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of the U.S. Classic Postal Issues

August 1981

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IN THIS ISSUE

THE EDITOR'S PAGE	151
GUEST PRIVILEGE	
Phantom New York Postmaster's Provisional Stamps, Covers and Collections: Do They Still Exist? by <i>Philip T. Wall</i>	152
THE PRESTAMP AND STAMPLESS PERIOD	
Kaskaskia, North West Territory, by <i>Richard B. Graham</i>	156
THE 1847-51 PERIOD	
The 1847 Trial Colors, by <i>Creighton C. Hart</i>	160
THE 1851-61 PERIOD	
The Crittenden Correspondence, by <i>Thomas J. Alexander</i>	164
THE 1861-69 PERIOD	
China and Japan Steam Service IV: An Update, by <i>Richard B. Graham</i>	182
Early 3c 1861 Shades Mailed at Ann Arbor, Michigan, by <i>William K. Herzog</i>	193
The 3c "Near Pink" and Ashbrook's "Pinkish Rose", by <i>William K. Herzog</i>	194
Review: List of Post Offices in the United States - 1862	196
Modern Photographic Reproduction of Stamp Colors is Here, by <i>William K. Herzog</i>	197
THE 1869 PERIOD	
The "Manila" Find, by <i>Jeffrey M. Forster</i>	200
THE FOREIGN MAILS	
The Belgian Convention Rate to Spain, by <i>Charles J. Starnes</i>	206
Corrigenda, by <i>Walter Hubbard</i>	209
Addendum — PCM Paid Only to the GAPU, by <i>Allan Radin</i>	209
THE COVER CORNER	
Answer to Problem Covers in Issue No. 110	212
Problem Covers for this Issue	214

JUST A SMALL TOOT



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THE EDITOR'S PAGE

This issue of the *Chronicle* is dedicated to Philatokyo 81, the international philatelic exhibition to be held in Tokyo in October. Many Society members are expected to attend and to exhibit.

The association of U.S. classic material with Japan is certainly strong. Interest there in the collection of nineteenth century U.S. stamps and covers has been at a high level for many years. This is stunningly evident in the recent award at WIPA of the Grand Prix International to Ryohei Ishikawa for his exhibit of U.S. Classics 1847-69.

The U.S.-Japan postal connection, however, dates back to the period represented by this journal. The opening of Japan to western influence, widespread trading activities, the establishment of Pacific mail services and routes, the operation of U.S. consular post offices in Japan and the U.S. postal agency in China, and the use of U.S. postage stamps in the Orient all have contributed to U.S. postal history.

In compliment to Philatokyo 81 an effort has been made to present in this issue some material related to U.S. postal activities in Japan and the Far East. Richard B. Graham — augmenting his series of articles some years back on CHINA & JAPAN STEAM SERVICE — has brought up to date information on this marking and its use. He also presents some intriguing first hand accounts of the civil war in Japan in the late 1860s.

Jeffrey Forster, in an article appearing in the 1869 section (although 1861-67 stamps also are involved), describes an exciting recent find of covers from Boston to Manila in the Philippines. The covers, dated over an eight year span, illustrate various rates and routes available. In the Cover Corner Scott Gallagher challenges the reader with two problem covers that may (or may not) have a connection with the Far East.

The regular departments offer useful information. Phil Wall discusses important 5c New York Provisional items that seem to have dropped from sight. Creighton Hart clarifies the somewhat confusing variety of 1847 trial colors, with their differing papers, colors, and printings. The early experimental shades of the 3c 1861 stamp are the subject of two articles by William K. Herzog.

An important archival discovery discussed by Richard B. Graham in the prestamp section has proven the existence of a Northwest Territory post office at Kaskaskia, and expanded our knowledge of this period.

In the Foreign Mails section Charles J. Starnes furnishes a valuable table of U.S. rates to Spain, and illustrates the 16c/1/3 oz. rate by Belgian mail — one of the more uncommon rates and services available.

Probably the most important material in this issue, from the standpoint of significant new information, is Thomas J. Alexander's long article on the Crittenden Correspondence. This new find contains an extraordinary wealth of covers and enclosed letters — early mail from California; Wells Fargo express covers; Virginia City ponies; smuggled Confederate letters; and contemporary accounts of mails, battles, intrigue, early days in California, blockade running, etc. The accumulation provides many new insights into early mail services from the west. On the human interest level it is a gripping account of one family's participation in the settlement of the west, and its involvement with the Confederacy. Don't be put off by its length — it is fascinating and thrilling reading.

**PHANTOM NEW YORK POSTMASTER'S PROVISIONAL STAMPS,
COVERS AND COLLECTIONS: DO THEY STILL EXIST?**

PHILIP T. WALL

Oftentimes as I browse through catalogs published for both national and international stamp exhibitions held in the past, and when I read old auction catalogs, I come across descriptions of important 9X1 items that have neither been exhibited nor sold at public auction for many decades. The thought immediately comes to mind: Does this item still exist, and, if so, where is it today? Listed below are a few items that particularly intrigue me.

The first large specialized sale of New York Postmaster's Provisionals of which I have a record was the 38th sale of the Nassau Stamp Company, New York City, held October 2, 1913. The sale consisted of 134 lots of 9X1 material containing exactly 400 stamps plus a few lots of essays, proofs and collateral data and was the property of O. S. Hart of Cleveland, Ohio. Although the sale contained two strips of 4 on cover which were pictured in Figures 4 and 5 on pages 154 and 155 of the August 1980 *Chronicle* (whole number 107), and the ex-Caspary cover with two horizontal pairs, the highest price realized in the sale was for a single off-cover used stamp. Lot 22 was described as follows: "RHM, blue paper, Pos. 40, large margins, lightly cancelled in red, exceptionally fine and a great rarity; we do not know of another on this paper." (Hart was under the mistaken belief that the stamp was printed on a plate of 50 impressions whereas the actual plate contained only 40 impressions. Presumably the correct plate position would be Pos. 30.)

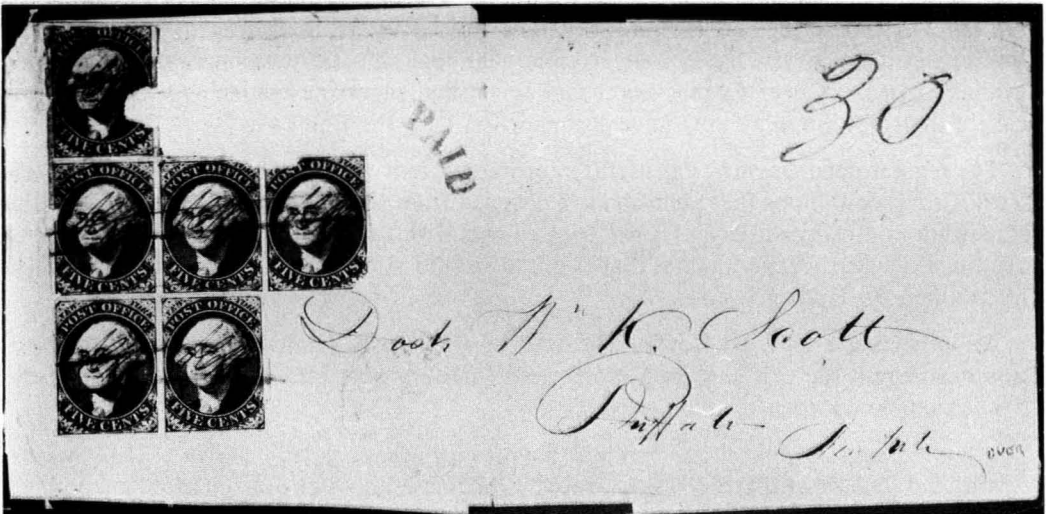


Figure 1. Cover with irregular block of 6. This cover was auctioned at the APS convention at Detroit in 1924. Where is it today?

This is the only reference I have ever seen to a stamp initialed "RHM" being printed on blue paper. At first I doubted the catalog description but now I believe that such a 9X1b variety could exist. We now know that Postmaster Morris initialed stamps in 1847 as well as in 1845. We also know that both the blue paper and gray paper varieties did not appear until 1847. I have recorded five copies of 9X1b on gray paper, all of which have red cancels (four have square red grids and one has a curved red PAID). Given these facts, it is my belief that 9X1b stamps could have been printed on blue paper, and, if so, they probably

have red cancellations rather than blue pen cancels. Does this ex-Hart stamp still exist some 68 years after it was sold at auction, and, if so, is it really a blue paper 9X1b?

The American Philatelic Society held its 1924 annual convention in Detroit in August of that year. B. L. Voorhees, then of Chicago, was the official convention auctioneer. The highlight of that Voorhees sale was an irregular block of 6 of 9X1 on cover to Buffalo (Figure 1) that pays the triple rate for a destination of more than 300 miles from point of origin. The sales price was \$476 with the cover being resold immediately for \$600 to John A. Kleemann, President of the Nassau Stamp Company. Kleemann in turn sold the cover to George Armitage of England for \$1,000. Armitage had formed an important collection of U.S. stamps during the 1920s. When the depression came a few years later, Armitage sold his collection of U.S. stamps to Henry G. Lapham of Boston.

Henry C. Gibson, now of Florida, is the only exhibitor at our country's 1913 and 1926 International Exhibitions who is still living in 1981. Today he is best known for his U.S. and foreign covers that were sold by Philip H. Ward, Jr., and Eugene Klein in the 1940s. However, in the early 1920s Gibson's collection of U.S. Postmasters' Provisionals was the finest in the world and included such items as the Alexandria "Blue Boy" cover that recently sold for \$1,000,000, the Baltimore "Buchanan 10" on cover, together with a companion cover with a vertical pair of the 5c stamp, complete reconstructed plates of the three states of the St. Louis Bear stamps, etc., etc. In the way of 5c New Yorks, he had one cover bearing two single copies initialed "RHM". No additional data were given about this cover when the collection was written up in the March 11, 1923, issue of *Mekeel's Weekly Stamp News* by Philip H. Ward, Jr. Most of Gibson's provisional collection was sold privately in February 1923, and this "RHM" cover with two singles was sold to the previously mentioned Mr. Lapham who in turn exhibited this cover at the 1926 International Exhibition held in New York and again on April 4, 1928, when he addressed the membership of the Collectors Club of New York.

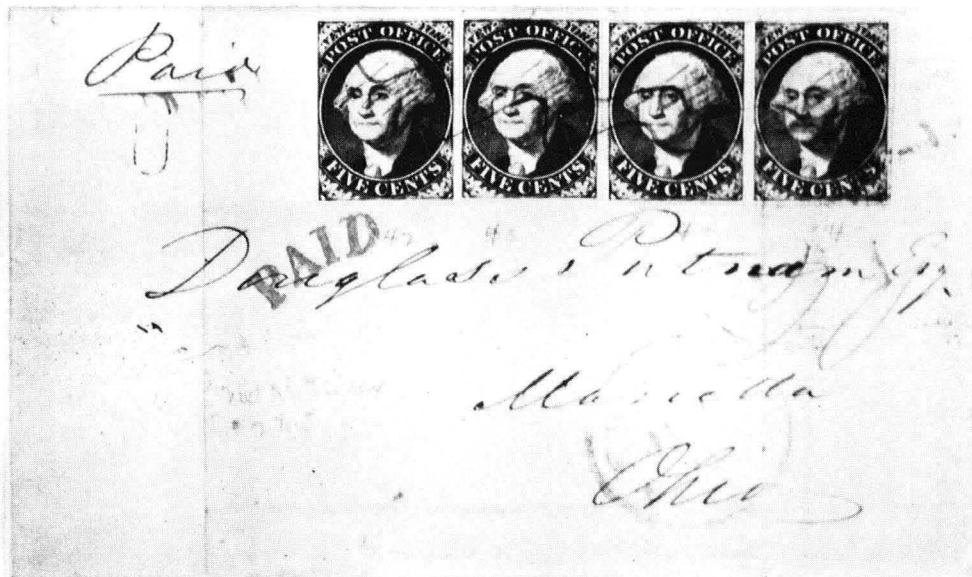


Figure 2. This cover with a strip of 4 was exhibited at the 1936 International Exhibition at New York, but has not been sold or seen publicly since. This photo is from the Ashbrook records. Courtesy, Philatelic Foundation.

Little is known about the strip of 4 of 9X1 on cover shown in Figure 2 except that it was exhibited by Raymond W. Lapham of Boston at the 1936 International Exhibition held in New York City. The photograph of this cover was included among the material of Stanley B. Ashbrook that was acquired by the Philatelic Foundation about 1955 and is shown here

by permission of the Curator, Peter A. Robertson. This is the fourth 9X1 cover bearing a strip of 4 of which I have a record, but this particular cover has not been sold publicly or exhibited since 1936.

Who were Henry G. Lapham (father) and Raymond W. Lapham (son)? Henry G. Lapham was a well-to-do Bostonian who died more than forty years ago. He apparently became seriously interested in U.S. Postmasters' Provisionals in the early 1920s and was particularly fond of the 5c New Yorks. His collection of approximately 700 copies of 9X1 won a Gold Medal at the 1926 New York International Show and this collection had grown to over 850 stamps when shown at the Collectors Club of that city some eighteen months later. Sometime between 1928 and 1936 title to the collection presumably passed to Raymond W. Lapham as the entire collection of U.S. Postmasters' Provisionals was exhibited by that son at the 1936 International Exhibition known as TIPEX, at which time it won the Grand Award. Henry G. Lapham died a few years later. Recently I have read a carbon copy of a letter that Stanley B. Ashbrook wrote one of his correspondents shortly after the death of the elder Lapham, in which he states he had talked with one of Lapham's sons who was not otherwise identified. The son reportedly told Ashbrook, "Daddy was worth more than one hundred million dollars when he died and owned, among other things, controlling interest in Texas Gulf Sulphur Company. There is no need to sell the stamp collection and it will never be sold."

During the past four decades some of Lapham's collection has in fact appeared on the market but none of the 9X1 items described in this article have been shown at International Exhibits held in this country and none have to my knowledge been sold at public auction in our country. Does this material still exist? Probably so, but its present whereabouts is unknown to me. If any of my readers have any information as to the present whereabouts of this material, I shall appreciate their contacting me. Also, I would be interested in learning more about the disposition of the Lapham collection.

ALAN T. ATKINS

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KASKASKIA, NORTH WEST TERRITORY

RICHARD B. GRAHAM

The cover illustrated with these notes fills a gap in the records of Mr. Jerry B. Devol and the writer. It is the first cover seen, bearing a postmark proven to have been applied during the North West Territory period, that came from a post office outside the borders of what is now the state of Ohio.

In 1975, the American Philatelic Society published a monograph, *Establishment of the First U.S. Government Post Offices in the Northwest Territory*, authored by Mr. Devol and the writer.

For those not entirely familiar with the subject, the "Northwest Territory" discussed was more formally known as the "Territory North West of the River Ohio," as established in 1787 by one of the last important actions of the Continental Congress. From the Northwest Territory, the states of Ohio, Indiana, Illinois, Michigan, and Wisconsin, with a portion of Minnesota, were subsequently carved out.

The mail service discussed was the first established regular public mail route under the General Post Office in the Territory, commencing in 1794 and being set up as a combined post rider and rowboat (on the Ohio River) route stretching from Pittsburgh to Cincinnati, via Wheeling, Marietta and Gallipolis in Ohio, and Limestone (now Maysville) and Graham's Station (now Preston) in Kentucky. The western terminal was Fort Washington in what is now the waterfront area of Cincinnati.

The book concerned itself mainly with getting into print the correspondence among Major Isaac Craig, Postmasters General Pickering and Habersham, all at Pittsburgh, and General Rufus Putnam, the leader of the settlement established at Marietta in 1788, that worked out the details of the new mail route. Also included were comments and discussion of the following:

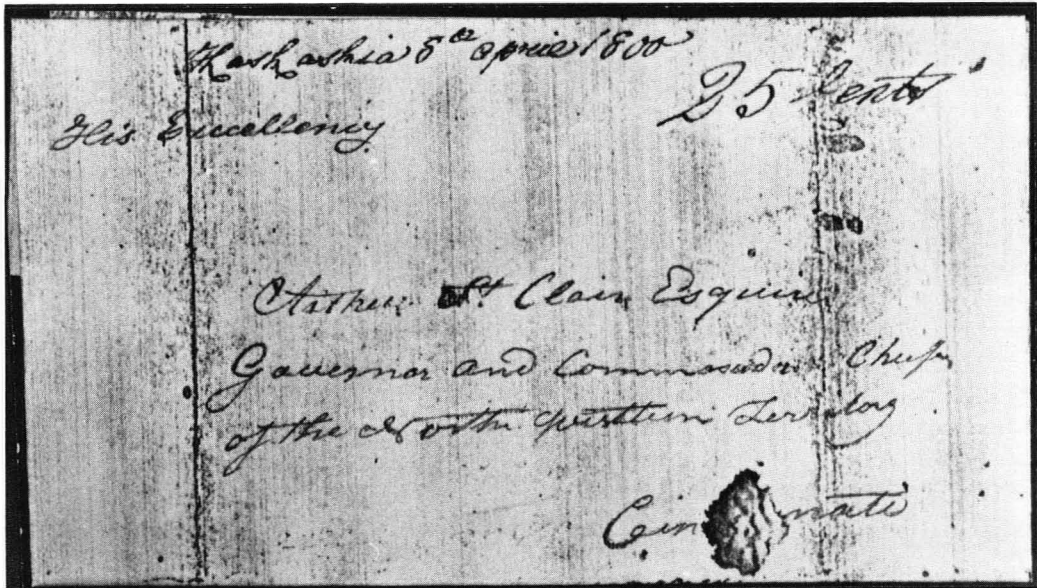
1. The main reason for the mail route was to maintain communications with the western armies under General "Mad Anthony" Wayne, then campaigning northward from Cincinnati against the Indian nations. This campaign culminated with Wayne's decisively defeating the Indians at Fallen Timbers, near Toledo, and the Greenville Treaty of 1795. However, the mail route was set up to be regularly scheduled and a public function, with postal rates, etc., in effect.
2. The mail route was handled by people made direct employees of the Government's General Post Office, as the Post Office Department was then called, rather than by the usual contractors. The route was made a contract route in 1797.
3. The northern portions of what are, today, Ohio and Indiana, continued to be Indian country for many years, under the terms of the Greenville Treaty. The only white settlements (official settlements, that is!) were a few isolated forts, trading posts and "factories" or training institutions operated by the Indian Bureau of the War Department. For this reason, there was no need for post offices and a network of mail routes in those areas.
4. There was almost no penetration of white settlers north from the Ohio River until after the settlement of the Indian troubles by the Greenville Treaty in 1795, together with the vacating of the Lake Erie posts by the British under the Jay Treaty. Thus, the set-

tlement of the inland areas of Ohio, including the northeastern areas, didn't really get under way until 1796 or so.

5. As with all territories, the Northwest Territory was plagued with conflicting land claims and outright "squatter" or illegal settlement problems. It should be recognized that Congress, much of whose revenue in the early days came from sale of public lands, was not at all interested in providing either mail services or other aid to those residing illegally upon unsold public lands. An important function of the military posts established in such areas was to discourage squatters as well as administer the Indian treaties.

6. The separation of Indiana Territory from Northwest Territory became effective on July 5, 1800, but the area east of the north-south dividing line thus established, including that containing Detroit and the lower peninsula of what is now Michigan, apparently continued under Northwest Territory administration until Ohio became a state, in late 1802 or early 1803, and the Northwest Territory was abolished. There is considerable doubt that Detroit had a U.S. post office during this period, but it is possible, as that post office and the routes to service it were being established at that time. No covers from U.S. General Post Office administration of Detroit, N.W.T., have been recorded by the authors.

7. Although postmasters' returns existed to show that both Vincennes, in what is now Indiana, and Kaskaskia, in the Illinois Country on the Mississippi, had post offices established just before the official separation of Indiana Territory from Northwest Territory, no covers from what was at most a two or three month period had been recorded at that time.



Sent from Kaskaskia, Northwest Territory, to Cincinnati, Northwest Territory, 8 April, 1800, shortly before Indiana Territory was established. Courtesy, Manuscript and Archives collection, Ohio Historical Society, Columbus, Ohio.

The cover illustrated with this article thus is something of a landmark in territorial collecting. Reported by Mr. Charles I. Ball as having been located in the collections of the Ohio Historical Society at Columbus, Ohio, the cover bears a clear manuscript Kaskaskia postmark dated "8 April 1800," and a rate of "25" to cover postage from Kaskaskia on the Mississippi to its addressee, Governor Arthur St. Clair of the Northwest Territory, then

located at Cincinnati. This is a full three months before Indiana Territory was lopped off from Northwest Territory. The cover also probably indicates that the mail route (by 1800, through Northwest Territory inland from the Ohio River via "Zanes Trace") from the east to Cincinnati had been extended on to Louisville and thence via Vincennes on to Kaskaskia on the Mississippi River.

One of the problems in understanding the early postal system patterns is that such systems involve more than just opening a post office; a mail route between that office and other portions of the postal system must also be provided. Such has been one of the factors yet to be worked out in our understanding of the establishing of the post offices at Vincennes and Kaskaskia. During this period of U.S. postal history, the dates on record in the Archives really are only indicative within a two or three month period at best. For example, as was pointed out in the book of Jerry B. Devol and the writer, the Marietta, Limestone, Cincinnati, and Gallipolis post offices were really all opened at once when the first mails were carried over the newly established mail route in June of 1794. Furthermore, General Rufus Putnam at Marietta monitored the whole affair from Marietta, and that office was the "key" to the operation. Yet, in the Archives, the Marietta office is shown as not having been opened until August 1794 with both Gallipolis and Cincinnati having been opened prior to June 20, 1794. Obviously, since, per a letter from Putnam to Postmaster General Timothy Pickering, the Gallipolis postmaster had not even been selected by July 27, these dates must be rather taken with the proverbial grain of salt, insofar as establishing exact dates is concerned.

The date of opening of the Louisville, Kentucky, post office is given in Atkins's *Postmarked Kentucky* as having occurred in 1794, but no month is given. Whether the Louisville office was serviced via Danville or from Cincinnati is moot, although the former route was almost certainly the case at that time. But the establishment of the Louisville post office and the routes servicing it were key to setting up post offices in the portion of Northwest Territory that became Indiana Territory in 1800. For this reason, this author would very much like to see a detailed article upon the establishment of the Louisville post office, and its early years.

To return to the Kaskaskia-Vincennes situation, this is covered in Baker's *The Postal History of Indiana*, Vol. I, Chapter 1, and it is probable that the activities of William Henry Harrison, the first Governor of Indiana Territory, who had pushed both the formation of Indiana Territory and the establishment of mail routes as a Delegate from Northwest Territory to Congress, were the key factors. However, Harrison's activities were at the urging of the inhabitants of Vincennes who had established their own private (by subscription, etc.) mail routes between that post and Louisville and also farther west. In his bulletins to his constituents, Harrison commented that the action of the people of Vincennes had greatly impressed the Post Office Committee of the House.

Now, just to complete the story, a Vincennes cover needs to be turned up. In the meantime, we also need to acknowledge and thank Charles I. Ball, as well as the various institutions whose archives he has been examining. Very few projects of this nature can be more beneficial to all parties than those of Mr. Ball in searching out and recording the unusual postal history items in the archival files.

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THE 1847 TRIAL COLORS
CREIGHTON C. HART

At the turn of the century *die* proofs of the 1847 design appeared in the philatelic marketplace in a wide range of colors. Clarence W. Brazer, the foremost authority on this subject, stated in his catalogue¹ that these were printed in 1858 and between 1895 and 1904. Brazer's catalogue was published 34 years ago after a lifetime dedicated to collecting information and trial color copies of the 1847 issue. When his catalogue was published in 1947 he wrote "This listing is not complete and the author would like to see any not listed herein so that they may be added to help complete this catalog."

In an effort to bring to date what has been learned since 1947, I have researched the auction catalogues offering trial colors, both die and plate, including Robert A. Siegel's sale of Brazer's collection in 1956. I also appreciate the help I've received from Falk Finkelburg, Rudolf Wunderlich, and Dr. John Peyton. Thomas F. Morris III, a son of one of the premier engravers of the American Bank Note Company, formed an award winning collection of trial colors and his collection has recently come on the market.

Everyone interested in the first United States issue will wonder how die proofs could be printed at such late dates when we all know of the affidavit dated December 12, 1851, swearing that the original 1847 die and plates were destroyed.

Brazer explains it this way. After the dies were made and hardened in 1847, a single impression of each denomination was made on transfer rolls. The transfer rolls were then used to make the 5c and 10c plates. The 1851 affidavit does not mention the destruction of the original transfer rolls which remained in the possession of Rawdon, Wright, Hatch and Edson, passing from one successor to another eventually becoming the property of the American Bank Note Company. Just as the impressions from the transfer rolls were transferred to the plates in 1847, a single impression was transferred to a new 1858 die with the 1847 design.



Figure 1. Both the 5c and 10c values come in an equal number of shades and colors with the full size varying from about 35 x 42mm to 50 x 70mm. Both values are also known in the issued colors but on different colored papers.

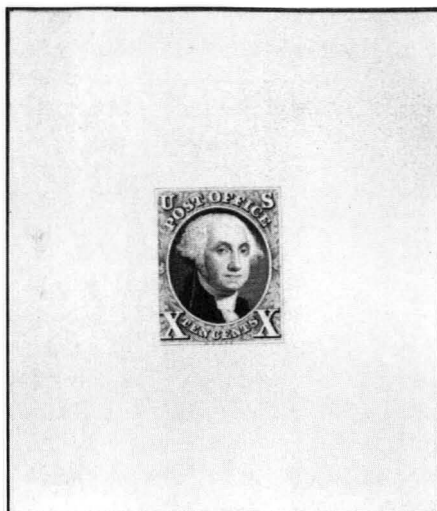
The original dies were as wide as the width of bank notes of the period and this is the width of the papers on which the die trial colors are found today if they have not been trimmed.

The trial colors that Brazer lists were made from this new die having the same width as the original die which made the original transfer rolls. Apparently, many impressions were anticipated from the new 1847 die made in 1858 because cross-hatching lines were engraved

1. Clarence W. Brazer, D.Sc., *A Historical Catalog of U.S. Stamp Essays & Proofs, The 1847 Issue*, New York, 1947.

in 1858 around the stamp design to prevent slippage. These lines frame the stamp and, being in the same lovely colors as the stamp, are popular with collectors.

Figure 2. Copies with the cross-hatching matted out are known for both denominations as well as on several different papers including ivory or glazed.



It is well to note here that only the 1847 design (not the 1875 reprint) is known in the soft shades of red, orange, yellow, green, blue, and violet. Besides the copies with full cross-hatching (Figure 1), copies are also known with full margins without the cross-hatching (Figure 2) because on these the die was matted to eliminate the cross-hatching. Many other copies were cut to stamp size. Some copies of each denomination are reduced yet show a little or much of the cross-hatching (Figure 3).

Figure 3. Many copies have been trimmed leaving a little too much of the cross-hatching not always done equally on all four sides.



This explains why there are so many No. 1 and No. 2 trial colors listed in *Scott's Specialized Catalogue*. When the trial colors are printed in brown of the issued stamp for the 5c and in black for the 10c, both Scott and Brazer list them as proofs rather than trial colors. I'm not sure I agree. It might be less confusing if they were also listed as trial colors but in the colors of the issued stamps.

Die impressions which Brazer thinks were taken in the 1880s and 1890s are known on several different colored papers which add variety to a collection. When these are in the issued colors Brazer lists them as die proofs rather than die trial colors. Scott also lists them as die proofs from the "original die". This might lead some collectors to believe that these impressions were struck in 1847 from the original die before it and the plates were destroyed. There should be some way to differentiate between the two dies. The one destroyed obviously is correctly described as "the original 1847 die" and the later one as "the new 1847 die", "the 1858 die" or better yet "the new 1847 die made in 1858". Perhaps "the 1847 design die" is best. Any suggestions?

One set of these stamps in the issued colors on bluish laid paper was erroneously listed by *Scott's Standard Catalogue* in 1900 to 1904 as the issued stamps. The only proofs or trial colors not mentioned by Brazer that have come to my attention are copies of each

denomination on horizontal ribbed paper (Figure 4). A pair of these in the issued colors was in the Morris collection.



Figure 4. The left pair is composed of die proofs in the issued colors on horizontal ribbed paper. The pair to the right is in the issued colors cut to stamp size.

Brazer found that only two trial colors were made of the 1875 design in 1877. The 1875 design die was cleaned after which die proofs were made of both denominations — two prints in green and two prints in black.²

Plate proofs of the 1875 issue, of course, exist in the five different colors shown at Atlanta, Georgia, in 1881. Die proofs also exist of Scott's No. 3 and No. 4 in or near the issued colors for albums made for directors of the American Bank Note Company and for the 1903 President Theodore Roosevelt Gift albums. The Roosevelt albums include die proofs identified as the 1847 stamps and the 1875 reprints but both are of the 1875 design. The slight difference between the 1847 and the 1875 design was not important enough to warrant using two different dies (Figure 5).



Figure 5. The Roosevelt albums prepared in 1903 illustrate both the 1847 and 1875 designs. However, the 1875 die was used to illustrate both. They are usually cut apart and both offered as the 1875 die.

The Brazer catalogue has a wealth of vital information but it is in black and white — it lacks color. Sets of the American Bank Note trial colors can be made into sparkling sets just as collectors do with the colors of the Atlanta plate proofs. Several different short sets can be made with only one 5c and one 10c. Longer sets are more difficult but are eye-boggling. The longest set Brazer lists is ten and of course there are other possibilities between two and ten.

Printing in color has become more proficient and it certainly is more effective than black and white. An update of Brazer's catalogue in full color would be a boon to collectors and fill a void for all who are interested in our first issue.

Somewhere there are collectors who have large holdings of the 1847 trial colors which are needed for illustrations in such a catalogue. Let it be known to your section editor and I promise that the cooperation of our group of specialists will be forthcoming. Here is a chance for some collector(s) to go down in philatelic history as sponsor for an 1847 catalogue in brilliant colors.

2. *Ibid.* p. 27.

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THE CRITTENDEN CORRESPONDENCE

THOMAS J. ALEXANDER

A new find has been made which may rival the Carroll Hoy find made earlier in this century. It has been appearing on the philatelic market over the past five or six years, but only now has its magnitude become apparent. Parts of the correspondence first surfaced in this country when a prominent eastern dealer acquired and sold a very large accumulation of Wells Fargo covers, including 18 Virginia City ponies, each bearing a 25 cent blue Wells Fargo stamp. It is believed that another lot, marketed even earlier through some source unknown to this writer, again included Virginia City pony express covers.

The eastern dealer reports that the find originally consisted of upwards of 10,000 covers. Although relatively common 20th century items constituted a large percentage of this total, the balance contains hundreds of classic U.S., CSA to USA, and transatlantic covers.

Richard C. Frajola has now acquired what may be the balance of the correspondence. He has generously made it available for study and recording prior to its dispersal at auction. Unfortunately, the persons who originally came across this material did not realize its historical importance, and separated many of the letters from their envelopes. Some of the items described in this article are based on the letters only. It is hoped that the current owners of covers without letters bearing the names of persons mentioned here will supply the writer with photocopies so that an effort can be made to match covers with content.

Because of the size of the find, this note can only briefly summarize some of the items that it contains and indicate, again in summary form, its historic importance by means of selective quotations from some of the letters.

THE PROTAGONISTS

The entire accumulation is a single family's correspondence. It is called the Crittenden Correspondence for Alexander Parker Crittenden, the head of the family. Before describing individual items, it is necessary to identify certain members of the first two generations of this remarkable family, since theirs is the correspondence in the Frajola holding.

ALEXANDER PARKER CRITTENDEN

Addressed as "Parker" in much of this correspondence, Crittenden was a nephew of Senator John J. Crittenden of Kentucky. He was born on January 14, 1816, in that state and was an early argonaut to California. He became a prominent lawyer in San Francisco, taking part in local politics, serving as a member of the state legislature. He was the San Francisco recruiting agent for William Walker, the filibusterer who invaded Nicaragua in the 1850s, and who was later captured and shot in an attempt to invade Honduras. Several of Parker's family were members of these military expeditions. He was a Southern sympathizer, and at the outbreak of the Civil War helped finance Albert Sidney Johnston's flight from California to the Confederacy. Throughout the war he apparently raised funds for the South.

Parker had sent his two oldest sons (Churchill and James) to school in Indiana. After South Carolina seceded, emotion ran high at their school and the boys proposed joining the Union Army to put down the "rebellion". In a letter to Churchill on July 23, 1861, Parker expressed his outrage:

In your letter to me you speak of a desire to volunteer if force should be resorted to against the people of the South and ask my consent to your doing so . . . I am utterly amazed at the ideas both James and yourself have expressed on this subject. I regret from the bottom of my heart the grievous error I have committed in exposing you to such influences as it



Figure 1. Portraits (left to right) of Laura Crlttenden and her husband, Ramon B. Sanchez, Annie (Nannie) Crlttenden, and Alexander Parker Crlttenden.

seems have surrounded you and have had such fatal effect

You wish to enlist in the cause of the North against your own people! Well — In the ranks of those whom you call traitors and whom you would meet in the field as enemies you will encounter your own father and at least one of your brothers, for thank God I have yet one son who will stand by his father's side.

Come home at once. Get out of that pestilential atmosphere in which you have been living and once more reunite yourself with your family

Come home my son, at once.

The sons made a sharp reversal of opinion and Parker decided that he didn't want them to join the Confederate Army after all. He shipped them off to Europe to continue their educations there. Both jumped ship at Havana, ran the blockade into the south, and joined the Confederate Army.

When California passed an act prohibiting anyone from practicing law who had not taken an oath of allegiance to the U.S., Parker moved to Virginia City, Nevada Territory, which had no such requirement. His wife remained in San Francisco, and their correspondence accounts for the bulk of the Virginia City ponies contained in the lot.

On November 6, 1870, Parker went to the docks at San Francisco with another son to meet his wife and a daughter, who were returning from a visit to the east. He was shot and

killed on the ferry boat by the "celebrated and notorious" Laura Fair, who was later tried and acquitted.

CLARA CHURCHILL JONES CRITTENDEN

The wife of Alexander Parker Crittenden. She was born on May 31, 1820, and died on December 29, 1881. She is the recipient of many of the letters in the correspondence.

ANNIE CHURCHILL CRITTENDEN

Daughter of Parker and Clara, born on January 19, 1843, and died October 27, 1916. She married Sidney M. VanWyck and was the recipient of some of these letters.

CHURCHILL CRITTENDEN

Eldest son of A. P. and Clara Crittenden, born May 17, 1840, died October 4, 1864. Bound for Europe at his parents' insistence, he jumped ship in Havana and sailed for Matamoros, Mexico. From there he crossed into Texas and made his way to Richmond, where he joined the Confederate Army as a member of the Cavalry. In October 1864, he penetrated Union lines to forage for provisions. He was captured by a Union force commanded by a Col. Powell, tried and shot as a spy. Later Col. Powell, because of this and other similar barbaric acts, was cashiered from the Union Army.

JAMES LOVE CRITTENDEN

Second son of A. P. and Clara Crittenden, born December 15, 1841, died January 4, 1915. Jumped ship with his brother Churchill and ran the blockade directly to Louisiana, where he joined the Confederate Army, rising to the rank of Captain.

HOWARD CRITTENDEN

Son of Parker and Clara, born November 17, 1844, died October 23, 1871. Seventeen years old at the beginning of the war, Howard was a mill superintendent at Aurora, California, until 1864. His letters to his mother are believed to be the source of the 18 Virginia City ponies previously sold from this correspondence. In 1864 he took a ship around the Horn for Europe to pursue his education. His letters home from England, France, and Saxony constitute the transatlantic covers in the accumulation.

LAURA CRITTENDEN

Daughter of Parker and Clara, born March 22, 1839, died October 14, 1919. Married Ramon Bernardo Sanchez on December 6, 1859. Laura received some of these letters. A Virginia City pony was addressed to Sanchez.

ALEXANDER JONES

Clara Crittenden's brother. A physician, Jones had graduated from the Jefferson Medical College in Philadelphia. He was a member of the Walker expedition in Nicaragua, where he was wounded. He joined the Confederate Army and was the writer of many of the letters back to California.

WILLIAM MARLBOROUGH JONES

Brother of Clara Crittenden, born January 28, 1832. Served in Walker's Expedition to Nicaragua and in the Confederate Army. Was present at the siege and fall of Vicksburg. Both he and his brother Alex were disowned by their father, Rev. Alexander Jones, Jr., of Rhode Island, because of their allegiance to the Confederacy. Referred to as "Billie Jones" in the correspondence.

The letters at hand may be divided into six general categories, some of which will only be touched on in passing. These are Trip to California and Early Days there; The Nicaragua Expedition; Wells, Fargo Express Covers; Virginia City Pony Express Covers; CSA to USA Covers; and Miscellaneous Covers.

TRIP TO CALIFORNIA & EARLY DAYS THERE

In early 1849, Crittenden set out for California with his brother-in-law, Alexander Jones,

in a huge company of 200 or 300 men. They were in the van of the overland gold rush via the southern route. The route had not yet been fixed. The Crittenden party cut across southern Texas, dropped down into Mexico as far south as Chihuahua, veered northeast to Tucson, and then to San Diego.

Throughout the trip Crittenden wrote letters to his wife in Brazoria, Texas. They present a fascinating record of the ways in which mail was sent back to the states. These included private carriage to the nearest U.S. settlement, use of the Mexican mails including the British Postal Agent at Vera Cruz, and carriage by non-contract ships from Mexican ports.

The following is a record of the letters written along the route, with some of the comments they contained:

Postmarks

ms "San Felipe Tex/ Apl 12th,
1849" (Figure 2)

triple c: AUSTIN/ APRIL
ms 25/TEXAS

c: SAN ANTONIO/MAY/
19/TXS.

c: BROWNSVILLE/JAN/
14/TXS.

c: SAN ANTONIO/NOV/
26/TXS.

Comments

I shall leave the waggon and go on up the river to Washington thence to La Grange, where I shall overtake the crowd again. (datelined April 10th, 1849).

(Datelined April 20th, 1849).

(Datelined "near Fredericksburg, May 2nd 1849").

Contrary to my expectations, the company would not venture direct to El Paso and we are still 200 miles from that point. There are some 300 or 350 of us in this region — but a good deal scattered. (Datelined Presidio del Norte, June 8th, 1849)

I wrote yesterday by Chihuahua and write again today by some other route — I don't know what. There is very little chance of any letter from here reaching you . . . We leave in a day or two either for El Paso or for Yanos, passing within 60 miles of Chihuahua — I think the former. The latter is perhaps the best route, but we are afraid of difficulty with the authorities . . . (Datelined Presidio del Norte, June 9th, 1849)



Figure 2. The first letter written by Crittenden back to his wife in Brazoria as he was beginning the trek to California, postmarked from San Felipe, Texas.

c: NEW ORLEANS/AUG/
19/La.
s/-SHIP
s/-12
(backstamped circular
VERA CRUZ)

c: MOBILE/AUG/21/Ala.
(Figure 3)
Crowned D1c PAID/AT/
VERA-CRUZ
c-SHIP
s/-10
ms "1/-"

This room where I am writing is in the American Hotel of the City of Chihuahua We could get no guide to El Paso and therefore we went to Presidio There was no wagon road to El Paso — the company broke up, one-half going to El Paso with pack mules, the other coming in this direction in search of a road to Yanos, and thence to Cooke's route. Such a route was reported but it did not exist (Datelined July 6th, 1849)

We left the town last night and moved out six miles on the road. Tomorrow we are off in earnest for the Gila by way of Yanos. Perhaps I shall have a chance to write from Tucson (Datelined Chihuahua July 17th, 1849)



Figure 3. Cover sent by Crittenden in 1849 to his wife in Texas on his way to California. Placed in the mails at Chihuahua on July 17, 1849, arrived at Vera Cruz on Aug. 16 and sent by the British Postal Agent at Vera Cruz by ship to Mobile, where it entered the U.S. mails for the trip back to Texas.

c: NEW ORLEANS/NOV/?/La.
s/-SHIP
s/-12 (Backstamped circular
VERA CRUZ)
ms "San Diego Cal./ Nov. 3rd/49"

(Datelined "Tucson — Senora, August 18th, 1849")

I write from a ranch 30 miles East of Pueblo de los Angeles I hear the letter may be sent on from here by San Diego in a day or two We have traveled over 2,000 miles and have still 600 before us

c: SAN FRANCISCO/
NOV/15/Cal.
b-40
ms "Via New Orleans/La"

I wrote you from Tucson on account of the mishaps which prevent Alex [Alexander Jones] from going farther than Chihuahua, but fear my letter may not have reached you. I will repeat, that in self defense he killed a man, was wounded, not dangerously but so as to render it imprudent for him to travel, and remained in Chihuahua Gold is just as abundant as was reported. Money is plenty as dirt, everything promising. I tell you, old woman, I shall make a fortune here (Datelined Pueblo de los Angeles October 12, 1849)

No cover

I sailed from San Pedro, the Port of Los Angeles, on the 26th Nov. on a schooner with 75 passengers . . . I can hardly give you any description of the region which would carry any idea of it. It is the wonder of the age, a perfect Babel. The Port [San Francisco] is crowded with shipping from every quarter of the world and people of all nations and tongues are streaming through the streets of the city in a tumultuous and never ceasing tide . . . There is hardly a shelter for the heads of the inhabitants, though the hills around are whitened with tents. Goods of every kind are piled up in the streets, exposed to the weather, and wherever a shelter of five feet square can be found there is an establishment for selling something . . . One of the first things I did after landing was to go to a Post Office. I found at least 200 persons waiting for their letters. They . . . went upon the principle of first come first serve. There was no chance of getting to the window by waiting even all day . . . I gave it up in the deepest despair . . .

Subsequent letters from California to Clara include a manuscript townmark from San Jose, STEAM SHIP markings and handstamps from San Francisco and Sacramento. A number of the San Francisco letters mention major fires which swept the city in the early days culminating in the great fire of May 1851, which was sufficiently serious to generate a fire storm. A cover of July 3, 1852, is an example of a very early registry system in San Francisco; it contained enough gold dust to justify a quintuple rate, Parker saying "I will enclose in this as much gold as it can conveniently carry for want of banknotes — it is not easy to make remittances by letter."

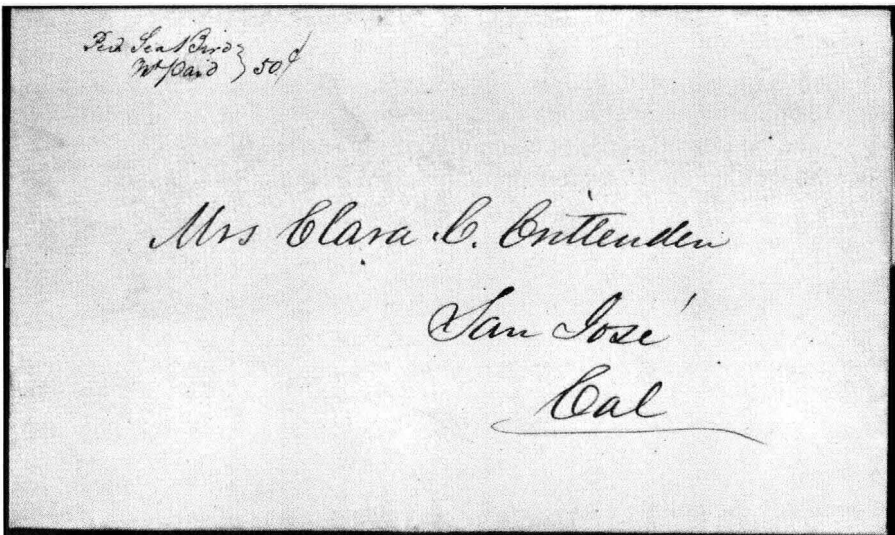


Figure 4. A privately carried letter with a manuscript "SEA BIRD/NOT PAID 50 c". Apparently the captain of a coastal vessel was running a private express.

THE NICARAGUA EXPEDITION

A number of letters throughout the correspondence mention William Walker's Nicaragua Expedition. With a handful of mercenaries recruited in California, Walker was able to conquer the country, although his rule was brief. Figure 5 illustrates the only cover in the correspondence written from Nicaragua. It was written by Parker Crittenden's brother-in-law, Alexander Jones, a member of the expedition, and is addressed to his niece, Ana [Annie] Crittenden. The cover is endorsed "Pay Department/Nicaraguan Army" and

has a manuscript “P”, presumably for “Paid”. Although it is addressed to San Francisco, there are no other postal markings.

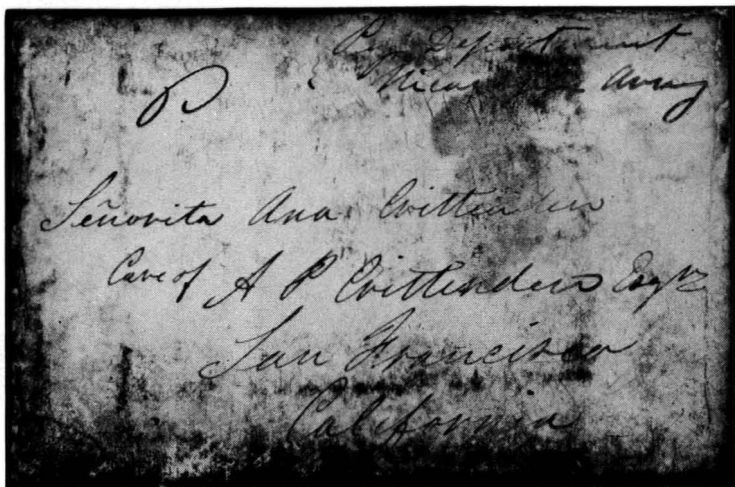


Figure 5. Cover from the Walker filibustering expedition in Nicaragua to San Francisco.

The letter is datelined “Pay Department/Grenada/October 27th 1856.” He says “I am going to San Juan del Sur in a few days to meet your father [A. P. Crittenden], whom I expect on the next Steamer. I have not been out of the City since my return, excepting twice. Once about 2 miles around the City when in command of the night police; and once 10 miles up the lake after 10 o’clock at night on a scout of my own getting up.”

WELLS, FARGO EXPRESS COVERS

There are more than 350 Wells, Fargo & Co. printed envelopes and their enclosures. Most were written by Alexander Parker Crittenden from Virginia City, Aurora, Carson City, and San Francisco, and are dated from 1861 to 1867. Many of the letters touch on the overland mail, raising money for Confederate prisoners, smuggling mail to and from the Confederacy, building the telegraph to the Comstock Lode, and the Indian War of 1864 which for a time stopped all overland communications with the East.

The following are sample excerpts from some of these letters:

<i>Origin & Date</i>	<i>Content</i>
Aurora, June 7, 1862	The telegraph is now completed to within nine miles of Aurora and will be in town in 2 or 3 days so that there can be instant communications with Sacramento and Placerville.
Aurora, June 10, 1862	Within an hour after your telegram was delivered at the office in Sacramento, I received it here. It was one of the first dispatches that came through to this place.
Aurora, July 6, 1863	I wish you never to [pre] pay any Express charges. When you pay, the Express take their own time to deliver articles or don’t deliver them at all as they please.
Aurora, Aug. 10, 1863	Howard says you mentioned in a letter to him that Mr. Levi told you all my letters to the boys [Churchill and James] sent by Mazatlan had been opened in the Post Office. This is certainly not so for I never sent a letter by mail.
Virginia City, July 3, 1864	You must have been on the Yosemite when she sunk the Washoe, and must have had all but yourself, a big fright. I won’t confess that you could be frightened. What were the facts? Was it intentional?
Virginia City, July 22, 1864	Alex’s [Alexander Jones, CSA] letter must, of course, have come by way of Mazatlan and was no doubt sent up by Col. Grayson. Your letters to Alex had better be sent to Col. A. J. Grayson, Mazatlan, with a note asking him to forward it by the

- first safe opportunity. Your letter will have to be enclosed in an envelope addressed to Col. G.
- Virginia City, Sept. 16, 1864 You may think it strange that we have not heard from Howard for so long a time and may begin to torment yourself about it. The cause is evident. It is due to that humbug arrangement — the "Overland Mail". 3 or 4 weeks ago the Indians broke it up and all the mails east of the point where the interruptions occurred had to be returned to New York and sent to California by sea. They are now on the way. Letters which should have been here more than a month ago have not yet arrived. Many of them may never arrive. Some were probably taken and destroyed by the Indians and others may be left along the route and never be forwarded. I should not be surprised if many of the mails instead of being sent back to N. Y. should be detained where they were stopped until the route is reopened. When that will be no one can tell. I hope *never*.
- Virginia City, Nov. 21, 1864 Last night 3 letter bags arrived here by Overland Mail. They are the first that have come for nine days. The stages do not bring the mail. It is left on the road.
- Virginia City, Nov. 29, 1864 I sent a letter to Howard yesterday by Express from here, via Panama and New York and advised him never again to write by Overland Mail.
- Virginia City, Dec. 27, 1864 I do not yet know whether you wrote to Cousin Ann Mary as I wished, and told her what to do with the money in her hands or Mr. Faxon's. If you have not done so, do write at once and tell her to give 1/3 to Mrs. Hopkins for Mary — 1/3d to Mrs. Harvey or Mrs. Rhodes for the Confederate wounded and prisoners and to send 1/3d to James at Richmond. You will have to give her the address of Mrs. Hopkins, as Mrs. Selina M. Harvey Box 788 Washington City, DC., and Mrs. Rhodes, which you can get from her letters. The money for James, Mr. Faxon can send to him to the care of Dr. Geo. W. Jones, R[ichmond] in the shape of a draft on London payable to James' order, or in coin. Mr. F. can find some way of sending it.
- Virginia City, March 3, 1865 The pony is stopped. So hereafter your letters will not reach you for 2 or 3 days after they are written.
- Virginia City, April 22, 1865 Our former government and all the principles in which it was founded are overthrown. We have now no government but an arbitrary and military one. It is a mere form of republicanism and in a very short time the form will be disregarded and we shall openly have what people want — a strong government with a King or an Emperor. The sooner we have it the better. Rather than leave matters as they now are I should desire to see Grant Emperor. The old prediction is about fulfilled that in trying to secure the liberty of the negroes the people would lose their own.
- Virginia City, Jan. 23, 1866 I have not heard from you for many days, but I suppose that is to be attributed to the roads. The Express matter has been carrying over the Dutch Flat route and no stage over that route has come in for five days. The stages can't get through and I understand some 5 miles of the railroad have been swept away.
- Virginia City, March 4, 1867 I received two letters from you today. They were brought over by the Express Messenger on Snow Shoes. The roads are still closed and it will be some days yet before any stage or sleigh can cross the mountains.

VIRGINIA CITY PONY EXPRESS COVERS

In *The Pony Express* by M. C. Nathan and W. S. Boggs, the authors listed 29 known Virginia City Pony Express covers (as of March 1, 1962). That listing contained 11 with the 10 cent brown stamp, 12 with the 25 cent blue, and six with the 25 cent red. The earliest listed was September 23, 1862, and the latest was March 17, 1865.

While a few others have been noted since that time, the Crittenden Correspondence greatly expands the number of recorded covers. At least 19 from this source have previously appeared on the market (one 10 cent and eighteen 25 cent blues). The Frajola holding contains 30 more, including a new earliest date of use — September 1, 1862. In addition, it contains the last possible date of use and proof that the cover reported by Nathan as being dated March 17, 1865, could not have been carried on the pony at that date, which was 15 days after the pony stopped running.

The following is a list of the Frajola ponies, with pertinent comments from the enclosed letters (all except No. 12 are addressed to San Francisco):

Origin & Date

Contents

10 cent Brown

1. Aurora/Genoa, Sept. 1, 1862
(Figure 6)

Aurora is rather a rough, stragglng place, filling some little ravines, very high up in the mountains, they say 8,000 feet above tide, which is 1,300 feet higher than Virginia [City] . . . I sent you a couple of Pony Express stamps. If you put one on a letter it will arrive here a day sooner.

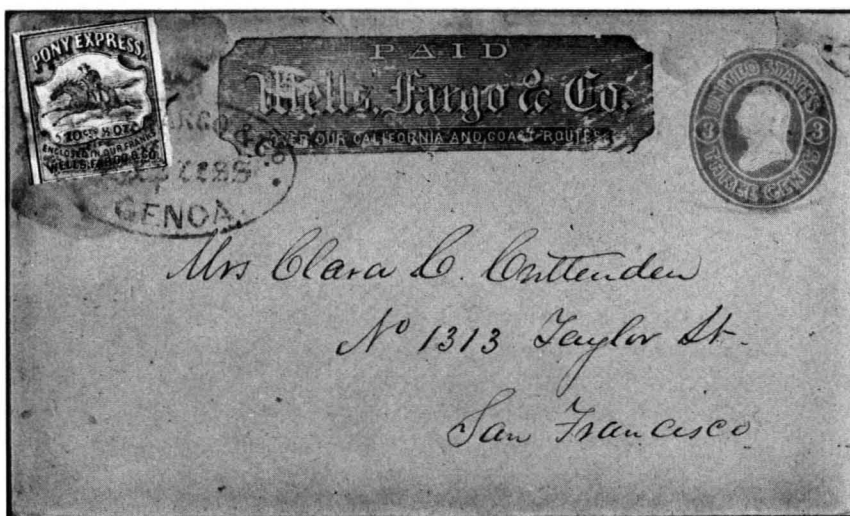


Figure 6. The earliest recorded Virginia City Pony Express cover, dated September 1, 1862, from Genoa, bearing a 10c stamp.

2. Aurora/Genoa, Sept. 26, 1862
3. Virginia City, Nov. 21, 1862
(Figure 7)

25 cent Blue

4. Strawberry, April 2, 1863
5. Aurora, April 7, 1863
6. Aurora, April 9, 1863
7. Aurora, April 12, 1863

I have just recd. your letter of the 7th. I don't know why it should have been so long on the road. Howard complains that your letters to him don't come by Pony and he sent you in his some pony stamps. He says don't put but one on a letter — that it will come just as fast with one as with two.

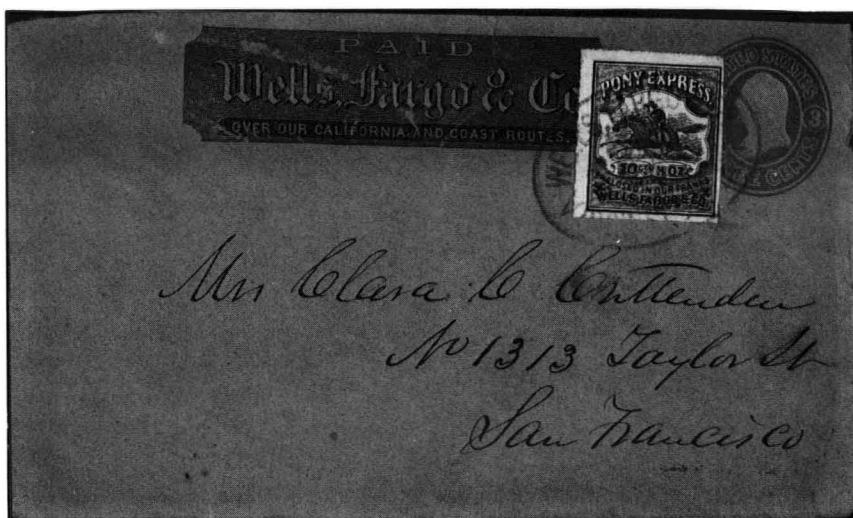


Figure 7. A pony from Virginia City with a 10c stamp.

- 8. Aurora, April 14, 1863
- 9. Virginia City, Sept. 23, 1863

She and Mr. Huston left for San Francisco this morning in the stage and arrive before — no — at the same time with this letter. The pony by which I will send this leaves at 3 o'clock P.M. and overtakes the stage that left about daylight.

- 10. Virginia City, Sept. 25, 1863
- 11. Virginia City, Sept. 27, 1863
- 12. Sacramento, Feb. 22, 1864
(Figure 8)

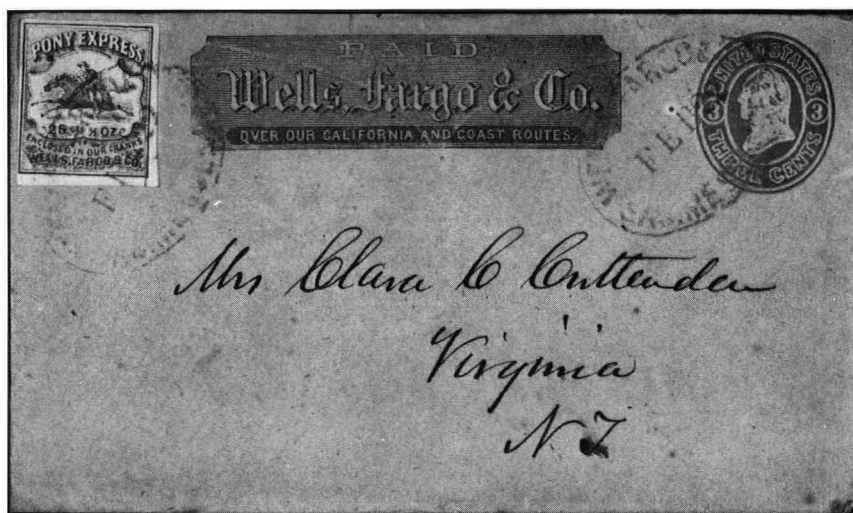


Figure 8. Sacramento to Virginia City with a 25c blue stamp.

25 cent Red

- 13. Virginia City, July 1, 1864
- 14. Virginia City, July 5, 1864
- 15. Virginia City, July 9, 1864
(Figure 9)
- 16. Virginia City, July 12, 1864

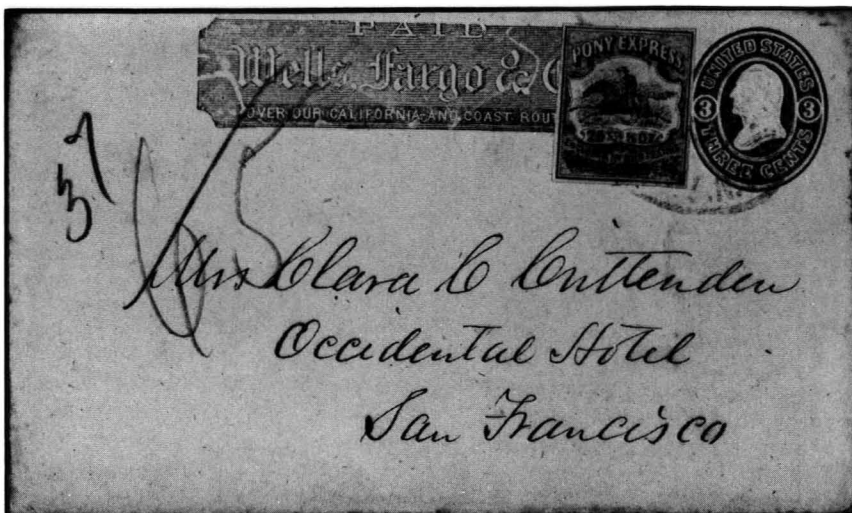


Figure 9. Virginia City to San Francisco with a 25c red stamp.

17. Virginia City, July 13, 1864

18. Virginia City, July 14, 1864

(Figure 10)

I enclose you a couple of letters rec'd this morning — one from Churchill & one from Mrs. Bullock. The former you will no doubt be rejoiced to have as it shows you that on the 16th of June Churchill was well. I can't imagine how we are to write him . . . When you have read those letters burn them. They won't do to throw about . . . All well here, Mr. V. W. [son-in-law Van Wyck] at work again this morning on 4000 ounces from the Savage.

The enclosed letter from Churchill Crittenden, who was in the Confederate Army, is datelined "Bolivar County, Miss./ June 16, 1864." It entered the Union mails at Cairo, Illinois, on June 23. He says: "Taylor starts for the Miss River to carry letters and by his hurry I am compelled to shorten my letter. I cannot tell you how to direct your reply. The best and surest and shortest way is via Baltimore. I saw your note to Aunt Mary Jolliffe dated Dec. 10, 1863 and this is the last I have heard from home by all routes."



Figure 10. Double weight cover enclosing letter from Confederacy, bootlegged north.

19. Virginia City, July 17, 1864
20. Virginia City, Jan. 18, 1865
21. Virginia City, Jan. 19, 1865
22. Virginia City, Jan. 20, 1865
23. Virginia City, Feb. 12, 1865
24. Virginia City, Feb. 17, 1865
25. Virginia City, Feb. 18, 1865
26. Virginia City, Feb. 22, 1865

I still have not time to write to you at length as I hoped to do today — for they have changed the hour of starting the pony to 1 o'clock and it now wants but a few minutes of that time.

27. Virginia City, Feb. 23, 1865
28. Virginia City, Feb. 26, 1865
29. Virginia City, Feb. 28, 1865
30. Virginia City, March 2, 1865
(Figure 11)

This is apparently the last day of use of the Virginia City pony, since a letter datelined the next day, carried by the regular Wells Fargo Express, says: "The pony is stopped so hereafter your letters will not reach you for 2 or 3 days after they are written."

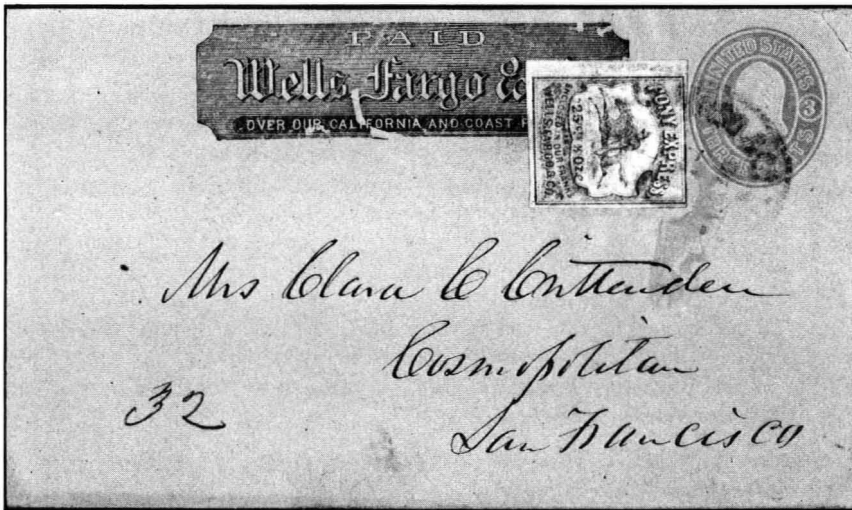


Figure 11. The last day of use of the Virginia City Pony, dated March 2, 1865.

CSA TO USA COVERS

Many of these letters refer to smuggling mail from relatives in the Confederate Army to the family back home. One example has already been mentioned (see note under Virginia Pony Express cover #18).

It is somewhat frustrating to deal with this group for two reasons. First, someone who was ignorant of their significance has separated many of the letters from their covers. The covers have apparently been sold separately, no doubt at a small fraction of their true value, since the covers alone show normal transmission from one northern town to another. Only the accompanying letters will verify that they in fact originated in the Confederate States and were smuggled into the north, where they entered the mail. Second, the letters themselves are frequently very cryptic regarding the routes which were used to take them across the lines.

The first chronologically is not across the lines, but describes the flight of General Albert Sidney Johnston from California to the Confederacy. It is datelined "Los Angeles June 21st

(1861) and is addressed to A. P. Crittenden in San Francisco. The writer is "Billie Jones" (William Marlborough Jones), Crittenden's brother-in-law:

We arrived here safe and all right last night after nine o'clock, and found only two of Gen. Johnston's party still here, they were waiting for the boat only and left this morning. By hard work and some of the tallest kind of bargaining you ever heard of I have succeeded in getting an outfit and will leave here tomorrow morning at five or six o'clock and join the main party at Rains Rancho del Chino, provided they have determined not to wait for us, and have gone on to-day. They will only have a day's start on us, so we will be able to overtake them in a few days.

Gen. Johnston left here last Monday, to wait for the party at Warners ranch, 150 miles ahead I believe. From the reports from San Francisco he got uneasy and thought it was best to get off himself as soon as possible. There will not be more than forty or fifty men all total in the party, probably not forty, no one seems to know exactly how many are in camp at Rains.

Dr. Sornell and myself mess together — our mules, wagon, provisions etc. have cost us something over six hundred dollars, more than I expected however I will have enough left to carry me through and we will be able to sell our mules etc. in Texas for something. If there are any more that you know are going over, advise them by all means to buy a light wagon in San Francisco, and everything else they want except mules, for they stick it on like the devil down here

The next is from Alexander Jones, brother of Billie and Clara Crittenden, to whom it is addressed. It is datelined "Headquarters Rio Grande Military District/Fort Brown June 22nd 1861" (Texas):

I must write to you now . . . though I believe there is but a slight chance of the blockade of the Southern Ports by that old abolitionist fool and humbug [Lincoln]. We have not had a paper mail from New Orleans for a month, as only letters for this part of the world are now brought by the tedious slow overland mail on horseback If this ever reaches you, do write me at once in reply . . . Even if you have to send your letter to me through Mexico to Matamoros. In case you cannot send me a letter by a more secure rout, direct to the care of Henrique Schreck, or Don Henrique Serechi Merchante, Matamoros, Mexico

I am yet in the Garrison at this Post as surgeon of one of the companies of State troops . . . Capt. Powers commanding one of the comp's [is] here. He was with Walker the trip before the last, and is a gallant gentleman. He is also anxious to get off to Virginia. There is about a dozen Nicaraguans in this command

The next, from Billie Jones, contains an important contemporary description of Texas troops driving federal garrisons from Arizona and continues the saga of General Johnston's flight to the South. It is datelined "Mesilla Arizona/August 9th 1861" (where is the cover?) and is addressed to his sister, Clara:

An express leaves here tomorrow for Tucson, with the probability of going on still farther, maybe to Fort Yuma, if so, this letter I am about to write will reach you

We arrived at this place a week ago today, and with some fear of being arrested by the U.S. authorities, camped about five miles off. Our fear of being arrested was caused by an Express which was sent off, we found out the day before we left Tucson, saying who we were and where we were bound and advising our arrest. As there were seven or eight hundred of U.S. troops stationed at Fort Fillmore only a few miles from this place we should of course, have stood no chance, could they get at us. You can't imagine our relief when, the morning after we arrived a company of mounted rugged Texans came riding up to camp and informed us that Col. Baylor with a force of three hundred Texans had whipped the Federal forces eight hundred strong, taking the whole of them prisoners, Fort Fillmore, and thousands of dollars worth of ammunition, arms, provisions, etc. . . .

Col. Baylor heard that Lieuts Lord and Moore [Union] were coming from Fort Buchanan, the other side of Tucson. So our party determined to stay and help whip them. Lord and Moore had about three hundred men, Col. Baylor gave Gen. Johnston command, he had made every arrangement to surprise them, and would have taken every one of them without losing twenty men, but somehow or other, though we had forty spies on the road, to

prevent any communication, they found out Fillmore was taken and that we were waiting for them, burnt their wagons, and destroyed all they could, spiking their cannon and struck across the mountains. . . .

We had glorious news last night, the victory at Manassas Va. I fear they will make peace before I get there.

In early 1862 Crittenden tried to remove his sons to Europe to prevent their joining the Confederate Army. They (Churchill and James) sailed from San Francisco on a steamer, crossed Panama, and were on their way to New York when the steamer stopped at Havana. From there (datelined "Habana March 29th 1862"), James wrote his mother giving her the dreaded news that they had both jumped ship and intended to run the blockade into the Confederacy to join the army:

Knowing our destination to have been Europe the heading of this letter must greatly surprise you. In my letter to father the reasons for this change are fully set forth. . . .

Do not let our being present in this conflict give you too great uneasiness. . . . We must do our duty and trust to God for the rest. If it is his will that we should die in battling for Southern freedom we should humbly bow to his decree as we ought to do were we on the bed of death with our friends around us. . . .

In a letter from Grand Junction, Tennessee, dated April 13, 1862, James described to his parents the manner in which he had run the blockade:

On the 4th of April I parted with brother Churchill in Havana and set sail in the schooner Surprise, Capt. Wilson, to run the blockade. On the 6th the Federal war steamer Chuyler of eight thirty-two's boarded while some thirty miles from Cuba. Finding our papers all right for Matamoros he warned us to keep off the coast of the Southern States and well to the South of our line. On the evening of the 8th we anchored off Berwicks Bay just in time to escape being driven to sea by a strong North Wester. Soon after sunrise next morning the man at the mast head described a U.S. war steamer running down upon us from the mouth of Berwick bay. As we had both anchors and many fathom of chain out the enemy got fairly well within range before we got fully under way. She then commenced and continued to shell and shoot at us for more than two hours during which time she chased us. . . . The enemy finally got aground of the S.E. part of Point au Fer. . . . Sailing inside of Ship Island Shoal we ran for Grand Caillow and were fortunately seen by a pilot who came to us and piloted us in. . . . I came by stage and railway to New Orleans. . . . I left New Orleans yesterday morning and reached here today. This place is 42 miles west of Corinth where the army is posted. . . . I hope to be with it in a few hours. . . .

. . . I forgot to tell you why Churchill and I separated in Havana. We had been in Havana twelve days trying to buy a schooner to go to Matamoros or to get passage in a steamer to the same place. Several good chances of running the blockade had offered. Gen. Higley was unwilling to take the chance of running the blockade. . . . I and another gentleman determined to risk [it]. . . . Churchill preferred staying with Gen. Higley and the other members of the party and going by way of Matamoros. I regretted to part with brother but was glad he remained because going by Matamoros is the only safe way. . . .

On July 5, 1862, James wrote his mother in San Francisco from Richmond:

A friend assures me that this letter has many chances of reaching you without being seized. . . . To begin — Churchill and I have both arrived safely in the Confederate States. Churchill entered the Rio Grande in a schooner which he, Higley and Col. Greenfell, an English Officer, had purchased and freighted. He crossed Texas in a stage and reached the river Sabine in safety. He was captured by a Federal cruiser but was released when they discovered that he was a citizen travelling on private mercantile business. So he owed his safety to the fact of his having charge of the ship and cargo which the three had purchased. In crossing the Mississippi in an open boat he was chased by a Federal Gunboat which fired several shots at the boat. He made a very narrow escape for one of the shells burst very close by the little skiff in which he was. After passing that river brother came on to Richmond. . . .

The letter then goes on to describe the Battle of Mechanicsville, where he was wounded twice. James's next letter to his parents is datelined "Head Quarters of 5th & 6th/Brigades near Rich., July 21, 1862". He reports on many family members in the South, and com-

ments on getting mail through the lines:

Some letters from friends have reached me, so I know of home Send your letters as you sent yours of May 20th, but send no names, letters may be stopped, and names are bad things. I shall be able to send letters once or twice in two months I found out the way at once as I knew your anxiety to hear from your disobedient sons, who came here when told to go to Europe Keep Howard at home, he is one too many to come unless with the family, take him to Europe

A letter from Alex Jones at Fort Brown, Texas, dated October 10, 1862, speaks of the difficulty of getting mail to California and commenting on his estrangement from his father, Rev. Alexander Jones, a New England clergyman:

I was pleasantly surprised two days ago by receiving a letter from you dated June 30th present year. I had about given up hearing from all dear to me in California for a year or more, for I have written frequently to you, sending each letter in some different way, or by some different route. I was satisfied that my letters had reached you, and that yours in reply had been lost or opened and thrown aside. As both Gov'm'ts detain all letters containing political matter, I was careful to write only of family and business matters I will address this under cover to Col. A. J. Grayson as you direct, and have a wealthy House (Merchantile) in Matamoros to enclose it to a branch of their House at Colima, Mexico, where the Pacific Steamers stop. My next I shall address under cover to Mr. J. F. Schleiden, Mazatlan, and have the above Matamoros House enclose it

From Father I have not heard for over a year. The last I heard of him was in a letter from Joseph, in which Joe wrote that he had seen an address of Father's in the New York Times, in which he stated he hoped the Union would be preserved even if the Stars and Stripes waved over the dead bodies of his six sons — or some such stuff

Address your letter to me at this place under cover to J. San Roman and Co., Matamoros, Mexico, and if you can, send it through Mexican Post on the Pacific.

On November 14, 1862, Billie Jones began a long letter to his niece, "Nannie" (Annie Churchill Crittenden). The first part of it was datelined Jackson, Mississippi. It was completed on January 14, 1863, at Vicksburg:

Your letter has been near five months reaching me. I do not know if this will ever reach you. I do not know even where I may, or if I shall ever be able, to send it. But I write, so should I have an opportunity I may not be unprepared, as I have twice before

I was in the battle of Belmont [Missouri] but escaped unhurt. I went over on my own hook as a volunteer, and got reprimanded next day for deserting my post After the evacuation of Columbus Ky. without a fight, I was at Island 10 for a short time, but was ordered on to Richmond on business, sometime before the evacuation of that place

I saw, while in Corinth Genl Johnston and had a few minutes conversation with him. It was the last time I saw one of the noblest characters God ever made [Gen. Albert Sidney Johnston was killed at the Battle of Shiloh]

Vicksburg Jan. 14 1863. Two months ago dear Nannie I commenced this letter, and have as yet had no opportunity to send it to you. I shall send it tomorrow by a party who will mail it probably somewhere North — it is like casting a sealed bottle upon the ocean. I hope favorable winds and tides will carry this to its destination

As regards myself, I have been ordered on duty at this place. Got here on the 25th of Dec. just as the enemy made their appearance. There was some severe fighting but the Yankees got scared and left, we are looking for them again daily, they will not give up their attempt so soon to take this place. They will never take it. Your father knows the peculiarities of its situation, the hills and bluffs are well fortified on all sides, and a large force has been concentrated here

Figures 12 and 13 show the front and back of a cover from Corpus Christi, Confederate States, to San Francisco. The letter is datelined "Corpus Christi Texas/June 20, 1863". It is from Alex Jones to his brother-in-law, A. P. Crittenden, and illustrates the handling of Confederate mail through Mexico to California. The letter states that it is enclosed under separate cover from Corpus Christi to a forwarding agent in Matamoros. The following analysis of how it traveled West depends upon the presumption that the handstamped "1" is

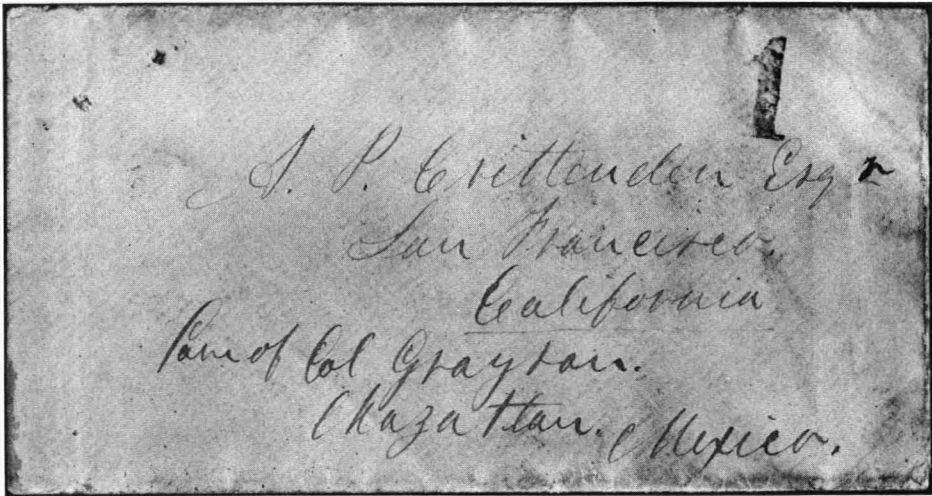


Figure 12. Front of a cover sent from Confederate Texas through Mexico, and to San Francisco.

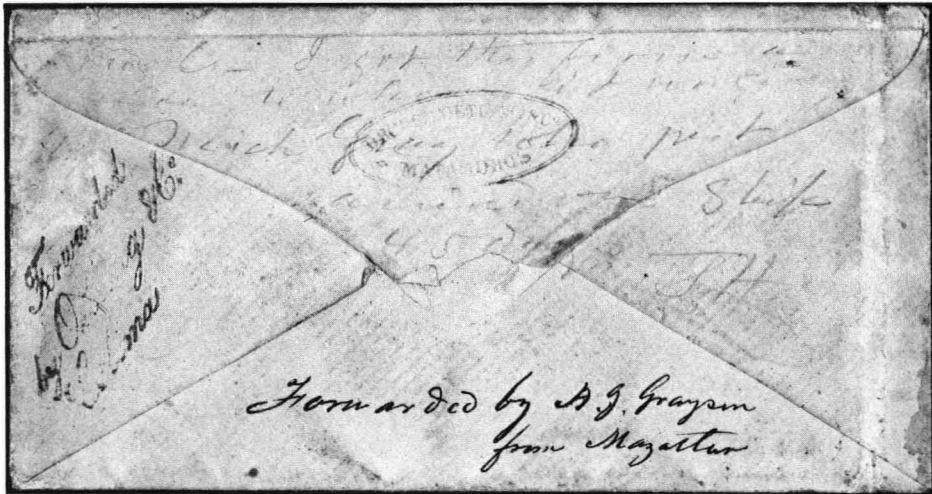


Figure 13. Back of the same cover, showing the Mexican forwarder's hand stamps.

a Mexican rating mark. Carried privately from Matamoros to the forwarding agents office in Colima, it was there apparently placed in the Mexico Mails (there is no townmark, but a "1" rating mark) where it was picked up by Col. Grayson. Grayson delivered it to an individual on a ship bound for San Francisco. From there it was handed to a trusted local resident, who conveyed it to Crittenden. The hand written note on the back flap says "Dear C — I got this from a man to whom it was given by Mich(?) Gray who just arrived on Ship 45 days — S.H.".

The letter says:

It has been several months since I have heard from you. I fear Col. Langstrom's leaving Monterey for Europe is the cause of it, & that the same cause may prevent your receiving my letters. I shall send this under cover to Droege Oetting & Co. Matamoros, to be forwarded, & hope it will reach you. At present I think you had better get Col. Grayson at Mazatlan to forward your letters to me through Droege Oetting & Co. Matamoros.

Billie Jones suffered through the seige and fall of Vicksburg. In a letter datelined "V Burg July 7th 1863" he reports to the family on the experience:

I owe this opportunity of writing to you to one of the most terrible blows that the Con-

federacy has yet received — the fall of Vicksburg. Lt. Gen. Pemberton commanding our forces surrendered on the 4th of this month after struggling for near fifty days against most fearful odds, and at last from want of provisions was compelled to succumb a more gallant and brave army — officers and men — that there has ever been known — quarter rations and mule meat we willingly accepted as long as our Gen's thought there was a chance of relief. It is all over now, sad, sad, sorrowful day that we were compelled to give up after a long and determined resistance . . . Gen. McPherson (Lt. in S.F.) has charge of all, is in command here, it is through the kind offer from him to send this in one of his letters, that I with feeling too it will reach its destination safely.

I rarely ever hear of an opportunity [to send mail], and am then fearful of injuring Mr. C. in some way. I have heard such accts from S.F. that I can't but fear that letters from the South would but if found . . .

A letter from Churchill datelined "Grenada, Miss./Yallabusha County/April 21st 1864" implies that mail can be smuggled through Baltimore:

In my last I stated that I had obtained assistance through a lady in Maryland. This same will be returned by my friend as soon as possible . . .

A letter from Alexander Jones in Galveston on June 10, 1864, again discusses problems with getting mail through the lines:

It seems useless to attempt again to get a letter to or from you, yet I am so anxious to hear from you all that I will again take the chance. I have written and sent letters to you by different persons and by various routes. The last I sent by a young man who had been living at Mazatlan, and expected to go on to California and back . . . Neither can I get a letter from Virginia, though I have sent several letters through to Richmond by private courier . . .

Bob Mills is at Havana where he has been for two years. He has made much money sending in blockade runners with government stores, and running out cotton. I shall enclose this to him, to have it forwarded. In reply you had better enclose it to him also . . . I shall send this by English Steam blockade runner to Havana. She is very fast, and being small not easily seen. This will be her second trip from here . . .

MISCELLANEOUS COVERS

The balance of the Frajola accumulation is quickly summarized. There are 34 covers from California to Churchill while he was in school in Indiana prior to the war. Each has a perforated 10 cent 1857 stamp. In addition, there are some 200 letters from Howard to the U.S. while he was in Europe. These were written from England, France and Saxony, and are dated from 1862 to 1867.

DEATH OF A. P. CRITTENDEN

Perhaps the most bizarre chapter in this remarkable story concerns the death of Alexander Parker Crittenden in 1870. As reported earlier, he was shot by a "notorious" lady on a ferry boat before numerous witnesses. Arrested, she was nevertheless acquitted.

A. P.'s son, Parker, reported the incident to his sister, Nannie, in a letter dated November 4, 1870:

Ma and Carrie arrived home last night and Tom & myself went up to San Antonio to meet them. We went over on the 4 PM boat. Pa went over on the next boat and Mrs. Fair went over on the same boat, in disguise and without Pa's knowledge. Pa came off the boat and met us on the wharf and escorted Ma on board. Mrs. Fair watched where Pa sat down and waited until I went down to attend to the baggage, when she walked up to Pa and saying something drew a pistol and shot him in the right side. He sat still a minute as if stunned and then slid down upon the deck insensible.

When we reached San Francisco we put Pa in a wagon on a mattress and took him home, and just as he arrived there he became conscious. He has been lying in a very critical condition up to the present time.

Pa has recognized us all but cannot converse. That woman was arrested on the boat and acknowledged having shot him. She is now in safe keeping in the City prison. Crittenden died the next day, November 5.



Telephone
203 - 792-5374



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Quality adhesives and
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classic period

Selected consignments of unusual postal history material are now being accepted for inclusion in our fall auctions. Especially desired are interesting rates, usages and quality covers to 1876. Your material will be described and catalogued in accordance with our highest standards for presentation to discriminating collectors of postal history.



VIRGINIA CITY PONY EXPRESS

Cover from Virginia City, Nevada Territory, with 25c Red Pony Express adhesive and 3c Red 1861 tied to 3c Wells Fargo franked entire, with two original enclosures. Mr. Crittenden writes to his wife in San Francisco enclosing a letter datelined Bolivar County, Miss., from one of their sons serving with the Confederate army.

Our next auction will feature the Crittenden correspondence including 30 Pony Express covers all with original letters. Also in the correspondence is significant postal history material of Texas, California and Confederate interest. Catalog will be available upon request.

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CHINA AND JAPAN STEAM SERVICE IV: AN UPDATE

RICHARD B. GRAHAM

In *Chronicles* 73 through 76, this writer had three articles on the subject of the China and Japan Steam Service oval markings of the late 1860s. (Henceforth, in this article, this marking will be designated the "C & J SS" marking.) Two of the three articles were lengthy if exploratory; the subject then had (and still has) many loose ends. However, since those articles appeared the better part of ten years ago (somewhat to my surprise), in the issues of February, June, and November 1972, and this issue has been designated the "Tokyo" issue, an update seems in order.

As the original articles are both lengthy and complex, the issues of the *Chronicle* should still be available, it doesn't seem necessary to repeat much of the background information given in those articles.

The first two articles included tabulations of covers reported, and the dates the covers had arrived from Japan at San Francisco. All this was made possible by the then newly issued *Pacific Crossings From Japan, 1858-1879*, by Halliburton, Roger, and Spaulding. It was issued in December 1969 as Monograph No. 3 of the International Society for Japanese Philately. Collectors of U.S. classic covers owe a real debt of gratitude to the authors and ISJP for this publication; it has undoubtedly been far more useful to them than to the collectors of Japanese material.

The tables in *Chronicles* 73 and 75 listed over fifty different covers bearing the C & J SS oval. Also included with the articles were tables extracted from *Pacific Crossings* showing the dates of arrival, 1867-1869, of the large wooden sidewheelers of the Pacific Mail Steamship Co. (It was soon found that the San Francisco postmark dates on covers bearing the C & J SS marking were invariably either the same day or a few days after the arrival of one of the Pacific Mail's sidewheelers.) The P.M.SS Co. had secured a transpacific mail contract from the U.S. Post Office Department, beginning in 1867, which they held for many years and, in fact, until after the 1870s. Since the C & J SS markings were applied only to covers brought into San Francisco by the Pacific Mail steamers, sailing from Japan, after a round trip to Hong Kong, there has been much speculation as to whether the C & J SS markings were struck aboard the ships or at the San Francisco post office.

As they originally appeared, both tables of covers require a few corrections. The second cover listed in Table "A" on page 28 of *Chronicle* 72 should be deleted from the table, being a duplicate but incorrect listing of the first item listed, immediately above. This listing, either misunderstood by the writer or incorrectly reported (by a different person than the first listing) is quite misleading, since it purportedly establishes an earlier date for the first use of the C & J SS marking than was actually the case.

Another problem from Part I of these articles was an incorrect arrival date for one of the Pacific Mail Steamers; this was corrected in the second article.

Under the mail contract, the Pacific Mail's S.S. *Colorado* made the first three round trips out of San Francisco to Yokohama, on to Hong Kong, and then back to Yokohama and San Francisco. Arrival dates in 1867 were March 20, June 13, and September 14, and covers from these trips bear a large "CHINA STEAM" marking. Since covers from those trips have been written up by Dr. James Milgram and others, it is not proposed to deal with them in the *Chronicle* at this time.

The first use of the C & J SS oval was on covers brought into San Francisco by the S.S. *Great Republic*, thus completing her maiden voyage on 19 November 1867. The covers were

postmarked the following day, with a San Francisco c.d.s. of November 20th.

Figure 1 shows a cover front with a strike delineating the words "STEAM SERVICE" and the central ornament quite clearly. As will be explained later, these features have important ramifications in evaluating these markings.

Figure 1 illustrates a cover front, which, per its printed legend, was sent from aboard the U.S.S. *Shenandoah*. While, in the photo, the cover front bears a stamp (since removed) of the wrong denomination and which didn't belong, the item is otherwise entirely genuine and is thus most useful as an example of the appearance of the C. & J SS marking as it was struck on incoming mail the first time it was used. The U.S.S. *Shenandoah*, a wooden, steam screw sloop of war of 1375 tons, armed with a 150 lb. rifle and two eleven inch Dahlgren smooth-bores, plus several smaller guns, is easily placed in Japanese waters at the appropriate time. She had first arrived in Asiatic waters at Yokohama on 5 April 1867, becoming part of a squadron visiting the newly opened Japanese ports in turn and charting the waters and securing other vital navigational data. The *Shenandoah* was the first U.S. warship to visit Hakodate, Niigata, Nahon, Tsurunga, and Myadsu and was among the U.S. warships present when Osaka and Hiogo were opened on January 1, 1868. The *Shenandoah* left Hong Kong to return to the United States on 10 November 1868.

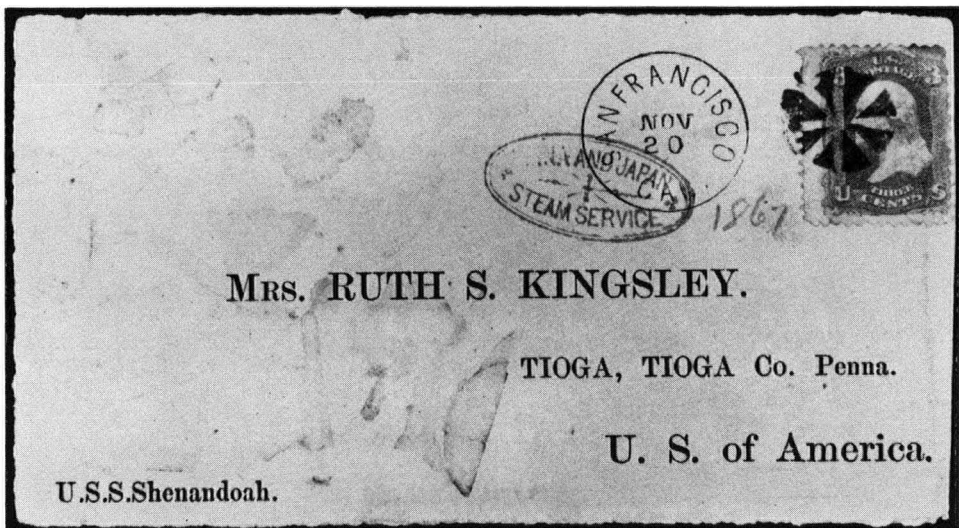


Figure 1. Front of cover sent from aboard the U.S.S. *Shenandoah* in Japanese waters. Delivered into San Francisco aboard the S.S. *Great Republic* on 19 Nov. 1867. (The 3c 1861 stamp does not belong, and has since been removed.) This front is an example of the first use of the C & J SS oval, which is struck in a bright red.

Thus, the use of this cover is limited to 1867 and 1868, and the San Francisco postmark of Nov. 20 fits exceedingly well with the arrival date of the Pacific Mail's *Great Republic* on 19 November 1867. However, the 20 November San Francisco postmark date doesn't at all fit with 1868 arrival dates; it is two days too early for the arrival of the S.S. *China* on 22 November 1868 and the next previous arrival had been that of the *Japan* on October 20, a month before.

Therefore, the cover is quite well established as having arrived aboard the *Great Republic* on 19 November 1867, to be postmarked at San Francisco the following day. Thus, we are provided with a piece of solid reference material, unquestionably genuine and of known date, insofar as the C & J SS marking is concerned.

In the two 1972 tabulations of covers in *Chronicles* 73 and 75, pp. 28-9 and 140-42, covers had been reported for all possible Pacific Mail arrival dates at San Francisco except three, between 27 November 1867 and 23 November 1869. This latter was (and still is) the latest

reported date of this consecutive run of uses. All the dates have now been filled, but not exactly as satisfactorily as may be desired.

Table I is a summary of the steamer arrival dates, with day of week, and also the dates of the corresponding San Francisco postmarks as recorded by the writer. Also given are the numbers of covers reported as having arrived on each trip, and the colors of the markings, as reported or as seen by the writer.

Of the three dates not previously filled, that of Saturday, 19 September 1868 is still represented only somewhat skimpily by a 10c 1861 U.S. stamp tied on a piece of cover with a San Francisco (SEP 20) c.d.s., the piece also bearing a C & J SS marking. Since a 19 September arrival date of the steamer *Great Republic* applies to both 1868 and 1869, other data must be used to establish the year. In this case, the piece of cover, with the color of the oval marking not given, is assigned to 1868 mostly upon the basis of the clarity and general appearance of the C & J SS marking. This is in comparison with the two positively year-dated covers of September 1869. However, a more positively dated cover of this trip is solicited, just for the record.

In 1972, the next inbound trip after September, 1868 — the arrival of the S.S. *Japan*, arriving 20 Oct. 1868, was also not represented with a cover. Since then two covers have been reported from that trip, although one does not bear a strike of the C & J SS marking. The other cover is shown in Figure 2, being submitted by Prof. Alessandro Franchini Stappo of Italy. This cover, originating in Japan per its fragment of enclosed letter, has three 10c 1861 U.S. stamps slightly overpaying the total postage from Japan to Leipzig via the U.S. by Prussian Closed Mails. The cover also offers a problem by not being year dated.



Figure 2. From Japan to Leipzig, Germany, 1868. Brought into San Francisco aboard the S.S. *Japan*, October 20, 1868. (This cover also fits the voyage into San Francisco of the S.S. *America* arriving 20 October 1869, but is considered as from 1868 by the appearance of the C. & J. SS marking.) Courtesy, Prof. Alessandro Franchini Stappo.

The San Francisco c.d.s. of 21 October can apply equally well to covers arriving at San Francisco on the S.S. *Japan* on 20 Oct. 1868 and the S.S. *America* (maiden voyage) on 20 Oct. 1869. Unfortunately the name of the ship on which the cover was intended to travel wasn't given, the cover being simply endorsed, "Per P.M. Steamer/ Via San Francisco." The fact the stamps are cancelled by a five element star or cross, known used on covers from Japan in May of 1868, doesn't prove much as we don't know the full time period the killer

was used. However, the owner reports the C & J SS oval to be struck in a “purplish red . . . but not in the least ‘plum’ or dark, being definitely *red*.” To this writer, for reasons that will appear later in this article, this indicates a far greater likelihood of 1868 use than of 1869; the cover has been so listed.

Another cover has been reported which was probably fetched into San Francisco aboard the *Japan* in October 1868; it doesn’t have a C & J SS marking but does carry an Oct. 21 San Francisco c.d.s. It also bears a Shanghai Consular Post Office postmark of Oct. 17 — if we accept it at face value, just four days before the San Francisco c.d.s. was applied. Obviously, one of the markings has a wrong date logo, and it is almost certainly the Shanghai marking. The cover is addressed to Worcester, Massachusetts, and is docketed on the back as having been received on 6 November 1868. From 21 Oct. arrival at San Francisco to 6 November to travel across the country or via Panama seems about right for 1868.

The last date for which no cover had been reported by the end of 1972 was for 19 August 1869 when the S.S. *China* arrived at San Francisco. Two covers have since been reported as bearing San Francisco backstamps of 19 August, which identifies them as having arrived aboard the *China* on that date. One is a “Hall” cover to Elmira, New York, and the other, bearing Hong Kong stamps with a matching 1869 postmark, is addressed to Charlestown, Massachusetts.

Neither of these covers bears the C & J SS marking and other covers bearing 19 or 20 August San Francisco postmarks must be seen to resolve the usage of this date.

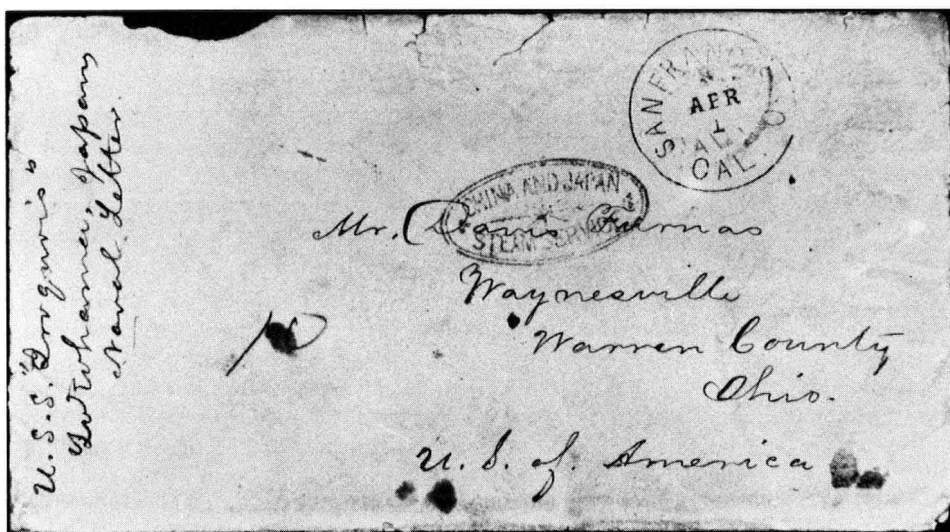


Figure 3. From aboard the U.S.S. *Iroquois* at Yokohama, March 1868, to Ohio. Arrived at San Francisco aboard the S.S. *China*, 31 March 1868. Contains informative, possibly historically significant letter (did the Tycoon seek refuge aboard the *Iroquois*?) concerning Japanese Civil War.

Figures 3 and 4 illustrate two of three covers of a Navy correspondence which contains letters not only quite useful as evidence in connection with the C & J SS markings but with possible historical significance. The covers were sent from Japan and Hong Kong by a John O. Falkenburg, and are addressed to Waynesville (south of Dayton), Ohio. Falkenburg has not yet been fully identified, as to rank and position in the Navy, as his name has not been located in any of the official *Registers* or other officers’ listings. He was almost certainly a Yeoman, and had a rather “cushy” job as clerk to a Captain or Commodore. In one of his letters, discussing having been permitted to go ashore at “Yedo,” he commented, “I was the only person not wearing shoulder straps who obtained such permission.” In any case, his letters are quite literate and informative, and he was obviously in a position to know very well what was going on.

The earliest of the three covers was sent from aboard the U.S.S. *Iroquois* by Falkinburg, being datelined at Yokohama, on 5 March 1868. The cover was mailed unpaid, and endorsed "Naval Letter" — a fairly common custom at that time, and perfectly lawful not only as a "steamship" letter from abroad, but under the Civil War soldiers' and naval letter provisions which permitted mail to be sent at regular rates collect, and which were in effect until after the turn of the century.

The subject cover, shown in Figure 3, arrived at San Francisco aboard the S.S. *China* on 31 March 1868 and was postmarked with a San Francisco c.d.s. of April 1, the next day. A pencilled "10" to indicate postage due was applied at the same time. The cover bears a clear C & J SS oval in the same bright red — or nearly so — as the earlier strikes. The enclosed letter reads as follows:

U.S.S. "Iroquois"
Yokohama, Japan,
March 5th, 1868.

Friend Davis,

The mail steamer arrived yesterday and leaves tomorrow, and as I wish to reply to your letter, I must be in haste Of course, it is needless to tell you that your letter was thankfully received and the contents eagerly devoured. Yes, that is the nearest I can express it — devoured. I wish you could have seen me; I think you would have gone to bed with the satisfaction of having done a good deed. I assure you that you are mistaken in supposing those little local details uninteresting to a seaman. I have seen different countries and fifteen different races of people but nothing interests me as much as to hear from home. In everything but that, the pleasure is in anticipation, not in reality.

Firstly, I am well, but very much surprised, myself, at the fact. Reason why — the smallpox broke out on board a couple weeks since in its worst form. It is over now, and we only had two cases, one of which proved fatal. As I was a great deal in attendance on the one that died, I was almost certain of having it. I ascribe it under Providence to my not having a particle of fear of it. It seems strange, too, when I remember how I used to hold my breath and run past the house of Smith in Corwin. It was that [the small pox] that brought us here, as the surgeons ordered the ship north for sanitary reasons.

Now, I will tell you how we got here. We left Hiogo on the 25th of February for here, and arrived on the 1st of March, and think ourselves lucky to have gotten here at all For the first few days, we had pleasant weather but on the 27th, a gale arose that raged with great violence, all day. At night, it abated and we congratulated ourselves that it was over. No such thing, though. Tired and wet, we were sleeping soundly at midnight when suddenly the shrill sound of the boatswains' whistles aroused us, and the cry of "All hands save ship," "Jump, lads, for your lives!" Of course, "he springs from his hammock, he flies to the deck" etc. . . . I didn't have time to think of that, then, though, but got on deck as quickly as possible and found the preceding storm but a child's play to this one. The wind was blowing a hurricane; the sky one continuous blaze of lightning; our top gallant sails flying in ribbons; the ship rolling so that one could scarcely stand without clinging to a rope, and the sea dashing constantly over us. To add to all this, we knew we must be close to shore, and knew not which way to turn to avoid the breakers which our Japanese pilot told us were somewhere near us. We took in everything to a close reefed main top sail, and so went before it.

How long that night seemed to us and how fervently we prayed for daylight. If ever I was a good boy in my life, I think it was on that night. Even though, I thought of how I used to take old "Doll" down to plow, and sit on the fence nearly all day, and I wished, oh how devoutly, that I was on that fence then. At length, daylight came, but it only served to reveal to us how perilous was our situation. Directly it was light, our masthead lookout reported, "land on the port bow." In less than a minute, it was "land on the starboard bow," and in three minutes . . . it was "Breakers right ahead."

We were in a predicament, then. To go forward was to be dashed upon the breakers, and that was certain death, while to wear ship [nautical for turning] with such a sea running and with such a gale, seemed as though it would bring about the same result, only a little quicker,

as we would be almost certain to swamp. Still, this was our only alternative, so every soul was ordered up from below, the hatches battened down, and the ship wore slowly around. I thought surely we were going down then. Tons of water came pouring over our decks, and everything movable was swept off, though of course, most things were lashed. No lives were lost as everyone was prepared for it and was clinging to a rope. We were in the situation for near five minutes, but our ship came round safely, and then our danger was past for we had the wide Pacific before us, and with plenty of sea room, we can outlive a typhoon. The gale abated in the afternoon, but the sea was very rough still, and it was real comic to see the fellows sliding about, some of them five or six times across the decks before they could catch a line. Fancy yourself on the roof of your old barn, on one side, and suddenly that side tilted over until it had the same slant as the other, then back again and so on for eight or ten times, and you will have a slight idea of a ship in a heavy roll.

Did I tell you of the drowning of the American admiral at Osaka [Rear Admiral Henry H. Bell] on the 8th of January? There had been a heavy gale blowing for the previous two days, and a very heavy surf was running still, on the bar when he left his flagship ("Hartford") to visit the minister on shore. In attempting to cross the bar, a wave capsized his barge, and before assistance could reach him, himself, his flag lieutenant and ten men were drowned. The weather was very cold and the surf beat the boat around so that they could not cling on to it. Only three were saved.

Civil War is going on out here as you are probably aware. While we were lying at Osaka on the 29th, 30th and 31st of January, severe battles took place there between the Tycoon and the rebel prince, Satsuma, in which the Emperor was defeated and took refuge on here. We transferred him the next day to one of his frigates that came around. The next day, the rebels took Osaka, and ordered out the foreign residents, and set fire to the city. It was a grand sight to see the Emperor's palace in flames. The American, Prussian, Italian, and Holland ministers took refuge on board here, and we ran down to Hiogo. In a few days, Satsuma moved on the place, but the foreign ministers determined to hold it, and accordingly sent a large force of sailors: and marines were landed and threw up entrenchments and planted guns to give him a warm reception. He was around the town several days and skirmishes were taking place continually, but on Feb. 8th, he made a treaty guaranteeing the safety of all foreigners in the town and withdrawing his troops, and the allies doing the same. How it will terminate between him and the Tycoon is yet doubtful, but the latter will probably be victorious. [Ed note; he wasn't!]

Do you remember Japanese Tommy of the Japanese Embassy to the United States in 1860? He holds a Major General's commission in the Tycoon's army.

. . . Peers to me that marriage is all the rage at home. Tell Frieda if I hear of her getting married before I come back, I'll drown myself and haunt her . . . Being buried at sea has no terrors for me, in fact, I should prefer it. . . .

Yours respectfully, etc.,
Jno. O. Falkinburg.

P.S. Remember me to Tom, and Nate, and still direct to Hong Kong.

The movements of the U.S.S. *Iroquois* coupled with the fighting at Osaka and Hioga, as mentioned by Falkinburg, were events leading to the Meiji restoration that, after 400 years, ended the power of the Tokugawa Shoguns in favor of the Imperial government of the Emperors. Other than to further comment that the individual who took refuge on the U.S.S. *Iroquois* could not very well have been the "Emperor" but was probably the young and last Shogun, Keiki, the job of verifying this event is left to our Japanese friends, should they be interested.

The U.S.S. *Iroquois*, according to the *Dictionary of American Naval Fighting Ships*, Vol. III (G-K), pp. 459-60, was present at Osaka, Japan, when that port was opened to foreign commerce on January 1, 1868, and took part in the attempted rescue operations when Rear Admiral Henry H. Bell was drowned. It further notes, "During the local conflicts which engulfed the ports during January, *Iroquois* stood by . . . and carried the foreign ministers to Hiogo, 1 February, when they were expelled from Osaka."

Falkinburg was apparently transferred to the new flagship, U.S. *Pisquataqua* (soon to be

renamed "Delaware"), which arrived in April 1868.

The second cover of the correspondence is shown in Figure 4. The enclosed letter is datelined "Yokohama, Japan, Oct. 8, 1869," and above the dateline, which is in manuscript, is a handstamp in black, reading "U.S. flagship 'Delaware,' Asiatic Squadron" in old English type.

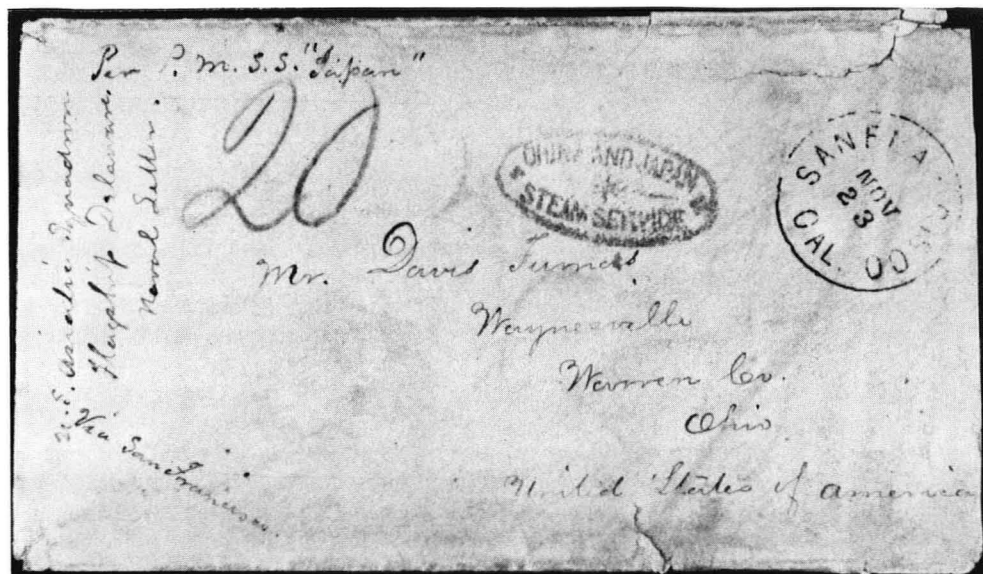


Figure 4. From the same correspondent as the cover of Figure 3, but from aboard the U.S.S. *Delaware*, at Yokohama, this cover displays the latest date of use for the 1867-69 period known to the writer. Arrived at San Francisco aboard the S.S. *Japan*, 22 November 1869. The C & J SS marking is in a dull violet.

The letter itself is a very long affair, describing going ashore at "Yedo" (Tokyo) and noting the "admiral and minister, with the family of the latter, went ashore on the day of our arrival as the guests of the English minister, Sir Harry Parke." It describes witnessing the public execution of three men by the Japanese, and reports another severe storm in which Falkenburg's former ship, the U.S.S. *Iroquois*, departing for the United States, was badly damaged and had to put back for repairs.

The cover of Figure 4 is double rate and was brought into San Francisco aboard the S.S. *Japan* on 22 November 1869, with a San Francisco c.d.s. being applied on the 23rd. The cover was rated "20" in blue pencil, and an enclosed note indicates it possibly contained photos.

The C & J SS oval is not only a different color than the earlier strikes, but also either shows a great deal of wear or encrusted ink, or is the product of a different but somewhat battered instrument. The color of the oval marking is a flat violet or plum; it shows little or no red.

The last cover of the correspondence, a double rate cover sent from Hong Kong and bearing 16c in Hong Kong stamps, is not pictured here, as it does not bear the C & J SS marking. It has an enclosed letter headed "U.S. Steam Frigate 'Delaware' / At anchor off Victoria City, China / December [no day date given], 1869." The cover entered the mails at Hong Kong, being faintly postmarked in red, DEC 12(?) / 1869, with a faint red pencil local rate of 8c in addition to the stamps. The cover, endorsed to be sent aboard the S.S. *America*, arrived with that vessel at San Francisco on 23 January, 1870 and was back-stamped there in magenta the same day. The enclosed letter is interesting, although too long to discuss here, but it does explain the double rate by stating that photos were enclosed.

Arrival Date	P.M. SS Co. Ship	San Francisco Postmark date	No. Covers Recorded	C & J SS colors as seen or reported
Tue. 19 Nov. 67	GREAT REPUBLIC	19/20 Nov.	5	bright red
Tue. 31 Dec. 67	CHINA	1 Jan. (68)	1	?
Sun. 16 Feb. 68	GREAT REPUBLIC	17 Feb.	1	red (on blue cover)
Tue. 31 Mar. 68	CHINA	1 Apr.	3	red
Mon. 18 May 68	NEW YORK	19 May	2	red
Fri. 26 Jun. 68	CHINA	26 Jun.	4	red, dark red backstamp matches
Sun. 16 Aug. 68	COLORADO	17 Aug.	1	red
Sat. 19 Sep. 68	GREAT REPUBLIC	20 Sep.	1(piece)	unknown
Tue. 20 Oct. 68	JAPAN	21 Oct.	1	red; purplish red(?) (two reports)
Sun. 22 Nov. 68	CHINA	23 Nov.	3	red
Tue. 22 Dec. 68	GREAT REPUBLIC	23 Dec.	5	red
Wed. 20 Jan. 69	JAPAN	21 Jan. (69)	3	deep red
Tue. 23 Feb. 69	CHINA	24 Feb.	7	carmine; red
Sat. 27 Mar. 69	GREAT REPUBLIC	29 Mar.	6	magenta; carmine; dark red
Sat. 24 Apr. 69	JAPAN	24 & 26 Apr.	6	red; carmine
Thurs. 20 May 69	CHINA	20 & 21 May	3	red
Sat. 19 Jun. 69	GREAT REPUBLIC	21 Jun.	5	carmine
Tue. 20 Jul. 69	JAPAN	20 Jul.	4	pinkish(?)
Thurs. 19 Aug. 69	CHINA	19 Aug.	(2)	no C & J SS mkggs
Sat. 18 Sep. 69	GREAT REPUBLIC	20 Sep.	2	carmine; magenta
Wed. 20 Oct. 69	AMERICA	21 Oct.	2	plum or dull violet
Mon. 22 Nov. 69	JAPAN	23 Nov.	2	plum or dull violet

Table includes 66 full covers with C & J SS ovals and dateable postmarks. Eight more covers or references not dateable; several covers with Shanghai Consular P.O. handstamps not included, as they do not have C & J SS markings.

TABLE I. A summary of the C & J SS covers reported by arrival date at San Francisco and color.

THE COLORS OF THE C & J SS OVAL, NOVEMBER 1867-NOVEMBER 1869

Table I lists the colors of the oval marking, as reported in most cases, but enough have been seen to mostly confirm the trend of color change. Which is to say, the marking became darker and more bluish or violet in its second year of use. The 1867 and the early 1868 colors were a clear and pretty red — almost a bright red. By mid 1868, some of the markings were evidently more carmine than red. Auction descriptions sometimes term these “magenta” which would imply a bluish cast; none seen by the writer and proven to be of 1868 usage could have been termed “magenta” nor anything darker.

The 1869 markings have been reported with color descriptions ranging from “pink” through carmine, magenta, and purple. Purple and magenta, to this writer, imply mixtures of red and blue; neither are primary colors in the sense used by, for example, Ashbrook, in his *Special Service*. In our opinion, the cover shown in Figure 4 has no red at all; it appears more as a flat violet, in the sense of the term as applied to the color spectrum, of which violet is a basic color. To avoid confusion with the numerous “violet” stamps so termed, we called this color of the oval marking by the term “plum” in our 1972 articles in the *Chronicle*. Today, we might call it dull violet. For reference, inspection should be made of the cover illustrated on page 75 of Ishikawa’s *The Forerunner Foreign Post Offices in Japan/British-U.S.-French*. The cover shown there, which arrived at San Francisco aboard the S.S. *America* on 20 Oct. 1869 (postmarked on 21 October), also has the plum or “dull violet” shade of the C & J SS marking.

Probably worth noting is that the colors of the oval markings as illustrated in Mr. Ishikawa’s work are really quite accurate, which is one of many factors making this book one of the finest reference works of its type that we have. Now, if we could just read Japanese to enjoy the full flavor of what is said

Although the colors of this marking exhibit a general pattern from a bright red to a dull violet, the effect is not gradual; the shades after mid 1868 vary considerably when the marking started to appear in the carmines and magenta, if that is a proper term. Variation oc-

curred from month to month, undoubtedly as ink pads were replenished. To categorically state, therefore, that because the marking appeared in carmine and magenta perhaps, two or three months apart, doesn't at all imply that the marking was in either shade or an intermediate shade in the months between.

TYPES OF THE C & J SS MARKINGS

At this time, the author has identified at least five types of the C & J SS oval, although two of the types could have been new and worn states of the same instrument. Not all the types are genuine. Nor is this phase of our project sufficiently resolved to report in detail at this time, but a few comments can be made.

Among the five types are two items declared to be fakes. The most obvious is a blue C & J SS oval struck neatly across a 30c 1860 stamp that appeared in a highly reputable auction abroad some years ago. The author was probably but one of several people who wrote concerning the improbable use of the oval in a wrong color on a stamp demonetized six years before the oval appeared, and he received a courteous letter by return mail, stating the item was being withdrawn. A photo of this item, taken from the auction catalog, is shown as Figure 5A. The marking shown on the 30c 1860 stamp in Figure 5A has characteristics very like the genuine examples, and in different circumstances, could easily be termed as a genuine strike.



Figure 5A. A fake C & J SS marking in blue on the U.S. 30c orange stamp of 1860, which was demonetized in 1861. (The stamp has been photographically "faded" so that the marking will stand out.) The stamp is Scott No. 38.

A second fake marking was reported in the late Stanley Ashbrook's *Special Service*, pp. 230-231, photo #121. Although the date of the San Francisco c.d.s., July 20, is valid for the arrival of the S.S. *Japan* on that day in 1869, neither the exchange office markings (the cover is addressed to Lyon, France) or other criteria indicate the cover originated west of San Francisco. Nor have other examples of the C & J SS marking been seen with the same exact characteristics.

Of the styles of C & J SS ovals used between November 1867 and November 1869, the last uses have a considerably different appearance from the early strikes, as revealed by the covers illustrated with this article. While most of the differences can be attributed to wear and encrusted ink on the instrument, a few items, such as the "S" of "STEAM", need more exploration. Other strikes exist that need even more exploration.

C & J SS OVALS ON COVERS SENT AFTER NOVEMBER 1869

At this writing, the author has photos of three covers bearing the C & J SS oval together with stamps of the 1869 pictorial issue or banknote issues and with San Francisco arrival dates plus, in some cases, other data, indicating arrival at San Francisco in 1870 or later. At least one of these covers is considered by its owner to bear a fake C & J SS marking. Another has an expert committee certificate declaring it to be genuine.

The three covers bear San Francisco dates of May 14 and June 13 (almost certainly 1871) and June 28 (1873 or 1874). Of these, the two 1871 covers are struck with C & J SS ovals from the same instrument, and the 1873/4 cover also was quite probably marked with it, as nearly as can be judged from a slide. The writer has seen and photographed one of the covers and, as noted, has a good slide of another. The third cover is represented in our records by a very clear photocopy, with the C & J SS marking being described as "magen-

ta." The colors of the other two ovals of this group are also probably best described as "magenta;" a comparison of the original when it was examined and the color of the oval on the slide indicates the two ovals were struck from the same ink pad.

Figure 5B shows the C & J SS oval of the banknote cover we examined, together with the oval on the cover of the known genuine cover of Figure 4. These two ovals were photographed on the same negative with the covers overlapped. Several differences can be seen that appear to positively eliminate any chance the ovals in the photo were struck with the same instrument. Probably most notable is the slope of the intermediate section of the "S" and its position relative to the height of the letter. The location of the elements of the central ornament do not seem to be the kind of difference that could result from instrument wear, nor does the fact the "E" of "SERVICE" in the upper oval is considerably taller than the adjacent letters.

Figure 5B. Two styles of C & J SS markings (see text for differences). Above — on a cover sent in 1871. Bottom — the oval on the cover of Figure 4. (These covers were overlapped to photograph so that the markings could be compared.)



Inquiry of Mr. Michael Laurence as to whether his records of 10c 1869 covers include covers from the Orient into San Francisco on the "key" May 14 or June 13 of 1871 or June 28 of 1873 or 1874 brought interesting data, as follows:

1. Two covers exist with San Francisco c.d.s. of May 14 (1871), one of which bears a Shanghai Consular P.O. marking. During the last year of use, 1868-9, the oval marking was not always struck on such covers. However, a second cover, origin not determined, which arrived in the same mail bearing a 10c 1869 stamp, also has no C & J SS marking.

2. Mr. Laurence has four covers recorded with 10c 1869 stamps arriving on the S.S. *China* on 12 June 1871, which received San Francisco c.d.s.'s the next day. None of those bore C & J SS markings.

3. Mr. Laurence has recorded between 60 and 70 covers bearing 10c 1869 stamps as brought into San Francisco from China and Japan. Only a few, all sent in the later months of 1869, bear C & J SS markings.

4. Laurence has not recorded any covers that originated in the Orient and bear 10c 1869 stamps with San Francisco c.d.s. dates of June 28.

SUMMING-UP FOR NOW

The value of the correspondence described here is, of course, that with the content of the enclosed letters, the continuity, the confirmation of the color and appearance of the C & J SS markings by the numerous other covers recorded; that we have a known genuine group of examples with which to work. Considering the substantially different appearance of the C & J SS markings of the covers of Figure 3 (which is very similar to that of Figure 1) and that of Figure 4, both as to detail and color, much confusion and doubt would otherwise result. The late Stanley B. Ashbrook implied in his *Special Service*, when he described the famous "Hiogo" consular cover (see *Chronicle* 73;24 Figure 2) that the C & J SS marking on the cover established a "standard" genuine type, although he didn't state so in those exact words. This author agrees the Hiogo cover has a genuine marking, but it also should be noted there are many genuine markings with a considerably different appearance, and it must be recognized the oval marking varied a good deal in color and also in detail during the two years when it was in continuous use.

Again considering the two 1871 covers, probably, if one is genuine, both are. The markings are strikes of the same instrument, and seem to be in the same exact shade. The fact that several other covers have been recorded as having arrived on the same incoming steamers and do not bear the marking must be considered, but is not evidence by itself to condemn the covers. This writer has always felt, that with our scant supply of fine postal history, that it is a far greater "crime" to condemn a genuine cover as bad, than to accept a dubious cover until further evidence can be developed. Here, this is what should be done. This writer would like to see all three of the covers, or at least make a comparison with accurate slides. The points to be checked, of course, are whether the inks of the markings are an exact match, and also to closely compare the ovals relative to details.

The data available and the current state of our study do not at this time justify either condemnation or approval of the C & J SS markings on the covers sent after 1869. While opinions may possibly be formed as a result of this article, such are only opinions and should not be expressed until all possible data are determined and analyzed.

WAS THE MARKING APPLIED ABOARD THE STEAMERS?

We are probably not much closer to a positive answer to this question than we were nine years ago. Restating of a few facts might be appropriate. First, the steamers of 1867 carried U.S. Post Office Department Route Agents to handle the mail, but this situation didn't exist for very long. The Postmaster General's Report for 1869 (April) noted these Route Agents had been removed as being not needed, the duty of caring for the mail bags having been assigned to the ships' pursers.

In this writer's opinion, this comment alone indicates the marking was applied in the San Francisco Post Office by 1869; "working" mail is not a duty that would have been assigned to a purser. Furthermore, had the duty of applying the marking been assigned to the Route Agents, then each Route Agent, operating aboard the ships travelling in opposite directions, after monthly service was in effect, would have had his own instrument. Usually, slight differences can be found between strikes of Route Agent markings when more than one vessel traversed a route to maintain, perhaps, daily or semi-weekly service on a steamboat route. In the case of the C & J SS ovals, they seem identical and struck from the same instrument until, perhaps, about the time the Route Agents were removed. Again, however, the author does not consider this matter resolved.

It also should be observed that U.S. Post Office Department practice would have been to have the markings applied by a special clerk at the San Francisco Post Office. Our personal opinion is that all the markings were applied there, and no evidence to the contrary, in the form of documentation, etc., has been seen. It is also our opinion that a solution to the question, satisfactory to all, will not be achieved.

Reiterating, in addition to post 1869 covers with the C & J SS marking, the writer would

still like photocopies of such covers with San Francisco postmark dates of trips from which we have inadequate data of covers with the marking. Reports of other covers with possible significant data are also solicited.

A good deal more could be said concerning these covers; it is possible that too much has been said too soon in this article, already. However, for the "Tokyo" issue of the *Chronicle*, what subject other than this and the ensuing U.S. consular post offices in Japan could be more appropriate?

EARLY 3c 1861 SHADES MAILED AT ANN ARBOR, MICHIGAN

WILLIAM K. HERZOG

The *Ann Arbor Journal* (page 3, column 1) of Wednesday, August 21, 1861, contained the following announcement:¹

NEW POSTAGE STAMPS. It will be seen by reference to a notice in another place, that new postage stamps have been received at the Ann Arbor Post Office, and that those holding the old stamps are called upon to change them for new ones — six days being allowed for such change.

This recently discovered announcement indicates that the Ann Arbor Post Office received its initial supply of 1861 stamps on or shortly before August 21, 1861.

The nearby large post office of Detroit received one of the initial shipments of 1861 stamps from the government stamp agent at the National Bank Note Company. Detroit's published notice (dated "Post Office, Detroit, August 19, 1861") contained the following second paragraph:²

Post offices in the country which may not in the ordinary course of business be able immediately to obtain a supply of the new issue from the Department may for the space of thirty days exchange them at this office.

It is possible, but not confirmed, that Ann Arbor's postmaster traded with the Detroit Post Office for his initial supply of 1861 stamps.

With regard to Ann Arbor's early supply of 1861 stamps, three 3c 1861 covers will be illustrated which were mailed there within two months of Ann Arbor's published notice. Interestingly, each cover is franked with a different 3c 1861 shade.

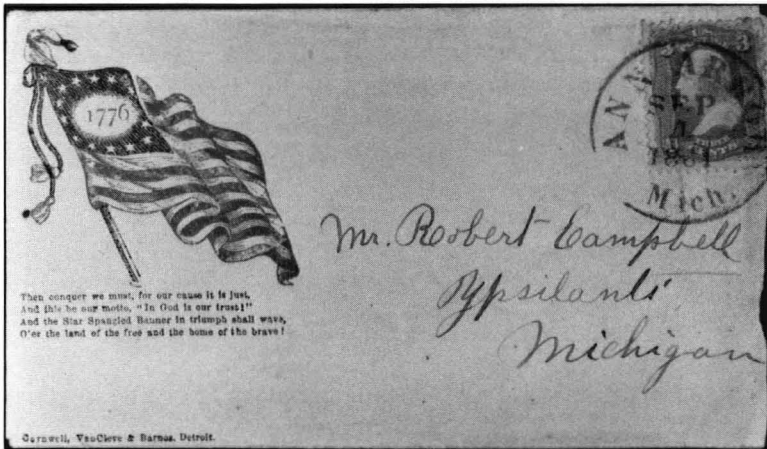


Figure 1. A 3c "near" rose pink mailed on Sep. 4, 1861.

Figure 1 is a patriotic envelope franked by a 3c 1861 (*Scott* 65) which was mailed from Ann Arbor on September 4, 1861. The shade approaches rose pink; however, most collectors would classify it as a *Scott* No. 65 shade.

1. Per xerox print of microfilm obtained from the University of Michigan Library on March 29, 1974.

2. Elliott Perry, *Pat Paragraphs* (February 1932), 163.

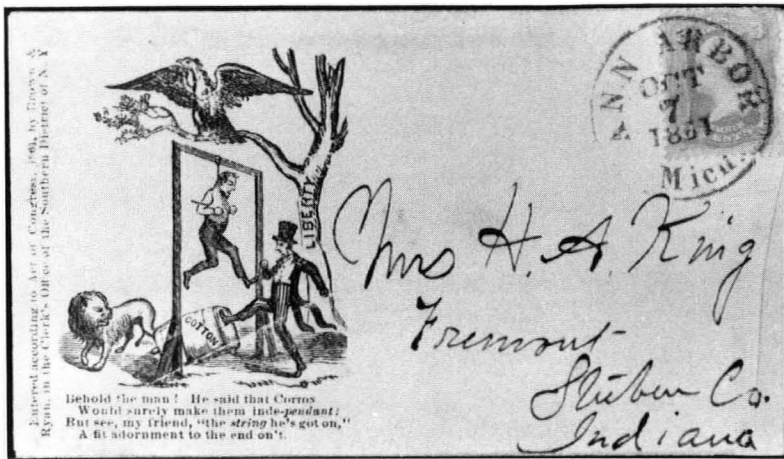


Figure 2. A 3c pink mailed on Oct. 7, 1861.

Figure 2 is a patriotic envelope franked by a 3c pink (*Scott 64*) which was mailed from Ann Arbor on October 7, 1861.



Figure 3. A 3c red rose mailed on Oct. 7, 1861.

Figure 3 is another patriotic envelope (Ann Arborites seem to have been very patriotic) franked by a 3c 1861 (*Scott 65*) which was mailed from Ann Arbor on October 7, 1861. The shade of this stamp contains more rose than the first stamp, and it also approaches rose pink. It is, however, definitely a *Scott No. 65* shade.

Figures 1 and 3 illustrate that 3c 1861 stamps of rich shade which do not exactly match the rose pink (*Scott 64b*) were issued in late 1861, along with the pinks and rose pinks. A subsequent article will discuss examples of near-pinks mailed in late 1861 from various towns.

THE 3c "NEAR PINK" AND ASHBROOK'S "PINKISH ROSE"

WILLIAM K. HERZOG

It has been established definitely that the National Bank Note Company was experimenting with the color of the new 3c 1861 stamps to prevent color fading.¹ This was done prior to the first delivery of new stamps on August 16, 1861, and afterwards. This experimentation produced the short-lived pigeon blood pinks, pinks, and rose pinks of late 1861.

1. Jerome S. Wagshal, "The Three Cent Scarlet, Scott's No. 74," *Chronicle* 56:104-6, 60:132-45, 61:19-31, 62:60-6.

The pigeon blood pinks require extreme richness and a bluish towards purple cast. The pinks require richness and a bluish cast. The rose pinks require richness, but contain some rose and *lack* the bluish cast of the pinks. These three shades are listed under *Scott's* No. 64. The rest of the non-pink shades are listed under *Scott's* No. 65.

Certain 3c stamps of late 1861 come in near pink shades which are not specifically listed under *Scott's* Nos. 64 or 65. Three examples of "near pinks" and "pinkish roses" will be illustrated with this article (two "near" rose pinks were illustrated in my article "Early 3c 1861 Shades Mailed at Ann Arbor, Michigan").



Figure 1. A 3c "Near Pink" mailed on Sep. 20, 1861.

Figure 1, mailed from Bridgewater, Mass., on September 20, 1861, is franked by a 3c stamp of rich, fuzzy appearance. It seems to be an average pink in all respects, except it lacks the required bluish cast. The stamp is cancelled by a blue grid which tends to fool the eye into seeing a bluish cast. The shade is definitely superior to any rose pink, but is not a pink. In fact, many dealers and collectors would buy and sell it as a pink in good faith. I prefer to call this shade a "near pink."

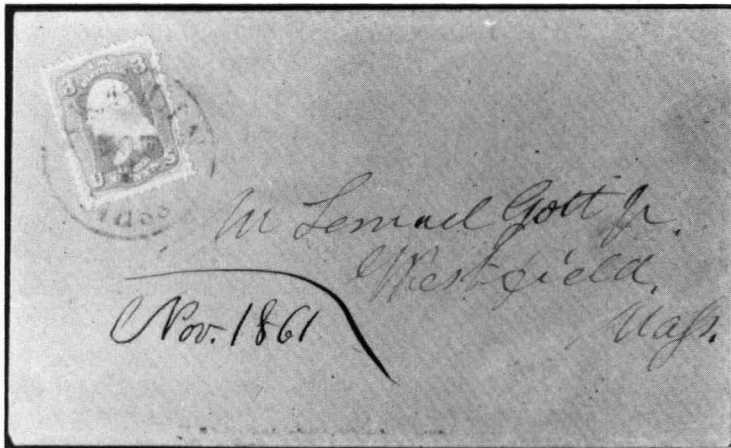


Figure 2. A 3c "Deep Pinkish Rose" (signed by Ashbrook) mailed on Nov. 7, (1861).

Figure 2, mailed from Berlin, Mass., on November 7, (1861), is franked by a 3c stamp of extremely rich, fuzzy appearance. There is less red and more pink in this stamp than the stamp in Figure 1. The shade appears to be a pigeon blood pink without the bluish cast. Stanley B. Ashbrook wrote on the back of Figure 2 in pencil (2/21/52), "This is not a Pink, but a Pinkish Rose, referred to as a Near Pink." This is a singularly beautiful and distinctive shade which I prefer to call Ashbrook's "Deep Pinkish Rose." In my opinion, it is a

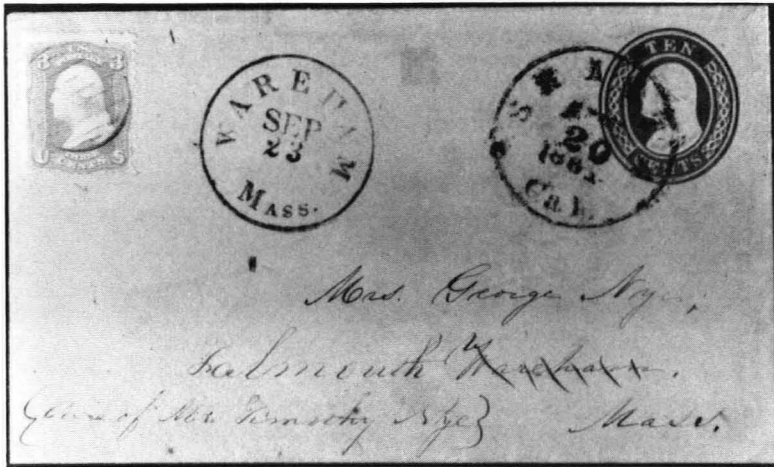


Figure 3. A 3c "Pinkish Rose" that paid the forwarding charge on Sep. 23, (1861).

more beautiful shade than the pink.

Figure 3 is a 10c Nesbitt envelope that paid the 10 cents transcontinental rate from Shasta, Cal., to Wareham, Mass., on August 20, 1861. A 3c 1861 stamp paid the forwarding charge from Wareham to Falmouth, Mass., on September 23, (1861). This is a legal combinational use of an old envelope (prior to demonetization) and a new 3c 1861 stamp. The well-inked and fuzzy shade is Ashbrook's "Pinkish Rose." The difference in the depth of shade between the stamps in Figures 2 and 3 is comparable to the difference between the pigeon blood pink and the pink.

There are many 1861 shades which do not fall neatly under the *Scott U.S. Specialized Catalogue* listings. Figures 1 through 3 are prime examples. It seems more logical to consider the "Near Pinks" and Ashbrook's "Pinkish Roses" as specialized shade varieties of the pink (*Scott* 64), rather than of the non-pinks (*Scott* 65). Since knowledgeable philatelists will always seek specialized shades which are not listed in the catalogue, the purpose of this article is to call attention to two of these shades.

Review: *List of Post Offices in the United States — 1862. (Including additional postal regulations, 1861-65). 1980 Reprint by Theron Wierenga, P.O. Box 2007, Holland, MI 49423. XVII plus 314 pages, larger than normal format (7½ x 10½"). Substantially bound in blue buckram. Available from Wierenga, \$55.00, postpaid.*

Since the years 1859-1866 had no compiled *P.L. & R.*, the "extras" of this reprint edition make it quite valuable. The sections consist of the following:

The 1862 List of Postoffices. This has nine pages of regulations and information for postmasters in the front. Post offices are listed alphabetically, with postmaster names (where such names are omitted, the offices were in Confederate hands and had been suspended) in 196 pages; listings by state and counties in 96 pages follow.

Following this, in 15 pages, with type enlarged to match the page format, is the pamphlet delineating the act of 1860-61. This includes the then revised ship letter laws and regulations, the across the Rockies rate and the instructions on mailing letters to go by Pony Express.

Next is a sixteen page section, including index, giving important details of the greatly revised postal laws and regulations effective July 1, 1863. This is followed by two three page sections giving revisions of July 1, 1864, and May 1, 1865.

Recommended for the postal historian with holdings of the Civil War and immediate pre-Civil War period.

Richard B. Graham

MODERN PHOTOGRAPHIC REPRODUCTION OF STAMP COLORS IS HERE

WILLIAM K. HERZOG

The best method for determining the correct shades of United States postage stamps in relation to the philatelic nomenclature contained in the *Scott Specialized Catalogue of United States Stamps* and reference works is, quite obviously, to assemble a reference and comparison collection of expertized stamps. Unfortunately, the time and expense involved in securing such an assemblage places it beyond the reach of almost all philatelists.

Many of us long have recognized that the best substitute method, and a far more practical solution for philately in general (even more practical than color charts), would be the "near-exact" photographic color reproduction of expertized stamps. Does modern technology provide a good enough process? If so, would the cost be prohibitive? Many of us asked these questions, but never sought the answers.

It can now be reported that Roy H. White not only found positive answers to these questions, but he even had the Princeton Polychrome Press of Princeton, New Jersey, produce 88 color plates illustrating United States stamps of 1847-1919. These plates are an integral part of Mr. White's soon to be published (around July 1981) four volume *Encyclopedia of the Colors of United States Postage Stamps* (order forms available from Philatelic Research Ltd., P.O. Box 320, Germantown, Md. 20767; price is \$126.00 for the complete set containing text and plates, with five-ring binders and slip cases additional as marked on order forms).

Mr. White illustrated stamps obtained on loan from philatelic specialists, such as the following Classics Society members: W. Amonette, L. Bustillo, C. Christian, J. Dienstfrey, K. Gilbert, F. Finkelburg, C. Hart, W. Head, W. Herzog, L. Hyzen, R. Meyersburg, and R. Searing. A color naming committee of L. Bustillo, W. Mader, I. Siegel, and P. Schmid named and verified the color names used on the plates. Modern photo-mechanical processes in conjunction with a computer were used in the various pre-printing stages which culminated in the finished metal lithographic plates used in the actual printing.

Having viewed all of the color plates for the 1861-68 stamps, as well as all color plates in Volumes I and IV, I believe the color reproductions are very accurate. George Brett states in the foreword to Mr. White's *Encyclopedia*, "With present technology, the *Encyclopedia* colors come as close as possible to a representation of the color names in catalogues, reference works, and standards."

The cost of producing the 88 color plates was considerable. According to Mr. White, from the beginning stages through the final press run (minimum of 2000 copies of each plate) the production cost was approximately \$1,000.00 for each plate (approximately \$88,-000.00 for all 88 color plates). This should give some insight into the \$126.00 price for the four-volume set. Although some may think the set is overpriced, this writer believes it is a great bargain. Essentially, Mr. White provides the prospective buyer with the equivalent of a reference and comparison collection that would cost a small fortune to duplicate in actual stamps.

This report is written for the edification of our readers who have seen the pre-publication advertisements for the *Encyclopedia*, and still have doubts. Those who have doubts probably will wait until the *Encyclopedia* is published and officially reviewed as to text and color reproduction before deciding to order. It should be noted, however, that a limited edition of only 2000 complete sets will be sold. Since this work could become the definitive book in the field of United States stamp colors, too long a delay in making a decision to buy could prove costly.

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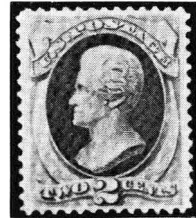
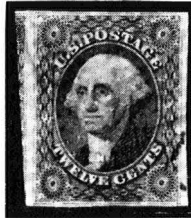
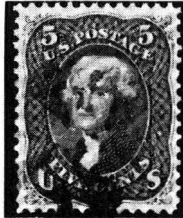
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THE "MANILA" FIND
JEFFREY M. FORSTER, R.A. 1618

One afternoon during the summer of 1980, I was having lunch with a good friend of mine who also happens to be a stamp dealer. We had just sat down in a booth at Sam's, a noted San Francisco fish house when he told me that someone had just walked into his office with two covers both addressed to Manila in the Philippine Islands. I sat there indicating my disbelief and inquired "what my good friend had been smoking." I was further shocked when he told me one had the 30c, 10c and 5c of the 1861-67 issue and the other had a 30c stamp of the 1867 issue (grilled) together with the 12c stamp of the 1869 issue, the issue in which I have a particular interest. He proceeded to remove these two covers from his coat pocket and I was stunned. In all, seven covers were eventually brought to my friend, six destined for Manila and the seventh addressed to Hong Kong.¹ It was at the urging of my close philatelic associates that I took up the challenge to describe these six long-lost covers to Manila.

At the outset, I should mention that the earliest cover is postmarked July 1861 (Figure 1) and the latest September 1869. All of the covers were sent to George H. Peirce, Esq., and all appear to have emanated from Boston. Given this eight-year range, it is quite likely that many more letters were sent to Mr. Peirce inasmuch as the correspondence is a personal one from friends and family living in Cambridge, Massachusetts. In fact, I understand that a cover from the same correspondence postmarked May 1870 has turned up in the midwest but alas, it is apparently missing a thirty cent stamp as it is franked only with the 6c stamp of the 1869 issue when the rate at that time was 36c via Marseilles.



Figure 1. Cover to Manila illustrating the 33c rate via Southampton in effect Jan. 1857-Sept. 1861. According to docketing on the reverse, this letter was mailed at Boston about June 18, 1861, and was received on Aug. 26.

All of the letters were sent via British mail, either via Southampton or via Marseilles, as much of the correspondence during the 1860s from the United States to the Orient or to destinations such as the Philippines was sent through the British mails as long-standing

1. The cover to Hong Kong is franked with a pair of the 24c 1861-67 issue and a 5c brown and mailed from Boston in February 1866. Credit to Britain is 32c, indicating American packet service across the Atlantic.

treaty arrangements with Great Britain permitted letters from the United States to be sent to destinations served by the British overseas mail service. As I understand it, the agreement was that these letters, once they reached England, would be charged the same amount of postage that would have been required if they had actually originated in England.² Added to the British charge was the cost of getting the letter from the United States to England. Prior to 1868, the United States kept a 5c “inland” fee and the 16c charge for transatlantic carriage was credited either to the United States or to England, according to which nation held the contract for the mail packet carrying the letter. As of January 1, 1868, this was changed with the official announcement reading in part: “The United States inland and Atlantic sea postage . . . on and after the 1st of January, 1868, is 10c the single rate.”³



Figure 2. From Boston Nov. 26, 1862, with 1861 3c, 24c, and 30c making up the 57c rate (¼-½ oz.) via Marseilles, effective Dec. 1861 to June 1863.

The sum of the United States share, when added to the British overseas charge, would make the rate from the United States to the Orient or to the other far off islands in the Pacific. During the 1869 period, the British charge was uniformly 24c (1 shilling), which had been raised from 12c (sixpence) in 1861. All of the mail to these areas including China, Japan, Hong Kong, and yes the Philippines essentially traveled the same route and received generally the same markings with of course the omission of any local receiving marks which would vary. As Michael Laurence points out in *Chronicle* 87, “Their major distinction is that they left the ship at different stops along the route.”

As mentioned earlier, these six letters went either via Southampton or Marseilles. Let me explain the distinction. Letters entered the British mails and were put on a ship at Southampton which then traveled around the Iberian peninsula, through Gibraltar, across the Mediterranean and via Suez to the Pacific. This rate during the 1869 period was 34c. However, a faster route also existed, again as explained by my good friend Mike Laurence in *Chronicle* 87 at page 172. “Letters could be sent from England across the channel to transit France by train, connecting with the Southampton ship at the Mediterranean port of Marseilles. The China steamer from Southampton stopped at Marseilles and took on mail

2. 16 U.S. Statutes at Large, 783 (Article XII, U.S.-British Postal Convention of December 15, 1848).

3. *United States Mail and Post Office Assistant* (U.S. Mail) as reprinted by the Collectors Club of Chicago, page 337.

there. Letters could be sent from England six days after the China steamer left Southampton and still connect with it when it stopped at Marseilles . . . This service, while quicker, was also more expensive because a fast-transit fee was added to the basic rate.” Prior to June 1, 1863, the fee charged by the French was 12c per half ounce, and thereafter it was 8c, again per half ounce. Thus, the only difference between the 45c rate (Figure 3) to the Philippines and the 57c rate (Figure 2) is this fee allowing the mail to travel across France and be put on the ship at Marseilles.

Enough about the rates, and let us proceed to the covers themselves. Space does not allow for photographs of all six, so only four are shown, each illustrating a different rate to the Philippines.

The earliest cover (Figure 1) has a 30c stamp of the 1857 issue and a 3c 1857 stamp making up the 33c rate per half ounce which was in effect until September 1861.⁴ The only postmark is a circular London marking applied on June 29, 1861. The stamps are cancelled with a black “PAID”-in-circle with bar grid marking of Boston. This cover went via Southampton and thus no French charge was to be paid. The British credit of 28c consisted of the 16c transatlantic carriage by British vessel and the 12c (sixpence) charge from England to the Philippines. Five cents was retained by the United States as the “inland” fee. Because of the thin paper used for much of this correspondence, one can see the handwriting coming through. There are no backstamps or markings, receiving or otherwise.

The next cover (Figure 2), taking them in chronological order, is franked with the 30c, 24c and 3c stamps of the 1861-67 issue, making up the 57c rate via Marseilles for a ¼-½ oz. letter (this rate went into effect in December 1861).⁵ The red British credit “52” is shown



Figure 3. Stamps of the 1861 issue — 5c, 10c, and 30c — making up the 45c rate via Southampton. From Boston March 4, 1863, arriving Manila May 10. The Boston BR. PKT., Hong Kong, and Manila backstamps are also shown. Service between Hong Kong and Manila was by P. & O. packet twice a month.

4. *Ibid.*, p.46.

5. *Ibid.*, p. 58.

with the United States again keeping 5c as an “inland” fee. The 57c rate consisted of the 5c U.S. charge, 16c for the British transatlantic crossing, 24c for the fee from England to the Philippines and 12c for the French fast-transit fee. Again, the stamps are cancelled with the same “PAID” marking we saw in Figure 1. The large, black “2” indicates that two reales were due from the recipient. The backstamps indicate that the letter was postmarked on November 26, 1862, evidenced by a red “BOSTON BR PKT. PAID” cds marking. The “LONDON” marking on the front is dated December 9, 1862, while another marking on the reverse shows it arrived in Hong Kong on January 23, 1863. There is a Philippines arrival marking which is semi-obliterated but probably reads “27 JAN.”

Figure 3 shows one of the two covers in the find which illustrate the 45c rate (which replaced the prior 33c rate) with both utilizing 30c, 10c, and 5c stamps of the 1861-67 issue. The “BOSTON BR PKT. MAR 4” marking in red and the credit “40” are consistent with the 45c rate in effect in 1863. As this cover went via Southampton, no French transit fee was charged. The U.S. kept 5c, and the British, because of the transatlantic carriage of 16c and the 24c rate from England to the Philippines, received the 40c credit. Again, the black “2” represents the due charge to be collected from Mr. Peirce. The “1d” indicates that the Hong Kong post office was credited with one penny. (This hand stamped marking does not appear on the two previous covers.)

The backstamps show that the cover arrived in Hong Kong on May 7(?), 1863, and a Manila receiving mark is dated 10 May 1863. The London transit postmark is dated 16 March.

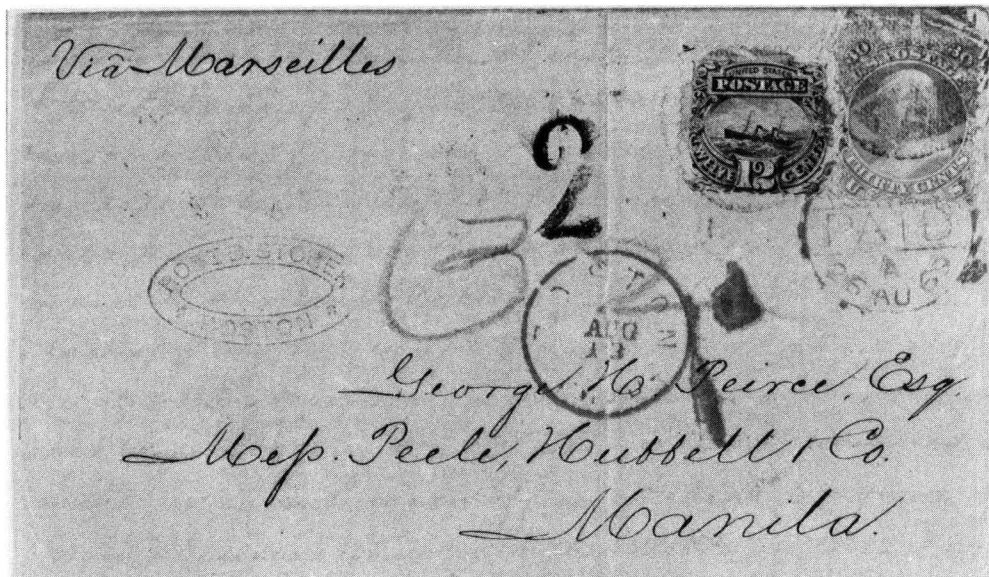


Figure 4. Via Marseilles at 42c rate effective Jan. 1868, paid by 1867 30c and 1869 12c. Mailed at Boston Aug. 13, 1869. Credit of 32c to Britain.

Because of my own collecting interests which center almost exclusively around the 1869 Pictorial Issue, it was the cover shown in Figure 4 which, when shown to me over my then cold lunch at Sam’s, caused me to become quite excited and not really believing what my eyes were seeing. Here was a cover to Manila with a 12c stamp of my issue accompanied by what appeared to be a 30c stamp of the 1867 issue (it is grilled) making up the 42c rate via Marseilles.

The 42c rate via Marseilles went into effect in January, 1868⁶. The components of the rate

6. *Ibid.*, p. 352.

were 10c retained by the U.S. as its inland and Atlantic sea postage, 24c credited to the British for its carriage, and the 8c French fast-transit fee.

The eye appeal of this cover is tremendous. Because light blue stationery was used, the green and orange stamps stand out. The orange "32" representing the British credit, as well as the red Boston and London postmarks, are quite vivid. The deep red "1d" marking is again present as is the black "2".

This particular cover was postmarked in Boston on August 13, 1869, and arrived in London on August 26. The backstamps indicate the letter arrived in Hong Kong on October 7 and in Manila on October 18. There is, however, a very unusual and apparently rare marking with the words "Hong Kong Marine Sorter" appearing within a double circle and a date in the center (the October date is rather blurred) which my good friend Elliot Coulter tells me was applied on a smaller ship after the mail had been unloaded from the British vessel. Coulter believes that the British vessel docked in Singapore and that the mail, while traveling on to Hong Kong, was sorted and this marking applied. Upon arrival in Hong Kong, a backstamp was applied and the letter sent on to Manila where another backstamp dated October 18, 1869, was affixed.

A second cover also showing the 42c rate via Marseilles was found and is virtually identical to the one depicted in Figure 4 except that it was sent in September 1869 and does not have the Hong Kong Marine Sorter marking described above.

I hope that the above narrative has not been too detailed nor too repetitive. I have endeavored to analyze the rates and markings found on each of the covers and in so doing found myself giving some background material which I know has appeared in this journal previously but thought that for explanatory reasons it should once again be set out to assist the postal history student.

As for a final word on the six covers, I can only say that I was thrilled to have been a part of their discovery and sincerely appreciate the opportunity to write about them and share their discovery with you.

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THE BELGIAN CONVENTION RATE TO SPAIN

CHARLES J. STARNES

The compilation of U.S. rates to Spain which we introduce here defines the period in which there were two competitive rates on a single unit basis of $\frac{1}{3}$ oz. (equated with 10 grams), both via France.

	7/49	1/57	4/57	7/57	10/58	2/67	1/68	7/68	9/68	1/70
Br.vS	73	—	—	—	omit					
Br. v France	41/51	37/43	—	—	omit			22/34	—	16/28
Fr.			21/42	—	—	—	—	—	—	omit
B-H				30/42	—	*25	omit			
Br., oA-oB					21-5	—	omit			
Am.Pkt.,d.							10	—	omit	
Br.,oA									10	*4
	7/70	10/70	11/71	8/72	7/75	1/76				
Br. v France	16, $\frac{1}{3}$ oz	—	—	—	*12	omit				
Br.,oA	—	—	—	—	omit					
Belg.		16, $\frac{1}{3}$ oz	—	—	omit					
Am. Pkt. from New Orleans,d.			10	—	omit					
NGU,d.				11	omit					
NGU,cm.				12	omit					
UPU							*5			

Letters by U.S.-British convention mails could be sent via France, prepaid on the $\frac{1}{4}$ oz. basis, from 1 Jul. 49 (or perhaps earlier) to Oct. 1858 (effective date of U.K.-Spain convention), and then again from Jul. 1868-1 Jul. 1870. The latter date was the effective start of the U.K.-France change to the $\frac{1}{3}$ oz. single basis^{1,2}, which also was applied to U.S.-British mail to France via England³, and to U.S.-British mail via England and France to Spain⁴.

The second $\frac{1}{3}$ oz. rate was authorized by Article XIII of the 1868 U.S.-Belgium convention⁵ (similar clauses appear in the other 1868 U.S.-European conventions):

The Post Department of the United States and of Belgium shall establish by agreement, and in conformity with the arrangements in force at the time, the conditions upon which the two offices may respectively exchange, in open mails, the correspondence originating in or destined to other foreign countries to which they may reciprocally serve as intermediates. It is always understood, however, that such correspondence shall only be charged with the rate applicable to direct international correspondence, augmented by the postage due to foreign countries and any other tax for exterior service.

The original regulations accompanying the convention did not list Spain as one of the four further destinations (Holland, Luxemburg, Switzerland, Italy). The announcement was made in the Oct. 1870 Issue of the *U.S.M. & P.O.A.* as follows:

1. Salles, *Encyclopedie de la Poste Maritime Francaise*, Tome VIII, 64.
2. Hargest, *Letter Post Communications*, etc., 173.
3. Letters showing this change are not as rare as previously reported; the author has a record of 10 covers leaving New York in Jul. and Aug. 1870, despite the fact that the change was not published in *U.S.M. & P.O.A.* until Nov. 1871.
4. Not noted in *U.S.M. & P.O.A.* until Dec. 1870, but change should be 1 Jul.
5. *PMG Report for 1867*, Wierenga reprint, 115-118; Regulations, *PMG Report for 1868*, 98-128.

Post Office Department,
Office of Foreign Mails,
Washington, D.C., Sept. 20, 1870

Sir: I have to inform you that, under a Postal Convention recently concluded between Belgium and Spain, correspondence from the United States for Spain, the Canaries, the Balearic Isles, and Spanish possessions on the Northern Coast of Africa, and Gibraltar, may be forwarded to destination via Belgium, subject to the following rates of postage and conditions of payment, viz.:

On letters for Spain (except Gibraltar) and her possessions, including the Canaries and Balearic Isles, when not exceeding 1/3 oz., 16c; exceeding 1/3 but not over 1/2 oz., 22c; over 1/2 but not over 2/3 oz., 32c over 2/3 oz. but not exceeding 1 oz., 38c, and the same charges and progression for each succeeding oz. or fraction thereof; *prepayment optional*

* * * * *

Joseph H. Blackfan,
Superintendent Foreign Mails.

Knowing the portion retained by the U.S. on British mail service (4c/15g.) and Belgian mail service (10c, the international convention rate), and the French transit charge (6c/10g.), we can calculate the rates and corresponding credits:

Wt.	British mail to Spain (7/70-7/75)		Belgian mail to Spain (10/70-7/75)	
	Rate	Cr. to Br.	Rate	Cr. to Belg.
to 1/3 oz. (10g.)	16c	12c	16c	6c
1/3-1/2 (10-15)	28	24	22	12
1/2-2/3 (15-20)	32	24	32	12
2/3-1 (20-30)	44	36	38	18



Figure 1. New York, 1873, to Malaga. British mail via France, 16c 1/3 oz., 12c credit to Britain.

Examples of the British 1/3 oz. rate are not too uncommon⁶. Presented here as Figure 1 is a cover franked at 16c with a 6c grilled and 10c ungrilled National, processed at New York with 12c credit to Britain, transit by Hapag *Cimbria* 26 Jun. 1873 — LONDON PAID 7 JY

6. Scarcity estimates on specific foreign usage Banknote covers are often only a mediocre guess. This classic period (1870-GPU/UPU entry) is still almost unexplored territory for the foreign mails student.

73 — Madrid, 12 Jul. — Malaga, 13 Jul. Note that mail pouch was opened at London and checked before routing via France to Spain.



Figure 2. New Orleans, 1872, to Barcelona. Belgian mail via England, Belgium, and France, 22c/1/3-1/2oz., 12c credit to Belgium.

The last item sold to the author by one of the Young Turk Dealers (before his prices reached the “investor” level) was a Belgian mail cover to Spain, shown as Figure 2. This cover originated in New Orleans, franked with a 15c and 7c National for the 22c rate, 1/3-1/2 oz. It was processed at New York with a red crayon 12c credit to Belgium, sent on the Guion *Wisconsin* 21 Aug. 1872, closed mail through England — ETATS-UNIS PAR OSTENDE 3 SEPT (bkstp.) — ESPAGNE . . . — Barcelona. Note that mail pouch was opened at Ostende and checked before routing via France to Span.



Figure 3. Spain, 1873, to New York. Belgian mail via France, Belgium, England, 90 c. de P. fully paid single rate.

Serendipity again. Along comes John Woollam with a Belgian mail cover *from* Spain. This Figure 3 cover was franked with 50 and 40 c. de P. stamps, 1872 issue (about 18c), 29 Mar. 1873 — ESPAGNE . . . AVRIL 73 — ETATS-UNIS PAR OSTENDE 2 AVR., ms. 50 decimes, statement of international rate — NEW YORK PAID ALL APR 15. Here again, as with the Belgian mail *to* Spain, the letter was checked at the Ostende office.

CORRIGENDA
WALTER HUBBARD

Since the Guion Line Sailing List in *Chronicle* 103 (pp. 216-8) was compiled, I have come across an entry in the Post Office Records, London (Post 43-166) which entails the following alterations:

Page 216. In the Table the line for the Fiscal Year to 30 June 1871 '54' should be altered to '52'.

Page 217. NEBRASKA (5 lines from the bottom) sailed from New York on 7 Dec (with supplementary mail service available) and not on 3 Dec. She had in fact sailed on 3 Dec but put back to sail again four days later.

Page 217. MANHATTAN (4 lines from the bottom) did not carry mail. The whole line should be deleted.

Page 217. Delete note 1.

Page 218. MANHATTAN (19 lines from the top) sailed from New York on 6 May but she did not carry mail. The whole line should be deleted.

ADDENDUM — PCM PAID ONLY TO THE GAPU

ALLAN RADIN

A previous article (*Chronicle* 108:272 *et. seq.*) might tempt one to conclude that the westbound Prussian Closed Mail (PCM) cover illustrated here was paid only to the German-Austrian Postal Union (GAPU). Its origin outside the GAPU is evidenced by Swiss postal markings. The Aachen exchange office debited 10c to the United States, which could correspond to double the international rate. The Boston exchange office applied depreciated currency markings for collection of 60c postage due (93c in "greenbacks"), double the international rate. Before jumping to a tempting conclusion, however, a preponderance of evidence to the contrary — of exchange office error — must be considered.



Westbound 1864 PCM cover with Hottingen (Switzerland) cds, 10c debit to the U.S. by Aachen, and Boston depreciated currency markings for collection of 60c in coin, or 93c in "greenbacks." Blue manuscript "4" (silbergroschen) represents GAPU share of the postage (equated to 10c).

Surviving enclosures include the dust jacket from a small book of poems by the American lady correspondent and three letters headed "Zurich"; in addition there is mention of two enclosed notes to be forwarded. The written enclosures are on the thinnest paper and, despite their large number, it is most probable that the whole was not over the single rate limit of ½ ounce, of which the frugal lady obviously intended to take full advantage.

There is no indication of any prepaid postage. Neither is there any marking to indicate a double rate letter, a frequent but not invariable practice in the PCM. The blue manuscript "4" on the obverse denotes 4 silbergroschen (equated to 10c), the GAPU share of the postage, presumably representing the single rate of 2 silbergroschen internal plus 2 silbergroschen "foreign" postage.

As has often been remarked, the exchange offices, in rating letters, relied solely upon the debit or credit applied by the corresponding exchange office. But in this instance the debit was susceptible to ambiguous interpretation. Instead of interpreting the 10c debit as 5c plus 5c "foreign" for a single letter from Switzerland the Boston exchange office took it as corresponding to double the international rate and accordingly marked the letter for a collection of 60c in coin instead of 35c.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 110

In an effort to get this quarterly out on schedule deadlines will be enforced strictly hereafter. This means that answers to some of the problem covers will be spread over the ensuing two issues when they are not received in time. If some readers prefer to use means other than the mails they can phone my office in Cincinnati (513) 891-4242 or New York City (212) 867-0470, or send a telex to Cincinnati 21-4305. Another time problem concerns photographs. If persons with potential problem covers can send negatives or black and white glossy prints direct to the P.O. Box in Cincinnati, it will be appreciated. If this is not possible, original items for the Cover Corner or S.C.R.A.P. can still be sent.

Figure 1. Stampless cover with HAMILTON Ga. postmark in red.



Figure 1 shows a cover sold by a prominent dealer at a bourse as a rare Confederate item. Hamilton was in Harris County, Georgia, and was a Court House, with sizable postal receipts just before the Civil War. However, neither the 1929 nor the 1959 Dietz book shows or mentions mail from Hamilton, although the post office there should have been a large and important one. Neither Handstamped Pairs nor Provisionals are cited. If this is a genuine CSA cover it would have been quadruple weight if before 1 July 1862, or double if later. Note the odd absence of a date in the c.d.s. and also the notation "Chg Box 43". Perhaps this could be some form of precancel for voluminous bank mail? William C. Allen, RA 1350, writes:

The question about probable period of use? If the ms 20 is good, and I doubt, then it would be in the Confederate period. Even if in the Confederate period, unless the envelope is larger than pictured, I do not see how the rate could be 20c.

The serious question that I would ask; Is the 20 ms part of the original cover or added later, or possibly used by the addressee as a record of incoming correspondence?

I personally feel that the cover is a stampless from the period before the Civil War.

Another responder phoned in saying that it appears to be a legitimate overweight Confederate cover.

Calvet M. Hahn wrote in with these cogent comments:

Stampless cover cat. indicates this marking is known 1834-8 period, however, buff envelope tells me it is more likely a late use in 1849 or later. Charge boxes give no clues as they were used for some years right into 1860's. The serious problem is the addition of a ms 20c marking that probably doesn't belong. The 20 if anything is a docketing note of being 20th letter in correspondence. There was no stamp or rate, but with charge box and paid didn't

need to be. Both towns were pretty big postally in 1849-51 period.

No answer has been received yet from any of the specialists in Georgia postal history during the Civil War, but perhaps there will be some comment for the next issue. This Editor believes this is a faked item with the "20" added to a PAID (3) cover of the 1850s, and the best place for it is S.C.R.A.P. Readers who want to examine donated items can actually handle them (but not remove from the premises) at the Philatelic Foundation in NYC, which is our repository.



Figure 2. From St. Louis to Wurtemberg in 1849.

Figure 2 shows a folded letter sent in 1849 from St. Louis to Wurtemberg (or the old Wurttemberg, if you wish) which bears an adhesive and two French transit markings; but no New York, British transit or Bremen markings whatsoever. This letter was for years in the collection of Sandy Arnold, who doubted the validity of the local, but hoped during his lifetime that someone could comment on it with certainty. Ezra Cole and another responder both phoned to say that the adhesive is bogus, but the rest of the letter OK. The Editor apologizes that he did not state with the question that there is a crayoned "22" in the upper left. More about this later, but Calvet Hahn correctly complained that he could have done a more thorough analysis if he could have read the rate.

He further writes:

The adhesive is a fake, although there are genuine Page & Keys handstamps used out of Boston — 3-4 known (Elliot Perry and I split a lot of them years ago and I've seen 1-2 since). Despite the repeated claims (Patton /pg. 331 etc) that the local is bogus I don't believe it because of the handstamps. Thus, the stamps or some, might be genuine. This use is definitely not as St. Louis is the wrong city.

The LeHavre Outre Mer is Salles Type 134. The backstamp is Salles Fig. 211 used in Paris to show transit there. While Paris should be in blue, the fact that the date is one later than LeHavre suggests it is actually Paris. The letter could have caught the Cunarder *Caledonia* from Boston June 6 arriving L'pool on 18th but with no British transit it probably didn't. It could have taken the *Hermann* on the 19th which the PAID/Part would suggest except there was a PAID PART handstamp at the time. Total rate should be about 46c as in Hargest pg. 16 (10c US/24c transatlantic; 12c to Wurtemberg). The use of the 5c suggests it had to go via GB as the Bremen US route did not permit of a 5c only. The 5 would be the debit from US to GB, on an unpaid letter. In this case it probably would be representative of US portion paid so that the PAID part is covered and the balance of rate is due, e.g., England gets 19c and the balance is payment onward through France and the Thurn and Taxis post. As I said, without being able to identify the rate markings, I can't do rate analysis.

Susan McDonald offers another interpretation:

This cover was mailed May 28, 1849, only a few months after the U.S.-G.B. treaty took effect and when errors were frequent. The St. Louis post office evidently expected the letter to go by British open mail (Wurtemberg being included on list thus served) as it was prepaid only 5c (otherwise, by Bremen mail or private ship, the 10c rate over 300 miles applied). The letter, however, bore no endorsement of the service or port desired. Cunard sailings were *Caledonia* from Boston June 6 and *Niagara* from New York June 13. The Ocean Line sailing was *Hermann* from New York June 20. Proper routing might have secured timely arrival at Boston but the cover wound up at New York too late to be forwarded to Boston. Since there was no endorsement, the postmaster exercised his option to send the letter by the next available ship, instead of holding it for one of the contract sailings.

There were several lines of sailing vessels operating between New York and Havre at this time and the cover must have been carried by one of these (the French entry marking indicates routing *cannot* have been via England and also eliminates the possibility of Ocean Line carriage). The most likely carrier is the loosely affiliated group of lines known variously as Old Line, First and Second Lines, and Union Line. According to Cutler's *Queens of the Western Ocean* (p. 395), these vessels sailed on the 1st, 8th, 16th, and 24th of each month at this period. A June 8 sailing would fit neatly, and transport by sailing ship is supported by the considerable interval of 39 days between the May 28 mailing and July 6 receipt at Havre.

The letter arrived at Havre by private ship and was subject to the French 6 decimes rate for a ship letter delivered beyond the port (Hargest, p. 56). Wurtemberg (in southwest present-day Germany) borders France, so from Havre across France to Wurtemberg was the most direct route. I'd guess the due markings represent 18 kreuzer (French charge) plus 4 kreuzer (Wurtemberg charge), total due 22 kreuzer. Using Starnes's currency equivalents (*Chronicle* 105:60-62), 6 decimes = 11.4c; 18 kreuzer = 12.24c; 4 kreuzer = 2.72c; 22 kreuzer = 14.96c or, rounding off, 12c (6 decimes) French share, 3c (4 kreuzer) Wurtemberg share.

If additional comments are received, they will appear in the next issue.

PROBLEM COVERS FOR THIS ISSUE.

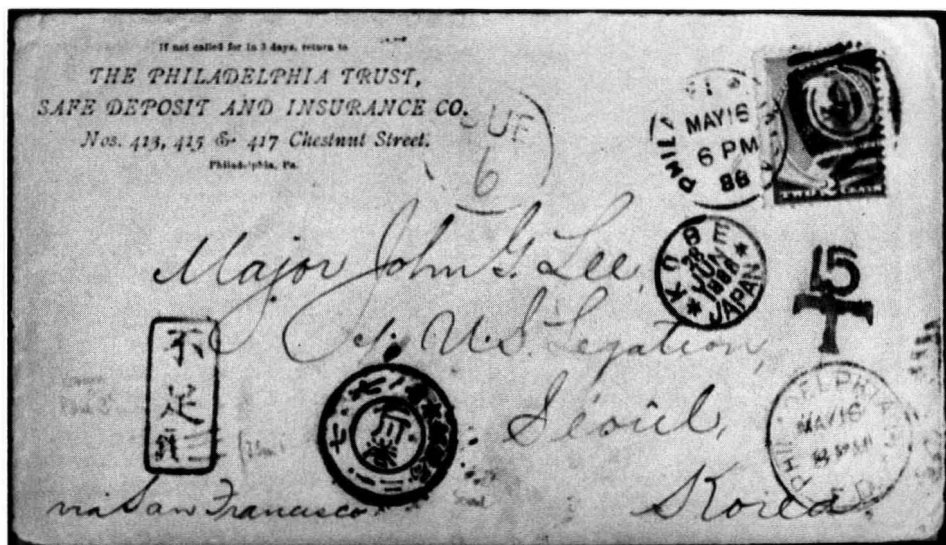


Figure 3. Cover from Philadelphia to Korea in 1888.

Figure 3 shows the front of a cover from the U.S. to Korea in 1888. In addition to the 2c U.S. stamp there is a 5 sen Japanese adhesive tied to the back by brush strokes, as shown in Figure 4. There are a number of postal transit and due markings. Will readers endeavor to explain all of these, especially the rate.



Figure 4. Reverse of cover in Figure 3.

A stampless cover is shown in Figure 5. Explain the origin, routing, and rate involved. (Hint: check last November's issue.)

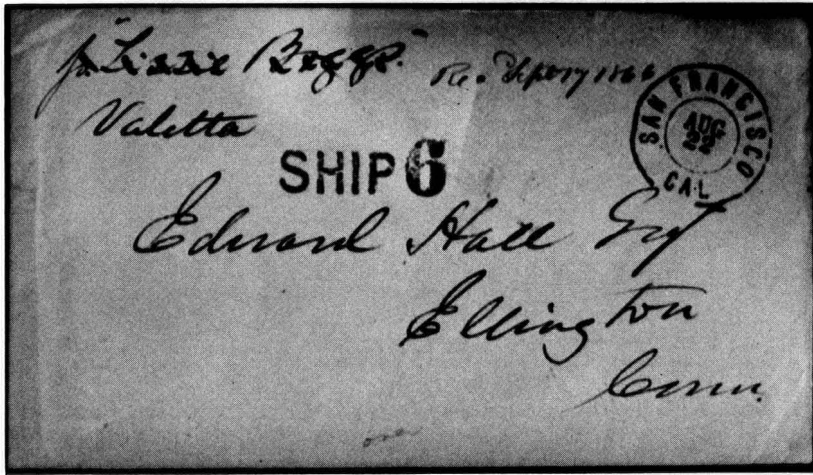


Figure 5. Stampless cover to Conn. in 1866.

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