

February 1981 (No. 109)

THE CHRONICLE

The  
**Chronicle**  
of the U.S. Classic Postal Issues

February 1981    Volume 33, No. 1    Whole No. 109

# 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 realized over \$17 million during 1980.

*Robert A. Siegel*  
**AUCTIONS**

120 EAST 56 STREET  
NEW YORK, NY 10022

PHONE (212)-753-6421  
ESTABLISHED 51 YEARS



# AUCTIONS IN MARCH

- 4/5 (B'Mouth) British Empire, Europe & Overseas, Great Britain, General Collections.
- 6 (B'Mouth) **POSTAL HISTORY AUCTION** including a new find of solicitor's correspondence, a further section of Wreck covers, Indian military mail with strength in the Mutiny period and some attractive Russia/China combination covers.
- 10 (London) **GREAT BRITAIN**
- 24 (Basle) I Europe strong in Lichtenstein, Spain and Switzerland.
- 24 (Basle) II New Guinea G.R.I., N.W.P.I. and Papua.
- 25 (Basle) III The **Svend Yort** Denmark, Danish West Indies, Faroe Islands, Finland, Norwegian Missionary service in Madagascar, Swedish postal history.
- 26 (Basle) IV Italian States—Parma, Papal States, Tuscany specialised, etc.
- 27 (Basle) V Levant with Greek post offices in the Aegean and Near East, the **A.J. Sherman** Austrian post offices etc., Holy Land forerunners and the **Malcolm Burnett** Palestine, Israel complete to 1970.

Illustrated catalogues: Bournemouth \$3, London and P.H.A. \$6 each from Gordon H. Torrey, 5118 Duvall Drive, Washington D.C. 20016 or at \$4 and \$7 from:



## ROBSON LOWE LTD.,

a member of the Christies International Group  
50 PALL MALL, LONDON SW1Y 5JZ, ENGLAND



**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.**

**APS  
SPA**

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

**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

February 1981

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

Vol. 33, No. 1  
Whole No. 109

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

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

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

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. 1981



**Everything foreign,  
from every where.** If you think of Kaufmann  
only in terms of U.S. and Confederate States, you're overlooking  
the German, British Empire, Classic Japan, Nova Scotia, Balloon  
Posts, Scandinavia, and other foreign material that have sold in my  
auctions. Collectors and dealers send me most everything, from  
most everywhere. Mail the coupon to me today; I'll send you my  
next Foreign auction catalog. **Everything foreign,  
from every where.**

*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

Yes, send me a copy of your next Foreign auction catalog.

I collect \_\_\_\_\_

Name  
(Please print or type.) \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

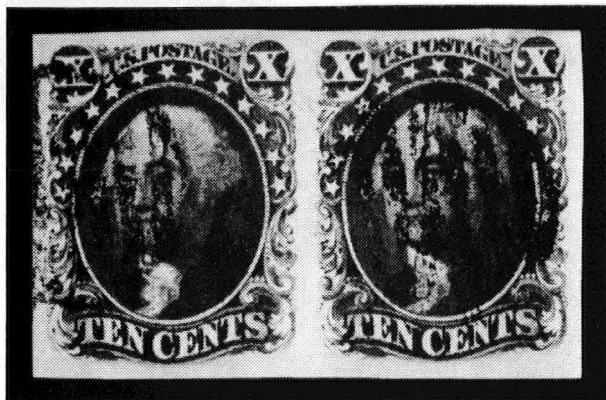
Zip \_\_\_\_\_



## IN THIS ISSUE

IN MEMORIAM—Sandford M. Arnold .....	7
THE EDITOR'S PAGE .....	7
GUEST PRIVILEGE	
Comments on the <i>Scott Specialized Catalog</i> : A Letter to the Editor, <i>by Calvet M. Hahn</i> .....	8
New York Postmaster's Provisionals on Sale July 14, 1845, <i>by Philip T. Wall</i> .....	9
Two Covers Bearing Unsigned Pairs of the New York Postmaster's Provisional, <i>by Philip T. Wall</i> .....	11
THE PRESTAMP AND STAMPLESS PERIOD	
Colonial Period; A Fort Chartres to Kaskaskia Trader Letter of 1770, <i>by Richard B. Graham</i> .....	14
Postpaid Withdrawn Ship Letters—Further Notes .....	17
THE 1847-51 PERIOD	
Domestic Postal Rates for the 1847 Issue Period: Part II, <i>by Duane B. Garrett</i> .....	20
THE 1851-61 PERIOD	
U.S. Postal Markings: 1851-1861 .....	24
For the Record: An 1855 EFO, <i>by Z. Seron, M.D.</i> .....	26
New York to Panama Ship Sailings, <i>by Stanley B. Ashbrook</i> (Continued from <i>Chronicle</i> 108:242) .....	26
THE 1861-69 PERIOD	
Earliest Known Use of 24¢ Red Lilac and Possible Earliest Known Use of 24¢ Brown Lilac, <i>by William K. Herzog</i> .....	42
The Early 3¢ Grill Shades, <i>by William K. Herzog</i> .....	43
Utah and Nevada—Some Territorial Uses of the 10¢ 1861 Issue, <i>by Kenneth D. Gilbert</i> .....	45
Pacific Coast to Across the Rocky Mountains .....	48
Review: Postal Laws and Regulations of the United States, 1852 .....	49
THE 1869 PERIOD	
The 10¢ Transpacific Rates: Part Five, <i>by Michael Laurence</i> .....	52
THE BANK NOTE PERIOD	
The Great Lake Michigan Bottle Express, <i>by Barbara J. Wallace</i> .....	56
THE FOREIGN MAILS	
Closed Mails from California to Great Britain 1849-1860, <i>by Walter Hubbard</i> .....	60
Corrigenda—Aachen Franco Markings on Prussian Closed Mail, <i>by Allan Radin</i> .....	61
Hamburg Packet Markings on Prussian Closed Mail, <i>by Allan Radin</i> ....	62
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> 108:282) .....	63
LITERATURE	
Review: United States Cancellations, 1845-1869 .....	69
Review: Texas Postal History Handbook .....	71

*We can find them. We can sell them.*



*May we help you buy or sell?*

**Catalog, including realizations for previous auction, 3 weeks before sale. Send name, address and \$2.00.**

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

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

MEMBER: ASDA • PTS • APS • IJPS • COLLECTORS CLUB (NY)



---

## In Memoriam

Sandford M. Arnold

---

The passing of Sandford M. (Sandy) Arnold in December leaves another void in the list of early members of this Society.

A generous and considerate collector, he was thoroughly knowledgeable in the area of the U.S. Classics, especially in the realm of the carriers and locals. He won many national and international awards and was a "regular" at most important meetings of stamp collectors here and abroad. His studies in St. Louis postal history resulted in a book that he with others published in 1956.

Sandy, who was 81 at the time of his death, was surely one of the best known and respected—one might also say beloved—philatelists of our day. Any listing of his memberships and honors would be long and recognized by the many who called him "friend" and who will miss him greatly.

Robert L. D. Davidson

---

### THE EDITOR'S PAGE

A thoughtful and provocative letter by Cal Hahn on Scott's *U.S. Specialized Catalog* policy starts off the guest section, where further articles in Phil Wall's series on the 5¢ N.Y. also appear. Other sections continue past features, including Bill Herzog's discussions on 1861 shades and grills; Panama and Cunard sailing lists; and Duane Garrett's account of 1847 domestic rates, this time showing some spectacular covers to and from California. Michael Laurence, concluding his discussion of the 10¢ transpacific rate, illustrates the restoration of a missing 2¢ 1869 to a Hioga cover—a philatelic miracle as remarkable as the reunion of the Pembina twins.

New subjects introduced include a colonial period letter from Fort Chartres described by Dick Graham; a 3¢ 1855 oddity presented by "Doc" Seron; and Ken Gilbert's analysis of some unusual territorial covers from Utah and Nevada. In the Bank Note section Barbara Wallace demonstrates an intriguing philatelic connection with Chicago social history. Allan Radin has contributed an account of an atypically marked PCM cover, as well as a corrected table of Aachen FRANCO markings. Walter Hubbard calls attention to some puzzling markings and practices associated with unpaid closed mails from California to Britain.

Because of time pressures and technical problems, the Cover Corner could not be included in this issue. Look for complete answers to the November problem covers in the May *Chronicle*.

**GUEST PRIVILEGE**

**COMMENTS ON THE SCOTT SPECIALIZED CATALOG:  
A LETTER TO THE EDITOR**

Jan. 2, 1981

Dear Susan,

Recent comments in *Chronicle* relative to Scott have aroused my innate curiosity, and as one of the 31 individuals listed in the *Specialized* as having helped, I feel an obligation to try and understand Scott policy and interpret it. Thus, I asked Scott and give below *my* understanding of the situation.

First it should be recognized that Scott is a business with bottom-line responsibility to generate a profit. Reforms and changes must fit within that criterion. Generally, *Chronicle* readers have been far better than the average collector in recognizing this as a limit.

Second, it would be appropriate for *Chronicle* readers to examine the comments on catalogs published by Edward Mueller (after talking them over with Herbert Bloch) in the *Mercury Stamp Journal*. Both famed experts, these men are perhaps the most knowledgeable ever to set down their thoughts on catalog reform. A very important series of articles on catalogs ran from February 1947 through February 1948 in the *MSJ*. I would also draw attention to such items as the one in February 1958, pg. 212 on shades. The entire run of the *MSJ*, however, is filled with information that will broaden the perspective of U.S. classic collectors although the publication is devoted almost exclusively to foreign stamps.

With these two preliminary observations out of the way, I'll focus on specific comments.

**Color:** Herzog finds the "elimination" of the black brown shade on #76 and #95 puzzling, because both are known. Actually, it has not been eliminated but rationalized in accord with the need to slim the catalog. The rationale is similar to that discussed in the *MSJ* for other stamps. Originally there were two listings, a brown shade and the black brown; additionally, there were tints of dark brown and pale brown. Today, the dark brown and black brown have been combined into a major subnumber on the belief that the black brown is a close value to the dark brown. It is possible the decision could have been reversed and the black brown made the subnumber and dark brown eliminated, however, it is the more common color. The pale was sufficiently different in value from the brown to stay as a tint although it could eventually be eliminated, in the slimming process.

In other words the dark brown is no longer recognized as a substantially different tint of brown but as a separate shade closely related to the black brown and more common so that it took the "a" number. For classic color specialists there will always be values and chroma that are not cataloged and the list will grow over the years.

**Price/Rarity Ratio:** Levi asks for the pricing rationale on the 1855-7 10¢ greens noting that prices don't follow plate rarity ratios. Despite the plate breakdown on II vs. III, it is the perception of the catalogers at Scott that more III's appear on the market than II's which accounts for the change Levi noted beginning in 1969. To change this perception a statistical study over a substantial time span would be needed to demonstrate that more II's than III's are on the market. It would have to separate these data for #15, 16 and #32, 33.

On the other hand, Levi has made a point on the Type I and IV ratio which will probably be adjusted in future editions. The perceptions of quantity that have prevailed to date may have been misleading due to the comparative rarity of the material and its infrequent sale.

*Papers:* Past questions have been raised about paper varieties such as the 3¢ 1869 on gray paper and the gray paper variety of the New York provisional. In the latter case, it is merely a question of convenience as to when a gray paper listing will be incorporated. The current massive computerization of the catalog has presented several problems in adjusting the Provisional listings. Both Phil Wall and I have been working with Scott to make changes. The principle of change here has been accepted.

In regard to the 3¢ 1869, the question is a more technical one, for paper stock differed by that date. The problem is what caused the gray paper variety? If it was truly a separate stock, a listing would probably be acceptable. However, as long as the possibility exists that the gray may have resulted from deterioration, *e.g.*, pollution in the printing paper warehouse or some other "changeling" cause, notice of the gray paper is unlikely to be made. Are there any paper chemists out there who can work with the 1869 Issue group on this?

*Renumbering Changes:* A number of proposals to rationalize by renumbering in the 1¢ blues of 1851-7 and the 3¢ 1851-7 issues have been made. Further, a proposal is afoot to expand the Confederate listings from 14 to 17, while Lynn Warm has noted that at least one Bureau Issue item apparently does not exist. Scott is extremely resistant to catalog changes that involve renumberings of items that have been in the catalog for years. Collectors and dealers have memorized the numbering system as it is and stocks are filed against Scott numbers so that renumbering involves substantial changes. The traumatic experience of the last major renumbering makes future renumberings except in minor areas or very recent material unlikely, particularly if the renumbering affects other numbers.

In this light, it might be possible to shift the definitions of #10, #11, #25, #26, #26a to more closely fit Tom Alexander's research, but to add a number in the series or to convert 26a into a whole number is outside the boundary of present possibilities.

A similar problem arises with the elimination of numbers that would require renumbering of subsequent items or leave gaps. For example, the August shades really belong in the back of the book. However, the gap created by eliminating major numbers 55-62 as well as the financial considerations of those who own examples and who would lose when value dropped to back of the book levels appears too formidable to be overcome at present.

I hope the above gives clues as to the approach needed and the likelihood of success of various proposals to change the catalog. The more realistic the proposed changes are in terms of cataloging imperatives the more likely the changes are to be made.

Calvet M. Hahn

## NEW YORK POSTMASTER'S PROVISIONALS ON SALE JULY 14, 1845

PHILIP T. WALL

In recent years the Scott *Specialized Catalogue of United States Stamps* has shown in various editions both July 14 and July 15, 1845, as the first day of sale of the 5¢ New York Provisional. The date has been changed from time to time as various bits of new information have been discovered. In the current (1980) edition the statement is made, "Earliest known use: July 15, 1845." To the best of my knowledge this statement is factually correct notwithstanding a story by Harry L. Lindquist that appeared in the November 30, 1940, issue of *Stamps*. Mr. Lindquist wrote about the discovery of a large lot of 1847 covers that had been acquired by Stephen C. Lyon of Providence, Rhode Island. Lyon had shown the lot to Lindquist who in turn had written the story of their find. The first sentence on page 294 of the above mentioned issue of *Stamps* reads as follows: "Mr. Lyon also had with him, although not a part of the same find, an interesting cover with a New York Postmaster Provisional dated July 14, 1845, the first day this stamp was placed on sale." Presumably Lindquist meant postmarked when he used the phrase "dated July 14, 1845."



In recent years I have contacted leading dealers in New Orleans, New York, Nyack, and other cities who were active in 1940, and none of them can recall such a cover's being discovered then or being exhibited or sold at auction in the past 40 years. It is possible that the cover in question could have been mailed in 1846 as the year date would not have been shown in the postmark and may not have been written in the date line of the letter itself.

On page 8 of the February 1978 *Chronicle* (Whole Number 97) I stated it is believed the first stamps were not placed on sale until Monday, July 14, 1845, and the earliest covers known to me are dated (postmarked) July 15, 1845. Recently information has been brought to my attention that shows the stamps were definitely on sale July 14, 1845, but the question as to when the stamps were first placed on sale is still not resolved.

Calvet M. Hahn of New York has sent me a copy of an article written by John K. Tiffany of St. Louis that appeared in the October 20, 1874, issue of *The American Journal of Philately* which Mr. Hahn recently discovered in some seldom used files in the library of the Collectors Club of New York. The Tiffany article is based on that writer's research of the July 1845 issues of the *New York Express*, a leading newspaper of the 1840s. He first discusses editorials dated July 7 and July 8 and then continues: "in the Express of the 14th of July, 1845 we have another editorial as follows:—" (reproduced as Figure 1).

POST-OFFICE STAMPS.—We would call the attention of merchants, and indeed all who pay postage, to the advertisement of the postmaster, who offers to sell stamps of the value of five cents each for the prepayment of letters. This is the cost of the postage under 300 miles. The stamps should be generally adopted as they will give additional facilities to business men, and save them time in making change. The postmaster will receive nothing for his trouble and his stamps, beyond the profit from *lost* stamps. The disposition of the postmaster to make the new system popular, merits the thanks of our citizens

Figure 1. Editorial from "New York Express," July 14, 1845.

Tiffany continues: "The advertisement referred to is as follows, in the same paper and date:—" (shown as Figure 2).

Post-office, New York, July 14th, 1845.

☞ The public is respectfully informed that the undersigned has caused to be prepared stamps for the prepayment of postage, made for five cents each, which will be sold in parcels of five and upwards. To prevent counterfeits, they will be sold only at this office and the branch office. The public may, therefore, be assured that any stamps which may be offered for sale at any place other than the two post-offices are spurious, and will not be considered as prepayment.

(Signed) ROBERT H. MORRIS, P. M.

[Evening papers please copy.]

Figure 2. Post Office notice dated July 14, 1845.

Tiffany goes on to write he has looked thoroughly through other New York papers of this date (presumably he means July 1845) and has found no other articles on this subject. Tiffany was a thorough student and was considered the leading authority on United States stamps until John Luff arrived on the philatelic scene just before the turn of the century. I see no reason to question the accuracy of the statements contained in his article.

It is well known that the first shipment of stamps was received by the New York Post Office on Saturday, July 12, but the time of their arrival that day is not known. While Saturday was a full work day for most people in the 1845-47 period, and the New York Post Office was then open for business 11 hours each Saturday and for a short while on Sundays, it has always seemed logical to me that Postmaster Morris would have waited until the first full business day of the following week—Monday the 14th of July—to place the stamps on sale. However, since no covers bearing 9X1 have been recorded as being postmarked July 14 (with the possible exception of the cover mentioned in the Lindquist article referred to earlier) and several covers are known postmarked July 15, it appeared that for some reason sale of the stamps had been delayed until Tuesday the 15th. Therefore I had previously stated in the *Chronicle* that July 15 should be considered the first day of issue and covers

postmarked that day are first day covers. Now I find I was mistaken when I wrote the earlier article.

We now know the stamps were definitely on sale July 14, but it is possible some were sold as early as July 12 or 13. The earliest known documented covers are postmarked July 15, but it is entirely possible there may be covers postmarked as early as July 12. If any readers have a 5¢ New York cover postmarked July 12, 13 or 14 (the year date will not show in the postmark) I urge them to try to ascertain if the use was 1845. If they have such a cover it is very rare, and I would like to know about it so that it may be written up in a future issue of the *Chronicle*.

## TWO COVERS BEARING UNSIGNED PAIRS OF THE NEW YORK POSTMASTER'S PROVISIONAL

PHILIP T. WALL

On page 153 of the August 1980 *Chronicle* (No. 107) I wrote ". . . there is no record of a 9Xld (without initials) cover having two or more stamps." As a result of this article, two such covers have recently been reported to me.

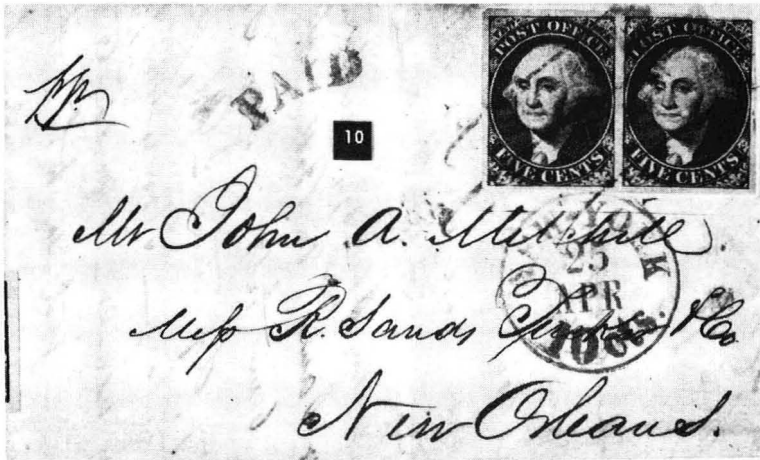


Figure A. Pair without initials used to New Orleans.

Leonard S. Sheriff of New York informs me that at the H. R. Harmer, Inc., sale held January 19, 1971, he purchased lot 1 (Figure A) which is a horizontal pair of 9Xld on cover addressed to New Orleans. The stamps are

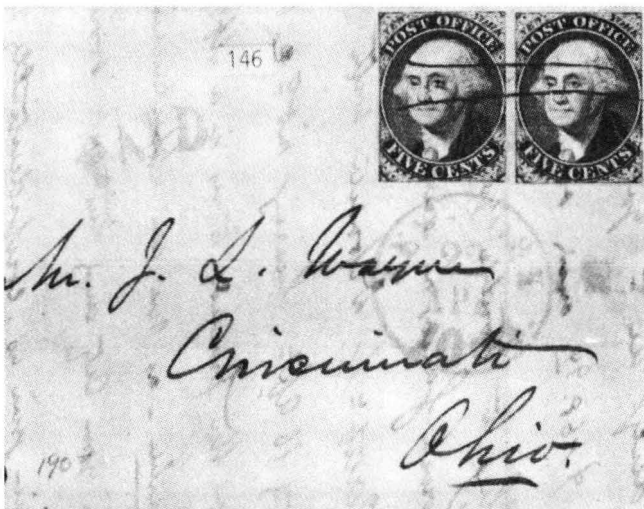


Figure B. Pair without initials on cover to Cincinnati.

from positions 32-33. Mr. Sheriff advises that the letter is undated and there is nothing in the contents of the correspondence to indicate the year of use. It is my guess this letter was mailed in 1846 since by April of 1847 most of the stamps on mail leaving New York were cancelled by square red grids.

Another Route Agent reports that lot 146 (Figure B) in the sale held by Ursula Philatelix Auctions, Inc., on November 21, 1980, was a second cover bearing a horizontal pair of 9Xld. This cover is from the well-known Wayne correspondence to Cincinnati and is postmarked April 22 (1846). At one time it was in the last U.S. collection formed by Sir Nicholas Waterhouse of England and was lot 10 when this collection was sold on June 27, 1955, by H. R. Harmer, Ltd.

I would appreciate my readers' advising me of any other covers that might exist bearing multiples of 9Xld.

**LIFE MEMBER # 6**

**WANTS 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**

**ALAN T. ATKINS**

<b>ASDA</b>		<b>WCS</b>
<b>APS - USPCS - SPA</b>		<b>CSA - USCC - APC</b>
<b>—OLD U.S. COVERS—</b>		<b>Phone: 513/831-6781</b>

**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”*



# PHILATELIC BIBLIPOLE

Authoritative Philatelic Literature

## TEXAS

- Texas Postal History Handbook by Charles Deaton  
1980, 245 pages, spiral bound, 178 page PO listing \$30.00
- Texas, the Drama of its Postal Past by Alex L. ter Braake  
1970, 298 pages, cloth \$45.00
- Post Office Papers of the Republic of Texas, 1836-1840 by Day  
1966-67, two volumes, each 239 pages, cloth, edition 500 \$25.00

## POSTAL LAWS AND REGULATIONS OF THE UNITED STATES OF AMERICA

Reprinted by Theron Wierenga in 1980, uniformly bound in blue cloth  
sewn signatures, edition of 300 sets.

- 1832 & 1843, 240 pages, cloth \$30.00
- 1847, 241 pages, cloth \$30.00
- 1852, 345 pages, cloth \$45.00
- 1857, 262 pages, cloth, also has list of PO \$40.00

The 1852 PL & R is a reprint of Horatio King's copy and contains about  
75 pages of newspaper clippings and a few notes added by King.

## UNITED STATES CANCELLATIONS 1845-1869

by Hubert C. Skinner and Amos Eno

- A fine work though unfortunately it only covers the cancellations and  
not the CDS. 1980, 362 pages, hard bound in sewn signatures
- |         |         |
|---------|---------|
| cloth   | \$25.00 |
| leather | \$50.00 |
| loose   | \$27.50 |

## CHRISTOPHER WEST, ie ELLIOTT PERRY

The series is now complete and though the subject is revenues the text  
is pure Elliott Perry and has brought back many fond memories of Elliott  
and Chrissy from the 1960's and early 1970's

- The Revenue Stamps of the United States  
1979, 112 pages text, 16 plates, cloth \$21.95
- United States Match and Medicine Stamps  
1980, 64 pages text, 64 plates, cloth \$24.95
- Private Die Match Stamps 1980, 272 pages, cloth \$44.95

## WHY PAY MORE AT AUCTION!

**We still have a few new copies at the original price.**

- The Postal History of Indiana by J. David Baker  
1976, two volumes, 1,100 pages plus microfiche, cloth bound \$75.00

## 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 |
|---------------------|---------|

(502) 451-0317

**Leonard H. Hartmann**

Post Office Box 21397

Louisville, Ky. 40221

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

**COLONIAL PERIOD; A FORT CHARTRES TO  
KASKASKIA TRADER LETTER OF 1770**

RICHARD B. GRAHAM

In United States postal history, there are very few areas from which a few covers are not known with dates preceding those sent under the auspices of an organized postal system. While these are not catalogueable as bearing known and recognized postmarks (and such letters will usually not carry any indication of any fees paid, except for those carried by express companies), they still have their points of interest and make an excellent exhibit as a forerunner to territorial collections.



Figure 1. Sketch map showing the French posts on the Mississippi in the midwest, which became British after the French and Indian War.

The French and Indian War was concluded by the Treaty of Paris of 1763, relinquishing the French possessions in Canada and, presumably, in the rest of North America, to the British. The treaty also awarded Louisiana to Spain.

The British promptly moved to assume control of those forts and posts in Canada and in the midwest of what is now the United States. However, the French apparently did not consider the treaty extended to concede their posts on the Mississippi and in the Illinois country, retaining Kaskaskia, Cahokia, and Fort Chartres in what is now Illinois, and Vincennes further east. These were not relinquished to the British until 1765, and even then the British did little to assume control of the conceded areas. In fact, they did not even bother to appoint English commandants for the former French posts in the west, retaining de Rocheblave, the former French commander of Kaskaskia in command there until he was finally "retired" by the capture of the post by George Rogers Clark of Virginia in 1778.

The disinterest of the British was illustrated by a ban on settlers' penetrating beyond the Allegheny Mountains prior to 1769. Since settlers were prohibited, no postal system was needed other than by the military, who furnished their own on a rather desultory basis. The major interest of the English in the area was by the Colonial Indian traders, who soon pre-empted the old French posts in the area. These posts, Kaskaskia (an Indian derived name), Cahokia, Vincennes, Prairie du Rocher (or "Rochiere"), and Fort Chartres had all been established by the French prior to 1730, as part of the French movement from Canada down the Mississippi to New Orleans.

Our sketch map, Figure 1, shows the approximate location of these posts on the Mississippi. Kaskaskia was a settlement established about 1700, with a fort built some years later; Fort Chartres was built in 1720 as part of a defense line built along the Mississippi by the French, and Cahokia was founded by French missionaries in 1699.

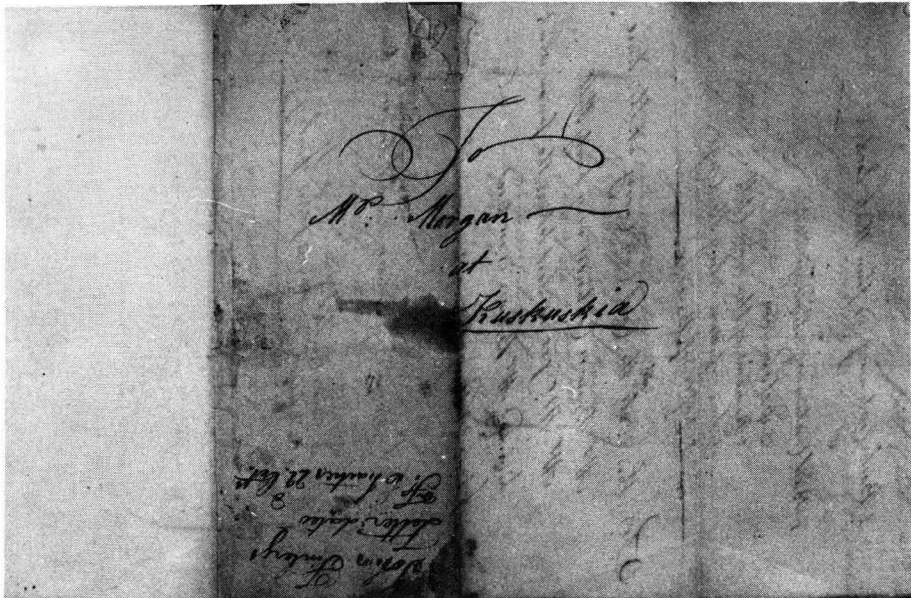


Figure 2. Cover of Trader Letter from Fort Chartres in 1770.

The cover illustrated with these notes is a trader letter, entirely in English, and sent from Fort Chartres to Kaskaskia in October 1770. The contents are also illustrated, consisting of trade goods probably intended to be sold to the French inhabitants of Kaskaskia rather than to trade to the Indians. The list of merchandise sent includes items such as "calping (scalping?) knives, cloth and clothing. The writer was one John Finley, as he signs himself, but we have been unable to learn (considering colonial period spelling of names not infallible) if this was the same John Finlay who explored into Kentucky before Daniel Boone.

Fort Chartres Oct 22<sup>th</sup>

Sundrys Good Sent by Mr Lark to Kaskaskia

- 2 Bails of blankets 2 1/2 pints for Mr. Vialt N: 1: 2
- 2 Bails of Rements of Damage Linen
- 2 Bails of Half thicks 6 pieces
- 1 Bail of English blanket
- 1 Bail Damage
- 1 Keeg Containing Sundry w<sup>ch</sup>:
  - 12 Down Cutting Knives
  - 6 Doz: Shewmakers Knives
  - 1 pair of Large Compasses
  - 1 Adz
  - 1 plastering trowel
  - 1 Broad ax
  - 12 Roundwoodlocks
- 1 Large Chest Containing Sundrys Vialt
  - 9 pieces of Calico
  - 5 Rements ditto
  - 2 Doz of Mens worsted Stockings
  - 2 Doz of mens mittens
  - 7 pair of ~~wool~~ worst Gloves
  - 10 pair of woolen Mittens with fingers
  - 6 pair of Children Stockings
  - 7 Cotton Caps
  - 2 puter Caffe pots
  - 5 pieces of handkerchief Linen
  - part of 2 pieces ditto
- 1 Bail Containing Sundrys Vialt
  - 1 Doz of fine wooling Stockings
  - 2 blankets 2 1/2 pints
  - 6 pieces of stripe Calmuckey
  - 1 piece of handkerchief
  - 3 Sudan's Coals 1 Rement of bed lace 1 piece of bagan

Figure 3. Content of cover of Figure 2; first page.

As was noted, communications such as this sometimes may be found to exist from a frontier post before regular mail service was established or needed. However, no Fort Chartres covers of U.S. vintage can exist, as the fort was abandoned in the 1770s.

A few other items have been seen from the Illinois country, including a few that crossed the river into what was Spanish territory before 1804. At least one of those shows some evidence of having been handled by an organized if unofficial mail service.

The area was totally cut off from the east coast, but a fair degree of trade and commercial traffic was maintained down the river and the settlements were far more refined, even by 1770, than many of the U.S. frontier towns of many years later.

In the years after the Revolution, the rapid settlement and statehood of

2 Bails Containing 50 plain Shirts Each —

1 Bail Containing Sundry viz  
 15 yd of Swanskin —  
 1 Rement of blue broad Cloth  
 1 Box of mens waling Stockings  
 1 paper of Boaxox

Sirs this is all the Cart Can Carry at this time  
 Mr Brown Continues very poorly Still  
 Mr McJee is Just taken the fever which  
 him and Mr Brown is in Bed

I have Nothing Strong to acquaint you w<sup>th</sup>

I am Sirs your very Humble Servant

I have no brown Cambllet  
 nor black Calmankey  
 nor toffeta

John Finley

Figure 3A. Content of cover of Figure 2; second page.

Kentucky and its trade down the Mississippi produced much of the motive for the purchase of Louisiana in 1804. The greatly detached trading and commercial outposts of the settlements on the Mississippi also probably were the reason for the rapid extension of the first mail system (1794) into the North West Territory to reach to the Mississippi by 1800 and into St. Louis by 1804.

More on the subject of mail service into Kaskaskia and the pioneer towns will appear in subsequent issues of the *Chronicle*.

**POSTPAID WITHDRAWN SHIP LETTERS—FURTHER NOTES**

Several readers questioned some of the ports listed in the article in *Chronicle* 106:86, in particular, Glasgow, Devenport (*recte* Devonport), Plymouth, and Ramsgate. These notes are intended to correct the record.

The original list was derived from an article by Stanley B. Ashbrook which



appeared in the Nov. 10, 1951, issue of *Stamps*. Ashbrook indicated that the ports named were based on records made by Alan W. Robertson and personally communicated to Ashbrook. However, when Robertson published his *Maritime Postal History of the British Isles* in 1956 (with later supplements to 1961), he did not include the four ports mentioned above. The assumption is that he was unable to verify the existence of handstamps from them. He did include Dartmouth, Poole, and St. Ives among ports from which Withdrawn Ship Letter markings are known.

The listing for Glasgow should be corrected to Port Glasgow; a cover with this marking appeared in a 1970 auction. Port Glasgow, near Greenock, is some 20 miles downriver from the city of Glasgow and was established because shallowness and difficulty of navigation made the Clyde inaccessible to ocean-going vessels. Not until the second half of the 19th century did gradual improvements enable large ships to reach Glasgow itself.

Charless Hahn has pointed out that Devonport did not appear in postal markings until 1825, being known as Plymouth Dock before then, so that no Withdrawn Ship Letter handstamp can exist from Devonport.

As Calvet M. Hahn states in his article in the *SPA Journal* for October 1980, two additional examples have turned up in a recent Robson Lowe find of correspondence to Madeira. These are Falmouth and Portsmouth. The current record of ports using the marking, as listed by Hahn, is as follows: Bristol, Dartmouth, Falmouth, Greenock, Liverpool, London, Margate, Poole, Port Glasgow, Portsmouth, Queensborough, and St. Ives. The last two are known only on piece (not postally used), not on cover.

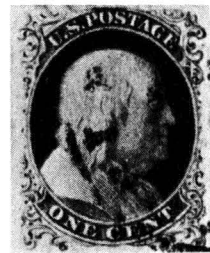
It should be noted that some illustrations in the philatelic press showing "PAYD" with "Y" in place of "I" are not substantiated by actual covers and are apparently the product of an overactive imagination.

Reports of covers with examples from Plymouth or Ramsgate or any port not on the current record would be appreciated.

Susan M. McDonald

*"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**





Telephone  
203 - 792-5374

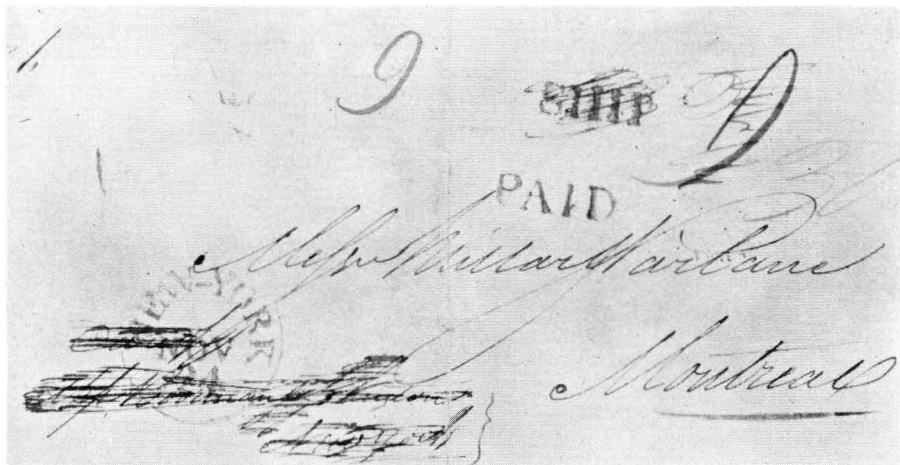


Richard C. Frajola  
Moody Lane  
Danbury Conn.

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.**



**50 PERCENT SURCHARGE RATES OF 1815-1816**

Folded letter datelined Liverpool August 30, 1815, addressed to Montreal in care of Boorman & Johnston, New York. By act of December 23, 1814, the 1799 postage rates were increased 50 percent to replenish the war-depleted U.S. Treasury. Effective February 1, 1815-March 30, 1816, a ship letter for delivery at port of entry was charged 9 cents (6 cents + 50%). On arrival at New York this letter received a "SHIP" handstamp and was correctly rated "9", which was paid by the forwarding agent and crossed out. It was then forwarded (notation on reverse), remailed NOV 24, paid "30", the correct rate from New York to the Canadian border (20 cents + 50% for 301-500 miles). Rated 9d Canadian postage due. A most unusual routing considering the postwar confusion.

At present I have on hand a large selection of these interesting and scarce rates. Postal history can be more than stamp deep.

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

**THE 1847-51 PERIOD**  
**CREIGHTON C. HART, Editor**

**DOMESTIC POSTAL RATES FOR THE 1847 ISSUE PERIOD: PART II**

**DUANE B. GARRETT, R. A. 1614**

This is the second of a three article series dealing with the basic domestic postal rates applicable to the United States 1847 issue. The first article, which appeared in the November 1980 *Chronicle*, dealt with the 5¢ and 10¢ rates and multiples thereof; this will examine the "California" rates and the third will cover the remaining rates such as those applicable to drop letters and way uses.

No chapter in the history of the 1847 issue is more exciting to me than the use of these stamps on correspondence with California. To a fourth generation San Franciscan and great grandson of one of the earliest California pioneers, such covers stir visions of gold rush steamers, mining camps, merchant princes and the Barbary Coast. Such fantasies aside, these "philatelic '49ers" possess more than sufficient glamour due to the great distance travelled and the high postage rates.

By the Act of March 3, 1847 (9 Stat. 200-202) ". . . letters to or from Astoria, or any other place on the Pacific coast, within the territory of the United States, shall pay forty cents postage" (per half-ounce). California did not become United States territory until it was ceded by Mexico under the Treaty of Guadalupe-Hidalgo of February 2, 1848 (proclaimed July 4, 1848). By the Act of August 14, 1848 (9 Stat. 320) the 40¢ per half-ounce rate was made applicable to letters to and from California and letters conveyed from one place to another within California were charged with 12½¢ postage.



**Figure 1.** Four 10¢ singles from New York, N.Y., to Stockton, California, October 10, 1850. The stamps are cancelled by the red seven-bar grid cancel. The matching red postmark is a New York "Ocean Mail" marking (Photo by Richard Wolfers, Inc.).

These high rates anticipated that these letters would in all probability be carried from the eastern half of the country via Panama to California by a U.S. steamship. In fact, the 40¢ rate could be viewed as a combination of the 10¢ "over 300 mile" domestic rate and the 30¢ "via Panama" rate (Act of March 3, 1847: 9 Stat. 200-202). Figure 1 is a typical example of the 40¢ half-ounce or less rate to California. It was paid by four 10¢ single stamps and travelled from New York City to Stockton, California, a central valley town virtually in the shadows of the gold fields. Of the ten recorded covers



Figure 2. Strip of five and strip of three of the 10¢ from New York, N.Y., to San Francisco, California. This cover bears the highest franking of any domestically used 1847 issue cover. (Photo by Richard Wolfers, Inc.).

to California bearing 1847 issue stamps, all but two are 40¢ rate covers paid by four 10¢ stamps.

Figure 2 is the gem of 1847 covers to California. This February 7, 1850, folded letter is franked with strips of five and three of the 10¢ paying the double 40¢ rate from New York City to San Francisco. The stamps are tied to the cover by a series of red "PAID" cancellations. The cover is addressed to the pioneer mercantile firm, Macondray & Co. Four 40¢ rate covers survive from this correspondence and a San Francisco street still bears the name of this firm. This is the only recorded example of the 80¢ rate and the highest franking on a domestically used cover bearing the 1847 issue. This cover now reposes in my collection, having once again made the long trek from New York City to San Francisco.

No 1847 issue stamps were sent to any California post office by the Post Office Department. Nevertheless, one 1847 cover is known to have originated

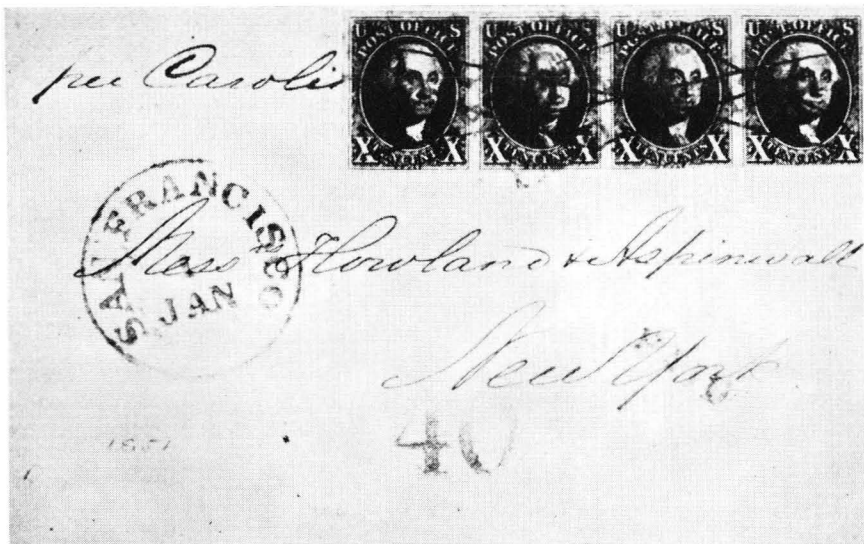


Figure 3. Strip of four of the 10¢ from San Francisco, California, to New York, N.Y. The stamps were cancelled by a red "PAID" cancel and a series of crossed manuscript lines. (Photo by Richard Wolfers, Inc.).

in California paying the 40¢ rate to the eastern United States. This January 1, 1851, cover is illustrated as Figure 3, a folded letter from San Francisco to the famous firm of Howland & Aspinwall in New York City. The supply of 10¢ stamps was undoubtedly carried or mailed to California either from the east or Panama where the U.S. Mail Agent had a supply of 10¢ stamps available.

One 5¢ cover is known to California that illustrates both the 40¢ rate (only partially paid by a 5¢ pair and treated erroneously as totally unpaid) and the 12½¢ intra-California rate (charged as a "forwarding fee" from Culloma in the gold fields to San Francisco). This cover, which originated in New York City, was lot 23 in Robert A. Siegel, Inc.'s 1979 "Rarity Sale" held on April 4, 1979.

A cover from Montreal, August 14, 1850, to San Francisco, California, and bearing two pairs of the 5¢, was sold as lot 1 in the J. N. Sissons (Toronto) sale of August 9, 1972.

For the record, the Seybold Collection once contained a 5¢ cover with eight stamps, including a block of six that was recorded as originating in California. I have been informed by several knowledgeable specialists that the stamps were removed from this cover many decades ago. If this is so it is as heart-breaking for philately as any '49ers' tale of woe.

#### CLEVELAND MEETING PLAN TO ATTEND

U.S.P.C.S. annual meeting during Garfield-Perry March Party March 13-15. It will be held at 10:30 a.m., Saturday, March 12, at Masonic Temple, 3615 Euclid Ave., Liz Pope will speak on Memphis postal history. Details from Bob Toth at (216) 237-6977.

## 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

### **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)

# BUYER OR SELLER SELECT THE PUBLIC AUCTION



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

... No charge  
for executing  
bids.

## Schiff Auctions Feature:

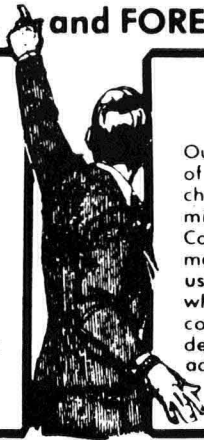
- Singles & Blocks
- Coils & Booklets
- Plate Blocks
- Postal History
- Major Errors
- Freaks & Varieties
- First Day Covers
- Wholesale lots
- Collections

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

### BUYERS:

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).

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



### 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., Ridgefield Park, N.J. 07660 Tele. (201) 641-5566, from N.Y.C. 662-2777

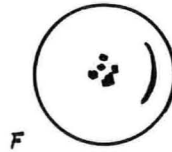
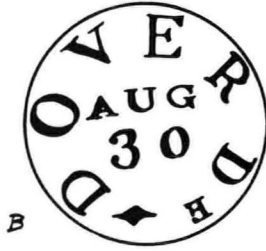
**THE 1851-61 PERIOD**  
**THOMAS J. ALEXANDER, Editor**  
**DAVID T. BEALS III, Assoc. Editor**

**U. S. POSTAL MARKINGS: 1851-1861**

<i>Wording</i>	<i>Tracing Number</i>	<i>Types</i>	<i>Shape &amp; Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
<b>Straight Line, Oval &amp; Fancy Townmarks</b>					
<b>Kentucky</b>					
CLOVERPORT. KY/msD	78		b-sl-52x19	9	E. C. Hyers. Reduce rarity number.
<b>Massachusetts</b>					
Pelham, Mass.	A		sl (curved) - 30x3	9	E. C. Hyers
<b>Unusual Circular Townmarks</b>					
<b>Delaware</b>					
DOVER DE/D	B	K1, 3	32	—	R. L. D. Davidson; blue.
<b>Florida</b>					
WOODSTOCK MILLS/ msD/E.FLORA	45	K12	27	9	E. C. Hyers, Better tracing than <i>USPM</i> .
<b>New York</b>					
EAST.WARSAW./ D/Yr/N.Y.	C	K18	32	10*	C. M. Hahn
ROOT/D/NY	D	K3	36½	—	E. C. Hyers
INDUSTRY/ msD/TEXAS		K2	31	—	E. C. Hyers
<b>Vermont</b>					
W.CHARLESTON/ msD/VT	357	K1, 3, 7	34	5	E. C. Hyers. Better tracing than <i>USPM</i> .
<b>Year Dated Townmarks</b>					
<b>1857</b>					
ADDISON/D/Yr./N.Y.	E		c-30½	—	C. M. Hahn
EAST. WARSAW./ D/Yr/N.Y.	C		c-32	10*	C. M. Hahn
<b>Obliterators Without Numerals or Lettering</b>					
<b>Alabama</b>					
Selma	F		L10-18½	—	M. C. O'Reilly
<b>Delaware</b>					
Odessa	G		L24-20	—	R. L. D. Davidson. Blue.
<b>Kentucky</b>					
Owensboro	H		L7-16	—	E. C. Hyers
<b>Maine</b>					
Presque Isle	I		L11-23	—	T. J. Alexander
<b>Ohio</b>					
Jefferson	J		L7-19	—	E. C. Hyers. Blue.
<b>New York</b>					
Olean	K		L7-18	—	E. C. Hyers
Wilson's	L		L14-18	—	E. C. Hyers
Cuttingsville			L9-17	—	E. C. Hyers
<b>Railroad Station Agents</b>					
<b>Winchester &amp; Potomac R. R.</b>					
W.&P.R.R./D/ STEPHENSONS.	M		o-34½x26	8	C. L. Towle
W.&P.R.R./D/ SUMMIT POINT.	N		o-34½x26	8	C. L. Towle
W.&P.R.R./D/ WADESVILLE	O		o-34x26	10	E. C. Hyers
<b>Advertised</b>					
Adv'd	P		sl-19x5	—	W. O. Bilden. Nevada City, Cal.Red.



*Gabri*  
Pelham, Mass.  
A



Adv'd P



GORRISEN BROTHERS/ NEW ORLEANS

Steamboat Mail Forwarding Agents

Q o-45x13 — W. H. Semsrott. Listed in USPM without tracing or dimensions.

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

## FOR THE RECORD: AN 1855 EFO

Z. SERON, M.D.

Illustrated primarily for specialists in the early U.S. classics, an 1851 3¢ Type I imperforate *Scott's* # 11, is shown tied to a folded notice of a note default from a notary public in Hartford, Conn. The letter is dated "Nov 2" (1855).

When the clerk in the notary's office cut the stamp from its imperforate sheet, he very neatly and accurately cut off the top panel, "U.S.POSTAGE", but left the same panel from the adjoining bottom stamp intact. So now we show # 11, with *two* panels at the bottom, and none at top!



Cover from Hartford in 1855 with 3¢ 1851 oddity.

The folded note is addressed to Middletown, Conn. The stamp is cancelled by a fuzzy "HARTFORD, CT." townmark. On one of the flaps of the note is an endorsement of the amount and date; there are no other markings. The stamp defies my ability to plate its position or identify the plating. Both panels at the bottom are completely intact, clearly defining it as Type I. Comments are invited by the author at 3553 N. Orchard St., Fresno, Cal. 93726.

### NEW YORK TO PANAMA SHIP SAILINGS

STANLEY B. ASHBROOK

(Continued from *Chronicle* 108:242)

N.Y. *Herald*, Dec. 12, 1849. FOR SAN FRANCISCO, per A-1 Ship *Venice*, having immediate despatch. F. & D. Fowler, 86 West St.

N.Y. *Herald*, Dec. 20, 1849. FOR SAN FRANCISCO, per ship *Vandalia* having immediate despatch. F. & D. Fowler, 86 West St.

### New York to Chagres Mail Ship Sailings—1850

N.Y. *Herald*, Dec. 19th, 1849. FOR KINGSTON JAMAICA, per S.S. *Empire City* on Wed. Jan. 2nd, 1850, with stop at Port Royal in Jamaica on her passage to Chagres to land passengers. J. Howard & Son, 34 B'way.

ONLY DIRECT LINE FOR SAN FRANCISCO VIA CHAGRES. N.Y. *Herald*, Dec. 14, 1849, U.S.M.S.S. Co., Departure date—Jan. 2, 1850—S.S. *Empire City* for Chagres with U.S. Mails, connecting with Pac. Steamer of Feb. 1st.

N.Y. *Herald*, Jan. 8, 1850. NOTICE: Shippers per Steamer *Carolina* will please send in their bills of lading at the office of P.M.S.S. Co. before 10:30 o'clock this morning, otherwise the ship will be cleared without regard to them. 54 South St.

N.Y. *Herald*, Jan. 10, 1850. Lount & Co.'s Calif. Express. From all the principal cities in the U.S. to S.F., Sacramento City, Stockton, and all parts of the gold mines by every steamer, in charge of a special messenger. Refer to Messrs. Howland & Chase, Wilson & Slanson, Geo. McBride Esq., W. H. Howland Esq., W. C. Wetmore, Esq., New York. Ruggles Nourse & Mason, Esq., J. Kittridge & Co., J.J. Jarvis, Esq., S.H. Williams, Esq., Boston. Office at 88 B'way, cor. Wall St. Proprietors W.R. Lount of Charleston, Geo. W. Beach of New York, J.W. Wadleigh of S.F. and H.O. Adams of Boston.

N.Y. *Herald*, Dec. 20, 1849. Calif. through tickets at reduced rates. U.S.M.S.S. *Ohio* on Jan. 12th, 3 P.M., connecting at Panama with S.S. *Isthmus* in Feb. M.O. Roberts, 118 West St.

FOR HAVANA, NEW ORLEANS & CHAGRES. U.S.M. S.S. *Ohio* to leave on Jan. 12th, 1850, 3 P.M., connecting with Jan. steamers from Panama. Passengers transferred at Havana to S.S. *Falcon*.

N.Y. *Herald*, Dec. 18, 1849. FOR SAN FRANCISCO VIA CHAGRES. S.S. *Cherokee* is the only steamer running direct to Chagres on 14th of Jan. 1850, 3 P.M., connecting with the U.S.P.M. steamers from Panama to S.F.

N.Y. *Herald*, Jan. 5, 1850. Calif. Express. The first monthly messenger of Gregory's Calif. Express, will leave in the Steamer *Cherokee* on the 14th of Jan. The undersigned who has just returned from the mines will take charge of, and personally deliver a limited number of small parcels or packages at S.F., Sacramento City and the mines and take payment therefor on delivery in Calif. Joseph W. Gregory, 69 Pearl St. N.B. The messengers by this Express will leave N.Y. on the 14th and S.F. on the 15th of each month.

(N.Y. *Herald*, Jan. 15, 1850 article torn) N.Y. *Herald*, Jan. 15, 1850. Notice to passengers by the S.S. *Cherokee* for Chagres. The *Cherokee* is unavoidably detained until Thurs. 17th inst. at 4 o'clock on account of some necessary repairs. Passengers holding tickets will receive payment of their board bills incurred during the detention by presenting the same at the Capt.'s office on board. Howland & Aspinwall, 54 & 55 South St.

N.Y. *Herald*, Jan. 15, 1850. The new and splendid S.S. *Georgia* for Calif. via Chagres. The U.S.M.S.S. Co. will despatch on the 28th of Jan. from the pier foot of Warren St., N.R., the new and spacious S.S. *Georgia* for Havana, New Orleans, Chagres, touching off the bar at Charleston & Savannah. The *Georgia* has double engines of 1000 horse power and the arrangements for passengers are such as cannot fail to give satisfaction. [Data on surgeon etc. eliminated]. Passengers for Calif. can procure through tickets to sail from Panama on the S.S. *Isthmus* at the following reduced prices. For freight or passage apply to M.O. Roberts 118 Wall St.

N.Y. *Herald*, Jan. 15, 1850. Calif.—Notice to shippers via the Isthmus of Panama. Shippers of goods destined for Calif. or the west coast, via the Isthmus and directed to Messrs. Zachrisson, Nelson & Co., of Panama or their agents at Chagres, are hereby notified that all charges for forwarding etc., have to be prepaid at New York to Ernest Zachrisson, 87 Wall St. cor. Water St.

N.Y. *Herald*, Feb. 6, 1850. Mails for Calif., N.Y. Post Office, Feb. 2, 1850—A mail will be made up at this office on the 7th inst., closing at 12 M; to be despatched by the Steamer *Empire City*. Postage on single letters to Chagres 20 cents; to Panama 30 cents, both of which must be prepaid. To Calif. 40 cents, which may be prepaid or not. Transient newspaper must be prepaid 3 cents each. Wm. V. Brady, P.M.

N.Y. *Herald*, Feb. 7, 1850. Mails for Calif. Post Office N.Y., Feb. 2, 1850. A mail will be made up at this office on Thurs. 7th inst., closing at 2 P.M. to be despatched by the Steamer *Philadelphia*. [Postage as in previous notice.]

N.Y. *Herald*, Feb. 7, 1850. NEWS: The S.S. *Empire City* arrived at this port at half past 11 o'clock last night. She left Chagres at 5 o'clock P.M. Sat. January 26th, and reached Kingston, Jamaica on Tues. at 2 o'clock P.M. After taking her coals and stores, she sailed for N.Y. on the 30th ult., at about 2 o'clock P.M.

N.Y. *Herald*, Jan. 30th, 1850. For San Francisco, Via Rio Janeiro, Valparaiso & Panama, on Tuesday 5th Feb. The S.S. *New Orleans*, J.D. Woods, Com., 1100 tons burthen, will leave for S.F. direct via Rio Janeiro, Valparaiso & Panama from Pier #2, N.R., at one o'clock. Apply for freight or passage to J. Howard & Son, 34 B'way. [Data on accommodations & fare eliminated].

N.Y. *Herald*, Jan. 30, 1850. Only through ticket line for S.F., via Chagres, direct, and the U.S.M. steamers on the Pacific on Thurs. 7th Feb. Fare reduced. For Calif. via Chagres. The new splendid U.S.M. S.S. *Philadelphia*, 1,100 tons burthen, will leave for Chagres direct, from Pier #4, N.R., on Thurs. 7th Feb. at 3 o'clock, P.M. The *Philadelphia* and *Cherokee* are the only steamers running direct to Chagres in connection with the U.S.P.M. steamers from Panama to S.F. Passengers by the *Philadelphia* will find comforts and accommodations unsurpassed by any other steamer and will be sure to connect with the U.S.M. Steamer of Mar. at Panama, and have preference over all others. For freight or passage, apply to M.O. Roberts, 118 West St. [Data on fare etc. eliminated].

N.Y. *Herald*, Jan. 30, 1850. For Calif. via Chagres. The new and splendid S.S. *Ohio*, Jas. F. Schenck, U.S.N. Comdr. The United States Mail Steamship Co. will despatch the *Ohio* on Wed., the 13th of Feb., at 3 o'clock P.M., from her pier foot of Warren St., N.R., for Havana, New Orleans & Chagres, touching off the bar at Charleston & Savannah. The super accommodations on the *Ohio* and her thoroughly tested double engines of 1,000 horse power, give passengers an assurance of safety and speed not to be felt on inferior vessels running with a single engine. An experienced surgeon is attached to the vessel. Through tickets to S.F. can be secured on application at office of Co. Rates of passage from N.Y. to Chagres; State room berth—\$100, Standee berth, \$80, Steerage—\$50, Rates, Panama to S.F.; State room—\$250,

Standee—\$150, Steerage—. Passengers to Chagres will board on shore during the coaling of the vessel at New Orleans, 3 days. Rates of passage Havana to New Orleans; State Room—\$70—\$75, Standee berth forward cabin—\$55.—\$60., Steerage & forward bed & Board—\$25.—\$25. Freight to Chagres must be prepaid and all bills of lading must be signed on board the ship. For freight or passage apply to M.O. Roberts, 118 West St.

N.Y. *Herald*, Feb. 1, 1850. The U.S.M.S.S. Co. Notice is hereby given to the stockholders of this Co., that an election will be held at the office of Messrs. Brown Bros. & Co., at 59 Wall St., in this city on the 12th of Feb., next, between the hours of 12 M and 2 P.M. for the purpose of choosing five directors of their company for one year, hereafter. The subscriptions for the stock of the above Co. not yet being completed, the books will remain open at the above place till the 12th inst.

N.Y. *Herald*, Feb. 13, 1850. The departure of the Steamer *Cherokee* will be unavoidably delayed until Sat. 16th inst., at 3 o'clock from her Pier 4, N.R. Passengers are requested to have their baggage on board the day previous. Howland & Aspinwall, 51 South St.

N.Y. *Herald*, Feb. 14, 1850. Letter Bags for S.F., by Steamer *Cherokee* will close at the office of the Atlas, 111 Nassau St., on Sat. next at 2 o'clock. A special messenger will leave the Atlas Office who will proceed immediately to S.F. by the *Tennessee* on the other side. Small parcels of ten pounds or under will be received as above. Letters to S.F. only 30 cents.

FOR CALIF., NEW ORLEANS & CHAGRES. N.Y. *Herald*, Feb. 14, 1850, U.S.M.S.S. Co., Departure date—Feb. 28, 1850, 3 P.M., S.S. *Falcon* for above ports.

N.Y. *Herald*, Mar. 9, 1850. NEWS: The U.S.M. Steamer *Georgia* has arrived from Chagres with 8 days later intelligence from that place and two weeks later intelligence from Calif. than that published in the N.Y. *Herald* yesterday. The *Georgia* sailed from her anchorage at Chagres on the 27th of Feb., at half past 4 P.M., and anchored in Havana in 3 days & 14 hrs. She was detained in Havana, 36 hours, coaling and left her anchorage at Havana on Mon. evening at 6 o'clock. She arrived at the bar of N.Y. last evening at 7 o'clock making her run in 96 hrs. The *Georgia* doubled Cape Hatteras in 60 hrs., after leaving Havana. The distance from Havana to Hatteras is one thousand and sixty miles. This is the most remarkable run on record, and but for the heavy N.W. gales which the ship encountered after passing Hatteras, she would have run to New York in 3 days & nine hours.

N.Y. *Herald*, Mar. 12, 1850. Calif. Mails—Post Office N.Y., Mar. 11th, 1850. The regular mail for Calif. will be made up at this office on Wed. the 13th inst., closing at 2 P.M. to be forwarded per U.S.M. Steamer *Georgia*. Wm. Brady, Postmaster.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Mar. 4, 1850, U.S.M.S.S. Co., Departure date—Mar. 13, 1850, 3 P.M., S.S. *Georgia* for Havana, New Orleans & Chagres via S.S. *Falcon* from Havana to New Orleans. The public are informed that the books for steerage tickets for the month of May are now open. From Panama to S.F. application should be made immediately. The undersigned will despatch the following steamers to run regularly and direct to S.F. The new and elegant S.S. *Isthmus*, *Republic*, *Antelope*, *Columbus*. Apply to M.O. Roberts, 118 West St.

N.Y. *Herald*, Feb. 28, 1850. Gregory's Calif. Express. Special messengers with through tickets to S.F. will leave for this express by the Steamers *Falcon* on 28th inst. and *Cherokee* 15th Mar. as usual, with small parcels, packages and messages for all parts of Calif. Delivered by proprietor in person. Jno. C. Thompson, 69 Pearl St.

N.Y. *Herald*, Feb. 26, 1850. Through Line for S.F. Via Chagres. The Steamer *Cherokee* will sail from Pier 4, N.R., for Chagres on Fri. Mar. 15, at 3 o'clock precisely. Passengers will place their baggage on board the day previous. For passage or freight apply to Howland & Aspinwall, 54 South St.

N.Y. *Herald*, Mar. 7, 1850. Empire City Line for S.F. Via Chagres. The new and splendid S.S. *Empire City*, 2,000 tons burthen, J.D. Wilson, Comdr. will sail from her Pier 2, N.R., for Chagres direct, on Mar. 15th at 3 o'clock. Apply to J. Howard & Son, 34 B'way.

N.Y. *Herald*, Mar. 13, 1850. Gregory's Calif. Express. Special messengers for this express will leave by the Steamers *Empire City* & *Cherokee* on the 15th inst., with packages, parcels & messages for all parts of Calif. John C. Thompson, 69 Pearl St.

N.Y. *Herald*, Mar. 17, 1850. Empire City Line—The books for through tickets to S.F. to leave per S.S. *Empire City* in May are now open. Early application is necessary to secure berths. For passage only. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Feb. 28, 1850. The S.S. *Philadelphia* will succeed the *Cherokee*, leaving on Sat. 23rd at 4 o'clock. Passengers will place their baggage on board the day previous. Apply to Howland & Aspinwall, 54 South St.

N.Y. *Herald*, Feb. 27, 1850. Through Line for S.F., Via Chagres. The new and favorite S.S. *Cherokee*, 1,300 tons, Capt. H. Windle, the *Philadelphia*, 1,100 tons, Capt. J.Y. Nicholson, form the only direct line between N.Y. and Chagres, and in connection with the U.S.M. Steam Packets in the Pacific, a semi-monthly line through to S.F. Reduced rates of fare to Chagres.

	<i>Cherokee</i>	<i>Philadelphia</i>
After saloon state room .....	\$125	\$125
Forward saloon D .....	100	100
Lower cabin .....	90	

All the above dine at same table and have privilege of the saloon. Freight to Chagres 70 cents per foot. Expenses on the Isthmus are borne by the passengers. For freight & passage apply to Howland & Aspinwall, 54 South St.

PAC. MAILS S.S. CO. The U.S.M. Steam Packets *Panama* 1,087 tons, Capt. David W. Barley; *Oregon* 1,099 tons, Capt. Carlisle P. Patterson; *California* 1,050 tons, Capt. Thomas A. Budd; *Tennessee* 1,300 tons, Capt. Geo. A. Cole; *Carolina* 600 tons; *Unicorn* 600 tons, are intended to form a semi-monthly line between Panama and ports in Calif. [Data on what passengers are furnished etc.] All passengers will be allowed space for personal baggage to the extent of 250 lbs., weight, not exceeding in measurements ten cubic feet. Packages should not exceed 125 lbs. weight for mule carriage. Passage from Panama to San Blas or Mazatlan; Cabin \$125., Steerage \$100.; San Diego, Cabin \$250., Steerage \$125.; San Francisco, Cabin \$300., Steerage \$100. Apply at office of Company, 54 South St.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Mar. 14, 1850, U.S.M.S.S. Co., Departure date—Mar. 28, 1850. S.S. *Ohio* for New Orleans via Havana. Passengers will be transferred at Havana to S.S. *Falcon* for Chagres, proceeding without delay. [This Ad concluded with the following:] The undersigned will despatch the following steamers to run regularly to S.F. The new S.S. *Isthmus*, S.S. *Antelope*, S.S. *Republic*, and S.S. *Columbus*. Apply to M.O. Roberts, 118 West St.

N.Y. *Herald*, Mar. 17, 1850. Through line for S.F. via Chagres direct. S.S. *Philadelphia* to sail on Mar. 28th, 4 P.M. precisely. Apply to Howland & Aspinwall, 54 South St.

N.Y. *Herald*, April 1, 1850. Gregory's Calif. Express to be despatched by Steamer *Ohio* 28th and *Crescent City* 1st of April. J. C. Thompson, Agents.

NEWS: The splendid S.S. *Crescent City* arrived yesterday afternoon from Chagres, whence she sailed on the 13th inst., at 4 P.M., and Kingston, Jamaica, whence she sailed on the 18th inst., at 2 P.M. The *Crescent City* made the run from New Orleans to Chagres in 6 days, and thence to Kingston in 2 days.

N.Y. *Herald*, Mar. 28, 1850. Empire City Line for S.F. Via Chagres, by S.S. *Crescent City*, to leave on Apr. 1st, 3 P.M., Pier 2, N.R., J. Howard & Son.

N.Y. *Herald*, Notice April 1, 1850. S.S. *Crescent City* will sail this afternoon at 3 o'clock precisely. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Apr. 14, 1850. Gregory's Calif. Express being conveyed by Steamers *Cherokee* & *Georgia* 13th and *Empire City* 15th inst. Jno. C. Thompson, 69 Pearl St.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Mar. 31, 1850, U.S.M.S.S. Co., Departure date—Apr. 13, 1850. S.S. *Georgia* for New Orleans & Havana, connecting with regular steamers of this company from Chagres.

N.Y. *Herald*, Apr. 5, 1850. S.S. *Cherokee* will leave for Chagres direct on Sat. April 15th at 3 o'clock. Apply Howland & Aspinwall, 54 So. St.

N.Y. *Herald*, Apr. 12, 1850, Empire City Line for S.F. direct Via Chagres per S.S. *Empire City* on the 15th of April, 3 o'clock. Apply for passage to J. Howard & Son, 34 B'way.

N.Y. *Herald*, Apr. 28, 1850. Gregory's Calif. Express by Steamer *Ohio* 27th Apr., *Crescent City* May 1st & *Philadelphia* May 4th. Apply at office, 69 Pearl St.

THROUGH LINE TO CALIF. VIA CHAGRES WITH U.S. MAIL. N.Y. *Herald*, Apr. 16, 1850, U.S.M.S.S. Co., Departure date—Apr. 27, 1850, 3 P.M., S.S. *Ohio* Via S.S. *Falcon* at Havana to Chagres.

N.Y. *Herald*, Apr. 10, 1850, FOR CALIF. A through ticket for Steamer *Crescent City* from N.Y. May 1st to connect with *Sarah Sands* to leave Panama about the 20th of May. Apply to No 5, Platt St.

N.Y. *Herald*, April 16, 1850. Empire City Line for S.F. Via Chagres by S.S. *Crescent City* to sail on May 1st, 3 P.M. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Apr. 17, 1850. Through Line for S.F. Via Chagres direct, per S.S. *Philadelphia* on May 4th, 4 P.M. Howland & Aspinwall, 54 South St.

N.Y. *Herald*, May 10, 1850. Gregory's Calif. Express by Steamers *Georgia* & *Cherokee* 13th of May and *Empire City* the 15th of May.

N.Y. *Herald*, May 1, 1850. Through Line to Calif. Via Chagres carrying the U.S. Mails. Mon. May 13th at 3 P.M. the S.S. *Georgia* will be despatched as above with the Gov't Mails for the West Indies and the Pacific. The books are now open for passage to Charleston, Savannah, Havana, New Orleans & Chagres, and for through tickets to S.F. [data on tickets, surgeon &

accommodations eliminated]. Passengers for New Orleans are transferred at Havana to S.S. *Falcon* and proceed to New Orleans from Havana [eliminated rates on freight etc.] M.O. Roberts, 118 West St.

N.Y. *Herald*, May 8, 1850. Through Line for S.F. Via Chagres direct, per S.S. *Cherokee* to sail for Chagres May 13th, 3 P.M. Howland & Aspinwall, 54 South St.

N.Y. *Herald*, May 3, 1850. Empire City Line for S.F. per S.S. *Empire City* to sail for Chagres May 15th 3 P.M. J. Howard & Son.

N.Y. *Herald*, May 10, 1850. Empire City Line for S.F. Via Chagres direct, per S.S. *Empire City* on or about the 20th of May, 3 P.M. J. Howard & Son, 34 B'way.

Gregory's Calif. Express to go by S.S. *Empire City* on 20th of May. Agent Thompson & Hitchcock.

Adams & Co's Package Express per Steamer *Empire City* for Chagres direct. 16 & 18 Wall St.

N.Y. *Herald*, May 21, 1850. Gregory's Calif. Express by Steamer *Empire City* on the 22nd inst. [This is obviously a change of sailing date from the 20th.]

N.Y. *Herald*, May 22, 1850. NOTICE: Gives sailing date positively as of this day for *Empire City*, at 3 P.M.

N.Y. *Herald*, May 11, 1850. NEWS: U.S.M.S.S. Co. The books of subscriptions to the Capital Stock of the U.S.M.S.S. Co., to the amount of one million five hundred thousand dollars, will be opened on Tues. the 15th day of May, at the Merchants Exchange Bank in the City of New York, and the two ensuing days from 12 o'clock M. to 2 P.M. George Law, Marshall O. Roberts, James Van Nostrand, Commissioner. New York May 3, 1850. [PLEASE NOTE: Although it said "Tues. May 15" this date actually falls on Wednesday, whereas Tuesday is the 14th of

May.]

Through Line to Calif. via Chagres carrying the U.S. Mails, N.Y. *Herald*, May 14, 1850, U.S.M.S.S. Co., Departure date—May 28, 1850, 3 P.M. S.S. *Ohio* via S.S. *Falcon* from Havana direct to Chagres.

Gregory's Calif. Express by each of the Steamers *Ohio* & *Crescent City* to sail on the 28th inst. and 1st of June respectively. Apply to Thompson & Hitchcock, Agents, 149 Pearl St.

[PLEASE NOTE. From May 20th to May 31st, all front sheets are torn off this paper, so you must make allowance for date discrepancies if any.]

N.Y. *Herald*, May 23, 1850. Empire City Line for S.F. via Chagres direct. Per S.S. *Crescent City* to sail from Pier 2, N.R., June 1st. Apply to Howard & Son, 34 B'way.

N.Y. *Herald*, May 31, 1850. NEWS: Calif. letters—Post Office, N.Y. May 30, 1850. The statement in several of the morning papers that letters for Calif. deposited in the Post Office would not be taken by the *Crescent City*, is entirely unauthorized. All letters deposited in this office marked to go per *Crescent City* will be forwarded by that steamer. The mail for that steamer will close at 2 P.M. on June 1st. Wm. V. Brady, Postmaster.

N.Y. *Herald*, June 11, 1850. Empire City Line lists on this same date the same steamer *Crescent City* to leave for Chagres direct, on same date of departure.

THROUGH LINE TO CALIF. VIA CHAGRES. N.Y. *Herald*, May 31, 1850., U.S.M.S.S. Co., Departure date—June 13, 1850, 3 P.M. S.S. *Georgia* with Gov't Mails via S.S. *Falcon* from Havana to New Orleans.

N.Y. *Herald*, May 23, 1850. Through Line for S.F. via Chagres by S.S. *Philadelphia* to leave Pier 4, N.R., June 13th, 3 P.M. Apply to Howland & Aspinwall, 54 & 55 South St.

N.Y. *Herald*, June 7th, 1850. REMOVAL NOTICE U.S.M.S.S. Co. (S.S. *Ohio*, *Georgia*, *Falcon*) have removed their office to cor. of Warren & West St. N.R. *Georgia* leaves for Chagres direct, June 13, at 3 P.M., foot of Warren St. M.O. Roberts. The N.Y. *Herald Tribune*, *Journal of Commerce*, *Courier*, *Enquirer* and *Express* please copy.

[Pages of N.Y. *Herald* June 10th and 12th are missing.]

N.Y. *Herald*, June 20, 1850. THROUGH LINE TO CALIF. The U.S.M.S.S. Co., between New York, Havana, New Orleans & Chagres touching off Charleston and Savannah to land and receive passengers and mails. Office at 177 West St., cor. Warren St. The S.S. *Ohio*, Capt. James Schenck, U.S.N., 3000 tons; *Georgia*, Capt. David Porter, U.S.N., 3000 tons; *Falcon*, Capt. H.J. Hartsteine, U.S.N., 1,000 tons. All vessels of this Co. have double engines and best construction and accommodations. The S.S. *Ohio* will sail on her regular day, Fri. June 28th, 3 P.M. from Pier foot of Warren St. The passengers by the *Ohio* to Chagres will be transferred at Havana to the *Falcon* and proceed direct from Havana to Chagres. Freight to New Orleans 25 cents per cubic foot. Specie to Havana half percent. For freight or passage apply to office, corner, West & Warren St. M.O. Roberts. [Eliminated data on rates and passage].



N.Y. *Herald*, June 11, 1850. FOR KINGSTON JAMAICA. The well known S.S. *Crescent City*, Capt. Charles Stoddard will leave for Kingston from her Pier 2 N.R., on Mon. July 1st, 3 P.M. J. Howard & Son, 34 B'way.

N.Y. *Herald*, June 19, 1850. (Wed.) THROUGH LINE FOR S.F. VIA CHAGRES. S.S. *Cherokee* will leave her Pier 4 N.R., for Chagres direct, on July 8th, 3 P.M. Passengers are requested to have baggage on board the Sat. previous.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, July 3, 1850. U.S.M.S.S. Co., Departure date—July 13, 1850, 3 P.M., S.S. *Georgia* with U.S. Mails, touching at Charleston, Savannah, Havana, New Orleans & Chagres, through passage to San Francisco.

Through Line for S.F., via Chagres direct. The splendid S.S. *Philadelphia* will leave July 13, 3 P.M. Howland & Aspinwall, 54 South St.

N.Y. *Herald*, July 16, 1850. For Calif. Via Chagres, on July 27th, 3 P.M. by U.S.M. S.S. *Ohio* with Gov't Mail, for West Indies and Calif. The books are now open and passage can be secured on application at office of U.S.M.S.S. Co., 177 West St. via S.S. *Falcon* from Havana to Chagres.

N.Y. *Herald*, July 28, 1850. Gregory's Calif. Express to go per *Crescent City*, August 1st. Thompson & Hitchcock, 149 Pearl St.

N.Y. *Herald*, July [30?], 1850. For S.F., via Chagres. On Aug. 1st per S.S. *Crescent City* succeeded by *Empire City* on Aug. 13th.

N.Y. *Herald*, Aug. 3, 1850. U.S.M.S.S. Co. Through passage to Calif. The public will be gratified to learn that the U.S.M.S.S. Co., are enabled to announce that their arrangements are now complete for sending passengers through from N.Y. to S.F. and back. In the first attempts of this Co., to meet the wants of travel to Calif. by providing ships on the Pacific, in connection with their ships from N.Y. to Chagres, they were prevailed upon at the urgent solicitation of the great number then desirous to go out to sell the tickets for through passage from Panama in advance for their ships then going round. This was done from a desire to accommodate those who could procure passages in no other quarter, and by which whatever might be the detention, they would reach S.F. sooner than by any other line. Unforeseen difficulties, and the prevalence of fever at Rio de Janeiro at the time, prevented their ships from reaching Panama as soon as was anticipated, and caused detention at the Isthmus, which was increased by the impatience of passengers in going forward, against the advice of the Co. at an earlier day than the ships could possibly reach Panama. These interruptions are now all removed. Three of the four ships of the Co. intended for the Pacific service; *Georgia*, Capt. Porter, U.S.N., *Ohio*, Capt. Schenck, U.S.N., *Falcon*, Capt. Hartstein, U.S.N. The connection between the two lines will be carefully and regularly kept up, so that no delay beyond the usual stay of the ship in port at Panama will arise. The large size, well known speed, and superior accommodations of their N.Y. and Chagres Line and the speed and accommodations of the ships of their Pacific Line, offer the most certain, rapid and pleasant through passage to Calif. The *Georgia* leaves Aug. 13th, 3 P.M. H. O. Roberts, cor. Warren & West St.

N.Y. *Herald*, July 14, 1850. Through Line for S.F. via Chagres direct, by S.S. *Cherokee* to sail on Aug. 13th. Howland & Aspinwall, 54 South St.

N.Y. *Herald*, July 25, 1850. Through Line for S.F., via Chagres direct. S.S. *Cherokee* will leave for Chagres on Aug. 13, 3 P.M., S.S. *Philadelphia* will succeed the *Cherokee* and sail Aug. 17th, 3 P.M. Howland & Aspinwall, 54 South St.

N.Y. *Herald*, Aug. 8, 1850. Special Express for Calif. E.B. Sutton & Co. 84 Wall St. will despatch a confidential messenger by the Steamer *Cherokee* on the 13th inst., with letters & packages for Chagres, Panama, S.F., Stockton & Sacramento City. By this conveyance, letters will be received one or two days in advance of the mail delivery. Terms reasonable. E.B. Sutton, 84 Wall St.

N.Y. *Herald*, Aug. 5, 1850. Empire City Line for Chagres direct, by splendid S.S. *Empire City* to leave for Chagres on Aug. 13th, 3 P.M. J. Howard & Son, 34 B'way. NOTE: The above boat is also listed to go to Kingston, Jamaica, leaving same date, by same line.

[PLEASE NOTE. Date of Aug. 16 was missing in New York *Herald*.]

N.Y. *Herald*, Aug. 19, 1850. CALIF. MAILS—CHANGE OF DAYS. Post Office, N.Y., Aug. 17, 1850. Notice is hereby given that the days of sailing of the U.S.M. steamers for Calif. are changed to the 11th and 26th of each month instead of the 13th and 28th. The next regular mail will be despatched per *Ohio* on the 26th of Aug. Wm. V. Brady, Postmaster.

N.Y. *Herald*, Aug. 15, 1850. U.S.M.S.S. Co. Change in the day of sailing to Mon. Aug. 26th at 3 P.M. from the pier at the foot of Warren St., of the U.S.M. S.S. *Ohio*, Jas. F. Schenck, U.S. Commander. The splendid S.S. will sail as above with the Gov't mails for the West Indies and Calif. The arrangements for the transportation of passengers to S.F. without delay on the Isthmus, being now complete, the Company are prepared to issue through tickets to

all classes at reduced rate of passage. The books for the *Ohio* on the 26th inst., are now open and tickets through can be obtained at following prices—[this data eliminated] Freight to New Orleans 25 cents per cubic foot [and more data on freight eliminated]. Apply at office, 177 West St., M.O. Roberts.

N.Y. *Herald*, Aug. 8, 1850. In consequence of stress of weather in the severe storm of July 16th, the departure of S.S. *Philadelphia* on her next voyage to Chagres will be delayed until Wed. Aug. 28th, 3 P.M. The S.S. *Carolina* will be detained at Panama until the arrival of her passengers at that place.

N.Y. *Herald*, Aug. 21, 1850. Through Line for S.F. via Chagres direct, and by the U.S.M. steamers on the Pacific. The splendid S.S. *Philadelphia*, Robt. H. Pearson, Com., will leave her dock, Pier #2, N.R., for Chagres direct, on Wed. Aug. 28th, at 3 o'clock. Passengers must have their baggage on board the day previous. Apply to Howland & Aspinwall, 54 South St.

N.Y. *Herald*, Aug. 20, 1850. For Calif. & Oregon. The fine new double engine S.S. *Columbia* will be despatched for S.F., Calif. & Astoria, Oregon on Mon. Sept. 2nd. P.M.S.S. Co., 54 South St.

N.Y. *Herald*, Aug. 8, 1850. The S.S. *Crescent City* will succeed the *Empire City* and leave on Mon. Sept. 2nd. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Aug. 14, 1850. Empire City Line—Through ticket to S.F., via Chagres, per S.S. *Crescent City* to leave for Chagres on Mon. Sept. 2nd, at 3 P.M. Apply to J. Howard & Son, 34 B'way.

N.Y. *Herald*, Aug. 26, 1850. Empire City Line—Through tickets to S.F. via Chagres. The splendid S.S. *Empire City* will leave her dock, Pier 2 N.R. for Chagres on Sept. 10th, 3 P.M. [data on fare etc. eliminated] J. Howard & Son, 34 B'way.

N.Y. *Herald*, Sept. 4, 1850. The U.S. & Calif. Express will despatch the next express for S.F. on Sept. 10, per Steamer *Empire City*, connecting with the *Northerner* from Panama, Sept. 25th. This is the only express company, between N.Y. & S.F. thoroughly organized on the Isthmus, having hotels, warehouses, at Chagres, Cruces, Gorgona & Panama, with their own boats on the river, thereby requiring no special messengers who generally retard rather than expedite goods, between Chagres & Panama. [directions about goods to be packed & custom house clearance etc. obtained free of charge.] H. B. Miller Co., 2 Wall St. Proprietors Harndens Express.

N.Y. *Herald*, Aug. 28, 1850. For Calif. via Chagres without detention at Panama. The U.S.M.S.S. Co. will despatch the splendid S.S. *Georgia* on Wed. Sept. 11th, at 3 o'clock P.M. from the pier foot of Warren St., N.R., with the Gov't. mails and passengers for S.F. and intermediate ports. The connection at Panama will be carefully kept up so as to prevent any detention beyond the usual stay in port. The books are now open and passage can be secured at following rates. [eliminated] To secure freight or passage apply at office of company, 177 West St. cor. of Warren, M.O. Roberts.

N.Y. *Herald*, Sept. 6, 1850. Through Line for S.F. by U.S.M. steamers on the Pacific. S.S. *Cherokee* to leave for Chagres Sept. 13th, 3 P.M. Howland & Aspinwall, 54 & 55 South St.

N.Y. *Herald*, Sept. 8, 1850. Through Line for S.F., via Chagres direct, and by the U.S.M. steamer on the Pacific. The splendid S.S. *Cherokee*, Windle, Com., will leave Pier 4, N.R., on Sept. 13th, 3 P.M. The *Cherokee* & *Philadelphia* are the only steamers running direct, to Chagres, in connection with the U.S.M. steamers from Panama to S.F. Passengers by the *Cherokee* will find comforts and accommodations unsurpassed by any other steamer and will be sure to connect with the favorite S.S. *Oregon* at Panama. Howland & Aspinwall, 54 South St.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Sept. 14, 1850., U.S.M.S.S. Co., Departure date—Sept. 26th, 1850, 3 P.M. S.S. *Ohio*, connecting at Panama with steamers to S.F.

N.Y. *Herald*, Sept. 12, 1850. Empire City Line—Through tickets for S.F. via Chagres, by S.S. *Crescent City* to sail on Sept. 28th. Apply to J. Howard & Son.

N.Y. *Herald*, Sept. 14, 1850. Through Line for S.F. Direct, and by the U.S.M. steamers on the Pacific, on Sat. Sept. 28th. The splendid S.S. *Philadelphia*, R.H. Pearson, Cmd., will leave her dock, Pier 4, N.R., for Chagres direct on Sept. 28th at 3 o'clock. The *Philadelphia* & *Cherokee* are the only steamers running direct to Chagres in connection with the U.S. Pacific Mail steamers from Panama, to S.F. Passengers by the *Philadelphia* will connect at Panama with the splendid S.S. *Tennessee*. Howland & Aspinwall, 54 South St.

N.Y. *Herald*, Sept. 25, 1850. Through Line for Calif. & Oregon via Chagres Direct. The new and favorite S.S. *Cherokee*, 1,300 tons, Capt. H. Windle, and *Philadelphia*, 1,100 tons, Capt. R.H. Pearson, form the direct line between N.Y. and Chagres, and in connection with the U.S.M. Steam Packets on the Pacific—a semi-monthly line through to S.F. and a monthly line through to Oregon. They leave N.Y. about the 13th & 28th of each month. [data on fares to Chagres etc. eliminated] Howland & Aspinwall, 54 South St.

P.M.S.S. Co. The U.S.M. Steam Packets: *Oregon* 1,099 tons, Capt. C.E. Patterson, *Panama* 1,087 tons Capt. D.G. Bailey, *California* 1050 tons, Capt. T.A. Budd, *Tennessee* 1300 tons, Capt. G.A. Cole, *Carolina* 600 tons, Capt. R.L. Whiting, *Unicorn* 600 tons, Capt. J.Y. Nicholson. From a semi-monthly line between Panama and ports in Calif. and a monthly between S.F. & Oregon. Passengers are furnished beddings, but not wines & liquors, etc. Passage from San Blas or Mazatlan; Cabin \$225., Steerage \$100. Passage from Panama to San Diego; Cabin \$250., Steerage \$125. Passage from Panama to S.F.; Cabin \$300., Steerage \$150. Apply 54 South St.

N.Y. *Herald*, Sept. 15, 1850. Gregory's Calif. Package Express per Steamer *Crescent City* on Sept. 28th.

N.Y. *Herald*, Oct. 1850. U.S. Mails for Calif. Post Office, N.Y., Oct. 9, 1850. The regular mail for Calif., Chagres, Panama, etc., per U.S.M. Steamer *Georgia* will be made up at this office on Fri. the 11th inst., closing at 2 P.M. Letters to Chagres 20 cents, to Panama 30 cents, both of which must be prepaid. Wm. Brady, Postmaster.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Sept. 28, 1850., U.S.M.S.S. Co., Departure date—Oct. 11, 1850, 3 P.M. S.S. *Georgia* with mails, connecting at Panama with Steamers to S.F.

THROUGH LINE FOR CALIF. & OREGON. N.Y. *Herald*, Oct. 2, 1850, U.S.M.S.S. Co. Departure date—Oct. 12, 1850, 3 P.M. S.S. *Cherokee*, connecting at Panama with regular mail packet of Nov., S.S. *California* for S.F.

N.Y. *Herald*, Oct. 1, 1850. Empire City Line. Through tickets to S.F., via Chagres by S.S. *Empire City* to leave on Oct. 12th. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Oct. 9, 1850. S.S. *Columbia* will be despatched for S.F., Calif. & Astoria, Oregon on Sat. Oct. 12th. Apply to P.M.S.S. Co., 54 South St.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Oct. 13, 1850, U.S.M.S.S. Co., Departure date—Oct. 26, 1850, 3 P.M. S.S. *Ohio* for Chagres.

N.Y. *Herald*, Oct. 16, 1850. Empire City Line through tickets to S.F., via Chagres direct, by S.S. *Crescent City* to leave Oct. 28th, 3 P.M. J. Howard & Son, 34 B'way.

N.Y. *Herald*, Nov. 1, 1850. P.M.S.S. Co. The public are informed that under the arrangements of this Co., steamers inspected and approved by the Navy Dept. and carrying the U.S. Mails will continue to leave Panama & S.F. on the first and 15th day of each month, unless detained by unavoidable accident or non-arrival of the mails at Panama. The steamers of the 1st of the month will touch at Acapulco, [up to here this part is identical with the very first ad, as of July 1, 1851 (?)], San Blas, Mazatlan, San Diego & Monterey. The steamers of the 15th of the month will touch at Acapulco, but at no other Mexican ports. The new S.S. *Columbia* will ply regularly, after her arrival in the Pacific, between S.F. and ports in Oregon, awaiting at the former port the arrival of mails and passengers from Panama, and returning without delay with mails and passengers for the following steamer from San Francisco. A regular line of propellers will be kept up for the transmission of freight and transient passengers between Panama & S.F. The connection in the Atlantic will be maintained by the steamships *Empire City*, leaving N.Y. on the 13th and *Cherokee* leaving N.Y. on the 28th of each month for Chagres. A third boat will also be kept in N.Y. as a spare steamer. The new S.S. *Caribbean* & *Philadelphia* will form a direct line between New Orleans & Chagres, leaving at such periods as will ensure as little detention as possible on the Isthmus and forming with the Pacific steamships a through line to and from New Orleans and ports in Mexico, Calif. & Oregon. Through tickets for any month can be secured on application to the Co., 54 So. St. N.Y. Applications for passage from New Orleans should be made to Armstrong, Laurason [?] & Co.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Oct. 27, 1850., U.S.M.S.S. Co., Departure date—Nov. 11, 1850, 3 P.M. S.S. *Georgia* for Chagres via S.S. *Pacific* from Havana to New Orleans.

N.Y. *Herald*, Oct. 30, 1850. Rates of Fare reduced. Empire City Line to S.F. via Chagres by S.S. *Empire City* on Nov. 13th, 3 P.M. J. Howard & Son, 34 B'way.

FOR CALIF. VIA CHAGRES. N.Y. *Herald*, Nov. 13, 1850., U.S.M.S.S. Co., Departure date—Nov. 26, 1850. S.S. *Ohio*, connecting with S.S. *Pacific* in Havana.

N.Y. *Herald*, Nov. 26th, 1850. Post Office Information. Mails for the U.S.M. Steamer *Ohio* will be made up at this office on Tues. 26th inst., closing at 2 P.M.

PLEASE NOTE: On Nov. 19th & Nov. 23rd, the Gregory's Calif. Express and the U.S. & Calif. Express Co., respectively list their goods to be shipped by S.S. *Cherokee* on Nov. 25th [not 28th] Both entries were correctly copied from the N.Y. *Herald*.

N.Y. *Herald*, Nov. 14, 1850. Fares reduced. Through Line for S.F., via Chagres direct, by the U.S.M. steamers on the Pacific. S.S. *Cherokee* to sail for Chagres Nov. 28, 3 P.M., connecting with S.S. *Tennessee*. Howland & Aspinwall.

N.Y. *Herald*, Dec. 5, 1850. Steamers *Georgia* on Dec. 11th and *Crescent City* on Dec. 13th, will connect from Panama with Mail Steamer Calif. for S.F., Jan. 1st.

**FOR CALIF. VIA CHAGRES.** N.Y. *Herald*, Nov. 29, 1850., U.S.M.S.S. Co., Departure date—Dec. 11, 1850, 3 P.M., S.S. *Georgia*.

N.Y. *Herald*, Nov. 27, 1850. Empire City Line connecting with the U.S.P.M. steamer at Panama. Through tickets to S.F. via Chagres, on Dec. 13th, 3 P.M., by S.S. *Crescent City*. J. Howard & Son, 34 B'way.

**FOR CALIF. VIA CHAGRES.** N.Y. *Herald*, Dec. 14, 1850, U.S.M.S.S. Co., Departure date—Dec. 26, 1850. S.S. *Ohio* via S.S. *Falcon* from Havana.

N.Y. *Herald*, Dec. 15, 1850. Through Line to California for Chagres direct via Havana. The U.S.M.S.S. Co. will despatch as above the splendid double engine S.S. *Falcon*, H.J. Hartstein, U.S. Com., on Thurs. Dec. 26th, at 3 o'clock P.M., from the pier foot of Warren St., N.R. Freight etc. Cabin \$100. Steerage \$50.—To Havana; Cabin \$90. Steerage \$25. The *Falcon* will connect with one of the Pacific steamers of this line and passengers having through tickets will not be delayed at Panama beyond the usual stay in port. Passage from Panama to S.F.; Cabin \$300. Steerage \$150. The *Falcon* has just been thoroughly overhauled. She is furnished with new boilers, and has a new saloon and state room deck. Her cabins are newly furnished throughout and her accommodations for passengers are now equal to those of any other steamer afloat. For freight or passage apply at office of Co., 177 West St. cor. Warren St., M.O. Roberts.

N.Y. *Herald*, ——— U.S.M.S.S. Co., Departure date—Dec. 28, 1850, 3 P.M. S.S. *Cherokee*, connecting at Panama with S.S. *California*, leaving on or about Jan. 15th, 1851.

NEWS: N.Y. *Herald*, Dec. 29, 1850—Norfolk, Dec. 26.

The S.S. *Ohio*, of N.Y., just anchored in this Harbor, on Wed. morning, our steam was up, anchors weighed and all the passengers consisting of more than 300 in number, anxious to start for N.Y., among them were ladies from New Orleans & Havana. The steamer had proceeded a few yards on her way when a violent jolt was felt over the whole vessel, as though striking against some heavy substance in the water. At once the engines were stopped, for an accident had occurred. Something had broken about the machinery and on examination it proved to be the bursting of a cylinder head of the starboard engine, which rendered it useless until repaired; it required several hours of cooling of water and metal before the extent of damage could be ascertained but when the exact state of affairs was known, it was pronounced impossible to repair the damaged engine before reaching N.Y. Capt. Schenck however after mature consultation determined to proceed to sea.

#### **Independent Ships to Chagres and Direct to San Francisco From New York**

N.Y. *Herald*, Feb. 1, 1850. Steamship from Panama for S.F., Calif. The new and substantial S.S. *West Point* built in N.Y. last year expressly for the Pacific trade, will leave Panama as above about the 5th of Mar. and can accommodate a few more cabin passengers who should leave N.Y. by the 13th inst. William L. Youle at E.K. Collins, 74 South St.

N.Y. *Herald*, Feb. 2, 1850 (Wed.) For Chagres or Porto Bello (12 miles below). The fine fast sailing coppered Bark *Ella*, 360 tons burthen, two years old will sail as above on Sat. or Mon. next. Apply, Pillsbury & Sanford, 39 South St.

N.Y. *Herald*, Feb. 28, 1850. Steamship *West Point* will leave Panama for S.F. about the 5th of April. Wm. L. Youle, 74 South St.

N.Y. *Herald*, Mar. 20, 1850. S.S. *West Point* from Panama to S.F., Calif. The above steamer will leave Panama about the 15th of Apr., expected to make passage in 15 days. Wm. Youle at E.K. Collins, 74 South St.

N.Y. *Herald*, Mar. 6, 1850. Passage from Panama to S.F. S.S. *New World*. Tickets for passage in the above ship which will leave Panama on the 1st of Apr. may be had on application at the office of Messrs. Moses Taylor & Co., 44 South St. The *New World* will accommodate a large number of passengers and from her great speed it is confidently believed will make the passage in from ten to twelve days. W.H. Brown.

N.Y. *Herald*, Mar. 9, 1850. For S.F., Calif. via Straits of Magellan & Panama, stopping at Rio Janeiro & Valparaiso. The new and elegant S.S. *Republic* will be dispatched as above on Thurs. Mar. 21st, at 3 o'clock P.M., from pier at the foot of Warren St., N.R., for the Pacific Ocean. Her accommodations are unsurpassed by any steamer afloat, having double oscillating engines of great power and super workmanship. Her burthen is 1,200 tons and expected to make the run in 70 days. Apply to M.O. Roberts, 118 West St.

N.Y. *Herald*, Mar. 10, 1850. [Change of sailing date] For San Francisco, Calif. via Straits of Magellan & Panama, stopping at Rio Janeiro & Valparaiso. S.S. *Republic* will be dispatched Mar. 25th, 3 P.M.

**CHANGE OF SAILING DATE FOR *Republic***—N.Y. *Herald*, Mar. 27, 1850. NOTICE: The sailing of the S.S. *Republic* for S.F. is postponed to Mon. next, April 1st.

N.Y. *Herald*, Apr. 11, 1850 (Thurs.) Notice to passengers S.S. *Republic* for Calif. They must

be on board on Sat. morning, 13th inst., by 11 o'clock. The *Republic* will sail at 12 o'clock precisely. M.O. Roberts.

N.Y. *Herald*, Mar. 10, 1850. For S.F., Calif. via the Straits of Magellan, touching at Rio Janeiro, Valparaiso & Panama. The superior fast sailing S.S. *General Warren* will be dispatched from N.Y. for the above ports on April 4th. The *General Warren* has 2 powerful engines and for strength of construction and sea going qualities is unsurpassed. She has 500 tons burthen. Passengers by this steamer will avoid the sickly months on the Isthmus and arrive at S.F. as early as by any through conveyance now obtainable. The *Commodore Preble* will succeed the *General Warren* and sail May 1st. Apply to Agents Dole & Co., 63 Front St.

N.Y. *Herald*, Mar. 31, 1850. Steamer *General Warren* to leave on April 10th for San Francisco.

CHANGE OF SAILING DATE—N.Y. *Herald*, Apr. 5, 1850. The sailing of the Steamer *General Warren* for S.F. is postponed till Sat. Apr. 13th. Dole & Co.

N.Y. *Herald*, Mar. 27, 1850. For San Francisco via Rio de Janeiro, Valparaiso & Panama. The splendid S.S. *Northerner*, 1,300 tons burthen, will leave for S.F. via Straits of Magellan on Thurs. Apr. 4th at 3 o'clock from Pier No. 2, N.R., Apply to J. Howard & Son, 34 B'way.

N.Y. *Herald*, Sept. 1, 1850. Panama to S.F. in the splendid S.S. *Northerner*. First cabin \$300., Second cabin (upper) \$200., second cabin (lower) same table as upper, \$150. Apply to J. Howard & Son, 34 B'way.

N.Y. *Herald*, Mar. 30, 1850. Tri-monthly Line for Calif. via Chagres, Wed. Apr. 10th, lying at Pier 9, E.R. The splendid coppered & copper fastened Clipper Bark *Bogota*, Thomas, Master, will positively sail as above on her regular day. The vessel has made one of the quickest passages to Chagres on record and having been a regular packet, hence to Carthagena, a neighboring port, Capt. Thomas has an advantageous experience for the passage. Passengers will do well to examine this vessel before determining to go otherwise. For freight or passage at reduced rates apply to Russel & Norton, 31 Old Slip Office of Chagres sailing packets or to Livingston, Wells & Co.'s Express., 10 Wall St. This is the only line that has despatched a succession of sailing vessels all of which are first class, fast sailors, and commanded by experienced men. In connection with this line, the subscribers are prepared to sell tickets for passage from Panama to S.F., per first class vessels, price of passage \$135. The splendid fast sailing Brig *Oceola* will succeed the *Bogota* and sail on the 20th April, her regular day.

N.Y. *Herald*, Aug. 10, 1850. S.F. & Mazatlan Steam Packet. The new elegant S.S. *Gold Hunter*, Capt. Couillard, will commence to run regularly, between San Francisco, Mazatlan and San Blas, touching at Monterey, San Pedro & San Diego, leaving S.F. Mon. of July next, arriving at Mazatlan & San Blas, regularly every 24 days from the date of her first arrival. The *Gold Hunter*, from her light draught, can go into the inner harbor of Mazatlan for the convenience of passengers & after they are landed will proceed to San Blas, remaining only a sufficient time for passengers to land and embark, and return to Mazatlan. This steamship is only 6 months old, has proved to be an excellent sea boat, in regards to speed and safety is equal to any steamer in the Pacific Ocean. She is insured at the lowest rates in the best offices in N.Y. The establishment of a steamship on this route will ensure to travelers who are about to leave the U.S. and Mexico for Calif. a safe regular & expeditious means of conveyance from the western coast. San Francisco May 30, 1850. Simmons, Hutchinson & Co. S.F. Mott, Talbot Co. Mazatlan.

N.Y. *Herald*, Apr. 12, 1850. Tri-monthly Line for Chagres and through to S.F. First vessel sails Sat. April 20th. Goes to the town with all her cargo. The splendid coppered & copper fastened Bark *Nacoocha* will sail as above on her regular day. Passengers are invited to examine this vessel before engaging to go otherwise. For freight or passage apply to Russel & Norton, 31 Old Slip.

CHANGE OF SAILING DATE for N.Y. *Herald*, Apr. 18. Bark *Nacoochee* [note different spelling this time, whereas before it was "Nacoocha"] to leave on Apr. 25th. In connection with this line first class sailing vessels will be despatched from Panama to S.F. and through tickets may be had on application at this office. [Data on rates eliminated.]

N.Y. *Herald*, Apr. 25, 1850. Through Line for Calif. via Chagres in Brig *John French*, to sail May 8th. Russell & Norton.

N.Y. *Herald*, May 9, 1850. For S.F., Benicia & Sacramento City, via Rio de Janeiro, Valparaiso & Panama. To leave Philadelphia in June. S.S. *Constitution* will sail as above. For freight or passage apply to Ward & Price, 40 Wall St. [Please note date of May 17th re same vessel].

N.Y. *Herald*, May 17, 1850. For S.F., Benicia & Sacramento City, via Rio de Janeiro, Valparaiso & Panama to clear early in June. The splendid S.S. *Constitution* will sail as above. Ward & Price, 40 Wall St. [As per notice of May 9th, N.Y. *Herald*—This vessel was to sail from Philadelphia, but on this date no mention from which port was made.]

N.Y. *Herald*, June 6th, 1850. NOTICE: Shippers of goods per *Constitution* for S.F. are requested to hand in their application in the course of the present week to Ward & Price, 40 Wall St. The *Constitution* will sail on the 15th inst.



N.Y. *Herald*, June 16, 1850. The S.S. *Constitution* is now loading at Philadelphia and will sail for San Francisco, Benicia & Sacramento City on Sat. 22nd inst. Goods destined for the *Constitution* will be sent to Phila. free of expense to the shippers and are requested to hand in their receipt of the Camden & Amboy R.R. and Transportation Co. on or before Wed. next the 19th.

**CHANGE OF SAILING DATE** for June 22, 1850. S.S. *Constitution* to sail on the 25th inst.

N.Y. *Herald*, Nov. 11, 1850. **TO CALIFORNIANS**—Important reduction in the price of passage from Panama to S.F. The new and splendid double engine S.S. *Constitution*, S. Biset, U.S.N. Cmd., will leave Panama for S.F. on the 15th of Dec., next, to meet the steamers of the 26th and 28th inst. The *Constitution* was built under the same superintendence as the *Caroline* and the *Union*, whose admirable accommodations and sailing qualities are well known. Apply to Ward & Price, 40 Wall St.

N.Y. *Herald*, Nov. 30, 1850. Steamer *Constitution* will leave from Panama about Dec. 20th, for S.F.

N.Y. to S.F., via Chagres. N.Y. *Herald*, May 15, 1850., Tri-monthly Line, Departure date—May 20th, 1850. (Mon.) Brig *Alfonzo*. [No other information given.]

N.Y. *Herald*, May 22, 1850. For S.F. per S.S. *General Zachary Taylor* to leave Peck Slip for above port on the 27th inst., via Grenada, Pernambuco, Rio Janeiro, Montevideo, Valparaiso & Panama. Apply to Jos. T. Martin, 37 South St.

N.Y. *Herald*, June 29, 1850. The S.S. *General Zachary Taylor* for Calif. via Panama, on her route now, is expected to reach Panama about the 15th of August. Joseph Martin, 37 South St.

N.Y. *Herald*, May 25, 1850. N.Y. & S.F. sailing packets via Chagres for June 1st by splendid fast sailing Brig *Empire*. Russell & Norton, 31 Old Slip.

N.Y. *Herald*, May 25, 1850. Passage from Panama to S.F. by the A-1 Steamer *Goliah*, expecting to leave for S.F. by the 1st of Aug. next. Wm. H. Furman, 87 South St.

N.Y. *Herald*, Mar. 26, 1850. For S.F. by Steamer *Wm. J. Pease* from Panama to S.F., leaving on or about the 15th of May. Apply to Stanton & Spicer, 86 West St.

N.Y. *Herald*, June 27, 1850. Through Line for S.F., Calif. by Steam & sailing packets, via Chagres and Panama. The time through by this line is about 15 days, no expense in debarking or embarking to passengers. Apply to Herdle & Wright, 130 Cedar St.

N.Y. *Herald*, July 8, 1850. Through Line for S.F., Calif. by steam and sailing vessels. To leave for Chagres on July 13th. N.Y. *Herald*, July 17, says will leave for Chagres on July 27th. & July 16th, N.Y. *Herald* says will leave on July 18th. [the name of boat not given]

N.Y. *Herald*, Sept. 5, 1850. Steamer for San Francisco, Calif. by A-1 new and fast double engine steamship *Union*, to leave Oct. 1st, touching at Rio Janeiro, Valparaiso & Panama. E. Zachrisson & Co., 87 Wall St.

N.Y. *Herald*, Oct. 1, 1850. S.S. *Union* will leave for S.F. via Rio Janeiro, Valparaiso & Panama on or about 15th Oct. E. Zachrisson & Co., 87 Wall St.

N.Y. *Herald*, Oct. 23, 1850. **CHANGE OF SAILING DATE**: S.S. *Union* to sail on 28th inst.

N.Y. *Herald*, Nov. 23, 1850. For Chagres direct on Monday, Dec. 2nd, by superior fast sailing double engine, screw steamer *Ontario*. H. Holdrege, Jr., 93 Wall St.

### **New York to Nicaragua—1850**

**FOR SAN JUAN DE NICARAGUA.** [Date ?] The fast sailing coppered and copper fastened schooner *enterprise* will sail 13th inst., F. & D. Fowler, 86 West St.

N.Y. *Herald*, Dec. 17, 1850. For Havana, San Juan & Chagres. The new double engine S.S. *Prometheus*, E. L. Pinklepaugh, Commander, will leave N.Y. for the above ports, from Pier 2, N.R., on Dec. 25th, 4 P.M. [Freight & passage rates eliminated.] Apply to D.B. Allen, 9 Battery Pl.

**CHANGE OF SAILING DATE** for *Prometheus* to leave on Dec. 26th instead of 25th.

### **Clipper Ships New York to San Francisco Via Cape Horn—1850**

**FOR SAN FRANCISCO,** N.Y. *Herald*, Dec. 22, 1849, Dispatch Line, Departure date—Immediate despatch, Clipper Ship *John Q. Adams*.

N.Y. *Herald*, Dec. 23, 1849. **FOR SACRAMENTO CITY.** Brig *Lowell* will sail as above. Apply on board foot of Dover St. or I.B. Gager, 120 Wall St. [Please note: this ad is as was in the paper, giving no specific date]

**FOR SAN FRANCISCO & SACRAMENTO CITY, CALIF.** "Old Line" to sail in a few days Brig *Lowell*. Apply to J.R. Gager, 120 Wall St.



N.Y. *Herald*, Dec. 22, 1849 FOR SACRAMENTO CITY, CAL. DISPATCH LINE. Clipper Bark *Sea Gull* is now loading at Pier No. 12 N.R. Apply to E. Sutton, 84 Wall St.

FOR SAN FRANCISCO. N.Y. *Herald*, Dec. 23, 1849. To leave on the 20th of Jan. 1850—A-1 Packet Ship *Saratoga*. James Smith, 116 Wall St.

N.Y. *Herald*, Jan. 17, 1850. FOR SAN FRANCISCO, Calif. The elegant Clipper Ship *Saratoga* will be dispatched for the above port on the 25th of Jan. having a great part of her cargo engaged. Slate, Gardiner Howell, 114 South St. or James Smith & Son, 116 West St. As per notice of Jan. 23, 1850, N.Y. *Herald*, Clipper Ship *Saratoga* will be dispatched for S.F. on Feb. 1st.

N.Y. *Herald*, Jan. 6, 1850. Passage only—For S.F., Calif. The splendid fast sailing live oak built ship *Virginian* has all her cargo on board and will sail on the 12th inst. Apply on board foot of Wall St. or to E.W. Kimball & Co., 92 Wall St.

N.Y. *Herald*, Jan. 16, 1850. For Pernambuco. Passage only. The favorably known & commodious Bark *Isabelito Hyne* will sail tomorrow (Thurs) for Pernambuco whence communication with Rio Janeiro is constant both by steamers and sailing vessels. Allen & Paxson, 131 Front St.

N.Y. *Herald*, Jan. 23, 1850. For Calif. Regular Packet Line. Freight and passengers for S.F. can be taken in first class vessels at lowest rates. F. & D. Fowler, 86 West St. An A-1 Clipper built Canton ship will be dispatched in fifteen days.

N.Y. *Herald*, Jan. 23, 1850. For San Francisco, Calif. The splendid fast sailing newly coppered Ship *Albania* having a large part of her cargo engaged will have the same prompt dispatch as the other vessels heretofore loaded by the subscriber. For freight only (it being intended to proceed direct) Apply to H. Holdrege Jr. 93 Wall St.

N.Y. *Herald*, Mar. 7, 1850. For San Francisco by Ship *Albania* to sail this week. H. Holdrege Jr., 93 Wall St.

N.Y. *Herald*, Jan. 25, 1850. For San Francisco, Calif. Merchant's Line. The A-1 new Clipper Ship *Telassar* will sail in a few days; for freight apply on board Pier 38 E.R., or James W. Elwell, 57 South St.

N.Y. *Herald*, Jan. 25, New York built A-No. 1 Ship *Christiana* will meet with dispatch. [no date given] Apply to Boyd & Hincken, 88 Wall St. or Jas. W. Elwell, 57 South St.

N.Y. *Herald*, Jan. 26, 1850. For Calif. Direct. Dispatch Line. Clipper Ship *Wisconsin* at Pier 26 E.R. This is one of the fine Liverpool packets and is well known as a fleet sailor. A few bales, boxes etc., can be taken. Shippers desiring to meet the high prices of the S.F. market will find this a favorable opportunity. E.B. Sutton & Co., 84 Wall St. or John Ogden, 116 Wall St.

N.Y. *Herald*, Jan. 30, 1850. For Calif. direct. The splendid packet Ship *Sheridan* having been withdrawn from the Liverpool Line and thoroughly overhauled and recoppered, will be dispatched immediately for S.F. under the command of Capt. Geo. B. Cornish, and it is intended that she will go direct to Calif., without stopping on either side of the Cape, thus avoiding the great delay which frequently occurs from that cause. For freight, apply as well as passage, to Spofford & Tileston & Co., 48 South St. [Data on cabin, state room etc., eliminated]

N.Y. *Herald*, Feb. 4, 1850. For Calif.—Dispatch Line. Clipper ship *Wisconsin* will positively sail for S.F. direct on Mon. 18th; nothing can be taken after Sat. 16th. E.R. Sutton & Co., 84 Wall St.

N.Y. *Herald*, Feb. 9, 1850. For San Francisco, Calif. The new and splendid Schooner Yacht *Betty Bliss*, having the greater portion of her cargo engaged will sail on the 20th inst., preceeding direct for the above port without any intermediate stoppings. Apply to James Bishop & Co., 3 Beaver St.

N.Y. *Herald*, Feb. 13, 1850. Immediate despatch by A-1 Canton Ship *Howqua*. Apply to F. & D. Fowler, 86 West St. cor Albany St.

N.Y. *Herald*, Mar. 1, 1850. Regular Packet Line for San Francisco. The A-No. 1 Canton Ship *Howqua* will sail on the 6th inst. F. & D. Fowler, 86 West St.

N.Y. *Herald*, Mar. 7, 1850. The A-1 Packet Ship *St. Patrick* now loading at Pier 8, N.R., will succeed the *Howqua* [which was scheduled to sail on the 6th of Mar.] H. D. Fowler, 86 West St.

N.Y. *Herald*, Feb. 25, 1850. For Calif. Dispatch Line. Fine Ship *Hindoo*, Miller, Master, is loading at Pier 26 East Side Peck Slip, E.R. Shippers will hurry down their freight as there will be no delay. E.B. Sutton, 84 Wall St.

N.Y. *Herald*, Mar. 29, 1850. Ship *Hindoo* for Calif. to sail Mar. 30, at 10 o'clock from Pier 26 E.R., E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, Mar. 10, 1850. Old Line—For San Francisco to sail with despatch. The splendid fast sailing A-1 Liverpool Packet Ship *St. Patrick*, 1,000 tons burthen, is now loading. Apply to David Ogden, 66 Wall St.

N.Y. *Herald*, Feb. 22, 1850. Schooner Yacht, *Betty Bliss* will sail for S.F., Calif. on the 26th inst. James Bishop, 3 Beaver St. New York *Herald*, Feb. 26, *Betty Bliss* to sail in a few days.

N.Y. *Herald*, Mar. 5, 1850. For Calif. by new Yacht Schooner *Betty Bliss*, to sail 9th inst. James Bishop & Co., 3 Beaver St.

N.Y. *Herald*, Feb. 16, 1850. For Calif.—Dispatch Line. New Ship *Realm*, Stevens, Master, at Pier 11, N.R. Shippers please send balance of freight at once, none taken after Sat. 23rd, inst. Fine ship *Hindoo* will follow and have the usual despatch. E.B. Sutton, 84 Wall St.

N.Y. *Herald*, Feb. 19, 1850. For San Francisco—Regular Line. The fine newly coppered, very fast sailing ship *Massachusetts*, Pier 6, E.R., can take the bulk of 500 bbls., if offered immediately. The celebrated clipper ship *Rome*, Capt. Mason, Pier 5 E.R., having three fourth of her cargo engaged will follow with quick despatch. Apply to Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, Feb. 19, 1850. For Sacramento City, Calif. The beautiful light fast sailing bark *Onyx*, at Pier 14 E.R., will sail in a few days. The clipper bark *T.J. Southard* having a large part of her cargo engaged will have good despatch. Apply to Isaac T. Smith.

N.Y. *Herald*, Feb. 21, 1850. Passage to San Francisco by way of Montevideo and Valparaiso. By Bark *Patriot* lying at James Slip, sailing on Sun. 24th, in the morning. Apply to Captain on board.

N.Y. *Herald*, Feb. 21, 1850. Steamboat *Paddle Wheel* by Wm. A. Crocker ready for trial today between hours of 12 M and 3 P.M., if weather is unfavorable, the first fair day.

N.Y. *Herald*, Mar. 5, 1850. For S.F., 7th inst., by new Clipper Bark *Elizabeth*. Apply to E. Goodwin & Bro., 153 South St. or Jas. Smith & Son, 116 Wall St.

N.Y. *Herald*, Mar. 8, 1850. For S.F., Calif. by fast sailing Clipper Bark *Elizabeth* to sail on 9th inst. E. Goodwin & Bro., 153 South St.

N.Y. *Herald*, Mar. 5, 1850. For S.F., Calif. by new Clipper Bark *Hiero*, now loading and having immediate despatch. Apply to Holdrege Jr., 93 Wall St.

N.Y. *Herald*, Mar. 12, 1850. The fine packet ship *Sheridan* will sail on the 16th inst. Spofford, Tileston & Co., 48 South St.

N.Y. *Herald*, Mar. 17, 1850. Despatch Line. First vessel. The new, fast sailing Brig *N.C. Ely*; Pike, Master, will sail as above on Mar. 21st. for freight or passage apply to Russel & Norton, 31 Old Slip, Office of the Chagres Packets.

N.Y. *Herald*, Mar. 19, 1850. DISPATCH LINE. Ship *Lady Arabella*, Glover, Master, is now loading at Pier 10, N.R. Particular attention is requested to the very comfortable arrangements for passengers. A limited number only will be taken. E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, April 10, 1850. Passengers per ship *Lady Arabella* for S.F. will please be on board at Pier No 10 N.R. on Mon. the 15th inst. 12 M. E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, Mar. 20, 1850. For S.F. Regular Packet Line by Clipper Ship *Rome* to sail in a few days. Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, Mar. 28, 1850. For S.F. direct by fast sailing Clipper Ship *Sea Witch* to sail about the 5th of April. Apply to Howland & Aspinwall 54 South St.

N.Y. *Herald*, April 13, 1850. Ship *Sea Witch* for S.F. The steamer *United States* will leave White Hall Slip at 8 o'clock this morning to convey passengers aboard the above ship.

N.Y. *Herald*, Mar. 29, 1850. Semi-monthly Line—Fare reduced. The new packet *Joseph Henry* will sail on Wed. Apr. 10th. This vessel is but six months old and a very fast sailer. Capt. Morgan is an old experienced Comdr., having been long employed in the Gulf trade. Those about to proceed to the Gold Regions will find it greatly to their advantage to examine the accommodations as they will find them equal to any other mode of conveyance, and rates of passage much lower. Being in the regular line, she will sail punctual to her day. Price of passage to Chagres; Cabin \$50. Second Cabin \$30. For freight apply to Olney & Sessions, 61 South St. or N.L. McCready & Co., 36 South St. A first class vessel will succeed the above and sail on her regular day, the 25th of Apr. Passengers by this line can secure a through passage to S.F. without detention, and at a very low rate.

N.Y. *Herald*, Mar. 30, 1850. For Calif. Dispatch Line per Ship *Element* at Pier 6 N.R., to have quick despatch. E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, April 15, 1850. For Calif.—Dispatch Line, by fast sailing ship *Element* to sail in a few days. E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, Mar. 31, 1850. Packet Ship *Victoria* for S.F. to sail on April 2nd. J. Belknap Smith, 88 Wall St.

N.Y. *Herald*, April 1, 1850. The Brig *Sophia* for S.F. and Sacramento City. [No departure date given.] Thos. L. Braynard, 81 Wall St.

N.Y. *Herald*, May 8, 1850. For S.F. and Sacramento City by the Brig *Sophia* to sail soon. Thomas L. Braynard, 81 Wall St.

FOR SAN FRANCISCO, CALIF. N.Y. *Herald*, Apr. 16, 1850, Despatch Line, Departure date—Immediate despatch, Clipper Ship *Carrington*. [No other information given.]

FOR SACRAMENTO CITY, CALIF. N.Y. *Herald*, April 17, 1850, Despatch Line, Departure date—On or about Apr. 20. Brig *China* [with other information].

N.Y. *Herald*, April 29, 1850. For S.F. per Clipper Ship *Nisida Stewart* which has immediate despatch. H. Holdrege, Jr., 93 Wall St.

N.Y. *Herald*, May 1, 1850. Regular Packet Line will despatch shortly per Ship *Haidee* for Calif. Apply to Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, May 25, 1850. Packet Ship *Haidee* will (weather continuing fair) sail positively 1st of June. Isaac T. Smith.

N.Y. *Herald*, May 8, 1850. For S.F. First vessel. Dispatch Line, Fast sailing ship *Great Britain* having a large portion of her cargo engaged and now going on board at Pier No 6, N.R. will have quick dispatch for the above port. The sailing qualities of this vessel is well known, having just returned from China in 96 days. Immediate application should be made for balance of cargo. Shippers wishing to avoid delay, will find it much to their interest to observe the dispatch given by this line. Freight taken at low rates. E.B. Sutton, 84 Wall St.

For San Francisco & Sacramento City. N.Y. *Herald*, May 19, 1850. By Baltimore Clipper built Schooner *La Bella Francisca*. Apply to F. & D. Fowler, 86 West St.

N.Y. *Herald*, May 31, 1850. Schooner *La Bella Francisca* will positively sail on 10th of June for Sacramento City. F. & D. Fowler, 86 West St.

N.Y. *Herald*, June 8, 1850. CHANGE SAILING DATE: Schooner *La Bella Francisca* will positively sail on the 12th inst.

N.Y. *Herald*, May 19, 1850. For San Francisco with Dispatch by Ship *Talbot*, to have immediate dispatch. Apply on board at Pier 7 N.R., or John Ogdon, 116 Wall St.

N.Y. *Herald*, July 19, 1850. For San Francisco by Canton Packet Ship *Clarendon* to sail soon. Hunter, 80 B'way.

N.Y. *Herald*, July 24, 1850. For S.F. by new Ship *White Squall* to sail in a few days. Booth & Edgar, 95 Front St.

N.Y. *Herald*, Aug. 30, 1850. The Ship *White Squall* to sail soon. Booth & Edgar, 95 Front St.

N.Y. *Herald*, Aug. 13, 1850. For Calif. Dispatch Line. The very fast sailing new and newly coppered Ship *Mary & Adeline*, is loading at Pier 5 N.R. The most comfortable arrangements are provided for families, some of which are already engaged. Immediate application will be necessary for passage and balance of cargo. E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, Aug. 18, 1850. For S.F. The Ship *Heber*, Capt. J.W. Patterson will be despatched immediately for the above port direct. The ship is engaged regularly in the China trade, and having more than half her cargo engaged and going on board, shippers may rely on her sailing soon. Booth & Edgar, 95 Front St.

N.Y. *Herald*, Aug. 28, 1850. DESPATCH LINE FOR SAN FRANCISCO. No freight rec'd after Friday evening. The splendid A-1 Clipper Ship *Anstiss*, Steele, Master, has three fourths of her cargo engaged and going on board, foot of Rector St., N.R. This ship is nearly new, built expressly for the China trade, and has proved herself one of the fastest vessels in the U. S. For freight only, John Ogdon, 116 Wall St.

N.Y. *Herald*, Sept. 7, 1850. For S.F. direct, by Bark *E. Corning*, to have prompt despatch. Apply to H. B. Corning, 74 South St.

N.Y. *Herald*, Sept. 8, 1850. For S.F. by double engine Bark rigged S.S. *Fanny*, will be despatched on or about 1st of October. Apply to Ward & Price, 40 Wall St.

N.Y. *Herald*, Sept. 16, 1850. For S.F. First Vessel. The favorite Clipper Ship *Helena* will have immediate dispatch. Nath'l L. & Geo. Griswold, 71 South St.

N.Y. *Herald*, Oct. 6, 1850. Clipper Ship *Helena* will receive freight for a few days at Pier 18 E.R. and have quick despatch, full or not full. Nath'l L. & G. Griswold, 71 South St.

N.Y. *Herald*, Oct. 6, 1850. For S.F. direct by Baltimore Clipper Bark *Southerner*, for immediate despatch. Apply on board at Pine St. Wharf to Everett & Brown, 68 South St. or Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, Oct. 10, 1850. For S.F. direct, by new clipper ship *Sea Nymph* having prompt dispatch. Apply to Aymar & Co., 34 South St. [name indistinct].

N.Y. *Herald*, Oct. 18, 1850. For S.F.—Dispatch Line. By A-1 Ship *Uriel*, to sail soon. E.B. Sutton & Co., 84 Wall St.

N.Y. *Herald*, Oct. 20, 1850. For S.F. by Clipper built Bark *Guilford* having immediate despatch. John Osborn, 111 Wall St.

N.Y. *Herald*, Oct. 23, 1850. *Guilford* will sail in a couple of weeks for Sacramento City, Calif.

N.Y. *Herald*, Dec. 7, 1850. For Sacramento City direct by Clipper Bark *Guilford* at any early day, will receive no goods after Dec. 11th. John & Rob. Osborn, 111 Wall St.

N.Y. *Herald*, Dec. 12, 1850. To clear positively on Mon. 16th inst., Clipper Bark *Guilford*.

FOR SAN FRANCISCO. N.Y. *Herald*, Oct. 22, 1850. Dispatch Line, Departure date—in a few days Packet Ship *Washington Irving*.

N.Y. *Herald*, Oct. 22, 1850. San Francisco by A-1 new Clipper Ship *Audubon* to sail soon. J. W. Elwell, 57 South St.

N.Y. *Herald*, Oct. 28, 1850. For San Francisco by S.S. *Bothnia* to sail in a few days. Isaac T. Smith, 101 Wall St.

N.Y. *Herald*, Nov. 14, 1850. Packet Ship *Bothnia* will sail on Nov. 19th, for San Francisco.

N.Y. *Herald*, Dec. 10, 1850. For San Francisco on Dec. 20th, by Ship *Seth Sprague*. Booth & Edgar, 95 Front St.

CHANGE OF SAILING DATE FOR *Seth Sprague* on Dec. 21st, instead of 20th.

N.Y. *Herald*, Dec. 10, 1850. For San Francisco direct by new Clipper Ship *Eclipse*, to be despatched immediately. Booth & Edgar.

N.Y. *Herald*, Dec. 21, 1850. To Californians. The best and cheapest way of getting to San Francisco is by S.S. *Prometo* to sail this month. Apply to Brain & Mountain, 104 South St.

N.Y. *Herald*, Dec. 21, 1850. For San Francisco Direct, by Clipper Bark *Delawarian* to leave in a few days. F. & D. Fowler, 86 West St.

N.Y. *Herald*, Dec. 27, 1850. For San Francisco, Calif., by Clipper Ship *Ino* to be ready for freight on Jan. 5th, 1851. Gurdon S. Coit, 106 Wall St.

## 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**

---

**A WORLD CLASS RARITY PURCHASED  
FOR A CLIENT NOVEMBER 18, 1980  
FOR A RECORD \$253,000.**



HAWAII #1

**This transaction closely follows the acquisition of US 1¢ 1857 Plate 4 sheet for \$242,000. for another client.**

**Sophisticated philatelists value our experience and our unmatched personal service which stems from our background as dealer, investor and prize-winning collector.**

**If you are interested as collector, investor or somewhere in-between, we invite you to try our service.**

**Just set the parameters and we can make sure you get your money's worth. Inquiries welcome.**

**CALL COLLECT (415) 465-8290**

---

**STANLEY PILLER, Personal Philatelic Agent**  
3351 Grand Avenue, Oakland, CA 94610  
*"—when the expert needs an expert"*

---

**THE 1861-69 PERIOD**

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

**EARLIEST KNOWN USE OF 24¢ RED LILAC AND  
POSSIBLE EARLIEST KNOWN USE OF 24¢ BROWN LILAC**

**WILLIAM K. HERZOG**

The 24¢ red lilacs and brown lilacs appeared in early 1862, following the 24¢ violets, grayish lilacs, and steel blues of 1861. Through the courtesy of Edward C. Lawrence (R. A. 708), we now are able to illustrate the earliest known use of the 24¢ red lilac (*Scott 70*), and a "possible" new earliest known use of the 24¢ brown lilac (*Scott 70a*).

Figure 1 illustrates a cover mailed from New York City to Reading, England, on January 7, 1862. The 24¢ red lilac paid the 24 cents per ½ ounce British rate. A somewhat-indistinct red "N. YORK BR. PKT. PAID 19, JAN. 7" on the front and black "E. READING, JA. 20, 62" on the back indicate the cover was carried by the Cunarder *Niagara* from Boston on January 8, 1862.

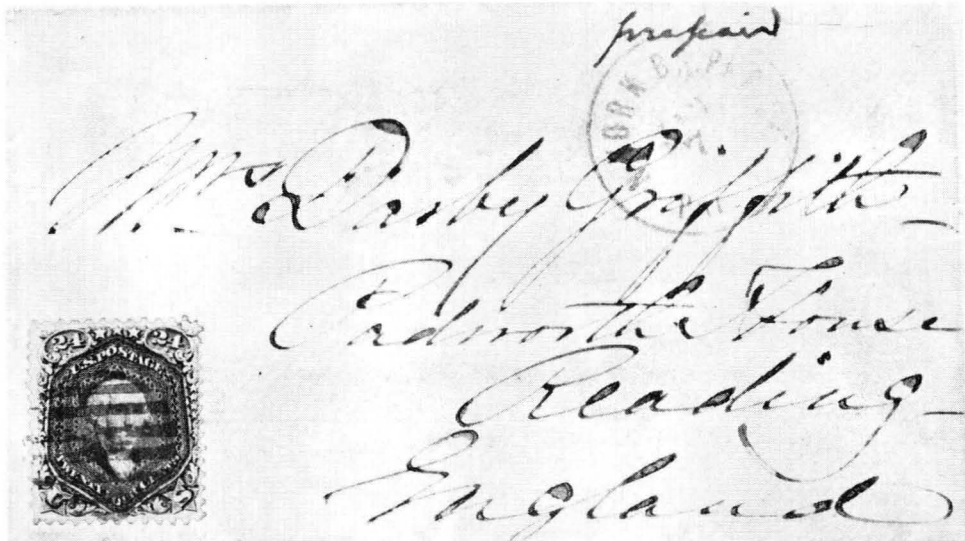


Figure 1. A 24¢ red lilac used on cover mailed on January 7, 1862. This is the earliest known use for the stamp. Courtesy of Edward C. Lawrence.

The earliest date of use for the 24¢ red lilac is January 7, 1862,<sup>1,2</sup> making Figure 1 the earliest known use. It was issued P. F. certificate No. 36378 as a genuine *Scott 70*, red lilac, genuinely used on cover. Another example of the 24¢ red lilac used on cover to England on January 7, 1862, from New York City was contained in the Theodore Gore collection.<sup>3</sup> It bore the same New York marking and grid cancel as Figure 1. Can anyone report additional January 7, 1862 examples?

Figure 2 illustrates a cover mailed from Susquehannah Depo, Pa., to London, England, on February 5, with a 24¢ brown lilac paying the postage. This cover was issued P. F. certificate No. 38694 as a genuine *Scott 70a*, brown lilac, genuinely used on cover. The red "3" was applied at New York City.<sup>4</sup> The only other marking is the red "LONDON E.C. PAID, FE. 21, 62." The "2" of the "62" has a rather strange appearance which, unfortunately, casts

1. Stanley B. Ashbrook, *Ashbrook Special Service* No. 17 (Aug. 1, 1952), p. 114.

2. *Scott Specialized Catalogue of United States Stamps* 1980, p. 20.

3. H. R. Harmer, Inc. sales 1358-9 (April 17-8, 1961), lot 536.

4. *Simpson's U. S. Postal Markings 1851-61*, Second Edition 1979, pp. 288-9 (Figure 13).





Figure 2. A 24¢ brown lilac used on cover mailed on February 5, (1862?). If it definitely was mailed in 1862, this is a new earliest known use for the stamp. Courtesy of Edward C. Lawrence.

some doubt on the 1862 use. The earliest known use of the 24¢ brown lilac is February 11, 1862;<sup>5</sup> consequently, if the cover in Figure 2 was used in 1862, it would be a new earliest known use.

Three possible mail ships (Am. Pkts.) sailed on February 8, 1862: *City of Washington* (Inman) and *Bavaria* (HAPAG) from New York City, and *Anglo-Saxon* (Allan) from Portland, Me. The New York applied "3" eliminates *Anglo-Saxon*, and the February 22 arrival at Cowes eliminates *Bavaria*.<sup>6</sup> *City of Washington* arrived at Queenstown on February 20 (a.m.) and Liverpool on February 21.<sup>7</sup> According to Walter Hubbard, the Inman line was under strict orders to land the London mails at Queenstown unless prevented by bad weather, or some other emergency, from calling there. Therefore, if anyone can show us another cover, with any franking and not necessarily the 24¢ brown lilac, that bears a London Paid marking of February 21, 1862, this would establish that the cover in Figure 2 could have been carried by *City of Washington* on February 8, 1862. Although this would not eliminate all of the doubt concerning the strange appearing "2", it would greatly enhance the probability of an 1862 use, and the possibility of a new earliest known use.

5. Ashbrook, *op. cit.*

6. Per private communication from Walter Hubbard, who quoted extracts from *The Times* and *Lloyds List* for February of 1862.

7. *Ibid.*

## THE EARLY 3¢ GRILL SHADES

WILLIAM K. HERZOG

The earliest grilled 3¢ stamps ("A" and "C" of late 1867, "D" and "Z" of early 1868, and the first "E" and "F") come in a flat, dull shade which appears quite washed out. The 3¢ "C", "D", and "Z" grills appear uniformly washed out, but the 3¢ "A" grills seem to run from washed out to a fuller-inked, but still dull shade. The later 3¢ "E" and "F" grills, from mid-1868 into 1869, tend to red and orange, and appear well inked and much richer. The orange-tending 3¢ stamps seem to be peculiar to the grilled stamps. These later grilled 3¢ shades provide quite a contrast to the earlier ones.<sup>1</sup>

1. The washed-out appearing grilled 3¢ stamps usually come on thicker paper (approximately .0028 and up); conversely, the red and orange-tending 3¢ grilled stamps come on thinner paper (approximately .0020-.0027). The early shade snaps very hard, and the later shades snap very flimsy. The *Scott Catalogue* lists these later 3¢ grilled shades as on "Very Thin Paper."



Figure 1. Two 3¢ 1861s in the washed-out shade mailed in October and April of 1867.

The ungrilled 3¢ stamps of 1867 into 1868 seem to come in the same washed-out shade as the earliest grilled 3¢ stamps. Figure 1 illustrates two uses of the 3¢ 1861 in the washed-out shade which were mailed in October and April of 1867. It seems highly probable that both the ungrilled and grilled 3¢ stamps of late 1867 into early 1868 came from the same printing.



Figure 2. Two 3¢ "A" grills and a 3¢ 1861, all in the washed-out shade, used on an 1867 forwarded cover.

Figure 2 shows a cover mailed from Little Rock, Ark., to Memphis, Tenn., on Aug. 23, (1867). A pair of 3¢ "A" grills probably overpaid the single rate of 3 cents per ½ ounce. The cover was forwarded from Memphis to South Amboy, N. J., on Sep. 1, (1867). A single 3¢ 1861 stamp paid the forwarding charge. All three stamps are in the typical washed-out shade of the period. This particular combination franking with the "A" grill stamps is extremely unusual and desirable.<sup>2</sup>

Figure 3 illustrates a cover mailed from Great Barrington, Mass., to New York, N. Y., on July 18, (1868), with a 3¢ "D" grill (P. F. certified, No. 10,817) paying the postage. It was forwarded from New York City to Saratoga Springs, N. Y., on July 20, (1868), with a 3¢ "F" grill paying the forwarding charge.

2. Covers such as this (not very pretty, but extremely unusual) separate the advanced philatelic specialist from the condition-conscious accumulator. The former would treasure such a cover, while the latter wouldn't even want it.

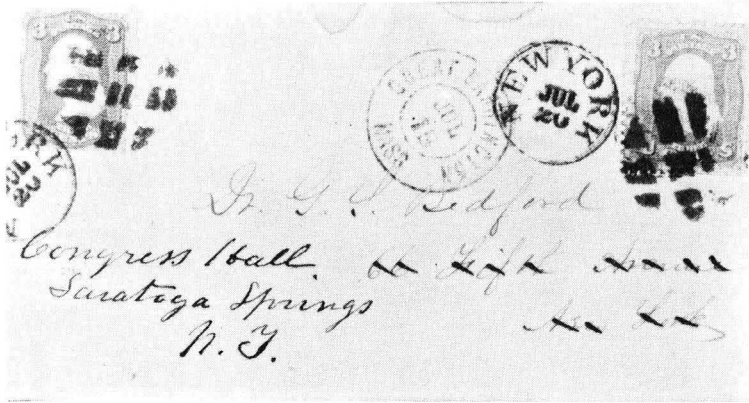


Figure 3. A 3¢ "D" grill in the washed-out shade and a 3¢ "F" grill in the well-linked, red-tending shade used on an 1868 forwarded cover.

The 3¢ "D" grill is in the washed-out shade, and the 3¢ "F" grill is in the richer, red-tending shade. This truly fascinating cover shows the striking contrast between the early and later 3¢ grilled shades.

Figure 4 is a nice example of an early 3¢ "E" grill in the washed-out shade. It was mailed on May 11, (1868), from Coldwater, Mich.



Figure 4. A 3¢ "E" grill in the washed-out shade mailed on May 11, (1868).

Here is a word to the wise! Anytime you are offered a points-down 3¢ grilled stamp on cover where the stamp is in the washed-out shade (probably mailed in early 1868), *check the grill very closely if the stamp is offered as the "F" grill*. More often than not, the stamp actually will be the "E" grill, and occasionally will be the much more valuable "D" or "Z" grill. In just this manner your writer acquired the current second earliest known use of the 3¢ "D" grill for \$4.00 (the cover catalogs \$300.00). Obviously, a little knowledge can help beat today's high prices.

## UTAH AND NEVADA—SOME TERRITORIAL USES OF THE 10¢ 1861 ISSUE

KENNETH D. GILBART

A collector who desires to remain anonymous has kindly permitted this contributor to photograph three covers showing unusual Utah and Nevada Territorial usages. A bit of historical perspective is in order to appreciate the unusual features of these covers. Utah became a territory on September 9, 1850, and included all but the southern tip of present day Nevada. Nevada Territory was separated from Utah Territory on March 2, 1861. Carson City, the capital of Nevada, was founded by a group of miners returning east from California in 1851. It is named after the famous early frontiersman, Kit Carson, and was

at one time or another a Pony Express station, Wells Fargo station, and a station on the Overland Mail route. The Carson City post office was established November 19, 1858, and remained part of Utah Territory until Nevada Territory was created on March 2, 1861.

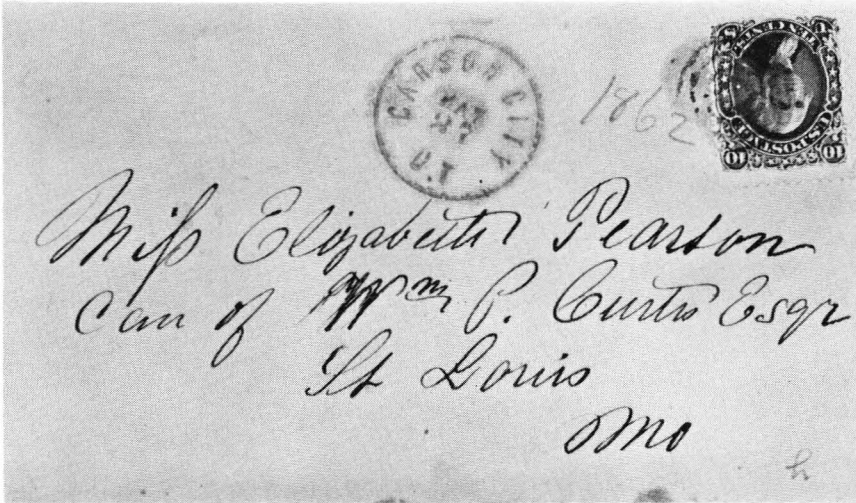


Figure 1. From Carson City, Nevada Territory (although the postmark reads "U.T." for "Utah Territory") in May 1862. Nevada Territory was cut from Utah Territory before the 1861 stamps were issued.

The cover in Figure 1 shows a "CARSON CITY/MAY-27/U.T." cds along with a 10¢ type II paying the single letter rate to St. Louis, Mo. A pencil notation indicates an 1862 use. As the 10¢ stamp was first issued in August of 1861, the "UT" postmark on this cover is more than a year outdated as it should have shown Carson City, Nevada Territory, rather than "UT."



Figure 2. "VIRGINIA CITY/UTAH" with a 10¢ 1861 stamp, proving the cover to have been of Nevada Territorial origin. The 10¢ "over the Rockies" rate went out of existence before Nevada became a state in October 1864.

The cover in Figure 2 is similar to the above one in that the blue balloon "VIRGINIA CITY/NOV 28/UTAH (T)" cds is used almost nine months after Virginia City became part of Nevada Territory. Why these townmarks were not changed to denote Nevada Territory rather than Utah Territory is conjecture. Could it be the postmaster's indifference? Or the effect of the Civil War farther east?



The cover in Figure 3 is the most interesting of all. It has a great many things going for it. First, it bears, at the left, a manuscript endorsement to be returned to the sender at Promontory Point, Utah. Utah Territory covers to Canada surely aren't that common. Secondly, it is postmarked with a rather faint but sharply defined Union Pacific Railroad route agent marking of March 21, 1869. (Towle-Meyer 932-A-2; a tracing is included with the illustration in case the marking does not show clearly on the cover.) Lastly, the cover is a Wells, Fargo printed frank on a 3¢ U.S. stamped envelope.



Figure 3. Carried by Wells, Fargo from Promontory Point, Utah Territory, to the Union Pacific Railroad, then under construction westward, March 1869. The inset shows a tracing of the Route Agent c.d.s. applied aboard the Union Pacific, where the cover was placed in the U.S. mails for transmission to Canada.

All these factors are of considerable interest. Promontory Point, on May 10, 1869, just 50 days after this cover entered the mails, was to be the site of the ceremony marking the meeting of the Central and Union Pacific Railroads that completed the first U.S. transcontinental railroad. It was there that the famous golden spike was driven (although Leland Stanford missed the spike on his first swing) to be reported by telegraph across the country as the most famous railroad event ever, symbolically linking the continental United States.

The fact the cover originated at Promontory Point probably indicates a connection with the events of some weeks later. The Wells, Fargo printed frank on the 3¢ government stamped envelope and the cover's Union Pacific Route Agent marking indicate the cover was carried by Wells, Fargo eastward to meet the railroad, where the cover was placed in the U.S. mails. Since the meeting point of the railroads wasn't established until in April and the two railroads were laying steel as rapidly as possible (at \$32,000 per mile subsidy each wished to build as much of the trackage it could), just how far east from Promontory Point the Union Pacific end of steel was on March 21, 1869, is a good question. Wells, Fargo could then have had to transport the mails well into Wyoming to deliver them to the Post Office Department Route Agent aboard the trains, but the gap was narrowing rapidly.

The 3¢ U.S. government stamped envelope was, of course, used by Wells, Fargo for their printed franks in compliance with the laws specifying that all domestic letters carried outside the mails be sent in such envelopes of the proper denomination for the service rendered.

The ten cents stamp paid the cross border postage to Toronto, Canada, where the cover is addressed. (The old 15¢ transcontinental cross border rate had been reduced to 10¢ in 1864).

Any of the different features of this cover—origin and carriage to the rail-

road; the association with the meeting of the two segments of the transcontinental railroad, and being a cross border cover from Utah territory—would have been sufficient to have made this cover quite interesting. In combination, they probably place this cover in a class by itself.

#### Reference

Towle, Charles L., and Meyer, Henry A. *Railroad Postmarks of the United States*. U.S. Philatelic Classics Society, Columbus, Ohio, 1968.

### PACIFIC COAST TO ACROSS THE ROCKY MOUNTAINS

Ken Gilbert's article describing the three 10¢ 1861 covers from the Utah-Nevada area, of much interest in itself, also has another aspect worth some discussion. This is the question of the 10¢ rate from inland states west of the Rocky Mountains and addressed to the east.

When the new rates effective July 1, 1851, were established, prepaid letter rates were based upon a distance of 3,000 miles in transit. Rates were, as is well known, 3¢ for not over 3,000 miles and 6¢ for more than that, for prepaid single rate letters. For unpaid letters, rates were 5¢ and 10¢, based upon the same distance structure. On April 1, 1855, prepayment of domestic letters was absolutely required and the rate for more than 3,000 miles transit was raised to 10¢ per single letter. For both of these periods, covers to or from west of the Rockies or the Pacific Coast, addressed across the mountains and conveyed overland less than 3,000 miles were rated at 3¢. Such a cover, sent from St. Louis to San Francisco, is shown on page 327 of the revised edition of *Simpson's USPM*.

The 3,000 mile distance as a concept for rating mail was eliminated by the act passed February 12, 1861, presumably becoming effective on May 1st of that year by issuance of a pamphlet listing the provisions of the new act and adding instructions for their use. By that act, the distance concept was replaced by a provision requiring 10¢ as the rate of "letter postage between any State or Territory east of the Rocky Mountains and any State or Territory on the Pacific." From a literal interpretation of this language, it would seem the 10¢ rate would no longer apply to mail to or from those states and territories inland from the Pacific, but west of the Rocky Mountains. "On the Pacific" would seem to apply only to the states of California and Oregon and to Washington Territory mails, relative to mails across the mountains to or from the east.

Actually, such was not the case; the interpretation seemed to be that any letters sent over the Rocky Mountains were subject to 10¢ postage. This is aptly illustrated by both Figures 1 and 2 of Mr. Gilbert's article. Whether we consider them from Nevada or Utah, neither is from the "Pacific." Noting that the 3,000 mile provision had been eliminated in 1861, the fact that the one cover went only from Carson City to St. Louis is unimportant, but in the same vein, had either cover travelled only from Utah or Nevada to Denver, it is presumed the 10¢ rate would still have applied. Since the majority of the more or less "local" mails in the west were carried by express companies, the question may be academic, but who, reading these notes, can report the 10¢ "across the Rockies" rated cover that travelled the shortest distance? It should be noted that the act effective on July 1, 1863, eliminated the 10¢ rate across the Rockies, so the possibility for covers carried under it is limited to the period May 1, 1861, to July 1, 1863. During 1861, the 10¢ 1857 stamps were in use for most of the year, being succeeded by the new issue in August but the old stamps probably still being used in some remote portions of the west until after the first of the year. Therefore, most of the "across the Rockies" covers will bear the 1861 stamps, but those bearing the stamps of the previous issue will also be in good supply.

Figure 4 shows a cover mailed from Austin, Nevada, after the act effective July 1, 1863, reduced the rate to 3¢ per half ounce on covers sent anywhere in the United States. Nevada became a state on 31 October, 1864, after only



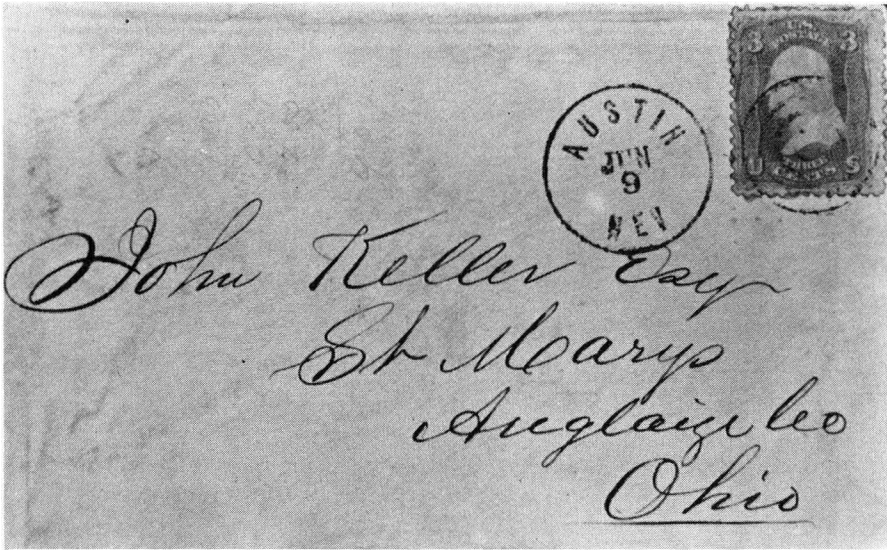


Figure 4. From Austin, Nevada, year unknown. May be territorial use if used in 1864; statehood for any later year.

about three and one half years as a territory, so territorial covers should be decidedly scarce and covers showing the 3¢ rate in the 15 months Nevada was a territory after July 1, 1863, are probably quite rare.

Proof or even evidence of territorial usage is necessary. The cover of Figure 4 is without year date, but the relatively pale shade of the 3¢ stamp, found mostly used after 1864, seems to proclaim the cover is early statehood vintage. While Chase-Cabeen lists the marking as territorial, Austin having been established just prior to statehood, the 1867 *U.S. Register* lists the Austin postmaster, Robert Allen, as having received \$3200 compensation for the four quarters ending June 30, 1867. This was the highest compensation for any Nevada postmaster of the period, and the figure greatly enhances the probability of the cover of Figure 4 having been mailed after statehood.

The purpose of these notes is to observe that while 10¢ rated Nevada covers with 1861 stamps are territorial and may be from the "across the Rockies" period, Nevada covers bearing 3¢ 1861 stamps may be either territorial or statehood, and may be from the periods when the "across the Rockies" rate was in effect, from the territorial period after July 1, 1863, or from the statehood period.

Richard B. Graham

**Review: Postal Laws and Regulations of the United States, 1852.** Reprint edition. Published by Theron Wierenga, P. O. Box 2007, Holland, Michigan 49423. Over 330 pages of material, \$45.00 from publisher.

Like most mid 19th century *P.L. & R.s*, the 1852 version is divided into separate sections covering laws and regulations, and the index is still another section, all separately paginated. The data contained in this particular issue are of a great deal of importance to the U.S. postal historian, since it covers nearly all the types of services of interest for the period. This includes ship, steamboat, British treaty foreign mails, free franking, and most of the other postal procedures responsible for the more attractive postal history covers of the era.

However, this volume includes two other major sections of much importance. Both stem from the fact that the particular volume of the 1852 *P.L. & R.* from which the reprint was taken once belonged to Horatio King, a career official with the Post Office Department for the years prior to the Civil War. As a clerk, he handled the foreign mail desk, but later was First Assistant Post-

master General, for 1854 until his appointment as Postmaster General to finish out the final months of the Buchanan administration. While he was on the foreign mail desk, from 1852-4, he used his 1852 *P.L. & R.* as a scrapbook, pasting into it some 75 pages worth of clippings of orders, announcements, many from newspapers, so that the edition became a thorough documentation of the foreign mail history for those years. All this, including King's manuscript notes have been reproduced with the reprint edition exactly as King left them.

Also reproduced is a 16 page supplement to the *P.L. & R.*, required to make available a new postal act passed while the 1852 *P.L. & R.* was being printed. While mostly about printed matter, such items are included as an authorization for the Postmaster General to contract for mails to be carried to and from Halifax by steamer, or to the lowest bidder, and for steamboat mails between certain cities of the Mississippi and Ohio Rivers.

However, it is the foreign mail announcements that will probably be of the most interest to *Chronicle* readers. For those scholars who own copies of the *U.S. Mail & Post Office Assistant*, the notes of Horatio King, from 1852-1860, fill in the foreign mail rate changes and route revisions in about the same manner as the *U.S.M. & P.O.A.* did in the 1860s. The specialists will undoubtedly cull a great many items of interest from those pages in the 1852 reprint edition.

A minor criticism may be made in that the King notes are on pages without page numbers, which makes references in articles and letters difficult. The writer has, in fact, applied "C" (for "Clipping") numbers to those pages without other page designations.

The book is nicely printed by offset, and is bound in a substantial library quality buckram, to match the rest of the *P.L. & R.* series being reprinted by Mr. Wierenga.

Richard B. Graham



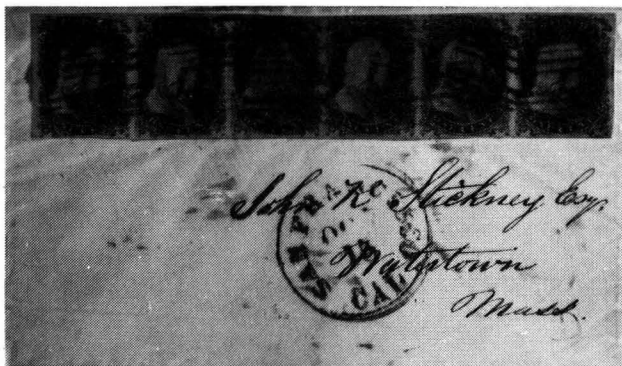
**BUYERS AND SELLERS OF QUALITY NINETEENTH CENTURY  
UNITED STATES STAMPS**

**RESERVE A COPY OF OUR PREMIER NET PRICE SALES**

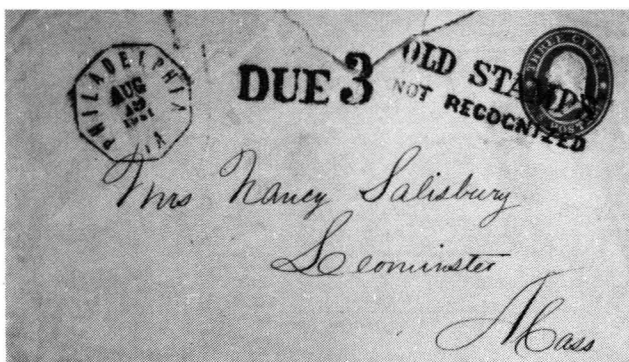
***P. M. Tepper & Co.***

**Box 854 Fort Lee, N.J. 07024  
(201) 886-1820**

# A sampling from Public Auction #131



1¢ Blue, 1851-6, Positions 81-6L1E,  
1851 California usage  
Realized \$9350.00



3¢ Star Die Demonitization from Philadelphia, Pa.  
Earliest known  
Realized \$3575.00



SIMMY'S STAMP CO., INC.  
148 STATE ST.  
BOSTON, MASS. 02109  
800 225 6276 Toll Free  
617 227 2770 In Mass.

**THE 1869 PERIOD**  
**MICHAEL LAURENCE, Editor**

**THE 10¢ TRANSPACIFIC RATES: PART FIVE**

**MICHAEL LAURENCE**

**INTRODUCTION**

This section has previously contained articles about the U.S. transpacific mails at the 10¢ rate, discussing covers to and from China, Japan, and Hawaii, as well as covers to Australia and New Zealand.<sup>1</sup> We had hoped, for this concluding installment on the 10¢ transpacific covers, to be able to announce a vast amount of new information, material, and insights, all brought to light by the publication of the previous articles.

However, reality hasn't been that kind. Not too much new has turned up. We have a few more 10¢ 1869 covers from Shanghai to report; we have some good news about the Juhring cover from Hiogo to Canada; and we have a lonely but very interesting cover showing transpacific carriage to Singapore. To this cover we turn first, since the rating and routing it represents complete our discussion of the U.S. transpacific mails at the 10¢ rate.

**10¢ TRANSPACIFIC RATE TO SINGAPORE**

The U.S.-Hong Kong postal convention of 1867<sup>2</sup> expanded the range of the 10¢ transpacific rate to include the treaty ports of Canton, Amoy, Swatow, and Foochow. The following year a U.S.-British convention extended the range of the rate even further—through the Straits Settlements, around India, all the way west to Aden, at the bottom of the Arabian Peninsula. This was the U.S.-British postal convention signed at Washington 28 July 1868 and effective 1 November 1868.<sup>3</sup> It provided for an exchange of mails—via San Francisco and Hong Kong—between the U.S., the British Straits Settlements, and the British East Indies. In effect, the 10¢ transpacific rate, which had earlier reached Hong Kong and the treaty ports, was extended to all ports east of Suez regularly served by the fortnightly British P&O mail steamers. This included Singapore, Calcutta, Madras, Bombay, and Aden. Commencing with the November 1868 issue, the *U.S. Mail* began listing a 10¢ per half ounce rate “via San Francisco to Aden, the British East Indies, and Singapore.”

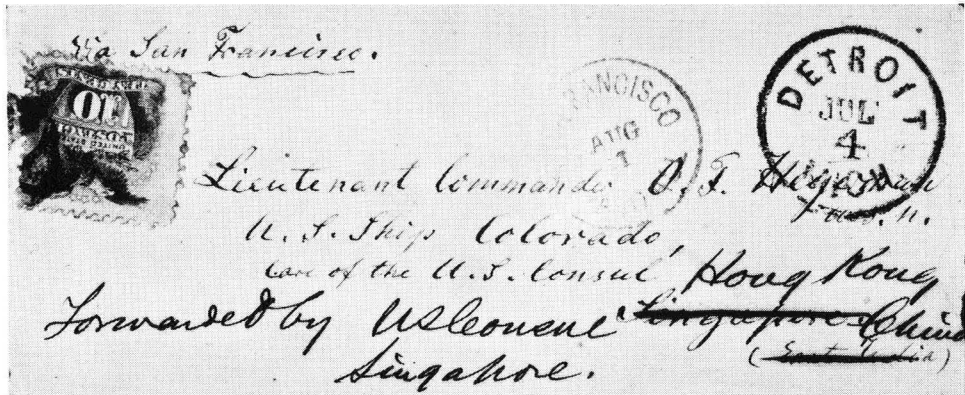


Figure 1. 10¢ 1869 on cover from Detroit to Singapore, then forwarded back to Hong Kong, under terms of the U.S.-British postal convention of 1868.

While the 10¢ rate to these destinations continued until U.P.U., covers showing the rate are uncommon. Respecting covers bearing the 1869 stamps, we record just one cover carried via British mails beyond Hong Kong under the terms of the 1868 treaty.

1. *Chronicle* 100:270-273; 101:42-52; 102:128-133; 104:266-271.
2. *Chronicle* 100:271.
3. 16 *Statutes-at-Large*, 849-850.

This is the cover illustrated as Figure 1, a small envelope posted at Detroit on 4 July 1870, originally addressed to a U.S. naval officer on board the U.S. Ship *Colorado*, "care of the U.S. Consul, Singapore, East India". The cover, franked with a 10¢ 1869 stamp, bears a magenta San Francisco PAID ALL marking dated AUG 1. On 1 August 1870 the PMSS *Great Republic* departed San Francisco for Yokohama and Hong Kong.<sup>4</sup>

While the cover in Figure 1 shows no Hong Kong markings, no doubt it entered the British mails there, to travel without further charge, per the terms of the 1868 treaty, on the P&O mail steamer from Hong Kong to Singapore. The cover bears a circular Singapore backstamp, in the British style, dated SP 22 70. The cover was then "forwarded by U.S. Consul, Singapore" back to Hong Kong, presumably on the next P&O steamer in the opposite direction, and according to docketing on the reverse finally reached its well-travelled recipient in Shanghai on 24 October 1870. Thus, the cover availed itself of the terms of the treaty in both directions.

The U.S.S. *Colorado* to which this cover is addressed should not be confused with the P.M.S.S. sidewheeler of the same name. The Navy *Colorado*, a blockader during the Civil War, was sent out to Asia in 1870 and participated in the U.S. invasion of Korea on 10 June 1871—what Dick Graham calls the first Korean War.

#### FROG TURNS PRINCE

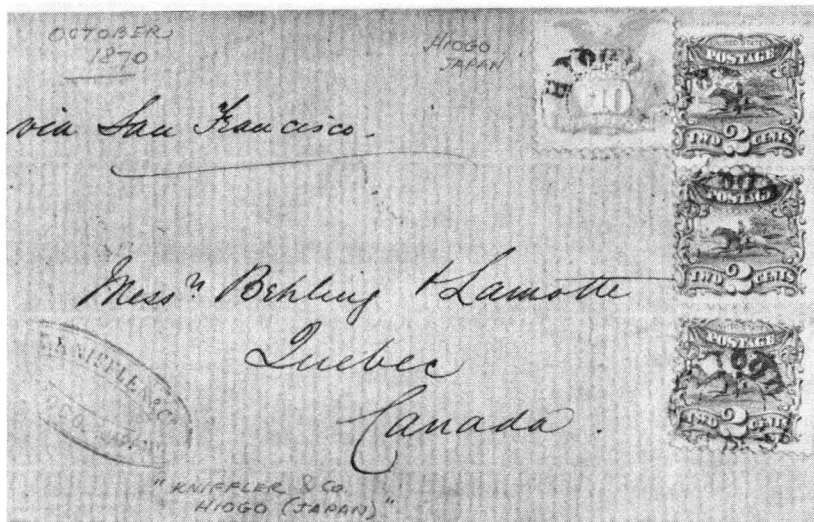


Figure 2. 10¢ 1869 plus three 2¢ 1869 on cover from Hiogo, Japan, to Quebec. This cover was previously illustrated in *Chronicle* 98, without the bottom 2¢ stamp, which was recently reunited with the cover.

In *Chronicle* 98, our Canada-oriented issue timed to coincide with CAPEX, the 1978 international stamp show at Toronto, I provided an article on 10¢ 1869 covers to and from Canada. One of the covers illustrated and discussed there was from Hiogo, Japan, to Quebec, bearing two 2¢ 1869 stamps and a 10¢ 1869, just tied by the well-known Hiogo double circle. This was what Ashbrook would have called a combination rate cover—10¢ transpacific and 6¢ U.S.-to-Canada. A 2¢ 1869 stamp was obviously missing from this cover, as I discussed. At the time I wrote, the cover had not been seen for more than 30 years and I speculated (erroneously) that it reposed in Japan.

As seems frequently to happen, hardly had the ink dried on the CAPEX *Chronicle* before contrary information appeared. The first section of the John Juhring collection, auctioned by Sotheby Parke Bernet at CAPEX, contained this very cover. Almost incredibly, the sale also contained the missing 2¢ 1869 stamp, though the two were not remarried until sometime afterwards. It seems that Juhring had owned both the cover and the missing stamp without ever

4. *Chronicle* 101:43.



realizing that the two belonged together. Stamp and cover had been separated for at least three decades, since the cover had been illustrated, lacking the stamp, in *Pat Paragraphs* in 1948.

For those who are interested in such things, the cover was lot 795 in the Juhring CAPEX sale and the stamp was lot 369. The reassembled cover, shown as Figure 2, has a recent Foundation certificate stating that all four stamps were originally used on this envelope. The tiniest of ties (at left on the lowest stamp, which is the one that had been missing) plus the distinctive centering of the stamp itself, make the mating undeniable. Elliott Coulter is the proud owner of the cover, and he credits sharp-eyed dealer Richard Frajola with spotting the missing stamp elsewhere in the catalog. The most astonishing thing about this reunion is that Juhring, who must have known his cover was missing a 2¢ 1869 stamp (Elliott Perry had pointed this out in 1948), never realized that the missing stamp reposed elsewhere in his own voluminous collection.

I'm sure I'm not the only collector who owns a cover or two from which a stamp is missing. Like frogs, they await the magic kiss that will transform them back into princes. For all of us who wait and look, endlessly hoping that the missing stamp might someday turn up, it's encouraging to learn that the transmogrifying kiss occasionally occurs. It's more sobering to think that the stamp we have sought so avidly might actually be buried somewhere in our own collection.

#### CONCLUSION

We now record 47 10¢ 1869 covers used at the U.S. consular post office at Shanghai. The earliest use of 10¢ 1869 at Shanghai is 20 November 1869. The latest use is 19 February 1873. Covers bearing 10¢ 1869 to China are considerably less common; we record 12 of them. We show 19 covers from Japan, nine to Japan. And we show seven covers from Hawaii and only two to Hawaii. Generally speaking, 10¢ 1869 covers to a transpacific destination are scarcer than covers from the same destination.



**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





## An experienced organization makes all the difference when selling your stamps

Buying collections directly from collectors has been a specialty of the Greg Manning Company for over 20 years. We have grown from a one-man operation to one of the largest and most successful philatelic companies in the world. Much of our growth has been the direct result of our ability to use our experience to build a professional, experienced organization to service the collector with stamps to sell.

Our buyers are experienced professionals, with intimate knowledge of the current market. This means you will receive full market value for all your stamps, not just a few "hot" items. We will expedite our dealings in a courteous, business-like manner. Best of all, we have the ability to pay for your collection in full, when we buy, no matter how large.

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

### THE GREAT LAKE MICHIGAN BOTTLE EXPRESS

BARBARA J. WALLACE

It is a chilly November morning in 1886 as a man, strolling along a sandy beach, chances upon a bottle lying in the sand. Approaching it he sees that it contains a paper. Perhaps a message from a shipwrecked unfortunate? His pulse quickens as he opens the vessel and removes its contents, still damp from their arduous journey across the sea.

He reads the letter which we suppose went something like this: To the finder: Please fill in the enclosed postal card and return it to the undersigned by mail. In consideration of your assistance, we shall send you a reward by return of post. Thank you in advance for your kind cooperation. The Drainage and Water Supply Commission of Chicago, Rudolph Hering, Chief Engineer.

Such may have been the scenario surrounding the postal card shown in Figure 1, the reverse of which is Figure 2. All that remains is the response card itself though the rest may be inferred with reasonable confidence from it and the few other such cards which have survived. Why, you may wonder, was this organization floating bottles on Lake Michigan? Let us consider the historical context and antecedents.



Figure 1. Postal card found in "Bottle Float."

Chicago had difficulties with drinking water supply since its earliest days. In 1839 the citizens of Chicago obtained their water from wells or bought it from peddlars who brought it around in barrels two or three times a week. The Hydraulic Company had been chartered in January 1836 but remained inactive for a considerable time thereafter. Speaking of the early water supply, a resident noted that it came with "piscatorial offerings of a very diminutive character." In 1854 the first large pumping station was built in which same year Chicago suffered from a cholera epidemic in which over 1400 people died—some 2 percent of the population. The correct inference that the water supply was being contaminated by wastes from the city was made and the formidable task of building a water intake "crib" some two miles into the lake was undertaken. This was connected by a five foot tunnel six feet beneath the lake bed to convey the water to the Chicago Ave. pumping station. Completed in 1867, the "crib" is shown in an 1866 view in Figure 3. Though the crib was a great engineering success, providing the intake for Chicago's water

BOTTLE FLOAT; No. 53 Series Oct S. D.

When Found, Date, November 16, Time, 11.30 a.m.

Where Found, (describe locality fully.) 150 yard north  
of Muskegon harbor

Name of Finder, George Mowrey

Address, Muskegon Life Saving  
S. D.

Pl. Rec. 7th  
Dist. W.D. 439

Figure 2. Message side of Figure 1.

until the completion of the "4 mile" crib in 1891, occasional storms still caused dangerous amounts of waste to enter the system. The magnitude of the hazard may be contemplated in light of the fact that Chicago's stock yards and other industries routinely dumped their untreated waste into the river which flowed directly into Lake Michigan. Such were the "good old days" in Chicago.

As Chicago's population grew (1880 pop. was 503,185) so did the waste problem. A search for a final remedy for these dangers started, with early investigations as to the prospects for reversing the flow of the Chicago River beginning in 1885.

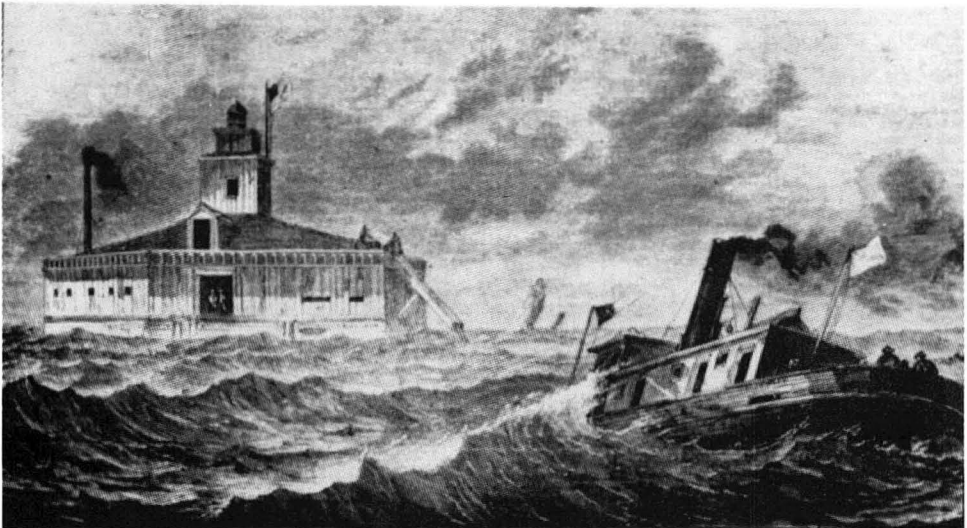


Figure 3. Chicago intake crib under construction in 1866.

From all indications, these "Bottle Floats" were for the purpose of charting currents in Lake Michigan. Where they were launched is not entirely clear but some have the pencil notation "crib" suggesting that this may have been one point of origin. Two of five examples observed which bear that notation travelled to Michigan before being found, the others landed in the Chicago area. In most cases, no exact date of launching is given on the card, however one (Float #5) shows a date of Nov. 5 with a recovery date of Nov. 28, "about 15 miles north of St. Joseph, Mich." postmarked "Covert, Mich."

All examples observed were apparently launched in the period of August through November 1886.

An analysis of 16 cards, which we estimate to be about 80 to 90 percent of the surviving examples, shows the following:

Returned by post from Michigan	9
Returned by post from Illinois	2
As above under cover	1
Returned by post from Indiana	1
Returned in person	3

Several of the cards are more or less dogeared and some are stained. The two with Chicago postmarks were both recovered at sea by "Captain John Jurgen" of the Chicago Towing Company, found one hour apart on the same day. All cards are Scott catalog number UX 8 with the printed address shown in Figure 1.

Just how much these cards proved to the researchers at the Commission is not known, however the proportion which were carried eastward must have encouraged the ultimately successful plan of reversing the direction of flow of the Chicago River. This project was begun Sept. 3, 1892 (the Chicago death rate from typhoid reaching 174 per 100,000 people in 1891) and completed Jan. 2, 1900. Various extensions of the channel were completed later.

Thus concluded an extraordinary letter-in-a-bottle episode which, though not resulting in a rescue from a desert island, led to the saving of untold thousands of lives and the healthy growth of our second largest city.

**BEAT THE EXPECTED PRICE INCREASE!**

Order your copy of

**Thomas J. Alexander's**

**SIMPSON'S U.S. POSTAL MARKINGS**

**Only \$27.50 postpaid**

(Checks payable to U.S.P.C.S.)

from

**Richard B. Graham**

**1245 West Fifth Avenue**

**Columbus, Ohio 43212**

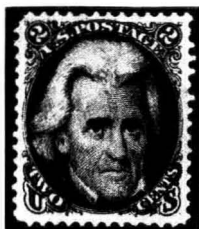
**Price \$30.00 from May 1**

**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**



## BUYING USED 1863-7 ISSUE



	XF	VFXF		XF	VFXF
US #73	\$150	\$80	US #92	\$360	\$250
US #75	475	375	US #93	100	60
US #76	300	180	US #95	450	350
US #77	250	190	US #96	225	150
US #78	285	200	US #97	250	150
US #86	425	325	US #98	300	225
US #87	250	175	US #99	1200	750
US #89	350	225	US #100	1000	500
US #90	325	200	US #101	2750	1800
US #91	750	575			

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 #118 VERY FINE-EXTREMELY FINE** used with light "Circle of Hearts" fancy cork, red NY and blue French Transit cancels. Beautiful fresh color, outstanding impression and very well centered. ONLY 200,000 ISSUED. **x-Margaret L. Wunsch. \$800.**

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 FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor  
WALTER HUBBARD, Assoc. Editor

### CLOSED MAILS FROM CALIFORNIA TO GREAT BRITAIN 1849-1860

WALTER HUBBARD

As Article 5<sup>1</sup> of the *Anglo-American Convention—Communications by Post* of 15th December 1848 was primarily concerned with the transit of Closed Mails between Great Britain and the North American Provinces through United States territory, the two handstamps associated with it—ART-5/BR.PKT and ART-5/U.S.PKT—would not appear to have much significance for the collector of covers between the United States and Europe. They are, however, as Alan Robertson pointed out,<sup>2</sup> occasionally found on unpaid letters from California which had crossed the United States and the Atlantic in closed bags. Robertson records these marks as known from 1849 to 1860, struck in green or black and usually on the reverse.

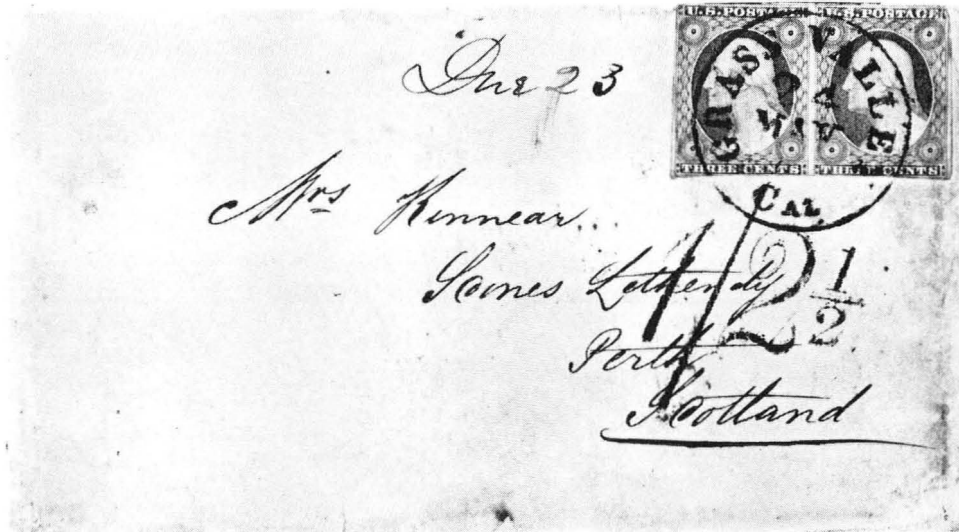


Figure 1. Cover from Grass Valley, Cal., to Scotland in 1853. The stamps were disregarded and the entire postage of 1/2½ (29¢) collected from addressee.

The cover illustrated was posted at Grass Valley, Cal.,<sup>3</sup> on 24 May 1853. It arrived at Liverpool on 10 July and was delivered at Perth on the following day. The sender, and perhaps the Post Office at Grass Valley, apparently thought that the United States inland postage of 6 cents had to be prepaid but the British, in collecting 1s.2½d. (29 cents) from the addressee, correctly ignored this part payment. It will be noted that there is no U.S. Exchange Office mark. The handstamps on the front are in black, those on the reverse in green. *Asia*, of the Cunard Line, sailed from Boston on 29 June and arrived at Liverpool on 10 July and presumably this cover was carried by her.<sup>4</sup>

The United States Postmaster General's Annual Reports for the fiscal

1. "Art.V. The United States engage to grant the United Kingdom the transit in Closed Mails through the Territory of the United States of correspondence and newspapers from the United Kingdom to the British North American Provinces and from those Provinces to the United Kingdom at the rate of inland postage to be charged under this Convention for letters and newspapers between the United Kingdom and the United States. A British Officer shall be permitted to accompany the closed bags during transit." *Public Records Office: F.O. 93 8/20*.

2. Alan Robertson: *Maritime Postal History of the British Isles*, Liverpool E167.

3. Stanley B. Ashbrook: *The United States One Cent Stamp of 1851-1857*; see Vol. II plate 53B for similar strike.

4. *The Chronicle*: 95:198.





Figure 2. Reverse of cover, showing Liverpool arrival postmark and handstamp ART-5/BR. PKT.

years from 30 June 1853 to 30 June 1864<sup>5</sup> show that the Closed Mails from California totalled some 68,000 ounces in these twelve years. Almost exactly half of this total was carried by the Cunard Line whilst the rest was distributed over the other major shipping companies. Incidentally, a Closed Mail cover from California carried by the Allan Line in the twelve months ending 30 June 1861 would be a considerable rarity, as in that fiscal year the Allan Line received compensation for only 4½ ounces for mail carried on this route.

Would any members who have unreported examples or information about the instructions to Western Postmasters regarding the use of these handstamps, please send details to either of the Associate Editors.

5. *The Postmaster General's Annual Reports* for the Fiscal Years 1853-1864 (Wierenga Reprints).

## CORRIGENDA—ACHEN FRANCO MARKINGS ON PRUSSIAN CLOSED MAIL

ALLAN RADIN

For the record, revisions must be made to the table published in *Chronicle* 106:130. Accordingly a revised table of earliest and latest known uses follows.

### ACHEN FRANCO MARKINGS ON PRUSSIAN CLOSED MAIL

	<i>Earliest</i>	<i>Latest</i>
Large FRANCO (M)	22 Jan 1853 <sup>1</sup>	7 Sep 1855 <sup>2</sup>
Small FRANCO (N)	26 Dec 1854	22 Aug 1855
Boxed FRANCO (O) <sup>3</sup>	28 Dec 1853	19 Jan 1855
Boxed ACHEN (date) /FRANCO	red	29 Apr 1854
	magenta	26 Jul 1864
	black <sup>5</sup>	17 Feb 1865
	blue	1 Feb 1865
		11 Aug 1867

1. On cover illustrated by George E. Hargest, *Chronicle* 62:84. "Earliest" date of 24 Jan 1853 he listed in *Chronicle* 76:221 is believed to be a typographical error.

2. On cover shown by Richard F. Winter (RA 1564), unfortunately without dated backstamp. Arbitrarily assigned date 16 days later than New York exchange office marking, for conveyance by *Baltic* of the Collins Line.

3. Only two seen to date.

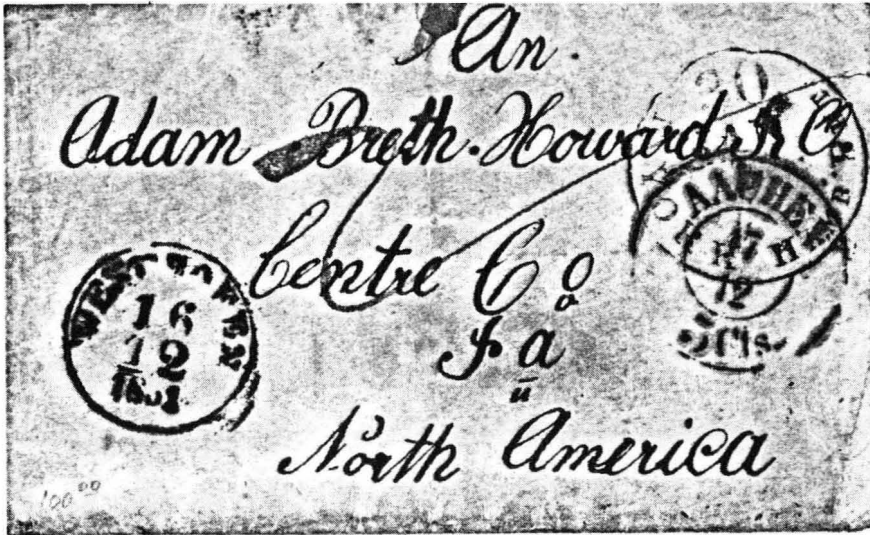
4. Revised date published by Hargest, *Chronicle* 78:125, and previously overlooked by the author, an embarrassing and inexcusable oversight brought to his attention by associate editor Walter Hubbard.

5. Only one seen to date; the use of black ink is presumed an error.

## HAMBURG PACKET MARKING ON PRUSSIAN CLOSED MAIL

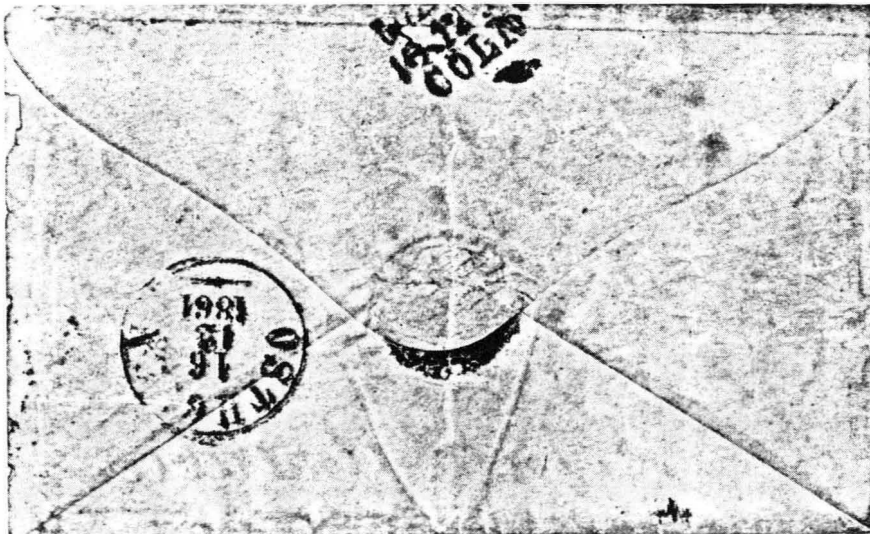
ALLAN RADIN

It is no doubt unnecessary to remind the reader that the designation of the packet service contained in the familiar U.S. exchange office markings applied to foreign mail in the treaty period was for accounting purposes. It may be less superfluous to remark that the designation "American Packet" applied not only to those of U.S. registry but also to those of foreign registry providing sea conveyance under contract or arrangement with the U.S. Post Office Department (USPOD).



1861 unpaid PCM cover with "30/N. YORK HAMB. PKT." marking.

As is well known, conveyance of Prussian closed mail (PCM) between the U.S. and England was aboard American or British packets. Logically, therefore, one should never expect to find any but "AM. PKT." or "BR. PKT." markings on PCM. "What, never?—Well, hardly ever."



Reverse of "HAMB. PKT." cover.

The Hamburg-Amerikanische Paketfahrt Aktien-Gesellschaft (Hamburg-American or HAPAG line) was from time to time under contract with the

USPOD for transport of mail between the U.S. and England; westbound PCM and other mails were picked upon calls at Plymouth.

A peculiar situation thus existed in the U.S. exchange office: in its main transport of mail from Hamburg a HAPAG liner was "Hamburg Packet" while for mail transported from Plymouth it was "American Packet." Different markings had to be applied to mail arriving at the same time, unloaded from the same packet. Understandably, mistakes were inevitable. The unpaid 1861 westbound cover illustrated here is marked "HAMB. PKT." instead of "AM. PKT." Of course, the applied marking in black still served the essential purpose of showing 30¢ postage due.

Considering the large volume of mail transported, this should not be a unique example of a misapplied "HAMB. PKT." marking.

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

WALTER HUBBARD AND CLIFFORD L. FRIEND

(Continued from *Chronicle* 108:282)

1874 (Cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
14 do	15 NY	27 do (M)	JAVA	NY 1 Apr*	10 Apr (1500)	
17 do	18 B 1	Apr (M)	ATLAS	B 4 Apr	14 Apr (2300)	
21 do	22 NY 3	do (M)	CUBA	NY 8 Apr*	17 Apr (2000)	
24 do	25 B 9	do (M)	SIBERIA	B 11 Apr (?)	21 Apr (1800)	
28 do	29 NY 12	do (M)	ABYSSINIA	NY 15 Apr*	25 Apr (0900)	
31 do	1 Apr NY 14	do (M)	PARTHIA	Sat NY 18 Apr	30 Apr (0200)	no mails from NY
2 Apr	3 B 17	do	SAMARIA	B 18 Apr (21)	1 May (2100)	
4 do	5 NY 16	do (M)	RUSSIA	NY 22 Apr*	1 May (2100)	
7 do	8 NY 19	do (M)	CHINA	Sat NY 25 Apr	5 May (1600)	
9 do	10 B 22	do	HECLA	B 25 Apr (28)	8 May (0900)	
11 do	12 NY 24	do (M)	CALABRIA	NY 29 Apr*	9 May (0250)	
14 do	15 B 27	do (M)	BATAVIA	B 2 May	12 May (0930)	
18 do	19 NY 30	do (M)	SCOTIA	NY 6 May*	15 May (1100)	
16 do	17 B 29	do	MARATHON	Tu B 5 May	15 May (1000)	
21 do	22 NY 3	May (M)	ALGERIA	Sat NY 9 May	18 May (1730)	no mails from NY
23 do	24 B 7	do	OLYMPUS	B 9 May (12)	23 May (1540)	
25 do	26 NY 7	do (M)	CUBA	NY 13 May*	23 May (1150)	
28 do	29 NY 8	do (M)	JAVA	Sat NY 16 May	26 May (0800)	no mails from NY
30 do	1 May B 12	do	SIBERIA	B 16 May (19)	29 May (1530)	
2 May	3 NY 13	do (M)	ABYSSINIA	NY 20 May*	30 May (0100)	
5 do	6 NY 18	do (M)	ATLAS	Sat NY 23 May	2 Jun (1445)	
7 do	8 B 20	do	SAMARIA	B 23 May	2 Jun (2015)	
9 do	10 NY 20	do (M)	RUSSIA	NY 27 May*	5 Jun (1800)	
12 do	13 NY 23	do (M)	CHINA	Sat NY 30 May	9 Jun (1100)	no mails from NY
14 do	15 B 25	do	HECLA	B 30 May	9 Jun (1600)	
16 do	17 NY 27	do (M)	CALABRIA	NY 3 Jun*	13 Jun (2330)	
19 do	20 NY 30	do (M)	PARTHIA	Sat NY 6 Jun	16 Jun (1800)	
21 do	22 B 1	Jun	MARATHON	B 6 Jun (?)	19 Jun (2315)	
23 do	24 NY 2	do (M)	SCOTIA	NY 10 Jun*	19 Jun (1850)	
26 do	27 NY 7	do (M)	ALGERIA	Sat NY 13 Jun	23 Jun (0600)	no mails from NY
28 do	29 B 10	do	OLYMPUS	B 13 Jun	27 Jun (1540)	
30 do	31 NY 10	do (M)	CUBA	NY 17 Jun*	27 Jun (1000)	
2 Jun	3 B 13	do (M)	BATAVIA	Sat NY 20 Jun	30 Jun (1100)	no mails from NY
			NO SAILING	B 20 Jun		
6 do	7 NY 17	do (M)	ABYSSINIA	NY 24 Jun*	3 Jul (2100)	
9 do	10 B 20	do (M)	SIBERIA	B 27 Jun	8 Jul (0130)	see note 34
13 do	14 NY 23	do (M)	RUSSIA	NY 1 Jul*	10 Jul (2300)	
16 do	17 B 26	do (M)	CHINA	Sat NY 4 Jul	14 Jul (0400)	no mails from NY
			NO SAILING	B 4 Jul		
20 do	21 NY 1	Jul (M)	CALABRIA	NY 8 Jul*	17 Jul (2210)	
23 do	24 B 3	do (M)	PARTHIA	B 11 Jul	20 Jul (1500)	
27 do	28 NY 7	do (M)	SCOTIA	NY 15 Jul*	24 Jul (1800)	
30 do	1 Jul B 12	do (M)	ALGERIA	Sat NY 18 Jul	27 Jul (1620)	no mails from NY
			NO SAILING	B 18 Jul		
4 Jul	5 NY 15	do (M)	CUBA	NY 22 Jul*	1 Aug (0100)	
7 do	8 B 18	do (M)	BATAVIA	B 25 Jul	3 Aug (2200)	
11 do	12 NY 22	do (M)	ABYSSINIA	NY 29 Jul*	8 Aug (2400)	

34. End of Fiscal Year 1874.

1874 (Cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
14 do	15	B 25 do (M)	SAMARIA	Sat NY 1 Aug	12 Aug (1100)	see note 35
			NO SAILING	B 1 Aug		
18 do	19	NY 28 do (M)	RUSSIA	NY 5 Aug*	14 Aug (1700)	
21 do	22	NY 31 do (M)	JAVA	Sat NY 8 Aug	17 Aug (1000)	see note 35
23 do	—	B 5 Aug	SARAGOSSA	B 8 Aug	18 Aug (1815)	F/V and L/V
25 do	26	NY 6 do (M)	CALABRIA	NY 12 Aug*	22 Aug (1400)	
28 do	29	B 9 do (M)	PARTHIA	B 15 Aug	25 Aug (0300)	
1 Aug	2	NY 12 do (M)	SCOTIA	NY 19 Aug*	28 Aug (0900)	
4 do	5	B 16 do (M)	ALGERIA	Sat NY 22 Aug	1 Sep (1300)	see note 35
			NO SAILING	B 22 Aug		
8 do	9	NY 19 do (M)	BOTHNIA	NY 26 Aug*	5 Sep (0720)	F/V
11 do	12	B 22 do (M)	BATAVIA	B 29 Aug	8 Sep (0300)	
15 do	16	NY 25 do (M)	ABYSSINIA	NY 2 Sep	LP 12 Sep	
18 do	19	NY 29 do (M)	CHINA	Sat NY 5 Sep	15 Sep (0800)	see note 35
20 do	21	B 31 do	SAMARIA	B 5 Sep (8)	18 Sep (1000)	
22 do	23	NY 1 Sep (M)	RUSSIA	NY 9 Sep*	18 Sep (1300)	
25 do	26	NY 5 do (M)	JAVA	Sat NY 12 Sep	LP 23 Sep	no mails from NY
27 do	28	B 8 do	ATLAS	B 12 Sep (15)	LP 27 Sep	
29 do	30	NY 10 do (M)	CUBA	NY 16 Sep	27 Sep	
1 Sep	2	NY 12 do (M)	PARTHIA	Sat NY 19 Sep	29 Sep (0600)	no mails from NY
3 do	4	B 15 do	MARATHON	B 19 Sep (22)	2 Oct (0340)	
5 do	6	NY 16 do (M)	SCOTIA	NY 23 Sep*	4 Oct (1200)	
8 do	9	NY 20 do (M)	CALABRIA	Sat NY 26 Sep	6 Oct (1230)	no mails from NY
10 do	11	B 22 do	HECLA	B 26 Sep (29)	9 Oct (1730)	
12 do	13	NY 22 do (M)	ALGERIA	NY 30 Sep	9 Oct (1400)	
15 do	16	NY 27 do (M)	BATAVIA	Sat NY 3 Oct	14 Oct (1100)	no mails from NY
17 do	18	B 28 do	SIBERIA	B 3 Oct (6)	16 Oct (0500)	
19 do	20	NY 29 do (M)	ABYSSINIA	NY 7 Oct*	17 Oct (0900)	
22 do	23	NY 4 Oct (M)	CHINA	Sat NY 10 Oct	20 Oct (0030)	no mails from NY
24 do	26	B 7 do	SAMARIA	B 10 Oct (13)	23 Oct (0600)	
26 do	27	NY 7 do (M)	RUSSIA	NY 14 Oct*	23 Oct (0600)	
29 do	30	NY 10 do (M)	JAVA	Sat NY 17 Oct	26 Oct (1400)	no mails from NY
1 Oct	2	B 14 do	ATLAS	B 17 Oct (20)	29 Oct (1800)	
3 do	4	NY 15 do (M)	BOTHNIA	NY 21 Oct*	30 Oct (2200)	
6 do	7	NY 18 do (M)	PARTHIA	Sat NY 24 Oct	4 Nov (0700)	no mails from NY
8 do	9	B 21 do	MARATHON	B 24 Oct (27)	6 Nov (0330)	
10 do	11	NY 23 do (M)	CUBA	NY 28 Oct	6 Nov (2050)	
13 do	14	NY 25 do (M)	CALABRIA	Sat NY 31 Oct	10 Nov (1100)	no mails from NY
15 do	16	B 28 do	HECLA	B 31 Oct (3 Nov)	13 Nov (1900)	
17 do	18	NY 29 do (M)	ALGERIA	NY 4 Nov*	14 Nov (2400)	
20 do	21	NY 2 Nov (M)	BATAVIA	Sat NY 7 Nov	18 Nov (0500)	no mails from NY; see note 36
			NO SAILING	B 7 Nov		
24 do	25	NY 4 do (M)	ABYSSINIA	NY 11 Nov	20 Nov (1900)	
27 do	28	B 7 do (M)	CHINA	B 14 Nov	24 Nov (0900)	
31 do 1	Nov	NY 11 do (M)	RUSSIA	NY 18 Nov*	27 Nov (0950)	
3 Nov	4	B 15 do (M)	SAMARIA	B 21 Nov	30 Nov (2040)	
7 do	8	NY 17 do (M)	JAVA	NY 25 Nov	4 Dec (1840)	
10 do	11	B 23 do (M)	SIBERIA	B 28 Nov	LP 10 Dec	
14 do	15	NY 27 do (M)	PARTHIA	NY 2 Dec*	13 Dec (0500)	
17 do	18	B 30 do (M)	MARATHON	B 5 Dec	14 Dec (2300)	
21 do	22	NY 3 Dec (M)	ALGERIA	NY 9 Dec*	19 Dec (1200)	
24 do	25	B 7 do (M)	HECLA	B 12 Dec	22 Dec (1345)	
28 do	29	NY 9 do (M)	ABYSSINIA	NY 16 Dec*	25 Dec (1915)	
1 Dec	2	B 12 do (M)	CHINA	B 19 Dec	29 Dec (0930)	
5 do	6	NY 17 do (M)	RUSSIA	NY 23 Dec*	LP 2 Jan	
8 do	9	B 22 do (M)	SAMARIA	B 26 Dec	5 Jan (0930)	
12 do	13	NY 23 do (M)	JAVA	NY 30 Dec*	LP 9 Jan	

35. On arrival at Queenstown, mails were reported as being landed. Not confirmed.

36. The Cunard service from Liverpool on Tuesdays and New York on Saturdays ceased with this voyage.

PATRONIZE OUR ADVERTISERS

1875

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
15 do	16 B 29	do (M)	SIBERIA	B 2 Jan	LP 15 Jan	
19 do	20 NY 2	Jan (M)	CUBA	NY 6 Jan*	16 Jan (0200)	
22 do	23 B 8	do (M)	MARATHON	B 9 Jan (12)	LP 23 Jan	
26 do	27 NY 9	do (M)	ALGERIA	NY 13 Jan	LP 23 Jan	
29 do	30 B 14	do (M)	HECLA	B 16 Jan (?)	26 Jan (0800)	
2 Jan	3 NY 19	do (M)	PARTHIA	NY 20 Jan* (23)	2 Feb (0800)	see note 37
5 do	6 B 20	do (M)	CHINA	B 23 Jan	1 Feb (1800)	
9 do	10 NY 22	do (M)	RUSSIA	NY 27 Jan	LP 6 Feb	
12 do	13 B 29	do (M)	SAMARIA	B 30 Jan (4 Feb)	14 Feb (1400)	
16 do	17 NY 30	do (M)	JAVA	NY 3 Feb*	13 Feb (0800)	
19 do	21 B 4	Feb (M)	SIBERIA	B 6 Feb (?)	21 Feb (1215)	
23 do	24 NY 6	do (M)	CUBA	NY 10 Feb	20 Feb (0400)	
26 do	27 B 9	do (M)	ATLAS	B 13 Feb	23 Feb (0200)	
30 do	31 NY 12	do (M)	ABYSSINIA	NY 17 Feb*	28 Feb (2400)	
2 Feb	3 B 16	do (M)	MARATHON	B 20 Feb	3 Mar (1100)	
6 do	7 NY 19	do (M)	PARTHIA	NY 24 Feb (27)	10 Mar (0230)	see note 38
9 do	10 B 23	do (M)	HECLA	B 27 Feb	11 Mar (1100)	
13 do	14 NY 25	do (M)	ALGERIA	NY 3 Mar*	14 Mar (0900)	
16 do	17 B 27	do (M)	CHINA	B 6 Mar	15 Mar (2030)	
20 do	21 NY 4	Mar (M)	JAVA	NY 10 Mar	19 Mar (1400)	
23 do	24 B 7	do (M)	SAMARIA	B 13 Mar	23 Mar (1730)	
27 do	28 NY 10	do (M)	CUBA	NY 17 Mar*	26 Mar (1400)	
2 Mar	3 B 14	do (M)	SIBERIA	B 20 Mar	1 Apr (0030)	
6 do	7 NY 20	do (M)	ABYSSINIA	NY 24 Mar	2 Apr (2015)	
9 do	10 B 22	do (M)	MARATHON	B 27 Mar	6 Apr (0700)	
13 do	14 NY 24	do (M)	CALABRIA	NY 31 Mar*	11 Apr (1210)	
16 do	17 B 28	do (M)	ATLAS	B 3 Apr	13 Apr (1600)	
20 do	21 NY 31	do (M)	ALGERIA	NY 7 Apr*	17 Apr (2010)	
23 do	24 B 4	Apr (M)	HECLA	B 10 Apr	20 Apr (2300)	
27 do	28 NY 6	do (M)	CHINA	NY 14 Apr*	24 Apr (1200)	
30 do	31 B 12	do (M)	SAMARIA	B 17 Apr*	28 Apr (0040)	
3 Apr	4 NY 14	do (M)	RUSSIA	NY 21 Apr*	30 Apr (1200)	
6 do	7 B 17	do (M)	PARTHIA	B 24 Apr	3 May (1830)	
10 do	11 NY 20	do (M)	BOTHNIA	NY 28 Apr*	7 May (1940)	
13 do	14 B 24	do (M)	ABYSSINIA	Sat NY 1 May	10 May (1300)	no mails from NY
			NO SAILING	B 1 May		
17 do	18 NY 30	do (M)	CUBA	NY 5 May*	16 May (1500)	L/V
20 do	21 B 2	May (M)	BATAVIA	B 8 May	18 May (0615)	
24 do	25 NY 6	do (M)	SCOTIA	NY 12 May*	21 May (1600)	
27 do	28 B 8	do (M)	ALGERIA	Sat NY 15 May	24 May (1630)	no mails from NY
			NO SAILING	B 15 May		
1 May	2 NY 13	do (M)	SCYTHIA	NY 19 May*	28 May (1440)	F/V
4 do	5 B 15	do (M)	CHINA	B 22 May	31 May (2300)	
8 do	9 NY 18	do (M)	RUSSIA	NY 26 May	4 Jun (0400)	
11 do	12 B 22	do (M)	PARTHIA	B 29 May	7 Jun (2200)	
15 do	16 NY 26	do (M)	BOTHNIA	NY 2 Jun*	11 Jun (1915)	
18 do	19 B 31	do (M)	ATLAS	B 5 Jun	15 Jun (0450)	
22 do	23 NY 2	Jun (M)	ABYSSINIA	NY 9 Jun	18 Jun (2300)	
25 do	26 B 5	do (M)	BATAVIA	B 12 Jun	21 Jun (2100)	
29 do	30 NY 9	do (M)	ALGERIA	NY 16 Jun*	26 Jun (0100)	
1 June	2 B 12	do (M)	MARATHON	B 19 Jun	28 Jun (2100)	
5 do	6 NY 15	do (M)	SCYTHIA	NY 23 Jun	2 Jul (0730)	
8 do	9 B 21	do (M)	CHINA	B 26 Jun	6 Jul (1630)	
12 do	13 NY 24	do (M)	RUSSIA	NY 30 Jun*	9 Jul (2030)	see note 39
15 do	16 B 27	do (M)	PARTHIA	B 3 Jul	12 Jul (1150)	
19 do	20 NY 30	do (M)	BOTHNIA	NY 7 Jul	16 Jul (1615)	
22 do	23 B 3	Jul (M)	ATLAS	B 10 Jul	20 Jul (1210)	
26 do	27 NY 7	do (M)	ABYSSINIA	NY 14 Jul*	24 Jul (1500)	
29 do	30 B 10	do (M)	BATAVIA	B 17 Jul	27 Jul (0900)	
3 Jul	4 NY 16	do (M)	ALGERIA	NY 21 Jul	31 Jul (0640)	

37. PARTHIA arrived too late at New York to sail on 20 January. She left 3 days late and probably carried no mail from New York.

38. PARTHIA's departure from New York was delayed for 3 days by repair work. She sailed on 27 February and probably carried no mail from New York.

39. End of Fiscal Year 1875.



1875 (Cont.)

PD LP	QT	ARR	PACKET	PD	ARR QT or LP	NOTES
6 do	7	B 17	do (M) MARATHON	B 24 Jul	3 Aug (1340)	
10 do	11	—	SCYTHIA	—	—	see note 40
13 do	14	B 23	do (M) CHINA	Sat NY 31 Jul	10 Aug (1613)	do
			NO SAILING	B 31 Jul		
17 do	18	NY 27	do (M) RUSSIA	NY 4 Aug	13 Aug (1330)	
20 do	21	B 30	do (M) PARTHIA	B 7 Aug	17 Aug (0620)	
24 do	25	NY 3	Aug (M) BOTHNIA	NY 11 Aug*	20 Aug (1640)	
27 do	28	B 7	do (M) ATLAS	B 14 Aug	24 Aug (1000)	
31 do	1 Aug	NY 11	do (M) ABYSSINIA	NY 18 Aug*	28 Aug (0350)	
3 Aug	4	B 14	do (M) BATAVIA	B 21 Aug	31 Aug (0710)	
7 do	8	NY 18	do (M) ALGERIA	NY 25 Aug*	4 Sep (0220)	
10 do	11	B 22	do (M) MARATHON	B 28 Aug	7 Sep (0500)	
14 do	15	NY 24	do (M) SCYTHIA	NY 1 Sep*	11 Sep (0015)	
17 do	18	B 28	do (M) CHINA	B 4 Sep	13 Sep (1730)	
21 do	22	NY 31	do (M) RUSSIA	NY 8 Sep*	17 Sep (1300)	
24 do	26	B 4	Sep (M) PARTHIA	B 11 Sep	LP 22 Sep	
28 do	29	NY 7	do (M) BOTHNIA	NY 15 Sep*	25 Sep (1430)	
31 do	1 Sep	B 12	do (M) ATLAS	B 18 Sep	28 Sep (1200)	
4 Sep	5	NY 16	do (M) ABYSSINIA	NY 22 Sep*	1 Oct (1830)	
7 do	8	B 18	do (M) BATAVIA	B 25 Sep	5 Oct (0600)	
11 do	12	NY 22	do (M) ALGERIA	NY 29 Sep*	8 Oct (1740)	
14 do	15	B 25	do (M) MARATHON	B 2 Oct	12 Oct (1300)	
18 do	19	NY 28	do (M) SCYTHIA	NY 6 Oct	15 Oct (1000)	
21 do	22	B 3	Oct (M) CHINA	B 9 Oct	19 Oct (0800)	
25 do	26	NY 7	do (M) RUSSIA	NY 13 Oct*	22 Oct (2115)	
28 do	29	B 10	do (M) PARTHIA	B 16 Oct	26 Oct (0200)	
2 Oct	3	NY 13	do (M) BOTHNIA	NY 20 Oct	29 Oct (1230)	
5 do	6	B 18	do (M) ATLAS	B 23 Oct	3 Nov (0730)	
9 do	10	NY 22	do (M) ABYSSINIA	NY 27 Oct*	6 Nov (0800)	
12 do	13	B 24	do (M) BATAVIA	B 30 Oct	9 Nov (0800)	
16 do	17	NY 29	do (M) ALGERIA	NY 3 Nov	14 Nov (1750)	
19 do	20	B 2	Nov (M) SIBERIA	B 6 Nov	17 Nov (0815)	
23 do	24	NY 3	do (M) SCYTHIA	NY 10 Nov*	19 Nov (0730)	
26 do	27	B 6	do (M) CHINA	B 13 Nov	23 Nov (0830)	see note 41
30 do	31	NY 11	do (M) RUSSIA	NY 17 Nov	26 Nov (1540)	
2 Nov	3	B 15	do (M) PARTHIA	B 20 Nov	30 Nov	
6 do	7	NY 17	do (M) BOTHNIA	NY 24 Nov*	3 Dec (1945)	
9 do	10	B 22	do (M) MARATHON	B 27 Nov	7 Dec (0920)	
13 do	14	NY 26	do (M) ABYSSINIA	NY 1 Dec	11 Dec (0630)	
16 do	17	B 28	do (M) BATAVIA	B 4 Dec	14 Dec (0730)	
20 do	21	NY 4	Dec (M) ALGERIA	NY 8 Dec	18 Dec (0615)	
23 do	24	B 6	do (M) ATLAS	B 11 Dec	21 Dec (0040)	
27 do	28	NY 8	do (M) JAVA	NY 15 Dec	24 Dec (0500)	
30 do	1 Dec	B 11	do (M) HECLA	B 18 Dec	28 Dec (0950)	
4 Dec	5	NY 15	do (M) RUSSIA	NY 22 Dec	31 Dec (0800)	
7 do	8	B 21	do (M) SIBERIA	B 25 Dec	5 Jan (0545)	see note 42
11 do	12	NY 26	do (M) CHINA	NY 29 Dec	8 Jan (1230)	

40. SCYTHIA struck a submerged object (thought to be a whale) off Ballycotton and returned to Queenstown. Her mails, intended for New York, were taken to Boston by CHINA in addition to her own. CHINA went on to New York and sailed from there on 31 July. She carried no mails from New York.

41. SALIER (North German Lloyd) was detained at Southampton for repairs and CHINA carried her mails to Boston. On her return trip, CHINA took off 13 cabin passengers and the mails from AMERIQUE (French Line) which had broken her shaft and was proceeding under sail to Havre. AMERIQUE had sailed from New York on 13 November (Salles vol.IV, p.238).

42. SIBERIA sailed 2 days late from Liverpool with her own and the mails salvaged from DEUTSCHLAND (North German Lloyd) which had foundered on the Goodwin Sands on 6 December.

References 1869-1876

Annual Reports of the United States Postmaster General : The Liverpool Telegraph & Shipping & Commercial Gazette : Lloyds List : The New York Daily Tribune : The New-York Times : Post Office Records, London : The Times : United States Mail and Post Office Assistant (July 1869-Sept. 1872).

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



## 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

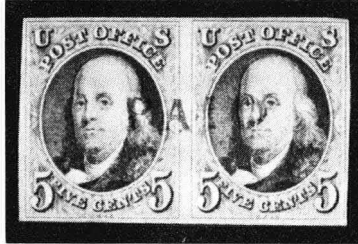
1. U.S. State and Maps of other Countries (1800-1900)  
give year needed \$10.00 up
2. White, **Railway Mail Service**, 1973 Reprint, 274 pp. \$10.95
3. Staff, **Transatlantic Mail**, 1980 Reprint, 192 pp. \$35.00
4. Oakley, **Mississippi Postal History, Vol. II**, 1980 \$30.00
5. Skinner and Eno, **United 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 \$25.00
8. Collectors Club, **Philately: A Catalog of the Collectors  
Club Library** (21,800 cards), 1974, 682 pp. \$130.00
9. Mills, **Canadian Coastal and Inland Steam Vessels  
1809-1930**, 147 pp. \$20.00
10. Burns, **Additions to Hawaiian Postal History, Vol. 1**, 1980, 64 pp. \$7.00
11. Burns, **Hawaii's Town Cancels 1850-1900, Vol. 2**, 1980, 39 pp. \$6.00
12. Hogan, **A History of the Stamps of Hawaii: 1851-1900**, 1980, 24 pp.  
8 color plates. Loose. \$5.00
13. Pukui, Elbert, and Mookini, **Place Names of Hawaii**, 1974, 310 pp. \$4.95
14. Deaton, **Texas Postal History Handbook**, 1980, 245 pp. \$30.00

**HENRY C. HENSEL**  
THE MEMORABILIA CORNER

**P.O. Box 15052**

**Norfolk, VA 23511**

# Buying & Selling Quality Classics



**UNITED STATES 1847-1883**

**CANADA 1851-1893**

**GREAT BRITAIN 1840-1854**

**WESTERN EUROPE CLASSIC IMPERFORATES**

*Including covers, cancellations and other specialized material*

---

We publish bimonthly price lists. Our current list features U.S. 1847 issue, the U.S. 3¢ of 1851 & 1857, Canada Large Queens Part 1, and Great Britain 1840-41 issues.

Our March list will feature U.S. 1847 postal history, the U.S. 1¢ of 1851 and 1857, Canada Large Queens Part 2, and Classic Denmark Specialized.

Our stocks are very comprehensive and constantly changing. May we have your want list?

**RUSSELL S. MASCIERI**

**(DANAM STAMP CO.)**

**609-779-0779**

**800 Kings Hwy No., Suite 304**

**Cherry Hill, N.J. 08034**

## LITERATURE

**Review: United States Cancellations, 1845-1869.** By Hubert C. Skinner and Amos Eno. Published 1980 by American Philatelic Society, P.O. Box 800, State College, Pa. 16801. Clothbound, 362 pages, 5½" x 9½" printed areas; over 4,000 tracings of postmarks and nearly 150 cover illustrations. Regular edition, \$25.00 (A.P.S. members \$20.00) and deluxe edition (details not given), \$50.00 from publisher.

The subject of this book, which is really a catalog, is the fancy cancels on the first four major issues of U.S. postage stamps. A few fancy postmarks from the era prior to 1847 are also included, and a subtitle on the title page indicates the inclusion of "Unusual and Representative Markings." Just the same, the great thrust of this catalog is a compilation of the collectible postal markings, mostly fancy killers, found on loose postage stamps and covers of the 1847, 1851-57, 1861 (and grills) and 1869 stamp periods.

The major problem in putting together a catalog such as this, where the markings on loose stamps are not self identifying as to origin, is to organize the catalog so that any fancy designs can be readily located. Obviously, such organization has to be based upon a classification system for the designs. Unfortunately, not all fancy designs will be identified in the same terms by all collectors, but if a collector with a loose stamp bearing a fancy design of an unidentified post office is to identify the office, his term for the design must agree with that of the catalogers or he has a problem. Otherwise, looking through some 4,000 listings of markings can be somewhat onerous.

The authors have made a carefully organized detailed approach to the problem. The fancy cancellations are grouped into ten categories of design, with subcategories to organize those sections. An eleventh section includes postal markings, mostly unusual origin markings sometimes found used to cancel stamps.

A detailed table of contents breaks these down in such a way that the user with a cancel to identify and who turns to the table first won't have much trouble. Where listings fit into more than one section, they are listed in all such sections.

The arrangement of the markings ranges from the most simple, such as grids and targets, to the more complex or more popular subjects. Major categories are as follows:

Section I—Simple designs (grids, etc.). II—Geometrics. III—Crosses and crossroads. IV—Stars. (These first four sections do not attempt to show all possible listings, but are representative.) V—Pictorial Designs (this section includes a great many of the Waterbury and other very popular designs). VI—Patriotic Designs (flags, shields, etc.). VII—Fraternal Groups (masonic designs, etc.). VIII—Patent (and similar) cancels. IX—Numerals and dates. X—Letters and Compound Letters. XI—Postal Markings, and this section is also only representative of those origin markings that might be found as cancels on stamps. The section makes no attempt to explain the markings, but only identifies them.

The introductory portion of the book explains the classifications of the listings and contains a short history of the development of collecting of fancy cancellations. It also includes short sections on forged fancy cancels, more in the order of a warning than in detail, although a list of markings known to have been faked is included.

An extremely useful feature is an index appended; this lists all the markings of the book by "State and City" (really by post office) or, in a few cases, by other categories when appropriate. This section permits the collector with a cover—town of origin known and with an apparent fancy killer—to quickly find the cancel or, perhaps, learn that it is a new listing.

The subject of fancy cancels, probably more than any other philatelic area, is quite difficult to catalog to everyone's satisfaction. This reviewer, who didn't receive his copy until the book had appeared elsewhere, heard a good many comments about alleged inaccuracies, omissions, inclusion of material not really pertinent (such as the material in the postmark section XI), and because the book doesn't include either rarity factors or prices.

Of these comments, the only valid criticism this reviewer cares to make is that the "years of usage" listings in the postmark section No. XI do indicate that an improved method for listing those years of use would be desirable. The authors use mixed criteria—the years of the various stamp issues upon which the markings may be found, plus, from covers, actual years of use seen. For the purely fancy cancels, the indication of the stamp issues is quite adequate. But for the postmark section, particularly where certain origin markings are concerned, the listings are often incorrect, or perhaps muddled a bit and therefore misleading. As an example, this reviewer has recorded Banks' Division markings of all the types for years. Of the five known markings, only three are listed. This includes two of the three "G.B.D." types, both listed as "Initials or monograms," when they are actually origin markings rather than just killers. The fact that all the "G.B.D." types are known on covers bearing the 1857 stamps was not noted, although it has been written up in several places. One of the two recorded round markings was shown (the other round marking is quite similar, so listing of only the one type is acceptable in a section of "representative" markings), but the dates of use, shown as "1861-63" are misleading. Actually, the round Banks' Division markings were only in use from the spring of 1862 until the end of October of that year, as indicated by the dates of over a hundred covers recorded by the writer. If the listing "1861-63" is taken as meaning the marking is known on the issues of 1861 and 1863, the listing is incorrect for the latter issue. If it means the marking was in use, 1861-63, such is also not true. Similar detailed criticisms could be made of a relatively high percentage of the markings in the "Postal Markings" section.

The reviewer's comments are probably trivial, especially to those who collect fancy cancels and odd markings on loose stamps, or with little interest in the meaning of the markings. It is this latter group for whom this type of catalog is really intended. Nevertheless, it is hoped that any subsequent printings will see the problems in this section corrected.

Returning to the other criticisms noted by others, of presumed omissions or inclusions, this reviewer feels that some of these comments were made without having read the authors' introductory material. The fact remains that any authors have the right to include or omit what they feel to be appropriate. In this case, the book has been carefully planned in detail and certainly suits the purpose for which it is intended—to have a usable compendium of U.S. fancy cancellations available—very well indeed. This has been a lifetime project with Mr. Eno, and the contributions of Hubert Skinner (whose presence as co-author is fully justified) and Richard Sine (who did the index) are also

## **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**

of moment. In our opinion, this is a far better catalog on this subject than has been previously done and it will be the definitive work on fancy cancels for many years, we suspect. Congratulations to the authors are in order.

Richard B. Graham

**Review: Texas Postal History Handbook.** By Charles Deaton. Published 1980 by the author. 245 pages, 8½ x 11, spiral bound. \$30.00 from the author at 206 West 13th St., Austin, Texas 78701.

This book covers the general field of Texas postal history although it is not intended as a catalog and does not list or reproduce Texas postal markings. The reader is referred to the *American Stampless Cover Catalog* for this information.

The first 12 chapters seem directed to beginning or intermediate collectors. The successive stampless periods in Texas are reviewed and types of available material described, with price ranges indicated. Collections by town, county, etc., and of discontinued post offices are discussed next, with comments contributed by Bill Emery and Gordon Hyatt. Topics covered in subsequent chapters are Confederate material from Texas, covers categorized by stamp issue, advertising covers, unusual covers, Texas forts, postal markings, centennial covers, building a collection, and some recommended literature (most classifications with prices shown). Nearly all the cover varieties discussed are well illustrated by fine representative examples reproduced life size or larger.

The remainder of the book—about 180 pages—provides listings of Texas post offices 1846-1930. The first is alphabetical with county and opening and closing dates given, the second alphabetical by counties, and a final short list is of offices that may not have been put into operation. The information in these listings is obviously valuable to any collector of Texas postal history, whether beginning or advanced.

The author will furnish pricing updates to buyers who provide addresses, but I feel the emphasis on specific dollar amounts detracts from the overall usefulness of the book. Price ranges could have been shown tabularly in one or two pages as an appendix, and the considerable space gained used for more details on covers and markings, thereby widening the book's appeal.

Susan M. McDonald

---

## CLASSIFIED ADVERTISING

**WANTED: U.S. 1851 1¢ IMPERFS**, singles, multiples, covers or specialized collections. Send priced or for offer. J. M. Poellot, P.O. Box 826, Cupertino, Calif. 95015. (408)253-1100.

**WANTED: BACK ISSUES OF THE CHRONICLE:** I need numbers 45, 47, 53, 54, 55, 57, 58, 59, 61, 62. Please write first with list of items available and your price. Wilson Hulme, 7604 Woodthrush Drive, Dallas, Texas 75230.

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

**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.

**WANTED: FANCY CANCELS.** Scarce types, on or off cover. Name your price. Steven Hines, Box 229, Oak Lawn, Ill. 60453.

**WANTED: SPECIALIZED COLLECTIONS** or single pcs. of U.S. #11, #26, #63, #65, #68, #68, #73, #113-114, and Wells Fargo adhesives. J. M. Poellot, P.O. Box 826, Cupertino, Calif. 95015. (408)253-1100.

**WANTED: 1Pa large die proof** on white bond paper with cross-hatching. John A. Lange, Jr., Root Rd., R.D. #2, Ballston Spa, N.Y. 12020.

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

**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.

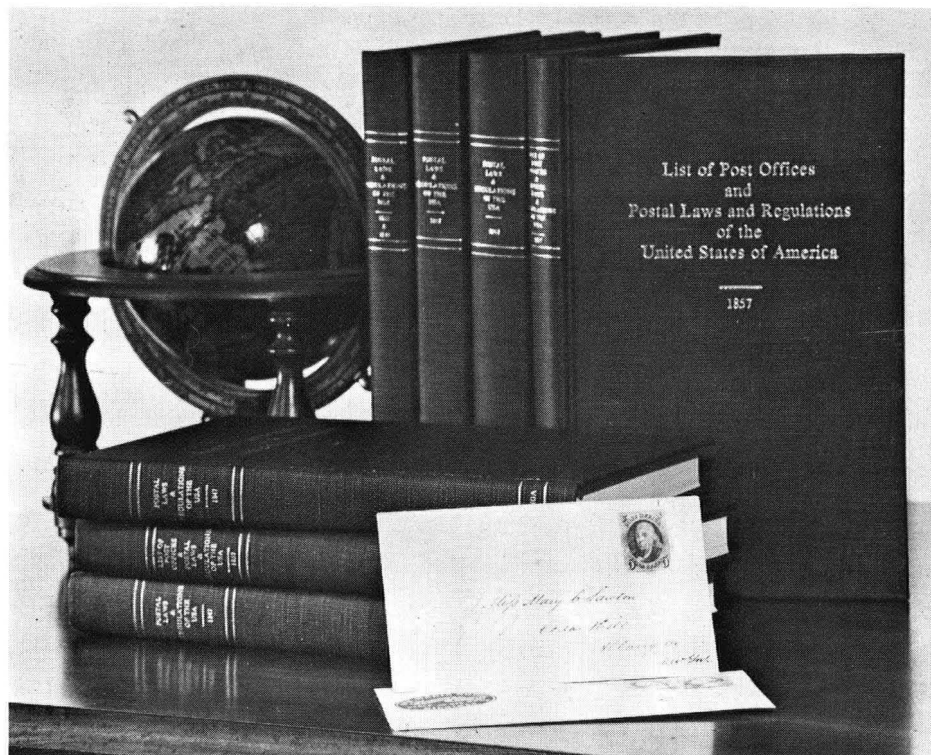
---

### YOUR AD HERE FOR

50c a line. Send with payment to Dale R. Pulver, 7725 Beaver Creek Dr., Mentor, Ohio 44060. Next Deadline March 30.



# Quality Reprints for the U.S. Classics Collector



Postal Laws and Regulations of the USA—1832 & 1843 .....	\$30
Postal Laws and Regulations of the USA—1847 .....	\$30
Postal Laws and Regulations of the USA—1852 (Including the newspaper clippings of Horatio King) .....	\$45
List of Post Offices and Postal Laws and Regulations of the USA—1857 .....	\$40
List of Post Offices in the United States—1862 (Including additional postal regulations 1860-1865) .....	\$55
American State Papers—Post Office Department—1789-1833 (One of the best postal history references for the early Federal period) ....	\$85

**Here is what some purchasers of these reprints say about them:**

"I have just glanced at the 1852 PL&R and it looks to me that the addenda of Horatio King surely will make this volume one of the premium philatelic books as time goes on."

"A note of appreciation for your supplying these U.S. postal history reprints—they are excellent."

"Best wishes for the New Year. I hope that you continue producing more reprints."

## Theron Wierenga

P.O. Box 2007  
Holland, MI 49423

# HARMERS

New York

San Francisco

## 1981 AUCTION SCHEDULE

### NEW YORK

**January 20-22**      **GENERAL FOREIGN**—British Commonwealth and General Foreign with exceptional Presentation Booklets of the World.

**February 18-20**      **SPECIALIZED UNITED STATES**

**March 10-12**      **GENERAL FOREIGN**

**April 7-9**      To be announced

### SAN FRANCISCO

**End of January**      **GENERAL FOREIGN**

All dates are provisional and subject to change.

*Fully illustrated catalogues will be available approximately three weeks prior to each auction gratis at our New York and San Francisco Galleries or for \$1 each by mail.*

SEND YOUR REQUESTS EARLY!

—HARMERS of New York Inc. — HARMERS of San Francisco Inc. —

6 West 48th Street  
New York, NY 10036

49 Geary Street  
San Francisco, CA 94102

Cable: Harmersale New York    Tel. (212) 757-4460    Cable: Harmersale San Francisco    Tel. (415) 391-8244



RECOGNIZED

Roger G. Weill

407

ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS