

February 1982 (No. 113)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

February 1982

Volume 34, No. 1

Whole No. 113

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The Chronicle

of the U.S. Classic Postal Issues

ISSN 0009-6008

February 1982

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

Vol. 34, No. 1
Whole No. 113

\$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

Because of recent changes in his personal situation Kenneth R. deLisle is unable to continue as editor of the Prestamp and Stampless Period. On behalf of our members I want to offer grateful appreciation for his past efforts and wish him well. Fortunately Charles I. Ball has agreed to accept this editorship. Many of you are familiar with Charlie's interest in Ohio postal history and his excellent work in locating material in archives and historical societies. Please support him with articles, reports, and comments.

A new section on Carriers, edited by Robert B. Meyersburg, begins in this issue. Its main purpose is to publish Elliott Perry's notes on carriers and locals. This material was acquired by Robson Lowe and was being published serially in *The Philatelist*, edited by the late Maurice Williams, until his death halted publication. Robbie has generously offered the Perry material to the *Chronicle* and Bob Meyersburg is editing it. His address is 6321 Tone Court, Bethesda, Md. 20034, if you have suggestions or comments. This section will probably be temporary, continuing until all the Perry notes have appeared.

Philip T. Wall has contributed two fine articles: the first, on the earliest 5c New York covers, continued his series on this issue, and the second (in the 1847 section) describes the outstanding features of the Hirzel collection of 1847s.

Reflections on color by David T. Beals III highlight the 1851 period while in the 1861 section Richard B. Graham reviews a cover catalog in which color is the main theme, and William K. Herzog presents details of stamps printed on both sides and illustrates a spectacular block. Another installment of John Kohlhepp's fine carrier article also appears.

In the 1869 period Edward T. Harvey advances an explanation for the DISPATCHED PHILAD'A marking. Merritt Jenkins describes a newly discovered cover with the 90c small bank note stamp; several interesting covers with low value bank notes are also featured. Charles L. Towle has performed a fine service by correlating the designations of RR markings in *USPM* with those in the Remele and U.S. Transit Markings catalogs.

In a well documented article James Pratt explores the rationale of the 16c credit which has perplexed many foreign mail collectors. Calvet M. Hahn describes an unusual transatlantic cover and its markings.

Regular or continuing features include additions to *USPM*, the Inman sailings list, and interesting discussions of problem covers in the Cover Corner.

Literature notes: Quarterman Publications has reprinted John N. Luff's *The Postage Stamps of the United States*, using the illustrated version issued 1941-43 by *Weekly Philatelic Gossip*. The Luff work is a great pioneer study. Although some details and speculations are inaccurate or out of date, the original references and official records are still valid and valuable. This book, available at \$40 from the publisher and many dealers, should be in the library of every serious U.S. collector. Another recent Quarterman publication, *Revenue Unit Columns from the American Philatelist* (\$35) gathers the columns published 1928-42 under the successive editorship of Beverly S. King, Justin L. Bacharach, and George T. Turner. An excellent index provides access to the varied subject matter.

The 1982 edition of the *Scott Specialized* has recently been published. It is gratifying to note that the relative prices of #14 and #15, and #32 and #33 have been changed to reflect the statistics compiled by Frank S. Levi, Jr. (*Chronicle* 108:236; 110:109). As Frank says, "... at least someone is listening."

GUEST PRIVILEGE

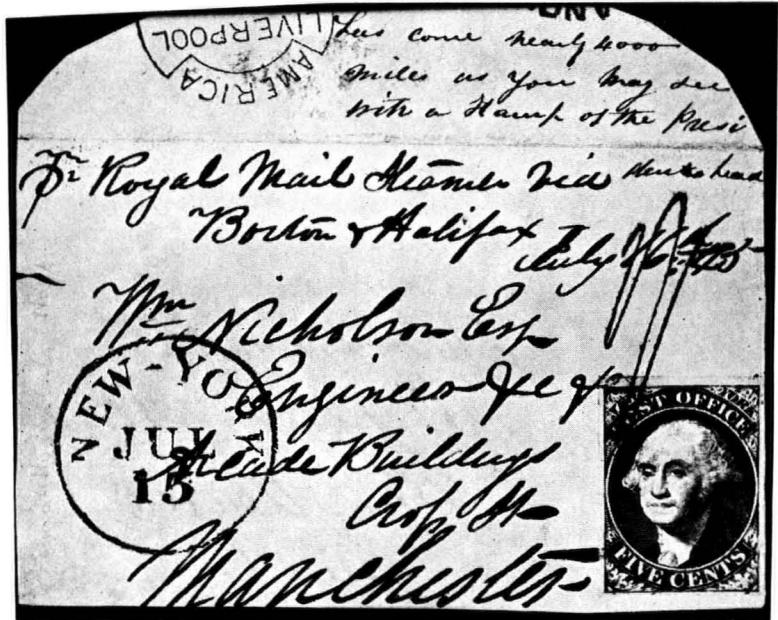
EARLIEST KNOWN NEW YORK POSTMASTER'S PROVISIONAL COVERS: July 15, 1845

PHILIP T. WALL

In my first article in this series that appeared in the February 1978 *Chronicle* (No. 97) I wrote that 9X1 covers postmarked July 15, 1845, are first day covers. Later I discovered that Postmaster Morris had placed an advertisement in the *New York Express* on July 14, 1845, announcing that the stamps were on sale that day. I corrected my earlier error in the February 1981 *Chronicle* (No. 109). In that same issue I wrote that Harry L. Lindquist reported in the November 30, 1940, issue of *Stamps* that he had been shown a 9X1 cover "dated July 14, 1845" (presumably he meant postmarked July 14, 1845). This is the only reference that I have ever seen to any cover's being mailed prior to July 15, 1845, and I think it best to hold this earlier date in abeyance until someone can confirm that such a cover actually exists.

The first shipment of stamps was received on Saturday, July 12, 1845, and there are no records available to show when the stamps were first placed on sale. In those days the main Post Office and the one branch Post Office in New York City were open all day on Saturdays, for a short while in both the morning and afternoon on Sundays, and of course all day on Mondays. Covers could exist postmarked July 12, 13, or 14, 1845, but the earliest confirmed covers are postmarked July 15, 1845. I have a record of seven such covers.

Figure A. Cover addressed to Manchester, England, mailed July 15, 1845. Note comments on back flap.



The unusual thing about the covers listed below is that all of them are addressed to various European countries. None denotes a domestic usage. I have photographs — mostly from auction catalogs — of more than 700 5c New York covers. The majority of these photographs do not show the entire cover and a large number do not show the postmark. Therefore, it is entirely possible that I may have only a partial photograph of one or more covers that were used domestically on July 15, 1845. It will be observed from the illustrations in this article that while two postmarks were used simultaneously in the New York City Post Offices on July 15, 1845, on mail to be placed aboard the Cunard steamer *Acadia*

bound for Halifax and Liverpool, neither of these postmarks is the New York Foreign Mail postmark which is usually associated with mail destined for Europe. Apparently this postmark was not used until the second sailing following the issuance of Postmaster Morris's stamp. It should be further noted that the stamp on each cover is a 9X1d (without initials).

COVERS TO ENGLAND

In the May 1981 *Chronicle* (No. 110) I listed all of the 5c New Yorks of which I have a record that were used on commercial envelopes. Cover #10 in that group is illustrated in Figure A with the back flap turned up. This is a cover front only that was at one time in the collection of Judge Emerson. It has a good certificate from the Philatelic Foundation.



Figure B. Addressed to London. Postmark differs from that of Figure A.

The cover in Figure B is another cover front with a long pedigree: Seybold-Knapp-Norvin Green-F.R. Chaffee, a former Route Agent. It was last sold by Daniel F. Kelleher & Co., Inc. in that firm's 524th sale held June 13, 1975, where it realized \$210 as Lot 43.



Figure C. To Trieste, July 15, 1845, addressed in care of forwarding agent in London.

The third cover to England (Figure C) was forwarded to Trieste which in 1845 was a part of Austria. At one time it was in the Steven Brown collection and in the late 1950s or early 1960s became a part of the J. David Baker collection. It was stolen in the early 1970s, eventually recovered and realized \$4000 as Lot 47 when Robert A. Siegel sold the Baker collection on April 4, 1978. Mr. Baker once wrote me that although he had sold his general collection of U.S. Postmasters many years before the theft of his other collections, this cover was the favorite of all of his provisional covers and he had decided to keep it.

**Figure D. Re-
stored cover to
France per
Acadia, mailed
15 JUL (1845).**

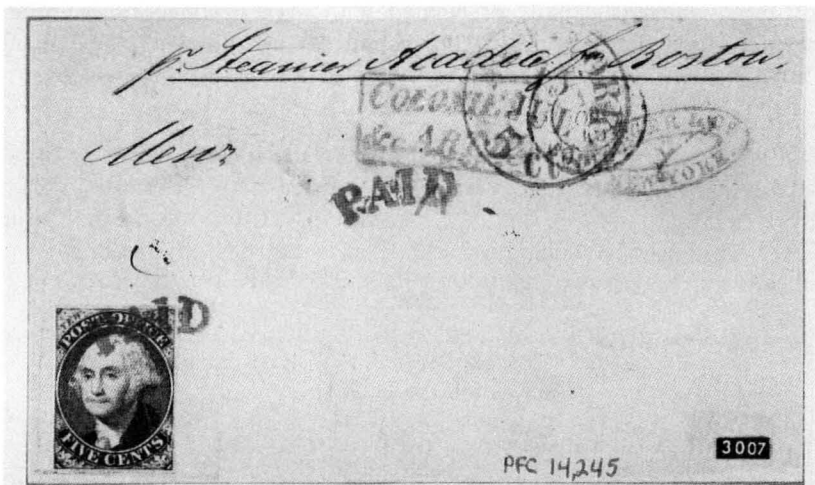


Figure D depicts a restored cover to France that has a good certificate from the Philatelic Foundation. It was last sold as Lot 3007 in the H. R. Harmer, Inc. sale of April 28, 1964.

**Figure E. To
Lyon, France,
July 15, 1845.
The year date on
this cover, as
well as that in
Figure D, is con-
firmed by the
French receiv-
ing mark.**



One of the nicest covers (Figure E) postmarked July 15, 1845, was discovered in the famous Dobler & Co. correspondence addressed to Lyon, France, that I discussed in the February 1980 *Chronicle* (No. 105). This particular cover was in both the Henry Gibson collection and the Norvin Green collection sold by Vaughn Mozian on January 19, 1956. At that time it attracted the attention of Stanley B. Ashbrook who wrote it up beginning on page 476 of the February 1956 issue of his *Special Service* (also see Ashbrook SS Photo #243). It realized \$1350 at the Mozian sale, and I have no record of its being sold in the past quarter century. In his article Ashbrook states there exist a dozen covers postmarked July 15, 1845. I do not know if Ashbrook used the term "dozen" literally or if he used it figuratively meaning there are several such covers.

COVERS TO GERMANY

Lot 9 in the 1981 Robert A. Siegel Rarities of the World sale was a 9X1d on cover to Germany (Figure F) postmarked July 15, 1845. It realized \$10,500 plus 10 percent. I have never seen this cover but from looking at the small photograph in the Siegel catalog it appears that the red curved PAID is struck over the red rectangular "Colonies & Art. 12" which if true would mean that the cover is a fake since the PAID should be beneath the foreign marking. However, I have been told by the purchaser of the cover at the recent

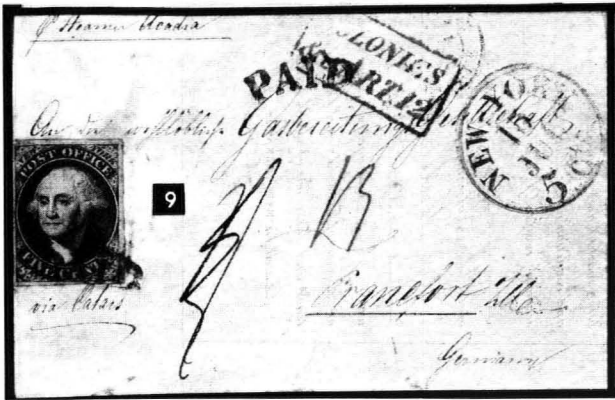


Figure F. Addressed to Germany, endorsed *Acadia*, and mailed 15 JUL (1845).

Siegel sale that in actuality the PAID is under the treaty marking rather than over it.

The only other cover to Germany of which I have a record (Figure G) has a badly defective 9X1d tied by the regular red NYC cds and was lot 28 in the Siegel Sale held November 19, 1964.



Figure G. Partial illustration of cover to Germany with N.Y. postmark 15 JUL 5 cts (1845).

A HIGHLY QUESTIONABLE COVER

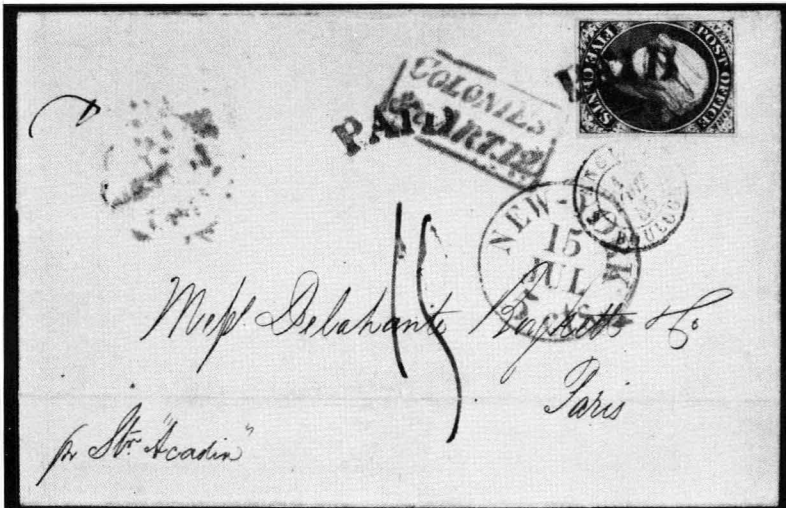


Figure H. Cover postmarked 15 JUL (1845) to Paris. The stamp shows "ACM" initials, which did not appear this early; therefore the cover is suspect and should be examined.

In the June 23, 24, 1981, sale of Harmers of New York, Inc., lot 64 was a 9X1 cover postmarked July 15 (1845) addressed to Paris. This particular cover is illustrated on the front cover of the auction catalog (Figure H). At the time of the sale I made a mental note to include this cover at such time as I wrote this article, but otherwise set the catalog aside because of travel plans. When I began assembling records for this article I again referred to the Harmer catalog and studied the photograph in detail. At that time it suddenly dawned on me that the stamp has the customary ACM initials and is not a 9X1d copy as it would

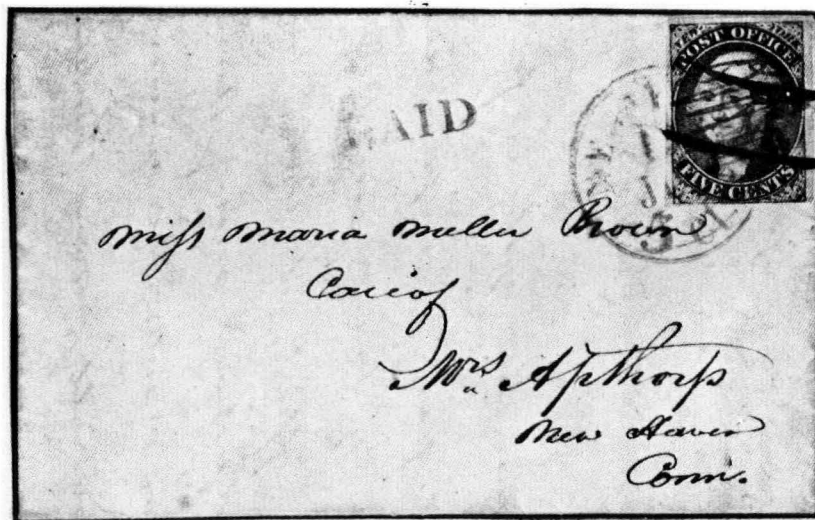
have to be to have been used on July 14, 1845. Ashbrook tells us that his records show that the earliest stamps with initials are 9X1b copies used on cover on July 18, 1845, and the earliest stamps initialed ACM were used on July 28, 1845. The cover illustrated as Figure I of this article will show an earlier date for stamps initialed "RHM". I have made no attempt to either prove or disprove Ashbrook's earliest known date for ACM covers, but I am absolutely certain that no stamps initialed ACM were used on July 15, 1845. Furthermore, part and possibly all of the Delahante correspondence has been doctored and any covers addressed to this firm should be inspected very carefully.

I have spoken with Keith A. Harmer of the New York firm and he has told me that the cover was purchased by a European and has subsequently told me the cover has been recalled for expertising. At the time this article is being mailed to the editor in chief, the cover has not yet arrived in New York. I have every reason to believe that it will not receive a good certificate from any of our leading expert committees.

EARLIEST KNOWN COVER WITH STAMP INITIALED RHM

Figure I is a cover that is pictured on page 10 and discussed on pages 11 and 12 of the February 1978 *Chronicle* (No. 97). At that time I stated the date of the postmark was not legible but it was purported to be July 15 (1845) when the cover was sold as a part of the Consul Klep Collection by Willy Balasse in Brussels in 1956. I wrote I was skeptical of the cover because the PAID marking is not the type of strike that would have indicated prepaid mail at the New York City Post Office in 1845. That was because the PAID is straight rather than slightly curved and the letters making up PAID are smaller than is customary. After a hiatus of almost a quarter century this cover resurfaced and was Lot 9 in the Harmers of New York sale of October 16, 1979, where it was purchased for \$3400 plus 10 percent by a Route Agent residing in one of the Middle Atlantic states. The Harmer catalog made no mention of the date of the postmark. The buyer sent the cover to the Philatelic Foundation for a certificate and by coincidence I happened to visit the Foundation at the time the cover was under consideration.

Figure I. Earliest known cover with stamp initialed "RHM" — July 17, 1845.



The date of the postmark and the authenticity of the small straight PAID were the points of greatest interest to me. The date in the postmark is so indistinct that it cannot be determined even when the ultra violet light is used. However, the contents of the letter reveal that the postmark could not be prior to July 17 and strongly indicate this is the probable date the letter was postmarked.

The letter is datelined July 15, 1845, and is from the parents of the addressee who was apparently attending school in Connecticut. July 15, 1845, was a Tuesday. However, there is a postscript to the letter dated Thursday from Mama who explains that Daddy has just

discovered the letter in his coat pocket and apologizes for the delay in writing. For this reason I believe the letter was then promptly mailed and the indistinct postmark is actually July 17. The ink in the small straight PAID is the same color texture and depth as the ink used for the postmark. Both are identical when inspected under the ultra violet light. I now have no hesitancy in expressing the opinion that the cover is genuine.

My records show four covers with N York Express Mail postmarks each of which has a small straight PAID marking. Except for these four covers, the cover addressed to Miss Browne is the only other cover of which I have a record that has a straight rather than a curved PAID. It is possible the straight PAID was intended to be used only on Express Mail and was unintentionally applied to this cover sent by regular mail. Can anyone either prove or disprove this theory?

EARLIEST KNOWN USE OF THE NEW YORK FOREIGN MAIL POSTMARK

After the *Acadia* sailed for Nova Scotia and England on July 16, 1845, carrying in its mail bags the covers identified as Figures A through G in this article, Postmaster Morris apparently decided that mail bound for Europe should have a distinctive postmark. At the time of the second dispatch of mail on the steamer *Britannia* on July 31, 1845, the postmark that is now known as the New York Foreign Mail postmark was first placed in use. An excellent example of this postmark was Lot 1 in the April 11, 1981, sale of Danam Stamp Auctions (Figure J), realizing \$1600 plus 10 percent.



Figure J. Cover by *Britannia* July 31, 1845, showing postmark adopted for foreign mail use.

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17. Beck & Haase, **Historical Atlas of California**, 1974, 231 pp.\$15.00
18. Socolofsky & Self, **Historical Atlas of Kansas**, 1978, 140 pp.\$15.00
19. Rafferty, **Historical Atlas of Missouri**, (Due March 1982)\$20.00
20. Beck & Haase, **Historical Atlas of New Mexico**, 1969, 143 pp.\$10.00
21. Morris, Goins & McReynolds, **Historical Atlas of Oklahoma**, 1976, 166 pp.\$15.00
22. Helbock, **Frontier Centennial Western Postal Route Atlas**, 1981, 130 pp.\$15.00
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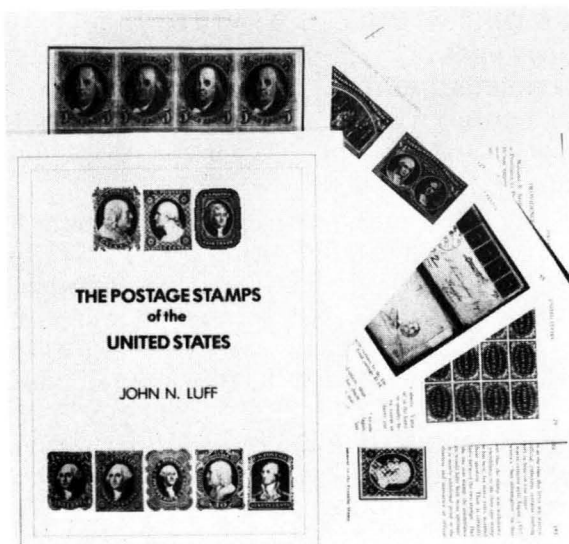
HENRY C. HENSEL

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The Postage Stamps of the United States

by
John N. Luff

This work is a facsimile reprint of the revised edition published serially in *Weekly Philatelic Gossip* between 1941 and 1943 based upon the original 1902 edition. It encompasses the complete spectrum of 19th century United States philately from the 1847 issue to the 1901 Pan-American issue. Some specialized aspects include information on Die Proofs, Shifts, Varieties, Blocks, Watermarks, Inverts, Covers and Cancels. Additional items are covered such as Carriers, Newspaper Stamps, Official Seals, Postage Due, Postmasters Stamps and Special Delivery. Tabulations of Quantities of Stamps issued are provided for many issues.

While this work has been superseded by many specialized modern studies, and is therefore in part inaccurate or obsolete as reprinted, it is nevertheless a milestone philatelic work upon which several generations of collectors have depended. The work is 318 pages, hardbound in Buckram and Illustrated.

\$40.00 Postpaid

Quarterman Publications, Inc.

5 South Union Street
Lawrence, Massachusetts 01843

THE CARRIER STAMPS OF THE UNITED STATES

ELLIOTT PERRY
ROBERT MEYERSBURG, EDITOR
ST. LOUIS

In 1850, St. Louis had a population of about 80,000. It would double in the next ten years.

The earliest record of a local mail delivery service in St. Louis is a brief advertisement of the establishment of a city dispatch by T. J. Denny, in the *Missouri Republican* of February 8, 1851. Six days later the *Republican* contained an advertisement announcing the CITY EXPRESS AND PENNY POST of Wm. J. Clark and Chas. F. Hall "for the conveyance and delivery of packages and letters in all parts of the city", and a small notice that valentines which were too large to go in the box could be left at E. K. Woodward's, corner Fourth and Chestnut Sts.

On the same St. Valentine's Day (February 14, 1851) the *Republican* carried a reading notice about the enterprise of Clark and Hall, closing with a short paragraph: "Today, the 'city dispatch' of Mr. T. J. Denny, as well as the post of Messrs. Clark and Hall, will be in full operation. Those who have valentines to send will take advantage of the convenience."

The evidence does not indicate that either of these posts was an official U.S. carrier service.

The earliest recorded appointments of official letter carriers are those of Joseph W. White and Nehemiah R. Cormany, on September 28, 1851.

Joseph W. White had been in the fire engine business in 1851 and was listed without occupation in 1852. Cormany did not appear at all. It may reasonably be assumed that the 2c black "U.S. Penny Post" stamp was intended to prepay the carrier fee on letters which were delivered by White or Cormany during the short period they apparently remained in the carrier service.

On Tuesday October 7, 1851, the *Republican* stated: "PENNY POST. — We are gratified to learn that Mr. Gamble has received orders from the Postmaster General to establish a penny post in this city. He will put it into operation, we learn further, as soon as he will have received full instructions."

This reference to Postmaster A. Gamble was followed by an editorial in the *Republican* of October 16:

Penny Post. — The penny post system started in operation in this city yesterday. Mr. Joseph W. White has been appointed agent for the entire district lying north of Market Street, and some other person for that lying south of the same line. The rates of charges will be two cents for the delivery of letters, and one cent for newspapers. Twenty-five boxes are to be placed, in due season, in various quarters, for the reception of letters and papers, which will be deposited in the Post Office free of charge. These boxes will be visited a stated number of times each day by the carriers, and their contents as often distributed. The present penny post will prove a desirable convenience to citizens, and will be all the more serviceable because of its implicit reliability.

It should be noted that the half-cent fee for carrier delivery of a newspaper, as established by the Act of 1827, was still in effect despite the one cent rate quoted in the newspaper paragraph. The last sentence quoted seems to imply that the two private posts which began operation eight months before had not always been wholly reliable. These notices of October 7th and 16th appear to be the first records of U.S. carrier service in St. Louis.

On February 7, 1852 a news item on page 2 of the *Republican* stated:

Valentines: we desire to call the attention of the young ladies and gentlemen of the city to the advertisement of Mr. Gamble, relative to the valentines, which are to pass through the post office. It strikes us that there is a peculiar force in the concluding paragraph of the advertisement, and we desire all who intend favoring us with those billet doux to bear it in mind.

The advertisement of Postmaster Gamble in another column on the same page reads:

Post Office, St. Louis Feb 7, 1852

Notice to the lads and lasses who wish to interchange valentines through the post office on the 14th inst. A valentine box will be placed at the door of the office, during the hours the office is open, for the receipt of valentines. Every two hours in the day the box will be opened, and the valentines delivered to the carriers. You must give the place of residence of the person addressed, and if you wish to pay the carrier's fee of two cents, you must buy the carriers' stamps at Woodward's book-store, corner of Chestnut and Fourth Streets.

A. Gamble, P.M.

In 1851 Edward K. Woodward had a "books and stationery" store at the northeast corner of 4th and Chestnut, and a book store at the same location in 1852. This is the same store at which "Persons desirous to send valentines by the penny post that are too large to go in the box" were notified to leave them, in an advertisement by Clark and Hall the previous year (February 14, 1851).

Although there is no official record to support his initial appointment, nonetheless it appears that Ephriam Henry Comstock superseded White and Cormany, probably in 1853, and continued as the St. Louis letter carrier until April 20, 1859, when James Wilton and Augustus Weyl were appointed in his place.

In 1853 E. H. Comstock appeared as having an express office at the corner of 3rd and Pine Streets. In 1854-55 Comstock was operating an express office, City Exchange and Penny Post at the northwest corner of 3rd and Vine. On August 13, 1853, the following advertisement was printed in the *Missouri Republican*:

Post Office, St. Louis, Mo.

August 13, 1853

Mr. E. H. Comstock having been appointed letter carrier by the Post Office Department, is authorized to receive and deliver letters.

A. GAMBLE, P.M.

Boxes will be put up through the city, at which places, stamps for the Post can be had. Persons wishing letters called for by dropping a card with name and No. of street in any of the boxes, will be promptly attended to:

Aug. 14

E. H. COMSTOCK

On August 17, 1853, the same paper carried an item about a new letter and package delivery service: "PENNY POSTAGE. — Mr. Comstock of the express is preparing to establish, under the authority and recommendation of the Post Master, a judicious and well-arranged plan for the delivery of letters and packages."

In 1857 E(phriam) H. Comstock was listed in the St. Louis City Directories as a "Penny Post," and in 1859 as a "Letter carrier." The evidence indicates that the 2c blue "U.S. Penny Post" stamp was in use while Comstock was a U.S. letter carrier, and that the valentines to Miss Laura Scott may have been delivered by him.

U.S. PENNY POST — 2 CENTS Black Scott Type C36

The long-held belief that the 2c black "U.S. Penny Post" stamp, type C36 in the Scott catalogue, was issued in Boston appears to have been based on a statement in the *Philatelic Journal of America* for January 1889: "The earliest dates of letters bearing the stamps of this post that are now recorded are 1849."

It is now believed that "the stamps of this post" were the (one cent) blue "PENNY POST" stamps, Scott Type C6, which were in use in Boston beginning in 1849, and exist on

Figure 1. Pair of "2 CENTS" black "U.S. PENNY POST" showing variation in corner ornaments. See text.

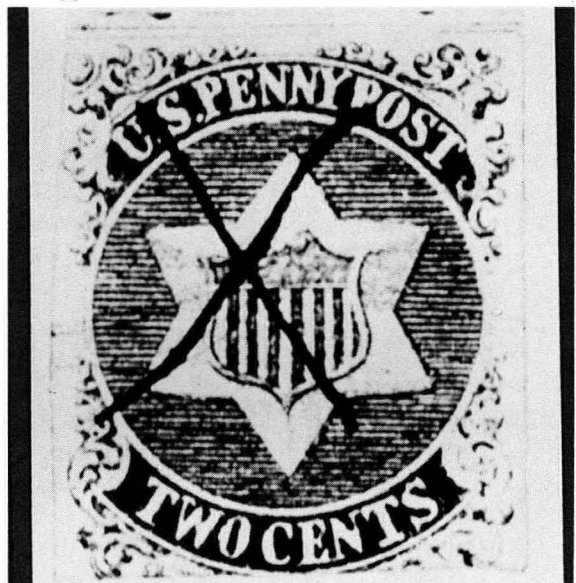


letter sheets. Until 1951 the Scott catalogues ascribed Type C36 to "Boston, Mass., or St. Louis, Mo. (?)." In the Scott catalogue for 1952 the heading "St. Louis, Mo." agrees with facts which were published in Section 54 of *Pat Paragraphs* in October 1950. The two varieties which occur in a horizontal pair were described and illustrated there, and the existence of part of a St. Louis postmark as a cancellation on Type C36 was recorded.

The stamps were printed by lithography from two very similar designs, here called sub-type A and sub-type B. The two sub-types were placed side by side, with a dividing line between, and a frame line around each pair and very close to the stamps. The printed sheet probably contained at least six such pairs. The arabesque ornaments in the corners were drawn (not punched) separately and no two of them are exactly alike, but on both sub-types the arabesques in the lower left corners are similar and are in symmetry with the lower right corners. On sub-type B the ornaments in the upper corners are also symmetrical, but on sub-type A the upper arabesques differ from those on sub-type B and from each other. There are many other differences in details of the two sub-types. To date, no copies have been found used on cover.

**U.S. PENNY POST — TWO CENTS Blue
Scott Type C37**

Figure 2. Used copy of "TWO CENTS" blue "U.S. PENNY POST."



In March 1941 *Pat Paragraphs* No. 40 contained an illustration of a two cents blue stamp inscribed "U.S. PENNY POST" in a frame which was similar to the one cent U.S. postage stamps of 1851-60, and in the center a shield appeared on a six-pointed star which was similar to the obverse side of the tiny silver three-cent coin that had first been issued in 1852, following and in connection with the three cent postage rate for letters which became law in 1851.

The cover bearing the stamp was locally addressed to a St. Louis resident and the stamp was cancelled with the framed "1 ct" which was used to mark drop letters in the St. Louis Post Office. The one cent drop letter rate of 1825-1845 (two cents in 1845-1851) was restored in the Act of 1851. This "1 ct" handstamp was used occasionally as a canceller on postage stamps of the 1857-60 issues, and repeated on the envelope.

A brief article about the blue "U.S. PENNY POST" stamp in the same *Pat Paragraphs* expressed some confidence that although no such variety had ever been noted in other philatelic publications, it was an authentic United States carrier stamp.

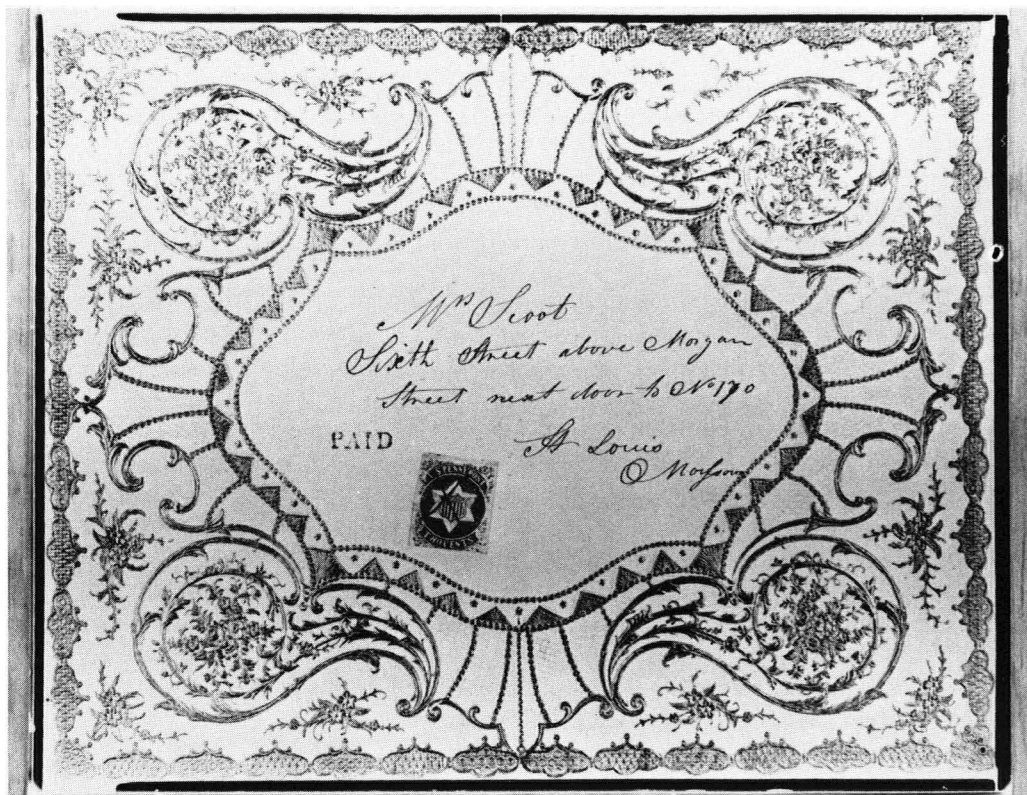


Figure 3. Elaborate Valentine envelope, dated February 13, 1857, with the blue "TWO CENTS" stamp.

Some years later two more copies were found among papers of Miss Laura Scott (sometimes spelled "Scoot"), used on valentines which she had received as a girl when living in St. Louis. Their complete authenticity is beyond all reasonable doubt. On one of the envelopes the stamp is cut to an oval shape and tied with a black PAID. Another, of February 13, 1857, has the black PAID and bears a complete stamp, pen crossed. The third envelope has no stamp and only the drop letter "1 ct" marking. Evidently the letter carrier collected one cent drop letter postage and also his fee on this valentine. All three of these envelopes are now in the collection of Mrs. Frieda B. Bulger.

The use of the one cent "U.S. POSTAGE" stamp of 1861 to prepay the collection fee to the St. Louis Post Office is rare. The example shown here (one cent stamp prepaying

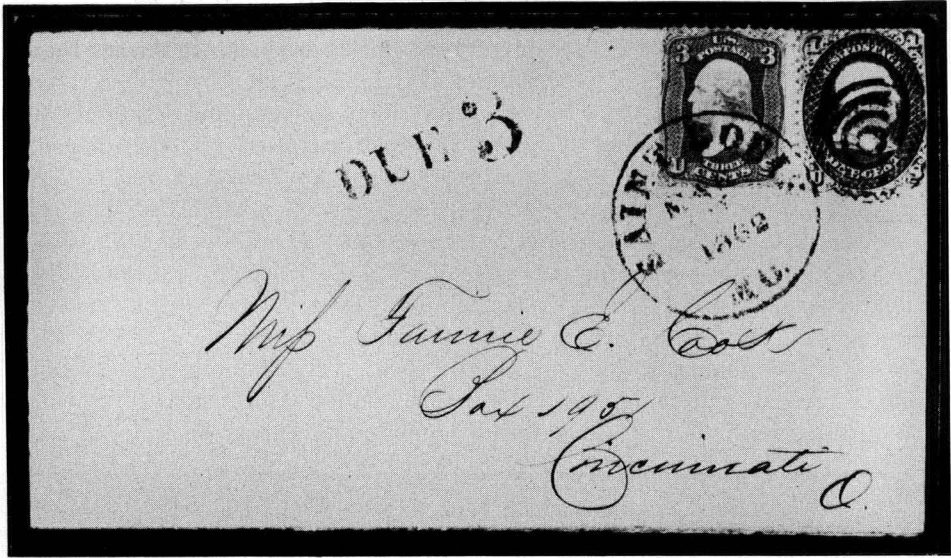


Figure 4. Cover from St. Louis in 1862, with 1c of 1861 regular issue paying carrier fee to the post office.

carrier fee, three cent stamp paying the intercity postal rate to Cincinnati, which is short paid on a double rate letter marked "DUE 3") is one of three four cent covers, all from the same correspondence, which have been recorded from St. Louis (Henry A. Meyer collection).

The St. Louis directory for 1864 contains an advertisement of the Post Office Department referring to the free carrier service, twice daily (except Sundays). It included the following statement regarding receiving stations: "The Postmaster General has authorized boxes to be put up at the places named below for the reception of letters and circulars A limited supply of stamps may be obtained at any of these stations."

Seven districts are listed with the number of boxes in each and their locations — 47 boxes in all. The fact that stamps were obtainable at any of the stations may or may not show that the mail boxes were "inside" (in stores, etc.), rather than the "outside" or street boxes which were installed later, as on lamp posts.

Returns of carrier service in St. Louis appear first for the quarter year ending June 30, 1859, in the reports of the Postmaster General. The fee for letters was two cents until June 30, 1860, and was one cent thereafter. "Circulars" are mentioned in the 1861 report, to the effect that only 605 were carried at one cent each. The fee for newspapers and pamphlets was one-half cent (Act of 1827). The fiscal year ended June 30.

<i>Fiscal year</i>	<i>Number of letters</i>	<i>Newspapers and pamphlets</i>	<i>Amount rec'd and paid out</i>
1859	42,400	3,850	\$ 867.25
1860	148,637	17,448	3,059.98
1861	54,858	1,613	562.66
1862	146,787	7,601	1,505.87
1863	234,247	11,958	2,402.24

ST. LOUIS LETTER CARRIERS

Joseph W. White / Nehemiah R. Cormany	<i>appointment dated</i>
Ephriam H. Comstock (no appointment found in 1853)	Sept. 28, 1851
E. Henry Comstock (second appointment)	1853?
James Wilton / Augustus Weyl	May 13, 1858
	April 20, 1859

Adolph Schuster (no Schuster in directories)	May 11, 1859
Henry Weber	May 21, 1860
Henry Hardaway (replacing Augustus Weyl)	May 21, 1860
John Clinton (replacing A. Schuster)	May 21, 1860
F. A. C. McNeill (replacing James Wilton)	May 21, 1860
F. R. Dudley	August 3, 1860
John A. Ely (Eily?) (not in directories)	May 11, 1861
Michael Deegon	June 9, 1862
Auguste Katharinus ("additional")	Nov. 13, 1862
Sutherland D. Hooten (replacing John A. Ely)	Jan. 13, 1863

Deegon, Katharinus, and Hooten together with James Murray, Theodore Cramer and Talbot Smith, were placed on salaries of \$600 each (and Henry Hardaman at \$800) from July 1, 1863, by an order of August 10th of that year.

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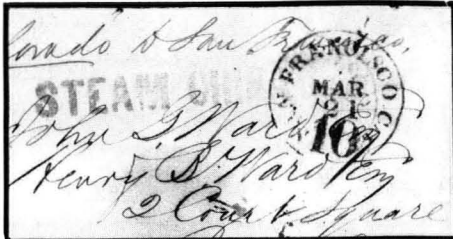
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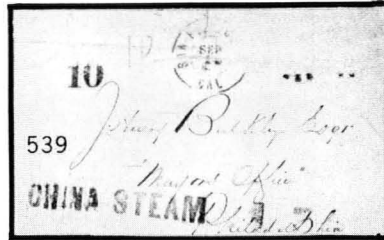
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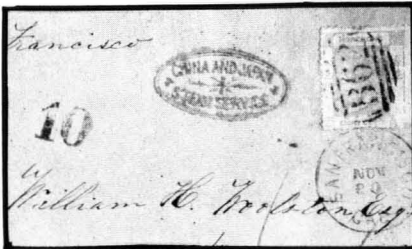
1867 Pacific Steamship Co.



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.

Originating from three different consignors, they made a remarkable offering of the first year of operation of the Pacific Steamship Co.

Consignments or customers for future sales invited.



**George
Alevizos**

2716 Ocean Park Blvd., Suite 1020
Santa Monica, CA 90405 USA
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THE 1847-51 PERIOD
CREIGHTON C. HART, Editor

U.S. 1847 STAMPS AND COVERS IN THE SWISS PTT MUSEUM
PHILIP T. WALL

As many of our Route Agents already know, the 1847 collection formed by Charles Hirzel of Geneva, Switzerland, received a Gold Medal when it was exhibited at SIPEX in Washington, D.C., in 1966. That was the only time this collection has been exhibited in the United States, and little is known about Hirzel and his collection to most collectors in this country. While in Europe recently I decided to visit the museum in Berne and personally view the collection.

THE DONOR

Figure 1. Charles Hirzel, whose collection of classic U.S. stamps was donated to the Swiss Postal Museum at Berne.



Charles Hirzel, (Figure 1) offspring of an old Zurich family of merchants that dates back to 1441, was born of Swiss parents in New York City in 1901, his father having come to the United States in 1895. His father died shortly after his birth and his mother returned to Switzerland in 1902. Hirzel was brought up on Kirchenfeld Street in Berne just a few hundred yards south of the museum in which his collection now reposes. After high school he worked as a bank trainee in Geneva and became a permanent resident of that city. I was never able to pinpoint his exact occupation other than the fact that he was engaged in international finance and lived for an extended period of time in New York City where he became interested in classical U.S. stamps. Hirzel formed two major collections, "Old Switzerland" and "Old U.S." Both of these were donated to the Swiss PTT Museum on February 11, 1966, shortly before his death. He won large gold medals for his "Old U.S." in international exhibits in Vienna in 1965 as well as in Washington, D.C., in 1966. He received similar awards at Swiss National Exhibitions known as NABAG in 1959 and NABRA in 1965.

THE "OLD U.S." COLLECTION

In addition to 1847 stamps and covers, the collection contains representative showings of Valentine covers, stampless covers including Free Franks, way markings, New York Postmaster's Provisionals, patriotic covers, Pony Express covers, ship letters, carriers and fancy cancels. The collection is virtually complete through our 1902 regular issue and contains a few scattered items issued thereafter up to and including the Overrun Nations series issued during World War II.

THE LOCATION OF THE COLLECTION

The Swiss PTT Museum occupies the bottom two floors of a building which it shares

with the Swiss Alpine Museum at the northwest corner of Helvetia Square located just south of the Kirchenfeld Bridge. This is approximately one mile southeast of the Berne Railroad Station. The PTT Museum expects to relocate within the next five years to a building on Helvetia Street approximately midway between Helvetia Square and Kirchenfeld Street. The present hours of the museum are from 9 A.M. to 12 noon and from 2 P.M. until 5 P.M.

5c 1847 STAMPS AND COVERS

The collection commences with an unused block of eight of the 5c Franklin. This block was originally a square block of nine from which someone has removed the upper right stamp. This is followed by a used horizontal block of eight of Scott #1 (Figure 2). There is also a used block of four in the light brown shade and an unused strip of four in the dark brown shade as well as a used block of four in the true brown shade. Next there is a horizontal strip of six on small piece as well as two vertical strips of four with bright round red grids forming a reconstructed vertical block of eight.

Figure 2. Used block of eight of the 5c with red grid cancel.



We then find an extremely beautiful unused pair in the dark brown shade with the right stamp being the dot in "S" variety. Mr. Hirzel appears to have been enchanted with dark brown and black brown shades on the 5c stamps as there are numerous examples both on and off cover. In cancellations there are several examples of the Binghampton herringbone, but unfortunately the black cancel is an obvious fake. Another rare cancel on a single stamp is the green 5 in box used at Princeton, New Jersey.

Important 5c covers include a pair on cover to Cologne, Prussia, two singles on two different covers with Housatonic Railroad cancels — one stamp tied by a red CDS cancel and the other tied by a 6-bar open red grid cancel — and lastly vertical pairs on cover both to and from Canada.

10c 1847 STAMPS AND COVERS

The greatest strength of the collection lies in its 10c 1847 stamps and covers. There is the unused top sheet margin block of four (Figure 3) from the Hind, Sinkler, and Col. Picher collections. Two unused strips of four are in the collection, a horizontal strip with top margins close or touched and the famous Lozier vertical strip from the upper left corner of the left pane comprising positions 1-11-21-31L. This strip is pictured on page 59 of Volume I of *The U.S. Postage Stamps of the 19th Century* by Lester G. Brookman.

Important off-cover used items include (1) a used pair with red grid cancels that are misdescribed as being orange cancels, (2) a top sheet margin single with square red grid cancel, (3) a beautiful example of the magenta grid used at Chicago tying a single stamp on small piece, (4) a single with greenish blue cancel misdescribed as a green grid, and (5) a used strip of four with right sheet margin and cancelled by square red grids.

An exceptional item includes two vertical strips of three that form an irregular block of six on piece of cover used from Charleston, South Carolina. This item will be found on the same page of the Brookman Volume I as is the Lozier strip referred to above.



Figure 3. Unused top margin block of the 10c.

The most outstanding items in the entire collection are the irregular block of 14 and the strip of 10 (Figure 4) that were removed from the wrapper of a parcel sent from Cleveland, Ohio, to Providence, Rhode Island. These are the largest multiples of the 10c 1847 known.

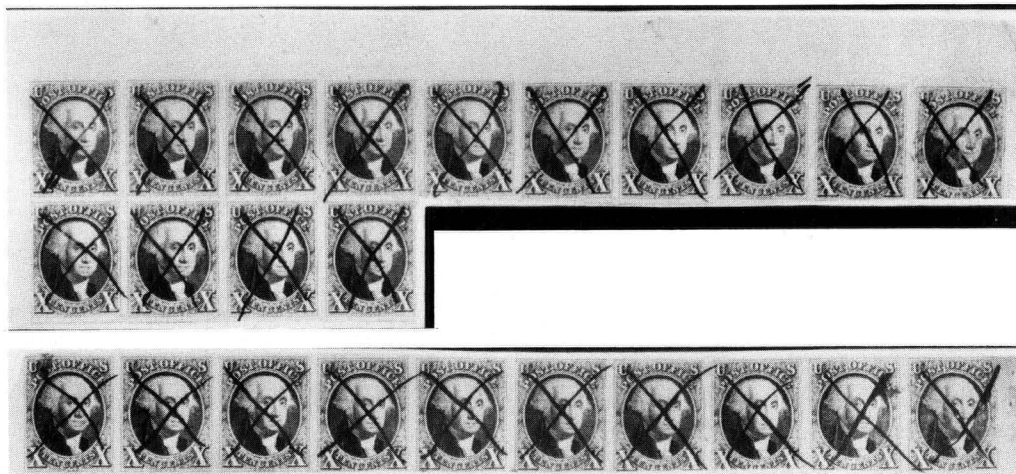


Figure 4. Irregular block of 14 from wrapper of parcel. Largest known multiple of the 10c 1847. Also strip of 10 from same parcel.

Outstanding covers include the 10c used from Quebec to New York City from the Kennedy correspondence, a #2 on cover cancelled but not tied by a green grid from Tallahassee, Florida, to North Fairhaven, Massachusetts, postmarked Mar 17 from the Swift correspondence, and a strip of three on cover from Rochester, New York, to New York City. Another cover from Montreal, illustrated in Boggs, has had a 10c stamp fraudulently added to a stampless cover.

The collection contains four diagonal bisect covers: one from New York City to Windham, Connecticut; second, a Miss Stilphin cover from Concord, New Hampshire, to Manchester, New Hampshire, tied by a blue 5 and postmarked September 14; and also a matching pair of covers from Gardiner, Maine, to Mrs. Evans in Brattleboro, Vermont.

ACKNOWLEDGEMENTS

In conclusion, I would like to take this opportunity to thank Arthur Wyss, Curator of the Swiss PTT Museum and Jakob Gnagi, General Director of the Stamp Division of the Swiss PTT Museum, for their helpful assistance when I visited the museum.

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THOUGHTS ON COLOR

DAVID T. BEALS III

The publication of Vol. 1 of Roy H. White's *Encyclopedia of the Colors of United States Postage Stamps*¹ (reviewed in the previous issue) brings to mind a number of ideas and activities concerning color which have interested me and others over the years. These activities point up many problems, the solution of which may be materially assisted by this new philatelic tool.

I have always been very interested in the colors of the stamps which I have collected, so much so that my collection of U.S. stamps of 1847 to 1861 is largely a series of color studies.

My first real specialty was the colors of the 3 cent 1851-1857. I had the great privilege of being instructed in this field by Dr. Carroll Chase for several years before his death, and thereafter by his successor, Dr. W. F. Amonette (our Society's leading authority on this stamp). Thereafter, I moved on to the perforated 3 cent stamps of 1857-1861, (*Scott* 25, 26, 26a) and, to a lesser degree, the 3 cent stamps of 1861 (*Scott* 64, 65).

I'm sure that every collector with any interest in color has dreamed of the perfect color guide with which one could compare any stamp and immediately have an authoritative answer as to its color or shade and the catalog number. Unfortunately, the perfect answer is still to be devised.

Based on the work of Dr. Chase and his successors, the colors and shades of these stamps are completely categorized and agreed upon by recognized philatelic authorities. The problem has been, and still is, to educate interested collectors and dealers as to what they are.

For the 3 cent imperforate stamps there was first the chapter on color in Dr. Chase's book,² and a fine article by Dr. Wilbur F. Amonette in *Chronicle* 78:85 to guide the novice. In spite of the value of these articles, it is one thing to read about color, and quite another to properly visualize and recognize it. From the beginning Dr. Chase prepared charts of typical colors for interested collectors, a practice carried on after his death by Dr. Amonette. So there are now quite a number in philatelic hands, and they are offered at auction with some frequency. They vary in size from one example of each of the typical colors (eight to ten examples) to a number of examples of each basic color, including the paler, deeper, redder and browner shades (50 or more examples). Naturally, the larger the chart the more questions it will answer. The amazing and subtle variety of colors and shades in which these stamps were printed (or as they now exist) is such that much study, including some knowledge of plate characteristics (at least the general differences between the orange brown and non-orange brown plates) is necessary to correctly recognize them.

I was greatly surprised to find a few years ago that the Philatelic Foundation had no color chart of this stamp, and it was our pleasure to lend them Tracy W. Simpson's own chart, which he had very kindly made available. It consists of about 50 examples; quite a good-sized chart.

As any interested 3 cent buff knows, there has always been a considerable number of errors in auction lot color descriptions, particularly with regard to the plum and copper

1. *Encyclopedia of the Colors of United States Postage Stamps*, Volume I by R.H. White. Published by Philatelic Research Ltd. 1981.

2. *The 3c Stamp of the United States 1851-57 Issue* (revised) by Carroll Chase. Published 1975 by Quarterman Publications Inc., 5 South Union Street, Lawrence, Mass. 01843.

orange brown shades. With this in mind, Tom Alexander and I conceived the idea of requesting donations to our Society of stamps (regardless of condition) with a view to producing color charts. While a number of generous contributions were received, the key colors and shades were not forthcoming. In the end, we were able to produce only two charts of about 50 examples each, which we presented to two leading New York dealers with our Society's compliments. We hope their describers are still making good use of them.

The range of colors and shades of the perforated 3 cent stamp (*Scott's* 25 and 26), while comparable in many instances to the imperforate stamps, is generally neither as dramatic nor as varied and hence has not had quite the interest paid to it by specialists other than Dr. Chase. In the absence of other volunteers, I wrote an article on colors of these stamps in *Chronicle* 81:14. Fewer color charts of the perforated stamps seem to be in existence and hence available on the market.

As to color guides, the first one I became familiar with was *Ridgway*.³ This book was used by Dr. Chase in his later years to designate some newly recognized imperforate shades and he assigned *Ridgway* color names to most of the rare and unusual perforated shades. Everyone to whom I have talked likes *Ridgway* tremendously. The 1,215 different color chips are hand painted rather than printed. The problem is that there are few *Ridgway* books in existence, and they are too expensive for general use, the last example I recall seeing sold bringing over \$300.

In about 1970 the *Methuen Handbook of Colour*⁴ became available in this country. For those not familiar with this book, it is small, compact, and includes 1,266 different color samples. In 1978 it cost about \$20.00. In addition, a complete key of color names is included. They are, of course, different from the traditional philatelic color designations as adopted by Dr. Chase, Stanley Ashbrook, *Scott's Catalog* and other recognized authorities. It was soon apparent that *Methuen* comparisons were not acceptable to properly illustrate the subtlety and variety of the 3 cent 1851-61 stamps, but it was felt (and still is by some students) that it is useful for most other stamps.

In 1973 Richard B. Graham invited a number of us to his home for a weekend to study *Methuen's* possible applications to philately, particularly the 3 cent stamp (*Scott* 64 and 65). Other 1861 students present included Clifford Friend, Scott Gallagher and Clarence Taft. I was honored to be included, and naively assumed that this was a perfect opportunity to have the experts arrange a color chart by recognized shade and year out of my accumulation. I also assumed that with fewer colors to be worked with (as compared with the 3c 1851-57) the job could be done quickly. Things proceeded in an orderly manner through Pigeon Blood, Pink and Rose Pink (*Scott* 64). However, from there on I was greatly surprised to find so little unanimity of opinion among the experts as to what constituted proper examples of the Luff and Ashbrook colors and shades (*Scott* 65), and the dividing line between them. Finally a chart which was generally acceptable to those present was hammered out.

It is the only extensive chart of this stamp that I have ever seen. Along with this study, representative examples were checked in *Methuen* by each individual and the surprising thing was the great variance in readings obtained by different individuals for the same stamp. However, Dick produced an average reading for each example studied and, as I

3. *Color Standards and Nomenclature* by Robert Ridgway, published by the author in Washington, 1912. It might be of interest to know that Mr. Ridgway was an ornithologist but fortunately his book is equally adaptable to philately. An earlier smaller edition is not considered philatelically useful.

4. *Methuen Handbook of Colour* by A. Kornerup and J.H. Wanscher, published by Methuen & Co. Ltd., London, England, Third Edition 1978. I also have a copy of the second edition 1967, and casual comparison of the red plates shows little variation (to me anyway). Mr. Roy White advises that some more substantial variations have recently been reported to him (possibly a new edition?).

recall, most of those present felt *Methuen* would be useful for the 1861 issue (and undoubtedly for others).

The question of attempting to adopt a uniform system of color names for philately (such as *Methuen*) was discussed at length. A number of the present conflicts were mentioned, the 3 cent 1857 Plum, and the fact that the 5 cent 1857 and 3 cent 1861 Indian Red shades are quite different, being two examples. However, it was soon agreed that the task of changing traditional names stemming from the works of Luff, Chase, Ashbrook, and others, and presently generally accepted in *Scott*, was an impossible task. It was also agreed that much remained to be done to instruct most collectors and dealers on what had already been accomplished. The results of this meeting were later checked with Bert Christian and Perry Sapperstein (other knowledgeable 1861 specialists).

Another problem will always be the question of proper light. Lack of uniform lighting undoubtedly contributed considerably to the lack of uniform *Methuen* readings at the Graham symposium. Some years ago Dr. Amonette commented that it was hard for the average student to arrange his studies in accordance with Dr. Chase's direction that stamp colors be viewed only under north daylight between the hours of 10 am and 2 pm, and started using color corrected fluorescent lamps for his philatelic color work.

Color corrected fluorescent tubes have been available for some years, but at least in Kansas City we had a hard time obtaining them (GE-F15TB-C50 Chromium 50 Tube). I understand they are more readily available now, and Mr. White lists five manufacturers in Appendix A of his book. He advises that Sylvania now also makes one, and that even a special daylight (blue) tube is much better than the standard fluorescent light. The important thing is that the student recognize the vital importance of a standard source of light in making color comparisons. Several of us dream of the day when a top show will be held under corrected lighting (some of these tubes are also available in 36" sizes), and of seeing the gorgeous range of colors that are lost under ordinary exhibition lighting.

To my knowledge the first successful effort to show stamps in their true colors was Mortimer Neinken's color plate in his monumental work on the 1c 1851-57.⁵ From my association with him I recall that the proper production of this plate was one of his most difficult and frustrating problems in the publication of the book. The plate was deemed sufficiently good by Mr. White that he did not do another one for his work.

We come now to Roy White's *Encyclopedia of the Colors of United States Stamps*, Volume I which is reviewed at some length in the previous issue. In my opinion it is by far the best tool for the proper recognition of colors which has yet been produced. It shows the normal range of shades in which almost all of the stamps of these issues exist. It is a thoroughly scientific work and includes a great deal of chemical analysis of inks used (which resulted in a number of fascinating conclusions). The most modern four color printing techniques were used, which produced the closest approximations to engraved stamps possible with present printing technology. Even so, Roy advises 30 percent of the run had to be discarded as not good enough.

Properly studied (including careful reading of the text) and used under a proper lighting, it has already answered for me a number of questions and I'm sure it can and will for interested collectors. The fairly extensive charts of #10 and #11 (26 examples), #25 and #26 (21 examples); and #64 and #65 (26 examples), to say nothing of the other values, provide far more information than anything previously available. It might be noted that under ordinary light, the plates containing the reds and browns appear somewhat redder to me than the actual stamps, so again proper light is the key. I cannot wait for Volume II to arrive, and strongly feel this book will help solve many of the problems previously discussed in this article. Certainly it is easier and far more interesting to compare stamps than small

5. *The United States One Cent Stamp of 1851 to 1861* by Mortimer Neinken, published by U.S.P.C.S. in 1972.

color chips. Roy White has produced a monumental work, well worth the price. In my opinion it is indispensable to the collector who has any interest at all in the color of his stamps. My deepest thanks and appreciation to Roy White for a job so well done!

Mr. White makes some mention in his book of the *Munsel* color charts, and in Appendix D has keyed his illustrations to it. Interestingly enough, there is an article in the August 1981 *American Philatelist* entitled "APS Manual for Determining Color Designations of Stamp Colors" by Kenneth Kelly and F.W. Billmeyer, Jr. (both are professional colorists). It is a report of the Inter Society Color Council (an organization with which I am regrettably not yet familiar). The article summarizes many of the problems discussed in this article and as a solution recommends the adoption of a general philatelic color standard based on the *Munsel Book of Color* (a very sophisticated and expensive system). It then proceeds with an interesting and detailed description of the Munsel System and its use. The authors state at the outset that this plan has been submitted to but not approved by the Directors of the ISCC (and no mention is made of any APS action). It does seem improbable to me that such an expensive book (\$1,500 according to Roy White) could ever become a tool of wide spread philatelic use. Possibly our Society should familiarize itself with these investigations.

In closing, it would seem to me that a color buff might make a great contribution to philately by keying *Methuen* to Roy White's new book.

I might ask any readers who have any comments, criticism or suggestions on the subjects covered in this article, or where we should go from here, to communicate their ideas to me. I'm sure there is great potential for other USPCS seminars or workshops in this field.

U.S. POSTAL MARKINGS: 1851-61

Wording	Tracing Number	Type	Shape & Size	Rarity Number	Reported by/ Notes
Straight Line, Oval & Fancy Townmarks					
California					
WEAVERVILLE/msD/ CAL.	22		o-40x24	5	Red, black.
New York					
TOWNSENDVILLE, N.Y./ msD	A		b-38½x3½		Box incomplete, not measured.
Unusual Circular Townmarks					
California					
JACKSON/D/CAL	B		K11 29		3c 1851, S2.
OPHIRVILLE/msD/CAL	26		K18 35	8	Red.
H B CAL/D/UNIONTOWN	34		K3 dc-35	9	Blue. Reduce rarity number.
Connecticut					
LITCHFIELD/D/bar/Ct.	C		K14 32½		J.R. Kesterson.
Illinois					
-CHICAGO./D/ILL.	D		K1 32		G. A. Hyatt. 1852, red.
LODI STATION/D/ILL	E		K5 38½		G. A. Hyatt.
-PECATONICA/D/ILL.	F		K1 35		G. A. Hyatt.
New York					
NEW YORK/Mo./bar (12x5)/day	241		K14 30	6	Better tracing than in <i>USPM</i> . Earliest: 8/18/51. Latest: 8/26/51.
Oregon Territory					
WINCHESTER/msD/O.T.	G		Ks 37		1857, blue. Serif & sans-serif letters.
Pennsylvania					
SUMMERS,/D/PA.	H		K1 dc-31½		3c 1851, S2.

<i>Wording</i>	<i>Tracing Number</i>	<i>Type</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
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**Unusual Circular Townmarks
Texas**

Except where otherwise noted, the Texas reports were supplied by Dr. William Emery, President of the Texas Postal History Society.

AUSTIN/D/Texas	330	K2	34	4	Better tracing than in <i>USPM</i> .
BASTROP/D/-TEX-	I	K1	28		
BASTROP/D/TEXAS	J	K2	32		1851-1854.
BONHAM/D/TEXAS	K	K2	31		1850-1854.
BRAZORIA/D/TEXAS	L	K2	33		
BURKEVILLE/D/*TEX*	M	K1	29		1854.
COLUMBUS/D/TEXAS	N	K2	33		1852.
CORSICANA/D/TEX.	O	K10	37	7	Better tracing than in <i>USPM</i> .
CORSICANA/D/TEXAS	P	K2	29		1852-1854.
CROCKETT/D/TEXAS	Q	K2	32½		1853-1856.
GEORGETOWN/msD/ TEXAS	R	K2, 3	31½		s1-TEXAS; 1855.
GILMER/D/Texas		K2	31		1853, 3c 1851, S2.
GONZALES/d/Texas	335	K2	31	4	Better tracing than in in <i>USPM</i> . 1855.
HENDERSON/D/TEXAS	S	K2	30		1851-1860.
INDIANOLA/D/TEXAS		K2	33½		1851-1853.
JASPER/D/Texas	T	K2	30		1851-1856.
LIBERTY/D/TEXAS	U	K2, 3	31		Combination serif & sans serif letters. 1852.
LIVINGSTON/D/TEXAS	V	K2	29		
LOCKHART/D/TEXAS	W	K2	31½		Previously reported but not traced.
LYNCHBURGH/A.P.D./ PM/Texas	X	K1, 3, 5	38½	10*	C. Deaton. See <i>Texas Postal Hist. Soc. Journal</i> , Vol. 6, No. 3.
MARLIN/D/TEXAS	Y	K2	30		
MT. ENTERPRISE/D/Tex.	Z	K3	35		C. Deaton. 3c 1851, S2, 1857.
MT PLEASANT/D/TEXAS	A-1	K2, 3	31		Combination serif & sans serif letters. 3c star die. 1857, 3c Nesbitt.
MONTGOMERY/D/ TEXAS	A-2	K2	32½		
PARIS/D/TEXAS		K2	32		1853.
SPRINGFIELD/D/Texas	A-3	K2	30		1858.
TYLER/D/TEXAS	A-4	K2	32½		
YORKTOWN/D/TEX	A-5	K5	38½		G. A. Hyatt. 3c Nesbitt.

Townmarks Containing County or Postmaster's Name

LYNCHBURGH/A.P.D./ PM/Texas	X	c-38½	10*	C. Deaton. Note 1.
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1. Franked by postmaster A. P. Delano. Townmark bears his initials and office "PM". Only the second reported example of a townmark containing the postmaster's name used during this decade.

TOWNSENDVILLE. NV.

Apr 26 A



Townmarks Including "PAID" and/or Rate Numeral or "FREE" on Mail Prepaid With Postage Stamps

**A. Townmarks Including PAID (or Paid) Without Rate Numeral
(1) Straight Line PAID**

<i>Town and State</i>	<i>Tracing Number</i>	<i>Rarity Number</i>	<i>Notes</i>
New York, N.Y.	A-6		3c 1851, S2.

Townmarks Including "PAID" and/or Rate Numeral or "FREE" on Stampless Mail

**B. Townmarks Including PAID (or Paid) and 3 (or 3 Cts)
(1) Straight Line PAID**

Webster, Mass.	A-7		
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Cancelling Devices

Rating Marks Used as Obliterators

A. Plain or Decorative PAID Without Numerals or Obliterating Bars

<i>Town and State</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Reported by/Notes</i>
Fosters Bar, Cal.	A-8	dlo-27x13		Blue, pair 3c 1851, S2.
Williston, Vt.	A-9	dlb-23x11		D. T. Beals III. 3c 1857, S5.

Unusual Rating Marks Found on Stampless Mail

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

Shawnee Town, Ill.	A-10	sl-9x10		G. A. Hyatt, 1851.
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D. PAID and Numeral, With or Without CENTS, CTS or C

Austin, Texas	A-11	c-19½		W. Emery.
Milledgeville, Ga.	A-12	sl-39x4½		F. J. Crown, Jr.
Milledgeville, Ga.	A-13	sl-37x4½		F. J. Crown, Jr. Two similar handstamps with different dimensions. Previously reported as sl-37x4.

Obliterators Without Numerals or Lettering

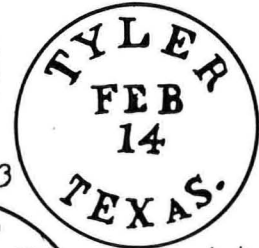
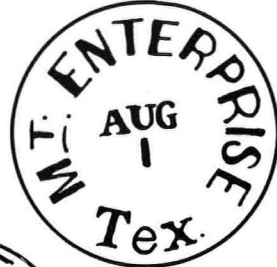
Cincinnati, Ohio	A-14	L14-20		3c 1851, S2.
Downieville, Cal.	A-15	L11-27		1859, 3c Nesbitt.
New York, N.Y.	246	L1-18	4	Thirteen bars. Red, black. Earliest: 7/3/51. Latest: 7/17/51.

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.

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Reported by/Notes</i>
ST LOUIS/PAID/1 ct./MO.	A-16	c-30	10	April 20, 1852. Note 2.
SAINT LOUIS/PAID/ICTd/Mo.	A-17	c-32	10	October 1852. Note 2.
ST-LOUIS/PAID/ICT	A-18	c-27		Oct. 18, 1852 to Dec. 10, 1853. Note 2.
ST-LOUIS/PAID/1 ct./MO.	A-19	c-30		R. H. Hegland. Aug. 1, 1852.
ST-LOUIS/PAID/ICT	A-20	c-30		R. H. Hegland. May be same as #20 in <i>USPM</i> , but examples seen by author do not have the dots below CT.
TROY N.Y./D/1 PAID	A-21	c-32		

2. Reported in *St. Louis Postal Facilities and Postmarks*, 1960, J. W. Adler, et al.



PAID 3 CTS

PAID 3 CTS





A-19



A-20



A-21



A-22



A-23



A-24

DUE 3 A-25

DUE 3cts A-26



A-27

Due 3 A-28

A-28

DUE 3 A-29

A-29

DUE 3 cts. A-30

A-30

Due 3 A-31

A-31

REGISTERED. A-32

A-32



A-33

Drop or Circular Rating Marks Found on Stampless Covers

Town and State	Tracing Number	Shape and Size	Rarity Number	Reported by/ Notes
Burlington, Iowa	A-22	c-20		

U.S. Carriers**Boston****From the Mails**

Postage/Carrier Stamp(s)	Wording	Tracing Number	Shape and Size	Rarity Number	Reported by/ Notes
	3 O'CLOCK/D/ DELIVERY	A-23	sc-34x25	5	J. R. Kesterson. Listed in <i>USPM</i> , but not illustrated.

Insufficient Postage

Town and State	Tracing Number	Wording	Shape and Size	Rarity Number	Reported by/ Notes
Baltimore, Md.	A-24	HELD/FOR/ POSTAGE.	c-19½		J. R. Kesterson. 3c 1851, S2.
Clinton, Mass.	A-25	DUE/3	s1-6½x17		
Rochester, N.Y.	A-26	DUE 3cts	s1-27x5		J. R. Kesterson. June 13, 1861.
Jersey Shore, Pa.	A-27	DUE/3	c-21		J. R. Kesterson. 3c 1857, S5.
Litchfield, Ct.	A-28	Due 3	s1-28½x10		J. R. Kesterson. 3c 1857, S5.
Philadelphia, Pa.	A-29	DUE 3	s1-28½x12½		J. R. Kesterson. 3c 1857, S5.
Washington, D.C.	A-30	DUE 3 cts.	s1-40x8½		J. R. Kesterson. 3c 1857, S5.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape & Size</i>	<i>Reported by/ Notes</i>
Worcester, Mass.	A-31	Due 3	s1-20x6	J. R. Kesterson. 3c 1851, S2.

Registered Mail

Chunennuggee, Ala.	A-32	REGISTERED	s1-52x6 6	J. Biddle. Previously reported, but not illustrated.
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Steamboat Mail Forwarding Agents

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Reported by/ Notes</i>
FORWARDED BY/G. W. OLIVER & CO/ NEW ORLEANS	A-33	o-27x20	S. E. Rogers. Listed but not illustrated in <i>USPM</i> .

**A DRAMATIC NEW S5 COLOR
DAVID T. BEALS III**

A rather dramatic new color has just been seen by Dr. Amonette and me. It can simply be described as bright red, much nearer a true red than any other color of this stamp previously seen. While the cover, postmarked Forest, O. Apr 16, shows no year date, it has the characteristics of the later printings 1859-61, and is closer to Etruscan Red (*Chronicle* 81:16) than any others, though it is somewhat redder. We have named it Nopal Red (Ridgway I 3 i). In *Methuin* it is Pompeian Red 9 C 7. Should any of our readers spot a similar example, I would very much like to hear of it.

TYREE SPRINGS, TENNESSEE

Labor saving devices are sometimes difficult to come by, but the postmaster at Tyree Springs discovered one on his outgoing mail. The *PL&R* required each postmaster to mark every piece of ordinary mail originating at his office with the name and state of the office, and the date the letter entered the mail system.



Here, the Tyree Springs postmaster adopted the last line of a printed corner card to meet the first requirement, and added the date in manuscript immediately below the corner card to meet the second.



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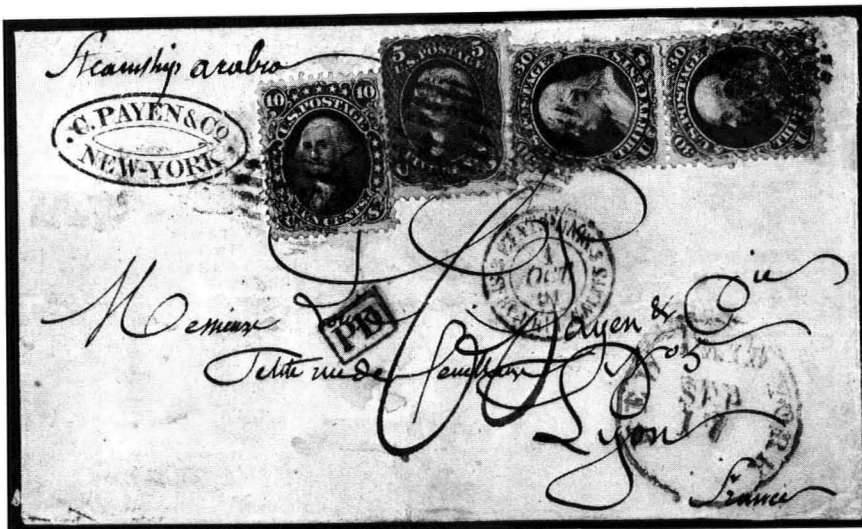


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From our October 23, 1981 auction of the William K. Herzog collection of 1861 issue stamps and postal history is the earliest known usage of the 10 cent green, type I, in a handsome combination franking with 5 cent buff and two copies of 30 cent orange.

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PRINTED-ON-BOTH-SIDES VARIETY ON 1861-68 STAMPS
WILLIAM K. HERZOG

Mr. C. W. Christian's very interesting article "Production Varieties of Printing and Perforating, 1861-67" (*Chronicle* 81:25-30) did not discuss the printed-on-both-sides variety. Therefore, a brief discussion of this major variety should prove of interest.

The printed-on-both-sides variety shows the print of the design on both the front and back of the stamp. Both prints must read from left to right on the true variety, as it would be an offset impression (only a minor variety) if one of the prints would read from right to left.¹ The back print of this variety invariably is inked lightly, printed partially, and/or is off register. This indicates the printer purposely turned the sheet and reprinted it to save waste.

A search of the auction catalogs and literature available to this writer and a search of the certificate records of the Philatelic Foundation by Leonard Sheriff and Brian Green revealed only 14 individual 1861-68 examples — two of which are multiples. These 14 examples contain 21 stamps showing the variety. By comparing the findings with the listed numbers in the 1981 *Scott Specialized Catalogue of United States Stamps*, a tabulation of the known printed-on-both-sides varieties on 1861-68 stamps was developed for Table A.

Table A does not show specific examples for the *Scott* listed 1c (63e) unused, 30c (71a) used, and 3c-"A" (79d) used. Assuming these three varieties do exist, it gives us a minimum total of 24 stamps showing the variety. Although a few additional examples undoubtedly exist (possibly on other values or other grilled stamps), it is obvious that the printed-on-both-sides variety is truly rare when found on the 1861-68 stamps.



Figure 1. A used 3c 1861.

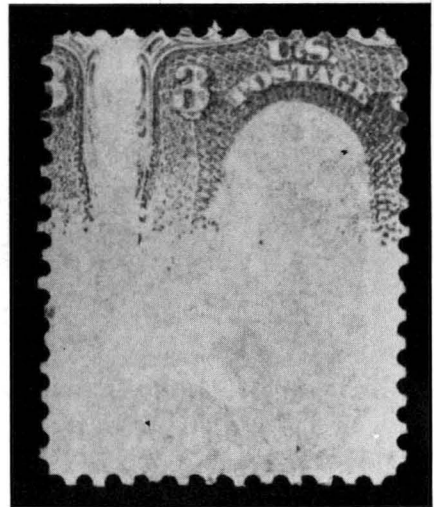


Figure 2. The reverse of Figure 1 showing the printed-on-both-sides variety. The design is incomplete at bottom.

Figures 1 and 2 show the front and back of a used 3c 1861 stamp exhibiting the variety (*Scott* 65e). As usual, the back is printed partially. This is one of five used examples, all with Philatelic Foundation certificates, presently recorded for the 3c 1861.

1. For two beautiful examples of offset impressions on 2c 1863s, see Maurice F. Cole, *The Black Jacks of 1863-1867*, p. 114; and Sotheby Parke Bernet #51, lot 298.

TABLE A

Value	Scott No.	Unused	Used	P.F. Cert.	Reference Source
1c	63e	X		None	?, <i>Scott</i> listed.
1c	63e		X	23772	
3c	65e	X		67894	
3c	65e	X		None	Lilly coll. sale I, lot 141 (strip of 3).
3c	65e		X	18637	
3c	65e		X	19967	
3c	65e		X	22944	1966 Siegel Rarity sale, lot 58.
3c	65e		X	28889	See Figures 1 and 2.
3c	65e		X	42652	
30c	71a		X	None	?, <i>Scott</i> listed.
2c	73e	X		5649	
2c	73e		X	44435	S. Brown coll. sale, lot 1220.
2c	73e		X	None	Brookman's Vol. II (1966), Fig. 14.
24c	78d		X	20904	S. Brown coll. sale, lot 1237.
3c-A	79d		X	None	?, <i>Scott</i> listed.
3c-F	94d	X		38315	See Figures 3-5 (strip of 6).
3c-F	94d	X		None	Sotheby Parke Bernet #54, lot 314.



Figure 3. An unused block of 18 of the 3c "F" grill.

Figures 3 and 4 illustrate the front and back of an item which probably is, in its entirety, the "Rolls Royce" of 1861-68 printed-on-both-sides varieties. It is a top sheet margin block of 18 of the 3c "F" grills in unused condition containing 6 of the varieties on the reverse.² The back print, almost unbelievably, is a plate number and imprint strip of six

2. Illustrations of both front and back of this block, when it was originally a block of 21 stamps containing seven of the varieties, appeared in the Eugene Klein sale of January 1944. The back-right vertical strip of three was removed and sold as lot 32 (the single showing the variety was resold as lot 314 of Sotheby Parke Bernet #54). Lots 30 and 31, the two back-left vertical strips of three were scheduled to be removed and sold as well. This was not done! Although the plate strip of four in block of 12 was sold as lot 10 in the Eugene Klein sale of February 26, 1944, it was still a strip of six in block of 18. Because of this irregularity in the auction description, Lester Brookman incorrectly called this item a strip of four in block of 12 (*The United States Postage Stamps of the 19th Century*, Vol. II:144, 1966 edition).

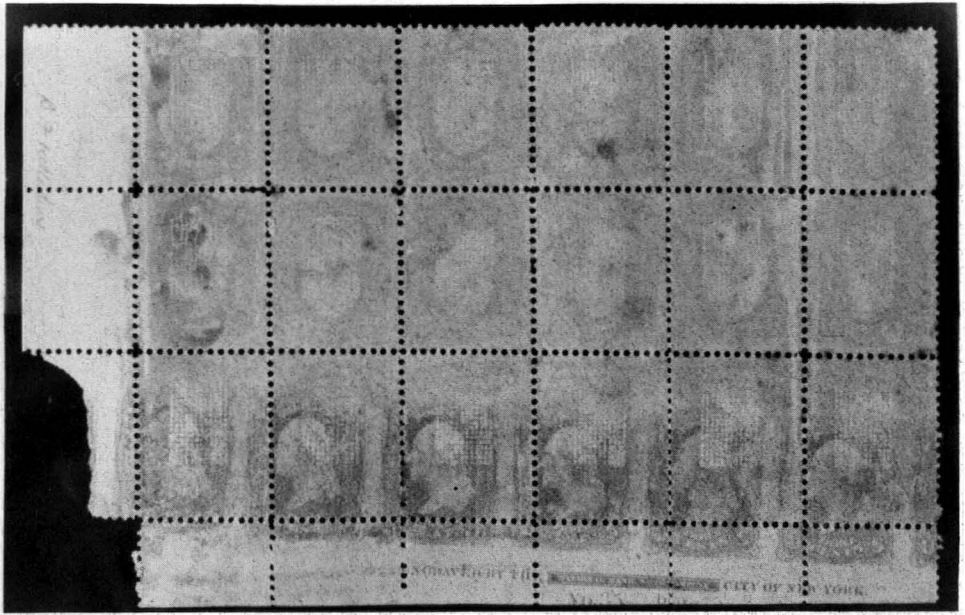


Figure 4. The reverse of Figure 3 showing a strip of six of the printed-on-both-sides variety. Note the imprint and plate number from plate 35. The designs are incomplete at top.

from plate 35. Figure 5 illustrates a close-up photograph of the plate 35 single. The back prints, which are off register, are typically weak to incomplete — in this particular instance, at the top of the designs. This piece was certified by the Philatelic Foundation as genuine *Scott 94* (12 examples) and *Scott 94f* (6 examples), which is now *Scott 94d*.

Reports of additional 1861-68 stamps showing the printed-on-both-sides variety are solicited by this writer. Reports of these stamps showing the offset print on the back also are solicited.

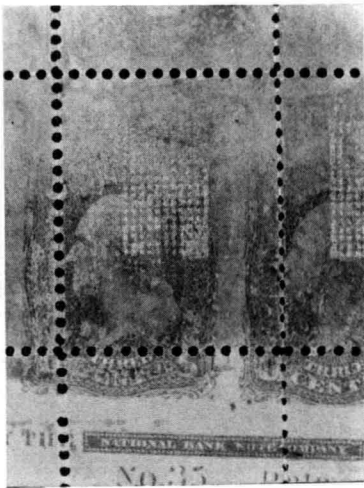


Figure 5. A close-up photograph of the single from the strip showing "No. 35" plate number in the margin.

This writer wishes to thank Calvet Hahn for providing photocopies of pertinent lots from the Eugene Klein catalogs located in the Collectors Club Library.

Review: American Illustrated Cover Catalog. Based on the John R. Biddle collection as compiled by Biddle and David G. Phillips. Published by David G. Phillips Publishing Co.,

P.O. Box 611388, North Miami, Fla. 33161 at \$50, postpaid. 272 pages, 8½x11, 126 full page color plates plus color frontispiece, hardbound (simulated leather over boards).

In 1934, the Robert Laurence catalog of the auction sale of the George Walcott collection of patriotic covers was issued in a hardbound edition. In spite of restrictive laws that prevented illustrating the stamps, and overlapping illustrations, concealing postmarks and data of value to today's postal historians, the Walcott catalog established the collection of patriotic covers as an accepted classification of postal history, worthy of exhibition. This was not because of the size of the Walcott catalog, which listed over 3,200 covers, but because of its logical organization and arrangement.

It is this reviewer's opinion that the new *American Illustrated Cover Catalog* will do exactly the same thing for illustrated covers that the Walcott catalog did for patriotics. Illustrated covers should be as accepted a collecting category as are patriotics, but they are presently not; an organized catalog such as this has been badly needed. As a matter of fact, the *American Illustrated Cover Catalog* will become a far more usable standard for the field it represents, not only because it is well organized, but because it is a fine color production job and was designed to be a permanent reference rather than just an auction sale catalog (its first use being for the Jan. 28-29, 1982, sale of the Biddle collection, which will establish valid pricing for the field).

The *American Illustrated Cover Catalog* lists and pictures more than 2,600 lots of illustrated covers, all but about 300 (mostly with black designs) in full color, requiring 126 full page color plates, even with the large page format.

The catalog is organized normally, starting with stampless covers and continuing through 19th and 20th century by stamp issues, but there are some important differences from the usual postal history auction catalog arrangement. First, very little attention is given to the stamps; for example, the first four lots of 1861 covers are 1c plus 3c carrier combinations; all of the 3c 1861's in those lots are listed as No. 63 — the pink. Except for notation of their condition as "fine" or "average," the stamps are not mentioned in the description, which is very terse and to the point. However, with illustrations in full color, who needs adjectives? The same pattern is followed throughout the catalog; postmarks, even rare ones, are merely mentioned, with all superlatives being reserved for the illustrated designs.

Each catalog division by stamp issue is arranged alphabetically by illustration subject, as "Animal to Building" or "Farm to Home" and "Home to Hotel" — an unusual arrangement, but then, this is what the collection and the catalog are about.

The stamp classifications are followed with eight special sections on subjects that have been avidly collected: Automobile; Canada and Provinces; Carnival and Fair; Designs around Stamp; Exposition and Centennial; Food and Drink; Gun and Powder; and, finally, a marvelous group of Medical and Drug covers. The catalog is well indexed, both by subjects and by states.

Included in the portion on stamp issues are important groups of covers bearing Black Jacks, Columbians, Trans-Mississippi and Pan American issues. The overall effect of the color plates, which are very well done in the review copy, is that of a rather garish art book, but one that is entirely fascinating, regardless of one's interest in stamps or issues.

The catalog includes forewords and prefaces by the compilers and an introduction by this reviewer, plus an important two-page section on how to value illustrated covers.

While, as with patriotics, it is impossible to list all known designs, this catalog establishes categories and a framework for collecting, and in so doing, it adds a new dimension to postal history collecting. The lavish use of four color printing (at, literally, the traditional "vast expense" of the 19th century advertising copywriter) has made the catalog into a spectacular panorama of American advertising art.

Richard B. Graham

THE CARRIER SERVICE: FINAL YEARS OF THE FEE-BASED SYSTEM

JOHN KOHLHEPP

(Continued from *Chronicle* 112:251)

It should be emphasized that the 1c carrier charge was not postage but a "fee" even though it was frequently paid with a postage stamp. Letters which were ordinarily allowed free transit through the mails such as those to which the franking privilege extended, were still subject to the carrier's charge. Figure 6 shows a "FREE" letter from George Dallas, former vice-president under James Polk, with the carrier fee to the Philadelphia post office paid with a 1c 1861 stamp.

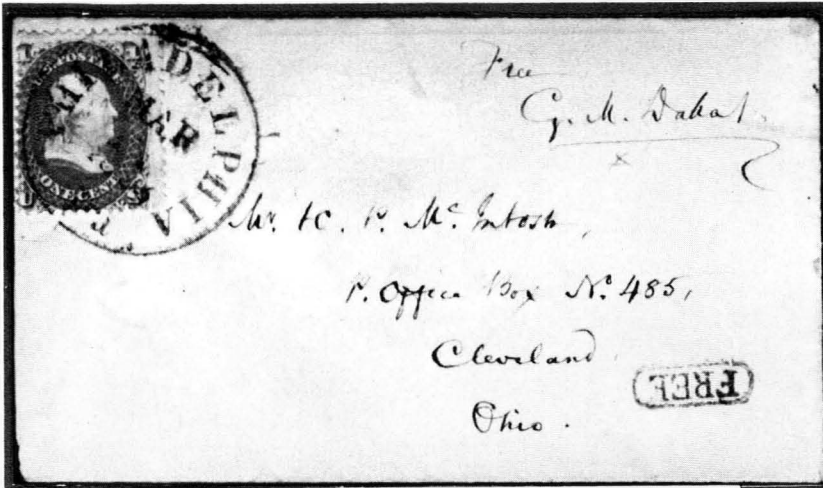


Figure 6. A 1c 1861 stamp pays the Philadelphia carrier fee on a cover free-franked by former Vice President (under Polk) George M. Dallas.

Similarly, official post office correspondence was not subject to postage but this privilege did not extend to carrier charges. Figure 7 (top) shows a letter addressed to the



Figure 7. Top: Cover addressed to postmaster, whose free mail privilege did not cover carrier fees. Bottom: Double treaty rate to France plus carrier fee at New York, illustrating that the 1c fee did not vary either with weight or service involved. Courtesy of Robert G. Kaufmann.

postmaster at Trout Run, Pennsylvania, which was deposited at a pick-up point in New York City without postage and originally without the carrier fee paid. It was rated DUE 1 and held at the New York post office while the addressee or sender was notified of the deficiency. When 1c was supplied, the rating was obliterated and the letter sent on, still postage free, to the Trout Run postmaster.

Since it was not postage, the carrier fee did not fluctuate with rates or weights. It was always 1c. Figure 7 (bottom), a double rate letter to France franked with three 10c 1857 stamps paying the double 15c treaty rate, illustrates this fact. The 1c stamp pays the carrier fee which remained 1c regardless of the double weight or foreign mail aspects of the letter.

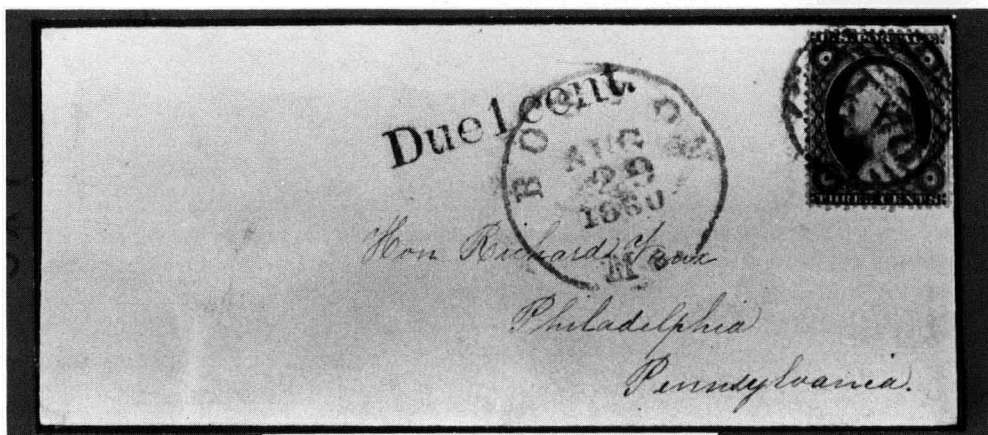


Figure 8. Due 1c for unpaid carrier service to the mails in Boston. In this case, the addressee had to pay for a service provided (and only of benefit, possibly) to the sender.

The Act of June 15, 1860, specified the "collection" fee or "to-the-mails" fee be prepaid but frequently letters were dropped into collection boxes without prepayment for the carrier. This was especially true in New York where, prior to enactment of this regulation, there had been no charge for collection service. At first such letters were sent through the mails without delay after being rated DUE 1 CENT for the unpaid fee. This procedure was followed in Boston and probably the other major cities until October 20, 1860 (see Figure 8). Despite a campaign of public announcements in the press and notices posted on collection boxes, the post office was still deluged with mail deposited in street boxes without the carrier fees prepaid. Available covers indicate that post office policy changed on October 21, 1860, to holding such letters at the post office in the city of origin until appropriate payment was received from the writer or addressee. Such covers were usually marked HELD FOR POSTAGE or occasionally DUE 1 CENT (see Figure 8) pending receipt of the carrier fee. The postage stamp provided or purchased with the 1c remittance would often be placed over or partially over the superseded due marking.

Covers addressed to specific street addresses in cities which had carrier service were often handled by carriers and their fees collected in cash. But since carrier markings were seldom utilized on deliveries "from the mails," such service is usually difficult to prove and is almost always dependent on the chance notation. Figure 9 illustrates such an item. An enclosure, headed "Camp Foster, near Annapolis, Maryland, January 4, 1862," is signed by a lieutenant of the 24th Massachusetts Volunteers. The cover bears the circular handstamp of that regiment with the letters N.E.G. for "New England Guard." This marking took the place of the soldier's letter certification, in this case illegally as the writer was an officer and not eligible for the privilege. Nevertheless, with certification but without street address, it was mailed to New York with the only postal marking a rather weak "Due 3." At New York, the addressee was located at 173 East 17th Street and the letter delivered there by the carrier who penciled a "4 cents" notation at the top right of the envelope to indicate the total amount due, 3c for postage, 1c for carrier service from-the-mails.

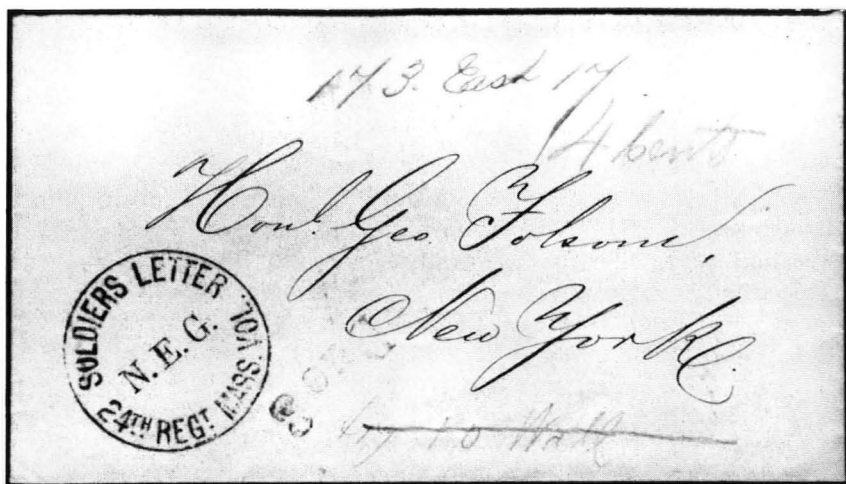


Figure 9. Four cents due at New York City for 3c postage plus 1c carrier delivery fee. The addressee had apparently instructed the post office to have the carrier deliver all his mail, as here, even though the letter bore no street address.

Several handstamps were used by the New York carriers to denote city delivery of local letters but were not usually applied to letters from-the-mails. These markings are discussed at length in Elliott Perry's "Carriers and Carrier Markings" in Volume II of Ashbrook's *The United States One Cent Stamp of 1851-1857*. Figures 1 and 2 also include data on these markings.

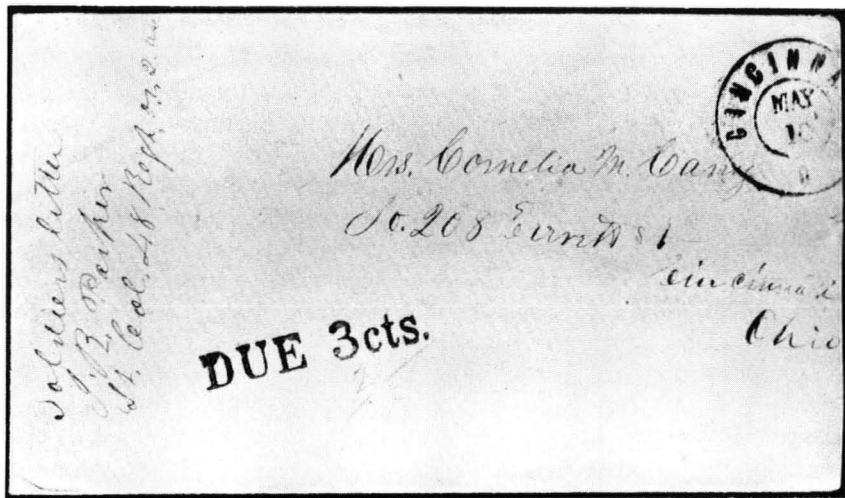


Figure 10. DUE 3 cts. plus 2c, total 5c, — most likely 1c for carrier service, 3c domestic postage on the unpaid "soldier's letter," plus 1c carrier delivery service to Everett Street in Cincinnati.

On occasion a cover is seen that strongly implies carrier service from the mails such as the one shown in Figure 10. Addressed to 208 Everett Street in Cincinnati without any kind of prepayment and endorsed as a "soldier's letter," this cover was rated DUE 3 CTS in Cincinnati and received a pencil "2" for a total of "5c" due. It is virtually impossible to prove exactly what these pencil notations mean, but one possible explanation is presented:

The cover originated with a Cincinnati native named Carey who was serving with the 48th Ohio Volunteers. Carey had the letter carried privately into Cincinnati by a friend or traveler who dropped it into a carrier's collection box. The carrier took it to the post office where it was rated DUE 3 CTS for postage (rather than DUE 6 CTS) because it was properly endorsed soldier's mail, the clerk either being unaware that a pre-June 30, 1863, soldier's local letter should be rated only 1c due or suspecting that the letter originated out of town and refusing to treat it as a local letter. It was further charged 2c by the carrier, one penny for service from the collection box to the post office (which was not prepaid) and

another penny for service from the mails or for delivery fee from the post office to Everett Street.



Figure 11. 1c plus 3c from Chicago prior to June 30, 1863 (top). The 1c stamp possibly pays the way fee into Chicago, but more likely is an 1863 branch post office forwarding fee. Chicago had no carrier service until 1864. Bottom: Prepaid 1c way fee to St. Johnsbury Centre, Vermont, plus 3c domestic postage to Rockville, Connecticut.

Prepaid way letters are sometimes mistaken for carrier covers. The bottom cover of Figure 11 is a clear example of the way fee prepaid with a 1c 1861 stamp and mailed with a postal contract carrier en route to St. Johnsbury Centre, Vermont. Placed in the mail at that point, the cover was sent on to its addressee at Rockville, Connecticut. Neither town had U.S. carrier service in the early 1860s.

A less common case of mistaken identity is shown in the top cover of Figure 11. Under the Branch Post Office Act of April 16, 1862, effective July 1, 1862, an extra 1c fee had to be prepaid on letters deposited at branch post offices that were to be taken to the main post office for delivery or dispatching. Although the year date struck on this Chicago 1c plus 3c combination is not complete, it can be assumed that the letter was mailed prior to July 1, 1863, at which date all carrier and way fees were legislated into oblivion. Since Chicago had no carriers until 1864, the late Henry A. Meyer once called a similar cover, a compound star die envelope used in Chicago prior to June 30, 1863, an example of a branch post office (forwarding) fee. The 1c carrier fee to the mails could encompass collection from a street letter box to the main post office or, from July 1, 1862, to June 30, 1863, forwarding from a branch post office to the main post office. In cities with carrier service, this distinction is usually difficult, often impossible, to make. But, in Chicago, which had no carriers until 1864, the usage is readily apparent.

Could the carrier fee from the mails in the city of destination be prepaid by the sender in a different city of origin? A battle raged for years over this question between Stanley Ashbrook who argued for the likelihood and Elliott Perry who said it was impossible. Ashbrook backed up his argument with one or two covers which seemed to prove his point and with a statement of the Postmaster General's which stated that the compound star die envelope could be used to prepay the delivery fee. More pertinent, however, are the following quotes taken from the *U.S. Mail and Post Office Assistant*, the "trade publication" on which postmasters relied for current information and interpretation of regulations:

THE FOUR-CENT RATE. — There is a somewhat prevalent impression that the affixing of a penny stamp to an otherwise prepaid letter, designed to be forwarded by mail, will pay the carrier's fee when it arrives at the place of destination, and many letters, thus prepaid, are received at New York and other offices employing carriers. The impression is entirely erroneous. When a mail letter is deposited in a U.S. lamp-post box or other receptacle provided by Government, *to be carried from thence to the post office*, the extra penny stamp is then requisite to pay the carrier's fee for delivering to the office. In all other cases, any prepayment of a penny beyond the regular rate, is simply money thrown away. (August 1862, p. 90).

Persons in the large cities in which the Department has provided letter-boxes upon lamp-posts or elsewhere, should bear in mind that unless a one-cent stamp is affixed to a letter deposited therein, or in a sub-post office or station, (in addition to the regular postage, if to be sent by mail,) it will be "held for postage." If to be delivered in the same city where written or posted, a one-cent stamp only is required. But the carrier's fee for delivery (one cent) cannot be prepaid, if the letter is intended to go by mail. (January 1863, p. 110).

That the post office accounting system was sophisticated enough to handle inter-city carriers' debits and credits must remain extremely doubtful, if worthy of consideration in the first place. One practice which would make such accounting difficult was that the individual carrier did not retain the actual fees he collected. Rather, he paid them into a Carriers' Fund which was shared by all the penny postmen. This practice had the effect of leveling out the incomes of the carriers despite the fact that some of them delivered mail into the more densely populated areas of the cities than did others and consequently handled more letters and collected more fees.

As a final argument in support of Elliott Perry's contention, assume a hypothetical letter carried by the sender to the New York post office for a Philadelphia destination bearing a 3c stamp for postage and a 1c stamp to prepay the delivery fee in Philadelphia. Would the clerk handling the letter in New York know the proposed function of the 1c stamp? Sometimes he would more than likely be forced to assume it had prepaid the collection fee in New York City and cancel both stamps. It would be equally impossible for the Philadelphia clerk to know the 1c stamp was intended to prepay the delivery fee in his city.

Most, though not all, serious students today agree with Perry that affixing a 1c stamp in Portland, Maine, (see Figure 12) in attempting to prepay a carrier delivery fee in Boston, was a waste of a 1c stamp.

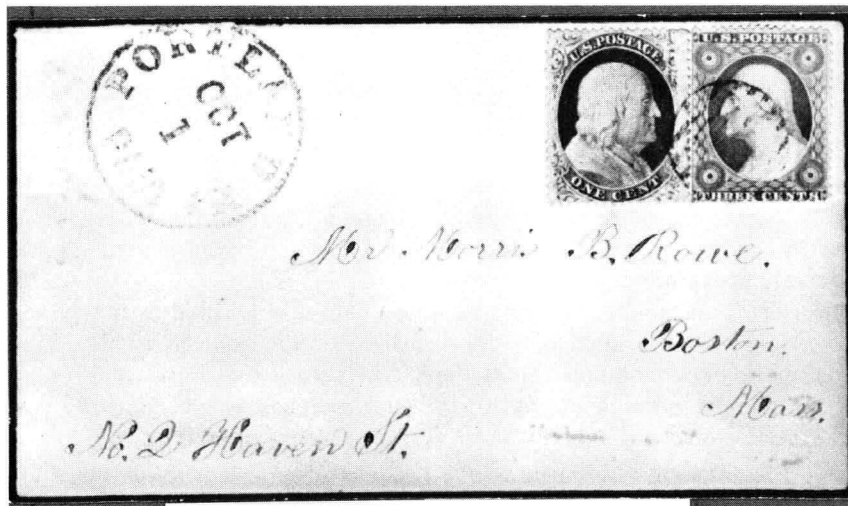
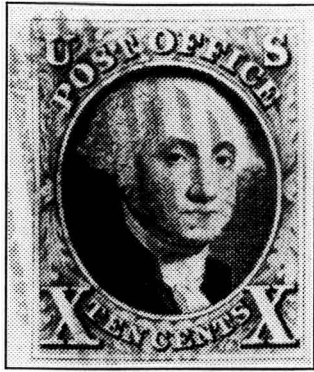


Figure 12. 1c plus 3c from Portland, Maine. The 1c represents either a prepaid way fee into Portland or an attempted prepayment of the carrier fee from-the-mails in Boston.

(To be continued)



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THE 1869 PERIOD
MICHAEL LAURENCE, Editor

**PHILADELPHIA TO NEW YORK CITY:
THE "DISPATCHED" POSTMARK**

EDWARD T. HARVEY, RA 347

As far back as 1938, writers have been speculating about the marking consisting of "DISPATCHED PHILAD'A. PA." with month, day and time in a circle 26½ to 27 mm. in diameter, found almost exclusively on mail addressed to New York City between late 1868 and early 1870. An extensive article on this subject, by James H. Schreiber, was published in the May 1976 *Chronicle*. This article provided excellent descriptions and listings, which I won't repeat here. Although much interest has been shown in this marking, no one has yet turned up any hard evidence, in the way of postal regulations or correspondence, to explain why the "DISPATCHED" postmark was used. In this article I would like to add a few background facts concerning the use of this marking, which may lead to the ultimate solution of an intriguing mystery.

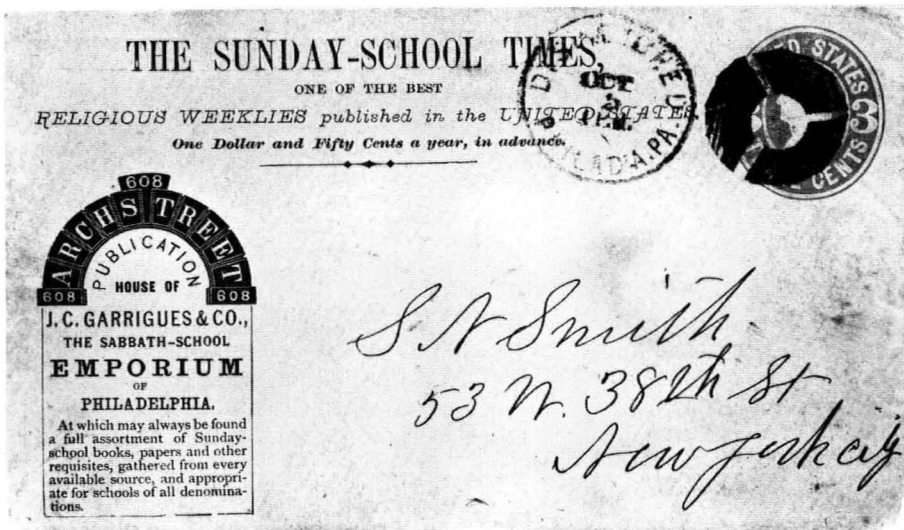


Figure 1. Three cent Nesblitt entire envelope, Philadelphia to New York City, showing DISPATCHED marking and three-part segmented circle, postmarked OCT 5 (1868). The Philadelphia post office was prolific in its use of such semi-fancy killer cancels between late 1868 and early 1870.

Prior to 1867 there was no network of through rail routes traversing Philadelphia. The city was served by the Pennsylvania Railroad, which terminated in West Philadelphia; by the Philadelphia, Wilmington and Baltimore, which stopped in South Philadelphia; by the Philadelphia and Trenton, which came as far as Kensington in the north; and by the Reading Railroad, which had its station on North Broad Street. During the Civil War, soldiers from New England and New York rode across New Jersey on the Camden and Amboy Railroad to Camden and, after crossing the Delaware River by boat or ferry, marched along Washington Avenue to the station of the Philadelphia, Wilmington and Baltimore, whence they were carried south as far as Baltimore. In the period under discussion, the Camden and Amboy also served Philadelphia, both for mail and for those passengers to New York or way points who cared to make the ferry crossing.

In 1866, a short rail line known as the Junction Railroad connected the West

Philadelphia terminus of the Pennsylvania with the Reading and the P. W. & B. along the west bank of the Schuylkill River. Soon after, in June 1867, another short rail line, the Connecting Railway, about 6½ miles long, was completed to connect the West Philadelphia line of the Pennsylvania with the Philadelphia and Trenton Railroad.

With the completion of these two connecting lines, opened for passenger service in October 1867, a through route was now possible for rail traffic to or from the south and west. Trains from Washington, for example, could now enter Philadelphia, discharge or take on freight or passengers at the West Philadelphia Station of the Pennsylvania Railroad, and then continue on to New York via the Philadelphia and Trenton and succeeding connections.

The new and shorter route naturally resulted in a realignment of mail routes and contracts as soon as such could be arranged. There is a sudden drop in the mail and express revenues reported by the Philadelphia and Trenton Railroad as of August 1868, indicating a transfer of their contract to a different carrier.

The first railroad post office car was run in August 1864 in the midwest, but before the year was out, the New York to Washington route was established. By 1868, railway sorting was well organized and fulfilling a prime purpose of the R.P.O. system — to avoid the expensive and time-wasting distribution offices. Also in 1868, as just described, it became possible to use a more direct mail route through Philadelphia, in place of the previous circuitous routing. However, to pick up unsorted mail from Philadelphia, the second largest city in the United States, including a large volume for the largest, New York City, may have been more than the new system could tolerate, particularly in view of the large number of post offices between the two cities.

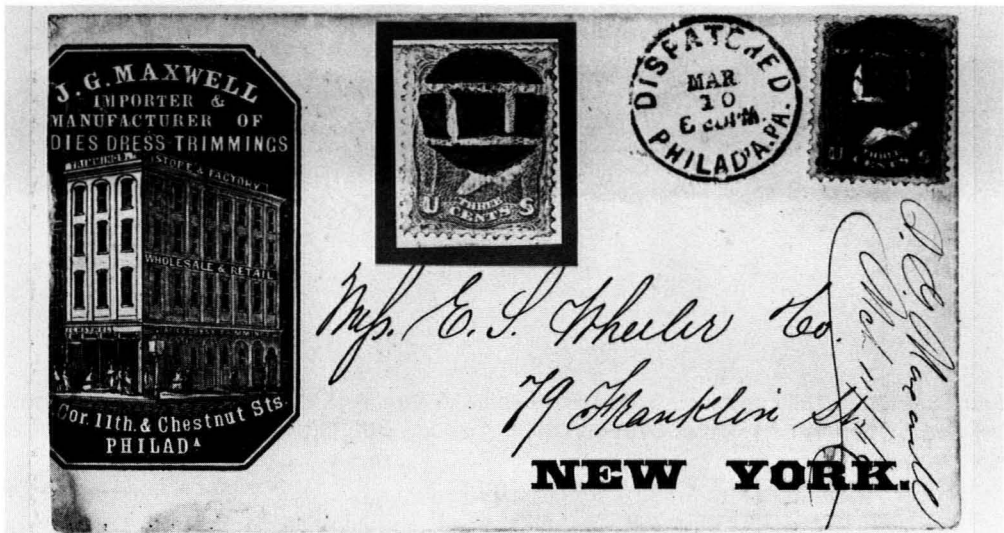


Figure 2. Five-part segmented circle, on cover bearing 3c grilled Washington, posted MAR 10 (1869). An enlargement of the stamp is shown inset on the cover so as to emphasize the elements of the distinctive killer. The reverse of this envelope is printed overall with advertisements of local merchants.

There was another problem. For smaller cities and towns, the R.P.O. was a boon, resulting in service much better than under the old system of distribution offices. But for cities the size of New York and Philadelphia, exclusive use of the R.P.O. would result in service poorer than if the mail was sent by the ordinary passenger trains, usually more frequently scheduled, as well as by the R.P.O. train.

It is my theory that these problems were resolved by an arrangement between the Philadelphia and New York postal authorities, to the effect that mail from Philadelphia to New York City would be sorted in Philadelphia and sent separated from mail to other

destinations. Such an arrangement would be only a slight modification of what postal clerks were expected to do when preparing mail for the R.P.O. — to presort the mail in the order that it would leave the train, so that the R.P.O. clerk could get it ready for the early stops.

The “DISPATCHED” postmark was the way the Philadelphia post office identified the mail sorted out for New York City. It has been speculated that this postmark was applied at the railroad station, but there is no doubt in my mind that it was applied at the post office. Examples are recorded with the “DISPATCHED” marking wrongly applied to mail for some point other than New York, then obliterated with the standard Philadelphia postmark of the period, presumably by the clerk who noticed the error. Some letters did slip through bearing the “DISPATCHED” postmark to destinations other than New York City, but these “errors” are not common.

Since mistakes were made, it is also possible that letters from Philadelphia to New York City during this period received the standard Philadelphia inter-city markings, rather than the “DISPATCHED” marking. I have been looking for examples of such treatment, but so far haven’t found any. Whether or not such covers exist, there is no question that the typical cover from Philadelphia to New York, during the period under discussion, bears the “DISPATCHED” marking. There is nothing special or unusual about the marking. It is what is to be expected on a cover from Philadelphia to New York during this era.

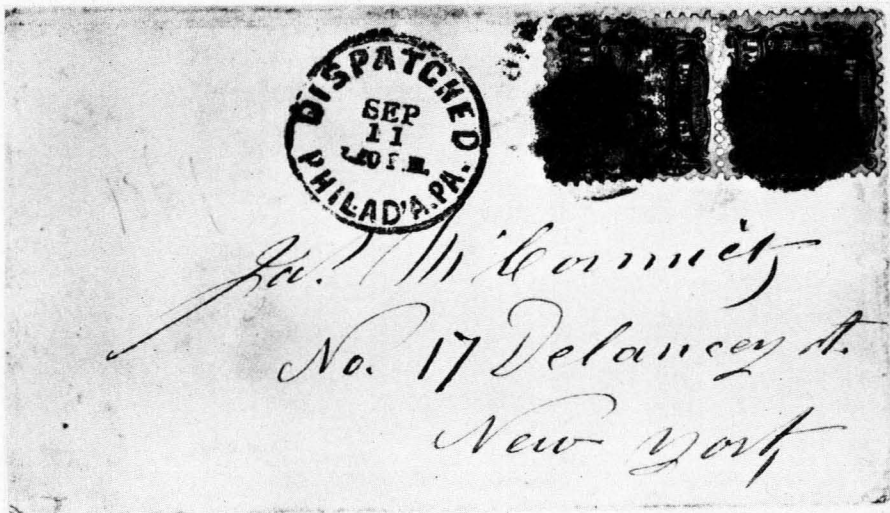


Figure 3. Pair 2c 1869 on cover from Philadelphia to New York City, 1c overpaid, the stamps well tied by two strikes of the DISPATCHED marking with large solid circle killer, posted SEP 11 (1869).

There was a large volume of mail from Philadelphia to New York during the lifetime of the “DISPATCHED” marking, so that it cannot be said to be rare or even scarce. Many covers bearing it exist. Incorrect usage, foreign mail or other odd uses are scarce in relation to the run-of-the-mill covers.

The marking is found both in black and in blue, and is used with various cork killers, some of them quite fancy and interesting. Schreiber showed tracings of ten of these in his article in *Chronicle* 90, and several others have been noted, a few of which are illustrated herewith. On all the covers I have seen, the relative position of postmark and killer remain fairly constant, suggesting that a duplex handstamp was used. Schreiber’s research corroborates this assumption.

The use of the word “dispatched” has to some suggested rail use, which is certainly true, to the extent that by this time practically all mail was carried by train. During this period, the regular Philadelphia intercity postmarks did not include the time of day in the marking. The marking under discussion did. This, together with the word

"DISPATCHED," suggests to me an interest on the part of the authorities in keeping track of transit time from office to office. A flyer, issued 20 July 1868 by the Philadelphia post office, gives times for the closing of the mails for New York City as 12:30 AM, 7:30 AM, 12:30 PM and 5:45 PM. The times most often found on the "DISPATCHED" postmark are 2:25 AM, 3:30 PM and 6:30 PM. Less often seen are 1:20 PM, 1 PM and 8 AM.

Train schedules for 1870 show a close relationship with the times found in the "DISPATCHED" postmark and the times of departure from Philadelphia for the trains to New York City. Of the five trains scheduled, three left the West Philadelphia station at 2:35 AM, 1:20 PM and 6:45 PM, respectively. These closely coincide with times found in the postmark, *i.e.*: 2:25 AM, 1:20 PM and 6:30 PM. The remaining two trains left from the Camden terminal of the Camden and Amboy Railroad, just across the Delaware River from Philadelphia. As was the usual practice, the train departure time listed as from Philadelphia was the time the ferry left the wharf in Philadelphia to meet the train in Camden. These times were 8:00 AM and 3:30 PM. These two also match those in the postmark. The 8:00 AM is rather scarce, being applied only to what mail was brought to the post office between about 2:00 AM and 7:30 AM. My own collection lacks the 8:00 AM time on cover although I do have an excellent clear photocopy to prove its existence.

Since mail volume must have been about equal in both directions, it would seem that the arrangement just suggested would be reciprocal. Perhaps it was. But if so, New York used no special marking.



Figure 4. DISPATCHED marking with oblong killer tying 3c 1869 stamp, on cover posted 30 April 1869. This cover, addressed to Cincinnati, must have received the DISPATCHED marking by mistake. The mistake was noticed, and corrected by the application of the usual PHILAD'A PA intercity marking, whose negative "X" killer partly obliterates the DISPATCHED marking. The author cites this cover as strongly suggesting that the DISPATCHED marking was applied at the main Philadelphia post office.

The earliest "DISPATCHED" cover in my collection is dated 3 October (1868). This is also the earliest cover recorded by Schreiber. The latest regular Philadelphia postmark I have, on a cover to New York prior to this one, is dated August 14. The latest "DISPATCHED" cover I have is dated 28 January (1870), although there are some covers which are possibly later, but not certainly dateable. Schreiber recorded a March 17 cover with a 3c 1869 stamp. This could only be from 1870, since the date is too early for 1869. The first regular Philadelphia postmark I have seen, subsequent to this, on a cover to New York, is dated May 11 (1870). So the period of use of the "DISPATCHED" marking is well established as from late 1868 to early 1870.

The discontinuance of the "DISPATCHED" postmark does not necessarily indicate termination of the arrangement to segregate and expedite the mails from Philadelphia to New York City. Even later in the R.P.O. system it was considered the duty of a postmaster to pouch mail direct to large cities and use regular passenger trains in addition to those with R.P.O. cars, if such would result in improved service.

In summary, I contend that:

1. The Philadelphia "DISPATCHED" marking was applied at the Philadelphia post office and at no other location.
2. The marking was intended to be used solely on New York City mail to identify such mail by way of sorting.
3. The extension of R.P.O. service, coinciding with the establishment of a through mail route in Philadelphia and the sheer bulk of the New York City mail, forced this separate handling.
4. The postmark did not indicate any service other than the special sorting.

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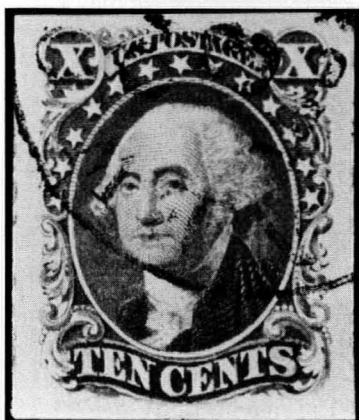
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NINETY CENT SMALL BANKNOTE STAMP ON COVER

Editors Note: The following article announces the discovery of a full non-philatelic postal use of the 90c small banknote stamp. The actual whereabouts of this item for the last 80 years is unknown, but the author surmises a probable history. He is technically correct that only two full envelopes are on record with this stamp, but in fairness, the large package wrapper shown in *Chronicle* 107 should qualify as a full cover, if not an envelope. All markings of importance are present and little if any new information would be added by having the whole wrapper. This wrapper still remains the only fully verified commercial postal use of the 90c stamp during the currency of the 1890 issue.

A 90c SMALL BANKNOTE STAMP ON FULL COVER

DOUGLAS MERRITT JENKINS

During the summer of 1897, Chauncy Mitchell Depew, the President of the New York Central and Hudson River Railroad, had taken a business-pleasure trip from New York City to London, England, to see John Pierpont Morgan who at that time was the president of the J. S. Morgan Company in London. Back in New York, business was conducted as usual until it was necessary to send some important documents to London for Depew to view personally. The secretary carefully folded the documents and inserted them into a large, heavy envelope. The documents were then taken to the main post office for mailing by the next available steamship to London. However, the secretary arrived too late for the regular mails and the postmaster sent him to the ship pier and informed him of the supplementary mail service. Arriving at the pier, the secretary handed the envelope to the clerk who found that it weighed a little over 4 ounces. He calculated the rate as 8 x 5c per ½ oz. x 2 (supplementary mail was double the normal rate) + 8c registration fee = 88c. The secretary was in a hurry and saw that the clerk had some of the old 90c stamps used before the U.S. government started printing stamps. He figured that his employer would excuse an overpayment of 2c so the postal clerk was requested to apply the 90c stamp to the envelope and place it on the ship leaving that day, June 11, 1897. The clerk stamped the supplementary mail marking found on the cover and the time of 6:30 p.m. and the letter was on its way the next day.

About eight days later Depew received the documents in London, dispensed with the business, and gave the papers in their envelope to his personal secretary for safe keeping. Later, the Depew entourage returned to New York. Fortunately, the envelope was filed in the railroad company's records to be forgotten.

Years later, old business correspondence from the NYC & HR RR was sold to a stamp dealer, and the 90 cent cover was sold to a collector. The cover resided in collections for over half a century. Eighty-three years after it was mailed, the cover was purchased by a dealer who set up a table at the Arizona Philatelic Exhibition (ARIPEX) in January 1981. A New Jersey cover dealer purchased it at the show and sold it to me. (See Figure 1.)

Of course, much of the above scenario is imaginary. Depew and Morgan were in their respective positions and geographic locations as set forth, and the cover was purchased by a New Jersey dealer at ARIPEX. The rest, including the rate, is conjecture, but it serves to trace a probable history for such a unique item as a 90 cent of the 1890 issue on a full commercial cover. The cover is large, 10½" x 5¾", but it had to be in order to hold over four ounces of papers and cost the sender 90c to mail in 1897. Since there are no other apparent registration markings on the envelope, the number "643" could be a box number or other accounting designation. If this is true, then the letter weighed over 4½ ounces and the rate

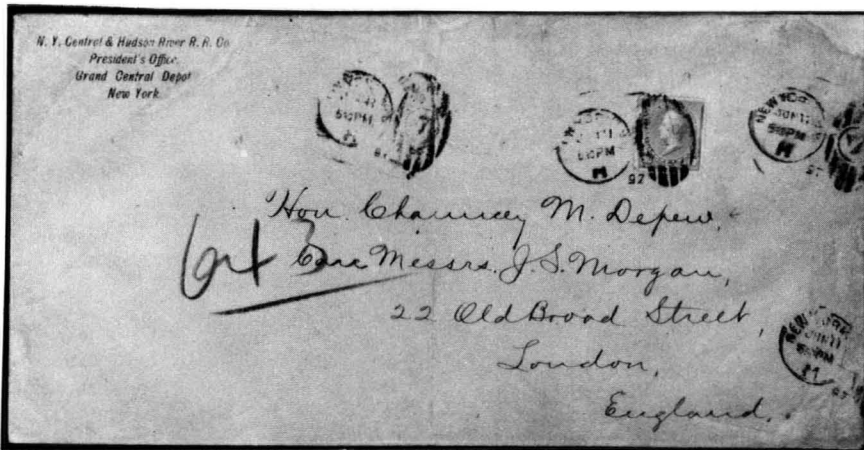


Figure 1. 90c small banknote stamp on full cover from New York to London, England, mailed June 11, 1897, by supplementary mail service.

was $9 \times 5c = 45c \times 2 = 90c$ so the secretary did not overpay. Either scenario could explain the rate and at this date we shall probably never know which is correct.

Dr. Richard Searing, Banknote Period Editor for the *Chronicle*, has done a great deal of research into the high value banknotes on cover or piece and has published his findings in *Chronicle* 107 and *The American Philatelist*.¹ Until the appearance of this cover the only full cover bearing a 90 cent small banknote known to him or to me was a small domestic cover with a single 90 cent stamp grossly overpaying the 2 cent rate. This philatelic cover was mailed to Hiram E. Deats, a well known collector of that period.

Counting the philatelic cover, the present record stands at only two known full covers and three partial covers. Although truly rare, surely one or two other 90 cent small banknote covers may reside in overlooked collections. Maybe a reader of this article will be next to feel the elation and satisfaction of discovering the next one.

Correspondence is invited and should be directed to Merritt Jenkins at Box 10368, Knoxville, Tennessee 37919, or the section editor.

DOMESTIC COVERS BEARING LOW VALUE BANKNOTE STAMPS

In *Chronicle* 110, I discussed several examples of unusual postal uses of the low value banknote stamps including some large multiples. Since then, I have located several additional examples, two of which are illustrated here.



Figure 2. Block of eight of the 1881 recut 1c stamp helping to pay a 2c plus 10c registry rate in 1884.

1. R. M. Searing, "Ninety Cents Small Banknote Stamp on Original Cover," *American Philatelist*, February 1977.

Figure 2 illustrates the back of a small envelope mailed from Fallbrook, California, to San Diego on October 4, 1884. The front of the letter bears a 2c embossed envelope stamp so that the block of eight of the 1881 recut 1c stamp and the 2c brown all combine to pay a 2c + 10c registration fee on domestic mail. Blocks of this size are seldom seen on small envelopes, but are more often found on legal mail or bulky packages.

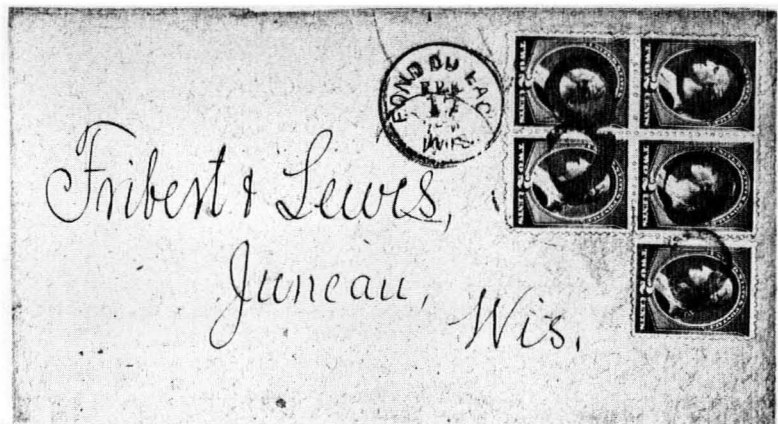


Figure 3. Block of four of 2c 1883 issue on a 5 x 2c legal envelope used in 1885.

Figure 3 shows most of a legal envelope bearing a single and block of four of the 2c brown issue of 1883. The stamps pay a 5 x 2c rate and were mailed on February 7, 1885, from Fond du Lac, Wisconsin, to Juneau, Wisconsin.

If any reader has an unusual domestic usage of these low value banknote stamps, please send a photo and particulars as this subject will appear whenever new material is available.

LOW VALUE BANKNOTE USE ON FOREIGN MAIL

Expanding the discussion of the postal use of the low value banknote stamps, I will now present a few covers to foreign countries. Within this area, I shall show unusual destinations, rates, or any feature which marks the uncommon.

Before the advent of the General Postal Union treaty in 1876, succeeded in 1878 by the UPU, most foreign rates required the use of high value stamps. The low values were used mainly to fill an odd value of the rate or left off entirely. In 1876, the GPU established a uniform rate equivalent to 5c U.S. currency for all single weight letters between the participating nations. Therefore, the use of the low value banknote on foreign bound mail increased significantly after 1876. The following examples are meant to open this subject and will be continued as space permits in future columns.



Figure 4. Early postcard usage paying the 2c international rate to France in 1879.

In 1873, the first official U.S. postcard was issued with the domestic rate set at 1c. Later, under the UPU treaty, an international rate was established at 2c or its equivalent. Figure 4 shows an example of this latter rate to France which was mailed on September 23, 1879, with a 1c soft paper tied to an example of the second postcard issue. The French receiving marks indicate delivery in France on October 5.

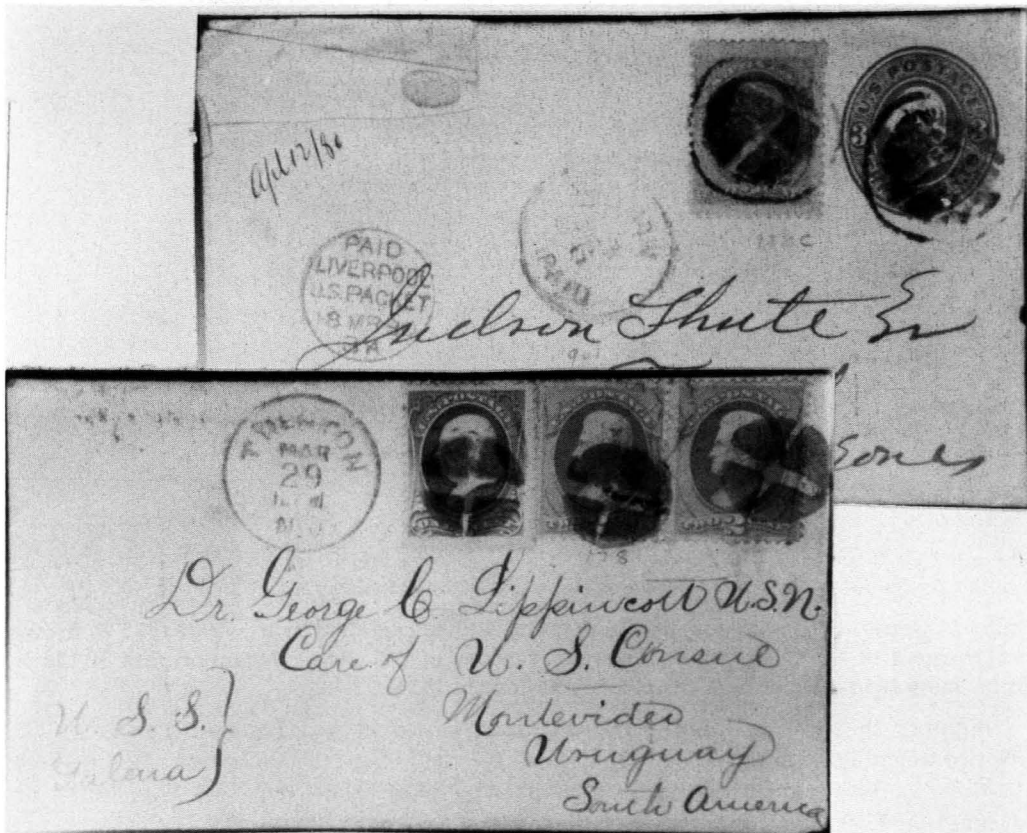


Figure 5. Upper: two cent vermilion used to make up 5c UPU rate to the Azores in March 1880. "p. Azorean." Figure 6. Lower: pair of 2c vermilion plus 1c Continental paying 5c UPU rate to Montevideo, Uruguay, on March 29, 1878.

Figure 5 shows a very unusual foreign usage for the 2c vermilion issued by the Continental Banknote Company. The stamp was used on a 3c embossed envelope to pay the 5c treaty rate to the Azores off the coast of Spain. The letter was posted in late March 1880, and was received on April 6 after leaving the U.S.A. via American packet to Liverpool, England, and thence to the Azores. The Azores lie about 1600 miles directly west of Spain, but are under the control of Portugal.

Another unusual foreign destination is shown in Figure 6. A pair of the 2c Continental vermilion stamp and a 1c value are used to pay the 5c UPU rate to Montevideo, Uruguay, South America. The letter is addressed to a doctor in the U.S. Navy and was mailed on March 29, 1878, and appears to have been forwarded to the USS *Galina* by the U.S. Consul in the area. Ten years earlier, a letter to Montevideo by American packet would cost the sender 18c per ¼ ounce. The normal rate during the Civil War period was 45c per ½ ounce, so the UPU meant quite a savings in postal costs during this period.

Figure 7 shows another exotic usage paid by low value stamps. This letter was mailed from Worcester, Massachusetts, on March 8, 1887, with the 5c paid by a pair of the 1883 2c brown and a recut 1c 1881. The letter was sent to Bombay, India, by British packet with a stop at Brindisi in the Adriatic. Before 1876, this letter would have cost 28c by the same route.

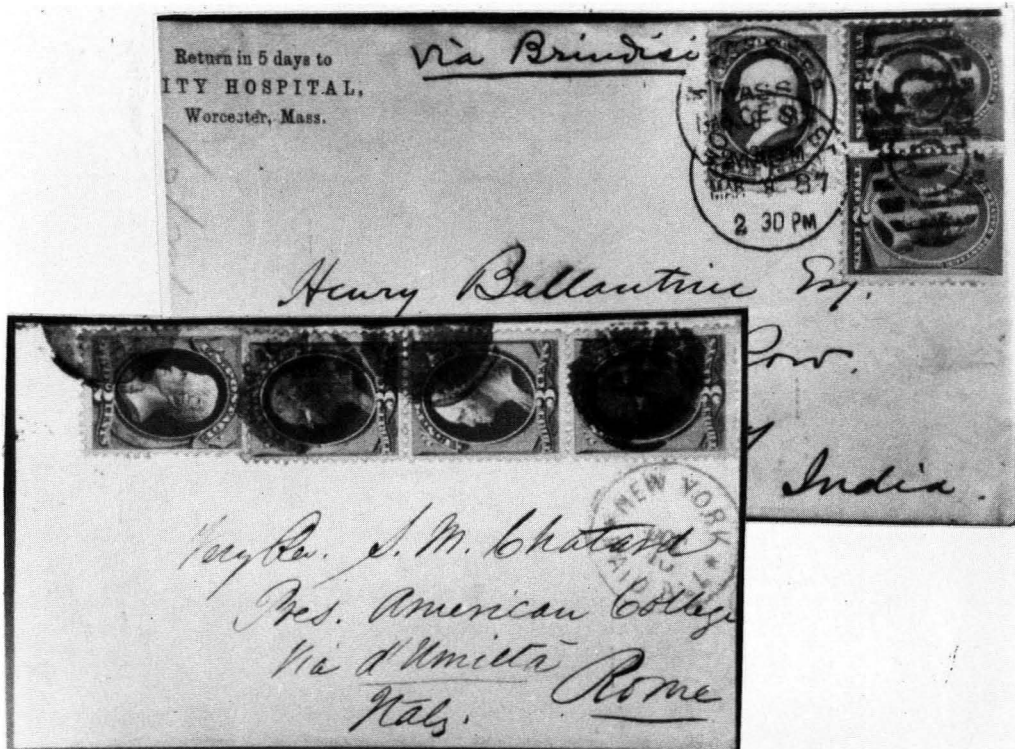


Figure 7. Upper: UPU usage to Bombay, India, with 5c rate paid by a pair of 1883 2c brown and 1c red of 1881. Figure 8. Lower: 1c overpay of U.S.-Italy convention rate of 10c to Rome using strip of 3c plus 2c Continental stamps in 1874.

Figure 8 shows an example of low value stamps used on pre UPU mail. The strip of 3c green Continentals with the 2c stamp overpaid the 10c U.S.-Italy convention rate (in effect 11/70-7/75). This letter was posted on October 10, 1874, from New York City. With the advent of the UPU, this letter only cost the sender 5c by any packet service.

Send your contributions and comments to my new address: Box 1174, Yorba Linda, CA 92686.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

1. Newly Reported Markings — Additions to *Simpson's U.S. Postal Markings* 1851-61, Second Edition:

- Baltimore & Ohio, R.R., 175 miles, Baltimore-Cumberland, Md.
274-E-4: 32½, black, 1851, VII (Remele B-2-k). (Addition to p. 161, easily identified by very small ampersand).
274-Y-1: BALT. & OHIO R. ROAD, 31½, black, 1852, VIII (Remele B-2-1). (Addition to p. 161).
- CLEV. COL. & CIN. R.R., 244 miles, Cleveland, Columbus, Cincinnati, Ohio.
555-J-1: 29½, black, NDL, 1851, VIII (Remele C-15½). (Addition to p. 165, new type).
- Kennebeck & Portland R.R., 62 miles, Portland-Augusta, Me.
4-E-3: KENK. & PORTd. R.R. Me., 30½, black, VI (Remele K-1-e). (Addition to p. 171. New variety with dot under "d." and no dot after second "R.").
- New York, N.Y.-Philadelphia, Pa., 90 miles, New Jersey R.R. & Trans. Co.; Camden & Amboy R.R.; Philadelphia & Trenton R.R.
240-A-6: 30, black, 1853, VI (Remele N-15-h). (Addition to p. 181).
- SOUTHWEST R.R., 99 miles, Macon-Columbus, Ga. (Southwestern R.R. of Georgia).
360-A-2: 34, red, 1851-57, IX (Remele S-8-b). (Addition to p. 189, new spacing variety).
- TROY & RUTLAND R.R., Troy, N.Y.-Rutland, Vt., 84 miles, Troy & Boston R.R.; Western Vermont R.R.
40-A-3: 35½, blue, 1861, VII (Remele T-3-c). (Addition to p. 189).
- Connecticut & Passumpsic Rivers R.R., Wells River, Vt., station 40 miles north of White River Junction, Vt.
35-S-1: 34, black, 1860, VIII (Remele C-26-s). (More complete tracing than on p. 193).
- East Tennessee & Georgia R.R., Dalton, Ga., 40 miles east of Chattanooga.
500-S-3: DALTON, E.T. & G.R.R., R.S. Rushton, Agt., 35½-24½ d. circle, black, 1861, VI (Addition to p. 195).
- HOUSATONIC R.R., MERWINSVILLE, station 42 miles north of Bridgeport, Conn.
88-S-8b: 35x26 oval, black, 1851-61, VIII (Remele H-4-Si). (Complete tracing of #35, p. 195).
- Lehigh Valley R.R., Laury's, Pa., station 9 miles north of Allentown.
180-S-2: shield, blue, partial, 1857, V (Addition to p. 195).

2. Early use of PHILADELPHIA RAILROAD marking

The PHILADELPHIA RAILROAD markings are notable for the feature that they were employed in both directions on mail from Philadelphia. The straight line type — PHILADa. RAILROAD (Remele P-6-a) — has been reported only on mail moving northward to New York from Philadelphia, as has one of the three circular types (Remele P-6-d). The other three circular types (Remele P-6-b, P-6-c and P-6-e) have been found only on mail that was destined south from Philadelphia on the Philadelphia, Wilmington & Baltimore R.R. The reason for this peculiar arrangement has never been ascertained and readers should report to the Editor any examples found contrary to the above.

A very early date has been reported for PHILADa. RAIL ROAD (Remele P-6-c) which puts its usage close to the dates for Baltimore Railroad markings used northward on the same route. This 30 mm. red circle was on a stampless folded letter to Baltimore and was apparently mailed in Philadelphia. The date of June 12, 1839, is less than a year after the earliest date known on this route of Aug. 14, 1838. In addition this marking is in a new color for this variety — red. The example shown in the Remele catalog has a stamped "5" rate, but this example has a script 12½ for the 80-150 mile rate in effect in 1839. The folded letter also carries a script "single" to denote that only one letter sheet was employed.

In connection with this route Remele states, "For a year or so during 1839 and 1840 the Philadelphia, Wilmington & Baltimore R.R. lost its mail contract in a dispute over mail

PLATE I



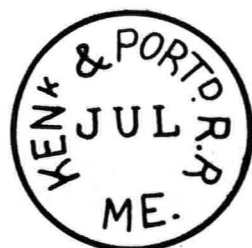
274-E-4



274-Y-1



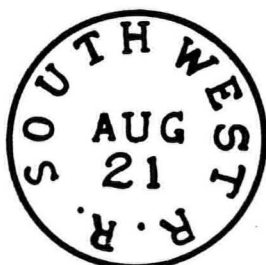
555-J-1



4-E-3



240-A-6



360-A-2



40-A-3



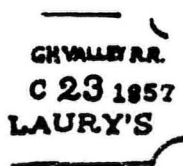
35-S-1



500-S-3



88-S-8b



180-S-2



P-6-c

pay. During this interval mail moved from Philadelphia to Columbia, Pa., over the Philadelphia and Columbia R.R., by stage to York, Pa., and thence by Baltimore & Susquehanna R.R.," a distance of 152 miles. Two interesting questions arise from this change. Was the rate increased to 18 $\frac{3}{4}$ c for the increased distance and did the route agents previously appointed on the Philadelphia, Wilmington & Baltimore R.R. accompany the mail via Columbia and York? This would make an interesting study project for the

specialist. The cover reported with June 12, 1839, date gives no indication of route employed, but it must be close to date of change of the mail route.

3. Catalog Number Problems

Although the publication of *Simpson's U.S. Postal Markings, 1851-1861*, 2nd Edition, in 1979 by the U.S. Philatelic Classics Society made available a fine and excellently produced volume listing railway route agent and station markings found with the stamps of the 1851-61 period, it has developed one troublesome trend. The listings of these markings were not intended as a catalog, but unfortunately have been used as such by three different auction dealers in recent auctions to describe lots — as if the tracing numbers were in reality catalog numbers.

One thing certainly not needed in the postal history field at this time is a third set of catalog numbers for railway route agent markings. The first catalog was C. W. Remele's *U.S. Railroad Postmarks, 1837-1861*, published in 1958 by the U.S. 1851-60 Unit No. 11 of the APS. This great pioneering work used an alphabetical cataloging system, letter-number-letter (C-18-a), which was a fine necessary start but presented several problems. Manuscript markings were not included in the cataloging although they were recognized at the time as legitimate, and the many newly discovered route markings since publication of Remele are with difficulty adapted to inclusion in the rather rigid alphabetical numbering plan. In addition the Remele book, published 23 years ago, is out of print and copies command a very high price on the philatelic book market.

When the Meyer-Towle 1861-1886 catalog was published ten years later by USPCS, a new catalog code was adopted to overcome these difficulties, assigning catalog numbers to rail routes and utilizing alphabetical and numerical additions for new types and varieties (e.g. 561-C-1). This resulted in far greater latitude, being based on a library numbering system. This system has been greatly expanded in the *U.S. Transit Markings Catalog* recently completed in first edition form by the Mobile Post Office Society. It now is used to cover the entire country and entire period of markings usage from 1837 to 1977. Additions have been made to provide catalog designations for waterway routes, street cars, terminal-transfer markings and the like.

Volume I of *U.S. Transit Markings Catalog* (along with an addenda series) lists all markings — railroad, waterway, and station — of the 1837-61 period. Although a few problems have developed with this system, especially in the 20th century markings and in Western portions of the country, there is no problem that cannot be solved in subsequent editions. It is hoped that a revised Volume I of *U.S. Transit Markings Catalog* will be printed in a few years listing all rail and waterway route agent markings, as well as station markings, but in the meantime to try to maintain some order in catalog numbering systems we will provide a conversion table in an effort to keep collectors informed.

This conversion table will list markings in *Simpson's U.S. Postal Markings, 1851-61* by the tracing number, together with catalog number assigned in both the Remele catalog and the *U.S. Transit Markings Catalog* for the convenience of dealers and collectors who trade and handle such markings.

Several points should be made to clarify the situation. *USPM* duplicates tracing numbers between railway route agent and station markings for numbers 1 to 64. It covers *only* the 1851-61 period although in many cases the same marking was used earlier and in some instances, later. The Remele catalog covers 1837-1861. It has no numbers for manuscript route markings. Where revised Remele numbers were added over the years in reports in the *USPCS Chronicle*, the newly assigned Remele numbers are shown in brackets. Such designations are not in the original Remele catalog.

USTMC numbers are used in the three volume work recently completed by the Mobile Post Office Society and in frequently issued addenda pages. *USTMC* numbers have been used in the *Chronicle* for markings reported after 1861 period and for manuscript markings.

For the period 1837-1861 markings reported in the *Chronicle* both Remele catalog numbers and *USTMC* numbers are listed for convenience of collectors. For convenience we would suggest these conversion tables be copied and inserted in your copy of *USPM* for future reference.

Simpson's U.S. Postal Markings, 1851-61
Catalog Number Conversion Table for Second Edition

USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.	USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.	USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.
1	401-A-1	A-1-a	52	41-C-2	(B-9-b)	103	553-A-1	C-21-d
2	401-A-2	A-1-b	53	41-C-1	(B-9-a)	104	559-A-1	C-22
3	114-D-1	A-2-a	54	55-A-1	B-10	105	559-N-1	(C-22½)
4	114-D-2	A-2-b	55	41-A-1	B-11-a	106	573-A-1	C-23-a
5	114-D-3	A-2-c	56	41-B-1	B-11-b	107	573-B-1	C-23-b
6	114-D-4	A-2-d	57	50-A-2	B-12-b	108	25-L-1	---
7	114-D-5	A-2-e	58	50-A-3	B-12-c	109	561-A-1	C-24
8	114-D-6	A-2-f	59	50-A-4	B-12-d	110	25-A-1	C-25-a
9	44-B-1	A-3-a	60	70-A-1	B-13	111	25-A-2	C-25-b
10	44-C-1	A-3-b	61	143-A-1	B-14	112	35-G-1	---
11	44-C-2	A-3-c	62	115-D-1	B-15-a	113	35-A-1	C-27
12	44-F-1	A-3-d	63	115-D-2	B-15-b	114	209-A-1	C-28
13	302-A-1	A-4	64	125-G-1	B-16-a	115	90-A-1	D-1
14	7-A-1	---	65	125-G-1	B-16-a	116	576-A-1	D-2
15	354-H-1	---	66	125-G-2	B-16-b	117	611-A-1	(D-3-a)
16	9-G-1	---	67	703-A-1	B-17	118	611-A-2	(D-3-b)
17	9-A-1	A-5-a	68	694-B-1	B-18	119	615-A-1	D-4
18	9-B-1	A-5-b	69	85-A-1	C-1	120	759-A-1	D-5-a
19	4-C-1	A-6-a	70	130-D-1	(C1½)	121	759-A-2	D-5-b
20	4-D-1	A-6-b	71	102-A-1	C-2	122	758-A-1	(D-6)
21	355-A-2	A-7-b	72	192-A-1	C-3-a	123	500-A-1	E-1-a
22	355-A-3	A-7-c	73	192-B-1	C-3-b	124	500-B-1	E-1-b
23	355-A-4	(A-7-d)	74	131-A-1	C-4-a	125	500-C-1	E-2
24	694-A-1	A-8	75	131-A-2	C-4-b	126	4-A-1	E-3-a
25	239-C-1	B-1-b	76	254-A-1	C-5-a	127	4-A-2	E-3-b
26	239-D-2	B-1-d	77	254-B-1	C-5-b	128	4-B-1	E-3-c
27	239-E-1	B-1-e	78	567-A-1	C-6	129	651-A-1	(E-3½)
28	274-A-1	B-2-a	79	338-A-1	---	130	652-A-1	E-5
29	274-A-2	B-2-b	80	338-B-1	C-7	131	380-A-1	F-2
30	274-B-1	B-2-c	81	129-A-1	C-8	132	692-C-1	F-3
31	274-B-2	B-2-d	82	691-A-1	C-9	133	690-A-1	G-1
32	274-B-3	(B-2-j)	83	690-B-1	C-10	134	577-A-1	G-2-a
33	274-C-1	B-2-e	84	842-A-1	C-11	135	577-B-1	G-2-b
34	274-D-1	B-2-f	85	705-A-1	C-12-a	136	337-A-1	G-3-a
35	274-E-1	B-2-g	86	705-A-2	C-12-b	137	337-A-2	G-3-b
36	274-E-2	B-2-h	87	702-C-1	C-13-a	138	578-A-1	G-4
37	274-E-3	(B-2-i)	88	702-D-1	C-13-b	139	108-B-1	H-1
38	239-W-1	(B-2½)	89	839-A-1	C-14	140	54-A-1	H-3
39	195-A-1	---	90	555-A-1	C-15-a	141	279-A-1	H-3½
40	195-B-1	B-3-a	91	555-A-2	C-15-b	142	88-B-6	H-4-g
41	195-C-1	B-3-b	92	555-A-3	C-15-c	143	88-B-7	H-4-h
42	239-H-1	B-4	93	658-A-1	C-16	144	114-C-1	H-5-a
43	180-A-1	B-5	94	576-B-1	C-17	145	114-CX-2	H-5-b
44	556-A-1	B-6-a	95	571-A-1	(C-17½)	146	709-A-1	I-1-a
45	556-A-2	B-6-b	96	115-F-1	C-18-a	147	709-A-2	I-1-b
46	242-C-1	---	97	115-F-2	C-18-b	148	708-A-1	I-1-c
47	242-A-1	B-7-a	98	558-A-1	C-19	149	708-B-1	I-1-d
48	242-A-2	B-7-b	99	115-E-1	---	150	561-B-1	I-2
49	53-B-1	B-8-a	100	554-A-1	C-21-a	151	556-B-1	I-3
50	53-B-2	B-8-b	101	554-B-1	C-21-b	152	653-A-1	I-4-a
51	53-B-3	B-8-c	102	554-C-1	C-21-c	153	653-A-2	I-4-b

USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.	USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.	USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.
154	657-A-1	I-5	213	250-A-1	M-14-a	272	278-A-1	N-22
155	556-C-1	I-6	214	250-A-2	M-14-b	273	81-A-1	N-23
156	561-C-1	I-7	215	510-G-1	—	274	101-K-1	—
157	456-A-1	I-8	216	510-A-1	N-2	275	560-A-1	0-1-a
158	654-D-1	J-1	217	87-A-1	N-3	276	560-B-1	0-1-b
159	4-E-1	K-1-a	218	655-A-1	N-3½	277	650-A-1	0-2
160	4-E-2	K-1-b	219	35-B-1	N-4-a	278	560-C-1	0-3-a
161	4-F-1	K-1-c	220	35-C-1	N-4-b	279	560-C-2	0-3-b
162	4-G-1	K-1-d	221	35-D-1	N-4-c	280	302-H-1	(0-4)
163	522-B-1	K-2-a	222	35-E-1	N-5	281	805-A-1	P-1-a
164	522-B-2	K-2-b	223	70-C-1	N-6	282	805-A-2	P-1-b
165	175-A-1	L-1	224	80-A-1	(N-7-a)	283	203-D-3	—
166	837-A-1	L-2	225	80-A-2	(N-7-b)	284	203-D-1	—
167	653-E-1	—	226	82-A-1	—	285	203-D-4	—
168	183-A-1	L-3-a	227	82-B-1	N-8	286	203-D-2	—
169	183-A-2	L-3-b	228	421-A-5	—	287	203-E-1	P-2-a
170	7-F-1	(L-3½)	229	421-A-2	—	288	203-E-2	P-2-b
171	180-B-1	L-4	230	421-A-1	N-9-a	289	203-E-3	P-2-c
172	522-A-1	L-5	231	421-B-1	N-9-b	290	203-E-4	P-2-d
173	561-V-1	(L-6½)	232	73-C-1	N-11-a	291	4-I-1	P-3
174	561-D-1	(L-6-a)	233	73-C-2	N-11-b	292	305-E-1	P-5-a
175	561-D-3	(L-6-c)	234	73-C-3	N-11-c	293	305-F-1	P-5-b
176	112-B-1	L-7-d	235	125-A-1	N-12-a	294	240-D-1	P-6-a
177	112-B-2	L-7-e	236	125-B-1	N-12-b	295	239-V-3	P-6-e
178	303-A-1	L-8	237	125-B-2	N-12-c	296	239-V-2	P-6-c
179	524-A-1	L-9	238	125-B-3	N-12-d	297	239-I-1	P-7-a
180	524-B-1	L-11	239	125-B-4	N-12-e	298	239-I-2	P-7-b
181	360-B-1	—	240	125-C-1	N-12-f	299	239-L-1	P-7-e
182	360-C-1	M-½	241	125-D-1	N-12-g	300	239-J-1	P-7-c
183	565-A-1	M-1-a	242	125-D-2	N-12-h	301	239-K-1	P-7-d
184	565-A-2	M-1-b	243	125-E-1	N-12-i	302	203-A-1	P-8-a
185	565-B-1	M-1-c	244	125-B-5	(N-12-k)	303	203-B-1	P-8-b
186	565-C-1	M-1-d	245	125-D-3	(N-12-1)	304	240-G-1	P-9
187	654-B-1	M-2-a	246	108-A-1	N-13	305	190-I-1	—
188	654-B-2	M-2-b	247	70-D-1	N-14-a	306	190-B-1	P-10-a
189	654-C-1	M-2-c	248	70-D-2	N-14-b	307	190-C-1	P-10-b
190	302-B-1	M-3	249	70-D-3	N-14-c	308	190-D-1	P-10-c
191	571-G-1	—	250	244-A-1	—	309	235-A-1	P-11
192	502-A-3	—	251	240-A-1	N-15-a	310	560-D-1	P-11½
193	502-A-2	—	252	240-A-3	N-15-c	311	309-A-1	P-12
194	610-A-1	M-5-a	253	240-A-4	N-15-d	312	102-B-1	P-13
195	610-A-2	M-5-b	254	240-B-1	N-15-e	313	54-B-2	P-14-b
196	610-A-3	(M-5-d)	255	240-C-1	N-15-f	314	54-B-1	P-14-a
197	610-B-1	M-5-c	256	240-A-2	N-15-b	315	70-B-1	P-15
198	559-C-1	M-6-a	257	240-A-5	(N-15-g)	316	72-C-1	P-16-b
199	559-C-2	M-6-b	258	322-A-1	—	317	835-A-1	R-1-a
200	559-C-3	M-6-c	259	322-B-1	N-16-a	318	835-A-2	R-1-b
201	559-D-1	M-6-d	260	322-C-1	N-16-b	319	—	—
202	611-B-1	M-7	261	322-D-1	N-16-c	320	112-C-5	—
203	840-A-1	M-8	262	322-I-1	N-16-d	321	53-A-1	R-5
204	837-B-1	M-9	263	195-D-1	N-17	322	309-C-2	R-6-b
205	843-A-1	—	264	340-B-1	N-18	323	309-C-3	R-6-c
206	843-B-1	M-10-a	265	808-C-1	(N-18½)	324	190-A-1	—
207	843-C-1	M-10-b	266	182-B-1	N-19	325	305-Y-1	—
208	843-D-1	M-10-c	267	101-A-1	—	326	305-B-1	R-7-c
209	702-Q-2	—	268	24-A-1	N-20-a	327	310-A-1	R-8
210	423-C-1	—	269	24-A-2	N-20-b	328	305-D-1	R-9
211	420-A-1	M-12	270	101-B-1	N-21-a	329	305-G-1	(R-9½)
212	25-M-1	(M-13½)	271	101-C-1	N-21-b	330	115-B-1	R-10-a

USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.	USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.	USPM Trac. No.	USTMC Cat. No.	Remele Cat. No.
331	115-B-2	R-10-b	354	561-E-1	S-9	377	303-B-2	V-3-b
332	115-C-1	R-10-c	355	35-F-1	S-10-a	378	311-0-1	---
333	44-A-1	R-13-a	356	35-F-2	S-10-b	379	311-C-1	V-4-a
334	567-C-1	S-1-a	357	127-A-1	S-11	380	311-D-1	V-4-b
335	567-D-1	S-1-b	358	115-A-1	(S-12)	381	239-N-1	W-1-b
336	350-A-1	S-1½	359	556-D-1	T-1	382	239-0-1	W-2-a
337	572-A-1	S-2	360	559-B-1	T-2-a	383	239-P-1	W-2-b
338	309-B-1	S-3	361	559-B-2	T-2-b	384	102-C-1	W-3
339	4-H-1	S-4	362	40-A-1	T-3-a	385	357-B-1	W-4-b
340	336-B-2	---	363	40-A-2	T-3-b	386	357-C-1	W-4-c
341	336-B-3	---	364	100-B-1	---	387	357-A-1	W-4-a
342	336-B-1	---	365	100-A-1	T-4-a	388	340-A-1	W-6
343	336-A-1	---	366	100-A-2	T-4-b	389	305-AD-1	---
344	336-A-2	---	367	553-D-1	C-21-e	390	305-H-1	W-7-a
345	336-D-1	S-5-a	368	73-A-1	U-1-b	391	305-H-2	W-7-b
346	336-D-2	S-5-b	369	---	---	392	305-H-3	W-7-c
347	336-D-3	S-5-c	370	73-B-1	U-1-c	393	305-I-1	W-7-d
348	336-D-4	(S-5-d)	371	73-B-2	U-1-d	394	305-J-1	W-7-e
349	311-A-1	S-6-a	372	24-B-1	V-1	395	21-I-1	---
350	311-B-1	S-6-b	373	24-L-1	---	396	21-A-1	W-8-a
351	654-A-1	---	374	51-B-1	(V-2-b)	397	21-B-1	W-8-b
352	360-A-1	(S-8-a)	375	51-A-1	(V-2-a)	398	567-B-1	Z-1
353	555-B-1	S-8½	376	303-B-1	V-3-a			

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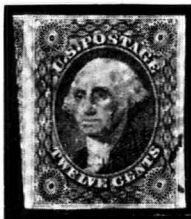
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THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor
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BRITISH MAIL 16c CREDIT COVERS

JAMES C. PRATT

As originally implemented, the 1848 postal treaty between the United States of America and the United Kingdom of Great Britain and Ireland established two methods of paying postage on mails between the U.S. and foreign countries. A detailed description of these methods, termed "British Mail" and "British Open Mail," should be unnecessary for readers of the *Chronicle*, the two having been described by George Hargest¹ and others.

At some point a hybrid procedure was established to combine the U.S.-U.K. debits and credits that were characteristic of British Mail and the paid to frontier feature of British Open Mail. The artifacts of this procedure are the many covers to the U.S. which show credits of 16c (or multiples thereof).² Hargest discusses the origin of the 16c credit, but notes that several questions regarding it remain unanswered.³ The purpose here is to review the problem that gave rise to the 16c credit procedure, to discuss how the problem appears to have been dealt with in other contexts, and to report on three covers which may shed new light in this area.

Correspondents in Hong Kong and other places far from the U.K. were awkwardly placed by the British Open Mail requirement that postage be paid to the U.S.-U.K. frontier. A correspondent seeking prompt delivery of his letter had to guess whether, when the letter reached the U.K., the next ship for the U.S. would be a British or an American Packet, because British Packet letters were paid to U.S. port while American Packet letters were paid to the U.K. The difference between the two frontiers was 16c for a single rate, being the Atlantic sea postage set by Article I of the Treaty. A wrong guess meant either delay or wasted postage.

The Hong Kong Post Office made it a practice to quote only the rate to U.S. port, taking away a correspondent's ability to direct his letters via American Packet. Whether this policy was designed to protect correspondents from making bad guesses⁴, to simplify the work of the Hong Kong Office, to favor the Cunard Line's British Packets, or for some other reason, it foreclosed American Packets from carrying Hong Kong mails or gave the British Post Office 16c in unearned sea postage on each single rate carried by American Packet.

U.S. Postmaster General Hubbard wrote to the British Post Office on 17 November 1852. The contents of the letter have not been preserved, but Hubbard apparently complained about the handling of mails from Hong Kong because the British reply, dated 22 December 1852⁵, stated the following:

In reply to your letter of the 17th ultimo, on the subject of the treatment at this office of letters from Hong Kong, addressed to the United States, I am directed by the Postmaster General to inform you that when such letters have been paid in advance at Hong Kong, and are carried across the Atlantic by United States packets, it is the practice of this office to credit the post office of the United States with the sea rate of 16 cents on each single letter.

1. Hargest, *History of Letterpost Communication* . . . , pp. 37-38.

2. See, e.g., *Chronicle* 90:155, fig.6; 107:204, fig.A; Hargest, *op. cit.*, p.105, fig.67.

3. Hargest, *op. cit.*, p.39.

4. British Packets ran more frequently and reliably than American Packets during this period so paid-to-U.S.-port letters figured to arrive sooner on average than paid-to-U.K. letters.

5. This letter is reprinted in Senate Executive Document 73, 33 Cong. 2 Sess. serial 756 at p.47. The letter's date is given as 22 December 1854 as the result of an apparent typographical error.

This explanation accounts for the various features which 16c credit covers have in common besides the 16c credit: payment to U.S. port, carriage by American Packet and due markings which compensate the U.S. for domestic postage only.

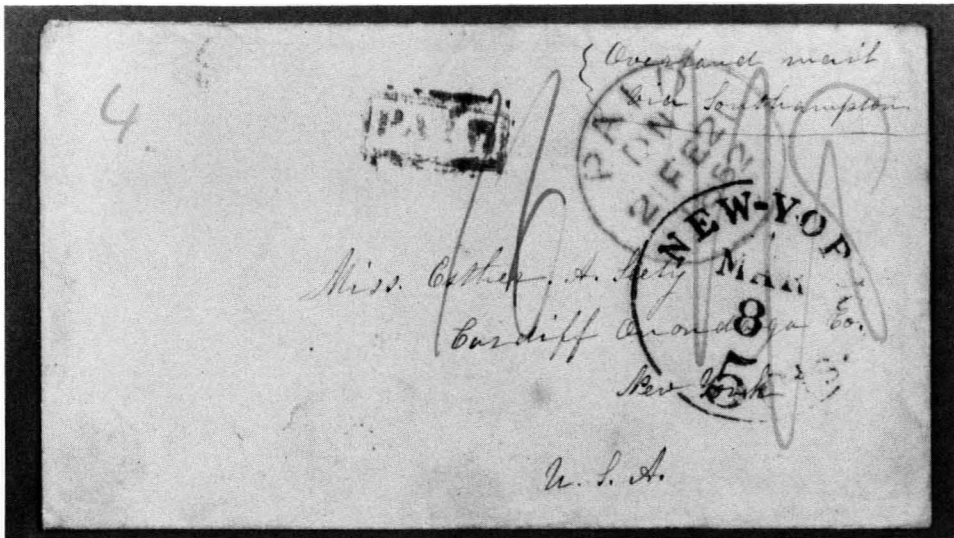


Figure 1. Hong Kong to Cardiff, N.Y., via Southampton. Credit of 16c to U.S. marked 21 February 1852.

The wording of the British reply leaves open the possibility that the 16c credit procedure was already in effect when the reply was written, and Figure 1 suggests that this was indeed the case. Written in Foochow, China, on 7 December 1851, this missionary letter was backstamped in Hong Kong (date indistinct), marked paid in London (21 February 52), and arrived in New York 8 March. Postage paid was 1/8, the 1/2 oz. rate from Hong Kong to U.S. port via Southampton, and 5c was due in the U.S. for domestic postage. The red manuscript "16" suggests American Packet service, and the letter appears to have been carried by an American Packet. The Collins *Arctic* left Liverpool on 25 February 1852, reaching New York 8 March, and no British Packet sailing fits the dates on this cover.

It therefore appears that the British exchange offices started sending paid to U.S. port letters from Hong Kong on American Packets, crediting 16c to the U.S., no later than 21 February 1852. The New York exchange office for its part started implementing the arrangement no later than 8 March 1852, by charging 5c instead of the usual 21c for American Packet service. It is remarkable that U.S. Postmaster General Hubbard would have to learn of the 16c credit procedure from the British, more than nine months after it was implemented by the New York exchange office.

The British reply of 22 December 1852 refers solely to Hong Kong mails, but Figure 2 shows that the 16c credit procedure was applied to other mails no later than early 1853. Mailed in Amsterdam on 19 February 1853 and addressed to New York City, this folded letter sheet was also paid to U.S. port.⁶ Carriage from Liverpool to New York was on the Collins *Baltic*, as per the endorsement. The 16c credit procedure is evidenced by the red manuscript "16" and the 5c due rating in the "N. YORK AM. PKT" handstamp.

From 1854 to 1864 the *Annual Reports of the U.S. Postmaster General* contained separate tabulations of Treaty of 1848 transit mail credits, and these suggest the volume of 16c credit covers from the 3rd quarter of 1853 through the 4th quarter of 1863. Although from mid-1858 through 1863 this class of mail was considerable, averaging more than

6. Charles J. Starnes provides this information, basing it on the Dutch credit to the U.K. of 1/4 and the U.K.-Netherlands convention that was in effect from March 1849-October 1854.

\$2,600.00 per quarter in aggregate credits⁷, it appears at the start to have been pitifully small. The credit totals for the earliest reported quarters were as follows: \$3.56 (3rd quarter 1853); \$4.54 (4th quarter 1853); \$1.40 (1st quarter 1854); \$4.46 (2nd quarter 1854), and \$2.78 (3rd quarter 1854).⁸



Figure 2. Amsterdam to New York City; 16c credit to U.S. marked 21 February 1853.

Considering the apparently tiny number of 16c credit covers that were conveyed during the early period, it would seem miraculous for any to have survived. It is possible that 16c credit covers were carried in greater numbers in 1852 and the first half of 1853 than in the succeeding 15 months. Unless other official records come to light, knowledge of the 16c credit procedure during its early period, and estimates of the rarity of items such as Figures 1 and 2, will depend on reports of other surviving covers.

The situation that gave rise to the 16c credit procedure — the impracticability of requiring a sender to predict, perhaps months in advance, whether his letter would arrive in time for a British or American Packet sailing — also arose in other contexts. Any foreign offices which required senders to prepay letters to the U.K. created the same problem as Hong Kong, only in reverse. Moreover, U.S. correspondents in California and other places far from the Atlantic coast must have experienced similar difficulties on mails destined for British Open Mail destinations. No official document describing procedures for such mails has been found but there is cover evidence to support some tentative conclusions.

Figure 3 is a folded letter sheet that was mailed in Madras, India, on 9 December 1853 and addressed to Boston. It was prepaid two shillings, the rate to the U.K. for a letter exceeding ½ oz. but not exceeding 1 oz. and sent “Overland [*i.e.*, by way of Suez] by Steamer via Southampton.”⁹ Under the Treaty as originally implemented the British exchange office had to hold paid-to-the-U.K. letters for an American Packet, because sea postage was unpaid and the British Post Office did not recover postage from the U.S. Post Office on paid-to-frontier mails. It is clear, however, that this letter was not held for an American Packet.

7. This works out to more than 66,000 single rates annually, assuming that the totals are made up entirely of 16c credits. This assumption appears reasonable in light of the description of these mails that appears in later Reports: “upon which sea rate has been paid.”

8. It will be observed that none of these totals divides evenly by 16c. Barring error, there must have been another type of credit, most probably 5c for U.S. domestic postage. The five quarterly totals can be divided evenly to produce a maximum of 89 single rates of 16c, in which case there would be 50 single rates of 5c, assuming a mix of 5c and 16c credits.

9. Martin & Blair, *Overseas Letter Postage from India, 1854-1876*, pp. 28,43 (1975).



Figure 3. Madras to Boston; 32c debit from U.S. marked 18 January 1854.

It is possible that the British Post Office, having agreed circa 1852 to credit sea postage to the U.S. Post Office to permit paid-to-U.S.-port letters to be carried by American Packets, proceeded to claim sea postage on paid-to-U.K. letters to permit them to be carried by its own British Packets. The U.S. exchange offices, having cooperated in the 16c credit procedure, could hardly object to a 16c debit procedure.

Under this theory the British exchange office, noting that the letter from Madras was "Paid to London," marked a black "32" on 18 January 1854 to claim 32c from the U.S. Post Office for sea postage on a double rate letter. The letter was sent aboard the British Packet *Arabia*, which left Liverpool on 21 January 1854 and arrived in Boston on 6 February. The Boston exchange office backstamped the letter as by British Packet on 6 February and rated it for a collection of 37c, made up, it is suggested, of 32c sea postage and 5c U.S. domestic postage.¹⁰

According to Hargest the 16c credit was not applied to letters from or through France,¹¹ and the evidence of covers seems to support this statement.¹² The reason for this may lie in Anglo-foreign arrangements; in the case of mails originating in France the practice of sending them through the U.K. in sealed bags, beginning 1 May 1851,¹³ would seem to preclude individual rating. Whatever the reason for not applying 16c credits to mails from or through France, it would not be surprising if it precluded 16c debits on such mails as well.

And what of letters from California? Despite bitter U.S. complaints about British discrimination against American Packets, the evidence of many covers suggests that U.S. Post Offices in California either encouraged or required correspondents to prepay sea postage on

10. The correct due postage on a double rate letter would be 42c. The Boston exchange office presumably reweighed the letter and, finding that it did not exceed $\frac{1}{2}$ oz., charged only 5c for U.S. domestic postage while declining to adjust the British exchange office's 32c debit. The 37c collection and the 32c debit make the cover appear to be an example of the British Mail by private ship to the U.K. service. See *Chronicle* 106:128-29. The cover's transit time from Madras to London, however, precludes this possibility.

11. Hargest, *op. cit.*, p.39.

12. A letter from Spain, paid to U.S. port and carried aboard an American Packet, is illustrated in *Chronicle* 90:155, fig. 5. It has no 16c credit, and is rated for a collection of 21c in the U.S., so that sea postage was paid at both ends.

13. Hargest, *op. cit.*, p.44.

letters destined for British Open Mail destinations. Practically all outgoing British Open Mail covers sent from July 1851-June 1863, the period when U.S. treaty postage from the West Coast was 10c, show prepayments of 26c rather than 10c.¹⁴ The U.S. exchange offices appear generally to have sent these letters on American Packets; and in no case did they credit the British Post Office with 16c to cover sea postage. The British Post Office would have had good grounds to complain about this discrimination against its British Packets. It seems curious that, so far as is known, no complaint was ever lodged against the double standard followed by the U.S. in this area.

14. Professor Hargest, in a conversation with the author, stated that he had seen only two British Open Mail covers from California prepaid 10c. Covers prepaid 26c are frequently seen.

A COVER FROM A CUNARDER IN THE AMERICAN SERVICE

CALVET M. HAHN

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A recent acquisition made because of curiosity about the rating proved to be an unusual example of a Cunarder in the American mail service. The cover, Figure 1, is a letter from Phillip Schuyler to Irving Grinnell and is filled with socialite news of the period with references to the Schermerhorns, Murrays, Cottenets and Stephen Van Rensselaer and the balls and masques of the day.



Figure 1. A cover carried by Cunarder *Etna*, substituting as an American packet for the *Arago*.

In addition to its social documentation status this cover has philatelic significance. The letter was mailed at Dobbs' Ferry on Feb. 2, 1859, and prepaid 48c to go by ship, particularly via the Cunarder *Europa* departing New York on the 2nd and arriving at Liverpool on the 14th. This, however, did not happen as the rates tell us. The normal credit on a prepaid letter carried via a Cunarder is 19c so that a double, as this is, would be credited 38 in red. Such a credit is found; however it is obliterated with a black 7-bar grid and a "3" credit is substituted which is rerated to a "6" — the appropriate credit to England for a letter carried by American packet.

What happened to cause these two reratings? One is simple — it is the failure to immediately recognize a double letter. The other, however, tells a real story. This letter missed the *Europa* and thus was sent by an American ship. As noted in *Chronicle* 97 (February 1978) pg. 67, the *Arago* was scheduled to leave on the 4th for Havre with a stop at Southampton to drop off British mails. A substitution was made and the Cunarder *Etna* sailed in its stead leaving early Sunday morning (the 6th) as noted in the *New York Times*

of the 7th as described by Clifford Friend.

This letter apparently made the *Etna* substitution and arrived at Southampton on the 18th where it was transhipped and marked with a red 19mm circle PAID/CD?/FE 18/59/LONDON in a double strike and delivered to Baring Brothers in London. Baring took the letter and forwarded it privately to Rome, for there is a docketing notice that it was received in that city on February 24, 1859.

Thus what appears to be a fairly ordinary transatlantic cover turns out to be a quite rare example of a British packet serving as an American packet in the service to France. The rating confusion evidenced on its face confirms Cliff Friend's research and analysis and documents the date of arrival in England which is three to four days after the arrival of the *Europa*.

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

1871		(Continued from <i>Chronicle</i> 112:282)					
11 Mar	13	28 Mar	CITY OF LIMERICK	1 Apr*	14 Apr(0635)	called at Halifax	25 Mar
23 Mar	24	3 Apr	CITY OF BROOKLYN	8 Apr	17 Apr(2110)		
30 Mar	31	11 Apr	CITY OF PARIS	15 Apr*	25 Apr(0700)	see note 6	
6 Apr	7	16 Apr	CITY OF BRUSSELS	22 Apr*	1 May(0910)		
13 Apr	14	25 Apr	CITY OF LONDON	29 Apr*	9 May(1015)		
18 Apr	19	1 May	CITY OF ANTWERP	6 May*	16 May(1750)		
20 Apr	21	3 May	CITY OF WASHINGTON	Mo 8 May	18 May(2216)	no mails from NY	
27 Apr	28	9 May	CITY OF BROOKLYN	13 May*	22 May(1620)		
3 May	4	15 May	CITY OF BALTIMORE	Th 18 May	29 May(1245)	see note 7	
4 May	5	15 May	CITY OF PARIS	20 May*	29 May(1100)		
11 May	12	21 May	CITY OF BRUSSELS	27 May*	5 Jun(0830)		
18 May	19	29 May	CITY OF LONDON	3 Jun*	13 Jun(0045)		
25 May	26	6 Jun	CITY OF WASHINGTON	10 Jun*	20 Jun(1939)		
30 May	31	10 Jun	CITY OF ANTWERP	Th 15 Jun*	26 Jun(0120)		
1 Jun	2	12 Jun	CITY OF BROOKLYN	17 Jun*	27 Jun(0540)		
8 Jun	9	19 Jun	CITY OF PARIS	24 Jun*	4 Jul(0250)	end of Fiscal Year 1871	
15 Jun	16	28 Jun	CITY OF NEW YORK	1 Jul*	13 Jul(0537)		
22 Jun	23	2 Jul	CITY OF BRUSSELS	Th 6 Jul*	LP 17 Jul		
17 Jun	19	3 Jul	CITY OF LIMERICK	8 Jul*	20 Jul(0300)	see note 8	
27 Jun	28	9 Jul	NEMESIS	Th 13 Jul*	24 Jul(0830)	see note 9	
29 Jun	30	11 Jul	CITY OF LONDON	15 Jul	25 Jul(1325)		
6 Jul	7	18 Jul	CITY OF BROOKLYN	22 Jul	1 Aug(1740)		
13 Jul	14	25 Jul	CITY OF WASHINGTON	29 Jul*	9 Aug(0500)		
18 Jul	19	30 Jul	CITY OF ANTWERP	Th 3 Aug*	14 Aug(1449)		
20 Jul	21	30 Jul	CITY OF PARIS	5 Aug*	14 Aug(1730)		
25 Jul	26	5 Aug	CITY OF BALTIMORE	Th 10 Aug*	21 Aug(0624)		
27 Jul	28	7 Aug	CITY OF BRUSSELS	12 Aug*	21 Aug(1100)		
3 Aug	4	14 Aug	CITY OF LONDON	19 Aug*	29 Aug(0700)		
8 Aug	9	21 Aug	CITY OF BRISTOL	Th 24 Aug*	4 Sep(0700)	see note 10	
10 Aug	11	20 Aug	CITY OF BROOKLYN	26 Aug*	4 Sep(0750)		
15 Aug	16	26 Aug	CITY OF NEW YORK	Th 31 Aug*	11 Sep(0200)		

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

7. CITY OF BALTIMORE was reported as landing mails at Queenstown - possibly instead of the Cunard Line on this date. Not confirmed.

8. Westbound, she carried the Line's last mails from Great Britain to Halifax.

9. Chartered from the Cunard Line, this was the last of NEMESIS'S three voyages for the Inman Line.

10. First voyage under her new name - formerly ETNA.

1871

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
17 Aug	18	27 Aug		CITY OF PARIS	2 Sep*	11 Sep(1995)	
22 Aug	23	4 Sep		CITY OF ANTWERP	Th 7 Sep*	18 Sep(2300)	westbound called at Halifax
24 Aug	25	5 Sep		CITY OF WASHINGTON	9 Sep*	21 Sep(0100)	
29 Aug	30	11 Sep		CITY OF BALTIMORE	Th 14 Sep*	25 Sep(1930)	
31 Aug	1 Sep	10 Sep		CITY OF BRUSSELS	16 Sep*	25 Sep(1800)	
5 Sep	6	21 Sep		CITY OF DUBLIN	Th 21 Sep*	LP 14 Oct	see note 11
7 Sep	8	18 Sep		CITY OF LONDON	23 Sep*	3 Oct(0400)	
12 Sep	13	25 Sep		CITY OF LIMERICK	Th 28 Sep	13 Oct(0900)	
14 Sep	15	24 Sep		CITY OF BROOKLYN	30 Sep*	11 Oct(1530)	
19 Sep	20	1 Oct		CITY OF BRISTOL	Th 5 Oct*	16 Oct(0500)	
21 Sep	22	1 Oct		CITY OF PARIS	7 Oct*	16 Oct(1515)	
26 Sep	27	8 Oct		CITY OF NEW YORK	Th 12 Oct	22 Oct(1130)	
28 Sep	29	12 Oct		CITY OF WASHINGTON	14 Oct	24 Oct(2330)	
3 Oct	4	15 Oct		CITY OF BALTIMORE	Th 19 Oct*	29 Oct(0530)	
5 Oct	6	15 Oct		CITY OF BRUSSELS	21 Oct*	31 Oct(0325)	
10 Oct	11	22 Oct		CITY OF ANTWERP	Th 26 Oct*	6 Nov(0010)	
12 Oct	13	24 Oct		CITY OF LONDON	28 Oct*	8 Nov(2230)	
19 Oct	20	1 Nov		CITY OF BROOKLYN	4 Nov*	14 Nov(0300)	
17 Oct	18	5 Nov		CITY OF LIMERICK	Th 9 Nov*	LP 25 Nov	
26 Oct	27	7 Nov		CITY OF PARIS	11 Nov*	21 Nov(0950)	
31 Oct	1 No	12 Nov		CITY OF WASHINGTON	Th 16 Nov	30 Nov(1430)	
2 Nov	3	14 Nov		CITY OF NEW YORK	18 Nov*	29 Nov(2215)	
7 Nov	8	18 Nov		CITY OF BALTIMORE	Th 23 Nov	4 Dec(1830)	
9 Nov	10	18 Nov		CITY OF BRUSSELS	25 Nov*	4 Dec(1700)	
16 Nov	17	29 Nov		CITY OF LONDON	2 Dec	13 Dec(0330)	
23 Nov	24	6 Dec		CITY OF ANTWERP	9 Dec*	19 Dec(0300)	
30 Nov	1 De	11 Dec		CITY OF PARIS	16 Dec*	24 Dec(2300)	
7 Dec	8	21 Dec		CITY OF NEW YORK	23 Dec*	3 Jan(0930)	
12 Dec	13	29 Dec		CITY OF BALTIMORE	30 Dec	12 Jan(1207)	westbound called at Halifax for coal — sailed 2d late from NY

1872

14 Dec	15	29 Dec		CITY OF WASHINGTON	6 Jan*	16 Jan(1000)	
21 Dec	22	6 Jan		CITY OF LONDON	13 Jan	23 Jan(1430)	
28 Dec	29	14 Jan		CITY OF ANTWERP	20 Jan*	30 Jan(1940)	
4 Jan	5	17 Jan		CITY OF BROOKLYN	27 Jan	5 Feb(1440)	
11 Jan	12	23 Jan		CITY OF PARIS	3 Feb*	13 Feb(1900)	
18 Jan	19	1 Feb		CITY OF NEW YORK	10 Feb	21 Feb(0600)	
25 Jan	26	9 Feb		CITY OF WASHINGTON	17 Feb*	8 Mar	see note 12
1 Feb	2	16 Feb		CITY OF LONDON	24 Feb*	5 Mar(1630)	
8 Feb	9	20 Feb		CITY OF MONTREAL	2 Mar*	13 Mar	F/V
15 Feb	16	28 Feb		CITY OF BROOKLYN	Th 7 Mar	16 Mar(1230)	no mails from NY
20 Feb	21	5 Mar		CITY OF BRISTOL	9 Mar*	20 Mar(0910)	
22 Feb	23	8 Mar		CITY OF ANTWERP	Th 14 Mar	24 Mar(1645)	no mails from NY
29 Feb	1 Mar	14 Mar		CITY OF NEW YORK	16 Mar*	28 Mar(1740)	
7 Mar	8	20 Mar		CITY OF PARIS	23 Mar*	2 Apr	
14 Mar	15	27 Mar		CITY OF LONDON	30 Mar*	9 Apr(0645)	
21 Mar	22	31 Mar		CITY OF BROOKLYN	6 Apr*	16 Apr(0150)	
28 Mar	29	10 Apr		CITY OF MONTREAL	13 Apr*	23 Apr(2015)	
4 Apr	5	18 Apr		CITY OF NEW YORK	20 Apr*	2 May(2345)	
11 Apr	12	21 Apr		CITY OF PARIS	27 Apr	6 May(1150)	

11. CITY OF DUBLIN sailed five days late from New York and called at Halifax in both directions.

12. CITY OF WASHINGTON broke her mainshaft on the way to Queenstown. She arrived at Liverpool 10 March "in tow".

1872

18 Apr	19	28 Apr	CITY OF LONDON	4 May*	14 May(2140)	
25 Apr	26	6 May	CITY OF BROOKLYN	11 May	21 May(0430)	
2 May	3	14 May	CITY OF MONTREAL	18 May*	28 May	
9 May	10	19 May	CITY OF BRUSSELS	25 May	2 Jun(2200)	see note 13
16 May	17	26 May	CITY OF PARIS	1 Jun*	10 Jun	
23 May	24	3 Jun	CITY OF LONDON	8 Jun	18 Jun	
30 May	31	10 Jun	CITY OF BROOKLYN	15 Jun	24 Jun(2030)	
6 Jun	7	16 Jun	CITY OF BRUSSELS	22 Jun	1 Jul(1430)	
13 Jun	14	23 Jun	CITY OF PARIS	29 Jun	8 Jul(0915)	end of Fiscal Year 1872
20 Jun	21	1 Jul	CITY OF ANTWERP	6 Jul	17 Jul(1430)	
27 Jun	28	8 Jul	CITY OF BROOKLYN	13 Jul	22 Jul(1625)	
4 Jul	5	16 Jul	CITY OF MONTREAL	20 Jul	31 Jul(0800)	
11 Jul	12	21 Jul	CITY OF BRUSSELS	27 Jul	5 Aug(0930)	
18 Jul	19	29 Jul	CITY OF PARIS	3 Aug	13 Aug(1345)	
25 Jul	26	6 Aug	CITY OF NEW YORK	10 Aug	21 Aug(0750)	
1 Aug	2	12 Aug	CITY OF BROOKLYN	17 Aug	27 Aug(0200)	
8 Aug	9	19 Aug	CITY OF MONTREAL	24 Aug	4 Sep(1400)	
15 Aug	16	25 Aug	CITY OF BRUSSELS	31 Aug	9 Sep(0850)	
20 Aug	21	2 Sep	CITY OF LIMERICK	Th 5 Sep	17 Sep(0830)	
22 Aug	23	1 Sep	CITY OF PARIS	7 Sep	16 Sep(1530)	
29 Aug	30	9 Sep	CITY OF LONDON	14 Sep	26 Sep(0940)	
5 Sep	6	16 Sep	CITY OF BROOKLYN	21 Sep	1 Oct(0130)	
12 Sep	13	23 Sep	CITY OF MONTREAL	28 Sep	8 Oct(0530)	
17 Sep	18	27 Sep	CITY OF ANTWERP	Th 3 Oct	13 Oct(0800)	may have carried mails from NY - not confirmed. And see note 14

5 OCTOBER 1872 TO 27 JUNE 1874 - no mails from New York except on occasional "trip" contracts

1872

PD LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
19 Sep	20	28 Sep	CITY OF BRUSSELS	5 Oct	13 Oct(2200)	
26 Sep	27	7 Oct	CITY OF PARIS	12 Oct	21 Oct(0930)	
3 Oct	4	14 Oct	CITY OF LONDON	19 Oct	29 Oct(0200)	
10 Oct	11	21 Oct	CITY OF BROOKLYN	26 Oct	5 Nov(1500)	
17 Oct	18	28 Oct	CITY OF MONTREAL	2 Nov	13 Nov(0600)	
24 Oct	25	4 Nov	CITY OF BRUSSELS	9 Nov	18 Nov	
31 Oct	1 No	12 Nov	CITY OF PARIS	16 Nov	LP 26 Nov(1200)	
7 Nov	8	18 Nov	CITY OF LONDON	23 Nov	3 Dec(1515)	
			NO SAILING	30 Nov		
21 Nov	22	6 Dec	CITY OF MONTREAL	Th 12 Dec	23 Dec(0930)	
28 Nov	29	10 Dec	CITY OF BRUSSELS	14 Dec	23 Dec(1900)	
25 Nov	28	13 Dec	CITY OF ANTWERP	21 Dec	31 Dec(1300)	carried mail from NY
5 Dec	6	18 Dec	CITY OF PARIS	28 Dec	6 Jan	

13. Her first voyage since November 1871, having undergone rebuilding.

14. Apart from a few 'trip' contracts, the Inman Line did not again carry the Saturday mails from New York until mid-1874. From 5 October 1872 the White Star Line took over this service.

(To be continued)

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THE COVER CORNER
SCOTT GALLAGHER, Editor

The cover analyzed in the previous Cover Corner, from the United States to Korea in 1888, has elicited considerable additional response. Lengthy comments from Joseph Geraci and Clifton Smith were scheduled to appear in this issue. However, some apparent discrepancies remain unexplained or unreconciled, so publication of these remarks is postponed until May in hopes that the unresolved questions may be clarified.

ANSWER TO PROBLEM COVERS IN ISSUE NO. 112



Figure 1. Cover from Harrisburg, Pa., with "1" cancelling stamp.

Chronicle 112 showed two Civil War Union patriotics, each with a 1c rate marking. The one used from Harrisburg, Pennsylvania, (Figure 1) had "1" in a circle killing the stamp. Kenneth A. Whittle pointed out that there are covers from Harrisburg during 1863, not from a military camp, with this same marking used as a killer. C.W. Bert Christian writes:

I doubt very much that the figure 1 in circle on the Harrisburg cover has any relation to a rate, for I have a dozen off-cover copies of the 1c and 3c 1861 stamp that have been cancelled with a rate marker including 1, 3, 5, 10 and even 24 on a newspaper wrapper! It seems some of the offices, especially the smaller ones, did not own cancelling devices to cover all situations and used whatever was handy at the time. Also, the directive had come down prohibiting the use of a CDS as an obliterator and that probably accounted for some of the uses of rate markers.

Carl F. Braden, Sr., wrote about both covers, saying:

The handstamp 1 in a circle is a killer. The stamp prepays the proper rate for a single weight letter and the numeral cancel was applied as a happenstance rather than as a rate marking. The numeral 1 in a circle did have a use in this period as an indication of postage due, as an indication of the advertising rate fee, a carrier fee at a carrier office, or as the drop rate fee until July 1, 1863.

The cover with the ms. "1" (Figure 2) appears to be a drop rate fee marking for a letter that was carried out of the mails per favor and then placed with the post office in New Salem, Indiana, for delivery. This would have been on or before June 30, 1863, because on July 1, 1863, the drop rate increased to 2c for each ½ ounce or fraction thereof, creating the need for the "Black-Jack" 2c stamp.

Our fellow Section Editor, Civil War expert Richard B. Graham, comments:

Concerning the two covers which exhibit evidence of some mysterious kind of 1c due

Figure 2. Ms. "1" marking on patriotic cover.



carrier rates, possibly, I wonder if we really aren't making too much of these two rather offbeat items. I say this because we are considering usages which, even if our explanation is correct, cannot be proven.

The two covers shown evidently originated at military camps in the North near fair-sized towns. Both bear markings that could vaguely imply a sort of "military carrier" usage. The only way we'll ever substantiate any of this, in my opinion, is by an exhaustive exploration of general army and army quartermaster records in the National Archives. Such service did exist at times; on that we agree. In fact, at least one military carrier stamp exists and a few covers are known bearing it. I refer you here to *Chronicle* 70, page 88, for the example of the 126th Pa. carrier "label." However, I have never been able to learn a thing about the usage, other than that the 126th Pa. Reg't was in the Washington area only about two weeks, which really tells us very little.

There is no doubt that each regiment, even early in the war, had its own "postmaster" or, more properly "postboy." However, the job was really that of a messenger, appointed to go to either brigade or higher headquarters or to a nearby post office to deliver and pick up the mail of the regiment or whatever organization he represented. As the war progressed, the function became better organized, but it was never really other than an army activity, handled by the quartermasters at higher headquarters with no postal markings normally applied nor any other post office duties of paperwork, selling stamps, etc. As you know, there were exceptions, such as Banks' Division and the reoccupied towns in the south where the military carried on a more elaborate postal function. However, there was nothing to keep a military postal messenger from charging individual soldiers for special favors or mundane services — except the post-boy's superior officers.

The military mail service has been written up several places, the best versions, or at least those that come to mind first being in Parker's *A Chautauqua Boy in '61 and Afterward*, pp. 5-6, 17-18, etc. (Small, Maynard, Boston, 1912) and *Battles & Leaders of the Civil War*, with a picture and footnote on page 90 of Volume 4. But, I should emphasize, generally these people had no postal status whatsoever, other than as a messenger. They carried the mail prior to its "entering the mails."

Now, about the two covers: the Harrisburg cover, a nice patriotic with the 3c 1861 stamp cancelled by a "1" in a circle, is docketed as having originated at Camp Simmons, presumably near Harrisburg, Pa., where the cover was postmarked. It is addressed to Ringtown, Pa. If Harrisburg had carrier service, this still cannot be a carrier letter, as the additional 1c would have had to have been prepaid. Collect carrier service, under the POD, could only occur on covers where the service delivered them to the addressee — and, of course, collected then and there. And, obviously, Ringtown, Pa., didn't have carrier service in 1862! I might add that I own a similar cover with the same "1" in a cir-

cle cancelling the stamp, but it isn't a patriotic nor does it show any signs of being a soldier's letter.

The other cover is a different breed of cat, I suspect. You note that it originated at a camp near Evansville, Indiana, but it is addressed to Salem, Indiana, about half the state away. Yet, the cover shows no evidence of transmission by the POD, nor does it have any postage paid. It does bear a legend "carrier, Lt. J.T. Howel(!)" and I can speculate that a more normal version of this legend, for the times, would have been "Politeness of J.T. Howell." Which is to say, it was a military "bootleg" cover, probably carried by an officer sent home on recruiting service or simply going on leave. At Salem, Lt. Howell mailed the letter as a collect drop letter, which (without checking) I think was still possible until July 1, 1863. I can offer no other reasonable explanation, and there is no way of proving this one.

Dick Graham and this Editor have had a long-running friendly skirmish about the possibility of an unofficial Union military carrier rate of 1c, used both before and after 1 July 1863. As he succinctly writes: "How about some research?" and I'll accept the gauntlet, and try to show with other covers (neither of these two does) that there was such a 1c rate.

PROBLEM COVER FOR THIS ISSUE

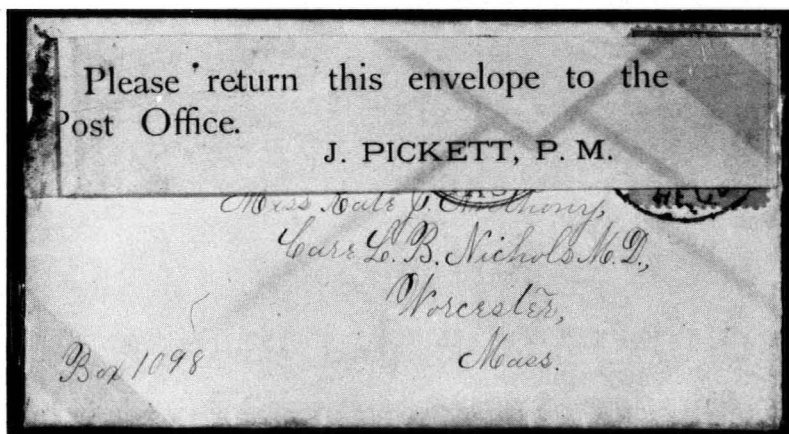


Figure 3. Bank note cover addressed to Worcester, Mass.

Figures 3 and 3a show a cover mailed in 1881 to Worcester, Massachusetts, with a 3c green Banknote. It is shown with the label affixed, and also with the label folded back. Will readers please explain the postal markings and the reason for the label. Send your answers to the P.O. Box in Cincinnati.



Figure 3a. Cover of Figure 3 with attached label turned back.



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