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THE CHRONICLE

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of the U.S. Classic Postal Issues

November 1979 Volume 31, No. 4 Whole No. 104

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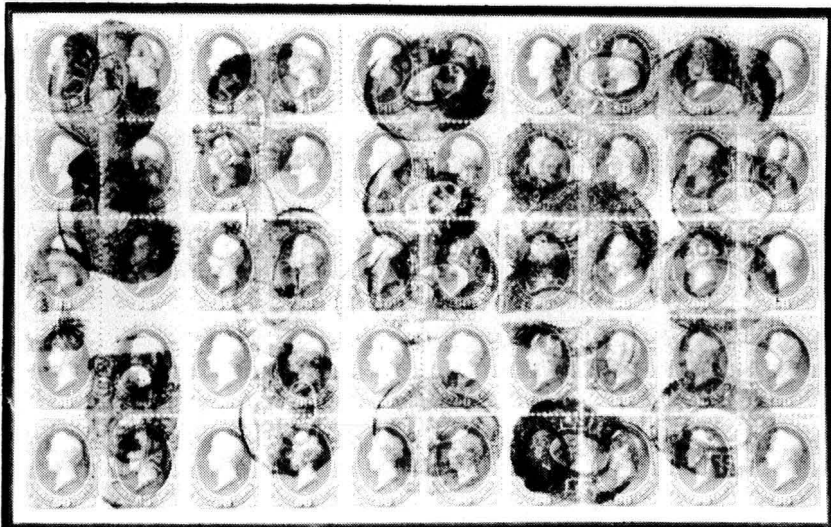
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THE EDITOR'S PAGE

The diversity of this issue means there is something for everyone. Stamps themselves are the focus of articles by Philip T. Wall on plating the miniature sheet of New York postmaster proofs and on the distinguishing characteristics of Sperati imitations of the 10¢ 1847. Morrison Waud discusses experimental papers and watermarks used for the 1883 2¢ brown. The ambiguity of the local demonetization period is noted by William K. Herzog.

Carrier stamps and their use on cover with the 1847 issue are featured by Creighton C. Hart. A Copperhead letter, the Vicksburg by-pass described by Kenneth A. Whittle, and the problems in the Cover Corner provide sidelights on the Civil War era.

Charles L. Towle reports on newly discovered railroad markings and assigns station markings to various categories by use. An interesting question of terminology is considered in the Prestamp section by Kenneth R. de Lisle.

Michael Laurence continues his discussion of the 10¢ rate to the Far East with an account of service to New Zealand and Australia. Publication of New York to Panama sailing data compiled and privately published about 40 years ago by Stanley B. Ashbrook begins in this issue. The Guion Line sailing lists are concluded in the Foreign Mails section, where George E. Hargest also analyzes an interesting cover to France.

Allan Radin, a new contributor (from whom you will hear again), writes about a letter to Burma by North German Union mail and how its discovery has required a revision in the India rate chart. The short-lived French packet service of Herout et de Handel, and a few covers carried by it, are the subject of an article by Charles J. Starnes.

It is with regret that I announce Maury Waud's resignation as Bank Note Editor. For all of us, I thank him for his years of dedicated service and his many contributions. Fortunately Dr. Richard M. Searing has consented to be the new Editor—please give him your cooperation and support.

REMINDER—U.S. POSTAL MARKINGS

In case you overlooked the announcement in the *Chatter* of the imminent publication of Thomas J. Alexander's revision of USPM, entitled *Simpson's U.S. Postal Markings 1851-61*, this notice is to remind you to order your copy or copies while the prepublication price is still in effect.

Thomas J. Alexander, with the assistance of many USPCS members, has extensively revised Tracy W. Simpson's classic work. The book has also been materially enlarged. It consists of 448 pages in 8½ x 11 format; the 2,672 tracings of postal markings are shown life size; also featured are 364 halftones of covers illustrating markings and uses, two maps and a color frontispiece. The book is typeset, hardbound, and printed on heavy stock.

Prepublication price, postpaid, is \$20.00—to all, not restricted to USPCS members. Orders, with *payment in full* to USPCS, should be sent to Richard B. Graham, 1245 West Fifth Ave., Columbus, Ohio 43212—please note special address. The book should be ready for mailing by the end of the year. The special price will be withdrawn shortly thereafter; post-publication price is expected to be \$27.50.

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GUEST PRIVILEGE

**PLATING THE NEW YORK POSTMASTER'S MINIATURE
SHEET OF NINE POSITIONS**

PHILIP T. WALL

Until recent years, this item has been referred to as a reprint (9X1R) by the editors of the Scott *Specialized Catalogue of United States Stamps*. Today, it is more appropriately listed as a proof, but is still usually referred to as 9X1R by dealers and auctioneers.

Source and Date of Issue

Much has been written in the philatelic press during the past eighty odd years about the date of issue and origin of the sheet of nine. Since this article deals primarily with the plating of these proofs, I do not propose to repeat at this time the different statements and arguments set forth by various writers in the past. Clarence W. Brazer in his article "New York Postmaster's Miniature Plate of Nine" published in the *Twentieth American Philatelic Congress Book* (1954) wrote as follows:

All the evidence gathered from my study of prints from this miniature plate of nine, in lack of any definite documentation to the contrary, convinces me that they were preliminary trial color plate proofs and normal color black proofs on several trial papers, submitted for approval of Robert Hunter Morris, Postmaster of New York about June 1, 1845.

I am inclined to agree with Brazer as to the origin and date of issue of these proofs.

Colors in which the Proofs were Printed

Trial color sheets of nine were proofed on cream colored bond paper in dark blue, dark green, brown, and scarlet. Sheets of nine were proofed in black on blue and white bond papers and possibly on India paper. If such proofs from the sheet of nine actually exist on India paper, they are quite rare. The various trial colors appear at auction in approximately the same ratio with the possible exception that those in dark green appear less frequently than those printed in the other three colors. It has been my experience that at least three copies and probably five copies of the black on blue paper are offered at auction for each copy of the black on white bond paper that comes up for sale. This latter type is a semi-scarce proof.

Number of Multiples and Full Sheets Still Extant

At one time, Dr. Brazer owned a block of six (Pos. 4, 5, 6, 7, 8, and 9) and a block of four (Pos. 1, 2, 4, and 5) in brown and a block of four (Pos. 1, 2, 4, and 5) in green from the sheet of nine and knew of the existence of a horizontal pair in brown. Presumably, these multiples still exist. There were at one time two complete sheets of nine in black on blue bond paper: the sheet in my own collection and the sheet formerly in the Miller Collection in the New York Public Library. The latter was taken in the robbery there some years ago. The present whereabouts of the Miller sheet is not known; and it may no longer be intact as it would be impossible, in my opinion, for this sheet to be sold on the open market.

Various philatelic writers, such as Perry, Ashbrook, Brazer, etc., reported they had heard rumors of a third sheet; but none of them was able to definitely ascertain that such a sheet actually existed. A year or two ago, I heard that a dealer on Long Island owned a third sheet; but upon my contacting him, he replied that he had no recollection of ever having such an item. In all probability, my own sheet is the only one existing today; but at the most, there can be only two complete sheets held legitimately by private owners at this time.



Figure 1. Miniature sheet of nine of New York 5¢ Postmaster Provisional proofs.

The history of my own sheet is as follows: it was purchased from the Daniel F. Kelleher Company of Boston in 1974, which in turn had acquired it earlier that year from the estate of Frederick R. Chaffee of Rutland, Vermont. Mr. Chaffee had obtained it at the time of the 1969 Robert A. Siegel Rarities of the World Sale (Siegel #350). After the sale of the balance of the Chaffee collection in August 1974 (Kelleher #521), Stanley J. Richmond, proprietor of the Kelleher Company, gave me all of Mr. Chaffee's reference material, which included an excellent enlarged glossy black and white photograph of the ex-Chaffee sheet taken by John A. Fox in 1953. This photograph (Figure 1) is shown to illustrate a complete sheet of nine.

Identifying the Nine Positions by their Position Dots

In the process of preparing the plate to receive the transfer roll relief, it was necessary to make position dots on the plate in order that the transfer roll be impressed in the soft plate in the proper alignment. As the position

dots were located by hand, there is some slight variation in their location and size. These position dots are found on stamps (proofs) in the second and third vertical rows—Positions 2, 3, 5, 6, 8, and 9. These position dots are found in the lowest wig curl to the left of Washington's face, and the difference in these position dots is the easiest means of identifying positions 2, 3, 5, and 9. Position 6 may be readily identified by the double transfer below the bottom frame line, and position 8 easily identified by the "shaded stock" on Washington's neck. There are no position dots in the first vertical row—positions 1, 4, and 7. On positions 1 and 4, there is an identical curved line from the point of Washington's chin extended downward and out to his cloak. On position 4, there is a diagonal line through the I of FIVE. Position 7 has neither the curved line nor the diagonal line and is the only position that does not have either of these lines and in addition does not have a position dot. The most difficult positions to identify are 2, 3, 5, and 9. Position 2 has a very high and extremely small position dot that is sometimes difficult to locate. Position 3 has a small high position dot. Positions 5 and 9 have large low position dots that fill the wig curl. On position 5, the dot is nearer the left frame than it is on position 9.

More Detailed Characteristics of Each Plate Position



Position 1



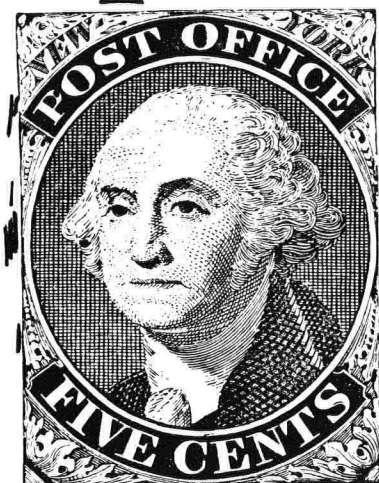
Position 2

Position 1—No position dot. There is a curved line from the point of Washington's chin downward and out to his cloak. A small dot is located near the bottom of the stem of E of FIVE. In the right section of O of OFFICE, there appears a vertical dash.

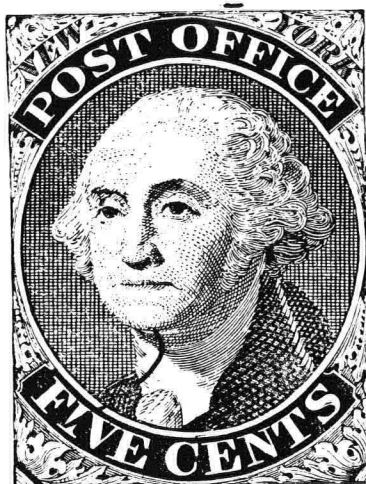
Position 2—Extremely small, very high position dot that is almost entirely covered by the curved line of Washington's hair in the design. There is a horizontal engraver's line parallel to the top of the stamp that is most easily seen over the O of YORK. There are numerous vertical scratches in the left margin similar to those found on positions 5 and 6. If the stamp from this position has wide margins, there is a small dot 1.1 mm to the right and 0.3 mm above the upper right corner.

Position 3—Small high position dot. There is a faint horizontal engraver's line parallel to the top of the stamp that is most noticeable over the letters ST of POST. A small dot is found in the half moon of P of POST. A heavy concentration of vertical plate scratches is located in the left margin where the left frame line and the curve of the oval nearly touch. If the stamp from this position has wide enough margins, there is a small dot 1.2 mm to the left and 0.5 mm above the upper left corner. Also, there is a distinct horizontal scratch 1.0 mm in length in the bottom margin beneath the E of FIVE almost midway between positions 3 and 6.

Position 4—No position dot. A curved line runs from the point of Washington's chin downward and out to his cloak. There is a diagonal line through the I of FIVE. On well-inked

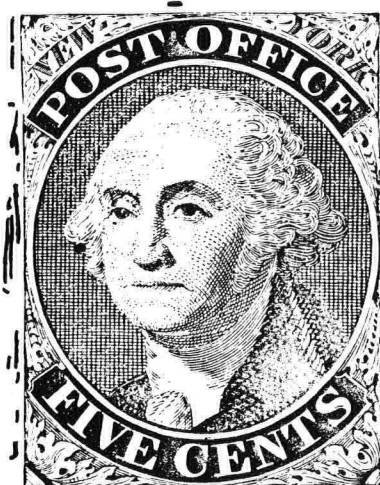


Position 3

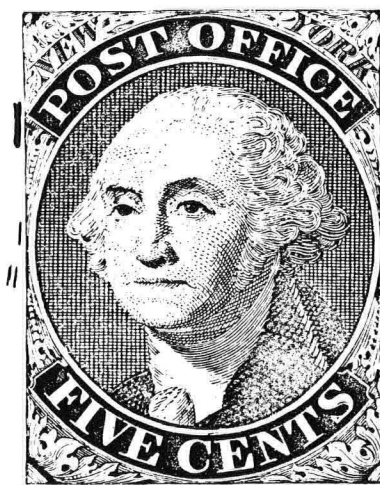


Position 4

copies, the curved line and the diagonal line are connected; and this is most easily seen where the line crosses the oval. On some copies from this position, there is a very faint horizontal engraver's line parallel to the top of the stamp above the first F of OFFICE.



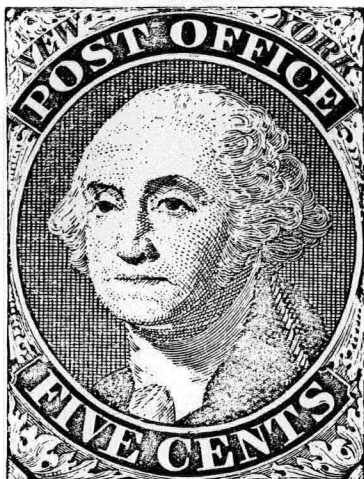
Position 5



Position 6

Position 5—Large low position dot that fills the curl and is nearer the left frame line than is a similar position dot on position 9. There are light vertical plate scratches in the left margin similar to those found on positions 2 and 6. However, these scratches are more numerous on position 5; and these create a dark appearance in the left margin. On well-printed copies, there is a short horizontal dash just above the top frame line between the T of POST and the O of OFFICE.

Position 6—Very small, very high position dot similar to that found on position 2. There is a distinct double transfer in the bottom margin between the F and E of FIVE and also 1.2 mm to the left of the lower right corner. Numerous light vertical plate scratches in the left margin are similar to those found on positions 2 and 5 with the heaviest concentration outside the P of POST.



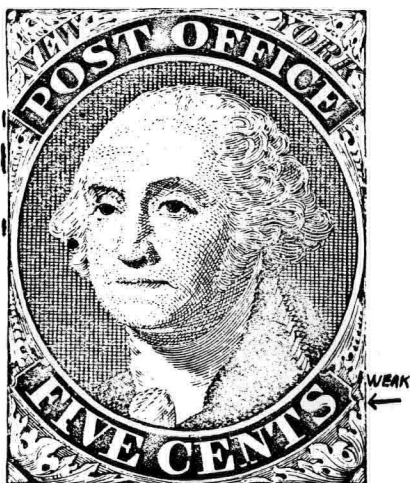
Position 7



Position 8

Position 7—No position dot, no curved line leading downward and out to the cloak, and no diagonal line in I of FIVE. There are three large plate bruises in the margin between positions 7 and 8 to the right of the CENTS label. The right frame line has a slight break in the leaves above the S of CENTS. There is a large dot 0.3 mm to the right of this break. Several plate scratches both vertical and diagonal extend the length of the margin between positions 7 and 8.

Position 8—Small low position dot. The plate bruises, scratches, and dot that are in the right margin of position 7 are in the left margin of this position. This position has a lattice or diamond shaped design on Washington's neck that has become known as the "shaded stock" variety. There is a small diagonal line in the top of the I of FIVE, a heavy horizontal line through the main stem of the E of FIVE, several faint lines in the F of FIVE and numerous dots and dashes in the oval over FIVE—most noticeably over the letters I and E. On the bridge of Washington's nose will be found a large dot that may be a second position dot, and still another dot will be found 4.0 mm to the left of the second dot in the edge of Washington's hair.



Position 9

Position 9—Large low position dot that completely fills the lowest curl. The right frame line is very weak or missing at the end of the CENTS label. There are only a few plate scratches in the left and right margins and none in the top and bottom margins. Almost all of the few light marginal plate scratches will be found in the left margin between the P of POST and where the curve of the oval almost touches the left frame line. On well-printed copies, there will be found a small dot in the bottom part of the I of FIVE and another small dot in the foot of the left thin stem of the N of CENTS.

It should be remembered that the plating characteristics shown on the attached diagrams are much more heavily illustrated than are the same marks on the actual plate positions from the sheet of nine.

Paper Variety

Although Ashbrook, Brazer and other earlier writers made no mention of having seen these proofs with stitch watermarks, I have seen copies from positions 4 and 5 with this type of watermark and would assume that such a variety could appear on any of the nine positions.

Fake Cancellations

Occasionally, copies of this proof will be offered at auction on which someone has applied a fake cancellation, usually either a manuscript or a round cork cancel. This proof was never valid for postal purposes, and it is most foolish for any one to deface a beautiful proof in such a manner as this.

Facsimiles

In the reference files of the Philatelic Foundation in New York City, there are several copies of a fake or facsimile of this proof. The paper is thin, has a slightly thick finish, and is of a color that is similar to that of the black on white bond paper proof. Some of these copies have very wide margins that would seem to indicate they were printed one at a time. These should not deceive anyone who is familiar with the genuine proofs as the design is poor by comparison. Nothing definite is known of the origin of these items. One authority has expressed the opinion these items were never intended to deceive collectors but were made for use as advertising labels in the 1880s.

SPERATI IMITATIONS OF THE U.S. 10¢ 1847 STAMP

PHILIP T. WALL

On my way home from the 1979 Annual Meeting of the U. S. Philatelic Classics Society, Inc., I decided to stop by Newport, Arkansas, and visit my friend Dr. John C. Peyton, one of our leading specialists in the U.S. 1847 issue. Dr. Peyton had arranged to remove certain sections of his collection from his bank in anticipation of my visit.

The off cover material was temporarily housed in a stock book. On one page were three stamps identified as Sperati fakes and for the sake of simplification will be described as "good (Figure A), better (Figure B), and best (Figure

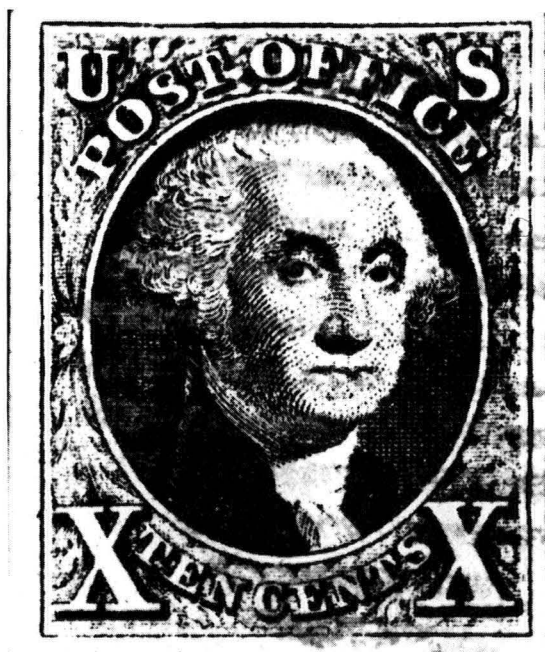


Figure A. Sperati imitation of 10¢ 1847.

Figure B. Sperati imitation of 10¢ 1847.



C),” referring to the quality of the faker’s work. The “best” imitation appeared most authentic to me, and I could find no real difference in that stamp and several other stamps in the collection that we both agreed were genuine. Then my host brought forth the auction sheet on which the stamp had previously been housed in a pouchette. It had been lot 3323 in the sale of a well known midwestern auction firm held March 23, 1975, and was described as follows: “Sperati forgery of 10¢ Washington extremely well executed but [has] spur on left frame line, huge margins, blue oval cancel and pen strokes, very scarce.”

The stamp in question (Figure C) had several vertical plate scratches near the lower right corner and a vertical scratch approximately 2 mm. long outside the left frame line opposite the “P” of “POST.” The doctor brought forth his copy of Perry’s articles on plating the 10¢ 1847 and, after a minute or two of study, I expressed the opinion that not only was the stamp genuine but that it was from plate position 66R. My host read Perry’s description of position 66R, re-examined the stamp and then concurred in my opinion that the stamp was both genuine and from this particular position on the plate.

The basic problem that has caused so many people—including both knowledgeable dealers and authors such as Lester G. Brookman as well as collectors—to mistake genuine U.S. 10¢ 1847 stamps as Sperati imitations is the diagonal spur at the top of the left “X.” Approximately a quarter of a century ago, the British Philatelic Association published a set of books which purport to explain and list the characteristics of the various Sperati fakes or imitations, including the 10¢ 1847. Under the heading “Specific Tests” for the U.S. 10¢ 1847, there appears the following:

“(i) There is a dash outside the left frame level with the top of the left “X” otherwise, Basic Test A is really sufficient.” (Basic Test A is that the genuine stamp was engraved while the imitation was made by photo-lithography.)

It is unfortunate that the person preparing this section of the treatise on Sperati fakes did not have more knowledge of our 10¢ 1847 stamp and more specifically did not have access to the articles by Elliott Perry entitled “Plating the 10¢, 1847” that appeared in the *Collectors Club Philatelist* published by The Collectors Club, New York City, in 1924, 1925, and 1926. The specific test referred to by the British Philatelic Association and adopted by Brookman



Figure C. Genuine 10¢ 1847.

in his writings is no test at all as fully five percent of the genuine stamps have this same characteristic. All stamps in the right pane from positions 26, 36, 46, 56, 66, 76, 86, 96, 7 and 17 have a distinct diagonal spur leading out and down from the top of the left "X." In addition, those stamps from position 37R have a trace of this same spur. Thus one out of every twenty genuine stamps has this spur at the top of the left "X."

In comparing the spur on the Sperati stamps with the genuine stamp from position 66R in the Peyton collection, I find (1) the spur on the imitations is heavier (thicker) than on the genuine stamp, and, (2) the end of the spur on the imitations appears to droop downward while the end of the spur on the genuine stamp seems to flare upward.

For purposes of comparison in the second paragraph of this article, I referred to the stamp in Figure A as "good" and that in Figure B as "better," although a more realistic comparison between these imitations would be "poor" for the stamp in Figure A and "fair" for the stamp in Figure B. The finely engraved black horizontal background lines in the genuine stamp are broken in the stamp in Figure B and have a "dot-dash" effect under a 7X glass, while in the stamp in Figure A these lines are often missing entirely in certain portions of the stamp, most noticeably under both "X's." The shading lines in the cravat are virtually complete on the genuine stamp, while they are broken or dotted on both imitations. The imitations have a jet or coal black appearance as contrasted with a less intense shade of black on the genuine stamp. Overall, the Sperati imitations of the 10¢ 1847 stamp are not nearly as good as his imitations of the 5¢ New York stamp.

Both of the imitations in Figures A and B have the following characteristics:

- (1) a dot in the vertical stroke of the "P" of "POST"
- (2) a large dot in the white oval under the "O" of "OFFICE"
- (3) a dot outside and touching the left frame line approximately $1\frac{1}{2}$ mm. below the "P" of "POST," and
- (4) a vertical dash approximately $\frac{1}{4}$ mm. long inside the right frame line opposite the right "X" and approximately 2 mm. above the lower right corner of the stamps, and

(5) an overall coarse appearance not found on the genuine stamps. In addition, the stamp in Figure B has a dot in the white oval below the "P" of "POST."

I hope the above mentioned notes will help philatelists to properly identify

the Sperati imitations of the U.S. 10¢ 1847 stamp. More important, I want to dispel forever the myth that a diagonal spur at the top of the left "X" of this stamp automatically means that the stamp is a Sperati imitation.

ADDENDUM—5¢ NEW YORK ON COVER POSTMARKED "ELIZABETH, N.J."

In my articles entitled "New York Postmaster's Provisionals Initialed 'ACM' Used on Covers Addressed to New York City" in the November 1978 and February 1979 *Chronicle* (Whole Nos. 100 and 101) I stated that, while previous writers have reported uses from Elizabethtown, New Jersey, and Alexandria, D. C., I had been unable to locate an evidence of covers from either of these towns.

The cover that *may* have been the previously reported use from Elizabethtown, New Jersey (now Elizabeth, New Jersey), was lot 130 in the 546th Sale of Robert A. Siegel held May 17, 1979 (Figure D). Lot 130 was described as follows: "Elizabeth, New Jersey, February 13, light partly readable pmk, matching '5' on tiny ornate Valentine cover, frilly green design, 5¢ New York Postmaster (9X1), margins to slightly in, faintly cancelled but not tied by same color blue as town and '5', cover has been severed in half horizontally, still most attractive (Owner theorizes the Provisional Stamp was either used from Elizabeth or was missed by the New York clerk and cancelled en route)."

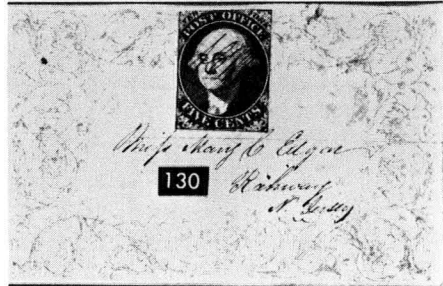


Figure D. 5¢ New York on cover postmarked Elizabeth, N.J.

I have never examined this cover that went from Elizabeth, New Jersey, to Rahway, New Jersey, approximately ten miles southwest. A professional philatelist who had ample time to examine the cover prior to its recent sale informs me that the cover originated in Elizabeth, rather than in New York City as theorized by the previous owner. Since Rahway is beyond Elizabeth, in the opposite direction from New York City, I seriously question that this Valentine ever passed through the New York City Post Office in the course of its delivery to the lady to whom it is addressed. There are no markings on the cover to indicate it was missent and forwarded. The large blue "5" to the right of the Provisional would indicate the letter was sent unpaid as there are no PAID markings anywhere on the face of the cover.

This provisional stamp had no postal validity other than on mail from, through, and to New York City, as it was never intended to be a general issue. The only two covers bearing this provisional mailed from a point outside New York City to a destination other than New York City (the cover from Jersey City, New Jersey, to Norwich, Connecticut, and the cover from Philadelphia to Montreal, Canada) both passed through Mr. Morris's office and were accepted by the clerks as being valid for postal purposes. Had these two letters not passed through New York City en route to their destinations, the provisional stamps would never have been recognized by either the dispatching office or the receiving office as paying the required postage.

If the stamp on the cover from Elizabeth to Rahway served no postal purpose, then it cannot be considered as a valid use of 9X1 outside New York City. One philatelist with whom I have discussed this cover theorizes that the sender of the Valentine was an admirer of President Washington and wanted to use the stamp as an attractive label on a letter to his fair lady during the month of Washington's birthday. This is an interesting theory, but whether or not it is true will never be known.

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

BOOTLEG LETTER—A DEFINITION ASKED

KENNETH R. DE LISLE

Editor Susan McDonald received a thought-provoking letter which she passed along to the Prestamp and Stampless Period section because, although the subject discussed was seen in *The Cover Corner*, its origins are much earlier than the problem cover with the 3¢ 1857 stamp. The writer, Kenneth A. Whittle (RA #1451), quotes from *The Chronicle*, poses a question and presents his persuasive argument. With his permission we are reproducing the letter in large part, with minor editing:

December 15, 1978

Dear Susan:

I annoy you with this letter because I think some responsible organization should present a good, sharp definition of the term "bootlegged cover." This term has been used in several articles, the last on page 291 of the November issue of *The Chronicle*.¹ Said at that time and place:

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

The cover in question began in Ohio and was sent to the American Board of Missions in Boston. It was then taken out of the mails and carried privately to Bombay, India."

The second paragraph explains fully how the writer thought the cover went, but why the derogative adjective? Philatelic publications permit it, though they never seem to give either a moral or legal basis for the use.

The U.S.M. & P.O.A., page 186, vol. 1860-1866 says:

"By the 11th Section of the Act of 1845, Authority is given to carry letters and packets by *private hands, no compensation tendered or received therefore in any way, or by special messenger employed for the single particular occasion.*

The italics are in the original as quoted in page 186. This appeared in August 1864, and the law quoted is that of May 1845, a period which covers the postal matter in question. If the post office thought such mail satisfactory, why don't philatelists?

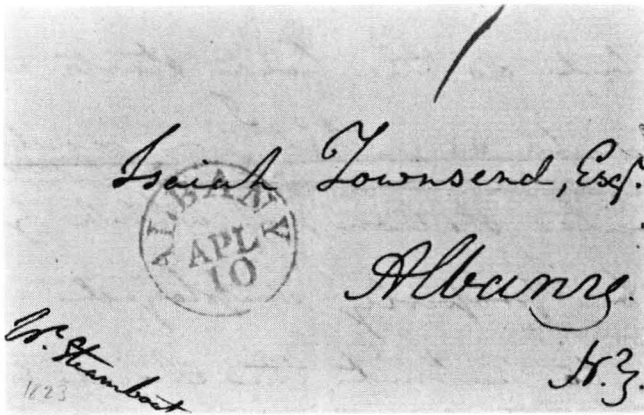
In that [same] issue of *The Chronicle*, page 290, I described a cover with a 5¢ 1857 stamp, postmarked Schenectady (N.Y.) addressed to "Mission House, New York City" with a note on the bottom left, "Corisco, Western Africa." In the correspondence at this African post the missionaries spoke of the "Mission Mail"—it was letters, five or six to each member, which had been bundled up and sent by mail to the head of the mission. We trust the mailing was legal, but whether it was or not, the individual letters would never indicate it. At times this went out of the mail by the mission boat, a ship which did not travel any post roads. All official mail for Corisco had to leave the official arms and travel "out of the mail" for no country served Corisco. Before one may label mission mail as bootlegged he has to know specifically that it is such, the outside will not tell him.

Mr. Whittle in his letter then turns to other writings in an effort to clarify the use of the term "bootleg cover." He quotes from a monograph which touches on the subject and pictures some examples, *The Hudson River Mail*, which states:

Therefore a letter "bootlegged" up the river in the pocket of an accomodating passenger could be quietly dropped into a convenient box at the Albany post office. The postage cost to the recipient at Albany would be 1 cent, a saving of 5 cents per letter. . . .²
. . . . Some time prior to 1820 more effective measures must have been used to insure compliance with the law, for we find few of these intriguing "bootleg" letters after that date, even though postage was not substantially reduced until 1845.³

In the Whittle letter are several photocopies of letters owned by him, supporting the proposition that the Post Office Department or its agents knew full well that for at least a portion of their transit from origin to destination they were privately carried. Commenting on the covers, Whittle states:

1. George Alevizos, in "The Cover Corner," *Chronicle* 100:291.
2. Kenneth R. de Lisle, *The Hudson River Mail 1804-1858*, Albany Institute of History and Art, 1969, p. 12.
3. *Ibid.*, p. 12.



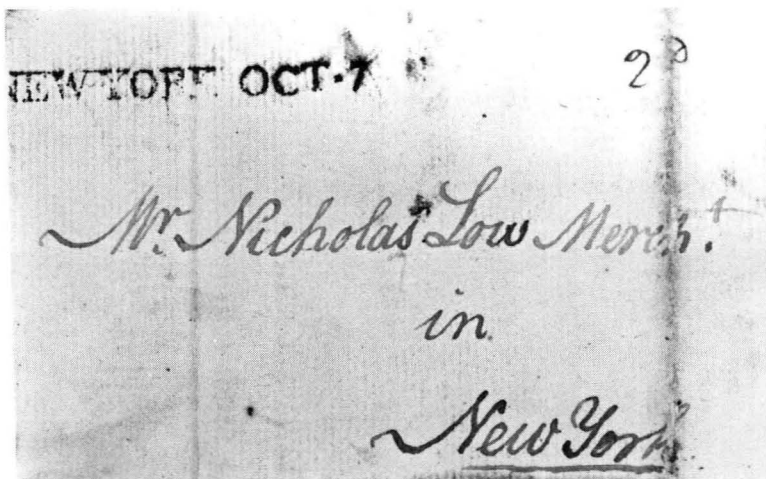
Dated New York, April 8, 1823, and endorsed "Pr Steamboat." Contents suggest letter was intended to go by steamboat as a loose letter. Instead it was carried by favor to Albany and dropped at the post office there. If carried by the boat captain, the Albany P. O. would have marked it "B" and rated postage from New York.

All the covers except the last were written in Schenectady during the 1830's. . . . In *The Hudson River Mail*, Plate 7 and Plate 17, similar covers from this writer appear with no comment of this carriage of mail from Schenectady to Albany . . . for the down-river boat—either that was considered there as normal mail, or the contents had not been examined and origin determined, or possibly the letters were written in Albany, which I doubt. I suggest that as far as I know this was legal; the intent was faster, not cheaper, service.

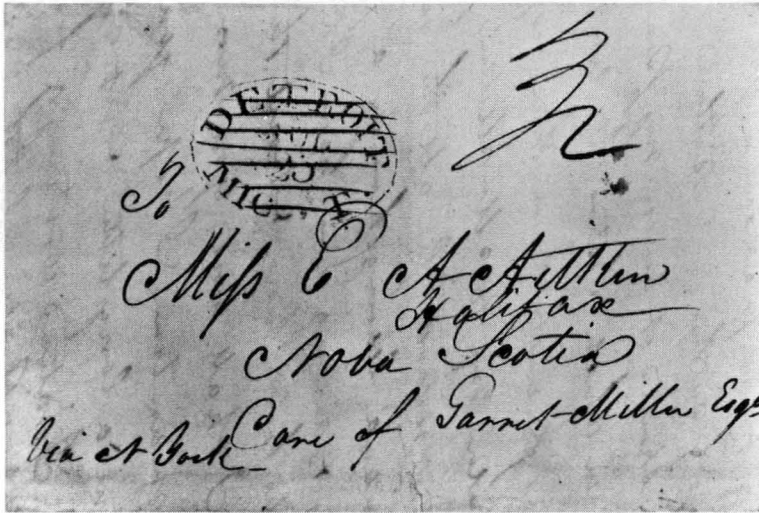
The middle two covers [shown on the photocopies], written in Schenectady and "carried in the pocket of an accomodating passenger" are postmarked New York [being] dropped there, charged 1¢ each. Both of these letters carry in the left bottom corner the name of the pocket donor. I doubt that the writer of these letters, who was a retired business man of keen awareness of matters of the time would advertise on the outside of his letter, involving both himself and his friends, if this operation was not considered legal by him. These letters were not challenged by the post office.

After a discussion on other kinds of matter carried outside of the mails legally (railroad business for example) and the abuses which crept in when the railroads sent business correspondence outside the mails in violation of the 139th Section of the Postal Laws, Whittle points out that this practice would subject the mail to forfeiture and the sender to a fine. He reasons that, since the postal authorities knew of the so-called "bootlegged" letters, yet did not act in any way to end the practice, it follows they were not illegal and, by definition, could not be bootlegged matter. Our correspondent ends his letter by saying:

Everything I have seen seems to indicate that a person can legally carry a letter partly or wholly out of the mail, provided he is not making a business out of it and not



This letter originated at Edwardsburg, Upper Canada (on the St. Lawrence west of Montreal), Aug. 19, 1790. It took nearly two months to reach New York (by ship via the St. Lawrence?) where it was rated 2d, apparently as a ship letter. Inland postage by the normal route from Burlington, Vt., to New York was certainly evaded, but was such evasion illegal?



An interesting letter datelined "Mackina, July 20, 1829." It was first handed in at the Detroit P. O. and then withdrawn (probably to save the 25¢ postage to New York). The letter states, "Eliza . . . will go through New York & will put this in the post office of that City." Eliza, however, must have handed it directly to a ship as it never entered the New York P. O. Since the Detroit P. O., knowing the letter would be carried outside the mails, permitted it to be withdrawn, such carriage evidently was not considered contrary to regulations.

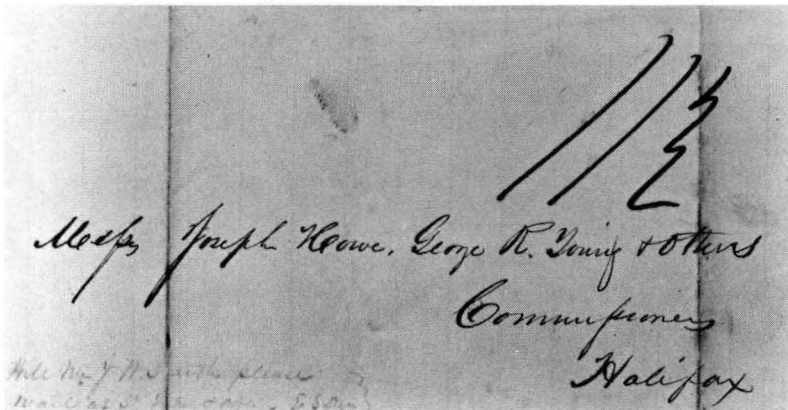
getting paid for it. The term "bootlegged" may be only a philatelic epithet; only the Post Office Dept. can determine that condition. I think the term needs looking into.

Unknown to Whittle, this same subject was brought to the attention of readers of the February 1975 issue of *The Bulletin of the Empire State Postal History Society*, in a short article which completely supports his contention. The authority is none other than the Postmaster-General, Return J. Meigs, (1814-1823). The following is a transcript of the article; the personal pronoun is that of your Prestamp and Stampless Editor:

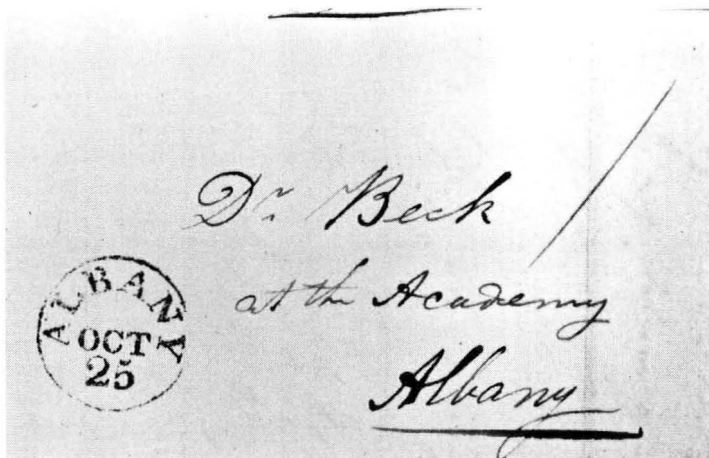
BOOTLEG LETTERS—A REVISION:

One of the fascinating aspects of postal history research is the finding of information which sets forth new facts or clarifies a heretofore "fuzzy" situation. It was my good fortune to run across such a find recently, while working on the microfilm records of *Letters Sent by the Postmaster General*.

Most of us have heard the term "bootleg letter." It is applied to a letter written in one location and carried privately to another, there to be put in the post office at a considerable saving in postage fee. For example, a letter written in New York City, carried upriver by a passenger on the steamboat and dropped in at the Albany post



From Calais, Me., June 14, 1849, to Halifax, N.S. Mailed at St. John, N.B., June 23, 1849. Pencil notation at lower left: "Will Mr. J. W. Smith please mail at St. John & oblige E. Dyer." This practice is usually described as "bootleg," but, if Mr. Smith received no compensation, it was not unlawful for him to carry the letter, and the term is inappropriate.



Letter from Nelson (Madison Co.), Oct. 18, 1824, carried out of the mail and placed in the Albany P. O. as a drop letter. No evidence that the intention was to evade postage.

office is often seen. The rate between New York and Albany from 1792 to 1799 was 15¢ for a single letter. Up to 1816 it was 17¢ (25½¢ during the war rate period), 18½¢ up to 1821 and 12½¢ from then until 1845. Yet, this same letter if carried on the boat by a passenger and dropped in at the Albany office cost only 1¢ if for an Albany addressee.

We have always considered this an illegal practice, hence the appellation.

However, scanning through Roll No. 19, I found the following:

August 11, 1815

Alexander Coffin, Esq., P.M.
Hudson, N.Y.

Sir: Your letter of the 7th is before me. If passengers in packet boats drop letters which they have brought with them into the post office you can charge only one cent on them, this for your trouble. You are not bound to receive for delivery but it would be difficult to avoid doing so, they may be dropt [sic] into your office without your knowledge.

RJM Jr.

This is quite informative, as it tells us while the practice was not really authorized, it was condoned and the term "bootleg" is a misnomer. Webster defines bootleg as ". . . to make, sell or carry (esp. liquor) illegally." Postmaster General Return J. Meigs, Jr., took the practical approach on the question and it can hardly be called illegal if he recognizes it and sets a fee on the product.

I, for one, will have to change the descriptive captions on one or more album pages!

Susan McDonald, in responding to Whittle, suggested that a "bootleg" letter should be defined as one carried illegally to evade postage, the elements of illegality and evasion both being necessary. Several so-called "bootleg" covers are illustrated with these comments, but it is difficult to find any that combine both criteria of the definition.

Comments and supporting/refuting data are solicited. At a future date we shall examine on these pages any pro and con arguments. Perhaps we can come to a conclusion which will support the term "bootlegged cover" or lay it to rest, forever! Correspondence should be addressed to the Section Editor.

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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

CARRIERS' STAMPS ON 1847 COVERS
CREIGHTON C. HART

During the 1840s and earlier, postage rates paid for a letter to be carried from the only post office in one locale, regardless of its size, to the one post office in another. By 1842 New York had grown and spread over such a large area that a private post carrying the mail from letter boxes to the post office and from the post office to the addressees was an immediate success.

That private enterprise, the City Despatch Post (Figure 1), started in February 1842, was soon purchased by the New York Post Office under authority received from Washington. This service, the United States City Despatch Post, (Figure 2) continued in business until late November 1846 when it was discontinued.¹

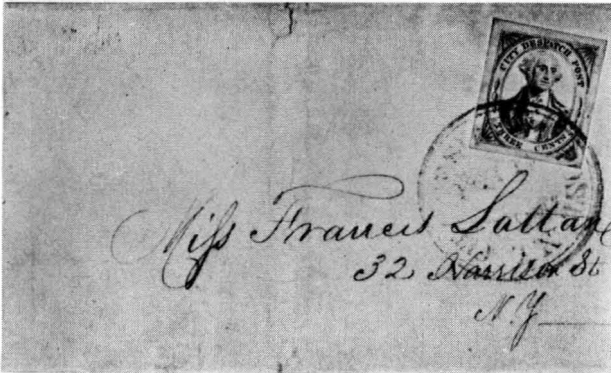


Figure 1. The City Despatch Post was the first adhesive stamp used in the United States. The three cents paid one cent carriage to the N.Y.P.O.D., one cent for the U. S. drop rate and one cent for delivery to the addressee. This letter postmarked February 14th, 1842, carried a handwritten Valentine poem to Miss Frances Sattane.

Alexander M. Greig, a New Yorker, started the City Despatch Post but it was owned by Henry Thomas Windsor, a Londoner. Windsor had seen how popular and efficient the new Penny Post was that Sir Rowland Hill had introduced in England about two years earlier.

The City Despatch Post is, of course, known for having printed the first adhesive stamps but it is also noteworthy as being the first to place letter boxes strategically about New York City where mail was regularly picked up and

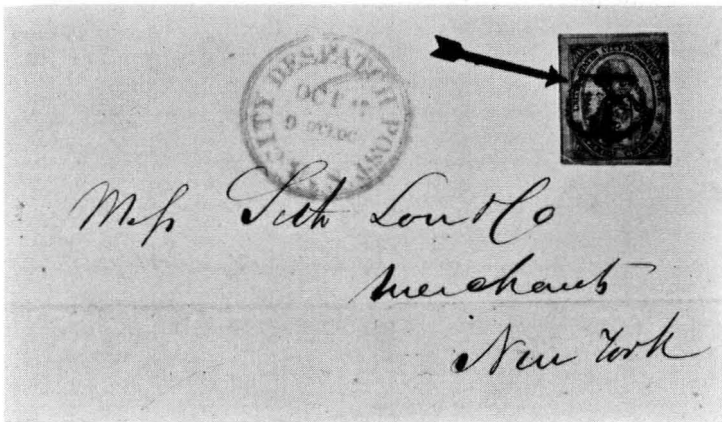


Figure 2. The United States City Despatch Post stamp is the same as the City Despatch Post stamp with the words United States added after that private post had been purchased by the N.Y.P.O.D. This is the first stamp issued by authority of the United States Post Office Department. These stamps were cancelled with a U. S. in an octagonal frame. (See arrow).

1. Elliott Perry, *Centenary of the First Adhesive Postage Stamps of the U.S.*

then delivered to the residence or office of the addressee. The importance of this, as far as the carrier stamps are concerned, is that the postal service as we know it today had its beginning at this time with the City Despatch Post.

The unique place the City Despatch Post has is shown by Scott's *U.S. Specialized Catalogue* where this stamp is listed as both a post office carrier and a private local. From February until August 16, 1842, it is listed as a local and after that date it is recognized as a carrier because it is cancelled with the official cancellation of the New York Post Office. The "2 cents" City Despatch Post stamps printed on various colored papers at later dates have no connection with the original "3 cents" City Despatch Post even though the same design was used.

Despite the proven need for a U.S. Post Office carrier service none was provided again for a period of three years, not until 1849, when the postmasters in New York, Philadelphia, Boston, and Charleston, South Carolina, printed their own stamps and offered carrier service by regular post office employees. The Baltimore postmaster followed suit in 1850.

However, the public was not without this convenience between 1846 and 1849 because private companies in New York and Philadelphia printed stamps and operated efficiently—notably Boyd's Express in New York and Blood's in Philadelphia. In fact, the private local posts were so efficient that, when the New York and Philadelphia postmasters decided to renew post office carrier service, few residents used it but continued with the local private posts.

As editor of the 1847 Section, I will endeavor to list for our members all of the 1847 covers with carriers' stamps. With the help of many members, up-to-date lists have appeared in past *Chronicles* for transatlantic covers, 10¢ bisects, and most recently of New York state postmarks.

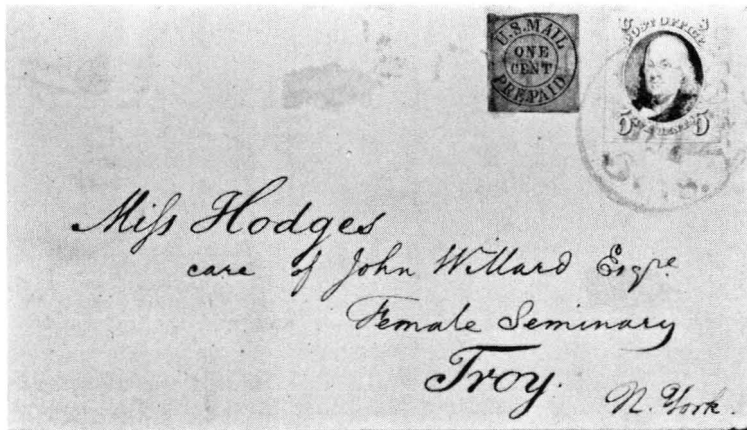


Figure 3. One design printed in three colors was used at N. Y. City for carrier service. This rose stamp was not cancelled but it is tied by the N. Y. postmark. It is also known printed on yellow and buff paper.

This issue of the *Chronicle* lists the only covers I know about at present. The list includes those that have been offered in past name auctions or have been so far reported by collectors. How many other covers are there that should be included? If collectors having 1847 carrier covers will write me, together we can complete a list that will be valuable to present-day and future collectors. Then, too, it may answer this question, "Which genuine 1847 carrier covers are rare, scarce, or common?"

In the following tabulations an "X" is used if the information is either missing or illegible. A "?" means the data might be evident if the cover could be examined.

The New York post office had carrier stamps (Figure 3) printed in the same design on three different papers: rose, yellow, and buff. Scott's *Specialized* lists all three on cover with 5¢ stamps but none with the 10¢ denomination. The 22 New York carriers I list are also all with 5¢ stamps.

Rose N.Y.C. Carriers—7

| <i>Date</i> | <i>Comments</i> |
|-------------------|--|
| 1. Mar. 16, 1849 | Pen cancelled, not tied to New Jersey |
| 2. Aug. 9, 1849 | Blue dot cancel, not tied to Massachusetts |
| 3. Mar. 15, 18-X | Tied by pen cancel to Princeton, New Jersey |
| 4. May X, 18-X | Pen cancelled, not tied to Hartford, Connecticut |
| 5. Ju (?) 3, 18-X | Pen cancelled, tied by N. Y. grid to Farmington, Maine; "Due 5" |
| 6. July 6, 18-X | Not cancelled but tied by N. Y. postmark to Troy, N. Y. (Figure 3) |
| 7. Oct. 4, 18-X | Pen cancelled, not tied to Middletown, Connecticut |

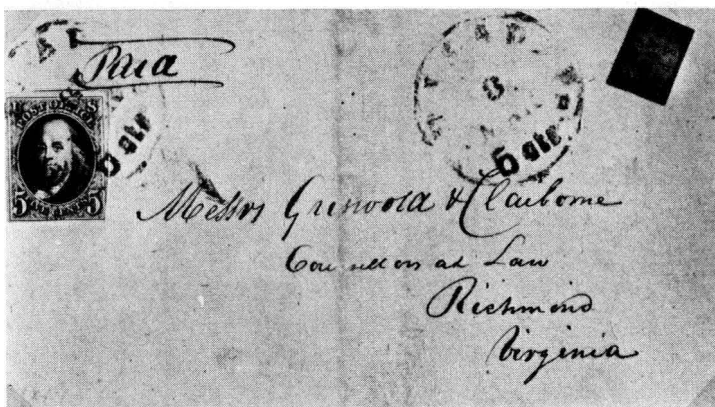
Yellow N.Y.C. Carriers—5

| <i>Date</i> | <i>Comments</i> |
|-------------------|--|
| 8. July 11, 1850 | Cancelled and tied by pencil to Boston, Mass. |
| 9. May 10, 18-X | Cancelled and tied by pen to Natick, Massachusetts |
| 10. Oct. 20, 18-X | Cancelled by manuscript, tied by grid to Middletown, Conn. |
| 11. Nov. 15, 18-X | Pen cancelled, tied by N. Y. grid to Troy, N. Y. |
| 12. Jan. 21, 18-? | Pen cancelled, not tied to Cambridge, Mass. |

Buff N. Y. Carriers—10

| <i>Date</i> | <i>Comments</i> |
|-------------------|--|
| 13. Mar. 2, 1850 | Pen cancelled, not tied to Baltimore, Maryland |
| 14. Mar. 14, 1850 | Pen cancelled, tied by N. Y. grid to Providence, R. I. |
| 15. May 14, 1850 | Manuscript cancel, tied by N. Y. PAID to Phila. |
| 16. May 17, 1850 | Not cancelled nor tied to Montgomery, Ala. |
| 17. Nov. 7, 1850 | Cancelled and tied by pencil to New Haven, Conn. |
| 18. Mar. 13, 18-X | Not cancelled nor tied |
| 19. Mar. 16, 18-X | Not cancelled nor tied to Washington, D. C. |
| 20. May 20, 18-X | Pen cancelled, not tied to Albany, N. Y. |
| 21. Feb. 12, 18-? | Pencil cancelled, not tied to Bordentown, N.J. |
| 22. May (?) 18-? | Pencil cancelled, tied by N. Y. grid |

Figure 4 has the small Philadelphia carrier which is not cancelled as is customary.



The Philadelphia post office had two styles of carriers printed; the first one in early 1849 is a very small one with black ink on rose paper (Figure 4) which is known in several varieties. This same design is also known printed later on vermillion, blue, and yellow papers. In 1850, a second design was printed which is known in gold ink on black paper, with blue ink on white paper (Figure 5), and black ink on white paper. All presently listed are with the 5¢ stamps.

Straight-line U.S.P.O.—9

| <i>Date</i> | <i>Color Paper</i> | <i>Comments</i> |
|------------------|--------------------|--|
| 1. Feb. 19, 1850 | Blue | Tied by blue grid to Northumberland, Pa. |
| 2. Aug. 28, 1850 | Rose | Not cancelled nor tied to Westchester, Pa. |
| 3. Mar. 8, 1851 | Rose | Not cancelled nor tied to Richmond, Va. (Figure 4) |
| 4. May 8, 1851 | Yellow | Not cancelled to Germantown, Pa. |
| 5. Dec. 1, 1851 | Rose | Not cancelled nor tied |
| 6. Mar. 7, 18-X | Vermillion | Not cancelled nor tied |
| 7. June 13, 18-X | Rose | Not cancelled nor tied to N.Y.C. |
| 8. July 18, 18-X | Rose | Not cancelled, tied by postmark |
| 9. Aug. 10, 18-X | Rose | Tied by postmark to Caldwell, N.Y. |

Curved U.S.P.O.—4

| <i>Date</i> | <i>Color Paper</i> | <i>Comments</i> |
|-------------------|--------------------|---|
| 10. X, X, 1850 | White | Blue ink, cancelled red star, not tied |
| 11. X, X, 1850 | White | Blue ink, cancelled and tied with red star (Figure 5) |
| 12. Mar. 31, 1851 | Black | Gold ink, not tied to New York City |
| 13. May 5, 18-? | White | Black ink, red star cancel, not tied |

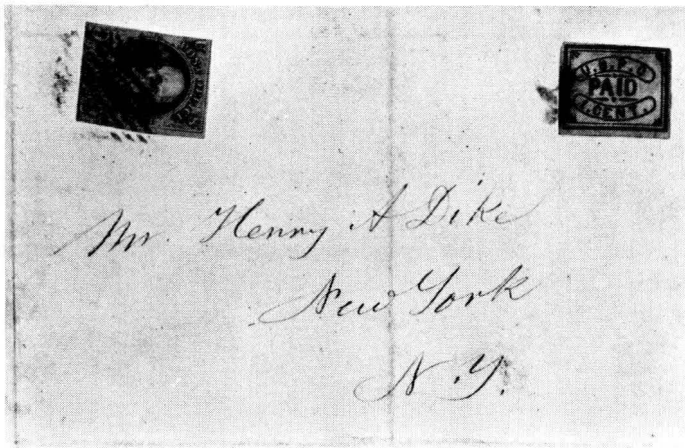


Figure 5 has the second type of carrier cancelled by the red star in Philadelphia. The 5¢ '47 stamp was uncanceled when it reached New York where the red 13 bar grid was struck.

Carriers used at Boston are all of the first variety printed there. They are nearly all cancelled and tied with a red or black fancy circle of pearls (Figure 6). All are on covers with 5¢ stamps.

| Boston Carriers—11 | |
|--------------------|---|
| Date | Comments |
| 1. Mar. 6, 1850 | Cancelled and tied by circle to France |
| 2. Mar. 18, 1850 | Cancelled and tied by black circle and postmark. (Figure 6) |
| 3. July 8, 1850 | Cancelled and tied by black circle and grid |
| 4. Aug. 27, 1850 | Cancelled and tied by black circle to Windsor, Vt. |
| 5. Oct. 14, 1850 | Cancelled but not tied to Canada |
| 6. Apr. 30, 1851 | Manuscript cancelled, tied by postmark to Conn. |
| 7. June 18, 18-X | Cancelled and tied by circle to Washington |
| 8. Aug. 22, 18-X | Tied and cancelled by Boston postmark |
| 9. Oct. 3, 18-X | Cancelled and tied by red circle |
| 10. Nov. 27, 18-X | Tied and cancelled by Boston postmark |
| 11. Dec. 24, 18-X | Not tied nor cancelled to Sturbridge, Massachusetts |

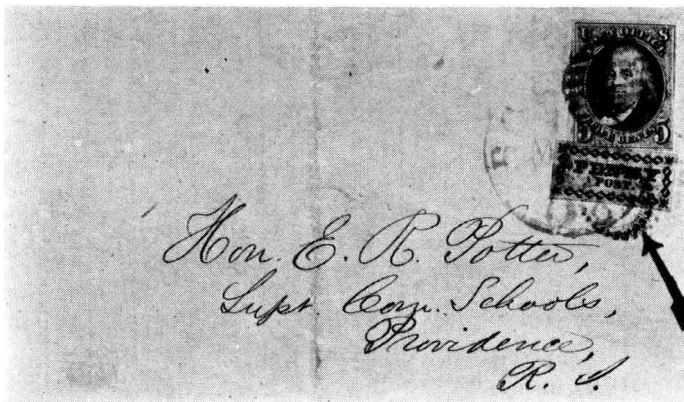


Figure 6. The proper Bostonians thoughtfully placed their carrier stamps near the '47 stamps so that they are nearly always tied by a townmark as well as being cancelled with the usual circle of pearls in either black or red.

John Honour was a post office letter carrier in Charleston, S.C., who had stamps printed for the convenience of his customers (Figure 7). His stamps are known on covers with both the 5¢ and the 10¢ denominations.

| Charleston Carriers—6 | | |
|-----------------------|--------------|---|
| Date | Type | Comments |
| 1. July 18, 1849 | Large oval | Cancelled and tied by grid with 10¢ |
| 2. July 14, 18-X | Large oval | Cancelled and tied by crayon with 10¢ to N.Y.C. |
| 3. July 11, 1850 | Small square | Cancelled and tied by postmark with pair 5¢ |
| 4. June 4, 18-X | Small square | Pen cancelled, not tied with 5¢ |
| 5. June 7, 18-X | Small square | Pen cancelled, not tied with 10¢ (Figure 7) |
| 6. ?, ?, 18-X | Small square | Pen cancelled and tied to Columbia |

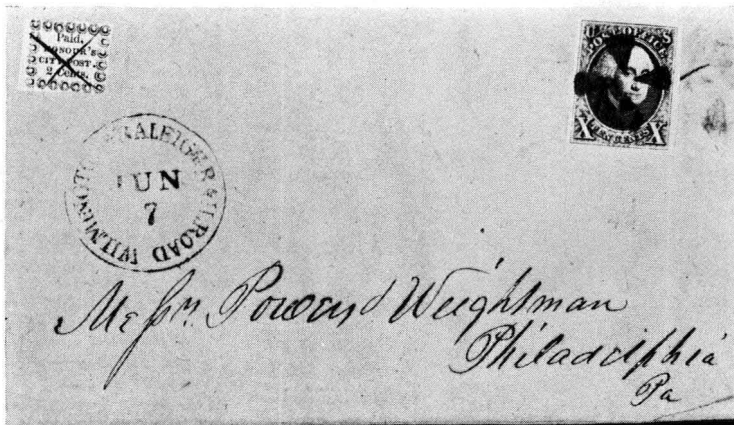


Figure 7. One of several covers (5 or more) with the Charleston Honour carrier stamp that have the terminal postmark of the Wilmington & Raleigh Railroad used by rail route agents. Cancellation leaves a one-eyed Washington peering from the stamp.

Carriers' stamps on 1847 covers from Baltimore probably will be the scarcest because none was offered the public until 1850 (Figure 8). To date only two are listed, both with the 5¢ stamp.

Baltimore Carriers—2

| <i>Date</i> | <i>Carrier</i> | <i>Comment</i> |
|----------------------|-------------------|-----------------------------------|
| 1. May 27, 1850 | Red on blue paper | Not cancelled nor tied |
| 2. November 11, 1850 | Red on blue paper | Not cancelled nor tied (Figure 8) |

As is usual Scott's *U. S. Specialized Catalogue* has a section on Carriers' Stamps. In addition to the carriers' stamps known on 1847 covers, it also catalogues other carriers printed later, some as late as 1858. Of course, most are found on letters with postage stamps issued after the 1847s. The last few paragraphs from the introduction to the carrier section are quoted in full:²

Prices for Carriers' stamps on cover are for covers having the stamp tied by a hand stamped cancellation.

Carriers' stamps, either uncanceled or pen-canceled, on covers to which they apparently belong deserve a premium of approximately 25 per cent over the prices for the respective uncanceled or canceled off-cover stamps.

Stamps are listed "On cover" only when they are known to exist tied by a hand-stamped cancellation.

All Carriers' stamps are imperforate and on wove paper, either white or colored through, unless otherwise stated.

Counterfeits exist of many Carriers' Stamps.

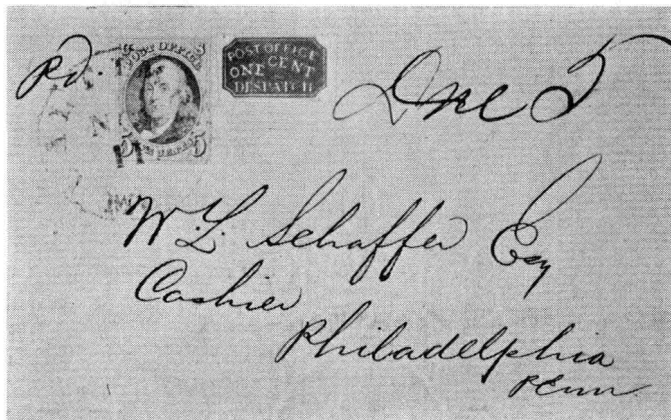


Figure 8. A cover with the Baltimore carrier. "Due 5" indicates a double weight cover, due to the extensive enclosures. Photo by William T. Crowe.

The third sentence above states that stamps are only listed "On cover" if the carrier stamps are tied by a handstamp. Only 20 of the 54 covers listed

2. *Scott Specialized Catalogue of United States Stamps*, 1978 Edition, p. 357.

herein are tied by a handstamp yet many, if not all, are genuine.

Collectors specializing in the postal history of our first issue should be able to include genuine carrier covers with confidence even if the stamps are neither tied nor cancelled. To accomplish this for 1847 covers your editor, with the help of other specialists, will list in a near future *Chronicle* all the 1847 covers that are reported with carriers and specify which are genuine. The reasons they are believed to be genuine will be detailed even if the stamps are neither cancelled nor tied.

The last sentence in the quote from the *Specialized* states there are counterfeits of many carriers' stamps. This is a field about which I have so little information that I hope some one else will help not only for carrier fakes but also for fakes of the private local posts.

Plans are for an article about private local stamps on 1847 covers to appear in a future issue. Duane Garrett who has an important 1847 collection provided information on 25 of the carriers listed here. His help is much appreciated.

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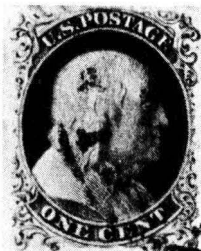
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THE 1851-60 PERIOD
THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

NEW YORK TO PANAMA SHIP SAILINGS

STANLEY B. ASHBROOK

Introduction

At *Chronicle* 103:178 we reported the existence of the archive which had been sponsored by the Research Group. At that time it was stated that to some extent it duplicated the material contained in Eugene C. Reed's "U. S. Mail Steamship Company Sailings to Panama: 1849-1859" (*Chronicle* 102:98). Further study indicates that it supplements rather than duplicates the Reed work and for that reason your editors have decided to republish it in installments in *The Chronicle*, beginning with this issue.

Only the sailing data will be republished. In the last issue a summary of the contents of all of the reports was given. The subjects other than the sailing lists were Ashbrook *Special Service* type articles. Virtually all of these have been brought up to date, either by Ashbrook himself or by other students, since their first publication in the late 1930s and early 1940s. For instance, the article titled "The San Francisco Double Circle Postmarks 1861-1867" which appeared in the September 10, 1942, report was expanded and corrected by Clifford L. Friend's "The 26mm Double Circle Postal Marking of San Francisco," *Western Express*, January 1975, p. 11.

While we see no point in publishing such out of date material, the ship section of the work is quite a different matter. In addition to sailing dates, it is interspersed with information about arrival dates, the ships themselves, passenger and freight rates, ports of call and connections with other ships. Sailing information on non-contract ships, including clippers going around the Horn, is also given. Ashbrook called this a valuable contribution to American philatelic research work. We regret that it has been "lost" for some 40 years, but are delighted that it can now become a part of the permanent literature.

Thomas J. Alexander

Completion of Sailing Data

We have now completed the principal part of the work on which we started several years ago, *i.e.*, a compilation of sailings from New York to Panama of Mail Steamships for the years 1849 to 1857 inclusive. Miss Mitzi Neumann has rendered us a valuable service in searching through the files of the New York *Herald* for all of the above years and making accurate copies of news items and advertisements. Our thanks are sincerely hers.

No doubt some of our members who are not especially interested in the study of the "Ocean Mail" to and from California between 1849 and 1861 have wondered what special benefit they were going to derive from all the data regarding the sailings and arrivals which has been sent to them. The formation by Mr. Knapp and the undersigned of the *Research Group* some three or four years ago, was not for the purpose of obtaining data that would be of special interest or benefit to any particular member but rather the compiling of historical philatelic data which would be, (when eventually published) of much interest to all collectors interested in the various modes by which the U. S. Mails were conveyed during the decade and a half prior to the outbreak of the Civil War.

There can be no doubt that the great mass of information which we have gathered together will eventually prove a most valuable contribution to American Philatelic Research Work, and we believe that every member who contributed cash to make this work possible will not regret having done so.

U.S. Mail Ship Sailings from New York—1849

FOR CALIF. N.Y. *Herald*, Jan. 5, 1849. Announcement of newly coppered and copper fastened ship *Panama* to sail for Gold Regions on Jan. 11th, Pier 6, N.R. Apply on board.

N.Y. *Herald*, Jan. 13, 1849. U.S. Mail Steam Packet *Panama* of 1,087 tons burthen, Capt. Joseph J. Comstock, will sail for San Francisco on the 15th of Feb., touching at intermediate ports for fresh provisions. A limited number of passengers will be taken in the state rooms and forward cabin. Apply to Office of the P.M.S.S. Co., 54 South St.

N.Y. *Herald*, Jan. 13, 1849. FOR CALIF. Ship *Pacific*. Two first class cabin passage (in state room) in the above ship, for sale. Price \$300 each. Address B.M. at the office.

N.Y. *Herald*, Jan. 20, 1849. Passengers for the ship *Pacific* for S.F. are requested to be on board by 10 o'clock A.M., Sat. 20th, at foot of Dover St. Frederick Griffing or Ed. Griffing.

N.Y. *Herald*, Jan. 11, 1849. FOR SAN FRANCISCO—FOR CHAGRES DIRECT. The new and splendid ocean Steamship *Crescent City*, 1,500 tons burthen will leave for Chagres direct on Mon. 5th of Feb., from Pier 4 N.R. Passengers by this steamer will reach Panama in time for the U.S. Pac. Mail steamer of the 15th of Feb. The subscribers have received such information from Panama as satisfied them that there will be but very little, if any, detention at that port. They have positive information of at least four sailing ships, having received orders to proceed to Panama and that they would be there about the last of Feb. They are also assured that the relay S.S. of British Pac. Mail Co., have orders to take passengers from Panama to S.F. Messrs. Zachrisen, Wilson & Co. of Panama (to whom passengers will find it for their interest to address themselves) agents for the Pac. Mail steamers have also sent to Lima & Valparaiso for vessels. The facilities for crossing the Isthmus have been increased and there is no doubt but that the S.S. *Orus*. will be in readiness to convey passengers from Chagres to Cruces. Passage in saloon \$150; lower cabin \$125; steerage \$80; Freight on specie 1%; freight on merchandise 70¢ per foot; 300 lbs. baggage allowed cabin passengers, 200 lbs steerage passengers, or its equivalent in measurement. No passage secured until paid for. Any person remitting ½ the amount of passage money can secure a berth for one week. J. Howard & Son., 78 South St.

N.Y. *Herald*, Jan. 30, 1849. [Tues.] NOTICE: S.S. *Falcon*. Passengers by this vessel will send their baggage on board on Wed. 31st, at Pier 4, N.R. The ship will leave at 1 o'clock precisely on Thurs., Feb. 1st. M.O. Roberts.

N.Y. *Herald*, Feb. 1, 1849. FOR CALIF. & OREGON. The U.S.M.S.S. Co. hereby give notice that in pursuance of their contract with the Navy Dept., the splendid new and spacious S.S. *Falcon* will leave the port for Havana and Chagres on Thurs., Feb. 1, at noon, from Pier 4, N.R., with the mails for the Pacific and persons desirous to take passage for Calif. by the way of the Isthmus of Panama, will find it to their advantage to await themselves of this opportunity as in the opinion of the undersigned agent for this Co., that means of transportation up the coast of Calif. will be found at Panama. Passengers for the P.M.S.S.'s that are to leave Panama for S.F. on the 15th of Feb. and Mar. 1st, should make immediate application for passage, in order to avoid disappointment. No engagement for passage will be binding on the Co., unless the same be sanctioned by the undersigned. Freight for Chagres 70¢ per cubic foot, prepaid in N.Y. and persons desirous of sending freight will make early application, as only about 200 tons of measurement goods can be taken. Passage to Charleston 20.—to Savannah 25.—to Havana 70.—to Chagres 450.—in cabin; do 80.— in steerage. Freight on specie to Chagres 1%; do to Havana ½%. M.O. Roberts, 118 West St.

FOR CALIF. & OREGON VIA HAVANA & CHAGRES. N.Y. *Herald*, Feb. 8, 1849. U.S.M.S.S. Co., Departure date—Mar. 8th, 1849, Noon, S.S. *Falcon*, connecting at Chagres with the Pac. Mail steamers of Mar. & 1st of Apr. from Panama to S.F.

N.Y. *Herald*, Feb. 17, 1849. S.S. *Panama* will sail at 10 A.M., Feb. 17, 1849.

N.Y. *Herald*, Feb. 7 [27?], 1849. FOR SAN FRANCISCO VIA CHAGRES DIRECT. The new and splendid S.S. *Crescent City*, Chas. Stoddard, Master, 1,500 tons burthen, will leave for Chagres direct, Thurs. Mar. 15, 1 o'clock from her dock at Pier 4, N.R. Passengers for Calif. will find this the most expeditious and pleasant route to reach the Gold Regions, and as the *Crescent City* goes direct to Chagres without stopping at intermediate ports, they will, without fail, arrive at Panama in time for the P.M. Steamer of Apr. 1st. The Steamer *Orus* is, without doubt, now on the river at Chagres and the messenger of the "C.C." met the sapper & miners at work on the Rd. from Cruces to Panama on Jan. 8th, so that much of the fatigue in crossing the Isthmus will doubtless be avoided. [Rates & Freight eliminated]. J. Howard & Son, 73 South St.

N.Y. *Herald*, Mar. 13, 1849. P.M.S.S. Co. The books for the second trip of the S.S. *Oregon* from Panama will be opened at the Office of the Co. on the 13th inst. Until the three steamers shall have arrived in the Pacific, and the extent of detention at S.F. from the effect of the gold excitement shall have been ascertained, it will be impossible to name fixed days for the [monthly (this word was indistinct)] departure from Panama. The *Oregon* on her second trip will leave Panama if practicable in May.

FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, Mar. 16, 1849, U.S.M.S.S. Co., Departure date—Apr. 17, 1849, 1 o'clock, S.S. *Crescent City*, connecting at Panama with the P.M.S.S. of 1st of May.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Mar. 16, 1849, U.S.M.S.S. Co., Departure date—Apr. 19, 1849, S.S. *Falcon* for Chagres, connecting with the mail steamers at Panama with the U.S. Mails for the Pacific.

FOR SAN FRANCISCO VIA CHAGRES DIRECT. N.Y. *Herald*, Apr. 18, 1849, U.S.M. Co. Departure date—May 19, 1849, 4 P.M., S.S. *Crescent City*, connecting at Panama with the U.S.P.M. Steamer of June.

FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, May 15, 1849, U.S.M.S.S. Co., Departure date—May 19th, 4 P.M., S.S. *Crescent City*, connecting in time to meet the Pac. M. Steamer of June, and it is confidently expected that the S.S. *Senator* will be at Panama to take passengers to San Francisco. J. Howard & Son, 73 South St.

N.Y. *Herald*, May 20, 1849. Panama—Zachrisson, Nelson & Co., Agents for the Pac. & Atl. U. S. Mail S. S. Co's commission and forwarding merchants, Panama, represented by—E. Zachrisson, 87 Wall St.

N.Y. *Herald*, May 17, 1849. S.S. *Crescent City* to sail for Chagres on May 23rd, 4 P.M.—J. Howard & Son, 73 South St. [Note: This is a change of sailing date.]

FOR CALIF. & OREGON VIA NEW ORLEANS. N.Y. *Herald*, Apr. 25, 1849, U.S.M.S.S. Co., Departure date—May 26, 1849, S.S. *Falcon* for Chagres Via Havana & New Orleans, connecting from Panama to Calif. with the Pac. Steamers.

N.Y. *Herald*, May 24, 1849. U.S. MAIL FOR CALIF. Post Office, N.Y., May 22, 1849. Notice is given the U.S.S.S. *Falcon* will be despatched on Sat. 26th of May. Mail-bags will be made up here for Chagres, Panama, San Diego, Santa Barbara, Monterey, San Francisco & Astoria. W.K. Brady, Postmaster. The entire postage for a single letter not exceeding half an ounce in weight will be 12½ cents to Havana, 21 cents [*recte*, 20¢] to Chagres, 30 cents to Panama to be prepaid in all cases and 40 cents to San Diego etc. to be prepaid or sent unpaid at the option of sender. Newspapers & Pamphlets, sea postage 3 cents each, and inland postage to be added. The mail will close at this office at 2 P.M.

N.Y. *Herald*, May 29, 1849. P.M.S.S. Co. The U.S. Mail Steam Packets *Panama*, *Oregon* and *Calif.* are intended to form a monthly line between Panama and Ports in Calif. Office of Co. New York, 54 So. St.

FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, May 30, 1849, U.S.M.S.S. Co. Departure date—June 20th, 3 P.M., S.S. *Crescent City*, arriving in time for Pac. M. Steamer of July. The steamers *Calif.* & *Oregon* having arrived back at Panama, the way is now open for direct communication with S.F.

N.Y. *Herald*, May 29, 1849. FOR CALIF. VIA CHAGRES. Arrival at Panama of the P.M. Steamers *Oregon* & *Calif.* Information has been received of the arrival at Panama of the above steamers from San Francisco, thus opening a direct communication with the Gold Regions in about 30 days. The U.S.M. S.S. *Falcon* will sail from this port with the mails for the Pacific steamers on Thurs. June 28th. Agents, M. Roberts, 118 West St.

FOR CALIF. VIA HAVANA, NEW ORLEANS & CHAGRES. N.Y. *Herald*, June 16, 1849. Departure date—June 28, 1849, 1 P.M., S.S. *Falcon*, connecting with U.S. Mails for the Pac. steamers from Panama in July.

[N.Y. Herald June 20th. Same ad as above for same steamer and same dates but concluding as follows:] "The new S.S. *Empire City* will succeed the *Crescent City* and sail for Chagres on the 17th of July."

FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, June 28, 1849, U.S.M.S.S. Co., Departure date—July 17, 1849, 3 P.M., S.S. *Empire City* direct to Chagres, without touching at intermediate ports, reaching Panama in time for U.S.P.M. Steamer of July. [It is possible that they meant Aug. steamer].

N.Y. *Herald*, July 15, 1849. Express Line to San Francisco, J.W. Sullivan & Co., will despatch by the Steamer *Empire City* on July 17th a special messenger through to S.F. Our messengers

having crossed the Isthmus several times during the present year, are acquainted with the route. Packages etc. received till 10 A.M. (29 Park Row).

FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, July 19, 1849, U.S.M.S.S. Co., Departure date—Aug. 16, 3 P.M., S.S. *Empire City*, connecting at Panama for the U.S. Mail steamer of Sept. 1st.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, July 28, 1849, U.S.M.S.S. Co., Departure date—Aug. 27, 1849, 1 P.M., S.S. *Ohio*. This is the first of the regular mail steamers between N.Y. & Chagres. She will convey the Gov't mails and passengers for the Pac. steamers running from Panama to Calif. The *Ohio* is intended to be in time for the Pac. steamer of Sept. Agents, M.O. Roberts, 118 West St.

FOR CALIF. VIA CHAGRES & NEW ORLEANS. N.Y. *Herald*, Aug. 9, 1849, U.S.M.S.S. Co., Departure date—Aug. 27, 1849, 1 P.M., S.S. *Falcon* with Gov't mails. Agents, M.O. Roberts, 118 West St.

FOR CALIF. VIA CHAGRES & NEW ORLEANS. N.Y. *Herald*, Aug. 16, 1849, U.S.M.S.S. Co., Departure date—Sept. 1, 1849, 3 P.M., S.S. *Crescent City* direct to Chagres, connecting at Panama in time for the U.S.P.M.S. of Oct. 1st. N.Y. *Herald*, Aug. 17, 1849. Same ad as above but concluded that the *Empire City* will follow the *Crescent City* on Sept. 15th, 1849.

N.Y. *Herald*, Sept. 3, 1849. FOR SAN FRANCISCO VIA CHAGRES Sept. 15th. The new and splendid S.S. *Empire City* will leave for Chagres direct from her deck at Pier 2, N.R. on Sat. 15th of Sept., at 3 P.M. The *Empire City* goes direct to Chagres without touching at intermediate ports thus ensuring passage. This steamer will reach Panama in time for U.S.P.M. of Oct. 1st. The *Crescent City* will succeed the *Empire City* and leave on the 1st of Oct.

N.Y. *Herald*, Sept. 4, 1849. Adams & Co's Calif. Express. The subscribers respectfully give notice that they have extended their Express to Calif. and will transmit letters, parcels, packages, species, etc. etc., to San Francisco via the Isthmus of Panama by every steamer for Chagres sending a special agent through each trip who will take charge of our freight and attend in person to its immediate delivery. Our first express will leave N.Y. on Sept. 15th, in the steamer *Empire City*, under the direction of Mr. D. H. Hackell who has for several years been favorably known to the public as a clerk in our Boston Office and who has been admitted a partner to reside at S.F. and have the entire control of our business there. Adams & Co., 16 Wall St.

N.Y. *Herald*, Sept. 6, 1849. FOR HAVANA, NEW ORLEANS & CHAGRES. The U.S.M.S.S. Co. will despatch the S.S. *Ohio* on Sept. 20th at 1 o'clock P.M., from Pier at foot of Warren St., N.R. The *Ohio* will convey the Gov't mails and passengers to the Pac. Steamers from Panama to Calif. Chagres passengers will be transferred at New Orleans to the well known S.S. *Falcon* and proceed direct to Chagres. The *Ohio* will leave N.Y. on her next voyage in Oct. Agents, M.O. Roberts, 118 West St.

N.Y. *Herald*, Sept. 14, 1849. Notice to Southerners. The new mail S.S. *Ohio* will positively sail on the 20th inst. at 1 o'clock for New Orleans touching at Charleston, Savannah & Havana. Apply to M.O. Roberts, 118 West St.

N.Y. *Herald*, Sept. 26, 1849. FOR HAVANA. The U.S.M.S.S. *Tennessee*, Capt. Cole, will leave N.Y. for Savannah on Sept. 26, at 4 P.M., from Pier 4 N.R. Passengers will reach Savannah in season to take the Steamer *Isabel*, Capt. Rollins, on the 1st of Oct. from Savannah to Panama. Apply to Samuel T. Mitchell, 194 Front St.

N.Y. *Herald*, Sept. 15, 1849. LETTERS FOR CALIF. Letter-bags for Chagres, Panama and S.F. per Steamer *Empire City*, will close at B'way P.O. 416 Br'way next to the cor. of Canal St. on Sat. next, 15th inst. at half past two o'clock P.M. James C. Harriott.

N.Y. *Herald*, Sept. 17, 1849. THE ONLY DIRECT LINE FOR SAN FRANCISCO VIA CHAGRES. The S.S. *Crescent City* will leave for Chagres direct on Oct. 2, 1849, at 3 P.M. The *Crescent City* goes direct to Chagres, without touching at intermediate ports, and to reach Panama in time for the U.S.P.M. steamer of Nov. 1st. Apply Howard & Son. The *Empire City* will succeed the *Crescent City* and leave on the 16th of Oct.

N.Y. *Herald*, Sept. 29, 1849. Adams Co's Calif. Package Exp. and Express mail via the Isthmus of Panama. Our next express will be in the steamer *Crescent City*, Capt. Stoddard, for Chagres direct, on Tues., Oct. 2, 1849 at 3 o'clock P.M. Packages, parcels, etc., will be received at our office, 16 Wall St., until 2:30 P.M., of the same day of sailing and go through in charge of a

special messenger who will attend in person to their immediate delivery. Express mail for letters, and papers. A mail-bag for letters & papers for Chagres, Panama, San Francisco, Oregon, Calima, Valparaiso, Lima, Mazatlan, the Sandwich Islands, etc., may be found at our office until 5 minutes of departure of steamer. Freight, letters, papers, must in all cases be prepaid. Adams & Co.

N.Y. *Herald*, Oct. 2, 1849. Announcing departure of the *Crescent City* same afternoon at 3 o'clock for Chagres, via Kingston, Jamaica, with the mails for the Pac. Mails close in this city at 2 o'clock.

N.Y. *Herald*, Sept. 26, 1849. Announcing the sailing of S.S. *Ohio* on Oct. 16, 1849, 1 o'clock for Havana, New Orleans & Chagres. M.O. Roberts, 118 West St.

THE ONLY DIRECT LINE FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, Oct. 4, 1849. U.S.M.S.S. Co., Departure date—Oct. 16, 1849, 3 P.M., S.S. *Empire City* for Chagres, connecting at Panama with Pac. M. Steamer for S.F. Nov. 1st. Note: The *Crescent City* will succeed the *Empire City* and leave Nov. 11th.

Note: The same ad Oct. 5, in N.Y. *Herald* says: "The *Crescent City* will succeed the *Empire City* on the 1st of Nov." (the 11th obviously must have been a printing error, as the boats generally left on the 1st.)

FOR HAVANA, NEW ORLEANS & CHAGRES. N.Y. *Herald*, Sept. 22, 1849, U.S.M.S.S. Co., Departure date—Oct. 17, 1849, 1 o'clock, S.S. *Ohio*, touching off the bar at Charleston and Savannah to load and receive mails and passengers. The *Ohio* will carry the Gov't mails for the Pac. to go by the Nov. steamer from Panama. Passengers will be transferred at Havana to the staunch and well known S.S. *Falcon* to proceed direct to Chagres, arriving in time for the Calif. steamer of Nov. 1st.

N.Y. *Herald*, Oct. 25, 1849. FOR CHARLESTON, KEY WEST & HAVANA. The U.S.M. S.S. *Isabel*, Capt. Wm. Rollens, will leave Pier 4, N.R. on Sat. Oct. 27, at 4 o'clock P.M. precisely. Spofford & Tileston & Co., 48 South St.

FOR HAVANA, NEW ORLEANS & CHAGRES. N.Y. *Herald*, Oct. 17, 1849, U.S.M.S.S. Co., Departure date—Nov. 13th, 1849, 1 P.M., S.S. *Ohio*, touching at the bar at Charleston & Savannah, to land and receive mails & passengers. The *Ohio* will carry the Gov't mails for the Pacific, etc. to go by the Dec. steamer from Panama. Passengers will go by the S.S. *Falcon* from Havana, reaching Chagres in time for the Calif. steamer of Dec. 1st. The voyage is made in 11 days. Rates of passage to Chagres are much reduced. 118 West St.

(To be continued)

3¢ 1851, PLATE 5 EARLY



Shown here is a marvelous vertical pair of 3¢ 1851 orange brown stamps from Plate 5 Early, positions 40-50R5². The very large right sheet margin beyond the imprint clearly shows that during the existence of the early state of this plate it bore no plate number. The photograph is made available to our readers courtesy of Stanley M. Piller.

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THE 1861-69 PERIOD
RICHARD B. GRAHAM, Editor

COPPERHEAD CORRESPONDENCE
THOMAS J. ALEXANDER

Many otherwise mundane appearing covers take on importance, not because of their postal markings or stamps, but because of their content. The cover shown in Figure 1 is an example. It bears two common 3¢ 1861 stamps, the New York townmark is virtually illegible, and the cover itself is heavily stained. But the letter makes it a prize in a Civil War collection.

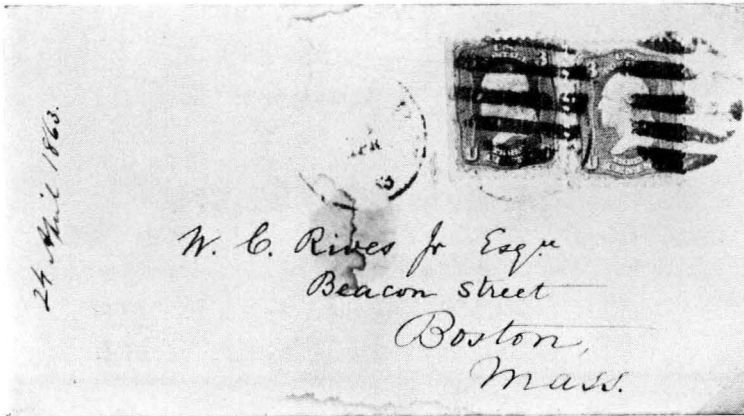


Figure 1. The cover containing a letter from a New York Copperhead to a friend in Boston.

Southern sympathizers in the northern states during the War were derisively called "Copperheads." Many of them were out and out traitors, participating in such ventures as the raid on Johnson's Island Prison in Lake Erie and the attempt to burn the City of New York in 1864. Secrecy in communicating with each other was essential. Lincoln had suspended the writ of habeas corpus, and detection meant certain confinement in a military prison. It is surprising that any correspondence between them survives; surely most such letters were burned on receipt.

The example shown here is addressed to W. C. Rives, Jr. It is probable that he was the son of William C. Rives, who had been a U. S. Senator from Virginia and one of the southerners who attended the 1861 "Peace Convention" in an attempt to prevent the War. He served in the first and second Confederate Congresses. One can only surmise what the son was doing in Boston in 1863. The enclosed letter, which was unsigned for obvious reasons, speaks for itself:

New York, 24 April 1863

My dear Will,

I have been so incessantly occupied of late that I have had not a moment to devote to you. Your letter has been put in the right channel. The sex [six?] gratuitously take letters to the West Indies. Everything put into the post office for that quarter is, I suspect, first opened & examined by the orders of the Despot. Three letters of mine addressed to Miss Magruder in Montreal were all seized. I have now almost weekly opportunities by the overland—underground route. Whenever you wish to write send me your letters directed legibly to the proper p.o. & made up in a compact form. You will, of course, exclude from your letters both your name and your domicile.

I saw Dr. Hawks the other night. He was in the seventh heaven. He says they often have at a time two hundred confederate officers in B. He states that the federal officers fresh from Hooker's army all admit its wasted condition. That condition,

New York, 24 April 1863.

My dear Will,

I have been so incessantly occupied of late that I have had not a moment to devote to you. Your letter has been put in the right channel. The sep. patiently take letters to the best hides. Everything put in the best office for that quarter is, I suspect, first opened & examined by the orders of the despatch. Three letters of mine addressed to Miss Magruder in Montreal were all seized. I have now almost weekly opportunities by the overland-underground route: whenever you wish to write send me your letters directed legibly to the proper p.o. & made up in a compact form. You will, of course, exclude from your letters, both your name and your domicile.

I saw Dr Hawks the other night. He is in the seventh heaven. He says they often have at a time two hundred confederate officers in B. He states that the federal officers fresh from Hooker's army all admit its wretched condition. That condition, I am satisfied, is rapidly growing worse. The present

Figure 2. First page of the letter from a New York Copperhead described in the accompanying article.

I am satisfied, is rapidly growing worse. The present rain is a heavy blow to the federals. I had my joke on them about Charleston in their presenting the peculiar paradox of simultaneously losing the devil & catching the Devil.

They will undoubtedly surrender the Peterhoff. They detained her simply with the view of frightening off legitimate trade; but did not appear to know that on her ultimate fate hung the issue of War or peace. Without an assurance of peace I do not believe that the negotiations for money abroad can meet with any bona fide success. Some bogus transactions may occur.

I send you copies of letters, one from Stonewall & the other from Turner Ashby which I thought would interest you. Please return them to me at your leisure.

Very affly yours—

THE VICKSBURG BY-PASS

KENNETH A. WHITTLE

Washington was very pleased with the way Farragut had captured New Orleans and visualized all sorts of success up the Mississippi River by application of this procedure. As soon as New Orleans was firmly in Gen. Butler's power, Commodore Farragut sent part of his fleet up the river to overawe such posts as he could—Baton Rouge, for instance, surrendered May 7, 1862. The *Oneida*, under Commander S. P. Lee, headed the advance on Vicksburg, summoning the forts and city to surrender on May 18; both refused. The *Oneida* waited for Farragut and the fleet to arrive.

The cover in Figure 1 bears a 3¢ 1861 stamp tied by a Washington, D.C., May 20, 1862, postmark, and addressed to the U.S. Steamer *Oneida*, Ship Island (Via New York City). The cover was probably carried by one of the supply ships servicing the fleets blockading the coast of the South. This ship would have to sail down the Atlantic coast, around Florida and through the Gulf of Mexico to Ship Island off the coast of the State of Mississippi. Perhaps a despatch boat from Farragut's fleet would pick it up here and deliver it to members of the fleet at Vicksburg. It was quite a long trip.

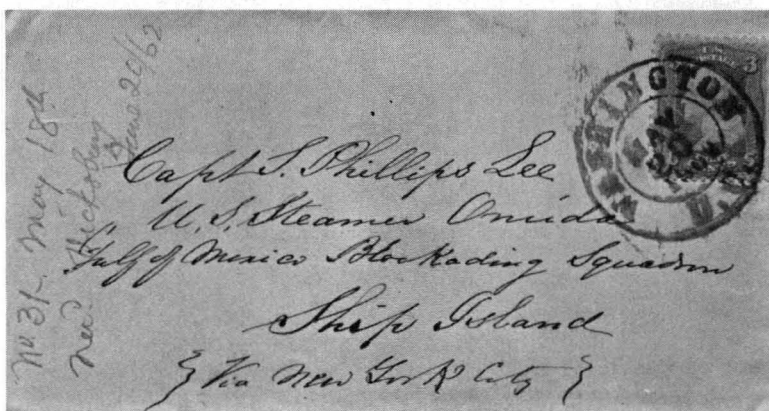


Figure 1. Cover from Washington, D.C., May 20, 1862, to the "Oneida," then in the Mississippi below Vicksburg.

The cover bears a penciled note, "No. 31, May 18th, rec'd Vicksburg, June 20/62," indicating that it had been about a month on the way. The time is understandable since the supply ship had to service various units of the fleet which would consume considerable time; the return trip of the supply ship would take approximately the same time. It is thought that this mail originated with Commander Lee's wife, and here she has elevated him to a captain. A change in the location of the *Oneida*, if it was indicated by the Captain, would need more than a month's notice to appear on the mail to the *Oneida*; if the change was indicated at Washington, it would require less time. Mrs. Lee could receive information either way; she was the sister of Montgomery Blair, the Postmaster General.

Farragut came to Vicksburg and decided that the fleet could not capture the place, it would require an army. The fortifications were on top of bluffs and his guns could not be elevated sufficiently to damage them. Washington, however, demanded an attack, and Porter's mortar fleet was brought up—the mortars had greater elevation. The bombardment started June 26 and continued to June 28 unsuccessfully. Farragut then decided to pass Vicksburg; the *Oneida* was one of the ships which succeeded in passing the forts this day.

The cover in Figure 2 also bears a 3¢ 1861 stamp postmarked Washington, D.C., Jul 1862, directed to the *Oneida* via Cairo, Illinois, a little town on the peninsula between the Mississippi and Ohio Rivers. This had become the point where mail was received and directed to the various forces operating on the Federally controlled Mississippi River. This route was considerably shorter

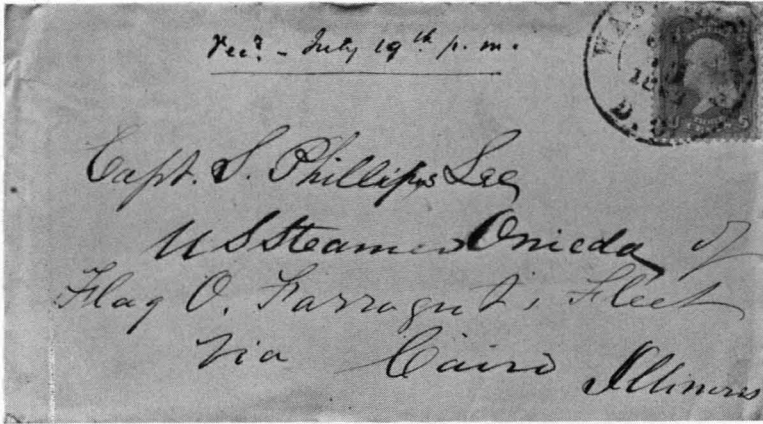
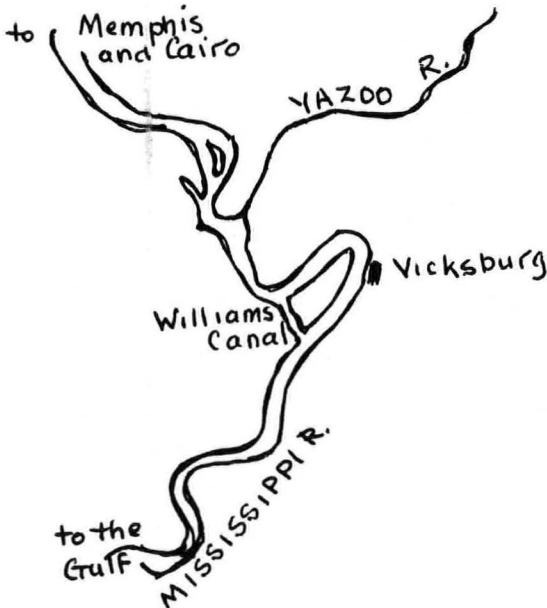


Figure 2. Another cover from the same correspondence, directed "via Cairo, Illinois." Although the "Oneida" was above Vicksburg when this letter was mailed, she had descended below the fortifications when it was received on July 19.

than that indicated on the mail of Figure 1, and would be used for vessels on the river above Vicksburg.

At this point it has been clearly demonstrated that this alteration in routes resulted from an advance by Farragut's fleet of about five miles made in less than a day at Vicksburg. Strangely it also proves that at this time the change of routes was unnecessary. This cover bears the note made by the Captain, "Rec'd July 19th p.m."

On July 1, Farragut's fleet was joined by Davis's fleet which had been operating on this section of the river. There had been a rumor that the Confederate ironclad ram, the *Arkansas*, was in the Yazoo River, close by. The combined fleet sent three ships to scout the river; about six miles up from the mouth of the river they met the *Arkansas* descending; the scouts skedaddled, with the ram directly after them. The ram entered the Mississippi River, shot through both fleets, and made harbor successfully under the guns of Vicksburg. Farragut organized an attack on the *Arkansas*, and that very day, July 15, his fleet descended the river, and attacked the ship doing some, but repairable, damage. This action put the *Oneida* below Vicksburg on the 19th when the letter in Figure 2 was received.



Map of Mississippi River at Vicksburg. Adapted from Bruce Catton's "Never Call Retreat."

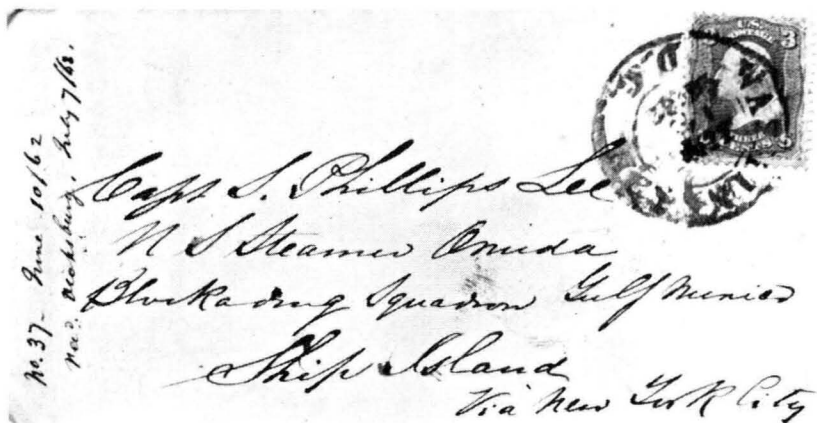


Figure 3. Another Lee cover, routed via Ship Island. When this letter was received on July 7, the "Oneida" was in the river above Vicksburg, so it is apparent that arrangements were in operation to by-pass the mails around Vicksburg.

Figure 3 is No. 37 of this correspondence. This cover went by the Ship Island route. It bears the notation. "No. 37, June 10/62, rec'd Vicksburg July 7/62." On July 7 the *Oneida* was upstream of Vicksburg. It is quite obvious that mail was by-passing Vicksburg.

The Mississippi River at Vicksburg forms a large inverted "U" with Vicksburg located on the eastern shore of the downstream leg, about where the curvature of the "U" ended. The downstream and the upstream legs of this "U" come within a mile of each other a short distance below Vicksburg out of range of the guns of that place. On this particular action against Vicksburg, the Federal forces under Gen. Williams had a plan to dig a canal across the peninsula at this point, providing the Mississippi with a shortcut leaving Vicksburg high and dry. Some 1200 laborers were employed, but the level of the Mississippi dropped faster than they could dig and the plan failed. During this campaign this area was under Federal control and the upstream fleet could, and did, communicate with the downstream fleet. *The Battles and Leaders in the Civil War* has this to say in Vol 3., "While Farragut with the Western Gulf Squadron, so called, was passing the batteries at Vicksburg, the Mississippi flotilla was still at Memphis, except the rams now commanded by Lieutenant-Colonel Alfred W. Ellet, which had left Memphis the 20th and arrived above Vicksburg on the afternoon of the 24th. Here Ellet opened communications with Farragut across the neck of land opposite Vicksburg." A further note indicates that this route closed when Farragut sailed, "Farragut sailed down river with Williams and his troops. Davis had expected Farragut's departure, but he had relied on the land force at this point opposite Vicksburg, by which he communicated below."

THE LOCAL DEMONETIZATION EXCHANGE PERIOD 6 OR (IN PRACTICE) 7 DAYS? WILLIAM K. HERZOG

Included with the first shipment of new 1861 design stamps sent to a particular post office was a printed instructional notice for the local postmaster. It gave instructions for the demonetization of the old design postage stamps at his post office. An important part of this notice said "You will immediately give public notice through the newspapers and otherwise that you are prepared to exchange stamps of the new style for an equivalent amount of the old issue, during a period of six days *from* [italics inserted] the date of the notice, and that the latter will not thereafter be received in payment of postage on letters sent from your office."¹

1. Elliott Perry, *Pat Paragraphs* (Aug.-Sep., 1931), Section 3, 42.

This instruction is definitely ambiguous concerning the *starting date* for the six day exchange period. The ambiguity is a direct result of the word "from" It could mean a six-day exchange period beginning on the day following the date of the local advertisement; or, it could mean a six-day exchange period beginning on the date of the local advertisement.

Most important, the postmasters of 1861 interpreted their instructional notices both ways. Here are two local advertisements that clearly show the vagueness of the instructional notice through different interpretations:²

POST OFFICE NOTICE. Postage Stamps of a new design are substituted for those previously in use. Persons having in their possession stamps of the old style, can exchange them at this office at any time *previous to the 28th inst.* After that period the old stamps will not be taken in payment for postage. JOHN McDUFFIE, P. M.
Cambridgeport Post Office, Aug. 22, 1861.

POST OFFICE NOTICE. Postage Stamps and Stamped Envelopes of a new style are substituted for those now in use. *On and after the 31st instant*, the old stamps will cease to be good for the payment of postage at this office. Neither will the old style stamped envelopes be received. Persons having in their possession stamps or envelopes of the old pattern may have them exchanged at this office at any time previous to the 31st instant. NATHAN K. NOBLE, P. M.
Post Office, East Cambridge, August 24, 1861.

The first advertisement shows a six-day exchange period beginning on the date of the local advertisement (an inclusive six days). The second advertisement, however, shows a six-day exchange period beginning on the day following the date of the local advertisement (in practice, a seven-day exchange period).

Obviously, present-day philatelists can not presume to know the length of local exchange periods based upon *their* interpretations of the original instructional notice. The exchange period at a particular post could be logically either six or seven days depending on the *local postmaster's* interpretation of his instructional notice.

Unfortunately, most local advertisements did not define the length of the exchange period as clearly as the above two Massachusetts examples. They only restated the ambiguous words of the instructional notice. In these cases, without more specific information, the local exchange period could be logically either six or seven days. The purpose of this brief article is to make our readers aware of this situation.

2. *Ibid.*, (Feb. 1948), Section 50, 1662.

LEEDS & FRANKLIN ENVELOPES—CORRECTIONS AND ADDITIONS

Two responses to the article in *Chronicle* 103:187-92 on this subject contribute considerably to the information presented.

The first, from Perry Sapperstein, the owner of the enclosure shown in Figures 6 through 8 in the aforementioned article, corrects a bit of momentary blindness on the part of this author. Nowhere in the article was it pointed out that the flier was an enclosure, with a 1¢ stamp used over a lattice window as desired by Leeds & Franklin; *i.e.*, with a townmark centered on the stamp. The stamp thus remained on the flier and the envelope was discarded.

Just how Leeds & Franklin persuaded the New York post office to so apply the townmark when stamps were supposed to be cancelled by separate killers, is not known, but perhaps the rule was not so rigidly applied to circular rate mail.

The other response was from C. W. Bert Christian, who called my attention to the third and final installment of the late Tudor Gross's article on the subject, by sending me a copy. It appeared in the *Collectors Club Philatelist* for April 1944, and was more about the Leeds family than the envelopes themselves. It did confirm that the Leeds brothers got out of the business in 1863 and that if any further lattice window envelopes were made, manufacture was probably by William P. Lyon, who published the flier shown in our previous article.

Bert Christian also called my attention to a correspondence between Leeds & Franklin and the editor of *U.S. Mail & Post Office Assistant*. An editorial calling attention to the envelopes appeared on page 1 of the July 1862 issue (page 85 in the Collectors Club of Chicago reprint) and a reply letter from Leeds & Franklin appeared in the October issue (page 97). The discussion was mostly about whether postmarks would show on darker stamps, but the comment was also made by Editor Holbrook of *USM & POA* that use of the envelope "would require a change of the prevailing rule, which is not to place the postmark upon the stamp but to cancel that separately."

This comment was in an editorial paragraph following the Leeds & Franklin letter in the October *USM & POA*, and probably was just about the straw that broke the camel's back. Editorial opinions expressed in *USM & POA* were not exactly official, but since Editor Holbrook was a Special Agent of the U.S. Post Office Department, and possibly its most prominent one, anything that appeared in *USM & POA* could be considered as being official opinion, even if not expressed officially.

Richard B. Graham

EDITORIAL

Two of the articles included in the 1861 section of *Chronicle* No. 101 elicited considerable comment. These were the article on the female Absalom Grimes, Lottie Moon Clark, and the editorial on auction descriptions. In the latter case, the writer was rather taken to task by one writer for commenting that perhaps the auction houses away from New York did not have the reference material available to do a capable job of describing postal history material. However, the critical point was that the writer of the letter felt that the New York houses didn't do any better job than those outside New York!

The Period Editor answered this by commenting that the point intended was that greater resources were available in the New York area, but the editorial did not mean to imply those resources were always used!

The usual reaction to the series of editorials the writer has run in these pages concerning auction description is that the auction houses should do a better job. Classics collectors should recognize that the shift in attention in recent years to a form of collecting in which the stamp is not the focus of attention on a cover has made auction describing a whole new ball game. Generally speaking, particularly in the well established old line auction houses, the descriptions of the stamps are really extremely accurate. Most of the truly rare material, which many collectors have seen only in exhibitions, has been handled by the auction houses over and over. One of the writer's more educational experiences some years ago was seeing the head of an experienced auction house sight sort genuine unused 1869 special issues from examples "manufactured" from india proofs of the original issue. Such expertise is not acquired rapidly, and it may well have come from having to take back a few similar items offered in the past as the real thing.

The problem with the type of poor describing under consideration here is that collectors have not been in the habit of attempting to return such items when purchased, as "not as described."

Today's collector of postal history often is attempting to work out delicate and obscure points of usage. Often, the data he really needs to know when contemplating a bid on an auction lot, are not even included in the description. When the lot is pictured, sometimes the data desired can be derived. On the other hand, because space for illustration is usually at a premium and covers are overlapped, the desired data are sometimes hidden. The writer once bid on such a cover with a Navy ship identity noted, and in fact, quoted, in the description, to find, upon securing the cover the legend quoted was a pencil docketing rather than written by the sender of the cover as expected. The cover was not returnable as misdescribed. After a few similar experiences with the same auction house, it seemed to be possible this type of illustration and describing was not completely accidental. Nor was the writer's discontinuance of bidding in the auctions of that house.

The point of this dissertation is that auction houses could secure higher prices from more buyer confidence. Also, such disregard of the postal history nuances of a cover often create situations where a knowledgeable collector can pick up items with quite fascinating aspects at quite reasonable prices.

POSTSCRIPT: INVERTED GRILLS
WILLIAM K. HERZOG

Following the publication of "Inverted 1¢ 'E' & 3¢ 'F' Grills" in *Chronicle* 103, some additional specific examples of the inverted grill variety on 1867-68 stamps have come to light. Thoroughness requires that they be listed here.

An unused block of four of the 3¢ stamp with inverted "E" grills (Scott 88) was illustrated by Lester Brookman in *The United States Postage Stamps of the 19th Century*, Volume II (1966). It is shown on page 31 as Figure 49, however, the correct caption is found on page 139 under Figure 187. Unfortunately, the illustrations for Figures 49 and 187 were transposed, which led to my initial oversight.

An inverted 3¢ "F" grill (Scott 94) on cover was sold by Harmers of New York in Sale 2242 on February 4, 1975, as lot 194. The auction description of this lot follows:

3¢ rose, the copy responsible for catalogue listing, on small white envelope (slightly soiled) N. Y. (1868) to Tecumseh, Mich. With confirming letters by Brookman, Clark, Costales, and with Foundation Cert. (1974).

This is William Wilson's original discovery example of the 3¢ inverted "F" grill, which is presently in the collection of Route Agent Leonard Sheriff.

Mr. Sheriff also reports that he owns an unused 3¢ stamp with inverted "C" grill (Scott 83). This sold in Siegel 469 (April 15, 1975) as lot 245. Finally, another example of the unused 3¢ stamp with inverted "C" grill was sold in Kelleher 532 (May 13-14, 1977) as lot 343 according to Sheriff.

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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

THE 10¢ RATE: PART FOUR
TRANSPACIFIC CORRESPONDENCE FROM THE U.S. TO AUSTRALIA
AND NEW ZEALAND DURING THE 1869 PERIOD
MICHAEL LAURENCE

INTRODUCTION

This section has previously contained articles about the U.S. transpacific mails at the 10¢ rate, discussing covers to and from China, Japan, and Hawaii.¹ While I have tried to make such write-ups as general as possible, readers must understand that they are based largely on observation of covers bearing the 10¢ 1869 stamp. This qualification must especially be heeded in reading what follows, because the discussion this time involves rates and routes for which the only covers seen bear 10¢ 1869 stamps.

In *Chronicle* 86 I wrote about the short-lived 10¢ rate between the U.S. and New Zealand.² Commencing 10 June 1870, a regular steamer network, connecting at Honolulu, provided monthly mail carriage between San Francisco and the antipodean ports of Auckland, Sydney, and Melbourne. Thereafter, the 10¢ "blanket" rate was available on correspondence from the U.S. to New Zealand, and to the Australian states beyond.

Coincident with the inauguration of the New Zealand steamer service came negotiations for a postal treaty. The first U.S.-New Zealand postal treaty was signed at Wellington in August and at Washington in October. It became effective 1 December 1870. For outbound letters, the treaty rate was 12¢ per half ounce. Thus, the 10¢ transpacific rate to New Zealand was available for less than six months, during which six San Francisco-to-Auckland transits were made, via a patchwork steamer network known as the Hall Line.

THE HALL LINE

The Hall Line was the brainchild of an American promoter named Hayden Hezekiah Hall, who was then the U.S. consul in Sydney, and well equipped to exploit the intense commercial rivalry that prevailed between the independent British colonies of Victoria and New South Wales.³ Supported by subsidies from the governments of New Zealand and New South Wales, and anticipating similar largess from the U.S. Post Office,⁴ Hall chartered two steamers from the Australian Steam Navigation Company⁵—the *City of Melbourne* and the *Wonga Wonga*—to make the long haul from the antipodes to Honolulu, there connecting with the reasonably regular steamer service between San Francisco and Honolulu that had earlier been established, under U.S. subsidy, by the California, Oregon & Mexico Steamship Company. The CO&MSS had changed its business name sometime in 1869 to the North Pacific Transportation Company,⁶ but the service continued.

1. *Chronicle* 100:270-273; 101:42-52; 102:128-133.

2. *Chronicle* 86:103-105.

3. Howard Robinson, *Carrying British Mails Overseas*, New York University Press, 1964, 206-216. The monthly British mail service to Australia, via Suez, crossed the Indian Ocean and sailed eastward below Australia, stopping first at Melbourne, on the extreme southeast. Sydney was 600 miles beyond Melbourne via this route, and Wellington 1250 miles beyond Sydney. Then, as now, commercial information was most valuable to those who first received it. New South Wales had a strong economic interest in joining New Zealand in setting up a transpacific mail route, by which Sydney could receive information ahead of Melbourne.

4. U.S.P.M.G. Report, 1871, xiii-xiv. Postmaster General Creswell requested funds for at least two years, but the U.S. subsidy never materialized.

5. Jim Gibbs, *Shipwrecks in Paradise*, Superior Publishing Co., Seattle, 1977, 90.

6. *Ibid.*

THE WEBB LINE

The Hall Line held the South Pacific mail monopoly through the spring of 1871, when the New Zealand subsidy was transferred to W. H. Webb, a prominent New York ship-builder and architect, doing business as the U.S., New Zealand and Australia Steamship Line. Webb had several large side-wheel steamers at his disposal, most notably the *Nevada* and the *Nebraska*, which had been built to carry troops during the Civil War. These were put into service in the round-trip run between Sydney, Auckland, and Honolulu, while the smaller vessels of the NPTC (the *Moses Taylor* and sometimes the *Ajax*) continued their subsidized shuttle service between Honolulu and San Francisco.

Still receiving a \$6000 monthly subsidy from the government of New South Wales, Hall continued to compete, but with diminishing success. The Hall Line steamers *City of Melbourne*, *Wonga Wonga*, and also the *City of Adelaide*, made monthly crossings from San Francisco to Melbourne, via Honolulu and Fiji, and advertised themselves as "carrying the Australian mails." This was certainly not an exclusive franchise, for the meagre cover evidence suggests that the Webb Line, rather than the Hall Line, carried most of the U.S.-Australian mails after May 1871. In a dispatch from Melbourne, the 6 November 1871 issue of the San Francisco daily *Alta California* reported that Hall had "withdrawn" his line in late September. The New South Wales subsidy was apparently turned over to Webb, thus completing his consolidation of the South Pacific service. The Webb line lasted until 1873, when it was acquired by the Pacific Mail Steamship Company. Permanent service between San Francisco and Australia-New Zealand was not achieved until 1875.

COVERS

Whatever the ultimate fate of the Hall line, we know that it made only six sailings to New Zealand at the 10¢ rate. Surviving covers are scarce. I knew of only one when I wrote the article in *Chronicle* 86. Another cover surfaced a few years later, and two more showed up in the Juhring holding. All four covers are discussed below, and their salient features are presented in Table 1, which describes the six covers I know that show the 10¢ 1869 stamp making the 10¢ U.S. mail rate to the British colonies in the South Pacific. All six covers come from just two correspondences, whaling letters from Cape Cod to the antipodes.

The first three covers in Table 1 are from the "Castane" correspondence from New Bedford to the Bark *Eliza*, reaching their far-flung recipient in August and September of 1870. (Eastbound covers via British mails indicate the Bark *Eliza* was in New Zealand waters at least a year earlier. I record four covers at the 22¢ rate via British mails, from the same correspondence, to various destinations in New Zealand, posted at New Bedford in late 1869 and early 1870, this prior to the introduction of the transpacific service. More covers presumably exist from this correspondence.) The handwriting on all these covers is identical and difficult.

**TABLE 1: 10¢ 1869 COVERS VIA TRANSPACIFIC MAILS
TO NEW ZEALAND AND AUSTRALIAN STATES**

| ORIGIN/DESTINATION | STAMP (\$) | CDS | COLONIAL RECEIVING | LINE | REFERENCES |
|---|------------|--------|----------------------|------|----------------------------|
| New Bedford, Mass./ Russell, New Zealand | (2) 10¢ 69 | JUN 22 | AUCKLAND AU 14 70 | HALL | III Juhring 770 |
| New Bedford, Mass./ Russell, N.Z. | (2) 10¢ 69 | JUN 28 | AUCKLAND AU 14 70 | HALL | <i>Chronicle</i> 86:104 |
| New Bedford, Mass./ Russell, N.Z. | 10¢ 69 | JUL 11 | AUCKLAND SP 13 70 | HALL | I Juhring 776 |
| Monument, Mass./ Monganui, New Zealand | 10¢ 69 | OCT 4 | AUCKLAND DE 17 70 | HALL | Figure 1 |
| Monument, Mass./ Hobart, Tasmania | 10¢ 69 | AUG 8 | HOBART SE 25 71 | WEBB | Figure 2 |
| Monument, Mass./ Hobart, Tasmania | 10¢ 69 | OCT 30 | ? (1871) | WEBB | Scott Gallagher |

**TABLE 2: NPTC DEPARTURES FROM SAN FRANCISCO,
HALL LINE CONNECTIONS FROM HONOLULU TO AUCKLAND
JUNE 1870—APRIL 1871**

| S.F. DEPART DATE | NPTC (S.F. TO HONOLULU) | HALL LINE STEAMER (HONOLULU TO AUCKLAND) | AUCKLAND ARRIVAL DATE |
|---------------------|----------------------------|--|--------------------------|
| 10 JUN 70 | AJAX | WONGA WONGA | ? |
| 10 JUL 70 | AJAX | CITY OF MELBOURNE | 14 AUG 70 |
| 10 AUG 70 | AJAX | WONGA WONGA | 13 SEP 70 |
| 12 SEP 70 | MOSES TAYLOR | CITY OF MELBOURNE | ? |
| 12 OCT 70 | MOSES TAYLOR | WONGA WONGA | ? |
| 15 NOV 70 | MOSES TAYLOR | CITY OF MELBOURNE | 17 DEC 70 |
| 15 DEC 70 | MOSES TAYLOR | WONGA WONGA | ? |
| 15 JAN 71 | MOSES TAYLOR | CITY OF MELBOURNE | ? |
| 16 FEB 71 | MOSES TAYLOR | WONGA WONGA | 17 MAR 71 |
| 18 MAR 71 | AJAX | CITY OF MELBOURNE | ? |
| 17 APR 71 | AJAX | WONGA WONGA | ? |

The last three covers in Table 1 are from the Bark Three Brothers correspondence, a similar sequence of letters to a Cape Cod whaler which first operated out of New Zealand and then out of Tasmania.

Respecting the four covers to New Zealand, these are the only covers we have seen at the 10¢ rate via Hall Line. All are 10¢ 1869 covers, but this should not surprise, given that the short-lived 10¢ rate to New Zealand coincided quite closely with the period of actual use of the 10¢ 1869 stamp. Nonetheless, I am confident that other covers exist, bearing 10¢ Banknote stamps, or combinations of lower value 1869 and/or Banknote stamps. The appearance of such covers would substantially enhance the historical record. It should go without saying that any transpacific cover from the U.S. to New Zealand at the 10¢ rate has to be a Hall Line cover.

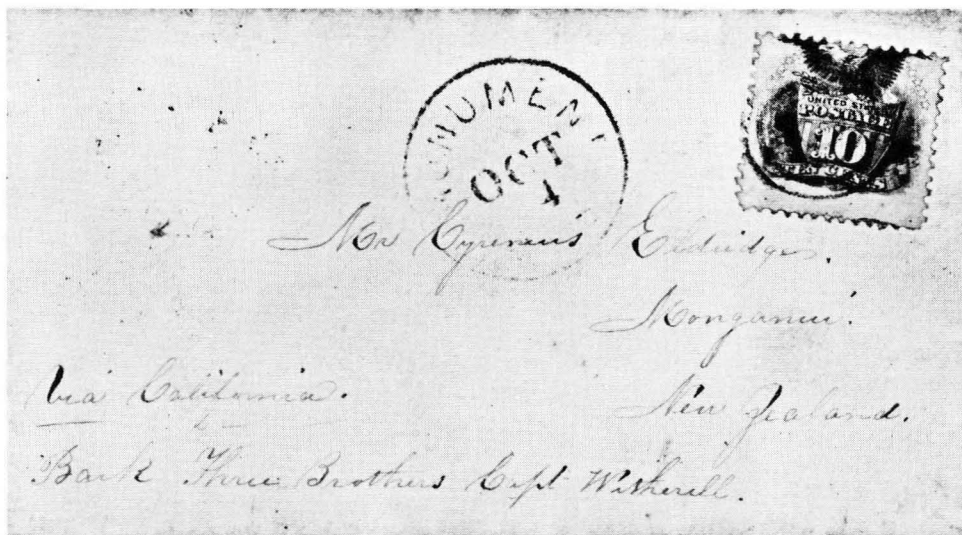


Figure 1. VIA HALL LINE—10¢ 1869 on cover from Monument, Mass., to Monganui, New Zealand. Monument OCT 4, Auckland DE 17 70, Monganui JAN 9 1871. Via NPTC "Moses Taylor" departing San Francisco 15 November 1870 for Honolulu, via Hall Line "City of Melbourne" from Honolulu to Auckland. This was the last of the six sailings at the 10¢ rate.

From information gleaned largely from *Alta California*, we show in Table 2 the NPTC/Hall Line departures from San Francisco. Where information is available (from cover or other evidence) about Auckland arrival, we have included that too. These data also provide another year's continuity to the very useful San Francisco/Honolulu sailing data published by Kenneth Gilbert in *Chronicle* 99 (page 212). Since the information is conveniently at hand, we provide it for the 11 sailings we think represent the entirety of the Hall Line operation under postal subsidy from New Zealand. Only the first six sailings

carried covers at the 10¢ rate. The remaining five sailings (if our assumptions about the timing of Hall's loss of the New Zealand contract are correct) would have carried 12¢-rate covers. We have never seen a 12¢-rate cover to New Zealand bearing 1869 stamps, but such covers must exist. Since the 12¢ rate to New Zealand persisted into the early 1890s, covers with subsequent stamps are sometimes encountered.

Figure 1 shows a 10¢ 1869 cover from Monument, Massachusetts, to Monganui, New Zealand. Monument was a small Cape Cod port, now part of the town of Bourne. The Monument post office was discontinued in 1884. The circular date stamp shows OCT 4. Backstamps on the cover show a rimless circular AUCKLAND NEW ZEALAND DE 17 1870 and a partially struck MONGANUI JAN 8 1871. Monganui, now spelled Maunganui, is a port town in the Bay of Plenty, on the east side of New Zealand's North Island, one of several New Zealand ports that had been regularly visited by New England whalers even before New Zealand was colonized in 1840.

Referring to Table 2, this cover must have left San Francisco on 15 November 1870, on the NPTC steamer *Moses Taylor*, connecting at Honolulu with the Hall Line steamer *City of Melbourne*, for transit down to Auckland. According to the Postmaster General report for 1871, the *Moses Taylor* left San Francisco on this trip with exactly 3,791 letters, this being all the mail bound for Hawaii, New Zealand, and Australia.⁷ How many of these were destined for New Zealand is anybody's guess, but it must have been a small percentage of the total. This crossing from San Francisco was the last of the six Hall Line sailings at the 10¢ rate.

Section 8 of the Act of Congress effective 1 July 1864, which established the blanket 10¢ rate, clearly indicates that the 10¢ rate paid only the U.S. postage. In the absence of a postal treaty, the very condition that the act was written to cover, local postage would have to be assessed by the receiving government and paid by the recipient. However, we have earlier seen, in the 10¢ rate covers to Hawaii,⁸ a situation in which the local collection was apparently ignored. With the 10¢ 1869 covers to New Zealand, we have another instance. All four covers in Table 1 obviously passed through the New Zealand mails, but none shows any evidence of local postage assessed or collected.

In *Chronicle* 86 (page 104) was illustrated a horizontal pair of 10¢ 1869, on a cover from New Bedford to Russell, Bay of Islands, New Zealand. This is a double-rate cover. The New Bedford cds shows JUN 28 and the cover is backstamped Auckland AU 14 1870 and Russell AU 18 1870. Once again referring to Table 2, this cover must have crossed on the second Hall Line transit, departing San Francisco on the NPTC *Ajax* on 10 July 1870, boarding the Hall Line *City of Melbourne* at Honolulu.

Quite a similar cover from this same crossing, double-rated and from the same correspondence (to a whaler on board the "Barque Eliza"), was lot 770 in the third Juhring sale (Sotheby Parke Bernet, October 24-25, 1978), partly illustrated in the catalog, where it sold for \$850.

A single-rate cover, also from the "Barque Eliza" correspondence, was fully illustrated as lot 776 in the first Juhring sale (SPB, 14 June 1978), where it sold for \$950. On this cover the New Bedford cds shows JUL 11, the Auckland backstamp SP 13 70, and the Russell backstamp SP 15 70. This cover must have travelled on the third Hall Line connection, departing San Francisco 10 August 1870 on the NPTC *Ajax*, boarding the Hall Line *Wonga Wonga* at Honolulu.

While the 10¢ rate to New Zealand was supplanted 1 December 1870 by the treaty rate of 12¢, postal treaties were not immediately negotiated with the Australian states. The 10¢ blanket rate continued until April 1874 for New South Wales and until July 1875 for the other Australian states. However, it appears that the preponderance of U.S. correspondence to the Australian states, at least during the lifetime of the 1869 stamps, continued to be sent eastbound

7. U.S.P.M.G. Report, 1871, 82.

8. *Chronicle* 102:129.

across the Atlantic and via the British mail service through Suez. My record of 10¢ 1869 covers shows five covers to the Australian states via British mails (10¢ with various other stamps making the 22¢ or the 16¢ rate) and only two covers via the transpacific mails.

One of these covers is illustrated as Figure 2. This cover is from the same correspondence as the cover in Figure 1, though in this instance the transpacific carriage is via Webb Line in the summer of 1871. The Monument cds shows AUG 8 and the cover is addressed to "Hobart-Town, Van Dieman's Land." On reverse, the rimless HOBARTTOWN TASMANIA receiving mark shows SE 25 71 and a bold red diamond marking, applied at Launceston, Tasmania⁹ and dated 23 SE 1871, shows SHIP LETTER INWARDS FREE. As noted above, the terms of the "blanket rate" called for prepayment only to the foreign frontier, but here is one such cover that was officially marked as being prepaid to destination.

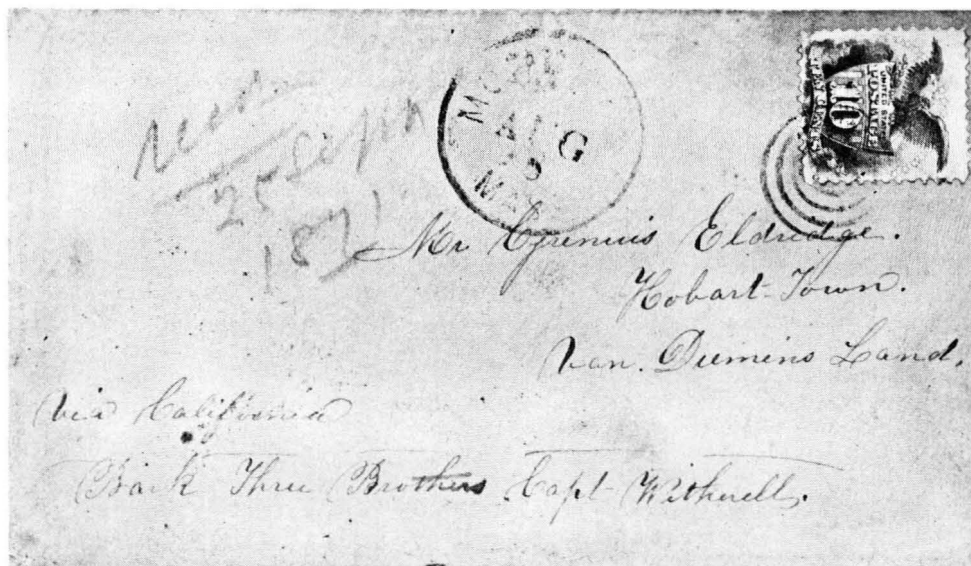


Figure 2. VIA WEBB LINE—10¢ 1869 on cover from Monument, Mass., to "Hobart-Town, Van Dieman's Land," same correspondence as Figure 1. Monument AUG 8, backstamped Launceston SHIP LETTER INWARDS FREE 23 SE 1871. Hobart SE 25 71. Via NPTC "Moses Taylor" departing San Francisco 16 August 1871 for Honolulu, via Webb Line "Nebraska" from Honolulu to Auckland, via connecting steamers from Auckland.

The covers in Figures 1 and 2 represent correspondence to a whaler which was plying the South Pacific. The cover in Figure 2 was written up in *Stamps* on 1 April 1961, in an article that confused this small whaling bark with a 3000-ton merchant vessel of the same not-uncommon name, with the erroneous assertion that the *Bark Three Brothers* was engaged in the carriage of mail between San Francisco and the South Pacific. In fact, the "Bark Three Brothers" notation at left on both covers is not a routing but part of the address. The cover in Figure 2 left San Francisco on 16 August 1871 on the shuttle steamer *Moses Taylor* for Honolulu, thence to Auckland via the Webb Line steamer *Nebraska*, thence to Melbourne and Launceston via connecting steamers.

Covers from the other side of this correspondence also survive. One of them, an 1868 cover from Sydney to Monument, franked with a sixpenny violet New South Wales stamp, is illustrated and discussed by George Hargest in *Chronicle* 74, pages 93-96. This cover crossed the Pacific from Sydney to Panama on a steamer of the Panama, New Zealand and Australia Royal Mail Company, a British mail line that girdled the South Pacific from Panama between 1866 and 1868, as is fully discussed in the Hargest article.

9. H. M. Campbell, editor, *Tasmania: The Postal History and Postal Markings*, Melbourne, Royal Philatelic Society of Victoria, 1962, 21.

CONCLUSION

The South Pacific covers via the U.S. mails are a fascinating and as yet unappreciated area of U.S. postal history. Much remains to be learned, especially about the complexities of the early attempts to establish regular steamer service between the U.S. and the British colonies in Australia and New Zealand. A fascinating study could be done involving transpacific correspondence from the U.S. to Australia/New Zealand during the Banknote period. I would be very interested to hear from collectors who own 10¢-rate covers to New Zealand, or who can show 12¢-rate covers where the postage is paid by 1869 stamps. Thanks for information or other assistance to Robert Borden, Scott Gallagher, Richard B. Graham, Kenneth Gilbert, George Hargest, and Charles Starnes.

Review: 1869 Times, August 1979. Edited by Benjamin E. Chapman. Published by the Pictorial Research Associates. Available @ \$5.00 from John A. Ginn, 100 West 57th St., New York, N.Y. 10019.

Readers of the *Chronicle* will find much of value in this issue of the *1869 Times* which contains articles and regular features by Charles L. Towle on transit markings, Scott Trepel on cancellations and auction activity, Ben Chapman on the 3¢ stamp, Ravi Vora on the Lyman correspondence, and Leonard Sheriff on the 3¢ without grill used on piece.

Michael Laurence discusses at length the unframed SHORT PAID markings found on covers in the late 1860s and early 1870s, and their association with the banking firm of John Munroe & Co., Paris, which served as a mail drop and forwarding agent. You should read for yourself Michael's startling but well supported conclusions.

Susan M. McDonald

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THE BANK NOTE PERIOD

MORRISON WAUD, Editor

THE TWO CENT BROWN OF 1883

MORRISON WAUD

On June 1, 1885, the American Bank Note Company entered into a new contract with the United States "acting in this behalf of William F. Vilas, Postmaster General". The new contract specified for the first time that the ordinary stamps for the use of the public were "to be printed on presses upon which all the work is done by steam power . . ." Apparently steam presses were considered better as well as cheaper to operate as the bids for the contract indicated. Along with the use of Hoe steam presses (or "Steamer" presses as they were also known from imprints on the stamps as printed), the American Bank Note Company experimented with a number of watermarks and papers during the four year period of the 1885 contract. The experimentation may have been due in part to the requirement in the specifications applicable to the 1885 contract that the paper used must be of uniform thickness.

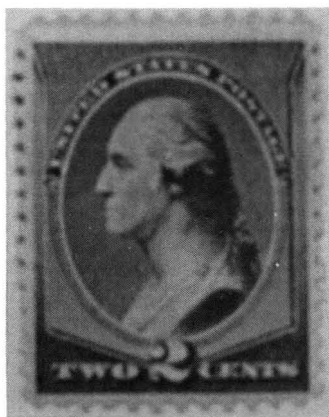


Figure 1. Laid paper with watermarked horizontal lines.

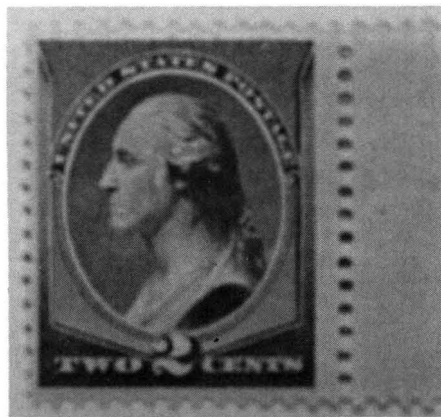


Figure 2. Laid paper with watermarked vertical lines.

The experimental papers consisted of laid paper with watermarked horizontal lines (Figure 1), and laid paper with watermarked vertical lines (Figure 2). Fine photographic reproductions of these two types of paper are illustrated in Volume I (page 53) of Edward L. Willard's book *The United States Two Cent Red Brown of 1883-1887* published by H. L. Lindquist Publications, Inc. Willard's examples also show one watermarked line running through each stamp in the opposite direction from the vertical or horizontal lines. The paper also is found with various commercial watermarks in addition to the watermarked lines. One of Willard's examples shows as eagle in a circle and another "& Co." Illustrated is an example with an "AR" watermark (Figure 3). No examples of these experimental papers are found on the issued stamps but only on experimental printings.

The American Bank Note Company also experimented with watermarked papers. Willard theorized that perhaps the American Bank Note Company wanted to show the Post Office Department how thicker paper with a heavy watermark could be "a greater protection against fraud". Whatever the reason, there is no evidence that any of the watermarked papers were ever authorized for use with the issued stamps. The most striking experimental watermark used was a honeycomb design covering the entire stamp, (Figure 4). Wavy lines, both horizontal and vertical, were also tried. Willard indicates that the wavy

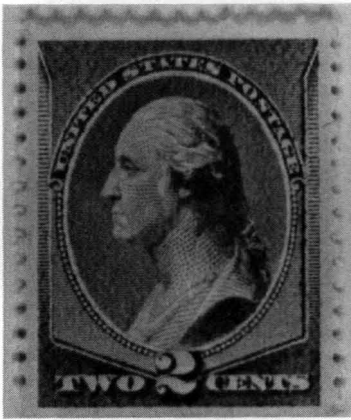


Figure 3. Copy with "AR" watermark.

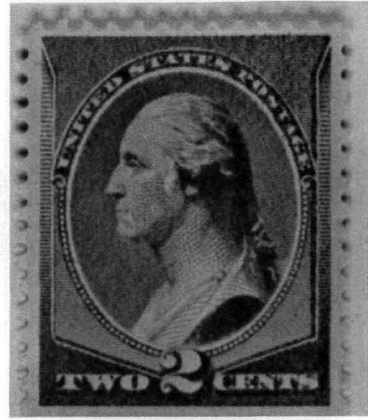


Figure 4. Experimental watermark with honeycomb design.

lines resembled closely two wavy line watermarks used in Bavaria on its issued stamps starting in 1874. The honeycomb and wavy line watermarks are beautifully illustrated in Willard's book, Volume I (page 54).

Examples of the above-mentioned papers and watermarks are found only on unused stamps, usually gummed with a yellower gum than the issued stamps.

How should we classify these stamps and, if they were never issued to the public, how did they get into dealers' and collectors' hands?

As to classification, Willard suggests they are really essays. As the stamp impression itself is the same as the regularly issued stamp and from the same plate or plates, there would seem to be a more accurate description, such as a proof on experimental watermarked paper.

As to how they found their way into dealers' and subsequently collectors' hands, it seems probable that sheets were supplied to the Post Office Department for their analysis and comment, and of course, the American Bank Note



Figure 5. Examples of SAMPLE and SAMPLE A overprints.

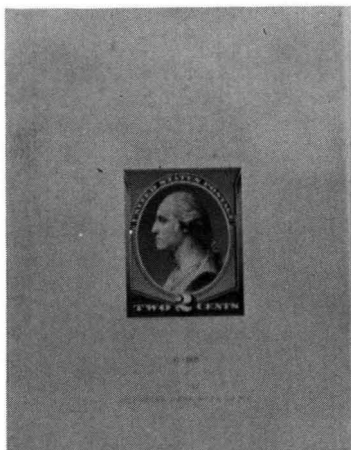


Figure 6. Large die proof.

Company would keep evidence of its experimentations for its archives. It is all too well-known how items such as die and plate proofs were obtained or traded years ago from the Post Office Department. However, since none of them were ever officially required to be delivered to the Post Office Department and may only have been shown to the Department, it may be that they were obtained one way or another from the archives of the American Bank Note Company. In any event, although there seems to be no record of the approximate number in collectors' hands, the various types may each be rarer than the Two Cent Brown Special Printing of which 2,000 were officially delivered to the Post Office Department. They certainly deserve a prominent place in any specialized collection.

Another type of the American Bank Note Company's private printings is the "Sample" and "Sample A" overprint (Figure 5) on trial color 2¢ stamps from the same die impression as the Two Cent Brown. The left stamp in the bottom row is the "Sample A." These were prepared by the Bank Note Company about 1889 when the 1885 contract was expiring. They were in response to the Post Office Department's request to bidders to submit samples of both



Figures 7 and 8. Specimen overprint; plate proofs in brown and deep brown.



Figure 9. Plate proofs and trial color proofs on card.

the then current size stamps and a smaller size. The smaller size was subsequently adopted for the new 1890 contract for printing stamps. The "Sample" copies come in four different colors, red brown, lake, rose lake, and scarlet with "Sample" in blue. The "Sample A" copy comes only in rose lake with the overprint also in blue. One can only conjecture why the "A" was added to the "Sample A" copy. Perhaps it was in response to a request to submit a 2¢ in a different color after the original "Sample" copies had been submitted.

Other items that add interest and spice to a Two Cent Brown collection are the Large Die Proof (Figure 6); the "Specimen" overprint in red (Figure 7); the plate proofs on India paper both in brown and deep brown (Figure 8); and on card in brown along with trial color proofs on card in the same colors as the "Sample" proofs (Figure 9) and probably from the same era.

* * *

With this article I am retiring after completing six years as first Editor of the Bank Note Section. I welcome my successor as Editor, Richard Searing, who has been a contributor to the column and has a fine knowledge of the Bank Note issues. I hope to continue to submit articles for consideration on the Classic issues from time to time. I wish to thank and to express my indebtedness to the numerous other contributors to the section and those who have corresponded with me with ideas for the Bank Note period. I also thank our Editor-in-Chief, Susan McDonald. She has been of great help and understanding. How fortunate the *Chronicle* is to have her as its Editor!

Review: The Waterbury Cancellations 1865-1890. By Paul C. Rohloff. Published 1979 by the Collectors Club of Chicago. vii + 264 pages. \$25.00 (deluxe edition \$30.00) from CCC, 1029 North Dearborn St., Chicago, Ill. 60610.

This attractive volume lists and illustrates the numerous interesting cancellations used at Waterbury, Conn., during the period John W. Hill was postmaster. The cancellations are grouped into 18 chapters by form or subject. The less distinctive and somewhat ordinary types are included as well as the celebrated spectacular markings associated with Waterbury. Town markings in concurrent use are also shown. Unverified markings, counterfeits, and collateral material are the subjects of the concluding chapters.

The book is exhaustively illustrated with reproductions of cancellations and photographs of their use on cover. Anyone interested in these unusual cancellations should have this book as a definitive record.

Susan M. McDonald

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

(I) A New Find of an Early Period Route and Route Marking

Through the efforts of a young dedicated Colorado postal historian, Mr. Robert Munshower, we are able to present a new marking used on a new route in the early (Remele) period.

This new find has quite a few puzzling aspects. First of all, some time in the past the postage stamp, probably a 3¢ 1851, was removed or fell from the cover, leaving most of the rim of the marking on the cover, along with a major portion of the railroad name, but no center slug portion.

The cover is addressed to Miss Mary Harvey, Lake Mills, Jefferson Co., Wisconsin. Lake Mills is located around 12 miles southwest of Watertown, Wis. Fortunately the envelope contains a letter, but one which compounds the problems to a degree. The letter was written on printed stationery headed "Vt. & Boston Telegraph Office" and also "Northfield, Vt., 1854". Northfield was scratched out by the writer and "Waterbury" written in. The letter follows:

Dear Sister,

Aug. 18th

I now seat myself to answer your letter which I received the 13th, first begging your pardon for neglecting to write before. I was sorry to hear of the many deaths in Lake Mills. There is no such sickness here this summer. Our folks are all well, myself included & trust that this will find you the same. I went home last Saturday. Grandmother had got back from Berlin. She had a first rate visit. She said the folks were well as usual.

Uncle Ashel has taken the farm. Grandfather and Grandmother live in that room next to the kitchen all alone and Aunt Cad keeps house for Uncle Ashel.

The young folks of this place had a surprise party last eve. I went and had a good time. Not so good as we used to have at our partys tho when we little trash used to meet and have a regular kissing party. I ain't agoing to say anything about Mr. Mac this time for I see it is useless. Have father make a bedstead before New Year for we haven't got any long enough to hold him. Give my love to Mother and all the rest of the family. Write soon. I remain your affectionate Brother

G. F. Harvey

The marking on the envelope which tied the stamp is 33 mm. in diameter and the only lettering remaining is —KE & WATERTO—.

Milwaukee & Watertown R.R. was incorporated March 11, 1851, but construction was delayed and apparently the line was not completed from Milwaukee to Watertown, Wis. until sometime in 1855. No contract is listed in the 1855 *Annual Report of PMG*, but it is listed in 1856 as Route 18826—Milwaukee to Watertown, 45 miles. On Sept. 23, 1856, Milwaukee & Watertown R.R. was consolidated with La Crosse & Milwaukee R.R., subsequently becoming part of the main line of the Chicago, Milwaukee & St. Paul Ry.

However, the railroad was in operation in Dec. 1855 as shown by the following schedule in a railway guide of the time:

| Milwaukee and Watertown R.R. Dec. 1855 | | | |
|--|-------|--------------|--------------|
| | Miles | Mail A.M. | Mail P.M. |
| Milwaukee | 0 | 8.15 | 5.30 |
| Wauwatosa | 5 | 8.30 | 5.15 |
| Elm Grove | 9 | 8.43 | 5.00 |
| Swamp Siding | 12 | 8.50 | 4.50 |
| Junction | 14 | 9.00 | 4.45 |
| Pewaukie | 20 | 9.15 | 4.30 |
| Hartland | 24 | 9.27 | 4.18 |
| Pine Lake | 27 | 9.37 | 4.05 |
| Oconomowoc | 33 | 10.00 | 3.47 |
| Ixonia | 38 | 10.30 | 3.12 |
| Watertown | 45 | 11.10 | 2.25 |
| | | A.M. | P.M. |

Obviously the letter could not have been written in 1854 and the writer most probably failed to cross out the printed date. It possibly was written in 1855, as the contract may have been in process and not reflected in *Annual Report* of Sept. 30. However 1856 is the most likely date for the missive, assuming the railroad was completed late in 1855 and a route agent was placed on the route coincident with its opening. Later use is also unlikely as the route was extended and another type marking employed.

Assuming that Waterbury, Vermont, was origination point of the letter raises the question of how the letter got from Vermont to a train in Wisconsin. The most likely answer is that it was hand carried as a favor over the long railroad route via Albany, Buffalo and Chicago, or by rail to Buffalo and boat to Milwaukee. It is really odd that the letter was not mailed at the Milwaukee Post Office but taken to the train station serving the Milwaukee & Mississippi R.R. and Milwaukee & Watertown R.R. and probably handed to the route agent. The travels of this envelope and letter before entering the mail are most unusual.

This is the first new route recorded for Remele period for quite a few years and it is hoped this article will bring a complete example to light, as well as other possible explanations for the handling of this item. See Plate I for tracing.

PLATE I



837-Y-1

Tentative listing:

837-Y-1: (MIL)WKE & WATERTO(WN) (R.R.), 33 mm., blue, 1855-56, X.
(Remele M 9½).

(II) Early Period Markings (Remele)—Plate II

PLATE II



C26-S



S1½



40-A-3

At the time that "Chuck" Remele was writing *United States Railroad Postmarks 1837-1861* he had considerable difficulty locating examples of a few of the less common markings. Now, more than 20 years later, two of the markings have entered the market and have been examined by your Editor thanks to the cooperation of Messrs. Molesworth and Wenk. A third, and possibly new, variety, has been submitted by Dr. Call.

C26-S: CONNECTICUT & PASSUMPSIC RIVERS R.R.—WELLS RIVER, 34, black, 1860, X.

The original tracing was made by Remele from a Chase tracing and some of the detail was lost. We present herewith a tracing from an actual cover. This was a small ladies envelope to Lake Village, N.H. Marking was well struck on back of envelope, but only a faint impression of same marking on front tied 3¢ 1857 to the cover. The extremely rare classification still is true.

SI½: SAVANNAH, ALBANY & GULF R.R., GEO. 30½ mm., black, 1857-61, IX.

This marking was added to the catalog by the committee that completed the work after Mr. Remele's passing. Only example available at the time was incomplete. Now a fine strike has been examined by your Editor and complete tracing is given. Scarcity factor of this marking should be revised to extremely rare.

40-A-3: TROY & RUTLAND R.R., 35½ mm., blue, 1861-64, VIII.

This recently reported example is from a clearer strike than used for tracing Remele T3-b. There are enough minor differences in lettering and spacing that it should be listed as a distinct variety from the earlier marking. Accordingly, it is shown herewith and would carry Remele designation of T3-c and a scarcity rating of very rare.

(III) Station Markings

Through the cooperation of Messrs. Cary Johnson, McNeal, Moffat, Molesworth, Munshower, Rhodehamel, Wenk, and Woollam we are able to present a suite of eleven newly reported station markings of the 1858-1884 period.

Unfortunately, research advancement has been sadly lacking in the collecting field of station markings. Little has been learned beyond knowledge existing at time of the Remele Catalog and the Towle-Meyer Catalog. While we have cataloged a great number of additional markings, the reason for existence of station markings and the use of such markings is still not understood.

Surmise leads us to four principal reasons for the use of station markings and we will assign type names to these categories. They are as follows:

(A) Station Agent was also Postmaster of the town. For reasons of economy or for convenience, ticket stamp was used to postmark mail originating at the combined station-post office. This is probably the most common reason, but to establish a solid basis we need to obtain the names of station agents at these small town stations—a task on which no progress has been made due to lack of source material and detailed local research that is required. This type will be designated as *Postmaster Station Markings*.

(B) Station Agent, for the convenience of his patrons and fellow townspeople, would receive letters to be mailed and, to save time and trouble, would apply his ticket stamp and hand letters to route agent or R.P.O. clerk on the train. He may have even pouched mail for the train on occasion. Naturally it would be assumed in such cases that the post office was located at some distance from the railroad station. This practice was not officially banned by the Post Office Dept. until Apr. 15, 1882 and the ban seemingly was ineffective. We will label this type of marking as *Convenience Station Markings*.

(C) During periods of emergency, military operation of the railroad and/or abnormal conditions preventing proper mail handling, the route agents apparently did not sort *any* local mail received from wayside stations but carried it directly to a distributing post office at end of run. Such periods may be discovered by the complete lack of route agent or R.P.O. clerk markings on any mail on the route for a given period. A good example of this is the Baltimore & Ohio R.R. from Baltimore to Grafton in the 1861-65 period.

Under these conditions station agents apparently postmarked and pouched mail for the trains, although to date no official directive for such action has been located. The Baltimore & Ohio R.R. stations in the Civil War period are the most common example of this type, but apparently the same situation might have existed on the Illinois Central R.R. lines north of Cairo, Ill., and on the Northern Central Ry. from Baltimore, Md., to Harrisburg, Pa. These will be designated as *Emergency Station Markings*. Most Southern station markings of the Civil War period fall into this category as route agents on trains were apparently far too busy under the chaotic conditions existing to sort mail.

PLATE III



Listings—Plate III

- 570-S-1: C. & M.V.R.W. Ellis, $33\frac{1}{2}$ - $23\frac{1}{2}$ x $21\frac{1}{2}$ - $12\frac{1}{2}$ D. Oval, partial, blue, 1878, V. Station on Cincinnati & Muskingum Valley Railway 8 miles north of Zanesville, Ohio.
- 653-S-5: C.I.St. L. & C.Ry. Gallaudet, $30\frac{1}{2}$ - $18\frac{1}{2}$ D. Circle, blue, 1880, IV. Station on Cincinnati, Indianapolis, St. Louis & Chicago Ry. 9 miles south of Indianapolis, Ind.
- 9-S-1: G.T.Rwy. Danville (Jct.), M.W.Clark, Agt., $22\frac{1}{2}$ -15 D. Circle, black, partial, 1866, VI. Station on Grand Trunk Rwy. 27 miles west of Portland, Maine.
- 708-S-8: From Ashley, Ill.C.R.R., $30\frac{1}{2}$, black, 1858, VI. Station on Illinois Central R.R. 14 miles south of Centralia, Ill.
- 522-S-2a: K.C.R.R. Catawba, $29\frac{1}{2}$ - $21\frac{1}{2}$ D. Circle, blue, 1876, IV. Station on Kentucky Central R.R. 35 miles south of Covington, Ky.
- 108-S-4: New York & Harlem R.R.Co., Woodlawn, Shield, blue, 1871, IV. Station on New York and Harlem R.R. 12 miles north of Grand Central Depot, New York.
- 205-S-4: Phil (a) . & (Balt. Cen) tral R.R., Elkview, $30\frac{1}{2}$, black, partial, 1869, V. Station on Philadelphia & Baltimore Central R.R. 47 miles south of Philadelphia.
- 561-S-7: P.C. & St.L.Ry. Black Lick Station, $27\frac{1}{2}$ x $23\frac{1}{2}$ Octagonal Box, blue, partial, 1884, IV. Station in Ohio on Pittsburgh, Cincinnati & St. Louis Rwy. 11 miles east of Columbus.
- 561-S-8: P.C. & St.L.Ry. Manchester Station, 28 x 23 Octagonal Box, blue, 1876, V. Station in Ohio on Pittsburgh, Cincinnati & St. Louis Rwy. 26 miles west of Dayton.
- 560-S-2: P.Ft.W. & C.Ry. Mahoningtown Station, $28\frac{1}{2}$ x $23\frac{1}{2}$ Octagonal Box, blue, 1875, V. Station in Pennsylvania on Ashtabula Branch of Pittsburgh, Fort Wayne & Chicago Ry. 45 miles north of Pittsburgh.
- 340-S-2: W.C. & A.R.R. Whiteville St'n, $31\frac{1}{2}$ x $22\frac{1}{2}$ oval, blue, 1874, VI. Station in North Carolina, 45 miles southwest of Wilmington on Wilmington, Columbia & Augusta R.R.

(D) Station markings applied by a Station Agent to railway business mail (and often his personal correspondence) constitute another type. For many years it was conjectural whether such official railroad mail did or did not require postage stamps. Either way, these covers frequently went directly into the mail with station marking. As the route agents normally considered any postmark cancelling the stamp as an item requiring only sorting into the correct pouch, these letters were not held up or re-postmarked. The proper way to

handle such mail on most railroads was to transport it in custody of the train conductor or baggageman, but for many years such official railroad mail was handled through the mail facility. We will call this type of station marking *Railway Business Station Markings*.

This entire field of collecting is a fascinating and productive area for philatelic research and readers are urged to investigate and undertake efforts to establish historical background of station markings.

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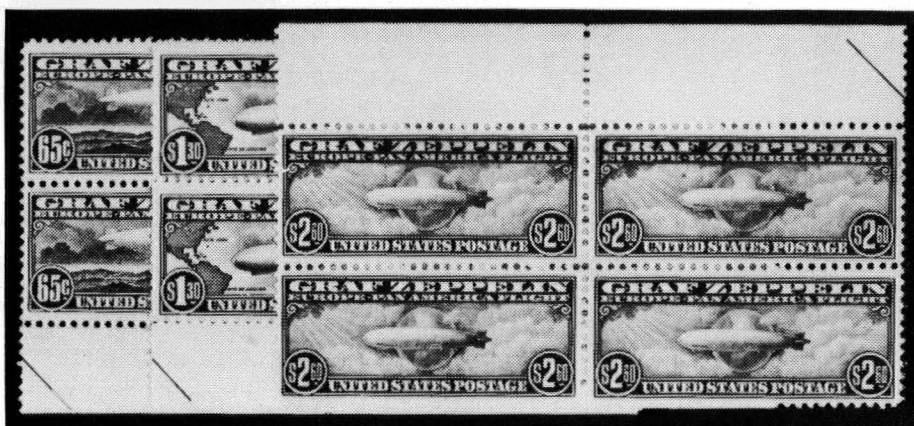
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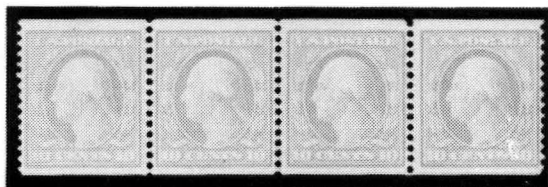
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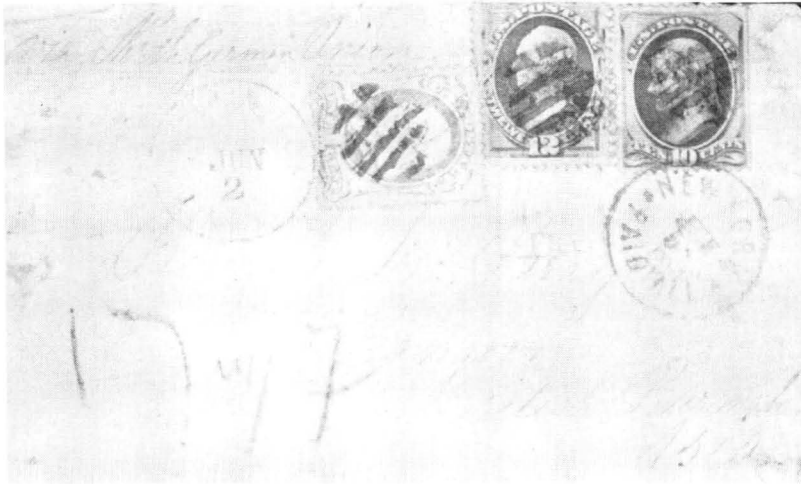
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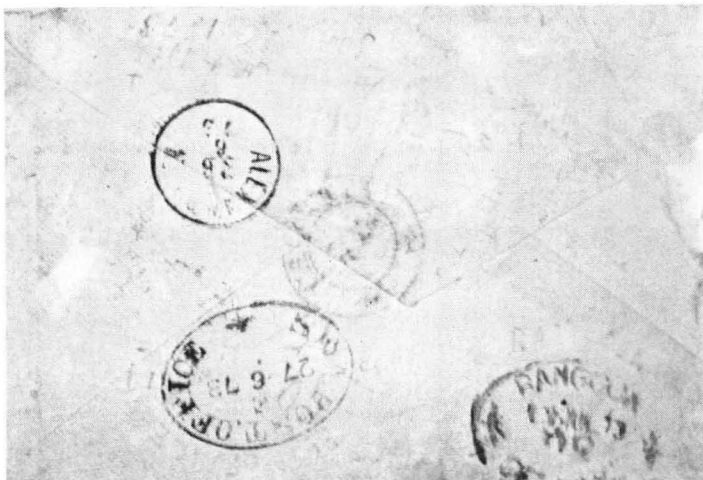
A 23¢ NGU MAIL COVER TO BURMA IN 1873 ALLAN RADIN

Shown here is a cover which unfortunately does not lend itself to being photographed. Its condition is utterly deplorable but it is a cover of great rarity as far as destination, transmission, and rate are concerned.



Providence, R.I., June 1873, to Rangoon, Burma, India. The 23¢ direct rate "Via North German Union," but no route directive.

It is addressed to a "Rev. D. L. Brayton, Rangoon, British Burmah," endorsed "via North German Union," and franked with singles of the 1¢, 10¢, and 12¢ stamps of the National Bank Note issue without grill (Scott nos. 145, 150, 151 respectively) prepaying a 23¢ direct rate—6¢ international plus 17¢ foreign postage beyond the borders of the North German Union (NGU).



Reverse of cover with backstamps of Alexandria, Sea Post Office, Calcutta, and Rangoon.

The stamps are tied with two weak strikes of the Providence, R.I., duplex dated June 2. At the right, below the 10¢ stamp, is the red NEW YORK/JUN

RATES TO INDIA

BRITISH POSSESSIONS AND PROTECTED STATES (HINDOSTAN, HINDOOSTAN)

| | | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|------|------|------|-------|-------|------|------|
| Br. vS | 7/49 | 10/52 | e7/56 | 4/57 | 7/57 | e4/59 | 5/63 | 2/67 | 3/67 | 1/68 | 3/68 | | |
| | 45 | — | omit | | | 33 | — | — | — | 22 | 28 | | |
| Br. vM | 65/75 | — | omit | | | 39/45 | — | — | — | 30 | 36 | | |
| Br., oA-oB | | | 21-5 | — | — | — | — | — | — | omit | | | |
| PCM | | 38 | — | — | — | — | 36 | — | 35 | omit | | | |
| Fr. | | | | 30/60 | — | — | — | — | — | omit | | | |
| B-H vM | | | | | 40/72 | — | — | 37 | — | omit | | | |
| B-H vT | | | | | 64 | — | — | 55 | — | omit | | | |
| Br. vS | 7/68 | 11/68 | 1/70 | 7/70 | 8/70 | 11/70 | 1/71 | 3/71 | 4/71 | 10/71 | 11/71 | 7/75 | 7/76 |
| | — | — | 22 | — | — | — | — | — | — | — | — | *21 | omit |
| Br. vM | — | — | 30 | — | — | omit | — | — | — | — | — | — | — |
| Br. vB | — | — | — | — | — | 36 | 28 | — | — | — | — | *27 | omit |
| Am. Pkt. vSF | — | 10 | — | — | — | — | — | — | — | — | — | — | — |
| NGU, d. | 27 | — | — | 24 | omit | 24 | — | — | † | 23 | — | omit | — |
| NGU, cm. | 32 | — | — | 27 | — | — | — | — | † | 24 | — | omit | — |
| NGU, d. vB | — | — | — | — | — | *25 | — | 24 | — | 23 | *20 | omit | — |
| NGU, cm. vB | — | — | — | — | — | *28 | — | 27 | — | 24 | *21 | omit | — |
| NGU, d. vT | — | — | — | — | — | — | — | — | — | 24 | — | omit | — |
| NGU, cm. vT | — | — | — | — | — | — | — | — | *27 | *26 | — | omit | — |
| German | — | — | — | — | — | — | — | — | *30 | *27 | — | omit | — |
| UPU, It. | — | — | — | — | — | — | — | — | — | — | — | *17 | omit |
| | — | — | — | — | — | — | — | — | — | — | — | — | *10 |

OTHER THAN BRITISH

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

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

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

† These rates applied to mail not specifically endorsed "via Brindisi" or "via Trieste."
For explanation of abbreviations and symbols, see *Chronicle* 91:223.

5/PAID ALL exchange office marking (the *Frisia* of the Hapag line sailed from New York on June 5, 1873). A weak strike of the boxed HAMBURG/18.6/Franco marking is just below the 12¢ and 10¢ stamps, partially superposed on the New York exchange marking. At the lower left is a red crayon "17," which is the New York credit to the NGU for the foreign postage, and alongside it the German marking, representing the foreign postage prepaid, "wf 7" silbergroschen (17¢).

On the reverse are the following transit markings: black circular ALEX-ANDRIA/26-6-73 of the Austrian office, black oval SEA POST OFFICE/27-6-73, and red double circle CALCUTTA, date illegible; in addition there is the black oval RANGOON receiving marking, date undecipherable.

In an article in *Chronicle* 100, associate editor Charles J. Starnes described the various routes for mails to India and presented a comprehensive table of rates, which, however, does not show a 23¢ rate for NGU mail to India effective in 1873. This cover was called to the attention of Mr. Starnes, who has provided clarification. At the time in question the NGU rates for mail to India were listed in the *U.S. Mail and Post Office Assistant* (USM&POA) as follows:

| | | | | |
|---------------|-------------|----------------------|-----|-------------------|
| via Brindisi: | direct mail | prepayment optional | 20¢ | (Nov. 71-Jul. 75) |
| | closed mail | prepayment optional | 21¢ | (Nov. 71-Jul. 75) |
| via Trieste: | direct mail | prepayment optional | 26¢ | (Oct. 71-Jul. 75) |
| | closed mail | prepayment optional | 27¢ | (Oct. 71-Jul. 75) |
| ----- | direct mail | prepayment mandatory | 23¢ | (Oct. 71-Jul. 75) |
| | closed mail | prepayment mandatory | 24¢ | (Oct. 71-Jul. 75) |

In his table of rates Mr. Starnes did not carry the 23¢ direct rate and 24¢ closed mail rates beyond April 1871 since they would then appear to have no further significance, because thereafter the NGU direct and closed mail rates via Brindisi and via Trieste were listed separately. But in the USM&POA listing there is a footnote applicable to the via Brindisi and via Trieste rate: "All matter sent by this route must be plainly inscribed with the name of the route"; this is most peculiar in its application to both since NGU mail to India had to go by way of one route or the other. Now it appears that if the sender failed to endorse such mail specifically "via Brindisi" or "via Trieste" the 23¢ or 24¢ rate was applicable. It is ironic that if the sender of this cover had added "via Brindisi" to his endorsement the rate would have been 3¢ less and prepayment would not have been mandatory.

On the evidence of this cover Mr. Starnes has revised his table of rates and has been kind enough to provide the revised data for presentation herewith.

THE HEROUT ET DE HANDEL LINE: FRENCH PACKET DIRECT, 1847-48

CHARLES J. STARNES

C. A. Wickliffe, Postmaster General of the United States, after consultations with the French Minister in Washington, sent to Paris in August 1844 a proposed draft of postal regulations for direct mail transmittal between the U.S. and France.¹ In an explanatory letter accompanying the draft, he dangled the following carrot:

If France designs to establish her line of steam mail packets between Havre and the United States, this arrangement insures to her the transportation of all the mail-matter between the United States and the continent of Europe, which now passes by the British post. More especially will this be the case, if Great Britain adheres (as I am inclined to believe she will) to her high discriminating rate of postage on foreign letters passing into and through her kingdom from the United States.

But the French were not too interested. Three years later they had an even better opportunity to affirm solid postal relations with the U.S. The Ocean Steam Navigation Co. (Am. Pkt.) had started operations June 1847, and was immediately blocked by the English double packet charge.² In addition to this grievance, the U.S. had noted the unequal treatment of private ship charges on

1. *Report of the Postmaster General for 1844*, Wierenga reprint, 693-698.

2. *Report of the Postmaster General for 1847*, Wierenga reprint, 1325-1327.

letters to and from England, and the very high transit charge by England on mail to France from Southampton. There is no doubt that, in 1847, the U.S. Post Office Department was highly irritated at all this arrogant mistreatment, and would have welcomed a direct, reliable mail route to and through France. So what evolved? A feeble French direct packet line that lasted only eight months. The history, economic and philatelic, of this Compagnie Generale des Paquebots Transatlantiques, is given by Salles;³ some extra details are given by Hargest⁴ and Bonsor.⁵

On 25 April 1847 the French government gave a 10-year contract to the firm of Herout and de Handel for the operation of a Havre-New York mail packet line. The firm also received a 400,000 franc subsidy, a loan of similar amount for capital funding, and the use of four paddle-wheel transport ships of the French navy. Thus the immediate resources of the Compagnie Generale would seem to have been adequate, but unfortunately the ships proved entirely unsuitable for Atlantic transit. As a result of this (and probably bad management) the line ceased operation in February 1848, with reported losses of £ 80,000. Nine round trips were made in this short-lived experiment:

| ship | lv. Cherbourg | arr. New York | lv. New York | arr. Cherbourg |
|--------------|---------------|---------------|--------------|----------------|
| UNION | 22 Jun. 47 | 8 Jul. 47 | 24 Jul. 47 | 10 Aug. 47 |
| PHILADELPHIE | 15 Jul. | 2 Aug. | 15 Aug. | 1 Sep. |
| MISSOURI | 31 Jul. | 21 Aug. | 31 Aug. | 15 Sep. |
| NEW YORK | 15 Aug. | 4 Sep. | 15 Sep. | 3 Oct. |
| UNION | 31 Aug. | 16 Sep. | 30 Sep. | 18 Oct. |
| | | | | arr. Havre |
| MISSOURI | 30 Sep. | 19 Oct. | 25 Oct. | 11 Nov. |
| PHILADELPHIE | 10 Oct. | 3 Nov. | 10 Nov. | 28 Nov. |
| | lv. Havre | | | |
| NEW YORK | 24 Oct. | 14 Nov. | 25 Nov. | 12 Dec. |
| MISSOURI | 23 Dec. | 18 Jan. 48 | 6 Feb. 48 | 23 Feb. 48 |

An ordinance of May 1847 set the sea rate at 1f.75 g.; the total French postage was their sea rate + their domestic charges (dependent, in this period, on weight and distance). From the U.S. viewpoint, these French packet letters were private ship mail, thus incoming letters were due 6¢ if addressed to New York, 2¢ + domestic postage if sent beyond the port. Outgoing letters were charged domestic postage to New York. From Salles's notes it appears he had data on at least nine of these H & H covers; we are quite fortunate to be able to illustrate a few of these very interesting uses.



Figure 1. Paris, 30 Aug. 1847, to New Orleans, via H & H "Union" from Cherbourg 31 Aug. (McDonald collection.)

3. Salles, *La Poste Maritime Francaise*, Tome IV, 224-225.
4. Hargest, *Letter Post Communications*, etc., 54-55.
5. Bonsor, *North Atlantic Seaway*, second ed., vol. I, 190-192.

Our first cover, Figure 1, from Paris, 30 Aug. 1847, bears the ms. directive "steam ship Havre," and a partial strike of a red P.P. in a rectangle, 16.5 x 7.5 mm. On the reverse is ms. "15," presumably showing payment of 5 decimes inland + 10 decimes sea postage. The letter was carried by the *Union*, leaving Cherbourg the next day and reaching New York 16 Sep. The total U.S. postage due, 12¢ (2¢ ship fee + 10¢ domestic), was marked by a red NEW-YORK SHIP SEP 16 12 cts. and collected at New Orleans.



Figure 2. New York, 15 Sep. 1847, to Livorno, Tuscany, via H & H "New York" from New York, 15 Sep.

The second example, Figure 2, is a commercial letter in French, dated 15 Sep. 1847 from New York. There are no U.S. postal markings, so it is assumed the letter was delivered privately to the *New York*, which left the same day for Cherbourg. At the Paris foreign office two of the red 2 LE HAVRE 2 PAQ. REG. 20.7 mm. diam. entry handstamps (Salles no. 1703) were applied, one with 17 Sep. date which had been used on the previous *Missouri* mail, and the other with correct 5 Oct. date of arrival of the *New York* mail at Paris. The



Figure 3. New York, 30 Sep. 1847, to Paris, fwd. to Rome, via H & H "Union" from New York 30 Sep. (Schuh collection.)

route marking VIA DI PT. BEAUVOISIN indicates further transit over the Mt. Cenis pass down into Piedmont-Sardinia, thence to Genoa (floral design with CORRISP. EST.—GENOVA) and Livorno, Grand Duchy of Tuscany, 12 Oct. A black 20 decimes includes French, and possibly other, transit charges collect at destination.

The third cover, Figure 3, was sent to France and then forwarded to Italy. It is a very newsy folded letter⁶ of 29-30 Sep. 1847, entered at the New York office (red NEW-YORK SEP 30) and carried out the same day on the *Union*, arr. Cherbourg 18 and Paris 20 Oct. (2 LE HAVRE 2 PAQ. REG. 20 OCT 47). The Paris forwarder sent the letter to the U.S. Consul at Rome, per instructions on reverse. A 15 decimes collect at Paris was marked out and a prominent "46" is inscribed. The transit route from Paris to Rome is not known, but if the debit was 46 decimes to Rome, this was quite a sum, plus the 29 bajocchi (about 29¢) internal collect (ms. "Baj. 29").

We note a fourth cover which was sold as part of lot 1579 in the Siegel auction of the Lester L. Downing collection, Sept. 20-24, 1974. The letter was posted 5 Feb. 1848 at the New York office and sent out on the last trip of the *Herout et de Handel Compagnie Generale Missouri*, lv. New York 6 Feb. and arr. Havre 23 Feb. It bears the entry handstamp 1 LE HAVRE 1 PAQ. REG. 23 FEVR 48 (struck at Havre, Salles no. 1702 in blue), and a ms. 18 decimes collect at Chalon-sur-Saone, France, 24 Feb.

6. To Jasper F. Cropsey, 24, architect and painter, giving in considerable detail the activities of many New York artists. There are two philatelic notes in the letter: "I wrote enclosing a letter from your father by the French Steamer of 15th & W.R. wrote by the English Steamer of same day both letters like this being directed to Mr. Walsh, Paris," and "Pray tell me all the little details about postage & to guide me writing. . . ."

A LETTER FROM SAN FRANCISCO TO FRANCE

AT END OF THREE MONTHS PERIOD

GEORGE E. HARGEST

While the rates set forth in the U.S.-French convention of 2 March 1857 came into operation on letters posted in either the United States or France on 1 April 1857, the effective date on letters received at the exchange offices in either country is indefinite. Mr. Melvin W. Schuh has or had a cover posted in New Orleans on the 31 March 1857 addressed to Paris. It arrived in New York on 8 April 1857. The New York exchange office forwarded it by British open mail to London. The London office marked it with a GB/1F60C marking and a London marking on the reverse dated 20 April 1857. Although this cover arrived in New York long after the effective date of the treaty, it was treated by the New York and London offices as an open mail letter. France marked it with an "8" which was the correct rate of 8 decimes by British open mail when conveyed by British packet. It was also the single rate for an unpaid letter by French mail, under the U.S.-French convention. It was this letter that led to the assumption that any letter posted in the United States before 1 April 1857, would be treated as a British open mail letter.¹ This I find not to be the case.

Figure 1 illustrates a cover submitted by Mr. James C. Pratt, Esq., Assistant Attorney-General of the State of Georgia, and R.A. 2011—a new member of our Society. This cover bears a SAN FRANCISCO CAL./26 PAID marking bearing the date of 20 MAR (1857). This is normally the British open mail prepayment by American packet from the West coast which required 5¢ above the 21¢ rate from the rest of the United States. The San Francisco office forwarded the letter to the New York exchange office, which marked it with a cds NEW-YORK/AM. PKT marking bearing the date APR/18. This marking was normally used on British open mail letters. There is no British marking, which indicates the British did not treat the letter as a British open mail letter; there is no credit to France, which indicates that the New York office did not treat the letter as a French mail letter. The French marking on the face of the cover is unclear.

1. George E. Hargest, *The History of Letter Post Communication Between the United States and Europe, 1845-1875*. pp. 66-67.



Figure 1. Posted in San Francisco, prepaid to be sent to France by British open mail, this cover was forwarded to New York. The New York Office sent it by the U.S.M. steamship *Washington* to Southampton. The Southampton office sent it to Le Havre without placing a British marking upon it. It was sent from Le Havre to Paris on 5 May 1857 (Le Havre to Paris marking on reverse), where the Paris office treated it as a French mail, double weight cover. It was marked for a collection of 16 decimes. The Le Havre office also marked it as a French mail cover by placing "ET. UNIS SERV. AM. V. A./HAVRE" marking on the face. The "SERV." indicates French mail.

Mr. Pratt has carefully analysed it and states that it appears to be, "ETATS UNIS SERV. AM. V.A./HAVRE/5/MAI/57." Whether this marking is in red or blue is not stated. M. Salles illustrates this marking as "ET. UNIS," rather than "ETATS UNIS," marks of entry reserved for covers originating in the United States and coming by way of Southampton. He also states the marking is in red.² The word "SERV." in the inscription indicates that the French considered it to be French mail. A similar marking was used prior to the treaty mail, reading "PAQ. AM." rather than "SERV." If the French had considered this an open mail cover, the marking with "PAQ. AM." would have been applied. In France this was a double rate cover, *i.e.*, one weighing over 7½ grams, but not over 15 grams. They, therefore, marked it for a double rate of 16 decimes, or 2 x 8 decimes, the French mail rate.

Two ships left New York on 18 April 1857: *Washington* of the Ocean line, and *Constitution* of the Belgian Transatlantic Steam Navigation Co. No consideration would have been given *Constitution*, had it not been for Mr. William K. Herzog's excellent article, showing that the *Constitution* had replaced *Hermann* on 24 January 1857 on the Bremen run.³ Actually, *Constitution* was scheduled to sail on 23 January 1857, but changed its sailing date to the 24th when it found it might receive a mail contract. It is believed, however, that this cover was sent by *Washington*. The Ocean line was under contract to the Post Office Department to carry mail to Southampton and Bremen.

2. Raymond Salles, *La Poste Maritime Française*, vol. IV, postmark 1795, p. 295.

3. William K. Herzog, *Chronicle of the U.S. Classic Issues*, vol. 29, No. 1, Whole No. 93, pp. 62-64.

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**THE GUION LINE—MAIL PACKETS FROM NEW YORK
5 JANUARY 1870 TO 28 DECEMBER 1875—
via QUEENSTOWN TO LIVERPOOL**

WALTER HUBBARD AND CLIFFORD L. FRIEND

(Continued from *Chronicle* 103:221)

1874

| PD | LP | QT | ARR NY | PACKET | PD NY | ARR QT | NOTES |
|--------|----------------|--------|------------|--------|---------------|--------------------------------------|-------|
| 17 Dec | 18p | 30 Dec | WISCONSIN | 6 Jan | 16 Jan (0430) | see note 8 | |
| 24 do | 2 ⁵ | 8 Jan | NEVADA | 13 Jan | 23 Jan (1545) | | |
| 31 do | 3p | 15 do | WYOMING | 20 Jan | 30 Jan | sailed 2d late f. LP | |
| 7 Jan | 9p | 21 do | IDAHO | 27 Jan | 7 Feb (0330) | sailed 1d late f. LP | |
| 14 do | 15p | 30 do | MANHATTAN | 3 Feb | 15 Feb (2400) | | |
| 21 do | — | 3 Feb | MINNESOTA | 10 Feb | 20 Feb (2100) | | |
| 28 do | 29 | 10 do | WISCONSIN | 17 Feb | 10 Mar (1800) | | |
| 4 Feb | 5 | 19 do | NEVADA | 24 Feb | 7 Mar (2000) | | |
| | | | NO SAILING | 3 Mar | | | |
| 18 do | 19p | 5 Mar | IDAHO | 10 Mar | 20 Mar | | |
| 25 do | — | 13 do | MANHATTAN | 17 Mar | 29 Mar (2100) | | |
| 4 Mar | 5 | | MINNESOTA | 24 Mar | 4 Apr (0115) | | |
| 11 do | 12 | 23 do | WYOMING | 31 Mar | 10 Apr (0900) | | |
| 18 do | 19 | 2 Apr | NEVADA | 7 Apr | 19 Apr (1230) | | |
| | | | NO SAILING | 14 Apr | | | |
| 1 Apr | 2 | 17 do | IDAHO | 21 Apr | 2 May (1900) | | |
| 8 do | 9 | 21 do | WISCONSIN | 28 Apr | 8 May (1100) | | |
| 15 do | 16 | 30 do | MINNESOTA | 5 May | 17 May (1230) | | |
| 22 do | 23 | 4 May | WYOMING | 12 May | 23 May (1220) | | |
| | | | NO SAILING | 19 May | | see note 9 | |
| 6 May | 7 | 20 do | NEVADA | 26 May | 6 Jun (0300) | | |
| 13 do | 14 | 26 do | IDAHO | 2 Jun | 13 Jun (0600) | | |
| 20 do | 21 | 31 do | WISCONSIN | 9 Jun | 20 Jun (0700) | | |
| 27 do | 28 | 10 Jun | MINNESOTA | 16 Jun | 28 Jun (0230) | | |
| 3 Jun | 4 | 14 do | WYOMING | 23 Jun | 3 Jul (1500) | | |
| 10 do | 12 | 23 do | NEVADA | 30 Jun | 11 Jul (1200) | sailed 1d late f. LP; end FY 1873 | |
| | | | NO SAILING | 7 Jul | | | |
| 24 do | 25 | 6 Jul | IDAHO | 14 Jul | 25 Jul (1500) | | |
| 1 Jul | 2 | 17 do | WISCONSIN | 21 Jul | 2 Aug (2200) | | |
| 8 do | 9 | 21 do | MINNESOTA | 28 Jul | 8 Aug (1200) | | |
| 15 do | 16 | 26 do | WYOMING | 4 Aug | 14 Aug | | |
| | | | NO SAILING | 11 Aug | | see note 10 | |
| 29 do | 30 | 10 Aug | NEVADA | 18 Aug | 28 Aug (2000) | | |
| 5 Aug | 6 | 17 do | IDAHO | 25 Aug | 5 Sep (1900) | | |
| 12 do | 13 | 24 do | WISCONSIN | 1 Sep | 11 Sep (0330) | | |
| 19 do | 20 | 31 do | MINNESOTA | 8 Sep | 19 Sep (1100) | | |
| | | | NO SAILING | 15 Sep | | | |
| 2 Sep | 3 | 14 do | WYOMING | 22 Sep | 2 Oct (2030) | | |
| 9 do | 10 | 21 do | NEVADA | 29 Sep | 10 Oct (0630) | | |
| 16 do | 17 | 27 do | IDAHO | 6 Oct | 17 Oct | | |
| 23 do | 25 | 5 Oct | WISCONSIN | 13 Oct | 23 Oct (1800) | | |
| 30 do | 1 Oct | 15 do | MINNESOTA | 20 Oct | 31 Oct (2230) | | |
| | | | NO SAILING | 27 Oct | | | |
| 14 Oct | 15 | 26 do | WYOMING | 3 Nov | 13 Nov (2240) | | |
| 21 do | 22 | 3 Nov | NEVADA | 10 Nov | 23 Nov (0600) | | |
| | | | NO SAILING | 17 Nov | | see note 11 | |
| 4 Nov | 5 | 16 do | WISCONSIN | 24 Nov | 5 Dec (0930) | | |

8. On this and subsequent voyages, departures from New York were changed to Tuesdays.

9. HERDER, of the Adler Line, sailed from NY 10 May with 88 sacks of English, French and German mails.

10. LESSING, of the Adler Line, sailed from NY 11 Aug with 105 sacks of English, French and German mails.

11. GOETHE, of the Adler Line, sailed from NY 17 Nov with English, French and German mails.

| 1874 (cont.) | | | PACKET | PD NY | ARR QT | NOTES |
|--------------|--------|--|---|-------------------------------------|---------------|-------------------------------------|
| PD LP QT | ARR NY | | | | | |
| 18 do 19 | 3 Dec | | NO SAILING MINNESOTA | 1 Dec 8 Dec | 21 Dec (0400) | L/V; sailed 2d late f. NY |
| 2 Dec 3p | 15 do | | NO SAILING WYOMING NO SAILING | 15 Dec 22 Dec 29 Dec | 1 Jan (1320) | see note 12 see note 13 |
| 1875 | | | | | | |
| 16 do 17p | 30 do | | WISCONSIN | 5 Jan | 16 Jan (0100) | |
| 23 do 24p | 8 Jan | | IDAHO | 12 Jan | 22 Jan (1820) | |
| 6 Jan 7 | 22 do | | NO SAILING NEVADA | 19 Jan 26 Jan | 7 Feb | |
| 13 do 14p | 29 do | | WYOMING NO SAILING | 2 Feb LP 9 Feb | 13 Feb | see note 14 |
| 27 do 28 | 9 Feb | | WISCONSIN NO SAILING | 16 Feb 23 Feb | 2 Mar (0300) | sailed 2d late f. NY see note 15 |
| 10 Feb 11 | 25 do | | IDAHO | 2 Mar | 15 Mar (1700) | sailed 1d late f. NY |
| 17 do — | 3 Mar | | NEVADA | 9 Mar | 20 Mar (0400) | sailed 1d late f. LP |
| 24 do 26 | 9 do | | WYOMING NO SAILING | 16 Mar 23 Mar | 28 Mar (1800) | do see note 16 |
| 10 Mar 11 | 23 do | | WISCONSIN | 30 Mar | 10 Apr (0900) | |
| 24 do 25 | 5 Apr | | NO SAILING IDAHO NO SAILING NO SAILING | 6 Apr 13 Apr 20 Apr 27 Apr | 25 Apr (1100) | see note 17 see note 18 |
| 14 Apr 15 | 27 do | | MANHATTAN | 4 May | 17 May (1600) | |
| 28 do 29 | 10 May | | NO SAILING WISCONSIN NO SAILING | 11 May 18 May 25 May | 28 May (1345) | |
| 12 May 13 | 23 do | | WYOMING NO SAILING | 1 Jun 8 Jun | 11 Jun (1120) | |
| 2 Jun 3 | 14 Jun | | NO SAILING MANHATTAN NO SAILING | 15 Jun 22 Jun 29 Jun | 3 Jul (1550) | L/V end FY 1875; see note 19 |
| 16 do 17 | 27 do | | WISCONSIN | 6 Jul | 16 Jul (1350) | see note 20 |
| 23 do 24 | 5 Jul | | WYOMING | 13 Jul | 24 Jul (1400) | |
| 30 do 1 Jul | 13 do | | IDAHO | 20 Jul | 2 Aug (1100) | |
| 7 Jul 8 | 17 do | | MONTANA | 27 Jul | 5 Aug (1130) | F/V |
| 14 do 15 | 26 do | | NEVADA | 3 Aug | 19 Aug (0830) | |
| 21 do 22 | 31 do | | DAKOTA | 10 Aug | 19 Aug (2230) | F/V |
| 28 do 29 | 7 Aug | | WISCONSIN | 17 Aug | 27 Aug (1800) | |
| 4 Aug 5 | 14 do | | WYOMING | 24 Aug | 4 Sep (0900) | |
| 11 do 12 | 22 do | | IDAHO | 31 Aug | 11 Sep (0700) | |
| 18 do 19 | 28 do | | MONTANA NO SAILING | 7 Sep 14 Sep | 17 Sep (0530) | |
| 1 Sep 2 | 11 Sep | | DAKOTA | 21 Sep | 30 Sep (0520) | |
| 8 do 9 | 19 do | | WISCONSIN | 28 Sep | 8 Oct (0200) | |
| 15 do 16 | 26 do | | WYOMING | 5 Oct | 15 Oct (0700) | |
| 22 do 24 | 5 Oct | | IDAHO | 12 Oct | 22 Oct (1700) | |

12. SCHILLER, of the Adler Line, sailed from NY 15 Dec with all mails.

13. LESSING, of the Adler Line, sailed from NY 29 Dec with all mails.

14. KLOPSTOCK, of the Adler Line, sailed with all mails—one day late.

15. SCHILLER, of the Adler Line, sailed from NY 23 Feb with all mails.

16. HERDER, of the Adler Line, sailed from NY 23 Mar with all mails.

17. KLOPSTOCK, of the Adler Line, sailed from NY 6 April with all mails.

18. SCHILLER, of the Adler Line, sailed from NY April 27 with the mails. On her way to Hamburg, she was wrecked off the Scilly Isles on 7 May. Some of her mail was salvaged and picked up by POMMERANIA (of the Hamburg American Line) from NY on 29 April.

19. Although the Line made 32 trips in this fiscal year, in the Postmaster General's Report they were compensated for only 28. The four voyages on which it is most likely that mails were not carried are among the following sailing dates from New York—4 August, 10 November and 8 December (1874) and 26 January, 2 February and 2 March (1875). On the other trips mails were reported as being landed on arrival at Queenstown.

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

| 1875 (cont.) | | ARR NY | PACKET | PD NY | ARR QT | NOTES |
|--------------|-------|--------|------------|--------|---------------|----------------------|
| PD | LP QT | | | | | |
| | | | NO SAILING | 19 Oct | | |
| | | | NO SAILING | 26 Oct | | |
| 13 Oct | 15 | 25 do | DAKOTA | 2 Nov | 11 Nov (2150) | sailed ld late f. LP |
| 20 do | 21 | 2 Nov | WISCONSIN | 9 Nov | 19 Nov (0050) | |
| 27 do | 28 | 7 do | WYOMING | 16 Nov | 27 Nov (1500) | |
| 3 Nov | 4 | 16 do | NEVADA | 23 Nov | 4 Dec (0730) | |
| 10 do | 12 | 22 do | MONTANA | 30 Nov | 10 Dec (0400) | sailed ld late f. LP |
| 17 do | 19 | 2 Dec | IDAHO | 7 Dec | 18 Dec (0500) | sailed ld late f. LP |
| 24 do | 26 | 6 do | DAKOTA | 14 Dec | 23 Dec (1040) | do |
| 1 Dec | 2 | 12 do | WISCONSIN | 21 Dec | 30 Dec (2000) | |
| 8 do | 9 | 20 do | WYOMING | 28 Dec | 7 Jan (1200) | |

References 1869-1876

The Liverpool *Telegraph & Commercial Gazette* : Lloyds List : The New York *Daily Tribune* : The New-York *Times* : *The Times* : Annual Reports of the United States Postmaster General.

N. R. P. Bonsor : *North Atlantic Seaway* (1955 Edition), p. 239.

Review: First Federal Issue 1798-1801, U.S. Revenue Stamped Paper. By W. V. Combs. Published 1979 by the American Philatelic Society, Inc. ix + 124 pages. \$17.00 (\$13.60 to APS members) from APS, P.O. Box 800, State College, Pa. 16801.

The subject is far removed from the fields covered by the *Chronicle*, but this book is so interesting and informative that it deserves mention here. Retired Admiral Combs presents the historical and legislative background, manufacture, varieties, characteristics, uses, and collecting possibilities of these early embossed revenues clearly and authoritatively—testimony to years of research and study. The volume is comprehensively illustrated with examples of many rare embossed stamps and the documents on which they were used.

Susan M. McDonald

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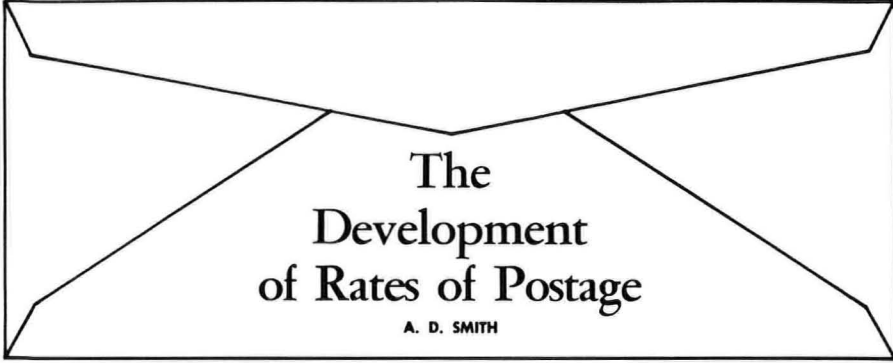
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A. D. SMITH

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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 103

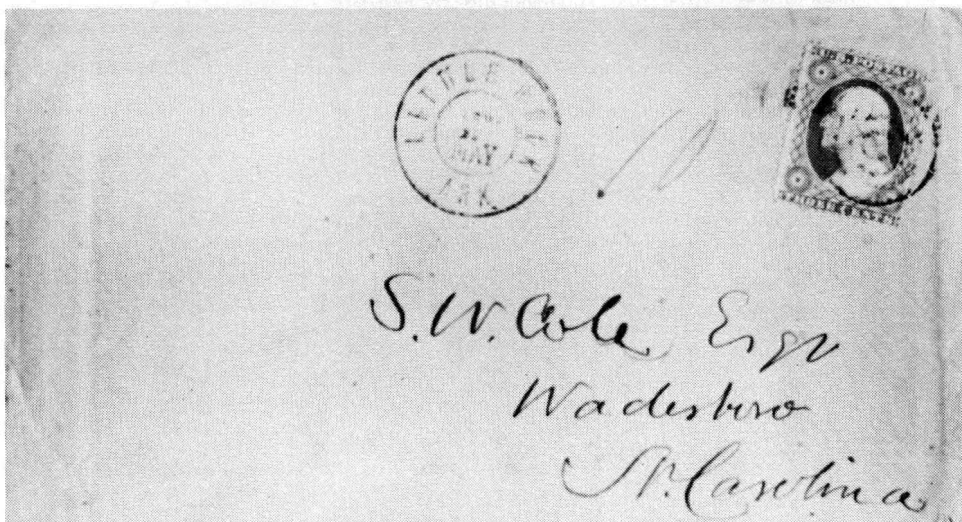


Figure 1. Cover from Little Rock, Ark., with 3¢ 1857 and ms. "10."

Figure 1 shows the first problem cover from the last *Chronicle*, an envelope with a 3¢ 1857 cancelled with a bullseye killer. Correct analyses of these markings came from Dr. James Milgram, David Skowlund and Dr. William Parkes, and here are some of their comments:

Arkansas seceded from the Union 8 May 61 and was admitted to the Confederacy 18 May.

The cover was probably mailed late in May and delivered in June. The CSA postal system's rate for a letter travelling over 500 miles was 10¢, and this cover was rated due 10¢.

During this transition period, some postal clerks were unsure of how to handle mail, and the 3¢ US stamp may have been ignored.

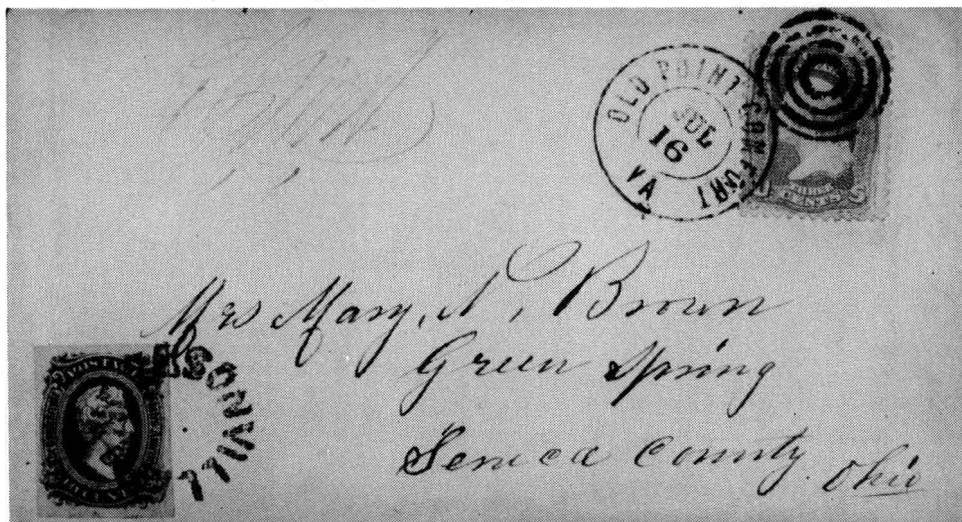


Figure 2. Cover with 3¢ 1861 and 10¢ Confederate stamps.

Figure 2 shows a P.O.W. cover, and elicited much interest. Some of the written comments came from Bob Eldridge, Dr. William Parkes, Dr. John Buckner, Dr. James Milgram, and K. A. Whittle, and all of their comments were correct and pertinent. Jim Milgram points out that the Confederate censor's initials appear to be the same as covers he has seen that originated in Libby Prison. Ken Whittle writes:

The philately of Andersonville began Dec. 17, 1949, with an article in *Stamps*, "A Prisoner of War Letter from Andersonville" by Van Dyk MacBride. The writer there said, "the only prisoner's cover and letter from Andersonville this writer has ever seen. . . . This cancellation [postmark], which the writer has never seen previously, is also separately illustrated in this article from a drawing made of it by August Dietz Sr. in which the illegible portions are indicated by dotted lines."

The cover and the drawing, or a copy of it, appear in Antrim's *Civil War Prisons and Their Covers*, page 122. The drawing indicates that but a little more than half the postmark was legible; further, it does not convey satisfactorily the blurriness of the postmark. This drawing fathered the illustration in Dietz's *Handbook* of 1959. Note that Andersonville is not noted in the 1945 edition.

The problem cover differs from the accepted by having its letters which appear on the cover proper in isolated and very distinct forms—no vagueness as in accepted covers and it has no vestige of an outer ring common to accepted covers.

Andersonville was in operation from Feb. to early Sept. in 1864. From the photo the stamp used was a dark color with the background around the head almost solid much the same as occurs in an overheated plate of the Keating & Ball issue, but since no mention of the issue was made one can only speculate, but the earliest dated cancellation for such was Dec. 4, 1864, some time after the prison was closed.

The key to spotting this fake is that an unused K&B 10¢ stamp was added to a genuine cover and a faked Andersonville marking applied.

The Stamp Cover & Repository Program has received many similar interesting covers. Please consider sending any questionable items you may (regretfully) own, so that they can be made available for study and so that they will be removed, forever, from the market. Donations can be sent to this Editor, marked for the attention of Ms. Joanne Haag.

PROBLEM COVERS FOR THIS ISSUE

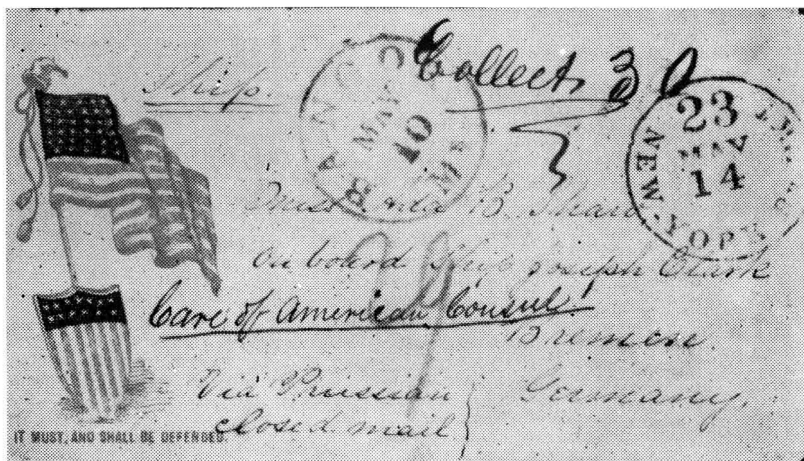


Figure 3. Patriotic cover from Bangor, Me., to Germany.

Figure 3 shows a Civil War patriotic from Bangor, Maine, to Bremen in Germany. There are no markings on the back. Can a reader explain the 23, 29, and 30 rate markings? There is nothing wrong with this cover, and one reason it is being illustrated is to show what Polaroid is doing vis-a-vis philatelic photography these days. Their technical representative Bill Elk shot this at the recent APS show in Boston and made, on the spot in about a minute, this half tone, 85 line screen, print.

Figures 4 and 5 show two Confederate covers that should have been donated

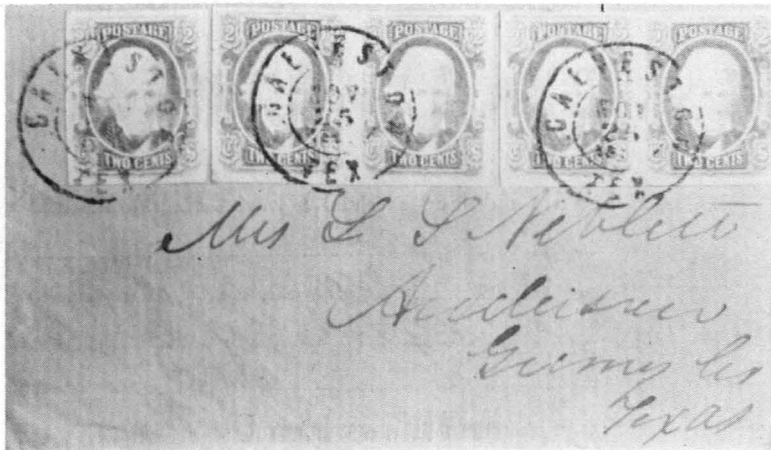


Figure 4. Five copies of Confederate 2c brown red postmarked Galveston, Tex.

to S.C.R.A.P., but that are still floating around in the market. Can readers comment on their problems?

Please send your comments and photos of possible future problem covers to the Editor in Cincinnati within two weeks after receipt of your *Chronicle*.



Figure 5. Columbus, Ga., provisional envelope.

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