

May 1982 (No. 114)

THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

May 1982

Volume 34, No. 2

Whole No. 114

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## THE EDITOR'S PAGE

An International Philatelic Exhibition is being held at Paris in June of 1982. In tribute to it this issue presents two items with French associations. Bob Meyersburg recounts the misadventures of the U.S. Post Office exhibit at an earlier Paris Exposition in 1900, and Creighton Hart updates the list of 1847 covers addressed to France.

Phil Wall's amazing observation and detective work have resulted in some startling and disturbing conclusions about some of the stamps stolen some five years ago from the Miller Collection at the New York Public Library.

Charles I. Ball has assumed editorship of the Prestamp and Stampless Period, which this time features the first installment of an important article by Henry H. Welch, whom we welcome on his first appearance in this journal. The article treats the 18th century postal markings of Charleston, S.C., and illustrates many rare and beautiful covers.

Elliott Perry's notes on carriers, as edited by Bob Meyersburg, continue with Cleveland, Ohio; in particular, Bishop's City Post and its stamps.

The 1851-61 Period offers three widely varied and interesting articles. Mortimer L. Neinken discusses an unusual overweight cover to France in the pre-treaty period. Barbara J. Wallace presents a cover illustrating the application of weight regulations to a postmaster's mail sent under the franking privilege. David L. Jarrett demonstrates how too concentrated specialization in the U.S. classics may lead a collector astray.

Joseph F. Rorke has updated the list of Blackjack bisect covers published in the *Chronicle* about five years ago. He has furnished additions and corrections to the original list as well.

In the 1869 Period an extraordinary 3c cover — once very puzzling — is satisfactorily explained by James S. Leonardo.

Richard Searing describes the background of Special Delivery service, its implementation, and the first stamps issued for that purpose in the Bank Note Period.

A recently discovered important new source of information on railroad personnel is outlined in detail in the Railroad Postmarks section by Charles L. Towle.

Seldom seen covers between the U.S. and the Canary Islands are the subject of an authoritative article by Charles J. Starnes in the Foreign Mails section.

The carrier article by John Kohlhepp and the Inman Sailing List by Clifford L. Friend and Walter Hubbard continue in this issue.

The Cover Corner contains the usual features plus an extended discussion of the cover to Korea first answered in November. The cover and its difficulties have aroused interest far beyond our own group and have provoked comments from expert collectors of Japan and Korea. The response to this cover has been greater than to any other single item in many years. The diversity and vehemence of the opinions expressed indicate that much stimulus and challenge prevail in the somewhat neglected field of post-U.P.U. foreign mails.

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With regret I note the recent death of Paul J. Wolf, whose collection and study of the Blackjacks were recognized internationally. He made many contributions through his photography and promoted the Society's interests as a regional Vice-President. He will be greatly missed.

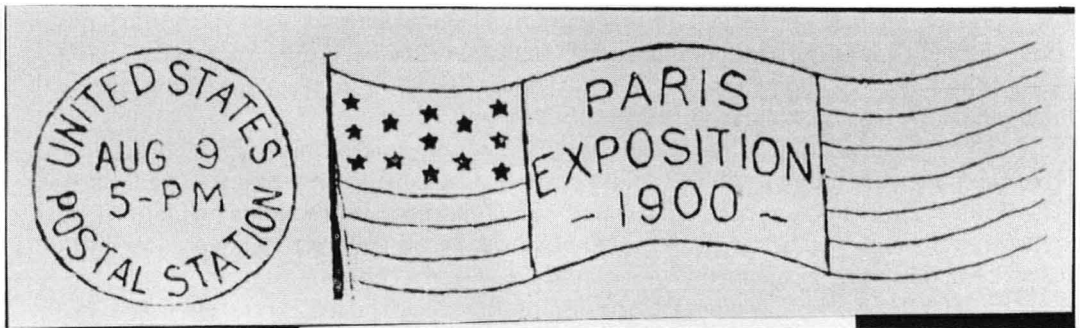
## GUEST PRIVILEGE

### LOST AND FOUND DEPARTMENT

ROBERT B. MEYERSBURG

This is really a gossip column. Almost everything in it is hearsay, with very little substantiation. Whether the stories stand up in their essential elements depends upon how much more the readers know, and will tell, about the subjects; but even with these disclaimers they should make for interesting reading.

The turn of the century saw several interesting philatelic developments. In Paris there was an International Exposition, which included substantial United States representation. As *Mekeel's Weekly Stamp News* of the period tells it:



#### U.S. POSTAL STATION AT PARIS EXPOSITION

The Department has established a postal station at the Paris Exposition, officially designated as "United States Postal Station, Paris (France) Exposition", and postmasters at money order offices in the United States are authorized to issue domestic orders payable at that station, while the latter will, in like manner, draw domestic orders on money order offices in the United States. The orders must be drawn on the domestic form, and the domestic fee and war tax will be charged in the regular manner.

The advices of orders drawn in the United States for payment at the "United States Postal Station, Paris (France) Exposition", will not be mailed direct, but instead must be sent to the postmaster at New York. The latter, after opening the envelopes and examining the advices, will duly forward them.

Money orders intended for payment in France elsewhere than at the Exposition station shall be drawn as international orders, in precisely the same manner as other international orders are drawn, and can, of course, be issued only at offices authorized to transact international money order business.

The Post Office Department report for the year 1900 adds a few words on the subject:

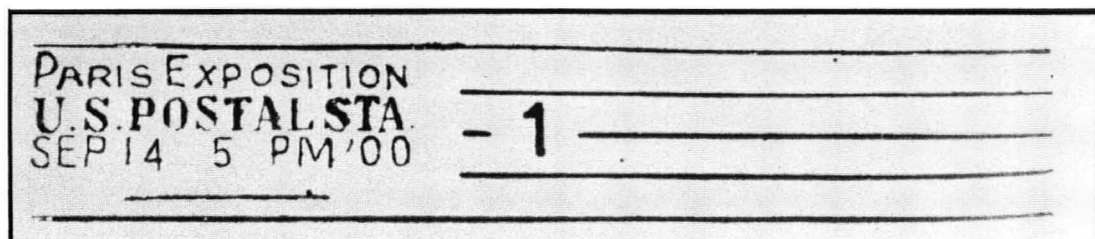
On April 23, 1900, through the courtesy of the postal administration of France, announcement was made of the establishment of an independent postal station at the Paris Exposition, and domestic orders have since been drawn on and paid at that station to a considerable amount, this service proving very convenient to many of our citizens who visited the exposition.

We learn from the *New York Mail and Express* that there was more to see at the U.S. Postal Exhibit at Paris than money order forms:

In marked contrast as to character, but not as to completeness and interest, are the United States exhibits in the same building. There is a retrospective and historical exhibition of the ways and means by which Uncle Sam has transported the mails, from the time when the Post Office Department was created to the present, illustrated by models, pictures and relics. The battered original coach in which Gen. Grant traveled when in the Black Hills and which has at different times of its existence been captured by Indians and

as often retaken by our soldiers, reminds one forcibly of the dangers which in the not remote past accompanied the service. Collectors of postage stamps find here an almost complete exhibit of the adhesive postage stamps that have been issued by the United States Government. Some of the early issues of high denominations and one or two varieties of the more common stamps of those early postal days are wanting, and a number of the department stamps are either reprints or proofs. The exhibit, however, contains good examples of blocks of four and whole sheets of many obsolete issues.

The stamps of our "colonial" possessions are shown in their completeness probably for the first time at any public exhibition. Many collectors of stamps, young and old, foreign and American, are continually pouring over these stamps.

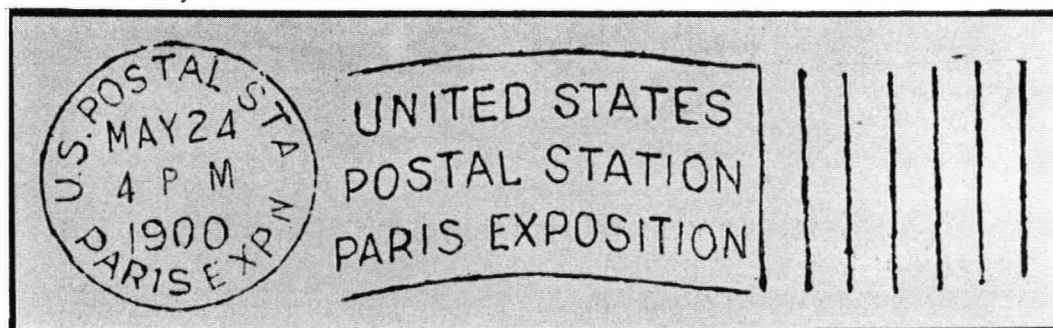


An unidentified Washington newspaper, reprinted in *Mekeel's*, describes in more detail the philatelic aspects of the U.S. exhibit:

Assistant Postmaster General Madden has had prepared and compiled under the direction and supervision of the Chief of the Stamping Division of the Post Office Department a full collection of postal stamps, beginning with the issue of the 5-cent Franklin stamp and the 10-cent Washington stamp of the issue of 1847, and ending with the latest issue of the orange colored Cuban special delivery stamp of 1900. The collection includes specimens of all the stamps that were ever issued by the United States Post Office Department. They are artistically arranged on nine large pasteboard cartons and will be sent to the Paris Exposition to be added to the exhibit of the Post Office Department. The entire collection consists of about 600 specimens and the New York stamp expert who mounted the stamps says that the collection is worth at least \$3,000.

Now the *Philadelphia Times*, with a premonition of what was to happen, wrote this:

An amusing detail in connection with the exhibition is the fact that, at the request and expense of the organizers, a special staff of six detectives has been furnished by the Prefecture of Police to keep watch and guard over the treasures on show. It seems that philatelists, taught by sad experience, have anything but implicit confidence in the honesty of their fellow collectors, the enthusiasm of those possessed of the stamp mania not stopping short of theft on occasion. After all, book collectors and perhaps collectors of every kind, can tell a very similar tale. PER FAS ET NEFAS is apt to be the motto of the really ardent collector.



Anyway, what happened is that sometime after the Exposition closed, the Post Office Department's stamp exhibit disappeared. Whether this happened in 1900 or some later date, in France or here in the hallowed halls of the Department, I have not been able to learn. The first I heard of the matter followed a telephone call from the late Frank Bruns, at the time the Philatelic Curator of the Smithsonian Institution, inviting me to lunch. When



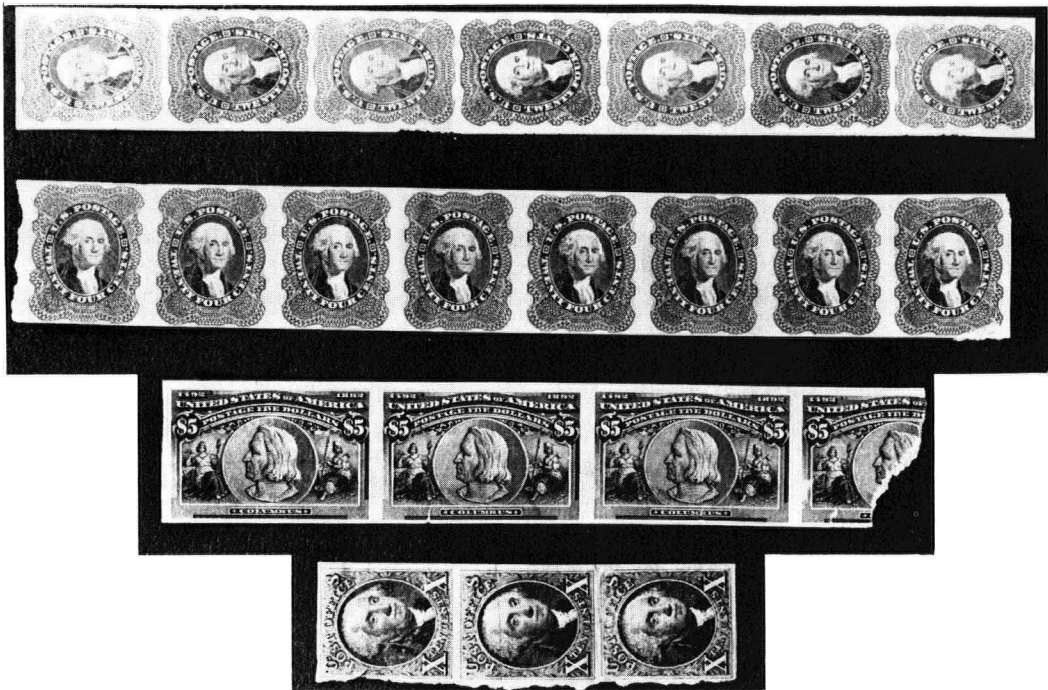
**Block of 39 plate proofs of the 1857-60 reprints, recovered from the Paris Exposition exhibit.**

we returned to his office he asked me whether, during my residence in Paris I had heard anything about the U.S. Post Office Department exhibit at the 1900 Paris Exposition. When I replied in the negative he told me that the exhibit of stamps had disappeared after the Exposition closed and that some pieces of it had just resurfaced fifty years later. He showed me a couple of cardboard cartons full of scraps of dirty, grimy, insect-eaten cardboard, each piece covered with stamps. Since I had worked at the Smithsonian as a volunteer on occasion Frank asked me if I would take on the chore of trying to recover whatever was possible from the mess. I agreed, and for the next few months the family bathtub was the busiest spot in my home.

The pieces of cardboard were covered with plate proofs of the 1847 reproductions,



**Block of 28 plate proofs of the 30c 1857-60 reprints. The "big crack" is in the paper, not the plate.**



**Typical pieces recovered from the USPOD exhibit at the 1900 Paris Exposition. Note the fading of every second stamp in the vertical strip of the 24c where the darker stamps were covered by horizontal bands or single stamps.**

1857-60 and 1861-66 reprints, and the \$5 Columbian, glued in layers with brown fish glue, in unidentifiable decorative patterns. Frank had thought the exhibit was in the form of a wood and cardboard arch decorated with the American Eagle and some lettering, all made out of stamps; and in our enthusiasm we were seeing bits of letters and eagle feathers — but alas, the newspaper description cited earlier spoke only of “artistic arrangements”. It took countless soaking in warm water to soften the glue enough to separate the layers, which turned out to be india paper, and this is difficult material to work with when wet; but with more patience than I have ever exercised before or since I was able to recover most of the proofs, many of which were in hopelessly bad condition, with holes eaten in them by paper borers, or scuffed or torn or stained black by the glue and mold. However, at least one respectable copy of each value of the 1847 reproductions and the 1857-60 and 1861-66 reprint proofs — with the curious exception of the 1c 1857 (of which there were no copies) — and the \$5 Columbian, was recovered; and in many instances there were long strips and a few sizeable blocks. Representative examples are illustrated here. The years and the environment took their toll of the colors, some of which are pretty drab, and the paper is toned and brittle; but the pieces are interesting in view of their history and their probable uniqueness.

**Plate proofs on stamp paper, gummed, grilled, and illegally perforated.**



Another philatelic “happening” came to pass at about the same time. A gentleman long employed by the Post Office Department in Washington finally retired and left

Washington for Chicago, taking with him, as a self-authorized retirement present, full sheets of all the stamps of the 1869 issue, gummed and grilled but imperforate, they probably being the samples sent to the department by the printer for final approval. Elated by the ease with which the kidnapping was carried out, he advertised samples for sale in a local newspaper. This poorly thought-out move led to the discovery of the loss by the department, who promptly sent their security agents to Chicago to recover their property. This they did, virtually intact, except for a strip of five 90c stamps taken from the bottom of the sheet and sold, so the story goes, to a German dealer, who arranged in due course to have the stamps perforated, after which he sold them as a pair and a strip of three. The pair, illustrated herein, is in an important collection of "weirdies" in Europe. The strip of three, until recently in a European collection, is now apparently lost. The sheets? I have tried for three years to locate them in the records of the U.S. Government — without success. Lost again!

My thanks to the staff of the National Philatelic Collections of The National Museum of American History, Smithsonian Institution, for letting me take the photographs you see here and for their assistance in digging through *Mekeel's* to find some of the background information about the Paris Exposition; and to Robbie Lowe for the photo of the pair of 90c 1869 proofs and the story about them.

## **NEW YORK POSTMASTER'S PROVISIONALS STOLEN FROM THE NEW YORK PUBLIC LIBRARY**

**PHILIP T. WALL**

In the pre-dawn hours of May 9, 1977, there was heard inside the building at the southwest corner of 5th Avenue and 42nd Street in New York City the tingling sound of glass being broken. Shortly thereafter a loud burglar alarm went off that could be heard throughout the large building. It is alleged that between 30 and 40 minutes passed before a uniformed, armed guard arrived to investigate why the alarm had been triggered. What he found was that large portions of the Miller Collection of U.S. postage stamps had been stolen from the display cases in a large corridor near the 5th Avenue entrance of the New York Public Library. Many rumors have circulated regarding this theft, but none will be repeated here. To my knowledge no one has ever been charged with anything in connection with this crime, and none of the philatelic material has been recovered.

Benjamin Kurtz Miller was born in Milwaukee, Wisconsin, on June 6, 1857. After graduation from Pennsylvania College at Gettysburg in 1877, he studied law and was admitted to the Wisconsin Bar in 1880. In 1906 he retired from active practice and spent the remainder of his life traveling and forming his collection of U.S. stamps. Mr. Miller ultimately formed virtually a complete collection of U.S. stamps that in some areas was highly specialized. For example, he had a complete plate reconstruction of the 10c 1847 stamp *on cover*, lacking only three of the 200 plate positions. Many of these covers are addressed to Ludlow Beebe & Co., Philadelphia, and include a strip of four, four strips of three and 58 pairs.

About 1924 Miller decided to give his collection to some public institution, ultimately deciding upon the New York Public Library. In February of 1925 the collection became the property of the library. Miller continued to make donations to the collection until shortly before his death on March 17, 1928.

Charles J. Phillips described the collection in *Stamps* in 1936, and the Phillips article was later made into a small brochure by the library to be given to visitors viewing the collection. This account will not be given here as it did not begin to describe the collection as it was constituted in May 1977. One might ask, how could the collection of a deceased person vary after that person had died? One answer to this question is that during World War II a certain employee of the old Scott Stamp and Coin Company moonlighted by working at the library in the evenings and on the weekends. One writer in *Stamps* publicly accused this

person of diverting a large number of early 20th century complete panes from the Miller Collection to the Scott firm's subsidiary J.C. Morgenthau & Co. for public auction. That writer questioned who received the proceeds of the sale and what, if anything, was given the library in return. As far as I know, nothing ever came of this matter.

The 449th sale of the J.C. Morgenthau firm was held April 12, 13 and 14, 1943. The preamble to the catalog states in part, "We also offer from the stock of the Scott Stamp and Coin Co., Inc. many items of United States, including unused block of ten of the 5c New York, full sheet of nine of the 5c New York reprint . . ."



**Figure A. Horizontal block of 10 of 5c New York as shown in J. C. Morgenthau & Co. catalog for April 12-14, 1943. Later in Miller Collection in the New York Public Library.**

Lot 4 of the aforesaid sale (Figure A) was described as follows: "\* [block symbol] 1845, New York, 5c black on white horiz. block of 10 with wide sheet margins showing at L, B & R. Largest known block, magnificent even though somewhat cut at T with some creases and a few stains (9X1) Est. \$5,000." Lot 4 realized \$715 and the stamps in this lot were from plate positions 31-35, 36-40. This large block was supposed to have been in the Ackerman Collection at one time.

Lot 8 of the same sale (Figure B) was a plate proof sheet of nine of the 5c black on blue bond paper and estimated at \$2,500. Since part of the information contained in the description of this lot in the catalog was incorrect, the exact lot description will not be repeated here. I have no idea how the transfer came about, but these two items were on display as a part of the Miller Collection when I viewed it on May 23, 1972.

Recently while working on a future article for the *Chronicle* it was necessary for me to tabulate the number of unused 9X1s of which I have a record. Before I could do that it was necessary to add to my scrapbook on unused (uncancelled) stamps numerous clippings recently received from a friend. The items in Figures C and D were added, and for some reason I decided to determine if I could possibly plate the stamps from the photos which came from private treaty or retail brochures sent out in 1979 and 1980. The stamps in Figure C are readily identified by the doubled bottom frame line of the left stamp which only occurs in position 31. This characteristic causes these stamps to plate as positions 31-32-33. The stamps in Figure D are easily identified by the vertical plate bruises in the left margin of the bottom stamp. These bruises are only found on position 40 so that the stamps in this irregular strip of three are by necessity from plate positions 34-35-40.

Most of the new clippings I receive are merely updates of items of which I have a prior record, but both of these photos were of items that were new to me and most unusual. I

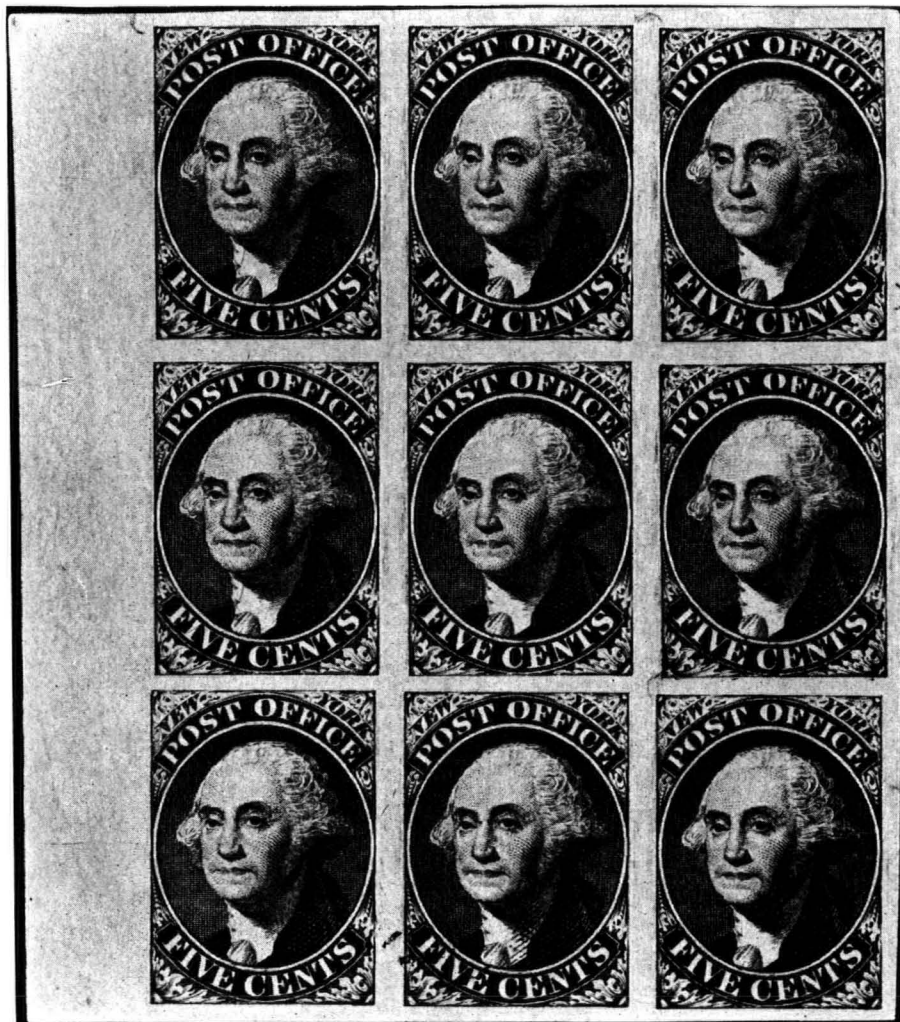


Figure B. Complete sheet of nine of plate proof on blue bond paper as illustrated in April 12-14, 1943, J. C. Morgenthau & Co. catalog. Later in the Miller Collection.

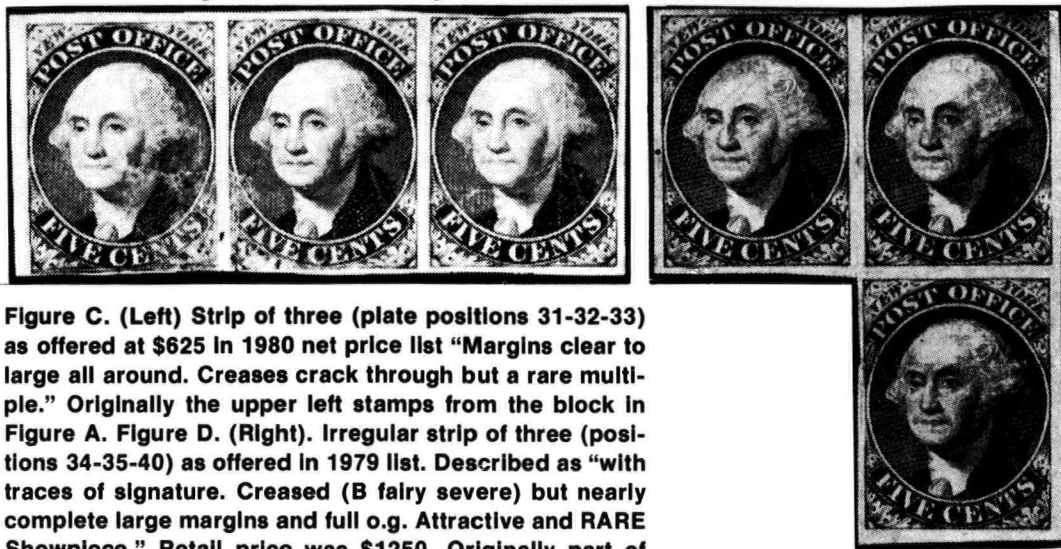


Figure C. (Left) Strip of three (plate positions 31-32-33) as offered at \$625 in 1980 net price list "Margins clear to large all around. Creases crack through but a rare multiple." Originally the upper left stamps from the block in Figure A. Figure D. (Right). Irregular strip of three (positions 34-35-40) as offered in 1979 list. Described as "with traces of signature. Creased (B fairly severe) but nearly complete large margins and full o.g. Attractive and RARE Showpiece." Retail price was \$1250. Originally part of block in Figure A.





**Figure E. Reconstructed sheet of nine of plate proof on blue bond as illustrated in 1980 price list: "5c black reprint on bluish bond. Reconstructed sheet of 9 comprising 3 singles, a pair and a very scarce block 4. Only 3 intact sheets are known and it took us 27 years to assemble this superb Showpiece. 2500.00" The identical sheet as Figure B.**

thought it would be interesting to compare their plating positions with those positions in the large block of ten. It took only a moment for me to realize my new photos were actually segmented parts of the large block of ten stamps. Between 1977 and 1979 someone had attempted to remove the magenta ink used to initial the stamps, yet traces of this ink still remain. The stain in the margin between positions 34 and 35 in Figure D was not removed, and what is apparently a black dot was added to the left margin of position 34. In Figure C both the horizontal and vertical paper cracks and the top margins of all three stamps are identical to the stamps found in positions 31-32-33 of the large block.

Both strips of three had been offered privately by a dealer in 1979 and 1980. This dealer has since died, and it would serve no useful purpose to mention his name as I never knew the man personally and I have no idea how he came into possession of this material.

This same dealer offered for sale in 1980 a reconstructed sheet of nine of the 5c plate proof in black on blue bond paper (Figure E). In an earlier article in this series in the November 1979 *Chronicle* (#104), I referred to the excellent article "New York Postmaster's Miniature Plate of Nine" by Clarence W. Brazer that appeared in the *Twentieth American Philatelic Congress Book* (1954). On page 71 of that book Brazer lists all of the multiples of the plate proofs in various colors on different types of paper that are known to him. Under the listing for the black on blue bond paper Brazer writes, "2 complete sheets of 9 now known (1 in N.Y. Library)." He makes no mention of any pairs of blocks as he does for some of the other listings of plate proof multiples. Since one of the sheets mentioned by Brazer has been in my own collection since 1974, and considering the fact that parts of one of the other items stolen from the Miller Collection have been offered by the same dealer in similar private treaty offerings, I am confident that the sheet of nine from the Miller Collection was broken up between 1977 and 1979 and that the dealer's statement that it had taken him 27 years to complete this reconstruction is entirely hogwash.

Still unaccounted for from the former large block of ten are four stamps from plate positions 36-37-38-39. Presumably these stamps either will be or have been offered for sale. Each of these four copies has a bad horizontal crease or crack through Washington's head and possibly other defects. The validating initials may have been partly or entirely removed.

Thus ends the sad tale of two of the premier items of 9X1 philately. According to what I have heard from several sources, officials of the New York Public Library have shown an amazing lack of concern over this theft; and, in addition, they are not really interested in maintaining that portion of the Miller Collection that was not stolen. If this is true, then I hope those Route Agents who are considering donating part or all of their collections to any public institution will reconsider their plans.

\* \* \*

It is not the intent of this article to attempt to list all of the material stolen from the Miller Collection, but among the items taken were blocks of four of all of the blue paper stamps and single copies of the 1869, 1901 and 1918 inverts. It is my understanding that none of the 10c 1847 covers were stolen.

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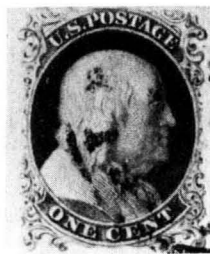
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## **CHARLESTON, SOUTH CAROLINA: THE STAMPLESS PERIOD — TO 1800**

**HENRY H. WELCH**

The place name in the title of this article probably should be "Charles Town", since the name "Charleston" was not adopted until 1783, when the municipality was incorporated.

The first permanent settlement was made in 1670, when Captain William Sayle, with 160 colonists from England, landed at Albemarle Point on the Ashley River, about seven miles from the peninsula where the city now stands. These hardy settlers set out to colonize the new territory which had been granted seven years earlier to eight English noblemen (the Lords Proprietors) by King Charles II, in whose honor the settlement was named. In 1680 the Lords Proprietors granted authority to move the town to its present location on Oyster Point. Local legend describes this as the point where the Ashley and Cooper Rivers come together to form the Atlantic Ocean.

This article will focus on the postal markings used by the postal system during the 18th century, rather than on the postal service itself. Mail service during this period was a rather hit or miss affair, consisting mainly of delivery of mail to Charles Town by masters of sailing vessels from England, other European countries, the West Indies, and the other American colonies. There was little overland mail service on a regular basis until the latter part of the century.



**Figure 1. Earliest recorded postal marking from Charles Town, dated 1767.**

The earliest recorded postal marking from Charles Town is a manuscript "ChasTown" (Figure 1<sup>1</sup>). This marking was reported by Horowicz and Lowe,<sup>2</sup> dated 1767, in red ink, accompanied by the manuscript "Ship 2dt. sterling."

The earliest handstamped postmarks of Charles Town were set in printer's type in two straight lines. With a single exception, all of the handstamped postmarks used in Charles Town during the 18th century are reported in black ink. That exception appeared in Sotheby's auction of October 21, 1981; in lot #7, a double line CHARLES/TOWN handstamp on a 1774 cover to Newport, Rhode Island, is reported in red.

The double-line marking "CHARLES/TOWN" (Figure 2) was used during the British Colonial period and into the period of the British occupation of the city through 1781. The letter, datelined in Charles Town on 16 July 1770, was carried by the "Sandwich Paquet, Capt. Nottingham," as indicated by the manuscript notation, with the added "W.G.P" (Whom God Protect). It also has a London Bishop's mark, "12/SE," and the manuscript docketing notation on the back, "Chas Town 16 July 1770/RJ & J Smyth/Recd 12 Sept./ans 24 do." The Sandwich packet was one of the ships in a fast mail service which sailed between Charles Town and Falmouth, England, often with a brief stop-over in Bermuda. The postage on this letter was rated at 2 shillings, which was to be collected from the addressee upon delivery.

The first circular postmark used in what is now the United States of America was applied to letters in Charlestown<sup>3</sup> during the years from 1778 to 1780. This handstamp, which measures 21mm. in diameter, is illustrated in Figure 3. The letter is datelined in

1. Postmark tracing from the *American Stampless Cover Catalog*, Third Edition, 1978, p. 191.

2. Kay Horowicz and Robson Lowe, *The Colonial Posts of the United States of America, 1606-1783* (London: Robson Lowe Ltd., 1967), p. 36.

3. The town name gradually became known as "Charleston" and was changed officially to "Charleston" in 1783 when the municipality was incorporated.



**Figure 2. CHARLES/TOWN, black, 47 x 15mm., to London, dated 16 July 1770.**

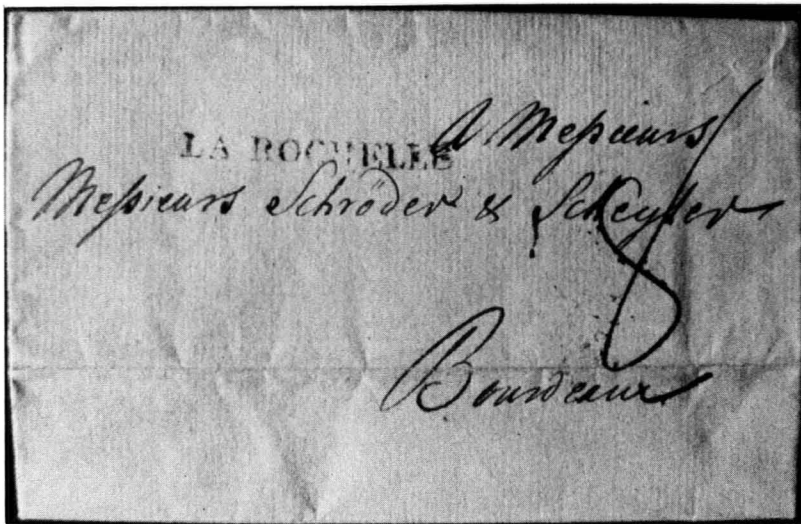
Charlestown December 3, 1779, and is addressed to Edenton (North Carolina). The postage, marked on the front of the letter (not shown), was rated at 14 pennyweights of silver, computed as follows: the distance from Charlestown to Edenton was figured at 500 miles; the rate of postage adopted by the British in 1775 was 2 pennyweights (dwt.) of coined silver for the first 100 miles, plus 16 grains for each additional 100 miles, making a total of 112 grains for the 500 miles distance (24 grains equal 1 dwt.). The rate was increased by 50 percent in 1777, and then doubled in 1779, for a total of 336 grains postage for this letter, or 14 dwt., as marked. Five examples of this circular postmark are reported by ter Braake and Johnson,<sup>4</sup> used during the period from December 24, 1778, to March 23, 1780. By the 1775 table on p. A-2 of *The Posted Letter* the distance from Charleston to Edenton was 342 miles, so apparently the addressee was overcharged.



**Figure 3. CHARLES-TOWN, S.C./Dec. 3 (1799), the first circular postmark used in what is now the United States.**

Handstamps used in Charleston through the remaining years of the 18th century were for the most part single straightline markings, with the town name either spelled out in full or abbreviated in one form or another. Month and day dates were often added, but no year dates are reported in the handstamps of Charleston during this period. Most of the markings reported hereafter appear to have been assembled from the same font of type, and must have been changed rather frequently, as the variations in the postmarks indicate.

4. Alex. L ter Braake and Nicholas J. Johnson, M.D., "The Early Letter Post of Charleston, S.C.," in *The Posted Letter in Colonial and Revolutionary America, 1628-1790*, Alex. L. ter Braake, Coordinator, p. N-17.



**Figure 4. Straightline LA ROCHELLE on 1783 letter from Charleston to Bordeaux.**

Not all letters mailed from Charleston carried postal markings identifying the source. For example, a letter datelined Charlestown, S.C., February 1783, addressed to Bordeaux (Figure 4) bears only a straight line "LA ROCHELLE" handstamp, and is rated at 8 centimes for the internal French postage. It probably was carried by a friend or business associate from Charlestown to La Rochelle, where it entered the French mails. The letter states,

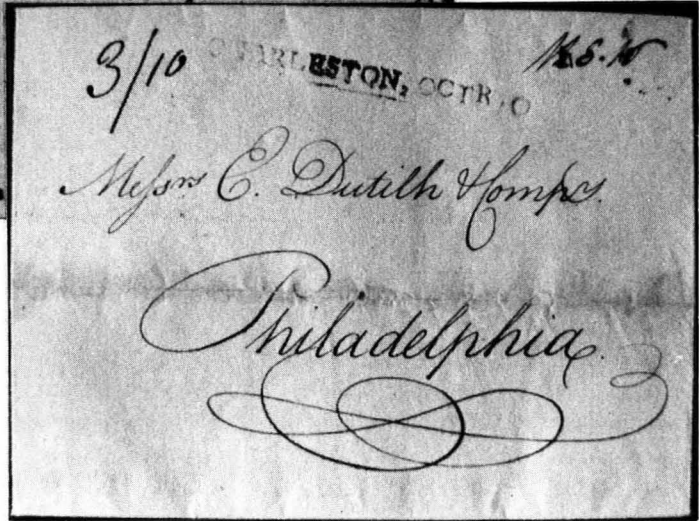
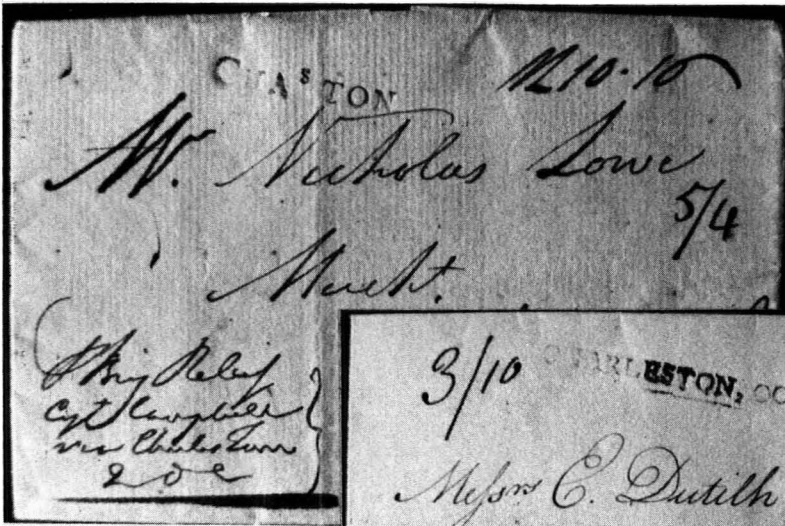
I have the pleasure to advise you hereby that the English left Charlestown and the whole Province of South Carolina on the 14th of December, whereby we are restored to our previous condition aside from the devastation of our houses which the English have ruined in our absence. We hope, however, that these losses will soon be recovered through our large trade.

The writer (Florian Charles Mey, a commission merchant) continues:

If you should decide to make a trial shipment to this country I can assure you that I can have a shipload of rice and tobacco ready for shipment in a few days, so that the boat will not have to stay long in port here waiting for deliveries; the sale of the goods may be postponed in order to make this more profitable.

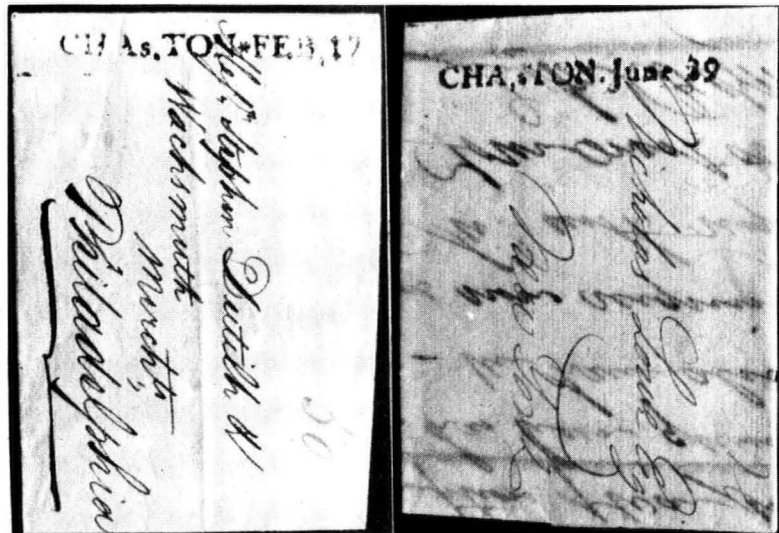
In addition to mail originating in or addressed to Charleston, the local post office handled a considerable amount of mail which originated elsewhere. Figure 5 shows a letter written in Bay Honduras, British Honduras, datelined June 5, 1787, addressed to Nicholas Lowe, Merchant, New York. Postage charges were rated at 10 pennyweights, 16 grains of silver, the equivalent of five shillings, four pence in local currency, both of which are marked on the letter. The postmark, applied in Charleston where the letter entered the postal system, is abbreviated "CHAs TON" and measures 29 x 4mm. There is a manuscript notation, "p. Brig Relief, Capt. Campbell, via Charleston, Q.D.C." (Whom God Conserve). The letter commissions Mr. Lowe to see to the construction "of a vessel for the purpose of dragging mahogany and logwood from the different rivers of this settlement" and specifies the dimensions, materials to be used, finish of the "cabbin" [sic], and other details, including arrangements for payment.

A letter (Figure 6) originating in Gosport, England, datelined 11 August 1787, is addressed to Philadelphia, where it was received on 10 November. It is postmarked "CHARLESTON, OCTR 10" with a handstamp measuring 31 x 3mm. The postage is rated at 8 pennyweights, 16 grains of silver, the equivalent of three shillings, ten pence in local currency. Both rates are written on the cover. A similar marking dated "DEC 20" has been seen on a letter from British Honduras dated 1788.



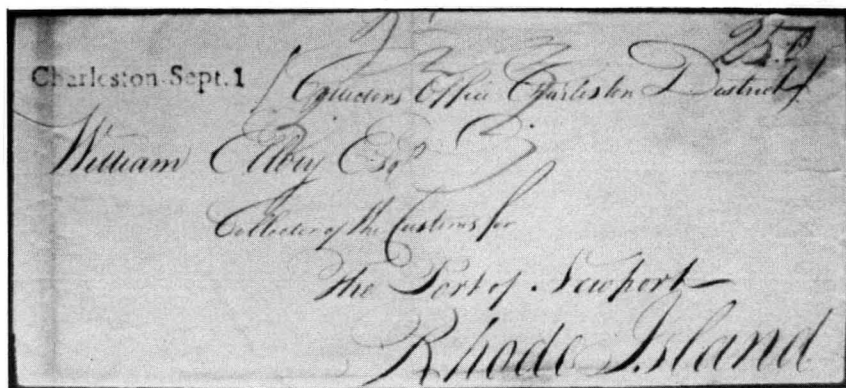
**Figure 5. CHAS<sub>s</sub> TON handstamp, 29 x 4mm., from Bay Honduras, British Honduras, to New York via Charleston, datelined June 5, 1787. Figure 6. CHARLESTON, OCTR 10 handstamp, 31 x 3mm., from Gosport, England, to Philadelphia, in 1787.**

During 1794, three different handstamps appeared for the first time. The first, shown in Figure 7, is abbreviated "CHAs,TON\*FEB,17"; it measures 35 x 4½mm. The letter is addressed to Philadelphia, where it was received on March 15, after almost a month in transit. The postage is rated at 50 cents, for a double letter carried for a distance of over 450 miles. This type of handstamp is reported dated February 3 and April 21, both in 1794, and also April 21, 1795.



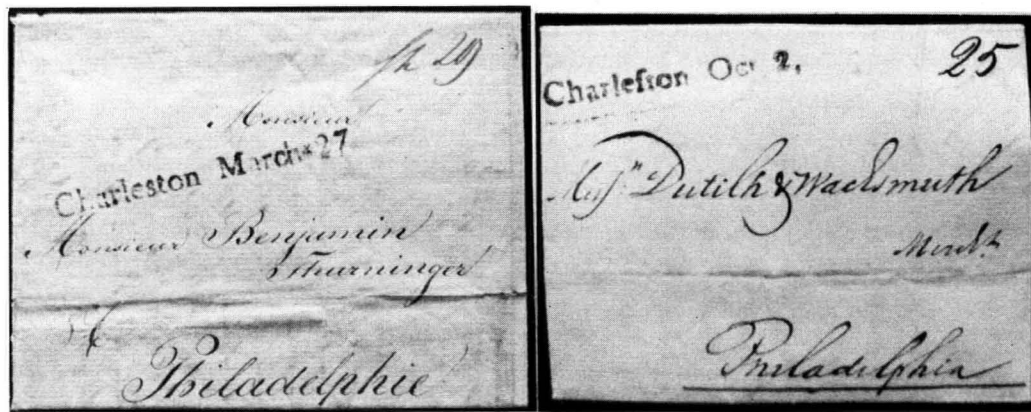
**Figure 7. Two slightly different handstamps, first used in 1794.**

A similar handstamp, also shown in Figure 7, is abbreviated "CHA,STON.June 29," (1794). It is addressed to New York. In this handstamp, the comma is placed in front of the small "s," rather than behind it as in the previous marking, and the month/day markings are separated from the town name by a period rather than an asterisk. This handstamp has been reported on a letter to Boston postmarked in Charleston on March 23, 1796.



**Figure 8. Another 1794 handstamp on a letter from Charleston to Newport, Rhode Island.**

A third handstamp first seen used in 1794 is shown in Figure 8. The town name is spelled out in full with the added date, "Sept. 1." The handstamp measures 31 x 4½mm. The letter is from the Collector's Office, Charleston District, to the Collector of Customs for the Port of Newport, Rhode Island. The rate of postage for a single letter (sheet) traveling distances over 450 miles was 25 cents during this period; a one ounce letter was charged four single rates. This letter weighed 2½ ounces; thus the postage was \$2.50, ten times the single letter rate, to be collected from the addressee!



**Figure 9. Charleston March 27 \*(1796) and Charleston Oct 2 (1795) handstamps on letters to Philadelphia.**

This type marking has been reported used also in 1795 and 1796. In the 1796 handstamp (left cover, Figure 9), the day figures are separated from the month by an asterisk. This ship letter, from Hamburg, was postmarked in Charleston on March 27, (1796). Inland postage to Philadelphia was rated at 25 cents, plus the 4 cents ship rate for letters received from private ships, then forwarded through the mails. This ship rate was in effect from June 1, 1792, until the new rate of 2 cents was instituted by the Act of March 2, 1799.

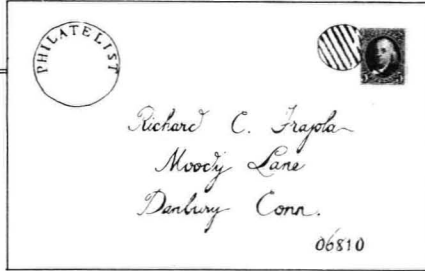
A somewhat similar marking, spelled "Charlestown" (right cover, Figure 9) also measures 31 x 4½mm. The letter is datelined Charleston, October 2, 1795, and postmarked on the same date, addressed to Philadelphia.

(To be continued)





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From our April 25, 1982 auction of postal history. July 18, 1861 North to South usage with red "Philadelphia Adams Express" cds, thru Louisville with express cds and Mobile with 5 cent Postmaster Provisional tied. A unique usage, ex Mason and illustrated in Shenfield.

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## **THE CARRIER STAMPS OF THE UNITED STATES**

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**CLEVELAND, OHIO**

Population figures were, 1840: 6,071; 1850: 17,034; 1860: 43,417.

**BISHOP'S CITY POST**

**Scott Types C20b and C20c**

By an order dated December 21, 1853, Henry S. Bishop, formerly superintendent of the O'Reilly Telegraph Line, having been nominated by the postmaster of Cleveland as required by the Act of 1836, was appointed by the Postmaster General to be the United States letter carrier for Cleveland proper, and also for that section west of the Cuyahoga River and now part of Cleveland but then known as "Ohio Cities". Newspaper references include an announcement of Bishop's City Post dated January 6, 1854, which was printed in the *Plain Dealer* the next day and to February 14, in conjunction with the official regulations of the Post Office Department which applied to the U.S. letter carrier service. An almost identical announcement, reproduced here, appeared in the *Herald* from January 24 to February 25, and again from March 14 to April 22. The *Plain Dealer* advertisement also included the following "regulations":

### **REGULATIONS**

Prescribed by the Postmaster General, for a system of Letter Carriers in the Cities of the United States, under the 41st section of the "Act to change the organization of the Post Office Department," &c., approved 2d July, 1836.

\* \* \*

I. When it shall be deemed proper for the accommodation of the public in any city, that a system of Letter carriers shall be introduced, application to authorize it must be made to the Postmaster General.

II. Postmasters of cities where letter carriers have been, or may be, authorized, will divide their several cities into as many districts as they may think proper, and nominate to the Postmaster General a carrier for each district.

III. The Postmasters will see that the carriers appointed by the Postmaster General execute bonds, with ample security, according to law; and will forward them, when executed, to the Department.

IV. No letter carrier will be permitted to enter upon duty until he shall have executed a bond satisfactory to the Postmaster.

V. All letters received in the Post Office for persons residing in any district, shall be handed to the carrier of that district, "except such as the persons to whom they are addressed may have requested in writing addressed to the Postmaster, to be retained in the office."

VI. The carriers will be permitted to receive letters for deposit in the Post Office, at all places within their respective districts.

VII. Whenever it may be deemed necessary to establish depots for the receipt of letters, by the letter carriers, to be put into the Post Office, the Postmasters shall recommend proper places to the Postmaster General for his decision thereon.

VIII. The letter carriers shall receive two cents for every letter, and one-half cent for every newspaper delivered, and two cents for every letter received to be deposited in the Post Office, all of which shall be allowed them for their compensation, unless otherwise directed by the Postmaster General.

IX. The Postmasters shall report to the Postmaster General, quarterly, the amount of each letter carrier's compensation.

1854. **BISHOP'S CITY POST.** 1854.

**T**HE UNDERSIGNED having been duly appointed and commissioned by the Post Master General, to act as "POST-MAN" for this and Ohio Cities, tender my services as such.

In other cities, of much less extended limits, "CITY POSTS" have been established, to the mutual benefit of Carrier and People.

I have made arrangements through trusty Carriers, to deliver Letters, Papers, Packages, Cards and Circulars to any part of this and Ohio Cities, immediately after the arrival of Mails.

Post Boxes for the reception of Letters and Papers, for Post Office or City Delivery, will be found at:

Weddell House,	64 Ontario Street,
Waverly House,	Cor. Ontario and Pub. Square
American Hotel,	Cor. Erie and St. Clair,
St. Charles Hotel,	Cor. Erie and Lake,
New England Hotel,	Cor. Euclid and Pub. Square,
Forest City Hotel,	Commercial House, Seneca-st.
Stevens' Dining Hall, R.R. Dep.	Columbiana House, Pitts. st.,
Court House,	Cor. Marshall and Hamilton,
Franklin House,	Cor. Lake and Clinton,
Johnson House,	Cor. Clinton and Ohio,
101 Erie Street,	Cor. Parkman and Kinsman,
237 St. Clair Street,	Cor. Prospect and Erie,
125 St. Clair Street,	Cor. Kinsman and Ohio.
67½ Lake Street.	

Post Boxes will be placed at other convenient places in this and Ohio Cities, for the reception of Mail matter or City Delivery.

**CITY POST RATES.**

Persons desirous can arrange for the delivery of Mail matter by the week, on fair terms.

Letters for City Post Office.....	1 cent each.
Delivery Letters.....	2 " "
Delivery Papers.....	½ " "

Liberal arrangements made for the delivery of Cards, Circulars and Daily Papers. Stamps will be found at each Depot.

Persons wishing Letters delivered by the City Post will please advise their correspondents to address them, Street and Number, care of City Post. Stamps, Envelopes, Stationery and Periodicals furnished by giving orders to Carrier.

**HENRY S. BISHOP** City Post.

Cleveland, January 16, 1854.

Jan 24-3m

Figure 1. Notice of Bishop's City Post, as it appeared in the Cleveland Herald in 1854.

X. The letter carrier shall be under the orders and control of the Postmasters, or such clerks in their respective offices as they may designate. They will settle and pay over to the Postmaster or clerk, daily, the postages of all unpaid letters and papers handed them for delivery, and of all paid letters received to be deposited in the Post Office.

XI. The letter carriers shall perform such duties in relation to mailing the letters received by them to be deposited in the Post Offices as the Postmasters shall direct; but they shall not be employed in making up or opening or examining the letter mails in the Post Offices.

XII. The Postmasters will promptly report to the Postmaster General any contumacy of letter carriers in refusing to obey their lawful directions, or in disregarding the regulations of the department, as well as all official delinquencies or private misconduct which render them undeserving of confidence and trust.

XIII. The several Postmasters are authorized to make and enforce such additional rules for the government of letter carriers in their respective cities, not incompatible with law,

as may be necessary to carry these regulations into full effect.

The following editorial in the January 18, 1854, *Plain Dealer* refers to the "card of Mr. B." (i.e., Bishop's advertisement) and "the Regulations of the Department thereto attached":

### BISHOP'S CITY POST

The Post Master General, at the request, and on the recommendation of the Post Master of this city, has appointed HENRY BISHOP, (formerly Superintendent of the O'Reilly Telegraph) to the duties of a City Post. In most of the larger cities of this Union, this system of letter-carrying has been in vogue for years, and found so necessary that Congress and the Department have instituted ample laws and regulations concerning this kind of service.

The necessity arises in the fact, that in all large cities or in corporate towns of extended limits, it is impossible so to locate a Post Office that some portions of the inhabitants do not have to travel some considerable distance for their letters, and in bad weather suffer much inconvenience. Furthermore, they often go quite a distance to the office, and find no letter, which again is a serious annoyance. All this distance and disappointment is saved by a well-regulated City Post, such a one as Mr. BISHOP proposes to establish. Whenever a mail arrives, the letters are forthwith assorted and hurried on their several routes to the places of their destination, the success of this enterprise depending upon the certainty, promptness and despatch with which it is executed. This plants a Post Office to receive and deliver Letters and papers in every part of the town and in every street in the city, the official appointment of Mr. BISHOP, who is required to take an oath and give bonds, furnishing all the security that any branch of the service can give.

Read carefully the card of Mr. B., in another column, and the Regulations of the Department thereto attached.

The *Cleveland Herald* of January 24, 1854, carried this editorial paragraph:

### BISHOP'S CITY POST

It will be seen by advertisement that Mr. Henry S. Bishop, formerly known to our people in his connection with the O'Reilly Telegraph Office, has re-organized a City Post System. — The details are fully explained in his advertisement.

The outlandish location of the present Post Office renders such a system almost absolutely necessary; and we doubt not the energy, promptitude and known fidelity of Mr. Bishop, will induce a large number of our citizens to depend regularly upon him for the delivery of their mail matter.

Unless evidence that another post was in operation in Cleveland between July 1853 and January 1854 can be found the evidence presented indicates that Bishop reorganized the Kellogg Penny Post & City Despatch into the carrier system of the Cleveland Post Office.

Enough facts are not available to determine whether Bishop's official carrier service lasted two or three years, or only a few months in the late winter and spring of 1854. All the Cleveland stamps are too rare to indicate they were in use for long. Between July 1, 1854, and March 31, 1855, Bishop earned \$345 as a clerk in the Cleveland Post Office. In 1856 he appears as a "penny post" on Superior Street and was living at 32 Bond. In 1857 he was a book-agent living at 124 Euclid.

As Kellogg was not found among the official appointees, his stamp (Scott 92L1) probably is a "local" and not a "U.S. Carrier".

The Bishop stamps appear to have been copied from those of Browne of Cincinnati, although neither of the Bishop stamps has "CENT" or "CENTS", and Type C20b had no numeral of value. From research by E. D. Piper of Cleveland the name "Beattie" which is seen in tiny black letters on the figure "2" of Scott Type C20c has been identified as most probably belonging to William J. Beattie, who was an engraver in Cleveland in 1856 and 1857. Unfortunately the needed records for 1854 and 1855 are missing.

The correct listing of the Cleveland semi-official carrier stamps is:

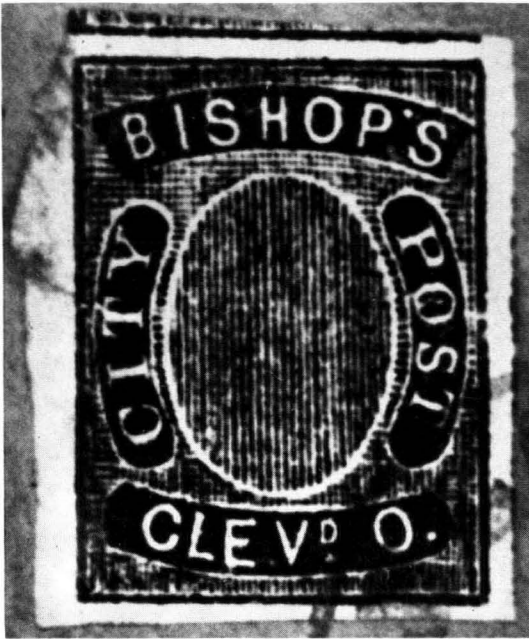


Figure 2. Bishop's City Post, Scott type C20b, (1c) blue.



Figure 3. Bishop's City Post, Scott type C20c, 2c black.

Type C20b, No. 10LB1, white wove paper, (1c) blue

Type C20c, No. 10LB2, bluish vertically laid paper, 2c black

George B. Sloane has recorded each of these varieties on covers used singly to the post office and also in pairs used for local house delivery from the post office.

Neither reprints nor forgeries of Bishop stamps are known to exist.

After Bishop's appointment the next order found was dated February 25, 1856, and named William A. Ingham and George Ager. The latter appears in the Cleveland directories as "Ager". He served until he resigned and was replaced by Joseph W. Briggs on March 3, 1863. The Cleveland directory was not published yearly. The editions for 1856 and later show Ingham engaged in other business.

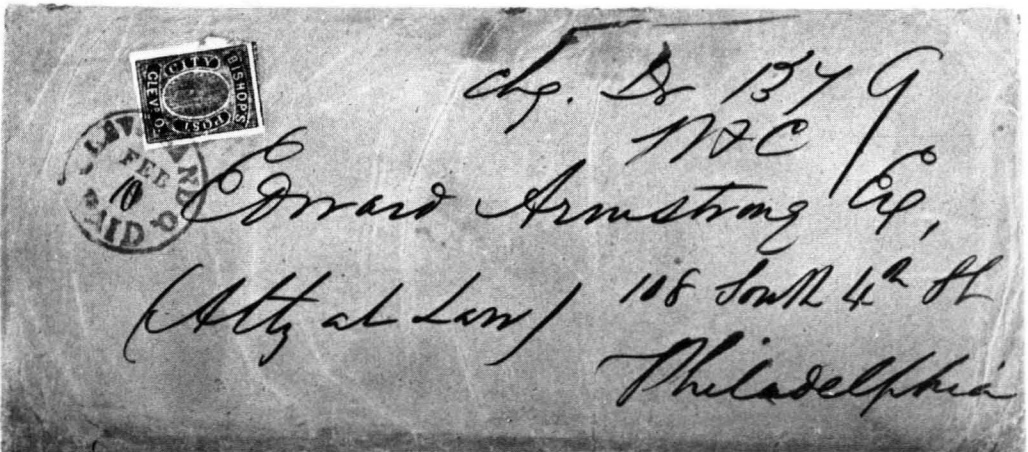
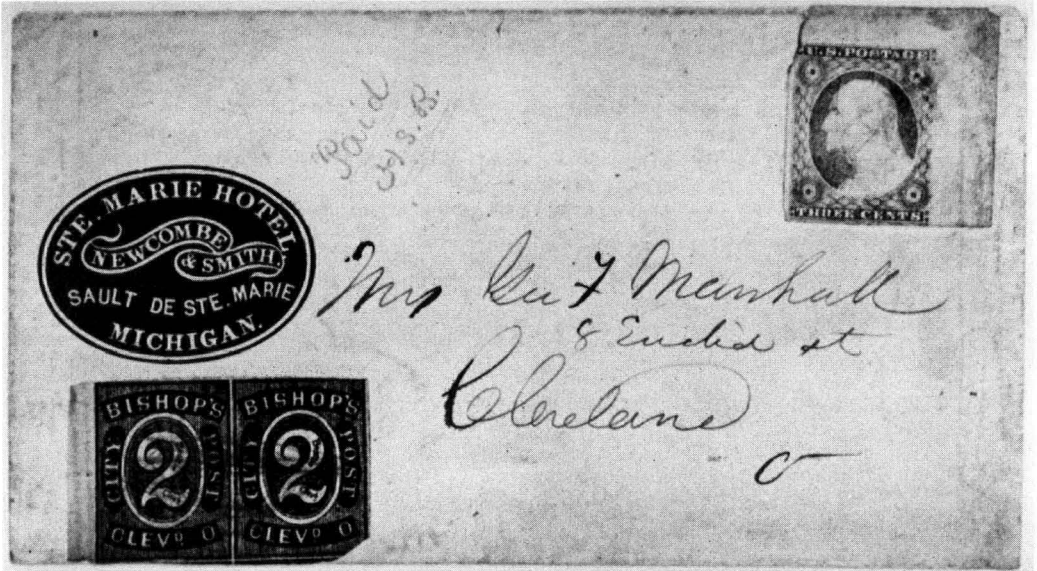


Figure 4. Bishop's City Post 1c stamp used on cover to the post office. Same example as Figure 2.

Prior to 1854 one George Ager is listed in Cleveland as a clerk. In 1856, and until 1863-64, he is listed as a postman, letter carrier, or penny post. In 1859-60 there were sixteen

clerks in the Cleveland post office and only one letter carrier. Agar is not known to have had a special stamp and it may be assumed that any letter dated prior to August 24, 1861, on which his fee was paid by stamp bore the one cent postage stamp of 1851 or 1857, alone or with the three cent stamp. One possible example has been found. The Sidney A. Hessel collection contained a small piece of cover with a one cent 1851 (Plate 1 early) and a three cent stamp of that issue, cancelled with the blue Cleveland postmark. The one cent stamp may or may not have been used to prepay a carrier fee. No special postmark or cancellation is known to have been used by either Bishop or Agar.



**Figure 5. A pair of 2c Bishop's City Post stamps used for local delivery. Note pencil "Paid/H.S.B." and street address.**

By an order of August 10, 1863, J. W. Briggs, L. O. Conner, and Geo. W. Upton were placed on salary at \$500 each from July 1, 1863. Briggs appears as a post office clerk in 1864-65 and as a special agent of the Post Office Department in 1865-66. Upton does not appear as a letter carrier until 1865-66. No Conner, nor person of similar name, appears at all.

From August 19, 1861, to June 30, 1863, the one cent stamp of the 1861 series could be used to prepay carrier fees. No returns of carrier service in Cleveland under the fee system appear in the reports of the Postmaster General.

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**1847 COVERS TO FRANCE**  
**CREIGHTON C. HART**

This article on transatlantic letters to France is in compliment to the International Exhibition PHILEXFRANCE '82 being held in Paris June 11-21, 1982.

The first compilation of transatlantic 1847 covers appeared in the November 1972 *Chronicle*. That article listed 42 covers to France bearing stamps of the first U.S. issue. In the decade since then, additional covers have been reported to bring the list to 55.

The first column gives the date with the month and day dates taken from the postmark if one exists; otherwise, from the dateline or docketing. Year logos never appear in postmarks during the currency of the '47 stamps, so year dates come from foreign receiving postmarks or other sources from the letters. The second column has the denomination of the stamps, either 5c or 10c, and in parentheses the number. Following that are the origin and destination, then "Ph" meaning a black and white illustration is available or "CS" for a colored slide. The last column gives the opinion expressed by an expert committee or individual. "OK", of course, means it is genuine and the five "NG"s mean not genuine. The three "ex"s mean enough is known about the cover to recommend that an expert committee or individual should examine it.

Many changes took place in domestic and transatlantic rates during the four years 1847 to 1851. Rates by distance were important as well as the decimes due for internal French postage. These and other pertinent postal regulations will be discussed for some of the covers in the following general list.

**1847 COVERS TO FRANCE**

<i>Date</i>	<i>Stamp(s)</i>	<i>Postmark and Destination</i>	<i>Ill</i>	<i>Exp</i>
July 16, 1847		Cunard SS <i>Caledonia</i> sails carrying 1847 covers		
Sep. 29, 1847	5c (2)	Phila., Pa., to Paris, France	Ph	
Oct. 30, 1847	5c (2)	(NYC) to Paris, France	Ph	NG
Nov. 6, 1847	10c (1)	Mobile, Ala., to Lyon, France	Ph	
Nov. 14, 1847	5c (1)	Wiscasset, Me., to Havre, France	Ph	
Nov. 22, 1847	5c (2)	Mobile, Ala., to Bordeaux, France	CS	OK
Dec. 1, 1847	5c (1)	Boston, Mass., to Bordeaux, France	CS	
Dec. 22, 1847	5c (2)	Mobile, Ala., to Lyon, France	Ph	
Jan. 15, 1848	5c (2)	(NYC) to Paris, France	CS	
Feb. 27, 1848	5c (1)	Boston, Mass., to La Rochelle, France	Ph	
Mar. 3, 1848	5c (1)	Owego, N.Y., to Paris, France	CS	OK
Apr. 25, 1848	5c (1)	Owego, N.Y., to Paris, France	CS	
May 2, 1848	5c (1)	U.S. Express, N.Y., to Bordeaux, France	Ph	
May 12, 1848	10c (1)	Phila., Pa., to Paris, France	Ph	NG
June 6, 1848	5c (1)	Long Island R.R. to Paris, France	Ph	OK
July 1, 1848	10c (1)	Corning, N.Y., to Nantes, France	CS	OK
Sep. 27, 1848	10c (6)	Philadelphia R.R. to Paris, France	CS	OK
The new treaty single rate of 5c from any place (except the west coast) to port of departure in effect from February 21, 1849.				
Oct. 21, 1849	5c (1)	New Orleans, La., to Bordeaux, France	CS	
Dec. 2, 1849	5c (1)	Mobile, Ala., to Paris, France		
Dec. 14, 1849	5c (1)	Savannah, Ga., to Nantes, France	Ph	OK
Dec. 15, 1849	10c (1)	Mobile, Ala., to Paris, France	Ph	
Jan. 22, 1850	5c (1)	Phila., Pa., to Paris, France	CS	
Feb. 15, 1850	5c (1)	Savannah, Geo., to Nantes, France	Ph	OK





**Figure 1. This cover datelined New York, October 30, 1847, was stampless when it was handed to a ship bound for France. It arrived there November 24, 1847, as the French receiving postmark shows. The "6" decimes is the internal postage due having been delivered by a non-contract ship. If it had gone by the U.S. mail and a Cunard liner it would show "15" due. The illustration is from a 1978 auction catalogue but the cover was withdrawn.**

<i>Date</i>	<i>Stamp(s)</i>	<i>Postmark and Destination</i>	<i>Ill</i>	<i>Exp</i>
Mar. 6, 1850	5c (1)	(Boston) to Paris, France	CS	
Mar. 25, 1850	5c (1)	Mobile, Ala., to Paris, France	Ph	
Mar. 27, 1850	10c (1)	NYC to Paris, France	Ph	ex
Apr. 1, 1850	5c (1)	(NYC) to Paris, France	Ph	
Apr. 20, 1850	5c (1)	New Orleans, La., to Bordeaux, France	Ph	
Apr. 20, 1850	5c (1)	New Orleans, La., to Marseilles, France	CS	
May 11, 1850	5c (1)	New Orleans, La., to Paris, France		
June 9, 1850	5c (1)	Mobile, Ala., to Bordeaux, France	Ph	
June 18, 1850	5c (1)	Phila., Pa., to Montauban, France	Ph	
July 1, 1850	5c (1)	Phila., Pa., to Paris, France	Ph	
Aug. 1, 1850	5c (1)	(N.Y. N.Y.) to Paris, France	Ph	
Aug. 27, 1850	5c (1)	Phila., Pa., to Marseilles, France	CS	
Aug. X, 1850	5c (1)	(N.O., La.) to X, France	Ph	
Sep. 30, 1850	5c (1)	New Orleans, La., to Donzy, France	Ph	
Nov. 6, 1850	5c (1)	NYC to Paris, France	Ph	
Nov. 19, 1850	5c (1)	Cleveland, Ohio, to Paris, France	Ph	OK
Dec. 14, 1850	5c (1)	(Boston, Mass.) to Paris, France	Ph	OK
Dec. 30, 1850	5c (1)	Mobile, Ala., to Guebwiller, France	Ph	NG
	10c (2)			
Jan. 8, 1851	5c (1)	X, X to Paris, France	Ph	NG
	10c (1)			
Jan. 28, 1851	5c (1)	Savannah, Georgia, to Avize, France	Ph	OK
Jan. 30, 1851	5c (1)	Cleveland, Ohio, to Paris, France	CS	OK
Feb. 3, 1851	5c (1)	Boston, Mass., to La Rochelle, France	Ph	
Feb. 12, 1851	5c (1)	Louisville, Ky., to Avize, France	Ph	OK
Mar. 1, 1851	5c (1)	New Orleans, La., to Nantes, France	Ph	
Mar. 3, 1851	10c (1)	Baltimore, Md., to Paris, France	Ph	NG
Apr. 24, 1851	5c (1)	Cleveland, Ohio, to Paris, France	Ph	OK
May 6, 1851	5c (1)	Philadelphia, Pa., to Jarnac, France	Ph	
May 29, 1851	5c (2)	Franklin, La., to Bordeaux, France	Ph	
May 31, 1851	5c (1)	Cleveland, Ohio, to Paris, France	CS	
June 29, 1851	5c (1)	New Orleans, La., to Lyon, France	Ph	

Date	Stamp(s)	Postmark and Destination	Ill	Exp
The '47 stamps were demonetized as of July 1, 1851. Both of these covers should be examined for other reasons as well.				
Aug. 24, 1851	5c (1)	NYC to Marseilles, France	Ph	ex
Mar. 19, 1852	5c (1)	New Orleans, La., to Paris, France		ex
		Year of use unknown. If possible, please help.		
Apr. 30, 18-?	5c (1)	NY and New Haven RR to St. Malo, France		

Regular transatlantic mail to France went via England on the Cunard Line which sailed only from Boston until January 1, 1848, when departures from New York also began. The first sailing that could have carried 1847 covers left Boston on July 16, 1847, but no covers to France are listed on that voyage. A cover postmarked September 29, 1847, with two 5c stamps is the earliest known 1847 cover to France.

The second cover listed as October 30, 1847, has a pair of 5c which has been added. Figure 1 shows this cover which is datelined New York but has no postmark. It did not enter the U.S. mail but is a "ship letter" having been handed to a non-contract ship bound for France where it entered the French mail. There it received the French foreign mail handstamp "OUTRE MER LE HAVRE 24 NOV. 47" and was rated 6 decimes due, the single rate for an incoming ship letter. This cover was offered in a reputable stamp auction in 1978 but was withdrawn before the sale. The New York date and the date of receipt in France preclude this cover's having been carried by any of the official packet services. The French single rate does not agree with the purported double rate represented by the stamps, which perform no function.

Covers with the 10c denomination are very scarce to France and the two with single stamps listed as May 12, 1848, and March 3, 1851, have both been examined by the Philatelic Foundation which is of the opinion that the stamps do not belong. The two covers with both the 5c and 10c denominations (Dec. 30, 1850 and Jan. 8, 1851) have had either one or both denominations added in the opinion of experts. Creating a cover with both the 5c and 10c stamps (the entire first issue) on the same cover has a strong collector appeal.



**Figure 2. This superb cover was part of the Henry Gibson collection which was dispersed in 1944, when it realized \$4,000. When offered in a Harmer sale May 5, 1971, it brought \$18,000. Double postage was paid by the 10c stamps and 33 decimes were due from the addressee in Paris. Usually, only once in a lifetime do collectors have the opportunity to acquire such important covers. The illustration is from the Gibson auction catalogue.**

Illustrated is a superb horizontal strip of six 10c '47's (Figure 2) on a cover in excellent condition. When this cover to Paris from the Henry C. Gibson collection was sold by Philip

H. Ward, Jr. in 1944 he said "We consider this the most important cover known to American Philately. Gorgeous." The realization was \$4,000.00. The sixty cents in postage overpaid twice the 29c retaliatory rate which had taken effect with the sailing of July 5, 1848, and remained until the old 5c and 10c rates were restored January 3, 1849. The retaliatory letters required double transatlantic postage (both American and British) during the postal confrontation between Britain and the United States which lasted only six months.

After the new reduced treaty rates went into effect with the sailing of February 21, 1849, all of the genuine single rate covers to France have only 5c. The 10c December 15, 1849, cover is a double rate letter from Mobile and is so rated by France upon receiving it.

The year of use is unknown to me for the cover listed last. More information will be appreciated and a xerox copy or a color slide will be very helpful.

When the initial listing of 1847 covers to Europe was made in 1972, there was a total of 172. At that time the largest number (72) were to Great Britain; the second (42) to France; the third (27) to Germany. This is still true although the number to Great Britain and Germany has increased as well as those to France. That issue of the *Chronicle* also listed covers to Holland (14), Belgium (6), Switzerland (3), and Norway (1). Since then one cover each has been reported to Sweden and Gibraltar. Does anyone own a '47 cover to Spain, Russia, Greece or any other unreported country?

### STILPHIN CORRESPONDENCE

Susan McDonald is gathering material for an article on the Mary Stilphin correspondence which includes 10c 1847 bisect covers from Concord, N.H., and Ballard Vale, Mass., to Miss Stilphin at Manchester and Lower Bartlett, N.H. Susan would appreciate photocopies of the bisect covers, and of any 5c covers from the same correspondence, as well as any enclosed letters or other information.

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**AN INTERESTING COVER TO FRANCE**  
**MORTIMER L. NEINKEN**

The illustrated cover is very interesting because of its numerous postal markings and their significance. First the stamps, a 1c Type IV (Scott #9) and three 3c (Scott #11), total 10 cents. The markings are two postmarks in red of Mobile, Ala., July 28, the circular New York British Packet marking in red dated August 9, and the small double circle red French receiving mark dated August 21; also the black manuscript 16 at the upper left and the large handstamped 39 in black, on this letter addressed to Paris. On the reverse there is a British receiving mark dated Aug 21 in red and a black Paris receiving mark dated Aug 22, (18) 54.



**Mobile, Alabama, to Paris, France, July 28, 1854. Double letter by U.S. system, triple by French.**

The letter was sent from Mobile to New York where it was held for the departure of the British steamer *Africa* on August 9. It arrived in Paris on August 22, total elapsed time being 23 days. Deliveries were usually made in 16 days, when better steamer connections were available. The cover, endorsed "p. Boston steamer," was intended to go by *Niagara* from Boston August 2, and must have barely missed that sailing.

What is the explanation? Prior to April 1st, 1857, there was no postal treaty between the United States and France. There were a number of pre-payments, but none of them could prepay the postage to destination. The rate which applied here was the 5c British open mail rate, for letters weighing not more than ½ ounce for conveyance by British steamers, paying the U.S. treaty inland postage to the ship. The writer of this long letter knew that it weighed over ½ ounce and he prepaid the double U.S. postage of 10 cents.

The French rate for the collect postage to destination was 13 decimes (approximately 26 cents — this included British sea and transit charges) for letters weighing 7½ grams (approximately ¼ oz.) or less, and multiples of this rate for heavier letters. There are a number of letters known prepaid in the U.S. at 5 cents, but on arrival in France, the French post office found that these letters weighed over 7½ grams and charged the double rate of 26 decimes. When this letter arrived in France, it was weighed in at 16 grams, as noted in the

manuscript marking at upper left. Inasmuch as the letter weighed over 15 grams, the 26 decime rate did not apply and a triple rate due charge of 39 decimes was assessed. This author had never seen this 39 decime rate before the acquisition of this letter.

Thanks to Mr. Harvey R. Warm for his assistance in this analysis.

**FREE — ONE RATE**  
**BARBARA J. WALLACE**

Figure 1 illustrates a cover bearing four 3c singles of the 1851 issue, postmarked "Brandon, Vt. Dec. 16." It is addressed to "S.L. Sprague, Esq., Post Master, Weybridge, Vt." At upper left is a handstamped "FREE" followed by "One Rate" in manuscript. This is a seldom encountered type of free franked mail in that only a single rate is free, the balance being prepaid with stamps.



**Figure 1. A letter from Brandon, Vt., to the postmaster at Weybridge. One rate franked, the balance paid by stamps.**

The franking privilege was a subject of ongoing controversy throughout the 19th century. One of the numerous attempts to reform the system resulted in certain provisions of the Act of March 3, 1845.<sup>1</sup> In addition to reducing radically the rates of postage, it deprived the postmasters of the franking privilege except for P. O. business mail and, even for that, required a cumbersome accounting of such uses. Since the lower postage rates also initially reduced the postmasters' commissions, the reaction was dramatic. In 1846, PMG Cave Johnson reported: "Near 1/3 of the offices in the United States has been voluntarily vacated, since the passage of the act of the 3d of March, 1845."<sup>2</sup> He goes on to emphasize the importance to postmasters of the privilege of franking their personal mail as well as the inequity of handling the increased mail volume for less pay.

The Act of March 2, 1847 (9 Stat. 153) was an attempt to ameliorate the situation, whereby each postmaster whose compensation for the preceding year did not exceed \$200 could send or receive free all written communications on his private business which did not exceed ½ oz. in weight. Specifically excluded was printed matter, a common sense protection against exploitation by mailers of printed advertising. Though the law did not make provision for cases such as the cover in Figure 1, it was promptly interpreted in the form of a regulation: "If any letter to or from a privileged person, be put into, or received at a post office, of greater weight than such person has a right by law to frank, the postmaster will charge the excess with letter postage."<sup>3</sup> This regulation is cited also in the 1852 and

1. Sections relevant to the present subject are 5 Stat. 732-5, 737 and 739. These are summarized in *United States Domestic Postage Rates, 1789-1956*, POD Publication 15, Post Office Dept., Wash., D.C., pp. 53-4 and 115-17.

2. *Report of the PMG, 1846*, Wierenga Reprint ed., p. 684.

3. *Postal Laws & Regulations of the USA, 1847*, Wierenga reprint ed., Holland, Mich., 1980, Part 2, p. 43.

1857 editions. The law appears in its appropriate section of these PL&R's.<sup>4</sup> The subject cover thus was a quintuple rate use, weighing between 2 and 2½ oz., the excess rates prepaid with stamps. Its content was presumed to be of a private nature, since this weight limitation did not apply to P. O. business mail.

PMG Johnson in his 1847 report indicated that resignations had become less frequent as a result of this and other measures to improve the financial condition of the postmasters.<sup>5</sup>

The postmaster franking situation remained unchanged until the Act of March 3, 1863 (12 Stat. 708, Sec. 17 & 42) whereby, effective 1 July 1863, once more the postmasters' franking privilege was limited to official communications to the POD or other postmasters.<sup>6</sup>

In regard to this specific cover, no listing is given for *Weybridge* in P. O. tabulations for 1849, 1854, 1855 or 1857. Each of these, however, reports a *Weybridge Lower Falls* in Addison Co., Vt. S.L. Sprague is shown as the P. M. except in 1849. The 1857 *Official Register* illustrates Sprague's ability to get the most from a small P. O. — he received \$58.19 in compensation, whereas the net proceeds of the office were \$1.04.

4. Except the 1847 ed., *ibid*, where the law is given in the Rates of Postage section, page XII.

5. *Report of the PMG, 1847*, Wierenga reprint ed., p. 1312.

6. *U.S. Domestic Postage Rates*, p. 119, also the full text and instructions are given in the back of Wierenga reprint entitled: *List of Post Offices in the United States, 1862*, Holland, Mich., 1981.

**MYOPIA**  
**DAVID L. JARRETT**



**Figure 1. Cover with 3c 1851 and strange postage due-adhesive.**

One of the dangers of specializing in a limited field such as U.S. classics is being deceived by a fake that would not fool a general world wide collector. Exhibit A is shown in Figure 1. This was offered by a certain well known auctioneer with the following description:

316 [cover symbol] Insufficiently Prepaid postage due 3 cents rare Salmon adhesive, 3c tied Mansfield Ms. Cover also pmk open Semi Circle Barnett Vt. V.F. (Photo) Est. 75.-100

In retrospect, the unusually low estimate should have been a tip-off that something was wrong. The cover without the sticker is a very nice example of missent mail and bears a rimless Barnett, Vt. townmark struck in red, a previously unreported color.

As to the sticker (Figure 2), the reader is referred to the Zanzibar section of *Scott's Standard Postage Stamp Catalog* under Postage Due stamps, which illustrates this very item as J13, 3c rose, issued 1931-33.



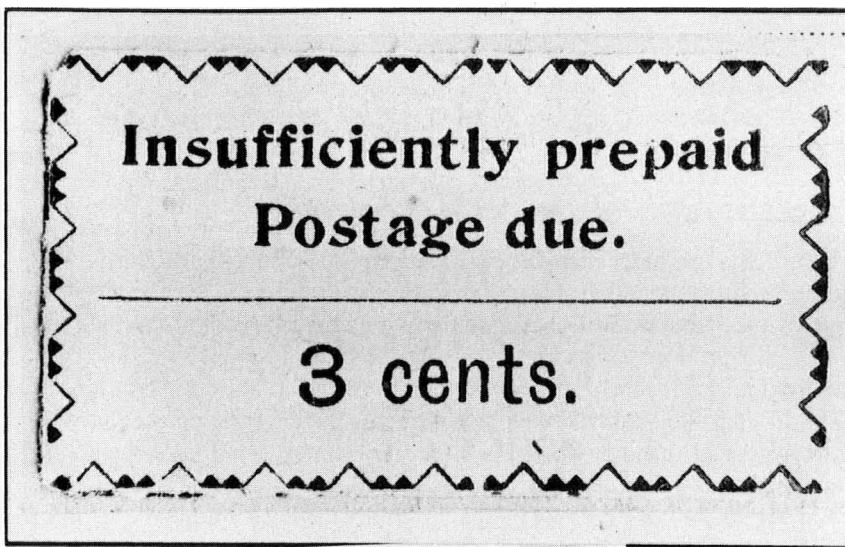
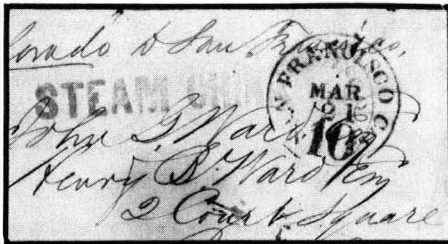


Figure 2. Enlargement of label.

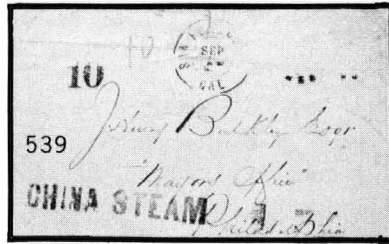
### U.S. WATERWAYS POSTMARK CATALOG

Dr. James W. Milgram, with the assistance of Floyd Risvold, Paul Rohloff and Fisher Simmons, is undertaking a revision of the Klein listings of these markings under the auspices of The Collectors Club of Chicago. Any collector possessing covers with postal usage prior to 1890 bearing either handstamped or printed markings which contain the name of a vessel that is unlisted in the Klein book is invited to send a photocopy of such cover(s) to Dr. Milgram, 303 East Chicago Avenue, Chicago, Illinois 60611. The new listings will include inland and overseas markings of United States origin. Listings of counterfeit markings are also solicited.

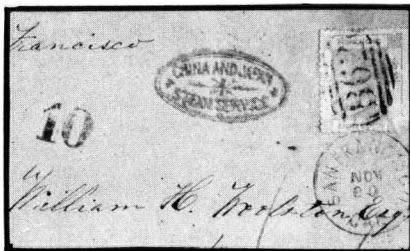
## 1867 Pacific Steamship Co.



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  
Tel: 213/450-2543

### **EDITORIAL — 3c 1861 STAMP COLORS**

Dave Beals's comments on pages 26-29 of *Chronicle* 113, and, particularly, his remarks concerning the "seminar" held at this writer's home in October 1973, are certainly extremely interesting to me. Some additional comments on the 1973 color seminar are probably appropriate.

The meeting involved nine collectors who checked some 65 different 3c 1861 stamps of varying colors and shades. All the samples, including some on cover, were masked in gray cardboard with a port arranged through which the best and cleanest portion of the stamp could be seen. Each of these was examined in turn by each of the nine participants (although a few didn't finish, for one reason or another), and comparative entries made on a form of the individual's choice of the closest match of color block from a *Methuen Handbook*, second edition.

We had several objects in mind, but, mainly, we wanted to see if we could use the *Methuen Handbook* as a means of communication with reasonable accuracy. Our light sources were also standardized, a pair of GE F15T8-C50 fluorescent color balanced lights being used in drawing board swivel lamps as light sources. There were four duplicate "stations" inasmuch as we had four handbooks available. However, both the four handbooks and all the lamps were from identical lots or shipments; in fact, the bulbs were new and from a carton bought especially for the purpose. Several of the participants took lamps from this same carton home with them.

Generally speaking, the scatter of results among the nine participants was not large for most samples checked. The Methuen system is a matrix of blocks, with fairly constant change between the block samples as to side by side, vertically, and the same position from one page to the next. Rarely did any sample receive a difference in evaluation of more than two steps, as, for example, eight evaluations for a sample termed "rose red" — 10-B-4; 10-B-6; 9-B-4; 9-B-5; 10-C-5; 9-B-5; 9-C-5; and 11-B-3. Considering that two participants stated before the meeting they had some color blindness, and that only two of the participants had any experience at all in this type of procedure, the consistency seems quite satisfactory to this writer. Such was the case for most of the comparisons made, in the writer's opinion. The differences were in application of color names to the various samples.

It also should be noted that all the participants were asked not to discuss opinions on the color names or to communicate any results of their selections of Methuen color block numbers, until all were finished. As Mr. Beals commented, it was then found there was a wide divergence of opinion on names of many of the stamp colors — even though there was no similar divergence indicated from the selections!

The project has never been written up, as the *Methuen Handbook*, 2nd Edition, went out of print soon after the seminar. However, as the third edition is now available (Leonard Hartmann, *et.al.*) a broader summary of the project might now be appropriate. Does anyone have any suggestions?

Richard B. Graham

### **BLACK JACK BISECTS — UPDATE II** **JOSEPH F. RORKE, R.A. 1095**

In *Chronicle* 96 (November 1977) a presentation was made of the Black Jack bisect covers then known to the author. It now seems timely to update this record with additions and corrections to Table I, and to list new findings in a supplement. Table II has been revised, bringing these data up to date as well.

**TABLE I — ADDITIONS AND CORRECTIONS**

73 a2

- 6. Destination: Shrewsbury, York Co., Pa.
- 8. *Delete this listing.*
- 9. Source: Harmer-Hessel 4, #1653.

73 a3

- 1. Date: Jul 8; ex Haas; Siegel 4/80, #561.
- 4. Origin: Huntington, Pa.; ex Wyer; Kelleher 10/77, #99.
- 6. Source: Siegel 8/58, #327.
- 7. *Delete this listing.*
- 8. Origin: Williamsburg, Pa.; (4/3/66); blk cds; ex Haas; StanGib 5/80, #196.
- 9. Origin: Union Mills, Pa.; blk cds; J. Fox 1/54, #120.

73 a4

- 1. Date: Sep 22; signed by Ashbrook.
- 9. Source: R. Kaufmann 11/79, #77.
- 13. Remarks: ex Atherton; Worden coll.

73 b1

- 1. Date: Apr 18.
- 8. *Delete this listing.*
- 14. Tied by: blk cork ties stamp only; J. Fox 6/64, #82.
- 17. Destination: Wellsborough, Tioga Co., Pa.; '63 or '64.
- 21. Date: (Oct 21, 1863).
- 23. Origin: Woostertown, Ind.
- 24. Date: Oct 11; ex Haas; Siegel 561, #178.
- 26. Date: Dec 20.

73 b2

- 5. Origin: Winchester, Tenn.
- 8. Destination: Fairhaven, Vt.
- 10. Date: Mar 27; blk target; Siegel 11/65, #241.
- 12. Tied by: pen cancel ties stamps to each other only.
- 15. Date: Jul 3.
- 17. Source: Stamps Inform. Assoc. 94, #109.
- 21. *Delete this listing.*
- 23. Tied by: unbord. oval grid; S-P-B 2/80, #846.

73 c1

- 6. Destination: Patterson, N.J.

73 c2

- 3. Origin: ? ms town; Aug 4, '68.

87 a4

- 1. Tied by: circ. grid.

87 b1

- 1. Origin: Winchester, Tenn.
- 3. *Delete and change to "93 b1, #5."*

87 b2

- 2. *Delete and change to "93 b2, #4."*

93 a3

- 1. Source: Mozian 11/53, #139.

93 b1

- 3. Source: R. Lewenthal 10/79.

93 b2

- 1. Destination: Auburn Center, Pa.
- 2. Origin: Minn. City P.O., —.

Table II shows the variety of bisects that are found on the 166 covers and pieces from 117 cities, representing 21 states. The greatest single source remains the group of 13 covers from Manchester, Md. Three cities originated three covers each; nine cities, two covers each; 105 cities, one cover each; and 21 covers cannot be identified as to city of origin.

TABLE I SUPPLEMENT

	Origin	Destination	Date	Tied by	Used with	Remarks	Source
<b>73 a1</b>	(UL diag.)						
10.	Leonardtown, Md.	Annapolis, Md.	Feb 8	Blk solid stars	Sev #73		Harmer 7/54, #208
11.	Benvenue, Pa. (ms)	Harrisburg, Pa.	Dec 27, '66	Pen	Sev #73		Unknown
<b>73 a2</b>	(LR diag.)						
10.	Delaware, O.	Delaware, O.	May 9	Blk cds, tgt.		1c drop	Harmer-Rooke 9/63, #485
11.	Oberlin, O.	Oberlin, O.	May 21	Blk cds, tgt.		1c drop	Harmer 10/79, #108
12.	Wrightsville, Pa.	Columbia, Pa.	Apr 24	Blk 4 ring tgt.	Sev #73	ex Worthington	Harmer-Rooke 6/58, #47
13.	Sunbury, Pa.	Elida, Ill.	Jul 15 (68?)	Blk cds	Hor unsev #73	defective #73	Harmers 10/79, #107
<b>73 a3</b>	(LL diag.)						
10.	?(Boiling Spgs, Pa.)	Boiling Spgs, Pa.	—	Blk cds		1c drop	Harmers 10/79, #122
11.	West Haven, ?	West Haven, ?	—	Blk cds, cut NT		1c drop, ex Waterhouse	Harmers 5/79, #142
12.	? (ms)	—, Pa.	—	Pen, NT	Vt unsev #73	sold "as is"	Herst 2/66, #1198
13.	New Haven, Conn.	Boston, Mass.	Sep 18	Blk 4 ring tgt.	Sev #73		Paige 3/53, #344
<b>73 a4</b>	(UR diag.)						
15.	St. Paul, Minn.	Valley Falls, R.I.	Jan 11	Blk qtr. cork	Sev #73		Spelman 12/79, #670
16.	Little Creek, N.Y.	—	Feb 21	Blk cds, tgt.	Sev #73	on piece	Harmers 10/79, #106
17.	Boston, Mass.	New York, N.Y.	—	Blk seg. cork	Sev #73	c. card, ex Waterhouse	Harmers 11/57, #407
18.	Rockport, Me.	—	Apr 4	Blk circ grid	Sev #73	sold "as is"	Chet Barr 3/75, #416
19.	Toledo, O.	New York, N.Y.	May 6 (63)	Blk cds, tgt.	Sev #73	ex Russo	S-P-B 4/79, #2087
20.	Shippensburg, Pa.	Mercersburgh, Pa.	Oct 10	Blk cds, 7 ring tgt.	Sev #73		S-P-B 10/77, #1317
21.	—etonia, Pa.	Adams(town?), Pa.	—	4 ring tgt, ? tie	Sev #73	sold "as is"	Harmers 5/78, #100
22.	Manchester, Md.	Railroad, Pa.	Dec 1	Blk 4 ring tgt.	Unsev vt #73	not same as #11	?, #182
<b>73 b1</b>	(L vert.)						
28.	Orwell, Pa.	Scranton, Pa.	Mar 20 (68)	Blk 4 ring tgt NT	Unsev #73	orig. find Peck corr.	Wm. Weiss 5/80
29.	Huntsville, Ill.	Rushville, Ill.	Sep 16	Blk 4 ring tgt	Sev #73		Siegel 8/66, #344
30.	Anderson, Va. (ms)	Alfred, Me.	Oct 1	Pen strokes	Sev #73		J. Kaufmann 11/77, #96
31.	Richmondville, N.Y.	—	Oct 18	Blk 4 ring tgt NT	Unsev #73	original find	Siegel 1/65, #121
32.	Pine Plains, N.Y. (ms)	—	May 15 (68)	Pen (tied?)	Unsev #73		Harmers 1/82, #202
<b>73 b2</b>	(R vert.)						
27.	(Havana, N.Y.)	Havana, N.Y.	—	Blk 4 ring tgt		1c drop, wrapper	StanGib 4/81, #269
28.	Tivoli, Pa.	—	Jan	Blk grid NT	Unsev #73	signed J Bartels 1937	Herst 11/59, #589
29.	St. Marks Mn., Kan.	Leavenworth, Kan.	Jan 17	Blk fancy cork	Sev #73		Pelander 12/53, #174
30.	Sugar Run, Pa.	LaPorte, Pa.	Feb 12	Blue tgt	Sev #73	ex Cole	S-P-B 4/80, #275
31.	Leeds, Wis. (ms)	—, Minn.	Jul 10	Blk pen	Sev #73	torn edge not tied	Siegel 8/74, #315
32.	Roxbury, Vt.	South ?	Nov 11	Blk pen NT	Sev #73		J. Fox 6/64, #83
33.	Bainbridge, Pa.	Lancaster City, Pa.	Aug 12	Blk tgt NT	Sev #73		Harmers 4/65, #254

<b>87 b1</b>	6. Dimock, Pa.	Centerville, Pa.	Oct 14 (ms)	Blk fancy cork NT	Unsev #87	Pat. medicine c.c.	Higgins-Gage 150, #24
<b>93 a4</b>	2. —, Pa.	Phila., Pa.	Jun 12	Blk 4 ring tgt	#113	ex Russo	S-P-B 2/80, #866
	3. Port Republic, — (ms)	Phila., Pa.	Oct 3	Pen strokes	Unsev #93		Dick Long 5, #177
<b>93 b1</b>	5. Leesburg, Va.	Middleburg, Va.	Jul 28	Blk qtr. cork	Sev #93	ex Gibson, prev. 87 b1 #3	Siegel 358, #285
<b>93 b2</b>	3. —, Mass.	Chester, Mass.	May 3	Blk 4 ring tgt	Sev #93	damaged stamps	Harmers SF 1/80, #94
	4. ?	Huntingdon, Pa.	—	Target	Sev #93	prev. 87 b2 #2	Unknown
<b>93 c1 (U hor.)</b>	4. Colebrook, Pa.	Newville, Pa.	Dec 17	Blk 4 ring tgt	Unsev #93		Unknown

Photos are available for all covers in the supplemental list.

## POSTAL HISTORY AUCTIONS

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

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

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P.O. Box 645  
San Anselmo, CA 94960

## U.S. COVERS

MY STOCK OF COVERS IS  
STRONG IN ALL PERIODS FROM  
STAMPLESS TO MODERN, ALA-  
BAMA TO WYOMING. WHAT  
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REFERENCES, PLEASE.

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TABLE II

Scott #	a1	a2	a3	a4	b1	b2	c1	c2	Mixed Multiple
#73	11	12	12	22	31	32	11	5	1
#84	—	—	—	—	—	—	—	—	—
#85B	—	—	—	—	—	—	1	—	—
#87	—	—	—	1	5	1	—	1	—
#93	1	2	1	2	5	4	4	1	—
Totals	12	14	13	25	41	37	16	7	1

A breakdown by class of mail now shows the following: 1 cent drop — 22 (formerly 17); 2 cent drop — 1 (1); 3 cent first class — 137 (110); 2 x 3 cent first class — 3 (3); 1 cent third class — 1 (1); foreign mail first class — 1 (1). One cover, 73 a2 #11, could be either 3 cent first class, ignoring the bisect, or 2 x 2 cent third class, accepting the bisect.

As was the practice in the original presentation, examples known to have been declared “not genuine use” are not included. Consequently, a substantial number of declared “fakes” have been either not published or subsequently deleted. The reader would be ill-advised, however, to assume automatically that a non-listed bisect is a declared “fake”, because it could be simply an example that has escaped attention.

The updated total of 166 bisects contains only 44 examples known to have been declared “genuine use” by either the Philatelic Foundation or the American Philatelic Society. The following is a list of the certified genuine uses:

73 a1 #1, 5, 7 (APS); 73 a2 #3, 6, 10; 73 a3 #3, 4, 6, 8, 9, 10, 13, 14; 73 a4 #9, 12, 15, 16, 17, 20; 73 b1 #1, 4, 10, 18, 22, 24, 26; 73 b2 #3(APS), 6, 10, 23, 29; 73 c2 #4; 87 b1 #4; 87 b2 #1; 93 a1 #1(APS); 93 a3 #1; 93 a4 #2; 93 b1 #2; 93 b2 #3, 4; 93 c1 #2, 4; 93 c2 #1.

The remaining 122 bisects, including 20 items declared “decline to express an opinion”, are listed at their face value, as the writer does not imply any opinion as to their validity. Past experience indicates that future submissions of these bisects to philatelic expert services probably will result in a few “not genuine” opinions.

Thanks are extended to those who have assisted in the gathering of this information, and in preparing it for publication. Additional reports are welcome and may be sent to the author at P.O. Box 4430, Scottsdale, Ariz. 85258.

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

(Continued from *Chronicle* 113:46)

In the late summer of 1861, the U.S. Post Office began handling mail addressed to Union Army soldiers who had fought at (First) Bull Run and were being held as prisoners of war in Richmond, Virginia. Informal terms for handling such mail were set up which called for letters to be sent to the northern exchange point at Fortress Monroe, Virginia, for censoring and forwarding to the Confederate exchange point near Norfolk for a second censoring and entrance into the Confederate postal system. In order to accomplish this, the Confederate postage of 5c for distances under 500 miles (from the exchange post office) or 10c for distances over 500 miles had to be prepaid. This procedure brought about the cover illustrated in Figure 13 which shows a 1c plus 3c plus 5c combination of carrier fee, Federal and Confederate postage. Dropped in a collection box in New York City, the letter was mailed from the main post office in New York on October 8 to Sergeant James Reid at the Prison Hospital in Richmond, Virginia, in care of the Secretary of War at Washington, D.C., or Fortress Monroe. A half dime was enclosed, actually rolled and sealed into the back flap, to pay Confederate postage at Norfolk, in such a way that it left a distinct impression in the back flap. The letter was censored at Fortress Monroe and forwarded up the James River to the exchange area near Norfolk. The manuscript “Ex[aminated]J” is a Confederate censor marking known on mail going through Norfolk. At Norfolk, the half dime

was removed, and a blue PAID 5 in circle handstamp was applied with accompanying Norfolk circular date stamp of October 11, 1861. Three days transit from a street box in New York through the Confederate exchange office at Norfolk was remarkable through-the-lines service.

**Figure 13.** 1c plus 3c plus 5c (Confederate) combination of NYC carrier collection fee, U.S. domestic postage and Confederate postage on early through-the-lines cover to POW at Richmond. Courtesy of Walter Zygumt.



Covers showing the over-3000 mile 10c rate to the west coast in conjunction with a carrier collection fee in an east coast city have been termed "semi-scarce" by Ashbrook. Figure 14 shows a New York City use to Alvarado, California, paid with three 3c and two 1c stamps of the 1861 issue.

**Figure 14.** 1c to the mails in New York plus 10c rate to California.



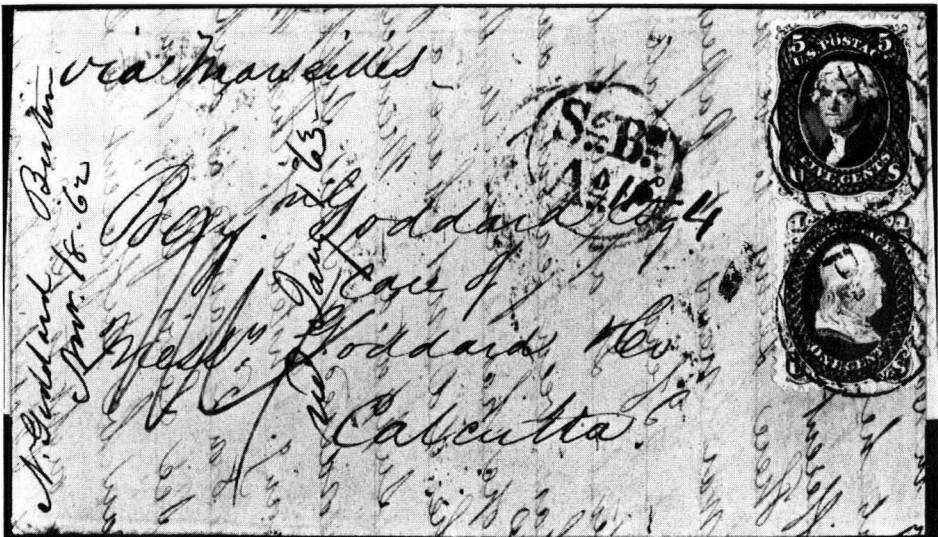
Far rarer are covers to foreign destinations showing the carrier fee paid to the mails. Uses to England are occasionally seen. The upper cover in Figure 15 illustrates the 24c per half ounce rate to England prepaid with a 24c stamp of the 1860 issue. It was mailed at New York on February 23, 1861, with a 1c 1857 stamp paying the carrier collection fee and was carried by American packet with a 3c credit to England. More unusual is the carrier fee paid on mail handled under the second Bremen convention. The lower cover of Figure 15 shows the rate to Bremen paid with a 10c 1857 stamp and a 1c 1857 paying the carrier collection fee in New York City. The letter was carried by the steamer *Bremen* from New York on September 29, 1860. Bremen was credited 7c with the U.S. retaining 3c inland postage from the 10c international rate. Both covers show, as stated earlier, application of the carrier fee *per letter*, regardless of weight, distance, or other considerations.

The Goddard correspondence to Calcutta from Boston produced three covers showing payment of the Boston carrier fee to the mails. The earliest, which was in the Marc Haas collection, is a British Open Mail routing by American packet with the 5c U.S. inland and 16c sea postage paid with four 5c and a 1c 1857 and a second 1c paying the carrier fee to the



**Figure 15.** Foreign rate covers with 1c carrier fees, an apt demonstration that such fees were per letter. Top: on 24c rate to England. Bottom: on 10c rate to Bremen under the second Bremen convention.

Boston post office. The second, also from the Haas collection, is a British Open Mail routing by British packet with the U.S. inland postage paid with a 5c 1861 buff plus a 1c 1861 for carrier service. The third is similar to the second cover except the stamp is a red-

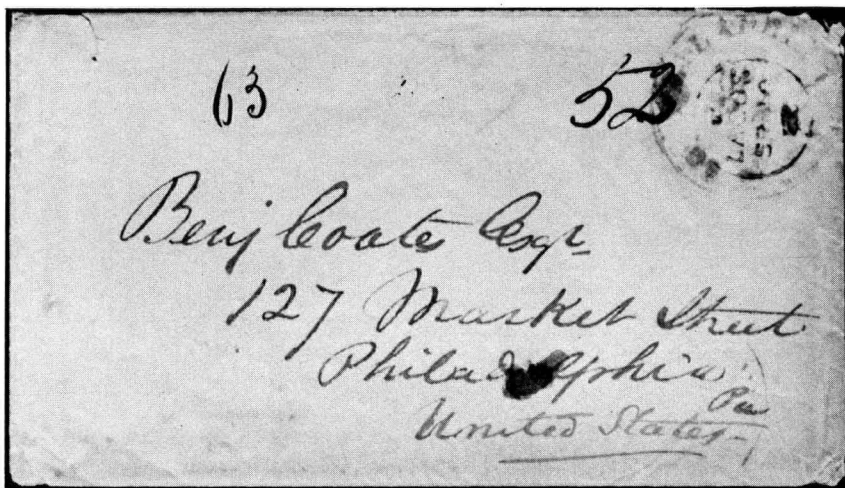


**Figure 16.** 1c for Boston carrier collection fee plus 5c U.S. inland postage on cover to Calcutta. Backstamped Boston Nov 18, London Dec 1, Bombay Dec 25, and Calcutta Jan 1.



brown 5c of 1862 (see Figure 16). This cover was carried by the Cunard steamer *Scotia* on its trip of November 19, 1862, from New York and was routed via London, Marseilles, and Bombay. Total rates to India by this route were 39c consisting of 5c U.S. inland, 16c transatlantic, 12c British transit, and 6c French transit with 34c or all but the value of the 5c stamp due at destination when carried by British packet. Britain marked a debit of 1/4 due, which is equal to 1/5 less 1d colonial retention. India marked the letter due 11 annas, 4 pies, or 34c.

Also in the Haas collection was a cover to Baden under the Prussian Closed Mail Convention with a 30c 1860 stamp paying the ½ ounce letter rate and a 1c 1857 paying the New York carrier service to the mails.



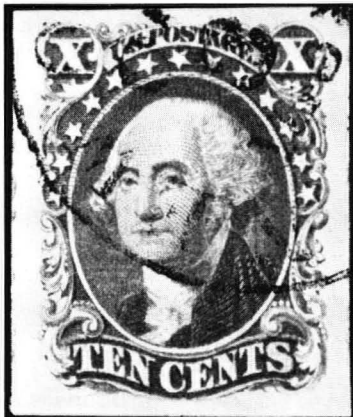
**Figure 17. 1c for carrier service from-the-mails plus 62c (twice 31c rate from Lagos, on the West Coast of Africa) on collect letter to 127 Market Street, Philadelphia, in 1862. Total postage due was 63c; "52" is the British debit to the U.S.**

Among the carrier uses most rarely seen are those originating in a foreign country for a destination in the United States with evidence of delivery from-the-mails. Figure 17 shows such a cover delivered to 127 Market Street in Philadelphia in October 1862. This letter originated in Lagos (the capital of modern Nigeria) on the African west coast on September 10, 1862. Although the British established a post office there as early as 1859, and at least one outgoing cover is known from that year, Lagos was not annexed as a colony until 1861. When annexation took place, it was for the purpose of establishing a base from which to oppose and destroy the slave trade. Most mail from the African colony at that time was destined for Britain. This September 1862 cover to the United States is among the earliest known to another destination. It was carried to Liverpool by British packet, arriving on October 10, according to the Liverpool "British Packet" handstamp of that date, and was sent onward by the Cunard steamer *Australasian* to New York, thence by closed mail bag to Philadelphia where it was struck with a black Philadelphia exchange office marking on October 24, directly atop the Lagos postmark. A double letter, it was rated 20c double colonial postage Lagos to England (2x10c), 32c double sea postage England to the U.S. (2x16c), making 52c debit to the U.S. To this was added 10c U.S. inland (2x5c) to equal 62c, the double rate from Lagos to the U.S. (2x31c);<sup>1</sup> with the 1c fee for Philadelphia carrier service from-the-mails to 127 Market St., the total due from the addressee was 63c.

1. The rate from the U.S. to the West Coast of Africa in 1862 was 33c per half ounce. From Lagos to the U.S., the rate was only 31c as the British had apparently reduced colonial postage by one penny (2c) per half ounce in February 1859. See Michael Laurence, "Part-paid Covers from U.S. to Hong Kong," *Postal History Journal* 43 (June 1976).

(To be continued)

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**A DISPROVED ASSUMPTION, BUT A NOTEWORTHY COVER**

**JAMES S. LEONARDO**

The cover illustrated as Figures 1 and 2 was acquired by the author in 1962 from the H. K. Poindexter estate via the late Kansas City dealer Bob Gregor. Although the cover was the awkward legal size ("leviathans" I call them) its attraction was the startling use of *twenty* single copies of the 3c 1869. The somewhat contradictory directional notes, "Ship Swallow" and "Overland," were also intriguing.



**Figure 1. Large envelope postmarked San Francisco Sept. 10, addressed to Boston, showing perplexing endorsements "Overland," and "Ship Swallow."**

I believe it was the late J. David Baker who first suggested to the author that the cover probably originated someplace in the Pacific, possibly Japan, was carried to San Francisco by the *Swallow*, and had also been routed "overland" so that upon arrival it would be carried east to Boston on the just-completed transcontinental railroad instead of being sent via the old route down to Panama and then north. It was an attractive theory agreed to by additional collectors over the years, and one which seemed to beg a little research for further confirmation.

Finally, at the urging of Ben Chapman and Michael Laurence, research was begun in an attempt to determine:

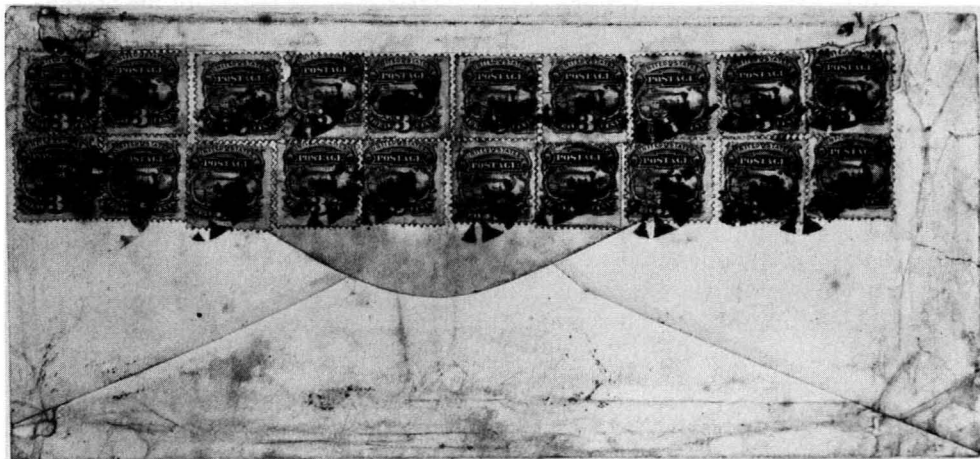
1. Point of origin
2. What postage rate was being paid
3. Identity of the *Swallow*
4. Identity of recipient
5. Exact year of use

And surprisingly, once the needed research materials were gathered together, it took only an hour to answer all five questions!

The *Swallow* (1,435 tons; 210' deck) was the sixth and smallest of the ship-rigged clippers built for Seccomb & Taylor (1854) by Robert E. Jackson of East Boston. Shortly after launching she was sold to Dugan & Leland of New York, and spent the first eight years of her life as one of the best known of the American clipper ships engaged in the China trade. In 1862 she was sold to Thatcher Magoun & Son (recipient of the cover in question) for \$42,000 and put in the California-Cape Horn trade. During the time she was thus engaged

(1862-1873) she made nine westbound Cape Horn passages<sup>1</sup> and arrived in San Francisco in the month of September only once during the years 1869-73. This one instance tells the story of this cover.

On September 8, 1870, the *Swallow* reached San Francisco after a 109-day voyage from New York. She carried merchandise for George Howes & Company, and no doubt her master (Capt. McLaughlin) felt an immediate need to notify the owners (Magoun & Son) of her safe and speedy arrival.<sup>2</sup> Within a day McLaughlin, or at least someone on the ship or connected with the business the trip represented, deposited the cover in the San Francisco post office and it was postmarked Sept. 10 (1870).



**Figure 2. Reverse of cover in Figure 1, with 20 copies of the 3c 1869. Is this the largest number of the 3c 1869 used on one cover?**

Thus the twenty copies of the 3c 1869 paid no foreign rate, only 20 times the  $\frac{1}{2}$  oz. domestic rate. The unusual weight of the letter is perhaps explained by its having included a receipted copy of the ship's detailed manifest.

Only one question remains: does this cover represent the largest number of the 3c 1869 known used on one cover? The author would appreciate hearing from anyone having a cover that approaches or surpasses the quantitative use of the 3c shown here.

1. William A. Fairburn, *Merchant Sail*, Vol. 6 (Center Lovell, Maine: Fairburn Marine Educational Foundation, 1955), pp. 3903-3904.

2. "Marine Intelligence" column of the *San Francisco Chronicle*, Sept. 9, 1870, p. 4, col. 1. The 109-day voyage was the fastest of the *Swallow's* nine California trips, the average time being 127 days. In 1873 Magoun sold the *Swallow* to Howes & Crowell, and in 1883 she was again sold at auction in New York. She was finally abandoned at sea in 1885 while on passage from Liverpool to Sydney. Fairburn, *Merchant Sail*, Vol. 6, pp. 3903-3904.

## Simpson's U.S. Postal Markings, 1851-61

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## **SPECIAL DELIVERY SERVICE**

**RICHARD M. SEARING**

During the banknote period, several innovative postal services were inaugurated and made available to the public. In *Chronicle* 112, I introduced the subject of the postage due stamps which were more of a service to the postmasters than to the public. The subject of this article provided much more benefit to the public in the form of rapid mail delivery for important letters. Those readers who wish to read in more depth about the special delivery service should seek out the book, *The Speedy* by Henry Gobie which was published in 1976.

Early in the Civil War period, important mail was generally dispatched by private courier for the government or between large business centers. One example of an attempt to provide faster service was the express mail service between various cities in the period 1836-39. Generally at the beginning of the banknote period the available service was not satisfactory for the booming post war business climate.

Early in 1883, the then First Assistant Postmaster General, Frank Hatton, recommended a new plan for the speedy and efficient delivery for important letters. In December of 1883, Rep. Charles Skinner of New York introduced into Congress a bill to provide for the establishment of a Special Delivery Service by the post office department. This bill finally became law on March 3, 1885.

The following description is from the Postmaster General's report for 1885:

The wide field of usefulness already occupied by the postal service was further broadened in contemplation by the act of March 3, 1885, providing for the immediate delivery by special messengers of letters addressed to certain of the larger post offices, and bearing in addition to the regular postage, a special 10c stamp to represent the cost of such immediate delivery . . . It was decided to apply the system to every city, town, or village having a population of 4000 or more according to the federal census . . . Although letters could be specially delivered at only 555 prescribed post offices, they could be mailed to such offices by any post office, and it became necessary to prepare such instructions for all the post offices in the country.

The post office department prepared a detailed set of instructions dated August 11, 1885, and issued them to all postmasters in the country. The full set of instructions is reproduced in the book *The Speedy* together with the full listing of the 555 major post offices providing the new service. The rules limited the delivery service to within the carrier route limit for any free delivery office or within one mile of the post offices in the cities whose population exceeded 4,000.

The first special delivery stamp issued by the government is now designated as E1 in the *Scott's Specialized Catalog*. It was then officially described as follows:

A line engraving on steel, oblong in form; dimensions 13/16 by one and 7/16 inches; color, dark blue. Design: on the left an arched panel bearing a figure of a mail messenger boy on a run, and surmounted by the words, "United States"; on the right, an oblong tablet ornamented with a wreath of oak and laurel surrounding the words: "Secures Immediate Delivery at a Special Delivery Office." Across the top of the tablet is the legend: "Special Postal Delivery" and at the bottom the words: "Ten Cents" separated by a small shield bearing the numeral "10".

This stamp was valid only for paying for the Special Delivery service and had to be affixed firmly to the letter in addition to the regular postage to be cancelled. Postmasters were told to employ as many new messengers as necessary at their respective locations.

Figure 1 shows a die proof and plate block of E1 showing the number 496. The designer of the stamp was Charles Morse while the engraving was done jointly by Charles Skinner



Figure 1. Die proof and plate block of the first Special Delivery stamp, Scott E1.

and Douglas Ronaldson. The stamp was printed from two plates, 495 and 496, in a deep blue color.

The new service officially began at 7 AM on October 1, 1885, and to date six and possibly seven first day covers are known to have survived the years. Figure 2 shows the first cover using the new service out of Boston, bearing the control number "1" and which now resides in the Peltz collection in the Brown University library. The reverse shows delivery at 7:15 AM.

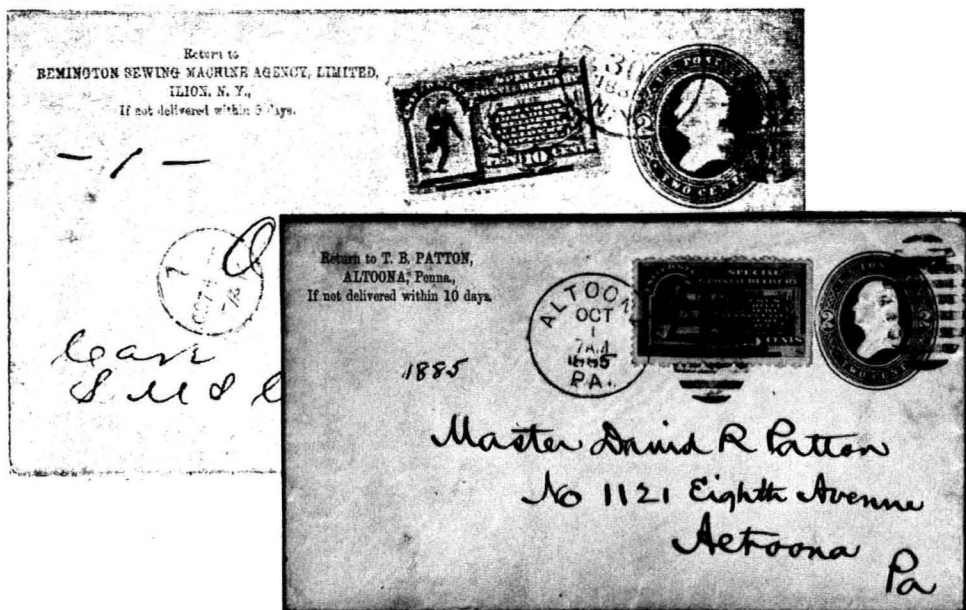


Figure 2 (upper). First postal use of E1 out of Boston, Oct. 1, 1885. Mailed from Illion, N.Y.  
Figure 3 (lower). First day use from Altoona, Pa., for E1.

Figure 3 shows a second first day cover used in Altoona, Pa., addressed to the son of the postmaster. This cover surfaced a few years back in the sale of the Parsons Todd collection along with a full pane of E1 and a great many large blocks.

A few statistics about the new service and its success are worth recording. The Postmaster General reported that 140,820 special delivery letters were handled that first month with an average delivery time of 17 minutes, and total collected fees of \$20,482.90. Total compensation for each messenger was not to exceed 8c per letter or to exceed \$30 per month with no allowance for streetcar fare or other expenses.

The new service was so successful that the original bill was modified on August 4, 1886, to extend the special delivery act to all post offices regardless of population served and to all mailable matter effective October 1, 1886. The full text of the revision is given in *The Speedy*. Figure 4 shows a cover serviced under the new regulations from Beloit, Wis., dated April 20, 1888, to Chicago, and showing 1,881 covers had used the service in that city in a little over two years.

**Figure 4. Cover with E1 from Beloit, Wis., used April 20, 1888, to Chicago, Ill., showing the 1881st cover using the service in that city.**



To comply with the changes in the law, the government designed a new stamp designated by Scott as E2. However, as many of the old stamps were still available, the new plate was not prepared until 1888 and the redesigned stamp was not officially released until October 1888.

The new design retained much of the original concept except that in order to comply with the extended service, the legend "secures immediate delivery at a *special delivery office*" was modified to read "... at any post office."

Figure 5 shows a die proof and a proof block of six from plate 73 of the E2 stamp. Only two plates were used to print this stamp. The plate 552 was made in 1888 and later in 1890 a plate 73 was made. The color remained unchanged from that of E1.

**Figure 5. Die proof and plate block of six of plate proofs for the second Special Delivery stamp, Scott E2.**



By the time of issue of E2, the novelty of the service had worn off so that the first day slipped past collectors and the earliest cover is dated December 18, 1888, nearly three months after issue. Does any reader know of an earlier usage at this time? Any E2 cover used in 1888 must be considered scarce. Figure 6 shows an E2 cover used from Johnsonburg, Pa., to Jamestown, N. Y., dated February 13, 1892.





**Figure 6 (upper). E2 on cover from Johnsonburg, Pa., dated Feb. 13, 1892, and addressed to Jamestown, N.Y. Figure 7 (lower). E3 change of color on cover from St. Louis to Denver dated Oct. 10, 1894.**

The last of the banknote era special delivery stamps came about due to the appearance of the Columbian Exposition stamps in 1893. The 1c blue Columbian stamp was often mistaken for the E2 and, worst yet, the reverse also occurred. Customers did not like to have special delivery letters delivered as ordinary mail.

In order to relieve the confusion of the postmasters over the stamps, the E2 design was issued in an orange shade similar to the color of the 30c Columbian stamp. They apparently reasoned that few 30c stamps would be used on special delivery mail. Has any reader ever seen such a combination used? The new color is designated as E3 by Scott and appeared on January 24, 1893, three weeks after the Columbian stamps were issued. The earliest use appears to be February 11, 1893. The E3 stamp had the shortest official life of all three special delivery stamps as it was discontinued on January 5, 1894, and all stocks were exhausted by May 1894.

The orange special delivery stamp is considered by some to be part of the Columbian issue due to its short existence. Indeed, some years later, orders for Columbian sets included E3 as a matter of course. However, it is true that E3 would not exist without the issue of the Columbian stamps. Figure 7 shows E3 used on cover from St. Louis to Denver, Col., dated June 5, 1893. As a result of the short life, covers with E3 in the period of issue are considered scarce.

Later in 1894, the color reverted to blue and E2 was reissued briefly until October 10, 1894, at which time the Government took over the printing of all stamps and the banknote era was over.

Comments, contributions, and corrections are all welcome.

**PATRONIZE OUR ADVERTISERS**

**RAILROAD POSTMARKS**  
**CHARLES L. TOWLE, Editor**

**AN IMPORTANT DISCOVERY IN RAILWAY POSTAL HISTORY**

For many years one of the unresolved problems of U.S. Postal History has been the exact status of those postmarks categorized as "Station Markings". Elliott Perry once stated that to be correct the term "Railroad Postmarks" applied only to those handstamps applied by route agents operating on the railroad, and that station markings correctly were "Ticket Office Town Cancellations". This nomenclature never gained favor, possibly because he should have named them as "Ticket Agent Town Postmarks".

Michael Miller was the first to consider these postmarks in any depth — dwelling primarily on the Baltimore & Ohio R.R. station postmarks. He was always handicapped in his research by the fact that many B.&O.R.R. records had been destroyed in the great Baltimore fire of 1904. Miller advanced several hypotheses in his 1948 article in the *14th American Philatelic Congress Book*, but only a few of them have borne the test of time.

BELTSVILLE.

163

**BELTSVILLE—Prince George's Co., Md.**

JNO. SIMMS, R. R. Agent and Post Master

<b>Blacksmith.</b>	<b>House Carpenter.</b>
Ulle, Jno A	Harper, O F
<b>Church.</b>	<b>Merchant.</b>
Protestant Episcopal—Rev Edw'd A Colburn.	Simms, Jno
<b>Farmers—In Vicinity.</b>	<b>Mill—Flour.</b>
(Post Office at Beltsville.)	Brown, Jno W
Beall, Thos B	<b>Mills—Fulling.</b>
Brown, Jno W	Carroll, Owen
Cook, Dr S J	Fawcett, B & J—P. O. Colesville,
Duvall, Mark	Montgomery co.
Emack, F J	<b>Physicians—In vicinity.</b>
Eversfield, Jno	Belt, Walter T Donohoo, F O
Hall, R'd D	Cook, Septimus J
Hawes, Geo	<b>School—Public.</b>
Higgins, Jno	Rittenhouse, S B—Teacher.
	<b>Tavern.</b>
	Simms, Jno

Sample page from  
*Business Guide of*  
**Baltimore & Ohio R.R.,**  
**1860.**

LIST OF STATIONS AND DISTANCES ON THE  
**NORTH WESTERN VIRGINIA RAILWAY,**  
**AND WASHINGTON BRANCH R. R.**

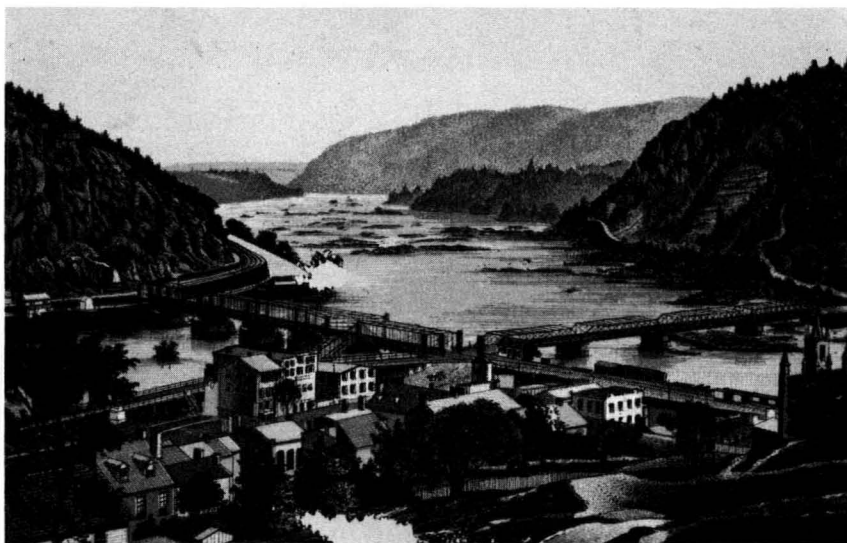
North Western Va. R. R.		Washington Branch R. R.	
Miles from Parkersburg.	STATIONS.	Miles from Washington.	STATIONS.
104.....	<b>GRAFTON</b>	39.....	<b>BALTIMORE.</b>
100.....	Webster..... 4	30 {	<b>WASHINGTON J'NC.</b> } 9
96.....	Simpson's..... 8	20 {	<b>RELAY HOUSE.</b> } 10
94.....	Flemmington..... 10	27.....	Elkridge Landing.....10
87.....	Bridgeport..... 17	27.....	Hanover Switch.....12
82.....	<b>CLARKSBURG</b> ..... 22	26.....	Dorsey's Switch.....13
78.....	Wilsonburg..... 26	24.....	Jessop's Cut.....16
68.....	Salem..... 36	21.....	<b>ANNAPOLIS JUNC'N</b> , 18
63.....	Long Run..... 41	Connecting at this point with	
58.....	Smithton..... 46	the Annapolis & Elkridge R.	
54.....	West Union..... 50	R., running from here to	
52.....	Central..... 52	<b>ANNAPOLIS, 21 miles.</b>	
46.....	Toll Gate..... 58	19.....	Savage.....20
42.....	Pennsboro'..... 62	17.....	Laurel.....22
37.....	Ellenboro'..... 67	15.....	Alhwick Station.....24
32.....	<b>CORNWALLIS</b> ..... 72	14 {	Contee's Station, } 25
30.....	Oairo..... 74	11.....	Beltsville.....28
22.....	Petroleum..... 82	9.....	Paint Branch, } 30
14.....	Walker's..... 90	8.....	College Switch, } 30
10.....	Kanawha..... 94	0.....	Hyattsville.....33
7.....	Claysville..... 97		<b>WASHINGTON</b> .....39
	<b>PARKERSBURG</b> .....104		

The most valuable was that the railroad company had ticket agents named as postmasters to augment their small salaries, and since such small office postmasters were required to purchase their own cancelling devices, to save money they used their railroad

ticket daters on mail. He also said quite correctly that stamps on such letters were often defaced by usual post office targets or other cancelling devices. In this connection it would be quite interesting to locate some old used railroad tickets to determine if the tickets bear the same dating stamp as is found on mail from a particular station.

The use of these postmarks has been studied for well over 30 years by such railroad postal historians as Chase, Remele, Hicks, Hall, Wyer, Gillespie, and your Editor, but in this time no definite conclusion has materialized. The reason for this failure was lack of any corroborating evidence to prove any of the many theories advanced.

Now, thanks to a major discovery by the distinguished Baltimore postal historian, Denwood Kelly, there has been a major breakthrough in postal history knowledge. While searching the files of the Maryland Historical Society on another matter, Mr. Kelly discovered a small volume entitled *Business Guide to the Baltimore & Ohio R.R., 1860*, published by Sherwood and White. This valuable find, a sample page of which is illustrated herewith, lists all stations Baltimore, Md., to Wheeling, W.Va., as well as for Parkersburg Branch and the Washington Branch. For all local stations this guide lists, where applicable, railroad agent, postmaster and details of town businesses and important inhabitants. For over 40 percent of the stations listed, the railroad agent and the postmaster were the same individual.



**View of Harper's Ferry — an Important Junction on the Baltimore & Ohio R.R.**

Naturally as we previously knew, the principal stations such as Point of Rocks, Sandy Hook, Harper's Ferry, Martinsburg, Cumberland, Piedmont, Grafton, Fairmont, Wheeling, Clarksburg, and Parkersburg had separate structures and no connection between the ticket agent and the postmaster.

This guide is the first concrete evidence located proving that ticket agent and postmaster were the same individual on any railroad, as long believed by many postal historians. By augmenting the guide listings with postmaster listings in *Federal Registers* 1859-1879, the number of stations having joint railroad-post office employees has been slightly increased.

The Baltimore & Ohio R.R. is somewhat atypical due to Civil War conditions disrupting operations of regular route agents appointed for the line (3-Baltimore-Cumberland, 3-Cumberland-Wheeling and 2-Grafton-Parkersburg). Conditions were such that mail matter transported in postal cars was not postmarked en route, possibly due to heavy mail volume or to the many line interruptions. These conditions did not seem to have affected

other northern railroads to a serious degree, except possibly those railroads having heavy troop movements such as the Illinois Central, Northern Central and a few others.

On the other hand, Baltimore & Ohio R.R. ticket agent town postmarks are commonly found in the period 1857-1861 prior to the war, and in the period 1865-1889 after the war. Thus for quite a period of years, conditions on the B.&O. were as normal as for many other railroads from which ticket agent town postmarks are catalogued.

In any event, this discovery is a very important first link in the chain of potential finds of similar nature. It is to be hoped that future discoveries of earlier or later B.&O. business directories, as well as similar references for other railroads with a substantial number of ticket agent town postmarks, will afford an avenue for future expansion of our knowledge of these fascinating markings.

The fine cooperation of Denwood Kelly in making this material available is gratefully acknowledged. The following listings disclose the information gained from the 1860 B.&O. *Guide*, along with a few additions gleaned from *Federal Registers*.

**Baltimore and Ohio R.R. Stations at which the ticket agent and postmaster were same Individual per 1869 Guide.**

**Also shown milepost distance from Baltimore, USTMC number of R.R. station pmk, and date of listed example.**

**Main Line — Baltimore to Wheeling**

Woodstock (MP 25)	William F. Adams	274-S-2b (1878)	Note A
Marriottsville (MP 27)	Robert Adair	274-S-3 (1861)	
Hood's Mills (MP 34)	Thomas R. Dorsey	274-S-6 (1861)	
Woodbine (MP 37)	James A. Albaugh	274-S-5 (1860)	
Watersville (MP 40)	Charles R. Waters	274-S-28 (1885)	Note A
Mount Airy (MP 43)	Henry Bussard	274-S-7 (1859)	
Monrovia (MP 50)	L.F. Dietrich (1)	274-S-8b (1859)	
Ijamsville (MP 53)	Samuel Nixdorff	274-S-9 (1860)	
Adamstown (MP 63)	Adam Kohlenberg, Jr.	274-S-10a(1861)	
Berlin (Barry P.O., MP 75)	James W. Hamilton	274-S-34 (1865)	
Kearneysville, Va. (MP 92) (Kerneysville P.O.)	Giles C. Hamill	274-S-14a(1860)	
Van Clievesville (MP 95) (Van Clevesville P.O.)	William S. Magruder	274-S-30 (1877)	Note A
North Mountain (MP 107)	P. H. Cookus	274-S-15 (1863)	
Cherry Run (MP 113) (Cherry Run Depot P.O.)	Robert S. Roach	274-S-16 (1877)	Note A
Sleepy Creek (MP 117) (Sleepy Creek Bridge P.O.)	John J. Hilleary	274-S-17 (1876)	Note A
Alpine (MP 122) (Alpine Depot P.O. opp. Hancock, Md.)	Charles A. Swann	No marking	Note B
Sir Johns Run (MP 128)	C. L. Grafflin	274-S-18 (1864)	
Great Cacapon (MP 131) (Cacapon Depot)	George N. Hammond	274-S-19 (1878)	Note A
Paw-Paw (MP 152)	W. F. Heironimus	274-S-20 (1864)	
Green Spring Run (MP 163)	Silas G. Harlan	274-S-32 (1873)	Note A
Rawlings Water Station (MP 163) (Rawlings Station P.O.)	M. Rawlings	274-S-31 (1879)	Note A
Swanton, Md. (MP 220)	James L. Patton	No marking	Note B
Newburg, Va. (MP 266)	Solomon L. Allen	274-S-25 (1860)	

(1) David Griffith shown as postmaster in B&O *Guide*. *Federal Registers* for 1861, 1863, 1865 show Lewis F. Dietrich.

Thornton (MP 273)	D. Thorn	274-S-29a(1869)	Note A
Valley River Falls (MP 283) (Valley Falls P.O.)	William B. Fetterman	No marking	Note B
Bentons Ferry (MP 297)	Sanford B. Hall	278-S-1 (1879)	Note A
Barrackville (MP 306)	William B. Ice	No marking	Note B
Littleton (MP 337)	Jas. P. Ferrell	No marking	Note B
Bellton (MP 343)	James W. Hutchinson	No marking	Note B
Cameron (MP 351)	James R. Bell (2)	278-S-4 (1861)	

(2) John Elliott shown as postmaster in *B&O Guide*; 1861 *Federal Register* shows J. R. Bell as postmaster.

**North Western Virginia Railway, Grafton-Parkersburg, Va. (MP from Grafton)**

Webster, Va. (MP 4)	G. E. Jarvis	No marking	Note B
Wilsonburg (MP 26)	J. D. Wilson	571-S-1 (1866)	
Salem (MP 36) (New Salem P.O.)	Isaac T. Randolph, agent Madison L. Randolph, pm	571-S-2 (1870)	Note A
West Union (MP 50)	Joseph A. Foley	No marking	Note B
Pennsboro (MP 62)	M. M. Martin (3)	No marking	Note B
Cairo (MP 74)	David McGregor	No marking	Note B

**Washington Branch, Baltimore-Washington, D.C. (MP from Baltimore)**

Washington Jct. or Relay (MP 9) (St. Denis P.O.)	Jesse M. Lowe	No marking	Note B
Jessup's Cut (MP 15) (Pierceland P.O.)	Joshua Anderson (4)	239-S-4 (1875)	Note A
Annapolis Junction (MP 18)	Michael Fitzsimmons	No marking	Note B
Laurel (MP 22)	James Duvall	239-S-5 (1892)	Note A
Beltsville (MP 28)	John Simms	239-S-1 (1891)	Note A
Hyattsville (MP 33)	C. H. Hyatt	No marking	Note B

(3) 1860 *B&O Guide* shows A. S. Bee as postmaster; 1861 *Federal Register* shows Martin M. Martin.

(4) *B&O Guide* shows James Kelly as postmaster; 1859 *Register* has Joshua Anderson.

Note A: At present the only station markings recorded are at a much later date than this table — 1860. However, there is a strong possibility that these station agent-postmaster combinations could result in B.&O. station postmarks being found with early period use for the following stations:

Beltsville, Md.	Rawlings Station, Md.
Bentons Ferry, Va. (W.V.)	Salem (New Salem), Va. (W.V.)
Cherry Run, Va. (W.V.)	Sleepy Creek, Va. (W.V.)
Great Cacapon, Va. (W.V.)	Thornton, Va. (W.V.)
Green Spring Run, Va. (W.V.)	Van Clievesville, Va. (W.V.)
Jessup's, Md.	Watersville, Md.
Laurel, Md.	Woodstock, Md.

Note B: At present no station postmarks are recorded from the following points. However, with ticket agent and postmaster being the same individual in 1860, there is every reason to expect postmarks should occur similar to known types of B. & O. R.R. station postmarks. Mail volume at such points was naturally limited.

Alpine, Va. (W.V.)	Pennsboro, Va. (W.V.)
Annapolis Junction, Md.	Swanton, Md.
Barrackville, Va. (W.V.)	Valley River Falls, Va. (W.V.)
Bellton, Va. (W.V.)	Washington Jct. (Relay), Md.
Cairo, Va. (W.V.)	Webster, Va. (W.V.)
Hyattsville, Md.	West Union, Va. (W.V.)
Littleton, Va. (W.V.)	

Another category is those stations where 1860 listed station agents showed up as town postmasters at a later date. The first of these is Sykesville (MP 31), where Jacob Zimmerman was station agent in 1860, but James Sykes was listed as postmaster. However in 1871-

1879 *Registers*, Jacob Zimmerman shows as postmaster. Marking 274-S-4a for this station is known with an 1859 date!

The second of this category is South Branch, Va. (Forks of Potomac P.O.) (MP 162), where W. French is shown as station agent in 1860, but Newton P. Guthrie was postmaster. However, William French shows as postmaster in 1871-79 *Registers*. Only marking recorded for South Branch is 274-S-22 in 1885.

A third instance of this type is Farmington, Va. (MP 312), where G.W.S. Martin is shown as 1860 station agent and William J. Willey as postmaster. In 1867-69 *Registers* however, G.W.S. Martin is listed as the postmaster. Oddly, in this case, station marking 278-S-2 of Farmington is known with an 1862 usage! Final case in this category is a station with no station postmark recorded — Roseby's Rock, Va. (MP 362), where L.G. Martin is listed in *B&O Guide* as ticket agent and John C. Gibson as postmaster. However the 1861 *Register* shows L.G. Martin as postmaster after May 20, 1861. Again markings should be expected to occur from this station just east of Wheeling.

A concluding category of station postmarks consists of those stations that do not fit any definite pattern. Ilchester station (MP 13) had George Elliott as ticket agent and William Burchill as postmaster in 1860 *B&O Guide*. However, post office name was Ilchester Mills for a 20 year period and no name connection is found in this period. The station marking of Ilchester was a vastly different type from that of any other station, USTMC 274-S-1, 1862, and it may well be at this point that station agent handled mail for convenience of railroad patrons.

Another point that does not show correlation is Duffields, Va. (MP 87), where in 1860 W.P. Brinton was station agent and J.L. Griffith, postmaster. Although USTMC 274-S-13 of 1860 is recorded from this depot no correlation is yet apparent.

Brady's Mill, Md., 7 miles west of Cumberland, is unusual in that while it has a station postmark, USTMC 274-S-23 in 1861 and a postmaster, Samuel D. Brady, listed in 1860, there was no listing in *B&O Guide* for station agent. At Tunnelton, Va. (MP 260), there is an 1865 station postmark (USTMC 274-S-24), and 1860 ticket agent is listed as J.C. McGraw and postmaster as H. Le Bosquet, no correlation occurs for the 1859-79 period.

A few stations in 1860 listing of ticket agents lack any agent's name, but in later years station postmarks are found for such points. They include:

Little Cacapon (MP 156), later Okonoko — USTMC 274-S-21, 1878.

Patterson's Depot (MP 170) (Patterson's Creek P.O.) had marking USTMC 274-S-35, 1869.

Smithton, W.V. (MP 46 — Parkersburg Branch), USTMC 571-S-3, 1876.

A complicating factor that must be recognized is that publications of this period abound in errors. The *Federal Registers* show an amazing variation in initials and spelling of names from year to year and considerable judgment has to be exercised in using the tables. It is probably also possible that the *B&O Guide* had similar errors and therefore conclusions drawn from such sources are always in the realm of the uncertain.

For the use of future postal historians it might be well to record the names of station agents and postmasters at points other than those listed previously. Certain *B&O* principal stations such as Harper's Ferry, Martinsburg, Cumberland, Piedmont, Grafton, Clarksburg, Parkersburg and Wheeling had separate post offices and town markings.

*1860 Station and Milepost*

*Ticket Agent*

*Postmaster*

Ellicotts Mills, Md. (MP 15)  
 Elysville (Alberton P.O.) (MP 20)  
 Lime Kiln Switch (MP 60)  
 Buckeystown (MP 62)  
 Point of Rocks (MP 69)

George S. Koontz  
 James A. Gary  
 Manassas J. Grove  
 William R. Suman  
 Samuel C. Means

N.C. Brooks  
 George W. Kemp  
 Grafton Duvall  
 James H. Besant

*1860 Station and Milepost*

Cacoctin Switch (MP 70)  
 Knoxville (MP 77)  
 Harper's Ferry, Va. (MP 81)  
 Martinsburg (MP 100)  
 Cumberland, Md. (MP 178)  
 New Creek, Va. (MP 201)  
 Piedmont, Va. (MP 206)  
 Bloomington, Md. (MP 207)  
 Oakland (MP 232)  
 Cranberry Summit (Portland P.O.)  
 (MP 242)  
 Rowlesburg, Va. (MP 253)  
 Grafton, Va. (MP 279)  
 Fetterman (MP 281)  
 Fairmont (MP 302)  
 Barnsville (P.O. Fairmont) (MP 303)  
 Mannington (MP 319)  
 Burton (MP 330)  
 Glen Easton (MP 356)  
 Moundsville (MP 368)  
 Benwood (MP 375)  
 Wheeling (MP 379)

*Ticket Agent*

Lewis Rockerick  
 J.H. Morrison  
 Jonathon Donohoo  
 William A. Gorton  
 L.E. Boehm  
 E.M. Armstrong  
 L.E. Randall  
 P. Hamill  
 G.W. Delawder  
 J.W. Brown  
  
 James C. Campbell  
 L.R. Cofran  
 James K. Smith  
 O.F. Jackson  
 J.S. Barns  
 Jas. H. Furbee  
 W. Kenney  
 W.M. McConaughy  
 Philip Barry  
 L.F. Beeler  
 J.B. Ford

*Postmaster*

W.M. Brown  
 J. Thornton Young  
 Samuel H. Taylor  
 Charles W. Smoot  
 Edward D. Miller  
 James Bell  
 John Matthews  
 William B. Crane  
  
 William Hall  
 Dr. Matthew Campbell  
 John Robinson  
 C.B. Carney  
  
 Thomas Erwin  
 John Clarke  
 James M. Dakan  
 John Strawn  
 F.J. McCaffrey  
 Hugh F. Ferney

*North Western Virginia Railway  
 Grafton - Parkersburg, Va.*

Flemmington (MP 10)  
 Bridgeport (MP 17)  
 Clarksburg (MP 22)  
 Toll Gate (MP 58)  
 Ellenboro (MP 67)  
 Walkers (MP 90)  
 Claysville (MP 97)  
 Parkersburg (MP 104)

J.C. Goodwin  
 Wm. Johnson  
 T.S. Spates  
 Jno. Conwell  
 A.S. Core  
 J. Williams  
 M.P. Kincheloe  
 W. Vrooman

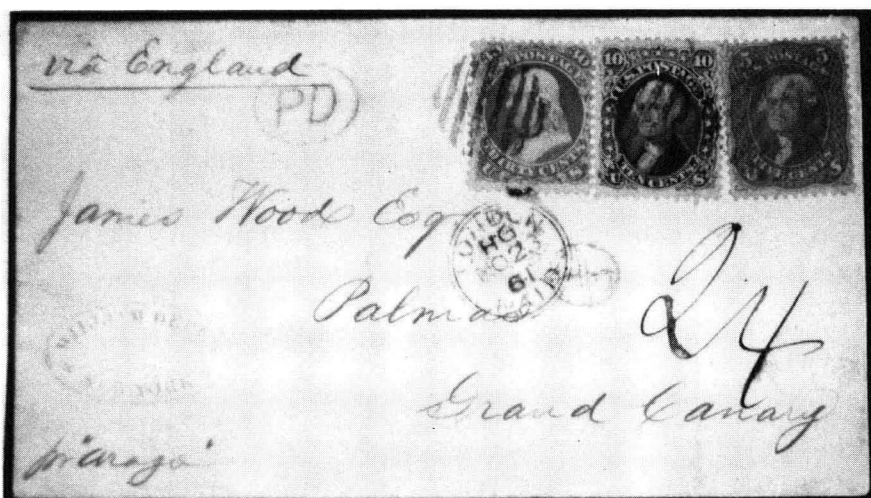
John W. Reynolds  
 Susan Carpenter  
 Col. Cyrus Vance  
  
 Ellen A. Williamson  
 Thompson de Vaughn  
 John Foley  
 Thomas G. Smith

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**U.S.-CANARY ISLANDS MAIL**  
**CHARLES J. STARNES**

Personal records indicate a paucity of classic items related to the title subject — one dubious and three genuine covers to the Canary Islands, and one *from*, 1849-76. The three genuine covers<sup>1</sup> are from William Depew of New York, 1860-61, to James Wood Esq., Palmas, Grand Canary, and all franked at 45c. The rate by British mail via England was 33c, to ¼ oz.; 45c, ¼-½ oz. It is derived from terms of the U.K.-Spain convention<sup>2</sup> (Canary and Balearic Islands were considered part of continental Spain in this agreement) and Article 12 of the first U.K.-U.S. convention.<sup>3</sup> The 33c to ¼ oz. comprises: 6d./¼ oz. international prepaid rate (U.K. to Canary Islands) + 5c/½ oz. U.S. inland + 16c/½ oz. Atlantic packet. For the ¼-½ oz. rate, add one more 6d. (12c) for 45c total.



**Figure 1. New York, 9 Nov. 1861, to Palmas, Grand Canary. Br. v England, 45c, ¼-½ oz.**

A pleasing Wood cover is shown as Figure 1, franked with 30c, 10c ty 2, and 5c buff '61 issues for the 45c rate. New York credited 24c to Britain, retaining 5c U.S. inland and 16c Am. Pkt. (reverse red N. YORK AM. PKT. PAID). The transit to Southampton was by the N.Y. & Havre *Arago* on the last Am. Pkt. run until after the Civil War, lv. New York 9 Nov. 1861, arr. London 23 Nov. Apparently London stamped the red PD and a small quartered circle (described in one auction as a "sorting mark").

1. The cover we term "dubious" is also from the Wood correspondence, 11 May 1861, bears \$1.16 (90c '60, 24c '60, pr. 1c ty 1 '57) "postage," a credit to Britain of 48c, and ms. 8 reales collect at Palmas. Although a Foundation Certificate was issued in 1949, this Seybold-Gore cover (*American Philatelic Congress* 17, 107; H.R. Harmer, lot 364, 17-18 Feb. 1961) has long been suspected of altered franking; the credit indicates a 90c British rate for ¾-1 oz., Am. Pkt. to England.

2. *Hertslet's Commercial and Slave Trade Treaties*, Vol. 10, 994-1001.

3. "The rate of postage to be taken by the British post-office upon letters arriving in the United Kingdom from the United States, either by British or by United States packets, and to be forwarded through the United Kingdom to colonies or possessions of the United Kingdom, or of the United States, or to foreign countries — and vice versa — shall be the same as the rate which is now, or which may hereafter be, taken by the British post-office upon letters to or from such colonies or possessions, or foreign countries respectively, when posted at the port of arrival or delivered at the port of departure of the packets conveying the mails between the United Kingdom and the United States."





Figure 2. Las Palmas, 25 Feb. 1866, to New York. Br. open mail, 80 cent. de E. paid to U.S. port by Br. Pkt. Went by Am. Pkt., but 16c not credited to U.S., thus 21c collect. (McDonald coll.)

The cover, Figure 2, illustrates the U.K.-Spain convention rate, prepaid to U.S. port — 8 reales/½ oz. (2x2 reales/¼ oz. to U.K. + 2x2 reales/¼ oz. Br. Pkt. to U.S.), or 80 centimos de Escudo (40c).<sup>4</sup> After franking with four 20 cent. de E. '66 issues at Las Palmas, 25 Feb. 1866, the letter most probably was sent per directive, “Por el vapor Ingles de la costa de Africa” (Per English African coastal steamer). Although the rate remained the same whether transit was direct or via France,<sup>5</sup> it seems that (at least in 1866) the Union S.S. Co. African coastal line to Plymouth<sup>6 7</sup> was preferred. Transatlantic carriage was by the Allan line *Moravian*, lv. Liverpool 15 Mar., arr. Portland 29 Mar.<sup>8</sup> The Boston exchange office noted there was no 16c credit marking to the U.S. (BOSTON AM. PKT. MAR 30), so 21c was collect (5c inland + 16c Am. Pkt.) to remedy the London oversight.

4. Theo. Van Dam, *A Postal History of Spain*, p. 132.

5. Hertslet, *op. cit.*

6. H. Robinson, *Carrying British Mails Overseas*, 175-82.

7. R. Salles, *La Poste Maritime Francaise*, Tome 3, 214-15.

8. J.C. Arnell, *Atlantic Mails*, p. 342.

## 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

(Continued from *Chronicle* 113:75)

1873

PD LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
12 Dec	13	29 Dec	CITY OF NEW YORK	4 Jan	17 Jan(0100)	sailed 2d late from NY
19 Dec	20	4 Jan	CITY OF BROOKLYN	11 Jan	20 Jan(1600)	
26 Dec	27	15 Jan	CITY OF WASHINGTON	18 Jan	30 Jan(0700)	see note 15
2 Jan	3	15 Jan	CITY OF BRUSSELS	25 Jan	3 Feb(1730)	
9 Jan	10	25 Jan	CITY OF ANTWERP	1 Feb	11 Feb(2130)	
16 Jan	17	3 Feb	CITY OF LONDON	8 Feb	18 Feb(0300)	
23 Jan	24	7 Feb	CITY OF NEW YORK	15 Feb	27 Feb	
30 Jan	31	10 Feb	CITY OF PARIS	22 Feb	7 Mar(1200)	
6 Feb	7	17 Feb	CITY OF MONTREAL	1 Mar	11 Mar(1200)	
13 Feb	14	26 Feb	CITY OF BROOKLYN	8 Mar	18 Mar(0400)	

15. CITY OF WASHINGTON, westbound, called at Boston for coal on 13 Jan and landed her mails there. They were forwarded by train to New York.

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
20 Feb		21	—	CITY OF BRUSSELS		NO SAILING	see note 16
27 Feb		28	14 Mar	CITY OF ANTWERP	Tu 18 Mar	29 Mar(0300)	
				NO SAILING		22 Mar	
6 Mar		8	22 Mar	CITY OF NEW YORK	Th 27 Mar	7 Apr(1200)	see note 17
13 Mar		14	24 Mar	CITY OF PARIS	29 Mar	8 Apr(0200)	
20 Mar		21	2 Apr	CITY OF MONTREAL	5 Apr	18 Apr(0700)	
27 Mar		28	7 Apr	CITY OF BROOKLYN	12 Apr	22 Apr(2300)	
3 Apr		4	15 Apr	CITY OF ANTWERP	19 Apr	29 Apr(1600)	
10 Apr		11	22 Apr	CITY OF LONDON	26 Apr	6 May(1230)	
17 Apr		18	28 Apr	CITY OF PARIS	3 May	12 May(1230)	
24 Apr		25	5 May	CITY OF MONTREAL	10 May	20 May(1630)	
1 May		2	13 May	CITY OF BROOKLYN	17 May	27 May(1330)	
8 May		9	19 May	CITY OF ANTWERP	24 May	3 Jun(2200)	
15 May		16	26 May	CITY OF LONDON	31 May	10 Jun(0500)	
22 May		23	2 Jun	CITY OF PARIS	7 Jun	16 Jun(2230)	
29 May		30	9 Jun	CITY OF MONTREAL	14 Jun	24 Jun(2200)	
5 Jun		6	16 Jun	CITY OF BROOKLYN	21 Jun	1 Jul	
12 Jun		13	24 Jun	CITY OF ANTWERP	28 Jun	8 Jul(1000)	end of Fiscal Year 1873
19 Jun		20	30 Jun	CITY OF PARIS	5 Jul	15 Jul(0530)	
26 Jun		27	7 Jul	CITY OF LONDON	12 Jul	22 Jul	
3 Jul		4	16 Jul	CITY OF MONTREAL	19 Jul	31 Jul	
10 Jul		11	20 Jul	CITY OF CHESTER	26 Jul	4 Aug(0000)	F/V
17 Jul		18	29 Jul	CITY OF BROOKLYN	2 Aug	12 Aug(1400)	
24 Jul		25	3 Aug	CITY OF PARIS	9 Aug	18 Aug(2100)	
31 Jul		1 Aug	12 Aug	CITY OF LONDON	16 Aug	27 Aug(0500)	
7 Aug		8	20 Aug	CITY OF MONTREAL	23 Aug	4 Sep(0830)	
14 Aug		15	24 Aug	CITY OF CHESTER	30 Aug	7 Sep(1900)	
21 Aug		22	31 Aug	CITY OF BRUSSELS	6 Sep	17 Sep(2130)	see note 18
28 Aug		29	8 Sep	CITY OF PARIS	13 Sep	23 Sep(0800)	
4 Sep		5	15 Sep	CITY OF RICHMOND	20 Sep	LP 2 Oct	F/V
11 Sep		12	22 Sep	CITY OF MONTREAL	27 Sep	7 Oct(1330)	
18 Sep		19	28 Sep	CITY OF CHESTER	4 Oct	13 Oct(1200)	
25 Sep		26	6 Oct	CITY OF BRUSSELS	11 Oct	20 Oct(1100)	
2 Oct		3	12 Oct	CITY OF PARIS	18 Oct	28 Oct(1130)	
9 Oct		10	20 Oct	CITY OF RICHMOND	25 Oct	14 Nov(1630)	see note 19
16 Oct		17	27 Oct	CITY OF MONTREAL	1 Nov	14 Nov(1630)	
23 Oct		24	2 Nov	CITY OF CHESTER	8 Nov	17 Nov(1800)	
30 Oct		31	11 Nov	CITY OF BRUSSELS	15 Nov	25 Nov(0200)	
6 Nov		7	16 Nov	CITY OF PARIS	22 Nov	1 Dec(1700)	
13 Nov		15	25 Nov	CITY OF BROOKLYN	29 Nov	9 Dec(0040)	sailed 1d late from LP
Tu 18 No		19	2 Dec	CITY OF LONDON	6 Dec	17 Dec(0230)	
27 Nov		28	—	CITY OF CHESTER			see note 20
Sa 29 No		30	9 Dec	CITY OF BRUSSELS	13 Dec	22 Dec(0610)	
20 Nov		21	6 Dec	CITY OF MONTREAL	20 Dec	31 Dec(0600)	
11 Dec		12	22 Dec	CITY OF CHESTER	27 Dec	4 Jan(2030)	

16. CITY OF BRUSSELS, from Liverpool 20 Feb, lost her rudder and stern post in a gale and was towed back to Queenstown on 7 Mar by CITY OF PARIS, 13 days out from New York.

17. CITY OF NEW YORK picked up CITY OF BRUSSELS's mails for New York at Queenstown.

18. CITY OF BRUSSELS towed CITY OF BRISTOL, from Liverpool 26 August, into Halifax on 13 September.

19. CITY OF RICHMOND was towed into Queenstown by CITY OF MONTREAL.

20. CITY OF CHESTER lost one blade of her propeller and was towed to Queenstown on 30 November by CITY OF BRUSSELS, which sailed for New York with her mails.

1873

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
4	Dec	5	18 Dec	CITY OF NEW YORK	3 Jan	14 Jan(1900)	sailed 1d late from NY
18	Dec	19	2 Jan	CITY OF ANTWERP	10 Jan	21 Jan(0220)	
25	Dec	26	8 Jan	CITY OF BROOKLYN	17 Jan	28 Jan(0630)	
1	Jan	2	13 Jan	CITY OF BRUSSELS	24 Jan	2 Feb(0800)	
8	Jan	9	22 Jan	CITY OF MONTREAL	31 Jan	12 Feb(2145)	carried mails from NY - see note 21
15	Jan	16	26 Jan	CITY OF CHESTER	7 Feb	15 Feb(2130)	
22	Jan	23	4 Feb	CITY OF NEW YORK	14 Feb	25 Feb(0100)	
29	Jan	30	14 Feb	CITY OF ANTWERP	Th 19 Feb	2 Mar(2130)	
5	Feb	6	18 Feb	CITY OF BROOKLYN	21 Feb	4 Mar(0600)	
12	Feb	13	24 Feb	CITY OF BRUSSELS	28 Feb	10 Mar(1340)	
				NO SAILING	7 Mar		
19	Feb	20	7 Mar	CITY OF MONTREAL	Th 12 Mar	24 Mar(0150)	
26	Feb	27	10 Mar	CITY OF BALTIMORE	14 Mar	24 Mar(1830)	L/V
5	Mar	6	15 Mar	CITY OF RICHMOND	21 Mar	30 Mar(0215)	
12	Mar	13	26 Mar	CITY OF BROOKLYN	28 Mar	7 Apr(0640)	
19	Mar	20	1 Apr	CITY OF BRUSSELS	4 Apr	14 Apr(1930)	
26	Mar	27	9 Apr	CITY OF PARIS	11 Apr	20 Apr(2130)	
				NO SAILING	18 Apr		
2	Apr	3	18 Apr	CITY OF MONTREAL	Th 23 Apr	4 May(1500)	
9	Apr	10	19 Apr	CITY OF RICHMOND	25 Apr	6 May(2030)	sailed 2d late from NY
16	Apr	17	29 Apr	CITY OF BROOKLYN	2 May	12 May(1230)	
23	Apr	24	5 May	CITY OF BRUSSELS	9 May	18 May(2150)	
30	Apr	1 May	9 May	CITY OF CHESTER	16 May	25 May(1000)	
7	May	8	18 May	CITY OF RICHMOND	23 May	LP 1 Jun(2255)	
14	May	15	24 May	CITY OF PARIS	30 May	9 Jun(2130)	
21	May	22	1 Jun	CITY OF BROOKLYN	6 Jun	16 Jun(0600)	
28	May	29	8 Jun	CITY OF BRUSSELS	13 Jun	23 Jun(0300)	
4	Jun	5	14 Jun	CITY OF CHESTER	20 Jun	28 Jun(1815)	carried mails from NY
11	Jun	12	21 Jun	CITY OF RICHMOND	27 Jun	6 Jul(1430)	carried mails from NY - end of Fiscal Year 1874

## 4 JULY 1874 TO 28 DECEMBER 1875 -

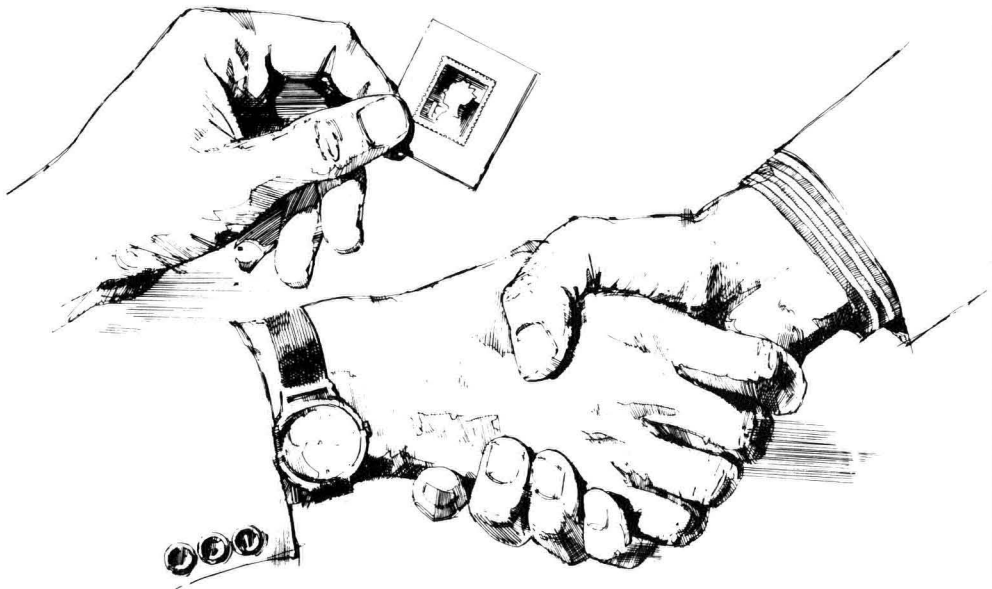
The carriage of the Saturday mails from New York was shared with the White Star Line.

1874

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
18	Jun	19	28 Jun	CITY OF PARIS	4 Jul	13 Jul(2020)	with mails from NY
25	Jun	26	6 Jul	CITY OF MONTREAL	11 Jul	21 Jul(1200)	
2	Jul	3	14 Jul	CITY OF BROOKLYN	18 Jul	28 Jul(1730)	
9	Jul	10	19 Jul	CITY OF CHESTER	25 Jul	3 Aug(0115)	with mails from NY
16	Jul	17	25 Jul	CITY OF RICHMOND	1 Aug	11 Aug(0930)	with mails from NY
23	Jul	24	3 Aug	CITY OF PARIS	8 Aug	18 Aug(0230)	
30	Jul	31	11 Aug	CITY OF MONTREAL	15 Aug	25 Aug(1430)	
6	Aug	7	16 Aug	CITY OF BRUSSELS	22 Aug	31 Aug(1700)	
13	Aug	14	23 Aug	CITY OF CHESTER	29 Aug	7 Sep(0530)	with mails from NY
20	Aug	21	30 Aug	CITY OF RICHMOND	5 Sep	14 Sep(1730)	with mails from NY
27	Aug	28	7 Sep	CITY OF PARIS	12 Sep	22 Sep(0900)	
3	Sep	4	15 Sep	CITY OF MONTREAL	19 Sep	29 Sep(2240)	
10	Sep	11	20 Sep	CITY OF BRUSSELS	26 Sep	5 Oct(2030)	

21. CITY OF MONTREAL carried the White Star Line's mails. It may be difficult to identify mail carried by her as DONAU (North German Lloyd) sailed from New York on the same day and landed 64 of the 101 mail bags she carried at Southampton a few hours after CITY OF MONTREAL arrived at Queenstown.

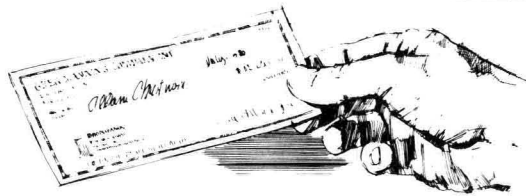
(To be continued)



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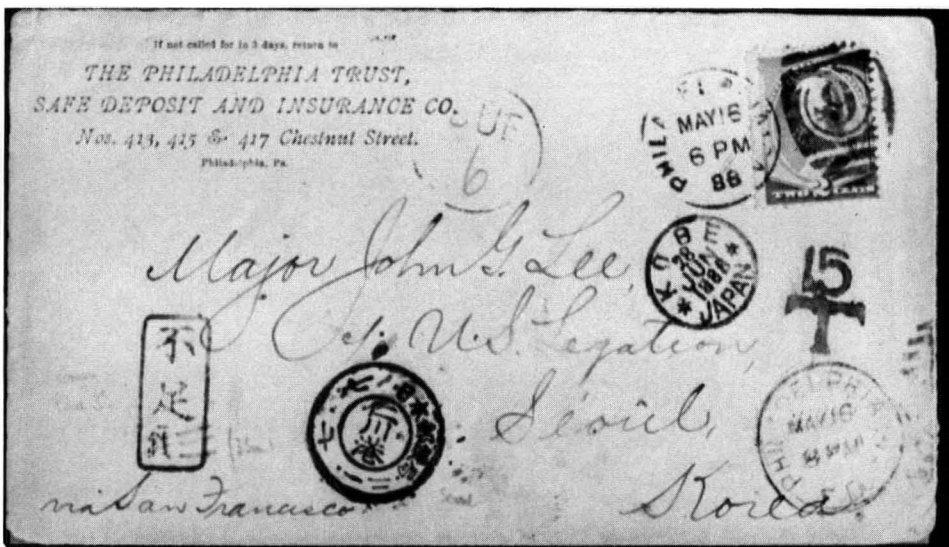
**THE COVER CORNER**  
**SCOTT GALLAGHER, Editor**

This article is being written just after the annual Garfield-Perry party in Cleveland, and those members of our Society who attended appreciated the fine hospitality. William Herzog won the Grand Award for his Grilled Issues display of classic U.S. stamps, some on cover.

Will those readers who are interested in the "1" marking on Civil War period covers please refer back to page 77 of *Chronicle* 113. Your editor has just acquired (and plans on donating to our Society) a portion of Elliott Perry's correspondence of three to five decades ago. In a letter during 1953 to J. Barr he wrote, "I have seen two other Harrisburg covers with the 3c 1861 cancelled with a small black encircled '1' and cannot prove it does or does not indicate a carrier service there."

**PROBLEM COVER IN ISSUE NO. 111, CONTINUED**

Figure 1 shows the problem cover from *Chronicle* 111; for a photo of the reverse, see No. 111 or 112. Some answers were given in No. 112. We now have some further information and corrections, and another cover, shown in Figure 2. In addition William Crowe recently found a cover, not illustrated, mailed from the U.S. to Korea, via Japan, in the fall of 1888, and bearing only a single 5c Garfield banknote.



**Figure 1. Philadelphia to Korea in 1883. Short paid 3c; charged double deficient postage.**

With these three covers, several more answers, a reading of the articles by George E. Hargest titled "The Treaty of Berne, 1874, the Convention of Paris, 1878, and the Postal Unions" published in the March and April 1979 issues of *The American Philatelist*, reinforced by references furnished by Charles J. Starnes, and an official list of UPU countries from the 1887 *U.S. P. L. & R.*, we feel ready to present these conclusions:

1. On June 1, 1877, Japan entered the General Postal Union, with a five cent rate for a single weight cover from the U.S.
2. Korea was considered part of the Japanese postal system as far as the Union was concerned.<sup>1</sup>
3. On insufficiently paid letters the amount of the deficient postage was to be marked in

1. The entry in the UPU list in the 1887 *P. L. & R.* is "JAPAN, and Japanese post-offices at Shanghai (China), and Fusam-po, Genzanshin, and Jinsen (Corea)."

centimes on the cover front in black ink by the exchange office of the country of origin, and, beginning in 1880, the amount to be collected from the addressee was double the deficient amount.

4. In 1876, and through the period covered by these problem covers, 5 cents were equal to 5 sen, and these both were equal to 25 centimes.

Thus the cover shown in Figure 1 was deficient 3c, and 6 sen should have been collected. Perhaps it was, a 5 sen stamp plus 1 sen coin, since there is no sign on the cover of another stamp, or any tampering.

The cover in Figure 2 was double rate, as indicated by the handstruck 2 at upper left (a U.S. marking required by treaty and appearing on covers illustrated in the Hargest article). At San Francisco (where received Dec. 26) it was rated with "hourglass" T and CENTIMES 25, as it was one rate or 5c short. There are transit postmarks of Yokohama Jan. 21 and Nagasaki Feb. 5, the latter struck over DUE 10 in circle. There is a second DUE 10 (slightly larger) and the postage due of 10 sen — double the deficiency — is represented by a 10 sen stamp tied by the same marking as in Figure 1.



**Figure 2. From an illegible town in Illinois in Dec. 1888. A double letter, short paid one rate.**

The Crowe cover is from the same correspondence as Figure 1, with the identical corner card. It is franked with the 5c blue (Scott 216), postmarked Philadelphia Aug. 21 (1888), and addressed to Seoul. It bears transit postmarks of San Francisco Aug. 28, Yokohama Sep. 12, Nagasaki Sep. 28, and an Inchon marking like that of Figure 1. There are no due markings, confirming the correctness of the 5c rate, and the conclusions reached above.

Good detailed answers were received also from Clifton O. Smith, Joseph Geraci, and George A. Fisher, Jr., Assistant Editor of *Japanese Philately*. There is agreement that the double circle postmark on Figure 1 reads "Jin-Sen-Ko," or Jinsen Port, the present day Inchon, the port for Seoul. The oblong device at lower left in Figure 1 reads Fusoku (Fuzoku) San-sen, meaning "Due 3 sen." The same device, but without value expressed, ties the 10 sen stamp on Figure 2.

Mr. Fisher suggests how the letter got from Inchon to Seoul:

By the way, since the Japanese branch p.o. wasn't opened in Seoul until 11 July, this cover could not have been handled by it; whatever had to be done to it was done in the Inch'ongang Japanese p.o. I believe messengers had to be sent from Seoul to pick up mail, or newly arrived travellers at Jinsenko would take mail with them for the residents of Seoul.

A similar explanation in regard to the cover in Figure 2 was offered by Cliff Smith.

Still in dispute is the location where the circular DUE 6 and DUE 10 were applied. Cliff Smith believes that Yokohama struck this marking and states: "I know of only three Japanese foreign exchange offices that used a circular mark inside of which were roman letters and Arabic numerals, Yokohama, Kobe and Nagasaki." He has seen the same marking on a cover from the U.S. to Shanghai in 1882.

However, Joseph Geraci thinks the marking was used at San Francisco and cites as evidence a cover from the U.S. postal agency at Shanghai May 27 (1873 or 1874) underpaid by a 2c banknote, via San Francisco Jun. 28 and with similar DUE 8 in circle.

In respect to Figure 2, it is hard to see why San Francisco, having applied the 25 centimes marking required by UPU, would need to strike the DUE 10 twice. The double strikes and their slight variation strongly suggest they were applied by the two Japanese offices handling the letter.

A just received letter from Harold L. Klein of the Korea Stamp Society provides additional insights and corrections to some previous assertions. He notes that the double circle postmark of Inchon reads 21 June 1888. "Next to the double circle cancel is a Korean 'PU JO' rectangular — most likely in black — chop. 'PU' translates literally as 'negative'; 'JO' literally as 'fulfillment'; and the third character is 'Sen' . . . . The cover either travelled by horse post from Inchon to Seoul or by private 'peddler' to the Seoul Japanese Post Office."

Mr. Klein also points out that the Korean postal system did not come under complete Japanese control until annexation in July 1905, although Japan did open its own "treaty" post office at Inchon in 1876. It was for mail between such offices that Japanese stamps were valid. He continues, "Contrary to Mr. Albert's statements, Japan administered Korea's international postal affairs, both inbound and outbound, until Korea's annexation in 1905. Covers through international mails show Japanese transit markings . . . through 1905." In yet another letter, with many interesting details of Korean postal history which, unfortunately, space prevents including here, Mr. Klein explains that, though no formal mail system operated in Korea until July 23, 1895, a courier system was developed very early:

It is the earliest recorded post horse system, the original "pony express." The system existed in the form of 500 post stages throughout the country from the mid-1300s through 1910 . . . for use only by ranking government officials and dignitaries. Ordinary persons used an informal delivery of correspondence in the form of "peddlers," authorized under government contract on a "fee" basis . . . .

It is improbable the cover would have been held for the official opening of July 23, 1888, considering the short distance between InChon and Seoul . . . . It was not uncommon, at least in Korea, to find post offices operational prior to official openings . . . .

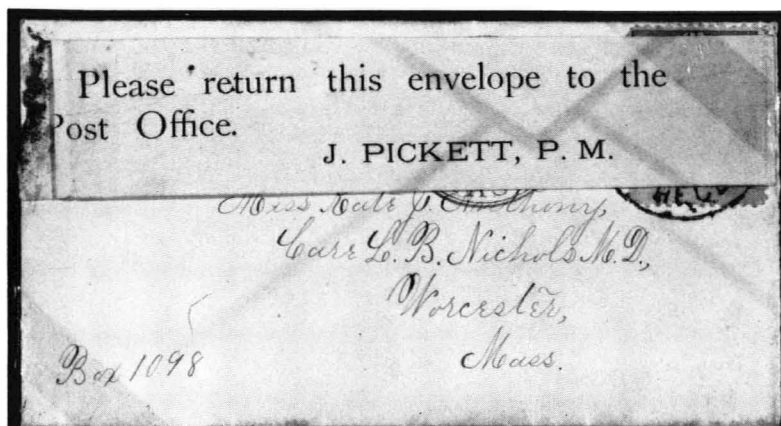
This cover is a classic example of postal history illustrating the relation and routing to Korea through her host country of Japan prior to her admission to the U.P.U. in 1900.

Mr. Klein suggests that a major cholera epidemic in Korea in July 1888 might account for the transit delays.

## ANSWER TO PROBLEM COVER IN ISSUE NO. 113

Figures 3 and 3a show the problem cover from the previous issue, and a number of correct answers were received, including written ones from Calvet Hahn, Joseph Rorke, R.D. Harris, and Barbara J. Wallace. Here is Barbara's letter:

According to the 1880-1 *Official Register*, Josiah Pickett was PM of Worcester, Mass., an office with seven carriers. From the illustration, it appears that the stamp was not cancelled at origin. Section 375 of the PL&R 1879 states in part: ". . . if any mail matter shall be forwarded without the stamps or envelopes being so defaced, the



**Figure 3. Bank note cover addressed to Worcester, Mass., with instruction label.**

postmaster at the office of delivery shall deface them, and report the delinquent postmaster to the Postmaster-General."

The label speaks only of the envelope, not the letter, hence the apparent purpose was for the carrier to deliver the contents to the addressee and return the envelope to Pickett as evidence for his report to the PMG. It is probable that PM Lyman Allen of Agawam was a chronic offender although it appears that he weathered any storm thus created, and still held his position in 1882-3 according to the 1883 *Official Register*.

If the abuse was frequent enough to justify printing a special label, Allen cannot have been the only offender.



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

In our engineering office only about half of the incoming mail bears adhesive stamps. Of these letters bearing multiple stamps or a single in an odd location, about one stamp out of forty is uncanceled by a machine. Rarely is the uncanceled stamp defaced with a pencil or ballpoint pen. Obviously postmasters do not report uncanceled stamps nowadays, but there are people at bourses selling packets of no-gum stamps.

### **PROBLEM COVER FOR THIS ISSUE**

The next problem item is shown in Figure 4. It is not a cover; but a folded Civil War Army Discharge, with nothing on the back except a blank "Oath of Identity". The front states that Sgt. Benjamin E. Hammett was discharged from the (Union) Army at Pulaski, Tenn. during May 1864. There is a purplish round marking reading "Bounty Paid Dec. 9, 1867" to the left of the eagle. The question of readers concerns the oval marking which seems to read "B. & M. L. RR. Burlington, Iowa" in black. Why was it struck and is there any official reason: Readers are requested to send answers promptly to the Cincinnati P.O. Box, and any possible future problem covers.



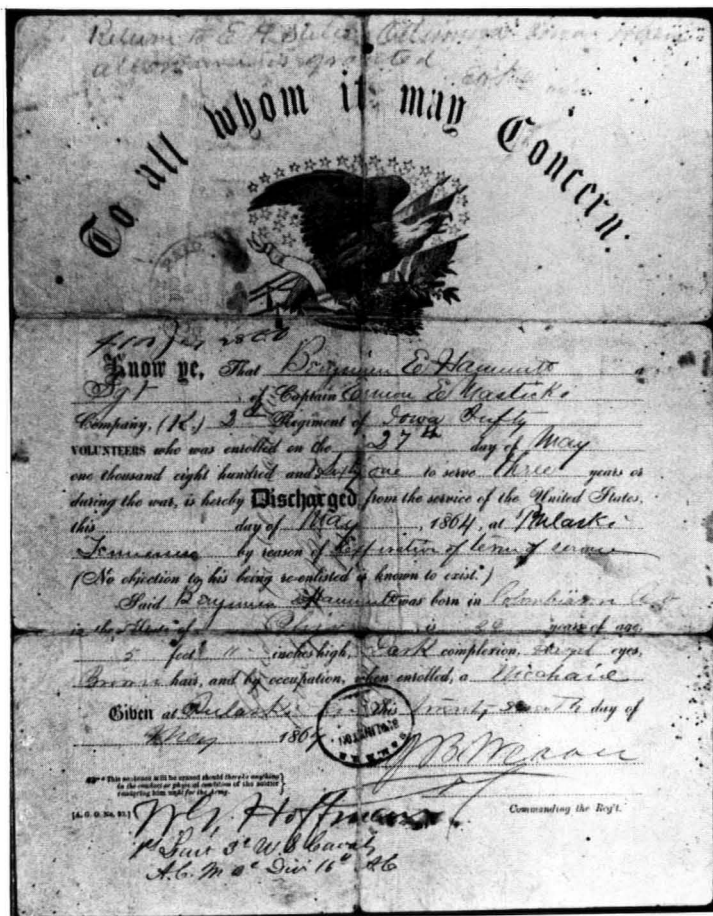


Figure 4. Civil War Army Discharge, with puzzling oval marking.

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