

November 1981 (No. 112)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

November 1981

Volume 33, No. 4

Whole No. 112

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

The Chronicle

of the U.S. Classic Postal Issues

ISSN 0009-6008

November 1981

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

**Vol. 33, No. 4
Whole No. 112**

\$3.50 Members Official publication of the U. S. Philatelic Classics Society, Inc. Annual dues
\$4.00 Non-Members (Unit 11, A. P. S.; Chapter 111, S. P. A.) \$15.00

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THE EDITOR'S PAGE

I note with regret the recent death of Hunter M. Thomas, Jr., LM 1, who was very active in the Society in the 1960s and 1970s as Assistant Vice-President, Director, and Chairman of the Membership Committee. In the latter capacity (1968-72) he greatly contributed to the growth of USPCS by his dedicated and enthusiastic promotion of the Society.

Lack of space prevents comment on the many interesting features in this issue, but the reader will surely find worthwhile and absorbing material in every section.

Review: Pat Paragraphs. By Elliott Perry. Compiled and arranged by George T. Turner and Thomas E. Stanton. Published by the Bureau Issues Association, 1981. 648 pages, 8½ x 11, clothbound. Available at \$55.00 (\$40.00 to BIA members) from the publisher, 7215 13th Ave., Takoma Park, Md. 20012.

Elliott Perry, one of the philatelic giants honored (with Chase, Ashbrook, and Brookman) by a Society cup, published *Pat Paragraphs*, his house organ, in 58 issues between 1931 and 1958. Although some later issues are available, others are very scarce and a complete run is very difficult and costly to obtain. They have long been out of reach of the average collector.

There is much of value in *Pat Paragraphs* to the serious student as well as the general collector. In particular, Perry's long series on the 1847 issue and its distribution by states is full of valuable insights. The information on demonetization procedures and the reproduction of local ads on the availability of the 1861 issue still constitute the prime source for this subject. Perry's forceful and argumentative style is evident in his remarks on the "premieres gravures," his scathing critiques of contemporary philatelic writers, and his ongoing disputes with Ashbrook on such topics as copper vs. steel plates or carrier prepayment. Irreverent accounts of such topics as the Bissell correspondence and unqualified denunciations of fakes and fakers may seem provocative to modern readers. Those used to today's bland commentary will be entertained by Perry's no-holds-barred prose. *War was war in those days, and men were men.*

Perry was a leading expert on carriers and local posts, and also on private proprietary revenues. These subjects are covered in depth and detail. Some discussions must, however, be read with caution — foreign mails had not been consistently studied at this period, and many statements, such as "ship to shore" rates, Canada-U.S. mail, exchange markings, etc., should be disregarded.

The BIA has chosen to use the format employed in its earlier publication *Sloane's Column* instead of reproducing *Pats* in chronological order of publication. Writings on U.S. stamps in order of their issue appear first, followed by various topics arranged alphabetically. Miscellaneous subjects, notes, humor and other random topics conclude the book. Appendices give the chronological numbering and pagination of the original *Pats*, three indices published by Perry and a fourth (to the final nine issues) by the compiler. A detailed table of contents provides ready access to the material.

There is much to be said in favor of this arrangement since all material on any one subject is gathered together. This is advantageous to the casual reader and a time-saving convenience. I would have no objection had the compilers provided some cross reference to the original pagination. The addition of the original page numbers or issue numbers or both to each individual excerpt would hardly have been an insurmountable undertaking. The value

(Continued on page 275)

**PAPER AND GUM USED FOR THE NEW YORK POSTMASTER'S
PROVISIONAL STAMPS**

PHILIP T. WALL

In many instances a photograph does the job of a thousand words; but in writing on such technical aspects as paper and gum, photographs, no matter how clear they may be or how much they may be enlarged, are of limited value.

ORIGINAL GUM

Probably no subject matter in the history of philately is so controversial as "original gum." It sometimes appears that collectors are all too eager to pay more for the original gum on the back of a stamp than they are for the stamp itself. To each his own, but of one thing I am absolutely certain: original gum on New York Postmaster's Provisional Stamps constitutes a definite hazard to the health of the stamps.

The same firm that printed the U.S. 1847 issue printed the 5c New Yorks — Rawdon, Wright and Hatch (Edson was made a partner sometime prior to July 1, 1847) — and the same types of gum were used for both issues. One type of gum used was thickly applied and has a definite yellowish brown tint. This type tends to permeate the paper and to leave the front of the stamp aged looking and sometimes with a yellow, or buff, appearance. The other type of gum used was whitish, or almost transparent, and was usually thinly applied but may be of a medium thickness. This second type appears to have originally been of a harder type of compound and usually feels slightly slick to the touch. Both types were applied by hand and as a result of this are usually somewhat uneven.

After 135 years both types of gum have crystallized and cracked with the whitish or transparent gum tending to form smaller crystals than the thicker, yellowish brown gum. Upon removal of both types of gum, owners will discover the paper fibers of their stamps have tiny gum cracks. This condition will only become worse with the passing of time. In concluding these comments on original gum, I have two suggestions to make: First, those collectors and dealers owning 9X1s with original gum should soak off the gum immediately before the physical condition of your stamps becomes terminal, and Second, never pay a premium price for any 5c New York that is described as having original gum. I have removed the gum from all of my unused stamps except for two copies that I am keeping for study purposes.

PAPER USED IN PRINTING THE STAMPS

Winthrop S. Boggs, a well known professional who was a recognized authority on U.S. and British North American stamps, wrote an informative article entitled "The New York Postmaster's Provisional" in the September 1952 issue of the *Collectors Club Philatelist* (Vol. XXXI, No. 5). In this article Boggs tells us the paper used by Rawdon, Wright and Hatch was manufactured at the Wilcox Ivey Mill in Chester, Pennsylvania, and that it was handmade from linen rags being properly seasoned before use.

COLORS OF PAPER ON WHICH THE STAMPS WERE PRINTED

In the front of the sales catalog of the O.S. Hart Collection of 5c New Yorks sold by the Nassau Stamp Company on October 2, 1913, there appears a table breaking down the 400 stamps in the Hart auction by types of paper and number of stamps on each paper. A recap of that table is as follows: (1) Yellowish white pelure - 31, (2) Yellowish white - 82, (3) Bluish white - 88, (4) Bluish white pelure - 50, (5) Gray blue - 92, (6) Gray - 19, (7) Blue - 7, (8) Ribbed - 31, for a total of 400 stamps. This classification system is apparently that of

Mr. Hart who was the recognized authority on 5c New Yorks during the first two decades of this century.

At about the time of the Hart Sale, Abraham Hatfield, Jr., a well-to-do textile manufacturer, became interested in the 5c New Yorks. It was Hatfield who first correctly ascertained that the stamps were printed on a plate of forty positions. In 1921 Mr. Hatfield wrote and the Scott Stamp and Coin Company published in an edition of 100 copies a book entitled *The New York Postmaster's Stamp*. While the book deals primarily with the plating of the stamp, Mr. Hatfield discusses on page 12 the different kinds of colored paper used in printing the stamps and concludes by writing as follows: "Personally I am inclined to the opinion that time and conditions have had a large part in the making of many of these varieties [by this he is referring to the listings in the catalog of the Hart sale], and would reduce the varieties to Blue, Gray and Bluish. The bluish tint could easily have faded, and time would assist in the so-called yellowish tints. I do not think the so-called white paper was ever used and think it but a thoroughly bleached bluish paper. The stamps on blue and gray paper seem to have a distinctive quality that differs strongly from the others in the grain of the paper."

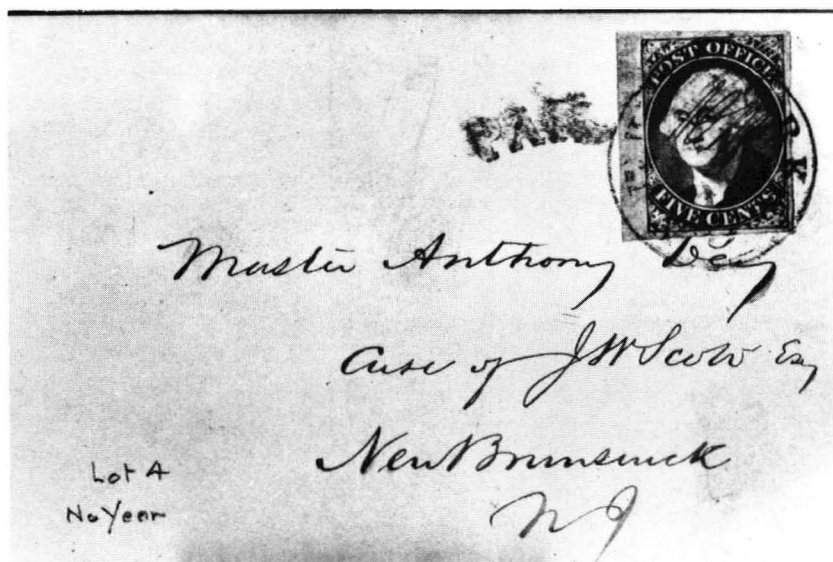


Figure A. Cover with 5c New York on blue or bluish paper, although erroneously described in 1981 Rarities Sale as "grayish blue."

In the MacGuffin (Ashbrook) article entitled "The New York Postmaster's Provisional" that appeared in the May 1936 issue of *The American Philatelist*, the writers took a position somewhat in between Hart and Hatfield and described the colors of the paper on which the stamps were printed as blue, gray, gray-blue, bluish-white and white. As far as I have been able to determine, Ashbrook did not discuss this subject matter again until 1953 when in the July 1, 1953, issue of his *Special Service* at pages 201-203 he discussed a certain 9X1 cover (Figure A) that had been submitted to him for his opinion as to the stamp's being printed on true blue paper. In discussing this cover, Ashbrook states that in his opinion none of the stamps were printed on white paper and that the blue and bluish papers are two distinctly different papers. He does not comment on the gray paper. He concludes that the stamp on the cover shown in Figure A was printed on bluish rather than blue paper. The cover in question was in the Weill stock when I visited New Orleans several years ago; and while time did not permit an extensive examination, my preliminary opinion was that the stamp was printed on the true blue paper rather than on the more common bluish paper. This cover was lot 12 in the 1981 Robert A. Siegel Rarities of the World sale

and realized a hammer price of \$8,500. The stamp was described as being "on Grayish Blue paper (9X1a)" which I consider to be a misnomer as it should have been described as on either Blue Paper (9X1a) or bluish paper (9X1). There was no evidence of any gray paper in the stamp when I examined it in 1974.

As far as I have been able to determine, no other collector or dealer has written anything in the past 28 years about the colors of the paper on which the 5c New Yorks were printed. The stamps printed on gray paper were listed in the *Scott Specialized Catalog of United States Stamps* for several decades up until the early 1970s at which time this listing was deleted. In recent editions the gray paper variety has been mentioned in the narrative preamble prior to the individual listings but has not been listed separately. Today the stamps printed on the usual bluish paper are cataloged as 9X1 and those printed on blue paper are listed as 9X1a.

I have examined several hundred copies of the 5c New York in the past decade and feel that Hatfield reached the correct conclusion sixty years ago when he wrote that the true paper colors are blue, bluish and gray. The vast majority — probably 97 percent to 98 percent — of the stamps were printed on a tightly woven paper with a slightly bluish cast. Some and perhaps all British Expert Committees refer to this paper as grayish.

John N. Luff in his *Postmasters' Provisional Stamps* tells us that the last printing of the stamps took place on January 7, 1847, when 4,000 copies were printed. Inasmuch as all of the known covers with both blue and gray paper stamps are postmarked subsequent to that date, it is my belief that most if not all of the stamps printed on both gray and blue paper are from the last printing.

It is difficult, if not impossible, to accurately put into words how to describe the blue paper and gray paper varieties, but I shall give this my best effort. The easiest method is to compare your stamps with other stamps that have been expertized, but in all likelihood the material needed for comparison purposes will not be readily available. Stamps printed on both blue and gray paper will probably have red grid cancels but may have any of the cancellations used in 1845-47.

The blue paper stamps are usually — but not always — found on a tough, hard paper of medium thickness with a consistency that is a lot like the "kraft" type of paper bag found in your local supermarket. Occasionally blue paper varieties are found on a softer paper much like that used for the normal stamps and this always presents a problem to the uninformed. The only true test lies in the amount of blue pigmentation found in the paper fibers. All 9X1s have a certain quantity of blue pigment in the paper including those printed on gray paper. Those with the least amount of blue are what we refer to as the normal bluish paper stamps, and those with the heaviest concentration of blue that causes the paper to have a decidedly darker blue appearance are what Scott calls 9X1a. If you contemplate buying a stamp that is described to you as a blue paper variety, you should have this stamp expertized before it is purchased.

The gray paper variety is always found on a tough, hard paper that is either thin or medium in thickness. These stamps have a decidedly gray appearance much like the color found on warships. If the paper appears whitish, gray-white or grayish, then it is not a gray paper stamp. In my judgement collectors should never purchase a 5c New York that is described as being on gray paper unless the stamp has a fresh appearance and the cancellation is clear and distinct.

Hatfield described the stamps printed on gray paper as being more rare than those printed on blue paper, whereas all other writers have found the blue paper variety to be more rare. From my own experience I have found unused blue paper stamps to be more rare than unused gray paper stamps. I have found more used gray paper singles than used blue paper singles but more used blue paper pairs than gray paper pairs. Covers with single blue paper stamps are more common than covers with single gray paper stamps. By contrast I

record more gray paper pairs on cover than I do blue paper pairs on cover. It should be understood that while some of my findings are based on the stamps in my own collection, the majority of my records are from auction catalog descriptions of items that I have never examined. I can only assume that the auction describers were correct in their descriptions.

OTHER PAPER VARIETIES

At one time the *Scott U.S. Specialized Catalog* had separate listings (with premium prices) for stamps printed on pelure paper as well as those printed on so-called ribbed paper. The thickness of the papers grades gradually from pelure to thin to medium to thick, and I have seen many stamps described as being on pelure paper which I would consider as being on thin paper. For those who would like to know if they have a 9X1 in their collection that is printed on pelure paper, I have devised a simple test that is about 80 percent accurate: When you look at the stamp from the reverse side with a good glass and in good light, Washington's eye in the center of the stamp appears much darker than his eye that is farther to the right. Sometimes you get the same effect from stamps printed on what I would describe as thin paper, and of course there is always the possibility the stamp may be thinned at that spot. I think the Scott editors were correct in deleting this listing.

In his *American Philatelic Dictionary* (1947 edition), Harry M. Konwiser defines stamps printed on ribbed paper as having fine parallel ridges. L. N. and M. Williams in Section One of *Fundamentals of Philately* describe ribbed paper as paper having an uneven corrugated surface rather like exaggerated laid lines caused by the passing of the paper between ridged rollers. I have never found a 9X1 that fitted either of these descriptions. I have found a few copies wherein the paper has a faint mesh appearance as if someone had pressed the paper firmly against a finely woven screen wire. In my judgement such copies should command no premium, and I think the listing for the ribbed paper variety was properly deleted from the *Scott Catalog*. I have never seen a 5c New York on paper that is at all like that used to print the Canadian 3d Beaver stamps on ribbed paper that Rawdon, Wright, Hatch and Edson printed in 1857.

In the October 18, 1926, issue of *Mekeel's Weekly Stamp News*, Philip H. Ward, Jr., wrote that he had recently been shown a 5c New York with a stitch watermark which was the first such copy he had ever seen. This is the only reference to such a variety that I have ever read about, and I wonder what has happened to this stamp in the intervening 55 years. Stamps with stitch watermarks are scarce but not rare on our 1847 issue, and there should be additional copies of 9X1 with this paper variety since the same firm printed both issues.

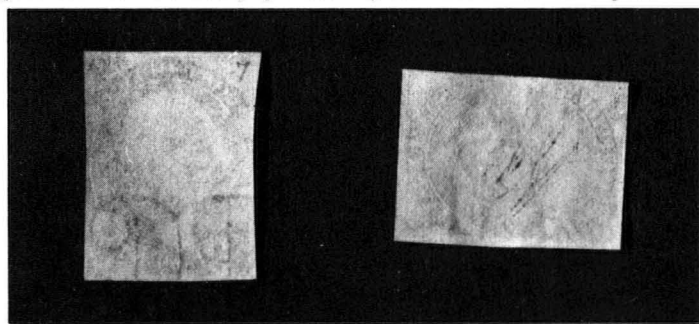


Figure C. Watermarked New York 5c with parts of two upright letters, one of which may be "J."

Figure B. New York 5c showing side-wise watermark - may be part of letter "J."

Copies of the 5c New York with the double line watermark are scarce if not rare. In the MacGuffin (Ashbrook) article, it is reported that out of over two thousand copies examined, only six copies were found to have a double-lined large capital letter watermark and the only letter positively identified was J. Parts of what appeared to be either the letter "E" or "F" had also been seen, and in his book Luff wrote that he had seen upright strokes which might belong to a variety of letters.

I have three stamps with a double lined watermark in my collection. One (Figure B) has a sideways watermark that could be part of the letter "J", another (Figure C) has parts of two upright letters, one of which might be "J", and the third stamp has such a small part of an upright letter that I would not begin to attempt to identify the letter.

I have seen a fairly good attempt to fake a double-lined watermark. The stamp in question was a defective copy of Position 31 (bottom frame line recut) with an indistinct red cancel. When I first examined the stamp it appeared genuine, but when I looked a second time it did not look right. Further examination revealed that someone had taken an emery board type of device and had thinned the fibers of the paper in an effort to imitate a double-lined letter. In doing this, various parts of the stamp had been thinned. However, the workmanship was good enough to fool the describers at two of our leading auction houses in New York and Boston as I have a record of this particular copy dating back several years. The stamp I have just referred to is not the copy from Position 31 that was uncanceled and sold for \$900 + 10 percent as lot 5 in the 1979 Siegel Rarities of the World Sale. I never saw the stamp in the 1979 Siegel Sale, but it was described as showing the papermaker's watermark.

Scott mentions the double lined watermark variety in the narrative preamble to the individual listings in the *U.S. Specialized Catalog*, but makes no mention of a stitch watermark variety. I think this is as it should be as I do not find stitch watermark varieties listed for any of our provisional or early general U.S. issues in the current (1981) catalog.

I would like to hear from other collectors who have 9X1s with either type of watermark in their collections.

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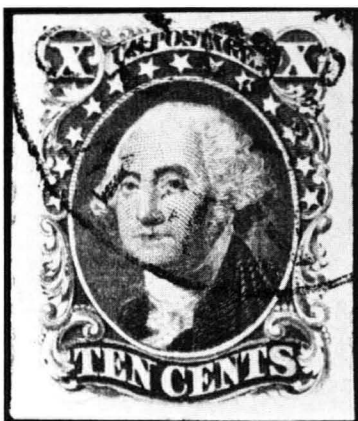
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THE PRESTAMP AND STAMPLESS PERIOD

TWO UNUSUAL RETALIATORY PERIOD COVERS

CHARLESS HAHN

Illustrated are two covers having to do with the retaliatory period in the United States-Great Britain transatlantic mail service, one before the actual retaliatory period, and one which might be called a "first day cover" or perhaps "the first day cover" of the retaliatory era.

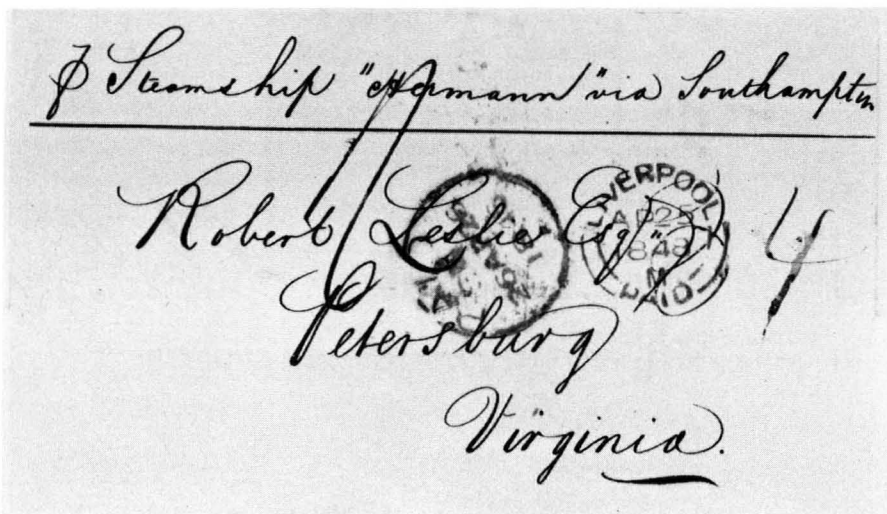


Figure 1. This looks like a retaliatory-rated cover, but is not. Carried by *Hermann* in April 1848, it shows the double postage which made correspondents avoid Ocean Line vessels.

The first cover is an ordinary cover from Liverpool dated by its postmark April 25, 1848, with a London transit postmark of a day later addressed to Petersburg, Virginia, and bearing no other postmark. The Liverpool mark shows it to be paid as does the magenta-red 1 shilling rating which would normally bring it to the United States shores as a ship letter, to be delivered at 2 cents plus the inland postage. But the sender has specified "per Steamship 'Hermann' via Southampton" which the British post office apparently duly obeyed as the *Hermann* landed at New York May 22 in good time to get the letter to Petersburg, Va., by May 26, its docketed arrival date. However, the British post office paid transoceanic carriage only to the Cunard Line and if the sender specified the vessel of another line it kept the transatlantic fee and just followed the instructions, so the letter was handed unpaid to the *Hermann* and came in unpaid and was charged as such, 34 cents — and so looks like a retaliatory letter before the retaliatory period. It is, in fact, one of the reasons why the retaliatory act was passed.

The other cover shows a letter mailed by Messrs. Coutts & Co., London (using their "Forwarded by" handstamp as a corner card as they often did) prepaid in London with a Paid Maltese Cross of 15 June 1848 and a red 1 shilling rating mark, with a 16 June Liverpool transit mark. This cover made the Cunard's *Cambria* and received a Boston Ship receiving mark, as did all of its mail, for the Retaliatory Act was passed June 27, 1848, and did not go into effect until the appropriate postmaster was officially notified — and the Boston postmaster was not so notified until after the *Cambria's* mail had cleared. The Boston Post Office continued to use its ship postmark frequently on retaliatory-rated mail.

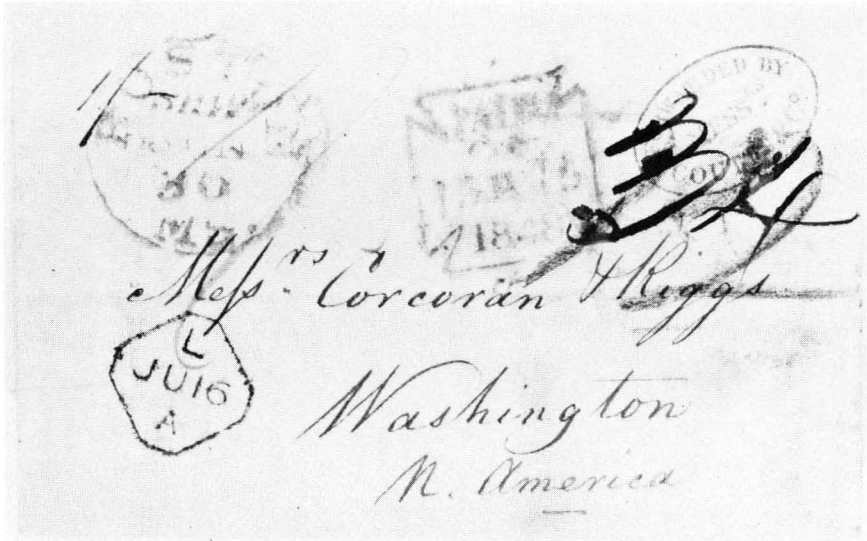


Figure 2. A retaliatory-rated cover, although carried on the last Cunard sailing before retaliatory rates took effect. The postmaster at Washington, D.C., jumped the gun.

So this cover was rated 12 in red crayon in Boston, 2 cents for the ship and 10 cents for the postage to Washington, D.C., and off it went. But when it arrived in Washington, the postmaster there had been officially advised of the Retaliatory Act. He probably didn't like the English anyway; so he overstruck the 12 with a pen 34, the first or certainly one of the first official retaliatory markings. It is the only cover from the *Cambria* I have seen rated. I should be interested to know if there is another.

Thanks are due to Paul Rohloff for the photographs.

ALAN T. ATKINS

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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

1847 COVERS FROM MARYLAND

CREIGHTON C. HART

As one would expect 1847 covers from Baltimore dominate the 1847 covers from Maryland. Of the 353 five cent covers I list, 317 are from Baltimore and of the 87 tens, 85 are from that city. Elliott Perry in his April 1932 *Pat Paragraphs* writes that of the total stamps sent to Maryland, 93 percent were sent to Baltimore, so it is not surprising that 92 percent of the fives are from there and 98 percent of the tens.

Nine Maryland post offices received a supply of the 1847 stamps. The dates the stamps were first sent and the cumulative total number of each denomination are as follows:

<i>Date Sent</i>	<i>Post Office</i>	<i>Total Fives</i>	<i>Total Tens</i>
7-16-47	Baltimore	155,500	32,800
7-30-47	Cumberland	6,600	750
12-10-47	Annapolis	3,400	750
1-24-50	Mount Savage	400	—
8-24-50	Little Gunpowder	400	—
11- 8-48	Williamsport	300	50
7-26-49	Ellicott's Mills	200	50
1-24-50	Chestertown	300	50
7-26-49	Darlington	200	—

At present covers are known from five of the nine post offices. Besides Baltimore, 14 five cent covers are listed from Cumberland, two from Annapolis and one each from Williamsport and Chestertown. Covers are listed from eight post offices that did not receive supplies from Washington, and are apparently from supplies purchased at neighboring post offices or are letters mailed by travelers. Four are from Havre de Grace, three each from Princess Anne and Abington, and one each from Easton, Hagerstown, Cambridge, Abington Center, and Frederick. The post office with the cute name Little Gunpowder is identified as being in Baltimore County but it is no longer on the map, so I assume it was a casualty long ago of growing Baltimore.

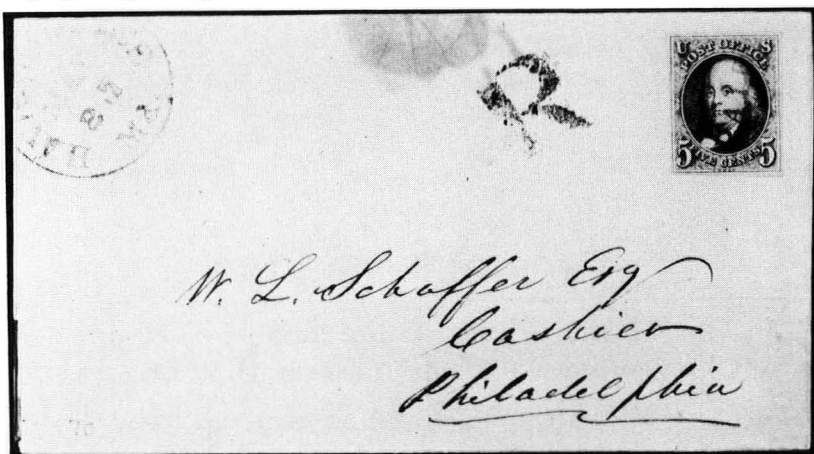


Figure 1. The large "R", also known in a smaller size, was struck at Philadelphia. The Havre de Grace postmark, the "PAID" canceller and the "R" are all in seemingly matching blue but the "R" is the blue used at the Philadelphia post office, not at Havre de Grace.

The tens are all from Baltimore except two covers from Cumberland and one from Easton. The Cumberland 10c covers to England are two of only fifteen pre-treaty transatlantic covers with a 10c stamp. One of these gems was in the David Baker collection when

it was sold in a Siegel auction in April 1978 where it realized \$9,500. The earliest known five cent Maryland cover is from Baltimore on July 29, 1847, and the earliest ten is a Cumberland cover mailed August 12, 1847.

Elliott Perry, who successfully plated the 10c stamp and who was principally responsible for collecting and later dispersing the approximately 1,200 covers in the Senator Ackerman collection, wrote in the April 1932 *Pat Paragraphs* that he estimated there were 30-40 ten cent covers and 150-200 fives. That was nearly 50 years ago and I expect it was on the low side even at that time.

The number currently listed is twice that number but many covers were added to the philatelic marketplace during the great depression of the 1930s. The Hagerstown Bank find, the Buchanan Carroll correspondence to New Orleans and the Gardiner, Maine, bisects are examples of the additional covers that have come on the market during the past 50 years. Bank failures, ancient records' being discarded as modern courthouses were being built by President Franklin D. Roosevelt's New Deal, and the tidying up of old stored records while business was generally slow are a few of the reasons that the supply of '47 covers increased. Did the total added the past 50 years double the number of covers previously known to collectors? Maybe some of the long-time active professionals can give us an idea how many "new" covers have been discovered since Perry made his estimates in 1932.

There is nothing exceptional about Maryland covers other than those from Baltimore. A cover with a blue Havre de Grace postmark to Philadelphia has a large blue "R" (Figure 1) that could be described as matching the postmark. However, covers to Philadelphia from many post offices have an "R," always struck at the Philadelphia post office. This is an early form of local registry for many letters from one bank to another. Havre de Grace never used an "R" postal marking.

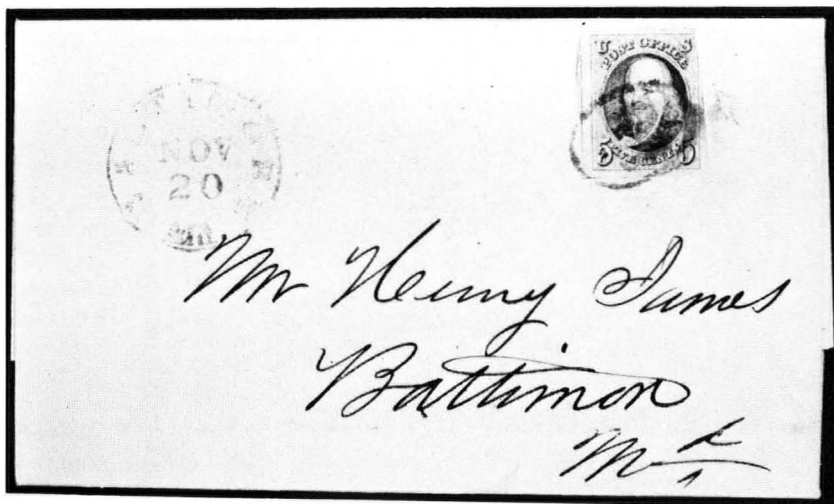


Figure 2. The 2c rate mark was used as a canceller on this drop letter mailed in Baltimore and addressed there.

What immediately come to mind when specialists think of Baltimore are the unique blue rate marks in an oval. These well-known postal markings usually cancel the stamp and are not as evident as in Figure 6. Rates 5 and 10 in an oval are rather common but so far only one 2 in an oval is listed on a stamped cover. This is on a 5c drop letter overpaying the 2c drop rate (Figure 2).

Rate marks not in an oval are occasionally seen for both the 5 and 10, always in red (Figure 3). The town mark, always in blue, varies little, if at all, and is unknown with the rate expressed on mail bearing stamps.

At post offices other than Baltimore manuscript cancellations generally are a pen "X"



Figure 3. Numerals 5 and 10 not in an oval are known from Baltimore but are not as common and are usually in red whereas the numerals in ovals are in blue.

or a series of scratches. A fairly regular Baltimore employee very carefully cancelled with a sloping "M" in the center of stamps (Figure 4). Because pen cancelled copies were not usually illustrated in auction catalogues, it was not until recently that Baltimore covers with this distinctive cancellation have become known to non-Maryland specialists. This subject was explored in depth in the February 1980 *Chronicle* with the well illustrated article "The Noble 1847 covers."

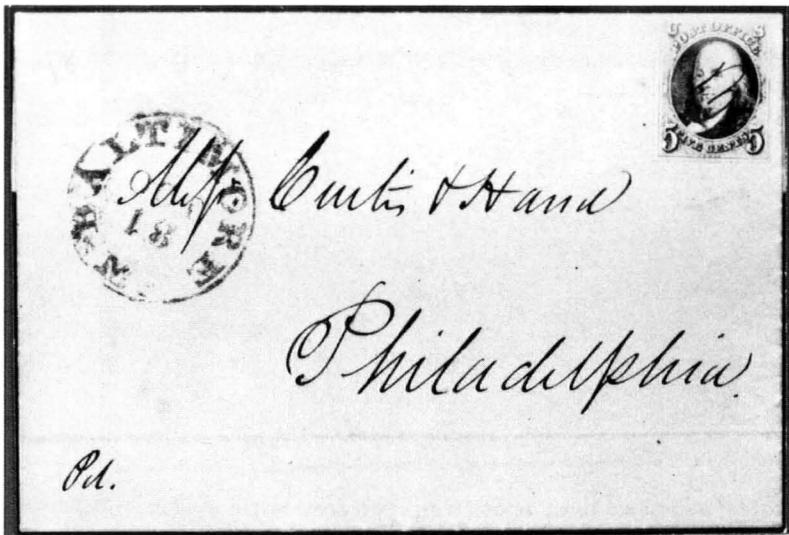


Figure 4. The manuscript sloping "M" is identified as from the Baltimore post office. It is usually, maybe always, in the center of the stamp.

Considerable mail must have been picked up en route to the Baltimore post office because the distinctive "WAY 5" is often seen on covers as well as being easy to identify on off-cover stamps when it was used as a canceller (Figure 5). This handstamp is known in both red and blue and was struck to show origin elsewhere than Baltimore.

The postal marking "STEAM" (Figure 6) like "WAY 5" is an origin and accounting marking showing that the letter was picked up by a noncontract steamboat before reaching Baltimore, in this case from Norfolk, Virginia. Letters with "WAY 5" were picked up en route by land, whereas the "STEAM" is short for steamboat for letters arriving by a coast-wise vessel.

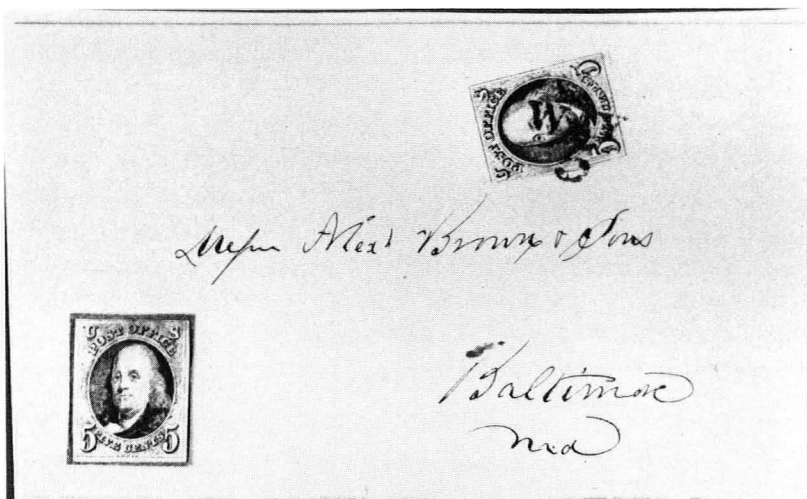


Figure 5. “WAY 5” is known in red and occasionally in blue. The cancellation on the cover is in red; that on the stamp superimposed at lower left is in blue which is not evident in the photograph.

The Baltimore “STEAM” is different from the “STEAM” or “STEAMBOAT” markings struck at other post offices. Postmasters provided their own postmarks and other postal markings, often furnished by the local print shop, except for the 7-bar enclosed circular grid. This grid for cancelling the just introduced stamps was sent from Washington to certain post offices.¹ If enough information were available on postal markings from each post office, origin could be assigned to off-cover copies. This, of course, does not apply to the common 7-bar grid which varies only in a rainbow of colors — red, orange, magenta, blue, ultramarine, green, brown, pink, and black.



Figure 6. The distinctive blue STEAM, an origin or accounting mark, leaning to the left, is known only from Baltimore. The 10 in an oval is a clear example of the rate mark also often seen enclosing a 5. This cover originating at Norfolk, Virginia, was carried to the Baltimore post office by a private steamboat where it received all the postal markings.

1. *Laws and Regulations Post Office Department*, 1847, p. 70. Section 501: “Stamps so affixed are to be immediately cancelled in the office in which the letter or packet may be deposited, with an instrument to be furnished to certain of the post offices for that purpose” Evidence points to the seven-bar enclosed circular grid as the instrument so furnished.

Some letters with Baltimore RR and Baltimore & Ohio RR postmarks originated in Maryland but not all of them. These will not be discussed here but in a later article on railroad or rail route markings.

Fake covers are a subject I would like very much to avoid. I wish all 1847 covers were genuine but unfortunately they are not. To inform members, I must list them.

There are two covers to Robert Noble & Sons at Halifax, Nova Scotia, that have had the 10's added. Besides the two covers with 25c in stamps (two 10c added and one original 5c), there are six genuine covers now listed to Nova Scotia, two having 5c stamps and four with a single 10c stamp.

In addition to the two Noble covers with 10's added, I list the following as NOT genuine in the opinion of either an expert committee or an 1847 individual expert.

<i>Postmark Date</i>	<i>Origin</i>	<i>Destination</i>
5c Covers		
September 16	Baltimore	Not Known
June 5	Frederick	Hagerstown, Maryland
August 10	Baltimore	Littleton, Pennsylvania
10c Covers		
March 3	Baltimore	Paris, France
January 13	bisect, Baltimore	New York City

The percentage of fake '47 covers is very small and I believe a few of those currently on my list may have had the stamp removed and the cover destroyed. If you are not sure a cover is genuine it is well worth the cost to have either the Philatelic Foundation or the APS Expert Committee examine it.

There are several Maryland covers to foreign destinations. Nine are to Germany, three to England, and two to Veracruz, Mexico.

A rare horizontal bisect from Baltimore to Upper Marlboro, Maryland, is in the Miller collection at the New York Public Library.

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U. S. POSTAL MARKINGS: 1851-1861

THOMAS J. ALEXANDER

This writer recently received a letter from a knowledgeable collector criticizing *USPM* for being "incomplete." He then listed a large number of townmarks that do not appear in the book. The great majority of the markings he cited fall into three categories:

1. Straight line, oval, or fancy markings that were in use prior to July 1, 1851. It is certainly possible that some of these were used *after* July 1, 1851, but until such usage is proved, they are not properly includable in *USPM*, which limits its listings to the period beginning with July 1, 1851, and ending with demonetization of the 1851-1861 issue of U.S. postage stamps.

2. Stock style circular townmarks. With very few exceptions, *USPM* listings are limited to unusual circular townmarks. To have listed all known townmarks during the period, including the stock styles from each town where they were used, would have resulted in a multi-volume work. At several points in *USPM* it was stated that these stock style markings would not be listed, and in the few instances where they are listed for reasons other than the style of the marking (townmarks including name of industries and military institutions being two examples), they are deliberately not illustrated. These townmarks are of course of great interest to regional collections, but in the author's view are more properly the subject of state postal history journals rather than *USPM*.

3. Stock style circular townmarks containing post-1855 year dates. The second paragraph of the introduction to this section says: "This schedule includes all recorded year dated townmarks in use prior to 1856 and those in use from 1856 through 1861 that are otherwise unusual." After 1855 these stock style markings are common and for that reason are deliberately not included in the listings.

Aside from these matters of definition, *USPM* is incomplete. It has taken many years to produce the listings that we now have and it is very doubtful that we will ever be complete. We come closer to the goal through the cooperation of our members. The current update included in this issue contains a classic example of how we progress. An enthusiastic collector who wishes to remain anonymous recently supplied photocopies of his outstanding collection of U.S. markings. Because of his generosity, we are now able to begin a listing of unusual rate marks found on stampless mail during the 1851-1861 period. If each USPCS member would search his collection for heretofore unlisted material and supply photocopies for tracing, we would take another step toward our elusive goal.

<i>Wording</i>	<i>Tracing Number</i>	<i>Type</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/</i>
					<i>Notes</i>
Straight Line, Oval & Fancy Townmarks					
Connecticut					
HARWINTON/D/CT.	28		f-arc- 37x21½	8	Blue. A better tracing than in <i>USPM</i> .
Unusual Circular Townmarks					
Connecticut					
MYSTIC RIVER/D/-Ct.-	A	K1	34		
Illinois					
CHEMUNG/msD/Ill.	B	K18	31½		
Michigan					
AUBURN/msD/.MICH.	C	K1, 11	25		
Minnesota					
REED'S LANDING/D/ MIN-	D	K1	28½		Blue.
New Hampshire					
GRAFTON/D/-NH-	E	K1	dc-24		



28



A



B



C



D



E



F



G



H



I



J



K



L



O



P



M



N



Q



R



S



V-1



T



U



V



X



Y



Z



W

		New York	
FACTORY-VILLE./D/N.Y.	F	K1 29½	Red.
		Texas	
LIVINGSTON/D/TEXAS	G	K2, 18 29	
		Vermont	
JERICHO/D/-VT.-	H	K1 28	
PLAINFIELD/D/V T	I	K18 34	
SUNDERLAND/msD/ ms"Vt"	J	K1, 18 33½	

Townmarks Including PAID and/or Rate Numeral on Stampless Mail

A. Townmarks Including PAID (or Paid) Without Rate Numeral

(1) Straight Line PAID

STAPLETON/msD/PAID/ N.Y.	K	c-31½	
-----------------------------	---	-------	--

B. Townmarks Including PAID (or Paid) and 3 (or 3 Cts)

(1) Straight Line PAID

COLUMBUS, GA./ PAID/3	L	dlc-35	Blue.
OGDENSBURGH N.Y./D/ PAID/3 cts.	M	c-37	Blue.

(2) Curved PAID

ELKTON/D/MD/PAID 3.	N	c-30	Attached rate.
---------------------	---	------	----------------

<i>Town</i>	<i>Tracing Number</i>	<i>Shape & Size</i>	<i>Reported by/ Notes</i>
-------------	---------------------------	-----------------------------	-------------------------------

Rating Marks on Stampless Mail

A. Decorative PAID Without Numerals or Obliterating Bars

Livingston, Texas	O	o-17x13	With ms "3."
Rose, N. Y.	P	scroll-25x7½	Blue. Rate mark "3" not attached.
Troy, N. Y.	Q	scroll-24x12	

C. Rate Numerals, Framed or Unframed, With or Without CENTS, CTS, or C

Aurora, N. Y.	R	c-27	
Rome, Ga.	S	b-15½x23	
Twinsburgh, Ohio	T	o-19x21	In association with separate handstamp PAID, shown here.

D. PAID and Numeral, With or Without CENTS, CTS, or C

Albany, N. Y.	U	sl-12x14	
Aldie, Va.	V	sl-22x20½	
Amherst, Mass.	V-1	c-25	
Ashuelot, N. H.	W	c-22	
Auburn, Mich.	X	r-c-15	
Bridgeport, Ct.	Y	sl-14½x18½	
Campbello, Mass.	Z	sl-22x14	Blue.
Canton, Mass.	A-2	r-o-25½x23	
Canton, Miss.	B-2	fancy-27½x24½	
Chemung, Ill.	C-2	c-20½	
Dexter, Maine	D-2	c-21	
Drewsville, N. H.	E-2	sl-15x20	Red.
East Dennis, Mass.	F-2	c-21	
Factory-Ville, N. Y.	G-2	c-20	Red, PAID attached.
Farmer, N. Y.	H-2	fancy-20½x19	Blue.
Feltonville, Mass.	I-2	r-o-31½x22½	Blue.
Grand Rapids, Mich.	J-2	sl-12x9½	Red.
Hancock, N. Y.	K-2	sl-30½x7	Blue.
Hardwick, Vt.	L-2	c-17½	Blue.



A-2



B-2



C-2



D-2



E-2



F-2



G-2



H-2



I-2



J-2



K-2



L-2



M-2



N-2



O-2



P-2



Q-2



R-2



S-2



T-2



U-2



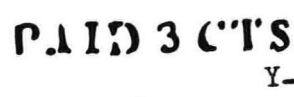
V-2



W-2



X-2



Y-2



Z-2



A-3



B-3



C-3



D-3



E-3



F-3



H-3



I-3



J-3

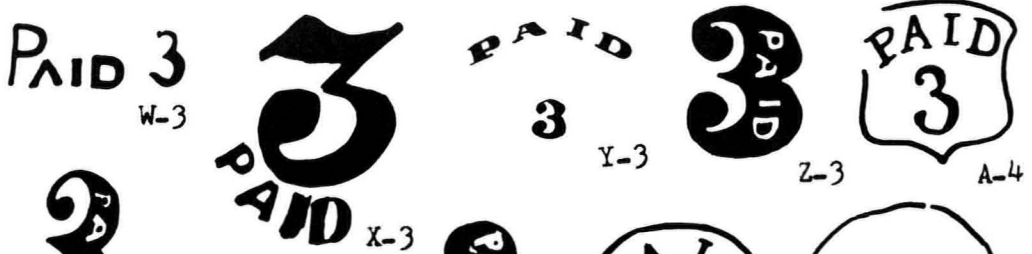


G-3

Harrison Square, Mass.	M-2	o-25x18½	Red.
Hartland, Mich.	N-2	c-32½	
Harwinton, Ct.	O-2	o-19½x17½	Blue.
Howell, Mich.	P-2	r-c-25	
Horseheads, N. Y.	Q-2	d1b-13x16	Blue.
Jericho, Vt.	R-2	c-16½	
Johnson, Vt.	S-2	s1-14½x23½	Red.
Kennebunkport, Me.	T-2	b-20x20	
Kenosha, Wisc.	U-2	half circle-23½x17	
Larrabee's Point, Vt.	V-2	c-17½	
Ludlow, Vt.	W-2	c-19½	
Lumpkin, Ga.	X-2	s1-26½x23	Red.
Milledgeville, Ga.	Y-2	s1-37x4	
Milwaukee, Wisc.	Z-2	c-23½	
Mystic River, Ct.	A-3	bounded arc- 25x12½	
New Bern, N. C.	B-3	c-21½	
New London, N. Y.	C-3	c-21½	
New Market, N. H.	D-3	o-23x19	Blue.
Newport, N. Y.	E-3	s1-17½x20½	
Niagara Falls, N. Y.	F-3	c-22½	Blue, black.
Niagara Falls, N. Y.	G-3	scroll-26x15½	With attached "3".
North Amherst, Mass.	H-3	c-31	
North Bridgewater, Mass.	I-3	s1-18x9½	Red.
Northville, N. Y.	J-3	c-19	
Norton, Mass.	K-3	c-20	Blue.
Plainfield, Vt.	L-3	c-24	Blue.
Portchester, N. Y.	M-3	s1-11x15½	
Portville, N. Y.	N-3	s1-19x19½	
Racine, Wisc.	O-3	c-15	
Reeds Landing, Mich.	P-3	c-16	Blue.
Rome, N. Y.	Q-3	c-18½	
Saegerstown, Pa.	R-3	s1-30x13½	
Sandy Hill, N. Y.	S-3	s1-12x15	
Schachticoke, N. Y.	T-3	s1-12x13	Green.
Shabbona Grove, Ill.	U-3	scroll-20½x11½	
Sheffield, Mass.	V-3	s1-11½	
Sunderland, Vt.	W-3	s1-23x9	
Thompson, Ct.	X-3	s1-24x29	Blue.
Tuckhannock, Pa.	Y-3	arc-22x15½	Red.
Walpole, N. H.	Z-3	s1-15x20	Blue, black, red.
Waterford, Pa.	A-4	shield-22½x21	
West Charleston, Vt.	B-4	s1-11x20	Red.
Westmoreland Depot, N. H.	C-4	s1-10x15	Blue.
York, Ill.	D-4	fancy-26½x18½	Red.
Xenia, Ohio	E-4	c-28½	Blue.

**Drop Letters and Circular Mail
Townmarks Including 1c or 2c Rate Markings, or Known as Special
Types on Drops and Circulars, Found on Stampless Covers**

BOSTON/D/2 cts	F-4	c-32	Red.
MONTGOMERY/PAID/ 1 ct/Ala.	G-4	c-30	Red.
TROY, N.Y./D/1 ct.	H-4	c-38	Blue, black.
CINCINNATI,O./D/1 UNPP	I-4	c-33½	
KINGSTON/DROP/2/N.Y.	J-4	c-31	Red.



ADVERTISED

FORWARDED

ADVERTISED 1ct

FORWARDED

FORWARDED

L-4

M-4

O-4

J-4

K-4

N-4

P-4

Q-4

Rating Marks
ONE CENT (not carrier use)

Greenfield, Mass.

K-4 c-21

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape & Size</i>	<i>Reported by/ Notes</i>
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Advertised

Charleston, S. C.	L-4	ADVERTISED/ONE CENT.	b-36x11	J.R. Kesterson.
Little Falls, N. Y.	M-4	ADVERTISED	s1-37x3½	J.R. Kesterson.
Plattsburgh, N. Y.	N-4	ADVERTISED 1ct	s1-63x5½	J.R. Kesterson.

Forwarded, Misdirected

Cleveland, Ohio	O-4	FORWARDED	s1-49½x4½	Red, J.R. Kesterson.
Jersey Shore, Pa.	P-4	FORWARDED	s1-43x5	J.R. Kesterson.
Rochester, N. Y.	Q-4	FORWARDED	s1-43x4	J.R. Kesterson.

Review: Encyclopedia of the Colors of United States Postage Stamps. Volume I, Issues of 1847-68. By Dr. R. H. White. Published by Philatelic Research, Ltd., P. O. Box 320, Germantown, Md. 20767. Four volumes, including binders and slipcases, \$156.00 from publisher. Shipping \$10.00.

This work is, in my opinion, one of the finest philatelic tools which has ever been produced for the U.S. collector who has any interest whatsoever in the color of his stamps, whether he be a specialist in a particular stamp or issue, an investor, or one who just thinks the colors of his stamps are attractive.

Much research on color has been done in the past by revered philatelic experts, now deceased, such as John Luff, Dr. Carroll Chase, Stanley Ashbrook, Elliott Perry and others, in studying, classifying and naming the myriad of colors and shades in which our stamps exist. To my knowledge most shades have now been named and accepted by the recognized philatelic authorities such as *Scott's Catalogue* and the Philatelic Foundation. The big problem has been to educate both collectors and dealers as to what they are, as few collectors have the time or inclination to do the required research themselves.

Much study and research has also been done over the years to develop a practical method of disseminating color information, first by the use of various color charts and books, and more recently through color photography and printing. However, until publication of this work, all such projects have had serious problems and limitations. Mr. White's book (properly used) is, in our opinion, an excellent and outstanding solution to the question of correct color determination for all but the most advanced specialist in a particular stamp or issue. Even these will find this work generally helpful.

Volume I consists of 24 color plates each showing 9-12 examples of the normal range of shades in which the issues of 1847-68 presently exist. Many of the rarer (and expensive) shades are, of course, included. The plates are printed on a light grey card and the shade of each example is named. Certainly comparing a stamp with an accurate picture is far more satisfying than attempting to use a small color chip, and it would be impossible to estimate what a similar color chart of real stamps would cost.

Roy White, a professional engineer and chemist, has evaluated most of the dyes and mineral pigments used in the production of U.S. stamps, as well as the stamp papers and adhesives. He has a considerable knowledge of philately as well, as those who have read his first book *Color in Philately* will recognize. His research for this work included chemical, xray and spectrographic analysis of the inks and papers used in production of these issues. Study of current printing techniques resulted in selection of the Princeton Press, a leader in four color printing, to produce plates that appear remarkably close to the engraved stamps.

A substantial and most interestingly written text accompanies the plates, and must be read and used in connection with the plates. The text includes considerable interesting

historical background on the material presented, fascinating descriptions of his research and testing of this material, and some startling conclusions. The Appendix on viewing the plates (including the use of proper lighting) is also a *must*.

To me several of the more interesting items are (there are many others):

1. How to distinguish the proof on stamp paper from an unused #12.
2. The fact that all printings of the 24c 1861 (#60, 70, 78 and 99) were printed with the same pigment, and the tremendous range of shades results from variations in ink fillers, differences in conditions under which they were printed, and the ravages of time.
3. The pigment used to print the darker red shades of #65 (the Ashbrook carmine lake, for example) is very close to that used to print the lake #66, and he has reclassified them to #66. (We hope an effort will be made as a result to get the Scott listing changed.)
4. In Plate 14 the aged color of the paper has been "subtracted" from nice examples of #64 and #65, which provides a truly spectacular idea of how these stamps looked when they were printed. I wish mine still looked this way.

Over twenty of our members greatly assisted Dr. White in his project through providing material, advice, reference materials, and other services, C. C. Hart for the 1847 issue, Dr. William F. Amonette for the 1851 issue, and William Herzog for the 1861 issue. They have all been most complimentary about the coverage of their fields in this fine work, and they, of course, assisted Dr. White in it.

I understand Volume I, reviewed here, is no longer available separately. An order form with detailed information on prices for individual volumes, sets, and accessories may be obtained by writing the publisher.

We feel this work is indispensable, and well worth the money to those with any interest at all in the colors of their stamps.

David T. Beals III

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EDITORIAL: KOHLHEPP ON CARRIERS

Reading through Elliott Perry's comments in *Pat Paragraphs* — any given issue — about carriers and carrier service, one might think that all carrier covers were exotic items bearing rare local stamps of the United States. Since the carrier rates were one or two cents, usually, and we had no U.S. stamps of those values until July 1, 1851, the earlier carriers were necessarily either stampless or did bear local stamps.

After July of 1851, carrier covers began to bear 1c U.S. regular issue stamps with ever increasing frequency, particularly in common with other stamps. In fact, this happened frequently enough that when we see such a cover we usually immediately assume it is a carrier service cover — and ordinarily this is correct. Once the assumption is made, collectors seem to lose interest, evidently thinking that all carrier covers are alike.

John Kohlhepp points out that carrier usages are both varied and interesting and also that not all 3c plus 1c (or should it be 1c plus 3c?) covers are carriers. In fact, after skimming through his article, we wonder if any two are alike. Yet, he is covering what is usually considered the most mundane area of carrier cover collecting, those covers bearing U.S. regular issue stamps used to pay carrier fees.

It has been the better part of twenty years since we had any general in-depth articles on the carrier service. The writer can recall nothing really comprehensive since 1963, when we celebrated the anniversary of the beginning of routine city home delivery service. Yet, this is a field where a lot of nice covers, comparatively reasonably priced, can be found in dealer bourses and catalogs.

The carrier usages of which John speaks encompass the years 1851-1860, and, the principal subject of his article, 1860-63. Thus, the article spans both the 1851 and 1861 sections of the *Chronicle* and Section Editor T.J. Alexander and the writer are jointly sponsoring this article, which will appear in two or three installments.

When I commented to a friend recently that this article was in preparation, the reply was that he didn't see what could be written that wasn't already known to readers of the *Chronicle*. While I do agree that *Chronicle* readers are at least as well informed in their field as any such group anywhere, I believe even the best informed of them will find John Kohlhepp's approach to his subject fresh and well organized, and also that they will awaken to facts and facets of carrier service of which they were not previously aware.

Richard B. Graham

THE CARRIER SERVICE: FINAL YEARS OF THE FEE-BASED SYSTEM **JOHN KOHLHEPP**

I. INTRODUCTION: THE SYSTEM PRIOR TO JULY 1, 1860

Through June 30, 1863, the postal service provided by the United States government was basically a city-to-city or post office-to-post office service. Carrier service, that is, mail collection from the public for delivery to the post office and delivery from the post office to the public, was supplied by the U.S. Post Office Department only in the larger cities and towns by non-salaried employees engaged by the postmaster for these purposes. These employees who constituted the "U.S. Carrier Service" were generally called "penny-postmen" or "penny-post" because their fee was usually one or two cents. The men who removed letters in street boxes to the main post office or carrier stations were called "collectors" or "collecting carriers."

Until July 1, 1860, the U.S. Carrier Service was operated under what sometimes appears to be a hodge-podge rate structure. The postal law covering carrier services originated

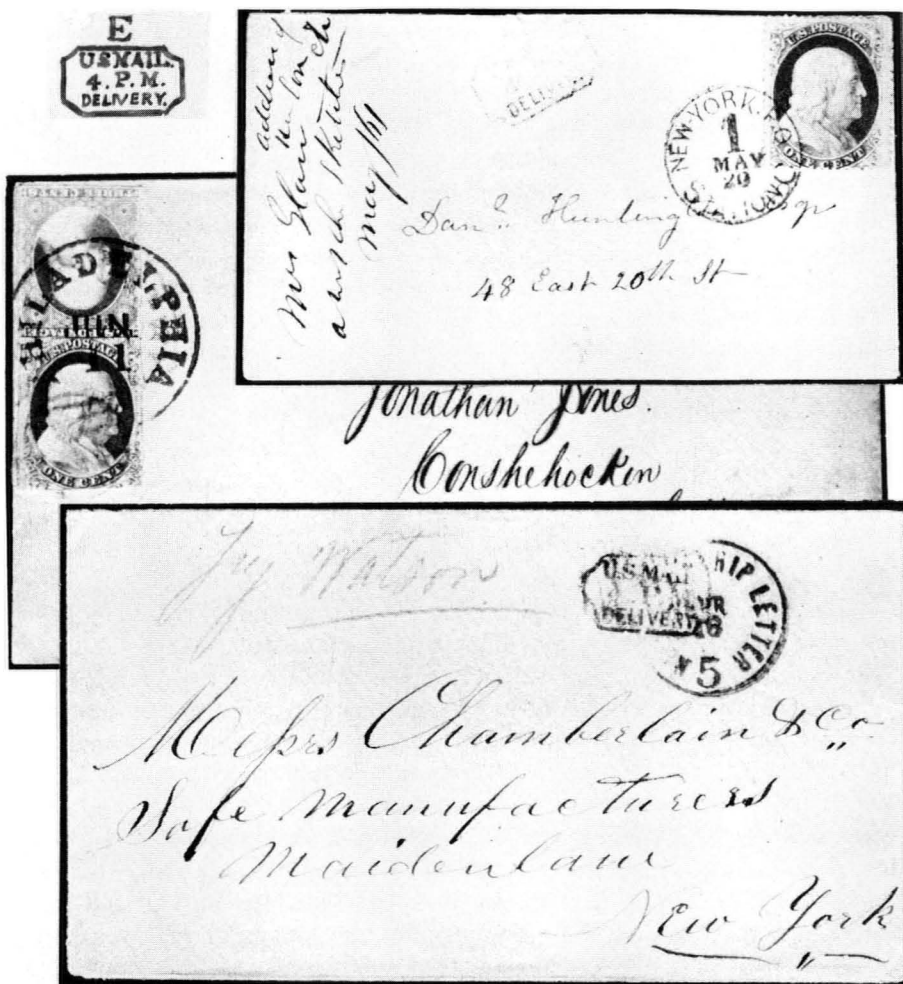


Figure 1. Top: City delivery service in New York. The boxed marking is a Station "F" type similar to the Station "E" one at upper left (from *Simpson's USPM*, No. 20, 235). A portion of a faint second strike, showing the "F" clearly, is just below the word "East" in the address. Center: Carrier service "To the Malls" in Philadelphia for an otherwise normal 3c prepaid cover addressed to another town. Bottom: "From the Malls" use on an incoming ship letter into New York City.

as early as 1794 and was quite unusual in that it permitted the Postmaster General to set rates, the only restriction being that the rate could not exceed two cents per letter. Successive Postmasters General seized on the discretion granted them by law to vary rates from town to town from time to time in their economic war against the local (private) carriers. Many of these private firms had built up substantial businesses based on local collection and delivery of mail and packages in competition with the Post Office Department.

Much has been written concerning the activities of the privately owned carrier services, particularly those in the greater New York area. There, Bouton, Swarts, Boyd's (in particular), and many others dominated the carrier service business. In Philadelphia, the commercial firm of Blood & Co. furnished the U.S. Post Office severe competition. Boston, Washington, Charleston, St. Louis, Chicago, and several other towns also had their local private carriers who had at least momentary success. Their stamps and covers have been avidly collected and when the word "carrier" is mentioned, it is this class of material that generally first comes to mind.

The "Semi-Official" issues, stamps of government sponsored local posts, are also

highly regarded. The designs used usually resemble in appearance the stamps issued by the private carriers. While most of the "Semi-Official" issues bear the word "government" or, perhaps, "United States," to indicate their official recognition, some do not. Such listings have been somewhat questionable at times, but the work of Perry, Patton, and others has resolved most of the situations of this nature.

In spite of the high regard and considerable attention given the private locals and the semi-official issues, after 1851 an increasingly large number of carrier letters were prepaid each year with the regular government issues of stamps. Although two different designs of stamps intended specifically for carrier usage were issued — the Franklin (Scott's L01) and the Eagle (Scott's L02), their use was short-lived, the regular 1c stamps being found to be much more convenient.

Three basic carrier services were offered by the U.S. post offices. The first was a "city delivery" involving mail transmission from a pick-up point such as a street box or a lamp-post box within the city to an addressee in the same city. The top cover of Figure 1 illustrates such use in New York City. The boxed marking, which shows only faintly in the illustration, reads "U.S. MAIL/4 P.M./DELIVERY" and indicates delivery by Station F (the "F" is just above the box) of the New York City Delivery. Pick-up was made earlier in the day by a Station C collecting carrier.

Second, mail could be delivered from a pick-up point within the city to that city's post office for entry into the postal system for transmission to another town. This "To the Mails" service is displayed by the center cover of Figure 1. The 1c imperforate U.S. stamp paid for pick-up and carrier service to the Philadelphia post office; the 3c stamp paid the regular postage for passage from Philadelphia to Conshohocken, Pennsylvania. Probably sent in 1856 or 1857, this cover demonstrates the most common use of regular U.S. stamps on covers handled by the carrier service.

Finally, a carrier might deliver mail from the post office to which it was addressed, to the addressee at his residence or business. The lower cover of Figure 1 shows such "From the Mails" usage. Here, an unpaid ship letter received by the New York post office and addressed to Chamberlain & Co., "Safe Manufacturers in Maiden Lane," was delivered to them by Station ? (the station letter, if any, above the box is not readable) of the New York post office. Total amount collected: 5c ship plus 1c carrier, or 6c. Many business houses left standing orders to have all incoming mail delivered by carrier.

As a general rule, the Postmasters General set the rates for all these services at the 2c maximum in towns where there was no competition from local carriers. Where competition was a factor, the rate was usually 1c. In some cases where competition was a strong consideration, the rates "to the mails" were eliminated, as is the case for the top cover in Figure 2. No carrier charge was made on this 1852 letter to the mails. The New Orleans U.S. City Post used a distinctive green shovel-shaped marking on the mail it handled.

Presumably, the carriers received their compensation from the fees collected for the intra city and "From the Mails" delivery services.

The bottom cover shown in Figure 2 originated in East Pepperell, Massachusetts, and is addressed to 64 Broad Street in Boston. Postage between East Pepperell and Boston was prepaid by a strip of three imperforate 1c 1851 stamps. In Boston, the cover was taken from the post office to the addressee by the semi-official Boston Penny Post & Delivery Service. A fee of 2c was collected on the letter for delivery to the addressee, and the delivery marking struck on the back is in red. The rates on carrier covers delivered "From the Mails" were usually set at the 2c maximum on the theory that it was difficult for the unofficial competition to acquire this business.

Neither of the bottom covers in Figures 1 and 2 shows the amount collected for "From the Mails" delivery. Delivery fees, as determined by Elliott Perry and other researchers, have mainly been obtained from contemporary newspapers and post office announce-

ments. For example, Perry quotes a Boston newspaper of 1851 or 1852 as reading "Penny Post Delivery to or from the Post Office, 1 or 2 cents." This evidently meant that delivery to the post office was 1c but fetching mail from it was 2c per letter.



Figure 2. Top: The green New Orleans "shovel" on an 1852 letter taken "To the Mails" for no charge. Bottom: "From the Mails" cover sent into Boston from another city, and delivered to the addressee for a 2c fee by the semi-official Penny Post and Delivery Service, whose marking is struck on the extended flap.

Probably the reason some of the local carrier stamps and many of the handstamps had no rate designation included in their designs is so that rates could be changed without having to alter plates or instruments. For stamps, color could be the clue to value, as it could be for handstamps. (Perhaps this is the reason the Franklin carrier stamps, Scott's L01, have no rate designation?).

II. THE SYSTEM FROM JULY 1, 1860, TO JUNE 30, 1863

Out of this maze of inconsistencies, the Act of July 15, 1860, effective July 1, 1860, set a uniform nondiscretionary rate of 1c for U.S. carrier service in cities where a fee carrier system was in operation. One cent would pay for collection of a letter from a pick-up point within the city "to the mails" for transmission to another town, in which case the regular postage rate, usually 3c, would also apply. If deposited at a pick-up point for delivery within the city of origin, 1c would pay for collection as well as delivery to the addressee. A uniform carrier delivery fee of 1c "from the mails" was also enacted which would ensure delivery to a specific address. This delivery fee was almost always, if not always, paid in cash. This structure remained in force for three years until superseded by the Act of March 3, 1863, effective July 1, 1863.

Carrier service to-the-mails is seen most frequently on mail from New York City, Philadelphia, and Boston; occasionally from Baltimore and Brooklyn, and on rarer in-

stances from Washington, St. Louis, and some other large cities. Figure 3 shows such covers from Brooklyn and New York City. The Brooklyn cover, which is addressed to Marblehead, Massachusetts, has the stamps tied by an unusual grid. The lower cover (from New York) has the combined carrier and letter postage fees paid by two vertical pairs of Types I and II 1857 stamps.

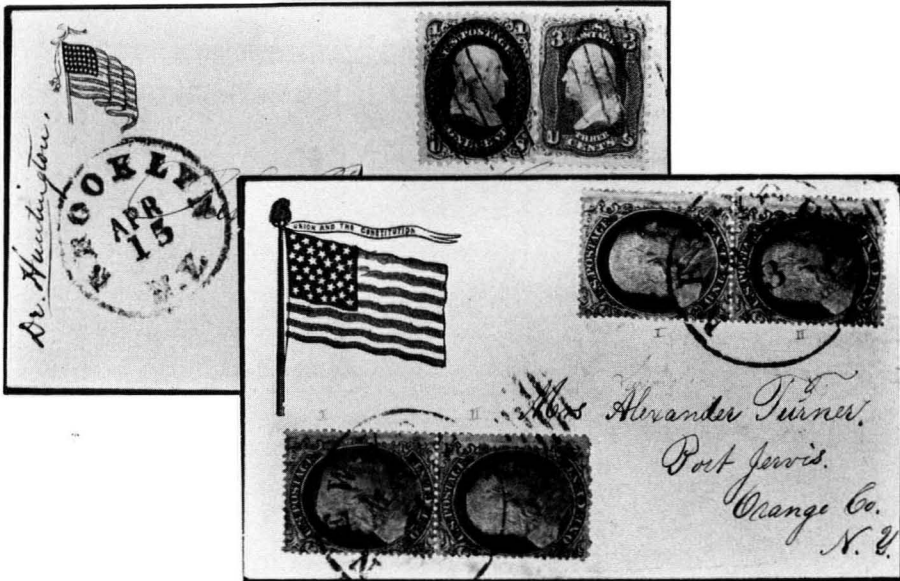


Figure 3. Two covers from the greater New York area showing 3c plus 1c "to the mails" carrier fees. New York City covers of this nature are frequently encountered; Brooklyn covers are not often seen.

Although its post office was discontinued in March 1862 when it became a branch of the Philadelphia office, indications are that Kensington, a northern suburb of Philadelphia, had its own carriers in the 1850s and early 1860s. Figure 4 shows the Kensington collection fee paid with a 1c 1857 stamp.

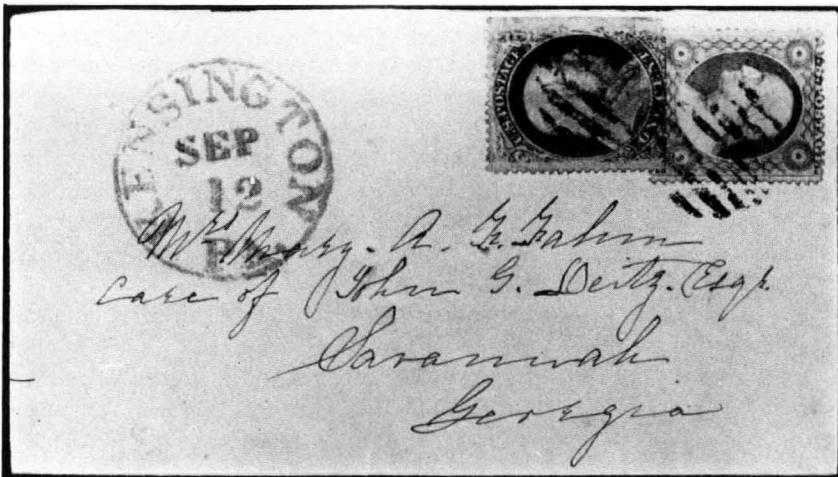


Figure 4. Kensington, Pennsylvania, carrier service paid with a 1c 1857 stamp. Most of the handful of carrier uses known from this Philadelphia suburb are paid with the Eagle carrier stamp.

Service was quickly extended to other suburban areas of the large eastern cities. Charlestown, Massachusetts, had its own post office and carriers, as has been attested by a patriotic cover (Walcott #1663) bearing 1c and 3c 1861 stamps, a Charleston c.d.s. dated

March 25, 1863, and addressed to Brighton, Massachusetts.

No examples with a 1c regular issue paying the carrier fee are presently recorded from New Orleans, Charleston, S.C., Providence, R.I., Troy, Rochester, and Syracuse, N.Y., San Francisco, Harrisburg, Pa., Manchester, N.H., or Lowell and Roxbury, Massachusetts, although these offices are known to have had operational carrier systems during this period. Most likely, it was customary in those cities to pay the carrier in cash, although that practice would eliminate mailing in pillar boxes, etc., unless the fees could be charged.

In Charleston, S.C., payment in cash was not unknown, as a cover dated June 7, 1861 — just a week after the Confederate post office took over the mail system — is known with the legend “Penny Post paid,” and a “PAID/2” handstamp, but, of course, there were no Confederate stamps yet available.



Figure 5. The Baltimore carrier fee to the mails paid in three different ways.

Payment in cash was also made in the larger cities on occasion but the absence of carrier markings usually makes identification of such mail impossible. Sometimes a chance notation on a cover reveals a carrier fee paid in cash. Figure 5 shows three covers from the Joseph Williams correspondence mailed from Baltimore to Pittsburgh showing the carrier fee to-the-mails paid three different ways; first with the government City Dispatch semi-official stamp; second, with a 1c 1861 in conjunction with the ink notation “Paid One Cent,” and finally with only the carrier’s notation “Paid One Cent” to indicate cash payment of the carrier fee.

(To be continued)

NOTE FROM THE ASSOCIATE EDITOR

Calvet Hahn recently wrote for *Stamp Collector* a fascinating four-part series of articles on Ryohei Ishikawa’s exhibit of U.S. Classics 1847-1869. My personal request to Mr. Hahn for a few specific bits of information concerning the 1867-68 grilled stamps in the Ishikawa exhibit was answered, surprisingly, with the following article. Although general-interest articles such as this usually do not appear in the *Chronicle*, it was decided to publish it here for its reference value.

ISHIKAWA'S DISPLAY OF THE U.S. GRILLS

CALVET M. HAHN

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In a series of articles in *Stamp Collector* during the summer of 1981 and one in the *1869 Times* I attempted to give collectors some idea of the major U.S. classics to be found in Ryohei Ishikawa's breathtaking display of U.S. Classics 1847-1869 that won a unanimous International Grand Prix at WIPA this past May. The story detailed how Mr. Ishikawa assembled the collection and sketched out some of the major pieces in the two strongest sections — the 1847 and the 1869. I gave only skimpy treatment on the grilled issues noting,

There was also a strong showing . . . but this portion of the display could not be termed great. Nevertheless, this Ishikawa exhibit may have been the first instance in which the grilled issues were put into major international competition . . .

Just as the *1869 Times* article fleshed out the story for that portion of the exhibit, I have attempted to give a more detailed presentation of the grilled issues here.

A Grills

In the all-over female A grill, Ishikawa offered a block of the 3c unused as well as used singles of the 3c, 5c and 30c. The latter two are among the great classic rarities with only four to five known examples of the 5c and six recorded examples of the 30c. I believe both Ishikawa's copies were the ones sold to Weill in the 1977 Rarities of Siegel.

Also shown was a cover of the 3c A grill which was termed the earliest known use, but my notes indicate that it was dated August 14, 1867, which would place it one day after the Buffalo cover of August 13, 1867, from the Nowak collection. Mr. Ishikawa's cover is the one from Racine, Wisc., illustrated in Brookman.

B and C Grills

Another philatelic rarity of the first water was Mr. Ishikawa's used 3c B grill. This is one of four that originated on a cover from Mason, Texas, to Germany cancelled on February 1(8?), 1868. It may be the one from the first Sotheby sale of U.S. The four stamps were removed from the cover so that four collectors could have an example of this rarity. However, in the process one of America's significant postal history items was destroyed. A fifth B grill is the Luff/Worthington/Perry/Dos Passos copy recently sold at auction. Perry reported in *Pat Paragraphs* on page 1248 that there were two identical examples in the Worthington sale (lots 331 and 335), but knew the whereabouts of only one of them.

In the 3c C grills, Ishikawa offered two covers with singles as well as an unused example and three to four used examples including one of the scarce pairs. He did not show either of the two unused blocks of four on record (ex-Hind and ex-Caspary).

D Grills

The most significant piece in the D grills was an unused block of six of the 2c Black Jack. My records on these are not complete but this may be the largest known unused block; only a handful are recorded. Several other examples including a split grill were shown. One was lot #116 of the Siegel 1980 Rarities. In the 3c D grills both used and unused singles were offered.

Z Grills

The award winning exhibit did not have one of the two recorded 1c Z grills. As is well known, the Miller copy was stolen from the New York Public Library some years ago and has not yet been recovered to my knowledge. The other copy was sold at auction to Superior Stamps. Several fake 1c Z's are on the market but naturally lack provenance.

The exhibit had an unused block of the 2c Z grill as well as two unused singles and two used singles to illustrate the varieties of this grill. Also offered was the ex-Haas cover with a single 2c Z grill used August 15th from Rochester, N.Y.

An unused 3c Z grill, which I believe is the one from the Ambassador collection that

sold again in the 1978 Rarities for \$2100, was exhibited together with four used examples and a vertical strip of seven. This strip is one of the largest known pieces. While Brookman reported an unused block of nine and the ex-Caspary unused block of four, he did not record any used blocks. Also shown was a single 3c Z grill on cover.

Another great rarity that graced the exhibit was one of the five known 10c Z grills. This is known as one of the rarest of all the issued stamps of the United States. In the 12c Z grills three examples were offered, one was unused and I believe it was the item from the 1980 Rarities that Mr. Ishikawa's agent bought. Also shown was a 12c Z grill on cover. Mr. Ishikawa did not exhibit an example of the 15c Z grill; only two used singles are recorded.

E Grills

There was a full offering of used and unused examples of all the E grills in singles. In addition there were blocks of a number of the items. There was an imprint block of six of the unused 1c E grill, which had been obtained by Ishikawa at the 1980 Siegel Rarities. There were an unused block of the 3c and a block of six of the 10c, also unused. I am not sure if the unused block of the 15c E grill was the ex-Lilly item that sold to Molesworth in the 1978 Siegel Rarities or if it was the one that went to the book in the 1976 Rarities as I didn't note whether it was the margin block or not.

In the showing of E grill covers there were a 1c cover, four 3c covers, a combination item that had a 5c Hawaii together with a 2c and 3c E grill. There were also a cover with two 10c E grills used to Mexico and a single 12c on cover and one with a single 15c.

F Grills

In addition to a selection of used and unused singles, there was a near complete offering in unused blocks, missing only a 90c example. The 1c was shown in an unused block of six which I believe is the largest known and may be the ex-Hind example. There were unused blocks of four of the 2c and 3c, while the 5c was represented by the largest recorded block — that of ten which sold in the Siegel 2/24/1965 sale. This item replaced the Crocker block of nine as the largest recorded some years ago. There was an unused block of the 10c which may have been the thin paper block offered in the 1976 Siegel Rarities. There are two larger blocks recorded.

Both the 12c and 15c were exhibited in blocks of four, neither being the largest known example of unused blocks. The 24c block may have been the one sold to Weill in the 1977 Siegel Rarities; it, too, is not the largest on record. The 30c was offered in an unused block of six which may be the largest on record. The entire F grill issue was shown in used blocks, with the one cent in a block of six. There was a used block of four of the 90c, although the largest used block of the 90c is the ex-Emerson-Duckworth block of six.

Among the F grill covers, which included examples of every value, there was a 2c bisect. There was also a cover with a 2c F grill and a pair of the 1c used together with a 5c and 3c on a 3c entire. A 3c entire bearing five 3c F grills was addressed to Norway. There was a transpacific rate cover to China with the 10c rate made up of two 2c and two 3c F grills. Another cover bore a 10c F grill together with two 3c 1869s.

I record Ishikawa's 30c F grill cover as being used to France on May 4, 1869, from Boston. He got it in the 1980 Siegel Rarities. There was a cover with a pair of the 10c F grill; another with a single 10c F grill and 3c was used to St. Thomas. There were two covers bearing the 12c F grill — one was used to France and then forwarded with French stamps, while the other was used to Singapore with the 12c and 24c F grills paying the 36c rate. The 24c F grill was also found on a second cover in combination with 30c and 2c F grills to pay the 56c rate to India. Finally, capping the covers was a 90c F grill used with a 12c F grill. This cover of May 8, 1869, was used to pay the triple 34c rate from San Francisco to Peru. It is written up in *Chronicle 69*, and is ex-Haas. As an on-cover use of the 90c F grill it may be unique, as the whereabouts of the 90c F grill and 3c green on legal-size cover, which was offered by Elliott Perry in January 1939 (*Pat Paragraphs*, No. 37), has remained a mystery.

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DOMESTIC USES OF THE U.S. 10c 1869 STAMP

MICHAEL LAURENCE

INTRODUCTION

The 10c 1869 stamp is one of a few classic U.S. stamps for which covers to foreign destinations are more common than domestic covers. My listing of 10c 1869 covers, accumulating for two decades, makes this point very clearly: of the 850 covers I now record, only 21 show uses fully within the U.S. or its territories, as they existed in 1869. These covers are detailed in Appendix A.

The listing is far from complete, but is based on substantial preliminary investigation, including feedback resulting from two extended research requests published in the August 1977 and the November 1979 issues of the *1869 Times*. The listing in Appendix A is published here in the full expectation that members of the Classics Society will be able to improve it. I've always been more interested in foreign mail covers (these being the typical use of the 10c 1869) and have somewhat neglected the domestic items. So the listing should surely expand. Please help if you can.

The 32 covers divide about equally into letter-rate and registered covers. We show 17 letter-rate covers, one refolded wrapper thought to show the book rate, and 14 registered covers. Of the 14 registered covers, nine show the 15c registry fee that prevailed during the lifetime of the 1869 stamps, and five show the lower fees that succeeded it.

Looking at the full listing in Appendix A, note how many of the origins — and destinations as well — are small towns. Note also the relative lateness of the uses. Of all the covers in this survey, only five are definitely attributable to 1869. Seven definitely come from 1870, two from 1871, and at least five from 1873 or later. One cover shows the reissued stamp, posted in 1883.

Other collectors who track 1869 covers have also observed that domestic uses seem to aggregate somewhat later than foreign uses. One possible explanation is that a domestic cover is more likely to bear stamps saved in the home, whereas a foreign-mail cover is more likely to have been franked at a post office, because the sender didn't know the rate. Thus, covers to foreign destinations are more likely to have received current stamps.

Observe also that about half the covers in Appendix A can't be year dated. This contrasts dramatically with foreign-mail covers, the vast majority of which can be assigned a year date, on the basis of postal markings, postal rates, sailing dates, merchant's cachets or docketing notations.

LETTER-RATE COVERS

One would not expect letter-rate covers showing 10c 1869 to be terribly common, because the prevailing 3c per half ounce rate did not invite the use of 10c stamps. As Appendix A shows, surviving covers all are multiple-rate uses, usually in odd-numbered increments (3 x 3c, 5 x 3c, 7 x 3c, etc.). Even-numbered multiples would have been easier made by other stamp denominations.

Figure 1 shows a cover posted at Cambridge Station, Mass., addressed to Denver and franked with a single 10c 1869 stamp. This cover has more than once been offered (and perhaps sold) as a registered cover. But 10c was too small a sum, throughout the 1869 period and forever after, to prepay both postage and registration. The "135" at upper left is not a registry notation but a post office box number. The rimless circular Denver marking, dated AUG 25, says REC'D, not REG'D. This is a receiving marking, #73 in David Jarrett's Colorado book, and according to Jarrett the earliest recorded use of this marking.

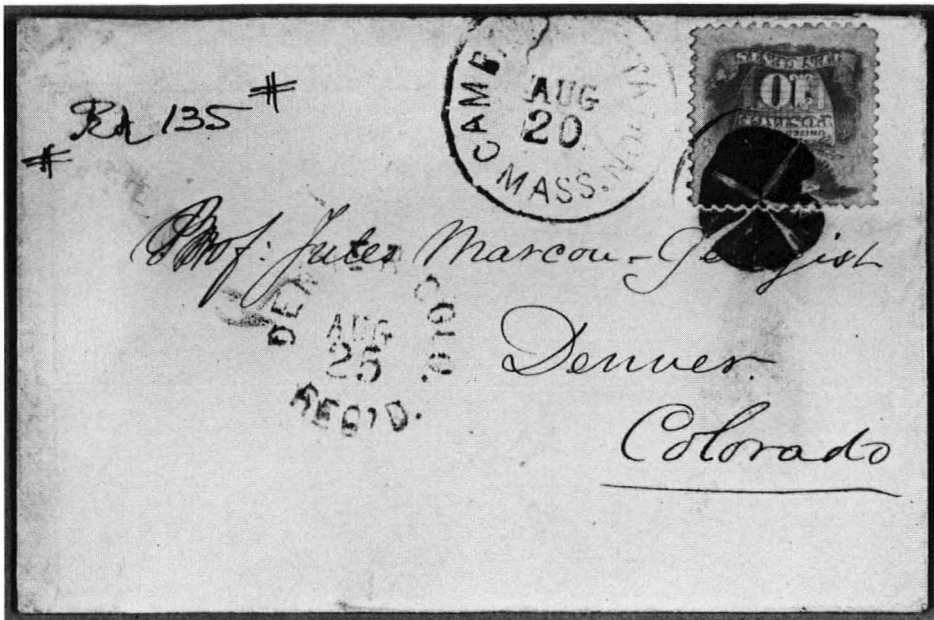


Figure 1. THREE TIMES 3c DOMESTIC RATE, overpaid by a 10c 1869 stamp, on cover from Cambridge Station, Mass. to Denver, Colorado Territory.

So while it does have its interesting aspects, this is an ordinary domestic cover on which the 10c stamp overpays one, two or most likely three times the 3c letter rate.

A word about overpayments: the inflation of the last decade has not enhanced an evisceral understanding of classic covers. We nowadays think of a cent or three as not worth much concern. This may be true in the 1980s, but it wasn't during the classic stamp era. Between 1834 and 1933, the United States maintained the price of gold at \$20.67 an ounce. Gold was allowed to "float" during the Greenback era, 1861-1878, but that doesn't diminish the general accuracy of these words. As I write them, gold is \$420 an ounce, *i.e.*, one cent in the classic era is equivalent to 20c today. While one might waste 20c, if a needlessly high denomination stamp were conveniently at hand, I doubt that one would waste \$1.40, which would be the amount foregone if the stamp in Figure 1 paid just the single rate. It makes more sense to suppose that the cover in Figure 1 shows a 1c overpayment of thrice the ½-ounce letter rate.

Note that the cover is addressed to "Professor Jules Marcou, Geologist." Professor Marcou was a member of a government-funded scientific expedition called the "40th parallel survey," a junket largely staffed by Harvard professors. Henry Adams, a Harvard professor with modest credentials as a geologist, dropped in on the expedition during the summer of 1871. He subsequently wrote about it most eloquently in his autobiographical *Education* — the chapter entitled "Failure."

As one further aside, the cover in Figure 1 is one of a small handful of 10c 1869 covers showing territorial postmarks. One or two other 10c 1869 covers originated in Denver. Three defective covers were recently found, all to the same address in Mexico, bearing postmarks of Tucson, Arizona Territory. At least one 10c 1869 cover shows a Port Townsend, Washington Territory, transit marking (*Chronicle* 98, page 125). Single 10c 1869 stamps exist from Sitka and Santa Fe, but so far no covers have appeared.

Figure 2 shows a five-times-3c domestic cover from Eugene, Indiana, to Alfred, Maine. When it was sold from the Krug collection in 1958 (lot 759), this cover also was offered as a registered cover. But it doesn't bear sufficient postage to pay both the 3c letter rate and the then-current 15c registry fee.

The cover in Figure 2 comes from the well-known H. B. Shaw correspondence. Shaw

was a female — Harriet Shaw — who ran a lucrative mail-order business during the Reconstruction era, selling patent medicines and human hair. She used the envelopes she received as bookkeeping devices; thus they were saved for posterity. Note, on the cover in Figure 2, the manuscript “175” to the left of the stamps. This is her record of the remittance enclosed. The figure beneath it (“24”) represents either her profit or (more likely) her cost of goods sold. Even in 1873, direct-mail sales involved substantial mark-ups.

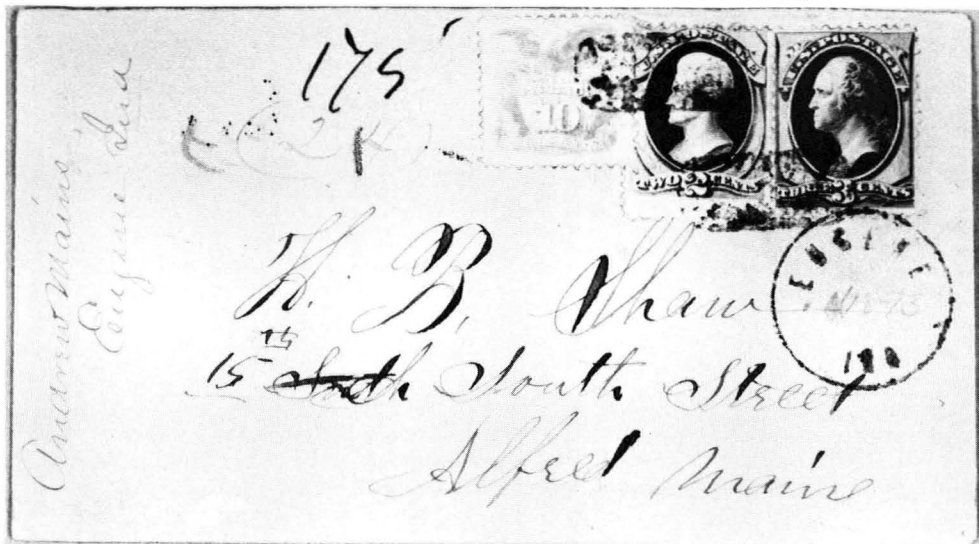


Figure 2. FIVE TIMES 3c RATE, paid by 10c 1869 plus two Banknotes, on cover from Eugene, Indiana, to Alfred, Maine, from the well-known H. B. Shaw correspondence.

The Shaw covers — perhaps 150,000 of them — were discovered by Sterling Dow (author of *Maine Postal History*) around 1910. He wrote about the circumstances of the find in the 29 October 1932 issue of *Stamps*. This write-up was reprinted a few years ago in *1869 Times* #5. The covers had been stored in the loft of a Maine barn, Dow wrote, so that only one in 100 survived in collectable condition. The other 99-in-100 he reduced to stamps. Shaw had placed ads in rural newspapers all across the country, during an era when the remittance of coin and currency through the mails was a common practice. This explains why so many different denominations of stamps, from such a wide variety of small towns, are found on the Shaw covers. According to Dow, not one cover in the entire find bore stamps any larger than 15c denominations. The higher value stamps never reached the small-town post offices.

REGISTERED COVERS — 15c FEE

Figure 3 shows another Shaw cover, posted at Walton, Kentucky, bearing a 3c 1869, a 3c ungrilled Banknote and a 2c and a 10c 1869 — quite an attractive combination of stamps, to which the green Kentucky markings further contribute.

Shaw's inverted manuscript notation suggests that the cover originally contained \$2. My guess is that the sender applied the 3c 1869 stamp at home. When he took the letter to the Walton post office, the postmaster realized that the envelope contained coin or currency, and suggested registration. The 15c registry fee was paid by the then-current 3c Banknote, plus the 10c and the 2c 1869 stamps which were still on hand at the post office. The 15c domestic registry fee was effective between 1 January 1869 and 31 December 1873.

Covers that show the same denomination stamps from two different stamp series are not often encountered. Almost invariably, they result from events which required stamps' being applied at two different points along the way.

Figure 4 shows a registered cover from the Juhring collection, on which the 15c registry fee, plus two times 3c domestic postage, are paid by a 10c 1869 and a 3c 1869 stamp on a 9c

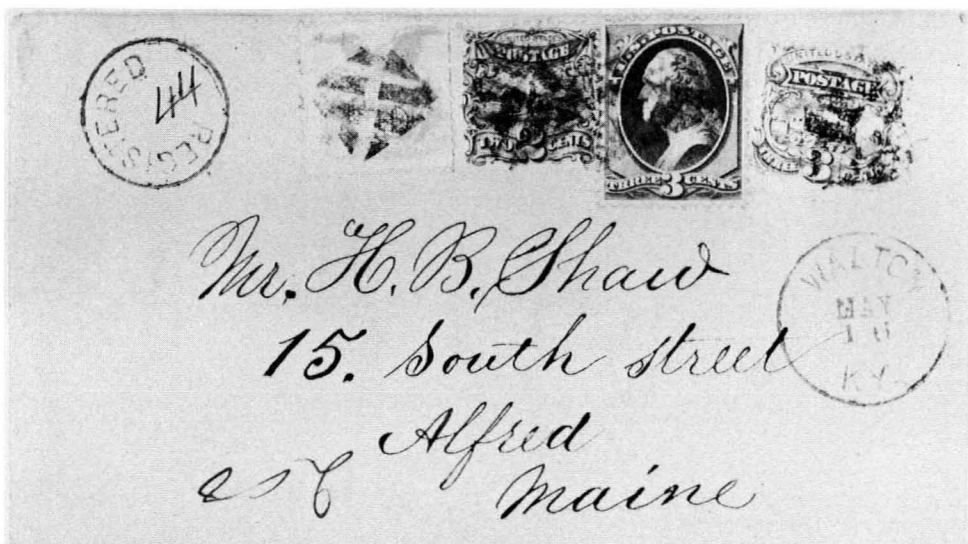


Figure 3. 3c LETTER RATE PLUS 15c REGISTRY FEE, another Shaw cover, from Walton, Ky., to Alfred, Maine, a most attractive combination of stamps. The cover is yellow, the writing is blue, and the Kentucky markings are green.

Nesbitt "lemon drop" envelope (orange-yellow on buff, Scott U67a — not an easy item to photograph). The envelope is legal sized (they all are) and the franking represents a 1c overpayment. The cover was posted May 19, 1869, at New York City, an early use, and is addressed to Red Bluff, California. Juhring's 1957 notation, on the reverse, reads: "never seen 1869 stamp used before on 9c envelope," an observation that to my knowledge hasn't since been contradicted.



Figure 4. 2 x 3c LETTER RATE PLUS 15c REGISTRY FEE made by 3c and 10c 1869 on a 9c "lemon drop" envelope. Not much to look at, but a most unusual combination.

REGISTERED COVERS — 8c FEE

Effective 1 January 1874, the 15c registry fee was reduced to 8c. This 8c rate was in effect for less than two years — through 20 September 1875. Covers showing this short-lived 8c registry fee have long been popular among cover collectors, and represent an interesting aspect of our postal historical past.

Given the limited period of the 8c rate, I was quite surprised, when I initially compiled the data in Appendix A, to find that at least three 10c 1869 covers survive showing the 8c registry fee. Two of them show the 10c 1869 in combination with a 1c Banknote (Scott 156).

The third, shown as Figure 5, shows the 3c letter rate plus the 8c fee made by a 10c 1869 stamp on a 1c Reay envelope (Scott U74). This most unusual cover was posted at New London, Wisconsin, on May 21 and is addressed to Iron Ridge. The year could be either 1874 or 1875.

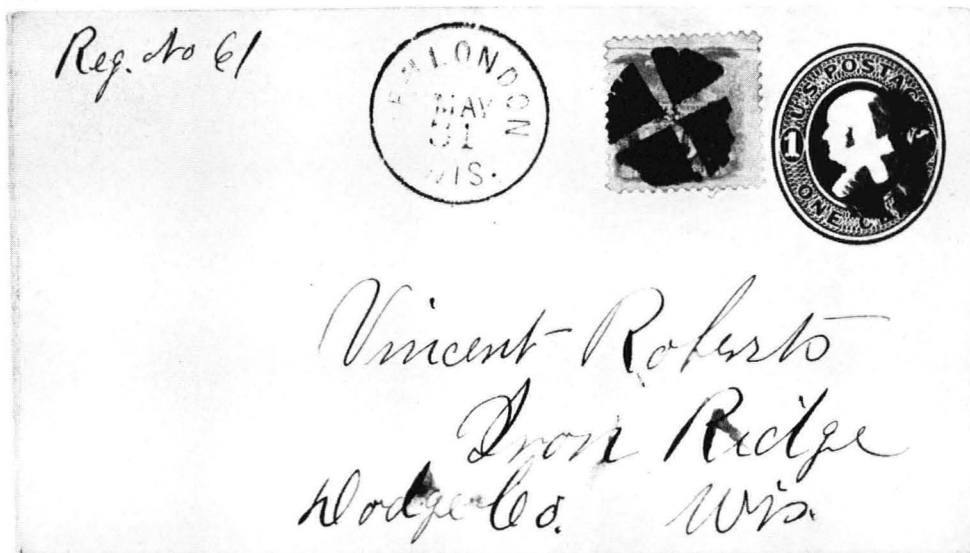


Figure 5. 3c LETTER RATE PLUS 8c REGISTRY FEE: Here the 10c 1869 stamp combines with the 1c Reay entire for a most unusual make of the short-lived 8c registry rate.

REGISTERED COVERS — 10c FEE

Effective 1 October 1875, the 8c registry fee was increased to 10c, and this 10c fee continued all the way up through 1892. While covers showing this rate are not uncommon, I was flabbergasted to discover two of them showing 10c 1869. The first, bearing a 10c 1869 and a 3c Banknote, was posted at Rensselaerville, N.Y., on 15 November 1876, more than six years after the 10c 1869 stamp had gone off sale. The 10c stamp must have been applied by the sender, because it's inconceivable it could have been purchased from a post office at that late date. By that time, the stamp was already a collector's item.

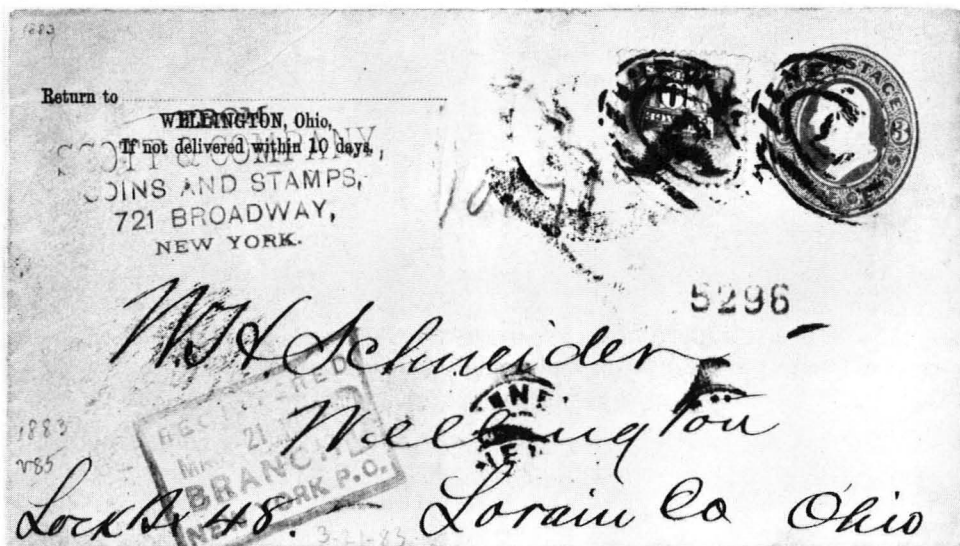


Figure 6. REISSUED 10c 1869 STAMP, on 3c entire envelope, showing 3c letter rate plus 10c registry fee, effective after September 1875. This is one of three recorded examples of the 10c 1869 reissue on cover.

Figure 6 shows an even later cover, from New York City to Wellington, Ohio. The 3c letter rate is paid by the Plimpton entire envelope, and the 10c registry fee is paid by the 10c stamp, which in this case is the reissue, Scott #127. This is one of three covers that I know of, bearing the reissued 10c 1869 stamp. The other two show foreign-mail use.

Note that the envelope shows a preprinted return address of Wellington, Ohio, the very place to which the cover is addressed. Struck over the preprinted return address is the hand-stamp of Scott & Company, Coins and Stamps, 721 Broadway, New York. The best explanation for this cover is that it's an early example of what dealers and other philatelic correspondents have vainly sought from the outset — a self-addressed, stamped envelope. I believe that the addressee, W. H. Schneider, addressed the envelope himself and sent it on to Scott, possibly with a query or an order for stamps. Scott presumably included something of value. He registered the envelope and added the 10c 1869 reissue, which he is known to have had and used on his correspondence.

One can argue endlessly whether the cover in Figure 6 is "philatelic." Certainly both the sender and the recipient were philatelists. But there is no overpayment involved; and both envelope and stamp were contemporarily used. The date of the registered marking is March 21, 1883 — quite the proper period of use for a reissued 1869 stamp.

CONCLUSION

Domestic covers showing 10c 1869 are less common and more interesting than might be expected. Surviving covers divide between letter-rate and registered. The letter-rate covers generally show odd-numbered multiple rates. The registered covers mostly show the 15c fee, but a few show the subsequent 8c and 10c fees. Comments and additional cover citations are solicited.

APPENDIX A: LISTING OF DOMESTIC COVERS SHOWING U.S. 10c 1869

DATE	ORIGIN/DESTINATION	STAMPS	RATE	SOURCE/NOTES
DOMESTIC LETTER RATES				
SEP 03 69	NYC/Canajoharie, NY	113, 116, 119	9x3c	Midwest collection
SEP 08 69	Baltimore/Liberty, Va.	113(2), 116(2)	8x3c	Kaufmann sale #74, 210
APR 21 70	Vicksburg/Jackson, Miss.	114, 116(2)	7x3c	116 shows double perfs
NOV 07 70	Marstons Mills/Lynn, Mass.	113, 116, 147	5x3c	Il Juhring, 222
? ? 70	Boston-Portland RPO/NYC	116	3x3c	Siegel sale, 4 May 72, 1074
JAN 18 73	Eugene, Ind./Alfred, Me.	116, 147, 146	5x3c	Figure 2
APR 27 74	Rockford, Ill./?	116(2), 156, 159	9x3c	Harmer sale, 4 June 80, 187
MAR 20 ?	San Francisco/NYC	116	3x3c	Paige sale, 10 Dec 62, 645
AUG 20 ?	Cambridge Station/Denver	116	3x3c	Figure 1; 1c overpay
DEC 05 ?	San Francisco/Chester, Pa.	116(2)	?	Alan Atkins; maybe transpacific origin
JUL 18 XX	Baltimore/Jefferson City, W. Va.	116	3x3c	Siegel sale, 24 April 73, 266
OCT 23 XX	Lansing/Kalamazoo, Mich.	116	3x3c	Frajola sale, 13 June 81, 934
? ? ?	Oxford/Pontotoc, Miss.	112(2), 113, 114, 116 all on 3c entire	7x3c	Four 1869 denominations on entire envelope; whereabouts unknown
? ? ?	Jeffersonville/Butternuts, N.Y.	116(2), 93(2)	8x3c	Harmer sale, 23 April 63, 278
? ? ?	NYC/?	114, 116, 121	14x3c	Il Juhring 278
? ? ?	? / ?	116(3), 147	11x3c	Apfelbaum 122 (withdrawn)
BOOK RATE				
JAN 08 70	Boston/Schoharie, N.Y.	116(2), 120	11x4c	Jack Molesworth
REGISTERED: 15c FEE				
MAY 19 69	NYC/Red Bluff, Calif.	114, 116 on 9c entire	2x3+15c	Figure 4; 1c overpay
JUL 15 69	Leavenworth, Kas./Paris, Ill.	113(2), 116(2)	3x3+15c	Ill Hessel, 615
OCT 06 69	NYC/Wethersfield, Ct.	113, 115, 116	3+15c	Midwest collection
MAY 16 70	Walton, Ky./Alfred, Me.	113, 114, 116, 147	3+15c	Figure 3

DATE	ORIGIN/DESTINATION	STAMPS	RATE	SOURCE/NOTES
MAY 19 70	Scriba, N.Y./Alfred, Me.	113, 114(2), 116	3+15c	Siegel sale, 22 Oct 68, 743
NOV 09 70	Columbia/Chesterfield CH, S.C.	116(2), 134	2x3c+15c	Krug 758; midwest collection
JAN 27 71	Pleasanton, Kas./?	116, 146(2), 147	3+15c	Simmy sale, 15 June 1976
APR 17 71	Richfield Springs, N.Y./ Canal Dover, Ohio	116, 157, 158 on 3c entire	3+15c	I Juhring 799
? ? ?	NYC/Hartford	113, 114(2), 116	2x3+15c	Harmer sale, 13 Oct 70, 537

REGISTERED: 8c FEE

MAY 31 74	New London/Iron Ridge, Wis.	116 on 1c entire	3+8c	Figure 5
OCT 16 74	Chesterfield, Ct./ Poughkeepsie, N.Y.	116, 156	3+8c	Frank G. Marx, MD
? ? ?	Pine Grove, Pa./NYC	116, 156	3+8c	Gibson sale (Ward) 452

REGISTERED: 10c FEE

NOV 15 76	Rensselaerville, NY/ Quincy, Wis.	116, 158	3+10c	N. Leonard Persson
MAR 21 83	NYC/Wellington, Ohio	127 on 3c entire	3+10c	Figure 6

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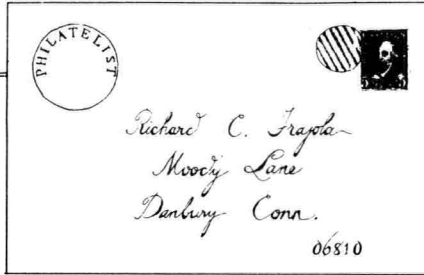
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RICHARD M. SEARING, Editor

THE FIRST POSTAGE DUE STAMPS OF 1879

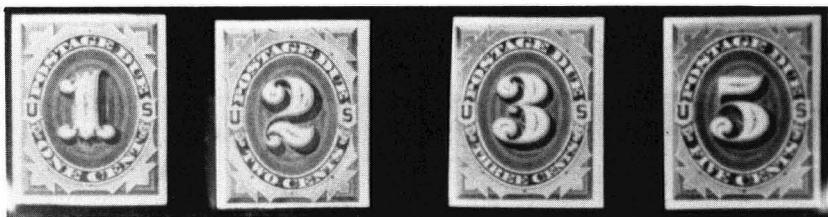
RICHARD M. SEARING

In the introductory article in *Chronicle* 105, I stated my intention to broaden the scope of this section to include seldom discussed stamps of the bank note period. The article on the 90c stamp of 1890 was a step in this direction, and the present article will continue it.

To supplement this article, I recommend that interested readers consult the excellent article on postage due stamps authored by the former editor of this section, Maury Waud.¹

On January 1, 1856, the prepayment of domestic postage on mail was made compulsory on any mail matter where stamps were considered valid payment. Generally, underpaid mail up to this time was marked with the postage due by handstamp or manuscript, and the amount collected from the addressee.

Figure 1. Proofs of first four values of Postage Due stamps.



In the late 1870s, Congress sought to systemize the collection process of collecting for underpaid mail by introducing special stamps. The thought was to provide a permanent record of such deficiencies and their collection by postmasters. In the past, only the postmaster's honesty insured that the collected money was forwarded to Washington.

To implement this new program, on March 3, 1879, the Congress formally passed the following resolution:

Sec. 26. All mail matter of the first-class, upon which one full rate of postage has been prepaid, shall be forwarded to its destination, charged with the unpaid rate, to be collected on delivery; but postmasters, before delivering the same, or any article of mail matter upon which prepayment in full has not been made, shall affix, or cause to be affixed, and canceled, as ordinary stamps are canceled, one or more stamps, equivalent in value to the amount of postage due on such article of mail matter, which stamps shall be of such special design and denomination as the Postmaster General may prescribe, and which shall in no case be sold by any postmaster nor received by him in prepayment of postage. That, in lieu of the commission now allowed to postmasters at offices of the fourth class upon the amount of unpaid letter postage collected, such postmasters shall receive a commission upon the amount of such special stamps so canceled, the same as now allowed upon postage stamps, stamped envelopes, postal cards, and newspaper and periodical stamps canceled as postage on matter actually mailed at their offices: Provided, The Postmaster General may, in his discretion, prescribe instead such regulations therefor at the offices where free delivery is established as, in his judgment, the good of the service may require.

Sec. 27. Any postmaster or other person engaged in the postal service who shall collect, and fail to account for, the postage due upon any article of mail matter which he may deliver, without having previously affixed and canceled such special stamps as hereinbefore provided, or who shall fail to affix such stamps, shall be deemed guilty of a misdemeanor, and, on conviction thereof, shall be punished by a fine of fifty dollars.

1. Morrison Waud, *42nd American Philatelic Congress Book*, Atlantic City, N.J., 1976, pp. 13-35.

This act was officially to take effect on July 1, 1879. Shortly after the passage of this act, the Post Office Department authorized the newly organized American Banknote Company to design and print four stamps of denomination 1c, 2c, 3c, and 5c for usage in collection of postage due. Figure 1 shows proofs of these four values.

In accordance with the congressional mandate, the Post Office Department issued the following circular to local postmasters:

SPECIAL STAMPS FOR POSTAGE DUE.

Post Office Department, Office of the Third Assistant Postmaster General, Division of Postage Stamps, Stamped Envelopes, and Postal Cards.

Washington, D. C., May 5, 1879.

By Section 26 and 27 of the act of Congress "making appropriations for the service of the Post Office Department for the fiscal year ending June 30, 1880, and for other purposes," approved March 3, 1879, it is made the duty of postmasters to affix to all mail matter that has arrived at destination without full payment of postage, and before delivery of the same, an amount of stamps equal to the postage due — the stamps to be of such special design as the Postmaster General may direct.

To avoid any confusion in the accounts of postmasters with the Auditor, and on account of the length of time necessary to prepare for the change contemplated by the above section in the mode of collecting and accounting for short paid postage, it has been decided to have the same go into practical operation on the 1st of July next. The Department, however, will begin issuing, some time during the present month, in anticipation of the wants of postmasters special stamps for the collection of postage due, of the denomination of 1, 2, 3 and 5 cents. * * * * The color of all is the same — a reddish brown.

These stamps are intended exclusively for the collection of postage due on matter arriving at destination through the mails, and are to be used in combination wherever required to cover unusual amounts of postage. They are to be canceled in the customary way, after being attached to mail matter, and are never to be sold or received by postmasters for prepayment of postage.

Postmasters must distinctly understand that these stamps are not to be used until the 1st of July, 1879.

A supply of them will be sent at first to all post offices, in advance of requisitions from postmasters, and charged to their account; but afterwards they must be ordered on blank forms (No. 3285) to be furnished by the First Assistant Postmaster General. With the first supply of stamps, however, blank requisitions for future use will be enclosed.

The stamps will be accounted for to the Auditor the same as other stamps, and will enter into the monthly report of stamps &c., received, sold, and on hand, required by the Regulations to be made by postmasters at Presidential offices to the Third Assistant Postmaster General.

On the next page of this circular will be found the sections of the new Postal law and Regulations relating to the above described stamps, which are published in advance for the information and guidance of postmasters. The distinguishing numbers of the sections cannot now be given; but the instructions are here printed in the same order in which they will appear in the forthcoming volume of the new Postal Regulations.

A. D. Hazen,

Third Assistant Postmaster General.

Postmasters were not authorized to sell these stamps in uncanceled condition to the general public. However, the many mint examples which are available today attest that some friendly postmasters were able to circumvent this provision.

With certain exceptions, mint singles of the early postage due stamps are not scarce, but large multiples of these stamps are seldom seen today. Postal uses of these stamps are not common, but the 10c value is definitely scarce on anything other than the remains of large packages and foreign mail.

Figure 2 shows a strip of three of the 1c value used to collect the 3c due on an under-



Figure 2. Three 1c values used to collect 3c postage due on an underpaid letter posted August 17, 1881.

paid letter posted August 17, 1881, from Boston, Massachusetts. The customary "due 3" marking is present and the stamps are pen cancelled.

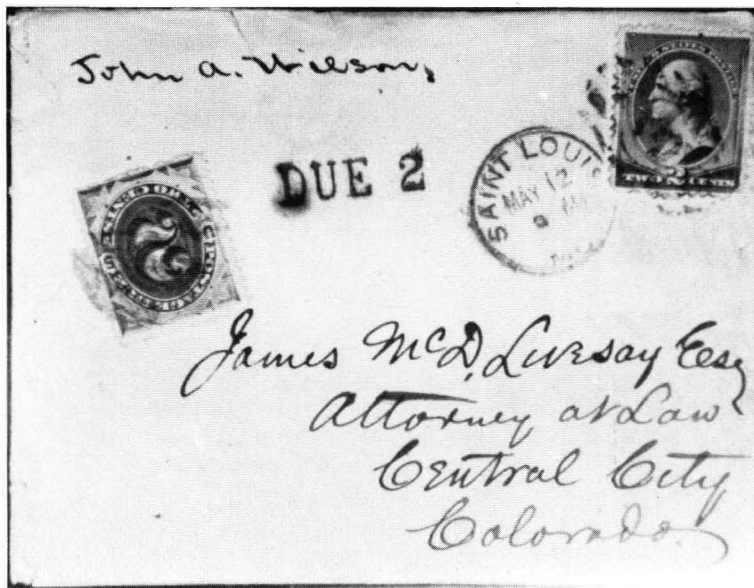


Figure 3. Late use of 2c brown postage due stamp to collect 2c underpayment from St. Louis.

Figure 3 shows a late use of the 2c value on a letter posted in St. Louis, Missouri, on May 12 and after October 1883, when the 2c rate took effect.

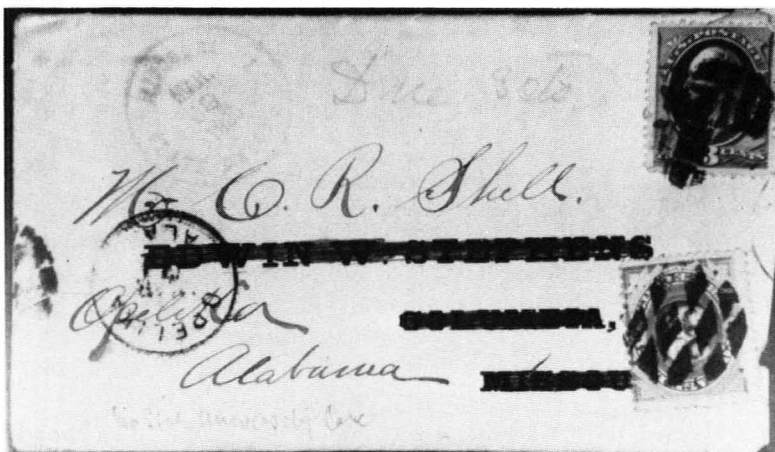


Figure 4. Three cent postage due stamp used to collect forwarding fee in Alabama.

Figure 4 shows a use of the 3c value to collect the 3c forwarding fee on a letter posted March 18, 1880, from Missouri State University for forwarding in Alabama. The stamp was affixed by the postmaster at the original destination.



Figure 5. Pair of 5c postage due stamps used to collect 12c underpayment on a large envelope in March 1881.

Figure 5 shows use of a pair of the 5c stamps and a 2c value to collect 12c postage due on a portion of a large envelope posted in Pennsylvania during March 1881. The package required a 5x3c rate and shows a gross underpayment of the correct postage.

Figure 6. Proofs of larger denomination postage due stamps issued in September 1879.



In early September of 1879, it became apparent to the Post Office Department that Congress had greatly underestimated the amount of underpaid postage to be collected. Therefore, in September 1879, the American Banknote Company was authorized to print three additional values in denominations of 10c, 30c, and 50c. Proofs of the last three values are shown in Figure 6. I have misplaced my cover showing use of the 10c value and was unable to locate it for this article. A similar use is illustrated in Figure 21 of the Waud article referred to earlier.

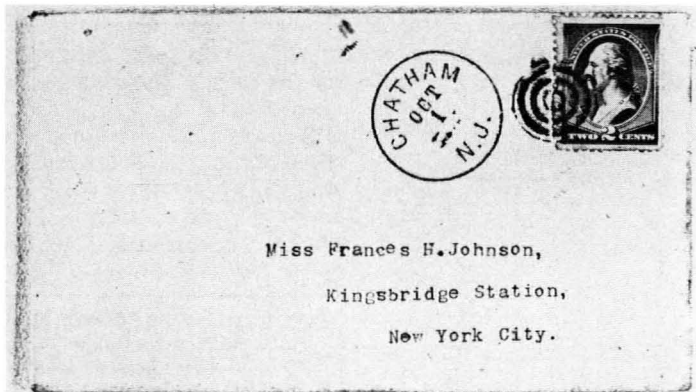


Figure 7. First day cover of 2c brown stamp posted October 1, 1883.

I have seen the 30c value used on an overweight courthouse cover, but I have never located the 50c value except on a small piece. Perhaps, some reader could supply examples of the 30c and 50c used on cover? Comments and criticism are encouraged.

In *Chronicle* 110, I showed a piece of cover with the 2c brown stamp of 1883 cancelled on October 1, 1883, which is the first official day of issue. Thanks to a reader of this section, I can show a full first day cover in Figure 7. I believe that about 26 of these covers are recorded. Does any reader have more recent information or detailed data on these covers?

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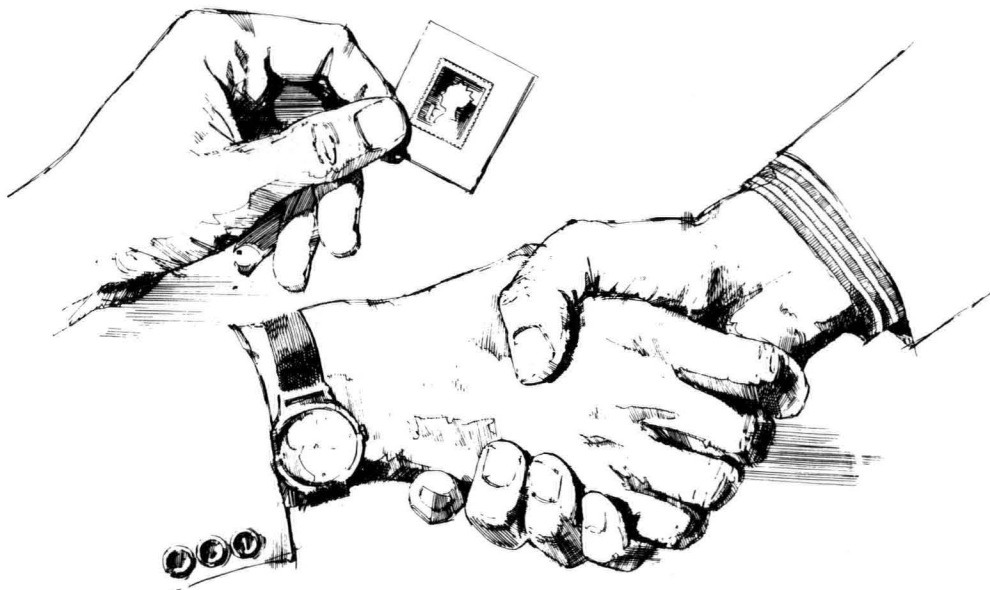
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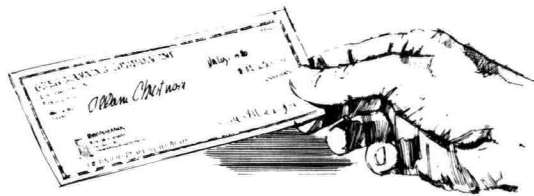
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4. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP Code (Not printer)) 2030 Olmsted Dr. NW, Canton, Ohio 44705		4. ANNUAL SUBSCRIPTION PRICE \$15.00	
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4931, 4932, 4933, 4934, 4935, 4936, 4937, 4938, 4939, 4940, 4941, 4942, 4943, 4944, 4945, 4946, 4947, 4948, 4949, 4950, 4951, 4952, 4953, 4954, 4955, 4956, 4957, 4958, 4959, 4960, 4961, 4962, 4963, 4964, 4965, 4966, 4967, 4968, 4969, 4970, 4971, 4972, 4973, 4974, 4975, 4976, 4977, 4978, 4979, 4980, 4981, 4982, 4983, 4984, 4985, 4986, 4987, 4988, 4989, 4990, 4991, 4992, 4993, 4994, 4995, 4996, 4997, 4998, 4999, 5000)			
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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

MANUSCRIPT UPDATE

Manuscript railway route agent markings of the United States are an interesting, but challenging collecting subject. Problems include deciphering of some complex scrawls, separation from originating corner card information, separation from "directive" inscriptions by the sender and verification with a route. Route designations are often difficult to identify, as for example, that listed in Figure 12. Another problem is frequent confusion with station name post office originating postmarks.

Reference literature is not very extensive. The subject was first mentioned by Carroll Chase in his *The 3c Stamp of the United States 1851-57 Issue*, published in 1942. Chase states, "A certain number of perfectly authentic railroad cancellations are found entirely in manuscript. This is not surprising because the cancellation handstamp might easily have been mislaid or broken." Chase should have also added that a handstamp may not have been ordered by or delivered to route agent in time for use. He then proceeds to list a total of six manuscript cancels.

C. W. Remele, while not listing manuscripts in his standard 1837-1861 catalog, did have an article in *The American Philatelist*, Vol. 67, No. 10, July 1954. This article illustrated and listed 17 manuscript route agent markings.

The most complete article to date was by your Editor and appeared in the *40th Annual American Philatelic Congress Book*, 1974, with discussion of manuscript markings and listing of 87 railway and waterway route agent manuscripts.

This compilation will bring the Congress Book article up to the present for recorded manuscript railroad route agent markings and is more complete and up-to-date than the listings in any catalog of markings. Assistance by Messrs. Tracy Thurber, Robert Stets, Merwin Leet, Douglas Clark and Dr. Lou Call on reporting latest findings is acknowledged.

Following are markings not listed in the Congress Book, with railroad route, length of line, route terminals, date or approximate period of use and description. The valuations and assigned catalog numbers are as used or assigned in *U.S. Transit Markings Catalog, Volume I*, published by the Mobile Post Office Society.

Figure 1: A. & A. R.R./Oct. 24

Augusta-Atlanta, Ga., 172 miles, Georgia Railroad & Banking Co.
Manuscript, ink, 1850, "Free", VI, 355-J-1.

Figure 2: A. & G. W. R.R./Sept. 24

Salamanca, N.Y.-Akron, Ohio, 202 miles, Atlantic & Great Western R.R.
Manuscript, ink, 1872, IV, 550-W-1.

Figure 3: Way, A. & G. R.R., Dec. 2

Savannah, Ga.-Live Oak, Fla., 180 miles, Atlantic & Gulf R.R.
Manuscript, ink, 1867, VII, (Way Mail), 350-M-1.

Figure 4: A. & G. R.R., W.D., Way Mail, Apr. 22 '70

Lawton-Bainbridge, Ga., 105 miles, Atlantic & Gulf R.R., Western Division.
Manuscript, 1870, IV (Way Mail), 351-J-1.

Figure 5: Aug. & Ooth. R.R.Ga./Nov. 12

Augusta-Oothcologa, Ga., 250 miles, Georgia R.R.; Western & Atlantic Rwy.
Manuscript, ink, "Free", 1846, VIII, 351-I-1 (Oothcologa became Calhoun).

Figure 6: Balto. R.R./Sept. 2

Figure 7: Baltimore Railroad 18 3/4

Baltimore, Md.-Philadelphia, Pa., 97 miles, Philadelphia, Wilmington & Baltimore RR.
Manuscript, two lines, 1838, V, 239-A-2 (Early usage).
Manuscript, 1843, III, 239-V-1, (18 3/4 rate).

PLATE I

USA 1277 }
Oct 24 127 } *Trm*

Fig.1

A & G N R R }
Sept 24 } *B*

Fig.2

Wag & G R R }
2

Fig.3

U. G. R. R. M. D. N. Y. M. A. D. }
Apr 24 10

Fig.4

Aug 2 00th. R. R. G. a }
Oct 12 }

Fig.5

Balle R. R. }
Sept 2

Fig.6

Palm Rail Road } *R*

Fig.7

Boor Road } *S*

Fig.8

W. M. R. R. Feb 66

Fig.9

(L. R. R.) }
Feb } *11*
Feb

Fig.10

- Figure 8: B. & O. R.R. "10"/Jan. 4
 Baltimore-Cumberland, Md., 175 miles, Baltimore & Ohio R.R.
 Manuscript, ink, 1843, VI, 274-X-1, (Early usage-rate 10c).
- Figure 9: B. & M. R.R. Feb. 6, '66
 Burlington-Albia, Ia., 100 miles, Burlington & Missouri River R.R.
 Manuscript, ink, 1866, V, 694-AD-1 (From Mt. Pleasant, Ia.).
- Figure 10: C.R.R./Feb./Feb. 11
 Savannah-Millen-Augusta, Ga., 132 miles, Central Railroad of Georgia.
 Manuscript, two lines, 1868, IV, 353-F-1.
- Figure 11: C. & D. R.R. 10
 Florence-Cheraw, S.C., 40 miles, Cheraw & Darlington R.R.
 Manuscript, pencil, Civil War period, VI, 341-B-1.
- Figure 12: Chicago & K. R.R./Dec. 23 (Tentative)
 Manuscript, two lines, (with 3c 1857). Uncataloged as no letter, docketing
 or back address enables route identification. Another example needed to
 verify this cover. This cover to Chicago could be Chicago and Kankakee,
 Kenosha, Keokuk, Kokomo, Kalamazoo, etc. Collector reportings needed!
- Figure 13: C. & P. R.R. Aug. 28
 Cleveland-Wellsville, Ohio, 101 miles, Cleveland & Pittsburgh R.R.
 Manuscript, 1852, VI, 551-H-1.
- Figure 14: C. & C. R.R./Aug. 25
 Lawrence, Mass.-Bradford, N.H., 71 miles, Manchester & Lawrence-Concord and
 Concord & Claremont Railroads.
 Manuscript, 1860s, IV, 26-F-2.
- Figure 15: L.R. Road, 5/Aug. 15th
 Junction-Charlottesville, Va., 72 miles, Louisa R.R.
 Manuscript, two lines, ink, 1850, VII, 303-AN-1 (To Cedar Grove Mills, Va.).
- Figure 16: L.N. & L. R.R./Nov.
 Figure 17: L.N. & L.Br. R.R./Nov. 5
 Louisville-Lebanon, Ky., 67 miles, Louisville, Nashville & Lebanon Branch R.R.
 Manuscript, 1860s, V, 532-A-1 (Tentative).
 Manuscript, Late 1850s, VI, 532-E-2.
- Figure 18: M.B. R.R. Aug. 17, '70
 Macon-Brunswick, Ga., 185 miles, Macon & Brunswick R.R.
 Manuscript, ink, V, 359-E-1 (to Atlanta, U58 pen-cancelled).
- Figure 19: Mich. Sou. R.R./ Aug. 30 (3c 1851 tied by blue STEAM)
 Toledo, Ohio-Chicago, Ill., 242 miles, Michigan Southern R.R.
 Manuscript, two lines, VII, 599-W-1; from Lake Erie steamboat to Elkhart, Ind.
- Figure 20: M. & M. R.R. Iowa/Aug. 7, 1866
 Davenport-Marengo, Ia., 84 miles, Mississippi & Missouri R.R.
 Manuscript, two lines, 1866, IV, 702-Q-3.
- Figure 21: N. & W. R.R./March 17
 Norwich, Conn.-Worcester, Mass., 60 miles, Norwich & Worcester R.R.
 Manuscript, two lines, 1848, V, 81-E-1.
- Figure 22: N.Y.C. R.R./Oct. 7, '59
 Albany-Buffalo, N.Y., 297 miles, New York Central R.R.
 Manuscript, two lines, 1859, V, 114-N-1.
- Figure 23: Northern R.R./July 26, '51, 5
 Rouses Point-Ogdensburgh, N.Y., 118 miles, Northern R.R. (New York).
 Manuscript, two lines, 1851, VI, 101-O-1 (to Morley, N.Y., 5c rate).

PLATE II

C & O N R 10 2 1/2

Fig.11

Chicago & N R R

Fig.12

Dec 83

G & O R R Aug 28

Fig.13

G & O R R Aug 25

Fig.14

L N Road Aug 16-18

Fig.15

L N + L N R R Nov

Fig.16

L. N + L N R R Nov 8

Fig.17

M B R R Aug 17/70

Fig.18

Michigan R R Aug 30

Fig.19

M. & M. R. R., Iowa Aug 7, 1866

Fig.20

STEAM

M & M R R March 17

Fig.21

O & Y C R R Oct 7 19

Fig.22

PLATE III

Northern RR 5
July 26/57
Fig. 23

U P R R
aug 4/73
Fig. 24

Ohio & Miss RR
May 18 - RR RR Co
Fig. 25
Fig. 29 said

O G RR
12-23 7 5
Fig. 26

Rehd & Ind RR
June 8th
Fig. 30

Ogd RR June 4 5 0
Fig. 27

Rail Road Co S. S. R. R. Co
Feb 24/54
Fig. 28
Fig. 34
Fig. 32 saw Feb 1 1865

N. P. R. R. } S. C. R. R.
July 20 } 25 May 1854
Fig. 31
Fig. 33

Holtman RR
May 6.
Fig. 35
RR RR
Apr 3
Fig. 36

Alb RR Rail Road 3 1/2
Oct 17th 1840.
Fig. 37

- Figure 24: N.P. R.R./Aug. 4, 1873
Kalama-Tacoma, Wash. Terr., 106 miles, Northern Pacific R.R.-Western Division.
Manuscript, two lines, 1873, IX, 895-C-2.
- Figure 25: Ohio & Miss. R.R./May 18
Cincinnati, Ohio-Illinoistown, Ill., 340 miles, Ohio & Mississippi R.R.
Manuscript, two lines, 1855, VI, 650-G-1 (with 3c 1851).
- Figure 26: O.C. R.R./12-23-75
Portland-Roseburg, Ore., 200 miles, Oregon & California R.R.
Manuscript, two lines, 1875, IV, 894-E-1.
- Figure 27: Ogd. R.R. June 4, 5 cts.
Ogdensburgh-Rouses Point, N.Y., 118 miles, Ogdensburgh & Lake Champlain R.R.
Manuscript, early 1850s, V, 101-K-1.
- Figure 28: Railroad Car
Boston-Worcester, Mass.-Albany, N.Y., 202 miles, Boston & Worcester; Western R.R.'s.
Manuscript, ink, 1843, VI, 53-A-2 (6c rate, Worcester-Ware, Mass.)
- Figure 29: R. & G. R.R. CO./Paid
Raleigh-Weldon, N.C., 99 miles, Raleigh & Gaston R.R.
Manuscript, early 1850s, V, 309-I-1.
- Figure 30: Rich. & Fred. R.R./Jun. 8th
Richmond-Fredericksburg, Va., 50 miles, Richmond, Fredericksburg & Potomac R.R.
Manuscript, two lines, 1841, VI, 305-Z-1 (25c rate).
- Figure 31: R. & P. R.R./July 2nd
Richmond-Petersburg, Va., 24½ miles, Richmond & Petersburg R.R.
Manuscript, ink, V, 305-AM-1 (3c 1851 pen-cancelled, to Warren, R.I.)
- Figure 32: S. & W./Feb. 1/1865
Troy-Whitehall, N.Y.-Rutland, Vt., 101 miles, Saratoga & Whitehall R.R.
Manuscript, three lines, 1865, IV, 100-F-1 (Tentative).
- Figure 33: S.C.R.R./25 May 54
Charleston, S.C.-Augusta, Ga., 139 miles, South Carolina Railroad.
Manuscript, ink, 1854, IV, 336-B-4 (3c 1851 pen-cancelled, to Aiken, S.C.).
- Figure 34: S.S.R.R. Va./Feb. 24, 1854
Petersburg-Prospect, Va., 110 miles, South Side R.R. Va.
Manuscript, two lines, 1854, VI, 311-M-1.
- Figure 35: Wil. & Man. R.R./May 6
Wilmington, N.C.-Kingsville, S.C., 171 miles, Wilmington & Manchester Ry.
Manuscript, two lines, 1854, VII, 340-L-1.
- Figure 36: W. & R.R.R./Ap 3
- Figure 37: W. & R. Railroad 37½/Oct. 17, 1840
Wilmington-Weldon, N.C., 162 miles, Wilmington & Raleigh R.R.
Manuscript, two lines, 1840s, V, 305-AD-1.
Manuscript, two lines, 1840, VI, 305-AA-1; (early usage, rare 37½c double sheet rate).

(Continued from page 223)

of *Pat Paragraphs* is shown by the many references by later writers. These have been imbedded in the literature over many years. I have attempted to locate in this volume several references to the original *Pats* in recent *Chronicle* articles; at best the search is time-consuming, at worst utterly frustrating. In addition, information about the date a specific item was published enables it to be placed in context for judgment with the writings of others and the then-current state of knowledge.

Thus what otherwise would be an unqualified recommendation must be tempered because of the failure to adhere to recognized scholarly standards.

Susan M. McDonald

THE FOREIGN MAILS

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

A STUDY IN RATE COMPILATION: U.S. MAILS TO ITALY

CHARLES J. STARNES

The critical and comprehensive evaluation of letter postages from the U.S. to foreign destinations was not a popular study of the early Greats and Near-Greats. Only two *general* compilations of U.S. postage rates have been published. The first survey, by George S. Hill and H. M. Konwiser, appeared in *Stamps* magazine in 1935; the kindest thing to say about it is that it represented the very fragmentary state of knowledge on the subject at that time. In 1971, George E. Hargest, a scholar and philatelic student of the first rank, published his *History of Letter Post Communication Between the United States and Europe, 1845-75*. His text, which explains in some detail the complex operations of the various mail systems, will remain a standard reference work for a generation of collectors. In addition to the text, Hargest appended a general rate compilation of very dubious value. The tables are marred by numerous typographic errors, some omissions, and too many obvious mistakes.

For over 20 years, the writer has attempted to make a critical study of the foreign rates noted in all available sources. The resulting general compilation has proved the following types of references to be most useful:

1. treaties (postal conventions, agreements) and their additional articles.
2. official notices from foreign central offices to U.S.P.O.D. at Washington.
3. Washington U.S.P.O.D. announcements to U.S. exchange offices and to various official or quasi-official booklets and newspapers.
4. *U.S. Postal Guide & Official Advertiser, U.S. Postal Laws & Regulations*.
5. *Reports of the Postmasters General*.
6. *United States Mail & Post Office Assistant*.
7. definitive publications on the operation of foreign mail systems.
8. cover usage (special applications).

Despite long searching for more sources defining rates and rate changes, there are still areas of uncertainty, primarily in the month date of change. There also exists an annoying and often confusing sprinkling of errors, especially prevalent in the earlier postal guides and the *U.S. Mail & P.O. Assistant* (USM&POA). There is no question that the writer's general compilation has not resulted in a perfect job; undoubtedly, cross-checking and inferential reasoning have not ferreted out all mistakes in the entire literature examined. Nevertheless, the work has been sent in for copyright, in the belief that many past published errors have been corrected (without, it's hoped, creating new ones).

There are two quite valid criticisms of the rate work: the tables do not show the "exact" date of establishment/change, with reference, and the rates *to* the U.S. are not tabulated. The first objection could be overcome, but only by more than doubling space. The second would be most difficult, if general coverage was the goal. Past issues of the *Chronicle* have tabulated rates to five destinations,¹ but not with specific references. As an example of what is involved in compiling rates to destination Italy, there is here given the rate tabulation, followed by specific references.

1. Switzerland, *Chr.* 93:64; India, *Chr.* 100:279, 104:283; Egypt, *Chr.* 91:222, 107:202; Russia, *Chr.* 87:190, 107:202; Spain, *Chr.* 111:206.

U.S. RATES TO ITALY

(For rates from 1/68 to all destinations except Rome, see final listing.)

EASTERN TOWNS

	3/48	7/51	8/53
B	*24	*20	omit

LOMBARDY

	3/48	7/49	7/51	10/52	8/53	8/7/55	4/57	7/57	8/4/59
B	*24	—	*20	—	*15	—	—	omit	—
Br., oA-oB	—	21-5	—	—	—	—	—	—	—
PCM	—	—	—	*30	—	*33	—	—	—
Fr.	—	—	—	—	—	—	*27/*54	—	*21/*42
B-H	—	—	—	—	—	—	—	*15	—

	5/60	5/63	2/67	1/68
Br., oA-oB	—	—	—	omit
PCM	*42	40	—	omit
Fr.	—	—	—	—
B-H	—	—	*24	omit

LUCCA

	7/49	10/52	8/53	8/4/54	8/7/57	8/10/60	1/62	1/68
Br. v France	31	—	—	omit	—	—	—	—
PCM	—	30	—	—	omit	—	—	—
B	—	—	33	—	omit	—	—	—
Br., oA-oB	—	—	—	21-5	—	—	—	omit
Fr.	—	—	—	—	—	*27/*54	*21/*42	—

MESSINA

	7/49	8/51	10/52	8/53	4/57	8/7/57	7/57	8/4/59	1/62
Br. vM	51/71	omit	—	—	—	—	—	—	—
Br., oA-oB	—	21-5	—	—	—	—	—	—	—
PCM	—	—	30	—	—	40	—	—	—
B	—	—	—	33	—	—	omit	—	—
Fr.	—	—	—	—	*30/*60	—	—	—	*21/*42
B-H	—	—	—	—	—	—	33	22	—

	5/63	2/67	1/68
Br., oA-oB	—	—	omit
PCM	38	—	omit
Fr.	—	—	—
B-H	—	*24	omit

MODENA

	7/49	8/51	10/52	8/53	4/57	7/57	8/5/60	1/62	5/63
Br. v France	31	omit	—	—	—	—	—	—	—
Br., oA-oB	—	21-5	—	—	—	—	—	—	—
PCM	—	—	*33	—	—	—	*42	—	40
B	—	—	—	33	—	omit	—	—	—
Fr.	—	—	—	—	*27/*54	—	—	*21/*42	—
B-H	—	—	—	—	—	*25	—	—	—

	2/67	1/68
Br., oA-oB	—	omit
PCM	—	omit
Fr.	—	—
B-H	*24	omit

NAPLES

	7/49	10/52	8/53	4/57	7/57	1/62	5/63	2/67	1/68
Br., oA-oB	21-5	—	—	—	—	—	—	—	omit
PCM	—	30	—	—	—	—	28	—	omit
B	—	—	33	—	omit	—	—	—	—
Fr.	—	—	—	*30/*60	—	*21/*42	—	—	—
B-H	—	—	—	—	22	—	—	*24	omit

PARMA—rates as MODENA.

PLACENTIA (PIACENZA)—rates as MODENA.

ROME, AND PAPAL STATES TO 1861 (INCLUDING ROMAGNA, MARCHES, UMBRIA)

	7/49	10/52	8/53	4/57	7/57	8/5/60	5/63	2/67	1/68
Br.,oA-oB	21-5	—	—	—	—	—	—	—	omit
PCM		*35	—	—	—	46	44	—	omit
B			33	—	omit				
Fr.				*27/*54	—	—	—	—	—
B-H					*28	—	—	*24	omit
NGU,d.									14
NGU,cm.									19
	7/69	1/70	7/70	8/70	11/70	10/71	7/75		
Fr.	—	omit							
NGU,d.	*14	—	*11	omit	*11	*10	omit		
NGU,cm.	*19	—	*14	—	—	*11	omit		
It.,cm.					*10	—	omit		
UPU							*5		

SARDINIA (SARDINIAN STATES)

	7/49	8/51	10/52	8/53	8/7/55	4/57	7/57	8/5/60	3/61
Br. v France	41/51	omit	—	—	—	—	—	—	—
Br.,oA-oB		21-5	—	—	—	—	—	—	—
PCM			30	—	*38	—	—	*42	—
B				33	—	—	omit		
Fr.						*21/*42	—	—	—
B-H							*30	—	*23
	5/63	2/67	1/68						
Br.,oA-oB	—	—	omit						
PCM	40	—	omit						
Fr.	—	—	—						
B-H	—	*24	omit						

SICILY (THE TWO SICILIES)

	7/49	8/51	10/52	8/53	4/57	7/57	8/5/60	1/62	5/63	2/67	1/68
Br. v France	51/71	omit	—	—	—	—	—	—	—	—	—
Br.,oA-oB		21-5	—	—	—	—	—	—	—	—	omit
PCM			30	—	—	—	49	—	47	—	omit
B				33	—	omit					
Fr.					*30/*60	—	—	*21/*42	—	—	—
B-H						22	—	—	—	*24	omit

TUSCANY

	7/49	10/52	8/53	4/57	7/57	8/5/60	1/62	5/63	2/67	1/68
Br.,oA-oB	21-5	—	—	—	—	—	—	—	—	omit
PCM		*35	—	—	—	*42	—	40	—	omit
B			33	—	omit					
Fr.				*27/*54	—	—	*21/*42	—	—	—
B-H					*28	—	—	—	*24	omit

VENETIAN STATES

	3/48	7/49	7/51	10/52	8/53	4/57	7/57	5/63	2/67	1/68
B	*24	—	*20	—	*15	—	omit	—	—	omit
Br.,oA-oB		21-5	—	—	—	—	—	—	—	omit
PCM				*30	—	—	—	28	—	omit
Fr.						*27/*54	—	—	—	*21/*42
B-H							*15	—	*24	omit

ITALY (INCLUDING ALL PREVIOUSLY LISTED DESTINATIONS, EXCEPT ROME)

	1/68	4/68	1/70	3/70	7/70	8/70	11/70	10/71	7/75
NGU,d.	*14	—	—	—	*11	omit	*11	*10	omit
NGU,cm.	*19	—	—	—	*14	—	—	*11	omit
Fr.	*21/*42	—	omit	—	—	—	—	—	—
It.,cm.		*15	—	*10	—	—	—	—	omit
UPU									*5

References to Italy rate table:

- 3/48 U.S.-Bremen agreement, published by PMG 1 Mar. 48.
- 7/49 Table B of Regulations for U.S.-U.K. treaty, eff. on or before 1 Jul. 49.
- 7/51 Bremen mails reduction to U.S. postage of 20c, irrespective of distance, eff. 1 Jul. 51.
- 8/51 London General Post Office notice to PMG, eff. Washington 6 Aug. 51.
- 10/52 U.S.-Prussian convention, eff. 16 Oct. 52 (PMG Report for 53).
- 8/53 U.S.-Bremen convention, eff. 15 Aug. 53.
- e4/54 British open mail, first noted in 54 Postal Guide (corr. to 1 Apr. 54).
- e7/55 PCM change, first noted in 55 PR (corr. to 1 Jul. 55).
- 4/57 U.S.-French convention, eff. 1 Apr. 57.
- e7/57 PCM change, first noted in 57 PL&R (corr. to 13 Jul. 57).
- 7/57 Bremen & Hamburg rates, U.S.-Hamburg convention, eff. 1 Jul. 57.
- e4/59 French mail changes, first noted in 59 PL&R (corr. to 1 Apr. 59).
- e5/60 PCM rates to most Italian destinations were increased after 4/59 (PL&R for 59) and before 10/60 (first issue of USM&POA). Louis Grunin has two covers to Rome which give a closer bracketing of the rate change. The first cover, franked at 70c (2 x 35c, U.S. cr. at New York — 2 x 12c), double PCM rate, lv. New York 1 Feb. 60 on Cunard *Africa*; the second cover, franked at 46c (single rate, U.S. cr. at New York - 23c), lv. New York 26 May 60 on N.Y. & Havre *Fulton*. So the rate change span is 1 Feb. - 26 May 60 for Rome. The high increase in PCM rates is assumed to have taken place at the same time span for Parma, Placentia, Modena, Sardinia, and Tuscany, but the evidence is slim — one 42c PCM cover to Italy, processed at New York 15 May 60.
- e10/60 French rate, first noted in USM&POA, Oct. 60 table.
- 3/61 Bremen & Hamburg change, USM&POA, Mar. 61 table.
- 1/62 French rates, eff. 1 Jan. 62 (USM&POA notice Dec. 61).
- 5/63 PCM prepaid reduction (USM&POA notice May 63).
- 2/67 Bremen & Hamburg rates (USM&POA notices, Feb. 67 and corrected Mar. 67).
- 1/68 French mail to Venetian States. The USM&POA gives Apr. 68 for the change from *27/*54 to *21/*42, but this must have occurred earlier. The Treaty of Prague, ending the Austria-Prussian War, ceded Venetia to the Kingdom of Italy, 23 Aug. 1866, and one would expect that the general *21/*42 rate to Italy (excepting Rome), established 1 Jan. 62, would have been applicable in 67. A tentative date of 1 Jan. 68 was chosen.
- 1/68 North German Union rates, U.S.-NGU convention, eff. 1 Jan. 68.
- 4/68 Italian rate, U.S.-Italian convention, eff. 1 Apr. 68.
- 3/70 Italian rate, U.S.-Italian additional convention, eff. 15 Feb. 70.
- 7/70 NGU rates, U.S.-NGU convention, eff. 1 Jul. 70.
- 8/70 Due to the Franco-Prussian War, there was no NGU direct route service from New York between 19 Jul. and 29 Oct. 70.
- 11/70 Italian rate to Rome. Kingdom of Italy in possession 20 Sep. 70, regular 10c rate 4 Nov. 70, USM&POA notice.
- 10/71 NGU rates, U.S.-NGU convention, eff. 1 Oct. 71.
- 7/75 General Postal Union, eff. 1 Jul. 75.

ITALIAN CURRENCY EQUIVALENTS AND INTERNAL CHARGES

Joseph Rorke has furnished a very valuable source of information for all those interested in the Italy-U.S. mails. It is an article by C. Pilkington, "Postal Tariffs of the

Italian States from 1850," *Fil-Italia*, Vol. VI, No. 1, 22-27. Pilkington has related the various currencies to their sterling values in 1850, thus making it easy to calculate their U.S. values. This has been done below; the listing should replace our previous one for Italy, given in *Chronicle* 105, 61.

ITALY:

LOMBARDY-VENETIA, MODENA, PARMA

1850: 1 lira Austrian (16.9c) : 100 centesimi (0.17c)

31 Oct. 1858: 1 florin Austrian (50.7c) : 100 soldi (0.51c)

SARDINIA

1850: 1 lira (19.4c) : 100 centesimi (0.19c)

TUSCANY

1850: 1 lira Tuscany (16.3c) : 12 crazie (1.36c) : 20 soldi (0.81c)

TWO SICILIES

1850: 1 ducat (84.9c) : 100 grani (0.85c) : 200 tornesi (0.43c)

ROME AND PAPAL STATES

1850: 1 scudo (105.2c) : 100 bajocchi (1.05c)

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

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

The internal rates of the various Italian States (letters, registration, printed matter) are also tabulated and valuable for cover study.

THE INMAN LINE — 1870 TO 1875

WALTER HUBBARD

The Liverpool, New York and Philadelphia Steam Ship Company, sometimes known as Dales' Line but more usually as the Inman Line after the name of the two brothers who founded it, had been carrying the United States mails since October 1857, but at the end of 1869 they refused the compensation offered and carried no mails from New York until 28 May 1870. Another break in the service, apart from a few "trip" contracts, occurred from 5 October 1872 to 27 June 1874, the carriage of the Saturday mails from New York having been transferred to the White Star Line. From 4 July 1874 through the end of the period covered by the present Sailing List, the Saturday mails were shared between these two companies.

It is known that, some time prior to March 1869, the instructions given by the British Postmaster General to the Inman Line stipulated that the London and Irish mails from New York should be landed "invariably" at Queenstown and that the Commander of the packet should decide whether it would be most expeditious to land the Liverpool and Scottish mails there or to carry them on to Liverpool.¹ In March 1869, this responsibility, as far as the Cunard Company was concerned, was transferred to the Postmaster at Queenstown in consultation with the Company's Agents at that port.² No supporting evidence has been found but it must be considered probable that a similar change was made in the arrangements with the Inman Line.

As the Inman Line packets picked up the London and Irish mails for New York on Fridays at Queenstown throughout these six years, all the Thursday sailings from Liverpool (where the Liverpool and most of the Scottish mails were embarked) have been included.

The Sailing List has been compiled by Clifford L. Friend, with the addition of reports from contemporary British records.

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

2. Walter Hubbard, "The Cunard Line's Mail Packets on the North Atlantic, 1870-1875" *Chronicle* 107:208.

	SAILING LIST	PMG REPORTS
Fiscal Year to 30 June 1870	5(i)	31
Fiscal Year to 30 June 1871	54	53
Fiscal Year to 30 June 1872	70	67
Fiscal Year to 30 June 1873	15	16
Fiscal Year to 30 June 1874	3	4
Fiscal Year to 30 June 1875	15	17
Fiscal Year to 30 June 1876	13(ii)	19

- (i) 26 voyages have been noted with mails in the first half of this Fiscal Year.
(ii) 4 voyages have been noted with mails in the second half of this Fiscal Year.

THE INMAN LINE — MAIL PACKETS FROM NEW YORK 28 MAY 1870 TO 28 DECEMBER 1875 — via QUEENSTOWN to LIVERPOOL

CLIFFORD L. FRIEND AND WALTER HUBBARD

Abbreviations: LP Liverpool : QT Queenstown : NY New York : F/V or L/V first or last voyage : PD planned date of departure : Mo Monday : Tu Tuesday : Th Thursday : Fr Friday : *Supplementary Mail service available.

1 JANUARY TO 21 MAY 1870 - no mails from New York

1870

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
16 Dec	17	29 Dec		CITY OF WASHINGTON	1 Jan	11 Jan(2300)	
23 Dec	24	4 Jan		CITY OF BALTIMORE	8 Jan	18 Jan(0100)	
30 Dec	31	11 Jan		CITY OF PARIS	15 Jan	25 Jan(0900)	
6 Jan	7	20 Jan		CITY OF BROOKLYN	22 Jan	LP 2 Feb	
13 Jan	14	25 Jan		CITY OF ANTWERP	29 Jan	8 Feb(1330)	
20 Jan	21	1 Feb		CITY OF LONDON	5 Feb	17 Feb(0200)	
27 Jan	28	11 Feb		CITY OF WASHINGTON	12 Feb	26 Feb(1343)	sailed 3d late from NY
3 Feb	4	16 Feb		CITY OF BALTIMORE	19 Feb	LP 1 Mar(0600)	
10 Feb	11	20 Feb		CITY OF BROOKLYN	26 Feb	LP 8 Mar	
17 Feb	18	28 Feb		CITY OF ANTWERP	5 Mar	16 Mar	
24 Feb	25	7 Mar		CITY OF LONDON	12 Mar	LP 23 Mar	
3 Mar	4	14 Mar		CITY OF WASHINGTON	19 Mar	29 Mar(0700)	
10 Mar	11	25 Mar		CITY OF BRUSSELS	26 Mar	LP 22 Apr	see note 1
17 Mar	18	28 Mar		CITY OF BROOKLYN	2 Apr	LP 12 Apr	
24 Mar	25	3 Apr		CITY OF ANTWERP	W 6 Apr	LP 18 Apr	
				NO SAILING	9 Apr		
31 Mar	2 Apr	12 Apr		CITY OF LONDON	16 Apr	26 Apr(2300)	
7 Apr	8	18 Apr		CITY OF WASHINGTON	23 Apr	3 May(2300)	
14 Apr	15	25 Apr		CITY OF BROOKLYN	30 Apr	9 May(2200)	
21 Apr	22	3 May		CITY OF ANTWERP	7 May	17 May(0800)	
28 Apr	29	9 May		CITY OF BRUSSELS	14 May	23 May(0725)	
5 May	6	16 May		CITY OF LONDON	21 May	31 May(0200)	

28 MAY TO 16 JULY 1870 - with the Irish mails from New York

1870

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
12 May	13	23 May		CITY OF PARIS	28 May	6 Jun(1840)	see note 2
19 May	21	31 May		CITY OF BROOKLYN	4 Jun	14 Jun(1230)	
26 May	27	6 Jun		CITY OF BRUSSELS	11 Jun	20 Jun(0900)	
2 Jun	3	14 Jun		CITY OF WASHINGTON	18 Jun	28 Jun(1850)	
9 Jun	10	21 Jun		CITY OF LONDON	25 Jun	5 Jul(0310)	end of Fiscal Year 1870

1. Westbound, CITY OF BRUSSELS had encountered bad weather and put into Halifax on 22 March. She sailed 2 days late from New York and passed Crookhaven (near Queenstown) under sail at 0800 hrs on 21 April, accompanied by CITY OF DURHAM and the tug RATTLER.

2. SIBERIA, of the Cunard Line, sailing from Liverpool on 19 April, put back to Queenstown under canvas with a broken shaft on 30 April. CITY OF PARIS took her mails, as well as her own, to New York.

1870

PD LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
16 Jun	17	27 Jun	CITY OF PARIS	2 Jul	11 Jul(1830)	
23 Jun	24	4 Jul	CITY OF BROOKLYN	9 Jul	18 Jul(2000)	
30 Jun	1 Jul	11 Jul	CITY OF BRUSSELS	16 Jul	25 Jul(0910)	

23 JULY 1870 TO 3 OCTOBER 1872 - with the British and European mails from New York

7 Jul	8	19 Jul	CITY OF WASHINGTON	23 Jul	3 Aug(2239)	
14 Jul	15	25 Jul	CITY OF PARIS	30 Jul	9 Aug(0045)	
21 Jul	22	2 Aug	CITY OF LONDON	6 Aug*	17 Aug(2000)	see note 3
28 Jul	29	8 Aug	CITY OF BROOKLYN	13 Aug	23 Aug(1550)	
4 Aug	5	14 Aug	CITY OF BRUSSELS	20 Aug	29 Aug(2015)	
11 Aug	12	22 Aug	CITY OF WASHINGTON	27 Aug*	7 Sep(0315)	
18 Aug	19	28 Aug	CITY OF PARIS	3 Sep*	13 Sep(0335)	
25 Aug	26	6 Sep	CITY OF LONDON	10 Sep*	20 Sep(1030)	
1 Sep	2	12 Sep	CITY OF BROOKLYN	17 Sep*	27 Sep(1630)	
8 Sep	9	19 Sep	CITY OF BRUSSELS	24 Sep*	3 Oct(1145)	
15 Sep	16	27 Sep	CITY OF WASHINGTON	1 Oct*	12 Oct(2030)	
22 Sep	23	3 Oct	CITY OF PARIS	8 Oct*	17 Oct(1750)	
29 Sep	30	10 Oct	CITY OF LONDON	15 Oct*	24 Oct(1110)	
6 Oct	7	17 Oct	CITY OF BROOKLYN	22 Oct*	31 Oct(1700)	
13 Oct	14	25 Oct	CITY OF BRUSSELS	29 Oct*	7 Nov(0600)	
20 Oct	21	4 Nov	CITY OF WASHINGTON	5 Nov*	18 Nov(1845)	
27 Oct	28	7 Nov	CITY OF PARIS	12 Nov	21 Nov(0700)	
3 Nov	4	14 Nov	CITY OF LONDON	19 Nov*	29 Nov(1450)	
10 Nov	11	21 Nov	CITY OF BROOKLYN	26 Nov	5 Dec(2130)	
17 Nov	18	30 Nov	CITY OF BRUSSELS	3 Dec*	14 Dec(0850)	
24 Nov	25	6 Dec	CITY OF WASHINGTON	10 Dec*	20 Dec(2000)	
1 Dec	2	11 Dec	CITY OF PARIS	17 Dec*	26 Dec(1330)	
8 Dec	9	21 Dec	CITY OF LONDON	24 Dec*	2 Jan(1130)	
15 Dec	16	29 Dec	CITY OF BROOKLYN	31 Dec*	LP 17 Jan(1034)	see note 4

1871

22 Dec	24	3 Jan	CITY OF BRUSSELS	7 Jan*	17 Jan(0430)	
29 Dec	30	11 Jan	CITY OF WASHINGTON	14 Jan*	25 Jan(0045)	
5 Jan	6	17 Jan	CITY OF PARIS	21 Jan*	30 Jan(1305)	
12 Jan	13	27 Jan	CITY OF LONDON	28 Jan*	9 Feb(0740)	see note 5
19 Jan	20	2 Feb	CITY OF ANTWERP	4 Feb*	15 Feb(0930)	
26 Jan	27	8 Feb	CITY OF BRUSSELS	11 Feb*	21 Feb(1725)	
2 Feb	3	15 Feb	CITY OF WASHINGTON	18 Feb*	2 Mar(0145)	
9 Feb	10	21 Feb	CITY OF BROOKLYN	25 Feb	6 Mar(1750)	
16 Feb	17	27 Feb	CITY OF PARIS	4 Mar*	13 Mar(2300)	
23 Feb	24	7 Mar	CITY OF ANTWERP	11 Mar	21 Mar(0745)	
2 Mar	3	13 Mar	CITY OF BRUSSELS	18 Mar*	28 Mar(0430)	
9 Mar	10	21 Mar	CITY OF LONDON	25 Mar	5 Apr(0300)	

3. TARIFA (Cunard), with the British mails for Boston, was delayed at Queenstown and her mails were transferred to CITY OF LONDON in addition to her own.

4. CITY OF BROOKLYN passed Queenstown 15 Jan(1500) bound direct for Liverpool.

5. Bad weather caused CITY OF LONDON to be late in arriving at New York and her departure was postponed to 30 January. This was announced publicly and covers carried by her show the date of 30 January.

(To be continued)

CORRIGENDUM

WALTER HUBBARD

The following alteration should be made to the Cunard Line sailing list in *Chronicle 95*: Page 199. ARABIA (from Boston 29 Mar) arrived at Liverpool on 8 Apr.

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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 111

A detailed answer to the cover to Korea (Figures 1 and 2) was received from Stephen Albert:

Korea's postal system was entirely controlled by the Japanese from 1885-1889 and international mail to and from Korea was transited through Japan. This cover was received in Yokohama and dispatched on to Korea through Kobe nine days later. On its arrival in Seoul, it presumably received the Japanese double circle datestamp (the first type of c.d.s. used in Korea by the Japanese post office), dated July 6, 1888, seen on the front of this cover. It does not, however, actually say "Seoul" in Japanese. (Perhaps someone who understands that language can tell us what the two characters in the center of the postmark actually mean.)

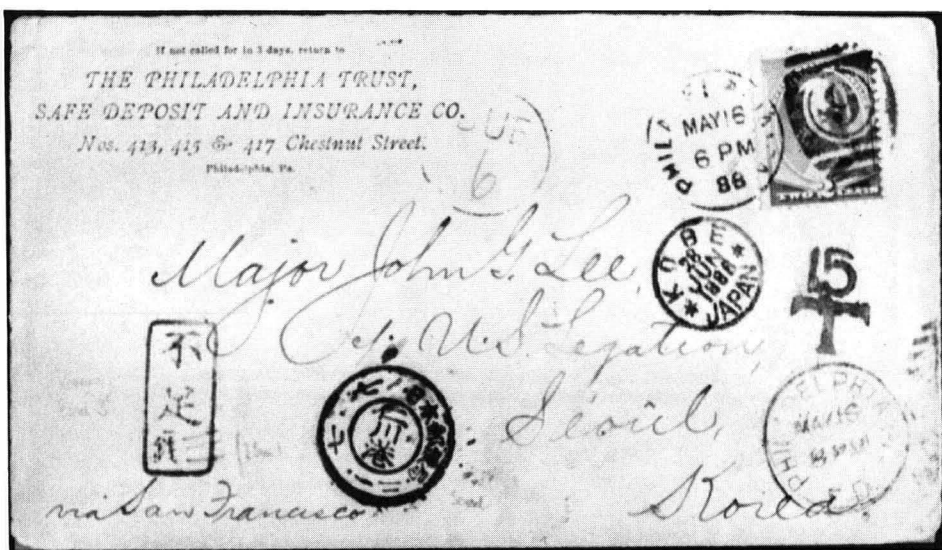


Figure 1. Cover from Philadelphia to Korea In 1888.

This 1888 cover falls within the U.P.U. period in which the rate to a fellow U.P.U. member (Japan) from the U.S. was 5c. With a 2c adhesive used as payment, this cover is clearly *short paid* 3c to Japan or 15 centimes (15/T), the currency used for accountancy purposes during the U.P.U. era on much international mail. The vertical rectangle with three characters (on the front of the cover) is a Japanese "Pu Jo" chop meaning "Not Enough Sen" (with three ms. slashes indicating the number "3").

But the actual *postage due* had to be double the unpaid balance of 3c (in keeping with the penalty clause of the U.P.U. Convention) so that 6 sen (1c U.S. = 1 sen Japanese) was the actual amount to be paid at destination upon receipt of the letter. This is indicated by "DUE 6" on the cover.

Japanese adhesives were used exclusively for all Korean mail matter from 1885-89, whether for domestic purposes, foreign bound or as postage dues, (Japan never issued Postage Dues as such, it might be mentioned). If the 5 sen adhesive on the reverse was part of the payment made for postage due, then it should be teamed with either a 1 sen or two 5 ren adhesives to complete the 6 sen due obliged by the markings on front. There are two theories that come to mind to explain the missing value(s):

1) Perhaps the J.P.O. in Seoul, which opened in July 1888, either had not yet been supplied with, or was temporarily out of, lower value adhesives (this would include 2 sen



Figure 2. Reverse of cover in Figure 1.

adhesives as well, since three of those would have done the trick) and received the 1 sen balance due in cash. Five sen was the domestic rate in Japan at this time, therefore the value of adhesive most commonly used throughout the Empire and most likely to be in supply in a newly operating post office on the edge of that Empire. With little doubt, this letter arrived in Seoul within a few days after the opening of the J.P.O. (the J.S.C. gives July 23 as the earliest date but this letter will probably push that day back to the 6th) and on that basis alone, this letter is an important piece.

2) A 1 sen stamp and this cover parted company at some point in the past ninety-three years.

There are a few other unusual features to this item as well. The Japanese adhesives I've seen used as due payments on covers from abroad during this period (1889-90), as well as those transited on to Korea (aside from this cover) were placed on the *front* of their respective covers and were *tied* by the vertical "Pu Jo" rectangular chop mark hand-stamp. Perhaps the postal clerk, in a comparatively small post office like Seoul which was presumably in its first week of operation, was not yet familiar with the above described practice when he used *brush strokes* to *tie* the 5 sen stamp to the *back* of this cover. A third feature that is puzzling is the long time gap between the Yokohama and Kobe c.d.s.s. - 9 days as already mentioned above. Why was the letter delayed in transit? Was it being held back in Yokohama, awaiting the opening of the J.P.O. in Seoul before being transited through Kobe?

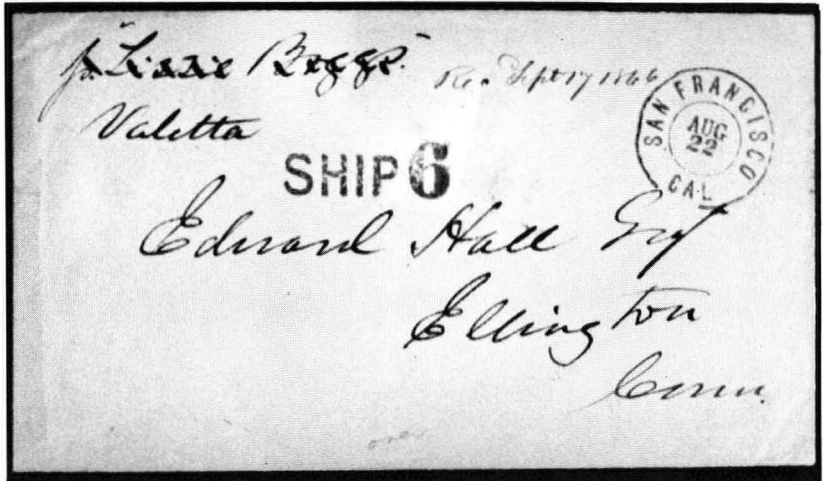
A final historic footnote of possible interest to *Chronicle* readers should be mentioned for the record. From 1889-1900 both Chinese and Japanese stamps were used to service Korea's foreign mail. On January 1, 1900, three years after being declared an independent empire by both China and Japan in their Treaty of Peace, Korea finally joined the U.P.U. and issued its own set of adhesives for both domestic and international purposes. The Japanese still maintained offices in Korea until April 1, 1901, for technical reasons concerning currency exchange (fifteen values of Japanese adhesives were overprinted "For Use in Korea" for use during this short period) but they no longer administered Korea's international postal affairs after she joined the U.P.U.

Cal Hahn (who also commented on the Korea cover) furnished this analysis of the second problem cover (Figure 3):

... this is obviously part of the Walsh Hall correspondence transPacific use. The British bark *Valletta*, Capt. Cavanaugh, made two trips from Japan to San Francisco — both in 1866 and this is the second one. It left Yokohama on Sat. July 21st and arrived at SF Tuesday Aug. 21st with the mail processed the following morning as postmarked on Aug. 22nd as an incoming ship letter . . . As the domestic rate from the West Coast at this time was 3c (Act of 3/3/63 effective 6/30/63) this fell under the provision that private ship letters would be double letter rates or $2 \times 3c =$ the 6c found here. . . This let-

ter is just before the start of the PMSS contract which was signed 12/31/66 with the first trip *back from Japan* being an arrival at SF 3/21/67. Hall was one of the first Americans to get into Japan for commercial purposes having attempted to get in at the time of Perry unsuccessfully. His letters back to the U.S. are known as early as March 1862. Frank Hall apparently founded the Walsh Hall compound near Kanagawa (5 miles from Yokohama) and many of the Hall letters originated there. Probably one of the Walsh Hall embossed markings is on the back as the cover notes "over."

Figure 3. Stampless cover to Conn. in 1866.



This letter would be the first on the new overland mail route from the Far East. As noted in the PMG report for 1866, "The mails to and from California, which before were sent via Chicago and St. Joseph, were consequently ordered, on the 15th of August last, to be sent via St. Louis, Wyandotte, and Junction City." The route was again changed on Nov. 13th to go via Chicago, Omaha and Ft. Kearney so this probably represents one of a handful of Far East letters that went via St. Louis and Junction City. The route was expected to reduce time from SF to NYC to 19 days, which here it did not.

PROBLEM COVERS FOR THIS ISSUE

Figure 4. Patriotic from Harrisburg, Pa.



Figures 4 and 5 show two Union patriotics from the Civil War. The first is from Harrisburg, Penna., and the 3c '61 stamp is killed by a "1" in a circle. The second cover is supposedly from a camp near Evansville, Indiana, and shows only the ms. "1" with no markings on the back. Can any readers comment on the rates involved? Your answers should be sent in promptly to the Cincinnati P.O. Box.



Figure 5. Patriotic cover with ms. "1" rate.

POSTAL HISTORY MATERIAL

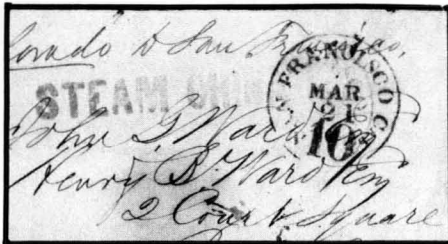
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NEW ENGLAND STAMP

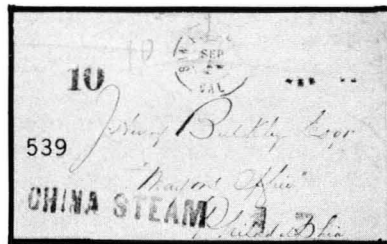
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Naples, Florida 33940
Tel. (813) 262-6226

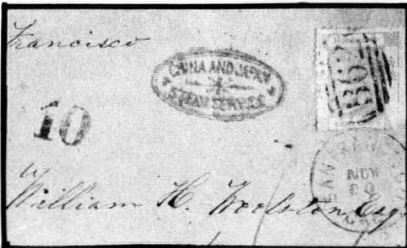
1867 Pacific Steamship Co.



The first crossing.



The third crossing.



The fourth crossing.

These three covers were included in our October 12-13 PhilaTokyo public auction held in Tokyo, Japan.

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