in his book entitled *Postage Stamps of the United States* (1902 Edition), the records of the Post Office Department indicated that only 55 of the 2¢ Washington and 26 of the 4¢ Jackson were sold as of July 16, 1884. No official reference has been found as to destruction of the remainders, although Mr. Luff reported that the stock on hand was counted as of July 16, 1884, and on July 23, 1884, the remainders were destroyed by order of the Postmaster General. The Scott 1978 *Specialized Catalogue of United States Stamps* and the Minkus 1978 *American Stamp Catalogue* both refer to the Two Cent Special Printing as being with gum and the Four Cent Special Printing as being without gum. It would seem rather unusual for the American Bank Note Company to provide one without gum and the other with when both were supplied to the government at the same time for the same purpose. It may well be that the Two Cent Special Printing delivered in December, 1883, was *without* gum also and has never been isolated and identified due to the subsequent special printing of the Two Cent Brown with gum by steamer press, referred to below. A review of the records of the Philatelic Foundation as of January 19, 1979, indicates that certificates of genuineness for 170 Special Printings have been issued as follows:

Singles	— 98
Pairs	— 4
Blocks	— 14
Blocks of 6	— 1
Strip of 5	— 1
Pairs Imperforate Between	— 13

Clearly these could not all be of the Special Printing of December, 1883, of which only 55 were apparently sold. On the other hand, only a handful of certificates of genuineness have been issued by the Philatelic Foundation for the Four Cent Jackson Special Printing, certainly in line with the 24 copies reported sold. Another interesting observation is that all of the Two Cent Browns that have been accepted as Special Printings are of a light brown shade which did not appear on the regularly issued Two Cent Brown until the fall of 1885 according to Willard, whereas the only color used in 1883 for the regular Two Cent stamps was a deep or light metallic red (perhaps more accurately described as a very deep red brown). So, it is not beyond the realm of possibility that the December 1883 Special Printings of the Two Cent were of a very deep red brown shade without gum.

Willard, in his scholarly book, pointed out that in the latter part of 1885 (its stamp contract with the Government expired on July 1, 1885) the American

Bank Note Company started to experiment with the Hoe steamer press in lieu of the much slower hand roller press. Apparently at least four uncut sheets of 200 each of Two Cent Browns from the steamer presses were delivered to the government by the American Bank Note Company as evidence of the good impressions and more economical printing methods. The stamps were of a light red brown typical of the regular shade of the Two Cent Browns issued in the fall of 1885. Figure 3 illustrates a block of four of the 1885 Special Printing. The plate or plates used for the Special Printings by the steamer press were apparently unnumbered and bore the legend at the top "Steamer American Bank Note Company". The evidence would indicate that while the sheets were gummed and perforated except for the vertical center line between the uncut sheets, they were not intended for sale to the public but were furnished to the government as samples of the steamer press printings.



Figure 3. Block of four of 1885 Special Printing.



Figure 4. Pair of Special Printing, imperforate between.

Willard argues, and not without reason, that the 1885 steamer press Two Cent Browns are really *proofs* by an *essay* method of printing and should be so considered. He also maintains that they cannot be distinguished from sharp transfer copies of the same shade in regularly issued stamps. As to the latter contention, using the imperforate between pairs as examples (Figure 4), I have never seen the same shade or clarity of impression on a regularly issued example. The Philatelic Foundation seems to have no difficulty in identifying the 1885 Special Printing and many experts over the years have identified and guaranteed such items as Special Printings. However, whether such items should be identified as proofs rather than Special Printings is arguable. After all the steamer press examples approximated the regularly issued stamps closely as to paper, gum, perforations and color. Perhaps it is better to let sleeping dogs lie, as for example the Three Cent Scarlet of 1863 (Scott #74) or the Three Cent Lake of 1861 (Scott #66) and just add "Not Regularly Issued". A compromise clearly, but one that I believe can be defended. One well-known expert and dealer in proofs and essays with whom I have discussed the question feels the steamer press Two Cent Brown of 1885 should properly be considered a Special Printing rather than a proof.

It is interesting to note that a part sheet of 66 with right two rows imperforate between was sold as Lot 151 in Robert A. Siegel's Rarity Auction on Tuesday, April 11, 1978, and realized \$16,000. The description of the item included the following:

This Block was submitted to the U. S. Government by the American Bank Note Company as an example of printing done on a steam powered press. A Newly Discovered Rarity. Largest Block Known of this Stamp. Unique.

This article may help to explain the great difference in value between the so-called 1885 Two Cent Brown Washington Special Printing and the 1883 Four Cent Green Jackson Special Printing. If it were ever possible to discover and identify for sure a copy of the 1883 Two Cent Special Printing it might well fetch a price closely approximating the price realized for the Four Cent Green Jackson Special Printing. To discover such a Two Cent Brown 1883 Special Printing represents a real challenge. Perhaps the strong possibility that it was issued without gum may help in the search or it may remain in the same state of uncertainty as to differentiation of the 24¢ purple of the 1871 Issue printed by the National Bank Note Company and the same stamp of the 1873 Issue printed by the Continental Bank Note Company.

More on the Two Cent Browns in the next issue of *The Chronicle*. Comments and ideas about the Special Printings or about the Two Cent Browns in general, will be much appreciated and gratefully received.

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THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

MAIL TO THE TWO SICILIES

GEORGE E. HARGEST

Figure 1 is reported by Professor Alessandro Franchini Stappo, R.A. 625, of the University of Florence, Italy. This is an excellent example of what the Post Office Department meant when they had published by the *U.S. Mail and Post Office Assistant* in each issue of that organ from October 1860 to January 1868, the following statement:

FOREIGN MISCELLANY
ROUTES OF TRANSMISSION, ETC.

It is important that letters addressed to Germany and other European countries, via France, where the single rate per quarter ounce is 21 cents, should be plainly marked to be sent via France; otherwise they may be missent in the open mail to Liverpool by United States packet, the 21 cents rate per half ounce being also chargeable on letters thus forwarded.

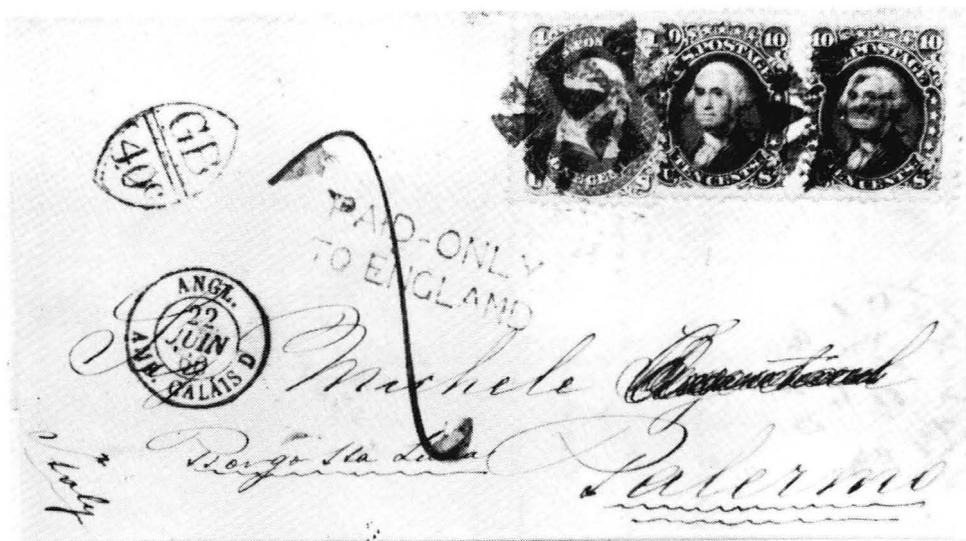


Figure 1. Cover to Italy (Two Sicilies) in open mail via England by American packet, in 1866, although prepaid at single French mail rate.

The person who mailed this letter may have wished it to be sent by French mail, but there is no endorsement to that effect. On 1 January 1862, the Two Sicilies had the French mail rate reduced from 30¢ per 7½ grams to 21¢. This rate paid to destination in Palermo as an Italian city. There is no indication that this letter was a double rate letter, *i.e.*, that it weighed over 7½ grams. By British open mail, the 21¢ rate paid only to England, whence it was sent to destination as an unpaid letter. Unpaid letters were charged with transit postage of 40c per 30 grams by Great Britain, and this was indicated by the elliptical marking "GB/40c" in black impressed in the upper left of this cover. This was the rate under article XXI of the Anglo-French treaty of 1856, but applied to all mail from the U.S. by a provisional agreement between England and France developed in 1850. This letter was not subject to sea postage, because that had been paid in the U.S., as it was sent to Falmouth by the U.S.M. steamer *Fulton* of the Havre Line. From Falmouth it was sent to London, where it received a small circular "H I/LONDON/JU-21/66" applied in blue on the reverse. The London exchange office also marked the cover "PAID-ONLY/TO ENGLAND," and "GB/40c," before forwarding the letter to France. The

travelling office, Calais to Paris, marked it with a double circle "ANGL./AMB. CALAIS D" in the outer circle, and "22 JUIN/66" in the center. The reason it is known that this marking was applied by the travelling post office, or at Paris, is that the letter "D" indicates the brigade, or mail crew that handled the letter. The London office would not have known this designation. The travelling post office rated the cover for 7 decimes. During the period 1 January to 1 April 1857, covers by American packet passing through England, bearing the "GB/40c," and a 5 decimes marking, are very scarce. Five decimes was the rate showing 1d British transit and 4d postage to France. One penny was equal to one decime. The U.S.-French convention became effective on April 1, 1857, and it was thought that all mail through or to France would be sent by that route, which was much cheaper than the open mail. Open mail rates were still the principal routes to the Netherlands, Belgium and some of the German states, so that mail by this route had to be kept available. The postage from France to Italy was evidently 2 decimes, added to the 5 decimes charged by France yielded 7 decimes, or 70 centimes to be collected in Palermo. The overall French mail rate became 21¢ as the various states joined the Kingdom of Italy. The Kingdom of Italy was proclaimed by its parliament on 17 March 1861, with Victor Emmanuel as king. On January 1862 the table of Rates of Postage to Foreign Countries published in the *U.S. Mail* shows the rate to the Two Sicilies for French Mail as 21¢ per ¼ oz. and 42¢ per ½ oz.

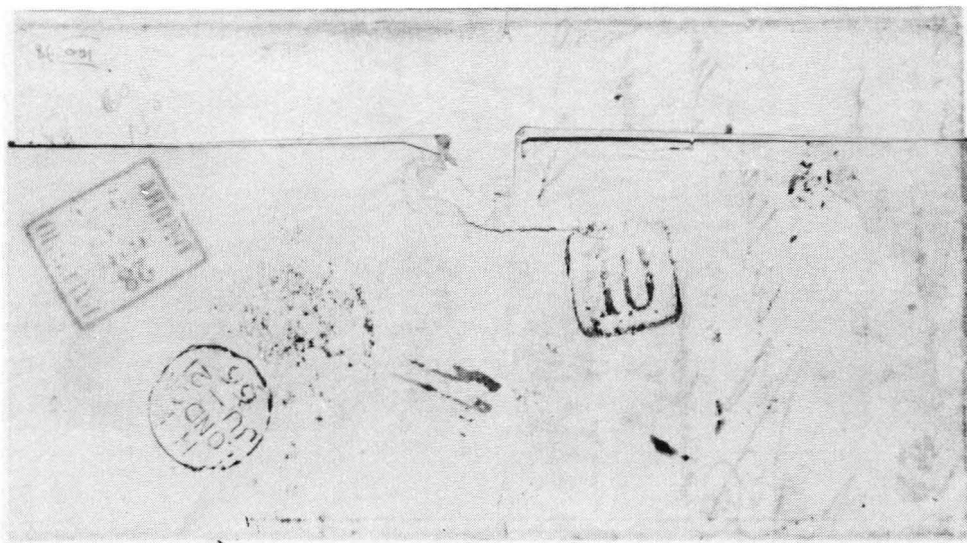


Figure 1a. Reverse of cover in Figure 1.

There is but one French marking on the cover, the "ANGL./AMB. CALAIS D" marking described above. Usually open mail covers have a number of French transit markings that enable a person to trace their route through France, the exception being the covers addressed to the far east to India and China, which were sent through France in closed mail. This leads one to suspect that the travelling office, or the Paris office, made up a closed mail to be sent to Sicily. One can only guess at the route taken by this cover. It presumably was sent to Marseilles, and from there to Palermo, Sicily. On the reverse there is only an oblong marking showing that the cover arrived in Palermo on 28 June, the remainder of the marking is indistinct. There is also a "10" surrounded by a square frame, the meaning of which is not known.

This cover is similar to Figure 62 on page 98 of Hargest's *Letter Post Communication Between the United States and Europe, 1845-1874*. That cover was addressed to Switzerland, was a double rate letter in France, and 140 centimes were due. Evidently the single rate was 70 centimes, the same as the rate to Italy. These are very rare and desirable covers.

UNPAID AND PART-PAID INTERNATIONAL LETTERS, 1868-76 CONVENTIONS

CHARLES J. STARNES

All of the U.S.-foreign country postal conventions (treaties, agreements) made between 1848 and 1860 provided for optional prepayment of the international rate,¹ but none recognized part payment of this rate, the letter being treated as unpaid. By now enough literature of merit has appeared to make the foreign mail collector aware of the methods used in handling unpaid international letters carried under the Bremen, British, Prussian, French, Hamburg, and Belgian postal systems. However, the same collector might well be a bit bewildered in trying to explain unpaid and insufficiently paid letters sent or received under some 19 postal conventions that started on or after 1 Jan. 1868. These conventions, which allowed optional prepayment, also recognized part payment of the international rate, the total collect postage on such letters varying according to the specific convention regulations. The following summary lists the convention, international rate in both currencies, effective span of the rate, and method of calculating the collect postage. The data has been gleaned from the postal conventions as appended to the respective Postmaster General Reports.

<i>convention:</i>	<i>single rate:</i>	<i>effective:</i>	<i>collect on delivery:</i>
North German Union and German Empire	10¢/4sgr.,d. 15¢/6sgr.,cm.	1/68- 7/70	Deficient postage + fine of not over 5¢/2sgr.
	7¢/3sgr.,d. 10¢/4sgr., cm.	7/70- 7/75	Double the correct rate less amount prepaid.
	6¢/2½sgr.,d. v. Stettin	7/71- 9/74	as above.
	6¢/2½sgr.,d.	10/71- 7/75	as above.
United Kingdom	12¢/6d.	1/68- 1/69	Deficient postage + fine of 5¢ in U.S./unspecified fine in U.K.
	12¢/6d.	1/69- 1/70	Deficient postage + 5¢/2d.
	6¢/3d.	1/70- 7/75	Deficient postage + 6¢/3d.
Italy	15¢/80cmi.	4/68- 3/70	Deficient postage + fine of not over 5¢/30cmi.
	10¢/55cmi.	3/70- 7/75	as above.
Switzerland	15¢/80c., v. England	4/68- 5/70	Deficient postage + fine of not over 5¢/25c.
	10¢/50c., v. England	5/70- 7/75	as above.
	8¢/40c., v. Bremen or Hamburg	7/72- 7/75	as above.
Belgium	15¢/80c., cm. or d.	1/68- 3/70	Deficient postage + fine of not over 5¢/30c.
	10¢/50c.,cm. or d.	3/70- 7/73	as above.
	8¢/40c.,cm.	7/73- 7/75	as above.
	6¢/30c.,d.		
Straits Settlements, British India, Aden	10¢/10d., Br. & Am. Pkts., exch. Hong Kong	11/68-	Total rate + fine of 12¢/6d.
Netherlands	15¢/40¢D.,cm.	1/68- 3/70	Deficient postage + fine of not over 5¢/15¢D.
Canada (Dominion)	6¢/6¢C.	4/68- 2/75	10¢ per rate, unpaid or part-paid.
Prince Edward Island	6¢/6¢C.	11/68- 7/73	as above.
British Columbia	6¢/6¢C.	7/70- 7/71	as above.
New Zealand	12¢/6d., v. San Francisco	12/70-10/91	If not prepaid at least one rate, not forwarded. If prepaid at least one rate, charged with deficient postage.

1. Defined as the postage for a single letter sent by specified route (s) from one signatory country to the other.

<i>convention:</i>	<i>single rate:</i>	<i>effective:</i>	<i>collect on delivery</i>
Denmark	7¢/12sk.,d.	1/72- 9/74	Deficient postage + fine of 4¢/6sk.
	7¢/12sk., v. Bremen or Hamburg	1/72- 7/75	as above.
Norway	6¢/7sk.,d.	7/73- 9/74	Unpaid rate, 9¢/10sk. If part-paid, charged with unpaid postage less amount paid.
	10¢/12sk.,cm.	7/73- 7/75	Unpaid rate, 15¢/18sk. If part-paid, charged with unpaid postage less amount paid.
	10¢/12sk.,d.	11/74- 7/75	as above.
Sweden	6¢/24öre,d.	7/73- 9/74	Unpaid rate, 9¢/36öre. If part-paid, charged with unpaid postage less amount paid.
	9¢/36öre,cm.	7/73- 7/75	unpaid rate, 14¢/öre. If part-paid, charged with unpaid postage less amount paid.
	9¢/36öre,d.	9/74- 7/75	as above.
New South Wales	12¢/6d., v. SF	2/74- 8/91	as New Zealand.
France	9¢per 15g./50c. per 10g.	8/74- 1/76	Deficient postage + fine of 5¢/25c.
Japan	15¢/15sen,d.	1/75- 1/76	If not prepaid at least one rate, not forwarded. If prepaid at least one rate, charged with deficient postage, + fine, 6¢/6sen.
	12¢/12sen,d.	1/76- 4/76	as above.
	5¢/5sen,d.	4/76- 6/77	as above.
Queensland	12¢/6d., v. San Francisco	1/76- 8/91	as New Zealand.
Bermuda	5¢/2d., New York-Hamilton	10/76- 4/77	Double the correct rate less amount prepaid.



Figure 1. Hamburg, Nov. 1870, to New York. Paid at NGU direct, sent at NGU closed mail rate; total collect, 14¢ notes, 13¢ gold.

We are able to present a small selection of covers illustrating handling of postage-deficient international letters by terms of six of the conventions listed previously:

North German Union. Figure 1 shows a cover from Hamburg, 11 Nov. 1870, franked with three 1-sgr. North German Postal District '69 stamps. This franking would prepay the NGU direct rate, but not the 4sgr. closed mail rate, as per directive "via England." After being stamped with black boxed UNZUREICHEND FRANKIRT (Insufficiently Paid), the cover was sent via Belgium

to Liverpool, leaving 16 Nov. on *Guion Manhattan*, reaching New York 2 Dec. By this U.S.-NGU convention, part-paid letters were charged the unpaid rate (which was twice the prepaid rate) less postage paid. Thus $2 \times 10\text{¢} - 7\text{¢}$ (3sgr.) = 13¢ gold or 14¢ notes/currency total collect, noted by the ms. "14."

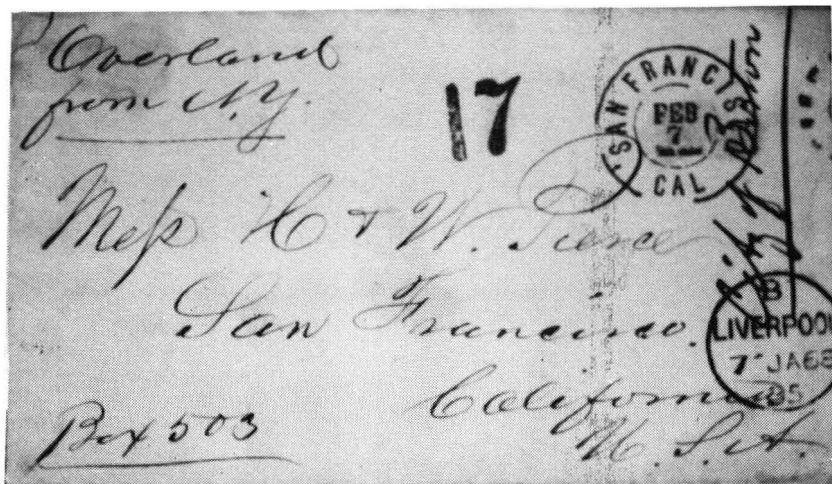


Figure 2. Unpaid from Liverpool, Jan. 1868, to San Francisco. Total collect, 17¢.

United Kingdom. Figure 2 illustrates an unpaid rate from Liverpool, 7 Jan. 1868. The San Francisco office used a black "17" to indicate total collect, 12¢ postage + 5¢ fine. No depreciated currency markings are known from San Francisco.²



Figure 3. Insufficiently paid at single rate from Cleveland, Jul. 1874. Rated at London for 6d. collect.

For the period of the 6¢ rate we can show covers to and from the U.S. Figure 3 is a cover franked at the single rate with a pair of 3¢ Continentals from Cleveland, 16 Jul. 1874. At the New York office a red NEW YORK was stamped, indicating full prepayment. This was corrected when the overweight was noted by applying the black INSUFFICIENTLY PAID on front and a black NEW YORK on back. On arrival at London a black "6d." was applied for total collect, 3d. deficient postage + 3d. fine. The cover of Figure 4 was franked at Pontypridd, 15 Jul. 1871, with three 1d. '64 issue stamps for the single rate. London found the letter overweight and stamped it INSUFFICIENTLY PREPAID before transit to New York and Philadelphia. That office struck the 26 mm.

2. W. C. Coles, "U.S. Postmarks Showing Depreciated Currency Rates: 1863-1879," *The American Philatelist*, Vol. 89, March 1975, No. 3, p. 235.

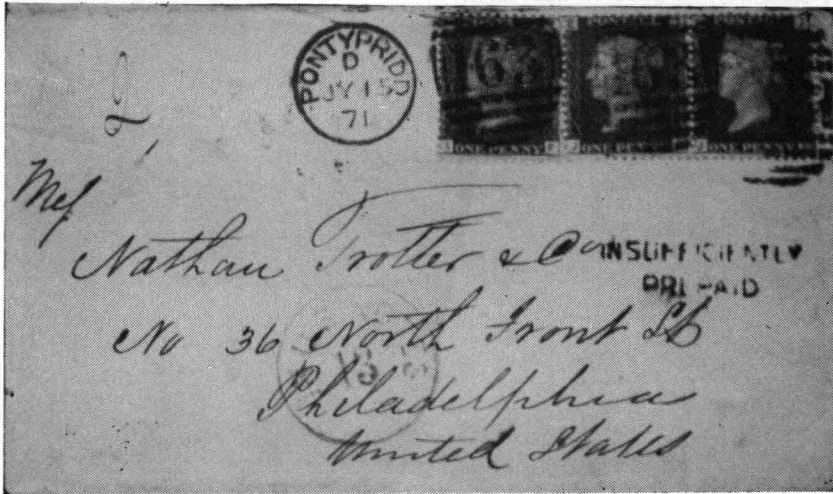


Figure 4. Insufficiently paid at single rate from Pontypridd, Jul. 1871. Rated at Philadelphia for 13¢ notes/12¢ gold total collect.

IN U.S. NOTES 13,³ total collect, equivalent to 12¢ gold – 6¢ deficient postage + 6¢ fine.

Italy. The Figure 5 cover was mailed at New York 1 Oct. 1870 with a 6¢ National, 4¢ underpay of the 10¢ rate. The exchange office marked the black INSUFFICIENTLY PAID on front and black NEW YORK BR. TRANSIT on back before transit via England and France to Florence. The total postage due was calculated as 20 centesimi deficient postage (4¢ U.S.) + 30 centesimi fine – paid with pair of 10 cmi. '69 and 30 cmi. '70 postage due stamps.

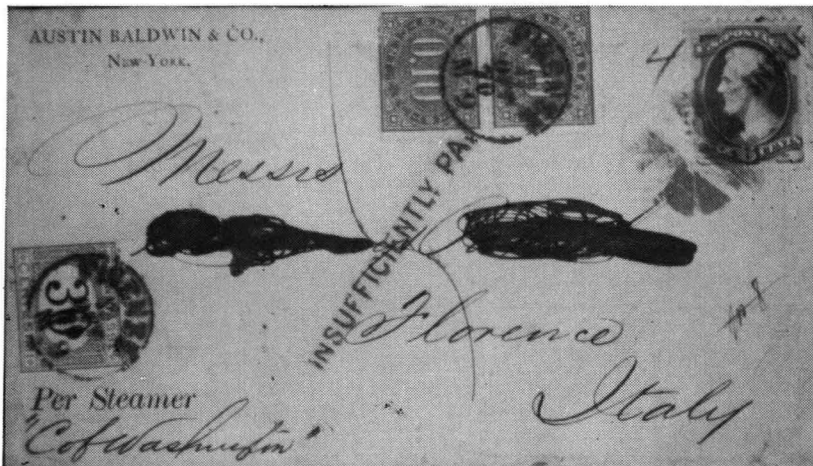


Figure 5. Underpay of 4¢ on 10¢ rate, New York, Oct. 1870, to Florence. Postage due stamps show payment of 50 centesimi on delivery.

Switzerland. A triple 15¢ rate part-paid cover is shown as Figure 6. It was mailed 10 Jan. 1870 from Washington, franked with a pair of 3¢ '69s. New York stamped with the black INSUFFICIENTLY PAID and NEW YORK BR. TRANSIT (red, in error, on front, and black on back). The Basel exchange office calculated the total collect as follows:

total postage, 3x15¢ (blue "3")	45¢	
less postage paid	6¢	
deficient postage	39¢	195 centimes (blue "195")
fine		20
total to collect from addressee		215 centimes (red "215")

3. W. C. Coles, *op. cit.*, p. 220.

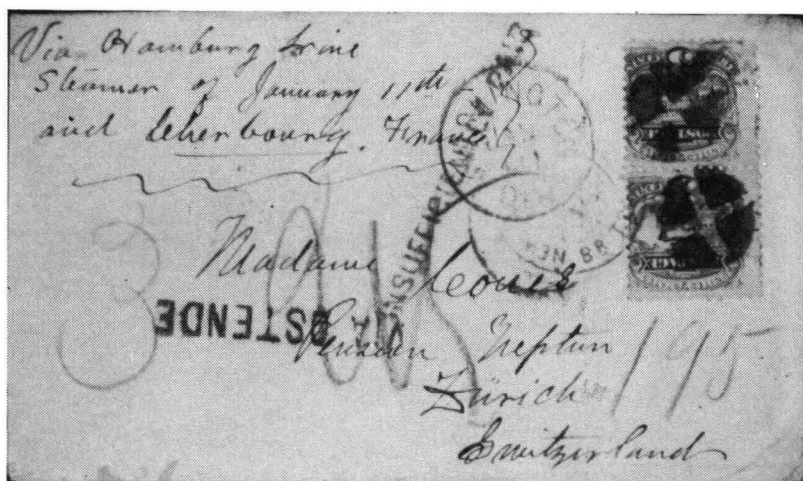


Figure 6. A triple 15¢ rate cover franked at Washington Jan. 1870 with 6¢ only. Total collect at Zurich, 215 centimes.

The fine in Switzerland, by convention, was "not exceeding 25 centimes". Other 1869-70 covers corroborate the above fine of 20 centimes.

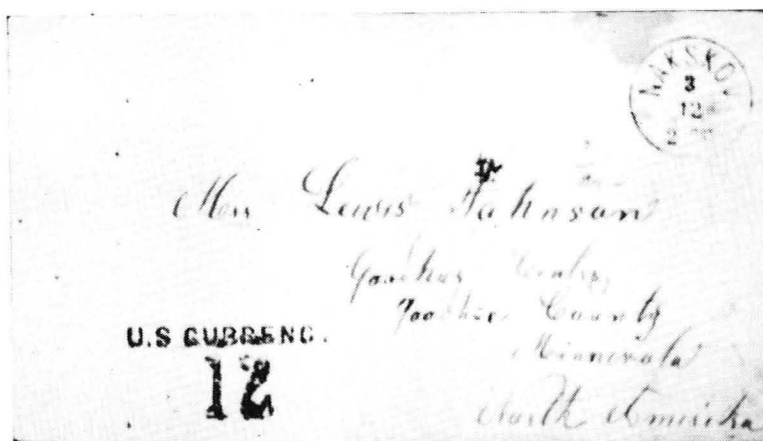


Figure 7. Unpaid single rate from Nakskov, Denmark, Dec. 1872. Total collect at Chicago, 12¢ currency/11¢ gold.

Denmark. The cover of Figure 7 was sent unpaid from Nakskov, 3 Dec. 1872. It was processed at Copenhagen with a black cds. and black boxed VIA TYDSKLAND (Via Germany), to send the letter by the normal route via Bremen or Hamburg (very little mail was sent direct from Copenhagen by the Baltic Lloyd line). On arrival at the Chicago exchange office, the total collect U.S. CURRENCY 12 was applied, the equivalent of 11¢ gold – 7¢ postage + 4¢ fine.

France. The last example, Figure 8, is a cover from Boston, 20 Oct. 1874, franked at the single rate with three 3¢ Continentals. It bears a black 21mm. circular INSUFFICIENTLY PAID on front and a 36 x 4.5 mm. s.l. SHORT PAID on back. Transit was presumably by Cunard from Boston 20 Oct. At Paris the total collect, 80 centimes, was written on front in red ink. This postage due (clerk's notes were on back, in same ink) was figured as follows:

total postage, 10-20g.	100 centimes
less 9¢ U.S. paid for 0-15g.	45
	<hr/>
	55
plus fine	25
	<hr/>
total due	80

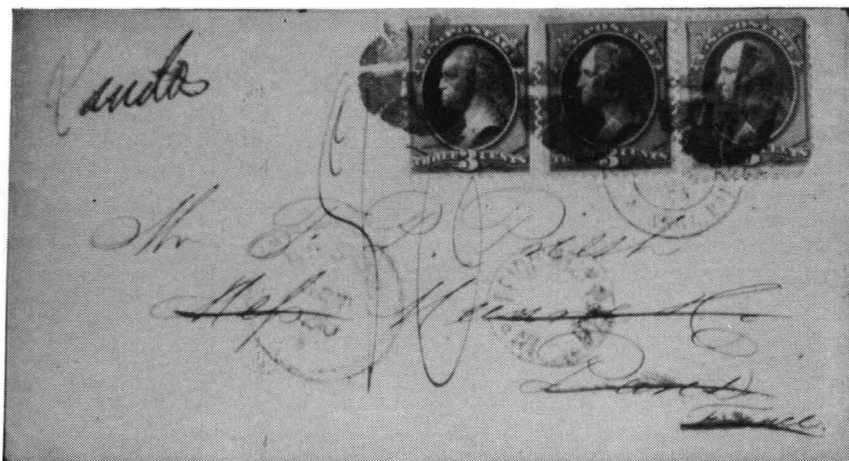


Figure 8. Paid at single rate from Boston, Oct. 1874. Total collect at Paris, 80 centimes.

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ALPS' WESTBOUND VOYAGE FROM LIVERPOOL IN MARCH 1857

WALTER HUBBARD

In *The Chronicle* for November 1974 (No. 84, p. 250), *Alps's* voyage from New York on 14 February 1857 with *Baltic's* mails was reported, with a request to members to furnish details of covers carried by her in either direction.

In response, Mr. James C. Pratt (RA 2011) has sent photographs of the cover, illustrated below, which presumably was carried by *Alps* on her west-bound trip from Liverpool of which *The Times* of 28 February had said "The Cunard Company will despatch the *Alps* on Wednesday next, the 4th of March, the day on which the United States steamship *Baltic* should have sailed with the mails."



Figure 1. Cover from London carried by "Alps" out of Liverpool 5 March 1857, and received as ship letter at Boston.

Since that article was written, more information on *Alps's* voyage has come to hand and this shows that she sailed from Liverpool on 5 March (a day late),¹ bound for New York *via* Boston where she arrived on 20 March. Her stay at Boston was short, arrangements having been made "for the immediate discharge of goods intended for that port."²

Prepaid one shilling with two adhesives of the 1856 issue, endorsed "per Alps via Liverpool" and addressed to Boston, this cover went through the Lombard Street Office (London) on 3 March, and then to Liverpool where it received the SHIP LETTER MR 4 1857 LIVERPOOL (in red) on the following day. On arrival at Boston it was correctly rated at 6 cents (Blake 563 in black),³ that being the charge on a ship letter addressed to the port of entry prior to 27 February 1861.⁴

Alan Robertson notes only one use of the Liverpool Ship Letter handstamp in red,⁵ that strangely enough also on a letter to the United States from London endorsed "p Alps". Rated by Liverpool as a Ship Letter on 4 March 1857, it has a Boston SHIP handstamp and datemark of 20 March, thus confirming the arrival date given above, Mr. Robertson thought that it had arrived at Liverpool too late for *Alps*, but that does not now seem to have been the case.

In 1857 the rate for a letter by Private Ship from Great Britain to the United States was 8 pence (*per* ½ oz), with prepayment compulsory⁶ and the

1. *Lloyds List*, March 1857.

2. *The Times*, 3 March 1857.

3. M. C. Blake and W. W. Davis, *Postal Markings of Boston*, plate 39.

4. Tracy W. Simpson, *United States Postal Markings 1851-61*, p. 78.

5. Alan Robertson, *Maritime Postal History of the British Isles*, Liverpool, S 15A.

6. *The British Postal Guide*, 1857.

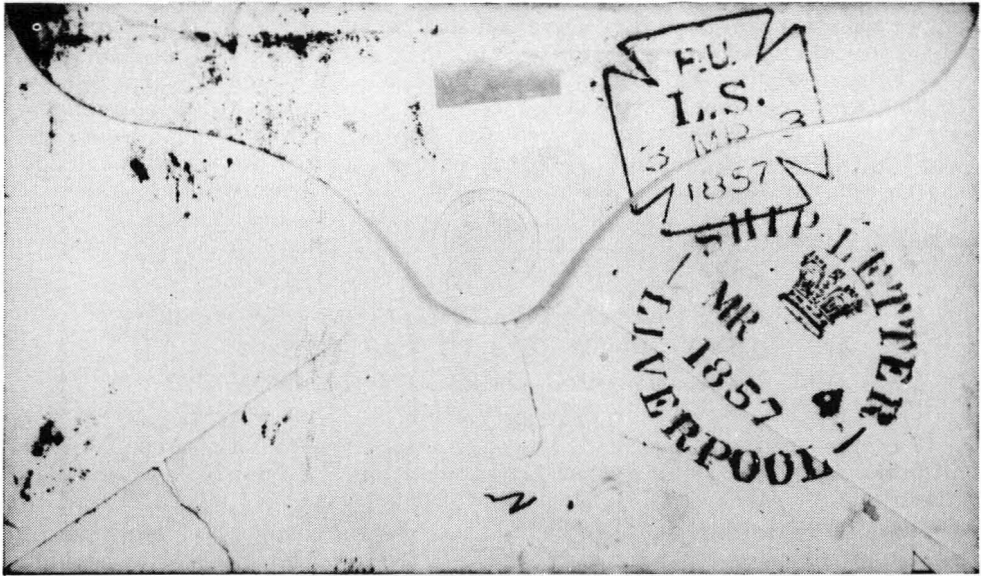


Figure 1a. Reverse of cover in Figure 1, showing that it was treated as a ship letter by Liverpool Exchange office.

fact that Mr. Pratt's cover, although correctly prepaid for a letter by contract mail steamer, was rated as a ship letter by Liverpool is strong evidence that whatever arrangements were made between the Cunard and Collins Lines (or the USPO Dept) regarding the rating of the mails from New York on 14 February, none was made to cover the return voyage or, if they were, the Liverpool Exchange Office was unaware of them.

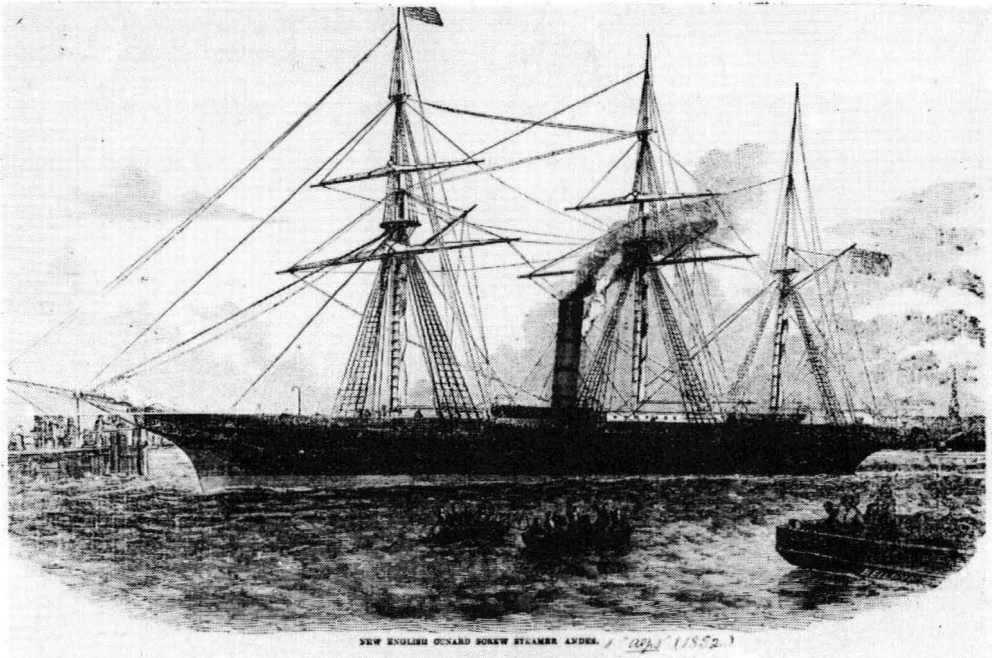


Figure 2. "Andes" and Alps" were sister ships. (Photo courtesy Peabody Museum of Salem, Mass.)

Andes and *Alps* were sister ships and the first screw steamers to be built by the Cunard Company. Making their maiden voyages in 1852 and 1853 respectively,⁷ neither of them normally carried mail. They did not have a long life

7. N.R.P. Bonsor; *North Atlantic Seaway* (1955 Edition).

with the Cunard Line as, after serving as hospital ships for the British Government in the Crimean War, they were sold to the Spanish Government in 1859. In the 1974 article cited above, it was said that *Alps's* voyage from New York on 14 February "must have been the first occasion on which a Cunard screw steamer carried mails across the Atlantic." This is incorrect as it is now known that, three years earlier, she carried the British mails to, and *Andes* the United States mails from Boston on one voyage each in the spring of 1854.⁸ Nevertheless, covers carried by *Alps* (or *Andes*) must be considerable rarities.

8. Walter Hubbard, *The Chronicle* May/August 1977 pp. 126 and 199.

**THE EAGLE LINE—MAIL PACKETS FROM NEW YORK
14 OCTOBER 1873 TO MAY 1875—
VIA PLYMOUTH AND CHERBOURG TO HAMBURG
WALTER HUBBARD**

It is not surprising, perhaps, that Die Deutsche Transatlantische Dampfschiffahrts Gesellschaft quickly became known, from the symbol in its pennant, as the Eagle (or Adler) Line on both sides of the Atlantic.

Founded in 1872, the Line's maiden voyage was made by *Goethe*, sailing from Hamburg on 11 September 1873. On her return trip, from New York 14 October, she arrived at Plymouth, after a passage of 9d. 8 hrs., with 24 sacks of mail, 10 of which were landed. Eastbound, their vessels followed the same route as the Hamburg American packets and carried the mails from New York for Plymouth, Cherbourg and Hamburg but, westbound, they went direct from Hamburg to New York. After the Line had settled down, sailings were from New York on alternate Tuesdays, with a call at Cherbourg, on the way to New York, from 15 March 1875. In 1874 and 1875 they shared the carriage of the Tuesday mails from New York with the Guion Line.

The shipping boom which followed the Franco-Prussian war was soon over and, in March 1875, the Company decided to amalgamate their business, as far as the traffic to and from America was concerned, with the Hamburg American Line. Although *Schiller*, sailing from New York on 27 April, had been lost, the remaining six vessels were absorbed into the Hamburg American fleet and departures from New York changed to Thursdays. The last Tuesday sailing from New York on 4 May 1875 has been taken to close the Sailing List of the Company as an independent line.

	Sailing	PMG
	List	Reports
Fiscal Year to 30 June 1874	10	10
do do 1875	22	21

Abbreviations: NY New York; P Plymouth; Ch Cherbourg; H Hamburg; F/V or L/V first or last voyage; PD planned date of departure.

1873

PD H Ch	ARR NY	PACKET	PD NY	ARR P	NOTES
11 Sep —	1 Oct	GOETHE	14 Oct	24 Oct (0945)	F/V
13 Nov —	25 Nov	GOETHE	9 Dec	19 Dec (1200)	

1874

8 Jan —	25 Jan	HERDER	27 Jan	8 Feb	F/V
23 do —	6 Feb	GOETHE	10 Feb	20 Feb (0800)	
5 Feb —	20 do	SCHILLER	24 Feb	7 Mar (0925)	F/V
6 Mar —	18 Mar	GOETHE	24 Mar	3 Apr (1930)	sailed 1d late from NY
30 Apr —	13 May	HERDER	19 May	30 May (0910)	
14 May —	25 do	GOF THE	2 Jun	12 Jun (1005)	
28 do —	10 Jun	LESSING	16 Jun	27 Jun (1030)	F/V
11 Jun —	23 do	HERDER	30 Jun	11 Jul (1340)	end of Fiscal Year 1874

PD H Ch	ARR NY	PACKET	PD NY	ARR P	NOTES
1874					
2 Jul —	14 Jul	SCHILLER	14 July	28 Jul (0500)	sailed 4d late from NY
9 do —	20 do	GOETHE	28 Jul	7 Aug (1400)	
23 do —	5 Aug	LESSING	11 Aug	21 Aug (2130)	
6 Aug —	20 do	HERDER	25 Aug	5 Sep (p.m.)	
20 do —	31 do	SCHILLER	8 Sep	18 Sep (early)	
3 Sep —	15 Sep	GOETHE	22 Sep	2 Oct (1300)	
17 do —	29 do	LESSING	6 Oct	16 Oct (1500)	
1 Oct	14 Oct	HERDER	20 Oct	30 Oct (1130)	
15 do —	28 do	SCHILLER	3 Nov	13 Nov (1010)	
29 do —	11 Nov	GOETHE	17 Nov	27 Nov (0715)	
18 Nov —	3 Dec	KLOPSTOCK	8 Dec	19 Dec (0540)	F/V
27 do —	9 do	SCHILLER	15 Dec	25 Dec (0245)	
10 Dec —	23 do	LESSING	29 Dec	9 Jan (1940)	
1875					
16 Jan —	1 Feb	KLOPSTOCK	9 Feb	21 Feb (1200)	sailed 1d late from NY
25 Dec —	7 Jan	GOETHE	16 Feb	3 Mar (0700)	see note 1
21 Jan —	4 Feb	SCHILLER	23 Feb	6 Mar (1200)	
11 Feb —	25 do	LESSING	9 Mar	20 Mar (0400)	
26 do —	10 Mar	HERDER	23 Mar	3 Apr (0950)	
13 Mar 15	27 do	KLOPSTOCK	6 Apr	17 Apr (1430)	see note 2
25 do —	5 Apr	GOETHE	13 Apr	24 Apr (0500)	sailed 1d late from NY
1 Apr 3	14 do	SCHILLER	27 Apr	—	L/V—see note 3
15 do 17	28 do	LESSING	4 May	15 May	Fiscal Year ended 30 June 1875

1. GOETHE sailed 4 days late from New York, and may not have carried mail.
2. KLOPSTOCK called at Halifax 24 March for coal and initiated the Line's westbound call at Cherbourg.
3. SCHILLER, when homeward bound from New York, was wrecked in fog off the Scilly Islands on 7 May. Some of her mail was salvaged and picked up by POMMERANIA of the Hamburg American Line.

References 1873-1875

Annual Reports of the United States Postmaster General; Lloyds Lists The New York Daily Tribune; The Times.
 N. R. P. Bonsor. *North Atlantic Seaway* (1955) Edition), pp 319-20.

MORE ANENT INDIA MAILS CHARLES J. STARNES

It is now clear that quite a few members have been enjoying at least a casual love affair with India. In response to the article in *Chronicle* 100 they have generously furnished photos or photocopies of some of their covers, together with descriptions and comments. A short cooperative report seems to be in order.

First, there were the overpays. From Susan McDonald's collection were two covers to Martinsburg, Ohio. The first, from Goojanwalla, Oct. 70, was prepaid at 9½as. (the earlier 28¢ Br. v S rate), the correct rate being 7as. 4p. (22¢ Br. v S, Jan. 70-Jul. 75). The second, from Sealcote, May 71, was franked at 10as. (the earlier Br. v M 30¢ rate), correct rate being 9as. 4p. (28¢ Br. v B, Jan. 71-Jul. 75). John Drew furnished a horrendous overpay cover from San Jose, Cal., 64-68, franked with 72¢ in stamps, and marked with ms. "Pd. 72," but credited by the New York office at the 45¢ Br. v M rate, ¼-½oz. (earlier than Apr. 59-Jan. 68). Of the seven rates to India listed at this period, the sender, or the San Jose postmaster, may have had in mind the 72¢ Bremen-Hamburg v M or 2 x 36¢ PCM rates.

Theron Wierenga sent in two interesting covers, one unpaid by private ship from Calcutta in 1850 (CALCUTTA G.P.O. SHIP LETTER and boxed

INDIA) to London. The cover was addressed to Messrs. Grant & Stone of Philadelphia, but also to "Care of Baring Brothers & Co, London," with further directive on back "Messrs. Baring Brothers & Co. will please to forward by the first steamer to America." The cover was so treated; it was delivered to Baring Brothers, who paid the 2sh. 3d. postage due for transit to London v M, $\frac{1}{4}$ - $\frac{1}{2}$ oz., and then remailed it to Philadelphia, unpaid (19¢ debit to U.S. — Br. transit to New York). The second cover, sent unpaid from Calcutta Nov. 53, was debited at London \$1.30 to the U.S., sent by Cunard *Canada* to Boston, arriving 5 Jan. 54. The Boston office crossed out the \$1.30 debit and marked in ms. the total rate collect at Philadelphia, \$1.40, Br. v M, $\frac{1}{2}$ - $\frac{3}{4}$ oz.

James Pratt also contributed data on two covers, one apparently showing British part payment not recognized. This was an 1856 cover franked with pair of 4as. 54 stamps, making the 8as. rate from India to the U.K. v S. However, the address was to Boston only (no English forwarder), and thus the letter was only partially paid. The Calcutta office finally noticed this, overstamped the original boxed INDIA PAID with a boxed INDIA before forwarding to London. At that office the U.S. was debited a ms. 40¢, and at Boston their large handstamp 45 shows the total rate collect, Br. v S. Mr. Pratt furnished a 5¢ open mail Goddard cover from Boston, 63, which showed a London clerical error had been corrected. A ms. debit to Calcutta of 1sh. 5d. was crossed over and 1sh. 4d. substituted, for the 1d. colonial allowance on the total 39¢ Br. v M rate; 11as. 6p. total collect at Calcutta.

Although not from Hindostan proper, two scarce covers in the collection of Joseph von Hake must be mentioned. They are both from Penang (one of the Straits Settlements—Penang, Malacca, and Singapore). The first is a folded letter dated 2 Sep. 48 (transit from Penang to U.K. not obvious from photocopy) which was prepaid at the double rate of 2sh. from Liverpool to Boston by the Cunard *Acadia*. On arrival, 19 Nov., the Boston office charged retaliatory packet postage by stamping a large black "58" — 2 x 24¢ sea + 2 x 5¢ U.S. domestic postage, collect at Salem, Mass. The second cover was sent unpaid Aug. 58. At this time, 54-61, the Straits Settlements were administered by the Bengal Circle (postal district) of India, which explains the boxed INDIA UNPAID appearing on the letter. London debited the U.S. 34¢, with Cunard transit by the *Arabia* to New York, where total rate collect was stamped, 39¢, Br. v M, to $\frac{1}{2}$ oz.

CORRIGENDUM AND ADDENDUM

WALTER HUBBARD

In the Cunard Sailing List for 1860-1869, published in *Chronicle* 90 (p. 162), *Africa* was shown as sailing from New York on 18 December 1861. This is now known to be incorrect, as she sailed two days late—to be precise, on Friday 20 December at 0645 hrs, to arrive at Queenstown on 1 January at 0200 hrs—this late sailing being confirmed by reports both in the *Post Office Records, London*¹ and in *Lloyds List*.²

If the Exchange Offices knew of this delay, she could have carried mail dated 20 December from New York or 19 December from Boston, in addition to that made up for her scheduled date of the 18th, and one would usually take it for granted that they would all be rated as by British Packet.

This was, however, an unusual voyage as *Africa*, in addition to her own mails, carried some for the North German Lloyd Line. In the *United States Postmaster General's Annual Report*,³ under the heading "Amount reported as due the steamships of the German Lloyd Line, being the sea postage for the year ending June 30, 1862" it says: "Africa . . . Outward trip Dec 19, 1861 . . . \$1645.31."

As neither Bonsor⁴ nor Staff⁵ lists any other vessel called *Africa* on the

1. *Post Office Records*, London: Post 43-165.

2. *Lloyds List*: Jan. 1862.

3. *The Postmaster General's Annual Report* for the Fiscal Year ending June 30 1862 (Wierenga Reprint p. 240).

4. N. R. P. Bonsor: *North Atlantic Seaway* (1955 Edition).

5. Frank Staff: *The Transatlantic Mail*.

North Atlantic in 1861, the inference is strong that the North German Lloyd Line had made some arrangement with the Cunard Company for this voyage and that that arrangement was probably the cause of *Africa's* late sailing. It follows that, as the Postmaster General paid compensation amounting to \$1645.31 direct to the North German Lloyd Line for this voyage, mails routed by that Company to be carried by *Africa* would have to be rated by the Exchange Offices as by AM. PKT.

In "The Cover Corner" in *Chronicle* 97-8, a folded letter to Calcutta is illustrated with the Exchange Office mark BOSTON AM. PKT. DEC 19 and an arrival mark of LONDON DT JA 2 62.

As no American packets normally sailed from Boston on Thursdays or from New York on Fridays (19 December 1861 was a Thursday), this folded letter must either have been carried from New York by *Africa* on 20 December or by an American packet sailing on some other day, in which case the Boston Exchange Office clerk applied the wrong date.

The American packets which must be considered as "possibles" were *Hansa* (North German Lloyd), *Glasgow* (Inman and part of the Miscellaneous Line) both sailing from New York on 21 December and, although unlikely, *Anglo-Saxon* (Allan Line) from Portland 21 December. All these vessels were, however, reported by both *The Times*⁶ and *Lloyds List*⁷ as arriving at their British ports on 3 January, one day too late for the London arrival mark. Therefore, if this folded letter was not carried by *Africa*, both the Boston and London marks are incorrect.

Not proven perhaps, but if I were fortunate enough to own this most unusual letter sheet, I think I would write it up as "presumably carried by *Africa* of the Cunard Line sailing from New York on 20 December 1861, under part charter to the North German Lloyd Line."

6. *The Times*: Jan. 1862.

7. *Loc. cit.*

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