

November 1980 (No. 108)

THE CHRONICLE

The
Chronicle
of the U.S. Classic Postal Issues

November 1980 Volume 32, No. 4 Whole No. 108

AMERICA'S PREMIER AUCTION HOUSE

OFFERS

GUARANTEED AUCTION REALIZATION

BACKED WITH 100% CASH ADVANCE

For the first time an auction house will guarantee the minimum net you will receive from sale at auction and immediately advance this sum to you at no interest charge.

The only charge to you is a 10% commission on what your collection realized at auction. (The buyer also pays a 10% buyers premium.)

When you sell your collection at auction you should and can have **immediate cash**.

Enjoy both the advantage of immediate cash based on current market value, and any accrual in value that occurs in a fast moving market by sale time.

Well over one million dollars has been advanced on properties secured in our bank vaults scheduled for upcoming sales. Your consignment will be in excellent company! Why not join the satisfied and instantly enriched sellers who believe in dealing with America's #1 firm.

Sell your collection through the auction house first in prestige, first in dollar volume. Our auctions have realized over \$10 million during the first five months of 1980.

Robert A. Siegel
AUCTIONS

120 EAST 56 STREET
NEW YORK, NY 10022

PHONE (212)-753-6421
ESTABLISHED 50 YEARS

AUCTIONS IN DECEMBER

- 3/4 Bournemouth Stamp Auctions General Sale with good one-country collections of the world.
- 5 Postal History, strong in Great Britain; military mail and pre-adhesive rarities.
- 9 Europe and Overseas including the Svend Yort Scandinavia.
- 16 India and States with unique Hyderabad.
- 17 Victoria—a further portion of the J.R.W. Purves collection.

Catalogues and information available from

Gordon H. Torrey, 5118 Duvall Drive, Washington D.C., 20016 or from the address below.

* * * * *

Bournemouth Stamp Auctions hold monthly sales (usually around 1500 lots) with general lots, one country collections and single rarities. Specialised sales comprising one country or group of countries, are held regularly in London, Basle, Geneva and other overseas philatelic centres.

Suitable material can always be accepted for inclusion in a suitable sale.

WE SELL YOUR STAMPS WHERE THEY SELL BEST



ROBSON LOWE LTD.,

a member of the Christies International Group

50 PALL MALL, LONDON SW1Y 5JZ, ENGLAND



Cables: "Stamps London SW1", Telex: 915410, V.A.T.No. 239/4486/31

**COMPREHENSIVE STOCK
OF
U.S. CLASSIC ISSUES AVAILABLE**

**Very strong in ESSAYS, some PROOFS, outstanding
STAMPS and COVERS**

**WHAT WOULD YOU LIKE TO SEE
ON APPROVAL?**

SELECTION GLADLY SENT AGAINST SPECIFIC REQUESTS

MAY WE HEAR FROM YOU?

**Satisfaction or Immediate Refund — Gladly Sent on Approval with References
Installment Payment Terms If Desired — (No Interest or Carrying Charges)**

Jack E. Molesworth, Inc.

88 Beacon Street
Boston, Mass. 02108
Phone: 617-523-2522

APS
SPA

CSA
USPCS

THE CHRONICLE, published quarterly in Feb., May, Aug., and Nov. by the U. S. Philatelic Classics Society, Inc., at 2030 Glenmont Ave., N. W., Canton, Ohio 44708. Second class postage paid at Canton, Ohio 44711 and additional mailing office. Subscription price \$16.00. Printed in U.S.A.

The Chronicle

of the U. S. Classic Postal Issues

ISSN 0009-6008

November 1980

Published Quarterly, in
February, May, August, and November.

Vol. 32, No. 4
Whole No. 108

\$3.50 to
Members

Official publication of the U. S. Philatelic Classics Society, Inc.
(Unit No. 11, A. P. S.; Chapter No. 111, S. P. A.)
Annual membership dues \$15.00

\$4.00 to
Non-Members

SOCIETY OFFICERS

THOMAS J. ALEXANDER 701 Traders Bank Bldg., 1125 Grand Ave., Kansas City, Mo. 64106	President
SUSAN M. McDONALD 2030 Glenmont Dr. N. W., Canton, Ohio 44708	Vice-President
ROBERT R. HEGLAND P. O. Box 1011, Falls Church, Va. 22041	Secretary
LEON HYZEN P. O. Box 256, San Clemente, Cal. 92672	Treasurer
ELIZABETH C. POPE 55 South Gore Ave., Webster Groves, Mo. 63119	Program Chairman
THERON WIERENGA Box 2007, Holland, Mich. 49423	Editor of Chairman's Chatter
DALE R. PULVER 7725 Beaver Creek Dr., Mentor, Ohio 44060	Advertising Manager
ROBERT L. TOTH 10015 Vista Dr., North Royalton, Ohio 44133	Chairman, Membership Committee
PHILIP T. WALL 536 Woodvale Dr., Greensboro, N.C. 27410	Chairman, Grievance Committee
JACK L. JENKINS P. O. Box 615, Bloomington, Ill. 61701	Chairman, Publication Sales Committee
LOUISE VAN INGEN P. O. Box 369, Placentia, Cal. 92670	Publicist

Regional Vice-Presidents (in addition to Directors):

JEFFREY FORSTER, WALTER HUBBARD, RYOHEI ISHIKAWA, JACK L. JENKINS, WILLIAM K. McDANIEL, JOSEPH F. RORKE, PAUL J. WOLF.

DIRECTORS

THOMAS J. ALEXANDER '82, ARTHUR E. BEANE, JR. '82, DUANE GARRETT '83, RICHARD B. GRAHAM '83, CREIGHTON C. HART '83, ROBERT R. HEGLAND '82, LEON HYZEN '83, MICHAEL LAURENCE '81, SUSAN M. McDONALD '82, ROBERT A. PALIAFITO '81, PAUL ROHLOFF '81, PHILIP T. WALL '81; *ex officio*: DAVID T. BEALS III, CLIFFORD L. FRIEND, SCOTT GALLAGHER, MORTIMER L. NEINKEN, MELVIN W. SCHUH.

EDITORIAL BOARD

SUSAN M. McDONALD *Editor-in-Chief*

SECTION EDITORS

<p>Prestamp & Stampless Period KENNETH R. DELISLE 54 Ramsay Pl., Albany, NY 12208</p> <p>1847-51 Period CREIGHTON C. HART 2700 Verona Rd. Shawnee Mission, Kan. 66208</p> <p>1851-61 Period THOMAS J. ALEXANDER DAVID T. BEALS III, <i>Associate</i></p> <p>1861-69 Period RICHARD B. GRAHAM 259 E. Dominion Blvd., Columbus, O. 43214 WILLIAM K. HERZOG, <i>Associate</i> 915 Cass St., Saginaw, Mich. 48602 <i>Contributing</i>: C. W. CHRISTIAN, KENNETH D. GILBART</p>	<p>1869 Period MICHAEL LAURENCE 919 N. Michigan Ave., Chicago, Ill. 60611</p> <p>Bank Note Period RICHARD M. SEARING 1300 Sao Paulo Ave., Placentia, Cal. 92670</p> <p>Railroad Postmarks CHARLES L. TOWLE 4621 E. Don Jose Dr., Tucson, Ariz., 85718</p> <p>The Foreign Mails CHARLES J. STARNES, <i>Associate</i> 1205 Wyllys St., Midland, Mich. 48640 WALTER HUBBARD, <i>Associate</i> <i>Emeritus</i>: GEORGE E. HARGEST</p> <p>The Cover Corner SCOTT GALLAGHER P. O. Box 42253, Cincinnati, Ohio 45242</p>
--	---

Address changes and inquiries about non-receipt of copies should be sent to the Secretary; orders for back issues to Publication Sales Chairman, other correspondence to Editor-in-Chief. Members are invited to report new items and to submit articles for publication, to the appropriate Section Editor, or to the Editor-in-Chief. In no case should stamps or covers be sent, unless requested by a member of the editorial staff. While in an editor's possession, such items will be carefully guarded, but no liability for loss or damage is assumed by an editor or the Society.

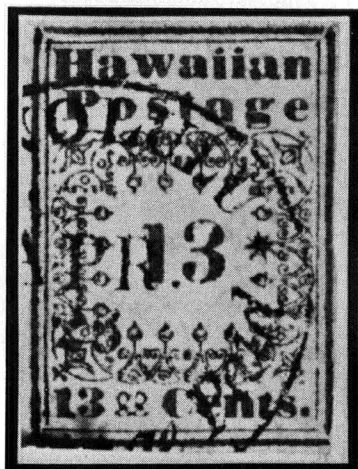
© U.S. Philatelic Classic Society, Inc. 1980

HAWAII #2



Realized \$10,000
In June '80 Sale

HAWAII #3



Realized \$8500
In June '80 Sale

We can find them. We can sell them.

May we help you buy or sell?

Next Sale — December 3, 4 & 5

Catalog, including realizations for previous auction,
3 weeks before sale. Send name, address and \$1.50.

RICHARD WOLFFERS, INC.
Stamps of quality / Stamp Auctions of integrity

127 Kearny Street, San Francisco, California 94108 • Tel. (415) 781-5127

IN THIS ISSUE

THE EDITOR'S PAGE	223
Review: A Postal History of Mississippi, Stampless Period 1799-1860, Volume II	223
Review: Postal Markings	224
GUEST PRIVILEGE	
How to Distinguish N.Y. PM Provisional Stamp without Initials from Plate Proof on Bond, <i>by Philip T. Wall</i>	226
An Altered Sperati Imitation of the New York Postmaster's Provisional, <i>by Philip T. Wall</i>	227
THE 1847-51 PERIOD	
Domestic Postal Rates for the 1847 Issue Period: Part I, <i>by Duane B. Garrett</i>	230
THE 1851-61 PERIOD	
Sir Rowland Hill	234
Traverse des Sioux/Paid/Min. Ter.	235
Paid/3	235
Earliest Recorded Use of the 3¢ 1857 Plate 26, <i>by Robert R. Hegland</i>	235
The Ten Cent Greens of 1855-57, <i>by Frank S. Levi, Jr.</i>	236
1857 Specimens	237
New York to Panama Ship Sailings, <i>by Stanley B. Ashbrook</i> (Continued from <i>Chronicle</i> 107:177)	238
THE 1861-69 PERIOD	
2¢ "Francis Patent" Stamp on Cover, <i>by William K. Herzog</i>	244
3¢ 1861 Uses: Let's Take a Closer Look, <i>by Abe Boyarsky</i>	245
Griffith's Badger State Battery at New Madrid, Missouri, 1862, <i>by Richard B. Graham</i>	247
Some Outstanding 1861-68 Perforating Varieties, <i>by William K. Herzog</i>	250
5¢ Black Browns on Scott Nos. 76 and 95, <i>by William K. Herzog</i>	251
THE 1869 PERIOD	
The Type I 15¢ 1869 on Cover: A Census and Analysis, <i>by Jon Rose</i>	254
THE BANK NOTE PERIOD	
U.S.-Hong Kong Combination Cover used from Yokohama—1874 <i>by Richard B. Graham</i>	262
THE FOREIGN MAILS	
The U.S.-Mexican Postal Convention, <i>by Charles J. Starnes</i>	270
Westbound Prussian Mail Paid Only to G.A.P.U. <i>by Allan Radin</i>	272
The Cunard Line's Mail Packets on the North Atlantic 1870-1875, <i>by Walter Hubbard and Clifford L. Friend</i> (Continued from <i>Chronicle</i> 107:211)	275
Review: Atlantic Mails, <i>by Susan M. McDonald</i>	282
THE COVER CORNER	
Answer to Problem Covers in Issue No. 107	285
Problem Covers for this Issue	286
Chronicle 108 / November 1980 / Vol. 32, No. 4	221

Elusive? That elusive cover or stamp you've been looking for turns up in my monthly auctions sooner or later. More likely sooner. The way to know when it does is to receive my auction catalogs. Free. And one way to receive my catalogs is to check off your collecting interest, foreign or U.S., on the coupon below, and send it in to me. Who knows? In this month's Kaufmann auction your stamp may be **found at last.**

John W. Kaufmann

**John W.
Kaufmann,
Inc.** 

1522 K Street, N.W.
Washington, D.C. 20005

Call toll free: 800-424-9519
In Metro D.C. call 638-5658.

John W. Kaufmann, Inc., 1522 K Street, N.W., Washington, D.C. 20005

I've checked off my collecting interests. Please send me, free, your auction catalogs for these areas:

- | | |
|--|---|
| <input type="checkbox"/> 1. U.S. Stamps | <input type="checkbox"/> 8. Scandinavia |
| <input type="checkbox"/> 2. U.S. Postal History | <input type="checkbox"/> 9. Far East |
| <input type="checkbox"/> 3. U.S. Possessions & UN | <input type="checkbox"/> 10. Central & South America |
| <input type="checkbox"/> 4. Confederate States | <input type="checkbox"/> 11. Great Britain & Commonwealth |
| <input type="checkbox"/> 5. All Foreign | <input type="checkbox"/> 12. British North America |
| <input type="checkbox"/> 6. Foreign Postal History | <input type="checkbox"/> 13. Autographs |
| <input type="checkbox"/> 7. Western Europe | <input type="checkbox"/> 14. Israel |

Name
(Please print or type) _____

Street _____

City _____ State _____ Zip _____



THE EDITOR'S PAGE

Several excellent articles in this issue are the work of first time or occasional contributors. Jon Rose's outstanding analysis and listing of 15¢ Type I 1869 covers is part of the continuing census of 1869 covers conducted by P.R.A., the 1869 group. Some unusual ways of paying 1845-51 domestic rates are presented by Duane Garrett. Abe Boyarsky shows apparently ordinary 1861 covers but with odd features. Discrepancies in catalog values for the 1855-57 10¢ are the basis of comments by Frank S. Levi, Jr. Allan Radin discusses some questions about Prussian closed mail regulations regarding part payment.

Section editors and regular contributors are represented by useful articles: Phil Wall points out confusion by auction describers between the 5¢ N.Y. without initials and the plate proof on bond, and also a Sperati which temporarily passed as genuine, as well as how to avoid these pitfalls. Three articles by Bill Herzog deal with odd or rare varieties of 1861 stamps while Bob Hegland reports a new early date for the 3¢ 1857 Plate 26. Charles Starnes discusses postal relations and rates between the U.S. and Mexico. Some features of army mails in the Civil War, along with much interesting historical background, are recounted by Richard B. Graham. Further portions of Ashbrook's New York-Panama sailings and of the Cunard sailings 1870-75 by Walter Hubbard and Clifford Friend are included in this issue.

Special attention is called to Dick Graham's article in the Bank Note section. The unusual cover described, the intriguing questions it raises, and the whole absorbing subject of U.S. postal activity in the Orient make for fascinating and stimulating reading.

Several articles of interest to our members (and largely written by them) have appeared in recent periodicals. The first of a series of four articles by Ryohei Ishikawa on use of the 1869 issue from U.S. consular post offices in Japan is presented in the August 1980 *1869 Times*, while the May issue contains Michael Laurence's account of 10¢ 1869 covers to Switzerland. Single copies are \$5 each from Victor B. Krievins, 69-09 108th St., Apt. 104, Forest Hills, N.Y. 11375. A comprehensive listing and discussion of the PostPaid Withdrawn Ship Letter postmarks of the British Isles (see also May 1980 *Chronicle*) by Calvet M. Hahn appears in the October 1980 issue of *S.P.A. Journal*. Single copy \$1.50 from Robert B. Brandeberry, P.O. Box 9041, Wilmington, Del. 19809.

I'm pleased to report that Tom Alexander's *Simpson's U.S. Postal Markings* received a gold award at the recent A.P.S. literature competition at Spokane.

Review: A Postal History of Mississippi, Stampless Period 1799-1860, Volume II. By Bruce C. Oakley, Jr. Published 1980 by the Southern Philatelic Federation. Over 648 pages (some unnumbered). \$30.00 postpaid from Southern Philatelic Federation, c/o Jerry S. Palazolo, 5010 Raleigh LaGrange Rd., Memphis, Tenn. 38128.

This book continues and augments data contained in Volume I published in 1969. There is only minor duplication—to preserve continuity—of material from the earlier volume. New markings reported outnumber those in the original, and additional information on many previously recorded markings is included. Source material relating to the establishment of post offices in the Mississippi Territory 1799-1817, postal rates, and county formation is presented first, followed by nearly 250 pages on the postal markings, postmasters, and dates of operation of each individual territorial post office, separated into the western and eastern parts of Mississippi Territory. This section reproduces much original corre-

spondence from the Postmaster General's *Letter Books* and other sources pertaining to the foundation and operation of territorial post offices.

Mississippi post offices during statehood 1817-1860 are the subject of the next portion, which begins with lists of post offices in 1836, 1841, 1849, 1851, and 1861, and applicable postal rates for the period. Some 50 pages are devoted to previously unlisted handstamps; these pages also contain information about post office dates and postmasters. Lists of revised dates of use for postmarks in Volume I appear next, followed by reproductions of rate and associated markings not listed before. An extensive section—nearly 300 pages—on manuscript postmarks, including revised information on previously listed manuscript markings, fills the balance of the book. In Volume I manuscript postmarks were intermingled with handstamped markings; the separation in Volume II seems preferable.

A bibliography and index complete the book which is clearly and neatly printed from typescript. Markings are shown exact size and accurately reproduced. My only complaint is that the available blank spaces were not used to illustrate covers. The serious collector or student of Mississippi markings and postal history certainly needs this book, and also Volume I, still obtainable from some dealers. The author has generously granted publication rights to the Southern Philatelic Federation; proceeds will establish a permanent publication fund. The print run is relatively small and the price modest for a work of this type—those interested would be well advised to order their copies without delay.

Susan M. McDonald

Review: Postal Markings. By Harry M. Konwiser. Published 1980 by Quarterman Publications, Inc., 5 South Union St., Lawrence, Mass. 01843. vi + 762 pages. \$60.00 from the publisher.

During the period 1933-54 Harry M. Konwiser, an early student of postal markings and postal history and original editor of the *Stampless Cover Catalog*, wrote a regular weekly column on "Postal Markings" in *Stamps*. This book is a collection of nearly all those columns—as many as could be located. They cover a wide range of subjects from early dates of postmarks to local stamps. Reports from readers provide the basis for many columns. U.S. philately is the topic most frequently encountered, but other countries are also discussed, chiefly Great Britain and Canada. As is usual in a continuing series of brief columns, there is considerable repetition as items are reported on for the second or third time.

Well-known philatelists and dealers past and present often appear as contributors or subjects, for example, Warren H. Colson, C. Corwith Wagner, Elliott Perry, R. J. Mechin, Ezra Cole, William C. Michaels, Edward Knapp, Everett Erle, Mannel Hahn, Samuel C. Paige, E. N. Sampson, and Walter S. Fishel, to select some names at random. A column dated Aug. 14, 1948, reports and reviews the first issue of the *3c '51-'57 Chronicle*, as edited by Tracy W. Simpson.

David L. Jarrett has contributed a foreword, and a brief index which helps considerably but which would need much greater detail to afford access to the scattered references on individual topics. The columns have been directly reproduced as they appeared in *Stamps* (typographical errors and varied type face retained) and arranged in chronological order. Careless dummyming has garbled several pages: on page 279 the entry dated Sept. 9, 1939, is incomplete; on page 298 the right and left columns have been transposed; pages 348 and 349 are thoroughly muddled; page 392 should be 393 and vice-versa.

Much of the material in *Postal Markings* has been superseded by later publications and some information is out of date or inaccurate. Nevertheless this book makes very entertaining and enjoyable reading. There is a sense of discovery and exhilaration as the story of various postal history subjects unfolds. This is an ideal bedside book—unfortunately the stiff price discourages its purchase for so casual a purpose.

Susan M. McDonald



Telephone
203 - 792-5374



*Richard C. Frajola
Moody Lane
Danbury Conn.
06810*

Quality adhesives and
postal history of the
classic period

I MAINTAIN A STOCK OF PRE ADHESIVE AND STAMPED COVERS TO 1876 WITH SPECIAL EMPHASIS ON UNUSUAL RATES, USAGES, AND LETTERS WITH HISTORICAL CONTENT. WHETHER BUYING OR SELLING YOUR INQUIRY WILL RECEIVE MY PROMPT ATTENTION. I HOPE THAT I MAY BE OF SERVICE.



The 8 cents postage on this wrapper sent from New Haven to New York prepaid one of several possible printed matter rates, probably the rate for 8 circulars or a pamphlet weighing over 7 but under 8 ounces. The unusual rate was prepaid with pairs of the 1 cent and 3 cent 1857's. The 1 cent stamps are Type II from positions 9-10R of the scarce plate 4. The right hand stamp is an exceptional example of the only plate 4 double transfer which is rated by Neinken as "among the rarest of the double transfers." This pair is typical of the "tall" stamps from the top and bottom rows of this plate that were the result of the resetting of the perforating machines for a short time.

**RICHARD C. FRAJOLA, INC.
MOODY LANE
DANBURY, CT 06810**

GUEST PRIVILEGE

HOW TO DISTINGUISH N.Y. PM PROVISIONAL STAMP WITHOUT INITIALS FROM PLATE PROOF ON BOND

PHILIP T. WALL

On two occasions within the past 12 months auction describers at what I consider to be two of the five leading auction houses in the United States have incorrectly described the two above captioned items. In addition it was my recent privilege to examine the 9X1 material submitted for certificates to one of the country's leading expert committees, where I found that four consultants had incorrectly identified a plate proof on white bond paper as an unused issued stamp without initials. Since an unused 9X1d is a rare stamp and catalogs \$1200 in the current (1980) Scott *Specialized Catalogue of United States Stamps* as compared with only \$175 for the relatively more common proof, buyers of these items should be certain they obtain the correct material.

The stamp (proof) in Figure A was described as follows: "Lot 93—9X1d, 1845, 5¢ N.Y. Postmaster Provisional, w/o signature, 4 large mgns, light black town canc, small repaired tear, couple light creases, VF appear. PHOTO 450.00." The printed prices realized showed lot 93 brought \$300 (plus 10 percent). The item in question is a plate proof on bond paper and is position 8 on the plate of nine proofs. The so-called light black town cancel is not a cancellation at all but a part of the plate bruises that appear in the margin between positions 7 and 8 on the proof plate. The New York City Post Office at no time used black ink in its postmarks during the 1845-47 period. The proof in lot 93 is also the "shaded stock" variety which is found only on position 8 of the proof plate. None of the issued stamps has a "shaded stock".

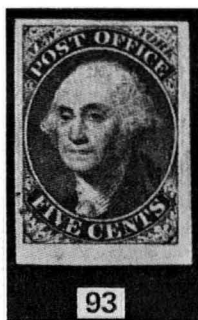


Figure A. Proof misdescribed as stamp.

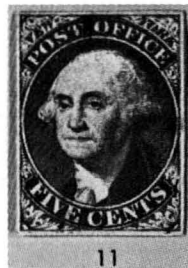


Figure B. Stamp misdescribed as proof.

The stamp in Figure B was described in this manner: "Lot 11R-5¢, Reprint, very fine (Photo-plate 1) (9X1R) 165.00." This proof has a strong double transfer at the bottom, and since I needed this position (position 6) of the plate proof on white bond paper for my plate reconstruction on this type of paper, I requested lot 11 for inspection purposes. Upon its arrival I was surprised to find it was not a proof but was instead the issued stamp and came from position 4 on the plate of 40 stamps. The describer had mistaken an issued stamp for the more common proof. The item realized a hammer price of \$160 whereas it would have realized much more had it been correctly identified.

How is the best way to distinguish between the issued stamps without initials and the plate proofs on bond paper? Stanley B. Ashbrook once wrote that the surest way to ascertain if a stamp is what it purports to be is to plate it. I certainly agree, and this is particularly true in this instance since both the issued stamps and the plate proofs can be plated. Unfortunately there are not

many platers today even for these two items which are relatively easy to plate in comparison with some of our early issued stamps of the 1847-1860 period.

Fortunately there are other ways to distinguish between the issued stamps and the plate proofs on bond paper. Their paper characteristics are entirely different: (1) the issued stamps are printed on wove paper whereas the proofs are printed on bond paper; and (2) the issued stamps usually* have a slight bluish cast and hence are described as being printed on bluish paper, whereas the plate proofs in the color of the issued stamps are either on white bond paper or on a blue bond paper that is much darker than the paper used for any of the issued stamps including the blue paper variety (9X1a). While their exact measurements may differ somewhat due to uneven paper shrinkage, the issued stamps will usually be wider and shorter than the proofs printed in the issued color on white and blue bond papers. However, this test cannot be considered 100 percent foolproof because the proofs may vary by as much as 1.0 mm in height. Except for those copies printed on thick paper, the issued stamps are on thinner paper than the plate proofs on bond paper. One further aid that is sometimes helpful is the fact the proofs normally have larger margins than the issued stamps since they are spaced farther apart on the plate—both horizontally and vertically—than are the issued stamps and because eight of the nine positions have one or two sheet margins. Readers should keep in mind, however, anyone can always trim down the margins of these proofs.

For those collectors who can plate the 40 positions of the issued stamp and the nine positions of the plate proof, the matter of properly identifying these two items is relatively simple. I hope the above notes will assist nonplaters in distinguishing between these two items.

*Stamps printed on gray paper have a definite gray appearance, and stamps printed on blue paper have a distinctive look to the paper that is darker than the normal stamp printed on bluish wove paper, but not so dark as the proof printed on blue bond paper.

AN ALTERED SPERATI IMITATION OF THE NEW YORK POSTMASTER'S PROVISIONAL

PHILIP T. WALL

In my article on Sperati imitations of Postmaster Morris's stamp in the August 1979 *Chronicle* (Whole Number 103), I set forth on page 164 the best tests I have found in detecting these works of Sperati. The pre-World War II forgeries have a small white dot to the right of and almost touching the lower right corner of the "N" of "CENTS" and the postwar forgeries have a large white spot between the "N" and "T" of "CENTS". Recently I have seen a Sperati 9X1 that has neither identifying mark.



Figure C. Altered Sperati imitation.

Within the past year a leading auction firm offered a stamp described as follows: "Lot 1096 5¢, large margins, red town and PAID cancels, superb (Photoplate I) (9X1) (\$400.00)." This item looked beautiful in the auction catalog photo (Figure C), and since there was no white dot or spot between the "N" and "T" of "CENTS", I immediately requested to inspect lot 1096. As soon as I examined this lot I knew that it was a Sperati (BPA Type B) from the color and texture of the paper, but there was no white spot where one should have been. Could Sperati have made another cliché at some time late in his career that eliminated the tell-tale small white dot or large white spot?

I then examined the stamp with a high powered glass and found that someone (probably not Sperati) had taken a soft leaded black pencil and carefully filled in the large white spot. In addition the "artist" had strengthened or filled in the left frame line where it was either weak or broken and disjointed. This was most deceptive and would probably escape detection unless the area between the "N" and "T" was carefully checked with a good magnifier. This altered imitation was an excellent forgery, and I suggest that all collectors of 9X1 be on guard for similarly altered Sperati items.

As a footnote to this story of lot 1096, I would like to give these facts about its recent history. When I returned this item to the auction house, I wrote a letter giving full details as to why the stamp was bad and recommended that it be withdrawn from the forthcoming sale. In reply I received a letter from a person other than the man to whom I had written stating the firm had decided to offer the stamp (forgery) anyway and would suggest to the buyer that it be carefully examined. The sale came and went and I thought nothing more about the matter. Some time later a well known dealer telephoned me about another 5¢ New York item, and during the course of conversation he mentioned purchasing on behalf of an important customer the lot described in these notes. When I explained its status to him, he stated he had no idea it was a Sperati and would have the buyer submit it to the Philatelic Foundation. This was done and ultimately the lot received a certificate stating that it was a Sperati imitation. Will this item be offered in the future by another party as a genuine stamp? Only time will tell.

Information wanted: Arthur J. Warmley, 33 Riverview St., Portland, Conn. 06480, requests reports of the New Haven beehive fancy cancel 1839-40 period. Photocopies of covers and contents desired; costs reimbursed.

McBRIDE STAMP AUCTIONS, INC.

Bonded Auctioneers — Appraisers — City & State Licensed

Phone: 503-235-7071

3630 S.E. 34th Ave.

Box C

Portland, Oregon 97202

UNRESERVED PUBLIC AUCTION

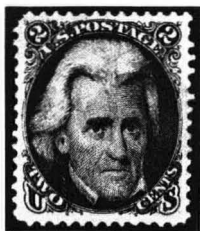
DECEMBER 7

Send For Free Illustrated Catalog

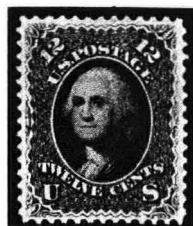
Prices Realized Free With #10 SASE

Consignments Of Fine Material Always Welcome





BUYING USED 1861-2 ISSUE



	XF	VFXF		XF	VFXF
US #63	\$80	\$50	US #70	\$200	\$120
US #64	500	400	US #70a	200	120
US #65	10	5	US #70b	400	350
US #67	900	650	US #71	160	100
US #68	80	50	US #72	650	400
US #69	135	100			

XF — Almost perfectly centered

VFXF — Very well-centered

All off-centered, defective, heavily cancelled or pen cancelled stamps returned at owner's expense. Send SASE envelope for our complete BUY LIST (US #1-133a, E1-13).

J. RANDALL RARE STAMPS

900 S. Quince, Denver, Colo. 80231



USPCS
APS

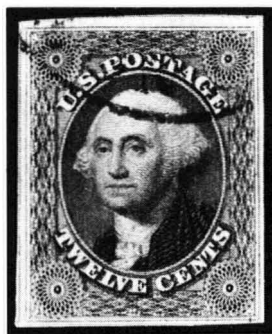
(303) 399-8004

QUARTERLY

PHILATELIC

★ **GEM** ★

(Available to CHRONICLE
readers) ONLY!



US #17 EXTREMELY FINE-SUPERB used with light, almost HEAD-FREE town cancel. Beautiful freshness, sharp impression & large margins showing parts of two adjoining stamps @ top and left.
PF Cert#81 985 (1980). A CHOICE 12¢ 1851 ISSUE!
\$1,700.

What other CLASSIC United States (US #9x1-133a) do you need in OUTSTANDING quality? Large stock of Classics emphasizing the IMPERFS in singles, pairs, multiples and plated position pieces. Most items with Philatelic Foundation certificates. Write or call with your needs and current items IN STOCK. Sent on 5 day approval with satisfactory philatelic references. Many "pedigree" items. When BUYING or SELLING quality, contact us at:

J. RANDALL RARE STAMPS

900 S. Quince, Denver, Colo. 80231



USPCS
APS

(303) 399-8004

THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

DOMESTIC POSTAL RATES FOR THE 1847 ISSUE PERIOD: PART I

DUANE B. GARRETT, R.A. 1614

This is the first of a three article series dealing with the basic domestic postal rates applicable to the U.S. 1847 issue. This first article is devoted to an examination of the 5¢ and 10¢ rates and multiples thereof, the second will deal with the so-called "California" rates, and the third will cover the remaining rates such as those applicable to drop letters and way uses.

An examination of this subject, of course, must start with the underlying legal basis for the rates, "The Act of Congress of March 3, 1845," which stated in pertinent part:

For every single letter in manuscript or paper of any kind by or upon which information shall be asked or communicated in writing or by marks or signs, conveyed in the mail, for any distance under 300 miles, five cents; and for any distance over 300 miles, ten cents; and for a double letter there shall be charged double these rates; and for a treble letter, treble these rates; and for a quadruple letter, quadruple these rates; and every letter or parcel not exceeding half an ounce in weight shall be deemed a single letter, and every additional weight of half an ounce, shall be charged with an additional single postage. All drop letters, or letters placed in any post office, not for transmission through the mail but for delivery only, shall be charged with postage at the rate of two cents each.

This weight/distance rating system applied from July 1, 1845, and throughout the intervening period prior to the issuance of the 5¢ and 10¢ 1847s on July 1, 1847. This colorful time saw the emergence of a number of "Postmaster Provisionals" issued in cities and towns as diverse as St. Louis, Mo., Alexandria, Va., Boscawen, N.H., and New York, N.Y. Surviving examples of such uses on covers can be used to illustrate many of the 1847 issue rates.

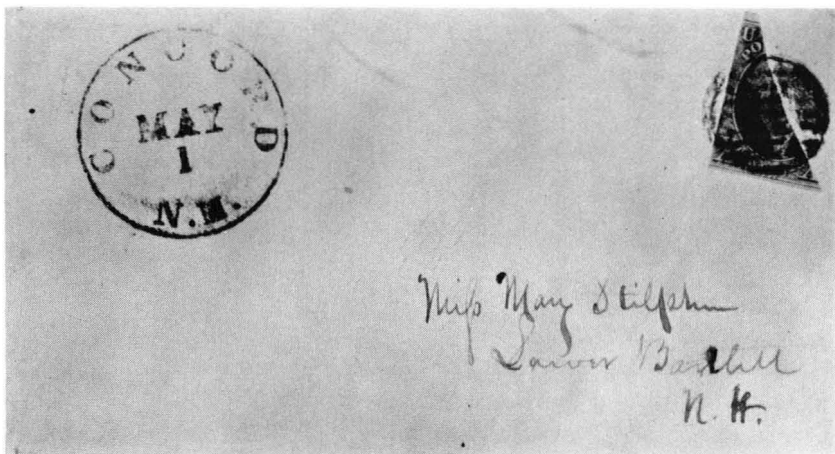


Figure 1. A diagonal bisect of the 10¢ used to pay the 5¢ rate from Concord, N.H., to Lower Bartlett, N.H., May 1, 1851. When their supply of 5¢ stamps ran out, some enterprising patrons and postmasters unofficially halved 10¢ stamps.

At the outset, it should be noted that the Act of Congress of March 3, 1845 (and the companion Act of March 3, 1847, which authorized the furnishing of postage stamps by the Post Office) was as significant in what it omitted as what it included. No reference was made to mandatory prepayment of postage, much less to mandatory prepayment by stamps. Indeed, no incentive beyond convenience existed for prepayment by stamps and virtually all surviving examples of partial prepayment give proper credit for such payment. As a result, it has been estimated that fewer than one out of every hundred pieces of mail

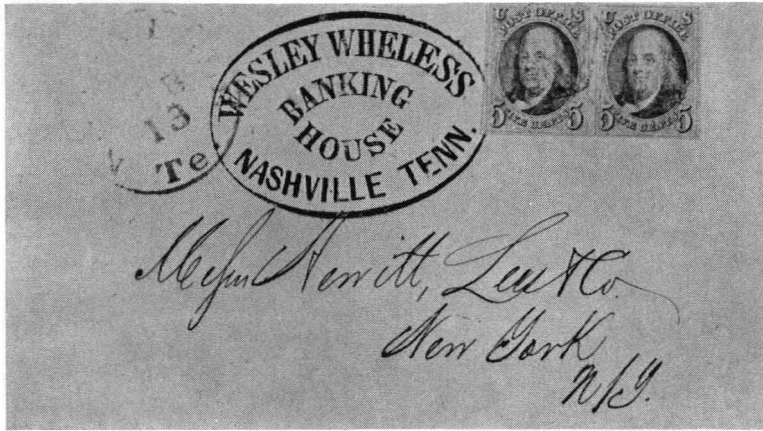


Figure 2. This 5¢ pair paid the over 300 mile rate from Nashville, Tenn., to New York, N.Y., February 13, 1851. The large oval marking is an early advertising handstamp.

bore stamps during the four year period of the 1847 issue that began on July 1, 1847, and ended with demonetization after June 30, 1851, as fewer than five million 1847 issue stamps were ever sold.¹

Figure 1 represents an interesting method of paying the 5¢ under 300 miles, half-ounce or less rate, a 10¢ bisect. This cover traveled well under 300 miles from Concord, N.H., to Lower Bartlett, N.H., and its small size indicates it clearly weighed under half an ounce. Such bisection was condoned throughout the 1847 issue period and over 75 undoubtedly genuine covers exist.²

Figure 2 is an example of the 10¢ over 300 miles, half-ounce or less rate. The distance from Nashville, Tenn., to New York, N.Y. was well over 300 miles. A pair of 5¢ stamps was used to pay the single rate for over 300 miles.

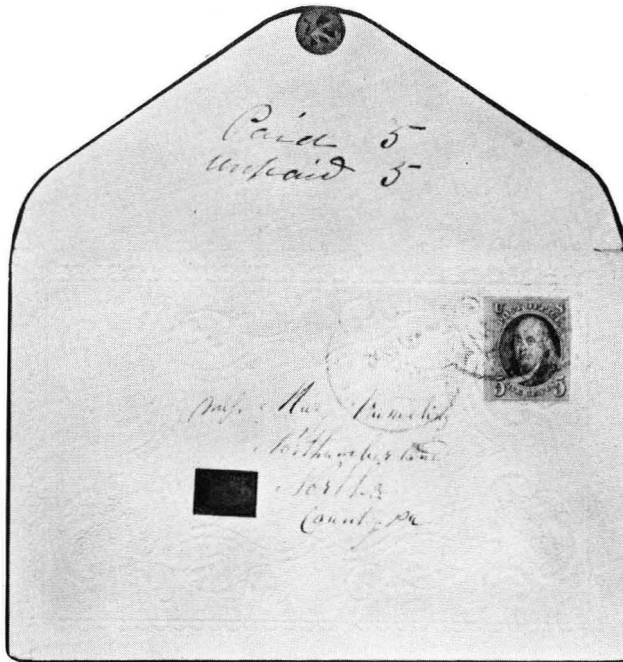


Figure 3. This embossed lady's cover from Philadelphia, Pa., to Northumberland, Pa., February 23, 1849, was over one-half ounce ("unpaid 5"). The 5¢ postage due was collected from the recipient. The "Blood's Despatch" local paid that firm's 1¢ charge for delivery to the post office.

1. Henry L.C. Wenk, III, *A Transcription of the Official Record Book of the Post Office Department July 1, 1847 to June 30, 1851*, 1975.

2. *Chronicle* 63: 94-96.

Figure 3 is an interesting example of the double 5¢ rate. This cover, which traveled about 125 miles to Northumberland, Pa., from Philadelphia, Pa., was rated "Paid 5, unpaid 5." The 5¢ postage due was collected from the recipient. This embossed envelope probably contained a valentine, which made it overweight.

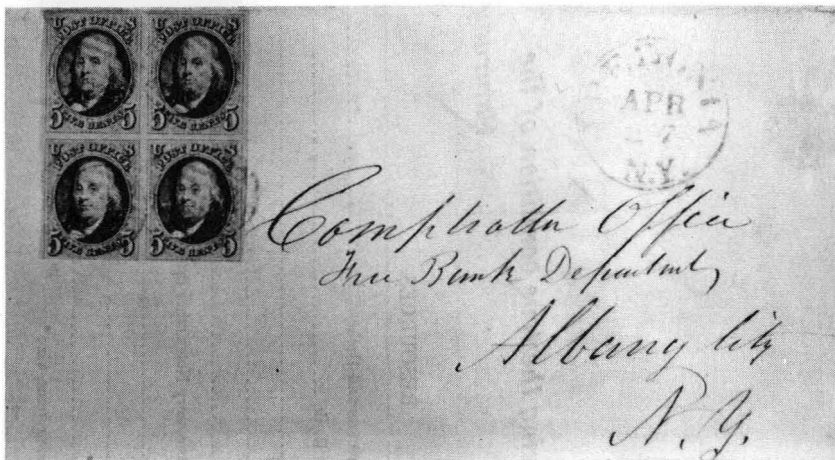


Figure 4. This 5¢ block of four paid the 20¢ double 10¢ over 300 mile rate from Fredonia, N.Y., to Albany, N.Y. This is the only recorded block of four of the 1847 issue used on a domestically destined cover.

Figure 4 illustrates the double 10¢ rate. This block of four of the 5¢ originated at Fredonia, N.Y., and went to Albany, N.Y., a distance of slightly over 300 miles by the postal roads of the day, though less than 300 miles "as the crow flies."

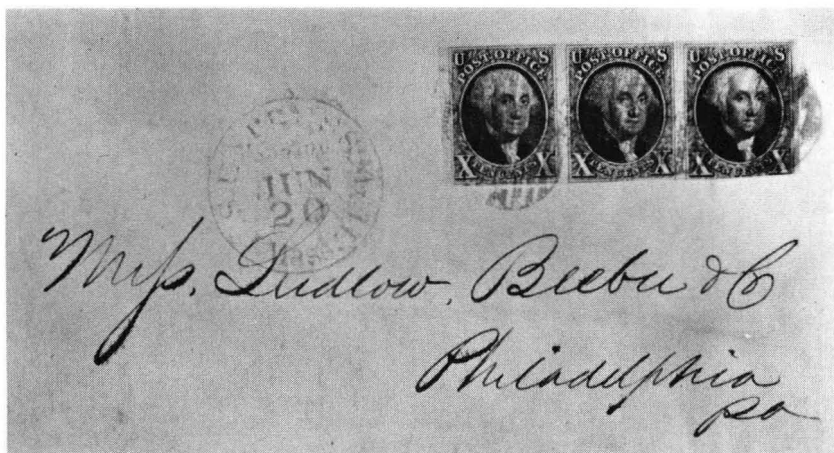


Figure 5. This triple 10¢ rate cover went via the "U.S. Express Mail, Boston" from Boston, Mass., to Philadelphia, Pa., June 20, 1848.

Figure 5 represents a triple 10¢ rate usage, to wit: over one ounce, but under 1½ ounces with over 300 miles between Boston, Mass, and Philadelphia, Pa. Such triple and other odd rates were possible only until March 15, 1849, when the United States eliminated such rates in order to conform with the rating system adopted by Great Britain with the following regulation implementing the Act of Congress of March 3, 1849:

Hereafter, when a letter exceeds an ounce in weight, but does not exceed two ounces, it will be rated with four charges of single postage; there being a single postage for the first half ounce, a double charge for the first ounce, and two additional charges for each succeeding ounce, or fraction of an ounce, beyond the first ounce. . . .

Figure 6 illustrates a quadruple 5¢ rate cover. This 10¢ pair paid four times

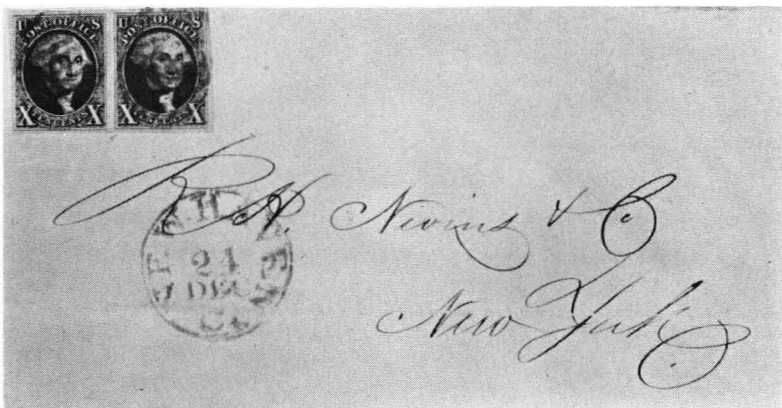


Figure 6. This quadruple 5¢ rate cover was mailed from New Haven, Conn., to New York, N.Y., December 24, 1849.

the 5¢ rate as the distance from New Haven, Conn., to New York, N.Y., was under 300 miles and the cover weighed just over one and one-half ounces.

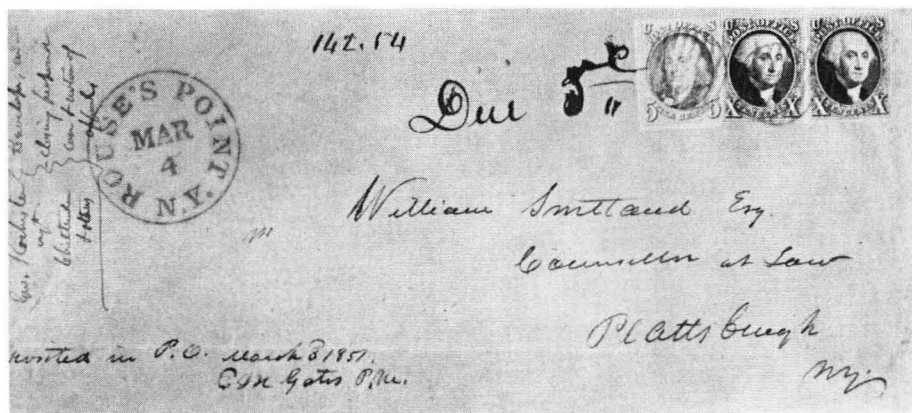


Figure 7. This 5¢ and 10¢ combination cover was conveyed the short distance from Rouse's Point, N.Y., to Plattsburgh, N.Y. and represents both a partial payment by stamps ("Due 5¢") and the post-March 15, 1849, abandonment of triple and other odd rates.

Figure 7 is a fine illustration of the prohibition on triple and other odd rates after March 15, 1849. This cover (with full original contents) weighs just over two ounces and was marked "Due 5¢" as this quintuple 5¢ rate letter was rated as a six times weight rate letter. The elimination of triple and other odd rates is a major reason for the scarcity of 5¢ and 10¢ combination covers.

I wish to acknowledge the invaluable assistance of Stephen Gronowski in the preparation of this series of articles.

POSTAL HISTORY MATERIAL

We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Territorials and Westerns, and we are strong in Hawaii.

NEW ENGLAND STAMP

643 Fifth Avenue South

Naples, Florida 33940

Tel. (813) 262-6226

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

SIR ROWLAND HILL

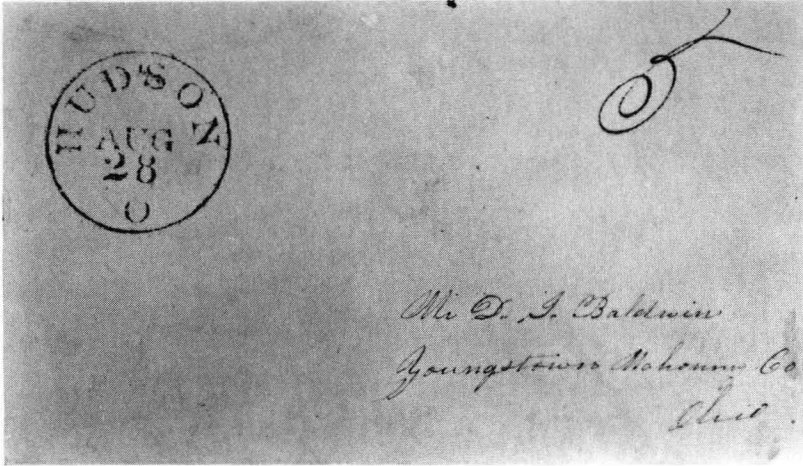


Figure 1. Unpaid stampless cover from Hudson, Ohio.

“Pat” Herst has submitted the cover shown as Figures 1 and 1a. The front shows a perfectly ordinary envelope with a Hudson, Ohio, townmark and a manuscript “5” for the unpaid rate to Youngstown. There is no enclosure or docketing to tell us the year of use.

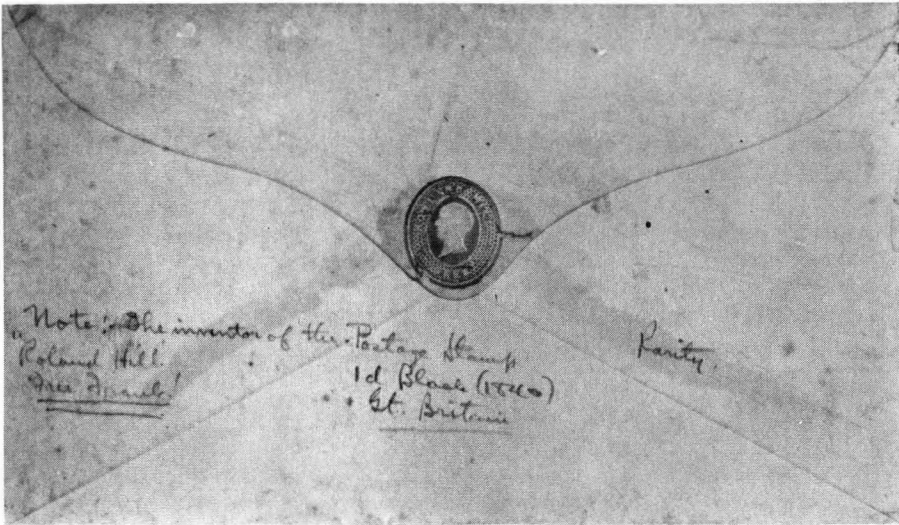


Figure 1a. Reverse of cover in Figure 1, showing embossed medallion of Rowland Hill on flap.

The cover’s remarkable feature is an embossed device on the flap reminiscent of Nesbitt stamped envelopes. At the top of the ornamental band surrounding the medallion are the words ROWLAND HILL, and at the bottom is the word FREE. What do we have here? Is this a British production? If so, did it serve any official function? How did it come into private American hands? Both Mr. Herst and the section editor would appreciate knowing the origin of this fascinating item.

TRAVERSE DES SIOUX/PAID/MIN. TER.

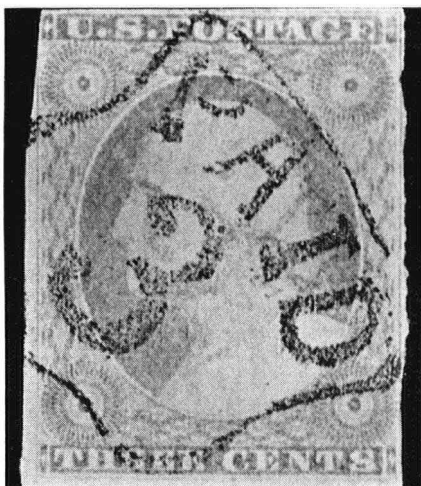
This double circle townmark is listed on page 92 of *USPM*, and is illustrated on the facing page as tracing number 6. The marking was first reported in *Chronicle* 39:7 in 1961, and this was the report from which the *USPM* listing was made. At that time it was noted that the marking "ties the stamp on patriotic cover to Germany via Prussian Closed Mail," and that the stamp was a 30¢ 1857.

Prior to the time this listing was made Floyd E. Risvold heard that another cover existed, bearing this townmark tying a 3¢ imperforate stamp (Scott No. 10 or 11). He could not persuade the owner to show him the cover.

Recently, a 30¢ 1857 tied to a piece of a patriotic cover with the marking has surfaced. Presumably this is the original item reported in *Chronicle* 39.

As a result of considerable detective work on the part of Mr. Risvold and the cooperation of the present owner of the piece, it has been determined by the Philatelic Foundation that the marking is bogus; that is, no such official marking ever existed. Please delete the *USPM* listing on pages 92-3.

Does one of our members own the 3¢ cover? If so, it is hoped he or she will consider a donation to the SCRAP Program.



PAID/3

Illustrated here is an off cover example of a 3¢ 1851 stamp (S2) containing PAID/3 in a shield. The marking is struck in blue and the owner, Robert B. Meyersburg, reports that the stamp is an 1855 impression. This handstamp has not been previously reported. Do any of our other members have additional examples? If a strike on cover can be turned up, it will be listed in a future addendum to *USPM*.

EARLIEST RECORDED USE OF THE 3¢ 1857 PLATE 26

ROBERT R. HEGLAND

A cover with positions 4-6R26 has recently been found that advances the earliest recorded date of use of the 3¢ 1857 Plate 26 from January 21, 1860, to October 3, 1859.

Formerly, the earliest recorded dates of use of plates 23-27 ranged from July 7 to September 2, 1859, except for Plate 26.¹ This led to the expectation that we would find an earlier use of this plate since it seems reasonable to assume that the plates were usually put into production sequentially as they were numbered. Since Plate 27 is known used as early as September 2, this collector suspects that October 3 will not long stand as the earliest date once our members start looking for an earlier date. We should be able to find one in September or perhaps in August.

The October 3 cover is confirmed in several ways. The strip is clearly tied by two strikes of the black BUFFALO/OCT/3/1859/N.Y. cds. It is annotated as "Filed Oct 4 1859/Opened in open Court." The stamps are readily identified since 4R26 has the damaged lower left rosette² and there is a very small "wish-bone crack" between 5-6R26. The hairlines and other fine lines on the stamps are obviously of a very early impression from the plate as they show no wear.

1. T. J. Alexander, *Simpson's U.S. Postal Markings 1851-61*, 1979, p. 387.

2. *Chronicle* 105:30, flaw #38.

THE TEN CENT GREENS OF 1855-57

FRANK S. LEVI, JR.

For three decades I have been involved in the study and research of the ten cent green stamps of 1855-57, Plate I, Types I-IV. During that time I have been amazed at the pricing structure as formulated by Scott. Their pricing defies all logic.

Let us examine the Type distribution on Plate I. Every time the press cranked out a sheet of 200 stamps there were 20 Type I, 93 Type II, 79 Type III and eight Type IV spread throughout the two panes. In theory, for every random selection of 100 stamps there should be four Type IV, 10 Type I, 39½ Type III and 46½ Type II. Thus, in theory a Type IV should be two and one half times as scarce as a Type I, a Type III should be about one tenth as scarce as a Type IV and the most common, Type II, should be about 11½ times more common than a Type IV. For a better visual understanding see Table I.

TABLE I: Plate I Distribution

Type	Quantity	Percent of total	Scarcity Factor
I	20	10.0	4.850
II	93	46.5	1.000
III	79	39.5	1.228
IV	8	4.0	12.125
Total	200	100	

In short, if we apply the scarcity factor above, and use the most common type (II) as a base, we can work out a realistic pricing structure. Thus, if a Type II were priced at say \$10.00 the Type III should be \$12.28, the Type I should be \$48.50 and the Type IV would come in at \$121.25.

Now let us take a look at what actually has taken place over the past thirty years. Table II is taken from the *Scott Specialized Catalogs* and lists the prices for used stamps only. The first thing that strikes me is that in the imperforate stamps from 1951 through 1976 a Type II was always equal in value to a Type III. In the last four years the Type II is *higher* in value than the Type III. The perforated stamp pricing is even stranger—from 1969 through 1976 both types were priced the same. For all the other years the Type II was

TABLE II

year	#13 type I	#14 type II	#15 type III	#16 type IV	#31 type I	#32 type II	#33 type III	#34 type IV
1951	65.00	16.00	16.00	120.00	60.00	11.00	9.00	100.00
1952	65.00	16.00	16.00	120.00	60.00	12.00	9.00	110.00
1953	65.00	16.00	16.00	120.00	60.00	12.00	9.00	110.00
1954	65.00	16.00	16.00	120.00	60.00	12.00	9.00	110.00
1955	65.00	16.00	16.00	120.00	60.00	12.00	9.00	110.00
1956	65.00	16.00	16.00	120.00	60.00	12.00	9.00	110.00
1957	80.00	20.00	20.00	135.00	60.00	12.00	9.00	110.00
1958	80.00	20.00	20.00	135.00	60.00	12.00	10.00	110.00
1959	80.00	20.00	20.00	135.00	60.00	12.00	10.00	110.00
1960	85.00	22.50	22.50	135.00	60.00	12.00	10.00	110.00
1961	85.00	22.50	22.50	140.00	60.00	12.00	10.00	110.00
1962	100.00	25.00	25.00	150.00	65.00	12.00	10.00	110.00
1963	100.00	25.00	25.00	150.00	67.50	12.00	10.00	110.00
1964	110.00	26.50	26.50	160.00	70.00	13.00	11.00	115.00
1965	120.00	27.50	27.50	170.00	75.00	14.00	12.00	120.00
1966	135.00	30.00	30.00	190.00	85.00	16.00	14.00	135.00
1967	150.00	32.50	32.50	200.00	90.00	18.00	16.00	145.00
1968	160.00	35.00	35.00	225.00	100.00	20.00	18.00	160.00
1969	175.00	37.50	37.50	250.00	115.00	22.50	22.50	180.00
1970	190.00	40.00	40.00	250.00	125.00	24.00	24.00	190.00
1971	200.00	42.50	42.50	300.00	135.00	26.50	26.50	200.00
1972	225.00	45.00	45.00	325.00	135.00	26.50	26.50	225.00
1973	225.00	45.00	45.00	325.00	135.00	27.50	27.50	250.00
1974	225.00	50.00	50.00	375.00	135.00	30.00	30.00	275.00
1975	250.00	60.00	60.00	425.00	150.00	35.00	35.00	325.00
1976	275.00	70.00	70.00	450.00	150.00	35.00	35.00	375.00
1977	275.00	85.00	80.00	525.00	175.00	45.00	40.00	400.00
1978	325.00	110.00	100.00	625.00	200.00	55.00	50.00	450.00
1979	375.00	140.00	125.00	725.00	250.00	70.00	65.00	550.00
1980	450.00	175.00	165.00	900.00	300.00	85.00	80.00	700.00

priced *higher* than the Type III. Never in this thirty year period was a Type III priced higher than a Type II. A comparison of the pricing relationship between a Type I and a Type IV on the imperforates is consistently under 1 to 2 except for the 1980 listing. In the perforated stamps from 1951 through 1973 the ratio is always under 1 to 2; from 1974 thru 1980 it is always greater than 1 to 2. The relationship between the Type II & Type III vs. the Type I & Type IV is so inconsistent that it is unbelievable.

I realize that there are many factors other than rarity that will ultimately determine pricing. Popularity of a stamp or issue. Speculation. Promotion of a phase of collecting that has been neglected. Interest in a stamp or issue stimulated by publication of new information. But none of these reasons appear to me to apply in the case of the ten cent greens. Can anyone out there come up with a rational explanation?

1857 SPECIMENS

At *Chronicle* 95:164 Stanley M. Piller summarized what is known about the 1851-61 U.S. postage stamps overprinted "Specimen." In that article he illustrated most of the varieties listed in *Scott's Specialized Catalogue*, and asked for help from our members in completing the list of illustrations.

Through the courtesy of Andrew Levitt, Mr. Piller has now been able to photograph examples of the 5¢, 12¢, 24¢ and 30¢ denominations, shown here. We are still missing *Scott* numbers 75A, 115A and 215A to make the record complete.

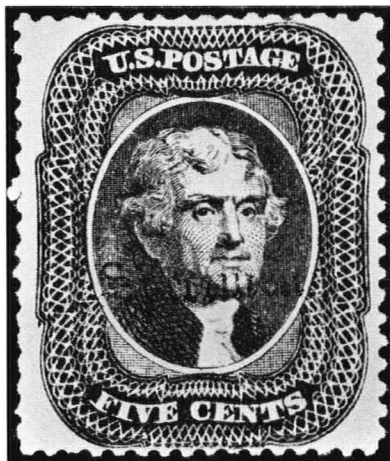


Figure 1. "Specimen" on 5¢.

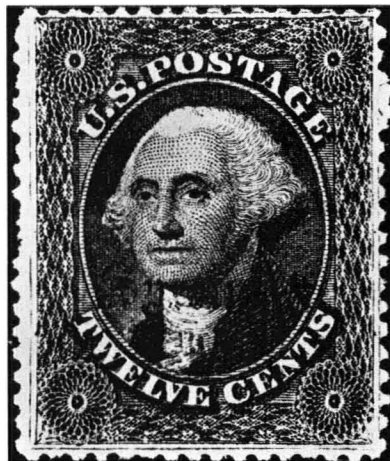


Figure 2. "Specimen" on 12¢



Figure 3. "Specimen" on 24¢.

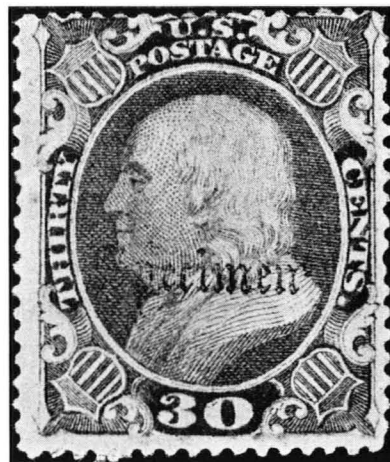


Figure 4. "Specimen" on 30¢.

NEW YORK TO PANAMA SHIP SAILINGS

STANLEY B. ASHBROOK

(Continued from *Chronicle* 107:177)

N.Y. *Herald*, Jan. 12, 1849. FOR SAN FRANCISCO, DIRECT, VIA THE STRAITS OF MAGELLAN. The new and fast sailing coppered and copper fastened clipper-built Schooner *Sea Witch*, will sail for above place with despatch, offering an excellent opportunity for eight cabin passengers. She has an experienced navigator. The number of passengers limited. Apply to M. Rogers & Co., No. 27 Fulton Market.

N.Y. *Herald*, Jan. 29, 1849. [This is obviously change of departure date]. *Sea Witch* and *Empire* will sail on Feb. 1st, 1849.

N.Y. *Herald*, Jan. 14, 1849. FOR SAN FRANCISCO. Ship *Elizabeth Allen* will succeed the *Tomaroo* and sail with dispatch. Apply to Capt. on board Pier 13 E.R. or E. Richardson & Co., 52 South St.

N.Y. *Herald*, Jan. 24, 1849. Ship *Elizabeth Allen* will sail on 1st of Feb. next. N.Y. *Herald*, Feb. 11, 1849. *Elizabeth Allen* will sail on Wed. 14th inst. for S.F.

N.Y. *Herald*, Jan. 15, 1849. Clipper Barque *Azim*, will sail positively on Sat. 20th inst. Apply to Ezra Bucknam, or Francis Leland, 243 South St. or 55 Water St.

N.Y. *Herald*, Jan. 16, 1849. Brig *Georgiana* will sail on Wed. 17th. Agents, W. Baker, 165 Maiden Lane.

N.Y. *Herald*, Jan. 19, 1849. The new Clipper-built Schooner *John R. Whiting*, will sail on Jan. 25th. Apply to Capt. on board at foot of Jefferson St. E.R.

N.Y. *Herald*, Jan. 22, 1849. FOR SAN FRANCISCO, to sail Feb. 1st, 1849, the Bark *Galindo*. Apply to F. V. Anslie, 150 Front St.

N.Y. *Herald*, Jan. 22, 1849. The fast sailing copper fastened Bark *Griffon* will leave for San Francisco on or before the 1st of Feb.

N.Y. *Herald*, Jan. 23, 1849. FOR CALIF & THE GOLD REGIONS. A-1 New York-built Ship *H. Harbeck*, will sail for S.F. about the 1st of Feb. Apply Olney & Cotrell, 62 South St.

N.Y. *Herald*, Jan. 24, 1849. Bark *Eliza* to sail on Jan. 25th. Apply to Capt. on board, foot of Pike St.

N.Y. *Herald*, Jan. 24, 1849. FOR CALIF. Baltimore Clipper Schooner *Laura Virginia* will clear this day and sail tomorrow. S.H. Ackerman, 89 Beaver St.

N.Y. *Herald*, Jan. 24, 1849. FOR SAN FRANCISCO to sail 15th of Feb. The new Schooner *James L. Day*, James S. Nash, Master, will sail as above. She will be apportioned in 10 shares of \$1,000 each. It is intended to carry out a small steamer for the navigation of the Sacramento River. For further particulars, Coles & Thorn, 91 West St.

N.Y. *Herald*, Jan. 28, 1849. FOR THE GOLD REGIONS. The fine Brig *Augusta* will sail for San Francisco, with despatch or as soon as a select number of passengers are procured. *Augusta* is 150 tons burthen, 14 months old, copper fastened and coppered within and commanded by an experienced master. Geo. W. Pentz, 51 South St.

N.Y. *Herald*, Jan. 29, 1849. FOR CALIF. Ship *Courier*, ready to receive passengers for the Gold Regions. Apply to Schoyer & Co., 82 Wall St. N.Y. *Herald*, Feb. 6, 1849. Ship *Courier* will sail on the 15th of Feb.

N.Y. *Herald*, Feb. 5, 1849. Clipper-built Ship *Helena* will have immediate despatch. [Contains data on speed and reliability of ship for S.F.] Apply to N. L. & G. Griswold, 71 and 72 South St.

N.Y. *Herald*, Feb. 6, 1849. FOR SAN FRANCISCO. A-1 Clipper-built Ship *Helena*, for immediate despatch. N.L. & G. Griswold, 71 & 72 So. St.

N.Y. *Herald*, Feb. 5, 1849. FOR SAN FRANCISCO to sail on the 25th, S.S. *Senator*, to run as a packet between St. John, N.B. and Boston, where she has encountered such weather as to establish her reputation as an excellent sea boat. Apply to Woodhull & Minturn, 87 South St.

N.Y. *Herald*, Oct. 19, 1849. FOR SAN FRANCISCO. The new fast sailing Ship, *Senator*, will have quick despatch. Apply to Slate, Gardiner & Howell, 114 South St. N.Y. *Herald*, Oct. 31, 1849. Ship *Senator* will sail on or about the 10th proximo for S.F., Calif.

N.Y. *Herald*, Feb. 5, 1849. FOR CALIFORNIA. A-1 Ship *Flavius*, will sail on the 15th of Feb., for the Gold Regions. E. B. Sutton, 117 Wall St.

N.Y. *Herald*, Feb. 5, 1849. FOR SAN FRANCISCO. Bark *Toulon*, will sail positively on Sat. the 10th. J. Henry Williams, 119 Front St.

N.Y. *Herald*, Feb. 5, 1849. Bark *Ann Welsh*, Pier 20 E.R., to sail on this morning. (Monday at 9:30 A.M.) .

N.Y. *Herald*, Feb. 6, 1849. FOR SAN FRANCISCO UP TO THE SACRAMENTO RIVER VIA STRAITS OF MAGELLAN. S.S. *Duncan C. Fell*, (formerly the Gov't steamer *Poincett*). Apply to I. H. Gager, 120 Wall St., or Jos. T. Martin, 37 South St.

N.Y. *Herald*, Feb. 6, 1849. FOR SAN FRANCISCO. Schooner *Samuel M. Fox*, will sail about the 22nd inst. Apply to F. & D. Fowler, 86 West St.

N.Y. *Herald*, Mar. 4, 1849. Schooner *S.M. Fox* to leave for Calif. direct on Mar. 6th.

N.Y. *Herald*, Feb. 7, 1849. FOR CHAGRES DIRECT by A-1 Brig *Adila* to sail the 20th inst. Clarke & Co., 121 Water St.

N.Y. *Herald*, Feb. 10, 1849. FOR SAN FRANCISCO & SUTTER'S FORT VIA STRAITS OF MAGELLAN. Baltimore Clipper Brig *Orbit*, sails between 15th and 20th inst. Apply to Finchley, 76 Maiden Lane.

N.Y. *Herald*, Feb. 17, 1849. FOR CALIF. DIRECT, SAN FRANCISCO & SUTTER'S FORT. Clipper Brig *Orbit* to sail on or about 20th or 25th of Feb. Jas. A. Van Brunt, 75 So. St.

N.Y. *Herald*, Feb. 24, 1849. Baltimore Clipper Brig *Orbit* to leave on Feb. 26th for San Francisco.

N.Y. *Herald*, Mar. 2nd, 1849. Baltimore Clipper Brig *Orbit* will sail on Mar. 5th for San Francisco.

N.Y. *Herald*, Oct. 29, 1849. Regular Packet Line for Nov. 15th. For San Francisco by A-No. 1 Brig *Orbit* to sail on Nov. 15th. Apply to F. & D. Fowler, 86 West St.

N.Y. *Herald*, Dec. 7, 1849. FOR SAN FRANCISCO. Clipper Brig *Orbit* to sail on Dec. 10th F. & D. Fowler, 86 West St. Change of sailing date for S.S. *Philadelphia* from Dec. 11th to Dec. 18th, 10 A.M.

N.Y. *Herald*, Feb. 10, 1849. Packet Ship *John G. Coster*, to sail on Feb. 20th. Howland & Aspinwall.

N.Y. *Herald*, Feb. 21, 1849. Packet Ship *John G. Coster* to sail positively on 24th. Howland & Aspinwall, 54 & 56 South St.

N.Y. *Herald*, Feb. 15, 1849. Bark *Guilford*, to sail on Feb. 16th. John & Robert Osborn, 111 Wall St.

N.Y. *Herald*, Feb. 17, 1849. Packet Bark, *Bogota* to sail on Feb. 20th, 1849. Everett & Brown, 68 So. St.

N.Y. *Herald*, Feb. 17, 1849. FOR SAN FRANCISCO, TOUCHING AT RIO JANEIRO & VALPARAISO. First class Schooner *Union* to sail on or about Mar. 10th. Jung & Behrmann, 21 So. William St. or Benschon & Unkart, 17 So. William St.

N.Y. *Herald*, Feb. 21, 1849. Packet Schooner *Splendid* to sail on Feb. 24th. Foster & Nickerson, 25 South St.

N.Y. *Herald*, Feb. 21, 1849. FOR SAN FRANCISCO. Ship *Louise & Caroline* to be despatched on or about middle of March.

N.Y. *Herald*, Feb. 22, 1849. FOR SAN FRANCISCO, DIRECT. Bark *Rising Sun*, being one of the fastest out of the United States, and passengers may rely upon reaching San Francisco in advance of any other vessel sailing during the month of Feb. [no sailing date]. Isaac T. Smith, 101 Wall.

N.Y. *Herald*, Apr. 7, 1849. FOR CALIFORNIA. Bark *Rising Sun* to leave this morning. Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, Feb. 22, 1849. FOR SAN FRANCISCO. Clipper-built Schooner *General Worth* to sail on or about the 1st of March. N.L. McReady & Co. 36 South St.

N.Y. *Herald*, Mar. 2, 1849. Clipper-built Schooner *General Worth* to leave Mar. 6th. McCreedy & Co.

N.Y. *Herald*, Mar. 29, 1849. Clipper *General Worth* to leave Apr. 2nd. Krider & Mallett, 27 Old Slip.

N.Y. *Herald*, Feb. 23, 1849. FOR SAN FRANCISCO. Bark *Susan* to leave on Mar. 1st. [Name of agent indistinct]. 94 Wall St.

N.Y. *Herald*, Feb. 24, 1849. Bark *Clyde* to leave on Mar. 8th. Holdrege Jr., 93 Wall St.

FOR CALIF., N.Y. *Herald*, Mar. 20, 1849, Despatch Line, Departure date—25th of Mar., Bark *Clyde*. Schoyer & Co., 82 Wall St.

N.Y. *Herald*, Apr. 17, 1849. Despatch Line announces the departure of Bark *Clyde* on Apr. 19, 1849. H. Holdredge Jr., 93 Wall St. Change of dates: N.Y. *Herald*, Apr. 19, *Clyde* will sail on Sat. 21st. N.Y. *Herald*, Apr. 22, Bark *Clyde* will sail on Monday noon precisely.

N.Y. *Herald*, Feb. 25, 1849. Bark *Palmetto* to leave on Feb. 27, 1849. Nesmith & Walsh, 27 South St.

N.Y. *Herald*, Mar. 2, 1849. S.S. *Huron* to sail on or about 20th of Mar. for S.F. via Straits of Magellan; Austin & Watkins, 8 South St.

N.Y. *Herald*, Mar. 5, 1849. FOR CALIF. Brig *Robert* to sail Mar. 8th. Note: N.Y. *Herald*, Mar. 9, Fri. Brig *Robert* will sail Mar. 12th.

N.Y. *Herald*, Mar. 15, 1849. FOR SAN FRANCISCO. Ship *Angelizue* to have immediate dispatch. E. Richardson & Co., 52 South St.

N.Y. *Herald*, Mar. 19, 1849. Bark *Santel* to leave on Mar. 20th, at 9 A.M. Starks W. Lewis, 24 South St.

N.Y. *Herald*, Mar. 21, 1849. Ship *Balance* to leave on Mar. 24th. Cook & Smith, 110 Wall St.

FOR CALIF. TOUCHING AT RIO DE JANEIRO & VALPARAISO. N.Y. *Herald*, Apr. 8, 1849. Announcement of Liverpool packet ship *Susan G. Owens* for S.F. to sail on Apr. 14th. Agents, Buffum & Handy, 112 B'way. N.Y. *Herald* Apr. 16. The *Susan G. Owens* will positively sail on the 18th of Apr.

N.Y. *Herald*, Apr. 18, 1849. Announcing the departure of Packet Ship *Susan G. Owens* on the 21st of Apr. For San Francisco direct, touching at Rio Janeiro & Valparaiso. Buffum & Hardy, 112 B'way.

N.Y. *Herald*, Apr. 21, 1849. The Liverpool packet ship will not sail until Mon. morning Apr. 23rd., 1849. N.Y. *Herald*, Apr. 24, 1849. *Susan G. Owens* being unavoidably detained will not sail until Apr. 25th.

N.Y. *Herald*, May 1, 1849. Announcement of the sailing of Packet Ship *Susan G. Owens* positively on Thurs. May 3rd.

N.Y. *Herald*, Apr. 21, 1849. Announces the departure of Bark *Alice Tarlton* in a few days for S.F. Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, May 11, 1849. Announcing the sailing of Bark *Alice Tarlton* on May 12th for S.F. Agents, Isaac T. Smith, 101 Wall St.

CHANGE OF SAILING DATE FOR BARK ALICE TARLETON. To sail on May 19th for S.F. as per N.Y. *Herald* of May 18th, 1849. [NOTE: Spelling of "Tarlton" and in other advertisements "Tarlton".]

N.Y. *Herald*, Apr. 24, 1849. Announces departure of Packet Bark *Tecumseh* on the 16th of May for S.F., direct. Agents, John Collins, Jr., 56 South St.

N.Y. *Herald*, Apr. 25, 1849. Announcing the Brig *Casco* for S.F., now being ready to receive her cargo. Badger Peck & Co., cor. Wall & South St.

N.Y. *Herald*, May 3, 1849. Announcing the sailing of Ship *Robert Fulton* on Sunday next (6th for S.F.) Apply to Capt. on board Pier 8, N.R.

N.Y. *Herald*, May 5, 1849. Announcing the sailing of Ship *Probus* for San Francisco on or about the 15th inst. positively. Agents: E.B. Sutton, 84 Wall St.—John Ogden, 116 Wall St.

Note: CHANGE OF SAILING DATE FOR "PROBUS" N.Y. *Herald*, May 12, 1849. Sailing of Ship *Probus* for S.F. on or about the 20th inst. N.Y. *Herald* May 19, Ship *Probus* will sail on or about 25th inst. N.Y. *Herald*, May 28, Ship *Probus* will sail on June 2nd.

N.Y. *Herald*, June 2, 1849. Announcing the sailing of Ship *Probus* on the 9th of June (having been detained by the storm) for Calif. via Valparaiso. Agents, E. B. Sutton, 84 Wall St. CHANGE OF SAILING DATE. N.Y. *Herald*, June 14, 1849. Announcing the sailing of Ship *Probus* on 16th instead of 9th.

N.Y. *Herald*, May 16, 1849. Announcing the sailing of Bark *Philena* before the 15th of June for San Francisco via Rio de Janeiro, & Valparaiso. Agents: F. & D. Fowler, 86 West St. N.Y. *Herald*, June 13. A change of sailing date for Bark *Philena*, to sail on the 20th of June for Calif. N.Y. *Herald*, June 23, 1849. *Philena* to sail on June 26th.

N.Y. *Herald*, June 29, 1849. Announcing the sailing of Bark *Philena* on July 2nd. N.Y. *Herald*, July 7, *Philena* to sail on 9th of July, in the morning.

N.Y. *Herald*, May 23, 1849. Announcing the immediate dispatch of Packet Ship *Prince de Joinville* for S.F. Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, June 22, 1849. Announcing the sailing of N.Y. built Packet Ship *Prince de Joinville* on the 25th of June for S.F., touching at Valparaiso. Agents, Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, June 16, 1849. Announcing the sailing of Ship *Queen Victoria* about 1st of July for S.F. N.Y. *Herald*, July 7, 1849. Ship *Queen Victoria* to sail on the 15th of July. F. & D. Fowler, 86 West St.

N.Y. *Herald*, July 3, 1849. Announcing the sailing of ship *Oceanus*, on the 10th, for Calif. and also Ship *Manilla* on the 15th for Calif.

N.Y. *Herald*, July 10, 1849. Announcing the sailing of Baltimore Clipper-built Bark *Charter Oak* on July 14th for S.F. J.B. Gager, 120 Wall.

N.Y. *Herald*, July 14, 1849. Announcing of the sailing of A-No. 1 Bark *Ohio* on the 1st of Aug. for S.F. F. & D. Fowler, 86 West St.

N.Y. *Herald*, July 31, 1849. Announces the sailing of Bark *Ohio* on Aug. 5th for S.F. F. & D. Fowler, 86 West St.

N.Y. *Herald*, Aug. 14, 1849. Announces the sailing of Bark *Ohio* on the 20th of Aug. for S.F.

N.Y. *Herald*, July 17, 1849. Announcing the sailing of Packet Ship *Utica* on the 20th of July for S.F.

N.Y. *Herald*, July 18, 1849. Announcing the sailing of Ship *Mechanics* on the 1st of Aug. for S.F.

N.Y. *Herald*, Aug. 21, 1849. FOR CALIF. Sailing of Ship *Hercules* about the 1st of Oct. James Bergon, 92 Wall St.

N.Y. *Herald*, Sept. 7, 1849. FOR CALIF. to sail on the 20th, the fine Ship *Russell*. E. R. Sutton, 84 Wall St. Change of sailing date. N.Y. *Herald*, Sept. 22, 1849. For California, Dispatch Line. Ship *Russell* will positively sail on the 29th inst. Can take 300 barrels of freight, if applied to at once. Shippers send in their bills of lading, at Pier 5, N.R. E.B. Sutton, 84 Wall St. Ship *Cygnat* will follow.

N.Y. *Herald*, Sept. 19, 1849. FOR SAN FRANCISCO & BENICIA, CALIF. Announcing the departure of A-1 ship *Sartelle*, on Oct. 20th. F. & D. Fowler, 86 West St.

N.Y. *Herald*, Sept. 29, 1849. FOR CALIF. Dispatch Line [note their two different ways of spelling "Despatch & Dispatch"] Ship *Hampden* having her cargo partly engaged will have quick dispatch for the Gold Regions Freight at lowest rates. E.B. Sutton, 84 Wall St.

N.Y. *Herald*, Nov. 25, 1849. Ship *Hampden*, for Calif. Passengers will be on board at Pier 39 N.R. on 26th inst. 12 o'clock M.

N.Y. *Herald*, Oct. 1st, 1849. FOR SAN FRANCISCO DIRECT. Announcing the departure of the fast sailing Schooner *Pacific*, on or about the 15th of Oct. This schooner is capable of running up the Sacramento. Apply to Rose & Butler, 118 South St.

N.Y. *Herald*, Oct. 2, 1849. FOR ACAPULCO. To sail on Oct. 8th, the coppered and copper fastened ship *Cremona*. Those intending to proceed to Calif. will find this a most desirable conveyance. J. McMurray, cor. of Pine & South Sts.

N.Y. *Herald*, Oct. 5, 1849. Regular Packet Line for San Francisco & Benicia, Cal. *St. Mary's* to sail on November 1st. Apply to F. & D. Fowler, 86 Wall St. or A.A. Warner, 76 Fulton St. Will be succeeded by a new schooner ship. N.Y. *Herald*, Oct. 30, 1849: Change of date in sailing. A-No. 1 Packet Ship *St. Mary's* will sail on the 5th of Nov.

N.Y. *Herald*, Oct. 20, 1849. FOR SAN FRANCISCO VIA THE STRAITS OF MAGELLAN. The new clipper-built coppered and copper fastened Schooner *Queen of the West* will positively sail Oct. 29th, built by the same builder of *Sea Witch* which performed the passage in 112 days. This is believed to be the quickest passage ever made by any sailing craft. M. Rogers & Co., 27 Fulton Market.

N.Y. *Herald*, Oct. 26, 1849. Ship *Washington* will sail on Nov. 1st for S.F. Apply to Cunningham & Osborne, 103 Water St.

N.Y. *Herald*, Oct. 27, 1849. FOR CALIF.—SAN FRANCISCO, BENICIA & N.Y. Via RIO DE JANEIRO & VALPARAISO per S.S. *Eudora* to sail for the above ports on Nov. 5th. Apply to Renauld & Francois, 21 Beaver St. N.Y. *Herald*, Nov. 6, 1849. Above S.S. to sail for Calif. etc. on the 10th inst. at 2 P.M.

N.Y. *Herald*, Jan. 26, 1849. FOR CHAGRES. Brig *Eudora* to sail on the 29th of Jan. with possible arrangements to forward the whole Co. to S.F. without delay. Apply on board or Wm. S. R. Taylor, Pier #6 E.R.

N.Y. *Herald*, Dec. 1, 1849. Steamer *Eudora* for Calif. to leave soon. Sam'l W. Thompson, 74 Wall St.

N.Y. *Herald*, Oct. 31, 1849. FOR SAN FRANCISCO by A-No. 1. Packet Ship *Francis Depau* to sail on Nov. 20th. Sam. P. Robinson, 59 West St.

N.Y. *Herald*, Dec. 23, 1849. GOLD REGION—A rare chance is now offered to persons going to Calif. The splendid Packet Ship *Francis Depau* [note below] will sail in a few days. Apply on board Pier 11, N.R. or J. Belknap Smith, 102 B'way. [Note: Previously the boat was spelled "Depau" this time as above.]

N.Y. *Herald*, Nov. 2, 1849. Ship *Palestine* for quick despatch [no date given]. Apply to E. B. Sutton, or James Smith, 116 Wall St.

N.Y. *Herald*, Nov. 9, 1849. FOR MONTEREY (Calif) DIRECT, by Brig *Emma Prescott* to sail on Nov. 15th. Russell & Norton, 31 Old Slip.

N.Y. *Herald*, Nov. 17, 1849. Brig *Emma Prescott* will sail on the 20th inst. for Monterey, Calif. Russell & Norton, 31 Old Slip. Change of sailing date, for above. To sail on the 27th instead.

N.Y. *Herald*, Nov. 11, 1849. FOR SAN FRANCISCO. The clipper-built Brig *Reindeer* to leave on the 12th or 13th inst. This vessel is unsurpassed for sailing qualities. F. & D. Fowler, 86 West St.

N.Y. *Herald*, Nov. 16, 1849. FOR SAN FRANCISCO 20th of Nov. per Schooner *Lambert Snyder* to reach S.F. Mar. next. Lambert Snyder, Supercargo.

N.Y. *Herald*, Nov. 16, 1849. FOR SAN FRANCISCO. Immediate despatch on New York-built Ship *Russell Glover*. Apply to H. Holdrege Jr., 93 Wall St.

N.Y. *Herald*, Nov. 26, 1849. FOR CALIF. Despatch Line. The splendid new ship *Monterey* 600 tons, will have quick despatch for the gold regions, [data on accommodations etc. eliminated] Apply to E. B. Sutton, 84 Wall St.

N.Y. *Herald*, Dec. 4, 1849. FOR SAN FRANCISCO VIA RIO DE JANEIRO, VALPARAISO & PANAMA. The new S.S. *Gold Hunter*, having two powerful engines, Kenney Couillard Comd., will be despatched as above on the 10th Dec. and now lies at the foot of Grant St. E.R. This S.S. has just been built in the most thorough manner under the superintendence of Capt. Wm. Skiddy, and offers superior accommodations, etc. Apply to David Brooks & Co., 68 Broad St.

N.Y. *Herald*, Dec. 6, 1849. FOR SAN FRANCISCO. Brig *Rochester* to sail on the 7th of Dec. Apply on board at Pier No. 11 E.R. Old Slip.

N.Y. *Herald*, Dec. 9, 1849. FOR CALIF. Schooner *Margaret Hopping* during this week. Apply to E. Ruckman, Washington Market Slip.

FOR CALIF. N.Y. *Herald*, Dec. 10, 1849, Dispatch Line, Departure date—soon, First Class Ship *Adirondack*.

(To be continued)

THE IDEAL GIFT
For a Friend
or Yourself

Thomas J. Alexander's
SIMPSON'S U.S.
POSTAL MARKINGS

\$27.50 to U.S.P.C.S.,
postpaid from
RICHARD B. GRAHAM
259 E. Dominion Blvd.
Columbus, Ohio 43214

Borrow with confidence

In any emergency, borrow the money you need at *Edelman's*. Use your collection as collateral and still retain complete ownership. At *Edelman's*, you can obtain quick, confidential loans for any amount up to 80% of the value of your properties — from \$50 to \$50,000 and more. Write today for further information.

Edelman's
301 Old York Road.
Jenkintown, Pa. 19046
(Suburban Philadelphia)

We buy better covers of

United States Offices in China
and
19th Century Trans-Pacific Mail

Please phone or write:



2716 Ocean Park Blvd., Suite 1020
Santa Monica, CA 90405
Telephone: 213/450-2543

*“Stamps are most valued where
best they are known.”—Anonymous*

When selling your collection, call Andrew Levitt. His appreciation for fine stamps, cultivated by a lifetime in philately, will bring you full value for your collection.



Andrew Levitt, Inc.

America's leading buyer of select 19th century U.S. material.

(203) 743-2016

Box 342

Danbury, Connecticut 06810

THE 1861-69 PERIOD

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

2¢ "FRANCIS PATENT" STAMP ON COVER

WILLIAM K. HERZOG

A limited number of the 2¢ and 3¢ 1861 stamps were produced under the "Francis Patent" process. Basically, this patent (No. 48389, to Samuel Ward Francis of New York City, on June 27, 1865) called for the chemical treatment of the postage stamp paper with a solution of sulphate of iron before the printing and gumming. When a stamp, so prepared, reached the post office, a finger glove or sponge treated with a solution of nut-galls would come in contact with it, and cause a blue-stain cancel through the chemical reaction.

According to Luff, under the heading "Francis Patent Stamps":¹

... The patent was granted to Dr. S. W. Francis of New York City, and its principal features were soaking the paper in an alkaline fluid, which turned it brown, and cancellation by means of a small sponge, saturated with some acid and attached to the thumb. A touch of this sponge, when handling the letters, would obliterate the stamp. On all the cancelled copies which I have seen the color of the paper has been turned to a deep blue.

By order of the Third Assistant Postmaster General the National Bank Note Co. prepared 10,000 of these stamps. As the Post Office Department wished a report from a postmaster upon the practicability of the invention, some of the stamps were sent to Newport, R.I., for experiment. Under the date of March 30th, 1865, the postmaster at Newport wrote to Dr. Francis:

"I have this day personally tested your method of cancelling postage stamps. After thorough and systematic experiments, I feel it due you to certify hereby to the value-ness of your invention. I shall communicate with the Hon. Third Assistant Postmaster General of my experiments."

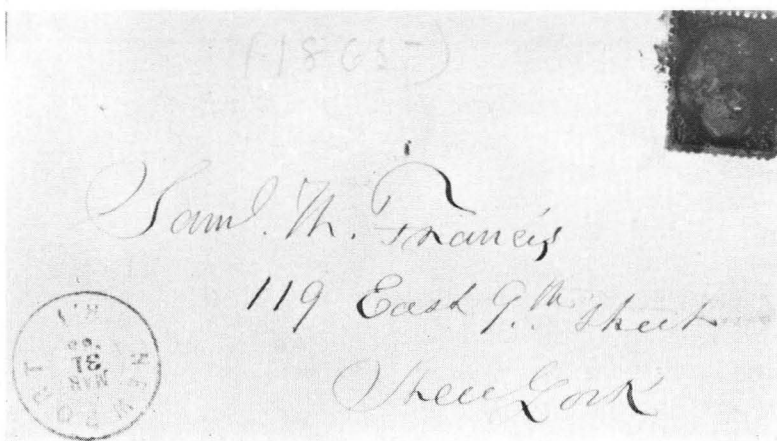


Figure 1. A 2¢ "Francis Patent" stamp (cancelled by blue stain) used on cover mailed from Newport, R.I., on March 31, 1865. Photo courtesy of the Philatelic Foundation.

Through the courtesy of the Philatelic Foundation, who provided the photograph of an item in the Luff Reference Collection, we can now illustrate as Figure 1 a cover franked by a 2¢ "Francis Patent" stamp. The stamp is cancelled by a blue stain, and the cover is postmarked "NEWPORT, R. I., MAR. 31, '65". It is addressed to Saml. W. Francis at New York just one day after the date of the message alluded to above by Luff.

I do not pretend to know if this item actually went through the mail in 1865, if it was made up as an experiment in 1865, or if it is a fabrication; however, it is potentially, as an on-cover use, one of the most interesting items for stamp reuse prevention that this writer has viewed. In this regard, it was most

1. John N. Luff, *The Postage Stamps of the United States* (Weekly Philatelic Gossip Reprint), 72.

gracious of the Philatelic Foundation to provide at my request the photograph for the perusal of our readership.

3¢ 1861 USES: LET'S TAKE A CLOSER LOOK

ABE BOYARSKY

At first glance, Figures 1, 2, and 3 appear to be three ordinary covers that are franked with the 3¢ 1861. Upon closer examination, however, they reveal some interesting uses.

Figure 1. Forwarded cover with one stamp superimposed over another.

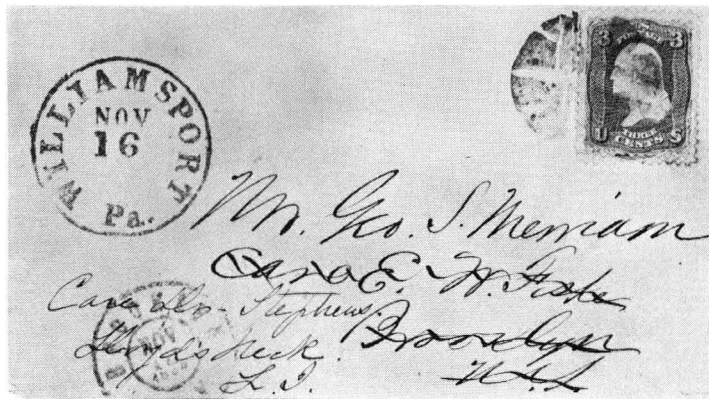


Figure 1 shows that the envelope was mailed from Williamsport, Pa., on November 16, 1864, to Brooklyn, N.Y. At Brooklyn another 3¢ 1861 was placed almost perfectly over the first stamp on November 18, 1864, and then sent on its way to Lloyd's Neck, Long Island.

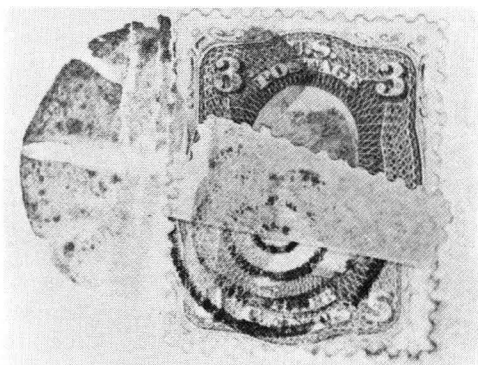


Figure 1a. Enlargement showing lower stamp.

Figure 1a is an enlargement of the two stamps with the top stamp folded over so that both can be seen. The bottom stamp just ties with a 17.5 mm. four-ring, concentric-circle cancellation. The top stamp is tied by a large cork cancel so often associated with Brooklyn.

Figure 2. Forwarded cover bearing two stamps.

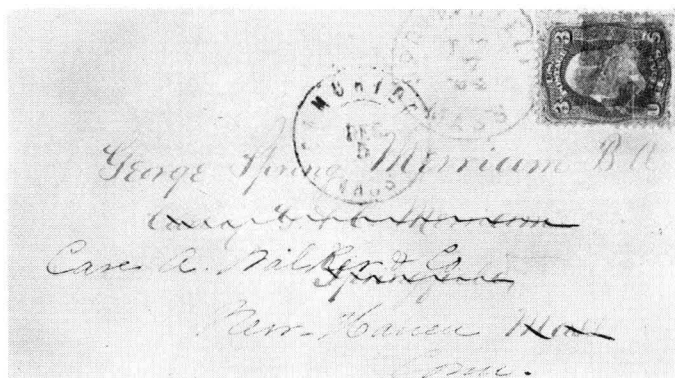


Figure 2 is a cover sent from Cambridge, Mass., on December 5, 1864, to Springfield, Mass. At Springfield on December 7, 1864, another 3¢ 1861 was affixed and the cover was forwarded on its way to New Haven, Conn.

Figure 2a. Enlargement showing second stamp below.



Figure 2a shows both stamps. The bottom stamp has a partial grid cancel, while the top stamp is tied by the Springfield townmark and cork cancel.



Figure 3. Cover with 3¢ 1861 placed over invalid 3¢ 1857.

The cover in Figure 3 has a South Glastenbury, Ct. townmark tying a 3¢ 1861, which is an early shade of Rose Pink (Scott No. 64b) that was used in the latter part of 1861.

Figure 3a. Enlargement showing demonetized stamp below.



In Figure 3a both stamps can be seen. Since the bottom stamp was demonetized, it is not cancelled.

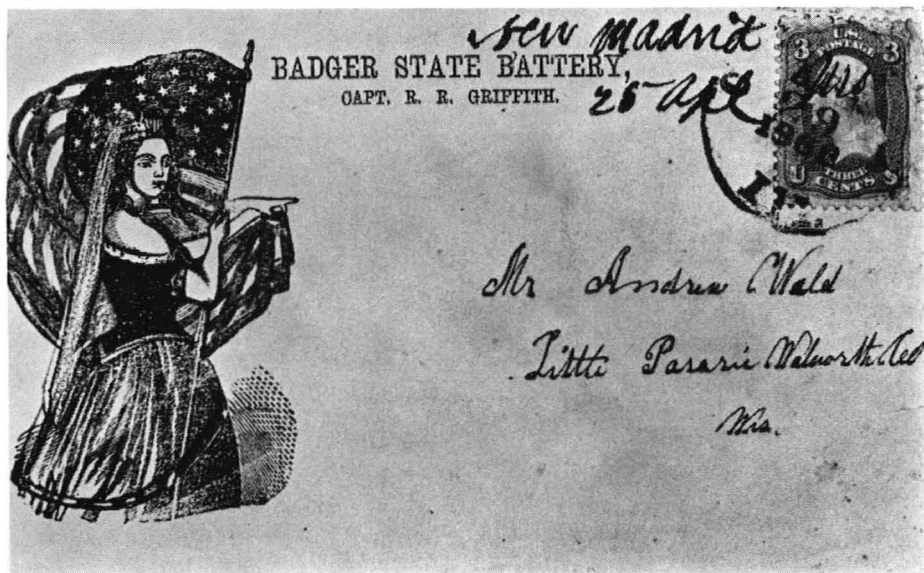
GRIFFITH'S BADGER STATE BATTERY AT NEW MADRID, MISSOURI, 1862

RICHARD B. GRAHAM

Some years ago the cover illustrated with these notes was shown us by Mr. Arthur Van Vlissingen, who had formed a particularly fine collection of Civil War patriotic covers among his Wisconsin postal history material.

The cover bears a rather "routine" patriotic design in red, white and blue (Walcott 2249), but a legend, "BADGER STATE BATTERY, CAPT. R. R. GRIFFITH." adds a Wisconsin motif of considerable appeal to the design. Of universal interest to the postal historian, especially one with a strong affinity for the Civil War, is the fact the cover apparently bears two different postmarks, a manuscript "New Madrid, Mo./25 Apl.," and a handstamped Cairo, Ill., c.d.s. of Apr. 29, 1862. The cover is addressed to Little Prairie, Wisconsin, and franked with a 3¢ 1861 stamp, tied by both postmarks.

The query with the cover was why the two postmarks, but, to the writer, identifying the unit from which the cover came also offered an enjoyable challenge as well as possibly a good story.



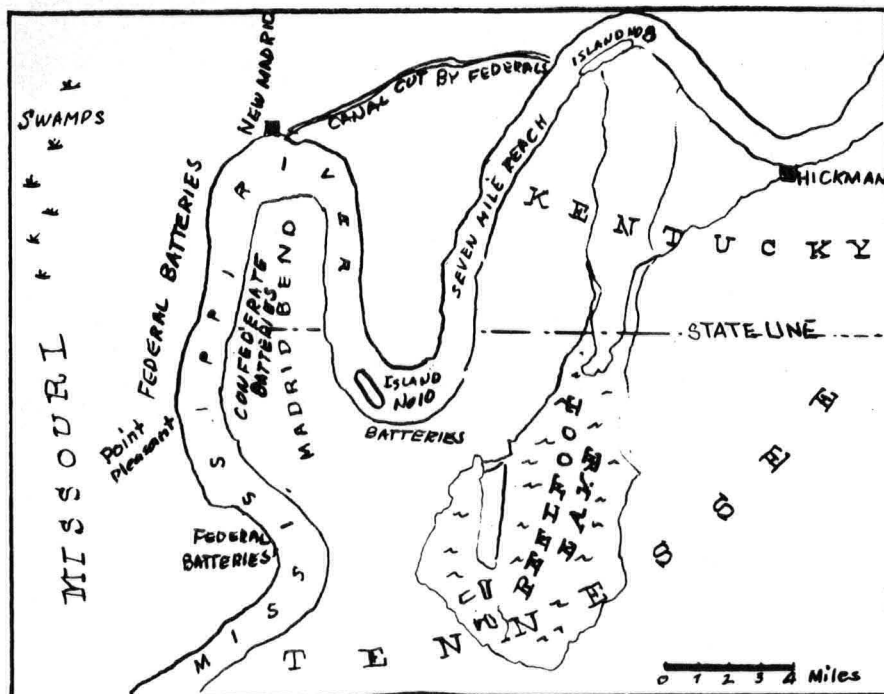
Patriotic cover mailed at New Madrid, Mo., by member of "Badger State Battery."

To properly explain the cover, a look at what was going on around New Madrid, Missouri, in the spring of 1862 seems useful. New Madrid is located on the Mississippi River in extreme southern Missouri, just above and across from the Kentucky-Tennessee state line. The town's main claim to fame is that it was the center of the great "New Madrid earthquake" of the early 1800s, which changed the course of the Mississippi River into a huge reverse bend (the "Madrid Bend"), creating Reelfoot Lake in the process, and wiping out the town of New Madrid as it then existed. In the spring of 1862, the Federal forces were attempting to push down the Mississippi River from the north, and it was at this time that New Madrid had its moment in the limelight. The Confederates had established a line of defense across southern Kentucky and Missouri, and New Madrid was an anchor of this line on the west bank of the river, together with fortifications on Island No. 10 in the Madrid Bend and also along the east bank of the river. The sketch map with these notes shows the salient features.

The Federal attack was a joint army and navy affair, the army under General John Pope and the navy under Flag Officer Andrew H. Foote. In March of 1862, Pope slipped by the Confederates on the west bank and took Point Pleasant, Missouri, below New Madrid. Thus outflanked, the Confederates evacuated the town, going across the river and reinforcing Island No. 10 in the New Madrid

Bend. This all created a very strong position against the Federal gunboats lying in the "Seven Mile Reach" above the Madrid Bend.

General Pope then made New Madrid his headquarters, bringing some ten thousand troops, including three Wisconsin Independent Light Artillery Batteries, into the area around the town to protect against any unexpected attacks from Confederate troops in Arkansas.



Map of New Madrid area and positions held by Federal and Confederate forces.

Before the war—and also after the town was no longer a military center in 1862—the postmaster at New Madrid (“courthouse” of New Madrid County) was one William J. Denhart, who had received some \$200 in compensation for his efforts in the fiscal year ending June 30, 1861. This is about normal for a country town located on a large river with steamboat traffic in the era before the war. No doubt Denhart was able to handle this quite nicely with the help of a few clerks as required on “mail day.” Picture, however, the situation of such a country post office suddenly flooded with letters from over 10,000 troops in the area—most young men more than thirty miles away from home for the first time in their lives in late 1861. Obviously, Postmaster Denhart of New Madrid would have needed help, and he undoubtedly got it from the army Quartermaster Department. The army was only then in 1862 learning to handle its own mails by making it a Quartermaster Department responsibility to take them to and from designated postal centers with the capacity to handle them. In the east, this center was Washington, and in the west it was Cairo. Both offices evidently had “military sections” provided to handle soldier mails. In addition, the Post Office Department provided guidance and some supervision in the form of Special Agents of the Department travelling with the army headquarters. This didn’t all happen at once, and in early 1862 it was just being developed.

Thus, we have a clue for the reason for the two postmarks. The manuscript marking was probably applied by a Quartermaster clerk assigned to postal duty and the Cairo marking was applied when the letter was delivered by the army to Cairo, at the mouth of the Ohio River where it runs into the Mississippi, some four days later. Whether the Quartermaster clerk was working in the New Madrid post office is anyone’s guess, but this cover may well be a “landmark”

indicating the beginning division of army and civilian mails. As the war progressed, similar double postmarking was seldom seen. The army delivered mails to the central post office facilities set up for the purpose, and the postmarks were applied there. If the army and the Special Agent of the Post Office Department felt it would expedite matters, post offices in large cities were reopened and operated by the Special Agents and the Quartermasters. Nashville and Memphis are examples of this in the west. This writer has seen almost no civilian mails from the occupied towns which were reopened, for the simple reason that army orders in such cases usually forbade the acceptance of any but letters from the troops or other Federal personnel on official business.

The writer had considerable trouble identifying the exact Wisconsin battery from which the cover described here emanated. Independent batteries were usually known by two or even three different designations in the Civil War. First, there was the "official" designation, consisting of a number and state name, such as "7th Wisconsin Independent Battery." But batteries, especially in battle reports and letters, were often called by the name of their commander or organizer, such as "Griffith's Light Artillery." Lastly, such units were usually organized under some descriptive or fanciful name, such as on this letter, the "Badger State Battery." In this case, we have two of the three more or less interchangeable names given, only the numerical designation being missing. By looking at lists of military Civil War "synonyms" it is found that the 3rd Wisconsin Battery was called the "Badger Battery," but their history shows they were at Nashville during the period being considered. The 5th Wisconsin, the 6th (the "Buena Vista" battery) and the 7th (the "Badger State Flying Artillery") were all at New Madrid from about March 19, 1862, through May or June. We also find under "Griffith's Wisconsin Battery (Capt. Richard R. Griffith)" the alternate designations of the 7th and 13th Wisconsin light artillery batteries, but the latter was not established until 1864. Therefore, it seems clear that our cover came from a member of the 7th Wisconsin battery, with their designation shortened from "Badger State Flying Artillery" to just "Badger Battery."

In this case, whether the unit was the 5th, 6th or 7th is unimportant, since we know where the cover originated before being taken to Cairo. Such is not the case with most covers, and an analysis such as this can often reveal a point of origin when coupled with an established date and the unit history.

To complete the story, Island No. 10 had fallen before the cover was mailed, officially surrendering with some 7,000 men on April 8th. Actually one of the really important events of the war in the west, this action was overshadowed in history by the battle of Shiloh which took place at the same time.

By June, most of the troops had left New Madrid, other than a small force to prevent Confederate recapture of the strong Madrid Bend position. No doubt Postmaster Denhart was able to resume a fairly normal operation of the New Madrid post office with the letters from the Federal troops remaining at New Madrid replacing the business derived from river commercial traffic.

WANT TO BUY

CLASSIC 19th CENTURY — U. S. COVERS

FIRST DAYS

**STAMPLESS — TERRITORIAL — WESTERN — LOCALS
CONFEDERATES — CIVIL WAR PATRIOTICS — EXPRESS**



For My Outright Purchase, Consignment, or for
My Public **AUCTION** Sales

AL ZIMMERMAN 843 Van Nest Ave. Bronx, N. Y. 10462

SOME OUTSTANDING 1861-68 PERFORATING VARIETIES

WILLIAM K. HERZOG

Mr. C. W. Christian's article "Production Varieties of Printing and Perforating, 1861-67" (*Chronicle* 81:25-30) quite thoroughly discussed its topic. Consequently, this short article will not deal with an in-depth discussion of perforating, but will, however, illustrate a few "outstanding" examples of perforating varieties on the 1861-68 stamps.

DOUBLE PERFORATIONS

Figure 1 illustrates a 10¢ 1861 envelope bearing two 10¢ 1861 Type I stamps (*Scott* 62B). It was mailed from Benecia, Cal., on April 21, 1862, to Neponsett, Mass. The stamps probably paid three times the 10 cents transcontinental rate, which was in effect from April 1, 1855 to July 1, 1863. Both 10¢ Type I stamps exhibit double vertical perforations. Needless to say, this is an exceptional example of the variety, as well as an exceptional item in general, because of the scarcity of the 10¢ Type I stamps.¹



Figure 1. Two 10¢ Type I's with double vertical perforations used on 10¢ envelope mailed from Benecia, Cal. to Neponsett, Mass., on April 21, 1862. Courtesy of Charles Starnes.



Figure 2. A 3¢ 1861 with double perforations in both directions. Courtesy of Abe Boyarsky.



Figure 3. A 3¢ 1861 with extreme "wild" perforations". Courtesy of Abe Boyarsky.

Figure 2 illustrates the only example of double perforations in "both" directions known to this writer. The chances of finding such an item are infinitely

1. This writer had the opportunity to purchase this cover at Interphil-76, but had already spent all of his money on other philatelic goodies. The item was mentioned to Charles Starnes, and it ended up in his collection forthwith. Everytime I see it, which is quite often, a sort of whimsical and envious feeling comes over me. Yes, we all have let some real beauties get away!

smaller than of finding a stamp with double perforations in one direction. To produce this variety the sheet was fed through the perforating machine four times, twice in each direction.

WILD PERFORATIONS

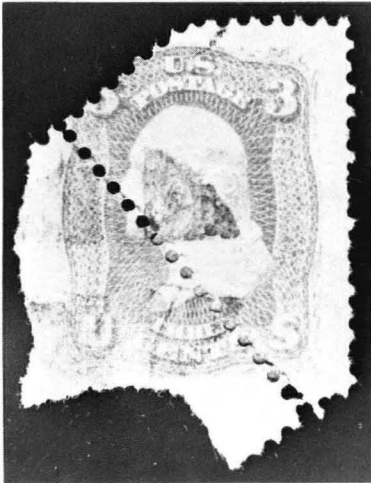


Figure 4. A 3¢ "F" grill with extreme "wild perforations."

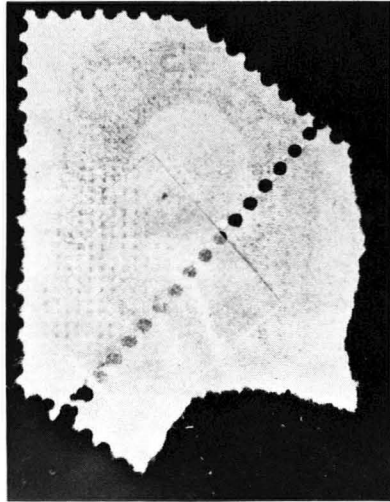


Figure 5. The back of Figure 4 showing a complete, normal "F" grill which is not affected by the "wild perforations."

Figure 3 is a 3¢ 1861 showing extreme "wild perforations" caused by a paper crease passing through the stamp. As "Bert" Christian mentioned in his article, such items are very scarce on early U.S. stamps.

Figures 4 and 5 show the front and back of a 3¢ "F" grill exhibiting "wild perforations" caused by a paper crease passing through another portion of its sheet. There is a full, normal "F" grill which indicates the sheet became creased between the grilling and perforating processes.²

Can anyone report additional examples of double perforations in both directions on 1861-68 stamps?

2. Grilling was listed as preceding perforating on the 1869 stamps in "How Our New Postage Stamps are Made" by Cosmopolitan (*American Journal of Philately*, Vol. II, 20 Oct. 1869, 113-4). Since both the 1867-68 and 1869 stamps were manufactured by the National Bank Note Company, it is assumed the "F" grills were applied before perforating.

5¢ BLACK BROWNS ON SCOTT NOS. 76 AND 95

WILLIAM K. HERZOG

The *Scott Specialized Catalogue of United States Stamps* listed for many years both the dark brown and black brown shades of the 5¢ brown (No. 76) and 5¢ "F" grill (No. 95). A few years ago, the black brown listings for these stamps were removed from the catalogue. This removal is rather puzzling since the black brown shade definitely exists on these 5¢ stamps.

John Luff,¹ Stanley Ashbrook,² and Dr. Carroll Chase³ listed the earliest known use of the 5¢ black brown as July 18, 1863. Eustace Power⁴ claimed the true black brown shade was quite scarce in unused condition. Lester Brookman⁵ listed the black brown shade on both the 5¢ brown and 5¢ "F" grill.

Figure 1 is a cover franked by a pair of 5¢ black browns. It was mailed

1. John N. Luff, *The Postage Stamps of the United States* (Gossip Reprint), p. 70.
2. Stanley B. Ashbrook, *Ashbrook Special Service*, No. 17 (August 1, 1952), p. 114.
3. Dr. Carroll Chase, *Classic United States Stamps 1845-1869* (1962), p. 24.
4. Eustace B. Power, *The General Issues of United States Stamps* (1909), pp. 24-5.
5. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, Vol. II (1966), pp. 39 and 145.



Figure 1. A pair of 5¢ black browns mailed on March 3, 1868, to Nova Scotia. Courtesy of Charles J. Starnes.

from Lynn, Mass., on March 3, 1868. The stamps paid the 10 cents per ½ ounce irrespective of distance⁶ Treaty rate to Halifax, Nova Scotia.

Figure 2 is a cover franked by a 5¢ "F" grill in black brown and a 10¢ "F" grill. It was mailed from New York City on December 23, 1868. The stamps paid the 15 cents per ¼ ounce Treaty rate to Paris, France. It is presently my earliest "unquestionable" recorded use for the 5¢ "F" grill.⁷



Figure 2. A 5¢ black brown "F" grill and 10¢ "F" grill mailed on December 23, 1868, to France. This is presently the earliest "unquestionable" recorded use of the 5¢ "F" grill.

The 5¢ shades on these two covers are extreme examples that are unquestionably black browns. Obviously, the black brown shade exists on *Scott* Nos. 76 and 95. Philatelists interested in the 1861-68 stamps should seek out these shades and correctly list them as black browns in their collections. There is an important lesson to be learned here: just because something is not listed in the *Scott Specialized Catalogue of United States Stamps*, do not assume it doesn't exist.

6. The Treaty rate was 10 cents per ½ ounce (15 cents over 3,000 miles) from 7/51 to 1/68, when it became 10 cents per ½ ounce "irrespective of distance." It remained so until 4/68, when it became 6 cents per ½ ounce (10 cents unpaid). Since Figure 1 was mailed in March of 1868, it is an example, strictly speaking, of a three-months rate. This rate information is taken from the unpublished foreign rate book of Charles Starnes.

7. Lot 624 of R.A. Siegel Sale 524 is a dubious use of the 5¢ "F" grill (the 5¢ "F" grill stamps are not tied, the Aug. 19, 1868, date of use is earlier than the stamp agent records indicate possible, and the rate is underpaid).

BUYER OR SELLER SELECT THE PUBLIC AUCTION



...Bid by
Phone, by Mail,
or in person.

...No charge
for executing
bids.

Schiff Auctions Feature:

- Singles & Blocks
 - Postal History
 - First Day Covers
- Coils & Booklets
 - Major Errors
 - Wholesale lots
- Plate Blocks
 - Freaks & Varieties
 - Collections

U.S., U.N. and FOREIGN STAMPS

BUYERS:

A premium of 10% is added to the "Hammer" price as part of the total purchase price.

TO SECURE OUR NEXT AUCTION CATALOG REMIT 75¢ (or) \$1.50 FOR CATALOG AND PRICES REALIZED. 1-YEAR SUBSCRIPTION \$8.50 U.S. (OVERSEAS \$12.50).



SELLERS:

Our commission is only 10% of price realized - no lotting charges, but we do have minimums acceptable.

Contact us, describing your material before sending it to us. We can help you decide whether to sell outright or on consignment. With your description, include your address and telephone no.

WE ALSO PURCHASE OUTRIGHT!

"HOW TO PARTICIPATE IN A STAMP AUCTION"
5th Edition - Illustrated 32-page Book
Prepared to Assist Buyers or Sellers - 50¢

Jacques C. Schiff, Jr., Inc.

Licensed & Bonded Auctioneers



Established 1947

195 Main St., Ridgfield Park, N.J. 07660 Tele. (201) 641-5566, from N.Y.C. 662-2777

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

THE TYPE I 15¢ 1869 ON COVER: A CENSUS AND ANALYSIS
JON ROSE

At least two major questions have long remained unanswered in regard to the Type I 15¢ 1869 bicolor stamp. One is how many stamps of this type were issued. The other is how many Type I stamps used on cover remain for today's collector.

Actually, approximate answers to each question may be linked. Lester Brookman estimated that 200,000 Type I stamps were issued.¹ Whereas, Michael Laurence suggested 140,000 as the more accurate number.²

Delivery figures given by William Herzog³ show that at least 77,740 Type I 15¢ stamps were issued. Laurence concluded that another 63,000 or so Type I stamps were delivered during the second quarter of 1869, and that none was issued after July 1, 1869.

These facts and hypotheses could account for the preponderant use of Type I 15¢ stamps during the year 1869, especially during the months of April through July. In this updated census it is shown that 76 genuine covers are known used during this four-month period; and that only 38 genuine or arguably genuine covers are recorded during the next 18 plus months.

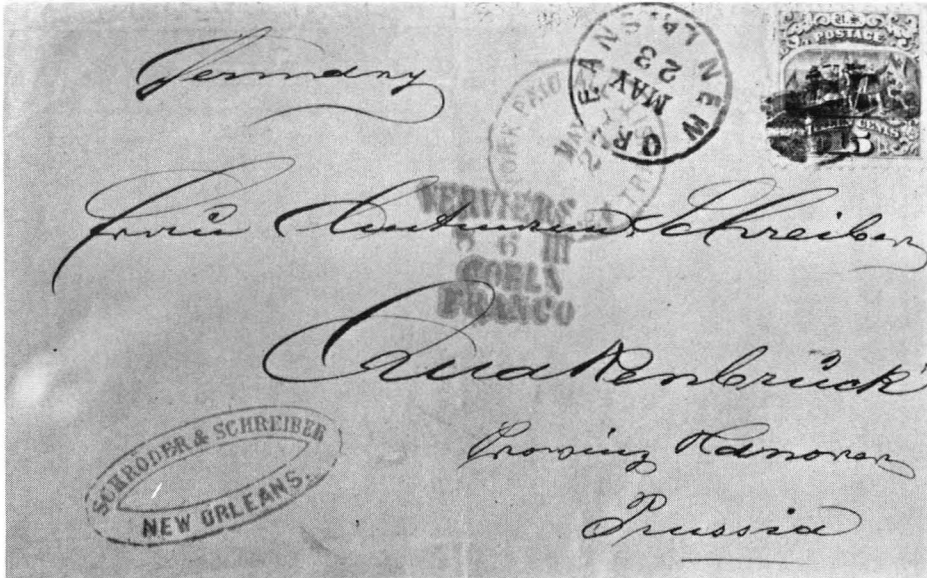


Figure 1. New Orleans to Prussia via closed mail via England, at the 15¢ per ½ ounce rate effective 1 January 1868-30 June 1870. New Orleans May 23 (1869), New York Paid All Br Transit May 27. The vignette on the stamp is shifted downward, conveniently showing the absence of ornamentation and shading that is characteristic of the 15¢ 1869 Type I.

We do know now, thanks to the work of a number of dedicated philatelists, that the Type I on cover is scarce. The writer believes that 125 could be a fair, conservative estimate for the number of genuine covers still extant. Our survey during the past three years has revealed just 121 covers, six of which are deemed questionable pending inspection and seven of which have authoritatively been declared fakes. That leaves 108 unarguably genuine covers. No doubt there are others. Are they in European or Asian collections or buried in U.S. collections?

1. Lester Brookman, *U.S. Postage Stamps of the 19th Century*, 1966, II, 175.
2. *1869 Times* #7 (May 1977), p. 4.
3. *Chronicle* 89, 31.

Brookman notes that this stamp is "rather rare on covers, and when found is usually on the large legal size envelope."⁴ The writer agrees with the first statement, but the second is certainly incorrect. Fifteen cent Type Is (and IIs) are often found on small envelopes addressed to France or other foreign destinations.

Type II stamps were being shipped to post offices as early as May 1869 (earliest cover use stated in *Scott's Specialized* is May 23, 1869). Our study has revealed no earlier Type I cover than the April 2, 1869, example sent from New Orleans to Bordeaux, France, and illustrated in Brookman.

It seems that New Orleans and New York City were the first post offices to sell Type I 15¢ stamps, as the first 13 covers (chronologically) are from these two cities. Further, a majority of Type I 15¢ covers emanated from New Orleans (37) or New York City (52).

In reality, the great majority of the listed Type I covers originated in three major U.S. cities (96 of 114). France was the most common destination with 70 covers, and also the most common destination on faked covers (six of seven).

An interesting observation about the 15¢ 1869 stamps in general is worth repeating. Laurence, writing in the May 1977 edition of *1869 Times*, noted that during the four quarters of calendar year 1869, twice as many 15¢ Lincolns of the previous 1866-67 issue were distributed to post offices as the (current) 15¢ 1869 stamps. Information like this reinforces the position that 15¢ Type Is on cover are very scarce.

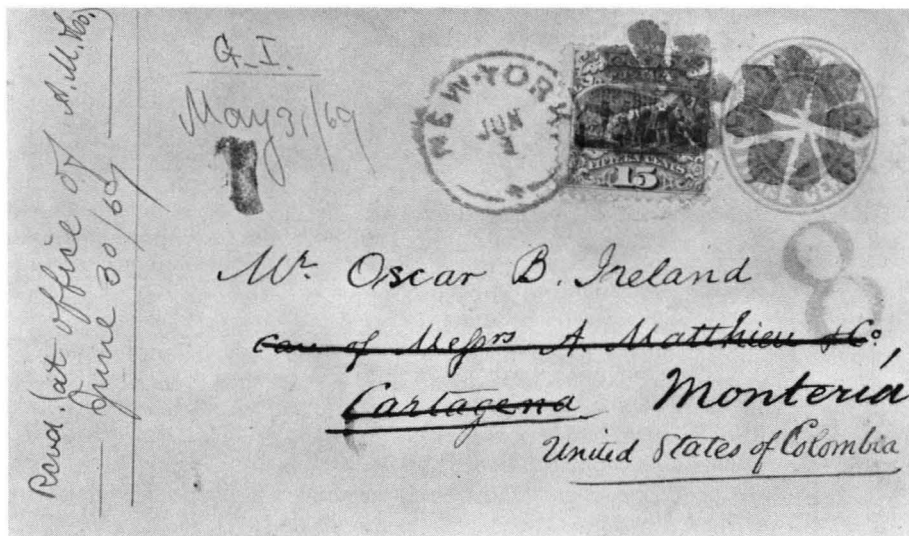


Figure 2. 15¢ Type I on a 3¢ Nesbitt entire from New York City (1 June 1869) to Columbia, South America, a very scarce destination. 10¢ paid postage from New York (1 June 1869) to Aspinwall, with the remaining 8¢ credited to England for Royal Mail carriage from Aspinwall north to Cartagena and (presumably) back south to Monteria. The 18¢ rate to New Grenada (as Columbia was then usually called) "via British mail via Aspinwall" was effective 1859-1875, but covers showing the rate are seldom seen.

QUANTITIES

Chronicle and *Register* readers may recall that researcher Richard Searing (now editor of the Bank Note Period in the *Chronicle*) listed 49 genuine 30¢ 1869 covers and 62 genuine 24¢ covers.⁵ To these figures we now add at least 108 genuine 15¢ Type I covers. With the one known 90¢ cover, we obtain a grand total of 220 covers showing the four scarcest 1869 high values.

Searing's "rule of thumb" factor of 0.0002 multiplied by the number of issued stamps closely approximated the number of covers which he listed. If the large Port Chester, N.Y., find of 24¢ covers is subtracted from the list, this factor for both 24¢ and 30¢ 1869 stamps is almost identical:

4. Brookman, *op. cit.*, II, 173.

5. *Chronicle* 93, 42; *Chronicle* 97, 48.

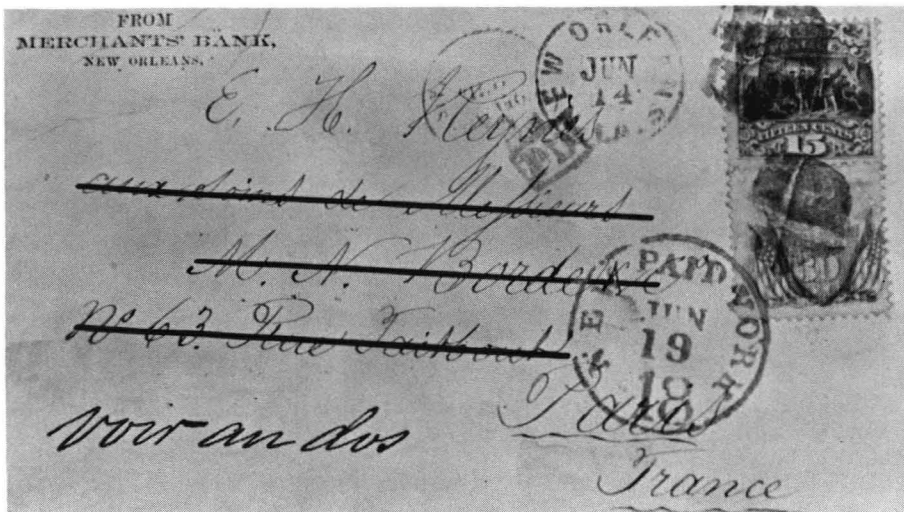


Figure 3. 15¢ Type I with 30¢ 1869, New Orleans (14 June 1869) to Bordeaux, three times the 15¢ per quarter ounce treaty rate. New York credit 18 (Jun 19) and Calais entry marking confirm carriage via Inman steamer "City of London," which left New York City 19 June 1869. Four covers are recorded with this combination, all of them triple rates to France.

24¢: (62 covers less 11 Port Chester covers = 51 covers)

$$\frac{51 \text{ covers}}{235,350 \text{ stamps}} = .000217$$

30¢:

$$\frac{49 \text{ covers}}{244,110 \text{ stamps}} = .000201$$

Can this "rule of thumb" be applied to the listed number of genuine surviving 15¢ 1869 Type I covers (108) to fix the approximate number of issued stamps? No. After reviewing the data summary for #118, we might expect to find two and a half to three times the number of extant 15¢ Type I covers as Searing's "rule of thumb" would predict.

Searing's factor would call for about 625,000 Type I 15¢ stamps issued (125 estimated genuine covers/0.0002 = 625,000). This large number is too high we know. Recall that Luff's research indicated a total output of 1,438,840 15¢ stamps of both types. And it is well known that 15¢ Type II (#119) stamps and covers are relatively much more plentiful than Type Is.

We estimate that between 183,000 and 250,000 15¢ Type I stamps were issued based on the following:

a) $\frac{110 \text{ covers (low)}}{0.0006 \text{ Factor}} = 183,000 \text{ issued stamps}$

b) $\frac{125 \text{ covers (high)}}{0.0005 \text{ Factor}} = 250,000 \text{ issued stamps}$

We have estimated the survival rate as higher for # 118 covers than for either the 24¢ or 30¢ 1869 covers. Observe that some 70 percent of the Type I 15¢ covers are single rate foreign uses, and an additional 10 percent are single weight domestic registered covers.

Thus, surviving covers are preponderantly small and light. A total of 70 were sent to France, and most contained personal correspondence. Therefore, these generally small covers, many of which contained either personal letters or business matter, were destined for locations in France or the United States where, after retention, they could easily find their way into U.S. collections.

Unlike so many 24¢ and 30¢ covers, they were not cast across Planet Earth in payment of high and exotic international postage rates.

OBSERVATIONS ABOUT THE LISTING

A total of 105 Type I 15¢ covers were listed in *The 1978 Register* of the U.S. 1869 Pictorial Research Associates, Inc., by the writer and his fellow researcher, Elliott Coulter. Of this number eight were believed questionable and three were fakes.

This list has grown to 121 of which six are now thought to be questionable and seven deemed fakes of some sort. Thus, in the space of about two years, another 12 genuine #118 covers have surfaced. This is in part due to contributions from the late John Juhring's massive 1869 accumulation and the inspiring Marc Haas postal history collection.

Table I lists the 114 genuine and "questionable" covers, arranged chronologically according to the date the cover entered the U.S. mails—typically taken from the circular datestamp. On the innocent-until-proved-guilty theory, questionable covers are included in Table I, marked with an asterisk next to the date. Collectors who own these covers ought to submit them to expert examination. Covers authoritatively declared fake are listed in Table II. The Table I data are statistically summarized in Table III.

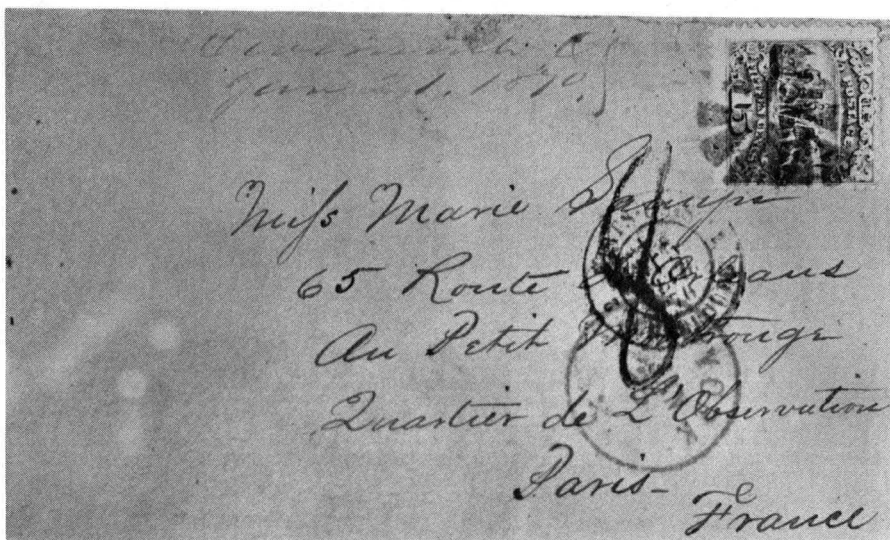


Figure 4. Owensville, Ohio (manuscript, 21 January 1870) to Paris, with 15¢ Type I overpaying the 10¢ direct rate that commenced on 1 January 1870. New York exchange office marking with "X", Cherbourg double circle entry marking and French 8 decime handstamped due marking are typical of direct covers to France during 1870, which most frequently are found bearing 10¢ 1869.

Combination covers are rare, but the list shows 24. Two covers show multiple country or mixed franking use with French stamps, and a third shows use with Italian stamps. I suspect there are a few more mixed franking covers.

Covers are listed showing the Type I 15¢ used with the 1¢, 3¢, 6¢ and 30¢ 1869 values. Oddly, no covers are yet known with the 2¢, 10¢, 12¢ or 24¢ 1869 stamps. Somewhere out there is a cover franked with both Type I and Type II 15¢ 1869 stamps. Can anyone say where it is?

Four covers are recorded where the Type I stamp is used on postal stationery. Two covers exist with the stamp in combination with the 30¢ Franklin stamp—one each with the 30¢ 1861 and the 30¢ F grill. One cover is recorded showing the Type I with the 3¢ Banknote stamp (Scott 136).

The controversial Osaka-Yokohama cover, bearing a Type I 15¢ plus a 3¢ and a 24¢ 1869, has been declared not genuine as is by the Philatelic Foundation, the writer understands. The assumption is that only the 3¢ stamp belongs. Any comments? This cover sold for \$16,500 in the J. David Baker sale, 4 April 1978, subject to an opinion. It was once part of the Henry Gibson and William West collections.

Although this census has been extensively revised and expanded since its debut in *The 1978 Register*, mistakes and omissions undoubtedly exist. The writer earnestly solicits information from collectors who know of Type I 15¢ covers not listed here. Also, he would like to have all errors corrected and asks for indulgence for any made so far. Credit is acknowledged to all who assisted this writer, especially his compatriot in research, Elliott Coulter, currently president of the U.S. 1869 Pictorial Research Associates. Thanks also for the cooperation given by the Philatelic Foundation.

The 1869 cover census continues. All values on cover are under study. It is hoped that a complete cover listing will be published in time for AMERIPEX 1986, the international stamp show to be held in Chicago in May 1986.

TABLE I

15C 1869 TYPE 1 STAMP USED ON COVER

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamp(s)</i>	<i>Remarks</i>	<i>Source</i>
4/2/69	New Orleans/Bordeaux	118	Earliest known use	Brookman, II, 174
4/3/69	New Orleans/Fumel, Fr.	118	Mourning cover	Siegel 12/12/69, 1915
4/14/69	New Orleans/Paris	118	West coll., lot 1179	Fox 1/6/67, 176
4/21/69	NYC/Paris	118	Signed Ashbrook	Harmer 5/5/71, 401
5/3/69	New Orleans/France	118	Black N.O. cds	PFC #1955
5/5/69	NYC/Paris	118	NY credit 6	Harmer 6/10/68, 315
5/6/69	NYC/Paris	118	NY cr 12; Fr. Paq.	Mercury 11/2/63
5/8/69	NYC/Paris	118	NY credit 18 (?)	SBA records
5/12/69	NYC/Palermo, Sicily	118	NYPABrTr May 12	I Juhring, 812 (CAPEX)
5/13/69	New Orleans/Brest	118		PFC #934
5/14/69	New Orleans/Bagneres,Fr.	118	NY cr 6	PFC #42336
5/15/69	NYC/Paris	118	NY cr 12; Fr. Paq.	IV Juhring, 512 (Frankfurt)
5/15/69	New Orleans/France	118	Black N.O. cds ties	II Knapp, 1759
5/16/69	Monongahela City, Pa./ Washington, D.C.	118	Earliest known domestic use	PFC #26030
5/17/69	New Orleans/Perpignon	118	dr 18, INSUFF PAID	Siegel 6/12/73, 333
5/18/69	NYC/Paris	118	cr 3, Cherbourg entry	PFC #26926
5/18/69	?/Rochefort, France	118	cr 6	Haas collection
5/19/69	New Orleans/Rouen	118	Ashbrook notes	Siegel, 4/21/59, 259
5/22/69	New Orleans/Bordeaux	118	NY cr 6	Gimelton, 9/26/67, 337
5/23/69	New Orleans/Prussia	118	NYPABrTr May 27	Figure 1, ex Newbury
5/24/69*	New Orleans/France	118	8 decimes mark ties	Siegel 10/27/68, 764
5/25/69	NYC/Paris	118	cr 3, Cherbourg entry	II Newbury, 636
5/25/69	NYC/Berlin	118	CMviaE	Harmer 5/5/71, 402
5/25/69	NYC/Lehigh, Pa.	115,118	Registered, 2x3+15¢	Siegel 4/18/77, 270
5/25/69	NYC/Algeria	118	front; NY cr 3	III Hessel, 596
5/27/69	New Orleans/Bordeaux	118	cr 3, Cherbourg entry	Harmer 3/25/52, 498
5/28/69	New Orleans/Genoa, It.	118	NYPABrTr	Siegel 6/12/73, 334
5/28/69	New Orleans/Paris	118	NY cr 3, signed SBA	Harmer 2?/19/63
5/29/69	NYC/Paris/London	118+	cr 12, Fr paq, forwarded wi Fr 40c	II Moody, 172; PF cert
5/?/69	NYC/Paris	118	cr 6; Calais 2 Juin	Siegel 12/6/67, 816
5/2?/69	NYC/Paris	118	NY dr 24; insuff paid	Siegel 1/6/72, 357
5/?/69	NYC/Italy	118	NYPABrTr	Wm. Fox 4/19/69, 152
6/1/69	NYC/Columbia	U58,118	18¢ rate; cr 8	Figure 2, ex Juhring
6/2/69	Newberne, NC/Wilson, NC	114,118	"REGISTERED"	Ashbrook <i>Special Service</i>
6/2/69	NYC?/Paris	118	NY cr 6; Calais entry	Siegel 9/20/79, 2050
6/3/69	Newport, RI/France	118	large cover front	Simmy 6/10/76, 128
6/5/69	NYC/Paris/Switzerland	118+	Calais entry, forwarded with Fr 30c	Siegel 6/12/73, 339
6/7/69	New Orleans/Turin, It.	118	NYPABrTr	Koerber 3/17/77, 669
6/7/69	New Orleans/Paris	100,118	NY cr 36; Fr paq #3	Gibson 478
6/8/69	N.O./Hautes-Pyrenees, Fr.	118	NY cr 12	Richard Wolfers
6/8/69	NYC/Paris	118	NY dr 24; 16 dec due	IV Juhring 513 (Frankfurt)
6/9/69	NYC/Palermo, Sicily	118	black cork ties	Harmer 10/12/70, 546
6/9/69*	NYC/Bordeaux	118	stamp added?	Heiman 1/20/73, 122
6/9/69	New Orleans/Paris	118,121	NY cr 9, Cherbourg entry	II Knapp 1787; Siegel 507, 341
6/9/69	NYC/Paris	118	NY cr 6, Calais 19 Juin	IV Juhring 511 (Frankfurt)
6/10/69	N.O./Ft. Scott, Kan.	118,U58	"REGISTERED"; signed SBA	Harmer 1/15/58, 84

<i>Date</i>	<i>Origin/Destination</i>	<i>Stamp(s)</i>	<i>Remarks</i>	<i>Source</i>
6/12/69	NYC/Paris	118	NY cr 12; Fr paq #3	IV Juhring 514 (Frankfurt)
6/12/69	N.O./Gironde, France	118	NY cr 6; Calais 26 Juin	Siegel 5/29/74, 562
6/13/69	NYC/Munich	118	NYPABrTr	Harmer 1/14/64, 214
6/14/69	New Orleans/Paris	118,121	NY Jun 19 cr 18; Calais	Figure 3
6/15/69	NYC/Paris	118	dr 24; insuff pd; 16 due	Western collector
6/15/69	New Orleans/Paris	118	NY cr 6 Jun 19; Calais	Brookman, II, 172
6/17/69	NYC/Phila.	114,118	3¢ + 15¢ registered	II Hessel 733; PFC #56519
6/18/69	Gonzales, Texas./Va.	118,U59	3¢ + 15¢ registered	Ashbrook <i>Special Service</i>
6/19/69	NYC/Belfast	118	3¢ overpay NYPA 6/19	I Juhring 813
6/23/69	NYC/Paris	118	NY cr 6; Calais 6 Juil	IV Juhring, 514 (Frankfurt)
6/25/69	New Orleans/Pyrenees	118	NY cr 3; Cherbourg	Harmer 6/7/71, 1193
6/26/69	NYC/Paris	118	NY cr 12; Fr. Paq.	Siegel 5/28/74, 452
6/26/69	New Orleans/France	118	dr 6; insuff pd; 16 due	Gimelson 1/27/67, 119
6/26/69	NYC/Buffalo, N.Y.	2-114,118	2x3¢ + 15¢ registered	Midwest collector
6/26/69	NYC/Paris	3-118	cr 36; 3 times rate	Siegel 6/23/65, 137
6/29/69	NYC/Paris	118	NY cr 3 ties; Cherbourg	ex Worthington, Haas
6/27/69	New Orleans/Bordeaux	118	Cherbourg entry 7/10/69	Herst 2/5/64, 986
6/27/69*	NYC/Paris	118	black "15" ties; fake?	lot 26, 7/18/69 sale of ?
7/37/69	NYC/France	118,121	3 times rate	SBA says ex-Hollowbush
7/5/69	NYC/France	118	NY cr 6; Calais 7/16/69	Siegel 1/14/71, 1263
7/10/69	NYC/Paris	2-118	NY cr 12	Midwest collector
7/11/69	N.O./Fumel, France	118	NY cr 6	Eastern collector
7/13/69	NYC/Furth, Bavaria	118	NYPABrTr	Siegel 3/27/74, 73
7/13/69?*	San Francisco/Maricosta Italy	118,+ 2 It. J9	CMviaE?	Harmer 2/12/80, 391
7/15/69*	New Orleans/Havre	118	Stamp added?	SPB 4/29/80, 321
7/16/69	NYC/Cherokee Co., N.C.	114,118	3¢ + 15¢ registered	Harmer 4/19/67, 366
7/20/69	Washington, D.C./Albany	115,118	2x3¢ + 15¢ registered	Harmer 6/24/69, 81
7/27/69	Washington, D.C./ (?)	115,118	7 x 3¢ domestic	IV Juhring 517 (Frankfurt)
7/29/69	NYC/Furth, Bavaria	118	NYPABrTr, Verv-Coeln	Krug 770 (Siegel 5/22/58)
7/31/69	NYC/Bavaria	118	NYPA DIRECT	Siegel 6/12/73, 337
8/3/69?	San Francisco/Hamburg	118	NYPABrTr Aug 13	Western collector
8/5/69	New Bedford/France	118	NY cr 12	Wm. Fox 12/5/78, 48
8/14/69	NYC/France	118	top left missing	Siegel 5/2/73, 173, no ill.
8/16/69	Washington, D.C./Paris	118	tied by split cork	Eastern collector
8/17/69	Lexington, Ky./domestic	118	5 x 3¢ rate	Harmer 4/26/66, 277
8/17/69	NYC/Furth, Bavaria	118	NYPABrTr	Gerber 1/19/59, 312
8/21/69	NYC/Paris	118	NY cr 12	PFC #51977
8/23/69	NYC/France	71,118	cr 48; 15¢ missing (?)	Harmer 12/7/54, 322
8/25/69	New Orleans/France	118	NY cr 6, Sept 2	lot 496, 12/12/53 sale of?
9/15/69	Wash., D.C./Geneva	118	NYPABrTr	PFC #42335
9/15/69	NYC/Charente, France	118	NY cr 6; Calais 9/26	Harmer 3/24/75, 201
9/19/69	Batavia, NY/ Cowlesville, NY	115,118	2x3¢ + 15¢ registered	Harmer, 5/22/61, Shierson coll.
9/25/69	Marshall, Tx/Athens, Tx	118	5x3¢, large cover	IV Juhring, 510 (Frankfurt)
9/28/69	Washington, D.C./France	118,121	NY cr 18; Calais	I Juhring, 830
9/28/69	Brandenburg,Ky/ Alfred, Me	118,U21	3¢ + 15¢ registered	I Juhring, 816
9/27/69	New Orleans/Paris	118	NY cr 12, Sept 5	Harmer 10/12/70, 545
9/27/69	Batavia, NY/Belmont, NY	118	turned cover	Siegel 1/11/68, 1539
10/27/69	N.O./Bordeaux	118	NY cr 3	Siegel 6/22/66, 494
11/6/69	NYC/Toulon, France	118	Front only	Koerber 5/20/77, 332
11/8/69	New Orleans/Metz, Fr.	118	NY cr 12, Nov 13	PFC; signed SBA
11/16/69	New Orleans/Bordeaux	118	NY cr 6	Wolffers 3/2/73, 235
11/20/69	Rensselaerville, N.Y./ Starksborough, Vt.	118,136	3¢ + 15¢ registered	Kohler; W. Germany, 2/15/78, 7158
11/30/69*	N.O./Florence, Italy	118	NYPABrTr; 118 added?	Harmer 5/6/71, 404, withdrawn
12/2/69	NYC/Geneva, Switzerland	118	NYPABrTr	Marc Haas collection
12/7/69	Gonzales, Tex./Boston	114,118	3¢ + 15¢ registered	J. D. Baker sale, 210
12/21/69	Washington, D.C./France	118	NY dr 18; insuff paid	Siegel 5/12/78, 468
12/27/69	New Orleans/France	118	NY dr 18; 16 decimes	Siegel 11/17/75, 123

Date	Origin/Destination	Stamp(s)	Remarks	Source
?/2/69	NYC/Paris	118	NY cr 3; Cherbourg	? sale, 4/9/54
1/11/70	NYC/France	118	10¢ rate; 8 decimes due	Harmer (London) 11/17/58
1/21/70	Owensville, O./Paris	118	NY 1/25; 8 decimes due	Figure 4
1/2/70	Gloucester, Mass./ Genoa/Italy	112,114, 118	19¢ rate via N.G.U. via England	Siegel 6/12/73, 338
2/1/70	New Orleans/France	118	10¢ rate; 8 decimes due	Krug 768, PFC #5712
3/8/70	Marysville, Cal./Switz.	2-118	2x15¢ rate; NYPABrTr 3/19	Gibson 479
3/24/70	Washington, D.C./Germany	118	NYPAD 3/26, Bremen 10/4/70	SPB 2/5/80, 1313
5/24/70	New Orleans/France	118	10¢ rate; 8 decimes due	Siegel 5/12/78, 467
11/12/70	NYC/Genoa, Italy	118	NYPABrTr 11/12	Fifield 11/12/47, 150
?/2/?	NYC/Canjoharie, N.Y.	2-118	5x3¢ + 15¢ registered	Apfelbaum 4/1/65, 545
?/2/?	NYC/Naples	118	NYPABrTr	Gibson 475

TABLE II

FAKED COVERS WITH 15C 1869 TYPE 1 STAMP

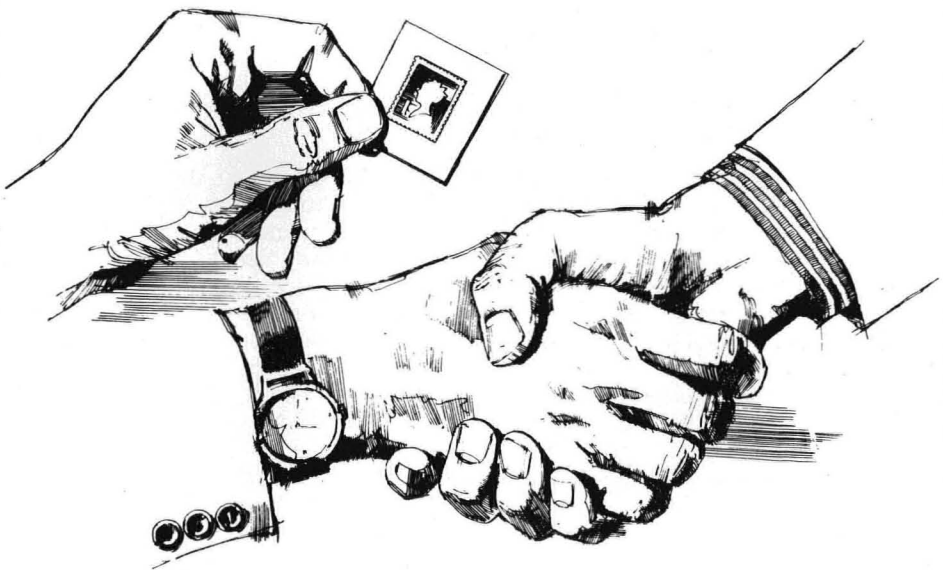
Date	Origin/Destination	Stamp(s)	Remarks	Source
6/23/69	NYC/Paris	118,121	ex Juhring, PFC ref coll	PFC #67827: NG
10/29/69	San Fran/Angouleme, Fr.	118	SBA (SS) says fake	ex West
11/22/69	Washington, D.C./Paris	118,120	ex Juhring, 120 added	PFC #67826: NG
1/31/70	San Francisco/France	118	118 added; 10¢ rate	Western collector
3/1/70	San Francisco/France	118	PFC says NG	II Hessel 707
12/4/70	NYC/Angouleme, France	2-118	SBA (SS) says fake	ex-Waterhouse
4/2/71	Osaka/Yokohama	114,118,120	only 114 belongs (PFC)	J. D. Baker, 214

TABLE III

15C 1869 TYPE 1 ON COVER—DATA SUMMARY

Origin	Destination	Stamp Use (Scott #)
Batavia, NY	2	Algeria 1 118 (single) 86
Brandenburg, KY	1	Columbia, S.A. 1 118 (2) 3
Gloucester, MA	1	DOMESTIC: 16 118 (3) 1
Gonzales, TX	2	Albany, NY
Lexington, KY	1	Alfred, ME 118 with:
Marshall, TX	1	Athens, TX Italy J9 1
Marysville, CA	1	Belmont, NY France 34 1
Monongahela, PA	1	Boston, MA France 35 1
New Bedford, MA	1	Buffalo, NY U.S. #71 1
Newberne, NC	1	Canjoharie, NY 100 1
Newport, RI	1	Cherokee Co., NC 112,114 1
New Orleans	37	Cowlesville, NY 114 4
New York City	52	Ft. Scott, KS 114 (2) 1
Owensville, O	1	Lehigh, PA 115 4
Rensselaerville, NY	1	Philadelphia, PA 121 4
San Francisco	2	Richmond, VA 136 1
UNKNOWN	1	Starksborough, VT U21 1
Washington, D.C.	7	Washington, DC U58 2
	<u>Total 114</u>	Wilson, NC U59 1
	England	1
	France	70
	Germany	9
	Ireland	1
	Italy	10
	Switzerland	3
	UNKNOWN (domestic)	2
	<u>Total 114</u>	<u>Total 114</u>
		Year of Use
		1869 104
		1870 8
		UNKNOWN 2
		<u>Total 114</u>

PATRONIZE OUR ADVERTISERS



**It took
a great
deal
to develop
your
collection**

It took a great deal of time, effort and money to develop your collection into what it is today. Selling your prized collection can often be just as difficult. There are many different dealers offering a wide range of services, and selecting the proper dealer is important. Your choice of a

treatment. Our buyers will respond promptly and courteously, and will travel to view large holdings. Our buyers have the market awareness to pay you top market prices, without haggling. Most important, we pay for what we buy, when we buy, right on the spot.



dealer will affect the price you receive for your stamps.

Buying directly from the collector has been the cornerstone of our business. And since we realize how important it is for us, we continually strive to give the seller of fine stamps the fairest possible

**don't take a
lesser deal
when selling it!**

**Call toll free
800-631-1245**

**GREG
MANNING
COMPANY, INC.**

128 Passaic Avenue
Fairfield, N.J. 07006
(201) 228-5400



© Greg Manning Company, Inc.

THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

U.S.-HONG KONG COMBINATION COVER USED FROM YOKOHAMA—1874

RICHARD B. GRAHAM

Covers bearing U.S. stamps and sent from the Orient to the United States in the 1860s and early 1870s should be well known to readers of the *Chronicle* over the last ten years or so, as they have been frequently mentioned in these pages. They are considered among the most interesting usages of 19th century U.S. postal history, but aside from that, they have a kind of aura all their own. The slightly mysterious origin (to an American) from the mid 19th century Orient is compounded by the equally appealing concept of stamps used from post offices thousands of miles from the country of the origin of the stamps—all this places such covers in a niche all by themselves.

Generally speaking the use of U.S. stamps from the Orient started with the establishment of the post offices at the U.S. consulates in the Chinese treaty ports and Japan, together with the beginnings of the transpacific steamer service of the Pacific Mail Steam Ship Co. out of San Francisco to the Orient. This latter enterprise was U.S. entirely; it was subsidized heavily and operated under a U.S. mail contract. All of this started in 1867, and the following year, a mail convention between the British post office at Hong Kong and the U.S. enhanced the passage of mail from the Orient to Europe via San Francisco.

Covers sent from Hong Kong and the treaty ports in China bear Hong Kong stamps and such are very highly regarded, the great bulk of them being addressed to Europe. Passage via San Francisco was found to have expedited such mails considerably. Although the British did establish a mail route eventually from the Orient to Vancouver, their vessels were chartered in the mid 1870s by the Pacific Mail Steam Ship Co., the U.S. mail contractor, to run into San Francisco, and thus mails by such vessels were under the U.S. mail contracts and were sent through the U.S. consular post offices in the Orient.

We usually don't much consider that which, although possible, we never see. Covers from the British treaty ports in Japan, bearing Hong Kong stamps, and addressed to the United States, certainly fall into that category. Since the obvious route to the U.S. from Japan was via the U.S. Consular post offices and the U.S. contract steamers into San Francisco, most mails took that route, and those that did not went via Suez and Europe. Or so we thought, if we considered it at all.

The idea of the British carrying mails from Japan into San Francisco prior to the closing of the U.S. Consular post offices in Japan at the end of 1874 thus had really never been considered until the cover illustrated in Figure 1 appeared. Even then, in spite of the markings of the British Post Office at Yokohama, some really fine research by the late Willem Metzelaar of the Netherlands was needed to reveal the cover for what it is.

Just how Mr. Metzelaar became aware of the cover and what led to his research is, perhaps, of some interest to readers of the *Chronicle*. The cover was first shown in an article by this writer in *The American Philatelist* of November 1978 entitled, "Postal History and Stamps; A Colorful Combination, 1861-1890." For that article (a color showcase of later classic period U.S. postal history covers), only the front of the cover, as taken from a slide, was illustrated.

The cover was quite unusual, bearing a 3¢ U.S. "National" Banknote stamp, and a Hong Kong 8¢ orange of 1865 with the barred oval "Y1" killer of the British P.O. at Yokohama, as well as a San Francisco c.d.s. with duplexed killer. Another interesting feature was a double lined oval forwarding marking of "Walsh Hall & Co./*Yokohama*," and a manuscript direction indicating the name of a transpacific steamer, "P *Altoona*." A crayon "7" due

marking, and the address to one Edward Hall at Ellington, Connecticut, U.S.A., completed the tale.

The writer should make clear right now that he did not then fully understand the handling of the cover. But, to illustrate the point that Banknote covers can be extremely interesting from a postal history standpoint, contrary to the opinion apparently prevailing among collectors of U.S. classic covers, an explanation of the cover in capsule form accompanied the illustration. The write-up discussed the U.S. transpacific mails in general, and stated (erroneously, as we shall see) that the German mail steamer *Altona* had been chartered by the Pacific Mail Steamship Co. The reason for the combination use of both Hong Kong and U.S. stamps, although originating from Japan, was not given because it was not known. It was pointed out that the British Hong Kong stamp, (which was adequate for full postage to destination under the U.S.-British Hong Kong postal convention of 1867) was not recognized as indicated by the blue crayon "7," which, with the 3¢ U.S. Banknote stamp, was used to make up a 10¢ "transpacific" rate.

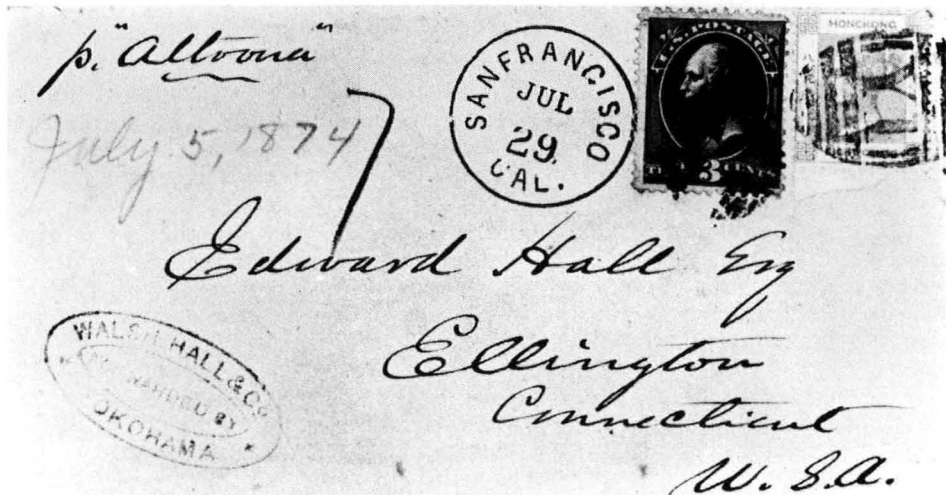
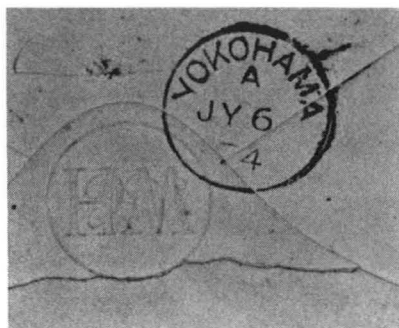


Figure 1. Combination cover with Hong Kong and U.S. stamps used from Yokohama, Japan, in 1874, and carried by German steamer "Altona."

Over a year later, an inquiry regarding the cover from Mr. Willem Metzelaar of The Hague was telephoned to this writer by Dr. Robert M. Spaulding, Jr., Editor of *Japanese Philately*, the premier Japanese philatelic publication in the English language. Dr. Spaulding's relayed question was whether the cover bore a backstamp matching the barred oval "Y1" cancelling the Hong Kong stamp. The cover should have the postmark of July 5 or 6 of the British Yokohama post office, but did it? Since the illustration was from a slide, the answer to the question was not then available. However, Dr. Spaulding indicated that both he and Mr. Metzelaar considered the cover quite unusual, not only because of the stamps and their "used abroad" status, but because of the identity of the steamer upon which the cover arrived at San Francisco, the "Altona," or, correctly, the *Altona*, a German steamer. This, of course, was already known from *Pacific Crossings*, the monograph issued some years ago by Dr. Spaulding and his co-authors, which records the ship arrivals at San Francisco from Japan from the 1850s until well into the 1870s.

Since both Dr. Spaulding and Mr. Willem Metzelaar rank as leading authorities on the operation of the foreign consular post offices in Japan and of all phases—not just U.S.—of the transpacific mails, the writer managed to obtain the cover itself for photography and analysis, and found it bore a blue backstamp of "JY 6/74" of the British post office at Yokohama, and an envelope flap with the embossed monogram "W.H. & Co." of Walsh Hall & Co, as shown in Figure 2. Similar photos were given to Dr. Spaulding for his use and to be passed along to Mr. Metzelaar.

Figure 2. Portion of reverse of Figure 1, showing postmark of British Yokohama post office and embossed initials "W. H. & Co." on flap.



In the meantime, this writer's interest was strongly aroused, keyed mostly by an appreciation of the paucity of covers from Japan to the United States that emanated from the British post office there and did not cross the Pacific aboard a Pacific Mail Steamship Co. steamer. An attempt was made to explore the item in depth, and the following sequence was suggested:

- The cover was sent by a member of the Hall family in Japan to a relative in Connecticut. The enclosed letter, as per the pencilled docketing on the cover face, was datelined July 5, 1874; the cover originated at a separate compound of Walsh Hall in Japan, not Yokohama, but close enough to have been sent there in a day.

- The sender was prompted to write home by a notice or other word of the projected sailing on July 6, 1874, of the German owned steamer *Altona*, as an "extra" steamer to San Francisco over and above the regular PMSS Co. vessels. (The foreign commercial interests in Japan were at the time a compact group closely segregated into small communities with their own commercial "compounds" and having their own western language newspapers and community.) The *Altona* was evidently chartered by British merchant interests rather than the United States group, and the sender endorsed his cover to go by the "Altoona" apparently confusing the steamer's name (from the German city of Altona) with that of the Pennsylvania railroad town.

- The sender placed the 3¢ U.S. Banknote stamp and the 8¢ Hong Kong stamp on the cover, the former to pay the 3¢ domestic or interconsular rate between the U.S. consular post offices and the latter to carry the letter across the Pacific under the U.S.-Hong Kong postal convention arrangement. This seems to indicate the sender expected the cover to pass from one U.S. consular post office in Japan to another. Had the 8¢ Hong Kong stamp been added later, it would probably have been at the left; the U.S. Banknote stamp almost surely was affixed by the sender, either to pay the interconsular mail postage or the U.S. domestic rate after the letter reached San Francisco. If the latter, then the sender had little or no understanding of the U.S.-Hong Kong mail convention, which provided that prepaid letters from Hong Kong would be delivered in the United States without further charge, when sent by U.S. mail.

- The cover was transported from its origin to the Yokohama compound of Walsh Hall & Co. by private means, the stamps thus remaining uncanceled. There the blue oval double line Walsh Hall forwarding marking was applied and the cover was deposited in the British Hong Kong branch post office at Yokohama, where the Hong Kong 8¢ stamp was cancelled with their blue oval barred "YI" with an appropriate backstamp probably also being applied. The "YI" killer was struck so as to tie the Hong Kong stamp at both sides and yet not touch the U.S. stamp.

- The cover was placed aboard the *Altona* on July 6 or 7, 1874, and the vessel arrived at San Francisco on July 27, where the mails were turned over to the U.S. post office at that port.

- At San Francisco, the cover was processed on July 29, the San Francisco c.d.s. with duplexed cork killer being applied so that the latter cancelled the

U.S. 3¢ Banknote stamp. The 8¢ Hong Kong stamp was disregarded and the 3¢ stamp was accepted as paying part of a 10¢ transpacific or other rate, the remainder due being indicated by a blue crayon "7."

That the Hong Kong stamp was not accepted can be explained by noting that under the terms of the U.S.-Hong Kong postal convention of 1867, the postage prepaid at Hong Kong covered only those covers (a) posted in Hong Kong and those Chinese ports "with which the Hong Kong post office has postal relations" and (b) brought to the U.S. aboard the P.M.S.S.Co. contract steamers—which the *Altona* evidently was not.

• The cover was thus actually rated under a provision of the U.S. *P. L. & R.* as being from a "foreign country with which the United States have no postal convention or other arrangement," and which came by steamer over what was considered a U.S. mail route. For such letters, the rate was 10¢ per ½ ounce, and many of the U.S. east coast ports used markings reading "Steamship/10" although San Francisco apparently did not possess an example until later. This explains the acceptance of the 3¢ Banknote and the 7¢ due postage on the cover.

In his analysis, shared with Dr. Spaulding and Mr. Metzelaar, the writer also suggested that an examination of the English language newspapers of the period in Japan might be helpful, and expressed a wish that one or the other explain the handling in Japan of this cover.

In the meantime, Dr. Spaulding forwarded the photos to Mr. Metzelaar, who promptly completed and returned his article about the cover. It appears as the lead article in the (now) current August 1980 issue of *Japanese Philately* (Vol. 35, No. 4) and it is, not unexpectedly, a remarkable effort. It explains nearly all the questions that could possibly be posed concerning the cover, and it is highly recommended to all having any interest whatever in the subject.¹

Some of the points brought out:
 • The *Altona* was chartered by the China Transpacific Steam Ship Co., Ltd., founded by British merchants in 1872 in Hong Kong to compete with the U.S. Pacific Mail Steam Ship Co. The *Altona* made the voyage of July 1874 for the China Transpacific Steamship Co., and a later trip, in January 1875, was made under a charter of the contract carrier, the Pacific Mail Steam Ship Co. (This latter company was temporarily undergoing a severe shortage of steamships, due to slow delivery of new ships on order, major repairs needed for existing ships, and the burning at sea of one of their bellweathers, the S.S. *Japan* in the late fall of 1874.)

• Mr. Metzelaar obtained a copy of a notice announcing the sailing of the

**CHINA TRANS-PACIFIC STEAM SHIP
COMPANY, LIMITED.**

—

**The only Company in China or Japan
authorised to issue Through Bills
of Lading by the lines of the Central
and Union Pacific Railroad Com-
panies.**

—

THE CHARTERED STEAMER
"ALTONA,"
Carrying Her Britannic Majesty's Mails,

NOW in this Port will be despatched for SAN FRANCISCO, on the afternoon of the 6th instant (Monday), at 5 o'clock. Mails will close at H. B. M.' Post Office, at 4 o'clock.

Through First Class Passengers are allowed 250 Pounds of Baggage free.

Through Passenger Trains start daily from SAN FRANCISCO for NEW YORK, distance 3,312 miles, making the passage in six days twenty hours.

THROUGH FARES, FIRST CLASS.

Yokohama to San Francisco	\$200 Mex.
" " New York via Central Union Pacific and connecting Railroads 315 "	"
Yokohama to Liverpool via do. do. 390 "	"
" Paris via do. do. 415 "	"

Special arrangements made for Seasonal Class Passengers and for Servants accompanying families.

FREIGHT RATES.

TO SAN FRANCISCO.

Tea	\$0.01½ per lb. Gross U. S. Gold Coin
General Merchandise 40 Cents Mexican per foot.	

**TO NEW YORK, BOSTON, PHILADELPHIA, TORONTO,
BALTIMORE AND MONTREAL.**

Tea and Waste Silk	\$0.05 per lb. Gross.
Raw Silk	0.10 " "
General Merchandise	1.25 per foot.

**TO CHICAGO, ST. LOUIS, CINCINNATI, INDIANAPOLIS,
MILWAUKEE AND DUBUQUE.**

Tea and Waste Silk	\$0.04½ per lb. Gross.
Raw Silk	0.09½ " "
General Merchandise	1.20 per foot.

Further information can be obtained at the Offices of the undersigned.

**HUDSON, MALCOLM & Co.,
Agents.**

Yokohama, July 4, 1874. if.

Altona as it appeared in the English language newspaper, *Japan Weekly Mail*,

1. Copies of *Japanese Philately* of the current volume may be ordered from the publisher, Murray H. Schefer, 530 East Indian Spring Drive, Silver Spring, Md. 20901 at \$2 each.

dated Saturday, July 4, 1874. A reproduction from Mr. Metzelaar's article is shown here through the courtesy of Dr. Spaulding. The notice states the vessel, "Carrying Her Britannic Majesty's Mails," was to sail from Yokohama for San Francisco on the afternoon of Monday, July 6th at 5 o'clock, and "the mails will close at H.B.M. Post Office at 4 o'clock."

A separate official notice in the same issue of the newspaper confirmed the despatch of British mails by the *Altona* on Monday, July 6th, as follows:

POST OFFICE NOTIFICATION.

A private ship mail will close for SAN FRANCISCO, per steamer *Altona* on MONDAY, the 6th instant, at 4 P.M.

F. G. MACHADO, —Postmaster
Post Office, Yokohama, July 4, 1874.

● Mr. Metzelaar comments at some length upon the postal treaty relationships then in force between the Japanese and the foreign consulates of the European countries in Japan. He notes that while the United States, in 1873, had agreed to close their consular offices and use the Japanese foreign branch office by the end of 1874, (this was done, effective Dec. 31, 1874), the other consular post office operators were greatly opposed to that procedure. While of interest on its own merits, this factor may also partially explain why, in July 1874, the U.S. Consular post office at Yokohama apparently made no attempt to send mails by the *Altona* to San Francisco. Probably, however, the overriding factor was that those offices were legally committed to hold all mails destined for the U.S. for the Pacific Mail Steam Ship Company vessels, since those were under contract (and subsidy) of the U.S. Post Office Department.

This may also explain why the cover, if it did not originate at Walsh Hall in Yokohama, bypassed the U.S. consular post office system, which would have held it for the next PMSS sailing.

● The exact origin of the cover in view of the Walsh Hall forwarding marking is the one point which, in this writer's opinion, is not cleared up by Mr. Metzelaar's research, but needs further exploration. The short interval between the announcement in the *Japan Weekly Mail* July 4, 1874, (or did it appear before the publication date?) and the actual sailing late on the afternoon of July 6, is the problem. It leaves very little time for letters from distant points to reach Walsh Hall at Yokohama for forwarding. The question is whether Walsh Hall had other trading compounds in Japan at the time, and if so, where were they located?

Mr. Metzelaar comments in his article his belief that, despite the words "Forwarded by" in the oval Walsh Hall handstamp, the cover originated with a member of the Hall family at Yokohama, citing Frank (Francis) Hall as the probable sender.²

● The major point made by Mr. Metzelaar is that the July 1874 trip of the *Altona* to San Francisco represents the only known official despatch of British mail from Yokohama to San Francisco when the consular post offices were in operation. All the other trips by vessels of the China Trans-Pacific Steam Ship Co. (the *Vasco Da Gama* and the *Vancouver*) from Yokohama to San Francisco, as listed in *Pacific Crossings*, were under contracts with the Pacific Mail Steamship Co. Mr. Metzelaar notes the rarity of covers via the *Altona*, and remarks, concerning the subject cover: "This is one of the most unusual covers yet seen from Japan, because it bears a combination of stamps—United States and British Hong Kong—not previously known in philatelic literature on Japan."

2. *Editor's note:* In the course of readying this manuscript for the printer I became very intrigued by the questions raised by this cover, and concluded the probable writer is Francis Hall and the likeliest origin is Kanagawa, which Ryohei Ishikawa tells me is about five miles from Yokohama. This belief is based on the similarity of handwriting on covers known to have originated from Francis Hall at Kanagawa and illustrated in Ishikawa's *The Forerunner Foreign Post Offices in Japan, British-U.S.-French*. This origin would explain the short interval between letter dateline and ship sailing, and help account for some other points. I hope the census of Hall covers now being undertaken by *Japanese Philately* will furnish a definite answer.

S. M. McD.

My opinion is that most mail by the *Altona* to San Francisco would have been addressed to Europe, not the U.S., possibly by closed bag for transmittal through the U.S., and thus with little evidence of the mode of transit. Only letters for North America would bear S.F. markings.

This brings us to the main purpose of these notes: reports of other covers showing evidence of having been brought from Yokohama to San Francisco aboard the *Altona* on this voyage are solicited. Reports to this writer in photocopy form should include both front and back, and will be greatly appreciated not only by this writer but also by Dr. Spaulding.

This article is written in enthusiastic furtherance of an agreement made with Dr. Spaulding. Information submitted will appear not only in the *Chronicle*, but will also be included in future articles in *Japanese Philately* concerning the Hall family in Japan and their mails.

Both Dr. Spaulding and the writer have at times commented regarding the "compartmentalization" of postal history knowledge. Mr. Metzelaar's article, with some possible contributions by both Dr. Spaulding and the writer, is a nice example of the benefits of pooling our knowledge from the different disciplines of postal history. It is unfortunate that these lines have to conclude upon a sad note. Dr. Spaulding informs us of the death of Mr. Metzelaar on July 7, before he could see his article in print or have a chance to accept the plaudits it has earned.

References

- Halliburton, W.H.; Roger, Conrad; and Spaulding, Dr. Robert M., Jr. *Pacific Crossings from Japan, 1858-79*. I.S.J.P. Monograph 3, 1969.
- Metzelaar, Willem. "An Anglo-American Combination Cover: Anglo-American Foreign Mail Competition in Yokohama, July 1874," *Japanese Philately* (August 1980), Vol. 35, No. 4.

EDITORIAL ASSISTANCE WANTED

We are in the process of republishing an authorized edition of Ashbrook's SPECIAL SERVICE. We wish to solicit the services of an individual(s) to assist in editorial arrangement, possible limited expurgations, indexing and other philatelic judgements which, we feel, would enhance or more appropriately present this classic work which we estimate will sell for \$50.00 or less at publication. We are reluctant to go forward without such expert guidance.

Quarterman Publications, inc.

P.O. Box 156
Lincoln, Mass. 01773

WANTED: POSTAL LAWS AND REGULATIONS books, original copies before 1843, also any 1855-1873. Theron Wierenga, Box 2007, Holland, MI 49423.

WANTED: U1-U33, entires, clear cancels. Wasserman, c/o Bama, 4007 Park Ave., Union City, N.J. 07087.

WANTED: U.S. #11 covers with Connecticut town cancels. Send priced or for offer. Will also trade for covers or plated #11's. Robert Chipkin, Box 191, Forestville, CT 06010.

DIE ESSAY WANTED for the 5¢ and 10¢ 1847's, having the vignettes and frames printed separately on paper or card, in the issued colors or trial colors. Creighton C. Hart, 2700 Verona Rd., Shawnee Mission, Kansas 66208.

WHY NOT sell your better Black Jack covers at auction prices, to a collector? Robert G. McClellan, Box 563, Northbrook, IL 60062.

B. & O. RR. STATION MARKINGS COLLECTORS NOTE: Have Bain's "B. & O. in the Civil War," remainders, new cond., limited supply, for sale at \$14.00 postpaid. R. B. Graham, 259 E. Dominion Blvd., Columbus, Ohio 43214.

CLASSIC U.S. used price list free. Many pictured. Fair prices. SASE. ISC, Box 56C, Ankeny, Iowa 50021.

ELBE COVER ALBUMS #250 wanted. Jim Kesterson, Box 8097, Cincinnati, O 45208.

WANTED: MICHIGAN COVERS, stampless to 1890. One or 100. L. H. Lewis, 325 So. Jefferson, Marshall, Mich. 49068

SERVING THE RESEARCHER

New and out of print Philatelic, Civil War, Western, Military, Railroad, Inland and Ocean Transportation, Historical Literature and Maps. In addition, we have a free Book Search Service, and service Want Lists. We are currently buying and selling.

SOME OF OUR CURRENT OFFERINGS

1. U.S. State and Maps of other Countries (1800-1900)
give year needed \$10.00 up
2. White, **Railway Mail Service**, 1973 Reprint, 274 pp. \$10.95
3. Staff, **Transatlantic Mail**, 1980 Reprint, 192 pp. \$35.00
4. Oakley, **Mississippi Postal History, Vol. II**, 1980 \$30.00
5. Skinner and Eno, **United States Cancellations 1845-1869**, 1980, 362 pp.
Regular edition \$25.00
Deluxe edition \$50.00
6. Chase and Cabeen, **The First Hundred Years of United States
Territorial Postmarks 1787-1887**, 1980 Reprint, 341 pp. \$35.00
7. Bowen, **The United States Post Office Guide 1851**, Reprint \$20.00
8. Collectors Club, **Philately: A Catalog of the Collectors
Club Library** (21,800 cards), 1974, 682 pp. \$115.00
9. Mills, **Canadian Coastal and Inland Steam Vessels
1809-1930**, 147 pp. \$20.00
10. Pearce, **New Mexico Place Names**, 1965, 187 pp. \$4.95
11. Granger, **Arizona Place Names**, 1960, 519 pp. \$17.95
12. Dawson, **Place Names in Colorado**, 1976, 72 pp. \$2.00
13. Pukui, Elbert, and Mookini, **Place Names of Hawaii**, 1974, 10 pp. \$4.95

HENRY C. HENSEL
THE MEMORABILIA CORNER

P.O. Box 15052

Norfolk, VA 23511

PUBLIC AUCTION

548th Sale

GEORGE T. TURNER UNITED STATES COVER COLLECTION

December 2, 1980

Stampless Covers 215 lots/many Fancy
etc.

Free Franks & Autographs
1847, 1851, 1857 (1869) Combination
covers

Banknotes, Outstanding Group

First Day Covers

Fancy Cancels & Postmarks

Territorial Covers, Express Covers etc.

Exhibition Covers & related material

Illustrated & Advertising Covers

Steamboat, Ship & Wreck Covers

Railroad Covers

Special Markings

Mourning Covers

Post Cards

Machine & Flag Cancel Covers

Airmail & Crash Covers

Postal Stationery Postal History

Locals & Carriers on Cover

Patriotics & Campaign Covers

Confederate Covers

U. S. Poss.,—Canadian Covers

Outstanding Collections & Balances

Catalogue — \$1.00

Daniel F. Kelleher Co., Inc.

Established 1885

TEN POST OFFICE SQUARE

Stanley J. Richmond, Proprietor

BOSTON, MASS. 02109

Telephone 523-3676 Area Code 617

Telephone 742-0883 Area Code 617

THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

THE U.S.-MEXICAN POSTAL CONVENTION

CHARLES J. STARNES

One enjoyable method to follow the progress of early mail exchange between Mexico and the U.S. is to read Alex L. ter Braake's *Texas, the Drama of its Postal Past*.¹ From 1845, U.S.-Mexican mail transmitted by *sea*² could be sent under Sec. 3 of an Act of Congress, effective 1 Jul. 1845:

And be it further enacted, That the rates of postage to be charged and collected on all letters, packages, newspapers, and pamphlets, or other printed matter, between the ports of the United States and the ports of foreign governments enumerated herein, transported in the United States mail under the provisions of this act, shall be as follows: . . . upon all letters and packets not exceeding one-half ounce, sent through the United States mail between the ports of the United States and any of the West India islands, or islands in the Gulf of Mexico, ten cents

However, this 10¢ Am. Pkt. port-to-port direct sea rate was probably little used³ before it was supplanted by the general, "blanket" rate of Sec. 1, Act of Congress, effective 1 Jul. 1851:

. . . for every such single letter or paper when conveyed wholly or in part by sea, and to or from a foreign country, for any distance over twenty-five hundred miles, twenty cents, and for any distance under twenty-five hundred miles, ten cents, excepting, however, all cases where such postage has been or shall be adjusted at different rates by postal treaty or convention, already concluded or hereafter to be made;

With a change to 10¢, irrespective of distance, and a specified transit "by steamships or other vessels regularly employed in the transportation of the mails" (13 Stat 337, Sec. 8, effective 1 Jul. 1864), the 10¢ sea rate to Mexico was commonly used to 1 Apr. 1879 (UPU entrance for Mexico).

At an unpropitious time—past the start of the Civil War in the U.S. and the arrival of French troops in Mexico—there was written a postal convention between the United States of America and the United Mexican States (two ironic designations, considering their bloody struggles to exist). The convention, signed in Mexico City 11 Dec. 1861 and proclaimed by President Lincoln 20 Jun. 1862, can be justified only as a political gesture of little practical value, since mail charges to Mexico remained unchanged, with only the mail *from Mexico by sea* treated differently. We quote portions of the convention:⁴

Art. I. There shall be charged on all letters, newspapers, reviews, or other periodical publications, printed pamphlets, or other printed matter, conveyed either by United States or Mexican vessels, between a port in the United States of America and a port in Mexico, the following sea rates of postage, that is to say:

1. Upon all letters not exceeding one-half ounce in weight, the rate of 7¢; and upon all letters weighing more than one half-ounce, an additional rate of 7¢ for each additional half-ounce or fraction thereof.

2. Upon every newspaper, daily or other, the rate of one cent.

3. Upon reviews or other periodical publications, printed pamphlets, or other printed matter, the rate of one cent for every ounce, or fraction of an ounce weight.

* * *

Art. II. There shall be charged by the post office of the United States of America, upon all letters, newspapers, printed pamphlets, or other printed matter mailed in the United States and forwarded to Mexico by sea, whether by United States or Mexican vessels, such rates of inland postage as are now or may hereafter be established by the laws of

1. American Philatelic Society, 1970. One of the top four or five books on U.S. postal history—a well-balanced and fascinating blend of pertinent history and philatelic research.

2. If transmitted by land routes, each country collected its own domestic postage to or from border point.

3. For a fine series on military mails in the Mexican War of 1846-8, see Dale Pulver, *Chronicle* 98, 86; 99, 172; 100, 240.

4. Complete convention, *PMG Report for 1862*, Wierenga reprint, 159-63; Post Office Dept. announcement, *USM & POA*, 4 Jul. 1862, issue of Aug. 1862.

the United States, and rate of sea postage prescribed in article first, which inland and sea postage shall be combined in one rate, and paid always in advance.

Such prepayment shall be certified by the appropriate stamps of the United States post office, and the postage so paid shall belong exclusively to the United States of America.

There shall be charged by the post office of the United Mexican States, upon all letters, newspapers, printed pamphlets, or other printed matter mailed in Mexico and forwarded to the United States of America by sea, whether by Mexican or United States vessels, such rates of inland postage as are now or may hereafter be established by the laws of Mexico, and the rate of sea postage prescribed in article first, which inland and sea postage shall be combined into one rate, and paid always in advance.

Such prepayment shall be certified by the appropriate stamps of the post office of the United Mexican States, and the postage so paid shall belong exclusively to Mexico.

Art. 3. Upon all letters, newspapers, printed pamphlets, or other printed matter received in the United States of America from Mexico by sea, there will be charged by the United States such rates of inland postage as are now or may hereafter be established by the laws of the United States, which shall be collected at the place of destination, and shall belong exclusively to the United States of America, and vice versa, upon all letters, newspapers, printed pamphlets, or other printed matter received in Mexico from the United States of America by sea, there will be charged by Mexico such rates as are now or may hereafter be established by the laws of Mexico, which shall be collected at the place of destination, and shall belong exclusively to Mexico.



Cover from Mexico, Nov. 4, 1870. Mexican rate of 50 centavos paid by stamps. U.S. 3¢ due indicated by postmark.

So, letters by sea to Mexico under the above convention required U.S. postage of 10¢ (3¢ inland + 7¢ sea) — just the same amount, 10¢, required by the previously used “blanket rate.” However, letters from Mexico by sea should show a U.S. postage due of only 3¢ by convention (Art. III), or a 10¢ postage due if the “blanket rate” applied (convention inoperative). The latter situation would be expected, due to the Mexican troubles, and facts show the entire U.S.-Mexican convention was not effective until about Jul. 1870. A search of the files showed a number of covers from Mexico by sea to New York, all with the familiar STEAMSHIP 10 or 20 due markings, latest usage noted, Oct. 67. A more convincing bit of evidence was found hidden in the PMG reports.

Fiscal Year	Letters Sent			Letters Received		
	number	postage	U.S. postage paid/letter	number	postage	U.S. postage collected/letter
1865	—	—	—	—	—	—
1866	31,166	5149.76	10.1¢	18,053	2140.90	11.8¢
1867	14,258	1447.50	10.2¢	8,618	981.51	11.4¢
1868	16,704	1670.40	10.0¢	12,495	1691.69	13.5¢
1869	23,879	2505.57	10.5¢	16,607	1853.83	11.2¢
1870	25,548	2558.85	10.0¢	19,406	1608.14	9.3¢
1871	23,248	2324.80	10.0¢	17,427	591.82	3.4¢
1872	24,867	2486.70	10.0¢	17,277	530.91	3.1¢
1873	26,130	2625.20	10.0¢	17,048	516.13	3.0¢

Although the survey of cover usage and listing of U.S. postage collect is all to New York, it appears most reasonable to use Jul. 1870 as the approximate start of full operation of the 1862 convention (including Art. III). We illustrate a cover from Mexico by sea, mailed from Puebla, 4 Nov. 1870. It is franked with a pair of 25 centavos '68 issue, overprinted PUEBLA 4 70, which prepaid the Mexican inland and sea to New York. The black handstamp N.Y. Steamship 3 NOV 20 shows only 3¢ total collect, the U.S. inland.

WESTBOUND PRUSSIAN MAIL PAID ONLY TO G.A.P.U.

ALLAN RADIN

Perhaps more because of the rarity of examples than for any other reason the subject of westbound Prussian Closed Mail (PCM) paid only to the German-Austrian Postal Union (GAPU), comprising the various German states and the Austrian Empire—and administered by the Prussian postal system—seems not to have been addressed in the literature.

It is appropriate to quote from George E. Hargest:¹

Article II of the Prussian closed mail convention stated that "upon all letters originating in and posted in one country and deliverable to the other, these rates of postage shall be combined into one rate [the 30 cent international rate], of which prepayment in advance shall be optional in either country. It shall not however be permitted to pay less than the whole combined rate." This statement referred only to the 30 cent international rate; it did not pertain to rates to or from places beyond the limits of the German-Austrian Postal Union. Article IV stated that, on letters to or from places beyond the German-Austrian Postal Union, the amount of foreign postage was to be added to the 30 cent international rate to arrive at the total postage. Each country was to furnish the other with lists stating the amount of the foreign postage, and showing the places to which the foreign postage must absolutely be prepaid, or left unpaid.

There can be little doubt that the exclusion of the part-paid international rate was intended to obviate complexities in accounting (*i.e.*, application of debits or credits). Partial payments of the international rate in the United States were unrecognized (attested by many surviving covers). Presumably this was also true for letters originating in the GAPU but westbound PCM covers franked with stamps are rare; none of them shows less than full prepayment. The more plentiful stampless covers from the GAPU provide no evidence; none with any indication of only partial prepayment has been seen.

It can be tenably argued that the exclusion of the part-paid international rate was intended to apply only to letters originating in the U.S. or the GAPU. Article IV relating to foreign rates recognized that in some cases prepayment of the whole postage would be mandatory. Indeed, rates published in the U.S. always showed mandatory prepayments to some destinations for at least a part of the Convention's duration.

Obligatory prepayment to some destinations allows the inference that those were within postal jurisdictions which had no treaty or other arrangements with Prussia for division of postage. For this reason it is generally believed that mandatory prepaid U.S. rates paid only to the frontier; it was so specified in some cases but not in others. Note that in quite a few cases the mandatory prepaid rate was equal to the international rate—some Italian destinations, Turkey other than cities where there was an Austrian office, Egypt (Alexandria excepted), etc. The presumption in these cases is that the published rate paid only to the exit point on the GAPU border.

From a point of origin within a jurisdiction having no arrangement with Prussia for division of postage it is obvious that westbound PCM could be neither wholly prepaid nor wholly unpaid; the sole way such a letter could be sent was by prepaying to the GAPU, with the international rate to be collected from the addressee in the U.S. It thus becomes very difficult to understand why, when the PCM Convention was drafted, the particular phraseology relating to partial payment of the international rate contained in the 1848 U.S.—British Postal Treaty,² however appropriate for that treaty, was adopted. It would ap-

1. "Some Interesting Prussian Closed Mail Covers," *Chronicle* 62:81.

2. George E. Hargest, *History of Letter Post Communication*, etc., p. 27.

pear that phraseology patterned after that contained in the 1847 Postal Arrangement with Bremen, which specifically allowed payment only to Bremen for both letters from and to the U.S.,³ was better suited to the occasion.

Therefore it might be expected that there are examples of westbound PCM covers paid only to the G.A.P.U. and originating in jurisdictions not having arrangements with Prussia for division of postage; ironically enough no such examples can be shown here, although it would, of course, be foolhardy to state dogmatically that none exists. The examples which are shown originated in Russia—a country which did have an arrangement with Prussia for division of postage.

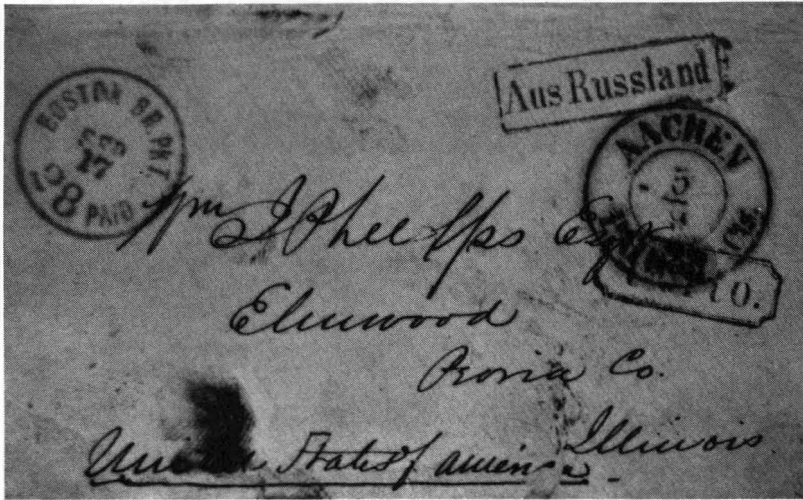


Figure 1. August 1863 cover from St. Petersburg, presumably paid only to Prussia but transmitted as fully prepaid to the U.S. (Starnes collection).

Figure 1 shows an August 1863 cover from St. Petersburg, Russia, marked "Aus Russland" and "Porto" by the Königsberg-Bromberg Bahnpost, presumably indicating payment only to Prussia. Full prepayment to destination should have been denoted by "Franco." For comparison of markings, an 1864 cover, fully prepaid to the U.S., is shown in Figure 2. On the cover in Figure 1 the Aachen exchange office applied a vermilion credit of 23¢ to the U.S., corresponding to full prepayment, and accordingly it was so marked by the Boston exchange office. Obviously a mistake in marking this letter was made either by the Bahnpost or Aachen and there is no way of determining by which office.



Figure 2. January 1864 cover from St. Petersburg, fully prepaid to the U.S. as indicated by "Aus Russland/Franco" handstamp. Compare with markings on cover in Figure 1. (Starnes collection).

3. *Ibid.*, p. 14.

In a previous discussion, "The Prussian Closed Mail,"⁴ a cover is illustrated which at first appears to be an unspectacular international rate with Aachen debit of 5¢ to the U.S. and a New York exchange office depreciated currency marking for collection of 30¢ in coin or 39¢ in "greenbacks." On the reverse of this cover is a black St. Petersburg cds (in Cyrillic characters), black "Porto," and vermilion "Aus Russland/Porto" entry marking of the Eydtkuhnen-Bromberg Bahnpost. Here there can be no doubt that Aachen recognized payment only to Prussia and sent the letter on to the U.S. with only the international rate to be collected from the addressee.

This cover demonstrates that westbound PCM from foreign points could be postpaid (only to the GAPU border) by sufferance of the Prussian postal system. The Prussian and U.S. exchange offices relied solely upon the debit or credit markings applied by the corresponding office, amply proved by a considerable number of surviving covers. And, after all, since the foreign postage was not at U.S. expense, the U.S. exchange offices were not concerned with collecting it on incoming letters unless it had been debited to the U.S.

At present we must be content to observe that westbound PCM covers of foreign origin paid only to the GAPU are, in fact, rare for reasons that perhaps shall remain an unsolved mystery. Yet, in view of the very large volume of letters conveyed in the PCM, it defies credibility that no more than an unique example or possibly two examples, should have survived. Can any reader show a westbound PCM cover, originating beyond the borders of the GAPU as evidenced by postal markings (to exclude conveyance to the GAPU outside the mails or under cover to a forwarder), bearing an Aachen debit to the U.S. of only 5¢ for a single rate (10¢ for double, etc.) and marked by the U.S. exchange office for collection of only 30¢ for a single rate (60¢ for double, etc.)?

4. Allan Radin, *The American Philatelist*, December 1979, p. 1082, Figure 6.

ALAN T. ATKINS

ASDA

APS - USPCS - SPA

—OLD U.S. COVERS—



WCS

CSA - USCC - APC

Phone: 513/831-6781

PROUDLY SERVING

**Postal Historians, Collectors of Foreign,
Old Confederate and Classic U.S. Covers.**

WE BUY AND SELL OLD U.S., FOREIGN
AND CONFEDERATE COVERS.

"Give Your Collection Our Best"

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

WALTER HUBBARD AND CLIFFORD L. FRIEND

(Continued from *Chronicle* 107:211)

1870

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
8 Nov	9 B 18	do (M)	CALABRIA	Th NY 1 Dec*	12 Dec (0330)	
19 do	20 NY 2	Dec (M)	CHINA	NY 7 Dec	18 Dec (0500)	no mails from NY
15 do	16 B 1	do (M)	SIBERIA	Th NY 8 Dec*	20 Dec (0336)	
26 do	27 NY 8	do (M)	ABYSSINIA	NY 14 Dec	25 Dec (0900)	no mails from NY
22 do	23 B 3	do (M)	ALEPPO	Th NY 15 Dec*	26 Dec (0800)	
3 Dec	4 NY 14	do (M)	BATAVIA	NY 21 Dec	31 Dec (1845)	no mails from NY
29 Nov	30 B 11	do (M)	TRIPOLI	Th NY 22 Dec*	2 Jan (1730)	
10 Dec	11 NY 21	do (M)	RUSSIA	NY 28 Dec	5 Jan (0330)	no mails from NY; see note 12
6 do	7 B 18	do (M)	PALMYRA	Th NY 29 Dec* (30)	9 Jan (1542)	

1871

13 do	14 B 28	do (M)	SAMARIA	Th NY 5 Jan*	LP 16 Jan (1657)	
17 do	18 NY 31	do (M)	PARTHIA	NY 5 Jan	16 Jan (2230)	F/V
24 do	25 NY 6	Jan (M)	ALGERIA	NY 11 Jan	20 Jan (1600)	no mails from NY
20 do	21 B 2	do (M)	CALABRIA	Th NY 12 Jan	22 Jan (0220)	no mails from NY
31 do 1	Jan NY 13	do (M)	ABYSSINIA	NY 18 Jan	28 Jan	no mails from NY
27 do	28 B 10	do (M)	SIBERIA	Th NY 19 Jan*	30 Jan (1250)	
7 Jan	8 NY 19	do (M)	CUBA	NY 25 Jan	LP 6 Feb	no mails from NY
3 do	4 B 20	do (M)	ALEPPO	Th NY 26 Jan (27)	7 Feb (1532)	
14 do	15 NY 27	do (M)	RUSSIA	NY 1 Feb	LP 11 Feb	no mails from NY
			NO SAILING	Th NY 2 Feb		
21 do	22 NY 2	Feb (M)	CHINA	NY 8 Feb	17 Feb	do
10 do	11 B 27	Jan (M)	BATAVIA	Th NY 9 Feb	LP 20 Feb (2330)	see note 13
17 do	18 B?NY 6	Feb (M)	TRIPOLI	NY 11 Feb*	24 Feb (1430)	do
28 do	29 NY 10	do (M)	ALGERIA	NY 15 Feb	24 Feb (2040)	no mails from NY
24 do	25 B 9	do (M)	SAMARIA	Th NY 16 Feb*	28 Feb (2400)	
4 Feb	5 NY 16	do (M)	ABYSSINIA	NY 22 Feb	4 Mar	no mails from NY
31 Jan 1	Feb B 13	do (M)	CALABRIA	Th NY 23 Feb	5 Mar (0004)	
11 Feb	12 NY 22	do (M)	CUBA	NY 1 Mar	10 Mar (1320)	no mails from NY
7 do	8 B 20	do (M)	SIBERIA	Th NY 2 Mar*	13 Mar (0418)	
18 do	19 NY 1	Mar (M)	RUSSIA	NY 8 Mar	17 Mar (0930)	no mails from NY
14 do	15 B 26	Feb (M)	PARTHIA	Th NY 9 Mar*	19 Mar (1410)	
25 do	26 NY 9	Mar (M)	CHINA	NY 15 Mar	25 Mar (0430)	no mails from NY
21 do	22 B 7	do (M)	ALEPPO	Th NY 16 Mar*	29 Mar (1245)	
4 Mar	5 NY 18	do (M)	ALGERIA	NY 22 Mar	1 Apr	no mails from NY
28 Fe 1	Mar B 13	do (M)	BATAVIA	Th NY 23 Mar*	3 Apr (1010)	
11 Mar	12 NY 23	do (M)	ABYSSINIA	NY 29 Mar (30)	LP 10 Apr	no mails from NY
14 do	15 NY 27	do (M)	CALABRIA	Th NY 30 Mar*	9 Apr (0835)	
7 do	8 B 22	do (M)	SAMARIA	NY 1 Apr	LP 13 Apr	no mails from NY
18 do	19 NY 30	do (M)	JAVA	NY 5 Apr	LP 15 Apr	do
14 do	15 B 29	do	TRIPOLI	Th NY 6 Apr*	17 Apr (2000)	
21 do	22 B 2	Apr (M)	SIBERIA	B 8 Apr	19 Apr (1900)	no mails from B; see note 14
25 do	26 NY 4	do (M)	RUSSIA	NY 12 Apr	21 Apr (1430)	no mails from NY; see note 15

12. "The steamer Russia sailed from New York on the 28th of December, beginning the four hundredth voyage across the Atlantic of her veteran commander, Captain E. G. Lott. The occasion was commemorated on the evening of the 27th by a reception at Delmonico's given in honour of Captain Lott, at which some 250 of his many friends attended. A sum of approximately \$4,000 has been subscribed for a testimonial to Captain Lott." (*The Times*, 20 January 1871)

13. The *New York Times* reported that "the Foreign Mails scheduled for Batavia did not reach her in time and that she sailed without them." Some mails must, however, already have been on board as she carried correspondence for Liverpool, Manchester and Glasgow, all of which was delivered on 21 February. The mails which missed BATAVIA were carried out by TRIPOLI, from New York 11 February, and presumably consisted of those for London and the foreign mails for transit through Britain. Although TRIPOLI was reported as arriving at New York, when she sailed from Queenstown on 18 January she carried the British mails for Boston.

14. Boston now used as a terminal port.

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

1871 (cont.)

PD	LP	QT	ARR	PACKET	PD	ARR	QT or LP	NOTES
4 Apr	5	B 17	do (M)	NO SAILING	Th NY 13 Apr			
1 do	2	NY 13	do (M)	ALEPPO	B 15 Apr (20)	30 Apr (1145)		no mails from B
28 Mar	29	B 10	do (M)	CUBA	NY 19 Apr	28 Apr (1600)		no mails from NY
8 Apr	9	NY 19	do (M)	PARTHIA	Th NY 20 Apr*	30 Apr (1420)		
				CHINA	NY 26 Apr	5 May (1500)		no mails from NY
				NO SAILING	Th NY 27 Apr			
11 do	12	NY 23	do (M)	BATAVIA	NY 29 Apr	9 May (1815)		no mails from NY
15 do	16	NY 26	do (M)	SCOTIA	NY 3 May	12 May (2300)		no mails from NY
13 do	14	B 27	do	MALTA	Th NY 4 May*	16 May (1830)		see note 16
18 do	19	NY 1	May (M)	ALGERIA	NY 6 May	16 May (0630)		no mails from NY
22 do	23	NY 3	do (M)	JAVA	NY 10 May	19 May (0530)		do
25 do	26	NY 6	do (M)	ABYSSINIA	NY 13 May	22 May (1200)		do
29 do	30	NY 10	do (M)	RUSSIA	NY 17 May	26 May (1430)		do
2 May	3	NY 14	do (M)	CALABRIA	NY 20 May	29 May (2130)		do
6 do	7	NY 17	do (M)	CUBA	NY 24 May	2 Jun (1445)		do
9 do	10	B 20	do (M)	PARTHIA	NY 27 May	7 Jun (2325)		do
13 do	14	NY 23	do (M)	CHINA	NY 31 May	9 Jun (1745)		do
16 do	17	NY 28	do (M)	BATAVIA	NY 3 Jun	13 Jun (2030)		do
18 do	19	B 31	do	TARIFA	B 3 Jun (6)	18 Jun (0245)		see note 17
20 do	21	NY 30	do (M)	SCOTIA	NY 7 Jun	15 Jun		no mails from NY
23 do	24	NY 3	Jun (M)	ALGERIA	NY 10 Jun	19 Jun (1800)		do
24 do	25	B 6	do	MALTA	B 10 Jun (13)	25 Jun (1400)		
27 do	28	NY 6	do (M)	JAVA	NY 14 Jun	28 Jun (2315)		no mails from NY
30 do	31	NY 10	do (M)	ABYSSINIA	NY 17 Jun	26 Jun (2115)		do
				NO SAILING	B 17 Jun			
3 Jun	4	NY 13	do (M)	RUSSIA	NY 21 Jun	30 Jun		no mails from NY
6 do	7	NY 17	do (M)	CALABRIA	NY 24 Jun	3 Jul (2345)		do
8 do	9	B 21	do (M)	TRIPOLI	B 24 Jun (27)	8 Jul (0615)		
10 do	11	NY 21	do (M)	CUBA	NY 28 Jun	8 Jul (0330)		no mails from NY; see note 18
13 do	14	B 24	do (M)	PARTHIA	NY 1 Jul	11 Jul (1830)		no mails from NY
				NO SAILING	B 1 Jul			
17 do	18	NY 27	do (M)	CHINA	NY 5 Jul	14 Jul (1315)		no mails from NY
20 do	21	B 2	Jul (M)	ALEPPO	B 8 Jul	19 Jul		
24 do	25	NY 4	do (M)	SCOTIA	NY 12 Jul	21 Jul (0930)		no mails from NY
27 do	28	NY 8	do (M)	ALGERIA	NY 15 Jul	25 Jul (0500)		do
29 do	30	B 11	do	SAMARIA	B 15 Jul	25 Jul (2020)		
1 Jul	2	NY 12	do (M)	JAVA	NY 19 Jul	29 Jul (0130)		no mails from NY
4 do	5	NY 15	do (M)	ABYSSINIA	NY 22 Jul	31 Jul (2045)		do
6 do	7	B 18	do	SIBERIA	B 22 Jul	1 Aug (1930)		
8 do	9	NY 18	do (M)	RUSSIA	NY 26 Jul	4 Aug (0545)		no mails from NY
11 do	12	NY 23	do (M)	CALABRIA	NY 29 Jul	8 Aug (0300)		do
13 do	14	B 26	do	MALTA	B 29 Jul (1 Aug)	12 Aug (0130)		
15 do	16	NY 26	do (M)	CUBA	NY 2 Aug	12 Aug (1240)		no mails from NY
18 do	19	NY 30	do (M)	BATAVIA	NY 5 Aug	15 Aug (1340)		do
20 do	21	B 2	Aug	TRIPOLI	B 5 Aug (8)	20 Aug (0000)		
22 do	23	NY 3	do (M)	PARTHIA	NY 9 Aug	20 Aug (1115)		no mails from NY
25 do	26	B 6	do (M)	TARIFA	B 12 Aug	23 Aug (2015)		
29 do	30	NY 8	do (M)	SCOTIA	NY 16 Aug	25 Aug (1430)		no mails from NY
1 Aug	2	NY 12	do (M)	ALGERIA	NY 19 Aug	29 Aug (0400)		do
3 do	4	B 15	do	SAMARIA	B 19 Aug	30 Aug (0400)		
5 do	6	NY 15	do (M)	CHINA	NY 23 Aug	1 Sep (1040)		no mails from NY
8 do	9	NY 18	do (M)	ABYSSINIA	NY 26 Aug	4 Sep (2045)		do
10 do	11	B 21	do	SIBERIA	B 26 Aug	5 Sep (1600)		
12 do	13	NY 21	do (M)	RUSSIA	NY 30 Aug	8 Sep (0700)		no mails from NY
15 do	16	NY 26	do (M)	CALABRIA	NY 2 Sep	12 Sep (0245)		no mails from NY
17 do	18	B 30	do	MALTA	B 2 Sep (5)	16 Sep (2300)		
19 do	20	NY 30	do (M)	JAVA	NY 6 Sep	15 Sep (1940)		no mails from NY
22 do	23	NY 3	Sep (M)	BATAVIA	NY 9 Sep	20 Sep (1710)		do
24 do	25	B 6	do	ALEPPO	B 9 Sep (12)	23 Sep (1915)		
26 do	27	NY 6	do (M)	CUBA	NY 13 Sep	23 Sep (1120)		no mails from NY

16. The last occasion in this period on which the Cunard Line carried the United States mails from New York on a Thursday.

17. The first occasion on which the Cunard Line carried the United States mails from Boston since 1 January 1868.

18. End of Fiscal Year 1871.

1871 (cont.)

PD	LP	QT	ARR	PACKET	PD	ARR	QT or LP	NOTES
29	do	30	NY 12	do (M) PARTHIA	NY 16	Sep	28 Sep (0930)	do
31	do	1	Sep B 15	do TARIFA	B 16	Sep (19)	1 Oct (0600)	
2	Sep	3	NY 13	do (M) SCOTIA	NY 20	Sep	30 Sep (0030)	no mails from NY
5	do	6	NY 16	do (M) ALGERIA	NY 23	Sep	2 Oct (1600)	do
7	do	8	B 19	do SAMARIA	B 23	Sep	2 Oct (1600)	
9	do	10	NY 19	do (M) CHINA	NY 27	Sep	LP 7 Oct	no mails from NY
12	do	13	NY 23	do (M) ABYSSINIA	NY 30	Sep	LP 12 Oct	do
14	do	15	B 26	do SIBERIA	B 30	Sep (3 Oct)	14 Oct (early)	
16	do	17	NY 26	do (M) RUSSIA	NY 4	Oct	13 Oct	no mails from NY
19	do	20	NY 1	Oct (M) TRIPOLI	NY 7	Oct	19 Oct (late)	do
21	do	23	B 2	do CALABRIA	B 7	Oct	16 Oct	
23	do	24	NY 3	do (M) JAVA	NY 11	Oct	20 Oct (1430)	no mails from NY
26	do	27	NY 8	do (M) BATAVIA	NY 14	Oct	25 Oct (0330)	do
28	do	29	B 13	do ALEPPO	B 14	Oct (17)	27 Oct (1240)	
30	do	1	Oct NY 12	do (M) CUBA	NY 18	Oct	LP 27 Oct	no mails from NY
3	Oct	4	B 15	do (M) PARTHIA	NY 21	Oct	4 Nov (1300)	do
				NO SAILING	B 21	Oct		
7	do	8	NY 17	do (M) SCOTIA	NY 25	Oct	4 Nov (2030)	no mails from NY
10	do	11	NY 22	do (M) ALGERIA	NY 28	Oct	7 Nov (1245)	do
12	do	13	B 26	do SAMARIA	B 28	Oct (31)	LP 12 Nov	
14	do	15	NY 26	do (M) CHINA	NY 1	Nov	10 Nov (1430)	no mails from NY
17	do	18	NY 30	do (M) ABYSSINIA	NY 4	Nov	LP 15 Nov	do
19	do	20	B 4	Nov SIBERIA	B 4	Nov (7)	18 Nov (1830)	
21	do	22	NY 1	do (M) RUSSIA	NY 8	Nov	17 Nov (0720)	no mails from NY
24	do	25	NY 6	do (M) CALABRIA	NY 11	Nov	LP 22 Nov	do
26	do	27	B 10	do TRIPOLI	B 11	Nov (14)	27 Nov (0000)	
28	do	29	NY 9	do (M) JAVA	NY 15	Nov	24 Nov (0830)	no mails from NY
31	do	1	Nov NY 13	do (M) BATAVIA	NY 18	Nov	30 Nov (1015)	do
2	Nov	3	B 14	do ALEPPO	B 18	Nov (21)	8 Dec (0115)	
4	do	5	NY 15	do (M) CUBA	NY 22	Nov	4 Dec (0200)	no mails from NY
7	do	8	B 19	do (M) PALMYRA	B 25	Nov	8 Dec (0415)	
11	do	12	NY 21	do (M) SCOTIA	NY 29	Nov	8 Dec (1140)	no mails from NY
14	do	15	B 27	do (M) PARTHIA	B 2	Dec	12 Dec (1200)	
18	do	19	NY 1	Dec (M) ALGERIA	NY 6	Dec	15 Dec (1800)	no mails from NY
21	do	22	B 5	Dec (M) SAMARIA	B 9	Dec	19 Dec	
25	do	26	NY 6	do (M) RUSSIA	NY 13	Dec	21 Dec (0500)	no mails from NY
28	do	29	NY 10	do (M) CALABRIA	NY 16	Dec	25 Dec (0530)	do
30	do	1	Dec B 13	do SIBERIA	B 16	Dec (19)	29 Dec (0700)	
2	Dec	3	NY 13	do (M) JAVA	NY 20	Dec	29 Dec (1000)	no mails from NY
5	do	6	B 19	do (M) TRIPOLI	B 23	Dec (26)	5 Jan (1030)	
9	do	10	NY 22	do (M) CUBA	NY 27	Dec	6 Jan (1030)	no mails from NY
12	do	13	B 30	do (M) ALEPPO	B 30	Dec (2 Jan)	13 Jan (1645)	
1872								
16	do	17	NY 1	Jan (M) ABYSSINIA	NY 6	Jan	14 Jan (1730)	no mails from NY
19	do	20	B 3	do (M) BATAVIA	B 6	Jan	16 Jan (1145)	
23	do	24	NY 12	do (M) ALGERIA	NY 13	Jan (16)	25 Jan (1915)	no mails from NY; see note 19
26	do	27	B 14	do (M) SAMARIA	B 13	Jan (16)	28 Jan (1550)	
30	do	31	NY 15	do (M) RUSSIA	NY 17	Jan	26 Jan (0015)	no mails from NY
2	Jan	3	B 17	do (M) HECLA	B 20	Jan	30 Jan (2000)	
6	do	7	NY 18	do (M) JAVA	NY 24	Jan	2 Feb (1330)	no mails from NY
9	do	10	B 26	do (M) SIBERIA	B 27	Jan (?)	7 Feb (0130)	
13	do	14	NY 28	do (M) CALABRIA	NY 31	Jan	9 Feb (late)	no mails from NY
16	do	18	B 2	Feb (M) TRIPOLI	B 3	Feb (?)	15 Feb (0930)	
20	do	21	NY 1	do (M) CHINA	NY 7	Feb	17 Feb (1100)	no mails from NY
23	do	24	B 4	do (M) PARTHIA	B 10	Feb	20 Feb (1100)	
27	do	28	NY 12	do (M) ABYSSINIA	NY 14	Feb (16)	LP 26 Feb	no mails from NY
30	do	31	B 15	do (M) BATAVIA	B 17	Feb (?)	28 Feb (1900)	
3	Feb	4	NY 16	do (M) RUSSIA	NY 21	Feb	1 Mar (1200)	no mails from NY
6	do	7	B 19	do (M) SAMARIA	B 24	Feb	5 Mar (1815)	
10	do	11	NY 21	do (M) ALGERIA	Wed NY 28	Feb	9 Mar (0145)	see note 20

19. Westbound ALGERIA called at St. John's for coal and sailed 3 days late from New York.

20. As WISCONSIN (Guion Line) arrived at New York too late to be ready for the sailing scheduled for 28 February, the usual Wednesday mails were carried out by ALGERIA. On her arrival at Queenstown she was reported as landing 156 sacks of mail.

1872 (cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
13 do	14 B 29	do (M)	PALMYRA	B 2 Mar	14 Mar (1700)	
17 do	18 NY 29	do (M)	CALABRIA	NY 6 Mar	15 Mar (1730)	no mails from NY
20 do	21 B 4 Mar	(M)	SIBERIA	B 9 Mar	19 Mar (2215)	
24 do	25 NY 8	do (M)	CHINA	NY 13 Mar	22 Mar (1000)	no mails from NY
27 do	29 B 14	do (M)	TRIPOLI	B 16 Mar (?)	28 Mar (1400)	see note 21
2 Mar	3 NY 14	do (M)	ABYSSINIA	NY 20 Mar	30 Mar (1000)	no mails from NY
5 do	6 B 20	do (M)	BATAVIA	B 23 Mar	3 Apr (2100)	
9 do	10 NY 25	do (M)	CUBA	NY 27 Mar	6 Apr (0100)	no mails from NY
12 do	13 B 27	do (M)	SAMARIA	B 30 Mar	LP 10 Apr	no mails from B
19 do	20 B 29	do (M)	PARTHIA	B 30 Mar (2 Apr)	15 Apr (1950)	
16 do	17 NY 28	do (M)	ALGERIA	NY 3 Apr	12 Apr (2200)	no mails from NY
			NO SAILING	B 6 Apr		
23 do	24 NY 3 Apr	(M)	JAVA	NY 10 Apr	20 Apr (0000)	see note 22
26 do	27 B 7	do (M)	PALMYRA	B 13 Apr	25 Apr (0600)	
30 do	31 NY 10	do (M)	CHINA	NY 17 Apr	27 Apr (1125)	no mails from NY
2 Apr	3 NY 13	do (M)	CALABRIA	NY 20 Apr	29 Apr (late)	do
4 do	5 B 18	do	OLYMPUS	B 20 Apr (?)	3 May (1400)	
6 do	7 NY 17	do (M)	RUSSIA	NY 24 Apr	3 May (0445)	no mails from NY
9 do	10 NY 20	do (M)	ABYSSINIA	NY 27 Apr	6 May (1630)	do
11 do	12 B 23	do	SIBERIA	B 27 Apr (30)	10 May (1600)	
13 do	14 NY 23	do (M)	CUBA	NY 1 May	10 May (2030)	no mails from NY
16 do	17 NY 27	do (M)	BATAVIA	NY 4 May	15 May (1200)	do
18 do	19 B 29	do	HECLA	B 4 May (7)	19 May (0930)	
20 do	21 NY 30	do (M)	SCOTIA	NY 8 May	18 May (1115)	no mails from NY
23 do	24 NY 4 May	(M)	ALGERIA	NY 11 May	21 May (0100)	do
25 do	26 B 9	do	KEDAR	B 11 May	23 May (1000)	L/V
25 do	26 B 6	do	SAMARIA	Tu B 14 May	24 May (0900)	
27 do	28 NY 8	do (M)	JAVA	NY 15 May	24 May (1340)	no mails from NY
30 do 1	May NY 12	do (M)	PARTHIA	NY 18 May	28 May (0800)	do
2 May	3 B 17	do	PALMYRA	B 18 May (21)	LP 2 Jun	
4 do	5 NY 15	do (M)	CHINA	NY 22 May	31 May	no mails from NY
7 do	8 NY 18	do (M)	CALABRIA	NY 25 May	3 Jun (2000)	do
9 do	10 B 20	do	OLYMPUS	B 25 May (26)	LP 7 Jun	
11 do	12 NY 20	do (M)	RUSSIA	NY 29 May	6 Jun (1915)	no mails from NY
14 do	15 NY 24	do (M)	ABYSSINIA	NY 1 Jun	10 Jun (1145)	do
16 do	17 B 27	do	SIBERIA	B 1 Jun (4)	15 Jun	
18 do	19 NY 28	do (M)	CUBA	NY 5 Jun	15 Jun (0410)	no mails from NY
21 do	22 NY 2 Jun	(M)	BATAVIA	NY 8 Jun	19 Jun	do
23 do	24 B 4	do	HECLA	B 8 Jun	21 Jun (0900)	
25 do	26 NY 4	do (M)	SCOTIA	NY 12 Jun	21 Jun (0315)	no mails from NY
28 do	29 NY 8	do (M)	ALGERIA	NY 15 Jun	25 Jun (0800)	do
30 do	31 B 10	do	SAMARIA	B 15 Jun (18)	27 Jun	
1 Jun	2 NY 12	do (M)	JAVA	NY 19 Jun	28 Jun (2130)	no mails from NY
4 do	5 NY 15	do (M)	PARTHIA	NY 22 Jun	2 Jul	do
6 do	7 B 19	do	PALMYRA	B 22 Jun (25)	6 Jul	
8 do	9 NY 20	do (M)	CHINA	NY 26 Jun	6 Jul	no mails from NY
11 do	12 NY 22	do (M)	CALABRIA	NY 29 Jun	8 Jul (0400)	do
13 do	14 B 25	do	OLYMPUS	B 29 Jun (2 Jul)	LP 12 Jul	see note 23
15 do	16 NY 25	do (M)	RUSSIA	NY 3 Jul	12 Jul	no mails from NY
18 do	19 NY 29	do (M)	ABYSSINIA	NY 6 Jul	16 Jul	do
20 do	21 B 3 Jul		SIBERIA	B 6 Jul (9)	20 Jul	
22 do	23 NY 3	do (M)	CUBA	NY 10 Jul	20 Jul	no mails from NY
25 do	26 NY 7	do (M)	BATAVIA	NY 13 Jul	23 Jul (0745)	do
27 do	28 B 9	do	HECLA	B 13 Jul (16)	27 Jul (0330)	
29 do	30 NY 9	do (M)	SCOTIA	NY 17 Jul	26 Jul	no mails from NY
2 Jul	3 NY 13	do (M)	ALGERIA	NY 20 Jul	30 Jul (0530)	do
4 do	5 B 16	do	SAMARIA	B 20 Jul (23)	LP 3 Aug	
6 do	7 NY 17	do (M)	JAVA	NY 24 Jul	2 Aug (1330)	no mails from NY
9 do	10 NY 20	do (M)	PARTHIA	NY 27 Jul	6 Aug (0730)	do
11 do	12 B 24	do	PALMYRA	B 27 Jul (30)	10 Aug (1230)	
13 do	14 NY 23	do (M)	CHINA	NY 31 Jul	10 Aug	no mails from NY

21. TRIPOLI'S L/V—she was wrecked near Tusker Rock on 17 May.

22. On JAVA's arrival at Queenstown she was reported as landing mails from New York. Not confirmed.

23. End of Fiscal Year 1872. OLYMPUS, sailing 3 days late from Boston, has been included in F/Y 1873.

1872 (cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
16 do	17 NY	26 do (M)	CALABRIA	NY 3 Aug	13 Aug	do
18 do	19 B	30 do	OLYMPUS	B 3 Aug (6)	16 Aug (1530)	
20 do	21 NY	30 do (M)	RUSSIA	NY 7 Aug	16 Aug (0500)	no mails from NY
23 do	24 NY	2 Aug (M)	ABYSSINIA	NY 10 Aug	19 Aug (1230)	do
25 do	26 B	5 do	SIBERIA	B 10 Aug (13)	LP 24 Aug	
27 do	28 NY	7 do (M)	CUBA	NY 14 Aug	24 Aug	no mails from NY
30 do	31 NY	11 do (M)	BATAVIA	NY 17 Aug	27 Aug (2000)	do
1 Aug	2 B	13 do	HECLA	B 17 Aug (20)	30 Aug (1840)	
3 do	4 NY	13 do (M)	SCOTIA	NY 21 Aug	29 Aug	no mails from NY
6 do	7 NY	16 do (M)	ALGERIA	NY 24 Aug	3 Sep	do
8 do	9 B	19 do	SAMARIA	B 24 Aug (27)	6 Sep (2315)	
10 do	11 NY	20 do (M)	JAVA	NY 28 Aug	6 Sep	no mails from NY
13 do	14 NY	24 do (M)	PARTHIA	NY 31 Aug	10 Sep (0430)	do
15 do	16 B	28 do	MALTA	B 31 Aug (3 Sep)	13 Sep (2030)	
17 do	18 NY	27 do (M)	CHINA	NY 4 Sep	LP 14 Sep	no mails from NY
20 do	21 NY	30 do (M)	CALABRIA	NY 7 Sep	16 Sep	do
22 do	23 B	3 Sep	OLYMPUS	B 7 Sep (10)	21 Sep (1400)	
24 do	25 NY	3 do (M)	RUSSIA	NY 11 Sep	20 Sep (0530)	no mails from NY
27 do	28 NY	7 do (M)	ABYSSINIA	NY 14 Sep	24 Sep (2020)	do
29 do	30 B	10 do	SIBERIA	B 14 Sep (17)	28 Sep (0100)	
31 do	1 Sep	NY 10 do (M)	CUBA	NY 18 Sep	LP 28 Sep	no mails from NY
3 Sep	4 NY	15 do (M)	BATAVIA	NY 21 Sep	2 Oct	do
5 do	6 B	17 do	HECLA	B 21 Sep (24)	5 Oct (0820)	
7 do	8 NY	17 do (M)	SCOTIA	NY 25 Sep	4 Oct (1000)	no mails from NY
9 do	11 NY	20 do (M)	ALGERIA	NY 28 Sep	7 Oct (1745)	do
12 do	13 B	24 do	SAMARIA	B 28 Sep (1 Oct)	11 Oct (1900)	
14 do	15 NY	25 do (M)	JAVA	NY 2 Oct	11 Oct (0900)	no mails from NY
17 do	18 NY	28 do (M)	PARTHIA	NY 5 Oct	14 Oct (2215)	do
19 do	20 B	30 do	MALTA	B 5 Oct (8)	19 Oct (1000)	
21 do	22	—	CHINA	—	—	see note 24
24 do	25 NY	5 Oct (M)	CALABRIA	NY 9 Oct	18 Oct (1555)	no mails from NY
26 do	28 B	10 do	OLYMPUS	B 12 Oct (15)	23 Oct	
28 do	29 NY	9 do (M)	RUSSIA	NY 16 Oct	LP 25 Oct (late)	no mails from NY
1 Oct	2 NY	12 do (M)	ABYSSINIA	NY 19 Oct	28 Oct (2115)	do
3 do	5 B	16 do	SIBERIA	B 19 Oct (22)	1 Nov (1130)	
5 do	6 NY	16 do (M)	CUBA	NY 23 Oct	1 Nov (1415)	no mails from NY
8 do	9 NY	20 do (M)	BATAVIA	NY 26 Oct	LP 7 Nov	do
10 do	11 B	23 do	HECLA	B 26 Oct (?)	10 Nov (1400)	
12 do	13 NY	22 do (M)	SCOTIA	NY 30 Oct	9 Nov (1040)	no mails from NY
15 do	16 NY	26 do (M)	ALGERIA	NY 2 Nov	12 Nov	no mails from NY
17 do	18 B	29 do	SAMARIA	B 2 Nov (5)	15 Nov (1200)	
19 do	20 NY	29 do (M)	JAVA	NY 6 Nov	15 Nov (1445)	no mails from NY
22 do	23 NY	3 Nov (M)	PARTHIA	NY 9 Nov	19 Nov	do
24 do	25 B	7 do	MALTA	B 9 Nov (12)	LP 9 Dec	see note 25
26 do	27 NY	6 do (M)	CALABRIA	NY 13 Nov	23 Nov	no mails from NY
29 do	31 B	13 do (M)	OLYMPUS	B 16 Nov	27 Nov (0800)	
2 Nov	3 NY	13 do (M)	RUSSIA	NY 20 Nov	29 Nov (0800)	no mails from NY
5 do	6 NY	16 do (M)	ABYSSINIA	NY 23 Nov	LP 3 Dec	do
7 do	8 B	20 do (M)	SIBERIA	B 23 Nov	4 Dec (1630)	
9 do	10 NY	20 do (M)	CUBA	NY 27 Nov	7 Dec (0600)	see note 26
12 do	13 B	25 do (M)	BATAVIA	B 30 Nov	10 Dec (1445)	
16 do	17 NY	1 Dec (M)	ALGERIA	NY 4 Dec	14 Dec (1015)	no mails from NY
19 do	20 B	4 do (M)	HECLA	B 7 Dec	17 Dec (1130)	
23 do	24 NY	6 do (M)	JAVA	NY 11 Dec	21 Dec (0815)	no mails from NY
26 do	27 B	13 do (M)	SAMARIA	B 14 Dec	25 Dec (1750)	
30 do	1 Dec	NY 13 do (M)	CALABRIA	NY 18 Dec	28 Dec (0230)	no mails from NY
3 Dec	4 B	18 do (M)	OLYMPUS	B 21 Dec	31 Dec (0715)	
7 do	8 NY	21 do (M)	ABYSSINIA	NY 25 Dec	3 Jan (1430)	no mails from NY
10 do	11 B	31 do (M)	SIBERIA	B 28 Dec (?)	13 Jan	

24. CHINA returned to Queenstown with mechanical trouble. Her mails were taken to New York by CALABRIA in addition to her own.

25. MALTA, out of Boston, broke her shaft and had to put into Halifax for repairs. It is thought she was carrying mails from Boston but it is not known whether they were forwarded from Halifax or retained on board.

26. There was no sailing by the Guion Line from New York on 27 November. The Wednesday mails were carried to Queenstown by CUBA.

1873

1873	PD	LP	QT	ARR	PACKET	PD	ARR	QT or LP	NOTES
14 do	15	NY	31	do (M)	CUBA	NY	4 Jan (7)	14 Jan (0430)	no mails from NY
17 do	18	B	4	Jan (M)	MALTA	NY	4 Jan (7)	19 Jan (0200)	
21 do	22	NY	4	do (M)	PARTHIA	NY	8 Jan	LP 19 Jan	no mails from NY
24 do	25	B	11	do (M)	HECLA	B	11 Jan (14)	25 Jan (0900)	
28 do	29	NY	12	do (M)	JAVA	NY	15 Jan	24 Jan (2215)	no mails from NY
31 do	1 Jan	B	16	do (M)	SAMARIA	B	18 Jan (21)	31 Jan (0500)	
4 Jan	5	NY	17	do (M)	CALABRIA	NY	22 Jan	2 Feb	no mails from NY
7 do	8	B	20	do (M)	BATAVIA	B	25 Jan	4 Feb (1800)	
11 do	12	NY	25	do (M)	ALGERIA	NY	29 Jan	8 Feb	no mails from NY
14 do	15	B	3	Feb (M)	OLYMPUS	B	1 Feb (?)	17 Feb (0930)	
18 do	19	NY	5	do (M)	CUBA	NY	8 Feb	18 Feb (0430)	no mails from NY
21 do	22	B	7	do (M)	SIBERIA	B	8 Feb (11)	23 Feb (0515)	
25 do	26	NY	7	do (M)	PARTHIA	NY	12 Feb	LP 26 Feb	no mails from NY
28 do	29	B	12	do (M)	MALTA	B	15 Feb (18)	2 Mar (0100)	
1 Feb	2	NY	13	do (M)	JAVA	NY	19 Feb	28 Feb (1315)	no mails from NY
4 do	5	B	16	do (M)	HECLA	B	22 Feb	6 Mar (0800)	
8 do	9	NY	18	do (M)	ABYSSINIA	NY	26 Feb	LP 8 Mar	no mails from NY
11 do	12	B	25	do (M)	BATAVIA	B	1 Mar (?)	11 Mar (0500)	
15 do	16	NY	27	do (M)	ALGERIA	NY	5 Mar	14 Mar (2100)	no mails from NY
18 do	19	B	3	Mar (M)	SAMARIA	B	8 Mar (?)	18 Mar (1700)	
22 do	23	NY	7	do (M)	CALABRIA	NY	12 Mar	22 Mar (0300)	no mails from NY
25 do	26	B	12	do (M)	OLYMPUS	B	15 Mar	25 Mar (2000)	
1 Mar	2	NY	14	do (M)	PARTHIA	NY	19 Mar	30 Mar (2200)	no mails from NY
4 do	5	B	20	do (M)	PALMYRA	B	22 Mar (?)	2 Apr (0150)	
8 do	9	NY	20	do (M)	CUBA	NY	26 Mar	4 Apr (1530)	no mails from NY
11 do	12	B	23	do (M)	MALTA	B	29 Mar (?)	9 Apr (0340)	
15 do	16	NY	26	do (M)	ABYSSINIA	NY	2 Apr	11 Apr (2040)	see note 27
18 do	19	B	30	do (M)	HECLA	B	5 Apr (?)	LP 18 Apr	
22 do	23	NY	3	Apr (M)	ALGERIA	NY	9 Apr	20 Apr (0015)	no mails from NY
25 do	26	B	6	do (M)	BATAVIA	B	12 Apr	22 Apr (1745)	
29 do	30	NY	8	do (M)	RUSSIA	NY	16 Apr	LP 26 Apr	no mails from NY
1 Apr	2	NY	12	do (M)	CALABRIA	NY	19 Apr	30 Apr (0045)	do
3 do	4	B	14	do (M)	SIBERIA	B	19 Apr (?)	2 May (0500)	
5 do	6	NY	15	do (M)	JAVA	NY	23 Apr	2 May (1450)	no mails from NY
8 do	9	NY	18	do (M)	PARTHIA	NY	26 Apr	6 May (1800)	do
10 do	11	B	23	do (M)	PALMYRA	B	(?)	7 May (1630)	
10 do	—	B	22	do (M)	OLYMPUS	B	26 Apr (29)	9 May (0900)	
12 do	13	NY	22	do (M)	CUBA	NY	30 Apr	9 May (1230)	no mails from NY
15 do	16	B	27	do (M)	SAMARIA	B	3 May (?)	13 May (2000)	
17 do	18	B	29	do (M)	MALTA	Tu	B 6 May	17 May (0500)	
19 do	20	NY	30	do (M)	SCOTIA	NY	7 May	16 May (1830)	no mails from NY
22 do	23	NY	2	May (M)	ABYSSINIA	NY	10 May	19 May (2330)	do
24 do	25	B	5	do (M)	HECLA	B	10 May (13)	23 May (1400)	
26 do	27	NY	8	do (M)	ALGERIA	NY	14 May	23 May (2320)	no mails from NY
29 do	30	NY	12	do (M)	BATAVIA	NY	17 May	27 May (1300)	do
1 May	—	B	13	do (M)	ATLAS	B	17 May (?)	LP 30 May	F/V
3 do	4	NY	14	do (M)	RUSSIA	NY	21 May	LP 31 May	no mails from NY
6 do	7	NY	17	do (M)	CALABRIA	NY	24 May	2 Jun (2200)	do
8 do	—	B	19	do (M)	SIBERIA	B	24 May (27)	6 Jun (1230)	
10 do	11	NY	20	do (M)	JAVA	NY	28 May	7 Jun (0200)	no mails from NY
13 do	14	NY	24	do (M)	PARTHIA	NY	31 May	9 Jun (2120)	do
16 do	17	B	28	do (M)	PALMYRA	B	31 May	10 Jun (1120)	
15 do	—	B	26	do (M)	OLYMPUS	Tu	B 3 Jun	13 Jun (1500)	
17 do	18	NY	28	do (M)	CUBA	NY	4 Jun	14 Jun (0120)	no mails from NY
20 do	21	NY	3	Jun (M)	SAMARIA	NY	7 Jun	LP 20 Jun	do
22 do	23	B	6	do (M)	MALTA	B	7 Jun (10)	21 Jun (1500)	
24 do	25	NY	3	do (M)	SCOTIA	NY	11 Jun	20 Jun (1700)	no mails from NY
27 do	28	NY	7	do (M)	ABYSSINIA	NY	14 Jun	LP 24 Jun	do
29 do	30	B	9	do (M)	HECLA	B	14 Jun (?)	28 Jun (0400)	
31 do	1 Jun	NY	10	do (M)	ALGERIA	NY	18 Jun	LP 28 Jun	no mails from NY
3 Jun	4	NY	14	do (M)	BATAVIA	NY	21 Jun	1 Jul (2030)	do
5 do	6	B	15	do (M)	ATLAS	B	21 Jun (?)	4 Jul (0330)	
7 do	8	NY	18	do (M)	RUSSIA	NY	25 Jun	4 Jul (1440)	no mails from NY

27. On arrival at Queenstown ABYSSINIA was reported as landing mails from New York. Not confirmed.

1873 (cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
10 do	11 NY 22	do (M)	CALABRIA	NY 28 Jun	7 Jul (0700)	do
12 do	13 B 24	do	SIBERIA	B 28 Jun (?)	12 Jul (0100)	see note 28
14 do	15 NY 25	do (M)	JAVA	NY 2 Jul	11 Jul (1200)	no mails from NY
17 do	18 NY 30	do (M)	PARTHIA	NY 5 Jul	15 Jul (1300)	do
19 do	20 B 2	Jul	OLYMPUS	B 5 Jul (8)	19 Jul (0330)	
21 do	22 NY 2	do (M)	CUBA	NY 9 Jul	19 Jul (0030)	no mails from NY
24 do	25 NY 8	do (M)	SAMARIA	NY 12 Jul	24 Jul (0200)	do
26 do	27 B 9	do	TARIFA	B 12 Jul (?)	26 Jul (0030)	
28 do	29 NY 9	do (M)	SCOTIA	NY 16 Jul	25 Jul (1700)	no mails from NY
1 Jul	2 NY 12	do (M)	ABYSSINIA	NY 19 Jul	28 Jul (2300)	do
3 do	4 B 16	do	HECLA	B 19 Jul (22)	2 Aug (0800)	
5 do	6 NY 16	do (M)	ALGERIA	NY 23 Jul	2 Aug (0915)	no mails from NY
8 do	9 NY 20	do (M)	BATAVIA	NY 26 Jul	5 Aug (2015)	do
10 do	11 B 21	do	ATLAS	B 26 Jul (29)	8 Aug (1035)	
12 do	13 NY 23	do (M)	RUSSIA	NY 30 Jul	8 Aug (1020)	no mails from NY
15 do	16 NY 27	do (M)	CALABRIA	NY 2 Aug	12 Aug (0330)	no mails from NY
17 do	18 B 30	do	SIBERIA	B 2 Aug (5)	16 Aug (1900)	
19 do	20 NY 30	do (M)	JAVA	NY 6 Aug	15 Aug (1815)	no mails from NY
22 do	23 B 4	Aug (M)	PALMYRA	B 9 July	20 Aug (0900)	
24 do	25 B 5	do	OLYMPUS	Tu B 12 Aug	23 Aug (1300)	
26 do	27 NY 6	do (M)	CUBA	NY 13 Aug	23 Aug (1730)	no mails from NY
29 do	30 NY 10	do (M)	SAMARIA	NY 16 Aug	28 Aug	do
31 do	1 Aug B 14	do	TARIFA	B 16 Aug (?)	30 Aug (2230)	
2 Aug	3 NY 13	do (M)	SCOTIA	NY 20 Aug	30 Aug (0400)	no mails from NY
5 do	6 NY 16	do (M)	ABYSSINIA	NY 23 Aug	LP 2 Sep	do
7 do	8 B 19	do	HECLA	B 23 Aug (?)	5 Sep (2045)	
9 do	10 NY 20	do (M)	ALGERIA	NY 27 Aug	6 Sep (0530)	no mails from NY
12 do	13 NY 24	do (M)	BATAVIA	NY 30 Aug	9 Sep (1715)	see note 29
14 do	15 B 27	do	ATLAS	B 30 Aug (2 Sep)	12 Sep (0700)	
16 do	17 NY 27	do (M)	RUSSIA	NY 3 Sep	12 Sep (0900)	no mails from NY
19 do	20 NY 30	do (M)	CALABRIA	NY 6 Sep	16 Sep (0500)	do
21 do	22 B 2	Sep	SIBERIA	B 6 Sep (9)	LP 21 Sep	
23 do	24 NY 3	do (M)	JAVA	NY 10 Sep	LP 20 Sep	no mails from NY
26 do	27 NY 7	do (M)	PARTHIA	NY 13 Sep	23 Sep (1700)	do
28 do	29 B 9	do	OLYMPUS	B 13 Sep (16)	27 Sep (0745)	
30 do	31 NY 10	do (M)	CUBA	NY 17 Sep	27 Sep (1600)	no mails from NY
2 Sep	3 NY 14	do (M)	SAMARIA	NY 20 Sep	4 Oct (2400)	do
4 do	5 B 16	do	MARATHON	B 20 Sep (23)	4 Oct (0700)	
6 do	7 NY 17	do (M)	SCOTIA	NY 24 Sep	4 Oct (0300)	see note 30
9 do	10 NY 20	do (M)	ABYSSINIA	NY 27 Sep	7 Oct (0200)	no mails from NY
11 do	12 B 23	do	HECLA	B 27 Sep (30)	11 Oct (2100)	
13 do	14 NY 25	do (M)	ALGERIA	NY 1 Oct	LP 12 Oct	no mails from NY
16 do	17 NY 28	do (M)	BATAVIA	NY 4 Oct	15 Oct (1800)	do
18 do	19 B 29	do	ATLAS	B 4 Oct (?)	18 Oct (0900)	
20 do	21 NY 30	do (M)	RUSSIA	NY 8 Oct	18 Oct (1400)	no mails from NY
23 do	24 NY 3	Oct (M)	CALABRIA	NY 11 Oct	21 Oct (0600)	do
25 do	26 B 6	do	SIBERIA	B 11 Oct (14)	24 Oct (0830)	
27 do	28 NY 7	do (M)	JAVA	NY 15 Oct	25 Oct (0115)	no mails from NY
30 do	2 Oct NY 12	do (M)	PARTHIA	NY 18 Oct	29 Oct (0500)	do
2 Oct	3 B 15	do	OLYMPUS	B 18 Oct (21)	1 Nov (0700)	
4 do	5 NY 16	do (M)	CUBA	NY 22 Oct	1 Nov (0800)	no mails from NY
7 do	8 NY 21	do (M)	SAMARIA	NY 25 Oct	5 Nov (1600)	do
9 do	10 B 21	do	MARATHON	B 25 Oct (28)	7 Nov (2000)	
11 do	12 NY 22	do (M)	SCOTIA	NY 29 Oct	8 Nov (1400)	no mails from NY
14 do	15 NY 24	do (M)	ABYSSINIA	NY 1 Nov	12 Nov (1500)	no mails from NY
16 do	17 B 27	do	HECLA	B 1 Nov (4)	15 Nov (0800)	
18 do	19 NY 30	do (M)	ALGERIA	NY 5 Nov	16 Nov (2100)	no mails from NY
21 do	22 NY 2	Nov (M)	BATAVIA	NY 8 Nov	19 Nov (1800)	do
23 do	24 B 3	do	ATLAS	B 8 Nov (11)	22 Nov (1100)	
25 do	26 NY 5	do (M)	RUSSIA	NY 12 Nov	22 Nov (0500)	no mails from NY
28 do	29 NY 10	do (M)	CALABRIA	NY 15 Nov	25 Nov (1500)	do

28. End of Fiscal Year 1873. SIBERIA's sailing from Boston, scheduled for 28 June has been included in F/Y 1874.

29. C.L. Friend reports that BATAVIA was listed at New York as carrying the mails. Not confirmed.

30. WYOMING (Guion Line) sailed four days late. The Wednesday mails from New York were carried to Queenstown by SCOTIA.

1873 (cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
30 do	31 B 13	do	SIBERIA	B 15 Nov (18)	30 Nov (0900)	
1 Nov	2 NY 13	do (M)	JAVA	NY 19 Nov	29 Nov (0600)	no mails from NY
4 do	5 B 15	do (M)	PARTHIA	B 22 Nov (?)	1 Dec (1430)	
8 do	9 NY 21	do (M)	CUBA	NY 26 Nov	5 Dec (2100)	no mails from NY
11 do	12 B 23	do (M)	SAMARIA	B 29 Nov	9 Dec (2200)	
15 do	16 NY 27	do (M)	ABYSSINIA	NY 3 Dec	15 Dec (1800)	no mails from NY
18 do	19 B 3	Dec (M)	MARATHON	B 6 Dec	16 Dec (0900)	
22 do	23 NY 6	do (M)	ALGERIA	NY 10 Dec	20 Dec (0230)	see note 31
25 do	26 B 9	do (M)	OLYMPUS	B 13 Dec	23 Dec (0900)	
29 do	30 NY 10	do (M)	RUSSIA	NY 17 Dec	28 Dec (0230)	no mails from NY
2 Dec	3 B 14	do (M)	ATLAS	B 20 Dec	30 Dec (0400)	
6 do	7 NY 19	do (M)	JAVA	NY 24 Dec	2 Jan (0030)	see note 32
9 do	10 B 22	do (M)	PARTHIA	B 27 Dec	6 Jan (0400)	
13 do	14 NY 26	do (M)	CUBA	NY 31 Dec	10 Jan (0700)	no mails from NY

1874

16 do	17 B 1	Jan (M)	SAMARIA	B 3 Jan (3)	LP 16 Jan	
20 do	21 NY 4	do (M)	CALABRIA	NY 7 Jan*	LP 18 Jan	see note 33
23 do	24 B 6	do (M)	HECLA	B 10 Jan	20 Jan	
27 do	28 NY 10	do (M)	ALGERIA	NY 14 Jan*	24 Jan (0300)	
30 do	31 B 14	do (M)	OLYMPUS	B 17 Jan	29 Jan (0800)	
3 Jan	4 NY 14	do (M)	RUSSIA	NY 21 Jan	30 Jan	no mails from NY
6 do	7 B 18	do (M)	BATAVIA	B 24 Jan	3 Feb (0500)	
10 do	11 NY 23	do (M)	JAVA	NY 28 Jan*	7 Feb (0300)	
13 do	14 B 26	do (M)	PARTHIA	B 31 Jan	LP 12 Feb	
17 do	18 NY 29	do (M)	ABYSSINIA	NY 4 Feb	13 Feb (0900)	
20 do	21 B 2	Feb (M)	SAMARIA	B 7 Feb	17 Feb (2200)	
24 do	25 NY 5	do (M)	CALABRIA	NY 11 Feb*	20 Feb (1915)	
27 do	28 B 9	do (M)	HECLA	B 14 Feb	24 Feb (1000)	
31 do	1 Feb NY 13	do (M)	ALGERIA	NY 18 Feb*	LP 1 Mar	no mails from NY
3 Feb	4 B 16	do (M)	MARATHON	B 21 Feb	3 Mar (0800)	
7 do	8 NY 20	do (M)	RUSSIA	NY 25 Feb*	8 Mar (2200)	
10 do	11 B 24	do (M)	ATLAS	B 28 Feb	11 Mar (2300)	
14 do	15 NY 27	do (M)	CUBA	NY 4 Mar*	15 Mar (0100)	
17 do	18 B 2	Mar (M)	PARTHIA	B 7 Mar	LP 18 Mar	
21 do	22 NY 7	do (M)	ABYSSINIA	NY 11 Mar*	20 Mar (1400)	
24 do	25 B 9	do (M)	BATAVIA	B 14 Mar	24 Mar (0720)	
28 do	1 Mar NY 11	do (M)	CALABRIA	NY 18 Mar*	29 Mar	
3 Mar	4 B 14	do (M)	HECLA	B 21 Mar	LP 1 Apr	
7 do	8 NY 18	do (M)	ALGERIA	NY 25 Mar*	4 Apr (2300)	no mails from NY
10 do	11 B 21	do (M)	MARATHON	B 28 Mar	7 Apr (0145)	

31. C.L. Friend reports that ALGERIA carried out the Wednesday mails from New York. Not confirmed.

32. On arrival at Queenstown JAVA was reported as landing mails from New York. Not confirmed.

33. The Cunard packets carrying the United States mails to Queenstown and Liverpool now sailed from New York on Wednesdays.

(To be continued)

Review: Atlantic Mails. By J. C. Arnell with the editorial collaboration of K. S. Mackenzie. Published 1980 by the National Postal Museum, Ottawa, Canada. xii + 412 pages. Regular edition \$40.00 in Canadian funds (or equivalent) post-paid from National Postal Museum, 180 Wellington St., Ottawa, Ontario, Canada K1A 1C6; bank draft or international money order payable to the Receiver General for Canada. Deluxe edition—autographed, with slip case—\$60.00 Canadian.

Those of us who collect and study Canadian transatlantic mails have been awaiting with increasing impatience the appearance of Jack Arnell's long-promised work. The long wait has been worthwhile — we have been rewarded with a magnificent book.

Dr. Arnell is a distinguished postal historian and meticulous researcher who has been studying the transatlantic mails for many years. As a scientist employed by the Canadian government at Ottawa until his retirement in 1973 he had ready access to material in the Public Archives of Canada. The information in *Atlantic Mails* is largely based on previously unexplored original sources. The account begins with the introductory packet services of the late seventeenth and early

eighteenth centuries and continues with details of the establishment of permanent packet services to New York and the West Indies in 1755. Operation of the Falmouth-New York service, expansion of services to Canada after the British conquest, the Revolutionary War period, establishment of Halifax as a packet port, and the overland route from Halifax to Quebec are thoroughly discussed. The effects of the Napoleonic Wars and the War of 1812 on Falmouth packet services are subjects of another chapter. Growing competition from American sailing vessels and the consequent end of packet service to New York are discussed next.

Dr. Arnell continues with the profound changes wrought by the transatlantic steamship; the Cunard contract and its implementation; problems with the internal route between Halifax and Quebec; handling of mails; and development of closed mails via the United States. The next four chapters on the foundation of Canadian contract mail service; the emergence of the Allan Line; carriage of U.S. transatlantic mail by Allan Line steamers; markings employed on Allan Line vessels; expansion and adjustment of services; and internal arrangements for Canadian packet mail are the work of Kenneth S. Mackenzie, a researcher at the National Postal Museum.

Dr. Arnell devotes a chapter to the postal rates in effect in Great Britain, the United States, and British North America throughout the period covered and which were charged on mail between Great Britain and British North America. Another chapter describes and illustrates the handstamps used on B.N.A. transatlantic mail 1840-68.

Three sets of appendices — about 175 pages — crammed with valuable information, follow. Appendix One consists of lists of Falmouth packets active during the American Revolution; those captured; packets in service at Falmouth 1815-40; naval sloops converted to packet service 1823 and after. It also includes the text of several original documents: the 1792 U.S.-Canada postal convention; the 1845 closed mail "Wickliffe" agreement; instructions to packet commanders carrying mail; and extracts from the 1848 U.S.-G.B. postal treaty.

Appendix Two presents sailing tables as follows: Falmouth packets to North America 1795-1840; Cunard mail boat sailings to the United States 1827-40; Cunard transatlantic sailings to Boston 1840-67, to New York 1848-67; Canadian Steam Navigation Co. sailings 1853-4; Collins Line sailings to New York 1855; Allan Line sailings 1856-90; Inman/Allan Line sailings to Halifax 1868-78. Falmouth tables incorporate arrivals and departures at Bermuda where relevant. Cunard tables for Boston include intermediate stops at Halifax, as do New York tables for the brief period applicable (1848-50).

Twelve maps illustrating B.N.A. mail routes—sea and land—between 1764 and 1853 form Appendix Three. Notes on the text and sources, a bibliography, and an index complete the book.

Production values match the outstanding character of the material presented. Design, layout, printing, paper, and binding are very attractive and of excellent quality. Illustrations are generous—58 in color, chiefly covers, mainly from Jack Arnell's collection, 27 in black and white, and over 65 diagrams of postal markings. There are a few minor flaws—the color in some illustrations is slightly inexact and some typos have escaped detection. The captions for a few illustrations incorrectly analyze British ship letter charges involved, and there are some inaccuracies in the description of U.S.-Canada mail arrangements in 1849. These points are mentioned for the record only; they do not detract from the overall excellence of the book.

In the August issue, in discussing the Quarterman reprint of Frank Staff's *The Transatlantic Mail*, I stated that it, George Hargest's *Letter Post Communication*, and Alan Robertson's *Maritime Postal History of the British Isles* were the three essential references for transatlantic mails. Now the list must include a fourth title—*Atlantic Mails*. This volume is a necessity for all collectors and students of transatlantic mail, whether Canadian or U.S. *Atlantic Mails* will surely become an enduring classic for, as Leonard Hartmann stated to me in a letter, it is the "Canadian Hargest."

Susan M. McDonald

PHILATELIC BIBLIOPOLE

Authoritative Philatelic Literature

ATLANTIC MAILS

A History of the Mail Service Between Great Britain and Canada to 1889

by **Dr. John C. Arnell**

An exceptional work of value to every serious student of transatlantic mail.

1980, 412 pages, 58 colour illustrations, cloth \$40.00
deluxe, 1/4 leather \$75.00

A POSTAL HISTORY OF MISSISSIPPI

STAMPLESS PERIOD 1799-1860

by **Bruce C. Oakley, Jr.**

The long awaited second volume is now out and in stock.

1980, Vol 2, 673 pages, limited edition, cloth \$30.00
1967, Vol 1, 290 pages, limited edition of 300, cloth \$45.00

POSTAL MARKINGS

by **Harry M. Konwiser**

A reprint of Konwiser's "Postal Markings" columns from STAMPS

1980, 762 pages, cloth. A most productive source book. \$60.00

UNITED STATES CANCELLATIONS 1845-1869

by **Hubert C. Skinner and Amos Eno**

1980, 362 pages, 4,030 postal markings illustrated, cloth \$25.00
deluxe, 1/4 leather \$50.00

THE FIRST HUNDRED YEARS OF UNITED STATES TERRITORIAL POSTMARKS 1787-1887

by **Dr. Carroll Chase and Richard McP. Cabeen**

1980, reprint of 1950 book, 41 pages, cloth \$35.00

PAT PARAGRAPHS

We now believe the long awaited reprint will appear, please confirm your orders.
Original sets in stock from \$325.00 to \$550.00.

C.S.A. STAMPLESS COVER CATALOG

by **Benjamin Wishnietsky**

1980, 1st edition, 100 pages, card \$15.00

MALTA

The Postal History & Postage Stamps, 1576-1960

This long awaited volume from Robson Lowe is finally in stock.

1980, 427 pages, cloth \$65.00

(502) 451-0317

Leonard H. Hartmann

Post Office Box 21397

Louisville, Ky. 40221

THE COVER CORNER

SCOTT GALLAGHER, Editor

This is being written just after Midaphil in Kansas City where our Society had a meeting. The material donated so far to the "Stamp and Cover Repository and Analysis Program" has been photographed by Richard B. Graham, and the prints and slides were displayed and discussed in Kansas City. The original items will now be hand-delivered to the Philatelic Foundation in New York City during November where they will be available for study and comparison purposes. Some of the items will be written up and presented in the Cover Corner in future issues.

ANSWER TO PROBLEM COVERS IN ISSUE NO. 107

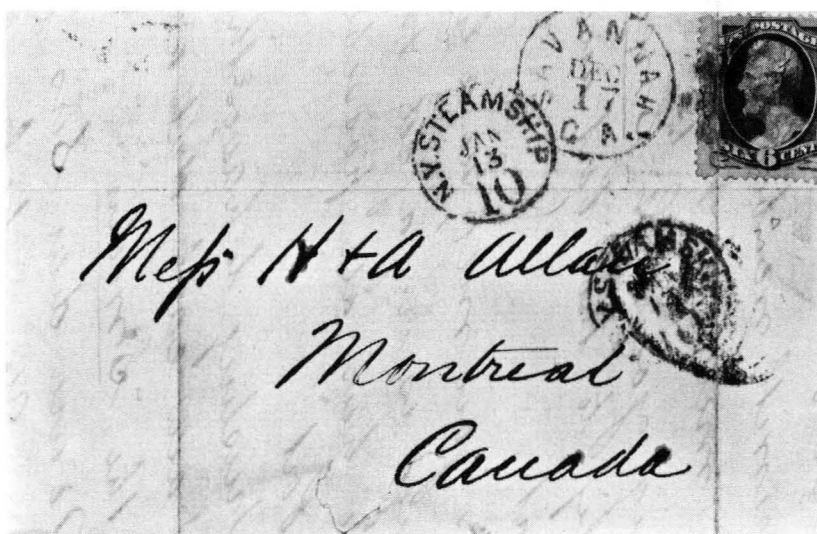


Figure 1. From Savannah to Montreal in 1871.

Figure 1 shows a folded letter sent to Canada in 1871. Our only answer, with which this Editor agrees, came from Editor-in-Chief Susan McDonald, who writes:

The 6¢ banknote cover from Savannah to Montreal, like many surprised travelers in recent months, made an unscheduled trip to Havana. Savannah was a terminus of the U.S.-Cuba mail service. This letter was missorted at the Savannah post office and by error put into the bag for Havana, where it received the familiar oval NA1 (partial strike center right) before the mistake was noticed. The letter was then returned not to Savannah, but in the Havana-New York bag. On arrival at New York this cover received the NEW YORK STEAMSHIP 10 postmark more or less automatically, since only 6¢ postage appeared. However, 6¢ was the correct rate to Canada in 1871, the penalty rate for unpaid letters being 10¢. I doubt the Allan Line paid any collect postage on this letter.

Figure 2 shows a tough problem cover, due to the four ratings. We received two answers, the first from Susan McDonald, who writes:

Regarding the cover to Chile, I did not succeed in finding the addressee, John S. Sewall, in the sources I have, but I did locate John Madigan in the 1847, 1851, and 1853 *Official Registers* as a passed midshipman (serving on the *Saratoga* in 1851 and 1853). By the rate charged I'd calculate the date of this cover about 1853-55. The rate to Chile was 48¢ in the period Oct. 1853 to Dec. 1856. Subsequent rates were 34¢ and 22¢. The "24" must represent credit to the British post office for its share of the rate. There appears to be a crossed-out ms. "25" left of PAID; this may be local Chilean

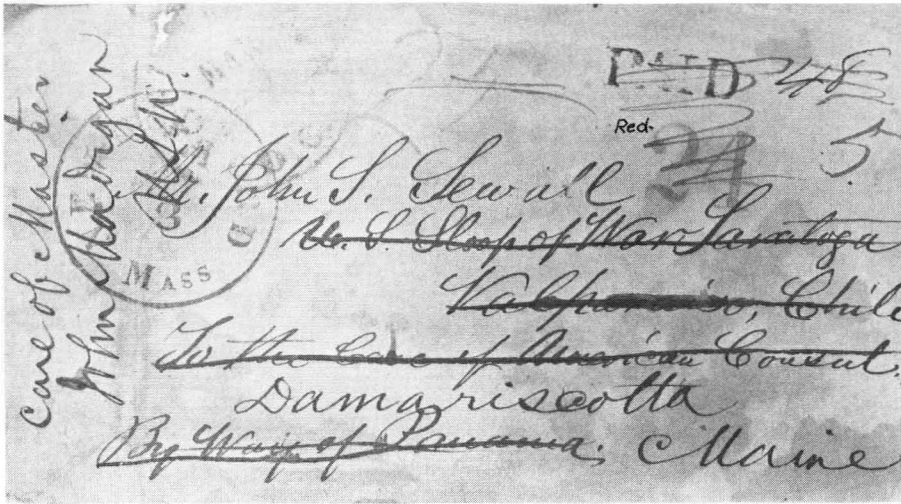


Figure 2. Cover to Sewall, aboard the U.S.S. "Saratoga", addressed to Chile.

postage in centavos (paid by the consul and crossed out). Sewall had evidently left Chile and the letter was readdressed to him in Maine, care of Madigan. It traveled back to the U.S. outside the mails, probably in the diplomatic pouch, and was remailed at Washington, D.C., rated in ms. "5" due as an unpaid letter. The 5¢ unpaid rate ended March 31, 1855, further limiting the possible date of use.

The other answer came from Richard B. Graham, whose comments are:

This cover represents a combination of usages seldom seen. Sent from New Bedford, Mass. (illegible date) to aboard the U.S.S. Sloop of War, *Saratoga*, in 1853 or 1854, it was taken to Panama by U.S. steamer and there turned over to the British postal system which conveyed it in one of their steamers traversing the west coast of South America to Valparaiso, Chile. Sent in care of the American consul there, the cover arrived too late to meet the *Saratoga*, then returning from the Orient to the U.S. Consequently, the consul sent the letter by diplomatic pouch to Washington, D.C., from where it was sent on to the addressee in Maine.

The earliest date the cover could have been sent is established by the rate of 48¢, which was effective Oct. 1, 1853, as stated in the 1853 PMG report (pp. 719-20; 752-53). Postage was 24¢ U.S., plus an equal share for the British, or a total of 48¢ with credit to Britain of 24¢ (red handstamp).

The addressee, John S. Sewall, had a short but highly interesting naval career and many other covers addressed to him may be found, some with the well known and popular New York Naval Lyceum forwarding marking. Sewall had just graduated from college when he joined the U.S.S. *Saratoga*, a sailing sloop of war with 22 guns, as Captain's Clerk—which is to say, the captain's private secretary, and all he then knew was that the *Saratoga* was slated for a four year cruise as a part of the U.S. Navy's East India Squadron lying in ports such as Hong Kong, Macao, Singapore, etc. The *Saratoga* left Hampton Roads in September of 1850, and returned to Boston in September of 1854, which thus establishes the latest year possible for our cover to be sent.

During Sewall's four year stint, which was his only naval service, he was aboard the *Saratoga* on both of her visits to Japan as part of the Perry Expedition. As Captain's Clerk, Sewall was ashore and witnessed much of the ceremony on both visits. Fifty years later, in 1903, he was one of three of the few surviving members of the expedition to again visit Japan and participate in ceremonies commemorating the first landing in 1853. In 1905, Sewall published a little book of reminiscences, *The Log Book of the Captain's Clerk*, from which much of the data given here has been culled.

PROBLEM COVERS FOR THIS ISSUE

Figures 3 and 4 show two "Due 1" marked covers, neither year dated. What is different about these seemingly similar covers? Will several readers please try to explain the rates?

Figure 5 shows an easy one, an attractive stampless cover from France to the U.S. It bears a London transit mark on the back. Why is the "48" crossed out, and what is the year of use?

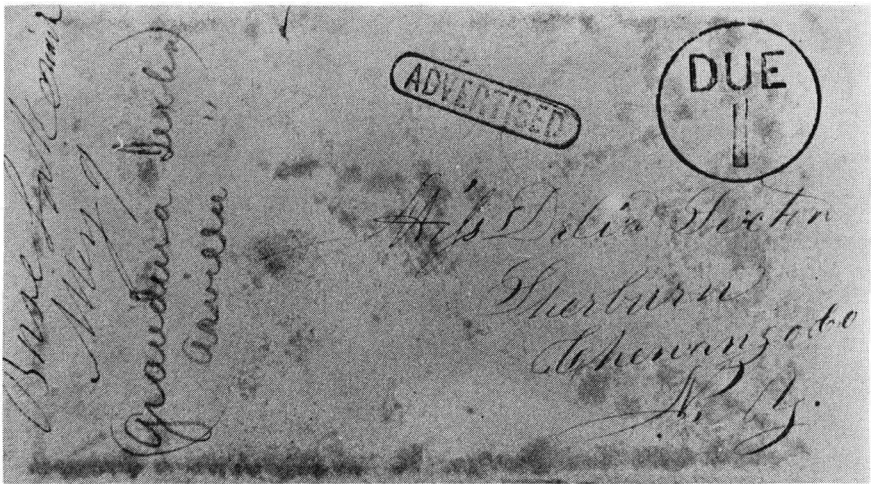


Figure 3. Stampless cover handstamped "ADVERTISED" and "DUE/1".

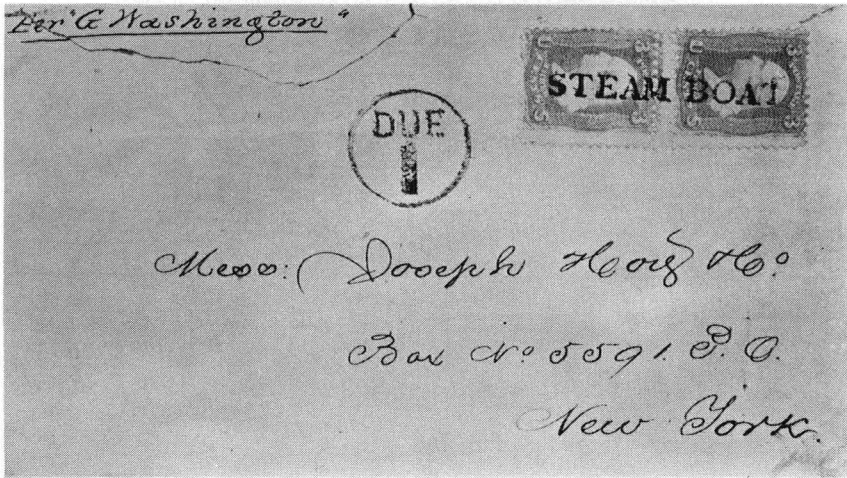


Figure 4. Vertical pair of 1861 3¢ cancelled "STEAM BOAT" on cover marked "DUE/1".

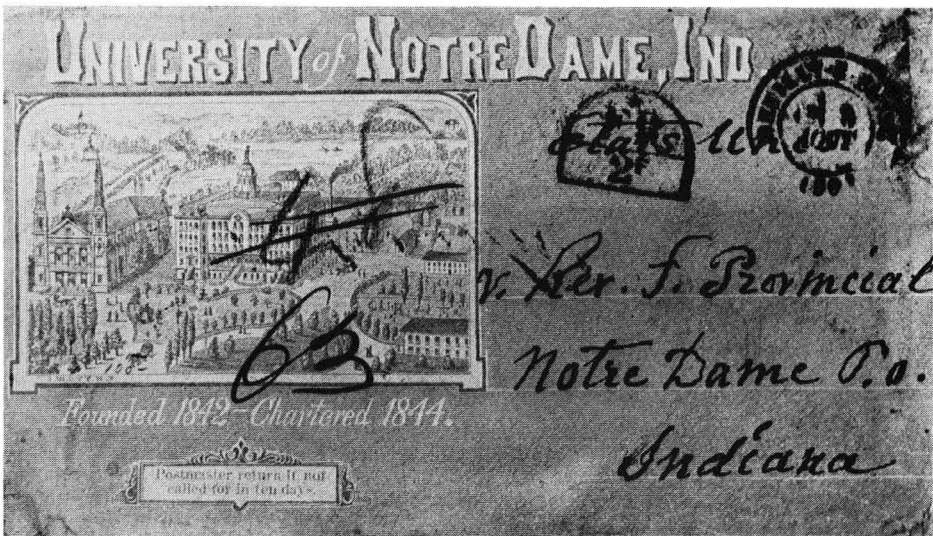


Figure 5. Stampless cover from France to Indiana.

POSTAL HISTORY AUCTIONS

I'll be happy to send a copy of my next catalog to any member of the USPCS on request.

And I can always use any U.S. covers for outright purchase or consignment to the auction. Sales held four times a year.

Henry M. Spelman III

P.O. Box 645

San Anselmo, CA 94960

U.S. COVERS

MY STOCK OF COVERS IS STRONG IN ALL PERIODS FROM STAMPLESS TO MODERN, ALABAMA TO WYOMING. WHAT WOULD YOU LIKE TO SEE? REFERENCES, PLEASE.

HENRY M. SPELMAN III

P. O. Box 645

San Anselmo, Ca. 94960

APS
USPCS
CSA

1847-1869 ISSUES

STAMPS, CANCELS,
COVERS

ALWAYS IN STOCK

WHEN AT STAMP SHOWS BE SURE TO VISIT MY BOOTH AND INSPECT AN OUTSTANDING ARRAY OF THESE CLASSICS.

ALSO REQUEST MY REGULAR AUCTION CATALOGS AS THESE ISSUES ARE USUALLY INCLUDED.

WILLIAM A. FOX
263 White Oak Ridge Road
Short Hills, N.J. 07078

Charter member of U.S.
Philatelic Classics Society

U.S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Required by 39 U.S.C. 3685)			
1. TITLE OF PUBLICATION The Chronicle of the U.S. Classic Postal Issues	2. PUBLICATION NO. A. NO. OF ISSUES PUBLISHED ANNUALLY 560680	3. DATE OF FILING Sept. 26, 1980	
4. FREQUENCY OF ISSUE Quarterly	5. ANNUAL SUBSCRIPTION PRICE \$75.00		
6. LOCATION OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code) (Not printer)			
2030 Olmsted Dr. N.W., Canton, Ohio 44708			
7. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS (Not printer)			
Robert R. Hagland, Secy., P.O. Box 1011, Falls Church, Va. 22041			
8. NAMES AND COMPLETE ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR			
PUBLISHER (Name and Address) U.S. Philatelic Classics Society, Inc., Suite 1100, 129 E. Market St., Indianapolis, Ind. 46204			
EDITOR (Name and Address) Susan M. McDonald, 2030 Olmsted Dr. N.W., Canton, Ohio 44708			
MANAGING EDITOR (Name and Address) None			
9. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given. If the publication is published by a nonprofit organization, its name and address must be stated.)			
NAME U.S. Philatelic Classics Society, Inc. ADDRESS Suite 1100, 129 E. Market St., Indianapolis, Ind. 46204			
10. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If none, so state)			
NAME None ADDRESS			
11. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 112.122, FIM): The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes (Check one)			
<input checked="" type="checkbox"/> HAVE NOT CHANGED DURING PRECEDING 12 MONTHS <input type="checkbox"/> HAVE CHANGED DURING PRECEDING 12 MONTHS (If changed, publisher must submit explanation of change with this statement.)			
12. EXTENT AND NATURE OF CIRCULATION	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE	
A. TOTAL NO. COPIES PRINTED (Net Press Run)	1350	1350	
B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES			
2. MAIL SUBSCRIPTIONS	1143	1172	
C. TOTAL PAID CIRCULATION (Sum of B1 and B2)	1143	1172	
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES	30	37	
E. TOTAL DISTRIBUTION (Sum of C and D)	1173	1209	
F. COPIES NOT DISTRIBUTED 1. OFFICE USE, LEFT OVER, UNACCOUNTED, SPOILED, ETC.	177	141	
2. RETURNS FROM NEWS AGENTS			
G. TOTAL (Sum of E, F1 and F2 - should equal net press run shown in A)	1350	1350	
11. I certify that the statements made by me above are correct and complete.			
		SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <i>Susan M. McDonald, editor</i>	
12. FOR COMPLETION BY PUBLISHERS MAILING AT THE REGULAR RATES (Section 112.121, Postal Service Manual)			
39 U.S.C. 3626 provides in pertinent part: "This person who would have been entitled to mail matter under former section 4359 of this title shall treat such matter as the same providing under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates."			
In accordance with the provisions of this section, I hereby request permission to mail the publication named in item 1 at the phased postage rates permitted authorized by 39 U.S.C. 3626.			
SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER <i>Robert R. Hagland, editor</i>			

HARMERS
New York

**DURING THE
1980-81 SEASON...**

Many fine Classic U.S. issues ...
some common, some scarce,
some unique ...
will be offered through the
HARMER Auctions.

Request catalogue application blank

HARMERS *of New York Inc.*

6 WEST 48TH STREET, NY 10036

Telephone: (212) 757-4460 (3 lines) Cable: Harmersale, New York

New York — San Francisco — London — Sydney

RECOGNIZED

Roger G. Weill

407

ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS