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THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

February 1980 Volume 32, No. 1 Whole No. 105

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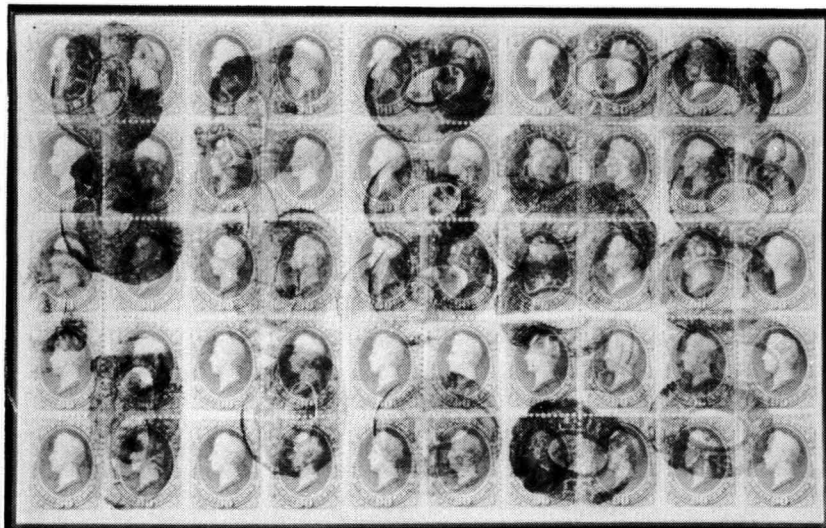
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THE EDITOR'S PAGE

It is a great pleasure to welcome Richard M. Searing in this issue as new editor of the Bank Note section. His introductory remarks outline many areas for inquiry. Please support him with your comments, information, and contributions.

Robert R. Hegland's fine article detailing and illustrating the plate flaws on the 3¢ 1857 should simplify their discovery and identification. Some plate varieties of the 12¢ 1861 are described by Richard B. Graham. In the same section William K. Herzog discusses an interesting and unusual grill variety of the 3¢ 1861.

Covers, rates, and postal markings are the subject of several excellent articles: Philip T. Wall on the New York 5¢ used to foreign countries; Kenneth R. de Lisle's account of a rate change in 1821; Thomas J. Alexander's detailed listing of the Sonora, California, straight line townmark, and covers showing it; comments on occupation markings by Richard B. Craham; Michael Laurence's discussion of mail service by the San Domingo Line; and James W. Milgram on railroad-way combination covers.

Fake covers—as well as their genuine counterparts—are analyzed in detail by Creighton C. Hart in the 1847 section, where covers to Nova Scotia by Cunard packet are considered. In the Cover Corner Scott Gallagher discusses and exposes some Confederate fakes.

In the Foreign Mail section, sailing data, compiled by Clifford L. Friend and Walter Hubbard, on the Hamburg American (HAPAG) Line begin. A pair of articles by Walter Hubbard and Charles J. Starnes completes information on American packet sailings in the Jan.-Mar. 1857 period. Charles J. Starnes has constructed a table of currency equivalents which should be welcomed by both the casual and advanced collector. Allan Radin describes a most unusual Prussian Mail cover to Sweden. If you have not already done so, you should read Allan's illuminating article on the Prussian Closed Mail in the December 1979 and January 1980 *American Philatelist*.

* * *

I note with sadness the death on November 14, 1979, of Alex L. ter Braake, who had been a member of this Society for many years. His lifelong interest in philately, beginning with the stamps of his native Netherlands, resulted in outstanding contributions to many philatelic journals. His two best known publications, *Texas: The Drama of Its Postal Past* and *The Posted Letter in Colonial and Revolutionary America 1628-1790*, exemplify Alex's devotion to postal history research and his enthusiasm for its advancement. It was a privilege to have been associated with him in one of these endeavors.

LAST CHANCE

The long-awaited *Simpson's U.S. Postal Markings 1851-61*, revised and enlarged by Thomas J. Alexander, is now available. If you have not yet ordered your copy, this is the final opportunity to obtain one or more at the prepublication price of \$20.00. This offer will be withdrawn *at the end of February* (or one week after receipt of your *Chronicle*, should it be late). Thereafter the price will be \$27.50. Send your order now with *payment in full* to U.S.P.C.S. to Richard B. Graham, 1245 West Fifth Ave., Columbus, Ohio 43212.

GUEST PRIVILEGE

NEW YORK POSTMASTER'S PROVISIONAL COVERS TO FOREIGN COUNTRIES

PHILIP T. WALL

Postmaster Morris's stamp is the only United States Postmaster's Provisional used extensively on foreign mail. My records show a total of 95 covers with foreign destinations. These covers fall mostly into two general categories:

- (A) Covers bearing single stamps paying the domestic postage on mails to the British Isles and Europe; and
- (B) Covers bearing two stamps paying the domestic postage for more than 300 miles on mail going to various parts of Canada.



Figure A. New York 5¢ on piece with New York City "5 PAID" postmark associated with foreign mails.

Mail destined for the British Isles and Europe was dispatched twice a month (monthly in winter) via Boston by Cunard steamers during the 1845-1847 period. All of the recorded covers with legible postmarks are dated either the 15th or 30th of the month. (None of the covers bears a late February postmark.) Inasmuch as the sailing schedules of the Cunard ships were known in advance in New York City, many of the covers are designated for particular ships. Noted among these covers is mail marked for the following five vessels: *Acadia*, *Hibernia*, *Caledonia*, *Britannia*, and *Cambria*. These represent all vessels operating in the Cunard fleet during the currency of the 5¢ New York. Other covers are marked "via Boston", "per Boston Steamer", "Royal Mail Steamer via Boston and Halifax", etc. The postage from Boston to the foreign destination was collected from the addressee.



Figure B. Cover to Lyon, France, carried by "Caledonia" from Boston May 1, 1846. Rated 30 decimes due as double letter by French weight system.

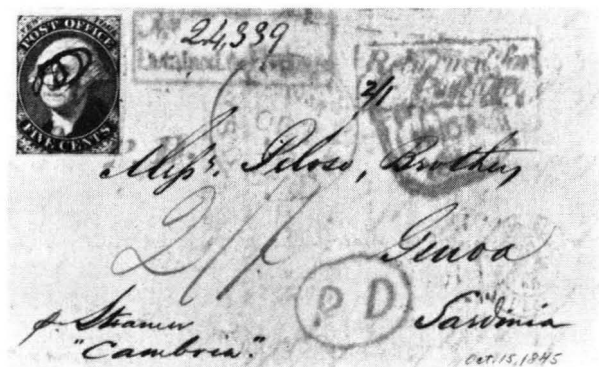
As a special salute to the philatelists who are sponsoring the 1980 London International Stamp Exhibition, covers addressed to the United Kingdom of Great Britain and Ireland will be the subject of a separate article that will appear in the May 1980 issue of *The Chronicle*.

Figure C. To Holland from New York, Jan. 31, 1846, directed "Hibernia via Boston." "Hibernia" was scheduled to sail Jan. 31; unless she was delayed, this letter must have missed the sailing. Dutch 120 cents due.



My records show a total of 79 single weight (5¢ rate) covers to Europe, including 31 covers to the British Isles that will be discussed in my next article. These 79 covers include 22 on which the stamp is tied by the distinctive New York Foreign Mail postmark (Figure A) which has a diameter of 35 mm.

Figure D. To Italy by "Cambria" from Boston Oct. 16, 1845. Postmarked "U.S. EXPRESS/N. YORK." At London the letter was held (see two boxed handstamps at top) until the addressee or his agent paid the 2/1 due for transatlantic and transit postage.



The 48 single weight covers to Europe are broken down as follows: (1) to Belgium, two covers; (2) to France (Figure B), 32 covers; (3) to Germany, five covers; (4) to Holland (Figure C), four covers; (5) to Italy (Figure D), two covers; and (6) to Switzerland (Figure E), three covers. I have read there is a cover to Austria, but I am unable to find any record of such an item. It is possible this earlier writer was referring to covers that originally were sent to London and then forwarded to Trieste, which was then a part of Austria. These covers to Lang, Freeland and Co. will be discussed and illustrated in my next article.

Figure E. To La Chaux de Fonds, Switzerland. Transported through France under provisions of Anglo-French convention of 1843. Rated 46 decimes due, apparently at double rate.

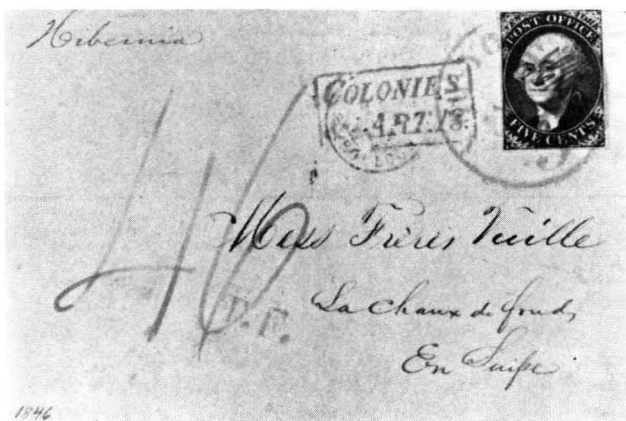




Figure F. Cover to France with two copies of New York 5¢. Apparently a double letter.

The only double weight cover to Europe of which I have a record is a cover to Paris, France (Figure F) bearing two singles.

The largest foreign correspondence of 9X1 covers saved for philately is the group addressed to the Dobler firm at Lyon, France. This correspondence of 20 covers was acquired by the New York dealer L. W. Charlat in 1919 or 1920 when he visited France shortly after World War I. These covers were then sold as a lot to George Walcott, who is best remembered for his patriotic covers. In the late 1920s Walcott encountered both health and financial problems, and these covers were sold privately to Henry G. Lapham of Boston. When Lapham died in the late 1930s, these covers were sold privately to various collectors. The cover in Figure B ranks among the most outstanding of the 16 covers from this correspondence of which I have photographs.

One of the most interesting foreign use covers (actually a cover front only) is one to Holland that also bears a 3¢ United States City Dispatch Post tied to the cover front. An excellent photograph of this cover is found on page 41 of Elliott Perry's book *100 Years Ago*.

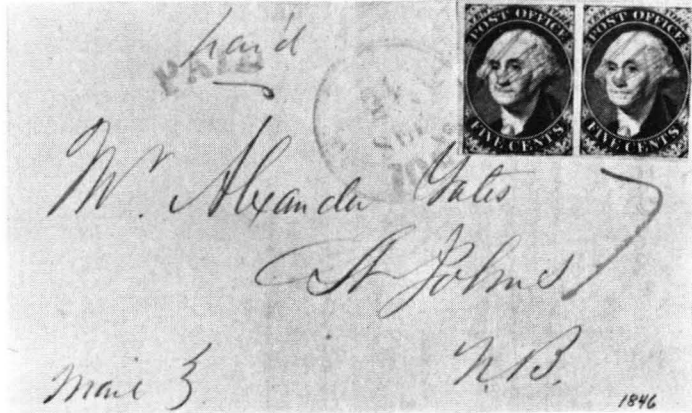


Figure G. Two singles on cover postmarked Aug. 15, 1845, and paying rate for over 300 miles to Canadian border. Exchanged through Queenston, U.C. Canadian postage 9d due for 101-200 miles to London, C.W.

All correctly rated prepaid covers to Canada should have two copies of 9X1 as all exchange offices on the Canadian border were more than 300 miles from New York City. My records show six covers to Quebec and Ontario Provinces. Four of these covers have pairs, and two covers have two singles.

The most outstanding of these covers is the ex-Waterhouse cover, with a pair of 9X1 used from Philadelphia to Montreal. This gem was pictured in the February 1979 issue (Whole No. 101) of *The Chronicle*. All of these covers, being addressed to Montreal, within 60 miles of the border, are rated 4½ pence due except the one in the collection of Susan M. McDonald (Figure G) which is rated 9 pence due, as it is addressed to London, C. W., over 100 miles from the lines.

Figure H. Pair on cover Sept. 21, 1846, to St. John, N.B., and paying U.S. postage for over 300 miles to U.S. exchange office at Robinston, Me. Rated 7d due for 61-100 miles to St. John.



The only cover of record addressed by overland mail to any of the Maritime Provinces of Canada is the one sent to St. Johns, New Brunswick (Figure H).

A cover to Halifax, Nova Scotia, by Cunard packet from Boston was sold in H. R. Harmer's sale of July 15, 1968. This cover has a single copy of the New York 5¢ (paying domestic rate to Boston), and was rated 1/- stg.) due at Halifax for the packet charge from Boston. It was postmarked at New York June 29, 1846, and backstamped at Halifax July 3. The cover was transported by the *Caledonia* from Boston July 1.

There is one cover bearing a horizontal pair of the provisional addressed to an Army Officer stationed in Matamoros, Mexico, during the Mexican War. This is an interesting item and is undoubtedly the earliest example of an adhesive stamp issued in this country used on mail addressed to military personnel stationed in foreign countries.

ERRATA AND APOLOGIES

For the most part, this series of articles on the 5¢ New York Postmaster's Provisional has been relatively free of errors, most of which have resulted in either awkward or improper grammar rather than being factual mistakes pertaining to the stamps themselves. However, my two articles in the November 1979 issue of *The Chronicle* almost give the appearance that the gremlins were having their annual meeting at the time I wrote them. I apologize for the numerous mistakes contained therein and would like to correct them at this time.

In quoting Clarence W. Brazer's article from the *Twentieth American Philatelic Congress Book* (1954), I referred to Postmaster Morris's receiving the proofs from the sheet of nine about June 1, 1845, whereas I should have said about July 1, 1845. On the following page, I stated that the 521st sale of the Daniel F. Kelleher Co. of Boston was held in August of 1974, when in fact it was held in October of 1974. On page 235 where I described the facsimiles or fakes of this proof in the reference files of the Philatelic Foundation in New York City, I referred to these items as have a "thick" finish, when in fact they have a "slick" finish.

Due to technical problems in reproducing the plating cards on Positions 2 and 3, the following plating characteristics do not appear in the illustrations:

Position 2—The horizontal engraver's line parallel to the top of the stamp that is most easily seen over the "O" of YORK and the small dot 1.1 mm to the right and 0.3 mm above the upper right corner are not shown.

Position 3—The small dot 1.2 mm to the left and 0.5 mm above the upper left corner and the distinct horizontal scratch 1.0 mm in length in the bottom margin beneath the "E" of FIVE almost midway between Positions 3 and 6 are not shown.

Keith Harmer of New York has correctly called to my attention that on page 239 of my article dealing with the Sperati imitations of the United States 10¢ 1847 stamp, I stated that both of the imitations illustrated in Figures A and B have a large dot in the white oval under the "O" of OFFICE, whereas in fact the large dot in the white oval is under the "O" in POST.

I promise my readers that I shall make every effort to eliminate these mistakes in the future; and should additional errors occur, I shall appreciate your calling them to my attention.

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THOMAS J. ALEXANDER

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

A CHANGE IN RATE—1821
KENNETH R. DE LISLE

Editor's note: this is a revised and expanded version of an article that first appeared in *Excelsior* (whole #8), the publication of the Empire State Postal History Society, in 1977.

Students of postal history have long puzzled over the postage rates marked on letters carried through the mails during Colonial times to well into the 19th century. By reading the early issues of journals devoted to postal markings, one realizes how much has been learned in just the past fifty years. By diligent research, reporting of finds, exchange of information and some luck, most of the questions asked by collectors of the 1930s have been resolved. The *Chronicle* has been in the forefront in publishing the findings of research into one of our most difficult problems, that of unravelling the complicated schedule of transatlantic rates.

The availability of Post Office Department records on microfilm has enabled many of us to advance our knowledge, particularly in the area of state post office lists showing offices by name, county, date of establishment, name change and/or discontinuance. Collectors of New York State, New Jersey, Pennsylvania and others have only recently been made aware of these facts in compact form. Scanning *The Letters Sent by the Postmaster General 1789-1836* (National Archives Microcopy No. 601) enabled me to verify a curious change in the rate of postage between New York City and Albany, N.Y., which took effect early in 1821.

New York City after the War of 1812 had become a bustling seaport and the nation's most important center of commercial and financial activity. Albany, the capital of New York State, was an active legislative and administrative city, as well as the principal transfer point for merchandise shipped to the north and west. Although the Erie Canal was only in the planning stage, river navigation was possible along the old Indian trading route from the Mohawk River to Lake Ontario with the aid of canals at Little Falls and Rome. Along this 218 mile traverse from Albany to the outlet of the Oswego River there were only three land portages, one of 15 miles between Albany and Schenectady and two short portages on the Oswego. Spafford reports batteaux carrying 3 to 15 tons passing constantly through the locks and he calculates the cost of shipment from New York City to Lake Ontario at \$2.35 to \$2.40 per hundred weight.¹

Passengers and freight in the working sloops of the Hudson and on the newly popular steamboats made the docks of both cities a beehive of activity day and night. Both types of vessels took mail between the two ports and to stops in between. The mail must have been voluminous, for letters from New York to Albany and in the reverse are common in present-day collections. New York held first place in mail receipts in the United States, with Albany in the first ten largest for a considerable period after 1800. Collectors of New York City and Albany markings often have remarked at the frequency of the "other city" noted as an address on the letters in their albums. Such volume can lead to interesting studies and to conclusions not possible with few examples of a chosen subject.

Some years ago I arranged my stampless covers by rate rather than the more common method of town markings. It is fascinating to trace the change from silver standard (pennyweights and grains) to the decimal standard (dollars and cents) and discover that our mode of calculating charges remained tied to the Spanish milled dollar for such a long period in the 19th century. Because

1. Horatio Gates Spafford, *A Gazetteer of the State of New York* (Albany, H.C. Southwick, 1813), p. 15.

of the quantity available for study I further separated out all the New York and Albany letters.

On close examination one fact became apparent. The mails between the two cities received no benefit from the several rate reductions in the early 1800s. Instead, the postal patrons actually suffered losses from each successive "improvement." During this period the post route distance, on either side of the Hudson River, was somewhat over 150 miles, although there is no close agreement in the various references consulted. Even when contracts were negotiated with the steamboat companies no change was made in the route mileage in spite of the shorter distance travelled.

In 1792 the rate of a letter carried 150 to 200 miles was 15¢. When rates were simplified and reduced in 1799 the Albany to New York run fell in the 150-300 mile zone, with a charge of 17¢. During the 1815-1816 war rate surcharge, 50% was added to make a rate of 25½¢. When the permanent reduced rates were published in 1816 the busy run fell in the 150 to 400 mile zone, costing 18½¢. These were the single sheet rates. Two sheets or a letter with a single enclosure paid double rate, three sheets or a single letter with two enclosures paid triple rate and so on in progression.

To fully understand the true cost of a letter at these rates, one must examine the labor wage of the period. In 1794 the Western Inland Lock Navigation Company was advertising for laborers to work on the site of the proposed Little Falls canal. It offered fifty cents per day, the employee "to find his own provisions, liquor and bedding." They were to work from sunrise to 8 o'clock, then be allowed one hour for breakfast; then to work until 12 o'clock and be allowed two hours for dinner, until August 15th, then only one hour for dinner; after dinner they were to work until sunset.²

There is no question the increasing rates did not sit well with the business community, nor could the ordinary citizen make much use of the mail. Between the two groups it is probable that the Albany politicians, many with close ties in Washington, were pressed to do something about the situation. At this time men like Van Buren, Butler, Seward and Fillmore sat in Albany. With their ambitions on higher posts, they listened to remonstrances and petitions very closely!

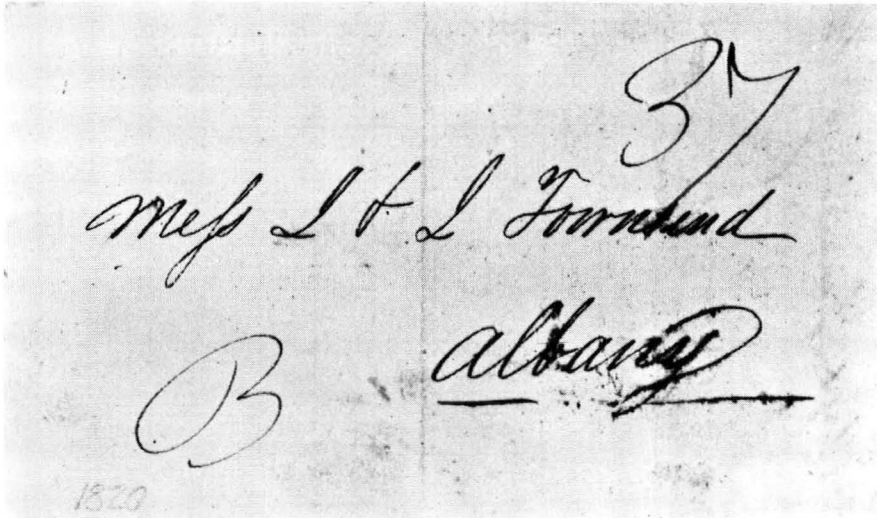


Figure 1. Letter dated September 14, 1820. Steamboat loose letter from New York, marked "B" and rated 37 (double 18½ rate for 150-400 mile zone) prior to the post road re-survey.

Looking through my covers, sorted by distance and rate, I became aware that *something happened to change the postal rate about 1820-1821*. The late W. L. L. Peltz, who formed the finest collection of Albany postal markings

2. Joel Munsell, *The Annals of Albany*, (Albany, N.Y.: J. Munsell, 1856), Vol. III, p. 165.

ever assembled (now in the Albany Institute of History and Art), noted on one of his album pages, ". . . the 18½¢ rate was continued until about 1820, when a re-survey of the post road placed the distance at less than 150 miles . . ." No source reference was given for this information. The latest 18½¢ rate in the Peltz collection is dated 9/12/1820, the earliest 12½¢ rate is 5/5/1821.

After I confirmed to my own satisfaction that a rate change actually did occur in this time frame I began looking for a reason which could lay to rest forever the speculation aroused. Albany and New York City collectors were not alone in the discovery. Because the Hudson River route held interest for general collectors, the question had been raised more than once. Was the change made because of the shorter water distance, now that a majority of the mail went by water for two-thirds of the year? The reference to a re-survey was intriguing. Was it a Federal or state-sponsored survey and when did it take place?

The *PL&R* of January 1, 1798, contains the last official route list by miles, according to Calvet Hahn in an editorial note to an earlier version of this article, and reports the distance at 166 miles, one more than in 1774. Spafford, in his *Gazetteer* previously referred to, lists the distance between the two cities at 160 miles, "on the best travelled route" in 1813. Another reference consulted was a series of post office lists, reprinted by the Chester County (Pa.) Historical Society. Here, again, no agreement. All distances shown are between the named post office and Washington. By calculation, which admits of possible error, we find the New York to Albany distance to be 158 miles, 155 miles and 129 miles in 1803, 1811 and 1813 respectively. Yet, a separate figure lists the mileage between New York City and the State Capital (Albany) at 145 miles. Clearly, there is little comfort in these figures. Another well-regarded source is *The New York Annual Register* or Williams' Register as it is sometimes known.³ Not to be confused with the *New York State Legislative Manual*, which is a State publication. the Williams volume contains a vast quantity of statistical information valuable to the researcher in many fields. My earliest copy is for 1833, identified as the fourth year of publication. On page 114 appears a table of the distances along the mail route from New York to Albany.

On the east side of the Hudson River, through Tarrytown, Peekskill, Poughkeepsie, Hudson and Kinderhook, the distance is given as 160 miles. On the west side, through Hoboken (after ferry from Barclay Street), Hackensack, Newburgh, Kingston and Catskill to Albany the distance is given as 160 miles. This was the stage route and stages carried the mail between the villages and hamlets along the way. During the winter, when the Hudson was closed to navigation, the mail went by closed pouches on the stages. Evidence of this is found in the following excerpt from Munsell:

The New York Mail Stage broke through the ice in crossing the river and sunk in 15 feet of water. A reward of twenty dollars was offered for the rescue of the mail, which was fished up, dried and remailed. None of the passengers had ventured to cross the ice in the stage; the driver was rescued with difficulty; three horses were drowned; the stage and baggage was finally recovered and the proprietors suffered a loss of about five hundred dollars.⁴

The river closed early this year, on November 13 according to the same source, but the ice seems to have been hazardous enough to deter passengers from taking a chance. At all times when a channel could be kept open the Greenbush-Albany and Bath-Albany ferries carried passengers, freight and vehicles across the river; this required payment of a fee which the stage driver must have been told to avoid if possible.

Thus, the tabulation of post office distances invariably states the distance at over 150 miles; the tabulation of stage coach distances does likewise; the distance is still listed at 153 miles as late as the *New-York State Register for 1845*, p. 253; however, that volume on page 252 notes the steamboat route at 145 miles.

3. Edwin Williams, *The New -York Annual Register*, (New York: var. publishers, annually 1830-1837).

4. Joel Munsell, *op. cit.*, Vol. VII, p. 149: "Notes from the Newspapers, December 21, 1820."

Fortunately for researchers into local history there is a wonderful source of information, the aforementioned Munsell. Joel Munsell (4/14/1808-1/15/1880), historian and publisher and the original Albany "buff" during his long and distinguished career, published two editions of the *Annals of Albany*, a compilation of Albany and related history by means of first-hand interviews and perusal of Albany and vicinity newspapers back into the 18th century. When he wrote the *Annals*, many sources since lost or destroyed were available to him. He was a strict adherent to facts, something not always found among native-son writers. The Albany Institute of History and Art has arranged a card index of his works by subject, profusely cross-indexed to locate names and events. Looking up "mail", "Post office", "Post routes", "Postmaster's" and similar terms leads one into contemporary newspaper accounts of a chosen subject. One such search led to the following:

Albany Argus: January 28, 1865: Obituary of William McHarg, Sr. (1778-1865). Mr. McHarg, merchant, banker, Erie Canal commissioner and member of the Albany Common Council during his early life. . . . It was through his active agency in 1820 that the mail route between this city and New York was established as within 150 miles, a fact which secured the reduction of the then heavy postage of 18¾ cents to 12½ cents. . . ."

Actually, there is a minor reporting error here, the rate was 18½¢ in 1820, raised to 18¢ nationally in 1825 to more easily fit the currency of the day. Then, a Spanish milled dollar could be divided into eight "bits" of 12½¢, the genesis of the American expression for twenty-five cents—"two bits."

Figure 2. Letter dated August 16, 1821. Steamboat loose letter from New York, marked "B" and rated 12½ (single rate for 80-150 mile zone) after post road re-survey.

The Albany Evening Journal of the same date carried a similar obituary. Looking a little further into the life of William McHarg shows him to be an active politician, councilman from the 7th Ward of the City of Albany from 1818 to 1821. Next falls into place the following in *The Albany Advertiser* of September 1, 1820:

A survey of the post road from Albany to New York was made some years previous to this by John Randal, Jr., under the direction of the board of the Common Council, by which it appeared the distance was more than 150 miles by the post road. Mr. Randal proposed certain alterations to the road which would reduce the distance by the travelled route. Various alterations and improvements were made and by a new survey it is ascertained the distance has been reduced to one hundred and forty-four miles. This inured to the business portion of the community, as the postmaster

had his attention called to the circumstances and the postage has been reduced to 12½¢ between the two cities. The postmaster-general rated the distance at 145 miles, but the editor of the *Advertiser* avers it is not more than 135 miles by land over the post road.

From all these bits and pieces a scenario of the action can be reconstructed without accusation of idle speculation.

Councilman McHarg, importuned by his fellow citizens and merchants, started the ball rolling by convincing the City Council to have a survey made by John Randal, Jr., who was the official city engineer and surveyor. On report by him that the distance was over the magic 150 miles, efforts were made to reduce the travelled route by "certain alterations and improvements" (short-cuts?). Although it is by no means clear who made the improvements or who paid for them—or even if they were made at all—a re-survey brought the answer wanted. This fact was then brought to the attention of Albany postmaster Solomon Southwick. There is little doubt that Southwick called for assistance from the powerful political interests in Albany and Postmaster Theodorus Bailey of New York called for assistance from the equally powerful commercial and financial interests in his city, all of whom brought pressure on Washington.

The final and most authoritative fact then turns up in *The Letters Sent by the Postmaster-General 1789-1836*. On Microfilm Reel No. 19, we find this letter:

January 18, 1821

General Theodorus Bailey, P.M.
New York City

Sir: The distance between New York City and Albany has been ascertained to be a little less than 150 miles. Single letters should be noted at 12½¢ hereafter.

Return J. Meigs, Jr.

Also a letter to Mr. Southwick of the same.

R.J.M. Jr.

This record would place the date of the change on or the day after receipt by Bailey and Southwick, making the *Advertiser* news account of September 1, 1820, wishful thinking by over four months.

Correspondence in the hands of collectors confirms the premature date in the newspaper. At the present writing, the earliest recorded 12½¢ letter is the Peltz example May 5, 1821. The latest recorded 18½¢ rate is on a similar steamboat letter, to Albany, dated November 4, 1820. The river closed to navigation to Albany on November 13, 1820. It re-opened through to Albany on March 15, 1821.

The gap between the latest reported 18½¢ date and the earliest reported 12½¢ date is wide. Surely there must be, hidden unknown in a collection, dates which could close this gap by many weeks. If such cover or covers exist, the marking will likely be a New York or Albany dated circle during the winter of 1820-21 when the Hudson was closed to the mail-carrying steamboats and went, instead, by closed pouch on the mail stage coach. Perhaps, by sheer luck, some collector owns a cover which went through the ice on that eventful day of December 21, 1820, was fished up, dried and re-mailed.

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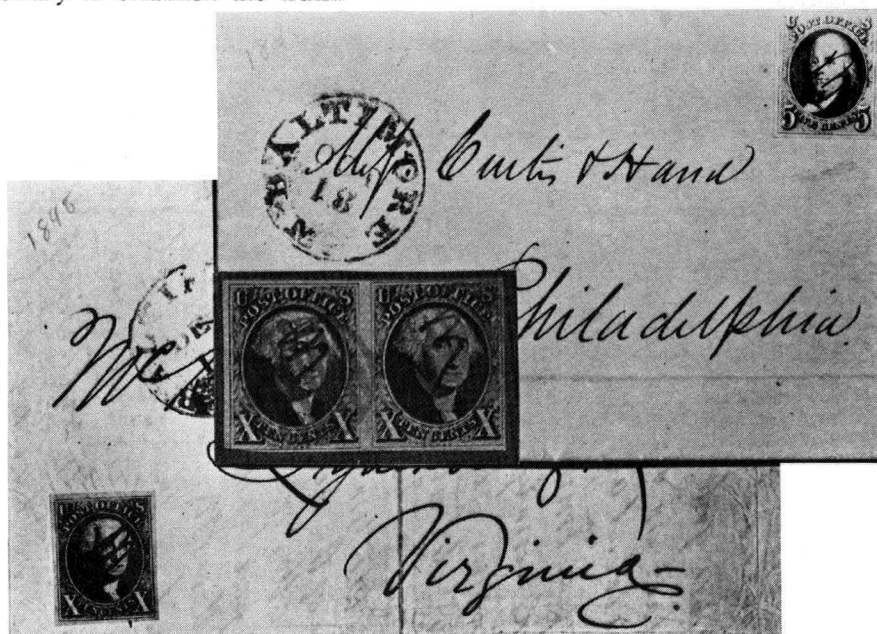
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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

THE NOBLE 1847 COVERS
CREIGHTON C. HART

This article is primarily about a distinctive *manuscript* cancellation (Figures 1, 2 and 5) on 1847 stamps used from Baltimore and about six letters from Baltimore to Robert Noble and Sons at Halifax, Nova Scotia (Figures 3-7). The Maritime Provinces are now part of Canada but during the currency of the 1847 stamps they were separate. Mail to Nova Scotia by Cunard packet was controlled by the British Post Office during the four years the '47's were current and proof of this is evident in the Noble correspondence.

Although most of the Noble covers are genuine in all respects two of them have had 10¢ stamps added to create desirable examples of both denominations on one cover. These fraudulent covers are superficially convincing so comparison with other covers from the Noble correspondence, including the study of Baltimore cancellation markings and Cunard packet rates to Nova Scotia, is necessary to establish the truth.



Figures 1 and 2. The distinctive Baltimore "M" cancellation is shown on these two covers with an off cover pair superimposed, having the same slanting manuscript cancellation.

Both of these fake covers have been around a long time, have distinguished pedigrees, and have been considered genuine until recently. The letter (Figure 6) with the two extra tens cancelled with the blue 10 in an oval was in the collection of the greatly respected John F. Seybold whose collection was auctioned by J. C. Morgenthau in 1910. Later, that cover with the other similarly franked cover (Figure 5), was in the very large specialized collection of 1847's formed by Senator Ackerman which was dispersed in 1928 by Elliott Perry. It seems plausible that both covers have been in existence with the added 10's since 1910 and probably earlier.

The cover in Figure 5 is illustrated in Brookman's book on 19th century U. S. stamps¹ which describes the cover as "an exceptionally fine use of 5¢

1. Lester G. Brookman, *The Nineteenth Century Postage Stamps of the United States*, H. L. Lindquist, 1947, I, 31. (I, 33 in 1966 edition.)

and 10¢ on cover." The caption goes on to state that it passed from the Ackerman collection "to the Gibson collection, then to the Wood collection and then to the hands of the present owner Philip H. Ward, Jr." Later it was sold by John A. Fox as part of the Hollowbush collection in 1966. When Perry sold the two covers in 1928 Figure 5 was priced at \$200 and was bought by "JK" (John Kleeman) and the other at \$300 but no notation is made of that buyer. Compared to today's prices these realizations were modest but were in line with prices for genuine covers being sold at that time.

Whoever wrote the caption in the Ackerman album under the cover mailed May 28, 1849, described it as having "Two 10¢ with one 5¢ paying the single rate to Nova Scotia." There was no 25¢ single rate from Baltimore to Nova Scotia or to any place else and someone simply totaled the value of the three '47 stamps and guessed that such a rate existed. The only U. S. postage on any of the Noble letters was to pay the domestic rate from Baltimore to the port of departure, i.e., 10¢ to Boston over 300 miles from Baltimore and 5¢ to New York less than 300 miles from Baltimore.



Figures 3 and 4. The 10¢ stamp on the upper cover correctly pays the domestic rate from Baltimore to Boston, over 300 miles. The large "N" is for one shilling sterling due for ocean carriage from Boston to Halifax, March 8, 1848.

The lower cover which was mailed June 25, 1848, has the same carriage and postal charges as the upper cover.

Beginning about 1940 Stanley B. Ashbrook began an in-depth study into postal treaties and rate markings on mail to foreign countries. This was a very big undertaking of a subject that had had only passing interest for collectors up to that time. Ashbrook started publicizing his work in a short series of articles entitled "A Cover Quiz" that appeared in *Stamps* magazine in 1942. The August 22nd issue illustrated a cover (Figure 8) to Nova Scotia with 35¢ in '47 stamps and Ashbrook posed these five questions:

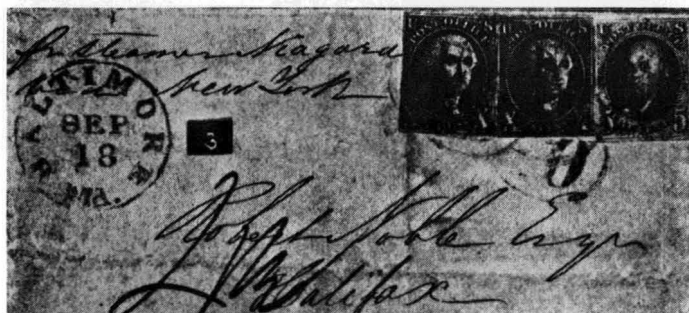
- (1) Why the Baltimore R.R.?
- (2) What do you think R.R. meant?
- (3) Why was 35¢ prepaid on this letter to Halifax?
- (4) What is the meaning of the large pen mark at left?
- (5) Did 35¢ pay the entire rate from origin to destination in Halifax; in other words, was any postage collected in Halifax from the addressee?

Five months later, January 30, 1943, Ashbrook gave the answers to the questions and said the only correct answer he received was from Robert M. Hopkins of Charleston, S.C. It is not advisable to repeat here all the answers but the answer to No. 3 is pertinent.

The key to the solution of this cover is in the date of use, and special attention was called to the fact that the New York postmark was *August 22, 1848*. This was during the time when the *Retaliatory Rate* of postage directed against Great Britain was in effect, and here is why there was 35¢ in postage on this letter. 24¢ (or one shilling) was the rate by British Packet or Cunard Line from Boston [U.S. retaliatory packet charge] and 10¢ was the U.S. rate from Baltimore to Boston, the distance being over 300 miles. Thus the required rate was overpaid by 1¢.

Ashbrook goes on to explain that the rate by Cunard packet is represented by the "N" pen mark at left and that this one shilling fee was collected from the addressee. The U. S. retained the prepaid 25¢, hence double ocean postage.

The purpose of Ashbrook's article was to illustrate and discuss a retaliatory cover, not to write an article on mail between the U. S. and the Maritime Provinces. The retaliatory rates were in effect only from June 27, 1848 until January 3, 1849, and except for this period, only the 5¢ or 10¢ rate to the port of departure was in effect on letters from the U. S. to the Maritime Provinces. Both covers (Figures 5 and 6) were mailed more than four and eight months respectively after the retaliatory rate period had ended.



Figures 5 and 6. The 5¢ stamp on the upper cover correctly paid the U. S. postage from Baltimore to New York and it is tied by the Halifax handstamp showing 1/1½ local currency due for a single rate letter carried by a Cunard steamer.

The illustration for cover 6 is from an old issue of "Postal Markings." A later auction catalogue described the 10¢ stamps as being struck five times with the blue 10 in an oval and having a crease in one of the 10's. Packet postage due of 4½ pence was the rate in effect at this time for a single letter. (See Rate Schedule). The 10's do not belong on either cover.

It remained for Susan McDonald to question these two covers and to support her suspicions by studying other covers from the U. S. to Nova Scotia including another Noble cover (Figure 7) which had been sold at auction in 1968 by Robert A. Siegel. McDonald's article on Cunard Packet Mail appeared in two sections in 1971 and 1972 in the *Postal History Journal*.² In that article

2. Susan M. McDonald, "Cunard Packet Mail between Nova Scotia and the United States," *Postal History Journal*, 15 (September 1971), 2-14; 16 (January 1972), 27-40.

this paragraph appeared:

It [Cover 5] was mailed at Baltimore May 28, 1849, "Pr Steamer Canada Via N. York." There are two copies of the 10¢ 1847 and a single copy of the 5¢, making a total of 25¢ on the cover. The 5¢ stamp is tied by a Nova Scotia circular due marking for 1/1½ cy., the correct rating for a single packet letter at this date. The 10¢ stamps are not tied. Since the distance from Baltimore to New York is under 300 miles, only 5¢ was required on this letter. The 10¢ stamps did not perform any function and, in my opinion, do not belong on this cover. The same remarks apply to a similar cover from the same correspondence dated September 18, 1849, also with a single 5¢ and two 10¢ 1847 stamps. It, too, went on the New York packet—the "Niagara" sailing September 19.

After McDonald's well researched article was published, it was not surprising that as other Noble covers were "discovered" their markings confirm McDonald's contention. H. R. Harmer sold another 1850 Noble cover with a pair of 5's at auction January 29, 1974. This cover was illustrated in the catalog and is very similar to the cover of Figure 7, showing 4½d due. The catalog photo is not sharp enough for reproduction here. This was followed by an 1848 Noble cover (Figure 3) when the Morgan collection was sold by Henry Spelman in 1975.

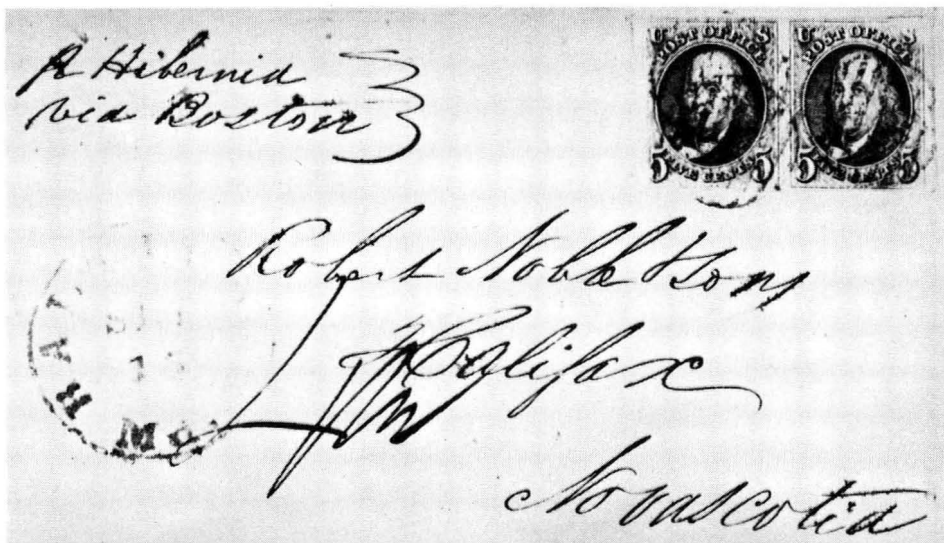


Figure 7. This letter paid the 10¢ single domestic rate Baltimore to Boston the same as Figures 1 and 2. The single rate of packet postage dropped to 4½ pence for this letter mailed September 18, 1850. A similar cover dated February 6, 1850, is not illustrated.

Besides the six Noble covers discussed here there are two more covers from Baltimore to Halifax mailed in 1851 but the names of the addressees are unknown. One is a 10¢ cover postmarked April 27 and the other has two 5's with a May 26 postmark. Your editor would like to learn from the owners of these covers, the names of the addressees. Also, if any of our members know of other Noble covers, please let me hear from you.

Unless you have seen and examined as many 1847 covers as I have, you may wonder why these two covers remained undetected fakes for such a long time (50-70 years). As I have shown in the *Chronicle* article, "1847 Covers to the Maritime Provinces,"³ there are few 1847 covers known to Nova Scotia, so guilt by comparison did not happen until after 1968. Both covers were assumed to be genuine because of their age and pedigrees, having been in collections of discriminating collectors. Although it is impressive to say that certain covers have been part of important name collections, this fact is no guarantee of genuineness. The faking of covers at the turn of the century was usually limited to faking the popular 10¢ bisects, not adding whole stamps to covers.

3. Creighton C. Hart, "1847 Covers to the Maritime Provinces", *Chronicle* 77:77-84 (May 1973).

One time-tested way to see if a whole stamp has been added to a cover is to see if a pen cancellation has been removed. Nearly all, but not all, fake covers have cleaned stamps to which fraudulent cancellations and/or postmarks are applied. This test is not helpful for the 10's on the Noble covers because none of the stamps has been cleaned.

However, having information on many covers from Baltimore helps to form an opinion as to what happened so long ago. McDonald and I published a *Directory of 10¢ 1847 Covers* in 1970 listing nearly 2,000 covers. In addition to this we have also maintained a list of 5¢ covers that now totals nearly 7,000. These two lists now include many covers from Baltimore with manuscript cancellations on stamps mailed both months before and months after May 28, 1849. It would be easy to find two 10¢ stamps with the identical sloping "M" to glue above the 5¢ stamp on that cover.



Figure 8. This is a Retaliatory Rate cover mailed August 22, 1848. The Retaliatory Rate was in effect from June 27, 1848, to January 3, 1849, and required double ocean postage as is evident by the 25¢ in U. S. postage and the 1 shilling sterling due for British postage.

Major auction houses have not considered pen cancelled 1847 stamps and covers of enough value to illustrate them until the rather recent rapid escalation of prices. Because of this most Baltimore cancellations that have been illustrated show the distinctive blue 5 or 10 in an oval as the 10 rate mark tying the stamps in Figure 6. It would be no problem for a faker to paint in a tie or to have a handstamp made copying the 10 in an oval because many examples exist on stampless covers.

Now if you will check the postage due on each of the six Noble letters, you will find that the amounts due agree with this table of rates. In the accompanying table, "stg." stands for British sterling and "cy." stands for the amount due in local currency.⁴

Packet Single Letter Rate Between United States and Halifax

December 12, 1842—September 19, 1849	1/-stg./1/1½ cy. from Boston or New York*
September 20, 1849—July 5, 1851	4d stg./4½d cy.
July 6, 1851—January 1, 1860	4d stg./5d cy.

*Service from New York began with sailing of January 1, 1848, and ended with September 11, 1850, sailing.

It takes a great deal of research covering many years to thoroughly document the evidence against some altered covers. So far as I know neither cover 5 or 6 has been submitted to an expert committee and their present whereabouts are unknown. In my opinion, philately would be well served if the 10¢ stamps on both covers were removed and the two covers restored to their original condition.

4. C. M. Jephcott, V. G. Greene, John H. M. Young, *The Postal History of Nova Scotia and New Brunswick 1754-1867*, Sissons Publications, Ltd., Toronto, Canada, 1964, pp. 234-5.

1847-1869 ISSUES

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THE 1851-61 PERIOD
THOMAS J. ALEXANDER, Editor
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SONORA, CALIFORNIA, STRAIGHT LINE
THOMAS J. ALEXANDER

A contributor who desires to remain anonymous has generously furnished the photographs of the famous year-dated Sonora, California, straight line townmark, shown here as Figures 1 through 4.

Sonora is sometimes called the "Queen of the Southern Mines." It was settled in 1848 and the post office was established on July 28, 1851, with Richard F. Sullivan as postmaster. It was the terminal of roads from Sacramento and San Jose. By 1853 the population was between 3,000 and 4,000.

Very quickly the town became a major receiving center for mails from the mines. Information contained in the 1851 and 1853 *Federal Registers* reveals the growth of the post office:

<i>Postmaster</i>	<i>Compensation</i>	<i>Net Proceeds</i>
	<i>1851</i>	
R. F. Sullivan, 2 yrs.	\$ 300.41	\$ 581.39
	<i>1853</i>	
P. C. Bertine*, to May 23	1,474.11	3,001.43
H. W. Theall, from May 24	208.79	353.62

*The *Sacramento Daily Union* of November 20, 1852, reported the name as Peter O. Bertine.

The earliest townmark is a manuscript, the only example (as far as the author is aware) of which is dated August 11, 1851.



Figure 1. The earliest recorded example of the first Sonora straight line townmark on cover and the earliest known use of the straight line PAID. December 13, 1851.

This was succeeded by the straight line townmark composed of printer's type (probably from the *Sonora Herald*, one of the first newspapers published at the southern mines). It is not only one of the few straight lines used in the 1851-1861 decade, but is also the only U.S. townmark containing an 1851 year date, and is one of five containing an 1852 year date.

My record contains 20 examples of this marking, and three of the slightly different straight line which succeeded it. All of the first type are struck in blue.

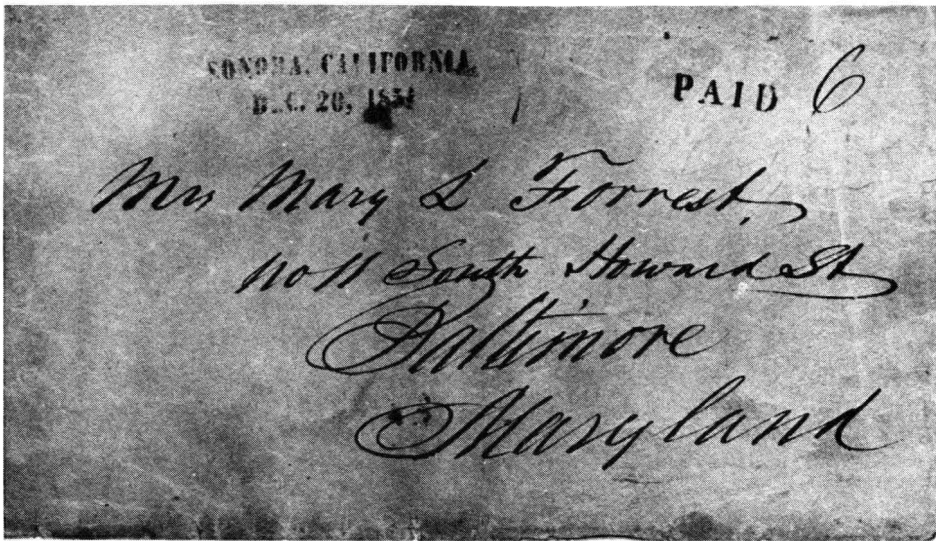


Figure 2. The earliest recorded example of both the townmark and PAID on a stampless cover. December 20, 1851.

The original marking with the town, state, date and year all in type was replaced sometime between May 3 and May 10, 1852, by a new style. This apparently reads SONORA CA[?]/D Yr. The only recorded example is dated May 10, 1852. A week later, on May 17, the two final townmarks are seen. These appear to be the same marking as that on the May 10 cover, but with the printed date and year being replaced with a manuscript date and year.

As can be seen by this listing, the straight line townmarks are found with a considerable range of other handstamps, considering the brief span of time involved. These include a straight line PAID, noted from December 13, 1851, to January 12, 1852; the approximately circular grid of rectangles from February 11 to May 10, 1852; the unique "spray" grid of April 27, 1852; the encircled 10 from April 20 to May 3, 1852; and the PAID/6 of April 27, 1852. The latter is undoubtedly two separate handstamps. The PAID may be the original marking, but no 1:1 photo is available for comparison.

Tracings of the original straight line townmark and its successor which appeared in May, 1852, are shown on the accompanying plate. Also shown is

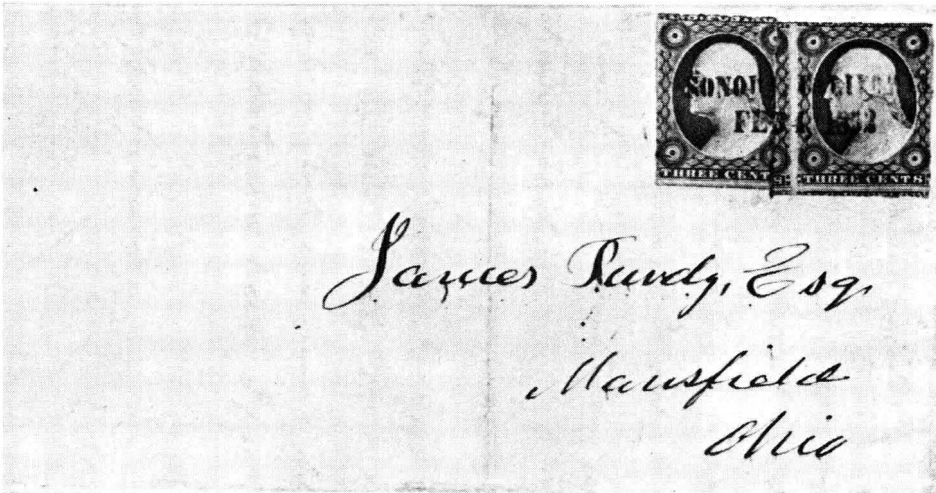


Figure 3. An example of the first straight line townmark, used as an obliterator. The stamps are orange brown. February 4, 1852.

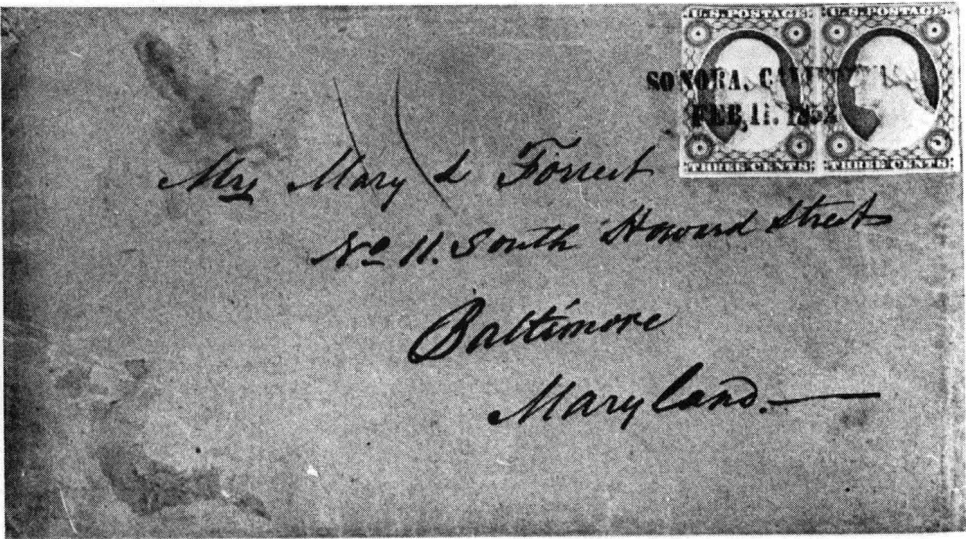


Figure 4. Another example of the townmark used to obliterate the pair of orange brown stamps. February 11, 1852.

the straight line PAID and the "spray" grid found on the April 27, 1852, cover. The May 10 tracing and its associated grid of rectangles are not to scale, having been traced from a photo. It is believed that the SONORA, CAL (?) on both of the May tracings is the same. I would appreciate photocopies of any of the markings mentioned in this article that are not shown here traced to scale, as well as reports of any additional covers bearing the straight line townmarks.

In his *Special Service*, Stanley B. Ashbrook reported that the end of the straight line townmarks may have been caused by a fire in Sonora on June 17-18, 1852, that destroyed the post office and its contents. If some member has access to the files of a local paper, it would be of great interest to confirm that theory. However, it is apparent that the second straight line was falling apart by the middle of May, and this may have triggered the change to the home made circular townmark that followed the straight lines.

SONORA, CALIFORNIA, STRAIGHT LINE
AND ASSOCIATED MARKINGS

SONORA, CALIFORNIA
DEC. 20, 1851

PAID

SONORA C " "
17 May 5-2



SONORA, CA
MAY 10 1852



**COVERS WITH SONORA, CALIFORNIA
STRAIGHT LINE POSTMARKS**

<i>Date</i>	<i>Rate</i>	<i>Obliterator</i>	<i>Correspondence</i>	<i>Source</i>
12- 2-51	6¢: hor. pair, 3¢	1851 S1 Townmark	On piece.	Ashbrook, II, 300
12-13-51	6¢: hor. pair, 3¢	1851, S1 s1-PAID	Mrs. Ann Appleton/No. 375 Pine St./Philadelphia/Pa.	Figure 1
12-20-51	s1-PAID; ms "6"	—	Mrs. Mary S. Forrest/No. 11 South Howard St/Baltimore/Maryland	Figure 2
12-27-51	s1-PAID: ms "6"	—	Unknown	Ashbrook, II,304
12-27-51	6¢: hor. pair, 3¢	1851, S1 Townmark	Off cover	T.J.Alexander
12-29-51	6¢: LL bisect, 12¢	1851 Townmark	Hon Leonard Jarvis/Surry/ Maine	Harmer, 1-16-56
1- 7-52	6¢: LL bisect, 12¢	1851; ms "Paid 6 Cts"	Townmark Hon Charles ?/Ellsworth/ Maine	Siegel, 10-7-57
1-12-52	ms "10"	—	Mrs./Rachel V. Pittman/ Bordtown/New Jersey	Kaufman, 6-12-76
1-12-52	ms "10"	—	Unknown; to Anni Squam, Mass.	Siegel, 1-12-71
1-12-52	6¢: UR bisect, 12¢	1851; ms "Paid/6 Cts"	s1-PAID Hon. Leonard Jarvis/Surry/ Maine	Scott Polland
1-23-52	ms "10"	—	Partial: "James Lawrence/ Gardiner"	J.A.Fox, 10-23-57
2- 4-52	6¢: hor. pair, 3¢	1851, S1 Townmark	James Rundy, Esq/Mansfield/ Ohio	Figure 3
2-11-52	6¢: hor. pair, 3¢	1851, S1 Townmark	Mrs. Mary S. Forrest/No. 11 South Howard Street/ Baltimore/Maryland	Figure 4
2-11-52	6¢: LL bisect, 12¢	1851; ms "Paid/6 Cts"	c-grid of rectangles Hon. Leonard Jarvis/Care of Robt. Long Esq. P.M./Surry/ Maine	Siegel, 10-7-57
4-10-52	6¢: two single 3¢	1851, S1 c-grid of rectangles	Unknown	Siegel, 5-5-70
4-20-52	c-10	—	Mrs. Jane—?	Knapp, 5-5-41
4-27-52	6¢: hor. pair, 3¢	1851, S2 (?) "Spray" grid	Miss Sophronia E. Pulcifer/ Anni Squam/Mass.	S. Piller
4-27-52	s1-PAID/6	—	Miss Ann Elizabeth Reding- ton/Waddington/?	Kaufmann, 11-22-77
4-27-52	c-10	—	?—B. Churchill—?	Siegel, 12-9-69
5- 3-52	c-10	—	?—Keeseville, N. Y.	Knapp, 5-5-41
5-10-52	6¢: hor. pair, 3¢	1851 c-grid of rectangles	Mr. U. H. Stow/Allensville P.O./Switzerland County/ Indiana	J.D.Baker
5-17-52	ms "Paid 6"	—	To Sterling, Mass.	<i>Chronicle</i> 19:9
5-17-52	ms "Paid 6"	—	To San Francisco, fwd. to Baltimore & back to S. F.	<i>Chronicle</i> 19:9

References

- Ashbrook, Stanley B. *Special Service*, p. 493.
 ————. *The United States One Cent Stamp of 1851-1857*, Vol. 2, pp. 300, 304.
 Frickstad, Walter N. *California Post Offices 1848-1854*.
 Lippincott, Grambo & Co. *Gazetteer of the United States*, 1854.
Register of Officers and Agents, Civil, Military and Naval in the Service of the United States (Federal Register), 1851, 1853.

PLATE FLAWS IN THE 3¢ 1857 ISSUE (S4 AND S5)

ROBERT R. HEGLAND

INTRODUCTION

The plates made for the 3¢ 1857 issue contain many flaws—some very prominent and others nearly unnoticeable. The figures and lists in this article have been compiled over several years from a variety of sources to present a composite showing the approximate location of these flaws. Many of these flaws can still be found unidentified in dealers' stocks. There may well be still other flaws that have not yet been identified by confirming copies. Many of the known flaws still need to be identified as to plate position.

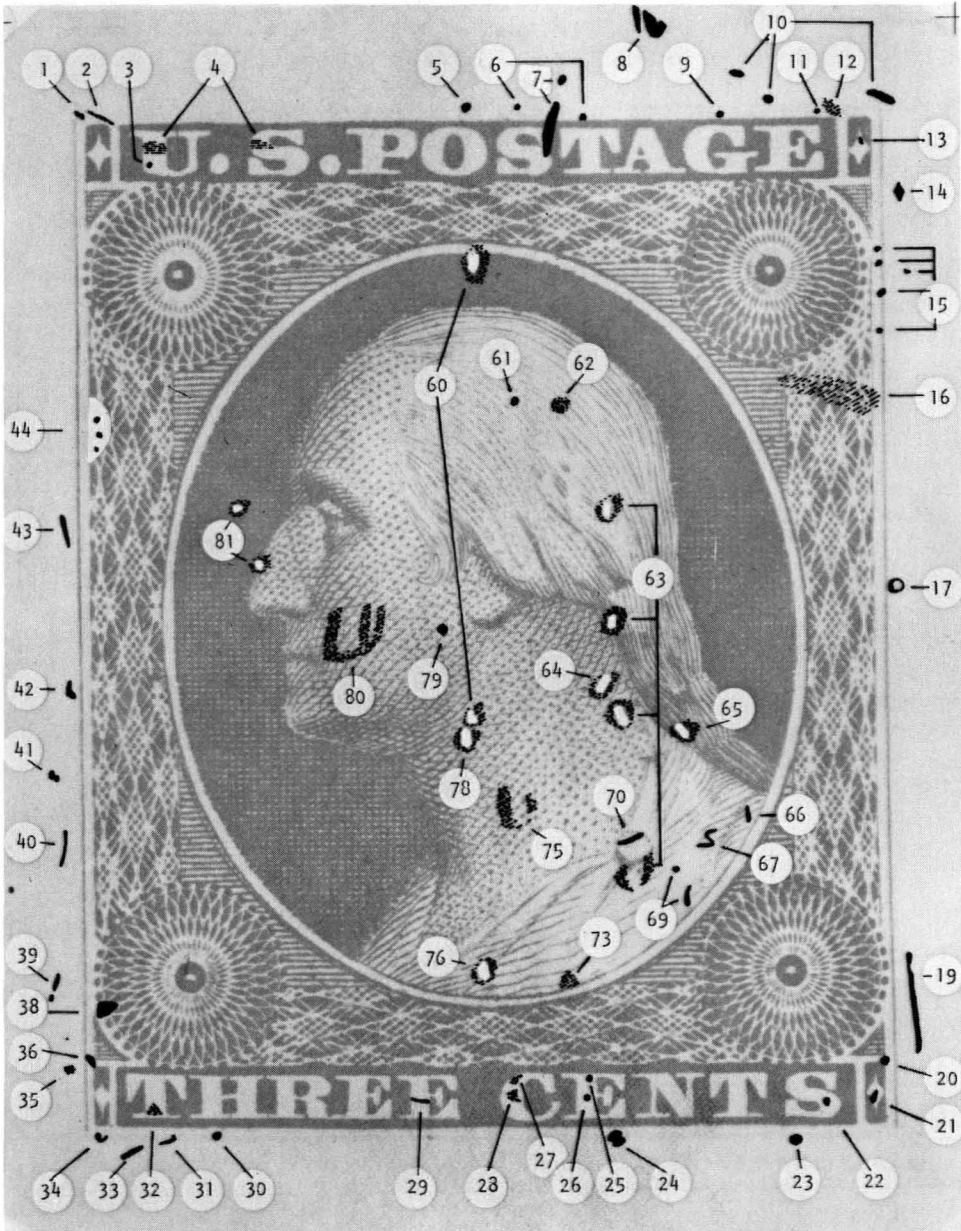


Figure 1A. Composite of plate flaws on the 3¢ Type II and IIa 1857-61 issue.

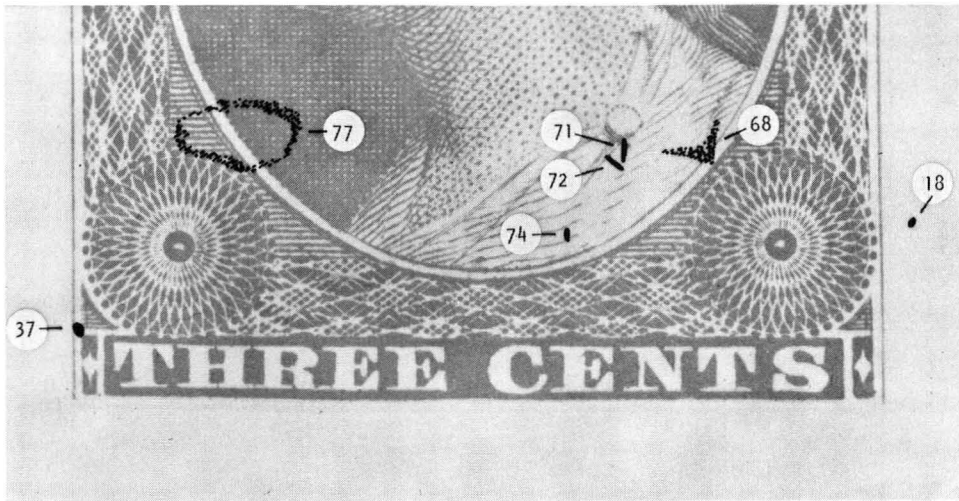


Figure 1B. Composite of plate flaws on the 3¢ Type II and IIa 1857-61 issue.

SCOPE

To understand the type of flaws that are and, more important, those that are not included in the composite shown as Figure 1, a short discussion of the types of classifications of the S4 and S5 that this collector uses is needed. In addition to flaws, these are 1) the reliefs (including the A Relief "flaw"), 2) recutting (including that of the A Relief "flaw," the triangles, the inner lines, and the odd double hump on the UR diamond block of 78L10e), 3) slips in the frame lines, 4) double transfers (shifted entries), 5) cracked plates, and 6) miscellaneous varieties such as the short transfer in 6R25. None of the so-called flaws that logically fall into these other groupings is included on this composite. It should be noted, however, that #44 is a flaw that happens to be on the position that contains the 5 line triangle recut. Included in this listing are those plate flaws that were apparently caused either by part of the plate's being too dense to accurately accept the relief (such as #16 and #77) or, more commonly, dents or gouges in the plates caused in any of a number of different ways.

SOURCES OF THE ILLUSTRATIONS

The sources listed in Figure 2 are shown in the three columns that are described in the footnote. Although every attempt has been made to illustrate the flaws shown in Figure 1 as accurately as possible as to their size and location, there are bound to be some variations from the actual. Some of the flaws were drawn from the only source known which is the narrative paragraph of Dr. Carroll Chase's *The 3¢ Stamp of the United States 1851-1857 Issue*. He describes several flaws that neither are shown in the Cabeen drawings in *Chronicle* 6 nor are in my collection. There are several flaws identified in Cabeen's article that are listed as "no duplicate seen" and these have not been included on the composite unless a duplicate has since been found. A couple of other flaws are not listed because they are not known to this collector and are not included in several other comprehensive collections.

It should also be recognized that the positioning of some of the flaws outside the frame lines at the left and right is relative to those frame lines. The frame line of the copy with the flaw may actually touch the tessellated work.

QUESTIONABLE FLAWS

This collector would appreciate seeing any of the flaws shown on the chart that has only one source—other than those from my collection which have all been confirmed. There is a question about #36 and #37 since they appear

Flaw No	Position	Name of Flaw	Comments	Sources (a)		
				1	2	3
1	--	Dash over UL DBlk	F Relief	32		
2	84R10	Dash over UL DBlk		31	o	
3	9L20	Dot in U of U.S.		39	o	
4	2L9 b	US Flaw		7	o	65/17
5	10R15	Dot over O	see also Flaw #16		o	65/1
6	10R27	Dots over ST		12	o	
7	9R15	Dash thru S		46	o	64/8
8	8L15	Blob over A			o	
9	10R20	Dot over G		16	o	65/2
10	6L24	Dots over GE		13	o	65/5
11	85R10 c	Dot over E			o	64/5
12	71R24 d	Crescent over E			o	65/8
13	T53 f	Dash in UR DBlk			o	Chr 47
14	--	Diamond by UR Tri		53		
15	35R11 g	5 Dots Flaw		45	o	64/7
16	10R15 h	Faint UR Corner	see also Flaw #5		o	
17	46R28	Large Rt Margin Dot			x	65/14
18*	--	Small Rt Margin Dot	10th row		x	66/12
19	48L24	Heavy Dash in Margin		49	o	65/6
20	-- j	Dot over LR DBlk	10th row		o	
21	-- k	Dash LR DBlk				
22	--	Dot in S of CENTS		24	o	67/2
23	10RP(14)	Dot under S of CENTS	T144 f		o	
24	99R10L	Dot under E of CENTS			o	64/6
25	T56 f	Dot high in E of CENTS			x	Chr 47
26	--	Dot low in E of CENTS	6th row		x	66/8
27	--	Blur high in C of CENTS		21	o	
28	--	Blur low in C of CENTS		22	o	
29	--	Dash in E of THREE	C Relief	23	o	66/14
30	T52b f	Dot under H of THREE			o	Chr 46
31	--	Hook under T of THREE		48		
32	27R10i	Blur in T of THREE			o	Chr 83
33	31L15	Dash under T of THREE		38	o	66/13
34	77L23	Moon under LL DBlk		35		
35	--	Dot to Lt of LL DBlk			o	66/15
36	55R25	Dot at UL of LL DBlk		41	o	
37*	--	Dot at UL of LL BBlk	2nd row		x	66/10
38	4R26	LL Rosette Flaw			o	66/9
39	--	! by LL Rosette		47	o	
40	--	Dash NW of LL Rosette		42		
41	61L26	Double Dot by Imprint			o	65/10
42	52R24 m	Inverted Comma		29	o	65/7
43	10L24 n	Vertical Dash at Lt			o	
44	--	Tessellated Flaw	5-line recut		o	
45-	--	reserved				

* Flaw is illustrated on partial figure

a Sources: 1-Cabean illustration number from Chronicle 6, Plate B
 2-an "o" indicates that illustration was prepared from a copy in the author's collection; an "x" indicates an approximate location from a narrative description; 3-a "#/#" shows the page and paragraph in the Chase 3¢ Book, a "Chr #" shows a Chronicle number.

b Shows on both early and late states

c Shows on early and intermediate states (also on late (see Chr 83))

Figure 2A. Listing of flaws outside the medallion.

Flaw No	Position	Name of Flaw	Comments	Sources(a)		
				1	2	3
60	74R25	Double Medallion Flaw		1	o	65/9
61	3L20	Small Dot in Head			o	65/3
62	92L11i	Large Blur in Head			o	Chr 87
63	18L28	Quadruple Flaw		2	o	66/2
64	58R26	Flaw by Back of Neck			o	65/11
65	14R28	Queue Flaw		5	o	65/12
66	10R25	Shoulder Dash			o	
67	--	Shoulder S		28	o	
68*	34R20	Triangle on Shoulder		25	o	65/4
69	--	Shoulder Semicolon		27	o	66/6
70	--	Split Button		26	o	66/4
71*	--	Pendant under Button	D Relief	6	o	66/5
72*	--	Slash under Button	6th row		o	67/1
73	75R28	Blur over E of CENTS			o	
74*	--	Dash over E of CENTS			o	65/16
75	56R28	Big Neck Flaw		11	o	65/15
76	--	Flaw between E C			x	66/11
77*	--	Weak over LL Rosette		50	o	66/1
78	2L26	Small Neck Flaw		9	o	66/7
79	27R25	Dot by Ear			o	Chr 54
80	48R26	Cheek Flaw		3	o	66/3
81	27R28	Double Dot by Nose			o	65/13
82-		reserved				

d The author's copy has only a faint blur
f A "T#" indicates a top row copy that has not yet been plated
g Shows on intermediate and late states
h The weak area covers the entire UR corner of the impression
j The author's copy from Chase has notes discussing an identical copy owned by Lester Downing
k Discussed and illustrated in the "Perf Book" on page 50.
m Chr 6 states the position is 54R24 but should read 52R24
n T. W. Simpson states that this flaw does not always show

Abbreviations:

Ros - Rosette	Tri - Triangle	DBlk - Diamond Block
UL - Upper left	UR - Upper right	LL - Lower left
LR - Lower right	NW - Northwest	Lt - Left
Rt - Right		

Figure 2B. Listing of flaws inside the medallion.

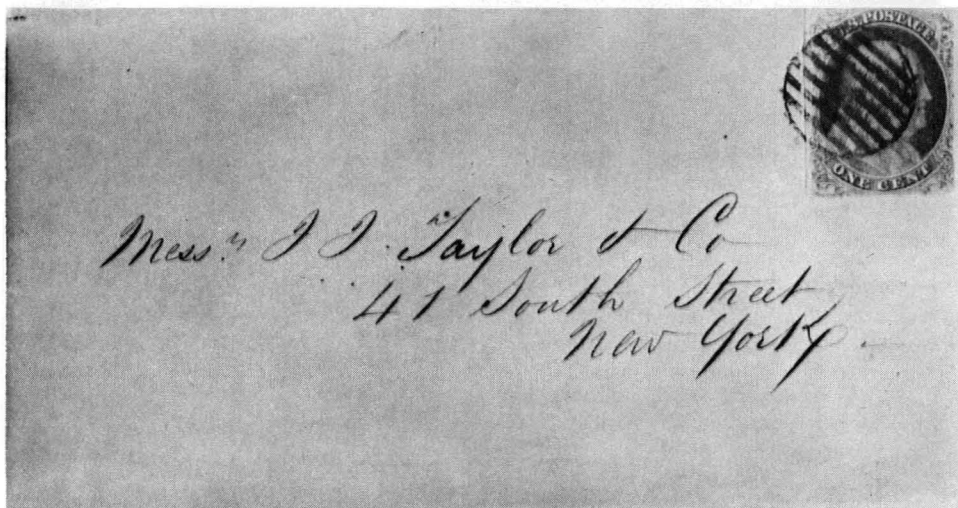
in the same place although they are reportedly from different reliefs. The flaws described by Chase that are needed for accurate illustration are #17, #18, #28, #37, and #76. The same is true for the following which were illustrated in Cabeen's article: #1, #14, #31, #34, and #42. Obviously, if any readers have knowledge of a plate position that is not listed, they are asked to report it. Confirmation of the positions given in the list in Figure 2 from those collectors who have the full panes would also be appreciated.

ACKNOWLEDGEMENTS

This article and composite would not have been possible without the generous cooperation in showing, loaning, and checking material of T. J. Alexander, D. T. Beals, R. K. Meyer, and T. W. Simpson.

NEW YORK CITY GRID

Eugene C. Reed submits this photo of a cover with a seven bar grid obliterating a 1¢ Type IIIA from Plate I Early (position 32R1^E). This was a circular, datelined "New York October 6, 1851," advertising sugar prices.



While this stock style grid was relatively common from other towns, both Carroll Chase and Stanley B. Ashbrook commented on its infrequent use at New York City. Chase described its period of use as July 12 to December 24, 1851. Mr. Reed believes this is the only example cancelling a 1¢ stamp on cover. Do any of our members know of others?

U. S. POSTAL MARKINGS: 1851-61

Now that the revision of this book has appeared, we can resume the listings of corrections and newly reported markings. Your attention is drawn to the discussion of rarity numbers on pages 3-4 of the book. If you believe any of the assigned rarity numbers are erroneous, please advise the section editor, enclosing your supporting data. Reports of new markings should be accompanied with photocopies so that they can be traced.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Notes</i>
Straight Line, Oval and Fancy Townmarks				
Louisiana				
MORGANZA/msD	A	arc-48x24	10	Reported by H. M. Spelman III. Badly struck; tracing is approximate only. On 3¢ Nesbitt with two S5.
Wisconsin				
WINGHAM. WIS/msD	B	sl-37x6	10	Reported by J. Biddle. On cover with S5.
Year Dated Townmarks				
1851				
SONORA, CALIFORNIA/D Yr		sl-39x3	8	Rarity number reduced from 9.
1852				
SONORA, CALIFORNIA/D Yr	4	sl-39x3	6	Rarity number reduced from 8.
Obliterators Without Numerals or Lettering				
Shelter Island	C	L7-24	8	Reported by H. R. Warm. On cover with S5. 1860.

MORGAN
Man

A

WINGHAM, Wis
Sept 1

B



C

Corrections of listings which appear in the book will refer to the tracing number found there. New markings will be assigned letters under the "Tracing Number" column, coinciding with the letters on the attached tracing plate.

NEW YORK TO PANAMA SHIP SAILINGS

STANLEY B. ASHBROOK

(Continued from *Chronicle* 104:256)

DIRECT LINE FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, Oct. 18, 1849, U.S.M.S.S. Co., Departure date—Nov. 13, 1849, 3 P.M., S.S. *Crescent City* for Chagres with U.S. Mails, connecting with Pac. M.S.S. Co's Dec. 1st steamer. Passengers will find accommodations and comfort not to be had by any other steamer and will not be transferred from a large steamer to a small one, at an intermediate port. J. Howard & Son, 34 B'way. The *Empire City* will succeed the *Crescent City* and leave on Sat. Dec. 1st.

N.Y. *Herald*, Nov. 5, 1849. FOR SAN FRANCISCO. Steam Line. S.S. *Isthmus* for San Francisco, stopping at Rio, Valparaiso & Panama to sail on Nov. 26th, 1 o'clock. B. C. Webster, 118 West St.

N.Y. *Herald*, Nov. 11, 1849. NEWS-ITEMS: The Steamer *Ohio* arrived at her wharf, foot of Warren st., at 8 o'clock Sat. morning, having been detained off the bar by a dense fog—making the run from Havana to Sandy Hook in 4 days, 8 hours, averaging over 300 miles per day. The quickest time ever made by any S.S. The *Ohio* will positively leave on her third voyage on the 13th inst., at 1 o'clock P.M. Passage call at office. M. O. Roberts, 118 West St.

N.Y. *Herald*, Nov. 11, 1849. Adams & Co's Calif. Package Express & Express mail. Our next express for San Francisco via Isthmus of Panama will be despatched per *Crescent City* to sail on Tues. the 13th inst. at 3 P.M. Adams & Co., 16 Wall St.

N.Y. *Herald*, Nov. 13, 1849. Change of sailing hour—S. S. *Ohio*. S.S. *Ohio* will leave her dock on Tues. 13th inst., at 3 o'clock P.M., punctually, from the foot of Warren St. N.R. M.O. Roberts.

N.Y. *Herald*, Nov. 22, 1849. FOR CHARLESTON, SAVANNAH, KEY WEST & HAVANA. The U.S.M.S.S. *Northerner*, Capt. Thomas S. Budd, will leave Pier 4, N.R., on Nov. 24th at 4 P.M. precisely. The *Northerner* will arrive in ample time to connect with the U.S.M. S.S. *Isabel*, Capt. Wm. Rollins, for Savannah, Keywest & Havana, which leaves for the above ports on the 1st of Dec. All bills of lading signed by clerk on board. For freight or passage, apply to Spofford, Tileston & Co., 48 South St.

N.Y. *Herald*, Nov. 22, 1849. FOR HAVANA. The S.S. *Cherokee*, CAPT. Lyon will leave New York for Savannah on Wed. 28th inst., at 4 P.M. from Pier 4, N.R. Passengers on her will reach Savannah in season to take the steamer *Isabel*, on the 1st of Dec., from Savannah for Havana. Apply to S. L. Mitchell, 194 Front St.

ONLY DIRECT LINE FOR SAN FRANCISCO. N.Y. *Herald*, Nov. 14, 1849, U.S.M.S.S. Co., Departure date—Dec. 1, 1849, 3 P.M., U.S. *Empire City* for Chagres direct with U.S. Mails, connecting with the Dec. 16th steamer from Panama for S.F.

N.Y. *Herald*, Nov. 20, 1849, P.M.S.S. Co. The new and favorite S.S. *Tennessee* of 1,300 tons burthen, Geo. A. Cole, Commander, will sail from Pier 4, N.R., on Sat. Dec. 1, for San Francisco via Rio Janeiro, Valparaiso, Panama & Acapulco, and will take a limited number of cabin and steerage passengers for either of these ports. An experienced surgeon will be permanently attached to the steamer. For passage apply at the Office of the Co., 54 South St.

N.Y. *Herald*, Nov. 8, 1849. FOR SAN FRANCISCO VIA RIO JANEIRO & VALPARAISO, per S.S. *Sarah Sands*, on Dec. 10th, 1849. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Dec. 11, 1849. S.S. *Sarah Sands*—In consequence of the non arrival of Capt. Thompson until this morning, the ship will be delayed until Wed. 12th inst. at 1 o'clock at which time she will sail. Passengers are requested to be on board at that hour. J. Howard & Son.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Nov. 15, 1849, U.S.M.S.S. Co., Departure date—Dec. 13, 1849, S.S. *Ohio* via S.S. *Falcon* from Havana. Passengers to arrive in time to take Jan. steamers from Chagres for Calif.

N.Y. *Herald*, Nov. 30, 1849. ONLY DIRECT MAIL LINE FOR SAN FRANCISCO VIA CHAGRES. On Thurs. Dec. 13th. Fare reduced. The new U.S. S.S. *Crescent City*, Chas. Stoddard, Commander, 1,500 tons burthen, will leave for Chagres direct from her Pier 2, N.R.

N.Y. *Herald*, Dec. 8, 1849. NEWS-ITEM: U.S. Mail for Calif. by the U.S. Mail steamer *Ohio* will be closed at this office on the 13th inst. at 12 M. A mail will also be made up on the same day by the steamers *Crescent City* & *Cherokee*, closing at 2 P.M. consisting of letters deposited after the closing of the regular mail, and such as are marked to go by these vessels. W. V. Brady, Postmaster.

FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, Nov. 30, 1849, U.S.M.S.S. Co., Departure date—Dec. 13, 1849, 3 P.M., S.S. *Crescent City* for Chagres, connecting with Pac. Steamer of Jan. 1. Additional information: "Letter-bags for this steamer will be made up at the P.O. closing at 2 o'clock. Letters to go by her must be so marked."

N.Y. *Herald*, Nov. 30, 1849. *Cherokee* to leave with the Pac. Mail for S.F. via Chagres on Dec. 13th, 1849, connecting at Panama with steamers for S.F.

N.Y. *Herald*, Nov. 30, 1849. CALIF. THROUGH TICKETS. The only direct Mail Line of steamships for Chagres. Through tickets from N.Y. to S.F. by way of Chagres & Panama. The splendid S.S. *Crescent City*, 1500 tons, Chas. Stoddard, Comd., & S.S. *Empire City*, 2000 tons burthen, J.D. Wilson, Comd., will hereafter leave N.Y. for Chagres direct, semi-monthly; connecting at Panama with the well known steamers *Sarah Sands*, 1500 tons, W.C. Thompson, Comd., & *New Orleans*, 1100 tons burthen, J.D. Wood, Comd. [Long explanation on rates of fare & accommodations eliminated]. J. Howard & Son, 34 B'way.

Additional Data. The subscribers are now issuing through tickets to S. F. by the above steamers. The first to leave N.Y. by the *Empire City* Feb. 1, 1850, connecting with the *Sarah Sands* at Panama. J. Howard & Son.

N.Y. *Herald*, Dec. 1, 1849. FOR SAN FRANCISCO. Steam Line. The substantial & elegant S.S. *Isthmus*, having been re-built and enlarged with fine accommodations for passengers in the cabin & steerage will positively be despatched from this port for San Francisco, Cal. (stopping at Rio Janeiro & Panama.) on Sat. 15th Dec. at 1 o'clock, from her dock, foot of Warren St., N.R. Another steamer of 1000 tons burthen, will leave in the month of Jan. to form a direct through line to San Francisco from Panama. to connect with the S.S. *Ohio* & S.S. *Georgia* from N.Y. to Chagres. Apply to M. O. Roberts, 118 West St. The *Ohio* leaves Dec. 13th for Chagres.

N.Y. *Herald*, Dec. 14, 1849. FOR CALIF.—Dispatch Line—The vessels of this line are of the first class, commanded by able and experienced masters. Consignments to agents in S.F. Turner, Fish & Co. will meet with prompt sales and returns made by every steamer in coin or gold dust. E. B. Sutton, 84 Wall St.

N.Y. *Herald*, Dec. 23, 1849. S.S. *Northerner*—for Charleston having been detained by the storm yesterday, will leave Pier 4 N.R. tomorrow at 9 o'clock and passengers are requested to be on board.

INDEPENDENT SHIPS

New York to Chagres—1849

N.Y. *Herald*, Jan. 23, 1849. FOR THE GOLD REGIONS TO CALIF. VIA CHAGRES. Bark *Guilford* will be immediately despatched for Chagres. Room accommodation etc.—The route by way of Chagres is only one that affords any chance of reaching the gold mines early in the spring and in advance of those who have gone around Cape Horn and saves 100 miles of ocean navigation, during the severe winter months of Southern Hemisphere. Passengers allowed to remain on board the vessel for 15 days after her arrival at Chagres at a moderate rate per diem., to afford them an opportunity of securing their passage from Panama before leaving the ship. For freight or passage apply to John & Robert Osborn, 111 Wall St.

N.Y. Herald, Feb. 9, 1849. EXPRESS PACKET FOR CHAGRES. Livingston, Wells & Co. will despatch the fast sailing Brig *Abrasia*, Capt. Atkins, a vessel that has made the passage from this port to Chagres in 13 days on a previous occasion, on or about the 18th inst., with steam packet accommodation for 60 passengers. Parties having tickets for the Panama steamer next month will doubtless arrive out in time. Freight received for San Francisco at the vessel will be assigned to Haven & Livingston having a permanent agency on the Isthmus, who will attend personally to forwarding passengers & freight on their arrival. The vessel to be sent out will cross the bar and deliver her cargo at a convenient place on the river, she has been chartered especially to get forward the surplus baggage which the steamers have not taken. Livingston & Wells & Co., 10 Wall St.

N.Y. Herald, Feb. 18, 1849. FOR CHAGRES DIRECT. Brig *Aleda* to sail on the 20th inst. Clarke & Co., 121 Water St.

N.Y. Herald, Feb. 21, 1849. Brig *Aleda* to sail on Feb. 25th. [this is a change of departure date from the 20th inst..]

N.Y. Herald, Feb. 8, 1849. S.S. *Chesapeake* to sail on Feb. 24th for Chagres. On her arrival there, passengers will be conveyed to Cruces by Steamboat *Orus* thereby avoiding the passage up the river in canoes, and arrangements are in progress to forward passengers without delay from Cruces to Panama at which point they will meet the steamer of the 15th of Mar., and find other means of conveyance to S.F. Capt. Mix will accompany the passengers to Panama, and having crossed the Isthmus several times will be able to render valuable services and advice to passengers. Apply to Smith & Stanton, 14 B'way.

N.Y. Herald, July 12, 1849. Announcing that the S.S. *Chesapeake* will be despatched on the 25th of July for San Francisco, touching at Rio de Janeiro & Valparaiso. Agent, Isaac T. Smith, 101 Wall St.

N.Y. Herald, July 26, 1849. Announcing the sailing of S.S. *Chesapeake* on Aug. 1st, 3 P.M. for S.F., touching at Rio de Janeiro & Valparaiso. Agents, Isaac T. Smith, 101 Wall St. [Change of sailing date:] N.Y. Herald, Aug. 1, 1849. S.S. *Chesapeake* to sail on Aug. 8th 2 P.M. for S.F.

FOR CALIF. VIA CHAGRES, Feb. 11th. The splendid S.S. *Northerner*, Capt. Thomas S. Budd. The proprietors of this vessel, at the earnest solicitation of numerous parties who desire to arrive at Panama in time to take the Calif. steamer leaving there on the 15th of Mar., have consented to withdraw her from the Charleston Line for one trip only and will despatch for Chagres direct, on the 24th day of Feb. at 12 o'clock M, from Pier No. 4, N.R. From the well known speed of the *Northerner* it is confidently expected that she will make the trip to Chagres in 9 days, thus affording ample time after her arrival there for passengers to make their way across the Isthmus, in season to prevent all possibility of missing the Calif. steamer whatever may be state of the roads or difficulty of procuring conveyance to Chagres. [Date on cabins, rates etc. omitted.] Spofford, Tileston & Co. 48 So. St.

FOR SAN FRANCISCO. N.Y. Herald, Jan. 7, 1849. Announcement of immediate despatch of Clipper built Brig *Colonel Howard*. Abraham Bell, Fulton St.

N.Y. Herald, Feb. 22, 1849. Clipper built Brig *Colonel Howard*, passengers of which will have the preference of passage from Panama to S.F. in a vessel expected to sail thence in April next, for Calif. via Chagres.

N.Y. Herald, Mar. 9, 1849. Brig *Doctor Hitchcock*, to sail for Chagres on the 15th inst. Hussey & Murray, 62 South St.

(To be continued)

WANT TO BUY
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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

PLATE SCRATCHES ON THE 12¢ STAMPS OF 1861

RICHARD B. GRAHAM

Some time ago, Ray Vogel loaned us to photograph and have drawn off, several examples of 12¢ 1861 stamps with extensive plate scratches, or extra lines in the design. Such extra lines are usually caused by accidental grooves or recessed lines in the plate, not intended as part of the original design of the stamp. The extraneous grooves, which hold printing ink, just as if they were meant to be there, are often formed by accidentally dropping a sharp object on the plate in such a manner that it skids along the surface and cuts a line as it goes. However, another way that such extra lines sometimes occur is when an old plate, with the previous design not entirely polished off, is used. Since the recessed lines entered in the plate are but a few thousandths of an inch in depth, wear of the plate can partially eliminate a design and polishing it out to make a new entry may well have been part of the practice in those days.

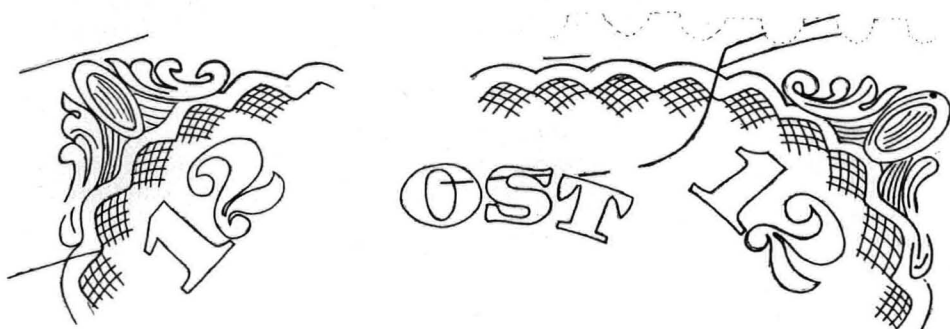
The varieties shown do have their extraneous lines in straight and curved patterns that possibly could have been portions of, say, a banknote design. To explore this, however, it would be necessary to reconstruct the plate using the plating techniques developed by those who have extensively plated the 1851-60 stamps. Whether the 12¢ 1861 stamps have enough plating marks or tiny differences between individual positions in the plate to permit this, the Period Editor does not know. However, the 12¢ stamp, usually clearly printed and in a good color for plating, (except for confusion with cancelling inks) should be a good subject.

There are four different varieties in the group shown us by Mr. Vogel. As is the usual practice among collectors of plate varieties, he has looked for confirming copies whenever possible, and has found such for two of the four varieties.

The illustration of plate varieties is not always a success. The extra lines and marks are often minute, and do not always show in black and white photo-



Figure 1. Stamps with plate variety, chiefly in the upper part of the design.



Figures 1A (right) and 1B (left). Diagram of extra lines on stamps in Figure 1.

graphs, let alone illustrations made from them. However, blowing up the illustration or showing the stamp highly magnified usually does not help much because stamps under high magnification lose the "natural" look so that the eye does not pick up the extraneous lines. In the past, we have asked Dr. C. E. Taft to make us drawings with a binocular microscope and a camer lucida attachment, and this has been done in this case. Both photographs and drawings are shown here.

Probably the most extensive of the varieties is that shown in Figure 1 and drawings 1A and 1B. The extraneous lines appear mostly at the top of the design, although there are other lines in other parts of the design that are not shown. The main pattern is a horizontal line that passes through the "O" and "S" of POSTAGE and then curves up into the top right margin, where a tooth-like pattern is formed. This is shown in Figure 1-A. Two additional lines in the left margin are shown in Figure 1-B. It will be noted that in the drawings, the extraneous lines and only enough of the design of the stamp are shown so that the former are readily located on the stamp.

Two different stamps having the extra lines are shown in Figure 1. The extra lines show somewhat more strongly in one than in the other, which is probably due to the plate having slightly more wear when one stamp was printed. The stamp with the clearer extra lines, at the right, is also distinguished by bearing a nice "U S A" in a diamond killer.

Figure 2 illustrates a stamp with a somewhat different type of plate scratch, being as much a smear or gouge as a clean line. It appears, arranged vertically, at the top right of the stamp. At the time these stamps were shown us, longer

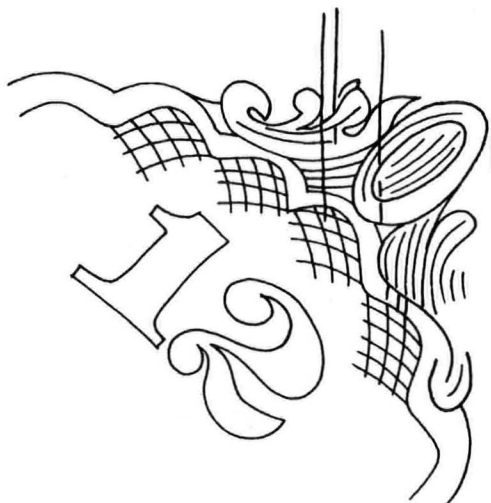
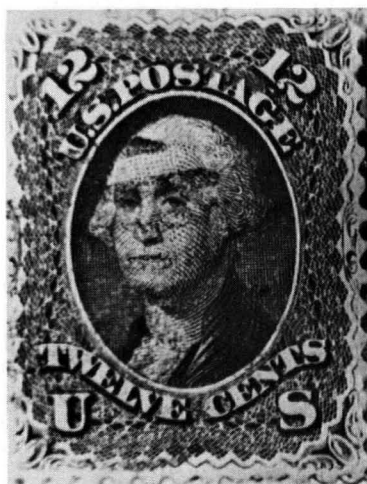


Figure 2 (left). Stamp with extra lines at upper right. Figure 2A (right). Diagram illustrating these lines.

ago than we like to contemplate, Mr. Vogel did not own a confirming copy of the variety. If any reader of these lines has such, its being reported would be much appreciated. It is possible that this is not a constant plate variety. Sometimes, what appears to be a plate variety was actually caused by double off-setting of wet inks at the time the sheets of stamps, fresh off the press, were stacked. By a plate variety is meant extra lines in the plate which print the same on every stamp from the position. While these may also gradually change, as the plate wears and some of the lines become too shallow to retain ink any longer, a great many impressions are required before such lines disappear. What is known as a *printing* variety may occur only once, or if, because of a pattern in handling the sheets of freshly printed stamps, it does occur frequently, such a variety will rarely produce exactly the same effect. Therefore, plate varieties should always be inatched with a confirming copy before being considered a constant variety.

In a future issue of the *Chronicle*, after we have a chance to see how these photos and drawings appear, the other two of Mr. Vogel's 12¢ plate varieties will be shown. Reports of matching or similar varieties of this stamp that seem to fit the pattern of events that caused these shown here would be much appreciated and will be reported with the others if received in time.

SOME QUESTIONS ABOUT FEDERAL OCCUPATION POSTMARKS, 1861-1865 RICHARD B. GRAHAM

For some years, the Period Editor has been exploring usages and styles of postmarks appearing upon covers sent from towns in the Confederate States after their recapture by Federal troops. These covers, with their markings, qualify as occupation items and are collected as such by many members of the Society. To work out the final details, mostly as to an exact picture and periods of use of some of the postmarks, but in some cases to clear up some confusions reflected in letters to the Period Editor, several such markings are shown in Plate I and these notes will describe the reason for showing each.

On the plate, items A and B are two Port Royal, South Carolina, markings that are often confused. Item A is the first postmark used at Port Royal after the Federal troops moved in at the end of 1861. The earliest date known to the writer is December 10 (1861) as shown. The latest recorded date is January 13 (1862), so the marking was in use less than two months unless these dates can be considerably extended. Although the markings look very much alike superficially, the item A marking is 31½ mm and item B is 28 mm, both measured outside to outside.

The item B marking was used in 1863, year dates being established by letters enclosed in the covers. The earliest use I have seen of the B marking is of February 24 (1863). The latest date is May 28, 1863, of those I have seen. Both month dates can probably be extended considerably, and the year date, although probable, needs to be confirmed.

Item C is also connected with the Port Royal Sound area. This is what might be called a "provisional" postmark, as the instrument was evidently home-made. It was used at Beaufort (pronounced "Boofort"), South Carolina, where the Federals reopened the post office in the early days of 1863, if not slightly sooner. The earliest date I have recorded is January 5, 1863, the year date being established from an enclosed letter dateline. Use into February of 1863 is known, and further extension of the dates is desired.

Item D is a New Bern, North Carolina, that is quite scarce. From the very few covers in the record, it seems probable the use was in the latter part of 1862, the earliest date recorded being November 30 and the latest December 8 or 9.

Four different New Bern occupation postmarks are known, and the town name is spelled in them in almost that many ways. There are "Newbern" and "New Bern;" also "New Berne," and the name in the marking of tracing D is spelled the same, "New-Berne," but has a hyphen.

PLATE I



Obviously, Maryland was not a Confederate state and her post offices operated continuously throughout the war, except when interrupted by Confederate incursions. However, Maryland was an armed camp much of the war, and the need for unusual postal services produced some rather interesting markings.

At Point Lookout, the later years of the war saw a huge prison camp operated there by the Federals, and Point Lookout markings from that period are relatively common. Before the site was made into a prison, it was used for a hospital, and the postmark shown as item E was used on a cover with a manuscript month date of August 18, and an enclosed letter that seems to be the original, but is dated July 18, 1862, from Hammond General Hospital. The postmark on the cover is apparently a strike from a crude, hand-carved affair, but is not complete. It is the only example of the postmark I have on record. Does another example exist so that a complete tracing can be made of the marking? Confirmation of the date of use would also be useful.

Two types of markings exist of Federal soldiers' letters bearing the specific wording, "NASHVILLE, TENN." On one, the "TENN." is at the bottom of the single line circle, but on the other it reads continuously around the circle. The continuous type is shown as G and the style with "TENN." at the bottom is shown as F in Plate I. Needless to say, they are easily confused. The G style is known struck in both blue and black, and may be found on covers sent from Nashville soon after the city was occupied. The earliest date recorded is March 25 (1862), struck in a "royal" blue ink. Scott Gallagher, who located the cover with enclosed letter that proved the use, has shown us a cover with a March 26 date. An April 1 date, also in blue, is known, but at least one later example with an illegible date is known struck in black. Who can extend these dates?

The mystery marking of the two Nashville postmarks shown here is the F marking of Plate I. It is known struck in black on covers from the Murfreesboro area in early March of 1863, but an example is known, struck in a greasy blue-black, with a nearly illegible date that seems to be a December use. Does anyone reading this own a cover that would add to the information?

Items H and J of Plate I illustrate two types of Chattanooga straight line postmarks used on letters from Federal troops in late 1863. As may be noted, they differ mostly in that the month appears in a different style of type, being a slanted italic in H and in J being larger and upright, of a style not unlike old English. The earliest date I have recorded for the H marking is December 9, 1863, and the latest date is December 18. Of the J marking, the earliest seen by me is December 24, 1863, and the latest is clearly December 31, 1863. A third style, used in January, 1864, has a box around it and a still different style of type for the month date.

Over the years, I have been constantly advised of dates in September and November, but have never seen an example that was clearly enough struck to be positive about. Although the Federals entered Chattanooga on September 9, 1863, they went on through the city and ran into the Confederates at Chickamauga, in a huge battle, Sept. 19-21, and panicked back into the city where they were besieged for several weeks. Lines to the north were finally opened in late November, but the only mail that I have seen from the Federals in Chattanooga until in December entered the mails at, strangely, Memphis.

It would seem the dates of use of the H type Chattanooga postmark should be easily extended. However, the left half of this postmark is seldom struck clearly, and since the last four months of the year differ in spelling only in their first syllable (except for October, which I have never had reported for this marking), only clear strikes should be reported.

The earliest date recorded of the J strike is December 24, but at least half of those seen are dated December 25.

The Period Editor would very much appreciate reports on any or all of the markings concerned. While Xerox copies of covers bearing markings such as the Chattanooga straight lines would be appreciated, most can be reported effectively by postal card.

Review: Official Documents of the Post Office Department of the Confederate States of America. A reprint published by Theron Wierenga, P.O. Box 2007, Holland, Michigan 49423. Two volumes hardbound in gray cloth, 6¼ X 9, offset, approximately 400 pages; from the publisher, \$50.00 postpaid. A run of 200 copies, a few of which are also available in quarter leather at \$80.00.

The two volumes contain all the ten known Reports of the Postmaster General. Also included are instructions to postmasters and to special agents, and lists of post office establishments, discontinuances, and name changes.

Volume I contains five documents; the first, "Confederate States of America, Post Office Department Instructions to the Postmasters," consists of the various postage acts enacted by the Congress of the Confederate States of America. Included are ones dealing with rates of postage, prepayment of postage, the receipt by postmasters of Confederate States Treasury Notes to pay for stamps or stamped envelopes, newspaper and periodical rates, and the continuation of certain U.S. laws; also notes on the organization of the Contract Bureau, Appointment Bureau, Finance Bureau, and Inspection Office.

The second document, "Instructions to the Special Agents of the Post Office Department of the Confederate States of America," lists the responsibilities and prescribed actions for the special agents of the department. Covered here are such things as mail depredations, transportation of the mails, railroad service, steamboat service, coach and horse service, duties at post offices, route agents, etc.

The third document lists the establishments, discontinuances and changes in name of the post offices in the Confederate States since 1861. Not included are those in Kentucky and Missouri which flourished briefly under Confederate control.

The Postmaster General's Report, dated April 29, 1861, detailing the organization of the Post Office and requesting additional legislation, follows next.

Seven appendices cover details on various divisions of the P.O.D., correspondence, and postal route tables, etc.

Next, the Nov. 27, 1861, PMG Report contains such things as receipts and expenditures, contracts, railroad service, appointments, finance, postage stamps, payment of postage, increase of the clerical help, service in Kentucky and Arizona, free mail matters and mailable matter not to be carried as freight. Ten appendices include such items as postal routes, railroad and steamboat services.

Volume II has eight documents, beginning with the Feb. 20, 1862, PMG Report which treats receipts and expenditures, telegraph lines, express companies as mail carriers, compensation to contractors and reduction of postmasters' commissions. Eight appendices deal with curtailments in service and pay to contractors; railroad services; postal routes; summary of post offices, establishments, discontinuances, etc.

Next is the Sept. 29, 1862, PMG Report dealing with the probability that P.O. expenses cannot be paid out of revenues after March 1, 1863.

The third document is the PMG Report of Oct. 13, 1862, with data on numerous telegraphic companies, their history, and detailed descriptions. Seven appendices discuss the amounts paid by various cabinet offices for "telegraphic despatches."

The PMG Report of Jan. 12, 1863, follows, and includes receipts and expenditures from June 1, 1861, to June 30, 1862, and estimates for year ending June 30, 1863. Nine appendices relate to such things as financial tables from the Auditor's Office; unpaid soldiers' mail etc.

The fifth document, "Supplemental Report of the Postmaster General," dated Feb. 12, 1863, deals with estimates for departmental appropriations, and estimated receipts and expenditures for years ending June 30, 1863, and June 30, 1864.

Next, the Dec. 7, 1863, PMG Report discusses the contract bureau, railroad service, military telegraphing, the Trans-Mississippi service and compensation to Bureau officers and clerks. Two separate sections deal with receipts and expenditures and a listing of post offices—number established, discontinued, and in existence.

The seventh document is the PMG Report dated May 2, 1864, largely concerned with estimates for the operation of the Post Office Department and Military Telegraph Lines to December 31, 1864, and June 30, 1865. Two postally important appendices consist of an 1864 letter from PMG Reagan to Dr. James Harper Starr, Agent of the Post Office Department in Marshall, Texas, concerning details for establishment of a Department for the Confederate States west of the Mississippi River; and a detailed listing, dated March 13, 1864, of the laws, regulations, books, blanks, stamps, maps, memoranda and other supplies sent to Dr. Starr.

The final document, the Nov. 7, 1864, PMG Report, treats military telegraphing; the Trans-Mississippi Postal Agency; compensation increases for special agents, route agents, heads of Bureaus, and frauds on revenues of the Department. Three appendices discuss receipts and expenditures.

Mr. Wierenga has done a tremendous service to the Confederate postal historian, as well as others interested in this area of collecting, by reprinting together all these documents. The originals are extremely rare. Even the Library of Congress does not have a complete set.

The information contained within these two volumes is of incalculable importance to the Confederate student as much of the information is not in the 1929 Dietz book, nor readily available to the student. I would certainly urge the acquisition of these volumes by anyone seriously collecting the Confederate States. With such a limited printing, it would not surprise me to see a quick sellout of these volumes.

Brian M. Green

PARTIALLY ERASED GRILL VARIETY ON THE 3¢ "C" GRILL
WILLIAM K. HERZOG

The 1979 *Scott U. S. Specialized Catalogue* gives the following information concerning the 3¢ "C" grill (Scott 83):

The grilled area on each of four C grills in the sheet may total about 18x15mm. when a normal C grill adjoins a fainter grill extending to the right or left edge of the stamp. This is caused by a partial erasure of the grill roller when it was changed to produce C grills instead of the all-over A grill.

This unusually wide "C" grill is known to specialists as the partially erased grill variety.

Lester Brookman examined a sheet of regular stamp paper (gummed, but blank and not perforated) which was impressed with 200 "C" grills.¹ He noted traces of the variety, in varying degrees of strength, between positions 99-100, 89-90, 79-80, and 68-69 on the right pane, and 1-2, 11-12, 21-22, and 31-32 on the left pane. Brookman observed that positions 99-100R and 89-90R showed the variety most strongly. He also believed the left pane positions were too weak to be of any importance on the issued stamps. A used single of this variety from position 100R was illustrated by Brookman,² who originally found it in a pair with position 99R which also showed the variety.



Figure 1. A used 3¢ "C" grill (Scott 83) showing the partially erased grill variety.



Figure 2. This is the back of Figure 1. Note the partially erased grill extending to the edge of the stamp.

Figures 1 and 2 show the front and back of a used single containing the scarce partially erased grill variety. There is a full "C" grill consisting of 18 points high by 16 points wide. Six extra vertical rows of weakly impressed grill points extend to the edge of the stamp. These weakly impressed rows resulted from the partial erasure of the grilling roller.

An occasional used single of this variety is offered for sale. Brookman's records even contained a photograph of this variety on a cover mailed from Evansville, Indiana, on December 16, 1867. However, this writer never suspected that an unused pair showing this variety existed until such a pair was sent for examination and photographing. It is shown in Figures 3 and 4 through the courtesy of Sam Pinchot.

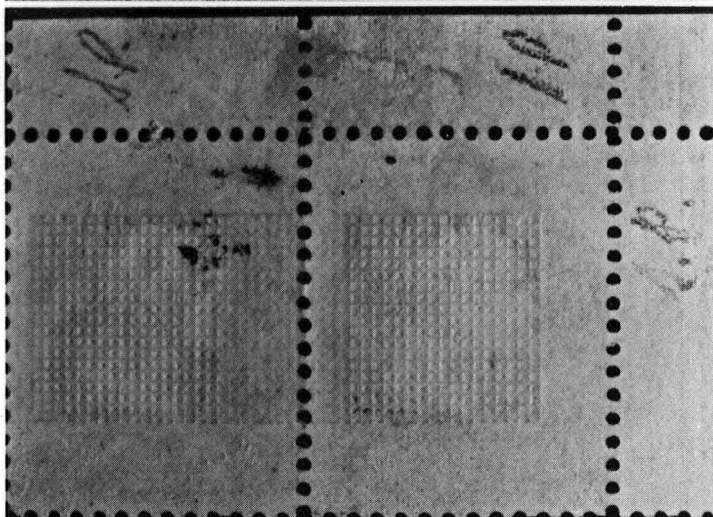
1. Lester G. Brookman, *The United States Postage Stamps of the 19th Century* (1966), Vol. II, 106-8.

2. *Ibid.*, Fig. 152, 108.

Figure 3. An unused pair of the 3¢ "C" grills (Scott 83) from pane positions 1-2L which show the partially erased grill variety. Courtesy of Sam Pinchot.



Figure 4. This is the back of Figure 3. Note the continuous partially erased grill between the two normal "C" grills.



The pair in Figures 3 and 4 came from pane positions 1-2L. The weakly impressed grilled area of the partial erasure runs continuously between the two normal "C" grills. It is a real pleasure to illustrate such an outstanding grill variety for the perusal of our readership.

To summarize, Brookman recorded the variety between pane positions 1-2L and 99-100R on a blank sheet of stamp paper. He believed positions 1-2L would be too weak to be of any importance on the issued stamps. Brookman found a used pair of the variety from pane positions 99-100R. Sam Pinchot owns an unused pair of the variety from pane positions 1-2L.

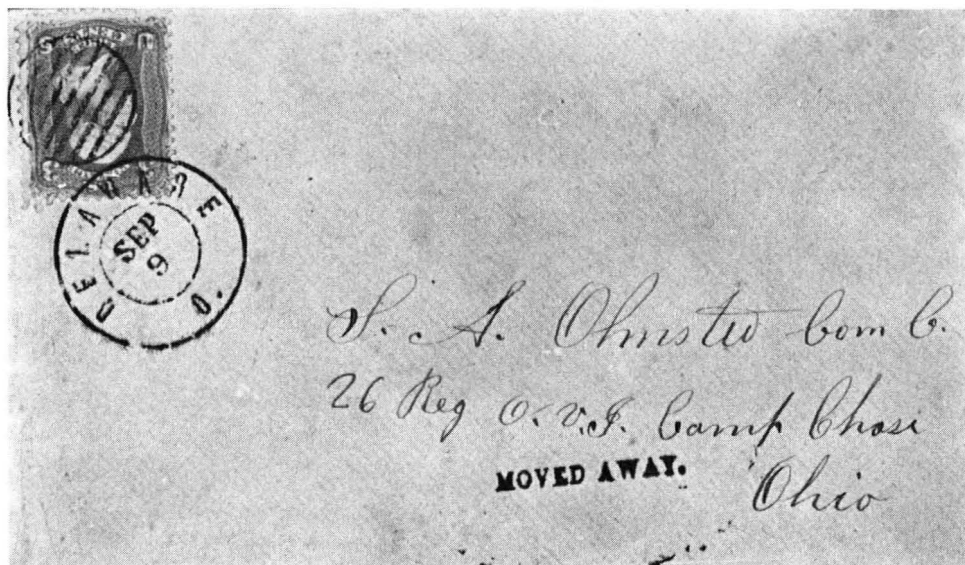
The summarized information seems to indicate each sheet was fed under the "C" grilling roller from the same starting position on the roller. It also seems to indicate that the left pane positions 1-2 were actually strong enough to show the variety on issued stamps. Unfortunately, this is still not enough evidence to confirm either theory. If a sheet, having been turned end to end without actually turning it over, was passed under the grilling roller, pane positions 1-2L would receive grilling roller positions 99-100R. Naturally, this assumes the grilling roller consisted of 200 grilling positions. Hence, this could have possibly happened to Figures 3 and 4.

Reports of additional examples of the partially erased grill variety on 3¢ "C" grills are solicited by this writer.

"MOVED AWAY" HANDSTAMP

The cover pictured with these notes was shown to us by John Biddle. Neither he nor the writer has ever seen the marking on the cover, "MOVED AWAY." in an oval, previously. The marking is struck in black and the cover bears no sign of having been forwarded, nor any markings on the back.

The cover was mailed at Delaware, Ohio, on September 9, probably 1861, judging from the color of the 3¢ 1861 stamp and other factors. The 26th Regiment, Ohio Volunteer Infantry, was organized at Camp Chase, Ohio, in June of 1861, and the cover is addressed to a member of the 26th at that post. However, the 26th was sent to the Kanawha Valley of (then) Virginia in August of 1861, and never returned to Camp Chase until discharged and paid off after the war.



Although Camp Chase, located several miles west of downtown Columbus, Ohio, is noted primarily today for its service as a prison for captured Confederates, it was also, from the time of its first opening in June of 1861, the prime mustering-in point for Federal troops recruited in central Ohio. It is known that mail to and from the camp was handled through a camp or prison "post office"—not a Post Office Department office but handled by the military at the camp. It was probably similar to today's company mail rooms. Mail was taken from the camp mail room to the Columbus post office frequently, probably at least once a day, and the incoming mail picked up at the same time. Censorship of prisoners' letters and sorting of incoming mail was undoubtedly done at the mail room. It seems quite likely that sorting out of letters addressed to newly organized Federal regiments that had been sent elsewhere was also done there. Such mail could have been handstamped with the "MOVED AWAY" marking and placed in bags to be forwarded before returning to the Columbus post office, where volume of such mail for particular regiments was large.

This agglomeration of facts and speculation leads the Period Editor to believe the oval marking was applied at Camp Chase, and is thus not a postal marking in the sense of being a handstamp of the U.S. Post Office Department. As noted, the cover bears no sign of having been forwarded nor does it bear any indication that it was sent to the Dead Letter Office. We feel the cover was handstamped with the oval marking at Camp Chase and then placed in a bag with other mail destined for the 26th Ohio to be forwarded to it by the Post Office Department. Otherwise there should be some indication of the disposition of the cover.

Reports of other covers bearing this marking would be appreciated.

Richard B. Graham

LATE USE OF THE 24¢ 1861 STAMP



Dr. John M. Price, Jr., has submitted the unusual cover illustrated with this short article. The cover is obviously an extremely late use of the 24¢ 1861 stamp (in the brownish lilac shade)—by a stamp dealer. Since selections of material received from such dealers today are often franked by stamps thirty or forty years old, the cover would superficially appear somewhat mundane. Such is not the case, however, as shall be seen.

Who has seen an earlier cover with a stamp dealer's corner card? The particular dealer, W. P. Brown, whose corner card sticker appears on the cover, is mentioned at length in Herman Herst, Jr.'s latest opus, *Stories to Collect Stamps By*, as was called to my attention by Dr. Price. Herst commented that "it was Brown who took his heavy mail to and from the Post Office in a wheelbarrow, and who, to make every philatelist know he did it, started a local post to commemorate it in the 1880's." Herst goes on to note that Brown was one of Nassau Street's early dealers, selling coins, stamps and as stated in Brown's corner card, "books and curiosities." Herst notes that Brown, like New York's first stamp dealer, John Bailey, made "no attempt to price stamps by rarity. Brown tacked his . . . stamps to a board at uniform price of three cents each."

The cover shown was a registered cover, and bears an incomplete strike of a New York registry handstamp at the lower right, apparently dated June 17, 1879. The year date is not at all certain, being very faint, and the marking being struck in purple ink on a dark blue cover.

The year date has to be 1875 or later, as the 1¢ Banknote stamp has a secret mark and is apparently the gray blue shade of the Continental printing. If the year was 1879, the registration fee was 10¢ (1875-1893), so the regular postage was apparently 15¢, or a quintuple rate. This would represent a cover weighing between 2 and 2½ ounces, which seems heavy for a regular sized envelope. However, the envelope is linen lined, and was obviously intended for content of heavier than normal weight. It seems a fair speculation that the contents were coins rather than stamps, especially in view of the registration of what was apparently valuable contents, and Brown's presumed indifferent attitude to the value of stamps.

In *Chronicle* No. 84 (November 1974), William K. Herzog wrote up a domestic use of the 24¢ stamp in the bluish violet shade. He concluded his article by asking if anyone would report another domestic use of that stamp. While this cover is a different shade and a different era, it does rather emphasize how scarce the 24¢ is on domestic covers.

Richard B. Graham

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

VIA SAN DOMINGO STEAM LINE
MICHAEL LAURENCE

In the last days of 1869, ads began appearing in *The New York Times* announcing the prospect of a regular steamer service between New York and Santo Domingo, via the San Domingo Steam Line. Service by "the United States mail steamship *Tybee*" was to commence "in the early part of January," sailing from New York City to "Puerta Plata, Samana and Santo Domingo," three port cities on the eastern portion of the island of Hispaniola.¹ While Hispaniola, and its port city of Santo Domingo, had played a vital role in the early Spanish exploitation of the new world, its importance drastically diminished during the 17th and 18th centuries, to a point where the establishment of a regular steamer service from New York in the mid-19th century must have been risky at best.

Beginning in August 1870, the availability of this service was mentioned on page 3 of the monthly *U.S. Mail*. A typical entry reads as follows: "A direct mail for Hayti, San Domingo, Samana and Port-au-Plate, leaves New York via American packet in the early part (1st through 6th) of each month. Postage, 10¢ per half ounce on letters, and domestic rates on newspapers and book-packets. Prepayment both on letters and other matter compulsory."² The reference to "Hayti" notwithstanding, we have found no other evidence that the San Domingo Steam Line called at the Haitian portion of Hispaniola.

An announcement comparable to the one just quoted appeared on the third page of every issue of *U.S. Mail* from August 1870 through September 1872. Starting in January 1871, the departure date was described as "about the 20th to 25th of each month." A spot-check of *U.S. Mail* issues for 1873-75 indicates that both the 10¢ rate and the monthly service continued up to U.P.U. Commencing 1 July 1875 the rate was reduced to 5¢ per ½ ounce.³

TABLE I
NEW YORK DEPARTURES, SAN DOMINGO STEAM LINE, 1870-71

1870	1871
JAN 19 <i>Tybee</i>	FEB 3 <i>Tybee</i>
FEB 26 <i>Tybee</i>	MAR 8 <i>Tybee</i>
MAR 31 <i>Tybee</i>	APR 8 <i>Tybee</i>
MAY 4 <i>Tybee</i>	MAY 17 <i>Perit</i>
JUN 4 <i>Tybee</i>	JUN 24 <i>Tybee</i>
JUL 9 <i>Tybee</i>	JUL 15 <i>Perit</i>
AUG 13 <i>Tillie</i>	AUG 9 <i>Tybee</i>
SEP 15 <i>Tybee</i>	SEP 14 <i>Tybee</i>
OCT 19 <i>Tybee</i>	OCT 18 <i>Tybee</i>
NOV 23 <i>Tybee</i>	NOV 18 <i>Tybee</i>
DEC 29 <i>Tybee</i>	DEC 21 <i>Tybee</i>

1. *New York Times*, 30 December 1869.
2. *U.S. Mail*, 475.
3. *U.S. Mail*, June and July 1875.

During the first two years of the Dominican service, the monthly departure schedule wasn't well adhered to. Table I shows the actual departure dates, for 1870 and 1871, as announced in the shipping section of the daily *New York Times*. As the table shows, there were departures about every 35 days, on Wednesdays, Thursdays or Saturdays, typically by the steamer *Tybee*, with occasional voyages by *Perit* or *Tillie*.

My records show two 10¢ 1869 covers illustrating carriage from New York via the San Domingo Steam Line. Both are to Santo Domingo, from the same correspondence. Many more covers presumably exist, with 10¢ 1869 stamps and with other 1869 denominations. Since the San Domingo line did duty up to U.P.U. and beyond, covers from this service should also exist showing various Banknote stamps, including the 5¢ Taylor.



Figure 1. Rochester, New York to Santo Domingo, via San Domingo Steam Line, showing the 10¢ per ½ ounce rate effective 19 January 1870 through 30 June 1875. Though routed "per steamer Tillie", the cover was actually carried on the sister steamer "Tybee."

Through the courtesy of a member of this society who prefers to remain anonymous, we show as Figure 1 a nifty 10¢ 1869 cover which travelled from New York to Santo Domingo on the steamer *Tybee*, departing New York on 19 October 1870. The cover is postmarked Rochester, N.Y., Sept 26, addressed to Col. S. L. Pierce, Santo Domingo, W.I. The 10¢ 1869 stamp is not tied, but the rate is right, the provenance of the cover is beyond question, and the bold "R" killer is known to have been used at Rochester during the 1869 era.

In addition to the Rochester markings, the cover bears an illegible receiving marking presumably applied at Santo Domingo, a red New York exchange-office c.d.s. dated OCT 19, and the routing "per steamer Tillie." Reference to Table I will show that *Tillie* was one of the steamers on this run, but not on this crossing. How the cover in Figure 1 came to be routed via a steamer that didn't make the crossing can only be guessed at; but it's obvious that the sender was more than passingly familiar with the Dominican service. In fact, had the line lived up to its advertised intention of departing "in the early part" of the month, this letter would not have sat in New York for more than three weeks.

CHICKEN A TURKEY?

It should come as no news to members of this Society that the Waterbury "running chicken" cover—three 1¢ 1869 stamps on a fancily cancelled cover from Waterbury to New Haven—sold at Sotheby Parke Bernet on October 30 for \$240,000. Counting the 10 percent buyer's surcharge, the anonymous purchaser

of this cover paid a total of \$264,000, highest price ever paid at auction for a U.S. cover.

This same cover sold in the Knapp sale in 1941 for \$1,200, and was far from being the star of that collection. A generation later it sold again, as part of Dr. Jackson's Waterbury collection (Siegel, 3 March 1970), for \$6,750. And seven years afterwards, Lou Grunin bought it from the Katherine Matthies Waterbury collection for the then-staggering price of \$45,000. This was in early January 1977, less than three years prior to its recent sale for almost six times that figure.

The date of the Waterbury cds on this cover is NOV 29. Given Postmaster Hill's penchant for whittling topical killers, and given that Thanksgiving had been officially established (by President Lincoln) as a national holiday in 1863, it takes less than a soaring imagination to conclude that the running chicken isn't a chicken at all. It's a turkey, running for its life.

Lou Grunin, who did all right by his brief ownership of this cover, gets credit for the insight that the chicken is actually a turkey. We hope that the cover doesn't prove such for its new owner.

LAST DAY OF 15-CENT RATE TO FRANCE

In *Chronicle* 96, in a long discussion of treaty-rate 1869 covers to France, this section illustrated a 15¢ 1869 cover from Philadelphia to Paris, showing the Philadelphia exchange office marking (with credit 6) dated December 28, 1869. About this cover I wrote: "It crossed the Atlantic on the Cunard steamer *Russia*, which left New York on Wednesday, December 29. This sailing of the *Russia* was the last transatlantic crossing to carry mails to France under the 1857 treaty. The N.G.L. *Rhein* was scheduled to sail December 30, but postponed its departure to Saturday, January 1, in anticipation of the communications disruptions with which 1870 began."⁴

Through the courtesy of one of our long-time international members, Prof. Alessandro Stappo of Florence, we show as Figure 2 a cover suggesting that the words quoted above are in need of some modification.

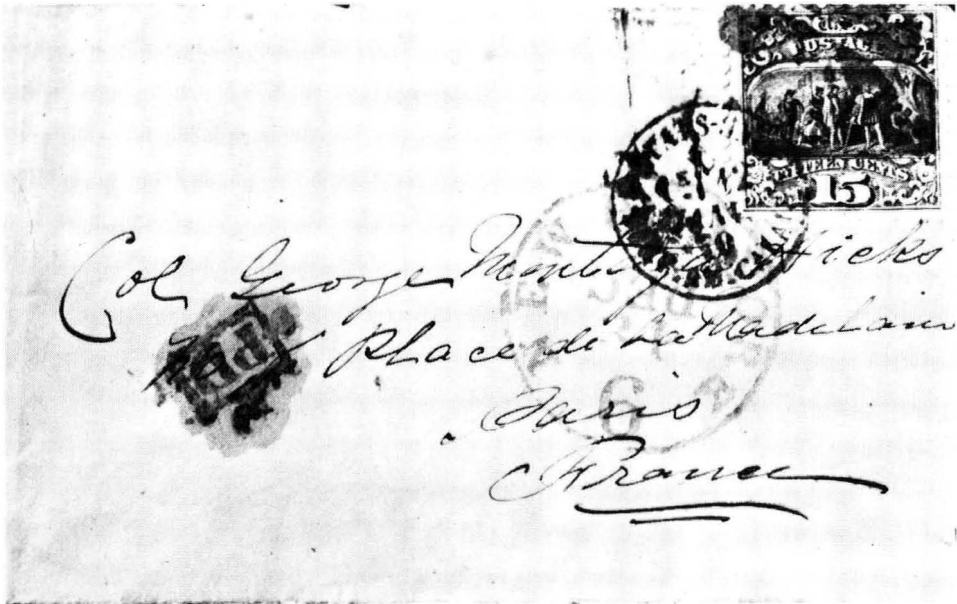


Figure 2. Last day of the 15¢ rate to France: 15¢ 1869 (Type II) on cover from New York to Paris, transit via N.G.L. steamer "Rhein," departing N.Y.C. on 1 January 1870. New York credit 6 marking shows DEC 31; Calais receiving mark shows 12 JANV. 70. Photo courtesy of Prof. A. Stappo.

Figure 2 is a cover from New York City to Paris, bearing a nice example of the 15¢ 1869 stamp (Type II) and showing markings that are typical of

4. *Chronicle* 96: 265-266.

treaty period carriage to France via England during the 1869 period. The New York credit six marking, in red of course, clearly shows DEC 31 (with the "DEC" plug inverted) and the single-circle Calais receiving mark is dated 12 JANV. 70.

This cover must have crossed the Atlantic on the N.G.L. *Rhein*, which (as mentioned above) left New York on 1 January 1870 and debarked its French mails at Queenstown on January 11. Since the New York exchange office marking was applied December 31, the treaty was still in effect, so both the 15¢ postage and the credit 6 marking are correct. This makes the cover in Figure 2, both by the date of its markings and the fact of its transit, a last day of rate cover—a most interesting item indeed.

My mistake in *Chronicle* 96 was in assuming that the *Rhein* covers to France on this crossing would have been rated and marked by the New York exchange office on the day of departure. Obviously, at least this cover was marked on the day before departure, which happened to be the last day of the French treaty.

It would be interesting to see other covers to France that travelled on this crossing of the *Rhein*, to ascertain if all such were rated according to the terms of the 1857 treaty. Conceivably, a *Rhein* cover posted on 1 January 1870 could also be found, bearing an entirely different sequence of markings.

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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

SOME COMMENTS AND QUESTIONS

RICHARD M. SEARING

It is somewhat of a surprise to me to be the new editor of this section in the *Chronicle*, but at the same time it is flattering to be asked to try to fill the shoes of Maury Waud. Since its beginning in February 1973, the Bank Note section has been edited and often written by Maury Waud, so after seven years I feel that he deserves a well-earned thank you from myself and all those classic collectors who love the Bank Note period of our U. S. postal heritage.

At the outset, I wish to point out that I am not a deep specialist in the Bank Note stamps or on their postal history. However, my interest is broad if not deep, and I approach the present task of editing and writing about the Bank Note period as a learning experience for all. So with the help of (I hope) many interested collectors and specialists, I hope to stir the fires of interest about these fascinating issues and learn as we proceed.

As a matter of note, the Bank Note company period in U. S. philately extends from 1847 to 1894, when the U. S. Bureau of Engraving and Printing took over the stamp printing task. However, for some long forgotten reason, only the period from 1870 through 1888 is known by the title "Bank Note Stamps." This is probably due to the similarity in the designs which forced the identification with the company that did the printing. At the present time, the *Chronicle* mandate does not include the issues from 1890 to 1894 which are justly Bank Note stamps and not Bureau issues. Therefore, the study of these issues is neglected, so that the "small" Bank Note stamps of 1890 and the famous Columbian Exposition issue are orphans in the storm, included in neither the Classic issues or in the Bureau issues. Perhaps this can be remedied in the future with your help, but for the present, we shall be concerned only with the large Bank Note stamps from the National, Continental, and American Bank Note company postal periods.

Incidentally, the last of these companies is still alive and last year celebrated its 100th birthday. If you are one of those purists who defines a classic stamp as one that is over 100 years old, then the Bank Note period and the stamps have arrived at last.

Not including the rarely seen and totally unnecessary Special Printings, the stamps that concern the collector number only 58 major varieties and 170 minor varieties in the present Scott's catalog (*U. S. Specialized*). There are numerous areas for specialization within these varieties. The last of the grills are here, postal history abounds, paper varieties, shades, cancels, imperforate errors, plate varieties, paper variations, etc., are all present in profusion and confusion.

Many postal treaties came and went with accompanying rate changes and much confusion if not challenge for all. The U. S. Centennial and birth of the Universal Postal Union occurred during this period with many changes reflected in the postal laws and practices of the time. Many attractive proofs, both die and plate, of all U. S. stamps up to that time were produced during the Bank Note era.

Another unique feature of this period was the issuance of separate Official Stamps to be used only by various governmental departments for their mail. There are only 120 major varieties of these neglected issues and finding genuinely used stamps on mail of the period can be exciting and very long term. Also, during the Bank Note period, the first postage due and special delivery stamps came into existence, and proofs, covers, and postal uses are a neglected area of study.

One of your editor's major interests is postal use of the Bank Note issues on cover, particularly the higher denominations and foreign rates. However, the emphasis will still be on the stamps on cover rather than the postal history or rate as a story in itself. The following paragraphs are devoted to suggesting areas where reader research and contribution are invited. These topics are only possibilities, but they indicate the variety and scope of the unanswered questions.

NATIONAL BANK NOTE COMPANY

Stamps printed by this company come both grilled and ungrilled in about the ratio 1:10. What is the reason for this performance on a contract which required all of the stamps to be grilled? Why are there two types of grill used on these stamps? Did the grilled stamps cease to be produced in the later years of the contract or did the company produce them intermittently throughout the 1870-73 period?

What was the distribution of the grilled stamps throughout the United States? Why are there a disproportionate number of grilled stamps on cover originating from the Midwest over those from other areas? Is this statement correct? Why are the 12¢ and 24¢ grills so rare compared with their ungrilled counterparts as compared with the remaining values? How many covers survive today bearing the 12¢ grill? The 24¢ grill? The *Scott Specialized* catalog lists a block of four of the 24¢ grill, where is it now? Where is the 90¢ grill cover that was last seen over 75 years ago? When did it surface and does anyone know the source of the listing? The Bissell find of covers shows that many 30¢ grilled stamps were sent to Boston. Why were there no 12¢ or 24¢ grills used on these covers in the 1870-73 period from Boston? How many 30¢ grilled covers survive today outside the Bissell correspondence? The reader will note that the grilled values of this period present more puzzles than answers.

CONTINENTAL BANK NOTE COMPANY

The so-called "secret marks" or control marks as they really are have long been an area of discussion among Bank Note period specialists. If they were meant to identify the Continental work from its predecessor, why didn't they appear on all the values? What is the true secret mark on the 2¢? The 15¢? Why were dies made of the 15¢-90¢ values with control marks from which no plates or printing were issued? What is the true nature of the so-called "J-grill"? Are they essays or dubious fabrications as the late Lester Brookman conjectured? Were the Continental stamps issued on ribbed paper for all values and if so, why? Is there any possible way to distinguish the 24¢ National and Continental printings as supposedly issued? Would a comparison between the 24¢ grilled (National) and a 24¢ card proof (Continental) show any design variation under a microscopic comparison? Or are any differences strictly in the paper used in the Continental printing as the late Y. Souren stated in the late 1930s? For that matter, was a 24¢ Continental stamp ever issued?

When were the Continental stamps first offered to the public? What are the earliest known uses of each of the values? How many covers exist dated June 21, 1875, bearing the 2¢ vermilion shade or the 5¢ Taylor stamp? What is the surviving number of 90¢ Continentals used on cover? How many covers survive showing the 8¢ registration rate valid for only 18 months (January, 1874 to July, 1875)? Reader contributions to these questions are earnestly solicited.

AMERICAN BANK NOTE COMPANY

What forced the change to soft paper for these printings? It certainly didn't improve the printing quality. What is the story behind the formation of the American Bank Note Company from the existing companies and personnel? What is the origin of the Glen Allen, Va., star precancel found on this issue? Why does the 10¢ stamp exist from both the National and the Con-

tinental plates on soft paper? Does the merger between the two companies bear on this question? Perhaps damage to several plate positions forced re-entering the positions inadvertently with the National die? How many 90¢ carmine stamps still exist on original cover?

Why was it necessary to re-engage certain values? The usual explanation is to improve the product; however, the result is often not an improvement as the 1¢ printings show. What is the "Douglas Patent"? How many of them were actually sold to the public? Why was the line added under the "TS" of CENTS on the 3¢ re-engraved stamp? Was this a control mark or some personal whim of the engraver? Why was the 3¢ stamp color changed from green to vermilion in 1887? Since the domestic letter rate was changed to 2¢ in 1883, why was the 3¢ stamp considered necessary? What domestic rate was paid by 3¢? How many single 3¢ vermilion stamps on cover still survive? How many covers bearing the 3¢ vermilion used in the period of issue are still extant? What is the largest multiple of this stamp used on cover? Why was the 6¢ re-engraved stamp issued in two separate shades? Why are these stamps so difficult to locate used on cover? How many such covers still survive and what is the largest multiple known on cover or off? What is the origin and how scarce is the 10¢ re-engraved stamp in the true black brown shade both on and off cover? How many covers survive bearing stamps used from the post offices in Japan? China? Other consulate offices?

What prompted the color changes in the 2¢, 4¢, 5¢, 30¢, and 90¢ stamps in 1888? How many covers still survive bearing the 90¢ purple stamp? The 30¢ orange brown?

On the subject of proofs: Were any plate proofs on card printed by the National Bank Note Company or using National plates by any later Bank Note company? Why are the 3¢ and 6¢ Continental plate proofs on card so scarce compared to those from other values? Why is the card proof of the very common 1¢ stamp of 1887 so rare? Your editor has seen one. The 1¢ india proof of the same stamp is far from common. Why? How many complete sets of plate proofs of the banknote stamps were printed on india paper? On card?

The purpose behind this detailed set of questions is mainly to indicate the range of questions and possible research topics that are still open to the interested collector in the field of the Bank Note stamps. The hope is that knowledgeable experts in these areas or collectors looking for a topic to study will contribute ideas, theories, speculations, and ideally an article on some of these questions. All aspects of the Bank Note period are of interest, including how the stamps were printed, post office operations during this period, the stamp engravers, and historical events of the times as related to stamps. Your editor realizes that some of the aforementioned subjects will never be answered, but many only need someone to spend the time to research the record; please help.

All correspondence should be addressed to the editor at 1300 Sao Paulo Avenue, Placentia, California 92670.

LITERATURE NOTES

In 1947 Clarence E. Brazer published a catalog of essays and proofs of the 1847 issue in the *Essay-Proof Journal*. This article was reprinted with additions in pamphlet form. Since it deals not just with essays but with die and plate proofs, detail is much greater than in the book-length Brazer catalog. A small new supply of this pamphlet is available from Leonard Hartmann @ \$12.50 each.

The November 1979 *1869 Times* features a listing by Bob Young of 1869 low value essays, unfortunately greatly reduced. Other items of interest include the Norton correspondence by Elliott Coulter, Michael Laurence on domestic uses of the 10¢, 12¢ covers by Jim Schreiber, and Sidney W. Emery on H. B. Shaw. Single copy \$5 from John A. Ginn, 100 W. 57th St., New York N.Y. 10019.

The useful postal history quarterly, *P.S.*, has been revived by Robert D. Harris and Diane DeBlois. Subscription for vol. 2 is \$5 from aGatherin', P.O. Box 175, Wynantskill, N.Y. 12198. (S.M.McD.)

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

Railroad Way Markings

In this issue we are pleased to present a report on railroad-way marking combinations by Dr. James W. Milgram. Our readers are requested to report any covers they may have in their collections with such combination markings.

WAY AND RAILROAD POSTMARKS

JAMES W. MILGRAM, M.D.

Railroad postmarks were applied on stampless covers from 1837 by route agents on board the different railroad lines which carried mail. Railroads had been under contract to the Post Office Department for some years previous in a scattered fashion but during the 1840s and 1850s most railroads became part of the postal system by means of route contracts. A letter given to a route agent was frequently postmarked with the route agent's postmark—straight lines and manuscript in 1838-1840, but largely circular after then.

A way letter was received by mail carriers between post offices. It is a much earlier custom than the railroad era with examples dating from Colonial times. A one cent fee was paid to the mail carrier for his service. This appears as part of the written postal rate until the 1850s. Should a mail carrier give a letter to a railroad route agent, then such a letter would have both way and railroad postmarks. But, these combination usages are very rare. Three examples will be shown.

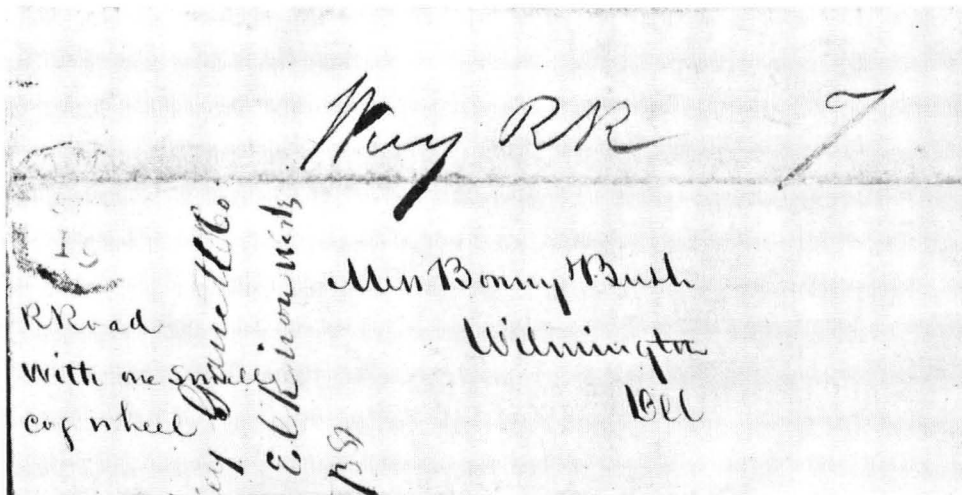


Figure 1. From Eureka Iron Works with manuscript "Way RR 7." Postmarked Wilmington, Del., Sept. 19, 1838.

The first illustration (Figure 1) is actually a very early railroad use. It is a cover originating at the Eureka Iron Works, one of a number of local smelting firms around Wilmington, Delaware, in the nineteenth century. It was sent by the railroad accompanying "one small cogwheel" and thus, is very similar to a steamboat consignee's letter. The earliest manuscript "Railroad" postmark is shown in *The Express Mail of 1836-1838* and is dated January 30, 1838. The illustrated cover bears a Wilmington, Delaware, postmark September 19, 1838, one day after the date on the letter. The manuscript markings are "Way RR 7." Since this letter was rated 7 cents, it means that a one cent fee was given to a mail carrier who gave this letter to a postmaster. But, the postmark and address are both Wilmington, Delaware. The postal rate for less than 30 miles was six cents. The question is whether a mail carrier gave this to the railroad

agent or whether the railroad agent claimed the one cent fee at the Wilmington post office. The latter is a likely possibility and thus, this cover is a very unusual usage indeed. Presumably this cover was carried on the Philadelphia, Wilmington and Baltimore Railroad.

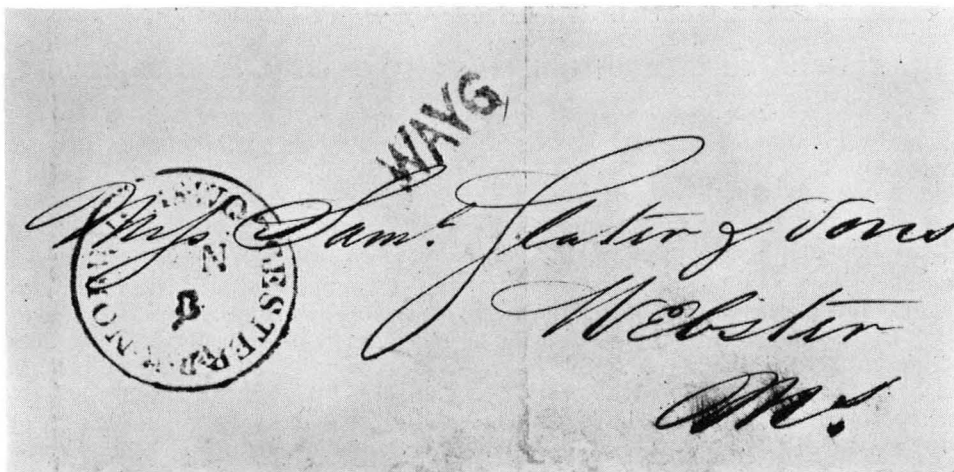


Figure 2. WAY 6 handstamp on cover postmarked NORWICH & WORCHESTER R.R., June 8, 1849.

The second cover (Figure 2) is one that is listed in the *American Stampless Cover Catalog*. It bears two postmarks, "NORWICH & WORCHESTER R. R./JUN/8" and "WAY 6," both in dull orange ink. This letter was received by the route agent of the railroad from a Long Island Sound steamboat whose captain received a one cent fee. In 1849 the postage rate for less than 300 miles was five cents so the "WAY 6" handstamp was a one cent plus five cent combination.

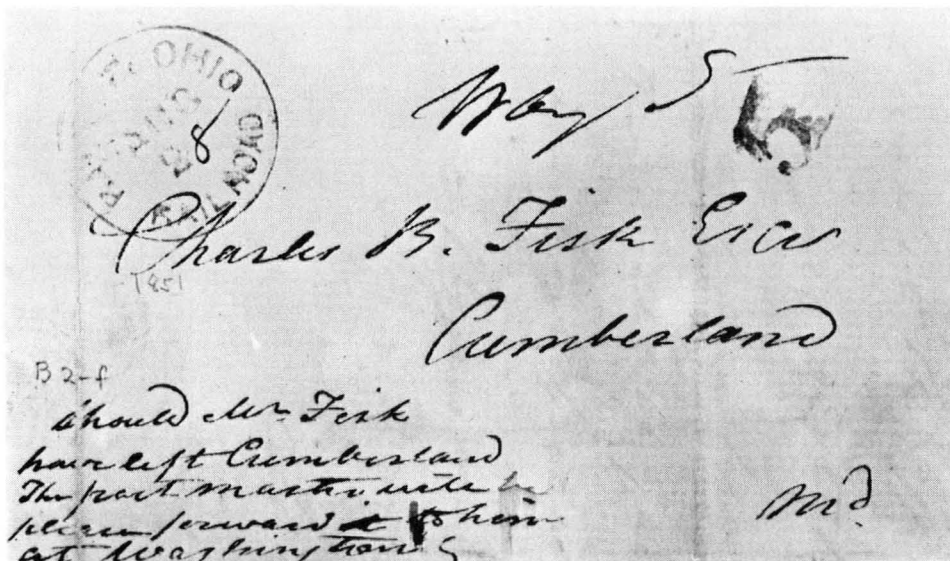


Figure 3. Manuscript "Way 5" on cover to Cumberland, Md. Postmark of BALT. & OHIO RAILROAD, Aug. 28, 1851.

The third cover (Figure 3) is a letter dated 27 August 1851, with an address to Cumberland, Maryland, which is in the western portion of that state. The postmarks are "BALT & OHIO/RAILROAD/AUG/28" (1851), "5," and ms. "Way 5." There is a notation to the postmaster at Cumberland to forward the letter if necessary. This is a cover that actually had a six cents charge because it was the practice in 1851 not to indicate the one cent way fee on covers.

THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

AN 1860 PRUSSIAN CLOSED MAIL COVER TO SWEDEN, PAID TO BORDER.

ALLAN RADIN

It is not often that, to his delight, the student of postal history finds a cover with a combination of several features, any one of which by itself would make it unusual. Such a cover to Sweden is described and illustrated here. Covers from the United States to Sweden in the treaty mail period are not truly rare but are far from commonplace.¹

The cover shown here has a Wells Fargo "pasteback," that is, an imprinted and franked envelope was pasted to the back of an already prepared and sealed letter to denote payment of express charges. Cover and "pasteback" are just tied together, on the right by the New York exchange marking and at bottom left by a red grid cancel. Wells Fargo "pastebacks" in general are quite scarce, perhaps because the cover and "pasteback" often became separated. This cover may be an unique example of use in the foreign mails; can any reader show another?



To Sweden in 1860, via Wells Fargo and U.S.-Prussian mail systems. Insufficient total postage, but 30¢ international rate recognized for transit to border of German-Austrian Postal Union.

In this example the Wells Fargo red printed frank² is upon a 10¢ entire (Scott U15). This 10¢ U.S. postage places the cover in the category described by George E. Hargest,³ wherein domestic postage on letters to foreign destinations, in addition to the published applicable foreign treaty rate, was erroneously believed necessary by the sender or local postmaster or both, and consequently wasted.

The cover itself is franked with three singles of the 10¢ Type 5 (Scott 35), tied by red grids; a blue oval PAID is a Wells Fargo restatement of their im-

1. Charles J. Starnes, in his estimate of the relative abundance of surviving classic covers to and from the United States (*Chronicle* 100, 278, footnote 1), ranks those to or from Sweden in no higher than tenth place, less abundant, for example, than those of China and India.

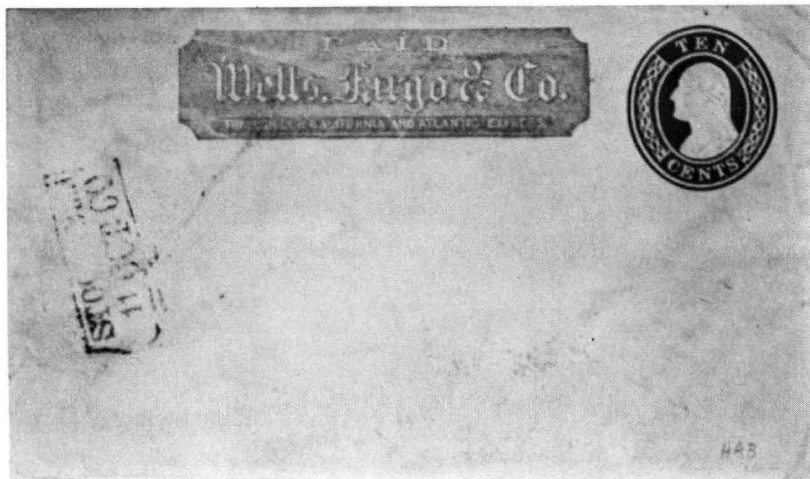
2. M.C. Nathan, *Franks of Western Expresses*, No. 8, p. 228.

3. *Chronicle* 101, 66-68.

print PAID on the "pasteback." A red NEW YORK AM. PKT. 7 PAID shows 7¢ credit to Prussia (corresponding to prepayment of only the international rate). Cover transit to Southampton was by the Vanderbilt *Illinois*, leaving New York 22 Sep. 1860.

At this time the Prussian closed mail rate to Sweden was 42¢/½oz. (16 Oct. 1852–May 1863). Since the 30¢ in affixed stamps prepaid the international rate—even with the 10¢ entire taken into account the U.S. postage was less than 42¢—the cover was sent, as the Prussian convention allowed, paid only to the border of Prussia or the German-Austrian Postal Union, the "foreign" postage for transmission beyond such border to be collected from the addressee. Accordingly, in addition to the usual marking applied to prepaid eastbound Prussian closed mail covers after 1855, a red boxed AACHEN (date)/FRANCO, the Aachen exchange office applied another red boxed marking, FRANCO/PREUSS. RESP. VEREINS/AUSGANGS GRENZE, which translates "Paid to point of exit on the border of Prussia or the Union, as the case may be" (Aachen exchange office markings on eastbound Prussian mail were in red—actually various shades of vermilion—prior to Feb. 1865, and in blue thereafter).

The cover bears at upper left a ms. "45" in black ink, denoting 45 öre (calc. 11½¢) postage due from the addressee in Sweden. On the reverse (the face of the Wells Fargo franked envelope) there is only the black boxed STOCKHOLM/11 OCT. 60.



Reverse "pasteback." U.S. 10¢ entire with Wells Fargo imprint and Stockholm receiving, 11 Oct. 1860.

Despite its delights for a student of postal history, this cover is not without its disappointments. It lacks a marking of the Wells Fargo office of origin and a postmark of the post office where it entered the U.S. mails. Transit letters via Prussia to Scandinavia were customarily routed to the Danish or Swedish-Norwegian office in Hamburg, which then applied their own transit markings; no such handstamps appear on this cover.

Prussian closed mail "paid to border" covers, by which are meant those addressed to "foreign" destinations outside the German-Austrian Postal Union with only the international rate prepaid, seem to be quite scarce. In 30 years Mr. Starnes has formed a list of only 15 examples. While this listing is of course incomplete—a few more are definitely known to exist and others are inferred—the limited number of such covers does attest a degree of scarcity greater than might be deduced from the fact that the Prussians considered it worthwhile to make up special handstamps (at least three different styles known). So far the illustrated cover here is the only known example to Sweden; again, can any reader show another?

FOREIGN CURRENCIES WITH APPROXIMATE U.S. EQUIVALENTS, 1849-75.

CHARLES J. STARNES

One of the many vexations that are involved in cover study is the matter of currency equivalents. Since there appeared to be no general tabulation (previous writers using the "piecemeal" approach), the author has put together this survey. The values have been scrounged from many sources, and checked, whenever possible, against other references, known debits and credits, etc. The table has practical value. Nevertheless, a word of warning—the *equivalents are approximate*, not exact. It should be obvious that the higher the numerical value of the marking, the less accurate the calculated U.S. equivalent (multiplication of table error).

AUSTRIA

1 gulden (50.4¢) : 60 kreuzer (0.84¢)
1857: 1 gulden (48.0¢) : 100 neukreuzer (0.48¢)

BELGIUM

1 franc (19¢) : 10 decimes (1.9¢) : 100 centimes (0.19¢)

BOLIVIA

1 peso (100¢) : 8 reales (12.5¢) : 100 centavos (1.0¢)

BRAZIL

1 milreis (50¢) : 1000 reis (0.05¢)

BRITISH NORTH AMERICAN PROVINCES:

CANADA

1 shilling currency (20¢) : 12 pence currency (1.67¢)
Jul. 1859: 1 dollar (100¢) : 100 cents (1.0¢)

NEW BRUNSWICK

1 shilling currency (20¢) : 12 pence currency (1.67¢)
Jan. 1860: 1 dollar (100¢) : 100 cents (1.0¢)

NOVA SCOTIA—as NEW BRUNSWICK

NEWFOUNDLAND

1 shilling sterling (24¢) : 12 pence sterling (2.0¢)
1 shilling currency (20¢) : 12 pence currency (1.67¢)
1865: 1 dollar (100¢) : 100 cents (1.0¢)

PRINCE EDWARD ISLAND

1 shilling sterling (24¢) : 12 pence sterling (2.0¢)
1872: 1 dollar (100¢) : 100 cents (1.0¢)

VANCOUVER

1 shilling sterling (24¢) : 12 pence sterling (2.0¢)
1862: 1 dollar (100¢) : 100 cents (1.0¢)

BRITISH COLUMBIA

1 shilling sterling (24¢) : 12 pence sterling (2.0¢)
Jan. 1866: 1 dollar (100¢) : 100 cents (1.0¢)

CANARY ISLANDS

1 milreis (108¢) : 1000 reis (0.1¢)

CHILE

1 peso (100¢) : 100 centavos (1.0¢)

CUBA

1 peso (100¢) : 8 reales (12.5¢)
1867: 1 peseta (20¢) : 100 centimos de peseta (0.2¢)

DENMARK

1 rigsbank daler (54.5¢) : 96 skillinge (0.57¢)
Jan. 1875: 1 krone (27.4¢) : 100 öre (0.27¢)

DOMINICAN REPUBLIC

1 peso (100¢) : 8 reales (12.5¢)

ECUADOR—as DOMINICAN REPUBLIC

EGYPT

1 piastre (4.9¢) : 40 paras (0.12¢)

ENGLAND (U.K.)

1 pound sterling (480¢) : 20 shillings (24¢) : 240 pence (2¢)

FRANCE

1 franc (19.0¢) : 10 decimes (1.9¢) : 100 centimes (0.19¢)

GERMANY:*Groschen Area***BRUNSWICK**

1 thaler (72.0¢) ; 24 gutegroschen (3.0¢) : 288 pfennige (0.25¢)
Jan. 1858: 1 thaler (72¢) : 30 silbergroschen (2.4¢) : 300 pfennige (0.24¢)

HANOVER

1 thaler (72¢) : 24 gutegroschen (3.0¢) : 288 pfennige (0.25¢)
Oct. 1858: 1 thaler (72¢) : 30 silbergroschen (2.4¢) : 300 pfennige (0.24¢)
Nov. 1867: 1 thaler (72¢) : 30 silbergroschen (2.4¢) : 360 pfennige (0.20¢)

OLDENBURG

1 thaler (72¢) : 12 grote (6¢) : 60 schwarzen (1.2¢)
1858: 1 thaler (72¢) : 30 silbergroschen (2.4¢) : 360 schwarzen (0.20¢)

PRUSSIA

1 thaler (72¢) : 30 silbergroschen (2.4¢) : 360 pfennige (0.20¢)

SAXONY, SAXE-ALTENBURG, SAXE-GOTHA

1 thaler (72¢) : 30 neugroschen (2.4¢) : 300 pfennige (0.24¢)

THURN AND TAXIS, NORTHERN DISTRICTS—as PRUSSIA*Kreuzer Areas***BADEN, BAVARIA, WURTEMBERG, THURN AND TAXIS (SOUTHERN DISTRICTS)**

1 gulden (41.1¢) : 60 kreuzer (0.68¢) : 240 pfennige (0.17¢)

*Special Areas***BREMEN**

1 thaler gold (74.7¢) : 72 grote (1.04¢) : 360 schwarzen (0.21¢)

HAMBURG, LUBECK, SCHLESWIG-HOLSTEIN

1 mark courant (27.8¢) : 16 schillinge (1.7¢) : 192 pfennige (0.15¢).

LUXEMBURG

1 franc (19¢) : 10 decimes (1.9¢) : 100 centimes (0.19¢)

GUATEMALA

1 peso (100¢) : 8 reales (12.5¢) : 100 centavos (1¢)

HOLLAND

1 gulden, guilder, florin (40.1¢) : 100 cents (0.4¢)

INDIA

1 rupee (48¢) : 16 annas (3¢) : 192 pies (0.25¢)

ITALY:**MODENA, PARMA, SARDINIA**

1 liro (19¢) : 100 centesimi (0.19¢)

ROME AND PAPAL STATES

1 scudo (100¢) : 100 bajocchi (1¢)
1867: 1 lira (19¢) : 100 centesimi (0.19¢)

TUSCANY

1 lira (19¢) : 12 crazie (1.58¢) : 20 soldi (0.95¢) : 60 quattrini (0.32¢)

TWO SICILIES

1 ducat (49¢) : 100 grana (0.49¢) : 200 tornesi (0.25¢)

KINGDOM OF ITALY (INCLUDING ITALIAN AND PAPAL STATES, LOMBARDY AFTER 1859, VENETIAN STATES AFTER 1866, ROME AFTER 1870)

Mar. 1861: 1 lira (19¢) : 100 centesimi (0.19¢)

MEXICO

1 peso (100¢) : 8 reales (12.5¢) : 100 centavos (1¢)

NETHERLANDS—see HOLLAND

NORWAY

1 specie daler (106.8¢) : 120 skilling (0.89¢)

PERU

1 peso (100¢) : 8 reales (12.5¢)

1858: 1 peso (100¢) : 5 pesetas (20¢) : 10 dineros (10¢) · 100 centavos (1¢)

PHILIPPINE ISLANDS

1 real de Plata (12.5¢) : 8 cuartos (1.6¢)

1864: 1 peso (100¢) : 100 centavos de peso (1¢)

1872: 1 peso (100¢) : 5 peseta (20¢) : 100 centavos de peseta (0.20¢)

PORTUGAL

1 milreis (100¢) : 1000 reis (0.1¢)

SPAIN

1 peso duro (100¢) : 20 reales de vellon (5¢) : 160 cuartos (0.6¢) : 640 maravedis (.16¢)

Jan. 1866: 1 escudo (50¢) : 100 centimos de escudo (0.5¢)

Jun. 1867: 1 escudo (50¢) : 1000 milesimas (0.05¢)

Sep. 1872: 1 peseta (20¢) : 100 centimos de peseta (0.2¢)

SWEDEN

1 riksdaler (37.5¢) : 48 skillingar banco (0.78¢)

1 Jul. 1858: 1 riksdaler, new (25¢) : 100 öre (0.25¢)

1 Jan. 1875: 1 krona (25¢) : 100 öre (0.25¢)

SWITZERLAND:**GENEVA**

1 franc (19¢) : 100 centimes (0.19¢)

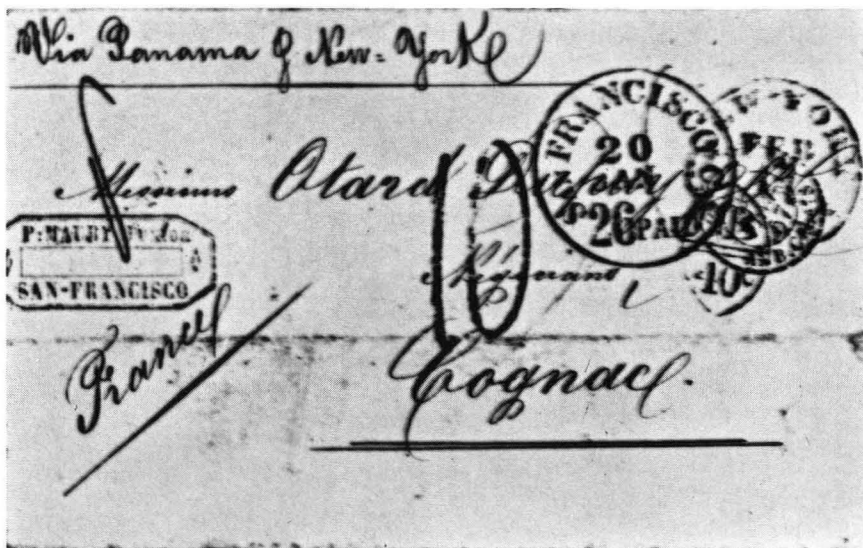
ALL OTHER CANTONS

1 franc (27¢) : 100 rappen (0.27¢)

Jan. 1852: 1 franc (19¢) : 100 rappen (0.19¢)

1862: 1 franc (19¢) : 100 centimes (0.19¢)

ALPS' EASTBOUND VOYAGE FROM NEW YORK IN FEBRUARY 1857
WALTER HUBBARD



Am. Pkt. service by the Cunard "Alps," from New York 14 Feb. 1857. Prepaid 26¢ at San Francisco 20 Jan. 1857 at Am. pkt. rate by British open mail.

The activities of the Cunard Company's screw steamer *Alps* in February and March 1857 have already been reported* but in the absence of covers it was not possible to say whether *Baltic's* mails, carried by *Alps* from New York on 14 February 1857, were rated as by AM. or by BR. PKT. This has now been clarified by the evidence of a cover submitted by Charles Burke-Easton (RA 1732).

**Chronicle* 84:250-1; 102:146-8.

Addressed to Cognac, in France, it was posted in San Francisco on 20 January 1857 prepaid (in cash) 26 cents for the west coast rate to France *via* British Open Mail by American packet. The relevant markings are SAN FRANCISCO 20 JAN 26 PAID, NEW YORK FEB 14 .M.. and Liverpool, arrival date CZ 27 FE 27 1857—all in red. The British applied the Anglo-French debit to France of 40 centimes per 30 grammes and the French collected 10 décimes for a letter weighing between 7½ and 15 grammes, both being the correct charge for a cover carried by an AM. PKT.



Reverse of cover by "Alps."

Alps, from New York on 14 February, should therefore be added to the list of American packet sailings in the Three Months Period.

**AMERICAN PACKET TRANSIT VIA ENGLAND IN THE
"INTERIM PERIOD" OF U.S.-FRENCH MAILS.**

CHARLES J. STARNES

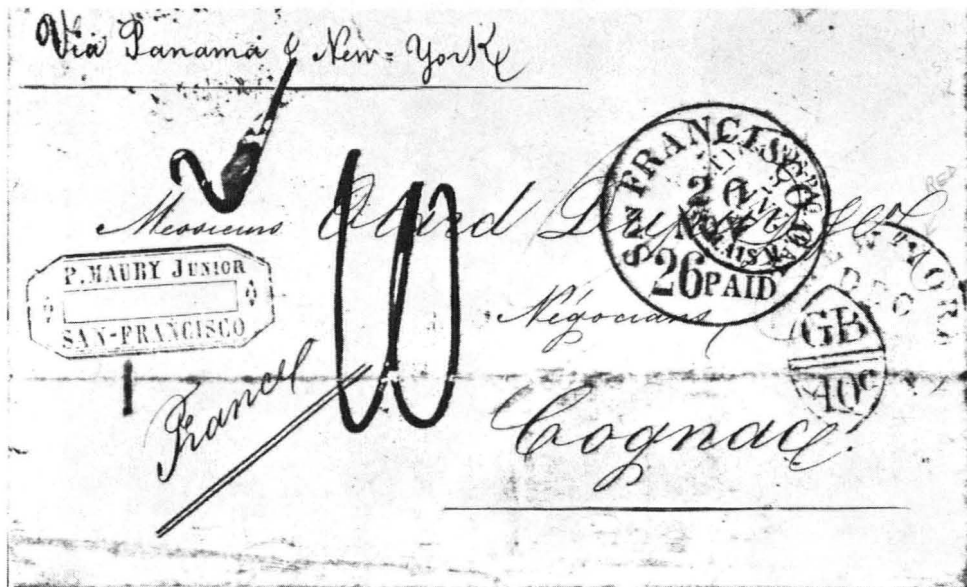


Figure 1. First trip of interim period. Collins "Atlantic" lv. New York 20 Dec. 1856, processed at London 2 Jan. 1857.

Articles by George E. Hargest,¹ Tracy Simpson,² and Melvin Schuh,³ and a thoroughgoing discussion in Hargest's *Meisterwerke*⁴ all cover the above title subject. These students have not left too much for further study, except in the recording of additional sailing data and the listing of further covers *to* and *from* France, 1 Jan.-1 Apr. 1857. The preceding article by Walter Hubbard gives the final information on the *Alps* sailing, and this report on two further covers just may possibly complete the list of American packet sailings.

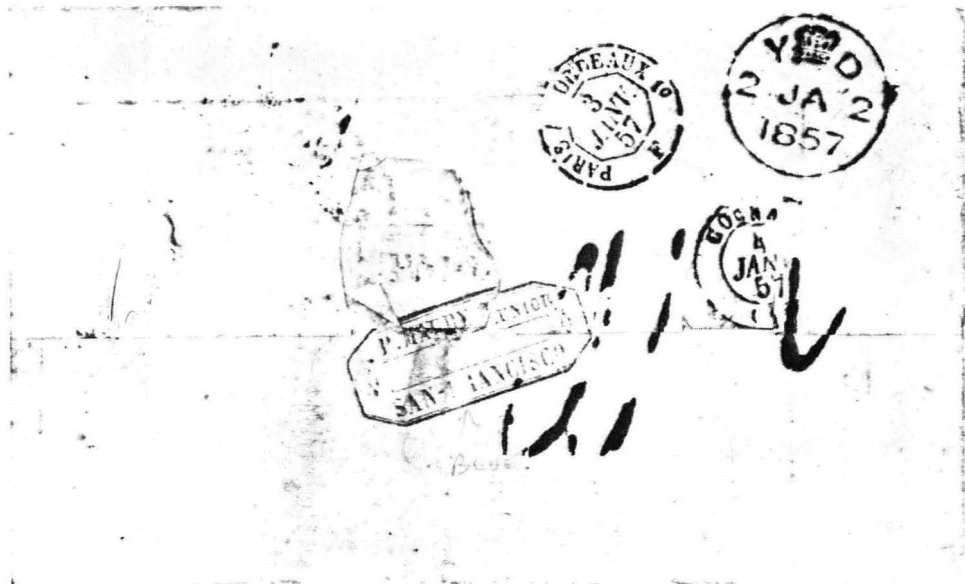


Figure 1R. Reverse of cover in Figure 1.

The first, Figure 1, is another of Charles Burke-Eastman's discovery covers, a prepaid stampless 26¢ British open mail rate from San Francisco (from the same correspondence as his *Alps* cover). It was carried from New York by the *Collins Atlantic* 20 Dec. 1856 and was processed at London 2 Jan. 1857, the day after the new U.K.-France convention went into effect. The GB/40c bulk



Figure 2. Last trip of interim period. Collins "Ericsson" Iv. Liverpool 1 Apr. 1857, arr. New York 14 April, 21¢ collect hdstp. of 15 Apr.

1. *Chronicle* 53, 137-138.
2. *Chronicle* 69, 54-55.
3. *Chronicle* 74, 96-98.
4. *Letter Post Communications, etc.*, 64-69.

transit debit and French 2 x 5 decimes collect corroborate American packet transit via England under the new agreement.

The second, Figure 2, was franked with 50 centimes (10c. + 40c. '53 issues), marked PP at Paris, 28 Mar. 1857, three days before the U.S.-France convention became effective, and then sent closed mail via England, leaving Liverpool on the Collins *Ericsson* 1 Apr. On arrival at New York, the exchange office noted 21¢ collect at Providence by the black 21 N. YORK AM. PKT. APR 15.

The updated listing of American packet sailings via England, Jan. through Mar. 1857, follows:

AMERICAN PACKET SAILINGS VIA ENGLAND, JAN.-MAR. 1857

<i>Ship</i>	<i>Line</i>	<i>arr. New York</i>	<i>lv. New York</i>
ATLANTIC	Collins		20 Dec. 1856
BALTIC	Collins		3 Jan. 1857
BALTIC	Collins	6 Feb. 1857
ERICSSON	Collins	13 Jan.	17 Jan.
CONSTITUTION	Belgian (a)		24 Jan.
ATLANTIC	Collins	23 Jan.	31 Jan.
ATLANTIC	Collins	5 Mar.
ALPS	Cunard		14 Feb.
WASHINGTON	Ocean	20 Jan.	21 Feb.
FULTON	N.Y. & Havre (b)		7 Mar.
ERICSSON	Collins	25 Feb.	14 Mar.
ERICSSON	Collins	14 Apr.	

(a) *Chronicle* 93, 62-64.

(b) *Chronicle* 74, 97.

THE HAMBURG AMERICAN LINE—MAIL PACKETS FROM NEW YORK 4 JANUARY 1870 TO 23 DECEMBER 1875—via PLYMOUTH and CHERBOURG to HAMBURG WALTER HUBBARD

From 1870 through 1875, and apart from the interruption caused by the Franco-Prussian war, the packets of the Hamburg American Line, which had been carrying the United States mails since July 1857, sailed from New York on Tuesdays until 19 December 1871, after which departures were changed to Thursdays. Eastbound from New York to Hamburg they called at Plymouth and Cherbourg; on the return journey at Havre only. Voyages with the mails additional to the regular weekly sailings were unusual and those noted have been included in the Sailing List.

Although the Hamburg American Line was amongst those companies which had found themselves unable to accept the compensation offered for the carriage of the British mails to England from 1 January 1870, in the third week of January they signed a contract for providing that service.

After the war, the Line resumed operations in October 1870 although it was not until 12 November that J. H. Blackfan, the Superintendent of the Foreign Mails, announced the restoration of the Direct Mail service from New York to Hamburg. Voyages prior to that date are listed below but have not been included in the Sailing List as it is thought that they did not carry mail.

1870							
H	Ha	ARR	NY	PACKET	NY	ARR	
6	Jul	9	19	Jul	WESTPHALIA	5 Oct	Leith 19 Oct Hamburg 24 Oct
13	do	16	27	do	CIMBRIA	11 Oct	Hamburg 24 Oct
20	do	—	1	Aug	HAMMONIA II	18 Oct	Hamburg 31 Oct
7	Oct	—	18	Oct	SILESIA	25 Oct	Hamburg 7 Nov
20	do	—	6	Nov	ALLEMANIA	11 Nov	Hamburg 27 Nov

Apart from the break in the service caused by the war, the Hamburg American Line carried the mails to Plymouth, Cherbourg and Hamburg throughout these six years—by contracts to the end of 1873 and then under the new arrangement which allowed the United States Post Office Department to decide which vessels should carry out the mails on each of the allotted sailing days.

The figures given in the Annual Report of the United States Postmaster General and those in the Sailing List are set out below :

Fiscal Year to 30 June	Sailing List	PMG Reports
1870	24 ¹	62
do 1871	28	29
do 1872	50	50
do 1873	52	52
do 1874	51	51
do 1875	50	50
do 1876	26 ²	39

1. Only 51 trips from New York to Hamburg have been noted in this Fiscal year but, allowing for three unlisted voyages in January, the Sailing List agrees with the *USM & POA*.

2. 46 trips from New York to Hamburg have been noted in this Fiscal Year so, presumably, mails were not carried on all of them.

The Sailing List has been compiled by Clifford L. Friend, with the addition of reports from the contemporary London press. (Also see G. E. Hargest, *History of Letter Post Communication, etc.*, pp. 154 and 159.)

THE HAMBURG AMERICAN LINE—MAIL PACKETS FROM NEW YORK 4 JANUARY 1870 TO 23 DECEMBER 1875—via PLYMOUTH and CHERBOURG to HAMBURG

CLIFFORD L. FRIEND AND WALTER HUBBARD

Abbreviations : NY New York : Ha Havre : P Plymouth : H Hamburg : F/V or L/V first or last voyage for the Hamburg American Line : PD planned date of departure : Tu Tuesday : * supplementary mail service available.

4 JANUARY TO 19 JULY 1870—on Tuesdays to Plymouth, Cherbourg and Hamburg

1870

PD	H	Ha	ARR NY	PACKET	PD NY	ARR P	NOTES
15 Dec		19	30 Dec	HAMMONIA II	4 Jan*	14 Jan (0330)	no Plymouth mails
22 do		25	5 Jan	SILESIA	11 Jan	20 Jan (2315)	do
				NO SAILING	18 Jan		
	5 Jan	9	21 do	HOLSATIA	25 Jan*	4 Feb (0015)	see note 1
12 do		15	30 Dec	ALLEMANNIA	1 Feb*	15 Feb (1530)	
19 do		23	4 Feb	CIMBRIA	8 Feb*	19 Feb (2045)	sailed 1d late f. NY
26 do		29	12 do	WESTPHALIA	15 Feb*	26 Feb (0630)	
2 Feb		5	16 do	HAMMONIA II	22 Feb	6 Mar (1200)	
				NO SAILING	1 Mar		
16 do		20	2 Mar	HOLSATIA	8 Mar*	18 Mar (0600)	
23 do		27	8 do	SILESIA	15 Mar*	25 Mar (0600)	sailed 1d late f. H
2 Mar		5	15 do	CIMBRIA	22 Mar*	1 Apr (0730)	
9 do		12	26 do	SAXONIA	29 Mar*	11 Apr (0630)	
16 do		19	30 do	HAMMONIA II	5 Apr*	15 Apr (1700)	sailed 1d late f. H
23 do		26	6 Apr	ALLEMANNIA	12 Apr*	24 Apr (0100)	do
30 do	2 Apr		12 do	HOLSATIA	19 Apr*	29 Apr (0930)	
6 Apr		9	19 do	SILESIA	26 Apr	6 May (0700)	
13 do		16	26 do	CIMBRIA	3 May*	13 May (0500)	
20 do		23	6 May	SAXONIA	10 May*	22 May (0100)	
27 do		30	11 do	HAMMONIA II	17 May*	26 May (2330)	
4 May		7	20 do	ALLEMANNIA	24 May*	4 Jun (1300)	
11 do		14	25 do	HOLSATIA	31 May*	10 Jun (1130)	
18 do		21	31 do	SILESIA	7 Jun*	17 Jun (0700)	
25 do		28	8 Jun	WESTPHALIA	14 Jun*	24 Jun (0800)	
1 Jun		4	14 do	CIMBRIA	21 Jun*	1 Jul (1900)	
8 do		11	22 do	HAMMONIA II	28 Jun*	8 Jul (1630)	end FY 1870; note 2

1. The carriage of the British mails to Plymouth was resumed.

2. The Line's last call at Cherbourg until 4 July 1871.

1870			ARR NY	PACKET	PD NY	ARR P	NOTES
PD H	Ha						
15 do	18		29 do	ALLEMANNIA	5 Jul*	16 Jul (1200)	see note 3
22 do	25		5 Jul	HOLSATIA	12 Jul*	22 Jul (1200)	see note 4
29 do	2 Jul		12 do	SILESIA	19 Jul*	Leith 29 Jul	see note 5

15 NOVEMBER 1870 TO 24 JANUARY 1871—on Tuesdays to Hamburg

1870			ARR NY	PACKET	PD NY	ARR	NOTES
PD H	Ha						
27 Oct	—		8 Nov	THURINGIA	15 Nov	H 28 Nov	
3 Nov	—		14 do	CIMBRIA	22 Nov	H 5 Dec	
9 do	—		23 do	WESTPHALIA	29 Nov	H 13 Dec	sailed 2d late f. H
				NO SAILING	6 Dec		
27 do	—		9 Dec	SILESIA	13 Dec	H 26 Dec	sailed 1d late f. NY
				NO SAILING	20 Dec		
7 Dec	—		20 do	THURINGIA	27 Dec	H 9 Jan	
1871							
				NO SAILING	3 Jan		
22 do	—		5 Jan	CIMBRIA	10 Jan	H 23 Jan	
				NO SAILING	17 Jan		
				NO SAILING	24 Jan		

31 JANUARY TO 27 JUNE 1871—on Tuesdays to Plymouth and Hamburg

1871			ARR NY	PACKET	PD NY	ARR P	NOTES
PD H	Ha						
15 Jan	—		28 Jan	HOLSATIA	31 Jan*	13 Feb (0245)	sailed 2d late f. NY
				NO SAILING	7 Feb		
29 do	—		10 Feb	THURINGIA	14 Feb	25 Feb (0230)	
				NO SAILING	21 Feb		
				NO SAILING	28 Feb		
16 Feb	19		1 Mar	CIMBRIA	7 Mar*	17 Mar (1015)	westbound called at P
24 do	27		10 do	WESTPHALIA	14 Mar*	24 Mar (1650)	do at Falmouth
1 Mar	4		18 do	HOLSATIA	21 Mar*	1 Apr	do at Southampton;
							sailed 1d late f. NY
11 do	—		22 do	THURINGIA	28 Mar*	7 Apr (2200)	
15 do	—		27 do	SILESIA	4 Apr*	14 Apr (0400)	
22 do	—		5 Apr	ALLEMANNIA	11 Apr*	22 Apr (2050)	see note 6
29 do	1 Apr		9 do	CIMBRIA	18 Apr*	28 Apr	westbound called at Southampton
							with Hamburg mails only
5 Apr	—		16 do	WESTPHALIA	25 Apr*	5 May (1800)	
12 do	—		26 do	HOLSATIA	2 May*	13 May (0600)	sailed 1d late f. H
19 do	—		2 May	THURINGIA	9 May*	19 May (1015)	
26 do	—		7 do	SILESIA	16 May*	26 May (1230)	
3 May	—		18 do	GERMANIA II	23 May*	3 Jun (1900)	F/V—sailed 1d late f. H
10 do	—		21 do	CIMBRIA	30 May*	9 Jun (1730)	
17 do	—		29 do	WESTPHALIA	6 Jun*	16 Jun (0730)	
24 do	—		5 Jun	HOLSATIA	13 Jun*	23 Jun (1900)	
31 do	—		13 do	THURINGIA	20 Jun*	30 Jun (1400)	sailed 1d late f. H
7 Jun	10		19 do	SILESIA	27 Jun*	7 Jul (0430)	westbound called at Leith; end FY 1871

3. The Franco-Prussian war was imminent and ALLEMANNIA landed the Cherbourg and Plymouth mails. The rate for Direct Steamer to Hamburg or Bremen was reduced from 10 cents to 7 cents (per 1/2 oz) on 1 July 1870.

4. HOLSATIA landed the Plymouth, Cherbourg and Hamburg mails. She sailed from Plymouth 21 August for the Clyde where she arrived 22 August "for repairs" and did not return to Hamburg (Cuxhaven) until 9 January 1871.

5. SILESIA landed all her mails, including those originally intended for HERMANN of the North German Lloyd Line, at Leith—"from New York via the Pentland Firth." She sailed from Leith on 29 September for Hamburg where she arrived 1 October 1870.

6. From 12 April Supplementary Mail had to be double prepaid.

4 JULY TO 26 DECEMBER 1871—on Tuesdays to Plymouth, Cherbourg and Hamburg

1871

PD	H	Ha	ARR	NY	PACKET	PD	NY	ARR	P	NOTES
14	Jun	—	27	Jun	GERMANIA II	4	Jul*	15	Jul (1600)	sailed 1d late f. H
21	do	—	2	Jul	CIMBRIA	11	Jul*	21	Jul (0700)	
28	do	—	14	do	VANDALIA	18	Jul*	31	Jul (1215)	F/V on this route
5	Jul	—	18	do	HAMMONIA II	25	Jul*	5	Aug (0200)	
12	do	—	23	do	WESTPHALIA	1	Aug*	11	Aug (1030)	
19	do	22	2	Aug	HOLSATIA	8	Aug*	18	Aug (2115)	
26	do	29	8	do	THURINGIA	15	Aug*	25	Aug (0510)	
2	Aug	5	10	do	ALLEMANNIA	22	Aug*	2	Sep (1800)	
9	do	10	21	do	SILESIA	29	Aug*	8	Sep (0245)	
16	do	19	30	do	HAMMONIA II	5	Sep*	16	Sep (0800)	
23	do	26	5	Sep	WESTPHALIA	12	Sep	22	Sep (2345)	
30	do	2 Sep	13	do	HOLSATIA	19	Sep*	30	Sep (2330)	
6	Sep	9	19	do	THURINGIA	26	Sep*	6	Oct	westbound called at P
13	do	15	25	do	CIMBRIA	3	Oct*	14	Oct (0020)	see note 7
20	do	24	3	Oct	SILESIA	10	Oct	20	Oct (0800)	
27	do	30	10	do	HAMMONIA II	17	Oct*	27	Oct (0900)	
4	Oct	—	16	do	WESTPHALIA	24	Oct*	5	Nov (1215)	sailed 1d late f. NY
11	do	—	24	do	HOLSATIA	31	Oct*	10	Nov (2300)	
18	do	21	1	Nov	THURINGIA	7	Nov*	17	Nov	
25	do	28	8	do	CIMBRIA	14	Nov*	26	Nov (0330)	
1	Nov	—	14	do	SILESIA	21	Nov*	2	Dec (2000)	
28	Oct	—	11	do	ALLEMANNIA	28	Nov*	11	Dec (2015)	see note 8
15	Nov	18	29	do	WESTPHALIA	5	Dec*	16	Dec (0015)	
22	do	25	6	Dec	HOLSATIA	12	Dec*	22	Dec	
29	do	3 Dec	14	do	THURINGIA	19	Dec*	29	Dec (0700)	
					NO SAILING			26	Dec	

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

8. ALLEMANNIA developed trouble with her crankshaft and landed all her mails at Plymouth.

(To be continued)

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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 104

Figure 1 shows a patriotic cover to Germany and readers Victor B. Krievins, Richard C. Frajola, and Allan Radin all sent in correct analyses. Their combined conclusions are:

1. It is genuine in all respects.
2. The rate of 30¢ is for an unpaid single weight (½ oz.) letter, effective Oct. '52 to Jan '68.
3. The postmaster at Bangor marked it collect.
4. The New York marking in black is a debit to Prussia.
5. The manuscript 29 is the amount due in grote; the grote then being worth slightly more than 1¢.
6. The 30¢ breakdown is: US—5¢; British sea and transit—18¢; Belgian land transit—2¢; and Prussia—5¢. If the letter had been prepaid, the rate would have been 28¢ (from Sept. 1861), with the US getting 3¢.



Figure 1. Patriotic cover from Bangor, Me., to Germany.

Some readers wrote in expressing interest in the Polaroid process, and if their local shop does not have information, Polaroid Corporation can be contacted at W-95 Century Road, Paramus, New Jersey, 07652.

Figure 2 shows another patriotic, but this one has several problems. The cover was in the stock of a Boston dealer and was offered to several collectors during 1976 and 1977. One of these was Blake M. Myers, who has built an outstanding collection of patriotics and is astute anent them and who has returned the cover to the dealer with these comments:

I would like to comment on the crayon-design cover. In my opinion it is not legitimate—in spite of the Ashbrook handstamp on back. I feel that though we may have a perfectly valid Handstamped Paid, the Provisional cancel has been cut from another envelope and added. There really is a color difference in the papers. The cover is supposed to have been restored because of obviously having been ripped, but there is an unmistakable straight edge to the right of the "Paid 5" cancel where it has been pieced-in (and then covered up by the staff of the right-hand flag); and further, the segment of the cover with the "Paid 5" cancel doesn't even "square" with the rest of the cover where it joins it at left and at top (in spite of the fact that the straight edge to the right of the cancel is a perfectly trimmed match). Thereby indicating, in my belief, that the "Paid" cancel definitely originated on another cover. I feel this

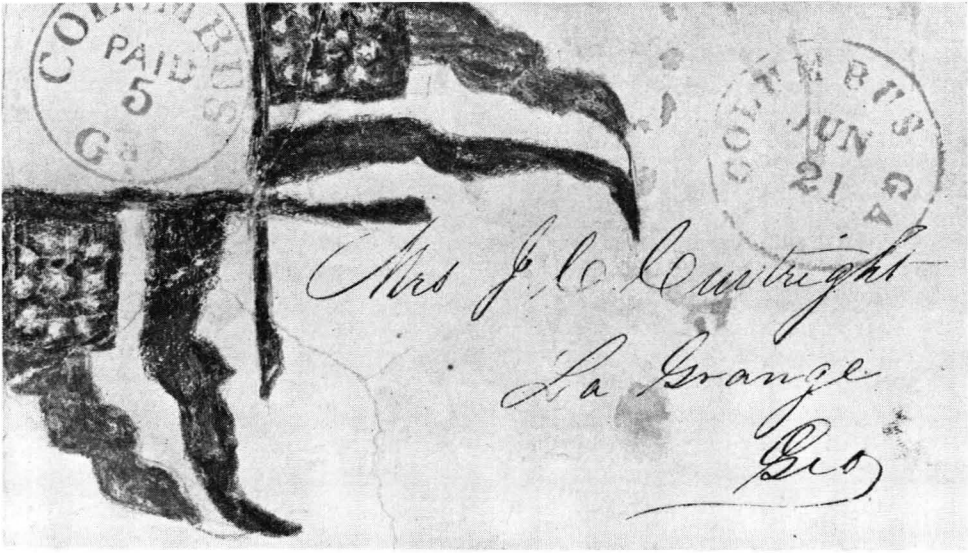


Figure 2. Columbus, Ga., supposed provisional envelope.

cover would definitely receive a negative certificate from either the C.S.A. or the Foundation.

Another sophisticated philatelist wrote these comments:

I last saw this cover in [the Boston dealer's] stock. It isn't a forgery, but rather has been faked. Whoever did it didn't know that there were no such crayons in the Confederacy during the Civil War. The flags do a nice job of disguising the corner torn off, though isn't it too bad that the paper color didn't match better.

The Boston dealer apparently declined to accept the negative opinions, and a year later put it into a major auction. It was sold, and returned as a fake; but the Boston dealer refused to accept it back, so the auctioneer still has it.



Figure 3. Five copies of Confederate 2¢ red brown postmarked Galveston, Tex.

Figure 3 shows another Confederate cover that not only has a problem, but still is a problem. It was in the collection of a prominent collector who eventually returned it to the NYC area dealer from whom he had originally purchased it. The dealer then offered it to another collector who endeavored to get a certificate before paying. The P.F. issued a bad certificate, with the analysis that the Galveston cds was faked. The dealer, undaunted and scoffing, then offered it in his auction in 1979, and some collector may now have it. If so, he will be unhappy to know that the same Galveston cds marking has been

used to make other fakes. William K. Herzog had one, CSA #2, on a small fancy Valentine envelope, and after a hassle, got a refund from the same NYC area dealer.

The real problem with these fakes is that the collector, upon learning their nature, naturally wants to get his money back. If she or he is successful in this, then the fake continues to float around the philatelic marketplace. If it gets too much notoriety in one country, it is sent overseas in search of a new innocent owner. This Editor was permitted to examine a fine collection in England several years ago and found in it about a dozen expensive foxy fakes. The dismayed collector later burned them in his fireplace.

These happenings were before our Society set up S.C.R.A.P. We urge any collector or dealer with such questionable material to remove it from the marketplace by donating it now. In addition to tax credit for the donation, there is the good feeling of making sure that fellow collectors will not be buying the items. This is because each one will be recorded, a slide made, and then kept in the vault at the Philatelic Foundation in NYC. It will be available for study there, but will never be in the market again. This giving is altruistic and superior to destroying the material, which is of educational value. We hope there will be many more donations before the annual meeting in London 10-11 May, and we thank those who have already made donations.

PROBLEM COVERS FOR THIS ISSUE



Figure 4. Cover from Liverpool to New York, Oct. 11, 1848.

Figure 4 shows a folded cover letter from England to the U.S., mailed in Liverpool 10 Oct. 1848, and bearing four copies of the 2d blue, #4. It is backstamped

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"SHIP LETTER LIVERPOOL OC 11 1848". Will several of our readers please explain the rate involved, and why the "16" is crossed out, and the "32" in the upper left. What special usage does this stamped letter show?



Figure 5. Cover to Liverpool with pair and diagonal bisect of the 1851 12¢.

Figure 5 shows a great cover from the U.S. to England in 1853, with a horizontal pair and diagonal bisect of the 12¢ black issued in 1851. The "19" is in red as is the Liverpool marking. A San Francisco cds ties the stamps. Is the rate correct? We are indebted to Ms. Meme Schwartz of Harmers of NY for adroit retrieval of this item from her firm's archives. The lot number will give some readers a clue to the provenance of this rarity.

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