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THE CHRONICLE

The

Chronicle

of the U.S. Classic Postal Issues

November 1982

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Whole No. 116

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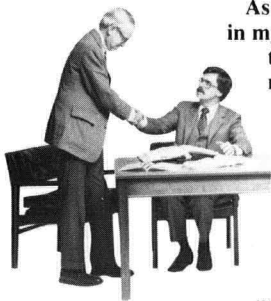
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THE EDITOR'S PAGE

This is one of those "good news/bad news" editorials. The good news is that Michael Laurence is the new editor of *Linn's Stamp News*. The bad news is that, because of the obvious conflict of interest involved, Michael can no longer serve as editor of the 1869 section. A successor has not yet been chosen.

But what is the *Chronicle's* loss is surely philately's gain. During the nine odd years Michael has been editor of the 1869 section his knowledge, interest, and dedication have been demonstrated issue after issue. A relationship between strangers has become one of respect and affection. What higher tribute can I offer an editor than to say he never missed a deadline?

If you are as appreciative as I am of Mike's contributions to the Classics Society, and as enthusiastic about the prospects for his future service to the hobby, and are not now a *Linn's* subscriber, you will want to know that the address is *Linn's Stamp News*, P.O. Box 29, Sidney, Ohio 45367, and the rate \$17 a year.

* * *

This issue has an abundance of material to suit every collecting interest. Philip T. Wall concludes his outstanding series on the 5c New York by examining some fraudulent and questionable covers. For another view on the same subject, see Calvet M. Hahn's informative article in the October *S.P.A. Journal*. Elliott Perry's notes on Philadelphia carriers, as edited by Bob Meyersburg, continue. The 1847 section features articles by Phil Wall on stolen 1847 items, and by Creighton Hart on the earliest 1847 covers. A rare use of the imperforate type III 1c is discussed by Calvet Hahn in the 1851 section, which also contains several short notes, a postmark update, and an intriguing footnote to the Crittenden story by Thomas Alexander.

In the 1861 section Richard B. Graham begins an in-depth examination of the Civil War Soldiers' and naval letters, while William K. Herzog contributes an article on the 24c blackish violets. The 1869 period features the first installment of Michael Laurence's thorough account of mails to the Caribbean and South America by U.S. & Brazil SS line. Barbara J. Wallace presents some very unusual markings associated with special delivery at Chicago in the Bank Note section, where brief notes on a variety of topics also appear. Postmark discoveries of the Remele era are detailed in the railroad section.

In the Foreign Mails James Pratt discusses the background and implementation of the change from Marseilles to Brindisi as transfer point for mails to and from the east. Also featured are an interesting cover described by George E. Hargest, an unusual application of "Paid to Bremen" markings told by Charles J. Starnes, and the first portion of Walter Hubbard's Cunard sailing tables for 1840-49.

The Cover Corner answers questions from the previous issue, but poses some new ones, while another problem cover appears in the prestamp section.

Walter Hubbard's review of the indispensable rate book by Charles Starnes is on the next page.

Review: United States Letter Rates to Foreign Destinations 1847 to GPU-UPU by Charles J. Starnes. Published by Leonard H. Hartmann, Philatelic Bibliopole, P.O. Box 36006, Louisville, KY. 40233. 160 pages. Regular Edition \$27.50: Deluxe Edition with special paper and binding, numbered and autographed \$300. Post Paid.

This impressive book starts with 48 pages setting out in tabular form the rates in use from 1847 to GPU-UPU on U.S. letters to foreign destinations, with 57 photographs of covers illustrating the practical use of some of the letter rates in the tables. The fact that nearly 400 names are listed gives some idea of the complexity of the task which Charles Starnes has tackled.

The Rate Tables are followed by 10 Appendices giving additional information. Again set out in tabular form, they list the known data on a wide range of subjects, all concentrating on aspects of postal history which are either difficult, not widely known or not previously available in one book.

Appendix A gives the rate progression for British Treaty Mail *via* Marseilles, complicated as it was by a number of changes in the Anglo-French postal arrangements and not simplified by France insisting on retaining her 7½ grammes single rate whilst the British, with equal determination, stuck to their ½ ounce.

Appendix B lists a surprising number of foreign Post Offices (no fewer than 51) established in Turkey prior to 1875, many of which, I must admit, I had never heard of. Appendices D and E show French postal charges in the Pre-treaty period and their postal rates and "collect" charges in the Inter-treaty years.

Appendix F, setting out in three pages the approximate U.S. equivalents of foreign currencies, gives a ready reference for the analysis of rates, from Austrian kreuzer and neukreuzer, *via* those confusing currencies used in the German States, to end with the Swiss rappen of all their cantons except Geneva.

Appendix J, another useful one, sets out the transit charges under the first U.S.-Bremen Agreement to 35 destinations beyond the City from 1848-1853, whilst the other four cover such diverse subjects as the postal rates from Hawaii to the United States, entry dates into GPU and UPU, Nova Scotia postal charges on British Packet Mail between Halifax and Boston and charges on unpaid and part-paid international letters from 1868 on.

The author has, where possible, gone back to contemporary sources and the book concludes with a Bibliography of seven pages, giving some idea of the amount of research involved. Charles Starnes is not one who uses two words (or even two letters) where one will serve his purpose and this economy has made it possible for him to set out for the reader a vast amount of information in a concise and accessible form. If, at first glance, some of the Tables appear a little cryptic, familiarity with the Abbreviations (listed on page 1) will soon clear things up.

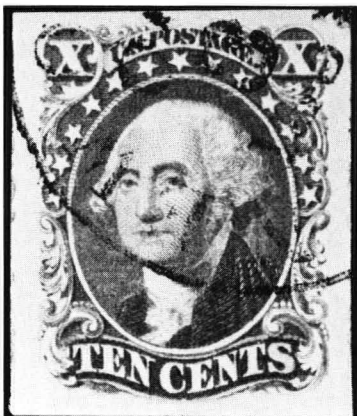
The book is well produced and strongly bound, whilst in the illustrations all the markings for which they have been included are legible — no easy task for the photographer and printer.

In reviewing *Atlantic Mails*, by J.C. Arnell, in *Chronicle* 108, Susan McDonald said that it should be added to her list of three essential reference books for those interested in the transatlantic mails. I would say that the time has come to add one more to that list.

United States Letter Rates to Foreign Destinations is dedicated by the author to "the foreign exchange office personnel of the postal convention period" and applauds the conscientious way they worked and coped with often confusing regulations. They have found a worthy recorder.

Walter Hubbard

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PHILIP T. WALL

The collecting of covers, and particularly those denoting some aspect of postal history, has become increasingly popular in recent decades. Among the most popular subjects have been railroad covers, early dates of usage, and covers showing uses to foreign destinations, etc. Unfortunately, this development has attracted fakers.

Figure A shows a 9X1 pair on cover to Paris from the Delahante correspondence. The postmark indicates this letter was placed in the mails in New York on April 29 (1846). This cover left Boston on May 1, 1846, via the Cunard steamer *Caledonia*. The single rate from New York to Boston was 5c, and if the stamps belong, they must pay the double rate for a weight of between ½ to 1 ounce. However, the French due marking shows 15 decimes to be collected at the single rate for 7.5 grams or ¼ ounce. The reverse frequently occurred as can be seen by looking at Figure B on page 8 of the February 1980 *Chronicle*, which cover was carried on the same sailing of the *Caledonia*. That cover was rated in New York as a single weight letter but was rated 30 decimes due, or as a double weight cover under the French weight system.

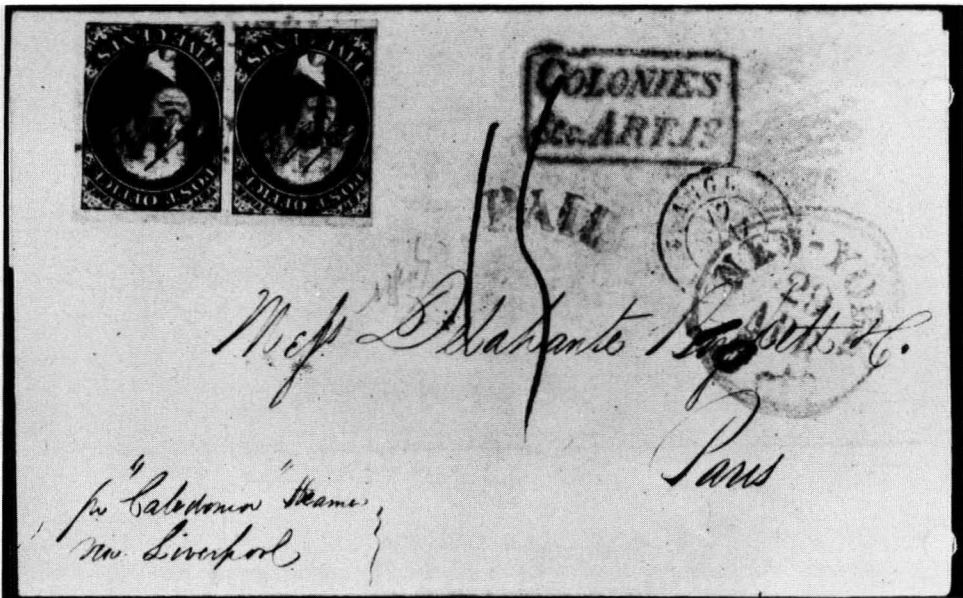


Figure A. Stampless letter to France to which a pair of New York 5c has been fraudulently added.

The weight discrepancy in itself is enough to condemn the cover in Figure A, but several additional points should be mentioned. The rate in the New York postmark has been changed from "5" to "10". Some such alterations are contemporary with the mailing of the letter in question, but many were made at a later date by fakers hoping to enhance the value of their philatelic material.

The cancellation at the upper right on the stamps appears to be that of the New York diamond grid, but such grid is not known used prior to the fall of 1846 or about six months after this letter was mailed. Philatelic Foundation certificate 93,958 found that the stamps do not belong on this cover.

On page 11 of the February 1982 *Chronicle* (Whole Number 113) there is shown in Figure H another cover addressed to the Delahante firm postmarked July 15, 1845. Because the stamp on that cover was initialed ACM, and no stamps with these initials are known to have been sold either on July 14 or July 15, 1845, I considered this cover highly questionable. At my suggestion Harmers of New York recalled the cover from Europe for expertising. I did not see the cover while it was back in this country, but Philatelic Foundation certificate 104,139 found the stamp did not originate on that folded letter and the red PAID tying the stamp is fraudulent. Because of the existence of these two fraudulent covers addressed to the Delahante firm, I suggest that anyone who is considering purchasing covers from this correspondence have them expertised.

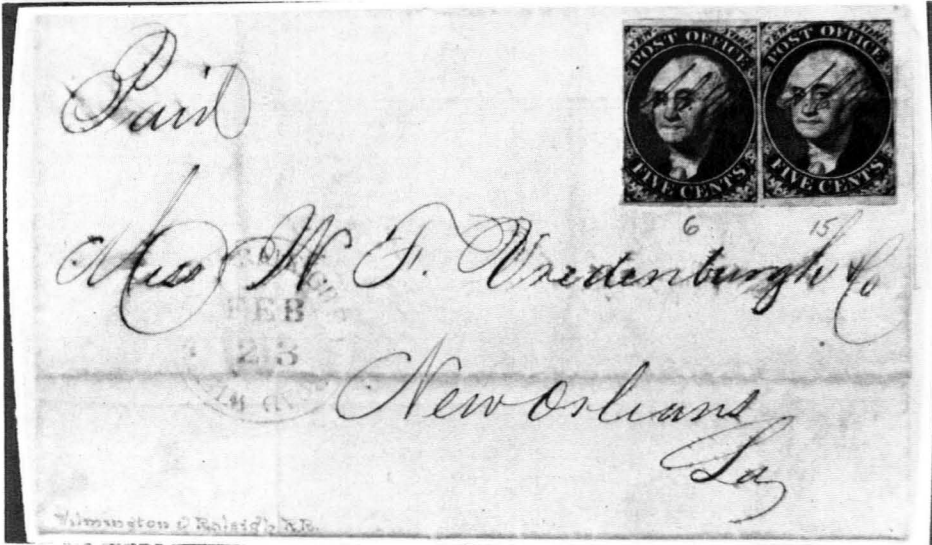


Figure B. Questionable cover postmarked Wilmington & Raleigh Railroad and dated 1851. Can this possibly be genuine?

Figure B is a letter postmarked in blue "Wilmington & Raleigh Railroad Feb 23 (1851)" and addressed to New Orleans. In the upper right hand corner are two single 9X1 stamps from positions 6 and 15. The manuscript paid is in black. Neither stamp is tied to the cover and both have faint blue windmill or petal cancels. The postmark is a genuine Remele W7-c. The letter inside is dated February 21, 1851, and was received in New Orleans on March 1st and answered on March 20th. While a letter could have traveled from New York City to Weldon, North Carolina (the northern terminus of the railroad) in just under 48 hours in 1851, it would have had to make all connections promptly. Travel by sea from New York to Wilmington would have taken longer. There is no way to determine if the cover was traveling north or south on the railroad. Given this information, it is not possible to definitely state the cover is either genuine or fraudulent. However, most of the windmill or petal cancels I have seen on 1847 stamps and covers have been distinct and sharp, whereas those on the cover in question are extremely faint. Furthermore, why would a Route Agent working on a railroad in North Carolina accept for postage New York local (provisional) stamps almost four years after they had been replaced by the 1847 issue? Why was the cover not postmarked in New York City? While letters are sometimes carried outside the mail from point A to point B and then mailed to point C, this almost invariably results in a delay in mailing the letters. The 5c New Yorks were never valid in North Carolina except on mail going to or through New York City — at which point the red curved PAID was always applied. The cover in question has a manuscript PAID that could have been applied anywhere but which may have been written by the person addressing the letter. In my opinion, there are entirely too many questions about this cover that cannot be

answered satisfactorily for it to be genuine. I do not want to condemn any cover that I do not understand fully, and I invite comments from readers who may arrive at a different opinion regarding this cover.

In 1936 Stanley B. Ashbrook wrote a series of interesting articles in *The American Philatelist* entitled "U.S. Specialist Column." In the September 1936 issue on pages 612 and 613 he discussed certain 5c New York covers and wrote that B. D. Forster of New York had loaned him four 5c covers bearing railroad postmarks. Ashbrook described these covers as follows:

(A) Single copy, signed. Stamp tied to cover with RED "N.Y. & ERIE R. ROAD June 21," a circular commat [postmark] measuring 29¾ M.M. Also on the face, a straight line "PAID" in RED and a large "5" in red. (See Figure "A"). The U.S. Catalogue lists "Black Railroad" but not one in red. H.M.K. will kindly note.

(B) Single copy, signed. Stamp struck with the large "5" in RED (as per Fig. "A") and on face (not tying) the above R.R. commat in RED. The date is "Oct. 14." The U.S. Catalogue does not list a numeral cancellation. Here is another new one for H.M.K.

(C) Single copy, signed. Stamp tied with the typical blue pen strokes of the N.Y.P.O. The R.R. commat as per Fig. A is on face, not tying stamp and it is in GREEN. The same "PAID," Fig. A is also in GREEN.

(D) Single copy, signed. Stamp tied with the blue pen strokes. The R.R. commat as per Fig. "A" is in BLUE on face but not tying the stamp. The "PAID" is also in blue. Here are four very unusual items and their owner is to be complimented upon their possession.

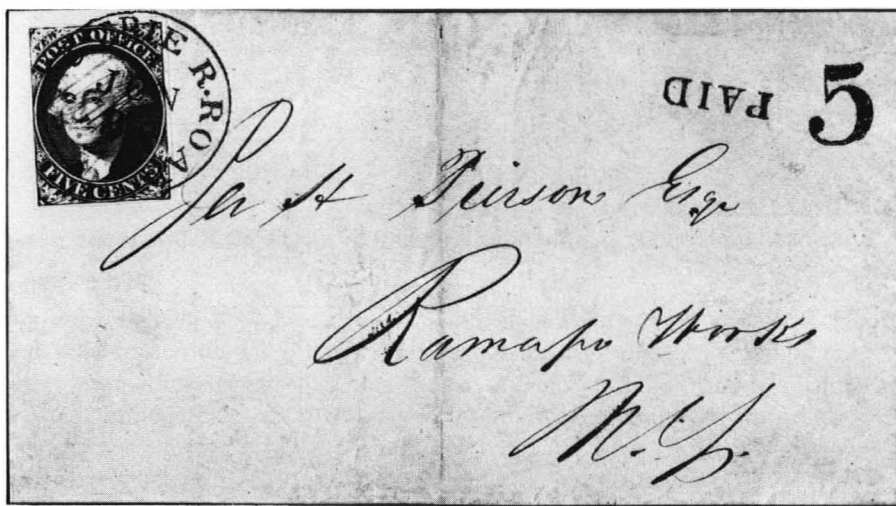


Figure C. New York 5c tied with N.Y. & Erie R.R. postmark. The postmark and "5" appear not to match those recorded in Remele.

Ashbrook shows as his Figure A on page 613 the photograph that is Figure C in this article. The same cover with the numeral 5 almost entirely removed will be found on Plate XII (Figure D) of the 1937 edition of Luff's *Postmaster's Provisional Stamps*. The question immediately arises as to why the numeral 5 was removed from the cover. The markings on this cover purport to be Remele type N12-a. The photograph in Figure C has been sent to our leading specialist in railroad postal markings who has requested that his name not be used in this article. He advises me that the numeral 5 is not the same as shown by Remele or on his own copy of N12-a. In addition he pointed out there are several differences in the proportional spacings in the postmark in Figure C from Remele N12-a. Point to point ERIE is 15 mm on both Remele and his original but only 14 mm on the enlarged Ashbrook photograph. I have determined that the periods after "R" and "ROAD" are not properly aligned in Figure C as they should be. There are several other minor spacing differences that will not show on the photograph used in this article. This cover has not been seen for several

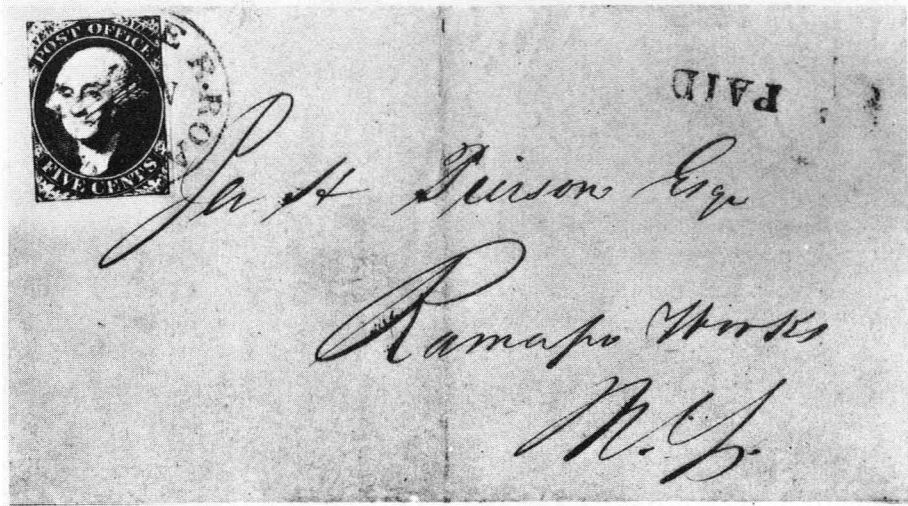


Figure D. The same cover as Figure C in a later transformation. The “5” has been removed, presumably to allay the suspicion this cover was originally stampless.



Remele tracing of postmark N12-a and “5.”

decades and I have no idea if it still exists; and if it does, as to whether the number 5 has been replaced on the cover. This fraudulent cover has been around a long time as it is also pictured in the 1902 edition of Luff’s book.

I have never seen even photographs of the other three covers described in the Ashbrook article and do not know if they still exist today. If they do, prospective buyers should have them expertised before purchasing them as I believe they are all fraudulent.

POINT OF CLARIFICATION

In my recent article in the August 1982 *Chronicle* discussing the number of 9X1s that still exist, I stated that my records showed only one block of 4 still extant now that the block of 10 formerly in the Miller Collection has been cut into smaller pieces. I was referring only to off cover items because the block of 9 and strip of 3 on cover to Ogdensburgh, New York, pictured in the August 1980 *Chronicle* (Whole Number 107) very definitely still exists, and the irregular block of 6 on cover to Buffalo, New York, pictured in the August 1981 *Chronicle* (Whole Number 111) may still exist.

FINIS

This article concludes my series on the New York Postmaster’s Provisional as I have covered the subject matter to the best of my ability. However, I hope that this will not be considered the last word on 9X1s and that other Route Agents will study and write about this most interesting of our early primitive stamps. Much remains to be learned. If new material of major importance should be brought to my attention, I will ask our editor for space in which to report it. Many, many people have helped make these articles possible, and I hope I have mentioned each person by name during this series; but if I have overlooked anyone, I hope they will excuse this oversight on my part.

My particular thanks go to our editor, Susan M. McDonald, both for her assistance on this last article as well as throughout the entire series.

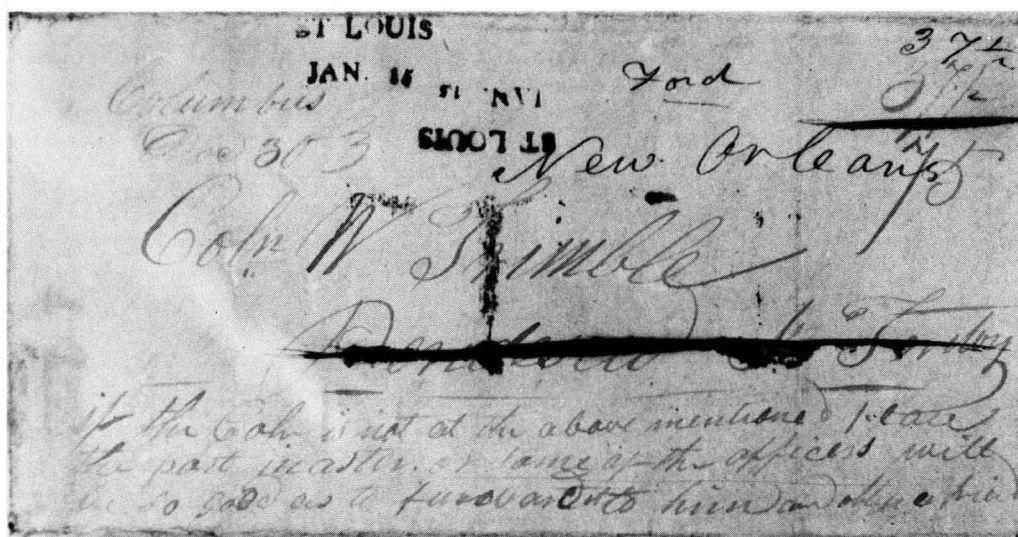
THE PRESTAMP AND STAMPLESS PERIOD

CHARLES I. BALL, Editor

WHAT IS THE ADDRESS ON THIS WAR RATE COVER?

Sometimes analysis of the handling of a cover can be thwarted by the illegibility of the address or of a portion of it. This is particularly true of forwarded covers.

The cover illustrated with these notes is among the Trimble manuscripts in the archives of the Ohio Historical Society at Columbus. The lettersheet is datelined Franklinton, Ohio, (now part of Columbus) December 22, 1815; the cover was mailed, per the Columbus manuscript postmark, on December 30, 1815. It is addressed to Col. Trimble at “—, — Territory,” with a note below the address: “if the Coln is not at the above mentioned place the post master or some of the officers will be so good as to forward it to him and oblige a friend.”



Forwarded cover during the War of 1812 rate period. The crossed-out address has not been determined. (Courtesy of the Ohio Historical Society.)

Evidently the original destination was in the vicinity of St. Louis, because the cover was forwarded, as shown by the St. Louis straightline postmarks of JAN. 15 (1816), to Col. Trimble at New Orleans.

Postage from Columbus to the illegible address was 37½c, and, since the letter was mailed in the latter days of the War Rate period, this represented the rate for 500 miles or more. Another 37½c (50 percent above the normal 25c rate) was added for postage from St. Louis to New Orleans, for a total of 75c due.

Col. Trimble, the addressee, served with the Ohio volunteers during the War of 1812. He acted with great courage at the engagement at Fort Erie and was severely wounded. He remained in the army until 1819, when he was elected to the U.S. Senate, serving from March 1819 until his death (as a result of his war wounds) in December 1821 at the age of 35.

This photograph has been shown to several specialists in the field but no one has succeeded in deciphering the crossed-out address. Can some reader help? Some possible clues are the relatively short time elapsed between the Columbus and St. Louis postmarks, the reference to “some of the officers” in the sender’s note, and the distance from Columbus to the original address.

Literature notes: Several useful books have appeared recently. Quarterman has reprinted *Printing Postage Stamps by Line Engraving* by James H. Baxter (\$25 from publisher, 5 South Union St., Lawrence, Mass. 01843 and many dealers). Some notes have been added to update this book, first published in 1939, but the text is generally still valid and an excellent guide for collectors, whatever their expertise. The New Jersey Postal History Society and the Mobile Post Office Society have reprinted the 40-page *Annual Reports of Railroad and Canal Companies of the State of New Jersey, 1854* — details of information useful to railroad collectors for nearly a dozen companies, plus inserted rarity index. Available at \$3 (payable to NJPHS) from Brad Arch, 144 Hamilton Ave., Clifton, N.J. 07011. The Massachusetts Postal Research Society has published *The Post Offices of Massachusetts* by Lawrence M. Merolla and Frank M. Crowther at \$25 (see p. 296 for ordering instructions). The main text lists post offices by county with date of establishment, discontinuance, first postmaster, and scarcity rating. An alphabetical index with town location gives ready access to the main text. The book is attractively produced on good quality paper and illustrated with over 40 photos of covers. The A.P.S. has published another in the series of state post office lists by John Kay and Chester Smith — this time for New York state (\$40, \$32 to members) — useful data but the tabular format is unrelieved by a single illustration.

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WANTED: All Suffolk County Long Island postal history, especially Sag Harbor, Long Island Railroad. Daniel Knowles, 165 Hudson St., New York, NY 10013.

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THE CARRIER STAMPS OF THE UNITED STATES

ELLIOTT PERRY

ROBERT B. MEYERSBURG, EDITOR

PHILADELPHIA

(Continued from *Chronicle* 115:178)

In 1848, Stait, who had been operating the Eagle City Post from the office of Adams Express at 80 Chestnut Street, opened an additional office in the basement at 48 South 3rd Street, which building had formerly housed Blood's Despatch. On September 21, 1848, Blood's published an advertisement which referred to the new tenant at 48 South 3rd and stated that Blood's Despatch office "is removed to 28 South Sixth Street, Shakespeare Buildings."

Perhaps it is merely coincidence that Stait stopped using the "Eagle City Post" name soon after U. S. P. O. Despatch stamps with an eagle vignette to prepay U. S. letter carrier fees became available at the main post office in the Merchant's Exchange at 3rd and Dock Streets, around the corner from Stait's office.

POST OFFICES



Figure 3. Post Office, at Chestnut St., just below 5th St.

In 1845 the Philadelphia Post Office was in the Merchant's Exchange at 3rd and Dock Streets, and remained there until February 1863, when it moved to Chestnut just below 5th Street (Figure 3). The Kensington Post Office was on Maiden Street near Market in 1850. Four years later it had moved to 32 Queen Street, and late in 1859 again, to 137 Richmond Street. The Spring Garden Post Office was in Callowhill near 8th Street from 1842 until 1855, when it moved to the corner of 24th and Center Streets, in the extreme western end of the district, near the Schuylkill.

On November 30, 1857, the following editorial appeared in a Philadelphia newspaper:

THE SUB-POST-OFFICE SYSTEM — Postmaster Westcott announces that he intends to put in operation tomorrow a new system for the delivery and receipt of letters. Four sub-offices have been established and there are to be five deliveries and collections of letters daily. For carrying letters to the Post-office there is to be no charge, for delivering them in this city there is to be a charge of two cents. In one respect, therefore, it has an advantage over Blood's Despatch, which charges one cent for delivery, either at residences or the Post-office; in respect to delivery at residences it has the disadvantage of being twice as costly as the "Despatch Post," which has been in operation a number of years. The design is a good one, and properly managed may be an accommodation to the public. If the Department were as regardful of the public interests in other respects, it would have the main Post-office located in a convenient central situation, which would save the public the tax of two cents on every letter received and deposited, to which they will be subjected by locating the post-office in the extreme eastern part of the city. The citizens should have at least the option of going to the post-office and transacting their own business or using the sub-post-offices.

The official Philadelphia Post Office notice, dated November 25, 1857, follows in its entirety:

To insure the more rapid and frequent delivery of letters in this city, the Postmaster General has authorized the following changes in the times and manner of delivery within the limits of the Philadelphia Post Office: —

Four sub-offices have been established in the following places: Northeastern — 447 COATES STREET, near Fifth. Northwestern — SPRING GARDEN HALL, Thirteenth and Spring Garden. Western — 1621 CHESTNUT STREET, east of Seventeenth. Twenty-Fourth Ward — MARKET STREET, east of Park.

Each of these offices, as well as the present, or principal office, is the center of a delivery and collection district; and from each five deliveries will be made daily by the Government Letter Carriers of all letters arriving in the mails, or collected from the sub-offices and boxes for city delivery. The deliveries will be made at the following hours:

7 and 10 o'clock in the morning
1, 3 and 5 o'clock in the afternoon.

In connection with the sub-offices, boxes are located at convenient points in each district, in which letters may be deposited for the mails, or for delivery to other parts of the city. Collections will be made from the boxes FIVE TIMES A DAY, by sworn collectors, detailed for that duty exclusively. The collections will be made at the following hours:

8 and 10 o'clock in the morning
1, 3 and 6.30 o'clock in the afternoon.

The collection at 6.30, in the afternoon, is for the mails only, and will be made every day, including Sunday.

No charge will be made for carrying letters to the Post-office.

Letters for city Delivery, Two Cents each (One Cent Postage — One Cent for Carrier.)

To secure rapid communication between the principal office and the sub-offices, there has been provided a special service of horses and wagons, which will arrive and depart with precision, according to a time table prepared for the purpose.

The city is divided by Tenth St., Vine St., and the Schuylkill River, into five districts.

The Central district embraces that part of the City east of Tenth St. and south of

Vine St. The present Post-office is the centre point for this district.

The Western district embraces that section of the City west of Tenth St. and south of Vine St. Sub-office No. 1621 Chestnut St.

The Northeastern district embraces that part of the City east of Tenth St. and north of Vine St., exclusive of the old districts of Kensington and Richmond, sub-office, No. 447 Coates St., near Fifth.

The Northwestern district embraces that section of the City west of Tenth St. and north of Vine St. Sub-office, Spring Garden Hall.

The Twenty-Fourth Ward district embraces that part of the city west of the Schuylkill. Sub-office, Market St. east of Park St.

The carriers in each district will start from the office of the district, and letters deposited in the boxes of a district will be taken by the collectors to the district office.

The City has been divided into walks of convenient size, with reference to business and extent of territory. On each of these there will be two carriers who will divide the walk between them for the despatch of business, at the principal mail deliveries, but at other times the whole walk may be attended by either one of the carriers.

The sub-offices will be open daily (except Sunday) from 7 A.M. until 7½ P.M., and on Sunday from 8 to 9 A.M., and from 2 to 3 P.M. Stamps can be procured at all of the sub-offices, and letters prepaid and deposited for the mails the same as at the principal office.

Letters to be "registered" must be taken to the central or principal office.

Advertised letters cannot be delivered at the sub-offices, but at the principal office, only, as at present.

Wherever the "City" is spoken of in this advertisement, it should be understood to mean the parts compactly built up, except Kensington and Richmond, each of which has a post-office of its own. The Kensington Postmaster has made such arrangements as to make this district conform in all particulars, to the system. The charges for the delivery of city letters will be the same, therefore, in the Kensington district as in other parts of the city, viz; two cents will pay for a letter to and from Kensington.

THE SYSTEM IS TO BE PUT IN OPERATION TUESDAY, DECEMBER 1st.

A list of places where U.S. Mail Boxes are located will be published in a few days.

(Editor's note: this list has not been found.)

Soon after the fee system ended, on June 30, 1863, U. S. Mail Stations "A", "B", "C" and "D" were in operation respectively at sub-post-offices Western, 24th Ward, Northwestern and Northeastern. Station "E" was at Richmond and William Streets, Port Richmond; "F" was at 90 Main Street, Frankford; "G" was on Main Street, below the Reading Railroad Depot, Germantown; "H" was on Main Street below Church, in Chestnut Hill; and "I" was at Main and Grape Streets, Manayunk. The "U.S. PENNY MAIL" postmark is known used as early as April 1862, and clear strikes may show legible station letters. Hence the mail stations must have been established prior to July 1, 1863.

PHILADELPHIA CARRIER STAMPS — 1849-1856

During the period 1849-1852 four different groups of adhesive stamps came into use to prepay U.S. carrier fees in Philadelphia. Few of them appear to have been used later than 1856, and extensive use of most of them may have ceased before 1853.

Group A — 1849-1850, typeset, Scott types C28 and C29

Group B — 1850-1852, lithographed, Scott type C30

Group C — 1851-1852, engraved, Scott types OC1 and OC2

Group D — 1852-1856, handstamped, Scott types C31 and C32

GROUP A, SCOTT TYPES C28 and C29

The first stamps of Group A probably appeared early in 1849 while Thomas F. Goodwin was in charge of the letter carriers. These were small typeset stamps reading "U. S. P. O. / PAID / 1 CENT" in three lines, and having a single frame line forming a horizontal rectangle. Some of them, Scott type C28, have additional capital letters — one in each lower corner, or only one letter in the lower right corner. The letters are "H" (Figure

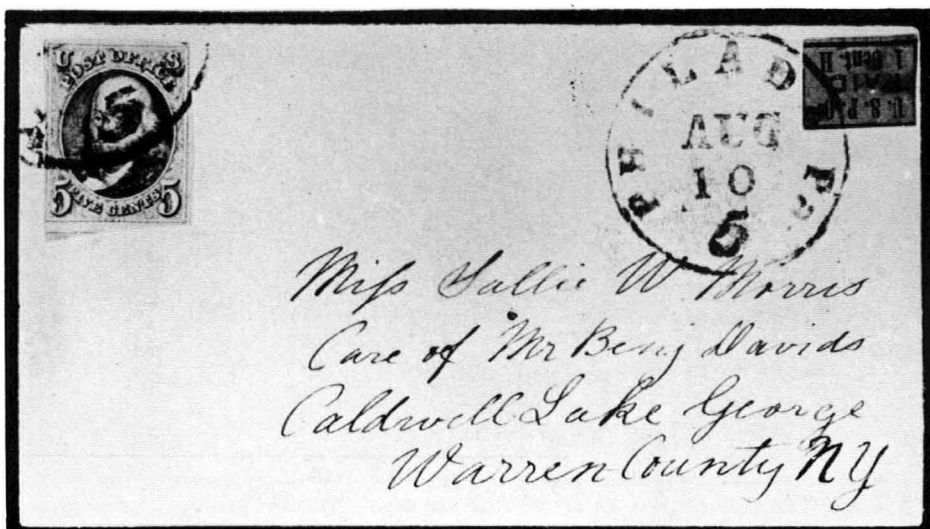


Figure 4. Scott type C28 (7LB3) Group I. The usual position of the stamps was reversed causing the carrier to be struck with the postmark as on the 5c stamp of the 1847 issue which prepaid the postage to Lake George, N.Y.

4), "S" (Figure 5), "L-P" (Figure 6), "L-S" (Figure 7), and "J-J" (Figure 8). None of these letters exactly agree with the initials of the men who appear to have been carriers at that period except "J-J" (John Johnson). Other carriers were Philip Henty, Thomas Parkin, Isaac Stevens, G. B. Schock, and (in 1852-1853) Mitchell Teese.

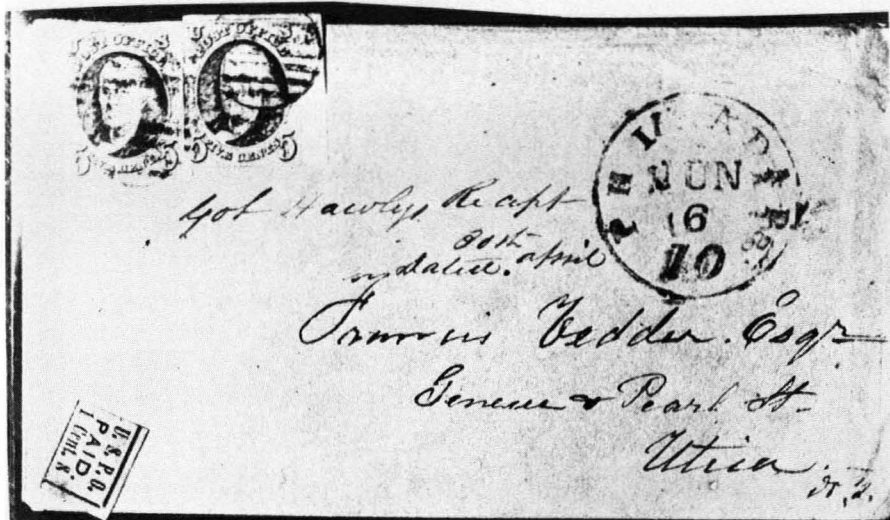


Figure 5. Scott type C28 (7LB2), paying the carrier fee "to the mails." The two 5c 1847s paid postage for the long trip to Utica, N.Y.

As mentioned earlier, in 1854 Philadelphia proper occupied only a two square mile area between the Delaware and Schuylkill Rivers, and had a Post Office at 3rd and Dock Streets. There were U.S. Post Offices in West Philadelphia, Spring Garden, and Kensington, but not in Southwark or Moyamensing to the south, nor in Northern Liberties (the district which extended northward for a mile and a half along the Delaware, east of Spring Garden and 6th Street), between Penn's old city and Kensington. There were about 50,000 people in Northern Liberties and practically all of that district was nearer to the Spring Garden Post Office at 8th and Callowhill Streets than to the Philadelphia Post Office. The two post offices were nearly a mile apart.

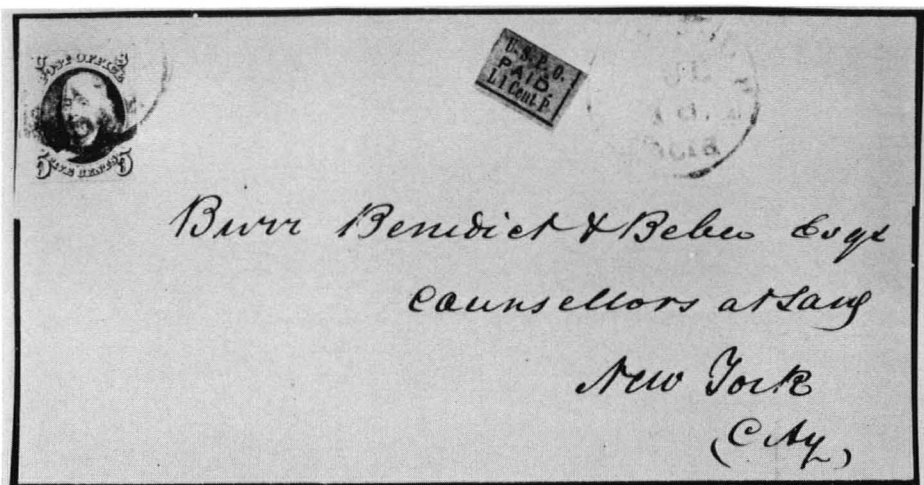


Figure 6. Scott type C28 (7LB1) on cover with stamp of the 1847 issue for postage to New York. C28 is Group I.

In 1850 five carriers other than Teese appear in the Philadelphia records, but in none of the other years between 1847 and 1852 have more than two or three of them been found. At that date Philadelphia and the contiguous districts had a total population of over 400,000. In view of these facts and the additional fact that some of the letters on the stamps of type C28 do not agree with any of the locality names, probably the carrier routes were within the original boundaries of the city until 1851. "J-J" could hardly signify anything other than personal initials, and as it does fit the initials of John Johnson it seems most probable that Luff's suggestion, made in his book at the turn of the century, was correct — the letters were intended to identify the stamps of the respective carriers. It will be seen that "H" could stand for Henty and "S" for Schock, so that if "L" was used incorrectly for "T" on Parkin's stamp and for "I" on Stevens' stamp, all the stamps would fit carriers who are believed to have been in the service when the stamps were being used.

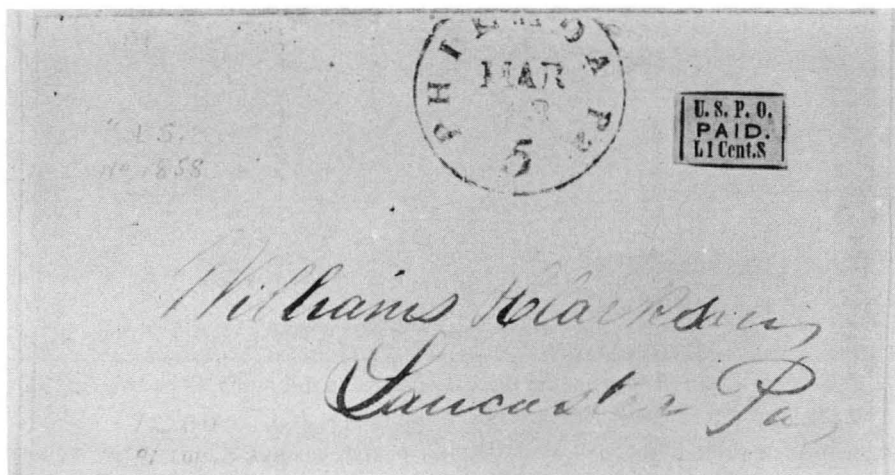


Figure 7. Scott type C28 (7LB4) Group II on mail letter to Lancaster, Pa. Postage of 5c collected from addressee.

The stamps showing these letters are known only on rose-colored paper. The stamps without extra letters (type C29) also occur on this rose paper and on blue, vermilion and yellow papers, more or less glazed. It was not customary to cancel stamps of types C28 and C29, and covers bearing indication of the year of use are exceptional. The dates that have been found begin in May 1849 and very few are later than September 1850. Most of the

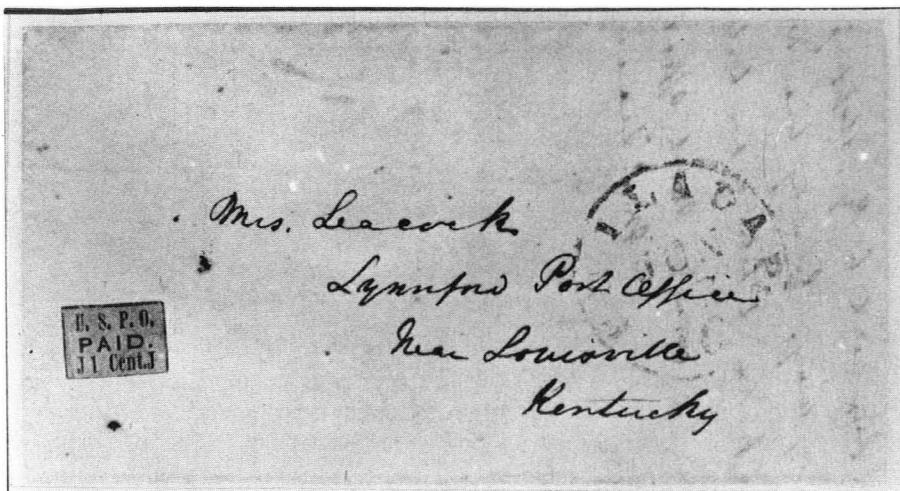


Figure 8. Scott type C28 (7LB5) Group II. This is one of the two known copies. It may be assumed that the plate setting contained an upper row of Group II over a lower row of Group I, all with carrier Johnson's initials.

stamps seen on covers prepaid the collection fee "to the post office — for the mails" and the postage to destination was unpaid. A few have been found bearing the 5 cent 1847 stamp.

John N. Luff, referring to type C29 on page 234 of his book *The Postage Stamps of the United States*, states: "Type-set stamps, of similar design to those just described [type C28] but without the initials in the lower corners. It is not known whether or not these stamps formed part of the setting of those with the letters, but, from the fact that the stamps on blue, vermilion and yellow paper are known only without the letters, it is inferred that they are from another setting. From the postmarks we conclude that the stamps from the two settings were in use coincidentally."

A study of the stamps which are known to exist indicates that the printings were from more settings than the two presumed by Luff. In addition to the two groups here called Group I and Group II, some type C29 stamps are in a third group (III), and other varieties further complicate the study. The sequence I, II, III is used because Group III evidently came last and seems to have been made from Group II. The usual arrangement in each setting has Group II in the upper row and Group I in the lower row; and in the final setting the stamps in both upper and lower rows are of Group III.

The type for all the stamps of types C28 and C29 appears to have been set so that any horizontal strip of five would contain the initial(s) of only one carrier, or alternatively, no initial. An "L-S" stamp with top margin has not been seen. A corner stamp with bottom margin and "L-S" initials is from Group II. On all other stamps of Groups I and II, either with or without initial(s), and which have margins large enough to show whether they are from upper rows or lower rows, the bottom margins were always on Group I stamps and the top margins were always on Group II stamps. Setting, panes, or sheets of ten stamps, all with the same initial(s), or with no initial, could be produced if one horizontal row of five contained Group I and the other row contained Group II.

In the writer's opinion all the Group I and Group II stamps probably were so printed; that is, from one form which contained ten clichés in two rows of five, all with the same initial(s) or no initial. One set of initials was taken out and another set was put in, successively, and some sheets were printed with no initials. On most of the sheets the upper row was Group II and the lower row was Group I. The "L-S" stamps were printed with the two rows transposed, putting the Group I row above the Group II row. But without a vertical pair, or a single stamp showing enough of the stamp above, complete proof of these conclusions is hardly possible.

ARRANGEMENT OF THE PRINTING FORM

II	II	II	II	II
I	I	I	I	I

Figure 9. Arrangement of the printing form.

The large proportion of stamps showing corners, or having a margin on one of the sides, and the frequency with which certain peculiarities repeat, suggests settings of ten subjects, in two horizontal rows, with a heavy rule above, between, and below, and a short vertical rule between each two cliches and at the end of each row. Hence, when cut apart, a stamp usually shows part or all of the rule border above and/or below the lettering, and of the vertical rule at the left and/or right side. As indicated on the chart (Figure 9), the horizontal rules may, at either end, just meet the verticals, or not extend far enough to meet, or extend beyond the verticals. If any of the horizontal rules moved sideways before the final printing was made the appearance of the juncture at an outer corner of one or two stamps at the end of one or two rows would be changed. For this reason there may be more varieties of corners than there were settings or re-settings of the printing form. The movement of a vertical rule either to touch or to separate from a horizontal would also create another variety of the same position on any setting.

GROUP I

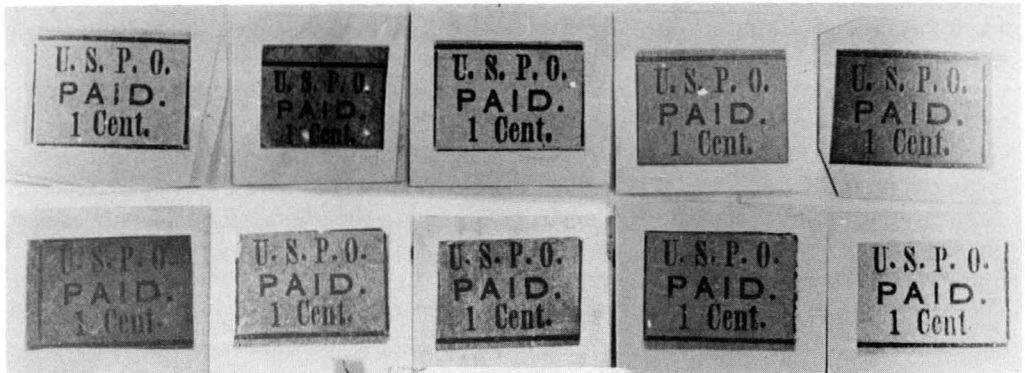


Figure 10. Type C29. Typical printing form. A reconstructed plate showing Groups I and II. Upper row: Group II. Lower row: Group I.

In Group I the periods in the upper row are round and are raised above the lower edge of the letters "U. S. P. O." (Figure 10). Except the "J-J" (Scott No. 7LB5), the blue paper stamps (Scott No. 7LB7), and the unique copy on buff paper (Scott No. 7LB10), all the catalogued varieties of types C28 and C29 have been found in this group. However, as only ten stamps on blue paper have been noted, only two with initials "J-J", and only one stamp on buff paper, any of these varieties may also have existed in the Group I setting.

GROUP II

In Group II the upper row of periods are erect ovals which align with the bottom of the letters "U. S. P. O." (See Figure 10). All the catalogued varieties of types C28 and C29 (Scott Nos. 7LB1-7LB10) are known in this group.

(To be continued)



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**U.S. 1847 BLOCKS STOLEN
FROM THE NEW YORK PUBLIC LIBRARY**

PHILIP T. WALL

Shortly after my article on the New York Postmaster's Provisionals that were stolen from the New York Public Library on May 9, 1977 appeared in the May 1982 *Chronicle* (Whole #114), I was furnished with a complete list of the items taken in the theft together with rather poor photocopies of old photographs of portions of the collection with the stolen items marked. I am told this list was prepared by the New York City Police Department shortly after the time of the theft.

Two of the items listed were "Scott #1 5c 1847 block of 12, unused," and "Scott #2 10c 1847 vertical block of 6, unused." From the photocopies it was apparent that the numeral "5" was missing from the bottom left stamp of the horizontal (2 x 6) block of the 5c, and that on the block of #2 the two bottom stamps in the left row were cut into and there were small parts of the two adjoining stamps at the top of the block. From these characteristics I immediately recognized the 10c block from my previous article on the known blocks of the 10c 1847 issue in the 1976 (42nd) *American Philatelic Congress Book*.



Figure 1. Used block of 12 of the 5c 1847 from 1941 New York City find. Stolen from N.Y. Public Library in 1977.

These two stolen blocks, Figures 1 and 2, were part of a find made in New York City in 1941. Both blocks are used and are fairly heavily cancelled rather than unused as reported by the New York City Police Department. They were reported to have been found on pieces of wrappers mailed from Rochester, New York, to New York City in 1849 and 1850. The full write-up of this find appeared on pages 41 and 42 of the July 12, 1941, issue of *Stamps*. This report states that these two blocks plus a full margined block of eight of the 5c 1847 and a "L" shape strip of three of the 10c 1847 were brought to the Scott Stamp and Coin Company where they were purchased by Norman Serphos. The block of 8 of the 5c 1847 stamp is now in the Hirzel Collection of "Old U.S." in the Swiss PTT Museum in Berne, Switzerland, and was illustrated in Figure 2, p. 23, February 1982 *Chronicle* (No. 113). The strip of three of the 10c stamp came from plate positions 59, 68-69R and was sold as lot 81 in the September 20, 1943, auction sale of the J.C. Morgenthau and Company, a subsidiary of the Scott firm. This item was later lot 79 in the H.R. Harmer, Inc., sale of March 24, 1952. At the time of the Harmer auction the stamp from position 68R was no longer a part of the strip which had been reduced to a vertical pair, positions 59-69R. As far as I know,



Figure 2. Used vertical block of six of the 10c 1847. From the same find. Also stolen from N.Y. Public Library in 1977.

neither of these items (5c block of eight and 10c strip of three) was ever a part of the Miller Collection.

It is extremely difficult to plate stamps from any photograph, much less cancelled stamps from the quality of the photographs used for this article. However, from the characteristics of the frame lines of the 10c stamps, I have tentatively plated the stamps in the vertical block of #2 as being from positions 68-69R, 78-79R and 88-89R.

The same dealer that offered parts of the large blocks of New York Postmaster Provisional items stolen from the New York Public Library also offered for sale before his death as a used block the four stamps at the right end of the used block of 12 of the 5c 1847 stamp. If any of our members know the whereabouts of any of the eight stamps at the left end of the 5c block, or any of the stamps in the 10c block, they are encouraged to contact me at 536 Woodvale Drive, Greensboro, North Carolina 27410.

* * *

Upon reviewing the complete list of material stolen from the Miller Collection, I find that the statement I made in the May 1982 *Chronicle* about single copies of the 1869, 1901, and 1918 inverts and blocks of four of all of the blue paper stamps being stolen is incorrect. The only inverts stolen were the 15c and 30c 1869 stamps plus the 1918 24c air mail invert. The blue paper blocks taken were the 4c, 5c, 6c and 8c values.

THE EARLIEST KNOWN 1847 COVERS **CREIGHTON C. HART**

The letter copy book kept by Robert Morris, Postmaster of New York City, includes valuable information about the New York Post Office months before and after July 1, 1847, when the first stamps were placed on sale there. In 1960, the Collectors Club of New York published 226 selected letters from the Morris copies with commentary by Winthrop Boggs, a curator at the Philatelic Foundation.

Illustrated in the book are two 1847 covers, then the earliest known uses of the 5c and 10c stamps. The 5c cover is postmarked New York July 7 and is on a folded letter to Poultney, Vermont, datelined July 6, 1847. The 10c cover is postmarked New York July 9 addressed to Galena, Illinois.

Both of these covers had been the earliest known since 1920 or before. The 5c cover is still the earliest known but in 1972 a 10c cover postmarked New York July 2 was found by Harry Marks in a law book in Indianapolis. This now becomes the earliest known U.S. #2 on cover.

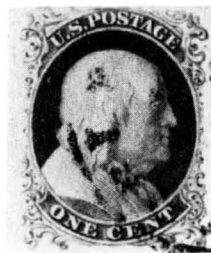
A transatlantic sailing left Boston on July 1, 1847, but there were no stamps at the Boston post office until July 2. The next transatlantic sailing by a Cunard steamer left Boston on July 16 and this is the first sailing carrying letters with 1847 stamps. The Cunard *Caledonia* carried three 1847 covers, two 5c covers and one 10c. One 5c cover to Ireland has a New York July 15 postmark and the other has no postmark but the stamp is cancelled with the distinctive red diamond grid used only at New York City. The 10c cover is postmarked Philadelphia July 14 and all three covers arrived at Liverpool on July 28.

The 5c cover without a postmark is a folded letter datelined New York July 7, 1847. This fine cover was recently sold by the Robert A. Siegel Auction Galleries as part of the specialized transatlantic collection of Walter Hubbard. It was described as "Earliest use of the 1847 issue to Europe." A better description would have been "One of three '47 covers to Europe via the first transatlantic crossing by a Cunarder after the stamps were issued and the one with the earliest dateline, July 7." It was, of course, written on July 7 but when was it stamped and mailed? No one knows but we know it reached Boston in time for the Cunard sailing on July 16.

Recently this cover without a postmark has been offered as the "Earliest use of the 1847 Five Cent Stamp," which is not correct. Some time a U.S. #1 cover may be found confirming an earlier use than July 7 but it must be postmarked earlier, not just datelined.

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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

A RARE USE OF THE IMPERFORATE 1851 1c TYPE III ©COPYRIGHT CALVET M. HAHN 1982

While the 1c Type III stamp is not particularly rare, it is scarce in the imperforate form. As is well known, imperforate Type III's come from one position in plate 2 and 37 positions in plate 4.

The plate 2 stamp, the 99R2 position, was printed for about seven quarters from November 1855 to about July 1857 or not over 18 months. Plate 4 stamps were only printed for about three months imperforate with the earliest copy on record being April 19, 1857, and the first perforated example being July 26, 1857. As Luff indicated that about one million 1c stamps were received each quarter in 1852-5 it is possible to calculate a rough figure for the total of Scott #8 that were printed.

With 200 stamps in the sheet, there should have been about 30,000 examples of 99R2 printed and about 185,000 Type III stamps from plate 4, or about 215,000 examples of Type III imperforate. By working with the data put together by Luff, Ashbrook, and Neinken for Scott #5, the unique 7R1E stamp, we can estimate the survival rate of Scott #8.

Luff points out that in the period ending June 30, 1852, there were some 7,260,000 1c stamps printed or 36,300 sheets. If only four printing quarters involved Plate 1E (one of which was before June 30, 1851) there would be 29,040 sheets, each of which had a Scott #5. However only 64 copies are known to have survived or 0.22 percent of which 28 percent were on cover. That means cover examples are about 0.0006 percent — a figure that accords with estimates made by Elliott Coulter and Jon Rose for higher value 1869 examples.

Applying these ratios to Scott #8, we would expect to find about 47,300 examples surviving of which about 13,500 might be on cover.

In the case of 99R2, it has already been shown that the number printed was approximately equal to the printing of Scott #5. Therefore, the number of surviving copies should be about equal in scarcity despite the difference in price ratios of almost 10 to 1 favoring the Scott #5 in the catalog. In other words, there should be about 60-70 copies of 99R2 of which about twenty may be on cover. It is a very scarce stamp.

Even rarer are pairs on or off cover of Scott #8. Such a pair could only come from plate 4 and Mr. Neinken has stated in private correspondence that there are only six positions on plate 4 where pairs of #8 exist. I believe this is an underestimate, basing my reasoning upon the plate 4 chart layout in his classic book on the *United States One Cent Stamp of 1851 to 1861*, pg. 263. There I find 16 individual stamps that can be formed into nine possible vertical pairs. These are: 19L, 29L; 22L, 32L; 26L, 36L, 46L; 38L, 48L; 44L, 54L, 64L; 66R, 76R; 68R, 78R.

In addition there are 15 stamps (besides those listed above) that can be formed into 14 possible horizontal pair combinations. These are: 29L, 30L; 44L, 45L, 46L; 69L, 70L; 61L, 62L; 64L, 65L, 66L; 25R, 26R; 70L, 61R; 61R, 62R; 64R, 65R, 66R, 67R, 68R. In other words, 31 of the 38 Type III imperforate stamps might help form either a horizontal or vertical pair. From the raw figures this sounds like a lot but it really isn't.

It is generally recognized that multiples of #8 are scarce. In his classic book on the 1c stamp, Mr. Neinken tells us the largest known imperforate block of plate 4 is that of ten stamps of which only one is Type III. He does not recall any other used blocks but does note several unused imperforate plate 4 blocks. As recently as the spring of 1978 Mr. Neinken noted, "There may be some covers around with strips of three of #8 or strips of three of #8A, but I doubt whether you will see them in pairs except possibly on a trans-Atlantic or trans-Pacific cover in combination with other denominations."



Figure 1. Only recorded cover with a pair of #8. The stamps are positions 69R4-70R4 and the use is a double circular one. As the black circular New York May/2/1857 postmark shows, this is an early use of a plate 4 stamp.

In making this remark he apparently overlooked a cover from the Krug sale, Figure 1.

The *Scott Specialized* first listed #8 covers in its 1944 edition, pricing them at \$250, a price which remained unchanged for some years. The first listing of a pair was in the 1946 edition where it was unpriced. This edition also listed a strip of three unpriced. Such a strip could come from six locations. In the right pane 64R-68R could be involved while in the left pane the possibilities are 44L-46L, 64L-66L and 69L-62R. Two vertical strips of three are possible, from 44L, 54L, and 64L, 26L, 36L, 46L.

The 1949 *Specialized* indicates that the pair involves position 29. This is presumably 29L which can make either a vertical or horizontal pair. The first edition to put a price on a pair is the 1956 one which prices a cover at \$100, a substantial decrease from that of a few years earlier and puts a \$150 price on a pair. This edition also notes that position #22 is involved in a pair. This would have to be a vertical pair of 22L, 32L. From this point on both pairs and strips of three are recorded and have been priced in recent years.



Figure 2. Off-cover pair of #8, positions 69R4-70R4.

From the data in the *Specialized* it would appear that there are at least two pairs. Figure 2 is a third pair. Each involves different positions. The off cover pair, Figure 2, is positions 69L and 70L. It has the characteristic 69L position identification mark of the line through the "P" of "POSTAGE" as well as the markings on the left side ornaments at the A, D, and F positions as defined in Neinken's book. Position #70 is obviously a pane margin

copy. It has the appropriate identification marks at position L on the right and between the D and E positions on the left.

Interestingly enough, the Krug cover, Figure 1, bears a pair from the same two positions. This cover has been on record since the H.R. Harmer sale of September 30, 1957, where it sold as lot #41 to Krug. When he bought it Krug sent the cover to Ashbrook for expertizing. Ashbrook plated the stamps as 69L4-70L4 and certified the cover as genuine.

This cover next surfaced in the Krug sale of April 1968 held by Robert A. Siegel and was most recently offered at a 1981 Stanley Gibbons sale. The pair of #8 on the cover shows almost every plating mark of both positions including the mark at the bottom of position 70, below the "E" of "CENTS" that is not visible on the off-cover pair. However, the 69L4 stamp on the cover does not show two of the characteristic markings at the left because this stamp is more closely trimmed than is the off-cover example.

Insofar as can be ascertained at this point this is the only known pair of #8 on cover. There are apparently three off-cover pairs — two as noted in the *Scott Specialized* and Figure 2. I would appreciate hearing from anyone who knows of other examples and can supply photocopies or photographs.

Why are pairs of #8 excessively scarce? First, Type III imperforate stamps are scarce themselves with only about 215,000 ever issued. Of these, only 81 percent involve positions that could make up a pair reducing the potential to 175,000 stamps with no pairs possible from plates other than plate 4.

Applying the ratios developed earlier suggests that the surviving number of imperforate Type III stamps that might combine in pairs is about 270 with around 75 likely to end up on cover. Thus, we may have about 135 pieces (because we are dealing with pairs) of which 97 would be off cover, if all possible pairs were so used, e.g., theoretically there could be 38 covers.

Actually, the use of Type III imperforate stamps as a pair was extremely unlikely. Thus, of the 270 probable surviving stamps that might make up pairs only a few would. The vast bulk of #8 stamps would be used for the basic purpose of the 1c stamp in the 1857-8 period. That was to pay for circulars, the rate for which was 1c at the time. Only when two or more circulars were put into one envelope would a 2c circular rate apply. This was a very rare occurrence. Based upon the 1857-8 ratio of 1c to 2c newspaper rates it should not be over 2.5 percent.

The second most common use of the #8 would be as part of a strip of three to pay the first class rate of 3c. One cent stamps were not commonly used for this purpose and as the Type III made up only 18.5 percent of the plate 4 sheet, it would be even more uncommon to catch a Type III in a strip of three. To catch two would be very unusual.

A third possible use for a pair of #8 would be for use on overseas mail as suggested by Mr. Neinken — again a rare use. A fourth possibility is the drop letter delivered by a carrier. This use is suggested by Elliott Perry in his chapter on carrier uses in Vol. II of the Ashbrook study of the 1c stamp of 1851-60. There Perry notes the New York Post office announcements that, "City letters when delivered by Carriers 2c, prepayment optional."

Summing up the uses, we find that all the likely possibilities are rare exceptions. Thus it is not really surprising that out of the few hundred surviving #8 stamps only one cover with a pair is recorded. It would also not be surprising to learn that there are no more than the three examples of off-cover pairs on record. Another off-cover pair was described in a R.A. Siegel auction as lot #121 of his 297th sale; however, the positions were 73L, 74L which means the lot was Type IIIA not Type III.

It is also possible that the two items noted in the *Scott Specialized* were not pairs of #8 but combination pairs. If so then there is only the one off-cover pair on record. The Scott records do not show sufficient identification to ascertain for sure if there are actually one, three, or more pairs of #8. It is hoped present owners will help list known examples.



A



B



C



D

FORWARDED ³ BISENT.

E

G

FORWARDED

F

U.S. POSTAL MARKINGS: 1851-61

<i>Wording</i>	<i>Tracing Number</i>	<i>Type</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/Notes</i>
Unusual Circular Townmarks					
Iowa					
FORT DES MOINES/ D/-Min T.-	A	—	29		Shows appearance of tracing #68 before FORT was removed. Rep. by B. Biales.

Minnesota Territory					
STILLWATER/D/-Min T.-	B	K1	29		Rep. by B. Wallace

**Cancelling Devices
D. PAID and Numeral**

<i>Town and State</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Reported by/Notes</i>
Rensselaerville, N. Y.	C	c-23		

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

<i>Wording</i>	<i>Tracing Number</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/Notes</i>
NEW-YORK/D/PAID 1 CT	D	c-31		Red. On stampless drop, but believed used during this period. Rep. by K. A. Larson.

Forwarded, Misdirected

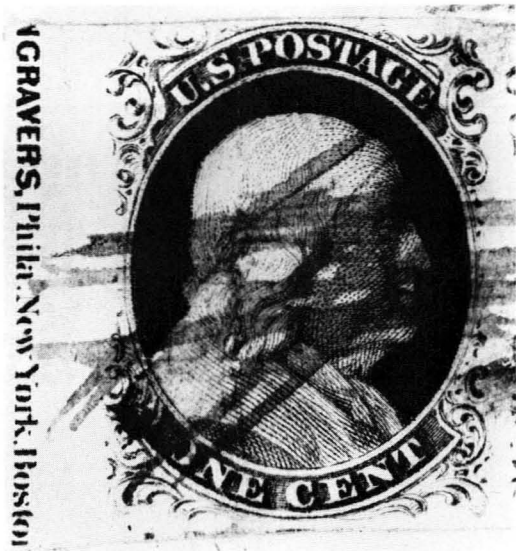
<i>Town & State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape & Size</i>	<i>Rarity Number</i>	<i>Reported by/Notes</i>
Marion, Ala.	E	FORWARDED ("3" not attached)	s1-42x5		G. D. Johnson
Memphis, Tenn.	F	FORWARDED	s1-44x4		G.D. Johnson

1 CENT PLATE 1 LATE PLATE NUMBER



James C. Pratt reports a horizontal strip of three of the 1 cent from Plate 1 Late with imprint and portions of the plate number (51-53L1L) on cover. Photographs of both the cover and the plate number position (courtesy of Leonard B. Abbey) are shown here.

In *The United States One Cent Stamp of 1851 to 1861* Mortimer L. Neinken said, "Type IV stamps showing parts of the imprints are very scarce and in my opinion are among the rarest of Plate One Late items" (p. 131). Who can show us other examples of the Plate 1 Late number on cover?



NEW EARLY DATE FOR 3c PLATE 4

Joseph L. Dienstfrey has recently submitted a cover from Foxcroft, Maine, showing a new early date for Plate 4. The cover is dated March 28, 1855.

THE CRITTENDEN CORRESPONDENCE: A FOOTNOTE
THOMAS J. ALEXANDER

At *Chronicle* 111:164-180 the correspondence of Alexander P. Crittenden was described. At the end of that article, a statement was made that "Perhaps the most bizarre chapter in this remarkable story concerns the death of Alexander Parker Crittenden in 1870. As reported earlier, he was shot by a 'notorious' lady on a ferry boat before numerous witnesses. Arrested, she was nevertheless acquitted."

When that was written it was not realized that the murder and the subsequent trials of Laura Fair were a *cause celebre*, not only in San Francisco but also in legal circles throughout the country. Mrs. Fair was Crittenden's mistress and had been since 1863. She had been married at least three times. The first husband died, apparently of natural causes; the second committed suicide; the third divorced her (she had married him for the sole purpose of making Crittenden jealous). At her trials she claimed that for years A. P. had promised to divorce Clara and marry her, but continually invented new excuses for not doing so. The reunion of A. P. and Clara after her extended trip to the East drove Laura temporarily insane (according to her lawyers) and she shot him on the ferry as they were returning home after A.P. met Clara's train in Oakland.

At her first trial Laura was convicted and sentenced to be hanged, the first such sentence ever meted out to a woman in California. The California Supreme Court ordered a new trial, at which she was acquitted, the first occasion on which anyone was found not guilty by reason of insanity. Laura survived everyone connected with the case, dying in 1919.

At her trial several hundred letters from A.P. to Laura were introduced into evidence, some of which may have been carried by the Virginia City Pony Express. Do any of our members know whether the San Francisco judicial records were destroyed in the 1906 earthquake, or if these letters and their covers might still exist?

This information was gleaned from *Who Killed Mr. Crittenden* by Kenneth LaMott, published in 1963 by the David McKay Company. The author is seriously biased in favor of Laura Fair and obviously knew little about Crittenden's history aside from his connection with her, leading to the conclusion that most of his data came from the trial transcripts. It nevertheless gives the other side of this fascinating story.

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FEDERAL SOLDIERS' AND NAVAL LETTERS

RICHARD B. GRAHAM

From time to time, beginning with *Chronicle* 47 (June 1964), this writer has published material pertaining to the Civil War Union army and navy certified "Soldier's Letter" and the similar "Naval Letter." Here, as most *Chronicle* readers know, we refer to a specific kind of handling of mail under the *P.L. & R.* — just like SHIP and WAY and carrier covers, rather than the much broader usage of these terms that might be implied by them. The first article on this subject by this writer, in *Chronicle* 47 related what we knew at the time and it has been mostly detail that has been added since.

Now, as part of another, more extensive project, the whole thing is being put together and some interpretive aspects have become apparent, so that it seems useful to present the subject again in a more nearly complete form. It also seems appropriate because, of late, there seems to have been a goodly amount of such covers offered at auction with descriptions including the words "franked" and "examined," neither of which is really pertinent to covers of this nature and both of which imply covers of higher values than routine "Soldier's letters."

In brief, the Civil War "Soldier's Letter" was a due letter, certified by an officer's signature as such, sent under a special law and regulation at a time when other domestic letters were required to be prepaid by stamps. The requirement for prepayment of mail had existed since 1856, after centuries of collect mail, and the reversion to unpaid mail, even for such a cause as this, was undoubtedly not to the liking of the Post Office Department. However, the idea evidently stemmed from the Congress, so the postal authorities had to make the best of it.

The reason for the apparent step backward for postal practices was simply so that the soldiers in the Union army could communicate with their homes. The army of 1861, after the Battle of Manassas or First Bull Run in July of 1861, took on an entirely different character (just as did the war). It suddenly had become apparent the war was going to last a great deal longer than the three months for which the first volunteer troops had enlisted after the firing upon Fort Sumter in April. The old regiments' enlistments were running out, and the new regiments mustered into Federal service after being organized in their camps by the states were younger and less sophisticated men. The first three-months group had been the militia and dress-parade types who had doted on fancy drill and pretty uniforms, and had been the nucleus of the pre-war military establishment — north and south. The new group had far less military experience, if drilling and dress parade is exactly that, and in their state camps, they were homesick, without pay — and they could only mail letters home to convey mailing instructions by having paper and envelopes, stamps and postal facilities. The post offices of the towns near the camps frequently weren't equipped to handle the large volume of mail to and from these troops, particularly when regimental mail orderlies turned in volumes of mail with letters largely unpaid.

The Post Office Department, which had fought for and welcomed the new law of 1855 (just six years before the Civil War) that required domestic letters to be prepaid, had been forced to continue their fight for some years. The idea that the recipient would have to pay the postage had died hard, and the Post Office Department, by 1860, had been forced to substitute a blanket requirement that unpaid domestic letters found in the mails were to be sent to the Dead Letter Office. For five years, there had been a process in handling such letters by which they were backstamped with the town datestamp, marked "held for postage"

and the addressee notified that the letter could be obtained by sending stamps to prepay it. But this wasn't very satisfactory; large numbers of such letters were never delivered and ultimately ended up in the Dead Letter Office, anyhow. So, the order of October 8, 1860, was issued to inform the die-hards that if postage wasn't paid, the addressee would never be notified or know of the letter; there was no hope of inflicting due postage on those receiving such letters.

So, in the summer of 1861, the troops were in the camps and in the field and in the field and both the military organization and the Federal mails were in a mess. And President Lincoln called the new 37th Congress into a special session in the hot Washington summer to consider the nation's problems.



Figure 1. Four covers of a soldier's correspondence home, each franked by a different official with the franking privilege.

The members of the new 37th Congress and its predecessor were well aware of the mail problem, and Figure 1 shows a representative sample of this awareness. The four covers shown are from a Maine soldier's correspondence home; each is franked by a different government official with the franking privilege. Of the frankers, that of Ezra Bartlett

French (top) is as an ex-Member of Congress from Maine. Although he had been appointed Second Auditor of the Treasury in August, the franking privilege that went with that post covered mail sent on official business, only. However, as Ex-Congressman, he was permitted under the *P. L. & R.* of 1859 to frank anything he desired as long as it did not exceed two ounces in weight, and the Congressional franking privilege covered his "term of office and until the first Monday of December after its expiration."

The other three covers of our Maine soldier's correspondence were all franked by congressmen; Lot M. Morrill was a U.S. Senator and John Hovey Rice was a Member of Congress, both from Maine, and Charles Henry Van Wyck was then a Member of Congress from New York who was also a colonel of a "legion" — an oversized military organization which, in Van Wyck's case, included the 56th New York Volunteer Infantry plus artillery and cavalry units.

These four covers and others like them in many states were franked by government officials as either a courtesy or a patriotic duty. Such franking was usually done when regimental "post boys" or mail messengers, on their way to the post office, brought unpaid letters from the soldiers to the offices of the officials and congressmen. A great many such covers exist, with the franking signatures of a goodly percentage of the Congress, as well as those of a few other government officials in the same position as Ezra B. French. The writer's cramp occasionally induced throughout the congressional ranks may well have been a factor that caused a short section covering soldiers' letters to be tacked on near the end of the huge bill authorizing and organizing the volunteer army that was approved on July 22, 1861. This read:

Section 11. *And be it further enacted*, that all letters written by soldiers in the service of the United States may be transmitted through the mails without prepayment of postage, under such regulations as the Post-Office may prescribe, the postage thereon to be paid by the recipients.

This appeared in the *Congressional Globe* of July 24th, 1861, and was repeated in the General Orders of the War Department, dated August 3, 1861. However, in the latter case no instructions were given as to how this new privilege would be handled, as the section was simply reprinted as a small portion of a very large bill. No copy of any general order giving further details of the new regulations that were issued by the Post Office Department at this time has been found. The only record found by the writer appears in Moores *Rebellion Record*, Volume II, under the date of August 1, 1861, with no indication as to what newspaper or publication it had appeared in. It reads as follows:

. . . The following order was made by the Post-Office Department for the execution of the law respecting soldiers' letters:

"Postmasters at or near any camp or point occupied by the United States forces will mail without prepayment of postage any letter written by a soldier in the service of the United States and certified to be such by the Major or Acting Major of the regiment to which the writer is attached. The envelope should have plainly stamped or written on its face the certificate 'Soldier's letter,' signed in writing by the Major or Acting Major of the regiment, describing his regiment by its number and its state. The postage due on such letters will be collected at the office of delivery. Commissioned officers will prepay their postage as heretofore.

JOHN A. KASSON
First Assistant Postmaster-General

This item has several points of interest, and they all can be considered to indicate that the Post Office Department was not exactly thrilled about the idea of again permitting unpaid domestic letters in the mails, no matter how worthy the cause. For this reason, the requirements were quite protective and required some paperwork above what might have been expected. In addition, the use of the privilege by commissioned officers was expressly forbidden, although there was nothing in the original act that authorized this exception. The

new order apparently was not widely distributed nor publicized, nor, as a matter of fact, did the semi-official *United States Mail & Post Office Assistant* even mention the subject for many months. This writer feels that the old-line officials in the Post Office Department were very apprehensive about the subject and rather hoped, by giving it only minimal attention, that it would not be very much used and would eventually be rescinded.

To understand the legends on the soldier's letters well, some knowledge of the Civil War military organizations is desirable if not essential. The basic Civil War organization was the volunteer regiment, as organized under state authority and mustered into federal service. This accounts for such terms as "Eastern Bay State Regiment" which soon became, after mustering-in, the 30th Massachusetts Volunteer Infantry. Such regiments consisted of about ten companies, each commanded by a captain, of about 100 men each, so that the full regiment would consist of about a thousand men, as organized. The full regiment would be commanded by a colonel, with a lieutenant colonel and a major under him. At times the regiment would be divided into "battalions" of two or more companies and such were usually with the major or lieutenant-colonel commanding them. The three top ranking officers were called "field officers" and the adjutants, quartermasters, surgeon, etc., were called "staff" officers. These terms are used in the later revisions of the soldiers' letter regulations. The first set of soldiers' letter instructions made no mention of detached units such as batteries of artillery, companies of cavalry, or hospital organizations or situations where men were away from their regiments. This was to cause a good many problems, as will be seen.



Figure 2. An early use of the soldiers' letter due privilege from Washington, D.C. Signature is that of Major George R. Myers, 18th New York Regiment. Earlier examples should exist.

The *United States Mail and Post Office Assistant* (*U.S.M. & P.O.A.*), as was noted above, made no mention this writer has located until the March 1862 issue when it was casually included as a reference in the law extending the same privilege to sailors and marines. The *U.S.M. & P.O.A.* had editorially discussed the possibility of free mail for soldiers in the July 1861 issue, approving the idea but pointing out, quite tactfully, that if all that were required were to write "soldier's letter" on a cover and send it along, "there would be more corresponding 'soldiers' than would be found willing to fight, we apprehend, on the call of the regimental rolls" (*U.S.M. & P.O.A.*, page 39, Collectors Club of Chicago reprint edition). The same article discussed the British approach to the mail of soldiers on foreign service, etc., noting that soldier signatures were required to permit use of domestic postal rates on such mail. Undoubtedly, the U.S. Post Office Department concept was based upon the British idea.

Figure 2 shows an early use of the soldiers' letter privilege from a member of the 18th

New York Volunteers which was accepted at the Washington post office on August 18, 1861. This is the earliest example in our collection, although a usage one day earlier has been recorded. It is assumed earlier examples should exist, but perhaps no general orders or announcements were made to the military until mid-August. But why the two week hiatus between the August 1 date given in *Rebellion Record* by Moore, which was culled from contemporary publications, and the appearance of the earliest usages? Data are solicited.

As the war progressed, two more acts of Congress came on the scene. As noted, on January 21, 1862, an enactment extended the certified mail due letter privilege to the Navy and Marines in the following announcement as it appeared in *U.S.M. & P.O.A.* (page 69):

AN ACT in relation to the letters of sailors and marines in the service of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of the act of July twenty-second, eighteen hundred and sixty-one, authorizing soldiers to send letters through the mails of the United States without prepayment of postage, is hereby extended to the sailors and marines in the actual service of the United States, under such regulations as the Post Office Department shall provide, the postage thereon to be paid by the recipients.

Approved, January 21, 1862.

Another act, approved the same day and published just below the above in the same issue of *U.S.M. & P.O.A.*, stated to "promote the efficiency of the Dead Letter Office," set up a mechanism (including hiring twenty-five new clerks) to return unpaid letters to their senders with double postage due or, for "valuable letters [not defined]," triple postage was to be collected. While this latter new law was probably as much a product of the difficulties of getting the new issue of stamps into use and getting people to realize the old stamps were no longer valid, it may also be evidence the soldiers' letter privilege was producing large amounts of letters with neither certification or postage paid. For there was no doubt that by January 1862, the use of the new privilege was at quite a high level.

It was also enacted, at about the same time the soldiers' letter provision included in the Volunteer Soldier act was passed, that free forwarding was to be given letters addressed to soldiers when they had been transferred elsewhere than addressed in accordance with official orders. While not a subject pertaining to covers *from* soldiers, it was not until after the war that the same privilege was extended to domestic mail other than free letters. An announcement was made of the enactment in *U.S.M. & P.O.A.* (page 42), with the added comment, "When originally mailed, however, these letters are subject to prepayment of postage the same as other correspondence, unless they are legally franked." This enactment and subsequent postal regulation are the authority behind the "Follow the Regiment" inscription often found upon Civil War era letters addressed to soldiers.

The Post Office Department, in formulating a regulation to extend to the navy and marines the same privilege of sending their letters collect as was then available to the army, again used the signature of an officer as the basis for acceptance of the letter. The new privilege was announced in the papers, and also appeared upon page 110 of the *Navy Register* for 1862, (after reprinting the act, as previously given in this article) with instructions as follows:

Post Office Department
Appointment Office
February 8, 1862

Under the act of Congress, approved January 21, 1862, sailors and marines in the actual service of the United States have the same privilege with soldiers in sending letters without prepayment of postage.

All postmasters are instructed to mail without prepayment of postage all such letters when certified as follows:

The envelope must bear the certificate "Naval Letter," signed by the commanding officer or lieutenant on board the vessel, with the name of the vessel. Thus:

Naval Letter
Richard Roe, 1st Lieutenant
U.S. Gunboat Kanawha

To John Smith
New York

This privilege does not extend to commissioned officers.

All such certified letters must be rated with postage at the mailing office, to be collected at the office of delivery. Letters addressed to such sailors and marines must be prepaid as before.

JOHN A. KASSON
First Assistant Postmaster General

The intentional similarity between the requirements to send due letters for army and navy had somewhat different effects. For the army, where the major of the regiment was designated to sign, together with the number and state of the unit, this duty was soon relegated to, occasionally, adjutants, but usually, chaplains. Presumably, the field officers were occupied by other matters and the duty seemed more in keeping with a chaplain's duties. For the navy, where the commanding officer or "lieutenant" was expected to sign the letter, together with the name of the ship, the gap between officers and men was much stronger. The net result was that properly certified "Naval Letters" are comparatively rare as contrasted to the very common soldier's letter.

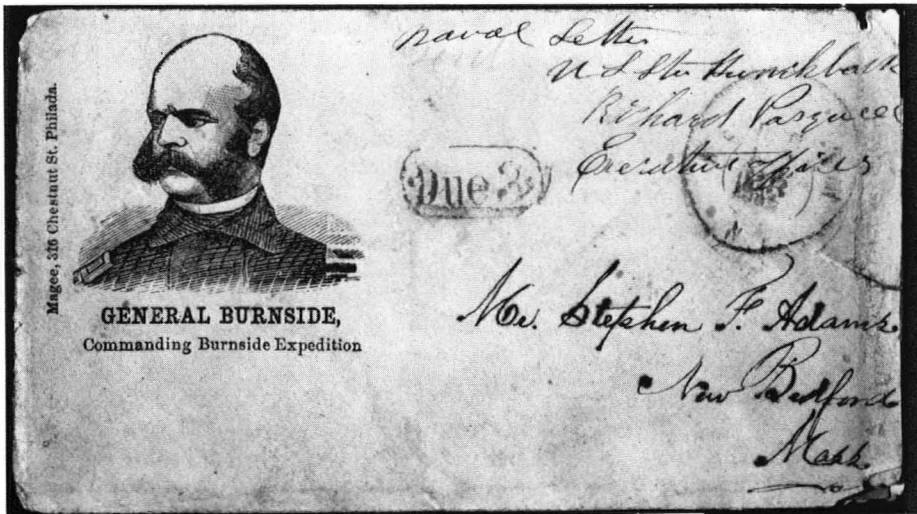


Figure 3. Certified "Naval Letter" from aboard the U.S.S. *Hunchback* in the North Carolina sounds. Postmarked at New Bern, N.C., Federal occupation office on December 23, 1862. Signature is that of Acting Master Richard Pasquell, Executive Officer.

One other confusing factor stems from the naval letter certification; the term "lieutenant" as used in the regulation was presumed to mean the second-in-command of the vessel, for which the term "Executive Officer" was just beginning to come into use, and a good proportion of the known naval letters bear this designation as the title of the certifying officer. Most of these have at one time or another been interpreted as a censoring marking, on the assumption that the "Ex. Officer" of the title meant "Examining Officer."

Another discrepancy from the exact phrasing of the regulation was that the term

“ship’s letter” was used on these covers far more frequently than the term “naval letter.” The writer does not recall seeing any example of this situation where the difference in terminology made any difference in the handling of a cover.

Figure 3 shows a properly certified naval letter from aboard the U.S. Steamer *Hunchback* (the strange name stems from the fact the vessel was a converted New York ferryboat operating in the shallow waters of the North Carolina sounds). The cover entered the mails at the Federal occupation post office at New Bern, North Carolina, on December 23, 1862. The certifying signature is that of an Acting Master (equivalent to today’s Lieutenant, j.g.) who signed as executive officer rather than as “First Lieutenant” or “Lieutenant.”

(To be continued)

THE 24c BLACKISH VIOLETS WILLIAM K. HERZOG

One of the scarcest shades on the 24c 1861 stamps is the blackish violet (*Scott 78c*). Unfortunately, this scarcity makes it one of the most misrepresented and misunderstood 1861 shades by both dealers and collectors. Your writer has been offered dark brown lilacs, dark lilacs, and dark grayish lilacs as blackish violets. The buyer of a 24c blackish violet who is unfamiliar with the true shade should have it expertized, or buy a previously expertized example.

The following is a preliminary list of the known and believed unquestionable 24c blackish violet covers:

?tee, Ind.	May 3 (1863)	Siegel 575, lot 617. D. Anderson.
New York, N.Y.	Apr. 20 (1864)	P. F. 86114. D. Anderson.
?	Apr. 26 (1864)*	per C. Friend (8/24/74 list).
New York, N.Y.	Aug. 2 (1864)	see Figure 1. C. Starnes.
Wilmington, Del.	Sep. 29 (1864)	Siegel 590, lot 319. ex-Hubbard.
St. Louis, Mo.	Oct. 7 (1864)	Brookman II, Fig. 88. R. Rustad.
?	Nov. 23 (1864)	L. Hyzen.
?	Nov. 26 (1864)*	Robbins 4, lot 843. ex-dos Passos.
New Orleans, La.	Jan. 21 '65	L. Hyzen.
Cincinnati, O.	Jan. 17 (1866)	P. F. 88627. Siegel 587, lot 391.
Cincinnati, O.	May 20 (1866)	P. F. 84939. H. Warm.
Cincinnati, O.	June 21 (1866)	P. F. 24476. E. Lawrence.
Plymouth, Mass.	June 29 (1866)*	Robbins 4, lot 842. ex-dos Passos.
New York, N.Y.	July 11 (1866)	see Figure 2. ex-Herzog.
Cincinnati, O.	Feb. 22 (1867)	P. F. 79819. D. Anderson.
?	July 19 (1867)*	per C. Friend (8/24/74 list).
Baltimore, Md.	Aug. ? (64 or 7)*	Harmer 4/18/61, lot 548. ex-Gore.

* Not personally viewed by this writer.

These seventeen dates of use indicate the blackish violets came from a post-1861 printing or printings, rather than from the initial 1861 printing of violet stamps. Hence, the *Scott Specialized Catalogue* lists the 24c blackish violet stamps as No. 78c under the 24c lilacs. Three uses are listed from New York City, and four from Cincinnati, Ohio. The primary period of use appears to be mid-1864 through mid-1867. The May 3, (1863) use, which bears a 24c blackish violet in the opinion of William Herzog, Charles Starnes, and Daven Anderson, is an enigma in the absence of another 1863 example. If the stamp was used genuinely on its cover in 1863, it pushes the period of use back another year.

The name “blackish violet” probably was given to this shade by some early philatelist who believed it belonged with the violets. It should be stated, however, that this shade lacks the bluish cast of the early violets. In fact, the shade is not even near Ridgway’s “Blackish Violet” (Plate x, 59, m), which somewhat resembles the 24c blue violets. The *philatelic* name “blackish lilac”, in this writer’s opinion, would be much more realistic, as the shade appears to go beyond dark lilac. The true blackish violet stamps are definitely beautiful and distinctive.

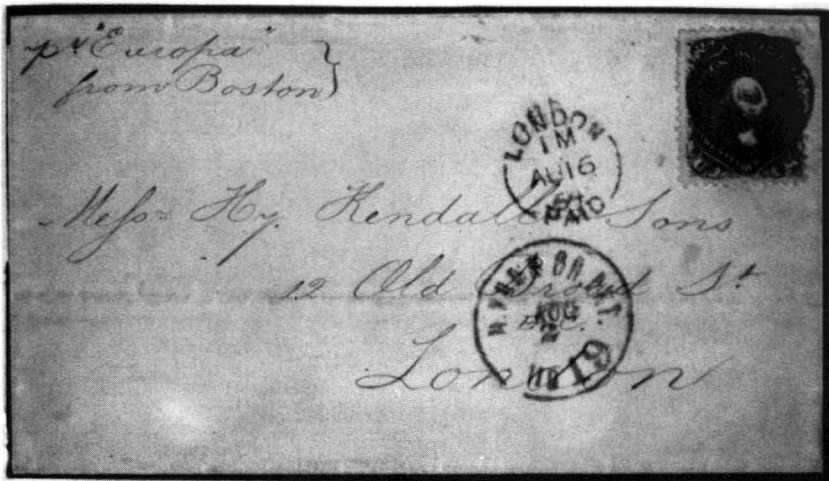


Figure 1. A 24c blackish violet on cover mailed from New York City on Aug. 2, (1864). Courtesy of Charles Starnes.

Figure 1, franked by a 24c blackish violet, was mailed from New York City on August 2, (1864). Figure 2, also franked by a 24c blackish violet, was mailed from New York City on July 11, (1866). The shades on these two covers match the shades on the P. F. certified examples in the attached list.



Figure 2. A 24c blackish violet on cover mailed from New York City on July 11, (1866).

Would anyone who owns, or at least believes he owns, an additional 24c blackish violet on cover please report it to this writer for possible listing.

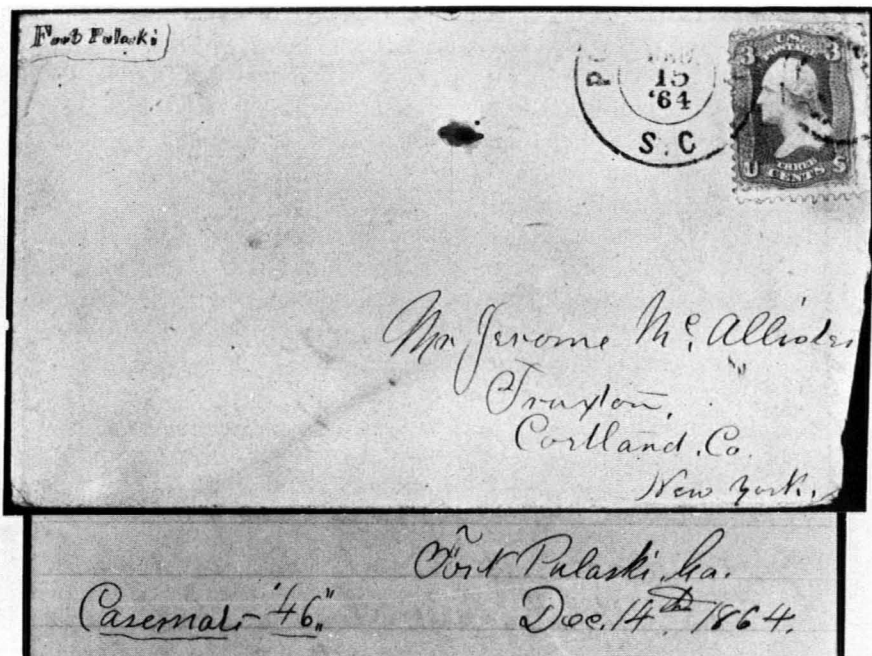
FORT PULASKI, GEORGIA, OCCUPATION COVERS

For some years this editor has been attempting to record the Federal occupation post offices from which covers are known. At least twenty years ago, he was advised that one or more covers were known, postmarked from an occupation post office at Fort Pulaski, Georgia. Consequently, the name of the fort was added to the list of offices from which no cover had been seen by or specifically described to the writer. To date, no such covers have been seen or reported, other than the one "rumored."

Fort Pulaski, now nicely restored as a national monument and maintained by the National Park Service, is a huge brick fort on Cockspur Island at the mouth of the Savannah River, built in the years before the war. Its capture by bombardment of heavy rifled

cannon in April of 1862 demonstrated for the first time the vulnerability of brick forts to such cannon. It was held by the Federals for the rest of the war, from late 1862 on, being the place of confinement of the well known "Confederate 600" officer-prisoners previously held in range of the guns on Fort Sumter.

The cover pictured here, which came to hand a few years ago, seems to refute the idea that Fort Pulaski postal markings exist, although it seems quite possible that the cover is the source of the "rumor" due to its manuscript corner card. That legend, "Fort Pulaski," is not a postmark, however, as the cover actually entered the mails at the Federal occupation post office at Port Royal, South Carolina, on December 15, 1864.



The origin of the cover at Fort Pulaski is confirmed by the content, the heading of which is included with the cover in the photograph. The letter was written by a member of the 157th New York Volunteer Infantry regiment band. The letter, written the day before the cover was postmarked at Port Royal (quite good service, it must be noted!) notes "Sherman has got through to Savannah and . . . has got it surrounded," and also discusses two engagements in which his regiment had participated. He remarks that the regimental Colonel had received two broken ribs when his horse was shot, and the back page of the letter lists those members of the 157th New York killed or wounded in the engagements.

Most of the letter discusses the regimental band, and there is no mention at all of the 600 Confederate prisoners — to guard whom the 157th New York had been sent to Fort Pulaski in October 1864!

For those who might wish to determine if they have covers originating at Fort Pulaski, the fort was garrisoned by the 7th Connecticut, April to June 1862, after the fall of the fort on April 11th. The 48th New York relieved the 7th Connecticut and stayed until the end of May 1863. During this time, Battery "G" of the 3rd Rhode Island Heavy Artillery was at the fort to handle the guns and a detachment of the 1st New York Engineers was there for a few months prior to July 1862. Only the artillery battery stayed from June 1863 until October, when the 157th New York was assigned to guard the 600 Confederate officer prisoners.

How many more covers showing origin at Fort Pulaski, other than the few known exchanged prisoner of war covers, are known?

Richard B. Graham

THE 1869 PERIOD
MICHAEL LAURENCE, Editor

PERSONAL NOTE FROM THE PERIOD EDITOR

It seems just last month that I accepted the responsibility of creating a new *Chronicle* section devoted to the 1869 stamps and their postal history. In fact, it was almost 10 years ago. These years have seen some profound developments in 1869 philately (the formation of the 1869 Pictorial Research Associates and the dispersal of the gargantuan Juhring holding were just two) and a number of changes in my personal life, to which I must now add one more: In mid summer I resigned from my position at *Playboy* and in October I will embark on a new career as Editor/Assistant Publisher of *Linn's Stamp News*. Not every man gets to make his avocation his livelihood, and it seems my good fortune to achieve this twice. Having devoted the first two decades of my professional life to promoting sex, I will dedicate the next two to promoting philately.

The bad news is that as a consequence of my loss of amateur standing, I must give up this section of the *Chronicle*. To remain as 1869 editor would create the unseemly appearance of potentially conflicting interests. I hope to continue to contribute occasionally to these pages, and will fill this section and perhaps one more with a previously prepared discussion of the 10c 1869 covers in the Pan-American mails, while the search for a new 1869 editor ensues.

I will set aside this portfolio with some considerable regret. Being 1869 editor of the *Chronicle* has been a source of great personal satisfaction. The consolation is that my new position at *Linn's* can only serve to increase and intensify the philatelic relationships begun through this section.

As I write this, over Labor Day weekend, I am very much looking forward to my new responsibilities. *Linn's* has long been the biggest weekly in the stamp world; my job will be to make it the best. By the time these words are read, the Laurence family will have relocated to Sidney, Ohio, a charming and historic town on the Miami River, and I will be hard at work on my new assignment. Under my editorship, you can be sure that *Linn's* coverage of ongoing events in the world of classic U.S. philately will become more thorough and more thoughtful. While I don't expect to provide competition for the *Chronicle*, I do intend to make *Linn's* a publication that will be essential to collectors at all levels. I hope you will support me in this effort. *Adios!*

10c 1869 COVERS IN THE PAN-AMERICAN MAILS

MICHAEL LAURENCE

INTRODUCTION

Here we begin a discussion of 10c 1869 covers that were sent by steamer to various destinations in the Caribbean and in Latin and South America. While most of these covers were sent at the "blanket rate" of 10c per half ounce, they show a surprisingly wide variety of markings that bespeak the different steamer lines that carried them and the different postal practices that prevailed along the route. Here is yet another instance in which the covers cannot be fully comprehended without some understanding of the manner in which they were carried.

The "blanket rate" was really a contract mail rate to non-treaty nations. The 10c per half ounce postage rate on contract mail routes was deliberately set higher than the rate for ship letters so that the steamer line itself could receive more money than the otherwise standard "captain's fee". In effect, the contract mail rate was a revenue raising device to help encourage regularly scheduled steamer service. In addition, in the middle 1860s, Congress in several instances resorted to direct subsidies.

The blanket rate was established by Congress in 1864. It superseded a similar rate involving a distance differential (10c under 2500 miles, 20c over 2500 miles) that had been in effect since the 1850s. The full text of the act of 1864 is quoted at *Chronicle* 86:103. For purposes of this write-up, it is sufficient to note that once a steamer line had established regularly scheduled service, essential for routine postal intercourse, the route became a contract mail route and the blanket rate applied. A mail contract could then be awarded, and there would be revenue from the 10c postage charges to pay the steamer line substantially more than it would have received from an equal number of ship letters. In order to qualify for such largess, the steamer line had to establish "regular" service, though the definition of "regular" came to embrace a wide range of frequencies, from "every Thursday" to "the 23rd of the month unless the 23rd is a Sunday" to "every 20 days" to "in the first 10 days of each month". To consolidate the monopoly, the contract rate would then apply even to loose ship letters along the same route, so there could be no price cutting to divert mail from the contract holder.

Actually, this was not a bad idea. During the 1860s, the contract mail service, embodied in the blanket rate and occasionally assisted by a more direct form of government aid, helped create or maintain regular steamer connections to Brazil, Cuba, Mexico, Panama, Santo Domingo, St. Thomas and even — in a soaring adventure anticipating the completion of the trans-continental railroad — across the vast Pacific to China and Japan.

The 10c 1869 stamp played a role in all of these developments. Its covers can be found to tell many parts of the story, and a fascinating tale it is. In this and perhaps subsequent sections we will discuss the various mail lines to the Caribbean and Latin and South America, using 10c 1869 covers to illustrate the text. We begin here with the Brazil line. Subsequently, if it seems desirable, we could discuss the Mexico line, the Havana line and the Aspinwall line. About the Santo Domingo line, we wrote all we know (which isn't much) in *Chronicle* 105; and we treated the transpacific covers extensively in *Chronicles* 100, 101, 102, 104 and 109.

THE BRAZIL LINE

The Act of 28 May 1864 authorized the Postmaster General to let a contract for a steamship mail route between the U.S. and Brazil. The bill stipulated a 10-year contract, at \$150,000 a year, for 12 trips out and back each year, on first-class U.S. ships over 2000 tons. The successful bidder also had to be acceptable to the Empire of Brazil, which would contribute an additional \$150,000 a year.¹

If the goal of this fairly substantial subsidy was to lay the foundation for increased trade and a self-sufficient service, history's judgement must be unkind. In the view of one dispassionate scholar: "The success of this effort to encourage our trade with Brazil was very doubtful. When the route was advertised, only one response was received. The bid came from the United States and Brazil Mail Steamship Company. It was accepted and the service, begun in 1865, continued until 1875. When the contract expired in that year, the steamship line went out of existence with it."²

Throughout the lifetime of the 1869 stamps, Brazil line steamers left New York City for Rio de Janeiro on the 23rd of each month, stopping both ways at St. Thomas and at the Brazilian ports of Para (now Belem), Pernambuco (Recife) and Bahia (Salvador). The stops at these three relatively minor ports were uneconomical (covers are rarely found) and in some instances dangerous, but Brazil insisted on them, as *quid pro quo* for its share of the subsidy. St. Thomas and Rio were the major ports on the route, and most of the U.S. mails distributed across the eastern Caribbean basin via St. Thomas, as well as *all* the U.S. mails to Brazil and points south of Rio, travelled on the Brazil line. The "blanket rate" of 10c per

1. 13 U.S. Statutes 93.

2. Marguerite M. McKee, *The Ship Subsidy Question in United States Politics*, 33. Smith College Studies in History, Vol. 7, #1; October 1922.

half ounce applied to covers to St. Thomas as well as to Brazil (until a treaty was finally signed), so 10c 1869 covers can be found to illustrate most of the significant features of this important international mail route.

Outbound covers via Brazil line can be divided into three broad groupings: those that left the ship at St. Thomas, for local delivery or for carriage elsewhere in the Caribbean; those that travelled further on to the various Brazilian ports; and those that went onward to destinations beyond Brazil via other connections at Rio. Since these basic cover types show quite different sequences of rates and markings they might, to the casual eye, appear to represent entirely different aspects of postal history. But they all travelled the same line. What ties them together is departure from New York on the 23rd of the month (or the 24th, if the 23rd was a Sunday). On a cover to an appropriate destination, at least during 1869, 1870 and 1871, such New York departure dates — typically evidenced by a New York foreign mail marking — are an almost certain indication of Brazil line carriage.

TO ST. THOMAS

Figure 1, a cover from New York City to St. Croix, is representative of those that left the ship at St. Thomas. Routed “per Merrimack, via St. Thomas,” the cover bears a 10c 1869 stamp tied by a black eight-wedge killer duplexed with the single-circle New York date stamp, with “-+” at the bottom, dated OCT 23. Contemporary records confirm that the Brazil line steamer *Merrimack* did indeed depart New York on 23 October 1869. The New York marking with “-+” at bottom, or a similar marking with “x” at the bottom, appears struck in black on most of the blanket-rate 10c 1869 covers via Brazil line for which we have full information. The “x” and the “+” markings appear to have been used interchangeably. Can anyone shed more light here?



Figure 1. 10c 1869 stamp on cover from New York City to St. Croix, carried to St. Thomas on the Brazil line steamer *Merrimack*.

Our understanding of covers via St. Thomas has been considerably enhanced by the serial appearance of a set of volumes, under the general editorship of Victor Engstrom, entitled *Danish West Indies Mails, 1754-1917*. Volume One in this series, devoted to postal history and written entirely by Robert G. Stone, was published in 1979 and has been consulted extensively in the paragraphs that follow. Volume Two, devoted to D.W.I. adhesive stamps, appeared in 1981. We eagerly await a subsequent volume, frequently cited by Stone, which apparently will contain a detailed cover listing, as well as extracts from postal ordinances, regulations and other primary sources.

TABLE A: OUTBOND 10c 1869 COVERS VIA BRAZIL LINE

CDS	ORIGIN/DESTINATION	STAMP(S)	N.Y.C.	LOCAL DUE	REFERENCE
1869					
APR 29	NYC/Demerara, Br. Guiana	116	none	4/5	British collection
JUN 23	NYC/Pernambuco, Brazil	116	JUNE 23	—	Siegel 583, lot 507
JUL 30	San Francisco/St. Thomas	116	AUG 23	—	West Coast collection
AUG 23	NYC/St. Croix	116	AUG 23	4	Author's collection
OCT 22	Boston/Buenos Ayres	77,116	none	—	Figure 4
OCT 23	NYC/St. Croix	116	OCT 23	4	Figure 1
1870					
MAR 30	Fincastle, Va/Genoa, Br. Honduras	116	?	4	Paige sale, 13 Mar 59, lot 756
APR 22	Philadelphia/Antigua	116	none	4/5	Scott Gallagher
MAY 23	N. Colebrook, Ct/Montevideo	116	MAY 23	—	1 Juhring 777
MAY 23	Patterson, N.J./Rio	116	none	—	Siegel 529, 416
MAY 22	Annapolis/Rio	116	MAY 23	—	Figure 2
OCT 11	Linden, Miss./Rio	116 on 3c env	OCT 24	—	4 Juhring 480 (Frankfurt)
1871					
APR 17	Port Gibson, Miss./Rio	116 on 3c env	APR 24	—	1 Juhring 800
1872					
JUL 17	Port Gibson, Miss./Rio	116,146 on 3c entire	AUG 23	—	Figure 3
AUG 20	S. Duxbury, Mass/ Rosario, Argentina	2-116,145,147	AUG 23	—	Figure 5

The cover in Figure 1 also bears a serif St. Thomas marking, dated 30/10 1869, and shows a large blue crayon "4" marked across the address. The circular marking was applied at the D.W.I. post office and the crayon "4" is a statement of postage due from the recipient, expressed in Danish West Indian cents, for carriage from St. Thomas to St. Croix via the D.W.I. mails.³ To interpret these crayon due markings, one must distinguish the covers that passed through the D.W.I. post office in St. Thomas from those that passed through the British post office.

Table A lists all the 10c 1869 covers I know about, carried out of the U.S. on the Brazil line. It includes one other cover to St. Croix with the same blue crayon "4" marking. Three other covers in the table, also to destinations beyond St. Thomas, show manuscript markings of "4" (typically in ink and sometimes changed to "5"), but these are *British* markings, in pence, expressing British West Indian postage due from the recipient. Fourpence was the regular BWI postage due, with one penny additionally charged for local delivery. The three destinations seen are Antigua, Demerara, and British Honduras, and the British nature of their carriage is revealed by the sans serif British markings that they bear, applied at the British post office in St. Thomas and (sometimes) at the destination. The covers to St. Croix, sent through the Danish West Indies mails, show the serif circular marking applied at the D.W.I. post office at St. Thomas, an example of which is shown on the cover in Figure 1.

This cover, incidentally, was one of the featured items in Carl Pelander's 15 December 1950 sale of the famous D.W.I. collection of Ferrars H. Tows, where it bore, at lower left, an untied copy of the first issue D.W.I. stamp (Scott #1a). While such a combination does indeed exist, there was utterly no justification for the D.W.I. stamp on this cover, and after the Philatelic Foundation opined that it had been added, the spurious stamp was removed. The cover is now in the Elliott Coulter collection.

3. Robert G. Stone, *Danish West Indies Mails, 1754-1917*, Vol. 1, Ch. 2, 6-18.

TO BRAZIL

In his monumental work on the 19th century U.S. postage stamps, Lester Brookman mentioned that the 10c 1869 was issued to accommodate correspondence from the U.S. to Brazil. Other writers subsequently picked this up. While it's fruitless to guess the *intentions* underlying the issuance of any given denomination of postage stamp, if the 10c 1869 was indeed issued to pay the 10c rate to Brazil, the stamp was probably unnecessary, since only three covers are so far recorded that show this use.

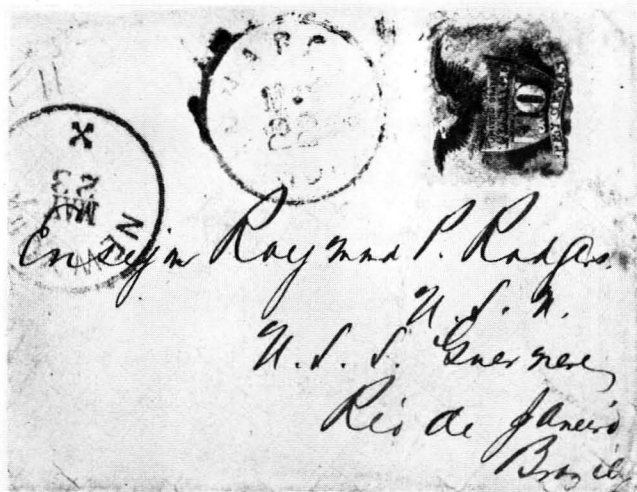


Figure 2. 10c 1869 stamp on cover from Annapolis to Rio de Janeiro, transit via Brazil line steamer *South America*. The 10c rate to Brazil applied until the treaty took effect.

One of these is shown as Figure 2. Here we have a tiny cover that travelled on the Brazil line steamer *South America*, this time all the way to Brazil, departing New York City on 23 May 1870. Note that on this cover the circular New York foreign mail marking, struck in red, shows "X" at the bottom. Datestamped at Annapolis on May 22, the cover is addressed to a naval ensign at Rio. Since it lacks any backstamps, this cover could at first glance be construed to date from 1869. However, May 23, 1869, was a Sunday, so the ship departed on the 24th. All the outbound Brazil line covers we record show New York day-of-departure date marking, which is what leads us to conclude that the cover in Figure 2 dates from 1870. We are assuming, having never seen any, that covers from the May 1869 sailing bear New York dates of May 24.

A routing via a specific vessel is little help in year-dating these Brazil line covers. Almost without exception during the 1869 period, the same ship left New York on the same date each year (Sundays excepted) — a mathematical coincidence growing from the fixed departure date and the fact that there were just three ships on the route. Table B shows Brazil line sailing data for 1869, 1870 and 1871, constructed mainly from contemporary press reports in the *New York Times*. Specific dates in this table may not precisely coincide with dates shown in postal markings on individual covers, but barring error in my sources or in the markings, there should be no more than one day's difference. Reference to these data will show that after the loss of the *Mississippi*, which ran ashore under full steam at Martinique while returning from Brazil on 12 May 1869, the same three ships — *Merrimack*, *South America* and *North America* — shared the rotation regularly. The *South America*, to take just one example, left New York on August 23 in 1869, in 1870 and again in 1871. This pattern may well have continued after 1871; this I have not investigated.

During the first half of 1870 a postal treaty was finally signed between the United States and the Empire of Brazil establishing a rate of 15c or 300 reis per 15 grams (which in

the U.S. was generally rendered ½ ounce) on letters between the two nations.⁴ The statute itself is mute as to when the treaty went into effect, but according to *U.S. Mail*⁵ the date was 12 September 1870. The exchange offices established were the Brazil line ports of call in the two nations: New York, Para, Bahia, Pernambuco and Rio. Since prepayment of postage was to be certified by the marking of the dispatching office,⁶ the New York circular date-stamps could no longer be used. Instead, a circular NEW YORK PAID ALL marking seems to have been employed.



Figure 3. The 15c treaty rate to Brazil, on a cover from Port Gibson, Miss., to Rio, franked with 10c 1869 and a 2c Banknote stamp on a 3c entire envelope, posted in August 1872.

Figure 3, from the collection of Route Agent Robert LeBow, is a cover that illustrates this practice. Posted at Port Gibson, Mississippi, on 19 July 1872, a relatively late use of the 10c 1869 stamp, the cover is carefully routed "Via New York & Brazil Steam Ship line." Here we have a 10c 1869 stamp used with a 2c Banknote on a 3c Reay envelope, prepaying the 15c rate. The red NEW YORK PAID ALL marking, with two stars, is dated AUG 23, a Brazil line steamer departure date. This cover is one of several that have come down to us from the "McIntyre" correspondence between Mississippi and Rio. At least three 10c 1869 covers from this find — including the cover in Figure 3 — were in the Juhring holding; two of them show a lonely 10c 1869 on a 3c government entire envelope, apparently accepted as fully prepaying the 15c treaty rate.

The consistency of the Brazil line scheduling permits us to reconstruct a typical round voyage, more or less as follows: The ship would leave New York on the 23rd or 24th of the month and reach St. Thomas six or seven days later. It would then continue on to the various Brazilian stops, finally reaching Rio around the 19th or 20th of the following month. Returning, the ship would leave Rio around the 25th, stopping at Bahia (29th), Pernambuco (1st of third month), Para (6th) and back at St. Thomas on the 14th. After a quick stop at St. Thomas, the steamer would proceed back to New York to arrive on the 20th or 21st.

In effect, the voyage required about 28 days in each direction. A very precise schedule had to be met in order to have the returning vessel back in New York several days in ad-

4. 16 *Statutes-at-Large* 1009-1012. Negotiations for the treaty commenced in 1866; see *PMG Report*, 1866, 6.

5. *U.S. Mail & Post Office Assistant*, Chicago reprint, pg. 482.

6. 16 *Statutes-at-Large* 1110.

TABLE B: BRAZIL LINE SAILING DATA: 1869-1871

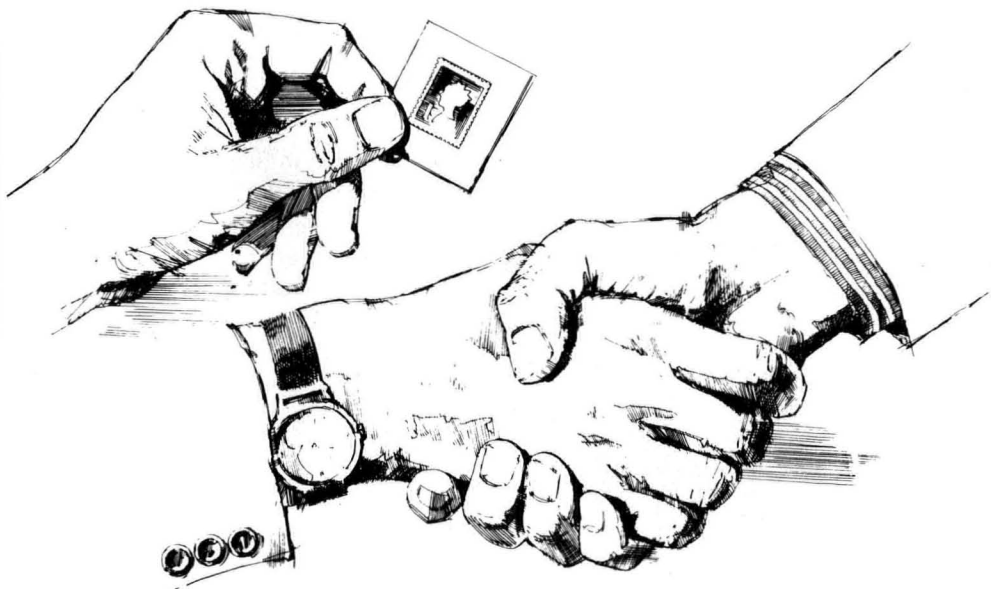
SHIP	DEPART NEW YORK	DEPART RIO	DEPART ST. THOMAS	ARRIVE NEW YORK
MERRIMACK	JAN 23 (69)	FEB 24	MAR 16	MAR 23
SOUTH AMERICA	FEB 22	MAR 26	APR 14	APR 21
MISSISSIPPI	MAR 23	APR 23	wrecked 12 MAY 1869	
MERRIMACK	APR 23	MAY 26	JUN 14	JUN 20
SOUTH AMERICA	MAY 24	JUN 25	JUL 14	JUL 21
NORTH AMERICA	JUN 23	JUL 26	AUG 14	AUG 21
MERRIMACK	JUL 23	AUG 26	SEP 14	SEP 21
SOUTH AMERICA	AUG 23	SEP 25	OCT 14	OCT 20
NORTH AMERICA	SEP 24	OCT 26	NOV 14	NOV 20
MERRIMACK	OCT 23	NOV 25	DEC 14	DEC 20
SOUTH AMERICA	NOV 23	DEC 25	JAN 14 (70)	JAN 21 (70)
NORTH AMERICA	DEC 23	JAN 26 (70)	FEB 14	FEB 20
MERRIMACK	JAN 23 (70)	FEB 24	MAR 15	MAR 21
SOUTH AMERICA	FEB 21	MAR 26	APR 14	APR 21
NORTH AMERICA	MAR 23	APR 25	MAY 14	MAY 20
MERRIMACK	APR 23	MAY 26	JUN 13	JUN 20
SOUTH AMERICA	MAY 23	JUN 25	JUL 14	JUL 20
NORTH AMERICA	JUN 23	JUL 26	AUG 14	AUG 20
MERRIMACK	JUL 23	AUG 26	SEP 14	SEP 20
SOUTH AMERICA	AUG 23	SEP 25	OCT 14	OCT 20
NORTH AMERICA	SEP 23	OCT 26	NOV 14	NOV 21
MERRIMACK	OCT 24	NOV 25	DEC 14	DEC 20
SOUTH AMERICA	NOV 23	DEC 25	JAN 13 (71)	JAN 20 (71)
NORTH AMERICA	DEC 23	JAN 26 (71)	FEB 13	FEB 20
MERRIMACK	JAN 23 (71)	FEB 24	MAR 14	- MAR 20
SOUTH AMERICA	FEB 21	MAR 26	APR 14	APR 21
NORTH AMERICA	MAR 23	APR 25	MAY 13	MAY 19
MERRIMACK	APR 23	?	JUN 13	?
SOUTH AMERICA	MAY 23	JUN 25	JUL 13	JUL 19
NORTH AMERICA	JUN 23	JUL 26	AUG 14	AUG 20
MERRIMACK	JUL 23	AUG 26	SEP 13	SEP 19
SOUTH AMERICA	AUG 23	SEP 24	OCT 14	OCT 20
NORTH AMERICA	SEP 23	OCT 26	NOV 14	NOV 21
MERRIMACK	OCT 23	NOV 25	DEC 13	DEC 19

Source: daily **New York Times**, Maritime Intelligence section. Note that these are recorded arrival dates, which may not agree precisely with postal markings. Markings may be one or (rarely) two days later.

vance of the departure of the outbound steamer on the 23rd. That such a schedule was adhered to is well supported by the data in Table B. However, merchants in cities other than New York objected to this schedule, because it did not give them time to receive correspondence on the incoming ship and reply to it by the next outbound steamer, which left just two or three days later. This was an almost insurmountable scheduling problem. The only solution would have been to increase the sailings to twice a month, which would have required a doubling of the subsidy, an expense that Congress was not willing to bear.

(To be continued)

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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

THE CHICAGO CLOCK AND MORE

BARBARA J. WALLACE

The special delivery cover shown in Figure 1 originated in Shelbyville, Ind., Nov. 18, 1892 at 9 PM. Franked with Scott 220 and E2, it was addressed to Chicago, 236 Monroe St. This was a downtown address, within the "A" division of the Main P.O. according to the Jan. 1883 OPG.¹ The distribution structure for the central part of the city probably continued essentially unchanged in the 1892 period since the added stations were in the peripheral zones.²

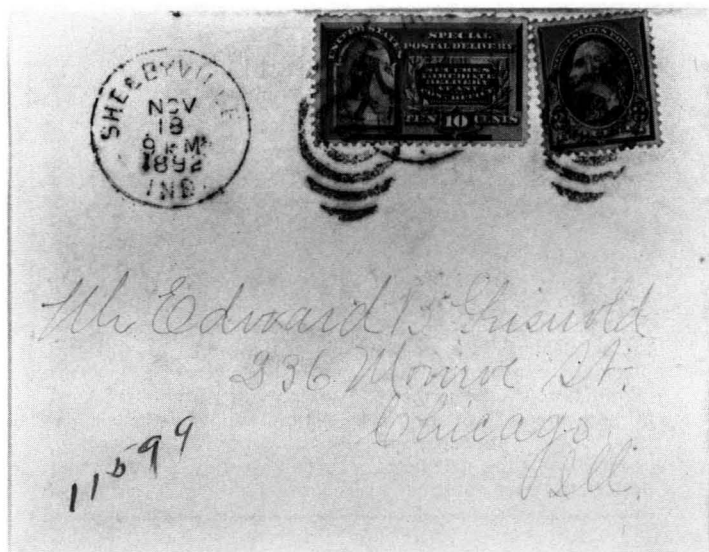


Figure 1. Front of special delivery cover from Shelbyville, Ind., to Chicago dated November 18, 1892.

On the reverse of the cover (Figure 2) are two markings, one of which is known as the "Chicago Clock." A special delight in the collection and study of special delivery covers comes from the elaborate and often very scarce time markings used at various cities from time to time on "Speedies." Gobie³ reports the earliest known type which was used at San Francisco in 1885. The Boston clocks are relatively familiar and he illustrates examples from Buffalo and Washington, D.C., as well. This writer has examples of two different clocks used in Milwaukee in the early 20th century. Although such precision in time marking was not required by regulations, a receiving stamp was, and the clock served a dual purpose of keeping the messengers on their toes and satisfying marking requirements.

The Chicago Clock must have had a short or/and intermittent period of use. It is considered to be among the rarest Chicago markings, one other example rumored to be in the collection of a Florida gentleman. Since this sub-specialty has received little publicity, other examples may well exist. The black marking has a height of 50mm.

Now for the "more." The reader is referred to Gobie's discussion of the Chicago P.O. ca. 1892.⁴ He treats two supposedly novel mail handling techniques reported by Marshall

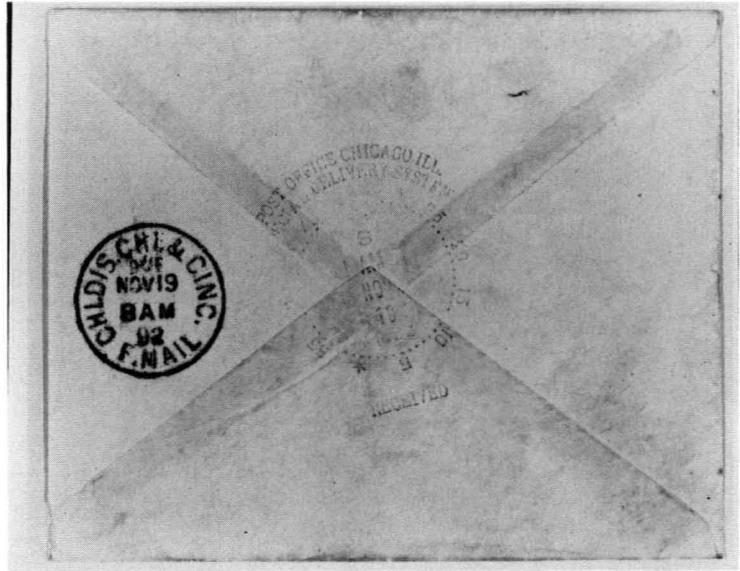
1. *United States Official Postal Guide*, Jan. 1883, Houghton Mifflin & Co., Boston, 1883. pp. 576-82.

2. Harvey M. Karlen, *Chicago Postal History*, Chicago Collectors Club, Chicago, 1971. p. 179.

3. Henry Gobie, *The Speedy*, David G. Phillips, North Miami, Fla., 1976, p. 42 *et. seq.*

4. *Ibid.*, pp. 57-8.

Figure 2. Reverse of Figure 1 envelope showing the scarce "Chicago Clock" marking in use a short period.



Cushing in *The Story of Our Post Office*. One minor procedure was the use of mechanical carriers within the P.O. for rapid transportation of special delivery letters from the receiving to the recording division. This might have been a pneumatic system or perhaps a cable/basket arrangement. In an 1898 letter to the PMG,⁵ then Chicago PM Gordon speaks in favorable terms of a cable system but makes no mention of either system ever having been tried in the Chicago P.O.

More important is the discussion of the sorting of mail for the carriers by Chicago P.O. personnel on board the R.P.O. as it approaches Chicago. Gobie raises a number of questions about this alleged procedure for which he could find no verification but many thorny problems which would have made it difficult of accomplishment.

Based on evidence to be introduced presently, it is this writer's belief that Cushing was correct about the sorting by carrier route on certain RPO trains although there is no proof so far that the messengers were given the "Speedies" directly for immediate delivery. The cover of Figure 1 would have been a likely prospect for such direct distribution. The Chicago & Cinn R.P.O. was on the "Big Four" line (Towle cat. route 653) which at that time (1871-93) used the old Illinois Central Depot at Randolph St.⁶ The delivery address was about five blocks from the terminal, closer indeed than the Main P.O. at Clark & Jackson (1879-96). It is just possible that the "Chicago Clock" was used at the railroad station, perhaps carried from place to place since Chicago had many terminals for RPO's. This is, of course pure conjecture, a data base of inbound and local special delivery covers of the period not being available for study.

The matter of Chicago clerks sorting mail on the trains has considerably better support. Figure 3 reproduces two items from *The United States Mail*, March 1887 (Vol III, No. 30). "Speed the Mails" indicates clearly that sorting by carrier route on the RPO was then a regular practice for certain cities. "A New Delivery Scheme" is nearly a "smoking gun" as to the issue of which personnel performed the sorting, at least for certain cities. Postmaster Gordon, in a letter to the PMG of Nov. 17, 1900, stated: "Many of the principal railway post offices which make up letter mail directly to carriers in the downtown stations arrive in the Chicago depots either just before the first or just before the second morning

5. Charles U. Gordon, *Reports on Pneumatic Tube Service for Chicago*, Post Office Printing Office, Chicago, 1901. pp. 5-9.

6. George H. Douglas, *Rail City: Chicago USA*, Howell-North, La Jolla, Cal., 1981, pp. 66, 109 & 112.

SPEED THE MAILS.

Much has been accomplished in the Railway Mail Service toward the distribution of mails, and its assortment for speedy delivery by carriers in the larger cities on railway routes. But the possibilities of expedition in this service are not yet bounded. Much more can be done.

All handling and assorting of the mails that can be done in the railway postal cars should be done. When a mail train reaches a large city the mail for that city should have been so assorted that each carrier can take his portion for delivery without assortment or rehandling in the post-office.

At present this separation of the mails for city delivery is a growing feature of the Railway Mail Service. In the last fiscal year about one hundred and thirty millions of letters and packages were arranged in postal cars for delivery by letter carriers. This was made applicable to only a few cities, viz.: Boston, New York, Philadelphia, Washington, Cincinnati, Saint Paul, Minneapolis, San Francisco, and Portland, Oregon. It can be applied to numerous other cities and great expedition thereby accomplished.

The same arrangement and assortment of mail, it would seem, could be made of our incoming foreign mails. It could be handled on shipboard by a mail agent, arranged for city delivery in the chief cities, and for the western and southern mails. Much of the delay of assortment and arrangement in the New York office could thus be avoided. Only matter needing examination and detention as containing dutiable goods, etc., need be subject to local detention. To speed the mails, dispensing with every moment's delay in intermediate offices, to avoid handling as much as possible and having that done, as far as may be in railway postal cars, or while in transit, is an improvement in the service that should be pushed to its utmost bound of usefulness.

A NEW DELIVERY SCHEME.

Supt. Donovan has devised a plan for the improvement of his branch of the mail service, which is not only approved by Postmaster Judd, but is pronounced a good idea by all to whom it has been divulged. The scheme is to send out distributors to meet certain important mail trains coming into Chicago, and to assort, arrange, and make up the mail for each carrier's route by the time the train arrives in the city. By this means the delay of distributing the mail at the post-office will be avoided, as it will be ready for delivery immediately upon its arrival. This will be an improvement which business men can not fail to appreciate, as the majority of the large mails from the East and West arrive here about 7 A. M., and under the present system it is impossible to distribute them in time for the first carriers' delivery. It will also give the banks important mail in time for the clearing-house. It is the intention to try the plan first on the Chicago, Milwaukee & St. Paul, the Chicago, Burlington & Quincy, and the Chicago & Alton roads. The clerks will be sent out in the evening and will meet the trains some distance from Chicago, giving them all night-work. Arrangements have been completed to carry the scheme into effect soon.—*Chicago Times.*

The plan proposed is an excellent one but is not new. It has been in vogue for some years on the Chicago, Milwaukee & St. Paul road, distributors from the St. Paul office coming down as far as La Crosse, Wis., where they commence their work of distribution for the carriers of that city. The fact is, this feature of postal progress should have been adopted in Chicago long ago.

Figure 3. "Speed the Mails" from *The United States Mail*, and "A New Delivery Scheme" March 1887.

trip of the letter carriers . . . On Sept. 26 the made-up letter mail . . . intended for delivery through the [Main P.O.] . . . weighed 1276 pounds . . . received between the hours of 6:55 a.m. and 8 a.m."⁷

It is this writer's opinion that the RPO marking of Figure 2 was applied by a Chicago P.O. clerk on board the train in transit. The language is distinctive: "Chi. Dis." no doubt means Chicago (carrier) distribution and the "DUE" makes it sort of a conditional post-dated Chicago receiving mark. On the one hand, it wouldn't show the actual hour it was applied, but in case the train were subsequently delayed, it would not be a false statement of arrival time in Chicago.

Readers may find it interesting to look for this distinctive class of markings which can be found as backstamps associated with numerous R.P.O.'s serving Chicago as well as

7. Gordon, *op. cit.*, p. 27.

related examples for other cities. They seem easiest to find in the early 1890s and were also used on general first class mail, not just special delivery. The common 2c Columbian entire, frequently relegated to the dime or quarter box is worth checking in this regard.

UNUSUAL POSTAL USAGE FOR LOW VALUE BANKNOTE STAMPS

In response to my article on low value banknote stamps used to unusual destinations, several readers sent in reproductions of various covers. However, photocopied reproductions do not show well in the printed *Chronicle*, so I will not be able to use them as illustrations.



Figure 4. Letter to City of Bawa, Kingdom of Poland, dated March 26, 1875, apparently overpaying 7c NGU cm. rate.

One of these covers intrigued me, so I requested the owner to submit it for photographing. The result is shown in Figure 4. The letter is addressed in both English and Polish, and was mailed March 26, 1875, to "The City of Bawa[?], the Kingdom of Poland." The letter traveled by British steamship. The NEW YORK BR. TRANSIT marking indicates closed mail via England, the rates being NGU cm. 7c to the Prussian or Austrian sectors, and 12c to the Russian sector. The stamps probably overpay the 7c rate (eff. 10/71), as the previous rate (7/70) had been 10c. There is no discernable receiving mark to indicate the date of arrival. Does any reader have a cover with a different rating to Poland?

POSTCARD OR CIRCULAR MAIL USAGE

In *Chronicle* 110 Figure 1, I pictured an early use of what appears on the surface to be a postcard. Officially, postcards were not issued until 1873, so two readers wrote to say that they believe the card represents a circular. The advertising on the reverse lends support to this statement.

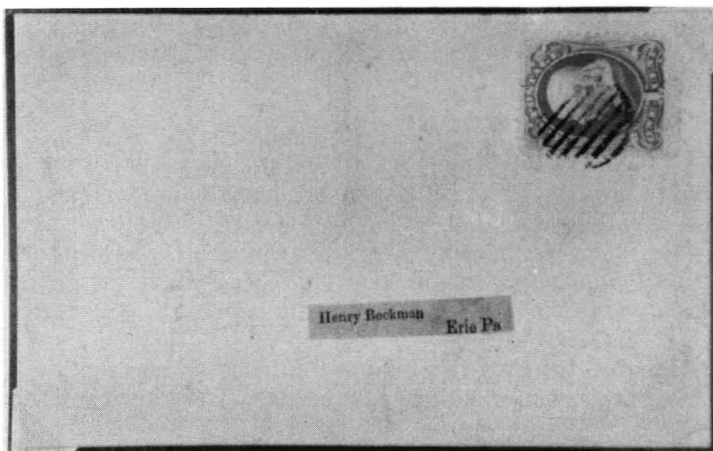


Figure 5. Circular or postcard usage dated July 24, 1875.

Office of J. G. BREITENBACH & CO.,
 190 & 191 W Sixth Street.
 Cincinnati, July 24, 1875.

Green Vegetables—	Berries—
Tomatoes—	Blackberries, culti.
Extra Early, ½ bu \$1 00	do, wild, ½ bushel, 4 00
Extra Early, d. s. 1 50	Currants, ½ bushel, 4 50
Letz Parole, o. 2 00	Plums—
Cucumbers, ½ dozen, 10	Wild Goose, ½ bush, 5 00
Cabbage, Drumhead, 1 25	Large English Blue, 5 00
Squash, ½ dozen, 50	Deacon, 5 00
New Turnips, ½ doz. 35	Green Fruit—
Corn, ½ dozen, 12 ½	New Apples, ½ bu, 5 00
Egg Plants, ½ doz. 2 00	New Apples, bu boxes, 5 00
Melons—	New Apples, ½ bu, 7 00
No. 1 of Citron, 2 00	New Peaches, ½ bush,
do, 1 00	boxes, ½ doz, 7 00
Do, ½ barrel, 10 00	Pears, ½ bushel box, 1 50
Watermelon, ½ doz. 15 00	Lemons, ½ doz, 9 00
Special rates made for car lots.	Butter—
Potatoes—	Western Reserve, ½ B, 1 00
No. 1 Potatoes, ½ bu, 1 75	Central Ohio, ½ B, 1 00
Onions—	Indiana, ½ B, 1 00
New Onions, ½ bu, 5 25	Poultry—
Eggs—	Chickens, old, ½ doz, 13 00
Prime order, ½ dozen, 12 ½	Spring Chickens, 1 25

Blackberries have been very scarce during the past week, and as the weather has been rainy nearly all the time it has been difficult to fill orders, as our best conditions all kinds of berries are suitable for shipping; but been scarce. The same is the case with the supply of Tomatoes, which have not ripened. Should the weather clear up, fruits and vegetables will be more plenty the coming week. Our patrons should bear in mind the fact that so much wet weather as we have been having has been very injurious to all kinds of fruit, tomatoes, melons &c, causing an unusual amount of rotting. It should also be remembered that we have no Peaches this season in this section. Our early fruit now comes from the South, and by the middle of August we will begin to receive from the East, as we have perfected arrangements for receiving large quantities of the quality by special fruit trains.

We desire to remind our patrons of the fact that it is impossible to quote exact prices in advance. Supplies are variable, and prices at which articles may be shipped early in the day may change before night. Recently the fluctuations have been sharp, and in all cases we do the best we can for our customers.

Patrons ordering who do not wish to pay over a certain price will please state the limit with the orders, and this will prevent any dissatisfaction at receiving goods at higher prices than was expected.

NOTICE—No packages of any kind will be credited, except baskets 7c, and crates \$1 00. No others received only by special agreement. We only charge for stands the same as for barrels, and no return.

Figure 6. Reverse of card showing prices current.

Recently I acquired another such usage where the front and back are shown in Figures 5 and 6. The front shows an early use of what appear to be pre-cut address labels for use on advertising mail. The reverse shows the prices current for July 24, 1875, on various wholesale goods, so that the usage occurs after the first postcards were in circulation. Therefore, in contrast to the card pictured in *Chronicle* 110, this card could pay either the circular rate or the postcard rate of 1c. Can any reader shed any light on how this distinction, if any, was made by the post office?

NEW FIRST DAY COVER OF #E1 DISCOVERED

What appears to be a new discovery of another first day cover of the first U.S. Special Delivery stamp was auctioned recently in Florida. The cover was sent to Charleston, S.C., and delivered within 30 minutes of receipt at 9:35 A.M. The photo in the catalog was not usable for illustration here.

CORRECTION

Several readers have questioned my interpretation of the numbering used with the Special Delivery mail as stated in *Chronicle* 114. I stated that the number indicated the total number of letters to that date in a particular city. To refute this statement, refer to page 257 of *The Speedy* by Henry Gobie, where we find that 9200 letters were processed in one month at the Chicago post office. It would appear more likely that the number on the letter recorded the number to date for individual postal stations in the larger cities. Does any reader have any authoritative data in this area?

In the last *Chronicle* I reported the discovery of the fourth cover bearing a 90c National stamp. Does any reader have any information on the origin and past history of this cover?

Comments, criticisms, and contributions are welcomed by the editor.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

NOTES ON REMELE PERIOD (1837-1861) ROUTE AGENT POSTMARKS

(1) BALTIMORE & WASHINGTON R.R., 32 mm., black, Remele B-4, USTMC 239-H-1

Finally, after 24 years from original cataloging, a second example of this very rare marking has been encountered in the stock of a Minneapolis dealer, Bud Elvgren. Fortunately this discovery affords opportunity for a complete tracing of this marking to supplant the partial illustration in the *Remele Catalog*. It is also fortunately on a folded letter sheet with letter originating in Baltimore and addressed to Mr. Noah Dorsey at Annapolis Junction, Md., 18 miles south of Baltimore on the Washington Branch of the Baltimore and Ohio Railroad. It carries no other marking than that of the route agent and a handstamped "5" as shown. Also, bearing out Remele's supposition, the letter is dated Feb. 9, 1854, confirming the supposed period of use. Thus, although progress is glacial, the record of early period route agent markings is being completed and verified.

PLATE I

Figure 1



B-4

5

Figure 2



P-5-c

(2) PETERSBURG Railroad, 30½ mm., black, 1839

That really rare event — the reporting of a completely new type of very early route agent marking has again occurred — the first in a long period. It is a Petersburg Railroad, 30½ mm., black, on a folded letter dated Sept. 2, 1839, and has been reported by Jim Kesterson.

This is a new route for a very early agent marking, predating the two cataloged types of marking used on the Petersburg and Roanoke Railroad — the same route. The railroad, popularly known as the Petersburg Railroad, was opened from Petersburg, Va., 63 miles south to Weldon, N.C., June 1833. The stampless cover with manuscript rate 18¾, carries also a 30mm. rose *Petersburg, Va. Sept. 4* CDS — unusual with a route agent marking — and a rose 23½ x 4 mm. straightline PAID. It is addressed to a Miss Henrietta Reynolds, Upperville, Fauquier County, Va., a small town west of Washington near the Blue Ridge mountains.

By an amazing coincidence, the letter was written by a Mr. Reynolds, who reports in the letter that he works for the railroad at Battles Depot, N.C., (described as 10 miles from Enfield) and had the job of "picking up mail from the south". Battles Depot was described as a group of eight unfinished log cabins.

At time of this letter the Wilmington & Raleigh R.R. was under construction with two sections in operation: the first from Wilmington, N.C., north to Faison's, 63 miles, and a 29 mile section from Weldon, N.C., south to Enfield and, evidently, Battles Depot. The gap of about 70 miles between the two sections was served by stage coach.

From *History of the Railway Mail Service*, GPO, Washington, D.C., 1885, we find that on March 4, 1839, D.M. Bull, Spencer Baldwin and Enoch Reynolds were appointed to take charge of the mails on the routes covering the distance from Washington, D.C., to Weldon, N.C. Reynolds was also listed as a route agent in *Federal Registers* of 1841, 1843 and 1845. From information in this letter it can be surmised that the route agent operated between Petersburg, Va., and the end of track of the northern section of the Wilmington & Raleigh R.R., at first Enfield, and at the time of this letter, apparently Battles Depot. Thus it appears that although Wilmington & Raleigh R.R. route agent markings may have been used on the southern section of the uncompleted Wilmington-Weldon line, the route agents and markings of the Petersburg R.R. were employed on the northern section until completion of entire Weldon-Wilmington line on March 9, 1840.

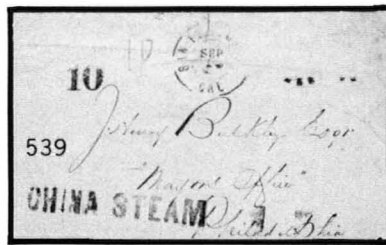
It had been supposed that Agents Bull, Baldwin, and Reynolds all worked the entire run between Washington, D.C., and Weldon, N.C., but from this folded letter with the Petersburg CDS it is now more logical to assume that the three agents shared various sections of the run. The only apparent reason for a Petersburg postmark would seem to be that Mr. Reynolds ended his run and turned his mail over to the post office at Petersburg to be sorted for the next northbound train to Richmond. Unfortunately no timetable of train operations in 1839 has been located by your Editor, but the 186 mile Petersburg-Battles Depot round trip from 1851 operating times does not seem out of the question.

Temporarily this new find is assigned Remele catalog number P-5-c and USTMC catalog number 305-AN-1.

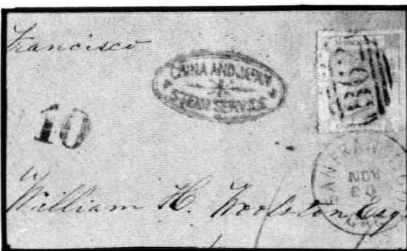
1867 Pacific Steamship Co.



The first crossing.



The third crossing.



The fourth crossing.

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

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

Consignments or customers for future sales invited.



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Alevizos**

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THE FOREIGN MAILS

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THE MARSEILLES — BRINDISI SHIFT

JAMES C. PRATT

The Prussian advance across France in 1870 had, as one of its many effects, the shifting of the Mediterranean terminus of the overland British Mail route to the East. This shift, from Marseilles, France, to Brindisi, Italy, has long been a subject of interest to U.S. postal historians, as previous articles in the *Chronicle* and other U.S. publications attest.¹ The sources available to previous writers, however, presented an incomplete and in some respects a misleading picture of what transpired in Europe in late 1870. A review of these events and their effect on postal rates may therefore be in order.

Prior to the shift British mails had been routed through Marseilles for more than forty years, since an Anglo-French treaty providing for such transit took effect in 1839.² The "via Marseilles" route across the continent was generally considered to be five days faster than the "via Southampton" sea route around Gibraltar.³ This time advantage was sufficient to attract most of the letter mails⁴ despite the overland route's significantly higher cost.⁵

The British Post Office as early as 1863 considered routing the overland mails via Brindisi instead of via Marseilles in order to shorten the sea link to Alexandria.⁶ On 24 September 1869 a "supplementary" or experimental service via Brindisi was announced.⁷ Starting in London on 2 October, letters could be sent by the service in either direction if endorsed "via Brindisi" and prepaid at rates 6c higher per half ounce than the then current rates via Marseilles.⁸ The 6c defrayed the Italian government's charge for transit by Italian ship be-

1. See, e.g., *Chronicle* 52:92, 93 (Discussion of U.S.-Australia mails); *Chronicle* 87:170, 171-174 ("British Mail Covers to the Orient During the 1869 Period"); *Chronicle* 100:278, 278-279 ("U.S.-India Mails"); *The American Philatelist* v.82, no. 10, (October 1968) 871, 873 (Discussion of U.S.-China mails).

2. See *British Sessional Papers (House of Commons)* 1839, v.50, p.81.

3. Claims of a standard advantage were made by the British Post Office and have been widely repeated by postal historians, but they are misleading for eastbound mails. Actually, a Londoner whose letter was ready in time for a Southampton departure would be a fool to pay extra for overland service, since the letter would end up in the same mail in Alexandria. For a letter which just missed a Southampton departure, in contrast, overland service could recoup the loss and avoid waiting for one or two weeks or longer for the next departure from Southampton. For U.S. writers, therefore, a sensible choice between "via Southampton" and "via Marseilles" involved a matching of transatlantic arrivals and Southampton departures, often a dicey proposition.

4. See *Chronicle* 100:278, 283; D. Martin and N. Blair, *Overseas Letter Postage from India, 1854-1876* (1975) p. 12.

5. The cost differential between the sea and overland routes was largely uniform for different destinations. The standard differential was 20/30c (¼ oz./½oz.) until U.K.-colonial rates were lowered to 6d. on a colony by colony basis mostly between May 1854 and February 1856. Thereafter the standard differential was 10c per ¼ oz. until January 1, 1857, then 6c per ¼ oz. until July 1, 1863, then 8c per ½ oz. until late October 1870, then 14c per ½ oz. until late December 1870, and then 6c per ½ oz. until institution of the G.P.U./U.P.U. rates.

6. Martin and Blair, *op. cit.*, p. 2.

7. R. Kirk, *British Maritime Postal History*, v.1 (1978), p. 27.

8. *Ibid.*, p. 29. The supplementary service was also available for newspapers for 2c extra per four ounces. Also see R.I. Johnson, "Mails to the East 1869-1875: How the Franco-Prussian War Affected the Transit of British Mails," *The Philatelic Journal of Great Britain*, September 1975, pp. 56-64.

tween Brindisi and Alexandria, being 90 centesimi (17.1c) per ounce of letters net weight.⁹ Despite proving a day or so faster than via Marseilles,¹⁰ the via Brindisi route remained experimental until Bismarck's successes brought matters to a head in October 1870.



Figure 1. Alexandria, Egypt, 12 Nov. 1870, to New York City. At 28c interim via Brindisi rate.

The Seventeenth Report of the British Postmaster General, dated 1 August 1871, recapitulated the tumult of the previous year as follows:

As the war proceeded and the hostile forces approached Paris, the risk of interruption to our Indian mails became more and more imminent and caused serious uneasiness to the Department . . . The mails now had to branch off at Amiens and go round by Rouen and Tours, at a cost, in point of time, of from 30 to 40 hours; but even this circuitous route could not long be depended upon, and nothing remained but to abandon Marseilles altogether as the line of communication for our Indian mails. There was only one alternative — to send them through Belgium and Germany by the Brenner Pass to Brindisi, and thence by Italian packets to Alexandria — a route which has not since been departed from.

* * *

The Italian packets, by which on the first adoption of the route the mails were conveyed between Brindisi and Alexandria, have since been replaced by those of the Peninsular and Oriental Company from Marseilles; and the Department, thus relieved from its payment to Italy on account of sea service, has been enabled to make a small reduction in the postage.¹¹

The United States was apparently never notified of the experimental via Brindisi option. However, once via Brindisi became the sole alternative to the slower via Southampton sea route, the United States Post Office Department issued the following notice, which was reprinted in the December 1870 issue of the semi-official *U.S. Mail and Post Office Assistant*:

Post Office Department
Office of Foreign Mails,
Washington, D.C., Nov. 5, 1870

In consequence of the increasing difficulties attending the transmission of the overland East Indies and Australian mails via Marseilles, the British Post Department has deter-

9. *Ibid.*, p. 30.

10. *Martin and Blair, op.cit.*, p. 15.

11. *British Sessional Papers (House of Commons)* 1871, v. 17, pp. 798, 800.

mined to send these mails for the present by the way of Belgium, Prussia, the Brenner and Brindisi.

The correspondence from the United States, when posted for transmission to the under-mentioned countries in the British mail, via Marseilles or via Brindisi, will, therefore, until further notice, be subject to the following rates of postage, which are required to be prepaid at the office of mailing, viz.:

On letters to the East Indies, 36c; China, 42c; Japan, 42c; Australia, 30c, for each single rate of ½ oz. or less.

On newspapers for the East Indies, China, Japan, Australia, 10c each (if not exceeding 4 oz.), and an additional rate of 10c for each additional 4 oz.

On book packets and samples of merchandise for the East Indies, China, Japan, Australia 20c per single weight of 4 oz. or fraction of 4 oz.

Postmasters will levy and collect postage accordingly from and after this date.

The rates set forth in this notice, which were repeated in the *USM & POA* table of foreign rates, were 6c higher than the rates listed for via Marseilles in the November 1870 *USM & POA*.¹² The reason for the increase was presumably the same reason the via Brindisi route cost 6c more than via Marseilles during its experimental period: the 90 centesimi per ounce Italian charge for Brindisi-Alexandria sea service.

As indicated in the British PMG report, the British P&O line soon took over the Brindisi-Alexandria run and this permitted an 8c decrease in postage. In a notice dated 22 December 1870 the U.S. Post Office Department notified the public of the new series of rates. This notice was reprinted in the January 1871 *USM & POA*, together with a table showing the modified rates.

From the point of view of the U.S. Post Office and public, therefore, the Marseilles-Brindisi shift resulted in a 47 day high rate period followed by a new series of rates which were 2c cheaper than via Marseilles. However, advertisement of a prepaid rate in the U.S. does not always accurately reflect underlying foreign events, nor does it guarantee the service that a letter would receive overseas.

Newspaper reports from the *Times* of London present a clear and reasonably complete picture of the Marseilles-Brindisi shift. The first eastbound mails after the shift left London about 21 October 1870. This date has been calculated from the typical U.K.-Italy transit time of three days and a notice in the *Times* of 26 October stating that the 111 sacks in the first mail arrived in Bologna on 24 October.¹³

Reports of the arrival of westbound mails make it clear that the post-shift Brindisi service was weekly and was inaugurated by *Cairo* of Italy's Adriatic and Oriental Line. Three A&O ships carried westbound mails at the high interim rates: *Cairo* (departed Alexandria 23 October, 12 November and 4 December); *Il Principe Tomaso* (30 October, 20 November and 11 December); and *Brindisi* (6 November, 26 November and 17 December). The first P&O sailing to Brindisi was by *Salsette* (departed Alexandria 25 December), and it presumably carried mails at the new reduced rates.

This review makes it clear that at least three weeks' worth of U.S. letters paid at the via Marseilles rates must have reached London after the rates became obsolete. No cover showing the handling of such letters has been reported, but the alternatives seem clear. London

12. Except for Egypt, which is not mentioned in announcement from U.S. Post Office Department. Starnes, in rates given for Egypt from U.S. (Chr. 91:222-23) used the incorrect tables of the *U.S. Mail & Post Office Assistant*, which had changed the British via Brindisi rate to 20c for Egypt and Port Said Dec. 1870, but did not change rate to Alexandria until Dec. 1871. On the basis of cover evidence the revised rate tables change rate to 20c (10d.) for all Egypt destination in Dec. 1870 (*Chronicle* 107:202).

13. Kirk, *op. cit.*, p. 33, confirms the 21 October date. Martin and Blair, *op. cit.*, p. 12, date the shift as 19 October. This presumably refers to when the first interim rate mails left India.

could route them via Southampton (a treatment that could be established in most cases by the arrival postmark). If London sent them via Brindisi it could forward them as fully prepaid (absorbing the 6c itself or conceivably recovering it from the U.S.) or it could forward them 6c postage due. One point in favor of the postage due alternative is that this was how such letters from Asia and Australia to the U.K. were handled,¹⁴ but U.S. covers from this period should exist and may tell a different story.

Despite the call in *Chronicle* 87:170 for U.S. covers posted at the high interim rates, none has apparently ever been reported. However, two covers from Egypt to the U.S. pertaining to the shift can be illustrated. Figure 1 was mailed in Alexandria 12 November 1870, prepaid 14d. (28c) by a strip of three of G.B. 4d. vermilion Plate 12 (Scott 43; Gibbons 94) and a single 2d. blue Plate 13 (Scott 30; Gibbons 46). Endorsed "via Brindisi & Brenner" and carried by *Cairo* on the fourth of the nine post-shift A&O sailings, the cover is notable for its rate and also for the writer's care to protect the envelope by folding the strip over the top and right edges.



Figure 2. Cairo, Egypt, 20 Jan. 1871, to New York City. At 20c reduced via Brindisi rate.

The letter enclosed in Figure 2 is headed "Horuska, Nubia/100 miles above cataract/ January 1, 1871." Mailed in Cairo 20 January 1871, the cover was prepaid 10d. (20c) by a G.B. 4d vermilion Plate 11 (Scott 43; Gibbons 94) and a 6d violet Plate 8 (Scott 51; Gibbons 109). An early example of the reduced via Brindisi rate to the U.S., this cover was carried by *Candia* on the fifth P&O sailing to Brindisi.

14. Kirk, *op. cit.*, pp. 33-34; Martin and Blair, *op. cit.*, p. 27.

ANOTHER COVER FRANKED BY STAMP AND CASH GEORGE E. HARGEST

Figure 1 illustrates an interesting cover whose unusual story deserves to be told. A similar cover is illustrated in *Chronicle* 80, page 243. Both of these covers were in Samuel C. Paige's 29 April 1960 sale. The cover illustrated in *Chronicle* 80 was lot #484, while the cover here illustrated as Figure 1 was lot #485. Lot #484 was forwarded by British packet and lot #485 was by American packet. I helped Sam arrange this sale, and had determined I wanted one or both of these lots. As I remember, I was successful in bidding in lot #485 for \$22.00. Both covers had been in the collection of Mr. Eugene Jeager of Warwick, R.I.

The description of this cover is similar to that given by Mr. Calvet M. Hahn in *Chronicle* 80. Both covers are addressed to the same person at the same address in Manchester, England. They are both postmarked "WEST HAVERFORD, PA./ (date)" in magenta. Both were taken to the West Haverford post office with a three cent stamp attached. In 1856, John G. Henderson was postmaster of West Haverford. His compensation

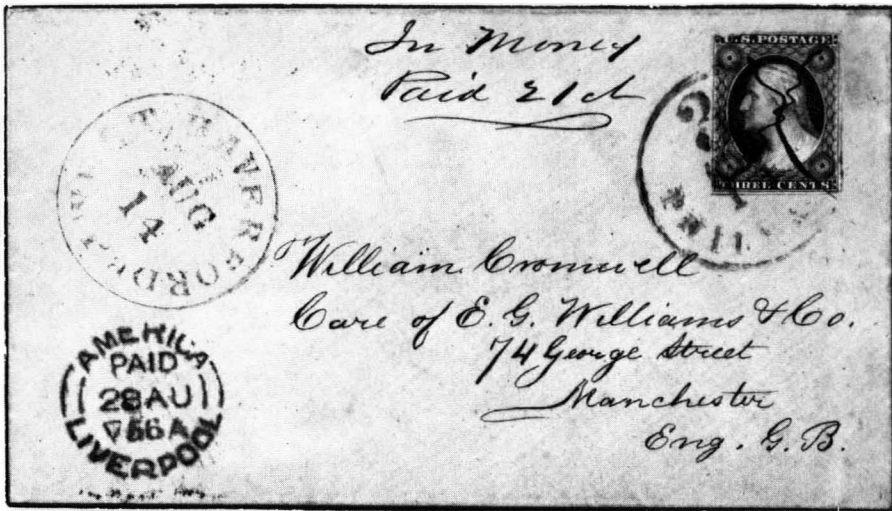


Figure 1. Cover mailed at West Haverford, Pa., on August 14, 1856, with 3c stamp, and balance of rate paid in cash. By American packet.

for the year ended 30 June 1856 was \$266.82,¹ indicating a small to medium sized office. Either Mr. Henderson or a clerk wrote upon the cover illustrated as Figure 1 "In Money/Paid 21ct," and on the cover originally shown in *Chronicle* 80, "Paid 21ct/in Money." The latter is illustrated in Figure 2. It will be observed that in both cases the handwriting is the same. On each cover the stamp was cancelled with squiggly pen strokes in black ink. These covers were forwarded to the Philadelphia exchange office, that in Figure 2 on July 21, (1856), and that illustrated as Figure 1 on August 14, (1856). At the exchange office, the latter was marked "3/PHILA AM PKT/AUG/14" in red ink,² and included in a mail made up by the Philadelphia exchange office and forwarded to New York for a sailing of the U.S.M. *Atlantic* of the Collins line on August 16, 1856. It arrived in Liverpool and received the marking "AMERICA/LIVERPOOL/28 AU/56" in red.

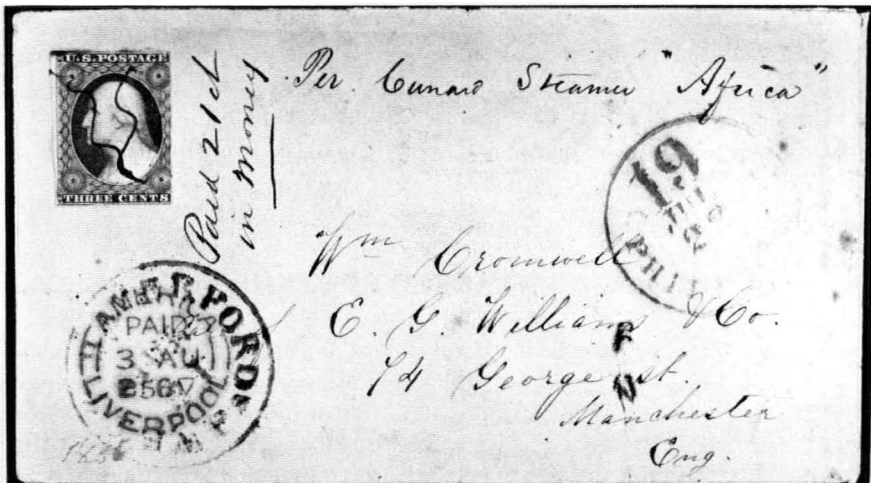


Figure 2. Similar cover mailed July 21, 1856, and forwarded by British packet.

In *Chronicle* 106:133, Mr. John V. Woollam states that he is the owner of the cover illustrated as Figure 2. I sold the cover shown in Figure 1 with my collection in 1977. In the recent 21st sale of Robert G. Kaufmann, March 31 and April 1, 1982, it was lot #775.

1. D. D. T. Leech, ed., *Post Office Directory*, J. H. Colton and Company, New York: 1856, p. 150.

2. See Thomas J. Alexander, *Simpson's U.S. Postal Markings, 1851-61*, p. 299, marking 4.

PAID TO BREMEN — III
CHARLES J. STARNES

George Hargest was the first to illustrate a cover marked "Paid to Bremen"¹ and discuss its significance in recognition of part-payment to the G.A.P.U. when a letter was franked only with the international U.S.-Bremen rate. Later we obtained two more covers with the same notation, one with a red straightline identical to the Hargest cover (which we shall term Type A), and the other with a black boxed "Paid to Bremen"² (Type B). All three of these covers were dated 1856-64, in the period of the U.S.-Bremen convention of 15 Aug. 1853-1 Jan. 1868. The cover not previously shown appears here as Figure 1. It was franked at New Orleans, 6 Jun. 1856, with a 10c '55 Type 2 stamp for the 22c Bremen rate to Detmold, Principality of Lippe. New York credited Bremen with only 1c (proper for the 10c Bremen rate to Bremen by Am. Pkt.), stamped a red "Paid to Bremen," and sent the letter by Ocean line *Washington* 14 Jun. 1856. At Bremen there was stamped a red AMERICA ÜBER BREMEN and letter forwarded by Thurn & Taxis post to Detmold.

The two types of "Paid to Bremen" were measured³ as follows, center-to-center:

	A	B
"P-----n," length	39.0 mm.	36.0
box, length	---	38.5
"Paid," length	10.0	8.5
"Bremen," length	19.0	19.0
"P" and "B" heights	4.8	4.8

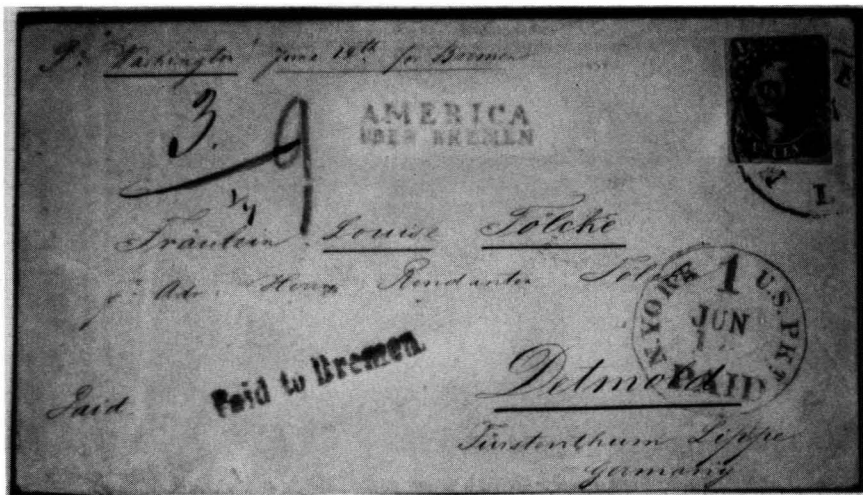


Figure 1. New Orleans to Detmold, 1856. Franked at 10c instead of 22c Bremen rate. New York 1c credit to Bremen and Type A "Paid to Bremen."

This is all very well, nice and neat: the New York office used the two types on outgoing letters to certify part-payment⁴ to the G.A.P.U. But now come to hand three more covers, two with Type A and one with Type B markings, which meet all the measurement criteria above plus comparison by tracing and by grid reticule. The folded letters are, however, *from* Neukirchen, Kingdom of Saxony, to Nazareth, Pa., in 1851-52 (under the first U.S.-

1. George E. Hargest, *Letter Post etc.*, 123-24.

2. *Chronicle* 83, 176.

3. Carl H. Werenskiold, "Philatelic Measurements," Book 31, *American Philatelic Congress*, 1965, 107-116. Highly recommended to any collector wishing to make measurements to 0.2 mm. accuracy or better.

4. But it was the Bremen office that certified part-payment by the 15c G.A.P.U. rate on the 19c Switzerland rate.

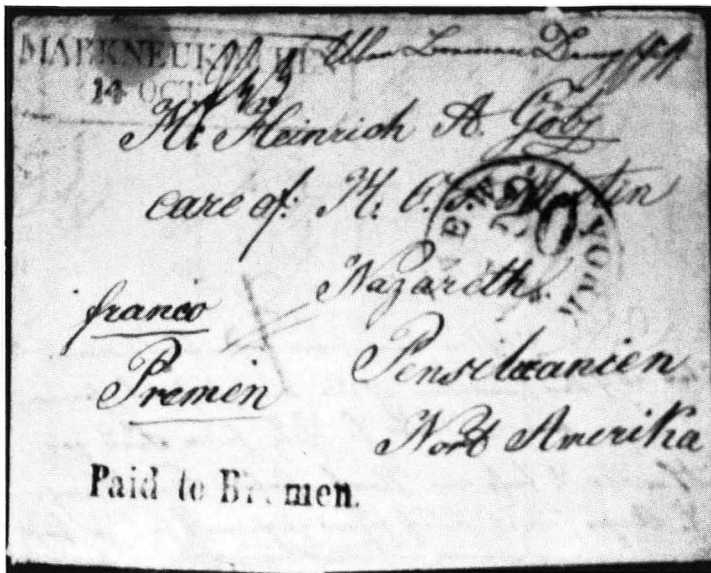


Figure 2. Neukirchen to Nazareth, 1851. Saxony "franco Bremen" and "3" neugroschen transit paid to Bremen. New York 20c to collect and Type A "Paid to Bremen."

Bremen arrangement, second period, 1 Jul. 1851-15 Aug. 1853). Figure 2 shows one of the two covers with Type A handstamp (the other is similar and dated 16 Aug. 1851). It is from Neukirchen, 12 Oct. 1851, ms. "franco Bremen" and "3" neugroschen (later crossed out) — MARKNEUKIRCHEN 14 OCT — Leipzig — ST. P. A. BREMEN 17 10 — black NEW 20 YORK NOV (1,2) and "Paid to Bremen" — Nazareth, Pa. Figure 3 with the Type B handstamp is also from Neukirchen, 18 Jul. 1852, ms. "franco Bremen" and "3" crossed out — Adorf, 20 Jul. — Leipzig — Berlin, 27 Jul. — Halberstadt — ST. P. A. BREMEN — NEW 20 YORK AUG 16 and boxed "Paid to Bremen" — Nazareth, Pa.

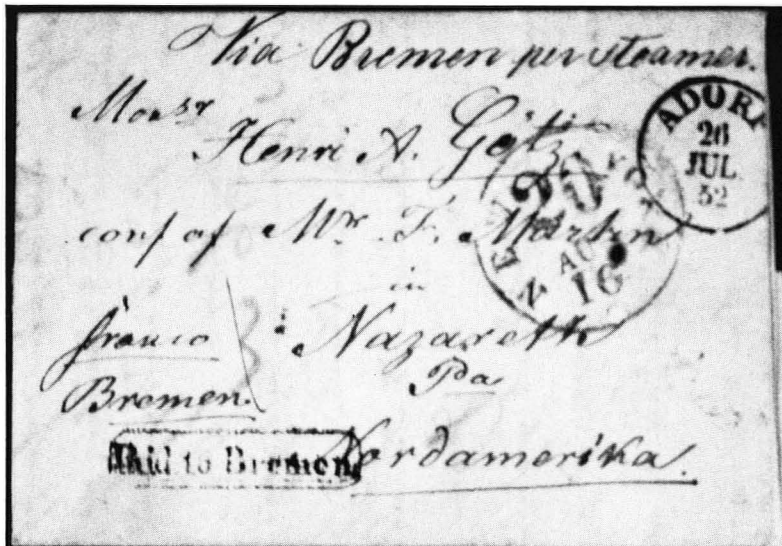


Figure 3. Neukirchen to Nazareth, 1852. Saxony "franco Bremen" and "3" neugroschen transit paid to Bremen. New York 20c to collect and Type B "Paid to Bremen."

These early "Paid to Bremen" handstamps seem to have been used at the New York office to corroborate the German "franco Bremen" and "3" neugroschen transit postage paid. Although the New York stamping may seem redundant, perhaps Section 10 of the regulations for the first U.S.-Bremen arrangement could be used as justification:

... When the United States postage only is paid on letters going to Europe, or the European postage only is paid on letters going to the United States, the letter is to be stamped in black "paid part" and the amount is not to be stated on the letter, as it does not enter into the international account. The postmasters of Bremen and of New York will see that

the entries and stamps on the letters are correct, and will supply all omissions of the mailing offices so far as in their power.

In any event, these two usages of the same handstamps, the earlier to show only U.S. postage due on incoming letters, and the later to show only the U.S. postage paid on outgoing letters, add one more curious item in U.S.-Bremen studies.

THE CUNARD LINE'S MAIL PACKETS ON THE NORTH ATLANTIC 1840-1849 WALTER HUBBARD

Abbreviations: LP Liverpool; B Boston; NY New York; H Halifax; PD planned date of departure; F/V or L/V first or last voyage. A figure in brackets after a departure date indicates a late sailing.

1840-1847. Liverpool-Halifax-Boston-Halifax-Liverpool

The calls at Halifax have not been listed but the voyage usually took two days to or from Boston.

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1840						
4 Jul	18 Jul	B	BRITANNIA	1 Aug	13 Aug (1659)	F/V
4 Aug	17 Aug	B	ACADIA	1 Sep	14 Sep(0100)	F/V
4 Sep	18 Sep	B	BRITANNIA	1 Oct	15 Oct	
19 Sep	3 Oct	B	CALEDONIA	13 Oct(?15)	30 Oct	F/V
4 Oct	17 Oct	B	ACADIA	1 Nov	15 Nov	see note 1
20 Oct	3 Nov	B	BRITANNIA	1 Dec	15 Dec	
1841						
4 Nov	19 Nov	B	CALEDONIA	2 Jan	16 Jan	
4 Dec	21 Dec	B	ACADIA	1 Feb	15 Feb	
5 Jan	21 Jan	B	COLUMBIA	1 Mar(2)	16 Mar	F/V
4 Feb	22 Feb	B	BRITANNIA	16 Mar	31 Mar	
4 Mar	20 Mar	B	CALEDONIA	1 Apr	15 Apr	
19 Mar	7 Apr	B	ACADIA	17 Apr	2 May	
4 Apr	19 Apr	B	COLUMBIA	1 May	15 May	
20 Apr	6 May	B	BRITANNIA	16 May	10 Jun	see note 2
4 May	19 May	B	CALEDONIA	1 Jun	14 Jun	
19 May	2 Jun	B	ACADIA	16 Jun	29 Jun	
4 Jun	16 Jun	B	COLUMBIA	1 Jul	14 Jul	
19 Jun	3 Jul	B	BRITANNIA	17 Jul	30 Jul	
4 Jul	17 Jul	B	CALEDONIA	1 Aug	14 Aug	
20 Jul	2 Aug	B	ACADIA	16 Aug	28 Aug	
4 Aug	19 Aug	B	COLUMBIA	1 Sep	13 Sep	
19 Aug	2 Sep	B	BRITANNIA	16 Sep	30 Sep	
4 Sep	18 Sep	B	CALEDONIA	2 Oct	20 Oct	
19 Sep	5 Oct	B	ACADIA	16 Oct	29 Oct(late)	
5 Oct	20 Oct	B	COLUMBIA	1 Nov	15 Nov	
19 Oct(21)	7 Nov	B	BRITANNIA	16 Nov	30 Nov(late)	see note 3
4 Nov	18 Nov	B	CALEDONIA	1 Dec	16 Dec(p.m.)	
19 Nov	7 Dec	B	ACADIA	16 Dec	30 Dec(late)	

1. On arrival at Liverpool ACADIA's mails filled nearly a dozen large bags. Incidentally, 4 October, the day she sailed from Liverpool, was a Sunday and, until the sailing dates from Liverpool were altered to Saturdays on 18 December 1847, the Cunard packets kept to their schedule regardless of the day of the week.

2. Scheduled to sail from Boston on 16 May, BRITANNIA was reported as leaving Halifax on 29 May — a gap of thirteen days.

3. Scheduled to sail from Liverpool on 19 October, BRITANNIA was ordered by the Postmaster General to delay her departure until the 21st.

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1842						
4 Dec	21 Dec	B	COLUMBIA	1 Jan	15 Jan	
4 Jan	21 Jan	B	BRITANNIA	1 Feb	15 Feb	
4 Feb	-	B	CALEDONIA	-	-	see note 4
19 Feb	7 Mar	H	ACADIA	12 Mar	25 Mar(0300)	see note 5
4 Mar	25 Mar	H	COLUMBIA	4 Apr	20 Apr	see note 6
5 Apr	20 Apr	B	BRITANNIA	1 May	15 May(late)	see note 7
19 Apr	5 May	B	CALEDONIA	16 May	29 May(a.m.)	
4 May	20 May	B	ACADIA	1 Jun	14 Jun(0100)	
19 May	2 Jun	B	COLUMBIA	16 Jun	28 Jun(a.m.)	
4 Jun	18 Jun	B	BRITANNIA	2 Jul	16 Jul	see note 8
19 Jun	5 Jul	B	CALEDONIA	16 Jul	28 Jul(late)	
5 Jul	21 Jul	B	ACADIA	1 Aug	13 Aug	
19 Jul	1 Aug	B	COLUMBIA	16 Aug	28 Aug	
4 Aug	19 Aug	B	BRITANNIA	1 Sep	14 Sep	
19 Aug	2 Sep	B	CALEDONIA	17 Sep	2 Oct(0600)	
4 Sep	18 Sep	B	ACADIA	1 Oct	14 Oct	
20 Sep	4 Oct	B	COLUMBIA	16 Oct	30 Oct	
4 Oct	17 Oct	B	BRITANNIA	1 Nov	16 Nov(1300)	
19 Oct	2 Nov	B	CALEDONIA	16 Nov	29 Nov(late)	
4 Nov	17 Nov	B	ACADIA	1 Dec(2)	15 Dec(late)	
19 Nov	6 Dec	B	COLUMBIA	16 Dec	29 Dec	
1843						
4 Dec	21 Dec	B	BRITANNIA	1 Jan	16 Jan	
4 Jan	26 Jan	B	CALEDONIA	1 Feb(2)	17 Feb(a.m.)	violent headwinds
4 Feb(5)	20 Feb	B	ACADIA	1 Mar	14 Mar(late)	
4 Mar	20 Mar	B	COLUMBIA	1 Apr(2)	15 Apr	
4 Apr	19 Apr	B	BRITANNIA	1 May	14 May	
19 Apr	4 May	B	HIBERNIA	16 May	28 May	F/V
4 May	19 May	B	CALEDONIA	1 Jun	14 Jun	
19 May	1 Jun	B	ACADIA	16 Jun	28 Jun	
4 Jun	18 Jun	B	COLUMBIA	1 Jul	-	L/V; see note 9
20 Jun	3/4 Jul	B	HIBERNIA	16 Jul	27 Jul	
4 Jul	17 Jul	B	CALEDONIA	1 Aug	14 Aug	
19 Jul	2 Aug	B	ACADIA	16 Aug	29 Aug	
4 Aug	17 Aug	B	HIBERNIA	1 Sep	13 Sep(0200)	

4. CALEDONIA, after sailing from Liverpool on 4 February, damaged her rudder and had to navigate by sails. She put back to Liverpool, where she arrived on 17 February.

5. ACADIA, which was got ready "with the utmost despatch", sailed from Liverpool on 19 February with CALEDONIA's mails for Boston. By chance, about sixteen miles off Halifax, she fell in with the steamer UNICORN which, in consequence of the non-arrival of CALEDONIA, had been despatched with her mails and passengers for Liverpool. UNICORN put about and both vessels proceeded to Halifax. On 8 March UNICORN sailed from Halifax for Boston with ACADIA's mails and ACADIA sailed from Halifax for Liverpool on 12 March with UNICORN's mails. When UNICORN sailed from Boston in place of CALEDONIA only sixteen passengers embarked on her.

6. COLUMBIA, after sailing from Liverpool on 4 March, broke one of her shafts and had to do the last 450 miles to Halifax under canvas. UNICORN took her mails to Boston on 27 March. COLUMBIA did not go on to Boston but returned to Liverpool from Halifax.

7. BRITANNIA, after sailing from Boston on 1 May, waited 54 hours at Halifax for the Canadian mails but, in consequence of the state of the weather, they did not arrive and she sailed without them at noon on 5 May.

8. Eastbound, BRITANNIA was delayed at Halifax for 36 hours by fog.

9. COLUMBIA was wrecked near Halifax on 2 July. "Cunard's reserve steamer, the *Margaret*, set out at once [from Halifax] for the scene of the wreck, with Samuel Cunard on board. They succeeded in salvaging not only the passengers and mails, which continued to England aboard the *Margaret*, but also the cargo and movable parts of the ship." (*Spanning the Atlantic* by F. Lawrence Babcock, and see *The Chronicle* No. 68, p. 179.)

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1843 (cont.)						
19 Aug	3 Sep	B	BRITANNIA	16 Sep	30 Sep	
5 Sep	20 Sep	B	CALEDONIA	1 Oct	18 Oct	
19 Sep	3 Oct	B	ACADIA	16 Oct	29 Oct	
4 Oct	18 Oct	B	HIBERNIA	1 Nov	14 Nov	
19 Oct	4 Nov	B	BRITANNIA	16 Nov	30 Nov	
4 Nov	20 Nov	B	CALEDONIA	1 Dec	14 Dec(1300)	
19 Nov	6 Dec	B	ACADIA	16 Dec	30 Dec	
1844						
5 Dec	20 Dec	B	HIBERNIA	1 Jan	13 Jan	
4 Jan	21 Jan	B	BRITANNIA	1 Feb(3)	18 Feb(2015)	2d. ice delay at B.
4 Feb	19 Feb	B	HIBERNIA	1 Mar	13 Mar	
5 Mar	22 Mar	B	CALEDONIA	1 Apr	15 Apr	
4 Apr	22 Apr	B	ACADIA	1 May	15 May	
19 Apr	5 May	B	HIBERNIA	16 May	28 May(1600)	
4 May	18 May	B	BRITANNIA	1 Jun	14 Jun	
19 May	1 Jun	B	CALEDONIA	16 Jun	28 Jun(a.m.)	
4 Jun	19 Jun	B	ACADIA	1 Jul	13 Jul	
19 Jun	3 Jul	B	BRITANNIA	16 Jul	29 Jul(0315)	
4 Jul	17 Jul	B	HIBERNIA	1 Aug	13 Aug	
19 Jul	1 Aug	B	CALEDONIA	16 Aug	29 Aug(late)	
4 Aug	17 Aug	B	ACADIA	1 Sep	14 Sep(0815)	
20 Aug	1 Sep	B	HIBERNIA	16 Sep	28 Sep(2200)	
4 Sep	16 Sep	B	BRITANNIA	1 Oct	14 Oct(2110)	
19 Sep	3 Oct	B	CALEDONIA	16 Oct	30 Oct(0400)	
4 Oct	20 Oct	B	ACADIA	1 Nov	14 Nov(0610)	see note 10
19 Oct	2 Nov	B	HIBERNIA	16 Nov	28 Nov(late)	
5 Nov	22 Nov	B	BRITANNIA	1 Dec	16 Dec(a.m.)	
19 Nov	7 Dec	B	CALEDONIA	16 Dec	29 Dec(1600)	see note 11
1845						
4 Dec	21 Dec	B	ACADIA	1 Jan	14 Jan(early)	
4 Jan	24 Jan	B	CAMBRIA	1 Feb	13 Feb(0830)	F/V
4 Feb	19 Feb	B	HIBERNIA	1 Mar	18 Mar(early)	
4 Mar	18 Mar	B	CAMBRIA	1 Apr	13 Apr(0400)	
4 Apr(5)	21/22 Apr	B	CALEDONIA	1 May	13 May(2315)	see note 12
19 Apr	6 May	B	HIBERNIA	16 May	31 May(1300)	
4 May	19 May	B	BRITANNIA	1 Jun	13 Jun(1110)	
20 May	1 Jun	B	CAMBRIA	16 Jun	27 Jun(p.m.)	
4 Jun	13 Jun	B	CALEDONIA	1 Jul	14 Jul(a.m.)	
19 Jun	2 Jul	B	ACADIA	16 Jul	29 Jul	
4 Jul	19 Jul	B	BRITANNIA	1 Aug	16 Aug(1930)	encountered head winds
19 Jul	30 Jul	B	CAMBRIA	16 Aug	28 Aug(early)	
5 Aug	17 Aug	B	HIBERNIA	1 Sep	13 Sep(0710)	
19 Aug	3 Sep	B	CALEDONIA	16 Sep	28 Sep(1200)	
4 Sep	19 Sep	B	BRITANNIA	1 Oct	14 Oct(1200)	
19 Sep	2 Oct	B	CAMBRIA	16 Oct	27 Oct(p.m.)	
4 Oct	19 Oct	B	HIBERNIA	1 Nov	18 Nov(1005)	see note 13
19 Oct	3 Nov	B	CALEDONIA	16 Nov	28 Nov(p.m.)	
4 Nov	20 Nov	B	BRITANNIA	1 Dec(2)	16 Dec(0500)	delayed 1d. by fog
19 Nov	5 Dec	B	CAMBRIA	16 Dec	28 Dec(0850)	

(To be continued)

10. The Canadian mails arrived late at Halifax and ACADIA did not wait for them.

11. Westbound, CALEDONIA was delayed outside Boston for twelve hours by fog. Her mails may have been taken off by tender on 6 December.

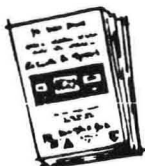
12. CALEDONIA's sailing from Liverpool was delayed one day by the Government in order to include a report on the debate on the Oregon question.

13. On 5 November HIBERNIA struck a rock off Cape Race in a dense fog and put into St. John's for repairs. She sailed from there on 9 November.

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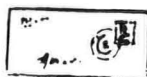
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ANSWER TO PROBLEM COVERS IN ISSUE NO. 115

Figure 1 shows a cover with a 3c '57 stamp, grid killer and Philadelphia cds in similar blackish ink. There are no markings on the back. The problem is the straight line MISSENTSOUTH marking in blue. There is a "57" that might be a year date, or possibly the number on Broadway. These offhand comments were received from various students:

- a. The marking is a fake.
- b. The marking was applied at Portsmouth or Norfolk, Va., or Charleston, S.C.
- d. The cover was sent south in error during June of 1861.
- d. The marking was applied on a railroad.



Figure 1. Cover from Philadelphia to Baltimore with marking MISSENTSOUTH.

Edward T. Harvey feels that the date is 1858, but has never seen the marking before. Alan T. Atkins saw the cover about a year ago and felt that the marking was akin to OLD STAMPS NOT RECOGNIZED. William T. Crowe, an expert anent Baltimore, says the marking is not of that town, and he favors Charleston. The only detailed answer came from Perry Sapperstein, who writes:

I wonder if this marking is genuine? Seems a Dayton, Ohio, March 20, 1861, buff cover with a 3c 1861 (not tied) MISSENT EAST, addressed to Baltimore, Maryland, has a stamp that doesn't belong. I sent it back to a dealer who returned it to a dealer he got it from, who admitted the stamp was added and a 3c 1857 belongs. I believe the marking was in blue, approximately 42mm x 4mm . . . Then I discovered Tracy Simpson's 1959 *U.S. Postal Markings* that showed a MISSENT SOUTH and MISSENT EAST, both 42mm x 4mm. On page 117 is a photo of a 1857 3c tied New Haven, Conn., 1860, to Baltimore with MISSENT SOUTH, showing only the upper portion of the cover. No photo of MISSENT EAST, but showing both went to Baltimore. Nothing listed as back stamps. Some say it is a railroad marking, but not necessarily so . . . This was a practice of P.O. Dept. showing addressee what happened due to delay . . . That brings me to the

fourth one (which I have in blue) with a double circle Washington D.C. May 30, looks like '63 (heavily inked) 3c 1861 cancelled by a target to a cover to Sunbury, Penna., blue MISSENT WEST on the cover 42mm x 4mm approximately. Cover, no backstamp, is a business corner card on the left and a Surgeon General on the right.

The editor-in-chief speculates: these markings may be related to the complex distribution system with specified distribution offices for which letters were to be bundled according to elaborate rules involving geographic relationships. Letters which wound up at a D.P.O. beyond the one to which they should have been directed might well have been marked MISSENT SOUTH, WEST, or whatever direction applied. If there's any merit in this theory, the markings could have been used at many offices. The D.P.O.'s at this period are listed on p. 93 of the 1857 *P.L. & R.* and on p. 131 of the 1859 edition.

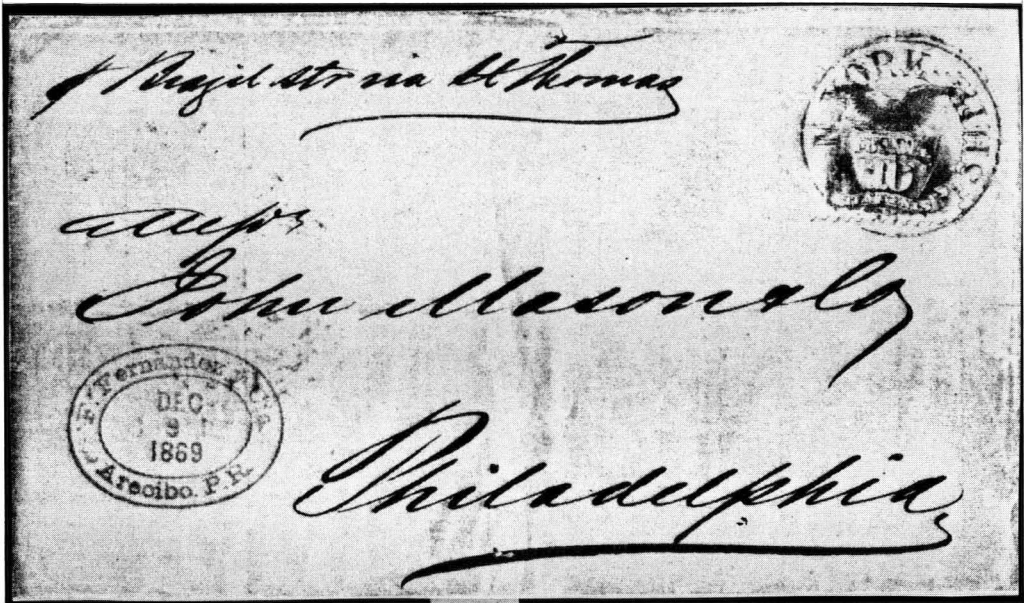


Figure 2. Cover from Puerto Rico with 10c 1869.

Figure 2 shows a folded letter sent from Arecibo, Puerto Rico, December 9, 1869, arriving in New York City the 20th and backstamped with a Philadelphia receiving mark "Dec. 20, 11PM" in black. The paper of the letter is pale blue which makes the yellow 10c '69 stamp stand out boldly. In black ink is written "p Brazil str. via St. Thomas". We have two answers from experts. The first, Robert G. Stone, writes:

It was carried by private means to St. Thomas where it was carried on the U.S. mail packet to N.Y. — the arrival date in NY fits with the schedule of the packet. However, as there is no backstamp a question remains as to whether the DWI PO failed to postmark (sometimes happened) or it was put on the packet at the docks loose (quite a few cases of that). There is a more remote possibility that it was posted in the British P.O. at St. Thomas and sent in their closed bag on the US packet — but that seems unlikely as there is no British postmark or any British stamp and charge (they hardly ever made mistakes at the Br. P.O.). Another possibility is that it went from San Juan on a merchant packet to NY where the arrival date just happened to coincide with the U.S. packet arrival from St. Thomas. That involves too many assumptions. We know another cover from Arecibo, in Nov. 1869, to N.Y. with 10c 1869 and N.Y. arrival Nov. 20, which has the St. Thomas DWI P.O. postmark.

Michael Laurence has been studying the Brazil line and has given us permission to excerpt from his forthcoming article these comments:

1. The 10c postage (established in 1864) is for the blanket rate (per half ounce) to (or

from) non-treaty nations. It was deliberately set higher than the private ship rate as a revenue raising device to encourage regularly scheduled steamer service.

2. The 10c '69 stamp played a role in these developments, and Lester Brookman surmised that it was issued for this rate; although few Brazil line covers are recorded with the 10c '69, and there are many other usages.

3. The United States and Brazil Mail Steamship Company carried the mails for ten years starting in 1865, with three vessels sailing monthly between New York City and Rio de Janeiro stopping both ways at St. Thomas, plus three minor ports from which covers are rarely found.

4. The *Merrimack* departed from St. Thomas 14 Dec. and arrived in NYC 20 Dec.

5. The majority of Brazil line covers inbound boarded the ship at St. Thomas, and the 10c rate prevailed in either direction, or all the way to Brazil. According to Robert Stone, a 3c local DWI postage fee should have been paid. Such payment was occasionally represented by a DWI adhesive, but was more frequently paid in cash.

6. Whether the 10c '69 stamp was applied by a forwarder, or at the St. Thomas post office (where these stamps were sold) we can only conjecture. Certain it is, however, that the adhesive was not applied in N.Y. and unlikely that it was applied (by the sender, Fernandez y Cia) in P.R.

7. The N.YORK STEAMSHIP marking was specifically designed for use on inbound covers on contract mail routes and the Brazil line carried the lion's share of arriving Caribbean covers.

PROBLEM COVER FOR THIS ISSUE

Figure 3 shows the latest problem cover. In presenting it we are at the mercy of you readers, as a preliminary pass by some sharp New York students did not elicit a response. So, without a response from one or more of you readers there will be a sparse section next issue. The cover bears a 3c green Banknote stamp with a smudgy blackish killer, and also tied with a purple "C.L." in a circle and "Unclaimed N.Y." marking in the same purple. There is no town cds. The oval marking is in red and reads "New York Post Office, Jul. 31, ADV, Due 1 Cent". The 1c postage due (J1) is precancelled with an odd-looking circled "N" also in purple. On the cover back there are two similar circular markings "P.O. - N.Y." with dates of 22 July '83 and 8 Sept. '83. The "Letter Returned by Carrier" label is



Figure 3. Envelope with 3c bank note, 1c postage due, and several mysterious handstamps.

in yellow. The problems are identification of the odd "N", "I.D." and "C.L." initials. Please send your comments (conjecture accepted) to the Cincinnati P.O. Box without delay.

The fall philatelic season has started as this issue is being written. The auctions and shows so far evidence little interest in "investment" material, but lively action for postal history covers with interesting markings and attractive stamps. One of the purposes of this Section is to stimulate owners of covers to scrutinize the cancellations, rates, credits, debits, manuscript notations, and other markings on their covers and to try to comprehend them. There are a number of helpful reference books now available, and if studying these doesn't explain what is shown on the cover, then perhaps it is a candidate for the Cover Corner. Send a copy first, and if the item is intriguing then your Editor will ask for the original or a good black and white photo.

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