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THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

August 1980

Volume 32, No. 3

Whole No. 107

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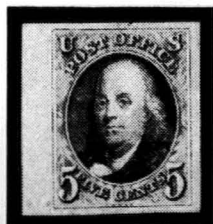
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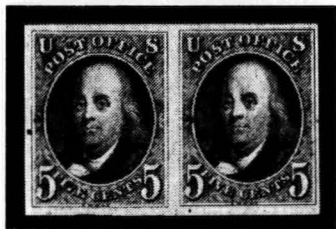
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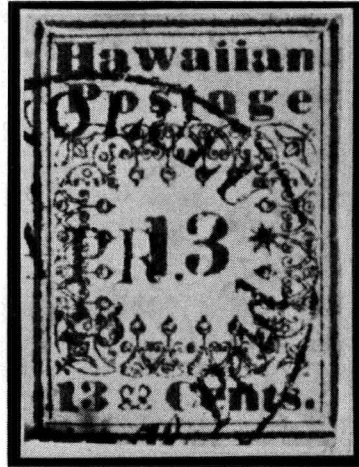
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THE EDITOR'S PAGE

It is always pleasant to report honors to our friends and members, especially when as richly deserved as these noted here. The American Philatelic Society is presenting the 1980 Luff Award for contributions to philately to Robson Lowe for his many years—sixty glorious ones—of dedicated service. George E. Hargest is receiving the Luff Award for philatelic research for his studies and publications on the transatlantic mails. Congratulations, gentlemen, and well done.

The current issue is a mixture that should appeal to many interests. The stamp enthusiast will find valuable information in Robert R. Hegland's descriptions and diagrams of slips on the 3¢ 1857 plates. H. L. Hosmer advances a new interpretation of the plate numbering for the same issue. William K. Herzog provides additional information on the 3¢ 1861 "Z" grill and the 10¢ TAG variety. Richard Searing discusses the use of the small 90¢ bank note stamp, an issue not previously considered in this journal.

The Foreign Mails section presents a variety of interesting topics, including several short commentaries by John V. Woollam updating past *Chronicle* articles. Charles J. Starnes discusses newspaper rates and regulations under the PCM service. The schedules, routes, and activities of Cunard mail steamers during 1870-75 are outlined by Walter Hubbard as introduction to the Sailing Lists for these years, which begin in this issue.

Covers from Sherman's army on its march through Georgia are the subjects of articles by Kenneth A. Whittle and Richard B. Graham. In the 1869 section William K. Herzog discusses covers illustrating rates and services to France in the confused period just before and after expiration of the 1857 convention. Philip T. Wall makes his choice of the five most notable covers bearing the 5¢ New York.

The Cover Corner analyzes several puzzling covers, among them a spectacular 5¢ 1847 cover. Last (but I hope not least) my article about the unusual 1847 covers in the Swift correspondence appears in the 1847 section.

Literature Notes

Two recent Quarterman reprints have special merit. *The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-1871* by Alfred Stanley Deaville was first published in 1928 and is based on archival sources. British Columbia was largely dependent on the United States for outside communications, so this volume contains much of interest to U.S. collectors, especially those interested in Westerns and Expresses. Recommended as a basic source.

The Transatlantic Mail by Frank Staff appeared in 1956; the Quarterman reprint contains a new foreword by the author and a few minor textual changes. Staff covers the period from about 1600 to the late 19th century. The history of the pre-treaty period, with the early packets, the dominance of the ship letter, and the emergence of the ocean-going steamship, is engrossingly told. Staff also furnishes a fine introduction to the complex treaty arrangements and the many shipping lines that developed in the latter half of the 19th century. I consider Frank Staff's *The Transatlantic Mail*, along with Alan W. Robertson's *Maritime Postal History of the British Isles*, and George E. Hargest's *Letter Post Communication*, an indispensable reference in this field.

Either title is \$35.00 and may be obtained from the publisher and many dealers.

GUEST PRIVILEGE

THE FIVE MOST OUTSTANDING NEW YORK POSTMASTER'S PROVISIONAL COVERS

PHILIP T. WALL

Each and every collector and dealer has his or her candidate for the most outstanding U.S. cover bearing regularly issued adhesive stamps. Seldom if ever is there agreement as to which cover should rank number one. Stanley B. Ashbrook wrote that a particular 1¢ 1851 cover with a strip of three (Scott 5, 6a, 6a) on cover postmarked Richmond, Virginia, July 5 (1851) ranked number one. Dr. Carroll Chase reportedly said that a 3¢ 1851 cover with a horizontal pair of Scott 11 in the upper left corner and addressed to a Miss Eliza Dawson in New York should head the list (this last cover just happened to also bear two other stamps; *i.e.*, Hawaii Scott 1 and 2!). Philip H. Ward, Jr., considered a cover addressed to our Minister in Paris, France, with a horizontal strip of six of the 10¢ 1847 issue as "the most important cover known to American Philately." *Ad infinitum*.

When we consider U.S. Postmasters' Provisional covers, there are again widely diverse opinions as to which cover should be considered number one. My own choice is the famous cover to Ogdensburgh, New York, which has a block of nine and a strip of three of the New York Postmaster's Provisional (Figure 1). This cover, which is addressed to a Louis Hasbrouck, was discovered in early 1952 by a Ogdensburgh businessman who had purchased a large quantity of letters and business papers from the Hasbrouck estate. Louis Hasbrouck was in the real estate and insurance business in the 1845-47 period and it is believed the cover contained insurance papers. Full details of the discovery of this cover may be found in the June 14 and September 20, 1952, issues of *Stamps*.



Figure 1. This spectacular sextuple rate cover was part of a find made in 1952.

The Ogdensburgh cover was consigned to Harmer, Rooke & Co., Inc., and placed in that firm's September 23-25, 1952, auction where it was sold to Ezra D. Cole, acting as agent for the Raymond H. Weill Company, for \$3,750. The Weill firm kept the cover for approximately two years and then sold it for a price which now escapes the memory of both brothers. This same firm repurchased the cover in 1969 for just under \$20,000. It remained in the stock of the Weill firm until July 5, 1978, when it was traded for other material at which time it was valued at \$37,000. Roger G. Weill, who furnished the photograph for Figure 1, wrote me in March of 1980 he considered its value at that time to be \$95,000.

When I visited New Orleans in 1974 I was afforded an opportunity to examine this cover which pays the sextuplicate rate for over 300 miles. The stamps are cancelled by black ink pen strokes and are from plate positions 21-23, 26-28 and 31-33 in the block of nine and from positions 36-38 in the strip of three. I believe the stamps were originally a block of twelve (3x4) but the bottom three stamps had been severed so that all twelve stamps would more conveniently fit on the front of the folded cover. All of the stamps have four full margins and are sound except position 36 which is cut into at the left. There were also three pairs of 9X1 on cover in the Hasbrouck find. Two of these covers have file folds through one of the stamps, but the finest one with a horizontal pair from plate positions 18-19 is a beautiful cover and realized a hammer price of \$7,000 as lot 1 in the Stanley Gibbon Ltd. May 1980 sale of part of the Marc Haas collection.

There are numerous covers to be considered in selecting the next four most outstanding 9X1 covers. Some collectors prefer covers with rare cancellations, others choose covers because of their usage—usually to out of the way foreign destinations, while still others place the highest premium on covers showing multiple rates. I have always preferred covers depicting multiple rates and my choices below all fall into this category.

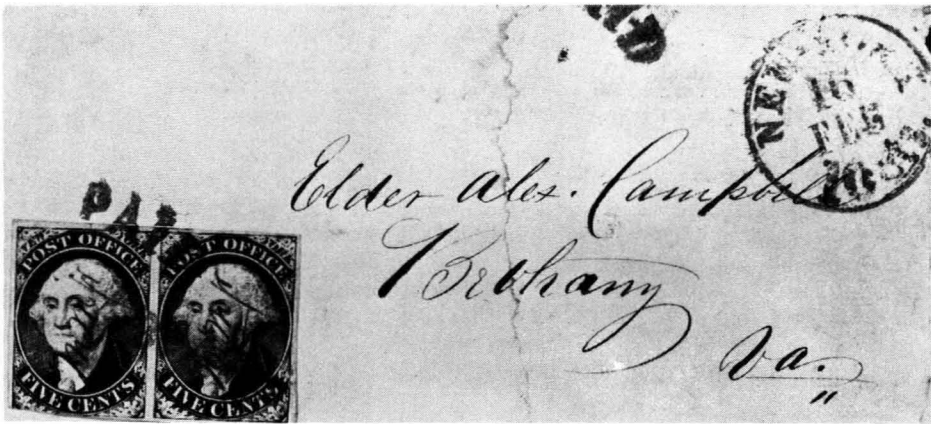


Figure 2. One of two known covers with 9X1c—initialed "MMJr." Only three such copies are recorded.

Strange as it may seem, I find no record of a 9X1b (initials RHM) cover bearing two or more stamps. Likewise, there is no record of a 9X1d (without initials) cover having two or more stamps. There is one recorded example of a 9X1a (blue paper) pair on cover (Newbury Part I, lot 22—Siegel #240, May 17-18, 1961) that has been certified by the Philatelic Foundation, and one example of 9X1c (initials MMJr) pair on cover that has been authenticated by the Philatelic Foundation. Of these two covers I consider the "MMJr" far rarer because it represents two of the three known copies of this stamp that are initialed "MMJr" (9X1c) whereas there are at least a half dozen covers with 9X1a plus three unused copies, and no fewer than 30 to 35 used stamps including three horizontal pairs.

The cover in Figure 2 is addressed to Elder Alexander Campbell, one of the founders of the Disciples of Christ Church, when he lived at Bethany, Virginia—now West Virginia. It is postmarked 16 Feb. (probably 1847). This cover—actually a reduced cover front—was found in early 1933 by Spencer Anderson, a prominent New York dealer of that period. Its discovery was written up by George B. Sloane in the March 18, 1933, issue of *Stamps*. As a result of Sloane's article the only other example of 9X1c that has ever been found

was discovered shortly thereafter and reported in the April 1, 1933, issue of *Stamps*. The second cover has a single 9X1c on cover tied by a red grid and is addressed to Rev. James Jackson, P.M., Pompton, New Jersey. It is post-marked March 2 (1847). The "MMJr" pair on cover has, to my knowledge, never been sold at public auction. It has always been sold privately and last changed hands for \$6,000 in 1973.

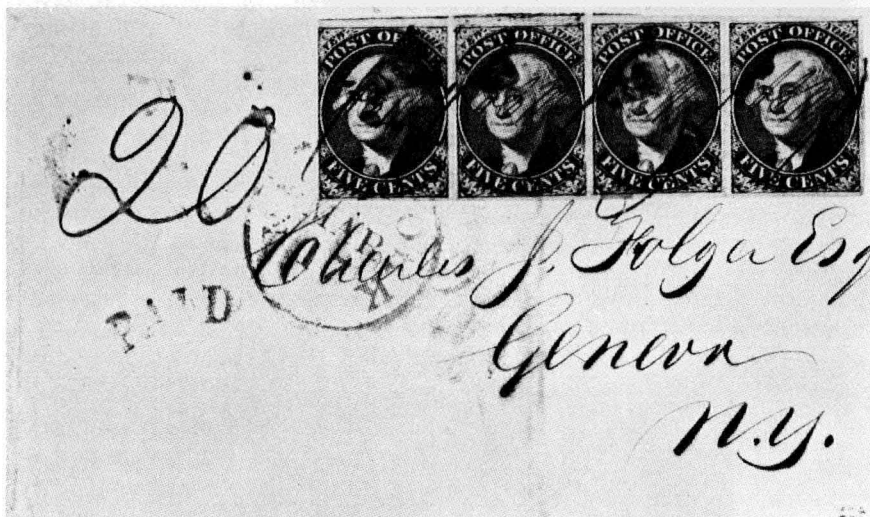


Figure 3. One of three covers known with horizontal strip of four. Addressed to Geneva, N.Y.

For many years it was believed that only two strips of four of 9X1c on cover existed. Philip H. Ward, Jr., George B. Sloane, and other writers were of that opinion. Recently a third such cover was sold at auction. Very little is known about this cover which is shown in Figure 3. Several years ago S. Kellogg Stryker, then Curator of the Philatelic Foundation, showed me a photo of this cover which had been included in a large lot of photographs the Foundation acquired from Stanley B. Ashbrook about 1955. There were no notations on the back of the photograph. This cover was lot 2 in the Sotheby Parke Bernet sale held February 5-7, 1980. It opened at \$10,000 and sold for \$20,000 to the agent for an important Eastern collector. Andrew Levitt, who handled



Figure 4. Cover with horizontal strip of four to Fort Wayne, Ind., Sept. 13, 1846. Formerly in the Seybold, Hart, and Gibson collections.

both of the covers in Figures 4 and 5 within a 12 month period in the mid 1970s, told me he had no history of the cover in Figure 3 prior to its being consigned to his firm for auction. The stamps are all sound and are from plate positions 6, 7, 8 and 9.

There is little to choose between the covers in Figures 4 and 5 as each strip of four has full margins and one stamp in each strip has a vertical file fold. The cover in Figure 4 at one time belonged to John F. Seybold and later to O. S. Hart and then to Henry C. Gibson, and was lot 5 when Philip H. Ward, Jr., sold the Gibson collection of U.S. covers on June 14-15, 1944 (Ward #12). The stamps are from positions 37-40. I do not think this cover has been sold at public auction since 1944. It has, however, been sold privately a number of times in recent years. There is a notation on the back of the cover that it was purchased from AHC (Alfred H. Caspary ?) in 1952 for \$1,750. It was last sold to an important Eastern collector in early 1978 for \$5,000 and would undoubtedly bring much more today.

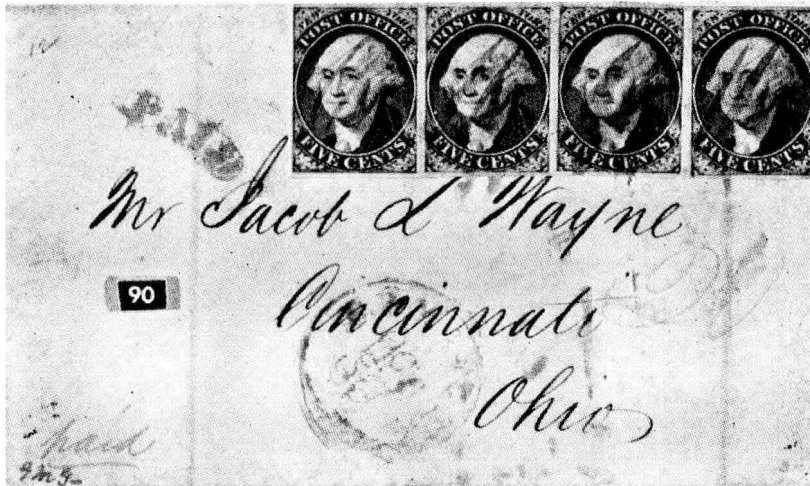


Figure 5. Strip of four used to Ohio in October 1845. Successively in the Hart, Consul Klep, and Chaffee collections. Now in a West German collection.

The cover in Figure 5 was at one time in the Hart collection and later was in the Consul Klep collection when it was sold by Willy Balasse in Brussels, Belgium, on March 27-28, 1956. This cover realized approximately \$2,300 as lot 123 in that sale. The stamps are from positions 31-34. Much of the Consul Klep material was resold by Robert A. Siegel on May 9, 1957 (Siegel #200). This cover to Cincinnati realized only \$1,650 as lot 90 in that Siegel sale, but in the 1964 Siegel Rarities Sale (Siegel #267) as lot 16 it was sold to an agent for Frederick Chaffee of Rutland, Vermont, for \$2,100. Mr. Chaffee died in 1973 and the Daniel F. Kelleher Company, Inc., of Boston purchased his collection of 5¢ New Yorks. This collection was sold both privately and at public auction. Andrew Levitt working in concert with the Kelleher firm sold this cover in mid 1974 for a reported \$5,000. I had lost track of this cover until I visited London 1980 and saw it as a part of the exhibit of R. D. Jaretsky of West Germany. The Jaretsky exhibit of U.S. Postmasters, Carriers and Locals received a Large Gold medal at the recent London show.

As alternative choices for those simon purists who might contend that the cover front in Figure 2 is not a true cover, I would suggest that one of the three following covers be substituted in its place: (1) the ex-Newbury cover with a pair of the blue paper stamps (9X1a) previously referred to in this article, (2) the sheet margin pair used from Philadelphia to Montreal, Canada, that was discussed in the February 1979 issue (*Chronicle* 101:11), or (3) a cover addressed to Sandusky, Ohio, with two singles both of which are cancelled by the very rare red "US" in octagon frame and tied by a single strike of the

curved red PAID. This cover has a red town cancel Dec. 3 (1846) 10 cts. The last public sale of this cover, which has a Philatelic Foundation Certificate, was on November 14, 1957, when it sold for \$285 as lot 28 in Siegel sale #206. It sold privately in 1976 for \$4,000.

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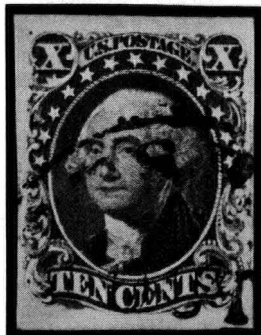
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THE SWIFT CORRESPONDENCE
SUSAN M. McDONALD

Studying a group of covers primarily as a correspondence rather than for their stamps, origin, or postal usage often lends a fresh perspective to our understanding of the material. It is thus possible to reach conclusions by comparison and association that would not be justified by examination of a single isolated cover. An added benefit is that it is sometimes possible to reconstruct the circumstances surrounding a correspondence and thereby combine an element of human drama with their philatelic appeal.

Previous articles in the 1847 section from this point of view have discussed the Gardiner, Maine, bisects in *Chronicles* 64 and 87, the bittersweet story of the Damon letters in *Chronicle* 73, the Hurlbut find in *Chronicle* 83, and, most recently, the Noble covers in last February's issue. Sometime in the future I hope to consider the Stilphin correspondence, which includes several 10¢ 1847 bisect covers.

The present subject is the correspondence addressed to Mrs. R. N. Swift at North Fairhaven, Massachusetts. Beside the letters addressed to Mrs. Swift herself, the correspondence includes some addressed to the Nye branch of the family. Several of the illustrations shown here and all the detailed information on the individuals involved have been generously furnished through the courtesy of a Society member who wishes to remain anonymous.

Unfortunately, I have not yet succeeded in locating any information on the place and date of the discovery of the Swift correspondence. Since one of the covers is mentioned in the first edition of Lester G. Brookman's *19th Century Postage Stamps of the United States*, the only certainty is that the find predates 1947, the publication date.

The Swift correspondence presently on record consists largely of some 22 10¢ 1847 covers (including two bisects), one 5¢ 1847 cover, and about the same number of covers with 1851, 1861, and later, stamps and stamped envelopes. The 10¢ 1847 covers all originated in the South. They are philatelically significant because they represent over one quarter of the 10¢ covers listed to date from Florida and nearly one third of those from Georgia.

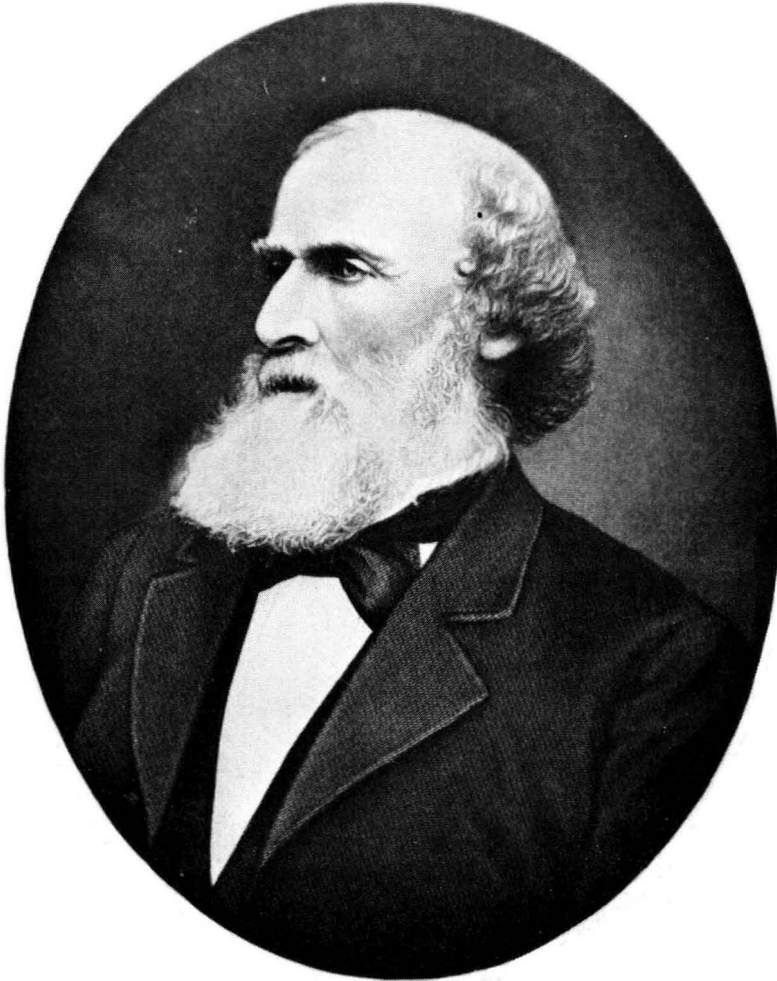
Details of these covers are shown in Table I in hopes that readers may fill some of the evident gaps. Many of the covers have manuscript postmarks, some with year date. All appear to be buff or white envelopes. Although no letter dateline is available, nearly all can be year dated if the entire front is visible. Mrs. Swift habitually noted the day and date of receipt on each envelope and also numbered the envelopes in chronological sequence, presumably beginning at her husband's departure on each individual trip. In a few cases the number appears on the back. This information is given in Table I in the last column and shows that many covers must be missing, *i.e.*, not recorded. Whether these covers were in existence when the Swift find was made and are thus probably extant today or whether they were lost or destroyed irretrievably in the past is not known to me.

The covers as listed seem to represent two different trips—one during the spring of 1848 and a longer one during late 1850 and the first half of 1851. The reasons for Swift's travels in the South relate to his family business, which was the procurement of live oak timber for shipbuilding.

The Swift family had been prominent in Massachusetts for several generations, living at Falmouth on Cape Cod. The patriarch William Swift had several sons, among them Elijah and Reuben E. A contemporary account described Elijah:

. . . His contracts with the United States government (for live-oak ship-timber furnished to the government navy yards), faithfully performed, laid the foundation of a large fortune, which he employed with laudable regard to the best interests of his town. He took the first contract in 1816. This was to furnish an entire frame, gotten out to the moulds for a seventy-four gun ship of the line. This timber was procured from the sea islands of South Carolina.¹

Reuben, who was a cabinet maker, moved first to North Fairhaven and then to New Bedford. He joined Elijah in the live oak trade and was active for many years, spending much of his time in South Carolina and Florida. In 1803 he married Jane Nye of Fairhaven.



Rhodolphus Nye Swift

Their son Rhodolphus Nye Swift was born at North Fairhaven November 29, 1810. At the age of 17 he went to sea on the whaler *Canton*. He continued in this profession for 16 years, part of the time as master of the *Lancaster*, on which he sailed to the North Pacific and Japan. On his return he entered the live oak trade with his brothers.

Their work was chiefly done in Florida, where they bought large tracts of live-oak land, from which they cut the timber for the government. The work being honestly and promptly done, they were generally successful in securing the contracts from the government; but even when lower bidders secured them the government had very frequently to annul the contracts and procure the timber from the Swifts. This con-

1. From *History of Cape Cod*, quoted in *History of Bristol County, Massachusetts*, compiled by D. Hamilton Hurd, Philadelphia, 1883.

TABLE I

10¢ 1847 Covers to Mrs. R. N. Swift, North Fairhaven, Mass.			
<i>Date</i>	<i>Origin</i>	<i>Docketing</i>	<i>Number</i>
Apr 5 1848	Chattahoochee, Flo.	Received Monday 17th April 1848	?1
Apr 6 1848	Columbia, Ala.	Received April 19th (yr date in tmk)	23
Apr 8 1848	Fort Gaines, Geo.	Wed April 19	24
Apr 12 1848	Columbus, Geo.	Rec'd April 19—Wed	
Nov 28 1850	Apalachicola, Flo.	Recd Friday 13th 1850	10
Jan 2 1851	Olive Grove, Geo.	Monday Jan 13th 1851	18
Jan 28 1851	Olive Grove, Geo.	? 1851	
Feb 18 1851	Olive Grove, Geo.		
Feb. 25 1851	Olive Grove, Geo.	Recd Mar 7 1851 Friday	29
Mar 9 1851	Olive Grove, Geo.	Friday March 21st 1851	32
Mar 21 1851	Olive Grove, Geo.	Recd Wed April 2	35
Mar 27 1851	Olive Grove, Geo.	Tuesday April 8	36
Mar 30 1851	Olive Grove, Geo.	Friday April 11th	37
May 15 1851	Apalachicola, Flo.		
May 19 1851	Apalachicola, Flo.	Recd Wednesday May 28	46
May 22 1851	Apalachicola, Flo.	Tuesday June 3d	48
May 26 1851	Apalachicola, Flo.	-sday June 5	?2
Bisect Covers			
?—upper right diagonal		Recd Wednesday July 23d	63 & 64
?—lower left diagonal			
Undated Covers			
Mar 17 ?	Tallahassee, Flo.		?3
Apr 12 ?	Olive Grove, Geo.		
Nov 25 ?	Apalachicola, Flo.		

1. The number is reported to be on the back. Verification needed.
2. Tentatively assigned to 1851, assuming day is "Thursday." Complete photo needed for verification.
3. No docketing or number on front of envelope. Not known if such appear on back.

tract business was kept up at intervals until 1875, with a few years' intermission during the war. The firm was first C.N. Swift & Co., afterwards Swift Brothers.²

Later Rhodolphus was associated with his brother William in the whaling business.

During the Civil War whaling vessels loaded with stone were scuttled in various channels and waterways to block access to southern ports, in particular Charleston and Savannah. About half the fleet participating in this "Rat-hole Squadron" was fitted out at New Bedford, Mass., under supervision of Messrs. Ivory Bartlett & Sons, with Capt. R. N. Swift acting as general agent.³

Swift was married in 1838 to Sylvia Hathaway Nye, daughter of Gideon and Sylvia Nye of North Fairhaven. There were six children. The correspondence described here attests to the bond between the couple. Rhodolphus Swift prospered in business, and was a prominent resident of the town. He was well respected and affectionately regarded by his fellow citizens throughout his long life—he died in 1901 at the age of 91.

There is no longer a North Fairhaven in Massachusetts, because the name was changed early in 1864 to Acushnet.⁴ This small town is located near the mouth of the Acushnet River a few miles north of New Bedford.

The accompanying map shows the location of the towns at which the covers listed in Table I were mailed. It should be noted that they are all on or near large rivers—the Apalachicola and the Chattahoochee. The covers mailed in April 1848 trace Capt. Swift's progress up the Chattahoochee River. The assumption is that he made the trip by boat and that its purpose was to find new sources of live oak timber or to inspect stands already purchased.⁵

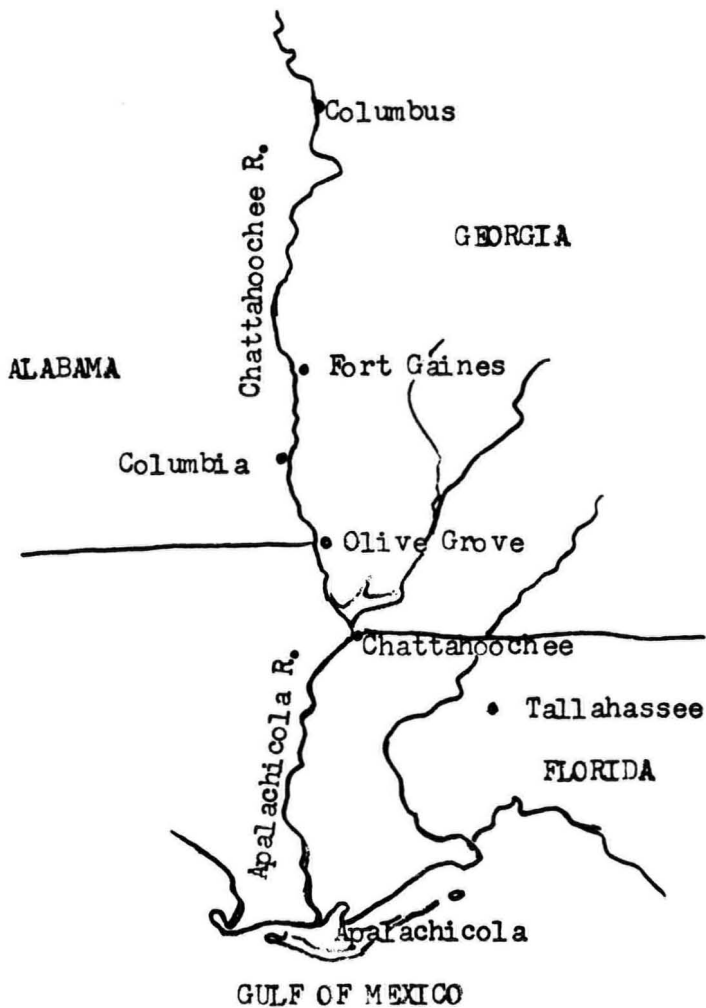
The Chattahoochee, Flo., cover, the first of this group, was illustrated at *Chronicle* 53:113. The Columbia, Ala., cover is shown in Figure 1. Of the four

2. Hurd, *History of Bristol County*, p. 172.

3. Leonard B. Ellis, *History of New Bedford and its Vicinity, 1602-1892*, Syracuse, 1892, p. 326.

4. *U.S.M. & P.O.A.*, May 1864.

5. A diary kept by Elijah Swift, Rhodolphus's younger cousin, of such a trip to Florida in 1857 was published in the *Florida Historical Quarterly*, Vol. IV, No. 2 (October 1976), pp. 181-8, edited by Virginia Steele Wood.



Map showing towns at which Swift covers were mailed.

towns in the 1848 group only Columbus, Georgia, ever received an official supply of the 1847 issue, but not until January 30, 1849. Swift may have brought

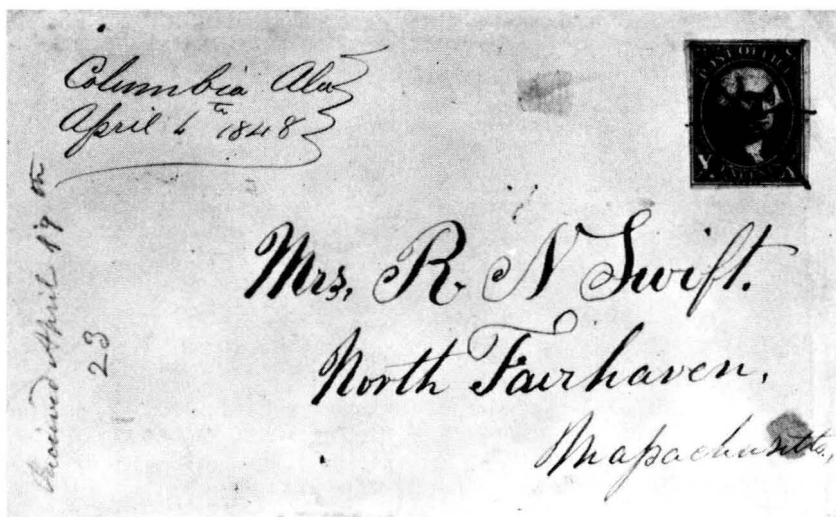


Figure 1. From Columbia, Ala., to Mrs. Swift at North Fairhaven, Mass. Manuscript postmark with year date.

stamps with him from Massachusetts or, since he probably went through Apalachicola, he may have obtained some there. Apalachicola was sent a supply September 13, 1847 (the date of receipt is not recorded). Another possible source is Tallahassee, which received its first supply October 13, 1847. (He is not likely to have bought stamps at New Bedford, Mass., which received 10¢ stamps only once—in June 1849. North Fairhaven never received the 1847 issue.)

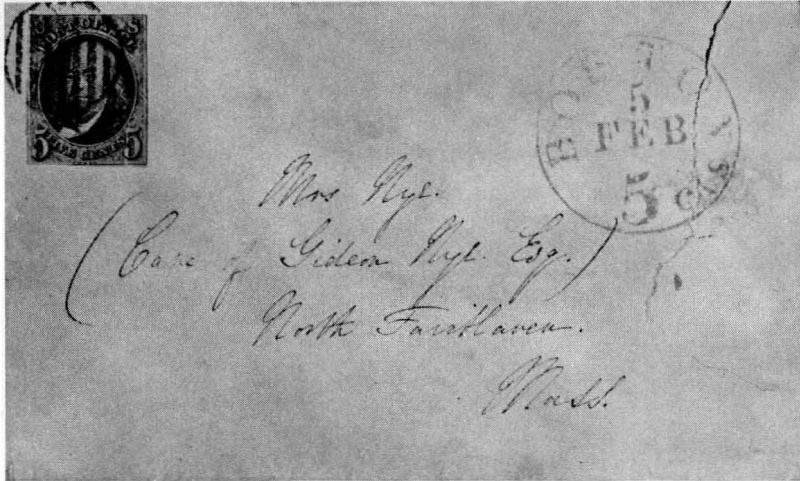


Figure 2. Cover from Boston addressed to Mrs. Nye at North Fairhaven. Mrs. Swift was the daughter of Mr. and Mrs. Gideon Nye.

The only 5¢ cover presently known from the correspondence is shown in Figure 2. Mailed at Boston, it is addressed to Mrs. Nye—Mrs. Swift's mother—in an unidentified hand. Two later covers from Swift to his wife are illustrated in Figures 3 and 4. They show his distinctive handwriting and her characteristic habit of noting the date of receipt and numbering the envelope. Both were mailed at New Smyrna, in eastern Florida, near present-day Daytona Beach. The Swifts' live oak operations were centered here in the late 1850s, the early 1860s, and after the war.⁶

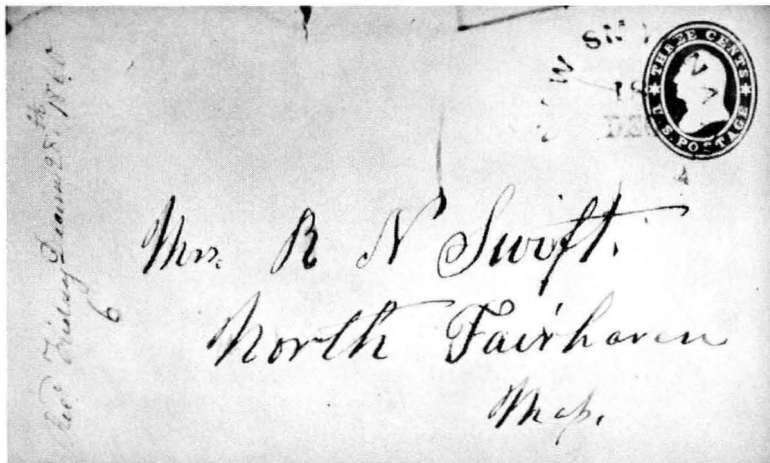


Figure 3. Star die envelope from New Smyrna, Flo., Dec. 18, 1860. Note Mrs. Swift's characteristic docketing and number.

The second series of covers in Table I appears to span an extended journey lasting from at least November 1850 into July 1851. Although lengthy chrono-

6. *Ibid.*, p. 183.

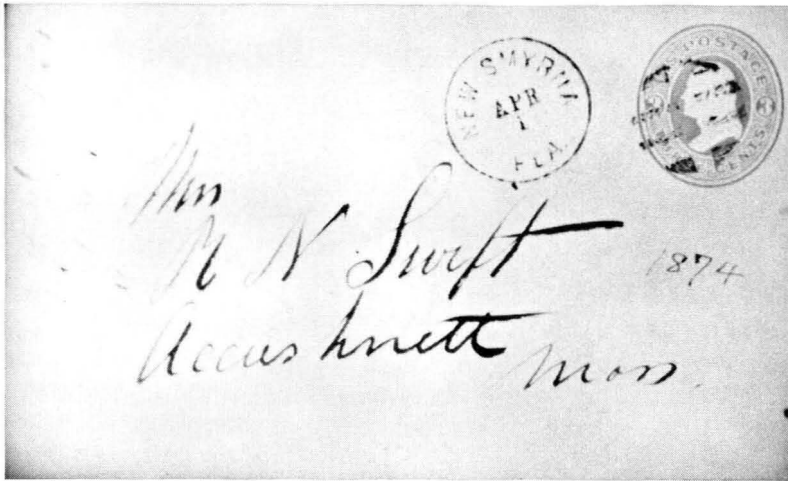


Figure 4. From New Smyrna, Fla., April 1, 1874. The docketing has faded and is too faint to read, but it is still there. Note that the address is now Acushnet.

logical gaps occur (no covers are recorded for December 1850, or April or June 1851), the numbers demonstrate that a single trip is involved in this sequence. Over half the covers in this group originated at Olive Grove, Georgia, a town so obscure that it does not appear on modern maps. The length of Swift's stay there and the town's location on the river suggest it was a central headquarters for operations in the area. It seems likely that Swift was overseeing the cutting of large stands of timber. His subsequent protracted stay at Apalachicola may well have been required for supervision of loading the same timber for shipment north.

Olive Grove had a post office for about 20 years. It first appeared in the 1835 *Official Register*; its postmaster was M. Hardin, the compensation listed as \$8.17. It was last mentioned in the 1855 *Official Register* with the notation "discont'd Dec. 7, 1854." In the intervening years for which I have records the highest net proceeds attained were \$97 in 1843. The covers listed here all have manuscript postmarks—evidently the post office was never busy enough to justify a handstamp device, although a circular obliterator was used to cancel the stamp on a few covers. A partial photo of one of the Olive Grove covers is shown in Figure 5.

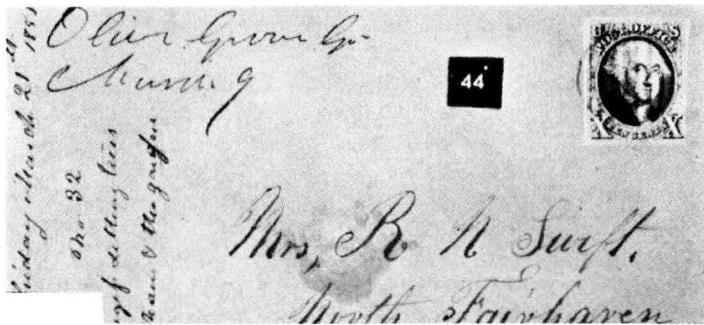


Figure 5. Olive Grove, Ga., March 9, 1851. Partial photo from catalog of Siegel sale 500 (Oct. 19, 1976). Note reference to trees in docketing.

Figure 6 illustrates a cover from Apalachicola postmarked MAY 19. The year date 1851 is established by the docketing "Rec'd Wednesday May 28," as May 28 fell on Wednesday in that year. The cover is number "46" in the sequence and fits correctly into the chronological order as given in Table I.

One of the bisect covers is listed in Brookman as No. 16 and described as follows:

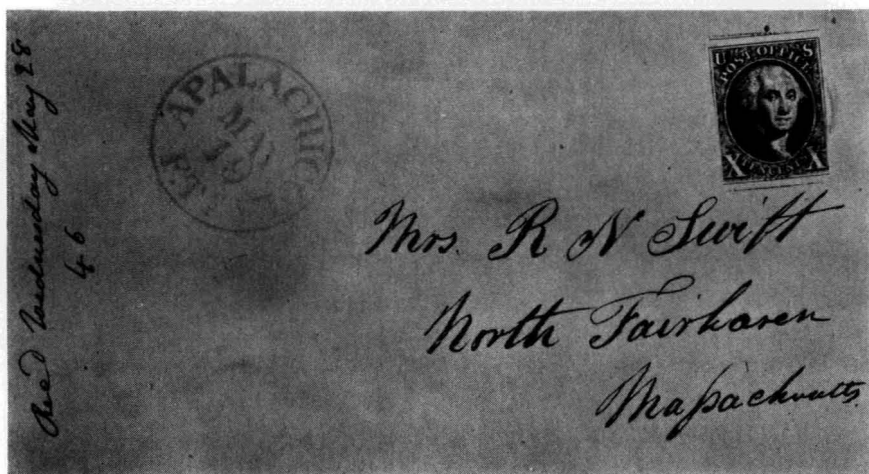


Figure 6. From Apalachicola, Flo., May 19, 1851. This is number 46 in this sequence. The year is determined from the docketing.

Upper right diagonal half of 10 cent 1847 used as 5c in upper right corner of the usual buff envelope, pen cancelled in black and postmarked in the lower left corner with an illegible red postmark. Addressed to Mrs. R. W. [sic] Swift, North Fairhaven, Mass.⁷

This is the only record I have of this cover—it has not appeared on the market for many years. Any information about it, especially a photograph, would be most welcome.

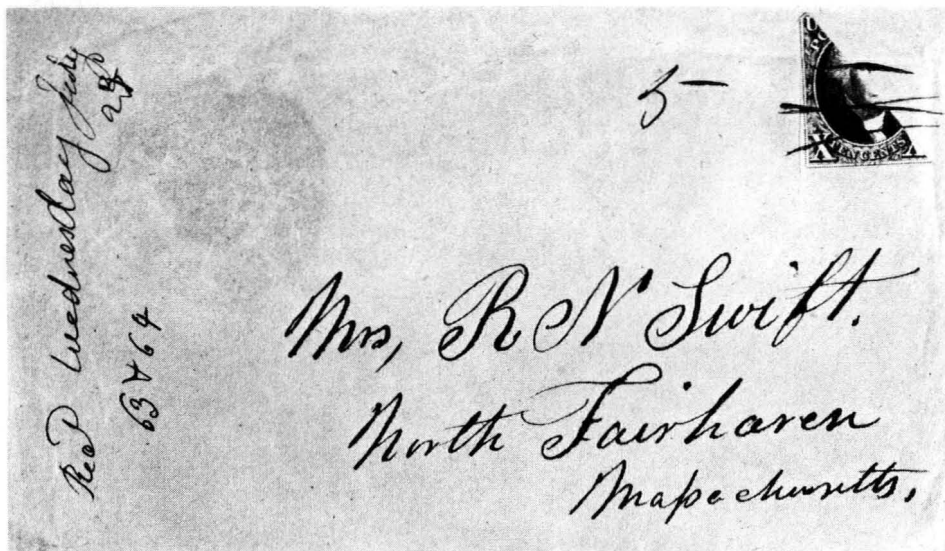


Figure 7. Bisect cover with illegible postmark. Philatelic Foundation certificate states that this is genuine use. An upper right diagonal bisect cover to North Fairhaven is described in Brookman.

The second bisect cover is shown in Figure 7. As the bisect is a lower left diagonal, it quite possibly forms a pair with the upper right bisect previously described. As the illustration shows, the postmark is an illegible red blob. The docketing at first seems ambiguous, because the second numeral in the date is written over. I believe, however, that Mrs. Swift mistakenly wrote "24" and corrected this by writing "3" over "4." "Wednesday July 24" indicates the

7. Lester G. Brookman, *The 19th Century Postage Stamps of the United States*. New York, 1947, I, 70. Also the 1966 edition, I, 84.

year 1850, whereas "Wednesday July 23" means 1851. The superior "d" fits with "23" but not with "24." Furthermore the numbers "63 & 64" fit the 1851 sequence.

Fortunately the cover in Figure 8 provides confirmation. It bears a pen cancelled 3¢ 1851 (orange brown) on a buff envelope with a faint but legible red postmark APALACHICOLA F. T^y JUL 16. The docketing reads "Recd Tuesday 29th July," and the cover is numbered "66," only once removed from the bisect cover. The inescapable inference is that they were written and received only a few days apart.

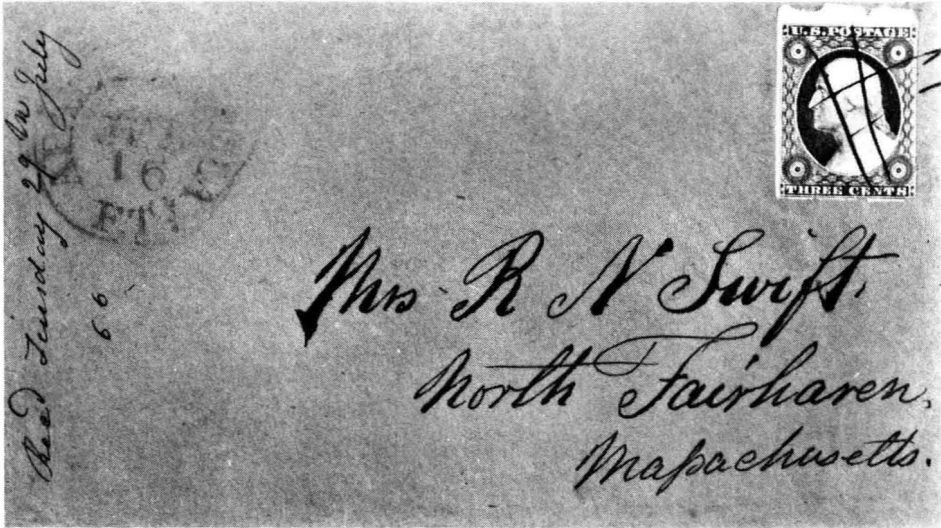


Figure 8. Orange brown 3¢ 1851 postmarked Apalachicola, Flo., July 16, 1851, to North Fairhaven. Closely follows bisect cover in sequence.

Returning to the bisect cover it is now possible to develop some interesting and exciting conclusions about it. The postmark, though illegible, corresponds in size and density of lettering with those on the covers in Figures 6 and 8. It is almost certainly Apalachicola. The date cannot be known but can be surmised by applying the average interval between mailing and receipt exhibited by the other Apalachicola covers. These intervals are nine, 12, and 10 days on the May 10¢ 1847 covers and 13 days on the 3¢ 1851 cover. Even the longest period—13 days—subtracted from the July 23 receipt date means the bisect cover was mailed about July 10.

July 10 was well after the July 1, 1851, date on which the new 3¢ rate became applicable and likewise well beyond June 30, 1851, after which the 1847 issue was demonetized and officially invalid for postage.

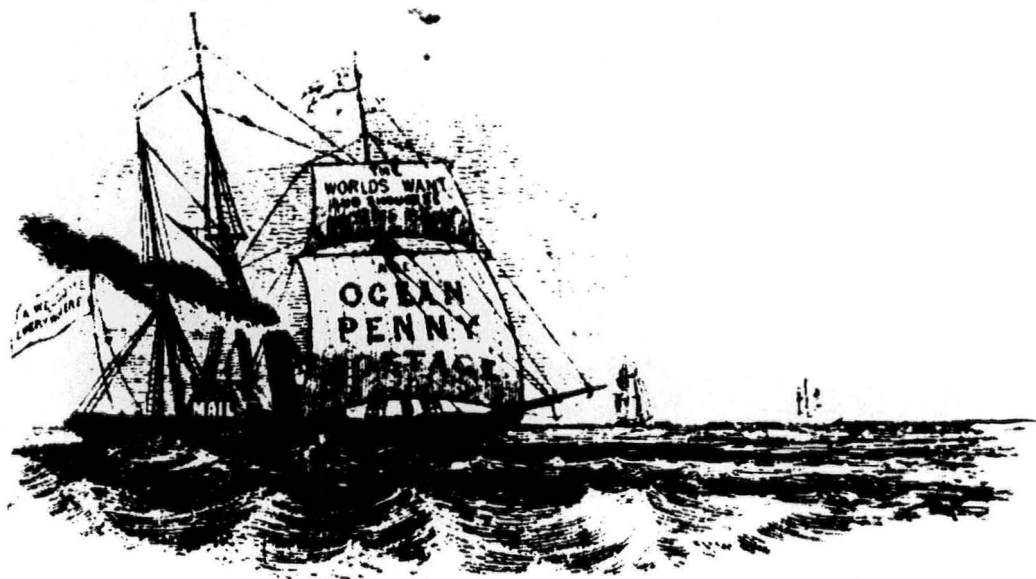
Thus this bisect cover becomes the first recorded late use of a 10¢ 1847 bisect, as presumably does its counterpart in the Brookman list. Upon reflection it is not surprising that Swift, with at least one 10¢ 1847 on hand and no 3¢ stamps yet on sale,⁸ applied his Yankee ingenuity to what was available. In so doing he created a fascinating and desirable rarity.

Collectors are fortunate that Mrs. Swift and others like her preserved their letters with such care, since any one may be the key element in analyzing the others. In this case the 3¢ 1851 cover, which I bought casually for a modest sum several years ago simply for its Swift connection, has supplied an important link.

8. The *Official Record Book* does not show any shipment of the 1851 issue to Florida until July 22, 1851, when a supply was sent to Pilatka. The 3¢ stamp in Figure 8 may have been sent by Mrs. Swift; New Bedford received some on July 8. Is this an early use of the 3¢ from Florida?

THE TRANSATLANTIC MAIL

FRANK STAFF



This book was originally published in 1956 by Adlard Coles Ltd. in England and copies have now become scarce. This Quarterman reprint incorporates a new foreword by the author and a few very minor changes and alterations to the text itself.

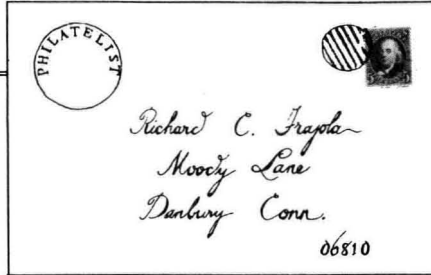
This work contains nine chapters which include material on the beginnings of the post in North America, introduction of postmarks, Britain's first Atlantic mail line, the Ship Letter Act of 1799, the American packets, the Cunard line, friction between American and British post offices, campaign for an ocean penny post, Universal Postal Union and other topics. Part II contains seven sections on specialized subjects including some tables of packet letter rates and other transatlantic rates, service dates for a number of ships of various lines, a bibliography and index.

This 192 page reference work is hard bound in buckram and will be appreciated by transatlantic postal historians and those interested in nautical history.

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FREE

Albert Gallatin, a Swiss emigrant, rose to prominence as a Republican Senator from Pennsylvania prior to 1800. As a free trade advocate who believed in simplicity of administration and extinction of public debt he urged economy in government while opposing taxation. He served as Secretary of the Treasury from 1801 to 1813 and succeeded in implementing his ideas until his plans were thwarted by the necessities caused by the war of 1812.

I now have available a few autograph letters signed and free franked as Secretary of the Treasury during 1810 which I can supply for \$90.00.

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

SLIPS IN THE FRAME LINES OF THE 3¢ 1857 ISSUE(S5)

ROBERT R. HEGLAND
INTRODUCTION

After the transfer roll was used to rock in the impressions on the new plates that were to be used to print the 3¢ 1857 issue, a straight edge was apparently placed along the edge of a vertical column of impressions and the frame lines were engraved by manually drawing an engraving tool along this straight edge. These lines were to coincide with the light lines on the transfer roll but did not always register exactly. On the S4 stamps (Plates 10 and 11 with discontinuous frame lines) there are many minor slips, wobbles and other varia-

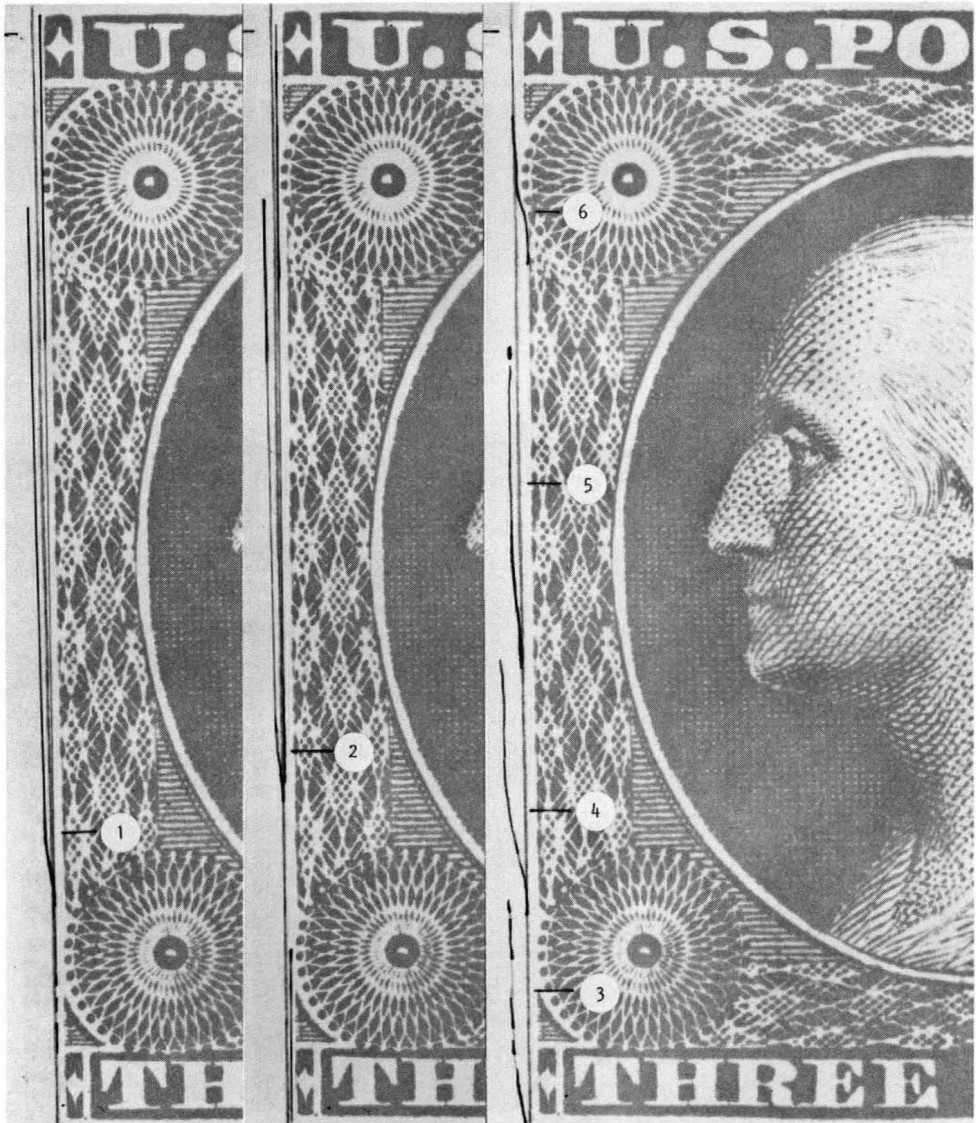


Figure 1A. Composite illustration of frame line slips on the left frame line of the 3¢ 1857 Type II (S5).

tions in the frame lines as might be expected from trying to engrave a line along the design of one impression on the plate, raising the engraving tool, and engraving another line along the next impression. It's rather surprising that there are only slight variations and overlaps in these frame lines (excluding the recut inner line positions). On the S5 stamps (Plates 9 and 12-28 with continuous frame lines) the frame lines were drawn from the top to the bottom of each vertical row of impressions. At several points the guide for the engraving tool apparently slipped resulting in a hook in either the left or the right frame line.

As Dr. Chase discovered copies of these different slips, he assigned an alphabetical designation to the different positions until they could be plated.

SCOPE

Figure 1 (A and B) shows the slips in the frame lines which have been confirmed by duplicate copies. Other copies have been seen that have very light slips that may show only on early printings but we still need to find

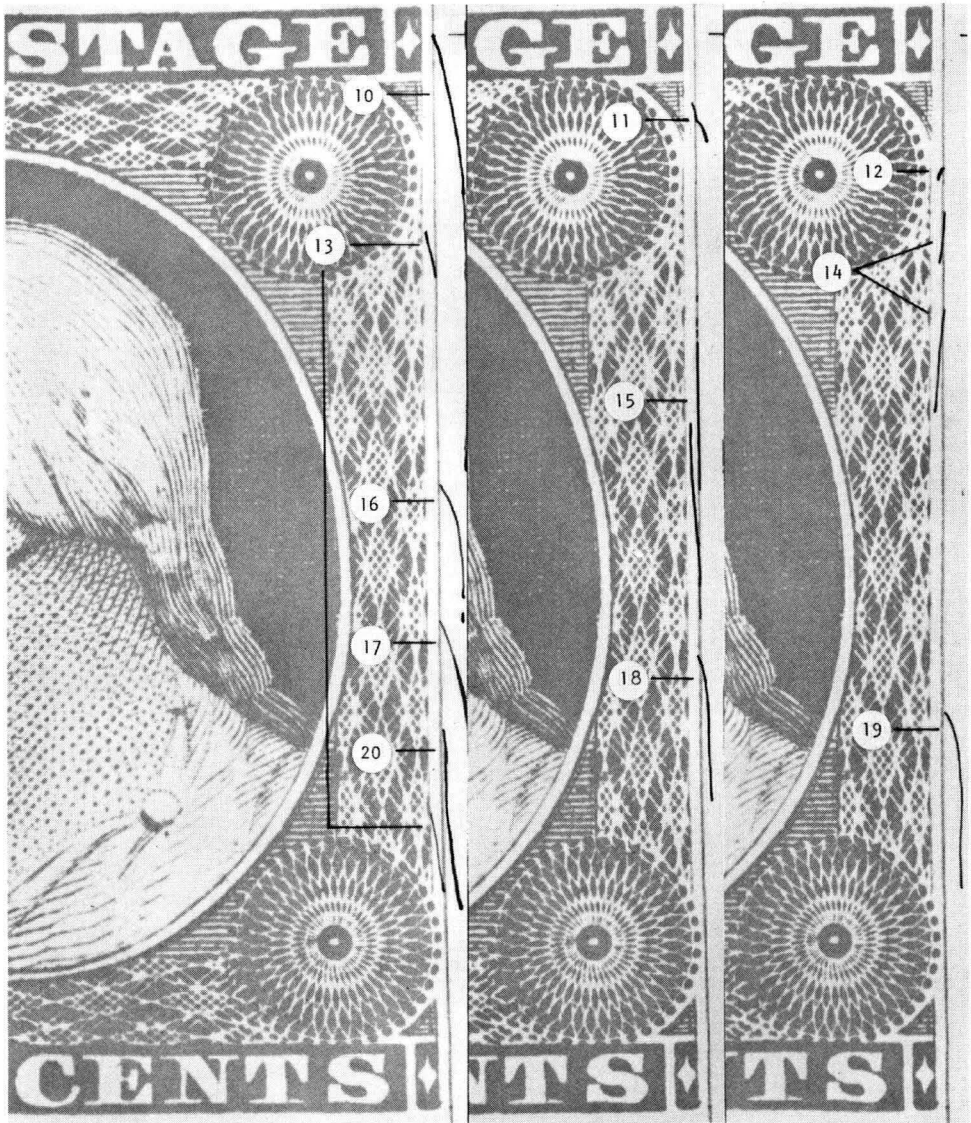


Figure 1B. Composite illustration of frame line slips on the right frame line of the 3¢ 1857 Type II (S5).

confirming copies. The slips shown in Figure 1 and listed in Figure 2 are those that are not also accurately described as recut frame lines. The recut frame lines of 79L10 and 3RU appear to be slips but are heavy and extend over a long part of the design and belong more properly in the category of recut inner lines. There are some slight slips in the frame lines on S4 stamps but none of the extent shown in Figure 1.

The slips shown range from some that are so light as to be easily passed over to others that are of a weight equal to that of the frame lines. The slips shown on Figure 1 are drawn as accurately as possible but may, of course, vary slightly from the actual. The composite can show only the location of the slip and not some of the other characteristics of the position so these will be briefly described.

DESCRIPTION OF THE SLIPS

#1-7R15. An A relief, this position shows traces of the original frame line from the transfer roll on the right through most of its length.

#2-99R15. This position shows the strong vertical line at the lower left that is characteristic of so many of the bottom row positions.

Slips #1 and #2 are also known as the triple frame lines. That there are

Slip No.	Position	Comment	Weight (1)	Sources (2) (3)
1	7R15	"Triple left frame line"	AvL	o Chr72
2	99R15	"Triple left frame line"	AvF	o Chr72
3		Slip I - bottom row	AvF	o A63
4	9L15	Slip E	Fv	o Chr72
5	1L28	Slip C	AvF	o A61
6	15R25	Irregular left frame line		A44
7-9		reserved		
10	1L24	Often called a crack	LvF	o
11	8R28		AvF	o
12	96R9L	Slip G		TJA
13	96L15	Slip L-two slips	L	o A64
14	50L15	Slip D-two slips	L	o A59
15	6L15	Slip A	A	o A48
16	60R23	Imprint position	AvF	o A45
17	99L15	Slip K	L	o A46
18	100R9	Slip J	A	o A60(4)
19				A47(5)
20	8L15	Slip F	F	o Chr72

- 1 Weight of slip in relationship to the adjacent frame line: H-heavier; A-average(same); L-lighter; F-fainter; v-varies
- 2 an "o" indicates that the illustration was prepared from reference to a copy in the author's collection
- 3 an "A" and a number indicates the Cabeen number from Plate A of Chronicle 6; Chr indicates an issue of The Chronicle; TJA indicates a drawing made from a copy in T. Alexander's collection
- 4 The Cabeen illustration is not quite the same as this position but is very close.
- 5 Cabeen indicates this is from the first row of the right pane of a 9-12(S5) plate. The illustration is taken from the Cabeen drawing.

Figure 2. Listing of frame line slips on the 3¢ 1857 Type II (S5).

two such distinctive slips on the same pane is really remarkable and helps substantiate the theory that the engraver of plate 15 only worked after a long, liquid lunch.

#3—Slip I. From an unidentified position, this stamp shows the right frame line very close to the upper and lower diamond blocks. Much of this slip opposite the bottom half of the rosette is so light as to disappear in later printings.

#4—9L15 (Slip E). This slip is very light even at its start opposite the repaired break in the A relief. The left frame line is split.

#5—1L28 (Slip C). The right frame line on this A relief position is heavier than the left. From the bridge of the nose to the bottom of the forehead the slip is so faint as to be seen only in the imagination.

#6—15R25. This slip is shown in the Cabeen article in *Chronicle* 6 which is the source for the illustration in Figure 1A.

#7-9. These numbers are reserved for any other slips in the left frame line.

#10—1L24. This slip has long been designated as a crack. After examining dozens of copies, this collector has not observed any change in the intensity or length of this line as could be expected if the position were actually a crack. Additionally, the character of the line is the same as that of the other hook-shaped slips in the right frame line and this slip is heavier in the upper quarter of its length than in the bottom three-quarters. This A relief, which is the only repaired position on plate 24, also shows the left frame line stopping in the middle of the upper left diamond block.

#11—8R28. This small slip at the upper right has not previously been reported and is certainly consistent in the three copies examined. The left frame line is farther than normal from the design.

#12—96R9L (Slip G). This slip was seen and sketched during a visit with T. J. Alexander several years ago so its placement should be taken as only approximate.

#13—96L15 (Slip L). These two slips are both light. The left frame line is doubled and the position shows the pseudo recut bust.

#14—50L15 (Slip D). This position may show a center line at the right and has a pseudo recut bust. The right frame line shows traces of the original die line which evidently was the source of the third slip recorded in the Cabeen article in *Chronicle* 6. Most students now recognize only the two slips.

#15—6L15 (Slip A). This overlapping of the right frame line is from the top row of plate 15 and shows the typical plate 15 repair of the broken A relief.

#16—60R23. This position may show the imprint but the imprint on this plate is comparatively far from the right frame line.

#17—99L15 (Slip K). This bottom row slip is similar to slip #16 but begins lower in the frame line.

#18—100R9 (Slip J). This bottom row position shows a light right frame line and a split in the heavy left frame line.

#19—This slip is shown in *Chronicle* 6 in the Cabeen article. The illustration in Figure 1B is taken from that source.

#20—8L15 (Slip F). In this A relief, both the left and right frame lines show the pseudo double frame lines common to plate 15.

COMMENTS

It is interesting to this collector that most of the slips on the right frame line are in the downward direction and most of those on the left frame line are in the upward direction. This provides some clues as to the methods used to engrave the plates.

Figure 2 shows the alphabetical designations of all the slips except for B and H assuming that there were none designated beyond L. If anyone has a record of a copy designated as slip B or H, information about the position would be sincerely appreciated.

It would not have been possible to compile the information for this article without the generous cooperation of T. J. Alexander, R. K. Meyer, T. W. Simpson, and the many dealers who are patient with those of us who spend countless hours going over their stock with high-power magnifying glasses!

U.S. POSTAL MARKINGS: 1851-1861

Wording	Tracing Number	Types	Shape and Size	Rarity Number	Notes
Straight Line, Oval and Fancy Townmarks					
California					
IOWA HILL	A		sl-38x4	10	Reported by S. M. Piller. Cover also has o-FREE, not tying hor. strip of 3 of 1¢ imperf.
Vermont					
FAIRLEE VT./msD	B		arc-32x18	10	On cover with hor. strip of 3 imperf. 1¢.
Unusual Circular Townmarks					
Massachusetts					
ASHFIELD/msD/MASS	118	K7	28		Ultramarine, green. Reported by D. Richardson.
New York					
ARKWRIGHT SUMMIT./D./N.Y.	C	K1, 5	dlc-39		Reported by D. Richardson.
BETHANY/msD/NY	D	K7, 18	31		Reported by D. Richardson.
CATSKILL/D/N.Y.	223	K7	28		Blue. Reported by D. Richardson.
EAST PHARSALIA/ msD/NY	229	K7, 18	30		Red. Reported by D. Richardson.
Ohio					
DELAWARE/D/O	E	K7	30		Reported by D. Richardson.
LONDON/D/OHIO	F	K7	28		Reported by D. Richardson.
Texas					
LOCKHART/D/TEXAS		K2	32		Reported by W. H. Emery.
RUSK/D/TEXAS		K2	32½		Reported by W. H. Emery.

Misspelled Town Names

Handstamped townmarks are occasionally found that misspell the town's name. These may be attributed to an error on the part of the postmaster when he ordered the mark, or on the part of the manufacturer which was either unobserved by the postmaster or accepted and used pending receipt of a correct handstamp. Two of these are listed here. The section editor would appreciate hearing of others, with a tracing or photocopy, so that they can be illustrated in future issues. They will be listed under "Unusual Circular Townmarks" with a new type "K20—Misspelled Town Name." This category will not include abbreviated names or official changes in spelling, such as the change from Cleaveland to Cleveland.

Kentucky					
WASHINGTON/D/Ky.	G	K20	32		Should be WASHINGTON. Reported by A. T. Atkins.
Missouri					
INDEPENDECE/D/ MO.	183	K20	dc-26		Should be INDEPENDENCE. Previously listed as a K3.

Townmarks Denoting Industries

Connecticut					
South Farms					Reported by R. B. Meyersburg.
New York					
Victory Mills			c-33½		Reported by D. Richardson.

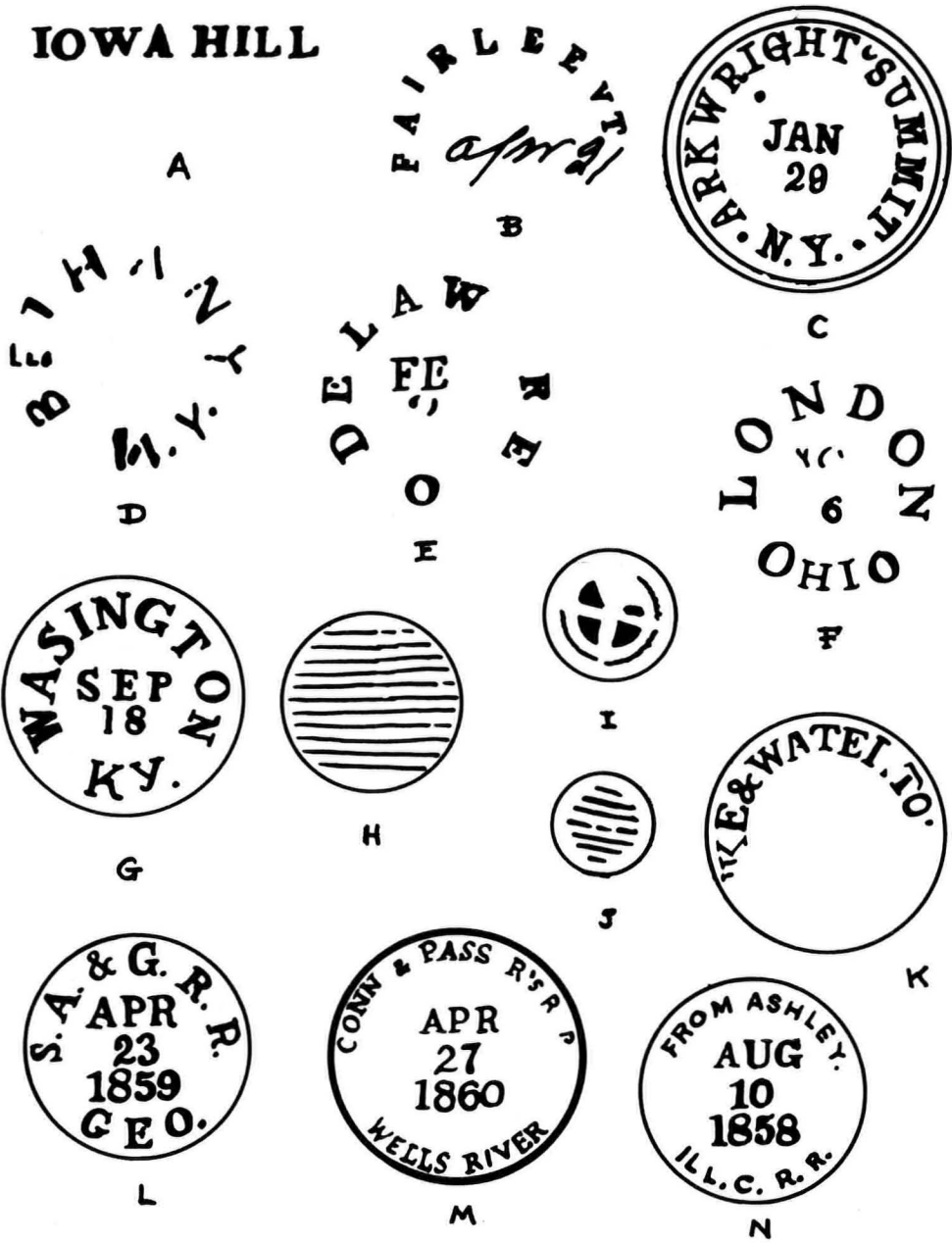
Obliterators Without Numerals or Lettering

Massachusetts					
Boston	H	L5, 7-24			Town not certain. Reported by D. Richardson.
Mississippi					
Grand Gulf	I	L7-17			Reported by D. T. Beals III
New York					
Poplar Ridge	J	L7-14			Reported by D. Richardson.
Railroad Route Agent Markings					
(MIL) WKE & WATERTO (WN R.R.)	K		c-33	10	Blue. Reported by C. L. Towle at <i>Chr.</i> 104:277.
S.A.&G.R.R./D/Yr/GEO.	336:L		c-30½	9	Tracing L replaces USPM 336. Reported by C. L. Towle at <i>Chr.</i> 104:277-8.

Railroad Station Agent Markings Connecticut & Passumpsic Rivers R.R.

CONN & PASS R'S R R/D/Yr/WELLS RIVER	20:M		c-34	9	Tracing M replaces USPM 20. Reported by C. L. Towle at <i>Chr.</i> 104:277-8.
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IOWA HILL



FROM ASHLEY./D/Yr/
ILL. C. R.R.

VA C. R.R./D/KESWICK

FORWARDED BY/G.
W. OLIVER & Co/
NEW ORLEANS

Illinois Central R.R.
c-30½ 10

Virginia Central R.R.
c-25 10

Steamboat Mail Forwarding Agents
o-27x20

Reported by C. L. Towle at *Chr.*
104:279.

Blue. H. M. Thomas, Jr. con-
firms this as correct arrange-
ment of the letters. VA

Dimensions not listed in book.

Letters under the heading "Tracing Number" identify a tracing on the accompanying plate. Numbers identify the tracing number of a previously reported marking in *USPM*.

THE EARLY S4 AND S5 PLATES

H. L. HOSMER

Dr. Chase, in his discussion of the first plates that produced Type II and Type IIa stamps, cites an 1863 letter from S. H. Carpenter which states that six new plates of the 3¢ stamp were made in 1857 for use with the new perforating machine. Because of the difference in recutting of the side frame lines, students of this issue always have recognized that the Type IIa (S4) Plates 10 and 11 were manufactured before the Type II (S5) plates of the 9-12 Group. They also have assumed that the first six plates made were numbered at the same time, the numbers being assigned in a random manner. The present earliest recorded dates of these plates are:

Type	Plate	Earliest Known Use
S4	10E	July 11, 1857
	11E	July 29, 1857
S5	9E	September 15, 1857
	12	February 18, 1858
	13	Unknown
	14	October 28, 1857

The prevailing hypothesis requires that all of these plates were laid down at approximately the same time and before July 11, 1857. However, there is a two-month gap between the earliest known use of stamps from the S4 plates and that of the first S5 stamps. Stamps from Plate 12 are sufficiently scarce that the presently recorded date probably is not valid. The contractor made at least four additional S5 plates (15, 16, 17, and 18) in 1857 as indicated by earliest recorded dates of use.

The S4 plate numbers are of the style earlier used for the imperforate plates and read "No. 10" and "No. 11". Plate 12 also is of this style, but all other known S5 plates include the letter "P" directly after the number, *viz.*, "No. 9P" and "No. 14P". This style of number inscription first appears in September 1857 (Plate 9 Early) and was used, with one exception, until the end of the Toppan & Carpenter contract. It appears unlikely to the writer that the style of plate number inscription would have been changed in the course of numbering a single group of plates. Rather, the change suggests that the S4 plates and Plate 12 were laid down and numbered before those S5 plates bearing the later style of inscription.

The writer believes that S4 Plates 10 and 11 were made in June 1857 and may have been semi-experimental in character. Since one unnumbered plate had been made and abandoned in 1851, these were the tenth and eleventh 3¢ plates made by Toppan & Carpenter, and the assignment of plate numbers may reflect this. Despite its late date of earliest known use, Plate 12 also belongs to this early group. It may have been made somewhat later, after perforation of the first S4 printing showed the spacing between designs to be adequate. The first S5 plates bearing the later style of number inscription are believed to form a second group made in September-October 1857. Assignment of No. 9 to one of these plates may have been done to fill the gap earlier left in the numbering sequence. Placement of Plate 13 in this grouping cannot be established in the absence of information as to the style of inscription.

The proposed sequence of plate manufacture is presented as an alternative to the prevailing hypothesis that six new 3¢ plates were made and numbered prior to the first printing of stamps (from Plate 10 Early) in July, and that Plate 9 owes its position to the numbering of these plates in a random manner. New information regarding early uses of stamps from the first S5 plates would tend to clarify this problem and is solicited by the writer.

NEW YORK TO PANAMA SHIP SAILINGS

STANLEY B. ASHBROOK

(Continued from *Chronicle* 105:37)

N.Y. *Herald*, June 27, 1849. Announcing the sailing of Brig *Doctor Hitchcock*, July 2nd for Chagres. Hussey & Murray, 62 South St. N.Y. *Herald*, July 9, 1849. Announcing the sailing of Brig *Doctor Hitchcock* positively on July 11th, 1849. Hussey & Murray, 62 So. St.

N.Y. *Herald*, Apr. 7, 1849. To leave in a few days Bark *Onyx* for Chagres and to meet the mail steamer at Panama. Schoyer & Co.

FOR CHAGRES. N. Y. *Herald*, Apr. 10, 1849. Packet Bark *Hecla* to sail on the 11th inst. R.C. Read, 27 South St.

N.Y. *Herald*, May 2, 1849. Announcement of departure of Brig *M.C. Draper* on May 5th for Chagres. Hussey & Murray, 62 So. St.

N.Y. *Herald*, May 3, 1849. Announcing the sailing of Baltimore Clipper Schooner, *Enterprise*, on Sun. May 6th for Chagres. S.H. Ackerman, 107 Water St.

N.Y. *Herald*, Sept. 9, 1849. Announcing the departure of the A-1 Clipper, coppered Bark *Florida*, at an early date. Apply to John J. Taylor & Co., 41 So. St. N.Y. *Herald*, Sept. 17, 1849. Bark *Florida* will positively sail on the 24th inst.

N.Y. *Herald*, Sept. 25, 1849. The Bark *Florida* will sail on the 29th inst. for S.F. via Chagres. John J. Taylor, 41 South St.

N.Y. *Herald*, Oct. 13, 1849. FOR CHAGRES—Dispatch Line. Bark *Byron*. This elegant new bark, 10 months old, will have quick despatch for the above port. Parties going to Calif. by the Isthmus route will find this a most favorable opportunity. Freight by this line taken at the lowest rate, no detention. E.B. Sutton, 84 Wall St. As per N.Y. *Herald*, Oct. 20, 1849. Bark *Byron* will be despatched for Chagres on the 1st of Nov. Passengers may be assured of reaching Panama in time of the Pacific steamers. E.B. Sutton.

N.Y. *Herald*, Nov. 2, 1849. Bark *Byron* for Chagres to sail on Nov. 3rd, 2 P.M. E. B. Sutton, 84 Wall St.

N.Y. *Herald*, Nov. 19, 1849. Philadelphia & Atlantic Steam Navigation Co's Line—The U.S.M.S.S. *Philadelphia* for Chagres via Charleston, Savannah and Havana. The new and splendid S.S. *Philadelphia*, J. Gallagher, Comdr., will sail from Phila. for Chagres on Dec. 11th at 10 o'clock A.M. from the Co's wharf foot of Lombard St. The *Philadelphia* has accommodations unsurpassed by any steamer built and having double side lever marine engines, of great strength and force, full reliance may be placed upon her for safety, speed and comfort. [Data on rates, etc. eliminated.] A.W. Thompson, Pres.

Miscellaneous Routes from New York to California—1849

N.Y. *Herald*, Feb. 7, 1849. TO CALIF. BY LAKE NICARAGUA. Gordon's Passenger Line. Brig *Mary* and the light draft Steamboat *Plutus*. Take this pleasant and healthy route. This is 1000 miles nearer than by Chagres and with less land transit. Sails 12th of Feb. Apply on board the *Mary* foot of Wall St. or to W. Goodrich & Co., 116 Market.

N.Y. *Herald*, Jan. 27, 1849. FOR SAN FRANCISCO & THE GOLD REGION VIA BRAZOS, ST. JAGO OVERLAND ROUTE. The A-1 Schooner *John Castner*, will sail tomorrow morning, 8 o'clock. N.L. McCready & Co. 36 So. St.

N.Y. *Herald*, Jan. 3, 1849. TO CALIF. VIA VERA CRUZ & MAZATLAN by Bark *Eugenia* to sail positively the 15th inst. A party of gentlemen are forming to proceed under the escort and aid of Capt. J. F. Hutton, late of the U.S. Army, to Vera Cruz, thence across the country to Mazatlan, thence by ship steamer or coast to the Gold Regions. The gentlemen of party appoint their managers and shall equally share the expenses which will probably be less than \$200. including horses, mules, provisions, etc. The number is limited and a final meeting will be held at the National Hotel, No. 5 Courtlandt St., this evening Jan. 3rd, 1849, Office of Committee, 87 Broad St.

N.Y. *Herald*, Jan. 26, 1849. FOR CALIF.—OVERLAND ROUTE, VIA VERA CRUZ. The fine schooner *Sea Gull*, having been detained will positively sail on Sat. 27th inst. Apply to R.W. Trundy & Co., 27 Coenties Slip.

N.Y. *Herald*, Feb. 7, 1849. FOR VERA CRUZ. To sail on Feb. 12th, Brig *Empire*. Apply to Hussey & Murray, 62 South St.

N.Y. *Herald*, Apr. 19, 1849. Announcing of departure of Packet *Eugenia* on the 25th inst. for Calif. via Vera Cruz, the City of Mexico and Mazatlan. Apply to Capt. Battersby from 1 to 4 P.M., 100 Front St.

N.Y. *Herald*, May 2, 1849. The Bark *Eugenia* to sail on May 5, at 10 o'clock for Calif. via Vera Cruz, Mexico and Mazatlan. Apply Hargous & Co., 33 So. St. or Capt.

Sailings From New York to California Via Cape Horn—1849

N.Y. *Herald*, Jan. 1, 1849. FOR SAN FRANCISCO, CALIF. & THE GOLD REGION. The splendid fast sailing live oak ship *Robert Bowne*, commanded by Capt. F. G. Cameron, one of the ablest and most experienced captains out of the port of N.Y., and late first in command of the U.S. Frigate *Macedonian*, under Comdr. De Kay, during her late mission of

Mercy to Ireland. The ship will sail on or about the 10th of Jan. Fred Jerome who distinguished himself in saving the lives in the *Ocean Monarch* is engaged as mate. A skilled and experienced physician and surgeon accompanies the expedition which is made up of none but respectable and steady persons. Advantages are here offered rarely to be met with, and cannot but be satisfactory to all desirous of joining the association. The ship will have a cargo of 300 barrels of flour, 460 do. beets, 300 do. pork, 500 do. bread, etc. The ship and cargo will belong to passengers and each passenger will be entitled to 4 barrels of freight beside his baggage. It is believed by competent men, that the balance of provisions when the vessel arrives at S.F. will sell for more than the price of the passage, and it is supposed that the ship in that port will be worth \$30,000 to \$40,000. To those who wish to emigrate to the Gold Regions, this offers superior advantage in many respects. For further particulars apply to Capt. on board at foot of Dover St. Passage with a share of cargo & vessel \$250.

N.Y. *Herald*, Jan. 14, 1849. For San Francisco and the Gold Regions. Ship *Robert Bowne* will sail on the 20th of Jan. Apply to Capt. on board foot of Dover St., E.R.

N.Y. *Herald*, Jan. 1, 1849. Announces the sailing of Bark *Mazeppa* on Jan. 10th, if full, then sooner. Agents, Wm. S. Toole, 17 William St. [Note: Ad contains elaboration on room accommodations for passengers.]

N.Y. *Herald*, Jan. 22, 1849. Bark *Mazeppa* for S.F. will clear this day and can take 100 barrels of freight if sent before 2 o'clock. Apply to Capt. on board at Pier 5 E.R. or Wm. Toole, 17 So. St.

N.Y. *Herald*, Jan. 1, 1849. Announces the sailing of Brig *Wolcott* on the 2nd of Jan. for Calif. Darling & Johnson, 36 Water St.

FOR CALIFORNIA. N.Y. *Herald*, Jan. 1, 1849. NOTICE: The Bark *Express* for Calif. This vessel having unavoidably been detained by the weather will positively sail on Wed. morning the 3rd. Passengers are requested to be on board at 10 A.M., when the vessel will be towed out to sea. Jones & Johnson, 90 Wall St.

N.Y. *Herald*, Jan. 1, 1849. Announces the sailing of Bark *Harriett Newell* in a few days for Calif. Richard M. Jessup, 178 South St.

FOR CALIF. & THE GOLD REGIONS. A valuable opportunity to settle. The fine Brig *Cordelia* will sail from N.Y. about the 10th of Jan. [NOTICE: this advertisement contains information on settlement for people in Calif. which I did not think important for your purpose to copy. Practically all the announcement of sailings of different boats have the same form with hardly any variation in their text, except the different name of boats and sailing dates, hence I feel that the above form will suffice for all concise announcements of sailings].

N.Y. *Herald*, Jan. 3, 1849. FOR CALIF. DIRECT. The first class newly coppered and strong and heavy white oak timbered Packet Ship *Apollo*, Capt. Chas. H. Coffin, having been delayed by the extraordinary inclemency of the weather during the past two weeks, is unavoidably delayed for a few days beyond her advertised time of departure. A small amount of freight will still be taken at very low rates, on consignment to the supercargo or Capt. if desired or otherwise. A few first class passenger berths may be secured at the following rates. Passage out \$150, ditto and return \$200, ditto with board while there \$250. Apply on board at the Pier foot of Chamber St., N.R. Sea captains, sailors and other competent judges of ships, as well as every person who intends to go to Calif. are respectfully invited to visit the *Apollo* and examine her thoroughly for themselves, without listening to the slanderous reports of hired street runners. Chas. H. Coffin, Master of Ship, *Apollo*.

FOR CALIF. N.Y. *Herald*, Jan. 5, 1849. Announcement of Packet Ship *Orpheus* from No. 9 East River to sail on Jan. 15th. Apply to E.B. Sutton, 89 Beaver St.

N.Y. *Herald*, Jan. 7, 1849. [Obviously changed sailing date of] Packet Ship *Orpheus* to sail in 10 days, [making it 17th instead of 15th as above mentioned].

N.Y. *Herald*, Jan. 10, 1849. FOR CALIF. Change of sailing date for *Orpheus* on Jan. 18th.

FOR SAN FRANCISCO & GOLD REGIONS. N.Y. *Herald*, Jan. 5, 1849. Announcement of Steam-propellor Ship *Hartford* through the Straits of Magellan to sail on Jan. 15th, 1849, avoiding the boisterous weather and delays around the Cape. It is expected this ship will proceed from S.F. up the Sacramento to the Gold Country thereby avoiding the delays and difficulties to passengers in getting from that port. Apply to Allen & Paxson, 134 Front St.

N.Y. *Herald*, Feb. 12, 1849. FOR SAN FRANCISCO. Steamship *Hartford* to sail on Feb. 15th, 1849, at 10 A.M. Allen & Paxson, 134 Front St. N.Y. *Herald*, Feb. 18, 1849. Steamer *Hartford* having been detained, will sail on Feb. 20th, 10 A.M.

FOR SAN FRANCISCO. N.Y. *Herald*, Jan. 7, 1849. Announcing the sailing of Ship *Daniel Webster* on Jan. 20th, 1849. Slate, Gardner & Howell, 114 South St.

N.Y. *Herald*, Jan. 9, 1849. Announcing the departure of Packet Ship *Sarah & Eliza*, Capt. Moore, on Jan. 20th, 1849, for S.F. Agents, J. T. Jones, 90 Wall St.

FOR SAN FRANCISCO. N.Y. *Herald*, Jan. 9, 1849. Announcement of departure of Bark *Victory* on Jan. 16th, 1849. Nesmith & Walsh, 70 So. St.

FOR SAN FRANCISCO. N.Y. *Herald*, Jan. 10, 1849. Despatch Line for San Francisco, Calif. To sail on the 15th. The fast sailing Bark *Bonne Adele*, Tezequil, Master, built in 1843, is in complete order, fitted with state rooms for saloon and cabin passengers. No steerage passengers taken. Passage in saloon \$100. An experienced physician goes out in her. For particulars, apply to Schoyer & Co., 82 Wall St.

FOR SAN FRANCISCO. Change of departure date. N.Y. *Herald*, Jan. 15, 1849, Despatch Line, Departure date—Jan. 20th, Bark *Bonne Adele*. [Note: The above line spelled their name "Despatch" as well as "Dispatch" as they had two references to the same "Bark Bonne Adele" namely, "Dispatch for San Francisco" and "Despatch to San Francisco."] Apply to Schoyer & Co., 82 Wall St.

N.Y. *Herald*, Jan. 18, 1849. Despatch Line for San Francisco Bark *Bonne Adele*, will be detained until Sat. next, 21st, to give time to complete the saloon for accommodations of passengers. Schoyer & Co., 82 Wall St.

N.Y. *Herald*, Jan. 10, 1849. FOR SAN FRANCISCO. To sail on the 18th inst., Schooner *Joseph Hewitt*. Apply to Capt. on board foot of Roosevelt St.

N.Y. *Herald*, Jan. 10, 1849. Packet Ship *Tarolinta* for San Francisco to sail on Jan. 11th, if the wind and weather permit. Note: N.Y. *Herald*, Jan. 11, *Tarolinta* will be unavoidably detained until Sat. morning, Jan. 13th.

N.Y. *Herald*, Jan. 13, 1849. *Tarolinta* will sail at 10:30 o'clock today. N. & G. Griswold, 71 and 72 South St.

N.Y. *Herald*, Jan. 11, 1849. FOR SAN FRANCISCO. Cooper and coppered fastened live oak Ship *Morrison* for despatch for above port. For description see N.Y. *Herald* on Feb. 5th.

N.Y. *Herald*, Feb. 5, 1849. Ship *Morrison* will sail on Sat. Feb. 10, 1849 at 10 A.M. Agents, Spofford, Tileston & Co., 48 South St.

(To be continued)

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background and effect on the development of the United States \$17.00
12. **Merchant Steam Vessels of the United States 1790-1868** \$18.50
13. **History of California Post Offices 1849-1976**, Salley, 1977 \$35.00

HENRY C. HENSEL

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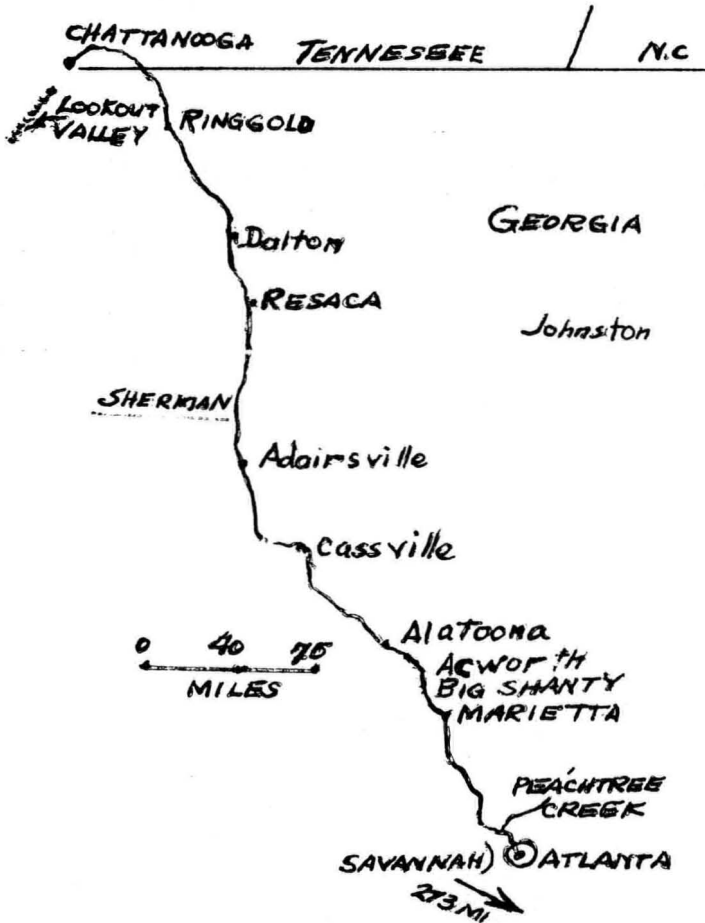
THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor
WILLIAM K. HERZOG, Assoc. Editor

MARCHING THROUGH GEORGIA

KENNETH A. WHITTLE

In 1864, the Union army marched from Chattanooga, Tennessee, to Atlanta, Georgia, courtesy of General Sherman; the mail rode the rails courtesy of Colonel W. W. Wright, a railroad engineer successful against the wiles of the Confederates aiming to destroy the railroad at any opportunity. The prime function of the railroad was to supply the three armies, totaling 100,000 men, which Sherman was leading into northwest Georgia. Here the agriculture reaped by foragers was insufficient to support this host, hence the need of the railroad. The mails went along for the ride.



Map of march to Atlanta adapted from a drawing by E. B. Long

Obviously, the maintenance of this road was of the utmost importance and an instance of handling this problem was reported by Sherman, "The rebels struck our railroad a heavy blow, burning every tie, bending the rails for eight miles from Big Shanty to above Acworth so the estimated repairs called for 35,000 ties and six miles of steel; 10,000 men were distributed along the break to replace the ties and the road bed. In seven days the road was all right!"

Much of the mail from this army marching against Atlanta was brought

to Nashville, Tennessee, some 257 miles from Atlanta, to be processed. When the army left Atlanta for Savannah, some 273 miles farther, the railroad between Atlanta and Chattanooga was destroyed and no mail was sent or received by the army until Savannah was reached. Letters from two different correspondences give a sketchy outline of the handling of the mail sent back while the army was on the way to Atlanta and later, from Savannah after the army reached the sea.

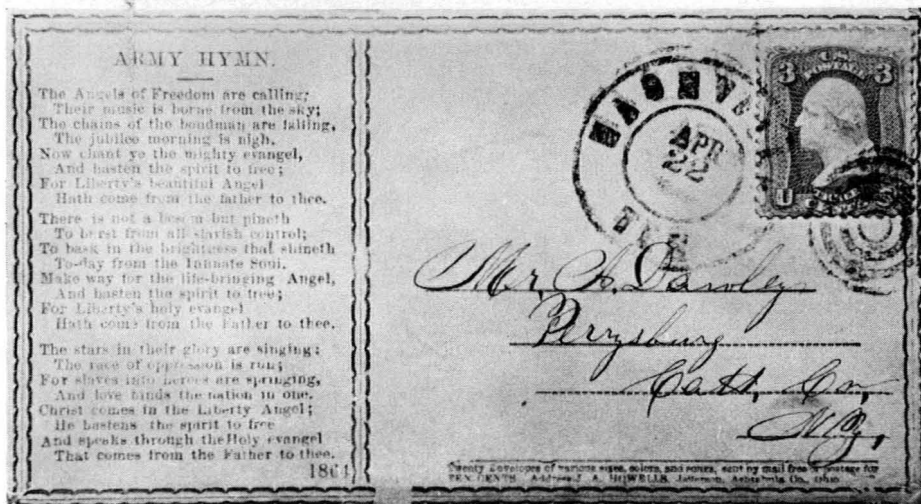


Figure 1. Cover with verse "Army Hymn," written from near Chattanooga about two weeks before the start of the march to Atlanta.

The first five of these covers, all addressed to Mr. A. Dawley, at Perrysburg, New York, are all signed "Reverend," presumably a chaplain. In these letters, he is short on news and long on requests; perhaps a professional trait. These particular covers bear the advertisements of J. A. Howells, Ashtabula, Ohio, promising "twenty envelopes of various sizes, colors and songs sent by mail free of postage for ten cents." Each cover bears a verse with the 1864 year date in the lower right corner of the verse panel. In one of the letters, the Reverend apologizes for the covers, "They are all I have." All the covers are prepaid with 3¢ 1861 stamps. For those letters written on the road to

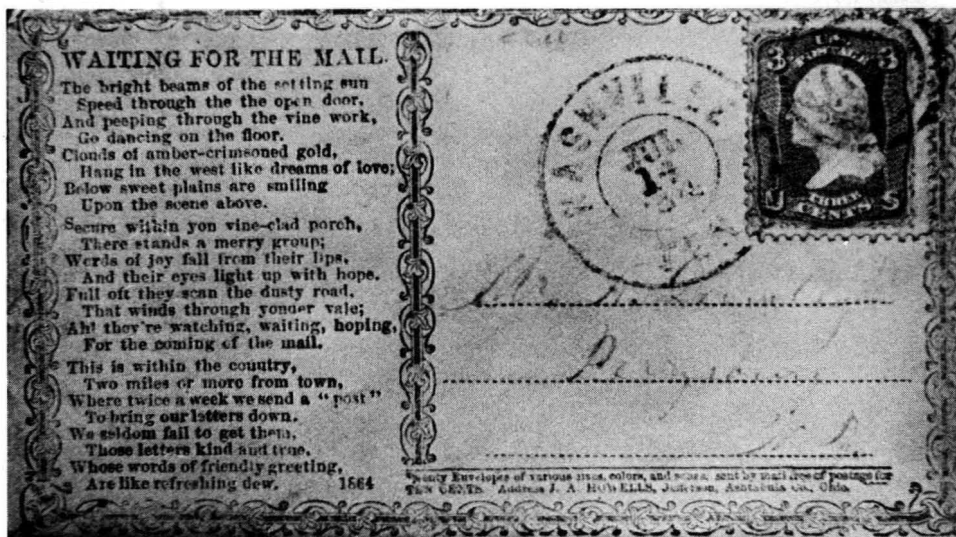


Figure 2. Showing verse, "Waiting for the Mail," the enclosed letter being written from near Marietta, Ga., on June 9, 1864.

Atlanta, two took five days and two took ten days to make it to Nashville; perhaps some of this was due to Confederate interference.

The first letter, Figure 1, dated April 18, 1864, was written two weeks before the move against Atlanta, May 4, 1864. Postmarked at Nashville on April 22, it bears the verse, "Army Hymn," and is written from Lookout Valley, next to Lookout Mountain near Chattanooga.

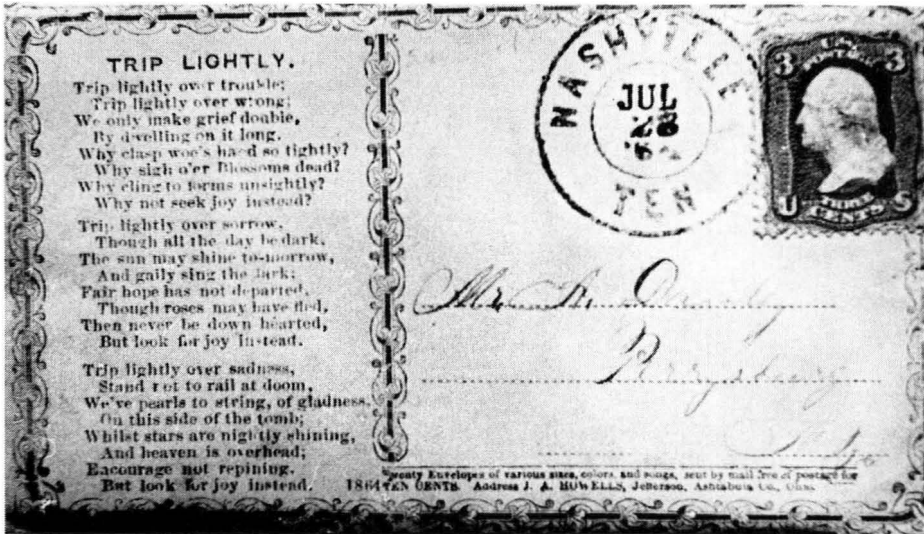


Figure 3. Verse, "Trip Lightly," on cover with letter written near Atlanta, Ga.

The second cover, Figure 2, written near Marietta, Georgia, July 9, 1864, bears the verse, "Waiting for the Mail." Postmarked at Nashville on July 14, '64, it took but five days to get to Nashville. The Reverend says, "You should not worry about me, I am as tough as a knot and, I guess, ball proof." (Confederate General Polk, a bishop, who was also somewhat nonchalant about his health, didn't duck fast enough and so caught a cannon ball on this same stretch of road about this time.)

Figure 3 shows a letter written "Near Atlanta, Ga., July 23, '64." This carries the verse "Trip Lightly" and arrived at Nashville July 28th, or five days after it was written. The writer says, "Dear Albert, I will try to write

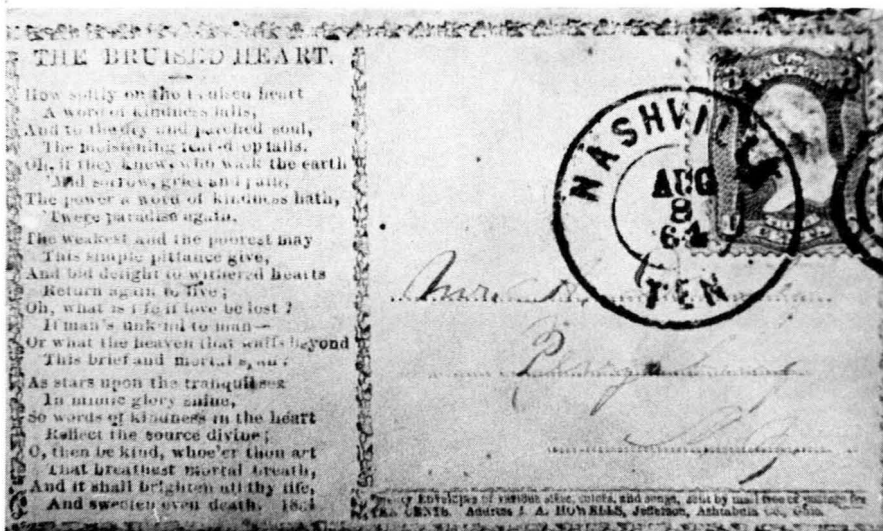


Figure 4. "The Bruised Heart," verse on cover sent from near Atlanta, Aug. 8, 1864.

you a few lines if the enemy shells do not bother me. They made a charge on the 20th. We were not prepared for it, they drove us at the start ½ mile but we rallied and drove them back." This was the battle of Peach-Tree Creek.

The cover carrying the verse "The Bruised Heart," dated August 8, shown in Figure 4, is headed "Near Atlanta, Ga., July 29, '64." This took ten days to reach Nashville. The writer says, "I am still on the road to Atlanta and mean to hold out faithfully & press forward to the end. We are inside two miles of the city & can throw shells easily into it. We are fighting every day." Two battles had been fought in this period.

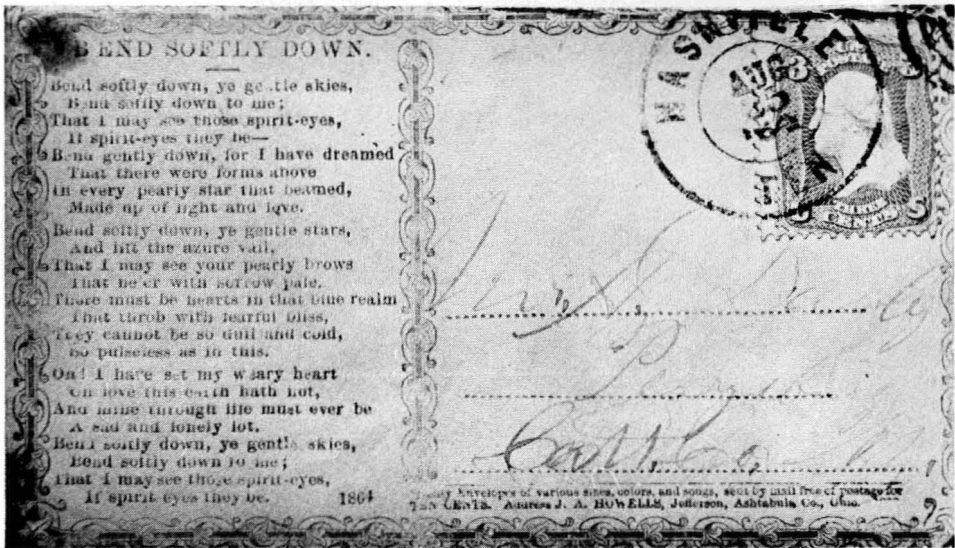


Figure 5. "Bend Softly Down," verse on Howell patriotic sent from near Atlanta.

Figure 5 shows a cover bearing the verse "Bend Softly Down." The enclosed letter was written near Atlanta August 15 and postmarked at Nashville ten days later. This is the final letter of the Reverend's correspondence quoted here, as he apparently did not go on to Savannah.

Sherman occupied Atlanta early in September and started making plans for the expedition to Savannah. This can be followed by the correspondence of a soldier from the 107th Regiment, N.Y. Volunteers. It begins with a letter from Atlanta, Figure 6, sent just before the start of the expedition to the sea. It was postmarked at Nashville on November 8, 1864, and reads as follows:

Dear Sister

Camp of the 107th Regt, N.Y. Vols.

While sitting here this cold wet day suffering, then looking away in the future still greater tribulations and suffering, and still beyond appears a clear bright future, peace in the land, a quiet home and dear friends and all the accompanying blessings in the world.

But to come to the point, the reason I feel so doleful today is the prospect of another campaign. I think when I wrote you last we didn't think we were going to leave here this winter but since then we have been ordered to prepare for a 50 day campaign, and you know that a campaign this time of year is no very pleasant undertaking. We have not been told which way we would have to go, or where to, or anything about it, but from what we hear our corps is changed from the Army of the Cumberland to the Army of the Tennessee and we understand we are going into the heart of the Confederacy and fear that organ out of it, and then go on, I don't know where, that is if Providence favors us.

I would not think it strange if this place, Atlanta, is known in the future as a place of the past. If we evacuate, the town will be left in ashes. I think there will be more extreme measures used after this in this Department than was ever used before. Fire and sword on every hand through many a region will spread. Gen. Sherman won't fool with them much longer, if nothing will do but exterminate these cursed rebels, why that must be done. You may think that is awful but I think it is the quickest way, and cheapest way to end it. They have got so that if we go out in the country and they happen to capture one of us, they hang us to a tree or cut our throats from one ear to another, so you see the kind of enemy we have to deal with.



Figure 6. Sent from within Atlanta, with soldier's letter certification of the Adjutant of the 107th N.Y. Volunteers. Postmarked at Nashville.

Now, sister we may have no communication with the North for two or three months after we start, you may never hear from me again . . .

On the 2nd of November, all the sick and wounded men were sent to Chattanooga, all communications to the North ceased and the march from Atlanta to the sea started November 15th. On December 21, 1864, the city of Savannah was evacuated by the Confederates and the Union forces entered.

The cover of Figure 7, bearing the handstamp "U.S.SHIP/3 Cts.," reads as follows:

Camp of the 107th N.Y. Vols, Near Savannah
Dec. 26, 1864

My Dear Sister

Your last two letters, both dated November, came to hand the last two days, and I tell you they were welcome letters for I had none for over a month. You have undoubtedly heard of Sherman's great campaign through the heart of Georgia. We left Atlanta on the 15th of November and reached the enemy's works near Savannah on the 12th of December. You can see on the map the distance we marched, but we did not march in a straight line all the way. We had to go out of our way sometimes a great deal to destroy railroads—that we done most effectively. I have not time to give you a complete history of the march, but you are apt to see it all in the newspapers before this reaches you, or at least the principal part of it. There is no person can give you a correct idea of the difficulties encountered and surmounted. We had a great wagon train; our corps' train alone would reached 14 or 15 miles. . . .

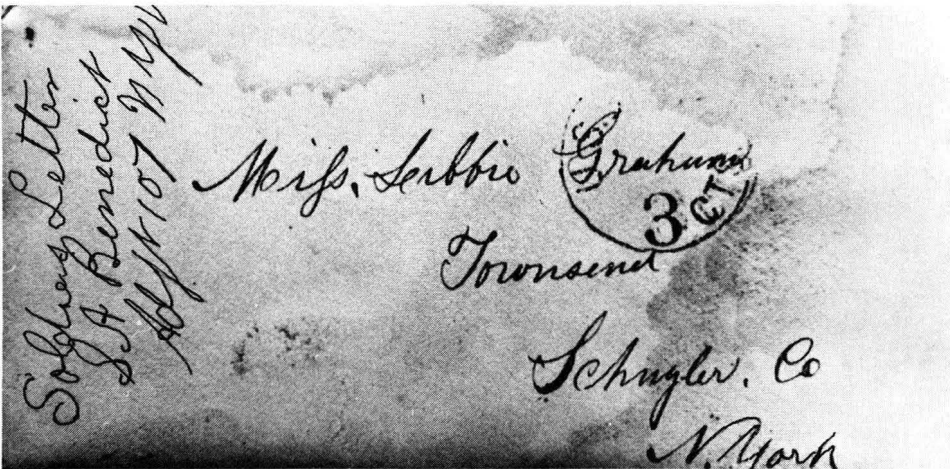


Figure 7. With an enclosed letter written at Savannah, Ga., Dec. 26, 1864. Carried north by a Federal dispatch vessel, hence the "U.S.SHIP/3 Cts."

MAIL FROM SHERMAN'S ARMY, 1864: A FEW NOTES

In this issue of the *Chronicle*, Kenneth A. Whittle's article, "Marching Through Georgia," could as readily have borne the same title as this. Mr. Whittle's article is about the military mails from the Atlanta and subsequent campaigns, to the sea, and probably can be assessed as having as much history in general as it has postal history. The Period Editor, however, also has a yen to collect more than just postmarks; in the field of Civil War postal history, a clear understanding of the army movements is often necessary to really understand an unusual usage—and often, to even recognize that a cover *is* unusual. In addition, the human interest in this kind of collecting is a bonus.

In the course of discussion about this article, two questions arose that seem to demand a more comprehensive answer than our data provided. The first of these dealt with soldier's letter certifications, to permit a letter to be sent collect. After the first year of the war, chaplains usually signed such certifications. Whether a chaplain was considered an officer, in terms of his not being duly commissioned or paid by Congress—or authorized to send his personal mail collect—is a moot question. Officers were not legally authorized and, in fact, were forbidden the right to send their letters collect. Has anyone reading these lines seen a personal letter of a chaplain that passed through the mails as a certified soldier's letter with postage collect at destination?

The second question arose from the fact that all the covers shown in Mr. Whittle's article entered the mails at Nashville. Nashville was really the supply base for the Atlanta campaign, rather than the point of departure, Chattanooga. Yet, the Period Editor owns as many covers from the Atlanta campaign that entered the mails at Chattanooga as at Nashville. Is this the pattern?

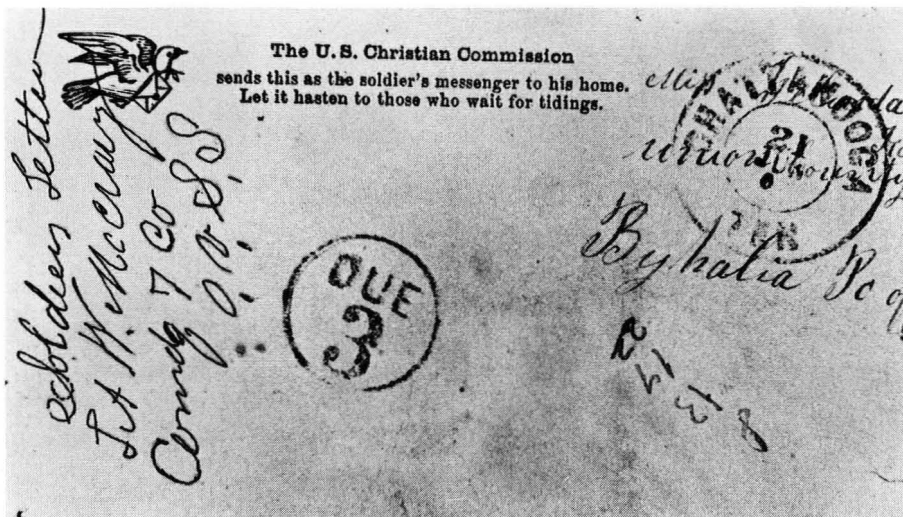


Figure 1. Certified soldier's letter from a member of General Sherman's personal bodyguard, the 7th Company of Ohio Volunteer Sharpshooters. Postmarked at Chattanooga on 21 June (1864), Sherman and his bodyguard were deep in Georgia.

Covers from the Atlanta campaign are not always readily identified. Either content or other means, such as a soldier's letter certification of a unit known to have been with Sherman, is needed. Figure 1 shows such a cover. Bearing a U.S. Christian Commission imprint, it has a Chattanooga c.d.s. of June 21 that could have been applied in no other year than 1864. The cover bears a pencilled soldier's letter certification of Lt. W.(illiam) McCrory, "Commdg 7 Co./OVSS." This is "translated" as "7th Company, Ohio Volunteer Sharpshooters," which was General Sherman's personal bodyguard from May, 1864, for the remainder of the war, and there is no doubt of the presence of this unit on the Atlanta campaign.

Recourse will usually have to be made to reference material to learn if a unit, once identified, was with Sherman, but for readers reporting a "possible"

cover to the writer, he will be glad to advise them of the location of their unit at the time their cover was mailed.

The period editor has seen covers with the Howell verses, such as are shown in Mr. Whittle's article, postmarked at Chattanooga as well as at Nashville. Our own theory has always been that a high percentage of the patriotic covers of the Civil War were sold by sutlers to the troops. This is probably the reason that Mr. Whittle's "Reverend" was using stationery for which he felt compelled to apologize. Figure 2 shows the content of another cover addressed to the same "A. Dawley" at Perrysburg, N.Y. as were the Reverend's covers, this cover being sent from Washington in February 1863. For those familiar with Civil War history, this would suggest that the Reverend and the sender of the comic valentine—obviously *not* the Reverend—were from the same area and hence, the same body of troops. The Washington, D.C., postmark would thus suggest that the Reverend joined Sherman's army with the body of eastern troops under "Fighting Joe" Hooker sent west to Chattanooga in late 1863. Many of these troops, under Generals O. O. Howard and Slocum, made a "grand tour" being sent by train from Washington to ultimately march through Georgia and the Carolinas with Sherman and finally march in the grand review at Washington after the war with the western troops.



Figure 2. Enclosure of cover, in green, red and black, the envelope (not shown) being addressed to A. Dawley of Perrysburg, New York, from Washington, D.C., in February of 1863. Obviously, this was not sent by the "Reverend" of "Marching Through Georgia."

As is indicated in Mr. Whittle's article, no mail was either sent or received from Sherman's army from the time they left Atlanta until they arrived upon the coast. This was well over a month. However, when they did arrive at the coast,

near Savannah, mail was awaiting them. Just how this came about is part of the accomplishment of "Colonel" Absolam B. Markland, who was in charge of the mails of Grant's western armies after early 1862. (Actually, as a special agent of the Post Office Department, Markland was on no military roster and bore no military title). Fragments of Markland's history have crept into print at intervals over the years, most of it being taken from Benson A. Lossing's *Pictorial History of the Civil War*, published in 1866. Relevant to the matter of mails for Sherman's army, is the following letter, written to Markland in May of 1865 by General O. O. Howard who had command of one wing of Sherman's army during the march from Atlanta:

For more than a year the Army of the Tennessee has been campaigning in the interior of the Southern States, a great portion of the time far separated from depots of supplies, and connected with home and friends only by a long and uncertain line of railroad, that was, for the most part, overworked to supply provisions, or, moving off without base or lines of communication, the army only touched at points not always previously designated. During all this time, from Chattanooga to Atlanta, from Atlanta to Savannah, and in the homeward campaign across the Carolinas, you, my dear Colonel, have received the warmest thanks from officers and men for your interest, energy, and uniform success in bringing to them the mail, often immense from accumulation, forwarding it promptly, by sea or by land, for distribution. During the campaign of four months against Atlanta, the mail was received with great regularity. On the 13th December, the very day our communication was opened on the Ogeechee River with Admiral Dahlgren's fleet, the mail-boat, with your personal charge, was the first to pass the obstructions and greet the Army of the Tennessee.

Some years later, a reminiscent Markland wrote:

When the old army swung away from Atlanta, bidding good-bye to me, and severing all its connections with home, family and friends, I had a sorrow that it was not my lot to have gone with it; but when I met its commander in Ossabaw Sound, and a day later I was again with the army at King's Bridge, the sorrow was gone. At daylight on the second morning after the fall of Fort McAllister, General Sherman called to me from the Fort to tell me how anxious he was that the little steamboat *Island City*, on which I had the mail, should get through the obstructions of the Ogeechee river, below Fort McAllister, and reach King's Bridge, where the Army was, so as to deliver the mail to the soldiers before the dusk of that day. He said: "I'll go over to the rice mill, and signal all over the army that you are here with the mail, and they will all be on the lookout for you." He did signal. The army did look out for the mail-boat, and before the going down of the sun of that day the connection between the army, home, family and friends, had been made. What a bewildering reception that was. All the boys brought out their canteens to show them to me, as if they were a novelty. Those quiet fellows like Poe, of the engineers; Beckwith, of the commissariat, and Moore, of the medical department, laughed and danced to think that old times had come again.

The Period Editor has believed for many years that those U.S. Ship markings with an integral rate were applied by military or naval route agents aboard headquarters vessels, supply and despatch steamers or storeships of the army and navy. Covers have been seen from units of Sherman's army at Savannah with two slightly differing types of the "U.S.SHIP/3 Cts" marking as well as an unusual straight line "DUE 3 Cts." It seems quite probable that most of the letters written by the soldiers of Sherman's marchers were sent unpaid. Judging by the covers seen, most of these were processed in the field, probably by army quartermaster troops assigned to handling mail under Markland's supervision.

These notes are intended to supplement Mr. Whittle's article.

Richard B. Graham

POSTSCRIPT: A MATCHED PAIR—3¢ "Z" GRILLS ON COVER

WILLIAM K. HERZOG

In my earlier article "A Matched Pair—3¢ 'Z' Grills On Cover" two 3¢ "Z" grill covers mailed from Clear Spring, Md., were illustrated.¹ Each cover bore the same type of year-dated postmark and well-inked target cancel. They were mailed in April and May of 1868, which is normal for the short-lived "Z" grills. It was suggested that readers closely examine any similar cover mailed from Clear Spring, Md., for the possibility of the scarce 3¢ "Z" grill.

It can now be reported that another example has turned up. The Sotheby Parke Bernet Stamp Auction Co., Inc., sale of April 29-30, 1980, lot 284 re-

1. *Chronicle* 92:263-4.

vealed a 3¢ “Z” grill used on cover mailed from Clear Spring, Md., on February 12, 1868. Both the postmark and cancel matched those on the previously illustrated covers, and the correspondence matched that of Figure 2. More important, the date of use for this cover (Feb. 12, 1868) is now my earliest recorded use of the 3¢ “Z” grill.

MORE ON THE “TAG” VARIETY FROM PLATE 15 “LATE”

WILLIAM K. HERZOG

In William Weismann’s very illuminating article “The 10¢ 1861 ‘TAG’ Variety”¹ evidence was presented for the first time which clearly showed the “TAG” variety came from at least one position on 10¢ plate No. 15. Since this variety is stated not to have been found used prior to late 1863, Weismann logically concluded that plate No. 15 (the first 10¢ Type II plate) was at least partially reentered with a defective transfer roll prior to late 1863. Naturally, only the reentered positions would show the variety.

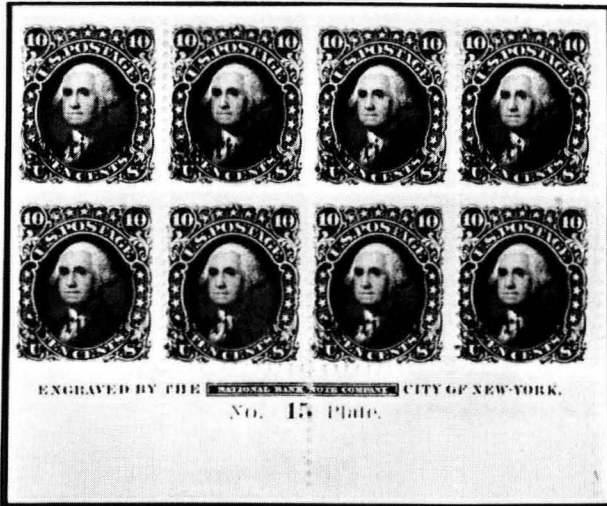


Figure 1. Plate block of 8 of 10¢ Type II from plate No. 15 “late”, bearing 15mm. “Specimen” overprints, which shows all stamps containing the “TAG” variety. Courtesy of R. Wunderlich.

It is now possible to show that at least eight positions on plate No. 15 “late” contained the “TAG” variety. Through the courtesy of Rudolf G. Wunderlich (R. A. 1300) we illustrate as Figure 1 a 10¢ Type II plate block of eight from plate No. 15, which bears eight 15mm. “Specimen” overprints (making each stamp *Scott* 68S B). Each of the stamps in the block contains the “TAG” variety. The margin position stamp showing “No. 15” appears to be from the same position as the stamp in Weismann’s Illustration 1.² Whether this block came from the right or left pane of 100 is still uncertain.

The plate block further substantiates Weismann’s theory that most of the “TAG” varieties probably came from plate No. 15 “late”, and that few, if any, came from plate 26.³ These two plates never have been plated; consequently, we need further reports of 10¢ Type II position pieces to help clear up this matter. Obviously, if anyone can show us plate proof sheets from plates 15 and/or 26 (but not reissue plate No. 59), it would be extremely helpful.

1. *Chronicle* 85:26-9.

2. *Ibid*:27.

3. *Chronicle* 53:130-1. Four drawings (by C. E. Taft) of successive stages of the variety, with theory the stages were from transfer roll would strongly suggest the “TAG” variety stamps all come from one plate.

EDITORIAL COMMENT AND REPORTS

With this issue, and also *Chronicle* No. 106, our new Associate Editor, Bill Herzog, is commenting on a broad range of subjects concerning the stamps of the 1861 issues and the grills. Further such articles, short and long, are in the works, not only by Mr. Herzog but by others. The whole project is aimed at providing a “hub” as it were, for reportage and research on the 1861 stamps.

In the Period Editor's opinion, the 1861 issue offers much opportunity for original research, be it paper, plate varieties or plating. The Period Editor has concentrated upon postal history of the Civil War and in general for many years, but it is not difficult to be aware of the opportunities. In our opinion, Bill Herzog will provide the mode for cooperative efforts by many collectors to be brought together so that long standing questions and problems about the 1861 stamps and grills may be explored in depth.

We have a report from Mr. Peter Stafford, the Honorable Secretary of the American Stamp Club of Great Britain, concerning the 12¢ 1861 plate varieties illustrated in Figures 1-A and 1-B of page 39, *Chronicle* 105. Mr. Stafford confirms the variety of Figures 1A/1B (these illustrations are of the top corners of the same stamps) and also furnishes us with a new variety. The latter will be shown when we get around to running the additional varieties given us by Ray Vogel, from which those in *Chronicle* 105 were taken.

Also in *Chronicle* 105, on pages 40-42, the Period Editor asked several questions on certain Federal occupation postmarks and their usages, the markings being illustrated in Plate I on page 41. We had several responses, but the fact that few if any had really positive new data shows how difficult assigning positive year dates to such markings may be. Mr. Harold C. Perry sent us a Xerox copy of a cover that indicates the Port Royal smaller single circle (Item "B" in the plate) was used in the spring of 1862 as well as in 1863, and this has been confirmed from another source. Mr. Perry also noted covers with the Chattanooga S.L. markings but neither he nor anyone else came up with a confirmed date earlier than late November of 1863 for any type of the Chattanooga S.L. marking. Our quest for September 1863 dates, so frequently noted in auction lot descriptions, is apparently about of the same significance as Sherlock Holmes's curious incident of the dog in the night. The dog did nothing, and a twenty year hunt for a clear September dated Chattanooga straight line has produced nothing earlier than late November of 1863.

Reports of covers bearing any of the markings in Plate I on page 41 of *Chronicle* 105, which add to the data concerning those markings, are still solicited.

Reverend William Parkes has written about the cover shown on page 113 of *Chronicle* 106, and which bears the marking "SENT BACK TO ENGLAND/WITHOUT A REASON/FOR NON-DELIVERY." Rev. Parkes confirms this to have been a British marking used for many years both before and after the Civil War, as applied upon covers returned to England. However, he points out that the docketing considered by the Period Editor to have been applied by an eventual recipient in the Confederacy may as well have been applied by the sender when the cover was returned to him in England. He comments, with which the Period Editor tends to agree, that the holograph of the docketing and that of the address could easily be that of the same person. However, this assumption still leaves some unresolved questions, or at least further exploration of how covers bearing this marking were subsequently handled.

Richard B. Graham

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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

ANOTHER LAST DAY OF 15-CENT RATE TO FRANCE

WILLIAM K. HERZOG

In the final paragraph of his brief article "Last Day of 15-Cent Rate to France," Michael Laurence concluded: "It would be interesting to see other covers to France that traveled on this crossing of the *Rhein*, to ascertain if all such were treated according to the terms of the 1857 treaty."¹ Fortunately, another example can now be illustrated, as well as covers to France from the immediately preceding and following mail sailings from New York City. This article will not take into consideration the possibility of covers to France carried by the Allan line from Portland, Maine, to Liverpool, England, in early January of 1870.

Before discussing these three covers, a brief list of the sailings from New York City by ships of the lines known to have carried transatlantic mail will be presented. These sailings, from December 29, 1869, through January 8, 1870, are as shown in Table I.²

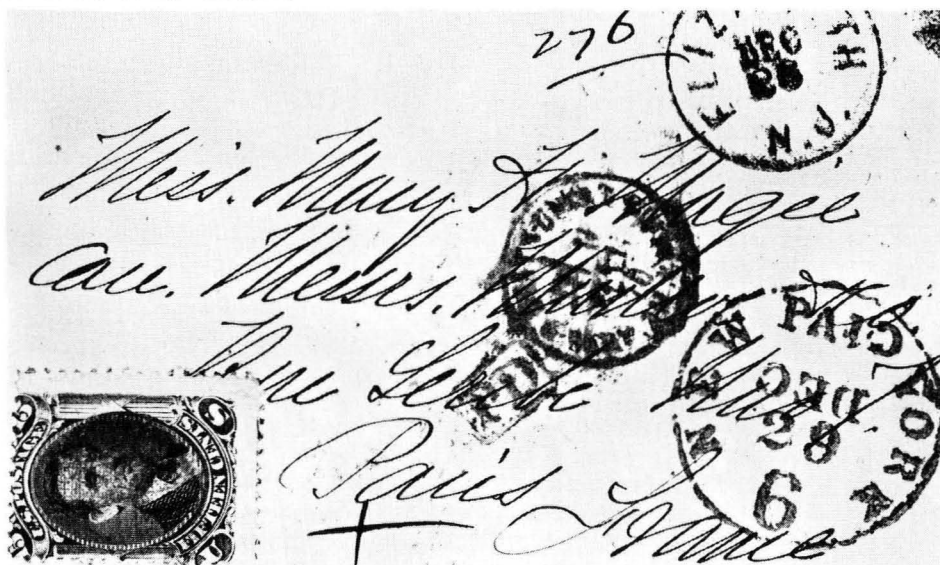


Figure 1. A 15¢ "F" grill that paid the 15-cents treaty rate to France on a cover sent on the December 29, 1869, sailing of "Russia."

The cover in Figure 1 was mailed from Elizabeth, N.J., on December 28, 1869. The 15¢ "F" grill stamp (*Scott 98*) paid the under ¼ ounce treaty rate to France. The New York exchange office applied a red "NEW PAID YORK 6, DEC 29" ("DEC 29" inverted) treaty credit marking, and sent it on the Cunarder *Russia* which sailed on the same day. France applied a red boxed "PD", and the blue "ETATS-UNIS SERV. AM. CALAIS, 11 JANV. 70." *Russia* was the last ship to carry French Treaty mail out of New York City prior to the expiration of the French Treaty at midnight on December 31, 1869; however, *Russia* was not the last ship to carry French Treaty mail out of New York City, as was shown by Laurence.

Figure 2 is a folded letter, written in French, that is headed "New York, 31 December 1869." It is franked by a 12¢ 1869 stamp (*Scott 117*) which

1. *Chronicle* 105:50-1.

2. Taken from various *Chronicle* articles by Friend and Hubbard, unpublished sailing data by Friend, and Salles *Tome IV*:234.

TABLE I

N. Y. DEPARTURE	SHIP, LINE	ARRIVAL	MAILS TO FRANCE
Dec. 29, 1869-Wed.	<i>Russia</i> , Cunard	Queenstown, Jan. ?	Treaty v. Eng.
Dec. 30, 1869-Thur.	<i>Tripoli</i> , Cunard	Queenstown, Jan. 10	No mail*
Jan. 1, 1870-Sat.	<i>Rhein</i> , N. G. L.	Southampton, Jan. 11	Treaty v. Eng. Br., oA?
Jan. 1, 1870-Sat.	<i>City of Washington</i> , Inman	Queenstown, Jan. 11	No mail*
Jan. 4, 1870-Tues.	<i>Hammonia II</i> , HAPAG	Plymouth, Jan. 14	No Ply. mail
		Cherbourg, Jan. 15	Am. Pkt., d.
Jan. 5, 1870-Wed.	<i>Manhattan</i> , Guion	Queenstown, Jan. 15	Br., oA
Jan. 5, 1870-Wed.	<i>Nemesis</i> , Cunard	Queenstown, Jan. 15	No mail*
Jan. 6, 1870-Thur.	<i>Tarfia</i> , Cunard	Queenstown, Jan. 15	No mail*
Jan. 8, 1870-Sat.	<i>St. Laurent</i> , French	Havre, Jan. 19	Fr. Pkt., d.
Jan. 8, 1870-Sat.	<i>America</i> , N. G. L.	Southampton, Jan. 19	Br., oA
Jan. 8, 1870-Sat.	<i>City of Baltimore</i> , Inman	Queenstown, Jan. 18	No mail*

*The Cunard and Inman lines refused to carry the British mails for the compensation offered under the new U. S.-British Treaty, which went into effect on January 1, 1870. Following the sailing of *Russia* on December 29, 1869, these two lines refused to carry the mails until further notice. To fill this void, an "arrangement" was made on December 29, 1869, with the Guion line to carry mails weekly from New York City, beginning on January 5, 1870. The Guion line eventually entered into a contract to carry the mails for two years, beginning retroactively on January 1, 1870.

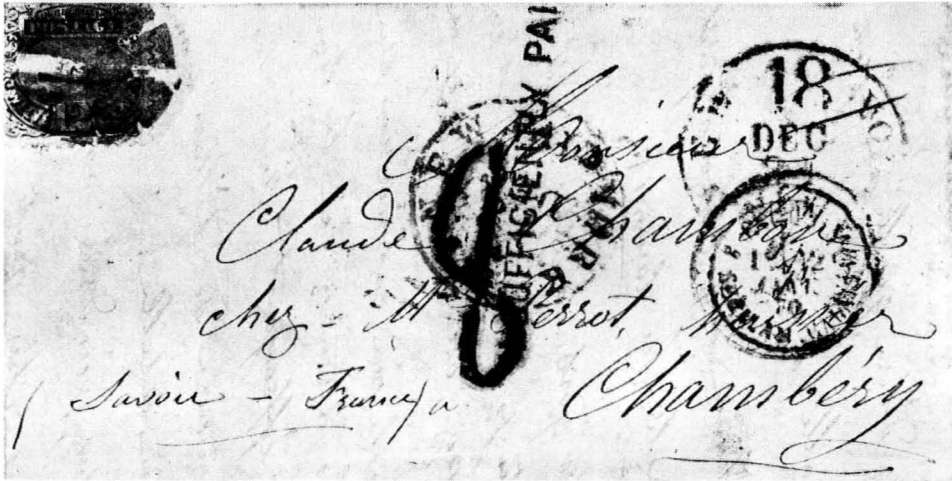


Figure 2. A 12¢ 1869 that underpaid the 15-cents treaty rate to France on a folded letter sent on the January 1, 1870, sailing of "Rhein." The folded letter bears two treaty markings of December 31, and a non-treaty marking of January 1.

variously would underpay the 15-cents French Treaty rate, overpay the 4-cents British Open Mail rate, and pay exactly the 12-cents fully-paid British rate (the so-called "Phantom" rate). The former rate was in effect through December 31, 1869, and the latter two were in effect, at least theoretically, on January 1, 1870. It is doubtful, however, that the New York exchange office rated any 12-cents British rates in early January of 1870.³ The 10-cents American Packet direct rate, also effective on January 1, 1870, would not apply, as the *Rhein* debarked all of its mail for France at Southampton. The New York exchange office applied a red "NEW PAID YORK 6, DEC 31" ("DEC" inverted) treaty credit marking. Realizing this was in error because of the 12-cents franking, a black straight-line handstamp "INSUFFICIENTLY PAID" was applied over the credit marking, and a black "NEW 18 YORK, DEC 31" treaty debit marking was also applied. The "18" mistakenly represents a two times 9-cents double weight debit. Once again, realizing the "18" was in error, it was crossed out by two pen strokes, and a small red "NEW YORK, JAN. 1" non-treaty marking was applied partially over the debit marking. Obviously, this folded

3. The earliest "Phantom" rate recorded by Charles Starnes was rated at New York City on February 26, 1870 (see *Chronicle* 68:176).

letter created much confusion on the particular two days (December 31 and January 1) when confusion should have been the order of the day! Finally, the non-treaty January 1 marking notwithstanding, the cover was sent as French Treaty mail, just as was Prof. Stappo's cover. This is shown by the blue "ET.-UNIS SERV. AM. CALAIS, 12 JANV. 70" treaty-period marking which is applied directly over the non-treaty New York marking (possibly on purpose), and by the black "8" which is, in this case, the single rate treaty due of 8 decimes (approximately 15 cents). This is further shown by the lack of any British markings which would indicate a British Open Mail or fully prepaid British rate.

Clearly, this would have been a great item for "The Cover Corner"! Seldom does one have the opportunity to view a folded letter bearing two different last-day treaty markings, plus a first-day non-treaty marking. Can anyone else report a similar use?

The fact that this cover was sent as French Treaty mail, even though a non-treaty marking was applied, seems to indicate that all mail for France sent on this trip of the *Rhein* went as French Treaty mail. One still wonders, however, what the markings would indicate if a cover to France bearing *only* a January 1, 1870, marking would turn up. Perhaps we will never know for sure.

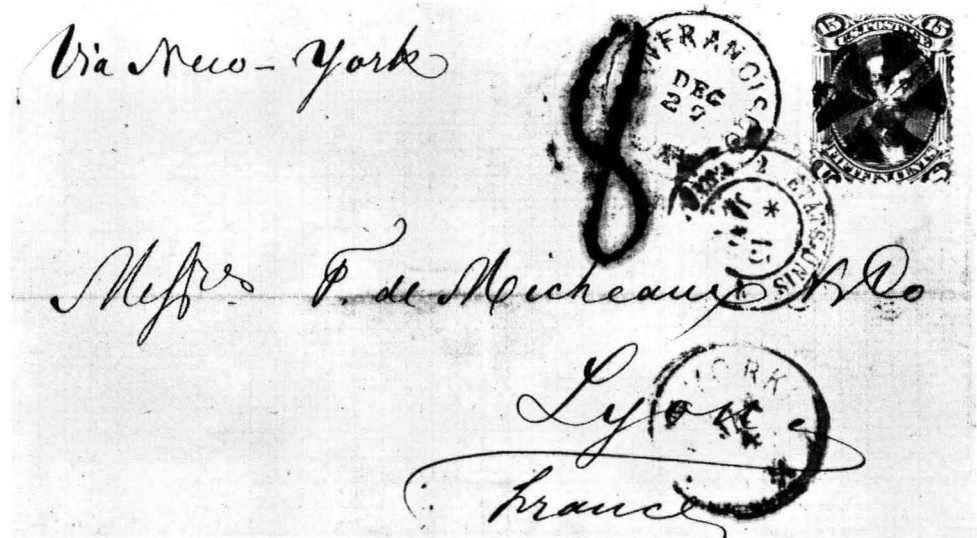


Figure 3. A 15¢ "F" grill that overpaid the 10-cents American Packet direct rate to France affixed to a folded letter sent on the January 4, 1870, sailing of "Hammonia II." The folded letter originated at Yokohama, Japan, and was carried out of the mails into San Francisco by an agent or individual aboard the "China."

Figure 3 is a folded letter (front only) which bears the docketing "Yokohama, 1 December 1869, Siber & Brennwald." The paper of the letter is water-marked "YOKOHAMA, SIBER & BRENNWALD." The handstamp "HENTSCH & BERTON, Dec. 25, 1869, SAN FRANCISCO" is on the back. These facts, plus the San Francisco postmark of December 27, indicate this folded letter was carried privately by an agent or individual aboard the *China* (Pacific Mail Steam Ship Co.) into San Francisco, as the *China* arrived there on December 25, 1869.⁴ A small red "NEW YORK, JAN. 4" non-treaty marking was applied at New York City, and it was sent on the HAPAG liner *Hammonia II* direct to Cherbourg, France. The 15¢ "F" grill stamp (Scott 98), which undoubtedly was affixed originally to pay the treaty rate, overpaid the 10-cents American Packet direct rate to France. The French applied a Cherbourg receiving mark of January 15, 1870 and, in this case, a black "8" for 8 decimes French internal due, as the U.S. stamp paid the cover only to the French frontier.

4. Halliburton, Roger, and Spaulding, *Pacific Crossings From Japan, 1858-79*, I.S.J.P. Monograph 3:21.

Assuming the *Rhein* carried only French Treaty mail on its sailing of January 1, 1870, the *Hammonia II* carried the first non-treaty mail of any kind direct to France from New York City on January 4, 1870.⁵

It is of additional interest to note that the records of Charles Starnes contain descriptions of covers sent to France on the January 8, 1870, sailings of *St. Laurent* and *America*. The *St. Laurent* cover (sent French Packet direct at the 10-cents rate) bears a red "NEW YORK, JAN. 8" non-treaty marking, a black octagonal "ETATS-UNIS PAQ. FR. H No 4", and a black "8".⁶ This sailing of the *St. Laurent* carried the first *non-treaty* direct mails to France by French packet.

The *America* cover (sent British Open Mail, with a 10¢ 1869 stamp overpaying the 4-cents rate) bears a red "NEW YORK PAID ALL BRITISH TRANSIT, JAN. 8" marking, two strikes of the black two-line "PAID ONLY TO ENGLAND", a black "GB, 40c" tray marking, an indistinct Amb. Calais marking, and a French style "5" (5 decimes for under 10 grams). The year of use is shown in a private New York handstamp of 1870.⁷ Only the *Guion Manhattan*, and possibly the *Rhein*, could have carried earlier post-January 1, 1870, examples of British Open Mail covers to France.

In conclusion, covers to France have been shown or described from five of the six mail sailings from New York City from December 29, 1869, through January 8, 1870. Can anyone show us a cover to France from the sailing of *Manhattan* on January 5, 1870? Additional reports of covers to France during this period are solicited, especially covers carried by the *Rhein* on January 1, 1870.

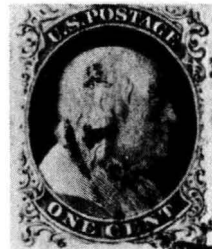
5. Michael Laurence reports two additional covers to France on the January 4, 1870, sailing of *Hammonia II*: Parke-Bernet Galleries, Inc., 11/3-8/1941 sale (Knapp II), lot 2489, and Sotheby Parke Bernet Stamp Auction Co., Inc., 6/14/1978 sale (Juhring) lot 789.

6. The Starnes records contain tracings of these markings made from a cover in the Jack Molesworth collection. Unfortunately, the U.S. stamp franking the cover is not stated, and there is no photograph.

7. The auction clipping in the Starnes records is from the Robert A. Siegel sale of April 24-5, 1968, lot 893.

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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

NINETY CENT SMALL BANKNOTE STAMP ON COVER

RICHARD SEARING

In the last issue updated information was presented for the surviving covers bearing the 90¢ stamps of the 1870-1888 period inclusive. However, there remains one 90¢ banknote stamp which to the present has been omitted from this research. When the original compilation appeared in *Chronicle* 88, I had never recorded a single example of the 90¢ 1890 small banknote stamp on cover in reviewing nearly forty years of auction catalogs and price lists.

In 1976, however, within a period of six months I not only located two such covers hereto unrecorded, but, through extraordinary good fortune, I was able to add them to my personal collection. Eager to share this coup with other classic students, I wrote an article which eventually appeared in the APS journal.¹ The reason that the article appeared in this way was that the *Chronicle* at that time extended the banknote period only to the 1888 issues, which left the 1890 issue of small banknote stamps excluded.

Times have changed so, with the blessing of our editor, the 1890 issue of stamps has found a home in the pages of this section. With this brief history, I will now present some of the data which first appeared in *The American Philatelist*.

The reader response to the *American Philatelist* article was not overwhelming, but at least one more partial cover with the 90¢ 1890 stamp was recorded. Additional information was also received which reflects on the reason for the scarcity of the 1890 issue high values on cover. In fact, the record shows that the 90¢ value on cover is rarer than all of the large 90¢ banknote stamps with the exception of the National issues with and without the grill.

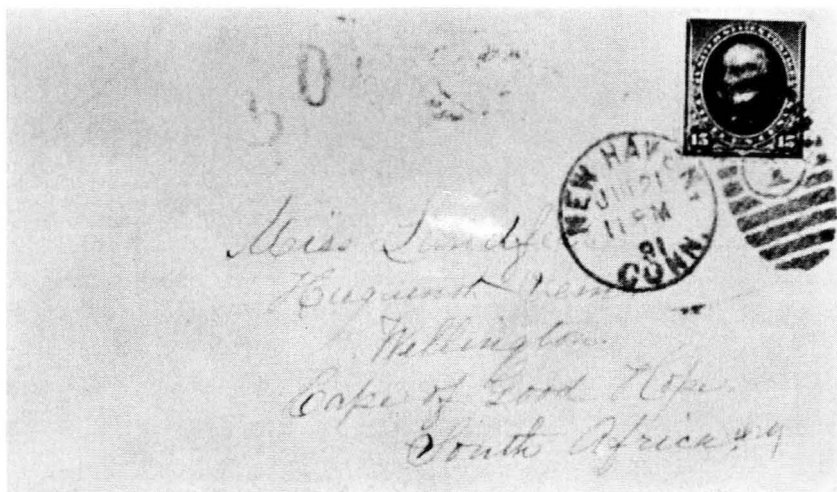


Figure 1. The 15¢ stamp of the 1890 issue tied from New Haven, Conn., to Wellington, Cape of Good Hope, South Africa, dated July 21, 1891. The stamp pays a single letter rate to a non-member country of the Universal Postal Union.

The 90¢ small banknote stamp was issued on February 22, 1890, with nearly the same design as the earlier 90¢ stamps in a bright orange shade which tends to show cancels badly. The Postmaster General's records indicate 219,721 stamps printed and issued to postmasters for sale. These stamps were still available in some areas as late as 1910. Never again was the U.S. Government

1. R. M. Searing, "The 90¢ Small Banknote Stamp of 1890," *The American Philatelist*, February, 1977, p. 120.

to issue a stamp in the odd denomination of 90¢. A fine article describing the design and the designers of the 90¢ stamp appeared in the *SPA Journal* a few years ago and is worth reading.²

In the *American Philatelist* article, several reasons for the apparent scarcity of the 90¢ 1890 stamp on cover were discussed. These are summarized briefly as follows:

Up to 1913, the largest weight acceptable for domestic U.S. mail was 64 ounces. Therefore, only bulky and heavy parcels would require a 90¢ stamp and at 2¢ per ½ ounce, two or more 90¢ stamps would represent an overpayment. The treaty rate for mail to the UPU countries in 1890 was 5¢ per ½ oz., but there was no weight limit on the mail sent. Thus, large blocks of 90¢ stamps are found with registry marks to foreign destinations. Mail destined for non UPU countries in all cases was charged less than 24¢ per ounce by 1890. For instance, the rate to the Cape of Good Hope was 15¢ per ½ oz. and mail to the Transvaal was 23¢ per ½ oz.

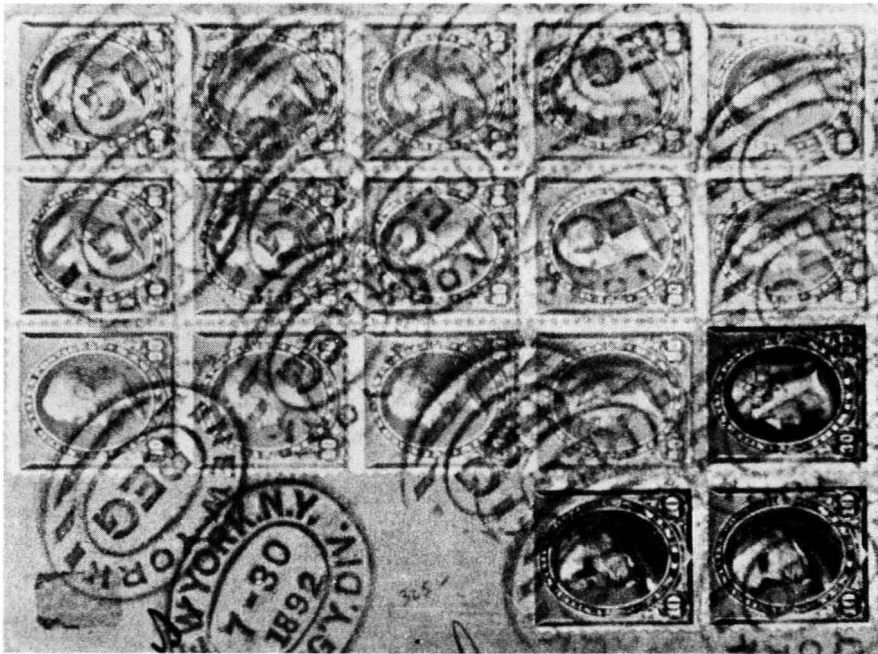


Figure 2. Block of twelve plus two singles of the 90¢, 30¢, and pair of 10¢ stamps of the 1890 issue tied to piece of canvas paying \$13.10 on registered mail out of New York City on July 30, 1892.

Collectors of this period rarely appreciated covers with the original stamps still on the envelope. Most stamps, particularly unusual and high value denominations, were generally removed and placed in the albums of the day. In addition, the first commemorative issues began during this period and who wouldn't prefer a more glamorous \$1 Columbian on cover than the common 90¢ regular issue? Despite these odds, some covers always manage to survive through the years and we shall now examine some examples of the period.

Figure 1 shows a single letter rate from the Landsfear correspondence to the Cape of Good Hope in 1891. Most such surviving letters show the 15¢ rate with few double or multiple rates known.

Figure 2 shows a portion of a package with registered markings out of New York City paying the large amount of \$13.10 to a foreign destination. The payment consists of a block of 12 plus a pair of the 90¢ stamp with a 30¢ and pair of 10¢, all of the 1890 issue. Blocks of 20 and 16 of the 90¢ stamp are on the record.

2. Craig J. Turner, "The Postmaster General's Postage Stamp-VII," *S.P.A. Journal*, August, 1973, p. 731.

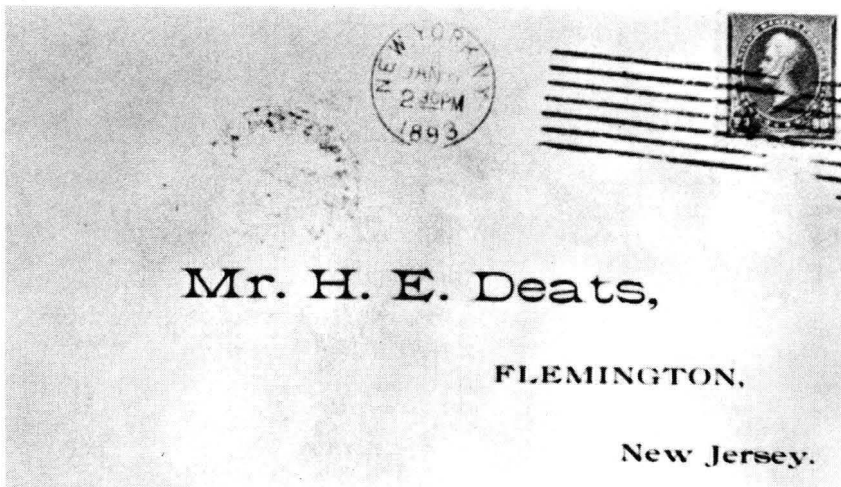


Figure 3. Small philatelic cover bearing a single copy of the 90¢ 1890 stamp mailed from New York City to New Jersey on January 6, 1893. Gross overpayment of the 2¢ single letter rate.

The only way that a 90¢ stamp of this period could exist on a small domestic cover is shown in Figure 3. Students will recognize the name of Hiram Deats, who was among a small handful of collectors in this period who appreciated stamps on cover. This unique piece of philatelic mail overpays the U.S. domestic rate of this period by 88¢ at a time when \$1 was a day's wage. The mailing date of January 6, 1893, was only four days after the opening in Chicago of the World's Columbian Exposition. I have records of over 30 dollar value Columbian stamps on cover in this era, but the cover in Figure 3 is the only such that I have ever recorded.

In response to my earlier APS article I located another partial cover with the 90¢ stamp as shown in Figure 4. This is a portion of a large package addressed to the same company in Berlin where several covers bearing the 90¢ purple American Banknote stamp of 1888 are also recorded (see *Chronicle* 106). This is also one of the few surviving covers bearing the 30¢ denomination of the 1890 issue.

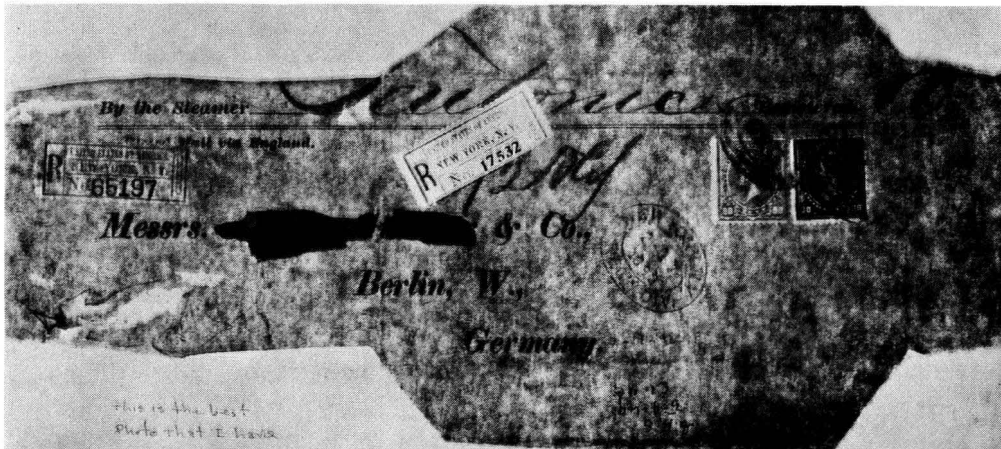


Figure 4. Portion of large package bearing a single copy each of the 90¢ and 30¢ 1890 stamps on registered mail out of New York City to Berlin dated February 17, 1892.

Figure 5 shows the closest that I can come to a full cover showing a non-philatelic usage of the 90¢ stamp during the 1890 period. This cover surfaced in 1975 in an auction of primarily Slavic and Eastern European material. It was originally the front of a 17 ounce package mailed on June 20, 1894, from



Figure 5. Large piece of wrapper bearing copies of the 90¢, 30¢, 10¢, and 8¢ stamps of the 1890 issue. The postage of \$1.78 paid the registered rate on a 17 ounce package addressed to the King of Serbia from the San Francisco Midwinter Exposition dated June 20, 1894.

the San Francisco Midwinter Exposition to the then King Alexander I of Serbia. The San Francisco Registry markings are in red, the New York registry is in black, and the Belgrade receiving mark at the lower right is blue. The king was apparently not in Belgrade and the package was forwarded to Nis (pronounced Nish) in southern Serbia. Perhaps the King had a summer palace in this area. The script "registered" is in both the Latin and Cyrillic alphabets, but the address is in French. The corner card was cut out and pasted to the package, but it is nicely tied by the cancel on the 90¢ stamp. Alexander had less than 10 years to live when he received this mail; he was assassinated by a rival in 1903.

To the present the record shows one philatelic overpaid cover, two non philatelic wrappers, and perhaps six blocks of 20 or fewer 90¢ stamps from the 1890 issue. In addition two or three examples survive on cut-to-size squares, one with a purple registry cancel.

Correspondence and comments are welcomed.

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THE PRUSSIAN CONVENTION NEWSPAPER MAILS

CHARLES J. STARNES

From 16 Oct. 1852-1 Jul. 1862, there were sent from the U.S. 683,583¹ "newspapers,"² under terms of the U.S.-Prussian convention. These regulations were specified in the 1852 convention,³ Article V, in a paragraph of some complexity:

Newspapers, not weighing more than two ounces each, may be sent in said closed mails, when the whole postage of six cents is prepaid thereon at the mailing office. The Prussian charge will be two cents, or the nearest practical equivalent in Prussian coin, per newspaper,—the Prussian office to account to Belgium for its transit postage thereon, when the newspaper is sent in closed mails from the United States; and the United States charge of postage will be four cents per newspaper,—the United States to account with the British Post Office both for the British transit postage of two cents thereon, (whether the paper is sent from or received in the United States), and for the Belgian transit postage of one cent each on all newspapers sent in said closed mails from Prussia. The Prussian newspaper postage of two cents, and the American charge of four cents, is to be in all cases collected of the sender, and the newspaper shall not be admitted in such closed mails unless the whole postage thereon shall have been prepaid. Two-thirds of each newspaper postage shall be credited to the United States, and one-third to Prussia, whether the same is collected in Prussia or the United States. Said newspapers are to be subject to the laws and regulations of each country, respectively, in regard to their liability to be rated with letter postage when containing written matter, or for any other cause specified in said laws and regulations. They must be sent in narrow bands, open at the sides or ends.

So there was established an international rate (between the U.S. and the G.A.P.U.) of 6¢ or 2½ silbergroschen, prepayment obligatory. But we find the rate tables listed only a 6¢ prepaid charge from the U.S. for newspapers addressed to nearly all destinations beyond the G.A.P.U.; in 1861, excluding India (13¢) and Hong Kong (10¢), the 6¢ listing included 19 places for Turkey in Europe and Asia, 11 places for Italy, Moldavia, Wallachia, Ionian Islands, Greece, Russia, Poland, Sweden, Norway, and Switzerland. Since the 6¢ charge was also the international rate, the postage paid in the U.S. was for transit only to the exit office of the G.A.P.U.—Paid to Border mail.⁴

Bradford Shepp has submitted the wrapper illustrated. Previous to his discovery the author had no record of a PCM newspaper cover, nor did Allan Radin (a PCM student of merit). Normally it is best policy to base a "new" philatelic finding on more than one example, but this item most certainly appears to be genuine, and its description may bring similar wrappers to surface. Shepp's wrapper (a patriotic envelope cut open at both ends) was franked with two 3¢ Type II '57 stamps for the 6¢ "newspaper" rate, from Cape Vin-

1. *PMG Reports* for 1853-62, Wierenga reprints.

2. What is a newspaper? The official domestic definitions were a source of trouble, as noted in the 1850 *PMG Report*:

The term newspaper is not so fully defined by the existing laws upon that subject as to enable the department to decide, without embarrassment and difficulty, whether a particular periodical is or is not to be deemed a newspaper; and, though decisions in particular cases have, at different times, been made in the department; they have not relieved the question from perplexity and embarrassment.

Now, from Sec. 122 of the 1857 *Postal Regulations*, there is the following definition:

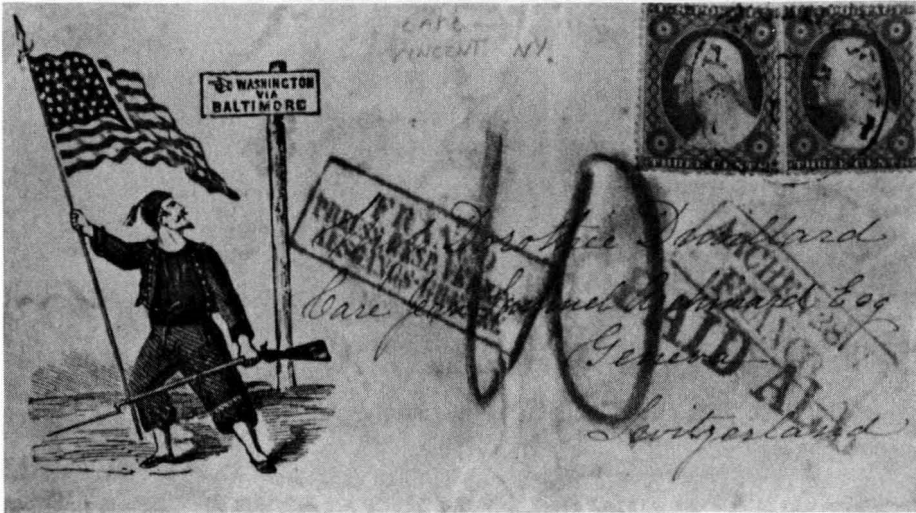
A newspaper is defined to be any printed publication issued in numbers, and published at short stated intervals of not more than a month, conveying intelligence of passing events. It generally consists of a sheet, but may be composed of two sheets of paper.

None of the early conventions defined "newspaper"; in international practice it was transient printed matter (circulars, prices-current, broadsides, periodicals, news sheets, etc.), the rate dependent on "per each" or per wt. in oz. The definition by postal convention was not particularly important, since the acceptance of such printed matter was "subject to the laws and regulations" of both countries.

3. *U.S. Statutes at Large*, 16, 963-75.

4. Allan Radin explains an interesting Paid to Border letter usage, *Chronicle* 105, 38-9.

cent, N.Y. (probably 1861). At the New York office a red PAID ALL⁵ was stamped and the wrapper sent closed mail to Aachen, where there was applied the regular red AACHEN FRANCO paid exchange marking, and then a FRANCO/PREUSS. RESP. VEREINS/AUSGANGS GRENZE Paid to Border stamp.⁶ A red crayon ms. indicates 10 rappen due at Geneva, Switzerland.



Patriotic "newspaper" wrapper. Cape Vincent, N.Y. to Geneva, Switzerland. By Prussian closed mails, with Paid to Border hdstp.

Although the use of the Prussian Paid to Border hdstp. is quite logical as an indication of additional postage to be paid at destination, we cannot be sure from this one PCM wrapper whether it was standard practice or not. More examples, anyone?

5. This red or black 54 x 9 mm. hdstp. was regularly used from New York, without a cds., on prices-current and newspaper wrappers sent prepaid under the Bremen or Hamburg conventions to German destinations, observed 1862-66 usage.

6. Type B, earliest cover of record, Sep. 1860.

**ADDENDUM: CHRONICLE 66—U.S. CONSULAR +
BRITISH MAIL TO GREECE**

JOHN V. WOOLLAM



In an article on mail to Greece, George Hargest listed four routes by which mail was sent. Perhaps I am being pedantic, but should not consular mail be added? The illustration shows a cover (original letter inside) from East Hampton July 29, 1870, to the U.S. Consul, Piraeus, Greece, and sent via B.F. Stevens Despatch Agency¹ at London August 16, 1870. The cover was forwarded through the British mails after 8d. franking, reaching Piraeus 12 September.

1. Richard B. Graham, *Postal History Journal*, 11, 51-71; 12, 6-8.

**ADDENDUM: CHRONICLE 75—BREMEN OR HAMBURG
24¢ RATE TO ITALY
JOHN V. WOOLLAM**



Again George Hargest pointed my nose towards the scent when he wrote that excellent article on R. Vogel's Bremen mail cover to Rome September 1867, showing the rare 24¢ rate. Illustrated is a Hamburg mail example, November 1867. The German rate markings differ slightly in the two covers. The Vogel cover is marked "16" and "14" making a total of 30 kreuzer, which at 0.67¢ was worth a little more than 20¢, the German equivalent of the 21¢ credit. The cover shown is marked "32" in red crayon which equates to 21.4¢.

CORRECTIONS, ETC., ETC.

In an effort of the author to do a little weeding of his past published errors, Gentle Reader will please note the following:

Chr. 45, 26 ("Rate to Oldenburg, via Hamburg"). The author now believes that the 1857 PL&R Bremen-Hamburg rate of 12¢ is a printer's error, the previous 13¢ rate continuing in effect to Feb. 1867. Two reasons: rates to German autonomies by the Bremen mails were taken also for the Hamburg mails in Jul. 1857, and there is no record of a 2¢ GAPI transit charge, which would have been required for a 12¢ rate.

Chr. 86, 21 ("Prussian Closed Mail to Hong Kong"). British territorial transit should have been based on the Mar. 1863 U.S.-U.K. additional articles, which give a value of 3¢/0.4 oz. letter, instead of the stated 5¢.

Chr. 87, 190 ("Mails to Russia"). In rate table, change date "8/63" to "5/63."

Chr. 91, 222-23 ("U.S.-Egypt Mails"). Several changes in rates have been forced by the evidence of early via Brindisi covers. A copy of the revised Egypt rate table can be furnished on request.

Chr. 102, 140 ("Unpaid and Part-Paid Letters"). Under column "effective date", change second entry from "7/70-7/75" to "7/70-10/71."

Charles J. Starnes

ADDENDUM: CHRONICLE 89—34¢ RATE TO MEXICO

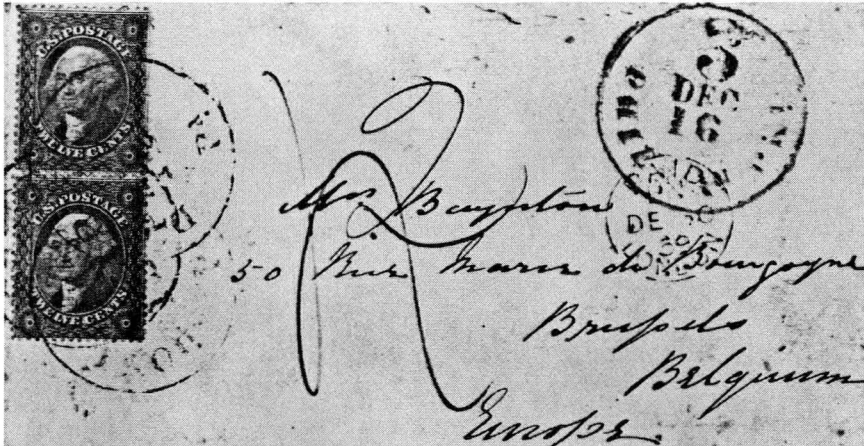
JOHN V. WOOLLAM



George Hargest wrote here about the 34¢ “temporary” rate to Mexico, 1863-66 (actually the rate was valid, if not operative, 1 Jan. 1853-1 Jan. 1868). Mail was sent to Havana and thence by British inter-colonial packet to St. Thomas and onwards to Vera Cruz by Royal Mail Line. The rate of 34¢ was made up of 10¢ U.S. postage, the American Packet rate to Cuba, plus British postage of 24¢ (1sh.). The illustration (courtesy of Robson Lowe Ltd.) shows a variation of this postal procedure. The cover, addressed to the U.S. Consul at Tampico c/o U.S. Consul, Havana, was prepaid 10¢ in the U.S. for the American Packet rate. After delivery to the American Consul at Havana, the letter was forwarded via the British post office at Havana, a double rate of 2sh. being paid for transit to Tampico.

**ADDENDUM: CHRONICLE 90—OPEN MAIL TO BELGIUM
FROM PHILADELPHIA**

JOHN V. WOOLLAM



Charles Starnes wrote here about the Philadelphia exchange office markings and commented that “no covers [have been] noted as yet addressed to destinations beyond the U.K. by British mails” and processed by the Philadelphia exchange office. The cover shown was, I thought, the first example when I bid for it in auction. Later Charles Starnes explained that I had been misled by a gross error on the part of the Philadelphia exchange office. Yes, the cover went via the Philadelphia exchange office and yes, it went to Belgium via the U.K., but the clerk had processed an open mail 21¢ rate to Belgium

(Chronicle 56, 118-19) as if it was a single rate to England by American packet. Accordingly, in error he applied the 3 PHIL. AM. PKT.

**ADDENDUM: CHRONICLE 100, 102—TWO FROM INDIA
AND ONE TO FRANCE**

JOHN V. WOOLLAM

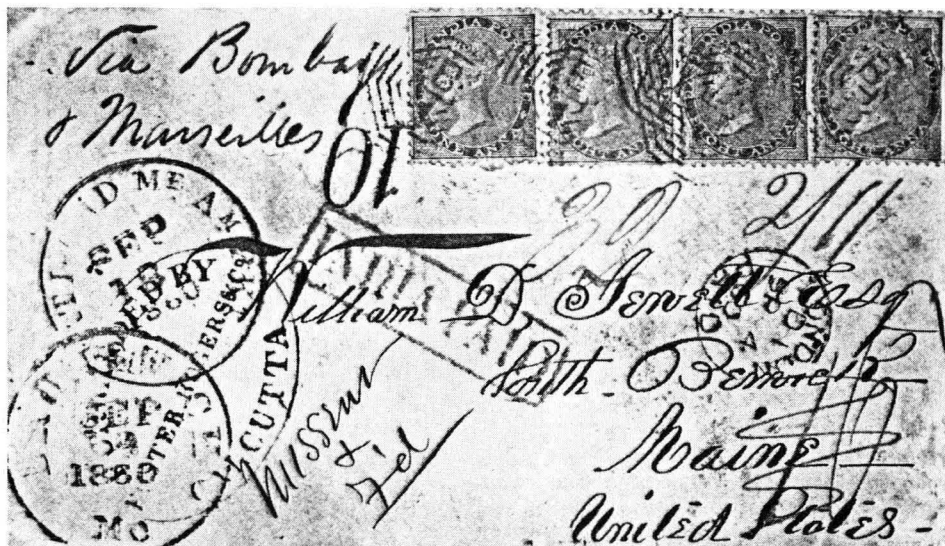


Figure A. From India to U.S. in 1860 through Portland exchange office by American packet.

Charles Starnes's articles on U.S.-India mails have stimulated much interest. I would like to add two more examples of unusual usage. Figure A shows an 1860 25 annas rate cover to the U.S., British mail via Marseilles. This is an uncommon multiple rate, $\frac{1}{2}$ - $\frac{1}{2}$ oz., with the London office retaining 2sh. 11d. (3sh. 1d. less 2 x 1d. colonial retention) and crediting U.S. with 32¢ (2 x 16¢) for sea postage via Allan liner *Bohemian*, which arrived at Portland 12 September 1860. The Portland exchange office marked the letter 10¢ collect (2 x 5¢ U.S. inland charge) and applied its own office marking.



Figure B. To India via Southampton with handstamp to explain why Brindisi route was not employed.

Figure B illustrates the 22¢ rate to India, British mail via Southampton, 1870-75. It was insufficiently prepaid for the Brindisi route, as requested by

the sender, and was routed via Southampton with the London office applying the handstamp INSUFFY STAMPED/VIA-BRINDISI to explain any delay in travel time occasioned by this route change. The New York office credited London with 18¢, and London credited India with 1d.

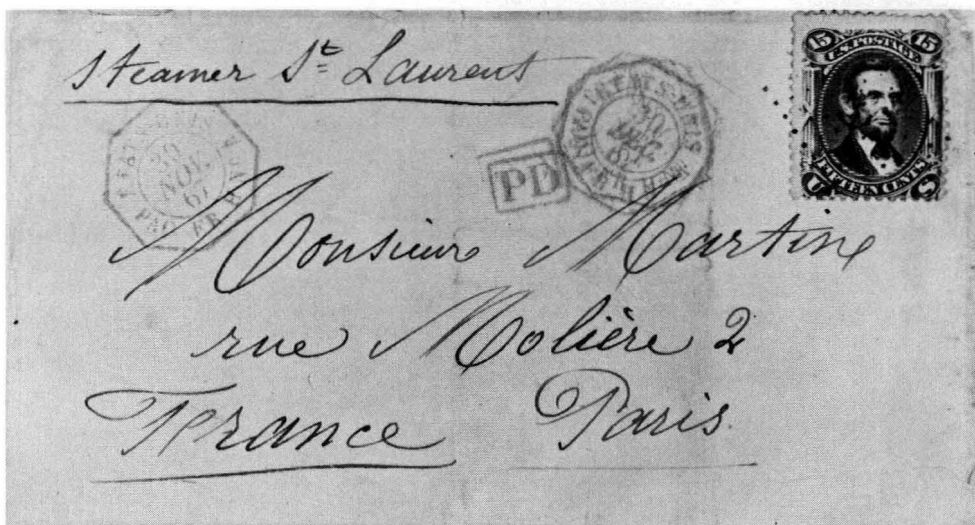


Figure C. 15¢ Lincoln by "St. Laurent" and cancelled by anchor in rectangle of dots.

Finally, in numerous *Chronicles* articles and notes have appeared on the U.S.-French mails. Figure C shows a prepaid 1867 U.S. letter to France posted on board the French mail steamer *St. Laurent* and correctly marked with the usual Ligne H cds. plus the cancel of anchor within rectangle of dots.

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WALTER HUBBARD

At the end of 1869, the Company refused the compensation offered by the United States Postmaster General for the carriage of the U.S. mails from New York to Queenstown and Liverpool. This disagreement lasted until June 1870 when the two parties, faced with the imminence of the Franco-Prussian war and the suspension of the North German Lloyd and Hamburg American services from Bremen and Hamburg, came to terms.

Apart from the exceptions noted in the Sailing List, the United States mails were carried to Queenstown and Liverpool on Thursdays from New York from 16 June 1870 to 4 May 1871, on Saturdays from Boston from 3 June 1871 to 25 December 1875 and on Wednesdays from New York from 7 January 1874 to 29 December 1875. Thus there was another period, this time of 30 days, when the Cunard Company carried no United States mails to Great Britain, followed by a break of over two and a half years in the regular service from New York.

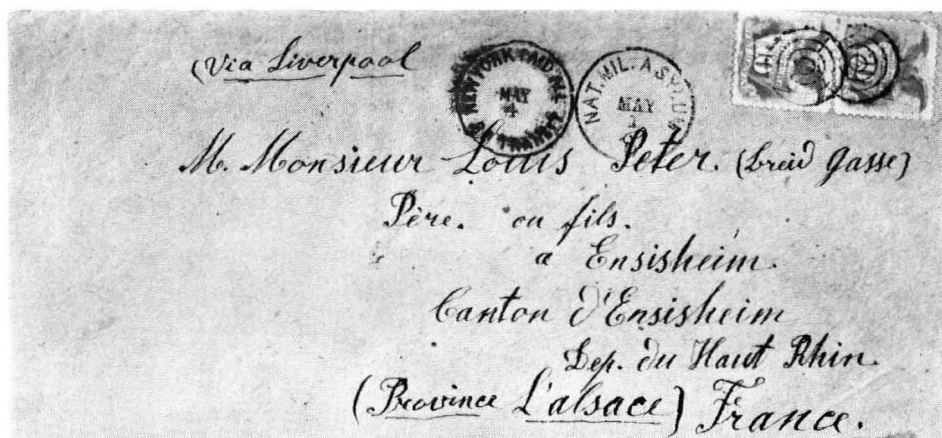


Figure 1. Double letter from Ohio to Alsace with two copies of 10¢ 1869. Carried by Cunarder "Malta."

Posted near Dayton, Ohio on 1 May 1871, (NAT. MIL. ASYLUM MAY 1 0 in blue) the cover illustrated as Figure 1 (about half size), prepaid 20 cents by two 10 cent stamps of the 1869 issue for a double rate letter by the Closed Mail Route *via* England, went through New York Exchange Office on 4 May and was delivered at Ensisheim on 19 May (backstamp ENSISHEIM 19/5 2-3M black cds). Although the letter was correctly addressed to France, by the time it was delivered Ensisheim was part of the new German Empire, Alsace having been ceded under the Peace Treaty signed at Frankfurt on 10 May at the end of the Franco-Prussian war.

The letter inside, with a manuscript dateline reading "The National Military Asylum for D.V.S. Central Branch, near Dayton, Ohio May 1 1871", is a plea for help from an inmate to the Mayor (*père ou fils*) of his native town. One can only hope that, in due course, M. Louis Peter (or his son) got him out and safely home again.

The date of 4 May in the New York Exchange Office handstamp, being a Thursday, shows that this cover was presumably carried by *Malta* of the Cunard Line. No other packet sailed on that day. She landed her mails at Queenstown on 16 May at 1830 hrs, and thus completed the Line's last Thursday sailing from New York and what was to be their last regular voyage with the United States mails from New York for more than two and a half years.

Malta, in the service from 1865 to 1882,¹ made only one other voyage from New York with the United States mails (23 June 1870), although she occasionally carried the mails to or from Boston from mid-1869 to mid-1873. No illustration of her during her years with the Cunard Line has been found, the one

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

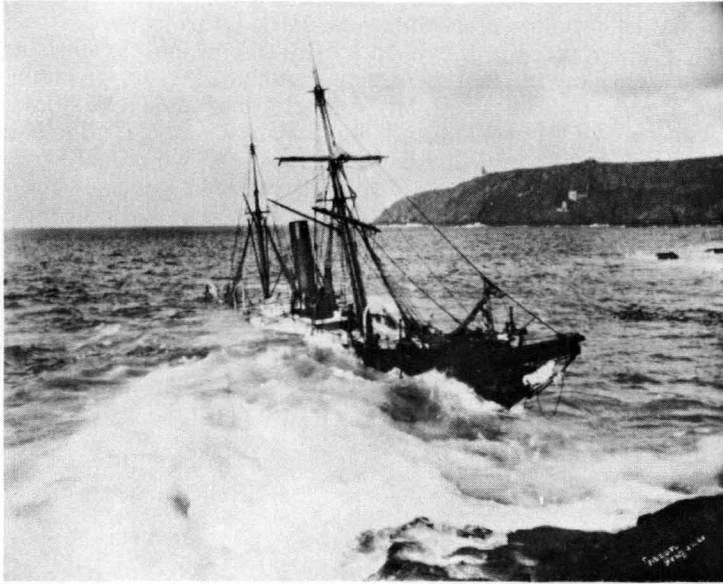


Figure 2. "Malta," in service with the Cunard Line 1865-1882. Shown in 1899 after being wrecked at Land's End. shown here being taken by a local photographer when she was wrecked on Land's End in 1899.

Posted in New York on 6 January 1874 and prepaid with a 6 cents stamp (Continental) cancelled by a New York Foreign Mail handstamp in black, this single rate letter (Figure 3) to England went through New York Exchange Office on 7 January (NEW YORK JAN 7 X – in red). Endorsed by the sender "pr Calabria", it reached London on 19 January (LONDON E.C. B PAID 19 JA 74 – in red).



Figure 3. Letter from New York to London with 6¢ Bank Note. Carried by the "Calabria."

Under the arrangements which came into force in January 1874 by which the United States Post Office Department decided, on a weekly basis, which vessels should carry out the mails, the Wednesday sailings were allotted to the

Cunard Company. *Calabria*, sailing from New York on Wednesday 7 January, carried the first contract mails since *Malta's* voyage noted above. She arrived at Liverpool on 18 January and doubtless carried this cover.

Built in 1857 for the European and Australian Line, *Calabria* was bought by the Cunard Company in 1860 as *Australasian*, and was the first screw steamer to carry the Cunard mails on a regular basis. Her last voyage as *Australasian* was from New York on 26 May 1869 and her first as *Calabria* from New York on 26 January 1870. In the interim extensive changes were made and she was given one engine (and one funnel) instead of two. She continued in the service until she was sold in 1876, later becoming a cable ship until she was scrapped in 1898.²

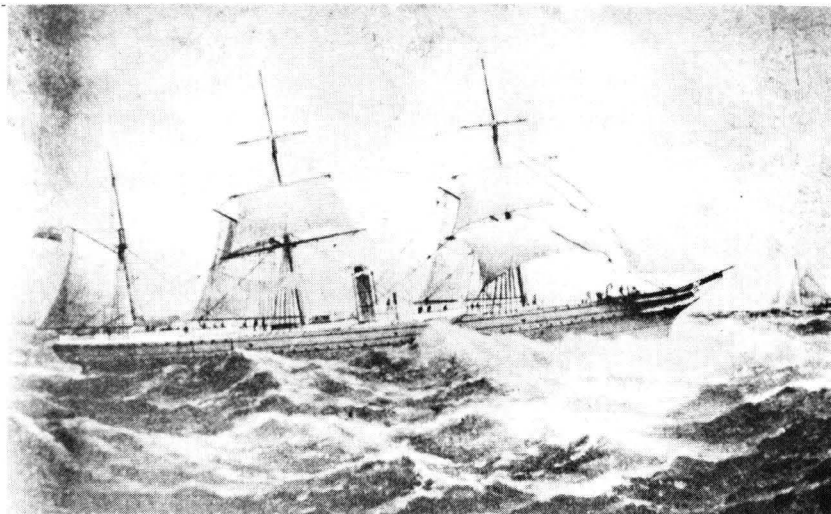


Figure 4. "*Calabria*," in service with the Cunard Line 1860-1876. Known as "*Australasian*" until 1870.

Prior to March 1869, the responsibility of deciding whether the mails for Liverpool and Scotland should be landed at Queenstown or carried on to Liverpool had rested with the Commanders of the Cunard packets. In the instructions given to the Cunard Company by the British Postmaster General, they were told that the mails for London and Ireland were to be landed "invariably" at Queenstown whilst, with regard to those for Liverpool and Scotland, the Commander had to decide whether his ship or the mails carried by the trains from Queenstown would be the first to reach Liverpool.³ If he estimated that he would reach Liverpool after the mails carried by the trains from Queenstown were due to arrive, then he had to land the Liverpool and Scottish mails at Queenstown—and *vice versa*. In short, the arrangement was designed to expedite the delivery of the mails, but whether the Commanders "invariably" obeyed the rules or were always right in their calculations must remain a moot point.

When the Company's new contract with the British Post Office came into force in January 1869, the Sorting Officers on board the Cunard packets were withdrawn from service and thereafter the old arrangement probably did not work satisfactorily as, on 5 March 1869, the Postmaster General told the Cunard Company that, in future, the decision would be entirely in the hands of the Postmaster at Queenstown in consultation with the Cunard Company's Agents at that port. On arrival, the Commanders were to be informed by the Agents as to what decision had been made.⁴

2. *Ibid.*

3. Post Office Records, London : Post 48-304/55/198.

4. *Ibid.*

No evidence has been found to suggest that either this arrangement or the basic guide-lines were changed in the years covered by the present Sailing List.

In the reverse direction, in these six years the British mails were, in general, carried on Saturdays from Liverpool to New York (Sundays from Queenstown) and on Tuesdays to Boston (Wednesdays from Queenstown). The Liverpool and most of the Scottish mails were put on board at Liverpool, the London and Irish mails being embarked at Queenstown. Prior to Boston's being re-opened as a terminal port on 8 April 1871, the Cunard packets with mails for Boston, which they landed there, went on to New York for the return trip. This practice was continued on occasional voyages and revived for a short time in the summer of 1874. The arrival dates at New York have not been included in the Sailing List as they are irrelevant to the mails but, on average, the vessels arrived at New York four and a half days later.

When the Company once again started to carry the United States mails from Boston in June 1871, they did not use their best vessels so that they frequently arrived too late to be able to sail on the planned departure date—eighteen days after leaving Liverpool. This was the same schedule as that successfully maintained by the Line's faster steamers on the longer run to New York. A sample of 36 voyages in 1871 shows that the trips from Liverpool to New York averaged 11.36 days and those to Boston 13.25 days. Eastbound the times were 10.6 and 12 days.

It is also possible that departures were sometimes delayed until a profitable cargo was on board. On 15 May 1871, Messrs. Cunard, Burns & MacIver told a reporter of *The Times* that as they had no permanent arrangement with the United States Government for the carriage of the homeward mails as they had with the British Government for the outbound mails, the departures of their steamers from New York were influenced by "mercantile considerations". This interview was given a few weeks before the inauguration of the service from Boston and it would seem that, for a time at least, the Cunard Company was more interested in profitable trading than in the prompt despatch of the United States mails.

A comparison between the Sailing List and the figures given in the United States Postmaster General's Annual Reports is set out below:

Fiscal Year	to 30 June	1870	S.List from NY	PMG REP	S.List from B	PMG REP
		1870	3 (i)	32	—	—
	do	1871	45	49	3	—
	do	1872	2	—	50	50
	do	1873	2	—	55	55
	do	1874	29	25	54	54
	do	1875	55	52	45	44
	do	1876	26 (ii)	51	25 (iii)	51
(i)	26 voyages noted for the first half of this Fiscal Year					
(ii)	do do second			do		
(iii)	do do do			do		

The Sailing List has been compiled, in part, in collaboration with Clifford L. Friend.

ADDENDUM

In the Hamburg American Line sailing list in *Chronicle* 106:138, the arrival of *Pomerania* (from NY 30 Dec) was omitted. She called at Plymouth on 11 Jan (1700) 1876.

THE CUNARD LINE'S MAIL PACKETS ON THE NORTH ATLANTIC 1870-1875

WALTER HUBBARD AND CLIFFORD L. FRIEND

Abbreviations : NY New York : B Boston : LP Liverpool : QT Queenstown : Tu Tuesday : Wed Wednesday : Th Thursday : Sat Saturday : F/V or L/V first or last voyage on the North Atlantic with mails for the Cunard Line : PD planned date of departure : * supplementary mail service available : (M) carried the British mails from Liverpool and Queenstown to New York or Boston.

A figure in brackets after a departure from New York or Boston indicates a late sailing, a question mark that the date has not been confirmed.

1870 PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
18 Dec	19 NY	29 Dec (M)	NEMESIS	NY 5 Jan	LP 15 Jan	no mails from NY
21 do	22 B	3 Jan (M)	ALEPPO	NY 13 Jan	25 Jan (0400)	do
1 Jan	2 NY	15 do (M)	CUBA	NY 19 Jan	28 Jan (1600)	do; see note 1
28 Dec	29 B	12 do (M)	SAMARIA	NY 20 Jan	31 Jan (0300)	no mails from NY
8 Jan	9 NY	20 do (M)	CALABRIA	NY 26 Jan	4 Feb (0430)	do; see note 2
4 do	5 B	20 do (M)	MARATHON	NY 27 Jan	7 Feb (2230)	no mails from NY
15 do	16 NY	25 do (M)	RUSSIA	NY 2 Feb	11 Feb (1700)	do
11 do	12 B	24 do (M)	PALMYRA	NY 3 Feb	17 Feb (1200)	do
22 do	23 NY	5 Feb (M)	NEMESIS	NY 9 Feb	19 Feb (1600)	do
18 do	19 B	30 Jan (M)	TRIPOLI	NY 10 Feb	22 Feb (1300)	do
29 do	30 NY	12 Feb (M)	JAVA	NY 16 Feb	27 Feb (0600)	do
25 do	26 B	9 do (M)	SIBERIA	NY 17 Feb	28 Feb (1300)	do
5 Feb	6 NY	16 do (M)	CHINA	NY 23 Feb	5 Mar (2000)	do
1 do	2 B	15 do (M)	TARIFA	NY 24 Feb	7 Mar (1700)	do
12 do	13 NY	23 do (M)	CALABRIA	NY 2 Mar	12 Mar	do
8 do	9 B	20 do (M)	ALEPPO	NY 3 Mar	LP 16 Mar	do
19 do	20 NY	1 Mar (M)	RUSSIA	NY 9 Mar	LP 19 Mar	do
15 do	16 B	27 Feb (M)	MARATHON	NY 10 Mar	22 Mar (1400)	do
22 do	23 B	6 Mar (M)	PALMYRA	NY 17 Mar	28 Mar (2115)	do
26 do	27	—	SAMARIA	—	—	see note 3
5 Mar	6 NY	15 do (M)	NEMESIS	NY 23 Mar	2 Apr	no mails from NY
1 do	2 B	14 do (M)	TRIPOLI	NY 24 Mar	5 Apr (0730)	do
12 do	13 NY	24 do (M)	CHINA	NY 30 Mar	9 Apr (0900)	do
8 do	9 B	21 do (M)	SIBERIA	NY 31 Mar	11 Apr (1800)	do
19 do	20 NY	30 do (M)	JAVA	NY 6 Apr	15 Apr (1400)	do; see note 3
15 do	16 B	28 do (M)	TARIFA	NY 7 Apr	18 Apr	no mails from NY
26 do	27 NY	5 Apr (M)	CALABRIA	NY 13 Apr	23 Apr (1400)	do
22 do	23 B	3 do (M)	ALEPPO	NY 14 Apr	27 Apr (0600)	do
29 do	30 B	9 do (M)	MARATHON	NY 16 Apr	28 Apr	do
2 Apr	3 NY	13 do (M)	CUBA	NY 20 Apr	29 Apr (1545)	do
5 do	6 B	17 do (M)	PALMYRA	NY 23 Apr	8 May (0300)	do
9 do	10 NY	19 do (M)	RUSSIA	NY 27 Apr	6 May (0700)	do
12 do	13 NY	24 do (M)	NEMESIS	NY 30 Apr	9 May (2200)	do
16 do	17 NY	27 do (M)	CHINA	NY 4 May	13 May (1100)	do
19 do	20	—	SIBERIA	—	—	see note 4
23 do	24 NY	3 May (M)	JAVA	NY 11 May	LP 21 May	no mails from NY
30 do	1 May NY	10 do (M)	SCOTIA	NY 18 May	27 May (0100)	do
26 do	27 B	8 do (M)	TARIFA	NY 19 May	30 May (0530)	do
7 May	8 NY	19 do (M)	CUBA	NY 25 May	3 Jun (1700)	do
2 do	4 B	14 do (M)	SAMARIA	NY 26 May	6 Jun (1100)	do
14 do	15 NY	25 do (M)	RUSSIA	NY 1 Jun	10 Jun (0800)	do
10 do	11 B	25 do (M)	ALEPPO	NY 1 Jun	12 Jun (1500)	do
17 do	18 NY	28 do (M)	NEMESIS	NY 2 Jun	12 Jun (0245)	do
21 do	22 NY	31 do (M)	CHINA	NY 8 Jun	17 Jun (1430)	do
28 do	29 NY	8 Jun (M)	JAVA	NY 15 Jun	24 Jun (0730)	do
24 do	25 B	7 do (M)	TRIPOLI	NY 16 Jun	28 Jun (0200)	do
31 do	1 Jun NY	10 do (M)	CALABRIA	Th NY 16 Jun	26 Jun (0015)	see note 5
4 June	5 NY	13 do (M)	SCOTIA	NY 22 Jun	30 Jun (0745)	no mails from NY
31 My	1 Jun B	12 do	MALTA	Th NY 23 Jun*	4 Jul (1530)	
11 Jun	12 NY	23 do (M)	CUBA	NY 29 Jun	8 Jul (2200)	no mails from NY
7 do	8 B	20 do (M)	TARIFA	Th NY 30 Jun*	11 Jul (2115)	see note 6

1. Prior to CUBA's departure from New York a packet of letters, which had not been through the U.S. Post Office, was smuggled on board. On her arrival at Queenstown, the Cunard Company was told by London to send them to Liverpool where they would be treated as unpaid letters.

2. Formerly AUSTRALASIAN. This was CALABRIA's first voyage under her new name.

3. According to the Post Office Records (London) SAMARIA returned to Queenstown on 20 March disabled. Her mails for New York were transferred to JAVA. JAVA's departure from Queenstown on the same day was delayed a few hours as a consequence (and see Hargest p. 177).

4. SIBERIA returned to Queenstown under canvas with a broken shaft on 13 May. Her mails for New York were taken by CITY OF PARIS (Inman), sailing from Queenstown on the same day.

5. From 16 June 1870 the Cunard packets, sailing from New York on Thursdays, carried the United States mails to Queenstown and Liverpool until 4 May 1871.

6. End of Fiscal Year 1870.

1870 (cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
14 do	15 B 26	do (M)	SAMARIA	NY 6 Jul	16 Jul (1930)	no mails from NY
18 do	19 NY 28	do (M)	RUSSIA	NY 6 Jul	15 Jul (1400)	do
21 do	22 NY 3 Jul		ALEPPO	Th NY 7 Jul*	18 Jul (0800)	
25 do	26 NY 5	do (M)	CHINA	NY 13 Jul	22 Jul (1600)	no mails from NY
21 do	22 B 1	do (M)	BATAVIA	Th NY 14 Jul*	24 Jul (1900)	F/V
2 Jul	3 NY 13	do (M)	JAVA	NY 20 Jul	29 Jul (1600)	no mails from NY
28 Jun	29 B 8	do (M)	ABYSSINIA	Th NY 21 Jul*	30 Jul (1510)	
9 Jul	10 NY 19	do (M)	SCOTIA	NY 27 Jul	5 Aug (1200)	no mails from NY
5 do	6 B 15	do (M)	CALABRIA	Th NY 28 Jul*	6 Aug (1900)	
16 do	17 NY 27	do (M)	CUBA	NY 3 Aug	12 Aug (2300)	see note 7
12 do	13 B 23	do (M)	SIBERIA	Th NY 4 Aug*	15 Aug (1640)	
23 do	24 NY 2 Aug (M)		RUSSIA	NY 10 Aug	19 Aug (1315)	no mails from NY
			NO SAILING	Th NY 11 Aug		
26 do	27 B 7	do (M)	TRIPOLI	NY 13 Aug	26 Aug (0300)	no mails from NY
30 do	31 NY 10	do (M)	CHINA	NY 17 Aug	26 Aug (1045)	do
30 do	— NY 13	do	PALMYRA	Th NY 18 Aug*	29 Aug (1545)	
19 do	29 B 10	do	TARIFA	NY 20 Aug	LP 2 Sep	see note 8
6 Aug	7 NY 16	do (M)	ABYSSINIA	NY 24 Aug	2 Sep (1640)	no mails from NY
2 do	3 B 14	do (M)	SAMARIA	Th NY 25 Aug*	5 Sep (0500)	
13 do	14 NY 23	do (M)	SCOTIA	NY 31 Aug	9 Sep (0830)	see note 9
9 do	10 B 20	do (M)	BATAVIA	Th NY 1 Sep*	12 Sep (0430)	
20 do	21 NY 30	do (M)	JAVA	NY 7 Sep	16 Sep (0900)	no mails from NY
16 do	17 B 30	do (M)	CALABRIA	Th NY 8 Sep*	18 Sep (0510)	
27 do	28 NY 6 Sep (M)		RUSSIA	NY 14 Sep	23 Sep (0800)	see note 10
23 do	24 B 4	do (M)	SIBERIA	Th NY 15 Sep*	26 Sep (1140)	
3 Sep	4 NY 14	do (M)	CUBA	NY 21 Sep	30 Sep (2200)	no mails from NY
30 Aug	31 B 12	do (M)	TRIPOLI	Th NY 22 Sep*	4 Oct (1515)	
6 Sep	7 B 20	do (M)	PALMYRA	NY 24 Sep (?)	3 Oct (0010)	no mails from NY
10 do	11 NY 21	do (M)	CHINA	NY 28 Sep	7 Oct (1100)	do
13 do	14 NY 24	do (M)	ABYSSINIA	Th NY 29 Sep	8 Oct (1910)	
17 do	18 NY 27	do (M)	SCOTIA	NY 5 Oct	15 Oct (0700)	no mails from NY
20 do	21 NY 1 Oct (M)		BATAVIA	Th NY 6 Oct*	17 Oct (1110)	
24 do	25 NY 4	do (M)	JAVA	NY 12 Oct	21 Oct (0700)	no mails from NY
27 do	29 NY 9	do (M)	ALGERIA	Th NY 13 Oct	22 Oct (1320)	F/V
29 do	30 B 13	do	SIBERIA	Tu NY 18 Oct	29 Oct (1500)	see note 11
1 Oct	2 NY 12	do (M)	RUSSIA	NY 19 Oct	28 Oct (1100)	no mails from NY
4 do	5 NY 14	do (M)	CALABRIA	Th NY 20 Oct*	29 Oct (1400)	
6 do	7 B 19	do	ALEPPO	Tu NY 25 Oct	LP 6 Nov	see note 11
8 do	9 NY 19	do (M)	CUBA	NY 26 Oct	4 Nov (2200)	no mails from NY
			NO SAILING	Th NY 27 Oct		
11 do	13 B 26	do (M)	PALMYRA	NY 1 Nov	15 Nov (1200)	no mails from NY
15 do	16 NY 28	do (M)	CHINA	NY 2 Nov	12 Nov (1130)	do
18 do	19 NY 31	do (M)	ABYSSINIA	Th NY 3 Nov*	13 Nov (1455)	
22 do	23 NY 3 Nov (M)		SCOTIA	NY 9 Nov	19 Nov (0730)	no mails from NY
25 do	26 NY 7	do (M)	BATAVIA	Th NY 10 Nov*	21 Nov (0030)	
29 do	30 NY 9	do (M)	JAVA	NY 16 Nov	25 Nov (1200)	no mails from NY
27 do	28 B 8	do	SAMARIA	Th NY 17 Nov*	LP 30 Nov	
5 Nov	6 NY 15	do (M)	ALGERIA	NY 23 Nov	3 Dec (1400)	no mails from NY
1 do	2 B 12	do (M)	TARIFA	Th NY 24 Nov*	5 Dec (0935)	
12 do	13 NY 24	do (M)	CUBA	NY 30 Nov	9 Dec (2400)	no mails from NY

7. The New York Times reported that CUBA carried the U.S. mails to Queenstown. Not confirmed.

8. TARIFA was delayed at Queenstown and her mails for Boston were transferred to CITY OF LONDON (Imman) which sailed from there on 22 July. She arrived at New York 2 August. TARIFA carried no mails on the return voyage from New York.

9. The New York Times reported that SCOTIA carried the U.S. mails to Queenstown. Not confirmed.

10. The New York Times reported that RUSSIA carried the U.S. mails to Queenstown. Not confirmed.

11. The New York Times reported that "negotiations were underway between the Superintendent of the Foreign Mails, Mr. Blackfan, and the Hamburg American Line for the resumption of the Direct Mail service to Germany and that New York Exchange Office made up a 'Tuesday' mail that was carried out by ALEPPO from New York on Tuesday 25 October."

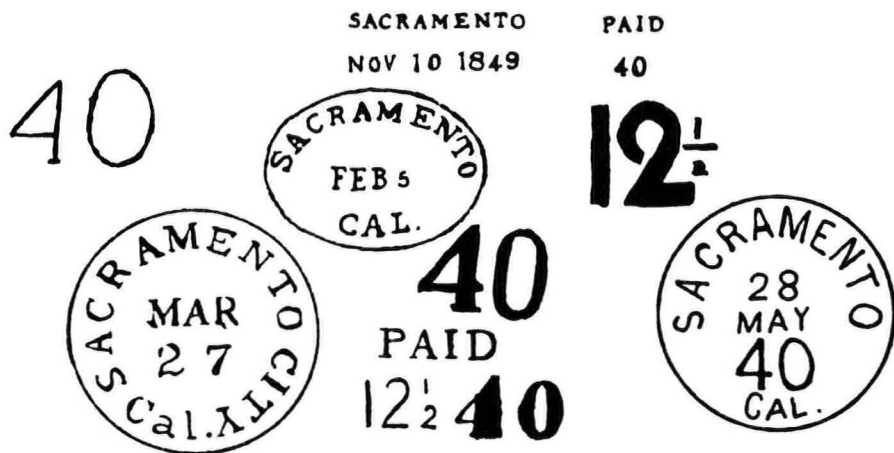
A week prior to this, SIBERIA sailed from New York on Tuesday 18 October and, on arrival at Queenstown, was reported as landing 66 sacks of mail.

(To be continued)

THE FIRST HUNDRED YEARS OF UNITED STATES TERRITORIAL POSTMARKS

1787-1887

CARROLL CHASE
RICHARD McP. CABEEN



This work is a facsimile reprint of the original work published in 1950 by the American Philatelic Society. The original edition of 500 copies was quickly exhausted and the work has since been scarce and expensive.

The work has extensive tabulations of postmark data, maps, and some illustrations of postmarks. Descriptive, historical and post office information is presented for each territory.

Territories presented are: Northwest, Indiana, Illinois, Orleans, Louisiana, Missouri, Arkansas, Mississippi, Alabama, Florida, Colorado, Oregon, Nevada, Michigan, Wisconsin, Iowa, Minnesota, Kansas, Nebraska, Alaska, Washington and California.

This work encompasses 341 pages and is hardbound in library buckram.

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THE COVER CORNER

SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 106

Figure 1 shows the combination cover from Canada to England in 1851. Robert A. Siegel, who handled the cover, let us have a glossy photo which shows the strip of five of U.S. #1 so clearly. Bruce Stone sent this most interesting comment, really pertinent to postal history:

What strikes me as incredible is something else the cover shows, and before I move on to that, I would like to ask your readership, who had the privilege of attending the London 1980 Exhibition, how many of them made the pilgrimage to the home that Mr. Franklin used when he was in London almost 200 years ago? Those who did understand the double significance of this cover.

Here is a cover with a strip of five of U.S. #1, showing Benjamin Franklin. What is incredible to me is that it is addressed to the same street (27 Craven Street, Strand) that Mr. Franklin and his son lived on 75 years prior to this cover's birth. [This address is given on page 272 of] Carl Van Doren's *Biography of Franklin*.



Figure 1. Cover from Canada to England via U.S. in open mails.

Several responders correctly noted the rates involved, and one of the best answers came from Robert Meyersburg, who writes:

Here's my interpretation of the combo cover from Toronto to London: 3d Beaver—Toronto to the border (Canadian inland rate) 5x5¢ '47—one cent overpayment on 1848 US/Britain Treaty rate of 24¢

Routing and markings—Toronto exchange office where CANADA was struck. There to NY via special bag. Canceled red grids at NY exchange office. Thence transatlantic to Liverpool (red receiving CDS) and on to London overland.

Susan McDonald comments:

Although transport of Canadian transatlantic mails in closed bags across the U.S. resumed early in 1849 after the U.S.-G.B. postal treaty took effect, these mails usually closed three days or more before the scheduled sailing, so that letters mailed late were sometimes sent via the U.S. in the open mail. Unfortunately no Toronto postmark date is evident on this cover. It was intended to go "By Steamer of 7th of May 1851"—the Cunard vessel *Asia* from New York May 7, arrived Liverpool May 20. The letter did not reach New York in time for the *Asia*, and was instead put aboard the Collins liner *Pacific*, which sailed May 10. The red "3" credit to G.B. applied by the N.Y. exchange office shows that transport was by a U.S. steamer, the U.S. retaining 21¢ of the 24¢ rate, and, of course, the overpaid penny. The *Pacific* arrived ahead of the *Asia* and the letter was in London May 19 before *Asia* reached Liverpool.

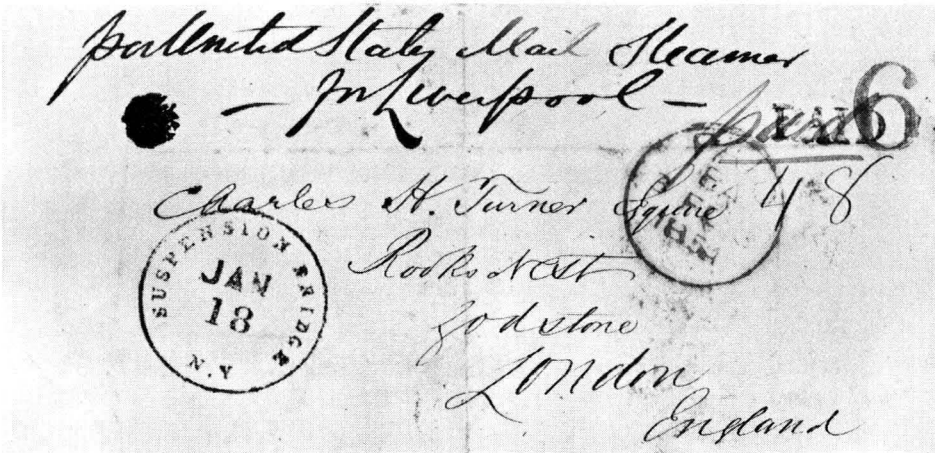


Figure 2. Double weight stampless cover from Canada to England via the U.S. in 1854.

A comparable item in a Sissons auction many years ago had Canadian postage paid by a 3d beaver, while the transatlantic rate of 1/- was collect in England. I have a stampless cover (Figure 2) which illustrates the same practice, except that carriage by U.S. steamer was specified. The letter originated at Chippawa (on the Niagara R.) Jan. 16, 1854, and entered the U.S. mails at Suspension Bridge, N.Y. It was a double letter with "PAID 6" (d) Canadian postage and "paid 48" (¢) transatlantic rate both noted in red. It was carried by *Baltic* from New York Jan. 21.



Figure 3. N. YORK STEAMSHIP on cover to Canada.

Figure 3 shows a cover to Canada bearing a single U.S. 3¢ Bank Note stamp. Howard Rosenberg and others correctly noted the origin as being somewhere in the Caribbean. Theron Wierenga gave the opinion that it shows a simple 5¢ GPU rate (UPU if after 1878) and said the key was the steamer name. The only responder who correctly and completely analyzed the cover was the noted student and author Robert G. Stone, who writes:

The name of the ship written at upper left is the "S.S. Canima;" operated by the Quebec and Gulf Ports SS Co. during the 1870s and into the 1880s (perhaps even later). About 1877 the line began to run from the eastern West Indies (Trinidad?) via St. Thomas to New York; I believe the line operated prior to then from some other Caribbean ports to NY and Canada.

When US joined GPU on 1 July 1875, the due charge on unpaid steamship letters from the Atlantic/Caribbean area was lowered from 10¢ per ½ oz. to 5¢ per ½ oz. Hence if the cover in question came in to NY after that date with only a 3¢ stamp 2¢ more was due, which seems to be the amount written in pen next to the crossed

out 4¢. The reason for the 4¢ having been written was that by UPU rules the due charge on mail insufficiently prepaid in international mails was to be double the deficiency. However, the letter may have been adjudged to have been carried in on a US packet and mailed loose at sea, and thus considered under the domestic rules.

The treatment of ship and steamship letters in the period just after US joined UPU is very confusing, as I know from studying many covers. The US-British postal convention of 1868 was still in force until about 1877, and the mail coming in under that Convention was still being treated as before UPU. But such mail had to have the British part of the postage prepaid and US collected 5¢ due, whereas unpaid non-Convention international mail would be charged 10¢ due under UPU rules. That is why I think your problem cover was deemed domestic, possibly via a coastal steamer or from a naval vessel.

If, however, as some readers believe, the ms. notation represents "7c" (7¢), the correction from "4" to "7" may have been because of the Canadian address, if the date was earlier than Feb. 1, 1875.

PROBLEM COVERS FOR THIS ISSUE

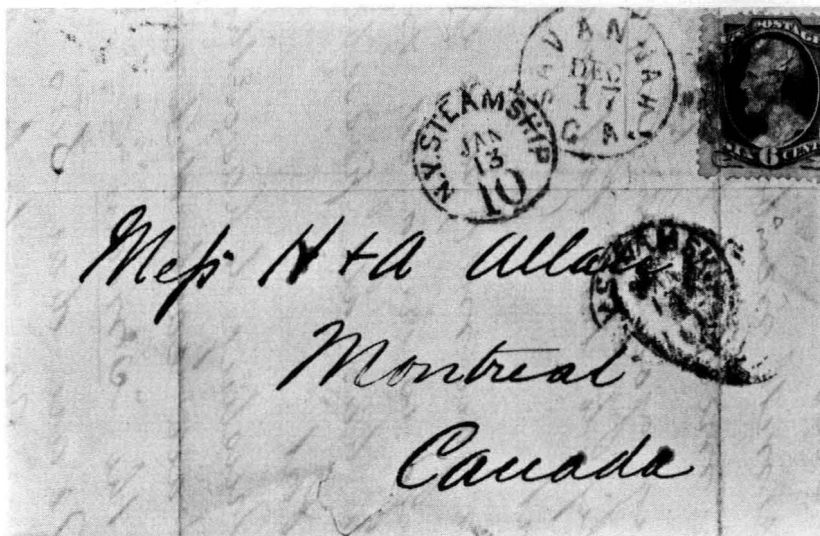


Figure 4. Cover from Savannah, Dec. 17, 1870, to Montreal with 6¢ Bank Note.

Figure 4 shows the latest problem cover, similar to the one analyzed above; but with differences. What are they? The 6¢ Bank Note is tied with a smudged blue rosette apparently duplexed to the Savannah c.d.s. The N.Y. STEAMSHIP 10 is in black, as is the oval marking. The cover is backstamped at Montreal, 14 Jan. 71. Will readers try to explain the rate, and the one month delay?


WANT TO BUY

CLASSIC 19th CENTURY – U. S. COVERS

FIRST DAYS

STAMPLESS – TERRITORIAL – WESTERN – LOCALS

CONFEDERATES – CIVIL WAR PATRIOTICS – EXPRESS



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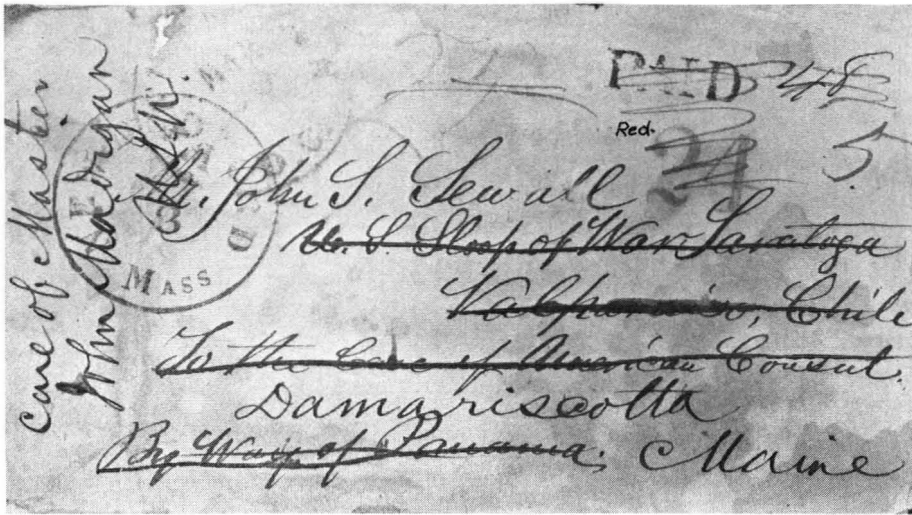


Figure 5. Cover from New Bedford, Mass., to Chile.

Figure 5 shows another problem cover, stampless, with many rate markings. The year date is not known, but a reader who can find records of either John S. Sewall or the U.S. Sloop *Saratoga* should be able to establish the year. After that, an analysis of the rates would be appreciated by our readers.

Please send your answers within two weeks of receiving the *Chronicle*. We need future problem covers now. Send either the original item, insured, or good black and white glossy photos to the Cincinnati P.O. Box.

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