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THE CHRONICLE

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of the U.S. Classic Postal Issues

August 1982

Volume 34, No. 3

Whole No. 115

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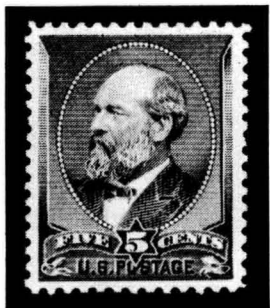


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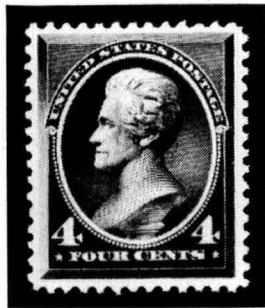
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**IN MEMORIAM
ALAN T. ATKINS
1927-1982**

Alan T. Atkins died June 25, 1982, in a Cincinnati hospital where he had been for months. Only 55 years old, he had had health problems for over a decade, but tried valiantly not to let them interfere with his philatelic activities. He made many national shows, frequently accompanied by his wife Anne. He and she were busy with the rebuilding of their home, severely damaged by a propane explosion and subsequent fire in December 1981. Alan was the sparkplug of a weekly meeting of collectors in the Cincinnati area, and also the kindly professor explaining markings on covers passed around at the luncheon. He was helpful and unselfish to all friends and collectors, customers or not. His early collecting interests, starting over 20 years ago, were Kentucky and Ohio River postal history markings, with Leonard Turley as his mentor. He added knowledge and in 1975 published *Postmarked Kentucky* covering the postal history of that commonwealth from 1792 to 1900.

Alan's father was a minister, and the family had come from Canada to Michigan. Alan was in the United States Navy during World War II, and in 1955 founded a manufacturers representative firm in the Kentucky-Ohio area. With an increasing interest in philately, he became a full-time dealer in 1972. As a dealer he handled a wide range of material, mostly postal history covers, maps, and books. His sense of humor was expressed in his ads, and the warmth of his personality known to all. He was unselfish in sharing information and since some of it had been general from non-philatelic sources, with Alan's curiosity and good memory, his comments were interesting and valuable. He had been a Classics Society member since 1959.

S.G.

Space restrictions limit comment on this issue. The excellent articles by Henry H. Welch on Charleston postmarks and John Kohlhepp on carriers are concluded. The discovery of a previously unknown Ligne J origin postmark is detailed by John V. Woollam. Jon Rose reviews domestic uses of the 2c 1869, David Jarrett discusses an unusual drop letter, Joe Rorke presents two remarkable double transfers on Jackson stamps, and George Arfken illustrates use of the elusive 3c red brown postage due. Articles devoted to remaining quantities of the 5c New York, Philadelphia carriers, Concord, N.H., 10c 1847 bisects, ocean mail route agents, and new details on Prussian Closed Mails provide information on a variety of subjects.

Notes on recent literature and a review of the Starnes's book will appear in the next issue.

HOW MANY NEW YORK POSTMASTER'S PROVISIONALS STILL EXIST?

PHILIP T. WALL

Oftentimes we read in philatelic publications that a certain number of copies of a particular classic stamp are still extant. Usually the percentage given is somewhere between one percent and 10 percent of the total number of copies sold. It is my belief that most of the time the percentage given is a mere guess rather than an estimate based on detailed records. Sometimes the writer will have spoken to some of the leading dealers and auctioneers and will have researched the records of the Philatelic Foundation. While these sources are a good beginning, the information obtained therefrom is certainly not conclusive. No one dealer has handled the majority of the copies of any one stamp, no auctioneer has sold most of the copies of any particular issue; and by no means have anywhere near all of the rare classics been submitted to the Philatelic Foundation for expert committee opinions.

The only person that I am aware of that has estimated the number of 5c New Yorks is John R. Boker of New York. On October 2, 1963, he addressed the members of the Collectors Club of New York and discussed his collection of 9Xls. His talk was written up in the January 1964 *Collectors Club Philatelist* (Vol. 43, No. 1). At that time he estimated between four and five thousand 5c New Yorks still exist. On March 18, 1965, Boker spoke to the Royal Philatelic Society of London and described his collection of 5c New Yorks. This address was published in the May 1966 issue of the *London Philatelist* (Vol. 75, No. 881). At that time Boker had revised upward to 6,000 his estimate of the number of 9Xls still existing, and he further estimated that three hundred of these stamps are uncanceled. These published reports do not indicate any bases for Boker's estimates.

In 1937 Hugh M. Clark revised John N. Luff's *The Postage Stamps of the United States*; and in doing so Clark tells us that, based upon records of the manufacturer, a total of 3,556 impressions were made from the plate of 40 positions for a total of 142,240 stamps that were delivered to Postmaster Morris. Presumably all of these stamps were sold to the public as there is no record of any remainders being in the New York Post Offices when the 1847 issue went on sale.

It is my opinion there exists today a total of 5,500 copies of the 5c New York cancelled and uncanceled, both on and off cover. If my estimate is approximately correct, then 3.87 percent of the stamps delivered to (and presumably sold by) Postmaster Morris are still extant. I propose in this article to furnish data for each listing given in the 1982 edition of the *Scott Specialized Catalogue of United States Stamps*.

The records upon which this article is based were started by Frank S. Levi, Jr., then of New York, in the 1940s. The vast majority of the photographs included in these records are from auction catalogs, but these are supplemented by articles and photographs from magazines, handbooks, private treaty catalogs, etc. In 1974 I acquired these records and with Mr. Levi's continued help have maintained them to date. Levi devised a clever system for recording pen cancelled copies by the number of pen strokes, and these are further broken down by the direction of the pen strikes, *i.e.*, horizontal, vertical, diagonal NW to SE and NE to SW, "Xs", etc. Other cancellations are categorized by grids, PAIDs, town cancels, etc.

Before delving into the various listings I would first like to make a few general comments. Since 1974 I have attempted to add every new photo listing that I could locate with but two exceptions: (1) pen cancelled single stamps were added only if they had at least three margins, and (2) single stamps with red cancellations were added only if they had at least two full margins. Cover fronts only are filed with photos of full covers but in this tabulation

are counted as off cover items. Stamps with dubious cancels such as blue and black grids, numerals and questionable covers are included in the count. Fortunately such items are only a very small part of the total listings.

Although the marginal spacings, both horizontal and vertical, between stamps are large as compared with our 1847 stamps and huge as compared with most values in our 1851 issue, a surprisingly large percentage of all 9X1s are cut into on one or more sides. Many others have thins, creases, pinholes and other types of defects. At least three out of every four copies I have previously inspected and seen described in auction catalogs are defective in one way or another. I estimate there to be no more than 1,100 to 1,200 off cover covers, both cancelled and uncanceled, that are 100 percent sound.



Figure A. Unused single, ex Hind.

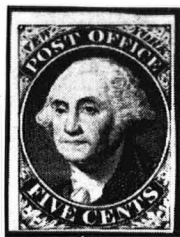


Figure B. Unused 9X1d single, ex Hind.

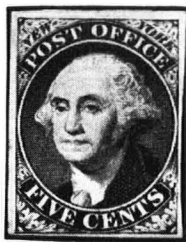


Figure C. Unused 9X1a, blue paper, ex Boker.



Figure D. Unused 9X1b, RHM, ex Klep.

Next I think it appropriate to give a general ratio of uncanceled to used stamps. Of the 5,500 copies still existing, I estimate that approximately 500 are uncanceled and 5,000 are cancelled both on and off cover. This is a readily apparent ratio of ten used stamps for each uncanceled copy. Of the 500 uncanceled stamps at least half and possibly as many as three-fourths have seen postal duty but are not cancelled. Genuine covers postmarked in the last half of 1845 with the stamp uncanceled are fairly common. Many of these uncanceled stamps have been removed from their covers and are now considered to be unused stamps.

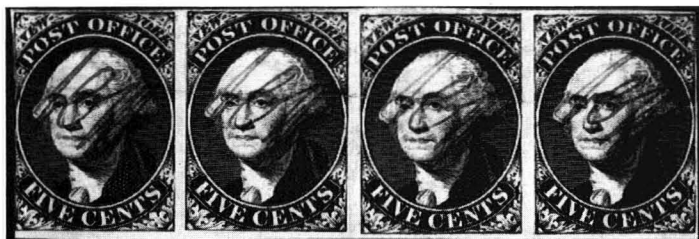


Figure E. Unused strip of four.



Figure F. Unused horizontal pair, ex Caspary.



Figure G. Unused vertical pair, ex Col. Green.

I have a record of 375 different uncanceled stamps of which 60 are without initials (9X1d), and I estimate there to be a total of 425 uncanceled 9X1 stamps (Figure A), 75 uncanceled 9X1d stamps (Figure B), three uncanceled copies of 9X1a (blue stamp paper) (Figure C), one uncanceled copy of 9X1b (RHM) (Figure D), and no uncanceled examples

of 9Xlc (MMJr). The number of uncanceled copies on gray paper would not exceed five. My records do not disclose any uncanceled multiples of 9Xla, 9Xlb and 9Xld. Should any such items exist, they are exceedingly rare and in all probability are unique. I show 25 uncanceled pairs of the normal 9X1 stamp and estimate that some 35 pairs still exist of which all except probably a half dozen have one or both stamps defective. My records reflect no uncanceled strips of three and only one uncanceled but partly defective strip of four from positions 32-35 (Figure E). Of the total number of uncanceled pairs, there are eight horizontal pairs (Figure F) for each vertical pair (Figure G).

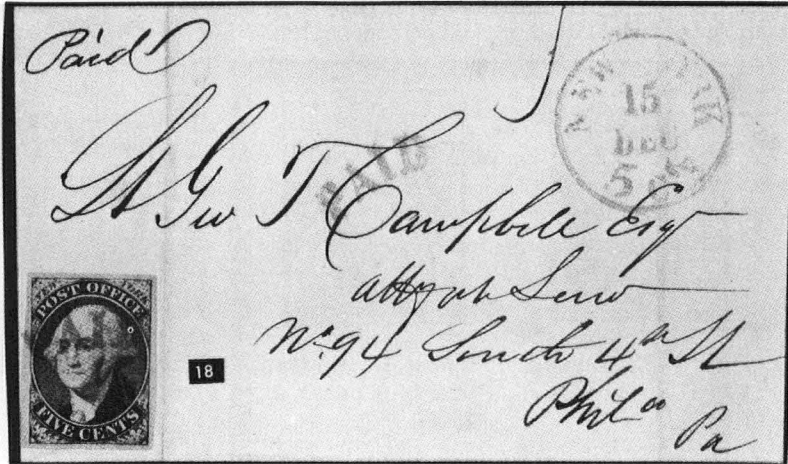


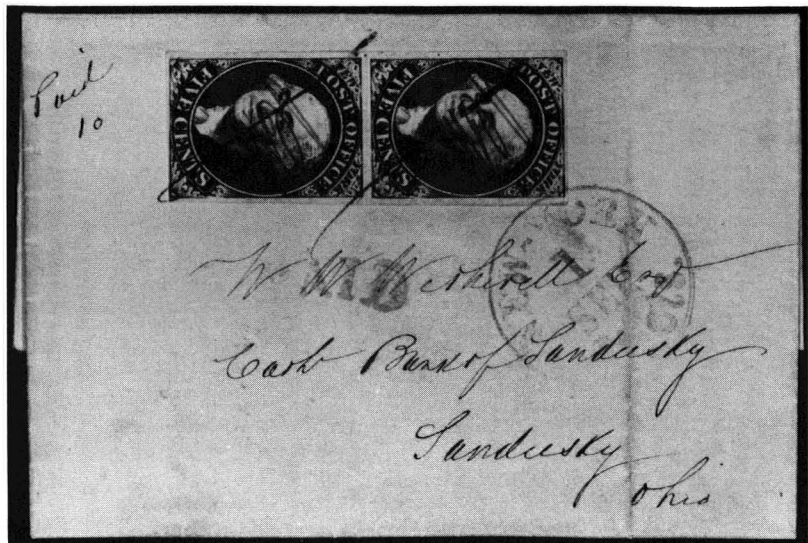
Figure H. Single on cover, ex Haas.

Of the 5,000 cancelled 9Xls I estimate that approximately 1,200 are on cover and approximately 3,800 are off cover. My records show more than 600 covers with single stamps paying the single rate under 300 miles (Figure H) and more than 150 covers with either a pair or two single stamps paying the 10c rate for either double weight covers traveling less than 300 miles, or more likely a single weight cover to a destination more than 300 miles (Figure I). I estimate there to be approximately 800 covers with single stamps, 160 pairs on cover of which approximately 20 are vertical pairs (Figure J) and 40 covers with two single stamps almost all of which are placed on the covers in a horizontal format. Included in the above estimates are 100 covers destined for Europe via ships of the Cunard Line with single 5c stamps, 10 covers addressed to Europe with pairs or two singles, and 10 covers bound for Canada with a pair or two single stamps, plus one to Halifax, Nova Scotia, with a single stamp and covers to Mexico and Puerto Rico.



Figure I. Horizontal pair on cover.

Figure J. Vertical pair on cover.



There are three and possibly four strips of four on cover that have been previously discussed in this series as well as one cover with two horizontal pairs. I have photographs of three covers bearing 15c in postage, but believe that two of these covers are fraudulent. Also included in the above figures are 13 covers with 9X1b (RHM) stamps and two covers with a total of three 9X1c (MMJr) stamps. It is doubtful if any additional covers bearing either of these two types of stamps will ever be found. I estimate there to be a dozen 9X1a covers with a total of 15 stamps. My records indicate a total of 41 covers with 9X1d stamps including two folded letters with horizontal pairs. It is doubtful if more than 50 9X1d covers still exist. Surprisingly, 15 of the 41 9X1d covers of which I have a record are on letters bound for Europe.

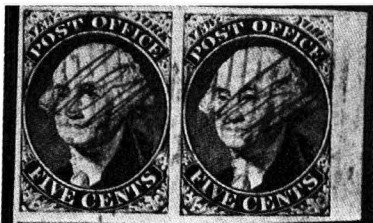


Figure K. Horizontal pair on blue paper, ex Caspary.

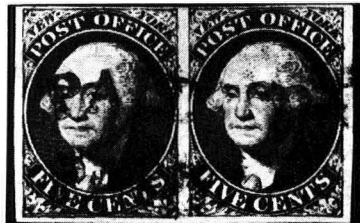


Figure L. Used horizontal 9X1d pair, red PAID, ex Caspary.

In 1977 when I began writing this series of articles I had a record of 20 used off cover copies of 9X1b stamps with RHM initials. Since that time I have recorded one additional copy for a total of 21. I estimate that not more than 25 used off cover copies of 9X1b exist today. The Philatelic Foundation has certified as to the genuineness of one used off cover stamp with the initials "MMJr" (9X1c), and I doubt that any additional off cover copies of this stamp are still extant. Genuine blue paper stamps (9X1a) are rare, and I record only 10 used off cover singles and three used off cover pairs of which the ex Caspary pair (Figure K) is by far the finest example. This pair was last sold in the 1980 Siegel Rarities Sale. In my opinion there are probably another 10 blue paper singles and another pair or two that have not yet been recognized for what they are. In my files are photographs of 128 single used off cover stamps without initials and eight used off cover 9X1d pairs. Of the eight pairs seven have pen cancels, and at least six and possibly all seven of these pen cancelled pairs have one or both stamps defective. The real gem of the 9X1d used pairs (Figure L) was formerly in the Caspary Collection. I estimate there to be a total of 175 used off cover singles of 9X1d and 10 used off cover pairs — all of which are horizontal — of this catalog number.



Figure M. Used block of four.



Figure N. Used horizontal strip of three.

Now that the block of 10 stamps that was formerly in the Ackerman Collection has been cut up by the thieves who stole it from the Miller Collection in the New York Public Library there is only one block — used or unused — of 9X1 still in existence. This block (Figure M) from positions 11-12, 16-17 was last sold by Sotheby Parke Bernet in 1977.

I have been unable to locate even one used off cover strip of four and strips of three are rare. My records show four horizontal strips of three, one vertical strip of three and one irregular "L" shaped strip of three. The finest of the horizontal strips of three (Figure N) was last sold in the 1975 Siegel Rarities Sale. The unique vertical strip of three is shown in Figure O. This strip is also unique in two other respects: (1) It is the only multiple larger than a pair on gray paper, and (2) it is the only multiple larger than a pair with red cancels. This strip was last sold at auction when the Consul Klep Collection was sold by Willy Balasse in 1956.



Figure O. Unique vertical strip of three on gray paper, red cancel, ex Klep.



Figure P. Used horizontal pair with red grid, ex Newbury.

Used pairs of 9X1 are fairly common, but four margin pairs with both stamps sound are not as plentiful as most collectors would believe. This is particularly true of vertical pairs. My records show 20 used vertical pairs, and I estimate that no more than 25 exist. I record 125 used horizontal pairs and estimate that 150 such pairs still exist. However, at least 75 percent of these pairs have one or both stamps that are defective. Attractive horizontal and vertical pairs with red cancels are shown in Figures P and Q.

That section of my overall estimate that is most apt to be in error is the part with the largest number of individual examples — used singles. Because I do not record those examples of used singles that are badly defective, my listing of this classification is not as complete as are my listings for other groups. I have photographs of approximately 1,100 used single stamps (Figure R) and believe that about 3,300 used singles still exist.



Figure Q. Used vertical pair, red town and red PAID, ex Newbury.



Figure R. Used single with fancy pen cancel.

The *Scott Specialized Catalogue* has separate listings for positions 2 and 7 both of which have double transfers, position 31 which has the bottom frame line completely doubled, and position 36 which has some doubling in the top frame line. Each of these positions comprises 2.5 percent of all copies printed; and if my estimates are correct, there are 12 or 13 uncanceled copies and 125 canceled stamps both on and off cover from each of these four positions.

Under the heading “Cancellations” Scott lists pen cancels in black, blue, and magenta as well as grid and town cancels in red. The well known PAID cancel has been inadvertently omitted from the current catalog. No distinction is made between the regular New York City town postmark, which comes in several styles, and the Foreign Mail and Express Mail postmarks. My records show that approximately 80 percent of all used stamps have pen cancels; and of these estimated 4,000 stamps with various colored pen cancels, both on and off cover, approximately 90 percent have blue pen cancels, 8 percent have black pen cancels and 2 percent have magenta pen cancels. Out of the approximately 1,000 stamps on and off cover with red cancels, I estimate that 40 percent have red grids, 40 percent have red PAIDs, 16 percent have one of the regular New York townmarks, 3 percent have the Foreign Mail cancels, and 1 percent or less have either Express Mail or “U.S.” in octagon frame markings. Red townmarks of any type were seldom applied in a “socked-on-the-nose” manner, and it is extremely difficult to distinguish between the various types of town postmarks on off cover stamps. For that reason the ratios for these types of postmarks have been compiled by tabulating only the covers of which I have records.

No estimates such as those submitted in this article can ever be considered 100 percent correct or complete, but I believe collectors desiring to form a representative 5c New York collection can rely upon my data to determine the relative degree of difficulty they will encounter in acquiring the various items listed in the *Scott Specialized Catalogue*. Reader comments are welcomed.

CHARLESTON, SOUTH CAROLINA: THE STAMPLESS PERIOD — TO 1800

HENRY H. WELCH

(Continued from *Chronicle* 114:102)

The next two letters (Figures 10 and 11) illustrate the frequent changes in the typeset handstamps. Both are addressed to Mess'rs Thos. and Jno. Hancock, Merchants, Boston, during the year 1796. The first (Figure 10), dated February 26, has the town name abbreviated "Chas,ston" measuring 26 x 4½mm.

The second (Figure 11), dated April 29, just a little over two months later than the first, has an entirely different size and style of type face, with letters measuring only 2mm. high, and the town name spelled out in full in small capital letters, and the month spelled out as well.

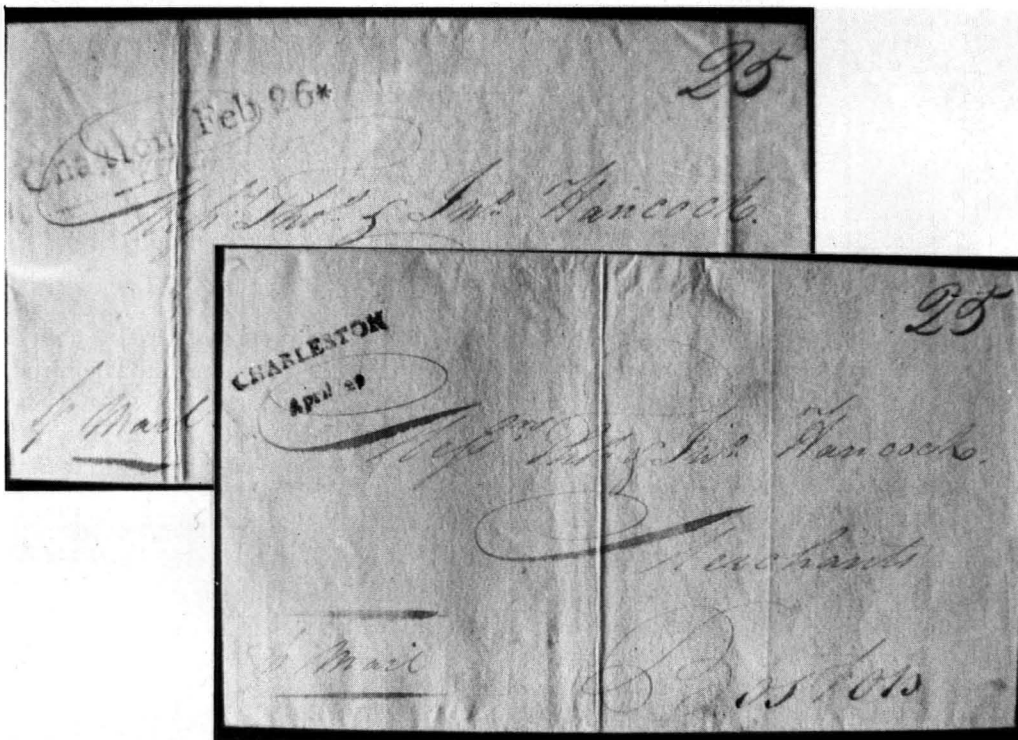


Figure 10. Chas,ston Feb 26* (1796) handstamp, 26 x 4½mm., to Thos. & Jno. Hancock, Boston. Figure 11. Another letter to the Hancocks, postmarked CHARLESTON April 29 (1796.)

A letter in my collection (not illustrated) datelined Charleston 19 January 1798 from E. Prescott to John Ewing Calhoun, Esq., Cooper River, shows no postal markings and evidently was carried outside the mails. The letter requests payment of a bond, "due last June for five hundred pounds, and my wants and necessities will no longer allow me to remain without some part of the principal and all the interest, of which I request you will take notice and oblige." Mr. Calhoun made this note on the back of the cover: "Mr. Prescott's letter is within — he wants money when J.E.C. owes nothing to him."

Starting with 1797, the postal clerks must have gotten tired of setting type for long town names or abbreviations, because then and thereafter the handstamps are much shorter

— often a single letter. Two letters from Thos. Morris of Charleston to James Watson, Merchant, New York, in 1798 have the single letter “C” followed by the month and day date (Figure 12). The lefthand letter in the illustration, postmarked “C.APRIL 6,” used the same size capitals for the month, while the right one, postmarked “C.Nov 23,” used an initial capital and lower case letters. The April letter cost 25 cents in postage, the rate for a single letter over 450 miles which was in effect from June 1, 1792, until new rates were adopted on March 2, 1799. It refers to three bills which were not paid upon initial presentation. The second letter in November included the three bills, which were being returned “under protest.” This letter weighed one ounce and was rated at one dollar postage, four times the single letter rate.

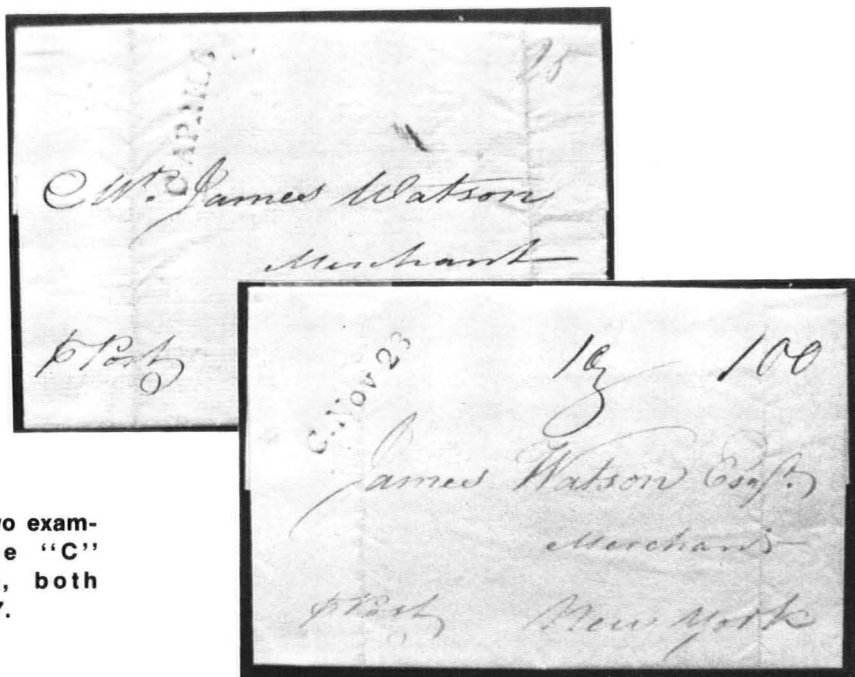


Figure 12. Two examples of the “C” handstamp, both datelined 1797.

A letter dated September 12, 1798, to Alexandria, (Virginia), bears a postmark abbreviated “Ch.Sep.12” (Figure 13), rated at 25 cents postage. This marking has been reported used also in 1799 and 1800.

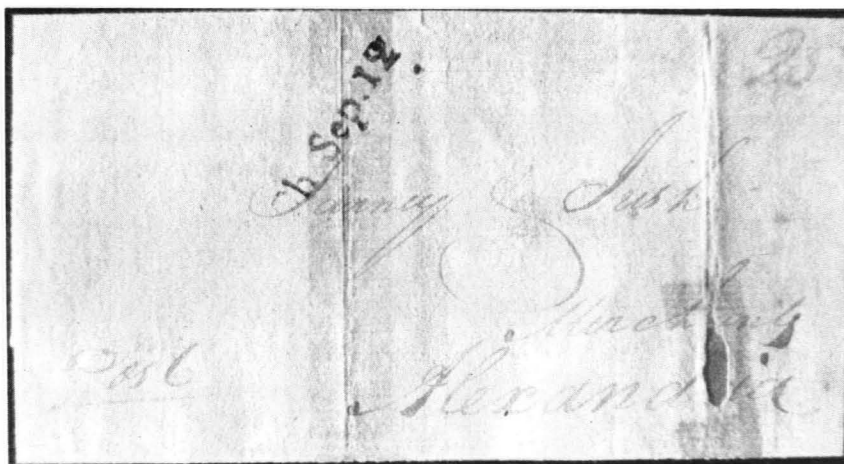


Figure 13. Ch Sep.12 handstamp, dated 1798.

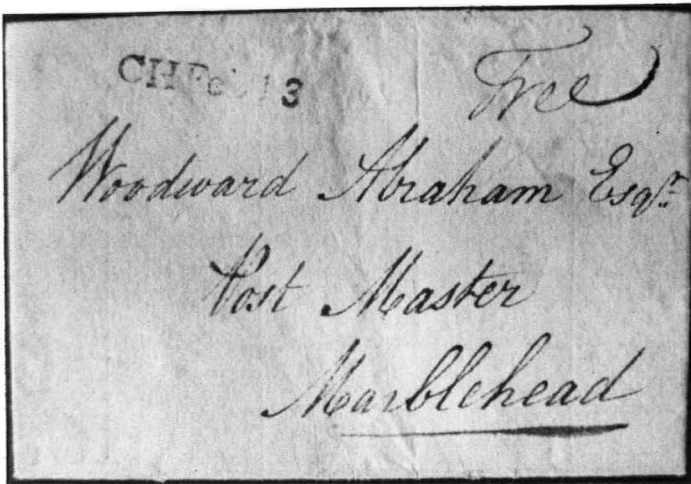


Figure 14. CHFeb13 handstamp, dated 1799.

The handstamp “CH” was used during 1799, as illustrated by the three letters shown in Figures 14, 15, and 16. The first (Figure 14) is datelined Charleston February 17th (even though the postmark is dated “Feb13”), with manuscript “Free” addressed to Woodward Abraham, Esq., Postmaster, Marblehead. The letter is from his son who is stationed on a ship about to “proceed to sea for LaGuira upon the Spanish Main.” He says, “The Captain and I agree very well at present, but we have the scrapings of Charleston for a crew, almost all nations and languages.” Also “we have one of the most valuable cargoes on board that ever went from this port.”

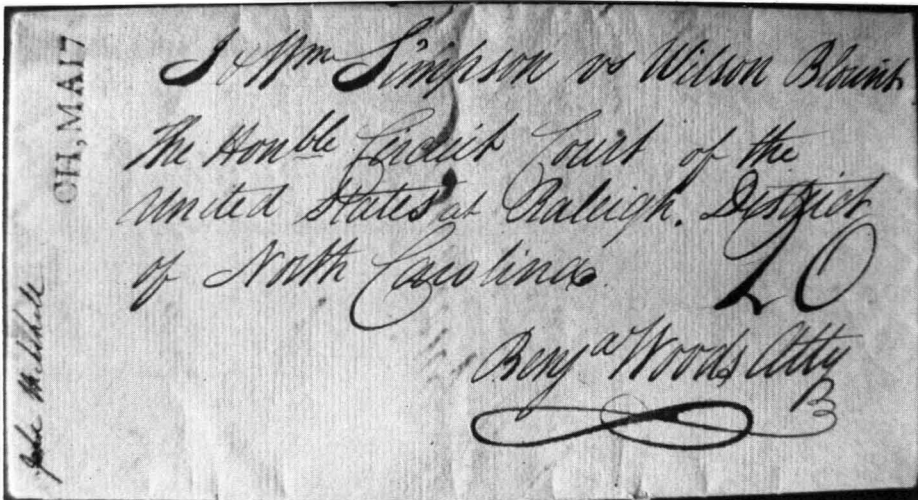


Figure 15. CH,MA17 handstamp, dated 1799.

A similar marking, “CH,MA17” (with a comma after the town abbreviation and the month in capital letters, whereas the month abbreviation in Figure 14 has an initial capital followed by lower case type) appears on a 1799 deposition (Figure 15) addressed to “The Hon’ble Circuit Court of the United States at Raleigh, District of North Carolina.” The manuscript “20” reflects the postage for a single letter for the zone from 300 to 500 miles, according to the Act of March 2, 1799.

The handstamp shown in Figure 16 is similar to the one in Figure 14, with an initial capital in the month, followed by lower case letters, “CHJuly5.”

Another variation is illustrated in Figure 17, with the abbreviation “CHAFeb1” (1799). The letter, datelined Bordeaux 17 November 1798, entered the United States mails



Figure 16. CH-
July 6 hand-
stamp, dated
1799.



Figure 17.
CHA Feb 1 hand-
stamp, dated
1799.

at Charleston, where it was postmarked as noted and rated at 54 cents as a double weight ship letter, with 4 cents added to the regular inland postage for the ship letter. The letter refers to enclosure of "a paper with a late price current." The writer notes that "West Indies produce as you perceive keeps up and must continue so being reduced to the precarious supply[sic] of privateers." He suggests that "if we could see things on a permanent footing between our two countries," a fortune could be made in the sale of tobacco in France, through the good offices of the writer, who is obviously a commission merchant. He also mentions that "our late vintage was pretty abundant and quality good. The capital growths of Medoc are still on hand, but great quantities of peasants wine and inferior classes are bought up" at reasonable prices.

The straightline handstamp period from Charleston basically ended in 1799. The two exceptions noted are the handstamp reported above (see the reference to Figure 13) and a cover, in Robert A. Siegel's auction of January 9, 1968, to Philadelphia postmarked "Ch Mar. 7" (1800). In 1799 a few post offices were supplied with uniform circular date handstamps by the United States Post Office. The town name was engraved in brass, and month

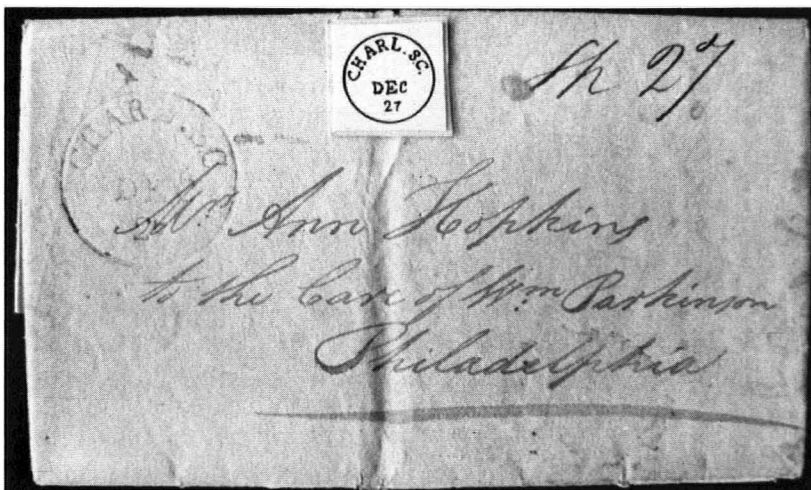


Figure 18. CHARL.S.C. circle date stamp, first used in Charleston during 1799.

and date letters and figures were supplied to fit the handstamps. Although Charleston is not listed⁵ as one of the twelve offices which were supplied with these handstamps initially, we find such a 26mm. marking used from Charleston on a letter (Figure 18) datelined Demerary (British Guiana), November 18th, 1799, addressed to Philadelphia and post-marked in Charleston on December 27. It carried the base rate of 25 cents for a single letter carried over 500 miles, plus the ship rate of 2 cents. In the handstamp the town name is abbreviated "CHARLS.C."

Thus opens a new period for Charleston postal markings which cannot be covered in this article. The writer will appreciate receiving additional information on 18th century postal markings and usages from Charleston. His address is 9625 East Center Ave., Apt. 5-D, Denver, Colorado 80231.

5. *American Stampless Cover Catalog*, p. 1.

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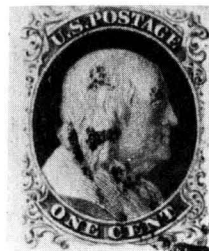
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PHILADELPHIA

Until 1854 the city of Philadelphia conformed to the original plan laid out by William Penn in 1682, which was a parallelogram, roughly two miles long from the Delaware River on the east to the Schuylkill River on the west, by one mile wide, with its northern border at Vine Street and the southern boundary at South (formerly Cedar) Street. By 1851 Philadelphia (Figure 1) had outgrown its original boundaries, and less than a third of the 400,000 residents of Philadelphia county lived within the old city limits. During these hundred and seventy-odd years, the thriving suburbs of Kensington, Germantown, West Philadelphia, Northern Liberties, Spring Garden, Richmond, Penn, Southwark, Moyamensing, Passyunk, and other settlements, had sprung up around it, making it in the aggregate a city much larger than the parent town. In 1854 the state legislature consolidated the original town and all its suburbs into one city under the general name of Philadelphia, and by the same enactment its corporate limits were made to embrace the entire county of Philadelphia.



Figure 2. Merchants' Exchange.

As early as 1823, there were seven letter carriers in the Philadelphia Post Office, located in the Merchants' Exchange at 3rd and Dock Streets (Figure 2). A Post Office notice in the 1823 Philadelphia *Directory* advised:

Persons wishing to pay postage when the office is shut, can enclose the money with the letter, directed to "The Post Office". Those who keep accounts with the carriers, or office, will please to enclose the letter, directed in the same manner, with a request that the postage be charged to their account.



Figure 1. Philadelphia in 1851.

PHILADELPHIA.



All notes or letters deposited in this office, directed to any part of this city, this side of Broad Street, and to the populous parts of the Northern Liberties and Southwark, will be carried out three times a day, Viz. at 8 AM and 1 PM, and half an hour before sunset.

A number of local posts were in operation for longer or shorter periods from the early 1840s up to 1861. By far the most important of these independent services was Blood's Despatch, a highly enterprising and efficient business with which the U.S. carrier system at best was but a feeble competitor. Early in 1849 the Post Office Department made a serious attempt to obtain a greater share of the local delivery business; and as was done in Boston, New York, and Baltimore, the U.S. carrier delivery system in Philadelphia was reorganized and a carrier fee of one cent was established by the Postmaster General. On February 15, 1849, the postmaster in Philadelphia, acting under instructions from the Postmaster General, announced the services and fees which were to become effective on the following Monday, February 19th:

Letters from the mails will be delivered for *one* cent each. Letters for the mails will be taken to the Post-Office at *one* cent each, and letters written in the city, to be delivered in this city, will be collected and delivered at least twice each day, for *one* cent each. The letter carriers are now making arrangements to carry out effectually the wishes of the Postmaster General.

The several carriers will fix Boxes in convenient places throughout their routes, at which they will call at certain hours. The public will be informed of their location when the arrangements are completed. Business persons in suitable locations, who are desirous of having a Box at their Store, in consideration of the additional publicity given to their place by advertisement, can make application to THOS. F. GOODWIN, Chief Carrier, or to the carrier of their district.

Circulars for City Delivery will be received at the Letter CARRIERS' DEPARTMENT in the Post-office, and delivered at *one* cent each, to be *pre-paid*. All letters deposited in the Boxes must be *pre-paid, one cent*.

GEORGE F. LEHMAN, P. M.

If the public ever was informed where the boxes were located, repeated searching in newspapers has failed to find any such information.

In 1849 the postage on drop letters (Act of 1845) was two cents, and when delivered by carrier the one cent carrier fee was added, making the total charge for that particular service three cents. Under the Act of 1851 the charge for the same service became two cents. From 1849 the various stamps of Blood's Despatch and Blood's Penny Post had a value of one cent each and Blood's continued to hold the lion's share of the local mail business. Even if no other evidence existed, the scarcity of the special stamps issued for the U. S. letter carriers during and after 1849, as compared to those of Blood's, shows who was getting the business. But there is other evidence.

Section 10 of the Act of March 3, 1851, empowered the Postmaster General to declare the public highways of cities of a certain class to be post routes. Philadelphia was in this class. The intention was to make the private posts illegal carriers, in order to suppress them and thus make the government carrier service a monopoly. After Congress passed the Act, but before July 1, 1851, when it became effective, the proprietors of Blood's Despatch attempted to forestall such action by the Postmaster General in Philadelphia. On June 28, 1851, they published a long announcement, part of which was a copy of an offer which they had made to the Postmaster General nearly two months before. This announcement throws much light on the carrier situation in Philadelphia up to that time, and also affords some explanation as to what happened afterward. The more pertinent parts follow:

BLOOD'S DESPATCH has now been tested during six years. Its usefulness, certainty and expedition are fully established. * * * Copy of the Proposal and Recommendation submitted to the Postmaster General on 3d May, 1851:

SIR. — The undersigned, proprietors of Blood's Despatch Post, who have been engaged since 1845 in the business of delivering letters throughout the city of Philadelphia, propose to deliver all mailable matter which arrives by mail in Philadelphia, or is deposited in the office there for distribution in that city.

They believe that by uniting the mail delivery with their present city delivery, the people of Philadelphia can be *better accomodated* and at *less rates* than by any other system.

The Government Post Office has never been able to make more than one delivery in winter, and two deliveries in summer. This has been a serious inconvenience to the citizens of Philadelphia whose letters in consequence of it, during half the year, lie in the office, sometimes for twenty-four hours after arrival in the city. Of course that office has never at any time been able to acquire any considerable share of business as a city despatch post. In fact, until lately, it has never had any deposit box but at the central office, nor proposed to be a city post at all. And it has attempted to become a city post lately only in consequence of the great utility and success caused by the general fidelity and efficiency with which the latter (*i. e.*, Blood's) has been managed.

The undersigned believe that the Government Post Office can never become an effective and satisfactory city post. It attempted the business in imitation of Blood's Despatch Post about two years since, and totally failed. The reason is obvious.

Blood's Despatch, on the contrary, has, at all seasons, made collections from over 300 boxes, in a circuit of twelve miles, four times every day. * * * The undersigned now propose to the General Post Office Department to make *regular and prompt deliveries EVERY TWO HOURS, throughout the day* along with their own letters, of all mailable matter arriving by mail, or deposited in the Philadelphia Post Office for distribution in this city, letters at *one cent*, and other matter at present Post-Office rates. They will make returns for all matter to the City Postmaster, every day or week, as may be directed, and will give satisfactory security for the faithful discharge of whatsoever they may undertake on behalf of the United States.

Respectfully submitted by
DANIEL O. BLOOD
CHARLES KOCHERSBERGER
Proprietors of Blood's Despatch

The reference to the Government Post Office's having totally failed in its attempt to imitate Blood's service two years before 1851 explains why the Philadelphia carrier stamps of 1849-1850, particularly types C28 and C29, are so rare. Even with a one cent rate for all letters not subject to drop letter postage, the U.S. carriers could not compete with the services supplied by Blood's Despatch.

The Postmaster General's report for 1851, dated November 29th of that year, states: "The streets, avenues, roads and public highways of the cities of New York, Boston, Philadelphia and New Orleans have been established as post routes under the 10th section of the Postage Act of March 3, 1851 * * *."

On September 20, 1851, the *North American and U. S. Gazette* of Philadelphia carried an announcement by N. K. Hall, Postmaster General, declaring all the streets, etc.: "within the limits of the city of Philadelphia, and the Districts of Moyamensing, North Liberties, Southwark, and those portions of the District of Spring Garden not embraced within the boundaries of the Spring Garden Post Office, PUBLIC POST ROUTES.

"A Superintendent and upwards of forty Letter Carriers have been appointed, and about two hundred places of deposit have been selected, and boxes put up for the reception of letters. Carriers call at such boxes regularly, at least three times each day, and take all letters deposited therein for places out of the city of Philadelphia and the Districts above named, to the Post Office, to be mailed, FREE OF CHARGE.

"Letters mailed out of the City or Districts, and received from the Post Office, are delivered to the persons addressed at a charge of Two Cents for each letter so delivered; Circulars and Handbills each One Cent; Newspapers and Pamphlets each Half a Cent. Letters

dropped into the Post Office, to be delivered in the City or Districts aforesaid, One Cent. The regular or drop letter postage is also to be collected by the carrier, who accounts to the postmaster for the same.

"All letters delivered to the carriers or found in the boxes, addressed to persons in the City or Districts above named, are delivered by said carriers to the persons addressed at One Cent each, without being taken to the Post Office, or made subject to the drop letter rate.

"Stamps for the prepayment of the Carrier's Fee will soon be for sale by the Superintendent and Carriers, and the number of Carriers will be hereafter increased * * *."

The "stamps for prepayment of the Carrier's Fee" which "will soon be for sale" were those of the Franklin design (Scott L01) which were then being prepared, but meanwhile other carrier stamps were used. Appended to the Postmaster General's announcement of September 20, 1851, was a notice signed by John C. Montgomery, Assistant Postmaster and Superintendent of the carrier's delivery in Philadelphia, which stated: "U. S. P. O. Despatch Stamps can be procured from the Letter Carriers, and at the points designated for the boxes; also from the undersigned at the Post Office."

These statements of the Postmaster General and Superintendent Montgomery show that the Franklin carrier stamp was not available until later than September 20, and agree with the official record which is given in the chapter on the Franklin stamp (*The Philatelist*, October 1973, pp. 5-7) and which states that the first supplies of that carrier stamp went to New York and New Orleans on October 11 and those for Philadelphia were delivered on October 21, 1851.

The "U. S. P. O. Despatch Stamps" referred to by Superintendent Montgomery may possibly have included some of Scott types C28 or C29, but it is more probable that they were one or more colors of Scott type C30. Evidence that the hand-stamped adhesives of Scott types C31 and C32 were in use in September or later in 1851 does not appear. It should be noted that both before and after September 20, 1851, all the stamps which were used to indicate the fee of U. S. letter carriers paid at the Philadelphia Post office were of the value of one cent.

It does not appear that the Act of 1851 gave the Postmaster General sufficient power to put Blood's Despatch out of business. The statement in his report of November 1851 about further legislation being needed is enlightening. Between July and November the Department evidently learned that Blood's intended to put up a legal battle for the right to continue in business. The next move by the Despatch Post is also enlightening. In September 1851 Blood's Despatch increased its service from four trips per day to five. After Blood's death in 1852, Kochersberger carried on the fight. In 1860 the Postmaster General again directed the power given him in the Act of 1851 against the private posts in Boston, New York and Philadelphia. In his report for 1860 he stated:

By virtue of the Act I have by a formal order declared all the streets, lanes, avenues etc., within the corporate limits of the cities of Boston, New York, and Philadelphia, to be post roads, and have notified all engaged in the transportation and delivery of letters for compensation, in said cities, that they would thereby expose themselves to the penalties imposed by the third section of the Act of March 2, 1827. The private expresses in the cities named have acquiesced in the legality of this step, with the exception of one in Philadelphia, known as "Blood's Express", which has continued the regular delivery of letters in defiance of the order of the Department.

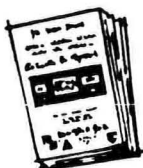
The second most important private delivery service in Philadelphia was operated by William Stait. From 1847 to 1851 it was called the "Eagle City Post," and from 1852 until Stait quit in 1859 it was called "Stait's Despatch." The Eagle City Post stamps (Scott types L134 and L135) were in use for several years, and there are various interesting postmarks of the Eagle Post, of Stait's Despatch, and of the "Messengering Service" which Stait also operated.

(To be continued)

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SERENDIPITY: THE STAMP HUNTER AND THE STILPHIN COVERS
SUSAN M. McDONALD

Many collectors indulge in an occasional fantasy about a happy find of stamps or covers — perhaps items for their own collections, or valuable pieces that may be exchanged for a prestige car or a luxury vacation — but few do anything to make it happen.

One of these few was Wallace W. MacLaren, an active collector in the Cleveland area in the first part of the century. But, before MacLaren's philatelic activities are detailed, some background on the man himself is desirable.

Wallace W. MacLaren was one of the founders of Garfield-Perry Stamp Club on March 17, 1890. He was charter member #4 and was an important participant in the club for several decades. He held nearly all club offices at one time or another, and was awarded the Hanford Cup for service in 1919. He was elected to life membership in 1926. He was employed as credit manager of the *Cleveland Press*, which unfortunately ceased publication June 17, 1982, while this article was being written. MacLaren died in December 1935.

MacLaren was a collector of U.S. stamps and covers through the 1869 issue, and had a strong interest in stampless covers. In 1919 he began advertising in various papers and magazines (largely in the New England and Atlantic coast areas) to purchase stamps, covers, and old family correspondences. He was so successful in this endeavour that he obtained more material than he could use himself and in 1924 he started publishing and distributing a small paper (*The Stamp Hunter*) offering his duplicates and recounting some of his experiences in finding stamps.

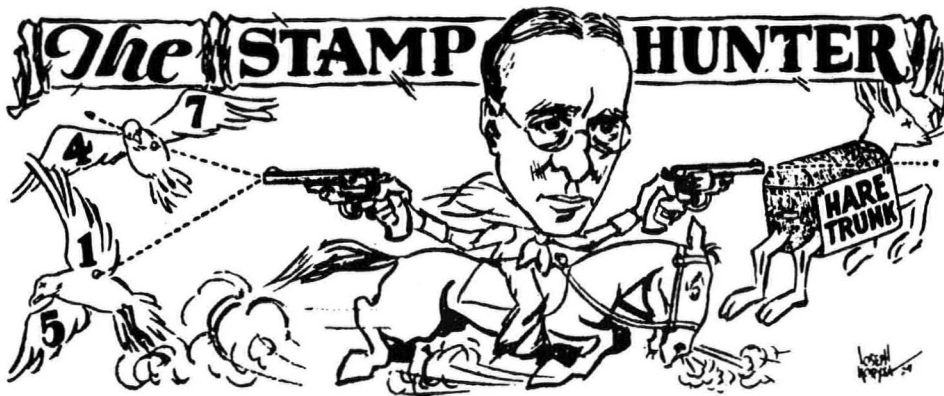
Another prominent member of Garfield-Perry for 48 years was the late Don Grieve who wrote a weekly column on stamps for the Sunday *Plain Dealer* for 38 years before his death on March 25, 1972. About a year earlier, after learning of my interest in 10c 1847 bisects, he lent me his complete run of MacLaren's *Stamp Hunter* to copy. Most of the details narrated here are derived from those papers.

MacLaren began publishing *The Stamp Hunter* in September 1924, offering it without charge: "If you want it, just say so." The four-page paper (one issue contained six pages) consisted of anecdotes, comments on stamps, tales of finds, and offers of duplicates. The paper was issued monthly through May 1925 (no March issue) — eight issues for volume 1. It was not published in June, July, and August. Publication resumed September 1925 through May 1926, for nine issues in volume 2. Volume 3 ran from October 1926 (no January issue) through June 1927 — eight issues. The final year of publication (volume 4) was from October 1927 through May 1928 — eight issues. Circulation ranged from 350 at the start to 500 at the end.

With the January 1926 issue *The Stamp Hunter* became the official organ of Garfield-Perry and part of the space was given over to club programs, activities, auctions, and the like. The final issue of May 1928 announced the end of *The Stamp Hunter* because it was too great a burden on the author's time and strength. I suspect the real reason was that it was encroaching on time he might spend on his collection — a sentiment to which I can relate.

Wallace MacLaren, of Scottish descent, was born in Meadville, Pa., in 1872, and began collecting as a boy about 1880. He was an enthusiastic and knowledgeable collector and put many interesting reflections and stories in *The Stamp Hunter*. Some of these may be worth reprinting in future *Chronicles*.

When MacLaren began his program of advertising for stamps in 1919, his annual cost was \$250 for ads. In late 1924 he stated that his cost was \$200 monthly (probably both ads



VOL 3

NOVEMBER, 1926

NO. 2

Figure 1. Typical masthead of Wallace W. MacLaren's publication, *The Stamp Hunter*.

and purchases), so that disposal of duplicates and unwanted material was essential to keep the operation going. Some extensive and important finds were made, chiefly 1851s and later, but the most intriguing and glamorous find was the Concord 10c bisects.

The first reference to this find appeared in the December 1924 *Stamp Hunter* (some spelling and punctuation silently corrected):

That reminds me of a recent happening. Two months ago an elderly lady, living in an Eastern city, realizing that she was the last of her family, decided to destroy the correspondence which had accumulated from different branches of the family.

So she had several trunks brought down from the attic, and proceeded to burn them, not even opening most of the bundles in which they were tied. When all but one trunkful had been destroyed, she stopped to rest, and reading a magazine, noticed my advertisement for old stamps.

After some correspondence, I have purchased the contents of this trunk, which included quite a number of very pretty items.

Out of it I have added to my collection several bisect 10c 1847, tied to cover with either a large blue "5" or a blue grid. Also some 5c 1847, with board-walk margins, cancelled with a large blue "5."

These are all on small neat white envelopes, mailed at Concord, N.H.

In addition, I acquired some 3c 1851 with colored and R.R. cancellations, besides some very unusual covers without stamps. I'm ashamed to tell you where I got these — dozen or two A.P.S. boys, live branch, one or two dealers in that city, but boys, don't criticize me too harshly, for, if it hadn't been for me, that trunk would have joined its fellows in smoke.

No, this is not a dream — actually took place in November 1924, and the above mentioned covers were exhibited at the Garfield-Perry Stamp Club, Friday, November 28th.

It was not until the May 1925 issue that MacLaren returned to the subject of the bisects and furnished details:

The Story of the Bisects

I believe it has been my good fortune to own, and possess at one time, the largest number of bisected 10c 1847 stamps ever assembled together.

In November last, I received a letter from a lady living in Syracuse, N.Y., saying that she had thought best to destroy the old family correspondence.

For some time she had been burning it, in many cases not even untying the bundles, when she ran across my advertisement in a magazine.

She wrote me, and enclosed several sample envelopes, all having the early 3c stamps. I replied, quoting my buying prices on the varieties sent, and a few days later received a letter saying she was shipping me a package, which included over one hundred covers without stamps, also some 5c brown stamps, also some 10c black stamps, which were cut in half and used to pay 5c postage.

Of these latter she said she hesitated about sending them fearing "The cutting in two rendered them valueless." Fortunately for me, the package arrived only a few minutes later, as my heart was rapidly working into high.

Knowing just what to expect, I was not at all surprised upon opening the bundle to find seven 5c 1847 and five 10c bisects. These bisects were all on envelopes of good quality, postmarked Concord, N.H., in blue, and were sent by Rev. J. B. Foote, a Methodist minister, to Miss Mary Stilphen [sic], who soon afterwards became his wife. She died in 1859, and the letters passed into the possession of her daughter, Martha Foote Crow. Upon her death, they became the property of Miss Elizabeth L. Foote, from whom I purchased them.

Rev. J. B. Foote was the first graduate of the Concord Biblical Institute, afterwards the Theological School of Boston University, and hence he is considered Boston U.'s oldest alumnus.

Later I was informed by Miss Foote that she still had four bisects from this correspondence, but had sold two to a local collector, but that I could have the other two. So, I had seven, which I describe as follows:¹

No.	Town	Date	Half	Cancellation
1	Concord, N.H.	Aug. 31 1850	Up. Rt.	Blue Grid
2	Concord, N.H.	Sept. 14 1850	Up. Rt.	Blue 5 in circle
3	Concord, N.H.	Sept. 20 1850	Lo. Lft.	Ditto
4	Concord, N.H.	Oct. 12 1850	Up. Rt.	Blue grid
5	Concord, N.H.	Oct. 22 1850	Lo. Lft.	Blue Grid
6	Ballard Vale, Mass.	Mar. 3 1851	[Lo. Rt.]	Pen
7	Ballard Vale, Mass.	Mar. 13 1851	[Lo. Lft.]	Pen

These latter two have manuscript postmarks.

It is worthy of note that none of the 5c were used during the same months as the bisects, as they are dated in April, May and November 1850, and the Ballard Vale, Mass., in February 1851.

The seven bisects are now owned as follows: No. 1, W. W. MacLaren; No. 2 and 7, W. G. Whittaker; No. 3, Alvin Good; No. 5, W. A. Langdon, all of Cleveland, Ohio; No. 4, A. W. Filstrup, Benton Harbor, Mich.; No. 6, E. L. Frain, Wilmington, Del.

No. 1, which I kept for my own collection, is a beautiful item, probably unique. It is the upper right half, with full sheet margin at right, carefully cut exactly in half, the cut continuing through the margin. All were cut diagonally, from corner to corner.

A careful examination of all seven showed that no two were halves of the same stamp, which would indicate that the other seven halves went on other correspondence.

If still in existence, I hope some other collector will have the good fortune to find them, as I have had my share.

According to Don Grieve's column in the *Plain Dealer* for February 7, 1971, MacLaren sold the bisect covers at \$750 each. The Stilphin bisects were discussed in a column by George Sloane dated Nov. 20, 1948, but the statement there that the Ballard Vale covers are in a different hand from the Concord covers is not accurate. The Bakers also devoted a column to these covers and several of them are listed in Brookman. Six Concord covers were listed in Creighton Hart's article on 1847 use in New Hampshire in *Chronicle* 56.

1. Although MacLaren did not record the destinations, all covers in his list were addressed to Miss Mary Stilphin at Manchester, N.H. He omitted the direction of bisection for the Ballard Vale covers; I have supplied this in brackets. The "5" on covers 2 and 3 does not appear to be in a circle.

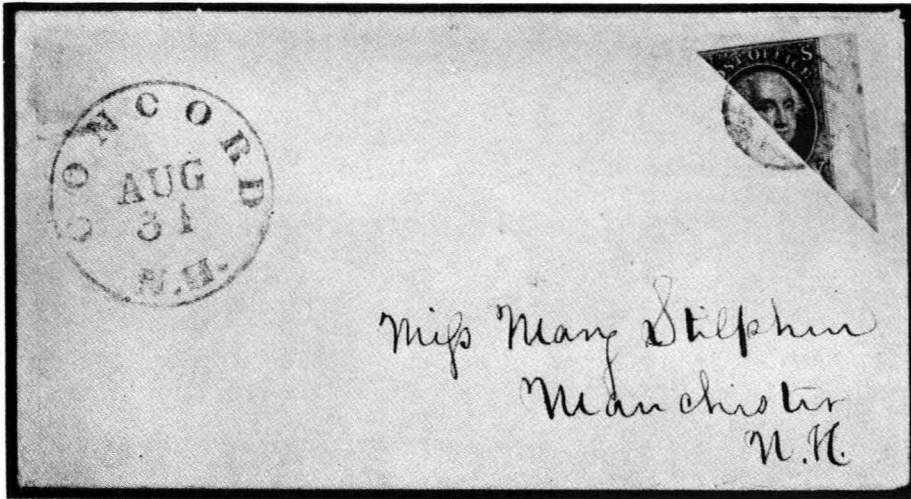


Figure 2. The cover MacLaren listed as No. 1 and which he kept for his own collection. Photo from Siegel's 1969 Rarities Sale.

In addition to the bisect covers in MacLaren's list, the following are now known:

Date	Origin	Destination	Bisection	Cancel
Mar. 21 1851	Ballard Vale, Mass.	Lower Bartlett, N.H.	LL	ms
Apr. 7 1851	Ballard Vale, Mass.	Lower Bartlett, N.H.	UR	ms
May 1 1851	Concord, N.H.	Lower Bartlett, N.H.	LL	blue grid

The April 7, 1851, cover is the one listed by Brookman as #15, where it is erroneously described as a lower left diagonal. I have now seen a photocopy — it has been in the same collection since 1928.

A few 5c covers, but not all seven mentioned by MacLaren, are also known:

Date	Origin	Destination
Jan. 27, 1851	Ballard Vale, Mass.	Sanbornton Bridge, N.H.
Feb. 3, 1851	Ballard Vale, Mass.	Sanbornton Bridge, N.H.
Apr. 27, ?	Concord, N.H.	Manchester, N.H.



Figure 3. Cover #5 in MacLaren's find, and which he sold to W. A. Langdon of Cleveland. Photo courtesy Richard Wolfers, Inc.

The year of the last 5c cover is probably 1850, as the destination and 5c stamp preclude its fitting just ahead of the May 1, 1851, bisect. A few stampless covers are known, some of which appear to be 1850 or earlier.

From Concord in south central New Hampshire to Manchester near the Massachusetts line is some 18 miles south along the Merrimack R. Ballard Vale is in north-eastern Massachusetts about 20 miles north of Boston. Lower Bartlett is on the Saco R. in north central New Hampshire, about 75 miles north of Concord. Sanbornton Bridge is in central New Hampshire 20 or 25 miles north of Concord. The approximate distances involved are: Ballard Vale to Lower Bartlett, 125 miles; Ballard Vale to Sanbornton Bridge, 70 miles; Ballard Vale to Manchester, 30 miles; Concord to Manchester, under 20 miles; Concord to Lower Bartlett, 75 miles — all well below the 300 mile limit for 5c postage.

It is likely the 10c stamps came from Concord. Manchester received 5c stamps only; Ballard Vale, Lower Bartlett, and Sanbornton Bridge did not receive any 1847 stamps. The supplies to Concord were:

Date sent	Date received	10c	5c
Aug. 5, 1847	Aug. 9, 1847	400	1,200
Aug. 22, 1849	Aug. 25, 1849	—	1,000
Apr. 25, 1850	Apr. 27, 1850	—	<u>2,000</u>
		total 400	4,200

George Sloane attributed the Concord bisects to a lack of 5c stamps at the post office, but the figures above throw doubt on this explanation. The first 1,200 lasted one year, the next 1,000 some eight months, so it appears improbable that 2,000 would be gone in under five months. Perhaps the bisection began as a convenience and became a necessity early in 1851. The existence of a totally unrelated bisect cover dated Feb. 13, 1851, from Concord to Warner, N.H., suggests that the supply of 5c may have been exhausted at the Concord post office by that date.

All (except two) covers of which photos are available are addressed in the distinctive handwriting of the covers illustrated here. These were written by Rev. John B. Foote. The Sept. 20, 1850, and Oct. 12, 1850, covers are addressed in a more conventional handwriting and their sender has not been identified.

As MacLaren's account states, Foote studied theology at the Methodist General Biblical Institute at Concord. This school was later transferred to Boston to become the School of Theology of Boston University. The Archives there have furnished some information on Rev. Foote which satisfactorily fills in the background of the correspondence. He was born in Martinsburg, N.Y., in 1826 and died in Syracuse in 1911 at the age of 85. He was a member of the Central New York Conference of the Methodist Episcopal Church and held appointments to many important churches in New York state during his long service, which was marked by many accomplishments and honors.

John B. Foote graduated from the Methodist Institute at Concord in 1850 and received his first appointment — to Ballard Vale, Mass. — the same year. The assumption is that he and Mary Stilphin had met in Concord or Manchester during his studies at Concord and that they subsequently became engaged. The earlier covers were written while he was a student at Concord, the Ballard Vale ones during his ministry there, the latest being addressed to Lower Bartlett, where Mary had presumably gone to get ready for the wedding, and the last on his return to Concord in preparation for his marriage. The records show he married Mary Stilphin of Bartlett, N.H., on May 19, 1851, evidently in Lower Bartlett.

In 1851 Foote was assigned to Belleville, N.Y.; in 1852, Sackitt's Harbor, N.Y.; in 1854, Watertown, Mass.; in 1856, Ogdensburgh, N.Y.; in 1858, Syracuse. Here Mary died in 1859. In November 1860 Foote married Louisa Young of Syracuse. Elizabeth L. Foote, from whom MacLaren purchased the Stilphin correspondence, was probably the child of

this second marriage. I have been unable to find out anything more about the addressee, Mary Stilphin.

MacLaren noted that there were no matching bisects among the covers he bought. Because of the extensive destruction of the correspondence by Elizabeth Foote and the recording of only three additional bisect covers, the possibility of discovering two matching halves seemed implausible. However, against considerable odds, comparison of the photo of the May 1, 1851, Concord bisect from the Hessel collection (where it was out of public view for many years) and the newly acquired photocopy of the April 7, 1851, Ballard Vale cover establishes a perfect match. This is the first — and very likely, only — pair known from the Stilphin correspondence.

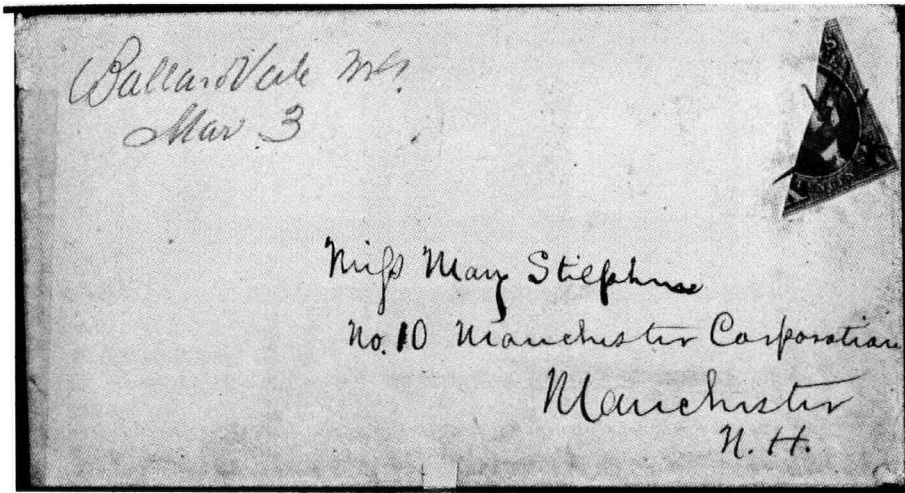


Figure 4. Ballard Vale cover, Mar. 3, 1851, No. 6 in MacLaren's list.

Reports of Stilphin covers not listed here and illustrations or photocopies of those for which photos are lacking (5c Feb. 3, 1851 Ballard Vale, 10c Mar. 13, 1851 and Mar. 21, 1851 Ballard Vale) would be most welcome.

I appreciate the assistance given by many individuals: Dale Pulver for details on Wallace W. MacLaren and Don Grieve; Brian Green for information from the Philatelic Foundation records; Richard Wolfers, Inc., for photos; Mary Ella Jones-Parrott, Richard Sheaff, and Creighton Hart for details on various covers; and Stephen P. Pentek, Senior Library Program Coordinator, Boston University School of Theology Archives, for particulars of Rev. Foote's life.

1847 CARRIERS AND LOCALS

The November 1979 *Chronicle* contained my article "Carriers' Stamps on 1847 Covers". In the concluding paragraphs I asked for help from specialists so as to report which Carrier stamps were genuine and originally used on the cover. This help from specialists was needed because so few of the Carrier stamps are tied and because counterfeit Carriers also exist.

No help was forthcoming and only one collector offered information so my conclusion is that no member is currently an expert in this field. There apparently is so little interest in the Carrier stamps used with '47 stamps that the project will not be pursued.

The use of Locals is even more difficult to research and because Locals were not even semi-official they have been more widely copied. In-depth research for our members on both Carriers and Locals on 1847 covers will have to wait until a later date.

Creighton C. Hart

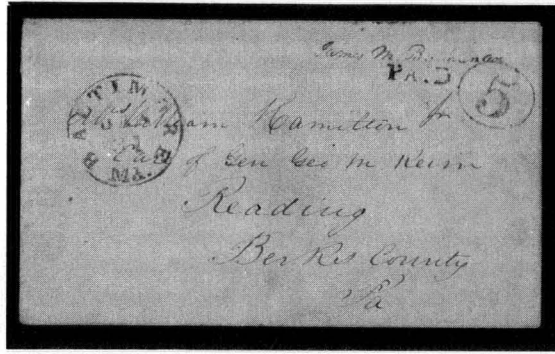
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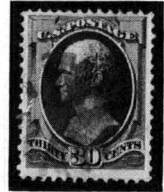
*296a Invert



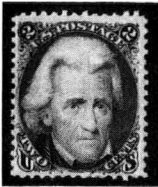
3XU1



*39



*143 Grill



*85B



79 - First Day Cover



*8A

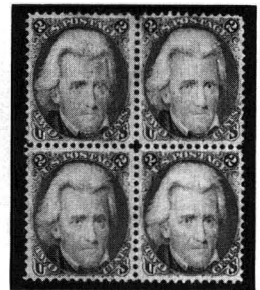


*293 Speciman

*18(3), 20
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*124 Re-Issue



*93 Grill

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OCEAN MAIL ROUTE AGENTS
THOMAS J. ALEXANDER

There is an extensive literature on markings used by U.S. route agents accompanying the mails aboard contract steamboats and railroads. Little attention, however, has been given to the markings of route agents who traveled with steamships over the ocean mail routes to and from the West Coast, which were inaugurated in December 1848.

Two contracts were signed in 1847 for the transmission of U.S. mails to and from the Pacific coast by steamer. The first, dated April 20, 1847, was with Albert G. Sloo for the route from New York City to Chagres. On August 17, 1847, this contract was assigned by Sloo to George Law, who organized the U.S. Mail Steamship Company to carry it out.

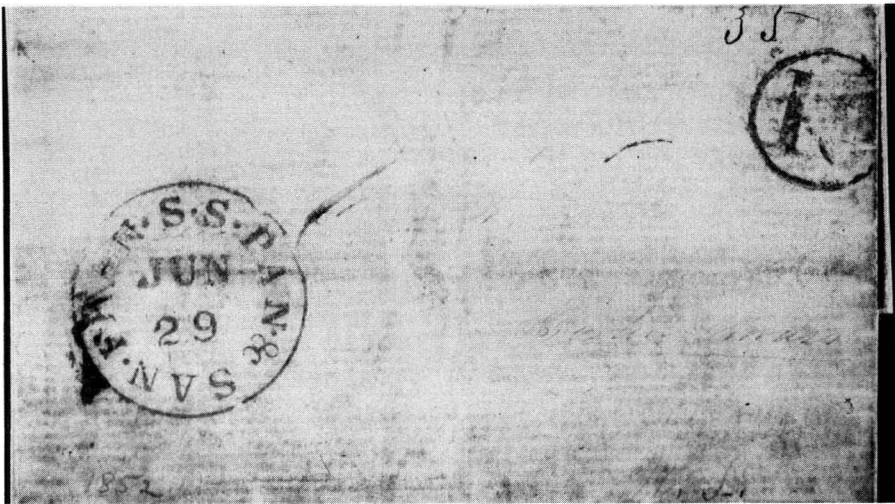


Figure 1. An example of the PAN. & SAN. FRAN. S.S./D handstamp, bearing the last recorded date, June 29, 1852.

The second contract covering the route from Panama City to Astoria, Oregon, was dated November 16, 1847. On November 19, 1847, Arnold Harris, the original contractor, assigned his interest in this agreement to William H. Aspinwall. While the original contract specified Astoria as the Pacific terminal, on June 10, 1848, it was modified so that the steamers were not required to proceed farther than San Francisco; the mail to Oregon could be transmitted by sailing vessels to the mouth of the Kalumet River. Aspinwall operated this route under the name Pacific Mail Steamship Company.

Each of these contracts required the contractor "to receive on board of each ship, and suitably accommodate, without charge to the United States Government, an agent, to be appointed by the Postmaster General, who shall have charge of the mails to be transported therein, and shall provide safe and convenient apartments on board of said ships for said mails and agents."¹ These route agents had charge of the locked through mail bags. In addition, they were authorized to receive loose letters tendered to them at the docks or en route. These letters were entered into the mail system when the agent applied his route agent marking. On arrival at the route's terminal, both the locked mail bags and this loose mail were handed over to the local postmaster.

1. Report to the Senate by Committee on Post Office and Post Roads (Committee Report No. 202), Sept. 18, 1850.

Thus far, only one certain and one probable handstamped route agent marking have been identified. The first is the well known PAN. & SAN. FRAN S.S./D handstamp used by the agent on the Panama-San Francisco route. The earliest recorded use is December 23, 1850. The latest is June 29, 1852. It is known struck in red and black. Fifteen to twenty examples exist.

This handstamp was preceded by a manuscript marking reading "Panama/&/San Francisco/D." Two examples are known.

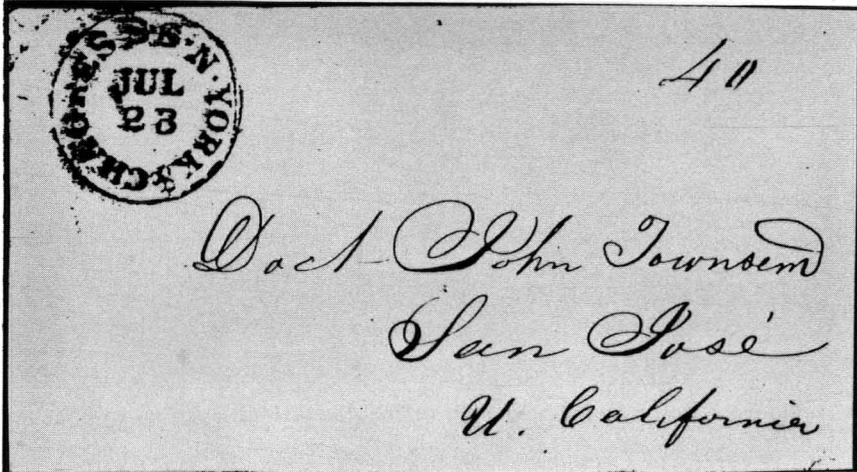


Figure 2. The companion piece to the PAN. & SAN. FRAN. S.S./D handstamp, but used on the Atlantic side of the route.

The second handstamp was apparently used by the route agent on the New York City-Chagres run. It reads N.YORK & CHAGRES. S.S./D. This is similar in size and design to the PAN. & SAN. FRAN. S.S./D handstamp, leading to the assumption that they were produced for the POD by the same manufacturer. Only one example has been reported, struck in black.

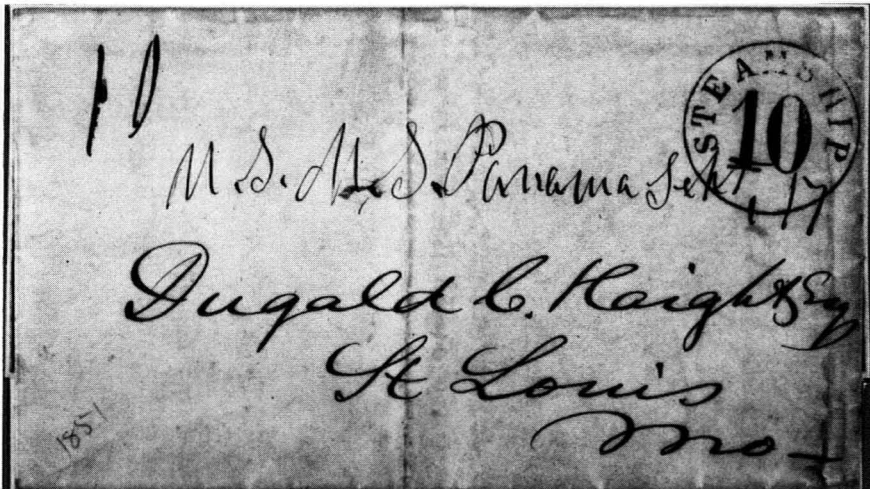


Figure 3. Manuscript route agent marking from the U.S. Mail Steamer Panama on September 17, 1851.

Two other manuscript markings are known to this writer. Neither embodies the names of the terminals, as is the case with the markings mentioned above. Rather, they use the name of the steamer on which the route agent was traveling. The first reads "U.S.M.S.

Panama Sept. 17." The initials presumably stand for "United States Mail Steamer." The second reads "P.M. Steamer Oregon" with no date. "P.M." stands for "Pacific Mail." Both the *Panama* and the *Oregon* operated on the Panama City-San Francisco Route.

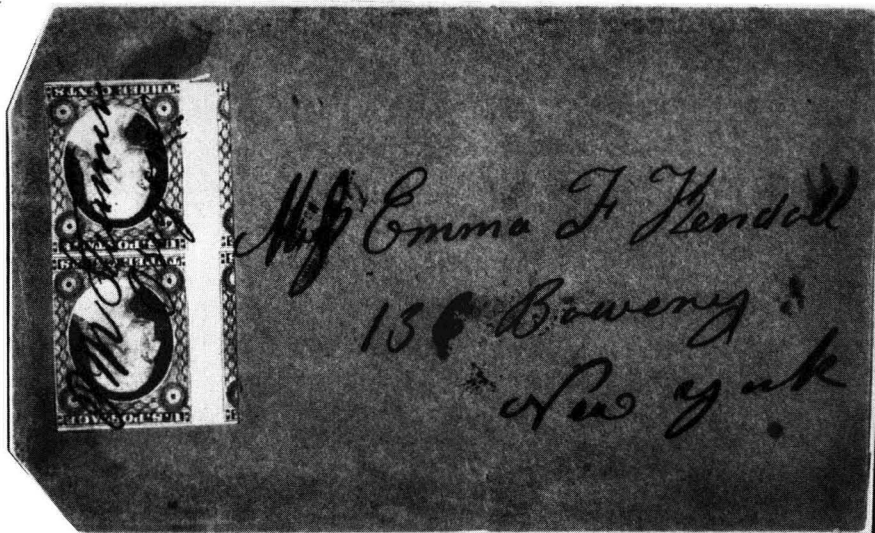


Figure 4. Route agent marking from the Pacific Mail Steamer *Oregon*.

Finally, the D. L. Jarrett collection contains a most unusual cover with the manuscript notation "Pacific S. Ship Way/San Francisco Feb. 2." The accompanying letter is dated "Mazatlan, Feb. 9, 1850." The February 2 date therefore refers to the sailing date of the steamer *Panama*, although the official records say this sailing was on February 1. Letters were marked "Way" by the postmaster to whom a mail contractor turned over loose mail at the end of his route (where no route agent was traveling with the mails). If this is indeed a way letter, the *Panama* carried no route agent on the February trip, and the marking was applied by the U.S. mail despatch agent at Panama City. If, on the other hand, this marking was applied by a route agent, the term "Way" was used in error.

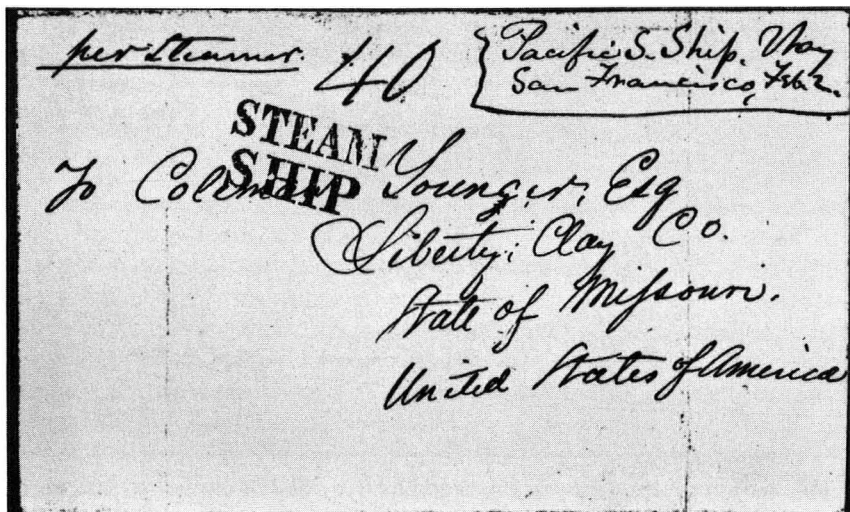


Figure 5. Way letter on the Pacific Mail Steamship Company route apparently handed to the ship captain when the vessel stopped at Mazatlan.

All of these markings are traced here. If any of our readers know of additional mark-

ings or can provide new information about the steamer route agents, please contact the writer.

*Panama
to
San Francisco
May 7th*



U.S.M.S. Panama Sept. 17

*PM Steamer
Oregon*

*Pacific S. Ship. Way
San Francisco Feb. 2.*

Wording	Tracing Number	Size & Shape	Notes
Panama/&/San Francisco/ May 7th	1	ms	With ms "40" rate. 1850. Two examples known.
PAN & SAN. FRAN. S.S./D	2	c-34	Black & red. Earliest: 9/12/50. Latest: 6/29/52.
N. YORK & CHAGRES S.S./D	3	c-34	With ms "40" rate. Probably 1850. One example known.
U.S.M.S. Panama D	4	ms	One example reported.
PM Steamer/Oregon	5	ms	One example reported.
Pacific S. Ship. Way/ San Francisco, Feb. 2	6	ms	With ms "40" rate. 1850. One example reported.

**RARE PREPAID DROP LETTER/CARRIER COMBINATION
DAVID L. JARRETT**

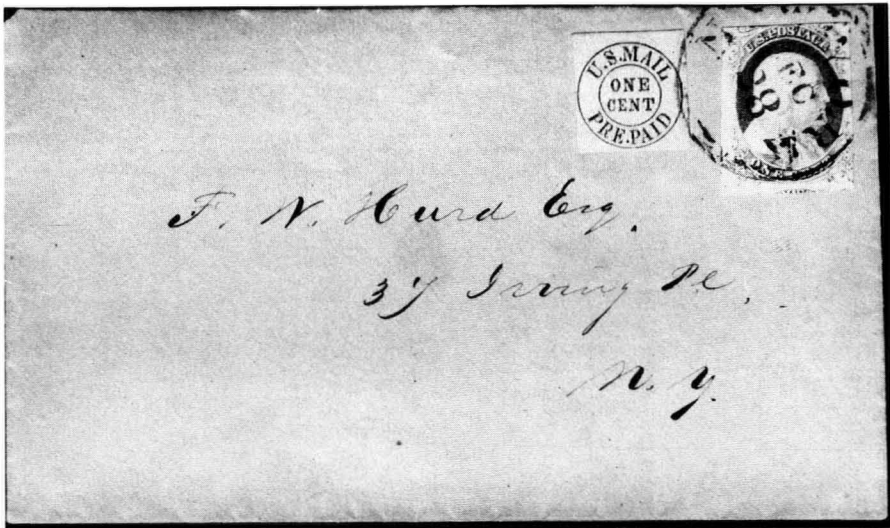
Illustrated is a very rare, perhaps unique, prepaid drop letter and carrier combination from New York. A four-margined U.S. MAIL/ONE CENT/PRE-PAID buff New York carrier stamp (#6LB11) and a one cent 1851 U.S. postage stamp are both tied by a NEW YORK DEC 28 black townmark (most probably 1851) to a locally-addressed cover.

Prior to 1860 "drop letters" were charged one cent postage when delivered at a window in a post office, but if taken from the post office and delivered by a U.S. letter carrier, a carrier fee of one cent would be added.¹ Elliott Perry discusses this usage in his carrier chap-

1. Elliott Perry, *Pat Paragraphs*, Bureau Issues Association, 1981, p. 231.

ter in Ashbrook's *The United States One Cent Stamp of 1851-1857*, Volume II.

This carrier/drop letter combination is unusual since the letter writer could have saved one cent if he had simply delivered the envelope to the New York post office carrier department instead of handing it to a regular postal clerk. The carrier department would have charged only one cent for delivering the letter since a special one cent rate applied at this time for letters that were handled *only* by the carrier department; they were not subject to additional drop letter postage.² While carrier fees generally were paid for an extra service that was not covered by the ordinary postage and were always in addition to any regular postage (including the drop letter rate), the one cent drop letter postage was usually avoided in New York since the carrier service operated as a special department separate from the ordinary functions of the post office.³



Most unusual carrier/drop letter combination. David L. Jarrett collection.

Thus most New York carrier-delivered, local addressed covers during this period have *only* a carrier stamp on them. A separate carrier department was needed in New York to compete effectively with private local posts.

The ONE CENT PRE-PAID carrier stamp is rarely found used with U.S. postage stamps after the summer of 1851 partly since free collection carrier service "to the post office — for the mails" was offered by the New York postmaster — to compete with private local posts.⁴ When the carrier system was reorganized in the summer of 1851, the one cent collection fee in effect from 1849 on such mail was abolished in New York, and apparently it was not restored there until the Act of 1860 became effective.⁵

The rarity of the ONE CENT PRE-PAID carrier stamp used with 1851 series stamps is compounded since most were used in 1849 through the first half of 1851 and were apparently not sold after June 1851. Later use, though most uncommon, is known, and apparently any carrier stamps that were outstanding continued to be valid until the carrier fees were abolished June 30, 1863.⁶ However, the ONE CENT PRE-PAID carrier stamp is found used in combination with 1847 series stamps, prepaying the collection fee from

2. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, Volume II, H.L. Linquist, 1938, p. 179.

3. *Ibid.*, p. 146.

4. *Ibid.*, p. 176.

5. *Ibid.*, p. 174.

5. *Ibid.*

authorized mail stations to the main post office for subsequent carriage out of town.⁷ The ONE CENT PRE-PAID stamps are much scarcer on local delivery letters than on mail that was carried to the New York post office for out-of-town delivery, either on a collect or prepaid (by 1847 stamps) basis.⁸

Elliott Perry knew of only two covers that had a combination 3c 1851 stamp(s) and a ONE CENT PRE-PAID carrier on them. One, in the Waterhouse collection, was from New York to Canada on June 18, 1852, and bore a buff carrier used as one cent postage with three 3c 1851 stamps, prepaying the 10c Canadian rate. The other, in the Stephen D. Brown collection, was from Brooklyn to New York and bore the same carrier stamp with a 1c 1851 adhesive. Perry called the Brooklyn cover a possible unique combination which could be explained if the envelope contained printed matter and was not sealed; the circular rate postage was paid by the ordinary 1c stamp and the fee for delivery to an address in New York was prepaid by the carrier stamp. But if it was a sealed "drop letter" mailed in Brooklyn instead of New York, the letter carrier should have collected postage due on it.⁹

This writer knows of a similar combination drop letter/carrier usage — but used with a Baltimore carrier stamp (1LB3), in 1855. It is illustrated in H.R. Harmer's Caspary March 18, 1957, auction catalog as lot #85.

6. *Ibid.*

7. *Ibid.*

8. *Ibid.*

9. *Ibid.*

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

(Continued from *Chronicle* 114:127)

Demonetization of the 1851 and 1857 issues occurred in most of the large eastern cities in August and September 1861. Generally, the plan called for the public in a given city to exchange their supplies of the "old" stamps for the new issues at the post office within six days of newspaper publication of the announcement that the "new" stamps were available. At the end of the sixth day, the "old" stamps were no longer accepted as valid postage on mail originating in that city. It was possible, therefore, for the stamps of both the 1857 and 1861 issues to be used at the same time, actually on the same piece of mail, for only six days in most of the cities which had carrier service.

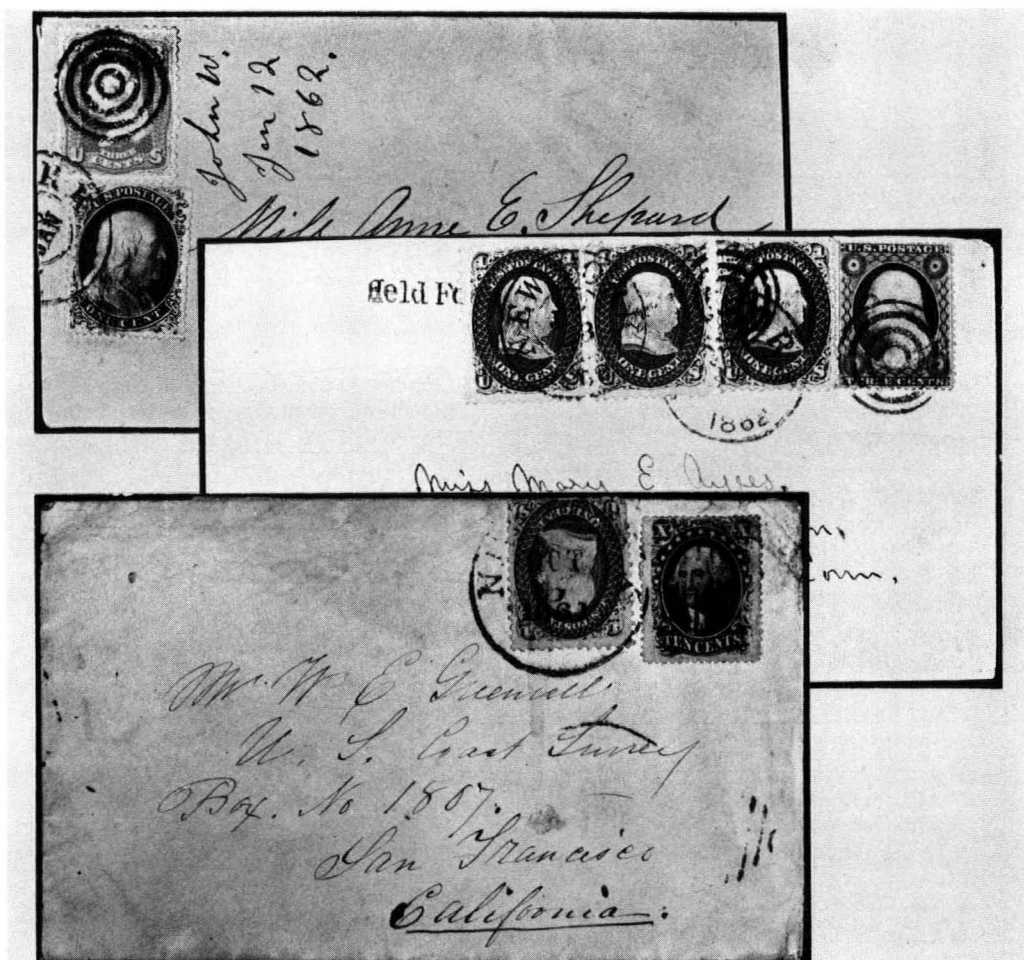


Figure 18. Carrier usages reflecting the New York City demonetization problem. Top: combination of 1c 1857 and 3c 1861 from New York in January 1862, late use of 1857 issue. Center: July 1862 use from New York where the 3c 1857 stamp was not recognized and the letter held for postage. Bottom: October 1861 combination of 1c 1861 for New York carrier to the mails, plus 10c 1857 paying rate to California.

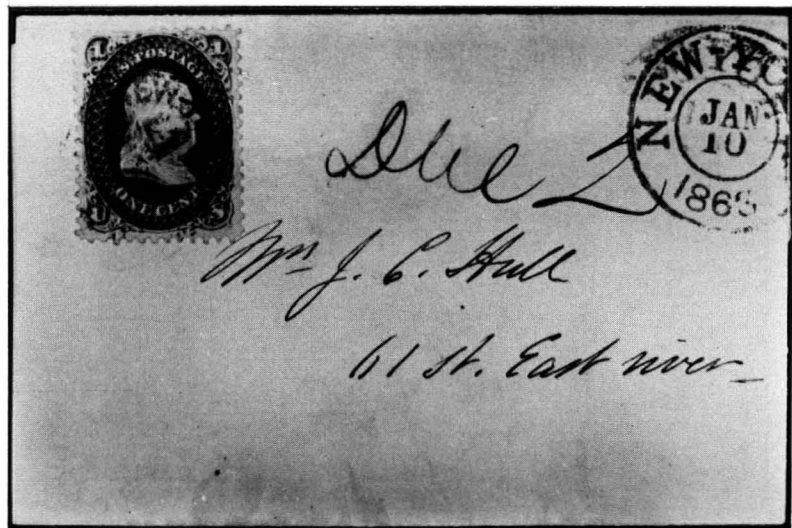
The one great exception, and the outstanding paradox of the entire demonetization process was New York, where, due in some respects to politics, and a general misunderstanding of the situation, but mostly due to a shortage of the new stamps, there was a general muddle in the demonetization process. The old and new issues were in general use, side by side, at least as late as January 1862. The result, relative to carrier covers, was to produce some very interesting usages, as shown in Figure 18.

The late Morris Fortgang once stated that he had searched for years to find a cover with 1857 stamps used in New York City in 1861 or 1862 where they were not recognized. The upper cover of Figure 18 provides a clear example of the situation Mr. Fortgang had identified — mixing of the stamps with the old stamps still recognized at New York long after they were considered void elsewhere.

The bottom cover in Figure 18 shows another combination of the issues. The 1c 1861 stamp pays the carrier fee to the mails in New York while the 10c 1857 pays the over-the-mountains rate to San Francisco. The date in the circular date stamp is either October 3 or 5, 1861.

The center cover in Figure 18 shows the New York “Held For Postage” for which Morris Fortgang apparently searched for many years. Originally the 3c 1857 and adjacent single 1c 1861 were affixed to pay the domestic rate and New York City collection fee, respectively, and were postmarked July 19, 1862. (Note that the middle 1c stamp is placed over top of the July 19 circular date stamp.) The letter was marked HELD FOR POSTAGE as the 3c stamp was not recognized as valid. The addressee or sender was then notified that an insufficiently paid letter was being held at the New York office and would be forwarded upon payment of two cents. On receipt of the additional 2c, the pair of 1c stamps was affixed partially over the HELD FOR POSTAGE marking and canceled with a New York duplex dated July 28, 1862. Thus, the postal clerk overlooked the fact that the original 1c stamp had paid the carrier fee to the post office and allowed it to pay part of the 3c domestic rate as well.

Figure 19. 1c paying carrier collection fee; 2c due for carrier delivery to 61st St. address, beyond NYC delivery limits (at 1c) at 55th St. See text.



At first glance, the cover in Figure 19 appears typical of the New York City local cover of the period, that is, one dropped in a letter box with a 1c 1861 paying carrier service from collection to destination on 61st Street without the letter's entering the regular postal system. The stamp is canceled with a black marking of the New York City carrier service dated January 8 or 9. But when it was determined that normal handling could not be effected by the carrier service, the letter was delivered to the main post office (for a 1c fee paid by the affixed stamp) where it was rated “Due 2.”

This letter could not be handled from collection to delivery on 61st Street for the usual 1c carrier fee because, at the time, carrier service in New York extended only to the city limits at 55th Street. An additional 2c was collected from the addressee on delivery. The letter, therefore, did not take a 1c "local city delivery" rate or a 3c out-of-town rate, but was charged 1c for carrier service to the mails and 2c more for carrier delivery service to 61st Street.

There are two distinct authorizations for an 1863 "suburban carrier service" outside the New York city limits that cover the 61st Street address, both prerequisites of the local postmaster who paid the carriers. Section 2 of the June 15, 1860, Act, operative until June 30, 1863, stated:

The Postmaster General may establish boxes for delivery of letters at the outside stations in the suburbs of cities provided it can be done without loss to the department or injury to the service; and any net revenue derived from the rent of said boxes may be applied by him towards the payment of collecting letters, or towards the increase of the carriers' fund, as he may deem just or equitable.

Such income was part of the prerequisites of office of the local postmaster who paid the carriers. Thus the 2c due could be for suburban delivery under this Act.

Also, under Section 11 of the Act of February 27, 1861, the Postmaster General was authorized "to establish a daily or semi daily delivery of letters and newspapers by carriers, throughout a circuit of nine miles from the City Hall, in the city of New York, under the supervision of the postmaster of New York, whenever, in his judgement, the revenue from such service shall defray the expense thereof." The 61st Street address was under five miles from city hall and thus within the nine mile provision.

The rating of the letter, therefore, is 1c for carrier service to the mails and either 2c for carrier delivery service beyond the city limits or, possibly, 1c carrier delivery service to the New York City limit and 1c for "way carrier" service up to one mile beyond the city line.

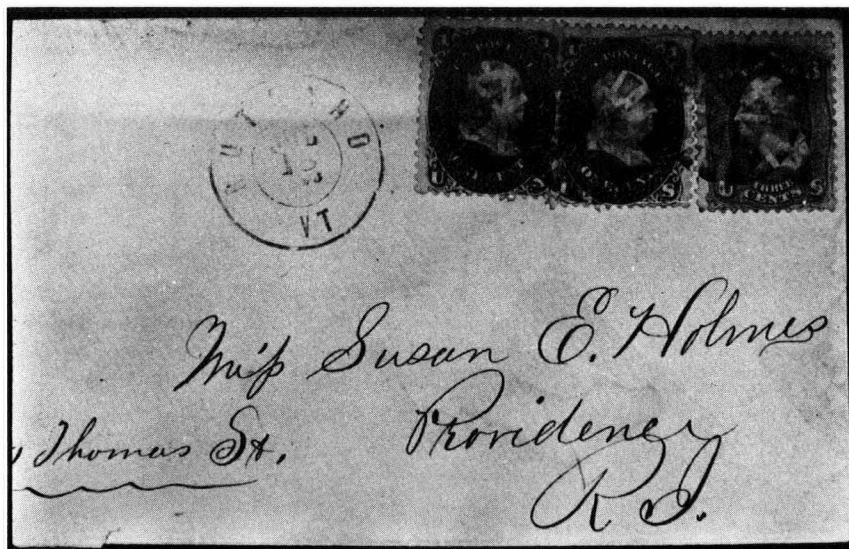


Figure 20. July 18, 1863, use where new regulations providing for free city delivery were misinterpreted, resulting in 2c overpayment.

The Act of March 3, 1863, effective July 1, 1863, not only abolished fees on letters collected and received by carriers but employed the carriers at fixed salaries at post offices designated by the Postmaster General. This, the beginning of free city delivery service, was initiated in the 49 cities shown in the accompanying chart.

Under this same Act, the drop letter or local rate for letters placed in the post office to be called for, as well as those delivered within the town of origin, was set at 2c, one cent less than the rate for letters transmitted by mail (the 3c domestic rate) "but no extra postage or carriers' fees shall hereafter be charged or collected upon letters delivered by the carriers,

CITIES WITH FREE DELIVERY
JULY 1, 1863

When free city delivery service was begun on July 1, 1863, the service was initiated in 49 cities. Elliott Perry in *Pat Paragraphs* No. 31 furnished a list of the cities, together with the number of carriers employed in each city and their aggregate salaries. The list is reproduced here.

Office	Aggregate of carriers	Aggregate of pay	Office	Aggregate of carriers	Aggregate of pay
Albany, N.Y.	5	\$ 3,500	Newark, N. J.	7	3,500
Allegheny, Pa.	1	500	New Bedford, Mass.	4	1,620
Baltimore, Md.	22	15,900	Newburyport, Mass.	1	400
Bath, Me.	1	300	New Haven, Conn.	3	1,500
Boston, Mass.	32	22,360	Newport, R.I.	2	750
Brooklyn, N.Y.	18	12,600	New York, N.Y.	137	103,600
Cambridgeport, Mass. (a)	1	500	Norristown, Pa.	1	450
Charlestown, Mass. (b)	3	1,500	Paterson, N.J.	2	800
Chelsea, Mass.	1	500	Philadelphia, Pa.	119	79,700
Cincinnati, O.	12	8,400	Pittsburg, Pa.	3	1,700
Cleveland, O.	2	1,500	Poughkeepsie, N.Y.	1	300
Fall River, Mass.	2	1,000	Providence, R.I.	5	3,000
Frederick, Md.	1	350	Reading, Pa.	1	450
Germantown, Pa. (c)	2	900	Roxbury, Mass. (b)	2	1,000
Hartford, Conn.	2	1,200	Salem, Mass.	3	1,050
Hoboken, N. J.	1	300	St. Louis, Mo.	7	4,400
Jersey City, N. J.	2	1,000	Syracuse, N.Y.	1	400
Lancaster, Pa.	1	500	Trenton, N.J.	2	800
Lawrence, Mass.	2	800	Troy, N.Y.	2	1,200
Louisville, Ky.	3	2,100	Utica, N.Y.	1	600
Lowell, Mass.	3	1,350	Washington, D.C.	11	7,700
Manchester, N. H.	2	900	Williamsburg, N.Y. (d)	6	4,200
Marblehead, Mass.	1	200	Wilmington, Del.	2	1,000
Nashua, N. H.	1	500	Worcester, Mass.	3	1,800
			York, Pa.	1	300

(a) Separate from Cambridge at that date.

(b) Separate from Boston at that date.

(c) Separate from Philadelphia at that date.

(d) Separate from Brooklyn at that date.

nor upon letters collected by them for mailing or delivery.”

The language used in setting forth these changes obviously led to some confusion as the cover in Figure 20 testifies. It was mailed in Rutland, Vermont, on July 18, 1863, shortly after the new regulations took effect, to an address on Thomas Street in Providence, one of the 49 cities with the new free city delivery service. The sender affixed 5c in postage, 3c for the regular domestic letter rate, and another 2c for the “local” mail rate described above, unaware that the 2c charge was prescribed for local mail only and that 3c would have ensured delivery of the letter to Thomas Street. Such 2c overpayments are occasionally seen on July and August 1863 covers until the populace adjusted to the new regulations and the new era of postal service devoid of way and carrier fees.

The *U.S. Mail and Post Office Assistant* bade farewell to the Penny Post era and announced the birth of the Blackjack in the following announcement published in May 1863:

A NEW POSTAGE STAMP. — The rate of postage fixed by the new law, for local or drop letters, has rendered it necessary to provide a new stamp of the proper denomination, namely, two cents. There are various designs and specimens under consideration at the Department, none of which, we understand, have as yet been adopted.

As after July first, all letters delivered, or collected for the mail by carriers, are to be free of charge beyond the legal pre-paid rates, namely, two cents the half ounce or fraction thereof, on “drop” letters, and three cents per ½ ounce or fraction, on those passing through the mails, the extra penny stamp now required on mail letters deposited in the

lamp post or pillar boxes, will be dispensed with. Although this feature in the carrier system in our large cities has heretofore been deemed necessary, still we will venture to congratulate the public on its prospective abolishment, as from the first it has been the cause of no little perplexity and disappointment to city correspondents. In many cases their memory seems to have become exhausted with the pre-payment of the simple mailing rates, thus dooming their letters to temporary confinement, under the familiar sentence of "held for postage." We could furnish some serious as well as amusing results to this penny-lacking correspondence. Upon no single postal requirement has it been so difficult to educate the public as the one in question. We trust that the new two-penny system will be more easily comprehended and uniformly regarded.

P.S. Since we prepared the above, we learn from the Department that the portrait of GENERAL JACKSON has been adopted as a design for the new postage stamp above mentioned. Stamped envelopes of the same rate, for circulars, are to be provided.

The author wishes to acknowledge the general assistance of the section editors, Dick Graham and Tom Alexander, in the preparation of this article, as well as Calvet Hahn, Fred Lightfoot, Richard Frajola, Robert Kaufmann, and Richard Winter for research assistance in specific areas.

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MORE ABOUT THE "ACROSS THE ROCKIES" RATE

This writer's notes in *Chronicle* 109 concerning the 10c "across the Rockies" rate established in the spring of 1861 and continuing through June 30, 1863, apparently aroused little or no interest. Or, perhaps, covers traveling only a few miles with a 10c stamp are very rare. It is also quite possible, judging from a few conversations, that we didn't make the issue very clear. Not a single cover has been reported!

To review: the act dealt with covers conveyed between points "east of the Rocky mountains" and "any State or Territory on the Pacific," and the problem lay with the interpretation of this wording. Does "on the Pacific" include only those states and territories fronting on the Pacific Ocean? Also, the act was vague relative to covers sent "within" the area of the Rocky mountains; indeed, the act really did not define the meaning of the term within the intent of the act. However, the "instructions" covering this section of the act were at least a bit better, reading, "Heretofore the rate was three cents within the distance of three thousand miles. This provision is now repealed so far as letters between points east and west of the Rocky mountains are concerned."

Neither the act nor the instructions defined the extent of the Rocky mountains, but it is presumed the interpretation was that covers passing over the Continental Divide would be subject to the 10c rate!

So, using this interpretation a bit loosely, perhaps, it would seem that covers travelling only a few miles, but passing across the Continental Divide would be charged 10c and hence the suggestion that such reports would be of interest. To date, however, since there are no such covers as yet reported, the cover of Figure 1 in Ken Gilbert's article in *Chronicle* 109 is the leader in having secured the least mileage for 10c, as it was carried from Carson City to St. Louis.

One report was received and, while no cover was reported, the item is both interesting and revealing. This was from Major Tom Stanton, who called our attention to a short article by Elliott Perry in *Pat Paragraphs* No. 34, for November 1937, pages 988-9. Perry quoted the Mormon newspaper published at the "Great Salt Lake City" as follows:

TO THE PUBLIC

G.S.L. CITY, Dec. 25, 1861

On and after this date, the postage from Salt Lake City to the Eastern States, and vice versa, will be three cents.

By order of the post office department.

WM. BELL, P.M.

Apparently, the Utah Mormons had complained through their Territorial Delegate to Congress, John Milton Bernhisel, that Salt Lake City was "on" the Rocky mountains and not east or west of them. Perry further quoted an excerpt from a letter from Bernhisel to Brigham Young as follows:

Washington, Nov. 30th, 1861.

I have had an interview this morning with the Hon. Montgomery Blair, Postmaster General, also with the First Assistant Postmaster [General], in relation to the TEN CENT postage charged at Salt Lake City on letters not exceeding half an ounce in weight, and I have the satisfaction to inform you that it resulted in the issuing of an order for a letter to be written to Mr. Postmaster Bell, instructing him to charge only THREE cents on letters of the above mentioned weight.

Perry points out that the three cents rate applied only to letters posted at Salt Lake City, and, according to later editions of the *Deseret News*, the 10c rate still remained in effect at other Utah post offices.

Who has examples of the 10c and also the 3c rate from Salt Lake City?

Richard B. Graham

2c SERENDIPITY

JOSEPH F. RORKE

A remarkable double transfer on the 1863 2c Black Jack, *Scott* #73, was given the name "Atherton Shift" by Stanley B. Ashbrook who examined the variety in the Herbert P. Atherton collection in 1922, and reported it in *The American Philatelist* of March and April 1946 (Vol. 59, Nos. 6-7). It previously had been recorded by George B. Sloane in his column for *Stamps*, March 28, 1936.¹ This variety recently has achieved catalog status in the *Scott U.S. Specialized Catalog*. It is seen most easily across the top of the stamp shown as Figure 1. Eleven copies, all apparently used, are known to the author as follows:

1. Allen Collection, Lane Book, Figure 164.
2. Allen Collection, Lane Book, Figure 165.
3. Brookman Vol. 2, Figure 9 (Harmers 4/69, lot 257).²
4. Brookman Vol. 2, Figure 10.

1. Maryette B. Lane, *The Harry F. Allen Collection of Black Jacks*, The American Philatelic Society, Inc., 1969, p. 124.

2. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, H. L. Lindquist Publications, Inc., 1966, II, 8-11.

5. Brookman Vol. 2, Figure 15 (S.P.B. 4/17/79, lot 2104, in strip of three on cover).
6. Sloane's Column, 3/28/36 (Mrs. H.H. Crawford copy).³
7. S.P.B. Russo Sale 4/17/79, lot 2105 (damaged, bottom half replaced, on cover with #63).
8. Norman Hinds 12/5/80, lot 97A.
9. Hamernick Net Price Sale, 5/80, lot 1.
10. Siegel Rarities Sale, 4/79, lot 79.
11. David Feldman Int. Stamp Auction, 6/78, lot 3402 (Figure 1).

Some time ago, an unexpected "look like" was found in an APS circuit. It is a 2c red Confederate States of America stamp, *Scott* #8, with a strong double transfer across the top of the stamp, shown as Figure 2. Comparison of the two stamps shows the reason for my delight in this acquisition.



Figure 1. Double transfer known as "Ather-ton shift" on the 2c Black Jack.

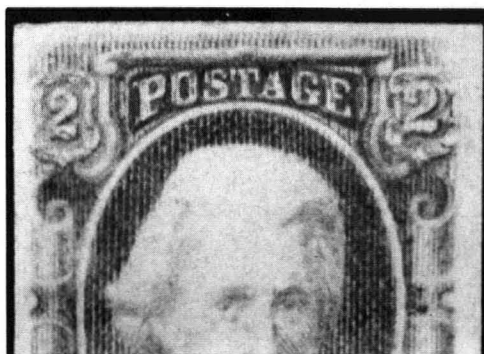


Figure 2. Similar strong double transfer across top of Confederate 2c red.

The *Scott Specialized Catalog* lists a double transfer for this stamp. The *Dietz Confederate States Catalog and Hand-book*⁴ shows two large double transfers on page 151, giving them as positions R.P. 48 and R.P. 1. The variety under discussion here resembles closely, but not exactly, Dietz R.P. 48. Can anyone shed further light on the remarkable item shown in Figure 2? Can anyone establish its plate position, assuming it is not Dietz R.P. 48?

3. George T. Turner, editor, *Sloane's Column*, Bureau Issues Association, Inc., 1961, p. 242.

4. *Dietz Confederate States Catalog and Hand-Book*, The Dietz Press, Inc., 1959, p. 151.

STAMP COLOR REPORTING PER METHUEN

Contributing Editor Bert Christian, in response to the editorial on page 120 of *Chronicle* 114, notes the remarks on "adapting the Methuen color notation to shades of pink, rose, red-brown, brown reds, etc." of the 3c 1861 stamp, and comments on using Methuen charts with other 1861 stamps. Mr. Christian can speak with authority here, having a comprehensive and interesting collection of the 1c 1861 in particular, as well as several other stamps of this issue. He wrote at length about the use of the Methuen handbook in *Chronicle* 86, May 1975, pages 89-98. At the time his article aroused much interest which mostly dissolved when the second edition of Methuen became unavailable almost immediately. However, his article, "Yesterday's Color Charts," was an excellent run-down of past color charts, concluding with a thorough explanation of the Methuen handbook, and an endorsement of it as the best available resource in its field relative to practicality and cost.

Mr. Christian continues: ". . . I have had success in charting the blue shades as well as certain areas of the 10c green, [Scott's] No. 68. One of the green charts was pictured . . . in *Chronicle* 86 and in this area, we were able to give acceptable Methuen designations to the

gray-green, green and blue-green shades. From this point, we got into trouble.

"I believe any color system must have its shortcoming, or perhaps limitation would be a better word. In the yellow-green shades of #68, I found the Methuen color samples inadequate and had to resort to the simple color naming of light to deep yellow-green with intermediate intensities.

"As I do not have sufficient material of the 3c, 24c and 30c to make an intelligent evaluation by Methuen, perhaps some specialists in these values will undertake the task to see if the Methuen color samples can be matched in brown, buff, lilac, violet, orange and the sub-shades.

"Beyond the primary color names I doubt if a system of names covering the numerous intensities or minor shades can ever be developed that will be satisfactory to the majority. Since people often relate to a color name through memory of an object or a sensation it will be difficult to choose a *name* [emphasis added] for an intensity of a primary color that will allow full understanding in communication between collectors."

The Period Editor agrees with Mr. Christian's comments, but feels that collectors have always worried too much about color names, particularly since more precise systems using numbers and letters have been developed. For example, "pigeonblood" as applied to the 3c 1861 may be interpreted literally, but more probably is derived from the deep, bluish pink antique glass called "pigeonblood." [Editor's note: The term is frequently used to describe a particularly desirable color of gem ruby. S. M. McD.] Neither source of color sensation is readily available to collectors today, nor will the name be found in the standard color charts except possibly where "pigeonblood" is equated to "garnet" and listed (Maerz and Paul) as "deep red." That is, to us the name "pigeonblood" refers to a rare stamp as identified by comparison with other stamps in archives of expert committees and well known collections. While no two stamps will be exactly alike, barring a few multiples, many of these are universally agreed upon as pigeonblood while others are borderline. The problem lies with the latter, of course, and the lack of a comprehensible, definitive, but above all, accessible standard for the color range to which the term may be applied. The subject is so complex, however, that as far as philately is concerned, a system having clearly established and recognized boundaries ("this is a pigeonblood; this isn't," of two similar stamps) seems unattainable. Probably, what is needed is to establish a midpoint with approximate limits, and let the monetary value vary accordingly. And, the range needs to be established in terms of readily available color references, not with word definitions.

Returning to Mr. Christian's comments on 3c 1861 shades: "I recall that Elliott Perry felt the pinks had a bluish tinge. I always see some blue in true pinks and at least a suggestion of blue in rose-pinks whereas a collector friend who is knowledgeable in color sees instead of blue, a lavender patina. In the true indigo stamp, and there are too few of these, I find a black sensation where most collectors see only a deep blue and so it goes.

"To me, one of the most valuable features of the Methuen chart is that it eliminates the name problem by substituting a letter-number system which seems completely adequate for communication."

To this editor, the concept noted by Mr. Christian in his last sentence underlines the truly valuable feature of the Methuen system. It has enough color samples to be useful, but not so many that the price is beyond the means of the average serious collector of 19th century U.S. stamps. The color system is quite simple, being based upon a fairly "even" spacing of color values, without (unless one chooses) the scientific notation commonly used by color experts. If our 1861 stamp shades could be identified by the Methuen block system by simply reporting the blocks closest to known rare colors, then this would aid in assembling data. For example, in the color seminar noted in *Chronicle* 114:120, an on-cover stamp with an expert committee certificate identifying it as a #64a "pigeonblood," was agreed by the group to be closer to the pale than deep pigeonblood, as classified by Stanley B. Ashbrook.

The group evaluated this stamp, under GE F15T8-C50 lamps, as most closely resembling these Methuen blocks: 11A5; 10B5; 11A5;10A4; 10B4; 10B5; 10B5 and 12A4. Still another stamp identified by the group as a pigeonblood was identified 11B5; 11B5;11A4;10A4;11B3; 10B5; 10B4; 10B5 and 11B4.

These readings shouldn't be misunderstood; readings on other stamps, not pigeonbloods and, in some cases, not pinks, sometimes fell within the same range. Nor should we conclude that all pigeonblood stamps will fall into the ranges stated; two samples simply are not enough to form any conclusion at all. But, if similar readings were made upon 50 or 100 stamps considered in the pigeonblood range then we could probably establish a significant "mean" or "average" — or, better, *representative*.

Additional readings from others on such stamps would be appreciated. If there are sufficient reports and interest, these will be averaged out and reported from time to time, as well as readings on other 1861 values and colors.

Richard B. Graham

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

By Thomas J. Alexander

\$30.00 Postpaid

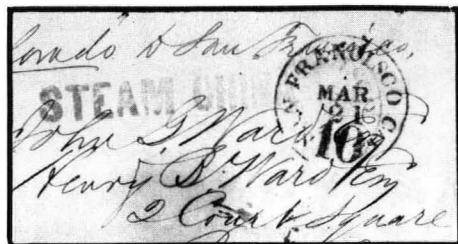
(Checks to USPCS)

RICHARD B. GRAHAM

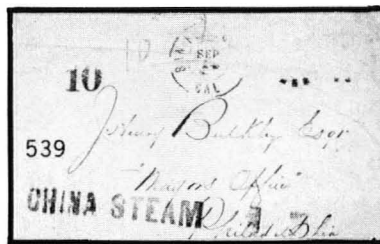
1245 West Fifth Ave.

Columbus, Ohio 43212

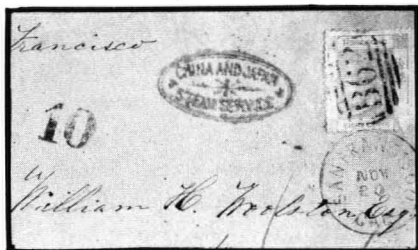
1867 Pacific Steamship Co.



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.

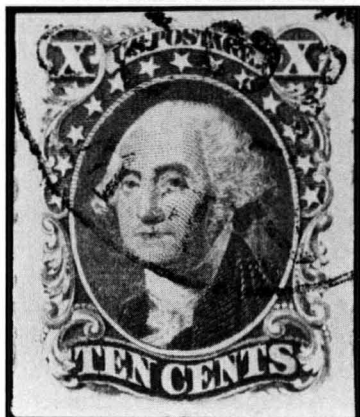
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THE 2c 1869 STAMP ON DOMESTIC COVERS

JON W. ROSE, RA 1394

How was the 2c 1869 stamp used domestically? Here is a short question with a long answer. As the census leader for the 2c value on cover — the survey of covers being undertaken by the U.S. 1869 Pictorial Research Associates — I can say that this stamp is found on a wide variety of covers. It is known used with all other values of the 1869 pictorial issue except the 90c Lincoln. As the lowest even-number value it crops up everywhere.

On domestic covers this stamp is used, simply speaking, for the reasons stated long ago in the April, 1937 *Pat Paragraphs*: "For carrier delivery and drop letters in cities; unsealed circulars and certain 2nd and 3rd class matter . . ."¹

Carrier delivery — what does this mean? *U.S. Mail* states: "The rate of postage on mail letters to any part of the United States is three cents a half ounce or fraction thereof. The rate of postage on drop letters, at offices where free delivery by carrier is established, is two cents per half ounce or fraction of a half ounce; at offices where such free delivery is not established the rate is one cent. All drop as well as mail letters must be prepaid . . ."²

Consequently, during the period of heavy use of 1869 stamps, roughly mid-1869 to mid-1870, we have 1869 drop letters paid by a 1c 1869 Franklin from those many towns and villages where there was no carrier delivery service. We also find thousands of examples of 2c 1869 covers used in such major eastern cities as New York, Philadelphia, Baltimore, Boston and Washington, as well as others, mostly in the mid-Atlantic region, the South and the Midwest. These 2c covers show a drop rate that included carrier service.

Cities where carrier delivery was provided are listed monthly in *U.S. Mail*. For example, on page 429, the September 1869 issue, we find listed a "report of mail matter collected and delivered under the free delivery system, during the month of July 1869, in the cities named below." Then follows a list of 47 cities, headed by New York and tailed by New Bedford. New York City is shown having 308 carriers while Harrisburg, Pennsylvania, and Cambridge, Massachusetts, have only four each.

Just after this short table is the following note: "Letters addressed to street and number will be delivered accordingly, *free of charge*. Collections from street letter boxes are also free."

"Free of charge" is misleading, or imaginative at best, since two cents postage was required, 1c for drop and 1c for carrier.

We are talking here about first class mail, a distinct category which didn't actually exist until 1863. Second class mail by definition included "circulars, handbills, and other printed matters," a mail classification which also didn't exist *per se* prior to the Act of Congress of March 3, 1863 (effective on July 1, 1863), but prior to that year was considered 2nd class mail matter.³

Second class mail was defined in 1863 as publications issued at stated periods from a known office of publication and sent to a *bona fide* subscriber.⁴ Under the act third class mail included a catch-all potpourri of mail matter, a motley assortment, which included

1. Elliott Perry, *Pat Paragraphs*, #30, April 1937, 810.

2. *United States Mail & Post Office Assistant*, August 1869, 427 *et alia*.

3. *United States Domestic Postage Rates, 1789-1956*, P.O. Department Publication #15, Washington, D.C., 23.

4. *Ibid.*, 29, footnote 17.

seeds, bulbs, cuttings, public documents, samples of metals and ore, as well as books and circulars.

The rate for circulars was set at two cents per three pieces (or fewer); and two cents per each additional three pieces. It is this rate and the drop-plus-carrier service 2c rate which most often explain the 2c 1869 stamps on domestic covers.⁵

We find quite a few 2c 1869 stamps used on covers which contained circulars or handbills or some other printed matter. In many cases this is indicated only by the stamp plus the nature of the envelope, which is often commercial and bears a cachet or corner card. Sometimes we are lucky enough to have the enclosure. If not, such use is usually evidenced by the commercial appearance of the envelope, and by the fact that the envelope is typically not sealed.

The distinction between the 1c drop and the 2c drop-plus-carrier rate has led to confusion by some philatelic writers. To reiterate, on page 22 of *Domestic Postage Rates* it states: "In 1863 a . . . free city delivery service (abolishing extra postage of carrier fees for letters collected or delivered by carriers) [was] inaugurated." In the 1865-72 rate slot as charted for "noncarrier office" drop letters we find "1 cent each" and reference to a footnote 12. This footnote states: "Drop letters prior to 1865 were defined as 'letters addressed for delivery at office where mailed.'" In 1865 the designation was divided, and "separate [emphasis added] rates were established for local delivery at letter carrier offices and nonletter carrier offices."⁶ Rates for local drop letters were 2c for the former (letter carrier offices) and 1c for the latter.

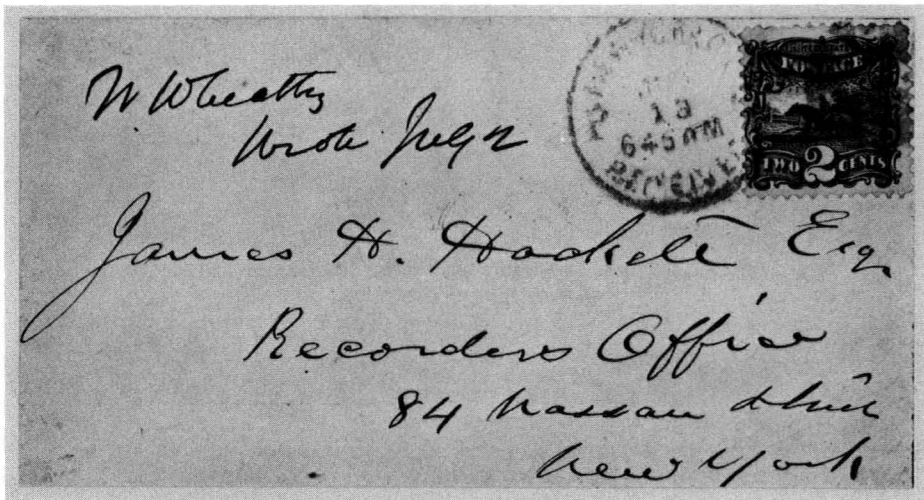


Figure 1. 2c 1869 making 2c "drop" rate in a carrier-delivery city, in this case New York. The circular "received" marking is frequently seen on New York carrier covers during the 1869 era.

In the September 1980 *American Philatelist*, Dr. James W. Milgram states in an article on "Drop Letters" (p. 812): "The one-cent rate frequently was overpaid because stamps were required for this usage and the senders of certain letters probably lacked the necessary 1-cent stamps." He illustrates this alleged overpayment with a cover showing a 2c 1869 used locally in New York City in May 1869. The stamp is tied by a black "NEW YORK CITY RECEIVED" time of day cds and letters "P O," probably standing for post office. A similar cover is illustrated in Figure 1. Both covers are addressed to street addresses and show proper payment of the 2c rate for a local (drop) letter where carrier service was provided, rather than a 1c overpayment. The 1869 PRA cover census records many similar

5. *Ibid.*, see page 33 for table of third class mail classifications.

6. *Ibid.*, 23, footnote 12.

2c carrier office drop letter usages. Where there was letter carrier service the 2c charge was mandatory even if the letter was in fact picked up at the post office.

It is true that 1c drop letters sent in non-carrier cities and paid by the 1c 1869 Franklin are scarcer than the 2c drop-plus-carrier 2c 1869 covers, but this can be explained by the fact that carrier service cities were more populous and generated greater mail volume. Also, a substantial volume of carrier-delivered mail was commercial or official and tended to be saved.

The 2c 1869 on cover used to pay the 3c domestic rate is infrequently found. These covers usually show the 1c and 2c 1869 stamps, as illustrated by the cover in Figure 2, which is sent to Williamsport from Tioga, Pennsylvania. The tie is by a cds and a black four-pointed star in circle.

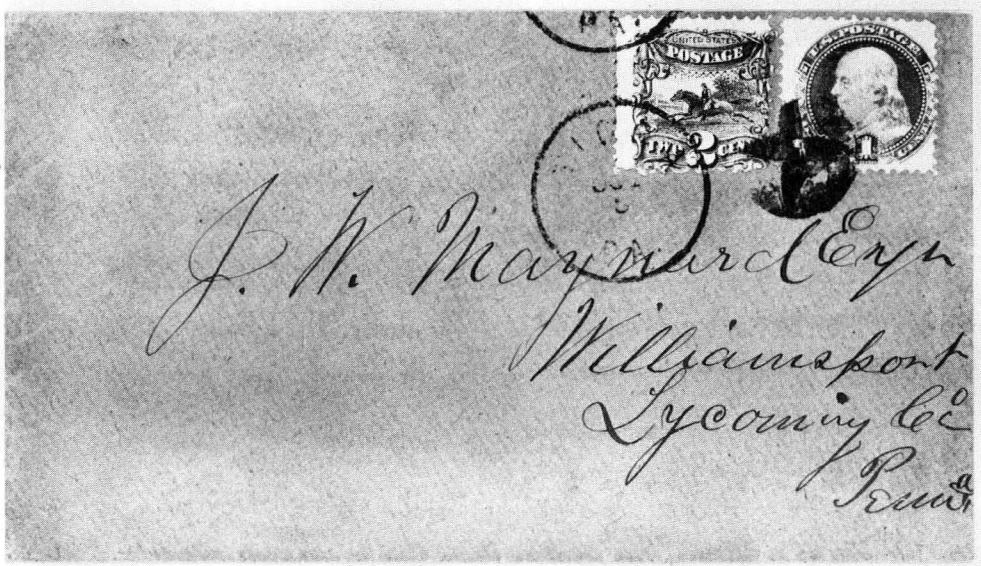


Figure 2. 2c plus 1c 1869s making the 3c domestic rate.

Use of three or more 2c 1869 stamps on domestic covers is rare. I record some 13 examples. The Stephen D. Brown collection (sold in 1939 by Harmer, Rooke & Co.) boasted a cover with six copies of the 2c and a 3c 1869, paying the quintuple domestic 3c rate, but I have no other details.

A slightly reduced legal size cover from Selma to Columbia, Alabama, used September 2, 1869, bears five 2c stamps and a "DUE 3" in circle marking. Why 13c postage I don't know.

I record two covers each with four copies of the 2c 1869. One of these has a block of four and was sent from Ogdensburg, New York, date unknown. The other has a horizontal strip of four, used March 26 1870 (?) from Harrisburg to Stroudsburg, Pennsylvania, and is believed to be a quadruple circular rate (10 to 12 pieces).

There are nine triple 2c 1869 covers. One of these is also franked with six copies of the F grill Black Jack, all paying the 15c registry fee plus 3c domestic rate. The cover went to Springfield, Illinois, to "Custodian, Lincoln's tomb."

On 2c 1869 domestic covers I show only the 1c, 3c, 10c, and 15c Type II 1869 stamps used in combination with the horse and rider stamp. There are probably examples of a cover showing combined use of the 2c with the 6c and 2c with the 12c 1869 value, but probably not the top three values, 24c, 30c, and 90c.

A few of the 1869 combination use covers are unusual. Illustrated in Figure 3 is a cover with a 5c rating paid by copies of the 2c and 3c 1869. The cover went from Braidwood, Illinois, to Edina, Missouri, via the river route (Ohio and Missouri). By way of explaining this

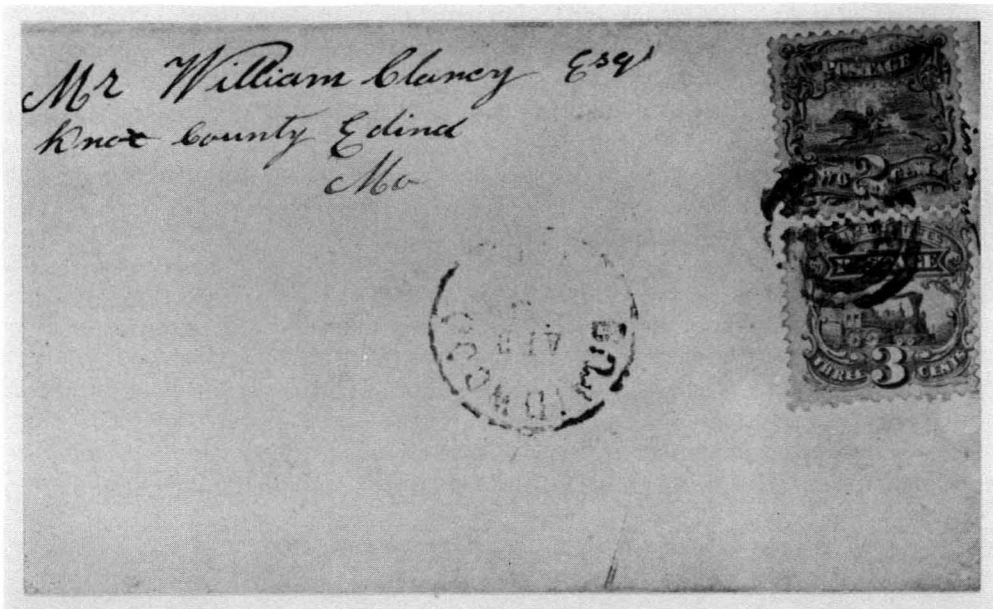


Figure 3. 2c plus 3c 1869s, on riverboat cover from Braidwood, Illinois to Edina, Missouri, paying the 5c steamship rate.

unusual rate, I quote the Act of February 27, 1861, which reads in part: "Every letter or packet brought into the United States or carried from one port therein to another in any private ship or vessel shall be charged with 5 cents, if delivered at the post office of arrival; if conveyed by post to any place, with 2 cents added to the ordinary rates of postage: Provided, That upon all letters or packets conveyed, in whole or in part, by steamers over any route upon which the mail is regularly conveyed in vessels under contract with the Post Office Department, the same charge shall be levied, with the addition of 2 cents a letter or packet, as would have been levied if such letter or packet had been transmitted regularly through the mail."



Figure 4. 2c 1869 on a local cover which was then forwarded out of town with 3c postage due.

7. *Ibid.*, 56.

A subsequent Act of March 3, 1863, authorized the postmaster general "to pay 2c for each letter conveyed in any vessel, not employed in carrying the mail, from one place to another in the United States . . ." Then was added: "Such letters, if for delivery within the United States, shall be rated with double rates of postage, which shall cover the fee paid to the vessel."⁸

The cover in Figure 3 seems to fall under the provisions of the Act of 1861 and not the double charge provision of the Act of 1863 because the vessel employed was plying a mail route under contract to the post office department.

AUXILIARY MARKINGS

There are any number of these auxiliary markings, connoting various postal functions, often involving a slip-up by the sender. An example is the "Due 3" in black on the cover in Figure 4, signifying the 3c charge for forwarding this otherwise local 2c-rated letter from Wilmington, Delaware. "Due 1" is also known. Other examples are "way" and "steamboat" markings. A cover similar to that in Figure 4 was illustrated and discussed by Ben Chapman in *Chronicle* 92, in an article entitled "Unusual Uses of the 2c 1869 Stamp."

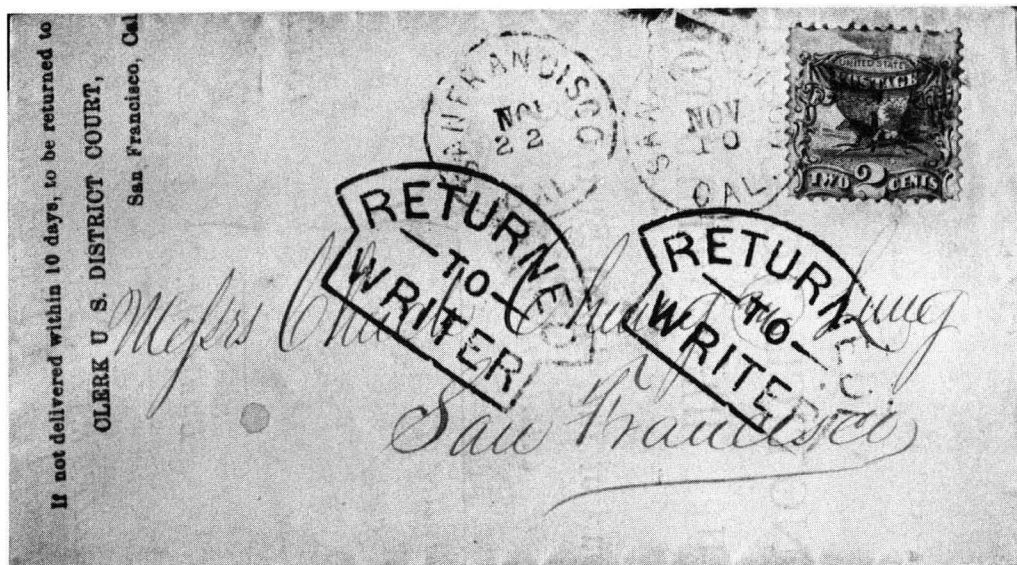


Figure 5. Two strikes of the San Francisco axe-head "RETURN TO WRITER" on a local cover that probably contained a summons to jury duty.

Some unusual markings can be found on 2c 1869 covers, including "ILLEGAL STAMP" and "NOT PRE-PAID" in oval, both found on covers which also bear a 2c revenue stamp. There is also a personal favorite of mine, what might be called the "rejection notice" marking. This is the handstamp "RETURNED TO WRITER," usually in the shape of a rectangle or oval, but sometimes in a fancy shape such as the black "ax head" as shown in Figure 5. This San Francisco marking is rare. Such covers often contained official notices such as summons to jury duty or other legal notice, or a dunning letter seeking payment of a bill.

Although not properly an auxiliary marking, the time-of-day dated postmark shown on the cover in Figure 6 has appeared half a dozen times in the census so far, all with May or June dates. It is thought the black octagonal marking may have been struck in a facility or car of the Richmond, Fredericksburg, and Potomac Railroad, or a branch post office connected with that line.

8. *Ibid.*, 58.

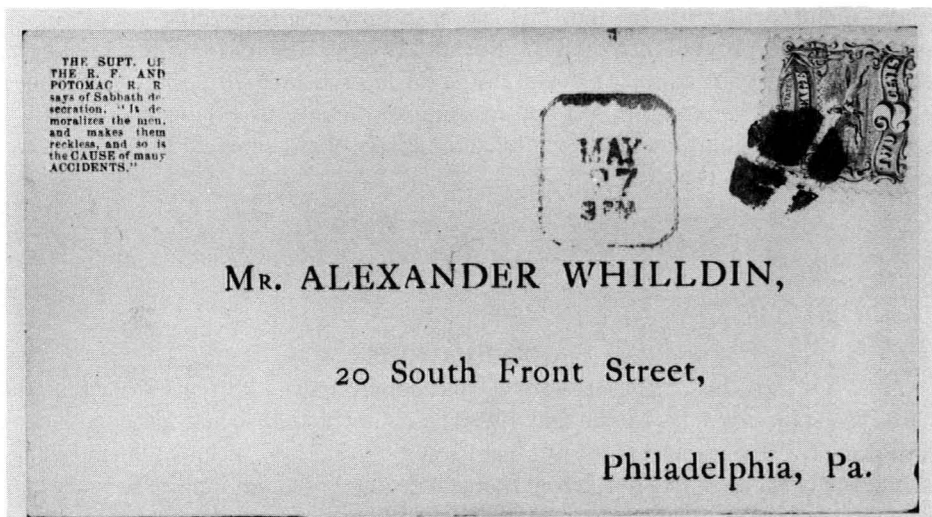


Figure 6. Propaganda envelope revealing yet another cause of train wrecks.

All the known covers are similar. Each has the corner card religious propaganda message: "The SUPT. OF THE R.F. AND POTOMAC R.R. says of Sabbath desecration, 'It demoralizes the men, and makes them reckless, and so is the CAUSE of many ACCIDENTS.'"

The 2c 1869 is known on cover tied by a variety of fancy cancels, including "OK" from a Kentucky town and some Waterburys. Domestic uses of the 2c include valentines and mourning covers. Valentine envelopes with the 1869 issue, any value, are quite scarce.

Before discussing the final two categories, bisects and combination uses with other issues, I might mention the earliest known use of the 2c 1869. It is given in *Scott's U.S. Specialized* as March 27, 1869. But I have records of a cover used on March 26, 1869, in New York City, bearing a New York carrier postmark like that on the cover in Figure 1. The time of day is 11:15 a.m. The stamp is tied by the dater and a circle of black wedges killer and an enclosure supports the date of mailing.

BISECTS

Not since May 1978 has the list of 2c 1869 bisect covers been updated. Just three more examples have surfaced since then, making a total of 29. The original report, listing 17 covers, appeared in the *1869 Pictorial Research Associates Interphil 1976 Publication*, now more succinctly called the *Register*.

In *1869 Times* #11 (May 1978), I listed an additional nine covers showing use of the 2c 1869 bisect. Below I list covers 27-29:

Cover #27: Upper left diagonal bisect, with a whole 2c 1869, from Tower City, Dakota Territory, to Schuylkill County, Pennsylvania, June 14, no year date, not tied, cancelled with a manuscript, ex Eugene Klein.

Cover #28: Upper right diagonal attached to a 2c 1869; Pigeon Cove, Massachusetts, to Boston, used August 10, no year date; tied by open cork grid in black, as is whole 2c; no verification of genuineness.

Cover #29: Right vertical bisect with whole 2c 1869, from Hemlock (?), Pennsylvania, to Alfred, Maine (Shaw correspondence); July 6, no year, tied by pen strokes, no PFC.

There cannot be any more than 50 of these rare items, and that is allowing for plundering all the troves. Of the 29 I list, perhaps five are questionable. *Scott* last priced these at \$400 each in the 1944 edition of the *U.S. Specialized* catalog.

Although most of the 2c bisect covers received approval of local postal authorities, even those in New York City, Washington, D.C., and St. Louis, the government considered

their use "unauthorized and invalid."⁹ However, a provision forbidding use of portions of stamps wasn't incorporated into the U.S. Postal Laws and Regulations until 1873 or later.¹⁰ Officially they were not valid for postal usage during the 1869-70 period. Yet, they were used "provisionally" when there were no 1c stamps available, usually to make up the three cents per half ounce domestic rate. If any reader knows of any more 2c 1869 bisects used on cover, please contact this writer.

COMBINATIONS

Above, I stated the 2c 1869 is known used domestically with the 1c, 3c, 10c, and 15c Type II 1869 and, possibly, the 6c and 12c. The 2c horse and rider is also known used on domestic cover with a variety of stamps from other issues. These include the 1861s, the 1867 grills, and the National and Continental Bank Note issues. In addition the 2c is occasionally found on an embossed envelope, especially the 2c Black Jack envelope, to pay the rate on heavy circular mail. Domestic combination uses are somewhat scarcer than foreign.

Listed below are some of the multi-issue domestic combination covers now included in the census of 2c 1869 covers I am taking for the 1869 PRA:

(1) 2c 1869 plus 2c F grill Black Jack diagonal bisect to make 3c rate; used to Philadelphia in 1869.

(2) 2c 1869 plus Scott #41L1, the 1c Philadelphia City Despatch stamp, used January 1, 1870, in Philadelphia.

(3) 2c 1869, 3c and 6c Continental Bank Notes (Scott 158, 159), all paying the 8c registry plus 3c domestic rates, late use in May 1874 or 1875, Plum City, Wisconsin, to Winona, Minnesota.

(4) 2c, 3c and 10c 1869s, plus 3c National no grill Bank Note, from Walton, Kentucky, to Alfred, Maine, all paying the 15c registry plus 3c domestic on May 16, 1871, cover, which was illustrated in *Chronicle* 112 (page 259).

(5) Two copies each of the 2c and 3c 1869, plus 10c 1861, paying 15c registry plus 3c domestic on cover (May 8), no year, New Hampshire to Royalton, Vermont.

(6) 2c 1869 plus F grill Black Jack, Paris, Illinois, to East Chester, New York (?), used August 12, double circular rate.

(7) 2c 1869 plus 1c no grill National Bank Note, Auburn, New York, to Bristol, New York, July 12, 1870 (?), 3c rate.

(8) 2c 1869 plus 1c 1861 Franklin, 3c rate, Bonds Village, Massachusetts, to Sunderland, Massachusetts, on illustrated cover.

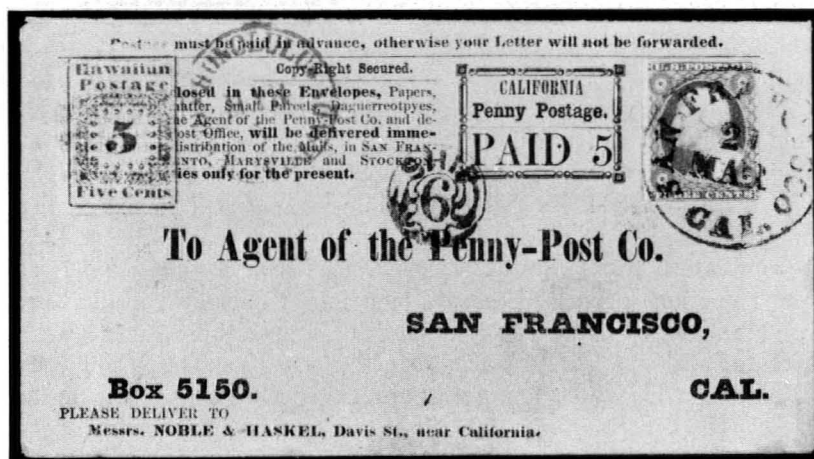
The 1869 issue was in use for a short time, about a year. Mail patrons had quantities of previous issues around which they sometimes used with the 2c 1869 stamp. Later, when the Bank Note issues were released, leftover quantities of the 2c 1869 were used with these on cover. During the transition periods from one issue to another, combination covers would also be created at the post offices.

In closing, I ask all readers who haven't yet responded to send me information, plus photos or photocopies, on all out-of-the-ordinary covers showing use of the 2c 1869 stamp. The census listing to date includes almost 700 covers, but the total may exceed 10,000. From now on I am going to exclude examples of a single 2c 1869 on cover unless the use is unusual or the 2c is used on an illustrated cover.

9. 1976 *Register*, 34.

10. See Richard B. Graham, "Bisected Stamps, the Postal Laws and Regulations," *The American Philatelist*, January 1974, 32.

The Hawaiian 5¢ "Missionary" Cover



5¢ "Missionary" paying shore-to-ship rate for carriage from Hawaii to the United States, used on a California Penny Post printed entire, with additional 3¢ 1851 U.S. franking, addressed to San Francisco. From the estate of Richard F. Saffin.

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NEW LISTING: 90c NATIONAL ON FULL COVER

Recently an old time collection of U.S. stamps was auctioned in Texas and tucked away among the usual material was a truly rare cover that has not been recorded for at least 60 years. No; it is not the unique 90c National grill on cover that I and others have tried to rediscover, but its closest relative without the grill.

In *Chronicle* 106, I listed one full envelope and two partial wrappers or refolded courthouse covers bearing the 90c National stamp without grill. When compared to the other 90c stamps in the U.S. classic era, this stamp on cover ranks with the 1860 issue and the 1890 issue in scarcity (three-four examples). Since I recorded in *Chronicle* 113 only the second full envelope bearing the 90c orange banknote, I thought it fitting to record here only the second full cover with the 90c National that is known at present.

The cover as shown in Figure A is legal size (9½" x 4½") and bears single 90c, 12c, and 6c National stamps paying a 36 x 3c rate on 18 oz. of cancelled bank drafts for the month of September 1872. The First National Bank of New York was returning these checks to the Columbia National Bank in Columbia, Pa., and this accounts for the weight. The date of mailing appears to be Nov. 1 (or perhaps Dec. 1) at 10:30 A.M. in New York.

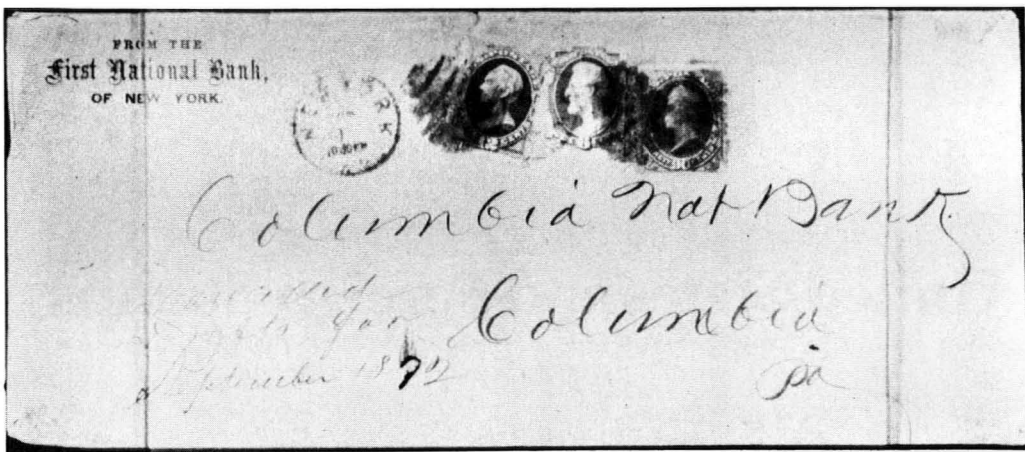


Figure A. A 36 x 3c domestic rate cover paid by 90c, 12c, and 6c National stamps and mailed Nov. 1, 1872, between banks with cancelled checks enclosed.

If this cover could talk, I am sure it could tell an interesting story of discovery, survival, and rediscovery over a 110 year span, but it did survive and I am very glad to place it on the record better late than never. Incidentally, this very rare cover sold for only \$2,100 which shows that some "pearls of great price" are greatly undervalued by the lack of collector demand. What do you think a Scott #39 on such a cover would bring today? The difference is not scarcity, but the much greater desire to possess the 1860 stamp by collectors of past and present generations. I only hope that the new owner of this rare bargain appreciates his good fortune and protects it well.

Editor's Note: Although I haven't covered the second issue of postage due stamps as yet in the *Chronicle*, I welcome the following article on the 3c stamp, Scott J17. A recent lot in the Westpex auction by Richard Wolfers showed two pairs of this stamp paying 12c due on a letter from England to the U.S. Such uses are very scarce.

EARLY POSTAGE DUE USE — THE 3c RED BROWN, J17

GEORGE ARFKEN

On October 1, 1883, the U.S. domestic letter rate dropped from 3c per ½ oz. to 2c per ½ oz. The 3c postage due stamp, then the brown J3, became a stamp without a need. The quantities issued dropped by a factor of about 1,000. When the 3c red brown J17 replaced the 3c brown, there still was little or no need for a 3c postage due stamp. Warren R. Bower has discussed this situation¹ and shown, in addition, that the time span for use of J17 was sharply reduced. The New York Post Office through which passed almost all incoming foreign mail was caught by the rate change with a large stock of precancelled J3s and continued using these J3s into early 1887. With many smaller post offices simply not stocking the nearly useless 3c value, the J17 3c red brown on cover is a very elusive item.

Bower suggested one very reasonable possibility for finding a J17 on cover. A letter from overseas prepaid at a 2c (equivalent) domestic rate would be 3c underpaid. Under the Universal Postal Union regulations this underpayment was doubled and the letter rated DUE 6. Here would be a chance for a postal clerk to use a pair of 3c dues. Unfortunately, in all the examples this writer has seen, the postal clerk used a 1c and a 5c due.

This writer has suggested a second possibility. The basic rate from Canada to the U.S. was 3c. An overweight letter from Canada calling for 6c but prepaid only 3c would be rated DUE 3. Under the U.S. Canadian bilateral postal treaty, if a single rate was prepaid, the deficiency was *not* doubled.²

An example of this sort of a cover appeared as lot 812 in the September 30, 1981, Maresch auction. An underpaid letter from Canada to Baltimore, Md., franked by six copies of the ½c Small Queen, was rated due 3. Unfortunately, on arrival Oct. 1, 1896, the Baltimore postal clerk used a 1c claret J22 and a 2c claret J23, both precancelled. (Use of the 3c J24 on cover is also rare.)



Figure 1. J17, 3c red brown, tied to a card from Berlin, Germany, July 11, 1887.

Finally a J17 on cover appeared, Figure 1. "On cover" should perhaps be "on card" for the item shown in Figure 1 is a card from Germany, prepaid 5 pfennigs. It is postmarked BERLIN 11 7 87. The date is repeated in the docketing: July 11, 1887. The U.S. exchange office stamped this card U.S. CHARGE TO COLLECT 3 Cents. In the upper left is that elusive 3c red brown J17 securely tied with a blue NEW YORK P.O. oval. Relative to the two very reasonable, logical possibilities discussed above, this unforeseen usage came through as "none of the above" on a multiple choice test.

1. Warren R. Bower, "The Mystery of the 'New York City Pearl' Precancelled Dues Late Usage," *The United States Specialist* 46. 472-7 (1975).

2. *Canada Official Postal Guide*, April 1887, p. xli.

The story doesn't end here. There are two more stages. First, why 3c? Five pfennigs was the German domestic postal card rate. The German postal card rate to the U.S. was ten pfennigs.³ If this had been a U.S. postal card to Germany paid at the domestic 1c rate, the underpayment would have been 1c. Doubled for the UPU penalty, it would have been due 2c. Apparently the "3 Cents" came from the exchange rate. Five pfennigs converted to 1¼c. The deficiency then was 1¼c. Doubled for the UPU penalty it became 2½c which the exchange office rounded up to 3c. This procedure was not unusual. Since finding the card shown in Figure 1 this writer has seen several similar German postal cards rated due 3, though none with either a red brown J17 or a claret J24.

Figure 2. The message side of Figure 1 with the message entirely printed.

"Dammuhlenweg" is not a German swear word. It translates to "Mill Dam Road" and is the new location of Samuel Meyer's business.



Second, why 3c? Figure 2 shows that the card was a *printed* notice from Samuel Meyer announcing the change of location of his business. There is no handwriting on the message side. Perhaps the exchange office clerk simply looked at the general appearance of the card. It looked like a postal card. Perhaps he thought it was an official German postal card with the "Deutsche Reichpost" on the front. It looked like a postal card but it wasn't. That "Drucksache" said it all. It meant "printed matter". The card could have passed at the printed matter or circular rate. For a circular going from the U.S. to Germany this rate was 1c per 2 oz.⁴ Assuming reciprocity, Herr Meyer's printed notice was fully prepaid. It is a matter of some irony that this rate usage of the 3c red brown due is probably an error on the part of the exchange office postal clerk.

3. Currency equivalents are listed in the *United States Official Postal Guide*, January 1887, p. 767. The German equivalent to the 5c UPU rate is given as 20 pfennigs.

4. *Ibid.*, p. 783.

CORRECTION

In *Chronicle* 113:57, Figure 5, I pictured a letter to a doctor in the U.S. Navy addressed in care of the U.S. consul in Montevideo, Uruguay. I erroneously described the 5c rate as UPU. This is not correct since Uruguay did not join the UPU until July 1, 1881. Instead the letter was dispatched under a 5c "blanket" rate as explained by George Hargest in the March and April 1979 issues of *The American Philatelist*. My thanks to Charles Starnes for bringing this error to my attention. All comments are most welcome.

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THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

U.S.-FRENCH MAIL TO ARGENTINA: THE LIGNE J ORIGIN HANDSTAMP

JOHN V. WOOLLAM

The combined American and French transit route and rate structure for mail to Argentina has been discussed in *Chronicle* 80:239; 82:120; 84:226. The cover, Figure 1, shows, at present, the only example of the handstamp ETATS-UNIS PAQ. FR. J No. 2; it extends our knowledge of the French part of the service. Until September 1869¹ the French packet service was the Ligne K, a feeder line between Rio de Janeiro and Buenos Aires. U.S. mail arriving at Rio on the New York & Brazil S.S. Co. transit was handled by the French consular office. If mail was destined for Argentina (and the River Plata countries), usually, but not always, it received a "cachet de provenance," ET. UNIS PAQ. FR. K No. 1, indicating its origin and further transit by the Ligne K.

In October 1869 the Ligne K disappeared as a result of reorganizing the Ligne J route, changing its old route from Bordeaux to Rio to a new Ligne J running from Bordeaux to Buenos Aires. Therefore, as postal relations between the U.S. and France expired 1 January 1870, there was a period of only three months when U.S. mail via the Ligne J service could have taken place. Within that period Salles lists only two trips: *Gironde*, scheduled to arrive at Rio 18-20 Nov. and Buenos Aires 30 Nov., and *Estramadure*, to arrive at Rio 18-20 Dec. 1869 and Buenos Aires 30 Dec.



Figure 1. Vallejo, Cal. Nov. 4 (1869) to Buenos Ayres. Discovery example of the origin handstamp ETATS-UNIS PAQ. FR. J No. 2, unrecorded in Salles.

The only reference to mail in this three month period which I have seen is that contained in *Chronicle* 82:120, where a cover from Massachusetts at the 25c rate, dated 21 Sep. (presumably 1869), was discussed. It had the appropriate credit handstamp but no Ligne marking. The cover, Figure 1, proves the existence of a Ligne J "cachet de provenance" for U.S. mail, receiving this handstamp at the French consulate in Rio on 19 Dec. 1869 before carriage from there to Buenos Aires on the *Estramadure*.

Two secondary aspects of the cover should be noted. The c.d.s. reads "No. 2," which

1. R. Salles, *La Poste Maritime Francaise*, III, 89-91.

was assigned to the *Estramadure* in 1869 after the second Ligne J began operations. And, as far as the ten covers previously noted from 1867-69 can show, all were from addresses in the New England states. This Ligne J discovery has the additional interesting feature that it is from California, and as such is the first example of mail from the Pacific coast via New York & Brazil S.S. Co. and the French packet services to Argentina, presumably via New York ("15" used at that office).

MORE ON THE U.S.-PRUSSIAN POSTAL SYSTEM

CHARLES J. STARNES



Figure 1. New York, 30 Oct. 1852, to Switzerland, with early large FRANCO, — Nov. 1852, and ms. "fr. Ausg. Grenze." (Courtesy James Van der Linden)

James Van der Linden, in correspondence with Editor McDonald, has furnished her with additional information directly tied in with some of the Allan Radin PCM discussions.¹

1. As a service to other students of Germany and the PCM in particular, we list Radin's articles:

- a) "The Prussian Closed Mail," *The American Philatelist*, Dec. 1979, 1079-1090; Jan. 1980, 21-27.
- b) "A 23c NGU Mail Cover to Burma in 1873," *Chronicle* 104, 282.
- c) "An 1860 PCM Cover to Sweden, Paid to Border," *ibid.*, 105, 58.
- d) "Aachen Franco Markings on PCM," *ibid.*, 106, 126; 109, 61.
- e) "Hamburg Packet Marking on PCM," *ibid.*, 109, 62.
- f) "Westbound PCM Paid Only to GAPU," *ibid.*, 108, 272; 111, 209.
- g) "A PCM Cover to Mexico," *ibid.*, 110, 135.

Van der Linden's first contribution is shown as Figure 1, a very early² PCM letter, 30 Oct. 1852 from New York to Switzerland, prepaid at 30c only (the international rate, U.S.-GAPU). Aachen first stamped the large FRANCO (so change the earliest date of marking M, ref. 1d, to — Nov. 1852), and then added the blue ms. "fr. Ausg. Grenze" (the forerunner of Paid-to-Border handstamps, ref. 1c).

A second cover bolsters Radin's belief that westbound PCM to the U.S., paid only to the GAPU (ref. 1f) must be scarce. The cover went unpaid from Denmark to California, with 8c Aachen debit to the U.S. (5c GAPU + 3c foreign) and New York depreciation marking N.Y. AM. PKT. 33 OR U.S. 48 NOTES (33c was correct unpaid rate to Denmark, Oct. 1865-Jan. 1868).

A third contribution, this time to PCM via the U.S. to farther destinations (ref. 1 g), consisted of two covers, Munster, Germany, to Guanajuata, Mexico, in 1856. One was prepaid at 35c, the other 30c, both clearing through Vera Cruz and marked for 3 and 2 reales Mexican internal collect.

². *Postmaster General's Report for 1853*, p. 721, states U.S.-Prussian postal convention became effective 16 Oct. 1852 (sailing date of Collins line *Atlantic*).

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* 114:145)

1874

PD LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
17 Sep	18	27 Sep	CITY OF CHESTER	3 Oct	12 Oct(0300)	with mails from NY
24 Sep	25	4 Oct	CITY OF RICHMOND	10 Oct	19 Oct(0020)	with mails from NY
1 Oct	2	13 Oct	CITY OF PARIS	17 Oct	27 Oct(0230)	
8 Oct	9	21 Oct	CITY OF MONTREAL	24 Oct	4 Nov(1250)	
15 Oct	16	29 Oct	CITY OF ANTWERP	31 Oct	10 Nov(2230)	
22 Oct	23	2 Nov	CITY OF BROOKLYN	7 Nov	16 Nov(2130)	
29 Oct	30	11 Nov	CITY OF NEW YORK	14 Nov	25 Nov(0130)	
5 Nov	6	18 Nov	CITY OF LONDON	21 Nov	4 Dec(0600)	sailed 1d late from NY
12 Nov	13	25 Nov	CITY OF MONTREAL	28 Nov	13 Dec(1800)	see note 22
19 Nov	20	2 Dec	CITY OF ANTWERP	5 Dec	18 Dec(2020)	sailed 3d late from NY
26 Nov	27	7 Dec	CITY OF BROOKLYN	12 Dec	21 Dec(2040)	
3 Dec	4	18 Dec	CITY OF NEW YORK	19 Dec	LP 3 Jan	sailed 3d late from NY
			NO SAILING	26 Dec		see note 23

1875

17 Dec	18	1 Jan	CITY OF MONTREAL	2 Jan	18 Jan(0915)	sailed 4d late from NY
24 Dec	25	9 Jan	CITY OF ANTWERP	9 Jan	24 Jan(1040)	sailed 3d late from NY
			NO SAILING	16 Jan		
31 Dec	2 Jan	25 Jan	CITY OF BROOKLYN	23 Jan	7 Feb(0300)	sailed 5d late from NY
7 Jan	8	23 Jan	CITY OF NEW YORK	30 Jan	LP 11 Jan	
14 Jan	16	2 Feb	CITY OF LONDON	6 Feb	18 Feb(1950)	
21 Jan	22	6 Feb	CITY OF MONTREAL	13 Feb	24 Feb(0500)	
28 Jan	29	13 Feb	CITY OF ANTWERP	Fr 19 Feb	LP 3 Mar	see note 24

22. Although scheduled to carry mail from New York on 28 November, CITY OF MONTREAL sailed 5 days late whilst GAELIC (White Star), which was not scheduled to carry mail, was reported as having the mails on board when she sailed from New York on 28 November and as landing "all mails" when she arrived at Queenstown on 9 December.

23. CITY OF LONDON sailed from Liverpool on 10 December and called at Queenstown the following day. On 20 December, she put back to Queenstown disabled, and her mails were transferred to CUBA (Cunard) which sailed for New York on 21 December.

24. DEUTSCHLAND (North German Lloyd) arrived at Southampton on 12 January on her way to New York. She was delayed there for repairs and her mails were transferred to CITY OF ANTWERP.

1875

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
4 Feb	5	16 Feb	CITY OF CHESTER NO SAILING	20 Feb 27 Feb	1 Mar(2020)	with mails from NY	
11 Feb	12	24 Feb	CITY OF BROOKLYN	Tu 2 Mar	14 Mar(0440)		
18 Feb	19	4 Mar	CITY OF NEW YORK	6 Mar	20 Mar(0400)	sailed 3d late from NY	
25 Feb	26	11 Mar	CITY OF LONDON	13 Mar	28 Mar(1200)	sailed 4d late from NY L/V for the Inman Line	
4 Mar	5	19 Mar	CITY OF MONTREAL	20 Mar	3 Apr(1200)	sailed 4d late from NY	
11 Mar	12	22 Mar	CITY OF CHESTER	27 Mar	5 Apr(0530)	with mails from NY	
18 Mar	19	31 Mar	CITY OF BROOKLYN	3 Apr	15 Apr(1730)		
25 Mar	26	6 Apr	CITY OF NEW YORK	10 Apr	22 Apr(1910)		
1 Apr	2	11 Apr	CITY OF RICHMOND	17 Apr	26 Apr(1200)	with mails from NY	
8 Apr	9	19 Apr	CITY OF MONTREAL	24 Apr	4 May(1130)		
15 Apr	16	25 Apr	CITY OF CHESTER	1 May	10 May(0500)	with mails from NY	
22 Apr	23	5 May	CITY OF PARIS	8 May	18 May(0230)		
29 Apr	30	9 May	CITY OF BERLIN	15 May	24 May(0040)	with mails from NY	
6 May	7	16 May	CITY OF RICHMOND	22 May	31 May(1200)	with mails from NY	
13 May	14	23 May	CITY OF BRUSSELS	29 May	7 Jun(1040)		
20 May	21	31 May	CITY OF CHESTER	5 Jun	14 Jun(1140)		
27 May	28	8 Jun	CITY OF PARIS	12 Jun	21 Jun(1820)		
3 Jun	4	12 Jun	CITY OF BERLIN	19 Jun	28 Jun(0400)	with mails from NY	
10 Jun	11	20 Jun	CITY OF RICHMOND	26 Jun	4 Jul(2000)	with mails from NY End of Fiscal Year 1875	
17 Jun	18	28 Jun	CITY OF BRUSSELS	3 Jul	12 Jul(1620)		
24 Jun	25	4 Jul	CITY OF CHESTER	10 Jul	19 Jul(1030)	with mails from NY	
1 Jul	2	12 Jul	CITY OF MONTREAL	17 Jul	28 Jul(0330)		
8 Jul	9	17 Jul	CITY OF BERLIN	24 Jul	2 Aug(0100)	with mails from NY	
15 Jul	16	24 Jul	CITY OF RICHMOND	31 Jul	9 Aug(0815)	with mails from NY	
22 Jul	23	2 Aug	CITY OF BROOKLYN	7 Aug	17 Aug(0630)		
29 Jul	30	8 Aug	CITY OF CHESTER	14 Aug	23 Aug(0830)	with mails from NY	
5 Aug	6	16 Aug	CITY OF MONTREAL	21 Aug	31 Aug(1530)		
12 Aug	13	21 Aug	CITY OF BERLIN	28 Aug	6 Sep(0005)	with mails from NY	
19 Aug	20	28 Aug	CITY OF RICHMOND	4 Sep	12 Sep(1730)	with mails from NY	
26 Aug	27	6 Sep	CITY OF BRUSSELS	11 Sep	21 Sep(0430)	see note 25	
2 Sep	3	12 Sep	CITY OF CHESTER	18 Sep	27 Sep(0500)	with mails from NY	
9 Sep	10	21 Sep	CITY OF MONTREAL	25 Sep	5 Oct(1400)		
16 Sep	17	25 Sep	CITY OF BERLIN	2 Oct	10 Oct(0450)	with mails from NY and see note 26	
23 Sep	24	3 Oct	CITY OF RICHMOND	9 Oct	17 Oct(2030)	with mails from NY	
30 Sep	1 Oct	14 Oct	CITY OF NEW YORK	16 Oct	27 Oct(2130)		
7 Oct	8	19 Oct	CITY OF CHESTER	23 Oct	LP 3 Nov		
14 Oct	15	27 Oct	CITY OF MONTREAL	30 Oct	10 Nov(0650)		
21 Oct	22	31 Oct	CITY OF BERLIN	6 Nov	14 Nov(2230)	with mails from NY	
28 Oct	29	7 Nov	CITY OF RICHMOND	13 Nov	22 Nov(0830)	with mails from NY	
4 Nov	5	17 Nov	CITY OF BROOKLYN	20 Nov	30 Nov(2200)		
11 Nov	12	22 Nov	CITY OF CHESTER	27 Nov	6 Dec(1220)		

25. Her last voyage prior to overhaul. She resumed service in 1877.

26. CITY OF BERLIN beat the speed record in both directions on this voyage - (westbound : 7d 18hrs 2m - eastbound : 7d 15hrs 28m).

1875

PD	LP	QT	ARR NY	PACKET	PD NY	ARR QT	NOTES
18 Nov	19	2 Dec		CITY OF MONTREAL	4 Dec	16 Dec(0430)	sailed 1d late from NY
25 Nov	26	5 Dec		CITY OF BERLIN	11 Dec	19 Dec(1800)	with mails from NY
2 Dec	3	11 Dec		CITY OF RICHMOND	18 Dec	26 Dec(1100)	with mails from NY
				NO SAILING	25 Dec		see note 27
9 Dec	10	21 Dec		CITY OF BROOKLYN	Tu 28 Dec	7 Jan(1130)	

27. The only vessel to carry out the British and European mails from New York on 25 December was ELYSIA of the Anchor Line. She arrived in the Clyde (Glasgow) on 8 Jan(1300).

References 1869-1876

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

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

SAILING DATA NEEDED

Several additional sailing lists by Walter Hubbard are on hand awaiting publication; these include White Star Line, 1872-75; Allan Line 1870-75; Cunard Line, 1840-49, 1860-69. The Cunard listings will appear next. Nevertheless, the data for many important lines have not yet been recorded or only partially recorded. Among these are Collins, New York & Havre, Baltimore & Liverpool and pre-1870 information for several major lines. European arrival and departure dates should be included wherever possible, as they add greatly to the value of the data. If you are already at work on one of these (or others not mentioned), or if you have access to the necessary sources and would like to volunteer to undertake this work, please advise Charles J. Starnes, so that needless duplication of effort may be avoided.

— S. M. McD.

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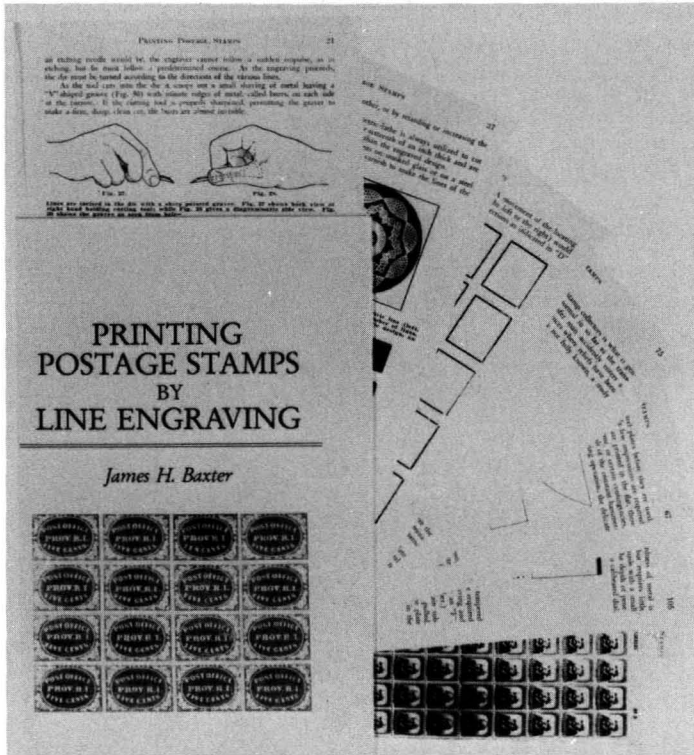
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THE COVER CORNER
SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 114

The long complicated analyses of the covers to Korea a century ago filled pages of previous *Chronicles*. The answer to the latest problem item should set a record for brevity. Figure 1 shows a Civil War Army Discharge. Sgt. Benjamin Hammett was discharged from the service at Pulaski, Tenn. during May 1864. He made his way homeward and as our only responder Dr. Joseph F. Rorke writes:

The honorably discharged soldier could use his properly authenticated discharge as a ticket home. The RR handstamp was to invalidate it against a second use.

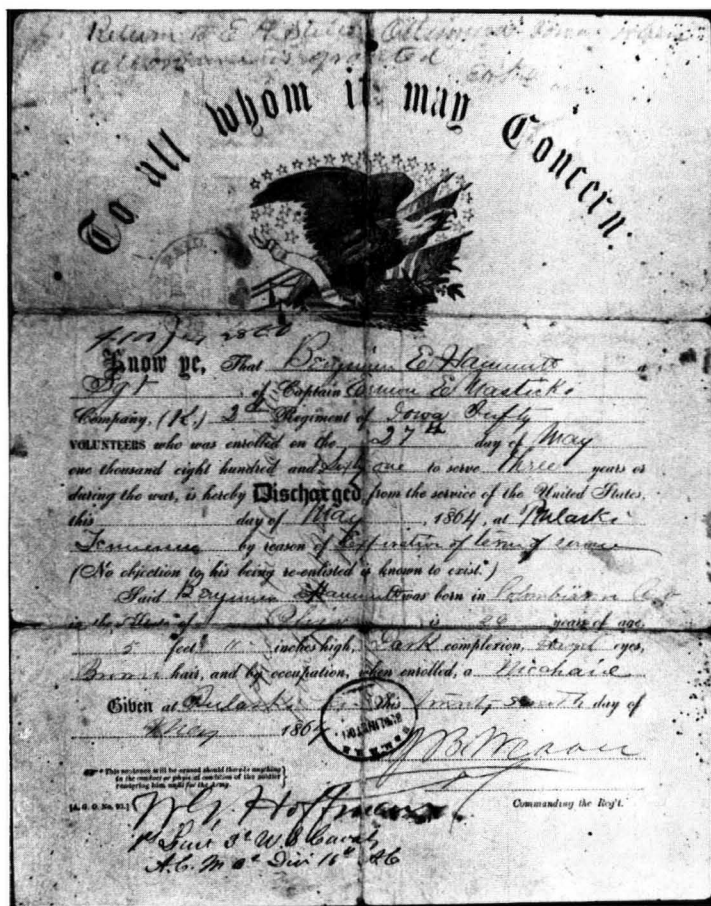


Figure 1. Civil War Army Discharge, with oval marking.

This was done at the terminus of the journey, Burlington. The “B&M” indicates that the last leg was from Moline. If other answers come in, we will publish them in the next issue.

PROBLEM COVERS FOR THIS ISSUE

Figure 2 shows a new problem cover. It bears a 3c '57 killed with a black grid and a Philadelphia cds in similar ink. A straight line MISSENTSOUTH marking is in blue. There are no legible markings on the back, just blackish and bluish smudged kisses from other letters in a pile. The date looks like June 23, with no year. Are there readers to identify the year and explain the SL marking?

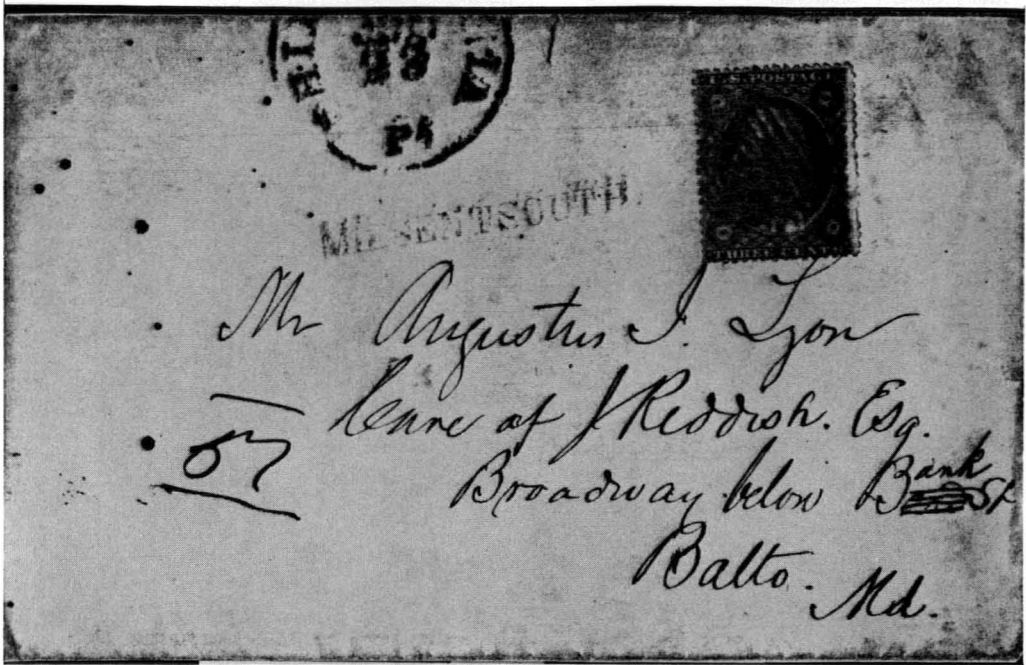


Figure 2. Cover with Philadelphia postmark and straight line MISSENTSOUTH.

Figure 3 shows a folded letter which originated in Arecibo, Puerto Rico, in December 1869 and reached Philadelphia just eleven days later. (Letters sent nowadays frequently take longer.) The 10c '69 stamp is cancelled with the well known and quite common N. YORK STEAMSHIP marking in black. We are using this as a problem cover in honor of ESPAMER '82 to be held in San Juan this coming October. A number of our Society members will attend and details for those interested can be gotten from this editor. Will readers please comment on the route and the postage rate. Send your answers promptly to the Cincinnati P.O. Box or else they will be in the subsequent issue. New problem covers are needed now also.

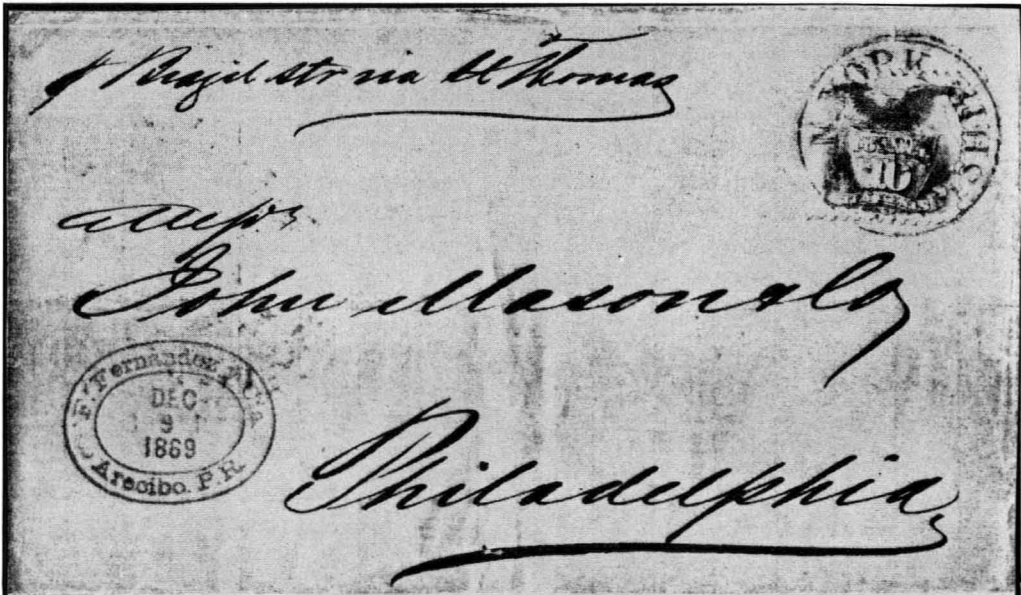


Figure 3. Letter from Arecibo, Puerto Rico, in December 1869.



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