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THE CHRONICLE

The

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February 1983

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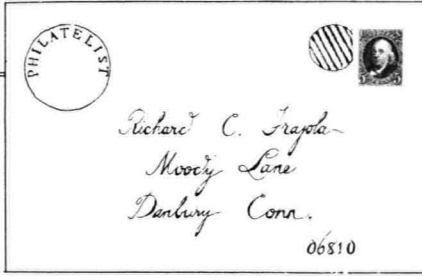
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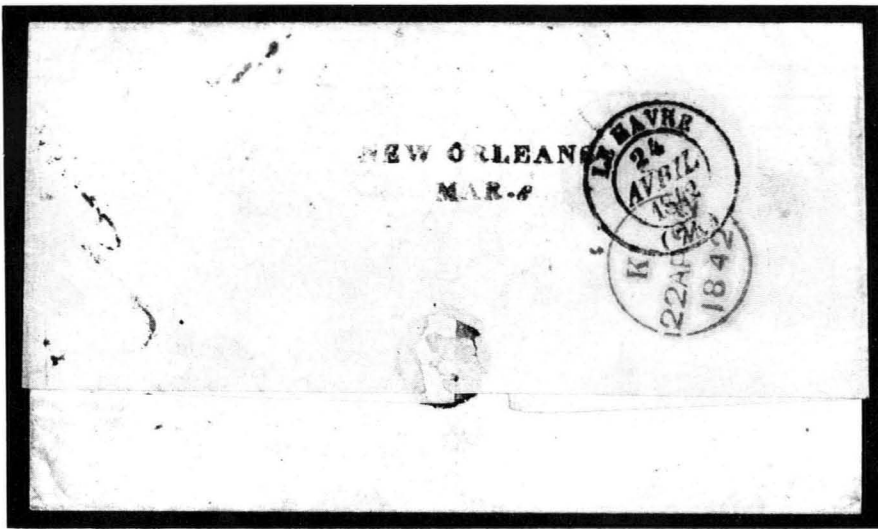


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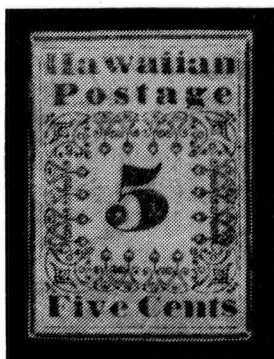
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THE EDITOR'S PAGE

Several features from the November *Chronicle* are concluded or continued in this issue. These include Richard B. Graham's discussion of soldiers' and sailors' letters, Michael Laurence's study of the 10¢ 1869 in the Pan-American mails, and Walter Hubbard's Cunard sailing tables for the decade of the 1840s. The Elliott Perry notes — edited by Bob Meyersburg — on carrier stamps and their use at Philadelphia continue with extensive illustrations of both genuine and counterfeit stamps, and an especially interesting section on the Franklin and Eagle stamps.

Philip T. Wall, having completed his definitive study of the 5¢ New York PM Provisional (although reader comments on a questionable 5¢ New York cover appear), starts consideration of other provisional issues, beginning with Alexandria, Va. Creighton C. Hart advances a plausible explanation of the still puzzling question of 1847 dies and plates. William K. Herzog contributes an article on certain violet 24¢ stamps used at Cincinnati. The question of registration of supplementary mail is addressed by George Arfken. Mortimer L. Neinken provides additional information on covers showing the French 39 decimes rate, while Walter Hubbard describes a very unusual cover originating at Hamburg, and corrects some misconceptions.

Interesting short features on a variety of subjects appear in the 1851, Bank Note, and Railroad sections. The Cover Corner has an abundance of answers for the November problem cover and offers a new challenge.

An article on color by Ervin E. Underwood, a longtime member of the Society, appears in the Guest section. Although Mr. Underwood's views and recommendations are directly contrary to those expressed by *Chronicle* editors in recent issues it seems appropriate to provide this forum so that readers have an opportunity to consider a different viewpoint and make their own judgements. It is not, however, my intention to encourage a protracted debate on the subject in these pages.

* * *

Thomas J. Alexander has announced the appointment of Scott Gallagher to serve as chairman of the committee to nominate candidates for the Board of Directors to be voted on at the annual meeting in May. Other members of the committee will be announced shortly. Directors whose terms are expiring June 30 are Duane Garrett, Richard B. Graham, Creighton C. Hart, and Leon Hyzen. If you have any suggestions for Director, please send names to the committee chairman as soon as possible. His address is on the masthead.

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GUEST PRIVILEGE

THE ALEXANDRIA POSTMASTER'S PROVISIONAL STAMPS

PHILIP T. WALL

The very first listings in the *Scott Specialized Catalogue of United States Stamps* are those stamps issued by Daniel Bryan, Postmaster of Alexandria, D.C.-Virginia, during the 1845-1847 period. These are among the most highly valued and rarest of all United States Postmasters' stamps. They have been favorites of such famous collectors as Ferrari, Worthington, Gibson, Hind, Lapham, Caspary, Lilly and several important European collectors.

No records have been found that would shed any light on their early history. The *Alexandria Gazette* was the only newspaper published in Alexandria while the stamps were current, and no complete files of that newspaper were retained. The name of the printer, the number of stamps printed and the number of stamps sold will apparently never be known to philately.

The stamps are printed in black in two types on thin wove paper that is either buff or blue. They were typeset and apparently impressed by hand on a small desk-top press. The stamps were probably ungummed as most if not all copies were affixed by means of a small wafer. Since two types are known and approximately the same number of copies of each type are recorded, it is probable they were printed in pairs, although there are no hard facts to support this theory.



Figure A. Type I off cover used stamp, ex Caspary, ex Lilly. Photo courtesy of Irwin Weinberg.

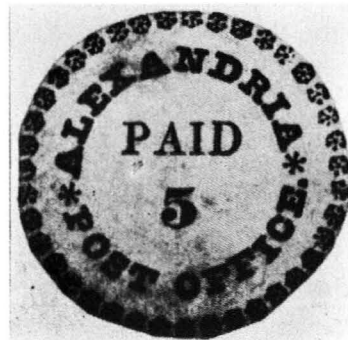


Figure B. Type II unused stamp, ex Ferrari, ex Lapham.

The two types may be distinguished as follows:

Type I (Figure A): 40 rosettes in a circle. The asterisk between the capital "A" in Alexandria and capital "P" of Post is closer to the "P" and almost touches the base of that letter. The period after Office is directly opposite the bottom right arm of the right asterisk.

Type II (Figure B): 39 rosettes in a circle. The asterisk between the "A" and the "P" is almost evenly spaced. The period after Office lies between the two bottom arms of the right asterisk.

Six copies on buff paper are recorded; three of Type I and three of Type II. The one known copy on blue paper is Type I. The illustration in the 1983 *Scott Specialized Catalogue of United States Stamps* depicts a Type I stamp. Most of the seven copies are cut irregularly round, obviously by hand. One and possibly two copies are apparently die cut. No multiples have ever been reported.

Alexandria was at one time in the ten square mile District of Columbia but was ceded back to Virginia in mid-year 1846 about the time the stamps are believed to have been issued.

However, as will be discussed later in more detail, all genuine covers are postmarked "Alexandria, D.C." In the 1840s Alexandria was a major port on the Potomac River and its population in 1840 was reported as 8,459.

THE SIX RECORDED COPIES ON BUFF PAPER

The first copy discovered was on cover and was found in 1872 or 1873 by John K. Tiffany of St. Louis among correspondence addressed to his uncle. This copy (Figure C) is Type I and is on buff paper. The letter inside is dated July 9 (reported by some previous writers to be 1846 and by others to be 1847) and the cover is addressed to Bartholomew Cranston, Columbia, Pennsylvania. The stamp, which is uncanceled, has been crudely cut to shape. The cover has an indistinct Alexandria, D.C., Jul 10 postmark. The color of the postmark and other postal markings has never been reported. However, if the letter was mailed in 1846, the postal markings should be in red. If the date is 1847 the postal markings should be in black. This cover was held by Tiffany and later by his estate until about 1910 when it was sold to Dudley L. Pickman of Boston who showed it at the 1913 International Exhibition held in New York. Pickman died many years later, and I have no record of this cover's being sold or exhibited during the past 60 years.

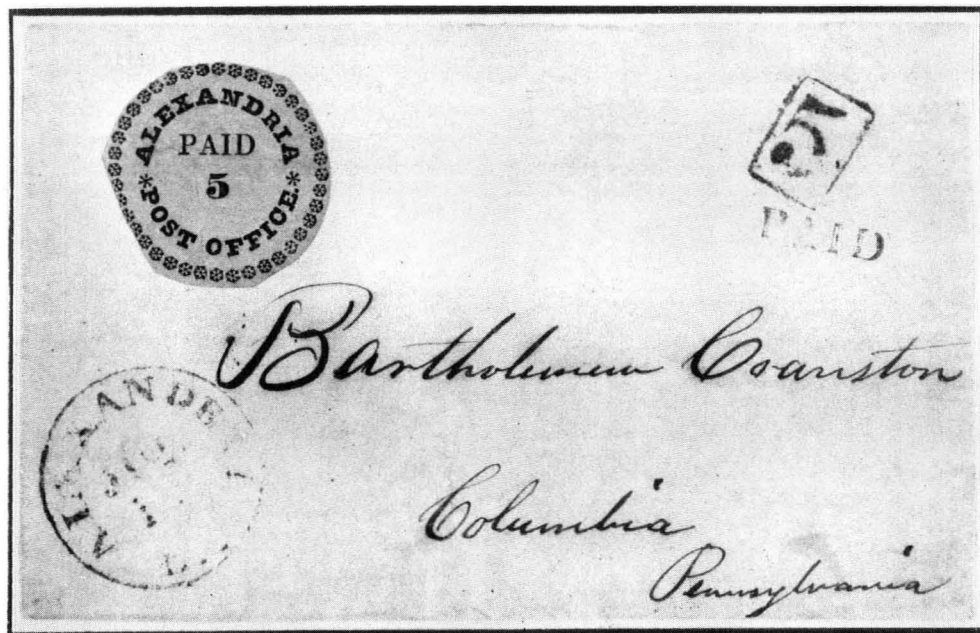


Figure C. Type I on cover but uncanceled. The discovery copy, ex Tiffany. Photo courtesy Raymond H. Weill.

A second cover postmarked Sep 9 (1846) was reported in 1879 and bore a Type I stamp. However, this stamp has become detached and apparently lost forever. This letter will be discussed later in this article.

The second copy discovered and probably still extant is an off cover uncanceled copy on buff paper and is Type II (Figure B). This copy came into the Ferrari Collection before the turn of the century, possibly as early as 1890. It is not known from whom Ferrari acquired this copy. When the French government auctioned most of the Ferrari Collection in the 1920s, this copy was lot 536 (Part III) sold on April 7, 1922. It sold to Warren H. Colson of Boston for approximately \$7,000. Colson was probably acting as agent for Henry G. Lapham, also of Boston, to whose collection this stamp was quickly transferred. This copy was exhibited as a part of the Lapham Collection of U.S. Postmasters' Stamps that won the Grand Award at TIPEX in New York in 1936. Lapham died in the late 1930s at which time his son Raymond

took control of the collection. Parts of this collection, including the cover shown in Figure E, have been subsequently sold; but other parts, including this uncanceled 1X1 that is somewhat soiled, have not been either exhibited or sold at public auction since Lapham senior died.

The third copy now recorded is a used off cover copy of Type I on buff paper (Figure A). There is a small part of a red postmark at the right and the stamp has a small, natural paper fold at the left. The notation No. 45 appears on the face of the stamp. This copy has a certificate of genuineness from the Philatelic Foundation (1971). This stamp was found in 1894 by W. F. Lambert, an Alexandria banker and part time stamp dealer, who sold it to Thomas L. Shryock, Treasurer of the State of Maryland, for \$800. Shryock sold it to George H. Worthington of Cleveland in 1908 for \$2,200 less an agent's commission. Alfred H. Caspary of New York bought this copy in 1916 for an undisclosed price when the Worthington Collection was sold. As lot 1 of Part I of the Caspary Collection sold by H. R. Harmer, Inc. on November 15, 1955, this copy realized \$3,900. It was acquired by Josiah K. Lilly and realized \$6,000 as lot 1 of Part I of the Lilly Collection sold by Robert A. Siegel Auctions on February 2, 1967. This copy next appeared as lot 7 in the Siegel 1971 Rarities of the World Sale (Siegel #391) and sold to Irwin Weinberg of Pennsylvania for \$10,000. Mr. Weinberg tells me he does not recall exactly when he sold the stamp and at what price, but he believes it was for \$15,000 and the year was probably 1975. This stamp was last offered by Earl P. L. Apfelbaum, Inc. as lot 16 in that firm's Interphil sale held June 3, 1976, where it purportedly realized \$17,000. This is the last time an Alexandria item has been offered at public auction in this country.

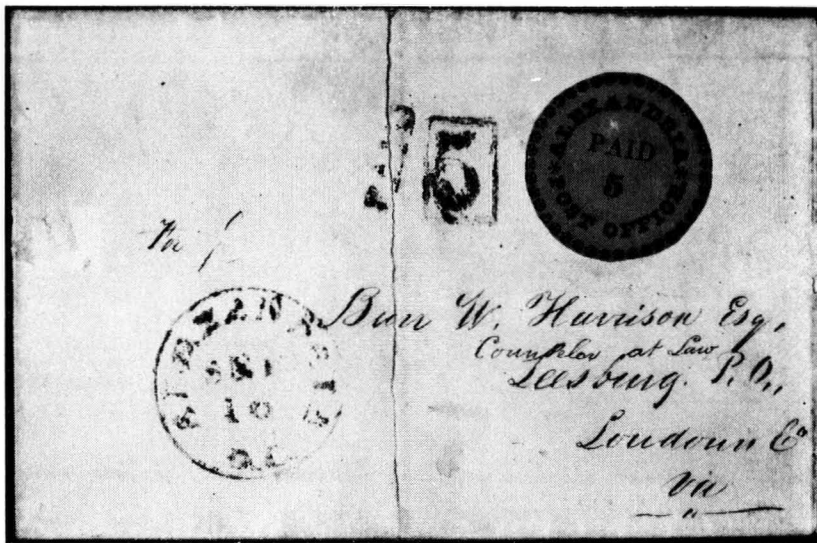


Figure D. Type II on cover but uncanceled. Ex Hind, ex Caspary, ex Lilly.

The fourth copy I record is a Type II on buff paper, uncanceled, on a cover addressed to Burr W. Harrison, Esq., Counselor at Law, Leesburg P.O., Loudon Co., Va. (Figure D). It is postmarked Alexandria, D.C., Sep 10 (1846). All postal markings are in red. It was found by the addressee's son, a Washington, D.C., attorney, in 1908 while looking through his father's correspondence. Harrison junior sold the cover to Worthington for \$2,500. The cover was acquired from the Worthington holdings in 1916 by Henry C. Gibson of Philadelphia who in turn sold it to Arthur Hind of New York in 1922. When the U.S. section of the Hind Collection was sold by Charles J. Phillips in New York in the 1930s, this item was bought by Colson on behalf of Caspary for \$4,000. At the time of the Caspary sale in 1955, this cover was lot 3 and sold for \$9,250, apparently to an agent for Lilly, as the same cover was lot 2 when that collection was sold in 1967. It realized \$11,500 at that time and the buyer



Figure E. Type I on cover but uncanceled. Ex Lapham, ex Consul Klep.

was John R. Boker of New York. Most of the U.S. Postmasters in the Boker Collection were sold privately in Europe in the early 1970s. R.D. Jaretzky of West Germany ultimately purchased many of the ex Boker Postmasters, and he exhibited this cover as a part of his collection of U.S. Postmasters, Carriers and Locals at both the London 1980 and WIPA 1981 International Exhibitions.

The fifth copy on buff paper which is a Type I was not discovered until 1926. In April of that year Edward S. Leadbeater of Alexandria was visiting relatives at Parkins' Mills, located near Winchester, Virginia, and came across three letters addressed to his father of the same name. These were written to his father in August 1846. The only cover then bearing an adhesive (Figure E) is postmarked Alexandria, D.C., Aug 25 (1846). The stamp is uncanceled and is affixed by a wafer and all postal markings on this cover are in red. This specimen is trimmed very closely and all of the rosettes are either partly or entirely cut away. One of the other covers found at that time had also borne a similar stamp at one time, but the stamp had either been removed or had fallen off and lost as only part of a wafer remained. This Alexandria cover was sold to Perry Fuller, a prominent Baltimore dealer of that era, for approximately \$7,000, who in turn sold it to Lapham at an undisclosed price. As indicated earlier in this article, Lapham died in the late 1930s; and while the ex Ferrari uncanceled off cover copy shown in Figure B has not yet surfaced, this cover eventually passed to Consul Klep Van Velthoven of Brussels, Belgium, at an undisclosed price. This item was lot 86

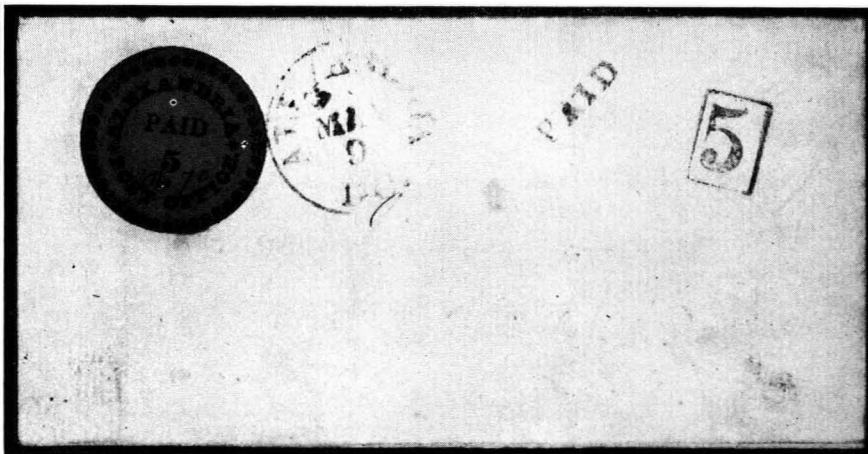


Figure F. Type II on cover, barely cancelled and tied to cover. Apparently die cut. Ex Caspary.

when Willy Balasse of Brussels sold the Consul Klep Collection on March 27-28, 1956, at which time it realized approximately \$5,250. Siegel last sold this cover on November 10, 1964, when as lot 1 in that sale it realized \$9,000. As may be seen from the photograph in Figure E, this cover has been submitted to the Philatelic Foundation which found it to be genuine.

Very little is known about the sixth copy found on buff paper. It was discovered in the early to mid 1930s, probably about 1933, and was sold by the finder to John A. Klemann of the Nassau Stamp Company of New York City who immediately placed it with Caspary. No sales prices have ever been reported and the place of discovery is not known. This copy is a Type II and is apparently die cut. It bears a manuscript "No 70." The stamp is barely tied on cover by a red Alexandria, D.C., May 9 postmark. All other postal markings are also in red and this is the only copy tied to its cover. The Alexandria Post Office started using black ink for its postal markings some time between March 29 and April 19, 1847. For this reason I believe the usage was in 1846; and if I am correct, this cover is the earliest known use of an Alexandria Postmaster's stamp. The name and address of the addressee have been removed as may be seen in Figure F. This cover realized \$7,400 as lot 2 in the Caspary sale held in November of 1955. It was last sold by Siegel in his 1969 Rarities of the World sale (Siegel #350) and as lot 1 it realized \$28,000. This is the highest price any Alexandria Postmaster's stamp or cover, including the famous Blue Boy cover, has ever realized at public auction.

(To be continued)

THE 1851 9X1 WILMINGTON & RALEIGH RR COVER

Editor's note: The following observations have been received from Calvet M. Hahn.

In the November *Chronicle* Philip Wall invited comment regarding the 9X1 Wilmington & Raleigh RR cover while the editor drew attention to my October *SPA Journal* article that discussed it *en passant*. I should like to comment further.

It should be noted that this cover received a PF certificate a decade ago at which time I argued against it stating it was a miraculous cover if genuine. As to how such miracles occur I refer readers to my 9/26/81 *Stamp Collector* article "You Can Expect Too Much of an Expert Certificate" and the subsequent letter of additions. There is no information available today that was not available when this cover was pronounced genuine although I am not sure it would now get a "clean" certificate if resubmitted.

The arguments I used against it a decade ago included the fact that it would be the latest recorded use of a 9X1, the problem of not having a NYC postmark or the certifying marking of having passed through NYC, and the fact that, to me, the handstamp does not match any of the three Towle or Remele recorded examples. Readers can compare this themselves by referring to the SPA article which used a different illustration of the cover and one which brings out the postmark better. I had used the actual cover for comparison originally when I drew this conclusion. For the three Towle/Remele styles I used photos of unquestioned covers rather than the Remele drawings.

Another factor involved in my objection was the time schedule involved in getting this cover from New York to Weldon, N.C. and on to New Orleans to meet the inside dateline, the postmark and subsequent New Orleans arrival. Mails at that time closed a half hour before train departure and there was still strong prejudice against Sunday service, particularly in the South.

The attached Table 1* is similar to one I constructed a decade ago to argue this point. As it shows the letter could not have caught the afternoon mail train for that departure does not

*Space does not permit reproduction of the Table, derived from Eli Bowen's *U.S. Postal Guide* (published July 1851). The Table demonstrates that, per the schedules in Bowen, a letter would have to be on the train leaving New York at 9 AM Feb. 21 to reach Weldon, N.C., at 1:45 AM on Feb. 23, eventually reaching New Orleans at 7 AM March 3.

permit this letter to reach the Wilmington & Raleigh RR until the 24th, one day too late. Only if it is written the same morning (2/21) and posted before 8:30 when the bags closed *might* it make the Wilmington & Raleigh on time. Not too many letters were written and posted by 8:30 the same morning. Further it would have had to be postmarked when it reached the Wilmington & Raleigh between 1:45 and 2 AM on a Sunday morning.

It should be noted that this letter could not have this postmark if it were carried by steamer into Charleston or Wilmington, as that marking was only applied between Weldon and Wilmington. If it missed being postmarked at New York it would also have had to miss a series of transfer points — three or four at least — where the error should have been picked up. If carried by a passenger out of the mails it would have had to be handed in at a rather strange hour on a Sunday morning.

I still feel that if this cover is genuine it is one of the most miraculous covers of 19th century U.S. classic philately. Readers may draw their own conclusions.

Calvet M. Hahn

In spite of the negative features of this cover already detailed by Phil Wall and Cal Hahn, there are a few points to be made in its defense. To begin with, careful comparison does not persuade me that the railroad postmark differs from Remele W7-c significantly enough to condemn the cover. I do have photos of fraudulent Wilmington & Raleigh Railroad postmarks on covers with 1847 stamps, and the postmark on the New York 5¢ cover does not show the same identifying characteristics.

A far more telling point is that this folded letter *did* travel from New York to New Orleans between the dates given in *Chronicle* 116, whatever the railroad schedules or mail routes. Otherwise the entire letter and its contents, file folds and all, are a complete fabrication — a suggestion too outrageous for belief. Furthermore, the letter was prepaid, so, in the absence of a PAID 10 under the stamps (surely the PF made this obvious test), the postage was paid somehow. If not by the two 5¢ New Yorks, then how? Have the provisionals been substituted for two 5¢ or one 10¢ 1847 stamps? It's not fair to condemn this cover without answering these questions.

Susan M. McDonald

IS THERE A UNIVERSAL COLOR LANGUAGE?

ERVIN E. UNDERWOOD

As a color specialist, I have enjoyed the numerous *Chronicle* articles on color in stamps by such eminent philatelists as W. F. Amonette, D. T. Beals III, D. A. Card, C. W. Christian, C. L. Friend, R. B. Graham, G. E. Hargest, C. C. Hart and W. K. Herzog. Perhaps the outstanding message from all these writers is that the identification of "color" is fraught with uncertainty, elusiveness and non-reproducibility. On the other hand, all seem agreed that the color descriptions of stamps should be put on a more rational basis.

As a consequence, perhaps, several recent articles have appeared extolling the virtues, and practical advantages, of the Methuen *Handbook of Colour*, 3d Ed. (1978). What I would like to do is to draw attention to the ISCC (Inter-Society Color Council) and the NBS (National Bureau of Standards) publications on color, and urge the color conscious philatelist to try this system first.

To emphasize the main reasons for using the NBS-advocated system, I would like to offer the following points:

(1) the ISCC-NBS method is internationally recognized and used, and is based on the Munsell system. Their joint reports and recommendations have been published since 1956.

(2) The NBS publications are inexpensive and readily available. The two most useful ones are: *Color — Universal Language and Dictionary of Names*, NBS Special Publication

440, 158 pages (\$4.00), and *ISCC-NBS Centroid Color Charts*, Standard Reference Material No. 2106 (\$19.00). The latter consists of 18 color charts each with 10 to 20 graded color chips for visual comparison.

(3) The color system is based on scientific principles (rather than on commercial usage). Colors are named in terms of the rainbow (spectrum) colors, and may be pinpointed into smaller and smaller subdivisions, depending on the subtlety of the color. A decimal system that is immediately recognizable can give gradations as fine as desired.

(4) The designation of color is based primarily on letters and numbers (rather than meaningless names such as Folly, Water Sprite, Geisha, Elephant's Breath or Gangrene). One nice feature of NBS spec. Publ. 440 is that it cross-lists the color names commonly used in philately, flowers, textiles, paints, plastics, birds, soils, etc., as well as in the older standard color dictionaries (Maerz and Paul, Plochere, Ridgway, etc.) Thus, not only can the philatelist use the unambiguous numerical designation for his stamp, but he can also find out what others mean when they describe a color in words.

(5) The letters that are used are simplicity itself. For example, R red, O orange, Y yellow, G green, B blue, etc. Modifications use the same basic words, *i.e.*, reddish orange (rO), bluish green (bG), purplish red (pR), etc.

(6) As needed, the color names are modified by such terms as: very pale, light, brilliant, grayish, dark, deep, etc. A color described accurately by "light yellowish brown" could be less accurately called "yellowish brown" or even "brown", depending on the level of accuracy required.

(7) The complete color designation consists of three attributes: hue (red, yellow, green, etc.), value (degree of lightness), and chroma (degree of vividness or saturation). Numbers tell you how far between the limits of these three attributes the actual color lies. Thus, the notation 7.5YR6/4 means simply that the hue lies $\frac{3}{4}$ of the way toward the yellow end of the range of Yellow-Red colors; the lightness is 6 on a scale of 10 (0 black, 10 white); and 4 means the chroma has a difference of 4 from gray.

(8) For most stamps, and for the less subtle color varieties, visual comparison with color chips is fine. In order to describe more subtle colors, however, instrumentation may be necessary. Here, the Philatelic Foundation or similar organization can expand their services to include color identification. Also, the APS-ISCC Committee on Philatelic Color Designations has as one of its goals a dictionary that will list the color names of each issue of each country.

(9) An additional advantage of the ISCC-NBS system is that their color designations have also been applied to other systems. Thus, color names described by Maerz and Paul, Plochere, Ridgway, etc. have been given the equivalent ISCC-NBS designation.

(10) Considerable work has been done, and more is underway, by the APS-ISCC Committee on Philatelic Color Designations. They have published an "APS Manual for Determining Color Designations of Stamp Colors" (see *The American Philatelist*, August 1981, p. 709) as well as an article on "Universal Color Language Designations for some Philatelic Color Aids" (in *The American Philatelist*, June 1982, p. 506). In the latter article, the Methuen system is examined in depth, and unfortunately, it does not fare well. Also, in the same article, a complete list is provided of the ISCC-NBS color names for 604 colors given in R. H. White's book, *Color in Philately*.

The intent of the above discussion is to acquaint philatelists interested in color with a recognized color designation system that is based on the soundest scientific principles and is relatively easy to use. This is the Universal Color Language, which combines the Munsell notation system and the ISCC-NBS Centroid Colors. Philatelists are indeed fortunate to have the benefits of the previous work by ISCC and NBS. They can also look forward to other extremely worthwhile outputs from the APS-ISCC Committee on Philatelic Color Designations.

PHILATELIC BIBLIOPOLE

Authoritative Philatelic Literature

New and Out of Print



MARITIME

United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU

by *Charles J. Starnes* Detailed rate tables from the U.S. to every country in the World for all mail systems with appendices covering British Treaty Mail via Marseilles, French postal charges on letters from the U.S., Bremen transit charges. UPU entrance dates, etc., 1982. 160 pages. 58 illustrations. cloth \$27.50
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1975 revised reprint, 256 pages, cloth \$35.00

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PHILADELPHIA

(Continued from *Chronicle* 116:246)

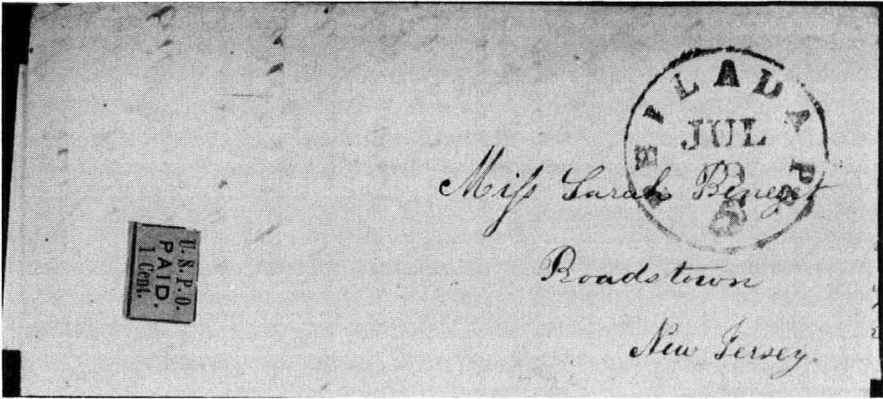


Figure 11. Scott type C29 (7LB8) Group I on an 1849 folded letter to Roadstown, N.J.

GROUP III

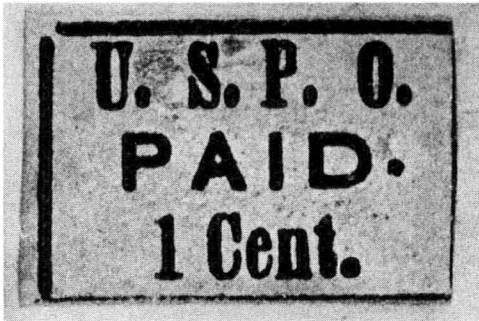


Figure 12. Type C29 Group III yellow. Round period after "CENT."

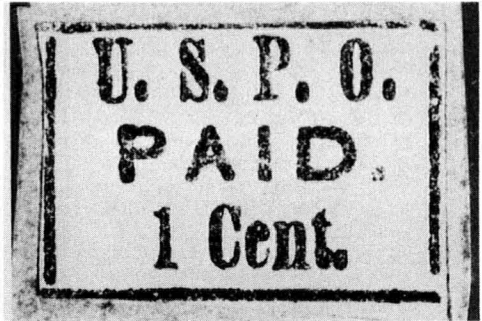


Figure 13. Type C29 Group III yellow. "U.S.P.O." close to top border. Oval periods in "U.S.P.O." and after "CENT."

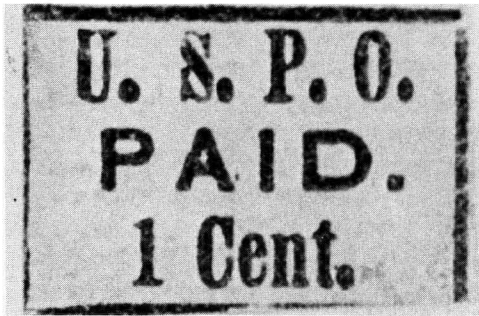


Figure 14. Type C29 Group III yellow. "U.S.P.O." close to top border. Round period after "U."

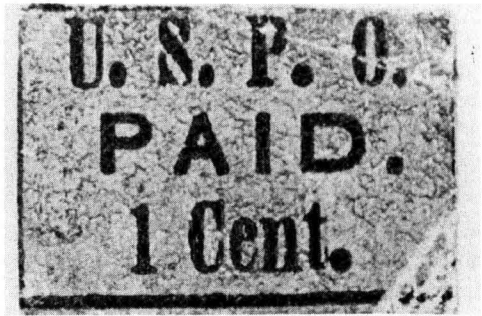


Figure 15. Type C29 Group III blue. Round periods after "P" and "CENT."

The Group III form evidently contained ten subjects in two horizontal rows of five without carrier initials. The "U.S.P.O." is very close to the upper border. The punctuation agrees with Group II except that several positions have a large round period, or two, in place of the usual oval periods. Four corners and four varieties from other positions on the form have been identified. In the Scott catalogue the Group III stamps of type C29 are numbered 7LB6-7LB9 (Figures 12, 13, 14, and 15).

SCOTT TYPES C28 and C29 - IMITATIONS

Several imitation types of Scott C28 are recorded. Each has a single frame line, and all of them are typographed.

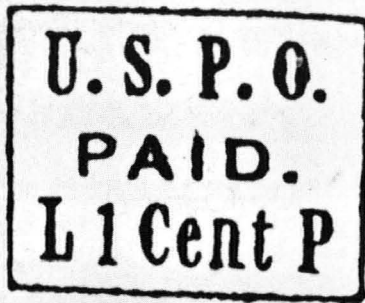


Figure 16. Type C28 Counterfeit #1 on rose and flesh colored papers.

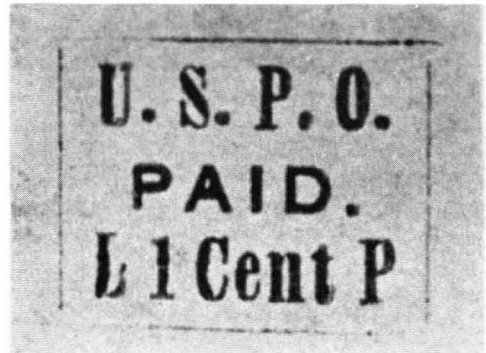


Figure 17. Type C28 Counterfeit #2 on brown, brown-red, buff, and lilac papers.

(1) "L-P" on rose paper or flesh paper. The frame measures $14\frac{1}{2}$ by $11\frac{1}{2}$ mm., and is not joined at the corners. The letters are too thin and too small. In "U.S.P.O." the period after "P" may be faint or missing. The setting was in a vertical strip of four and occurs printed "work and turn" making a vertical strip of eight. This counterfeit was first made for George Hussey in June 1863 (Figure 16).

(2) This variety is like (1) but the frame lines join at all four corners. Noted in black on colored paper (brown, brown red, buff, lilac, and rose) (Figure 17).

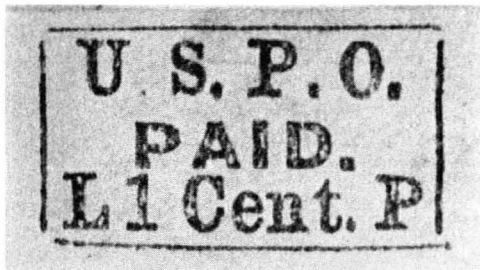


Figure 18. Type C28 Counterfeit #3 on lilac-rose paper and gray-lilac paper.

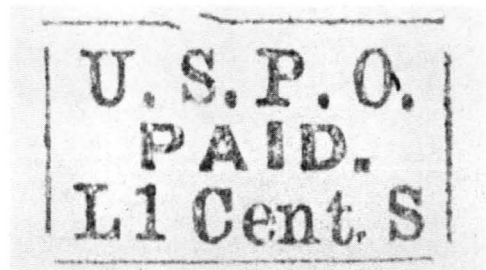


Figure 19. Type C28 Counterfeit #4 on lilac-rose paper.

(3) "L-P" on lilac rose or gray lilac paper. The frame line measures $16\frac{1}{2}$ by 9 mm., and is very close to the letters at both top and bottom. "PAID" is close to the lower line of inscriptions. The period after "U" may be faint or missing (Figure 18).

(4) "L-S" on lilac rose paper with frame measuring $16\frac{1}{2}$ by 10 mm. and broken at the top over "S" (Figure 19).

(5) "L-S" on rose paper and gray-blue paper, with frame measuring about 17 by 11 mm. "PAID" is from the same font as (3) and (4), but the other letters are not (Figure 20).

(6) The illustration which appears on page 233 of Luff's book *The Postage Stamps of the United States*, and which has been used in Scott catalogues since 1898, is duplicated in the

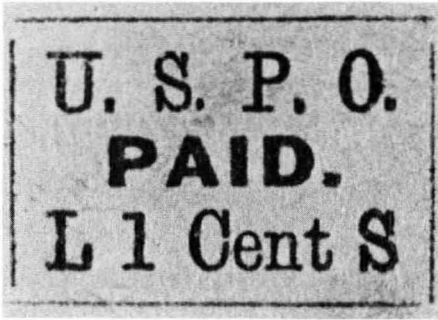


Figure 20. Type C28 Counterfeit #5 on blue paper and gray-blue paper.



Figure 21. Type C28 Counterfeit #6 on white paper.

black and white set of imitations in the Ragatz collection and has not been seen elsewhere (Figure 21).

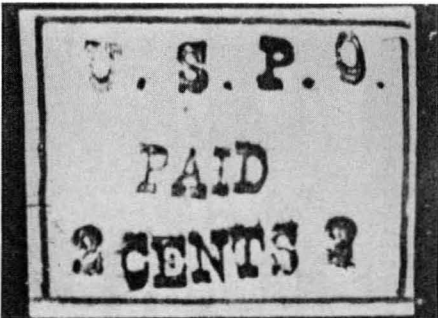


Figure 22. Type C28 Counterfeit #7 on blue surface-colored paper.

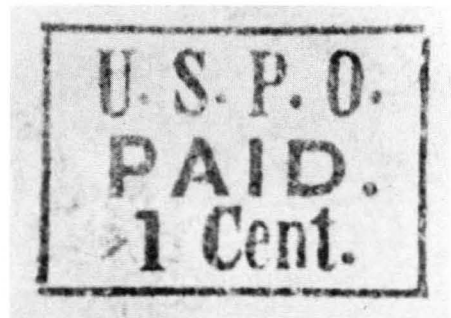


Figure 23. Type C29 Counterfeit #1.

(7) A crudely type-set fraud with "2 CENTS" value which is reported by George B. Sloane in black on blue surface-colored paper (Figure 22).

A single counterfeit of type C29 has been recorded (Figure 23). The serif on the number "1" is flat. The illustration which appears in the Scott catalogue reproduces the design of genuine Group II stamps.

At one time the Scott catalogue listed type L234 as the issue of a local post in Philadelphia in 1852. The stamp was similar to type C29 but with the "U. S." omitted. The listing has been dropped in recent years, and replaced with a note in the carrier section to the

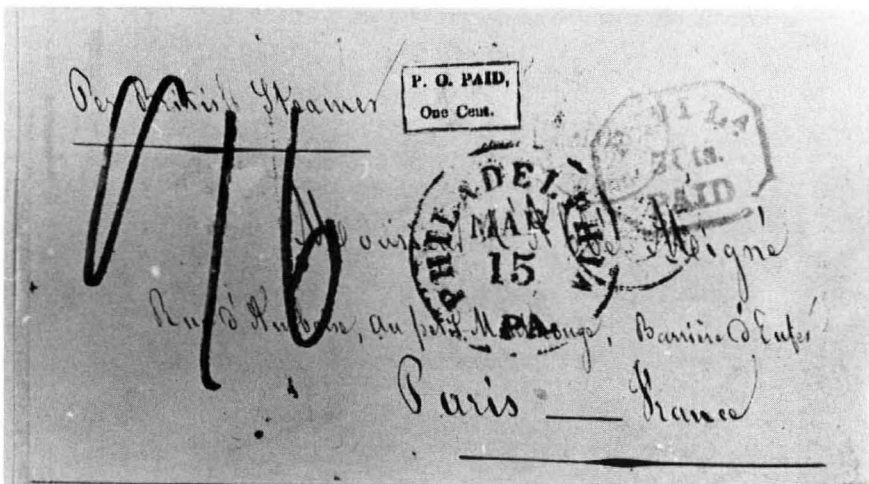


Figure 24. Scott type L234 (local). To France, 1852. The authenticity of this stamp is questionable.

effect that the authenticity of the stamp is in doubt. It is most unusual for the stamps of a local post to have no indication of the name of the post, or of its proprietor. Except when a private office is indicated, "P.O." is assumed to mean a United States Post Office. In this respect this stamp agrees with many of the U. S. carrier issues rather than with the issues of a private post (Figure 24).

GROUP B, SCOTT TYPE C30

By an Act of March 3, 1851, the drop letter postage rate was restored to one cent, as it had been before July 1845. The Postmaster-General's power to fix carrier fees was continued, within a two cent limit as in the Act of 1836, but the wording was changed to "not exceeding one or two cents."

The letter carrier provisions (Section 41) of the Act of 1836 referred specifically to outgoing and incoming "mail letters," and only by inference were "drop letters" included. Any drop letters which were handled by the carriers were delivered to and/or from the post office and were subject to drop letter postage in addition to the carrier fee.

Although Luff, in his U.S. book, reports a date of March 18, 1850, for use of the blue stamp, no supporting evidence has been produced to agree with his date. Neither does satisfactory evidence appear that any type C30 stamp was issued prior to March 1851. The gold on black stamp appears to be the first of the series, the earliest cover seen having been dated March 29 and postmarked March 30. Based on the covers which have been found in the present study it seems reasonable to believe that type C30 was prepared after the Act of March 3, 1851, became law so that it would be ready when that act of Congress became effective on July 1, 1851.

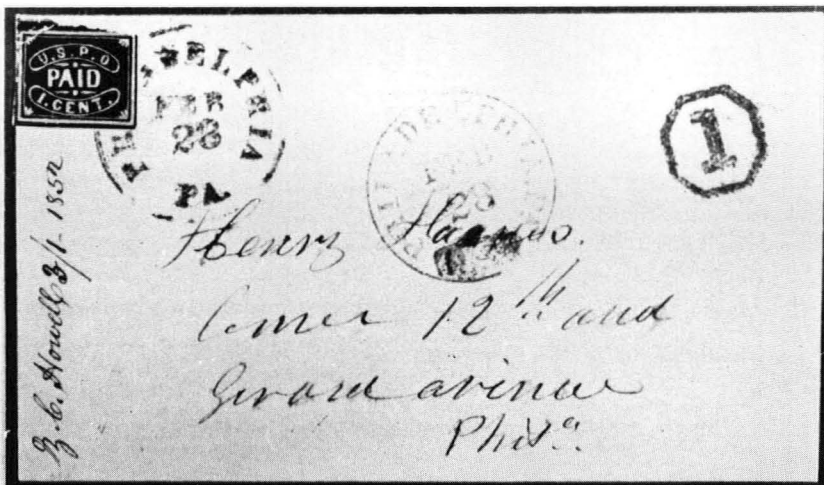


Figure 25. Type C30 — gold on black. February 28, 1852; sub-type III used locally to a street address in the Spring Garden district. The cover was struck with an uncurrent Philadelphia postmark and a current postmark which hit the carrier stamp; also "1" in octagon for 1¢ drop letter postage to be collected from the addressee.

Nearly all covers bearing the gold on black glazed paper stamp appear to have been used from July to October in 1851 (Figure 25).

Most of the blue stamps appear to have been used toward the end of 1851 and in 1852 (Figure 26). An uncanceled copy is noted on a cover of August 11, 1851, and canceled copies from November 1851 to November 1852.

The black stamp is known used August 9, 1852, and "NOV 9" in a year which could be 1851, 1852 or 1853 (Figure 27). No definite date can be assigned to seven other known copies.

The Philadelphia Post Office received its only supply of the Franklin Carrier stamp (10,000 stamps) on October 21, 1851. Four weeks later the Franklin type was succeeded by

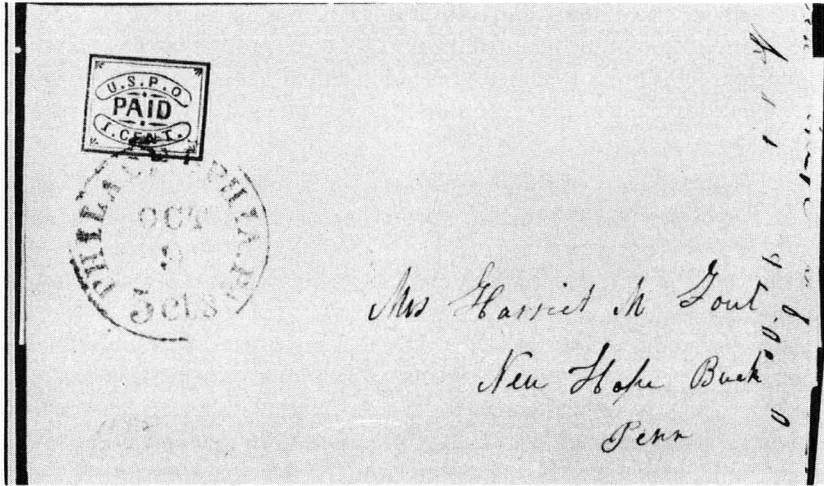


Figure 26. Type C30 — blue on white. October 9, 1852; sub-type IV struck with a Philadelphia postmark for five cents postage to be collected from the addressee in New Hope, Bucks County, Pa.

the only supply of the Eagle Carrier (20,000 stamps) which the official records show went to any post office prior to July 1, 1853.

The sequence of use of these various carrier stamps appears to be:

C30, gold on black, mostly July to late October 1851.

Franklin Carrier from October 21, 1851 to early 1852.

Eagle Carrier from November 17, 1851 continuously (?) to 1857.

C30, blue on white, November 1851 to November 15, 1852.

C30, black on white, beginning in August 1852 for about four months.

No reason appears for printing any stamps of type C30 after the Franklin and Eagle carrier stamps became available in October or November 1851. Therefore it may reasonably be assumed that all the stamps of type C30 were printed and probably were delivered to the Philadelphia Post Office prior to the middle of November 1851, and were used up as opportunity offered.

Unless the gold on black stamps happened to be struck with a postmark they were not

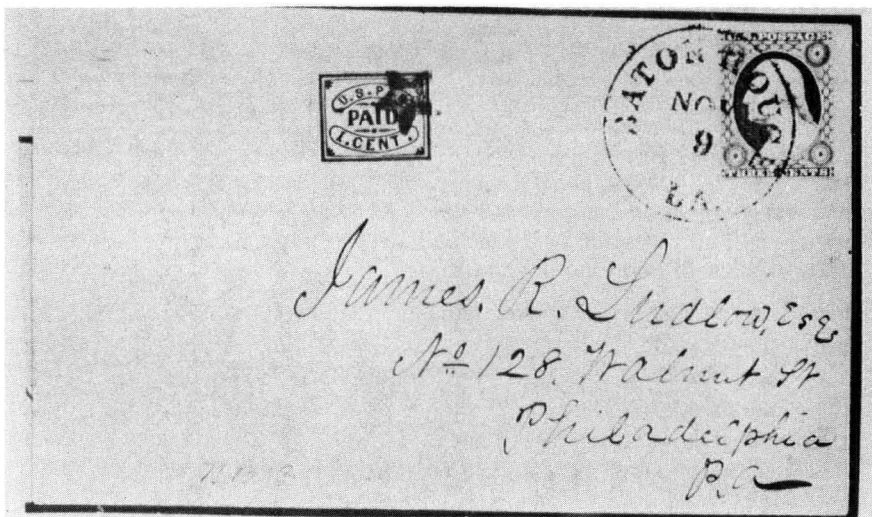


Figure 27. Type C30 — black on white. November 9 (probably 1852); sub-type V on cover from Baton Rouge, Louisiana, to a street address in Philadelphia. No other black stamp of type C30 used for delivery of incoming mail has been recorded.



Figure 28. Type C30 blue on white sub-type II used "to the mails." Cancelled with a red star.

cancelled until the red star came into use in the autumn of 1851. Used copies of type C30 in blue or in black usually were cancelled with the red star (Figure 28).

The official records show that during the succeeding nine years (July 1, 1851, to June 30, 1860), nearly ninety-five percent of the fees earned by the official letter carriers were derived from delivering "mail letters" from the post office to addresses at two cents each. The fact that local posts could not obtain this incoming mail to deliver enabled the official carrier service to operate and may explain why the service is mentioned so rarely in newspapers of the period.

There was no competition in delivering incoming mails from the post office — and no necessity to advertise for that business — because the post office carriers had a monopoly of that service. But on city mail and letters "to the post office, for the mails," the public could choose and usually preferred to use Blood's Despatch or another local post, so, as was true



Figure 29. Type C30 gold on black. Block of 19 showing third, fourth and fifth rows complete, with side and bottom margins. Position #13 (the middle stamp of sheet) has two dots under right end of "U.S.P.O." label. Several counterfeits imitate this variety.

before 1851, comparatively few Philadelphia letters — either local or outgoing — bear any of the official carrier stamps or markings.

Type C30, lithographed, produced three stamps:

Gold on black, glazed paper (Scott 7LB11).

Blue on white, wove paper (Scott 7LB12).

Black on white, wove paper (Scott 7LB13).

The stamps were printed in sheets of 25 (5X5). Figure 29 illustrates a block of nineteen of the gold on black stamp. There are five sub-types, each of which occurs five times in a horizontal row on a sheet. If each position of each sub-type is distinguishable, there are twenty-five varieties. On all genuine stamps the upper serif on “1” points to the right. The five sub-types are identified by the shape and relative position of the inscriptions.



Figure 30. Type C30 blue on white sub-type I.



Figure 31. Type C30 blue on white sub-type II.

SUB-TYPE I: The “I” of “PAID” is so far to the left that a line drawn along its left edge will pass through the ornamental dot above and below it. In the letter “S” the upper curve is smaller than the lower. The ornaments above and below “PAID” are shorter than on sub-types II, III, or V (Figure 30).

SUB-TYPE II: The letter “S” is narrow and the top is usually broken in the middle. The periods after “U”, “S”, and “P” are relatively large (Figure 31).



Figure 32. Type C30 blue on white sub-type III (plate position 13).



Figure 33. Type C30 blue on white sub-type IV.

SUB-TYPE III: The upper serif on “1” is short or missing. The “S” is broader and flatter on top. The period after “U” and after “S” is relatively small; after “P” it is a horizontal oval. The middle stamp in the row, which is also the middle stamp (#13) on the sheet, has two dots of color close together under the right end of the upper panel. They do not appear on any other position. This variety was imitated to make three types of counterfeits which have two short diagonal dashes in place of the two dots (Figure 32).

SUB-TYPE IV: The “S” may appear topheavy and the periods after “U”, “S”, and “P” may look square instead of round. The ornamental dashes over “PAID” are short. The lower right serif on “1” is short or missing; the upper serif is usually stronger than on the other sub-types (Figure 33).

SUB-TYPE V: The upper panel is heavier at the ends, and especially under “U”. The



Figure 34. Type C30 black on white sub-type V.

lower panel is usually broken at its upper left curve. The periods after "U", "S", and "P" are relatively large (Figure 34).

By means of variations, such as may have resulted from transfer flaws, it is often possible to determine the position of any sub-type in its row, except that for lack of connecting material it is not yet possible to identify positions 2, 3, 4, or 5 of the top row (sub-type I).

IMITATIONS OF SCOTT TYPE C30



Figure 35. Type C30 counterfeit #1.

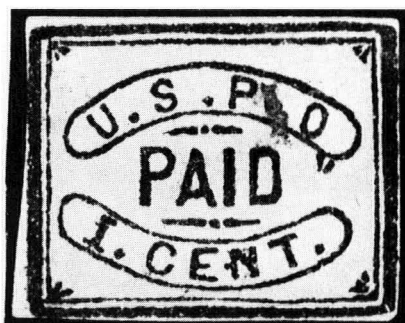


Figure 36. Type C30 counterfeit #2.

(1) The illustration on page 235 of the original Luff book seems to have been copied from a third row stamp. It is an excellent imitation, and has been found in black on white paper (Figure 35).

(2) This fraud has tall thin letters in "PAID" and the cross-bar of "A" is too low. It is an imitation of position 13, and is noted in rose and in blue on white paper (Figure 36).



Figure 37. Type C30 counterfeit #3.



Figure 38. Type C30 counterfeit #4.

(3) This is another and poorer imitation of position #13, with dashes in place of the dots under "O". Copies exist in various colors on white or colored papers and are credited to S. Allan Taylor (Figure 37).

(4) This type also imitates genuine stamps from position #13. The impression is somewhat rough. It exists in blue and in black on very thin white paper (Figure 38).

(5) This counterfeit has no dashes under the "0" but a period after it. The upper serif on "1" points to the left, whereas on all genuine stamps it points to the right. Copies have been seen in blue on white, black on bluish, and gold on black glazed. This forgery is not pictured herein.

In addition to the counterfeit stamps, there have been a number of fraudulent covers produced by adding genuine stamps to existing stampless or postally franked envelopes. The example shown here is a copy of Scott 7LB11 added to a probable second day of use letter bearing a three cent orange brown stamp of the 1851 issue (Figure 39).

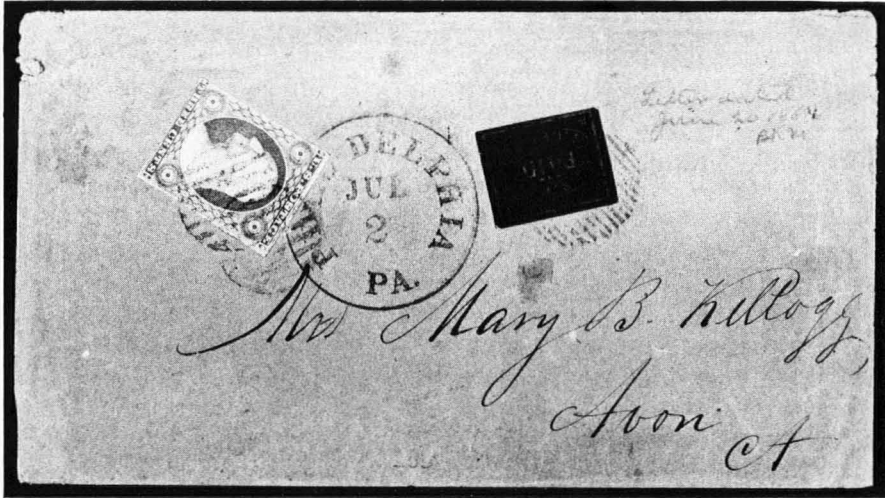


Figure 39. Scott type C30 (7LB1) fraudulently added to a letter from Philadelphia to Avon, Conn. The gold on black carrier stamp, which has a pencil cancellation, is tied by a 16-bar grid unknown to Philadelphia usage.

GROUP C — THE FRANKLIN CARRIER STAMP

The third group of carrier stamps that came into use in Philadelphia in the period 1849-1852 comprises two stamps, which are the only U. S. carrier stamps known to have been supplied to the Post Office Department by the postage stamp contractors. The first was the Franklin carrier (Scott type OC1, #LO1) — so-called because it shows a profile of Franklin with "CARRIERS" above and "STAMP" below. No value was expressed (Figure 40).



Figure 40. On the left, the issued Franklin carrier stamp; on the right, the 1875 reprint. The genuine stamp can be recognized by the sharpness of the background lines in the vignette.

Postmaster General Hall's announcement of September 20, 1851, shows removal of the one cent collection fee "to the post office, for the mails" in Philadelphia and in the adjoining districts which were served by U. S. letter carriers; but covers exist which show that this collection fee was restored within a year, if not before the end of 1851. Nearly all the covers bearing the Franklin stamp were used in Philadelphia, most of them on local delivery letters (Figure 41).

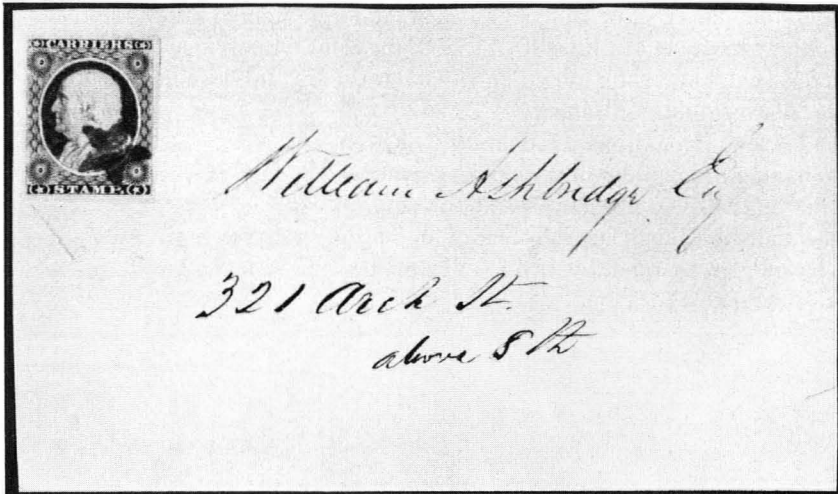


Figure 41. Franklin carrier on city delivery cover. The stamp is cancelled with a red star.

Copies on original covers were rare when the Luff U. S. book was written and Luff noted that postmarks seldom have the year. The only complete date mentioned in the Luff book is April 1, 1854. Genuine postmarks of New York, New Orleans, and Philadelphia in 1854 do not include the year. Perhaps a postmark dated for All Fools Day in 1854 was not intended to be accepted seriously. An earlier cover may also require explanation. It is addressed to Monson, Mass., has a three cent orange brown of 1851 at the upper left, which is tied with a Philadelphia postmark of September 5th (1851)! At the upper right is a Franklin stamp with a red star cancellation — but not tied. This cover is not convincing proof that the Franklin stamp was used on it more than two weeks *before* the first supply of that carrier stamp arrived at any post office.

GROUP C — THE EAGLE CARRIER STAMP

In November 1851, four weeks after the Franklin carrier stamp was supplied to the Philadelphia Post Office, it was followed by the Eagle carrier stamp (Scott type OC2, #LO2) (Figure 42). Official records to June 30, 1853, mention only one delivery of Eagle stamps — 20,000 to the Philadelphia Post Office on November 17, 1851. A few post offices, possibly including Philadelphia, were supplied with Eagle stamps in the period July 1, 1853, to June 30, 1858, for which five years no records have been found. The records after July 1, 1858, mention no deliveries of carrier stamps.

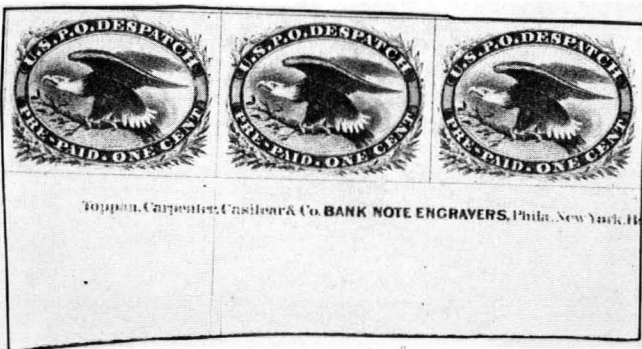


Figure 42. The Eagle carrier stamp, probably designed by Charles Toppan, based on an idea by Gen. John C. Montgomery, Assistant Postmaster of Philadelphia.

The Luff U. S. book contains a copy of an official letter of July 30, 1869, which states that the Eagle stamp was issued about November 17, 1851, was withdrawn January 27, 1852, and was very little used except at Philadelphia and Cincinnati. In explaining this letter Luff suggested that as it was known that the Eagle stamps continued in use for many years the statement “withdrawn January 27, 1852” may have meant that none was issued to post-

masters after that date. One or more supplies of the Eagle stamps were sent to and used in at least two cities subsequent to June 30, 1853. If the Eagle stamp was "withdrawn", it must have been reissued, but it is far more likely that it was the Franklin stamp that was withdrawn from sale at Philadelphia on January 27, 1852.

The Luff book mentions a cover of November 9, 1851, formerly in the Hunter collection, having rough pin perforations of private origin. As the Eagle stamp had not been issued at that date this item seems questionable.

Occasionally the Eagle stamp was used in multiple with intent to prepay postage. Four examples have been recorded, two from Philadelphia, one from Wilmington, Delaware, and another from Andalusia, Penna., used to Philadelphia.

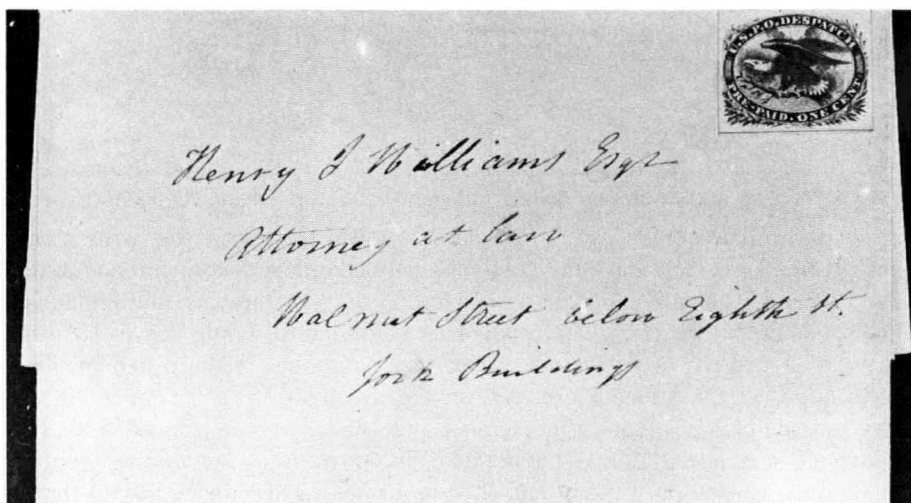


Figure 43. A common employment of the Eagle carrier stamp was for local use. This letter was posted January 27, 1853, and has a bright red star cancellation.

Covers bearing the Eagle stamp often do not show a year date, but the most extensive use in Philadelphia appears to have been prior to 1856. The dates noted begin with an Eagle stamp used locally on January 3, 1852 (Figure 43). Several dates have been seen in 1853 and 1854. A letter postmarked June 9, 1856, used locally, has been seen, and the latest date was a local use on March 12, 1857.

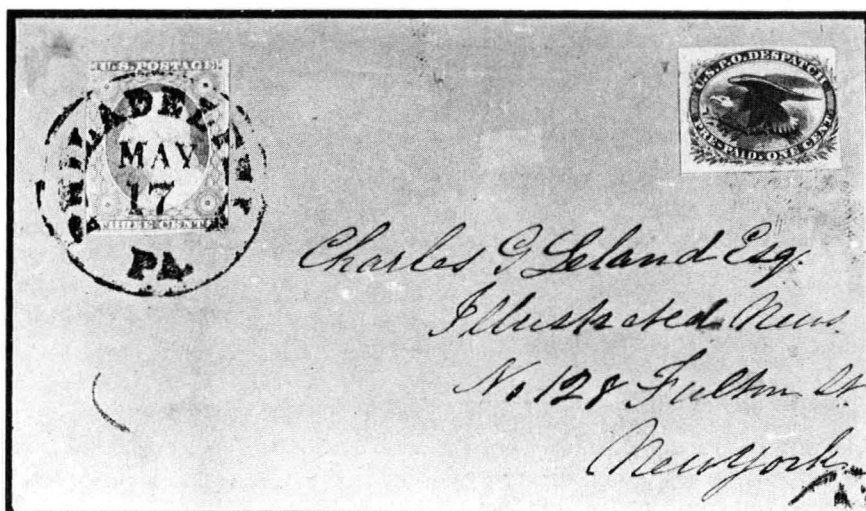


Figure 44. The Eagle carrier stamp is often found paying the carrier fee to the post office, for the mails. This example is tied to the envelope with a blue fingerprint.

On the Eagle covers most frequently seen the carrier stamp prepaid the one cent collection fee "to the post office" in Philadelphia "for the mails" (Figure 44). Domestic letters with the postage unpaid were mailed prior to July 1, 1855. Those with the postage prepaid by one or more adhesive stamps bore imperforates of the 1851-1856 issue and were probably mailed prior to the issue of perforated stamps in 1857.



Figure 45. Red stars struck on a stampless cover from Philadelphia to West Haverford. The one cent carrier fee was prepaid, and the addressee paid the postage due of five cents in cash.

The solid five-pointed red star which was used as a carrier cancellation in Philadelphia is frequently found on the Eagle stamps. Occasionally it appears on covers without the carrier stamp — presumably to show prepayment of the carrier fee in cash (Figure 45). Sometimes the Eagle stamp is struck with a Philadelphia postmark in blue or in black, and a round waffle or grid of seven bars has also been noted. Pen, pencil, or crayon cancellations are less commonly seen. Another cancellation seems to have been rarely used. This was one of several uses of the "U.S.P.O. DESPATCH" handstamp which served to make the adhesive carrier stamps listed in the Scott catalogue as type C32. A few examples have been noted (Figure 46).

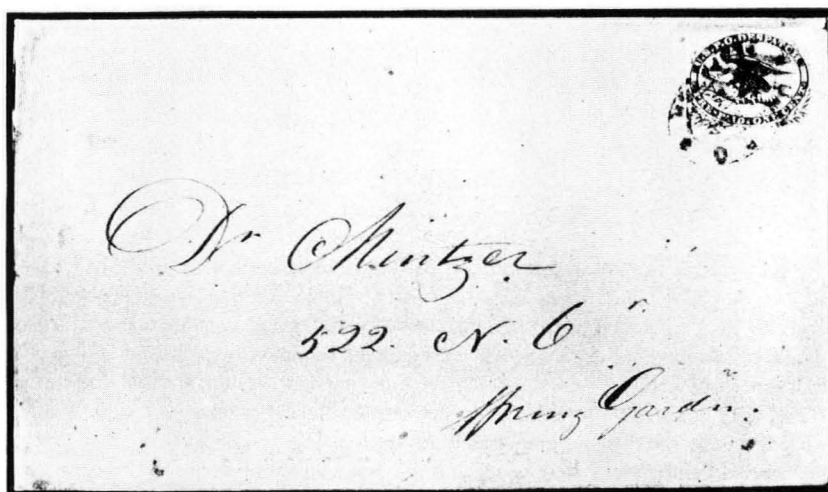


Figure 46. Eagle carrier stamp cancelled with Scott type C32 "U.S.P.O. DESPATCH" handstamp.

EDITOR'S NOTE

Since Elliott Perry prepared this manuscript, two letters have turned up which provide an additional insight into the preparation of the Franklin and Eagle stamps, and perhaps correctly identify the Eagle designer.

Normally this information would be included in the chapter on the official carrier stamps; but since it has already been published (*The Philatelist* October 1973, pp. 5-7; November 1973, pp. 34-38; December 1973, pp. 68-69), and since the letters directly bear on Philadelphia carrier history, it is not inappropriate to reproduce them here, in their entirety. They are quite self-explanatory and require no interpretation.

Philadelphia Post Office
Sept 27th, 1851

Sir,

Messrs Toppan, Carpenter & Co informed me yesterday that they have now ready for delivery a million and a half of the new carriers' stamps, and that they are awaiting a requisition from the P.O. Department. This new stamp is so like the one cent stamp, that I am persuaded it will create great confusion. I had a long conversation with the engravers upon the subject, and they coincided with me in the opinion that some device more easily distinguishable from the Post Office stamps should be adopted, and they offer to furnish a new plate for the purpose *without any additional charge* to the Department — in the course of a few days they will have completed a design which I will forward to you — they propose to have an oval something like the one I send herewith, with a beautifully executed Eagle in the centre, and around the edge "U.S.P.O. DESPATCH — PREPAID ONE CENT" - this would designate at once the character of the stamp, and prevent the possibility of any mistake, and besides, the American Eagle handsomely and artistically executed, would commend itself to the favour of the American People, and would designate at once the nature of the service to which it is to be appropriated, and shew its Post-Official connexion — which the other fails to do — neither the P. Office nor one cent prepaid being lettered on them.

I have not time now to write you more in detail, but I have requested Mr. Lawrence to speak to you upon the subject, to whom I have explained the matter fully.

Very respectfully
Your obdt s
John C. Montgomery
Asst. P. M.

Hon. N. K. Hall
P. M. General
Washington

Under the date of September 29, 1851, Hall penned the following note on the letter: "Thinks Carrier Stamp by Toppan Carpenter & Co too much like the one cent letter stamp. Recommends another design."

Upon receiving Montgomery's next letter, dated October 5, he accepted the recommendation contained therein.

Philadelphia Post Office
October 5, 1851

Sir,

I have the pleasure of transmitting to you herewith an impression of the beautiful stamp respecting which I wrote to you a few days since. I have exhibited it to a hundred judicious friends, by all of whom it is highly commended. Messrs Toppan & Co are so much pleased with it, that they offer to execute the plate and prepare the stamps without any additional charge to the Department — and I trust that it will meet with your approbation, and that you will, at your earliest convenience, give an order for the preparation of the new plate, as it is so far superior to the head of Franklin, this speaking plainly for itself and designating its object — whereas the other will be continually confounded with the one cent stamp of the P.O. Dept., the only difference in the design of the two being, that in the one case, Franklin is looking *West*, and in the other his face is turned toward the *East*.

This new stamp tells its own story, and the Eagle will appeal at once to the affections and patriotism of the American People. When I suggested the idea to Mr. Toppan he caught it up with avidity, and when he had executed the drawing, he agreed with me that the idea was conceived in "a fit of enthusiasm". I was mistaken, or rather Mr. Toppan was mistaken, in the information he gave me respecting the number of carriers' stamps already printed — he thought the number was 1,500,000, but he informed me yesterday that only 300,000 had been printed — and you would do me a kindness by giving me an order for some thousands of these which would answer our purpose until the new U.S.P.O. Despatch stamp shall have been printed.

Have the goodness to favour me with your opinion and decision on this subject, and believe me to be

Very respectfully
John C. Montgomery
Asst. P.M. Pa.

On the back of the letter Postmaster General Hall wrote: "October 10, 1851 - Design approved and stamps ordered."



Figure 47. An Eagle carrier stamp prepaying the one cent carrier fee to the Philadelphia post office, whence it travelled in the mails to Toronto, Canada. The Eagle is tied by the red exchange office arc, which is struck twice on the cover.

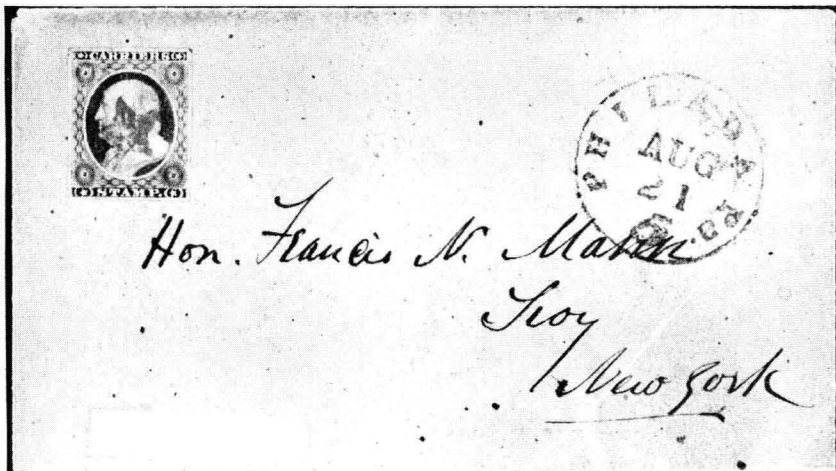


Figure 48. A genuinely used Franklin stamp fraudulently added to a stampless cover bearing an incorrect CDS for proper usage.

On November 17, 1851, 20,000 of the new Eagle carrier stamps were delivered to the Philadelphia post office, superseding the Franklin carrier stamp.

While a representative share of Eagle stamps was surely used to carry foreign-bound letters to the Philadelphia post office, few examples of this usage have survived. A cover so used is pictured in Figure 47.

There are no important forgeries of either the Franklin or Eagle stamp. However, the rarity of Franklins on cover has encouraged the production of home-made examples, usually bearing copies of the Franklin reprint of 1875, which is easy to distinguish; but occasionally made with the genuine article, as may be seen in Figure 48, where a star-canceled but untied stamp was added to a stampless cover of the 1847-1851 period. The earliest known appearance of the red star cancellation is October 27, 1851. Figure 45, by coincidence, shows the Philadelphia postmark that should have appeared on the cover of Figure 48, on a genuine cover dated no earlier than August 21, 1852.

(To be continued)

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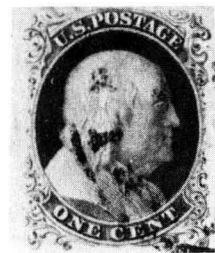
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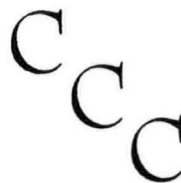
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THE TEMPORARY 1847 DIES AND PLATES
CREIGHTON C. HART

The true and full story of the printing of our first stamps has been very slow in being pieced together. This is entirely due to an official affidavit (first published by Luff) that, if not a falsehood, was misleading in not telling the whole truth about the destruction of the 1847 dies and plates in December 1851.

The sworn statement has been reproduced numerous times in the philatelic media but is short so will be quoted again for easy reference.

THE AFFIDAVIT OF THE DESTRUCTION OF THE DIES AND PLATES
OF THE 1847 ISSUE

New York, Dec. 12, 1851

Have this day destroyed dies of 5 and 10 cent stamps, also plates of same.

- 1 — 5¢ stamp plate, 100 on, 1847 Issue
- 1 — 10¢ stamp plate, 100 on, 1847 Issue

Witness:

Wm. Brady P. M. N. Y.
John Moor
G. W. Johnson

So, for many decades it was accepted as gospel that the plates had 100 impressions, that the plates were destroyed and so were the only dies. This belief delayed Dr. Carroll Chase in his effort to plate the 10¢ stamp. It was by chance that Elliott Perry noticed and questioned a single 10¢ straddle pane copy on a cover in the Senator Ackerman collection in 1924. Perry's logical mind concluded that such a wide separation must mean that there were two panes on the plate and that the Official Affidavit did not tell the whole truth. Perry is remembered and respected for his slogan "Facts are stubborn." Perry went on to plate the entire 200 positions to conclusively prove that the 10¢ plate had 100 impressions (10x10) on each side separated by a wide gutter.

This important 10¢ cover was apparently sold in 1928 when Perry dispersed the Ackerman collection. Approximately 20 years later Perry gave me the album pages upon which the Ackerman collection had been mounted. Those pages describe each cover in detail but there is no page for the cover having the straddle pane stamp. Where it is and who owns it is a mystery to this day.

Following Perry's conclusive proof that the plate had 200 impressions, three 5¢ straddle pane copies, all off cover, have been reported (Figure 1). This is enough to prove the size of the 5¢ plate but Ashbrook has also shown that there are only eight different corner positions.

The fact that there are only eight different corner positions for the 10¢ value also shows that if there was a second plate of 100 impressions that no known examples have survived if any were ever printed. So, what explanation is there for the plates of 100 impressions which were destroyed?

Specialists no longer accept the affidavit as trustworthy for the plates but have not questioned the destruction of the dies — until now. The reason behind the Official Affidavit witnessed by Wm. Brady, Postmaster of New York, and two others, tells us a great deal about U. S. government contracts and about the premier engravers of the mid-19th century. Rawdon, Wright, Hatch & Edson in a letter to the Post Office wrote that they would print the 1847 stamps for 20¢ per 1,000 stamps. Beside a short paragraph the Post Office Department wrote on that letter "This bid accepted." Businesslike enough for a normal printing job but for postage stamps it should have designated ownership of the dies, transfer rolls and plates.



Figure 1. Straddle pane copy showing most of the frameline of another stamp in first row of a right pane. One of three 5¢ straddle pane copies all off cover. A 10¢ straddle pane copy on cover is known. The last straddle pane copy sold at auction was in 1946.

Engravers were highly skilled artisans with exceptional talent as artists. They valued their engravings as capital assets and their ownership of the dies as unquestioned. This created a difficult question between the Post Office and Rawdon, Wright, Hatch & Edson. The question of ownership of the dies became critical after the contract for the second issue of stamps was given to another firm of engravers in 1851.

It is likely that the Post Office Department wanted the dies and plates delivered to them for destruction and that Rawdon, Wright, Hatch & Edson considered the dies capital assets and refused to do so. The negotiations that took place then are assumed to be those of honest and honorable individuals endeavoring to solve a problem. They each wanted the other to have what it wanted, i.e., the engravers to keep the original dies, the Post Office Department to be assured that no unauthorized stamps would be printed.

This was resolved by temporary plates and dies purposely made to be destroyed before witnesses. Lester G. Brookman suggests "experimental" dies and plates were destroyed. Whatever they are called it satisfied the Post Office Department and placed the engravers in an honor-bound position not to be the source of any unauthorized stamps.

Brookman suggests, and I agree, that the plates of 200 impressions were machined off and the plates used for other jobs. He might have added that the transfer rolls were likewise machined and used for other work later.

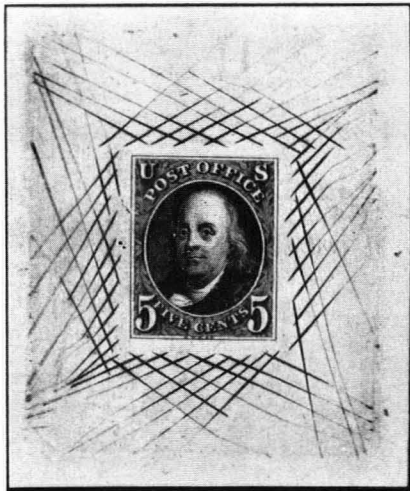


Figure 2. The original dies of both the 5¢ and 10¢ have distinctive cross-hatching which frames the stamp. The dies for both denominations are 45mm x 57mm. An impression of the full die shows when the proof paper is wider than the die. The proof paper of the 5¢ shown measures 50 x 61mm., while that of the 10¢ is 58 x 76mm. Apparent defects at upper left in the 5¢ and at upper right in the 10¢ are in the photographs, not the originals.

The original dies with cross-hatching (Figure 2) remained with Rawdon, Wright, Hatch & Edson and their successors. Brazer writes they were used again by the engravers in 1858, 1879, 1892 and 1895 for various purposes some being official, semiofficial and perhaps even unofficial. It is difficult to tell because the private records of the engravers are unknown to philatelists.

Clarence W. Brazer dedicated scores of years of his collecting interest to plate and die proofs of the 1847 issue. In 1947 he published this valuable information in his *A Historic Catalogue of U. S. Essays and Proofs — The 1847 Issue*. It is clear that Brazer believed that the December 15, 1851, affidavit referred to the destruction of the original dies. He endeavored to prove the original dies were exactly reproduced on duplicate dies made from the transfer roll which had impressions from the original dies including full cross-hatching. Of course, the transfer rolls were not wide enough for the full die, being only a fraction wider than the stamp impression. It is obvious that if the transfer rolls were wider than the stamp impression, it would interfere with the next row of impressions to be rocked into the plate. Brazer knew this but overlooked it in his effort to confirm that the original dies were destroyed in 1851 but exactly duplicated, including cross-hatching, from the transfer roll.

The original dies must have been kept by Rawdon, Wright, Hatch & Edson and are the ones used in all the late printings. No duplicate dies were ever made. In my opinion, the dies destroyed in 1851 were temporary dies as were the temporary plates made in a compromise with the Post Office Department.

In 1941 Brazer asked the American Bank Note Company if "duplicate dies of the 1847 5 cents and 10¢ stamps were in existence at that time" and the American Bank Note Company denied their "existence." It could be that the American Bank Note Company were well aware that the dies they own are the original dies — not the duplicates. Hence, their denial of duplicate dies' being in "existence."

The original dies must be stored safely some place and they are historically so important that they should be exhibited in the Philatelic Room at the Smithsonian or some equally prominent place.

A STILPHIN BISECT PAIR SUSAN M. McDONALD

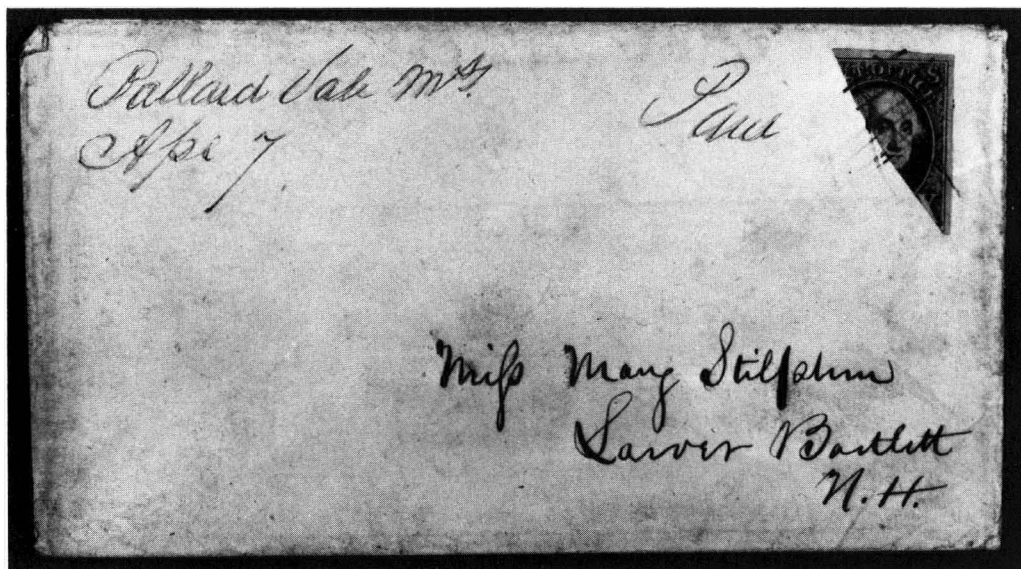


Figure 1. Bisect cover mailed April 7, 1851, at Ballard Vale, Mass. The manuscript postmark has been strengthened in the photo. Courtesy Mary Ella Jones-Parrott.

In the August 1982 issue (No. 115) I told the story of Wallace MacLaren of Cleveland, the "Stamp Hunter", and his discovery of the 10¢ 1847 bisect covers in a correspondence addressed to Miss Mary Stilphin and postmarked Concord, N.H., and Ballard Vale, Mass. In the article I noted that comparison of some photocopies and auction catalog photographs had established a matching pair of bisects among these covers.

It is now possible to illustrate the two covers constituting the pair. The first (Figure 1) was mailed at Ballard Vale, Mass., April 7, 1851, while the writer, Rev. J.B. Foote, was minister there. It bears the upper right diagonal half of a 10¢ 1847 tied by numerous pen strokes, and is addressed to Miss Stilphin at Lower Bartlett, N.H. This cover was not among the ones listed and handled by MacLaren and must have been one of those sold locally by Miss Foote in 1924 or 1925. This cover was purchased in 1928 from a New Hampshire dealer and has been held privately since.

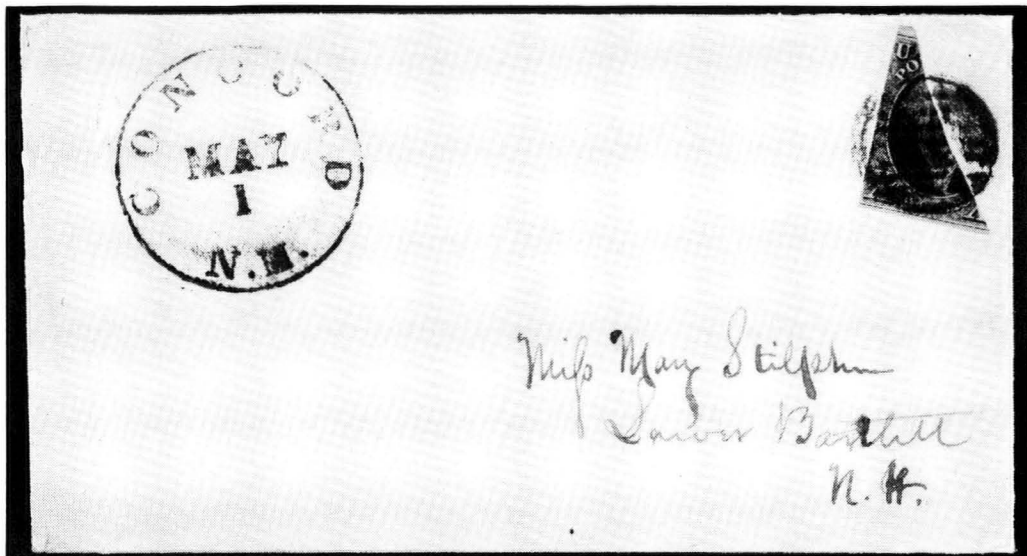


Figure 2. Cover with matching bisect, postmarked Concord, N.H. Courtesy Richard Wolfers, Inc.

The second cover (Figure 2) was postmarked May 1, 1851, at Concord, N.H., and bears a lower left diagonal bisect tied by a blue circular grid. It is addressed as the April 7 cover and was mailed by Foote during a stopover at Concord en route from Ballard Vale to Lower Bartlett, where he and Miss Stilphin were married May 19, 1851. This cover was for many years in the Hessel collection until its dispersal in 1976. It was most recently sold at a Richard Wolfers, Inc., auction Sept. 8-9, 1982.

An enlarged view of the two halves reunited appears in Figure 3.



Figure 3. The two bisects re-joined.

FURTHER COMMENTS ON THE FRENCH 39 DECIMES HANDSTAMP
MORTIMER L. NEINKEN

A short article appeared in *Chronicle* 114 (May 1982), page 116, illustrating a cover sent to France in July 1854. The U.S. postage was three 3¢ stamps and one 1¢, a total of 10 cents. On its arrival in France it was rated at 39 decimes and this handstamp was applied.

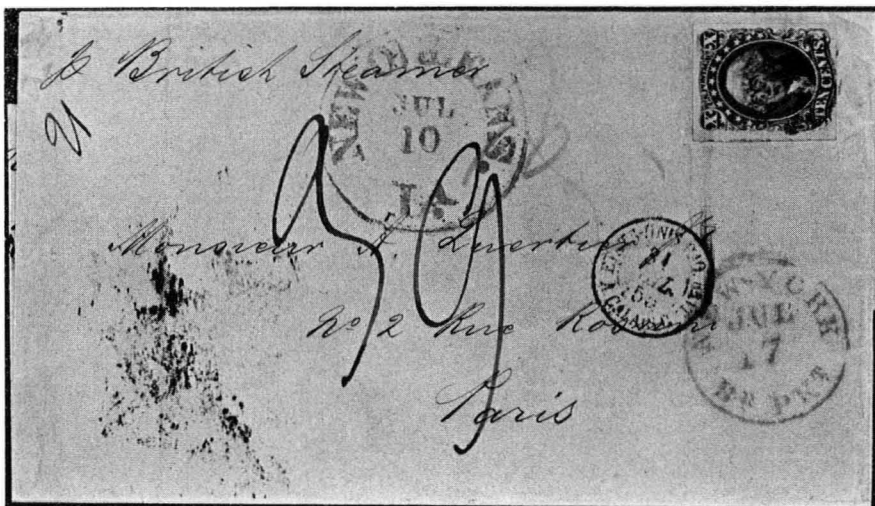


Figure 1. Letter from New Orleans, July 10, 1855, at double U.S. rate, with triple rate of 39 decimes due.

The writer had never seen this 39 decimes marking and after this article appeared a number of interesting comments were made. Bob Meyersburg sent Tom Alexander a photograph of a cover to France with a 10¢ Type IV with a different (manuscript) 39 decimes marking (Figure 1). On the upper left hand corner is a manuscript 21 which indicated that the weight of this letter was 21 grams and, therefore, considerably over the 15 grams for which the double rate, 26 decimes, would apply, and, therefore, the cover was rated by France at a



Figure 2. Letter from France in 1856, prepaid at 39 decimes, rated 10¢ due in U.S.

triple rate, 39 decimes. Mr. Harvey R. Warm informs me that he has another cover with a 10¢ U.S. stamp which also has a handstamped 39 decimes.

A most interesting letter was written by Mrs. Lauren Arango of Delaware, Ohio, whose primary interest is the collection of French transatlantic covers. Mrs. Arango sent a photograph (Figure 2) which was rated by the French at 39 decimes because of its weight which must have been between 15 and 22½ grams. On its arrival in the United States it was rated at 10¢ "postage due" as handstamped on the upper right hand corner. This is a reversal of the situation illustrated by the covers to France. The United States Post Office weighed this letter at over ½ ounce, but less than one ounce, and therefore charged 10¢ instead of 15¢ as might have been expected from the French triple rate.

RITCHERDSON'S MISSOURI EXPRESS COMPANY

Figure 1 is the face of a small lady's embossed envelope addressed to Mr. William Lindley/Salem/Washington Co/Indiana. The St. Louis townmark that ties the stamp is dated June 26, 1857. Across the top in black is the legend "Paid Through 50¢." Below this in the same light blue of the address are the words "In care of Mr. Birdsong, Express Agent."



Figure 1. Envelope postmarked St. Louis, June 26, 1857.

An orange 2⁵/₈" x 1³/₈" label was used to seal the back flap. It is illustrated in Figure 2, and reads "Forwarded by/RITCHERDSON'S/MISSOURI/EXPRESS COMP'Y,/FROM/LEAVENWORTH."

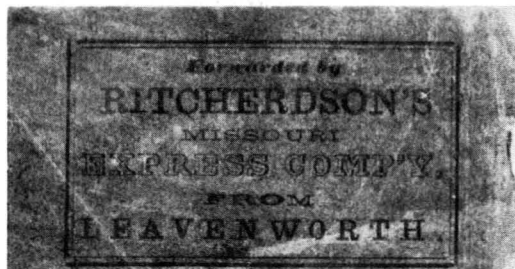


Figure 2. Express company label sealing back of envelope.

No such express company is listed in any of the sources available to the editor. The reference to a Leavenworth (Kansas Territory) terminus suggests a possible connection with the Rocky Mountain gold fields, but the 1857 date is a year before the discovery of gold at Cherry Creek. The other major overland route in 1857 which might have supported an express service into Leavenworth ran from there to Salt Lake City during the 1857-58 Mormon troubles.

Can any of our members shed further light on this express or report additional examples of mail carried by it?

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>
----------------	---------------------------	-------------	-----------------------------	--------------------------	-------------------------------

Straight Line, Oval & Fancy Townmarks

California					
NORTH SAN JUAN/D/CAL	A		o-38x22	10	10¢ Nesbitt.
Indiana					
MECHANICSBURG, IND/ msD	57		f-sc-sl-50x 30		B. J. Wallace. Rarity # reduced; 3 known.

Unusual Circular Townmarks

California					
MOKELUMNE HILL CAL/ D	21	K4	23	8	H. C. Perry, Jr. After rim deterioration.
Indiana					
MUNCIE/D/Ind.	B	K6	30½		B. J. Wallace. "TOWN" deleted from MUNCIETOWN.
Texas					
INDUSTRY/msD/TEXAS.	—	K2	31		W. Emery.
KAUFMAN/D/TEXAS	—	K2	dlc-30		W. Emery.
PARIS/D/TEXAS	—	K2	31½		W. Emery.
POINT ISABEL/D/TEXAS	—	K2	30		W. Emery.

<i>Town</i>	<i>Tracing Number</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Reported By/ Notes</i>
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Rating Marks on Stampless Mail

C. Rate Numerals, Framed or Unframed, with or without CENTS, CTS, or C

California				
Mormon Island	C		M10-couped box-14½x11	H. C. Perry, Jr.

D. PAID and Numeral, with or without CENTS, CTS, or C

California				
Columbia	D		M15-PAID/6; c-18	H. C. Perry, Jr. Blue.
Ophirville	E		M15-ms 6/PAID; o-22½x5	H. C. Perry, Jr.
Mokelumne Hill	F		M15-PAID/6 sl-29x10½	H. C. Perry, Jr. H. C. Perry, Jr.
Weaverville	G		,15-PAID/10 arc-19x14	H. C. Perry, Jr.

<i>Town and State</i>	<i>Tracing Number</i>	<i>Wording</i>	<i>Shape and Size</i>	<i>Rarity Number</i>	<i>Reported by/ Notes</i>
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Insufficient Postage

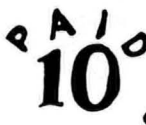
Detroit, Mich.	H	DUE 5	scroll- 27½x10½		E. Hyers.
Lonsdale, R. I.	I	5 DUE	sl-35x13		E. Hyers.
San Francisco, Cal.	J	Due 5 cts	sl-34½x6		E. Hyers.
Washington, D.C.	K	Due 5 Cts	sl-41x8		E. Hyers.

Advertised

Seneca Falls, N.Y.	L	ADVERTISED	sl-39x4		E. Hyers.
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Forwarded

Auburn, Cal.	M	FD 5	sl-16½x6		H. C. Perry, Jr.
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PAID **G**

Due 5 Cts **X**

5 DUE Due 5 cts **J**

ADVERTISED **FD 5**



The cover from New Bedford, Mass., which bears a straight line STEAMBOAT and which is illustrated on p. 216 of *USPM* is actually dated 1854. It therefore does not demonstrate the official prohibition against adding the 2¢ steamboat fee to a prepaid letter, which took effect on April 1, 1855. Rather, it shows that most local postmasters were not in fact charging this fee on prepaid mail after early 1853.

MAILS SUSPENDED IN MISSOURI

Richard Kreiger, at *Chronicle* 99:182, wrote an interesting note reporting the first example of the suspension of mails in southwestern Missouri in the fall of 1861. Confederate troops from Arkansas and the Missouri State Guard were in control of the area, and had just defeated Union General Nathaniel Lyon in his attempt to drive them from the state.

John D. Kohlhepp has found a second cover showing the oval MAILS/SUSPENDED handstamp that was applied at Washington, D.C. This example bears a 3¢ 1857 stamp (S5) tied with a double circle COLUMBUS/4/SEP/wis. It is addressed to Marshfield, Missouri, a few miles northeast of Springfield. Since it could not be delivered across the lines, the letter was probably intercepted at St. Louis (a distributing post office) and sent to the Dead Letter Office in Washington, where the handstamp was applied.

U.S. WATERWAY MARKINGS

Dr. James W. Milgram announces that a final rough draft of the book listing and illustrating all handstamped and printed markings of individual U.S. vessels through 1890 will be ready shortly. Unlike the Klein book, reproductions of most of the markings will be shown. Dr. Milgram asks collectors of these covers to furnish new listings and clear photographs of items already listed. Fakes as well as genuine items will be shown and are sought for the record. Write to Dr. James W. Milgram, Department of Orthopaedic Surgery, Northwestern U. Med. School, 303 East Chicago Ave., Chicago, Ill. 60611. Please do not send actual covers unless asked.

EDITORIAL

Every now and then a few comments about current and recent auction descriptions seem appropriate. And it does seem that in recent months some descriptions even a bit more lavish than we've seen in some time have appeared included (as normally) in the collateral and historical data presented in listing postal history covers. Some of it smacks of puffery; much of it is downright carelessness.

The purpose of the examples discussed is not to criticize any particular auction house nor is it expected they will alter their ways.

Rather it is intended the comments made here will help readers of the *Chronicle* become more aware of the type of material they shouldn't accept blindly in reading. It is most easily identified by saying that it is data the describer can't or won't check because errors probably won't cause return of a cover as misdescribed.

In a recent auction, the describer over-exercised his imagination by frequently noting lots "could be Confederate" or something other than they appeared to be and which was much more desirable than would otherwise be read into the description. For example:

Ship 4 in circle, Hdstdp on cover with "NEW ORLEANS/ JUL/ 25/ LA." Pmk, Letter of Aug. 22, 1864. Encl., Lucie Smith Corresp., tiny edge tear, otherwise fine. **Possible blockade usage . . .**

Not noted, but obvious in the lot photo, is that the cover is addressed to Mrs. Smith at New Orleans.

Here, since New Orleans fell to the Federals and was held by them after April 1862 for the rest of the war, the idea that this is a cover run through the Federal blockade of Confederate New Orleans is wrong, if that is what the description means to imply. If the thought is that this is one of the covers run out through the blockade from the Confederacy to a foreign destination such as Cuba, and then brought in legitimately for delivery in New Orleans as a double rate SHIP "drop" letter, then this is a somewhat far-fetched implication, even if based upon the idea the cover is addressed to a known Confederate sympathizer. The heading of the enclosure mentioned in the description isn't given except for the date, nor are the contents of the letter mentioned.

A second lot in the same sale reads as follows:

Union State Committee / ---/ **ASTOR HOUSE, New York / 1865. "Carpet Baggers"**
Convention Circular **Corner Card** on 1865 cover, with **J.H. Ketcham/ M.C. Free Frank & N.Y. "FREE"** Pmk. Very fine. Very scarce. . . .

What produced the "Carpet Bagger" identification isn't known. The Union National Party was the party name under which the Republicans elected Abraham Lincoln to his second term in 1864, the name being changed as a sop to the War Democrats who didn't care to be identified with the Radical Republican wing of the party. Ketcham was a former Federal brigadier general who had just successfully run for Congress from his native Dutchess County, New York, district and he was to serve four terms from that district.

Carpet baggers, as everyone knows, are usually considered those who went south for political power and loot after the war but neither Ketcham nor Abraham Lincoln nor, in fact, very many members of the Union party are so identified, since the name soon reverted to "Republican party."

Sometimes these auction description comments will arouse considerable interest and bids higher than would have otherwise been submitted are induced. The question that should always be asked before being carried away is whether the cover could be returned as misdescribed if this type of thing is overblown or even dead wrong.

Richard B. Graham

FEDERAL SOLDIERS' AND NAVAL LETTERS

RICHARD B. GRAHAM

(Continued from *Chronicle* 116:263)

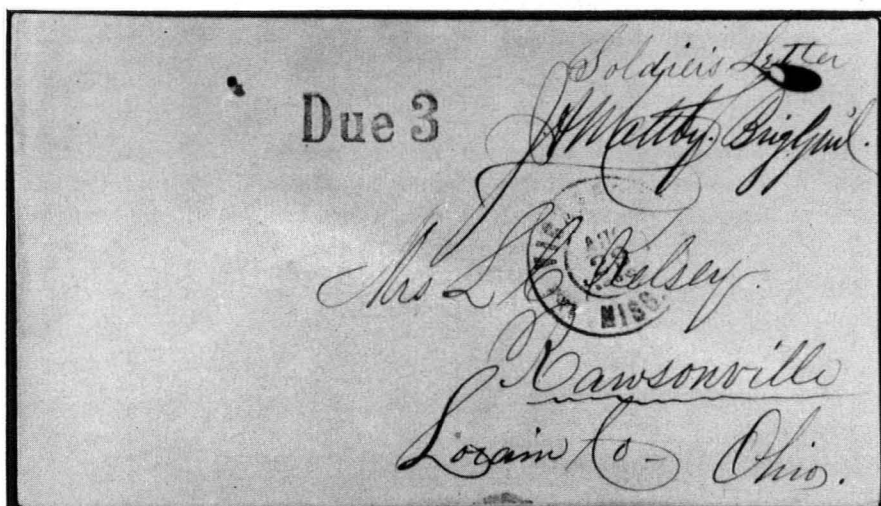


Figure 4. The signatures of officers of the rank of colonel and up are seldom seen on certified soldiers' letters. The reason why Brigadier General J.A. Maltby endorsed this cover is not known, but the letter was mailed at the Vicksburg occupation office on August 29, 1863.

Obviously, the task of certifying letters for an entire ship's company, or even more writer's cramp, those of a regiment of a thousand men, seems like a rather trivial task for commanding officers. So, it seems very natural that the job would be delegated, in spite of the letter of the law, to those underlings with time to do the job. Very few high ranking officers' names will be found upon soldier's letters, and the cover of Figure 4 thus becomes something of a curiosity, having been signed by Brig. General Jasper Adalmorn Maltby and mailed at the Federal occupation post office at Vicksburg, Mississippi, on August 29, 1863. (If the signature of J. A. Maltby appears somewhat flamboyant, the fact he had been promoted to Brigadier General only a few days before may be pertinent.)

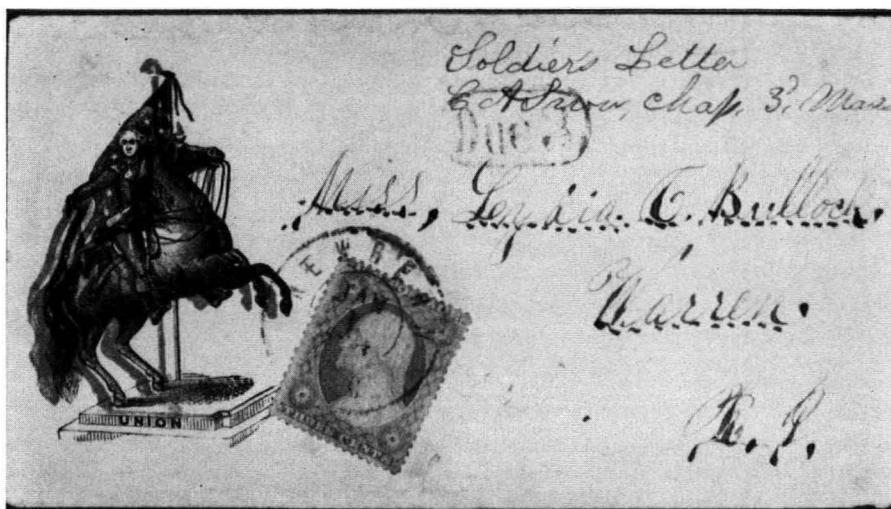


Figure 5. Certified as a soldier's letter by C.A. Snow, chaplain of the 3rd Massachusetts Volunteers, and mailed at the New Bern occupation office on New Year's day of 1863. Since the cover is marked "Due 3," the certification probably kept the cover from being sent to the Dead Letter Office, the old stamp not being recognized for postage.

Figure 5 shows a more mundane certification, that of Chaplain C.A. Snow of the 3rd Massachusetts Volunteers. The cover was mailed at the Federal occupation post office at New Bern, North Carolina, on New Year's day of 1863. The sender of the cover attempted to use a demonetized 3c 1857 stamp, but just to be safe, perhaps, had the letter endorsed as a soldier's letter by Chaplain Snow. The stamp was not accepted, as the cover was marked "Due 3," so the endorsement probably kept the cover from ending up at the Dead Letter Office eventually, if the New Bern postmaster followed the regulations.

As noted previously, the first mention of the soldiers' letter process in *U.S.M. & P.O.A.* was in the issue of March 1862, more than six months after the enactment. However, in the following issue, on page 74 of the reprint edition, the following resume of both army and navy enactments appears for the first time:

SOLDIERS' AND SAILORS' LETTERS — Letters *from* Soldiers, Sailors and Marines may be mailed without prepayment, if so endorsed and certified on their face — the postage is to be collected at the office of delivery. A letter from a Soldier must bear the certificate, "*Soldier's Letter*," signed by the Major, acting Major, or any other field or staff officer of his regiment, who must give the number of the regiment and State to which it belongs. A letter from a Sailor or Marine must have the certificate "*Naval Letter*," signed by a Commander or Lieutenant on board the vessel, giving the name of the vessel.

All letters addressed *to* soldiers, sailors or marines must be prepaid; and commissioned officers, both of the army and navy, are required to prepay the postage on their letters as heretofore.

Prepaid letters to soldiers may be "forwarded" from point to point, as the location of their regiments may be changed, without extra charge.

The June issue of *U.S.M. & P.O.A.* extended the certification process as follows (page 83):

Ordered, that the certificate "*Soldier's Letter*," when the letters are written by soldiers at detached posts or hospitals, may be signed by the Chaplain or Surgeon at such post or hospital, as well as by any field officer, and shall be equally recognized by postmasters; postage to be collect on delivery.

These changes were summed up, slightly rearranged, as Sections 9 and 10 in the abbreviated postal regulations section of the 1862 *List of Post Offices in the United States*, which was actually issued in February or March of 1863. Although each of the publications quoted or mentioned makes few or no changes, none was exactly like its predecessor. In addition, in the December 1862 issue of *U.S.M. & P.O.A.*, the regulations for soldiers' and naval letters were made a standing part of the official section of the publication.

Thus, by the end of 1862, the certifying process had been considerably refined and adjusted, making available the privilege of sending their letters collect to nearly all in service except commissioned officers. In addition, the regulations had been changed to include enough ranks, field and staff, that the rather onerous task of signing letters could be assigned to those in a more appropriate position to do the job.

Just how these changes were announced to the military is probably a moot question; it appears that the changes had mostly been common practice before the announcements had been made.

The cover shown in Figure 6 reflects the reason for some of the changes made in the soldiers' letter regulations during 1862 and also a major change that was made in the handling of unpaid letters in the new postal laws effective July 1, 1863. The significant features of the cover of Figure 6 are the large oval "**SOLDIER'S LETTER**" and the normal indications of a pre-war cover mailed without a stamp. In fact, a legend in the lower left corner proclaims this latter fact. The cover undoubtedly emanated from a Federal soldier in the west; since the cover bears no certifying signature the obvious implication is that the soldier

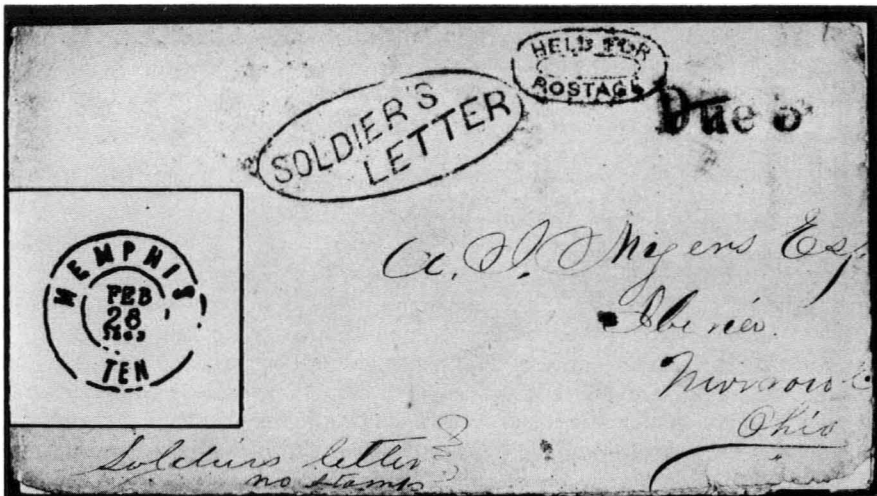


Figure 6. Mailed in the west by a Federal soldier with no stamp, as per the legend on the cover, neither does the cover bear a certifying signature or unit designation. Marked "Held for Postage" and backstamped at Memphis on February 28, the day it was sent to the Dead Letter Office: the cover was there marked "SOLDIER'S LETTER" and "Due 3" and sent on to destination.

was in a hospital or on detached service. The cover was first processed at the Memphis Federal occupation post office, being marked "HELD FOR POSTAGE" on the front, and backstamped at Memphis on February 28, 1863. The fact that Memphis was not retaken by the Federals until June of 1862 dispels any doubt as to whether the somewhat fuzzy year date in the backstamp (see inset) is of 1862 or 1863. This was the regulation process for handling unpaid domestic letters at the time; the next step had been to request postage from the recipient, who had not responded. While the regulation of October 1860 had required such covers be sent automatically to the Dead Letter Office, in his annual report for 1861, Postmaster General Montgomery Blair mentioned (page 576, under "PREPAYMENT OF POSTAGE") he "had been induced to revive the former regulation, requiring postmasters to notify persons to whom unpaid letters are directed, that they will be forwarded on receipt of postage enclosed in a *paid* letter to the postmaster." The 1861 annual report is dated December 2, 1861, and Blair's decision had only just been made, as an announcement as follows appears in the December 1861 issue of *U.S.M. & P.O.A.* with a November 26 date:

In view of the increased number of letters held for postage and returned to the Dead Letter Office, it is ordered that the order of the Department dated 8th October, 1860, be rescinded, and the prior practice be restored. Postmasters will therefore notify the person addressed that such letter is held for postage, and that upon his writing therefor, prepaying the postage of his letter and enclosing a stamp to be placed upon the letter held for postage, the same will be forwarded to his address. By order of the Postmaster General. JOHN A. KASSON, First Assistant P.M.G.

This writer has seen about twenty covers with the oval "SOLDIER'S LETTER" marking, with handstamps of, perhaps, half a dozen different towns. Nashville, Tenn., Memphis, Tenn., and Washington, D.C., are predominant, and all are covers sent without prepaid postage or a soldier's letter certification.

Judging from an article in the November 1862 issue of *U.S.M. & P.O.A.*, (page 101), when a large accumulation of unpaid soldier's letters without certifications had built up at the Dead Letter Office, it had forced officials at the Post Office Department to recognize the letter certification system had problems. The act of Congress spelled out its intent quite well; what wasn't working was the detail of the regulations. Under the title, "SOLDIERS' DEAD LETTERS," the article noted:

Thousands of these letters are sent back to the Dead Letter Office at Washington, having failed for one cause or another to find the person to whom they were directed. It is worse than useless to attempt to return them like ordinary letters from this office to the writers — soldiers in the army, some of whom have fallen in battle or died in the hospital, and nearly all of whom have changed their locality during the two or three months that must expire between the date of a letter and its return to the Dead-Letter Office.

Up to within a short time, letters of this class containing no valuable enclosure have been destroyed. After the great battles that were fought in the first six months of this year, it came to be observed that many of these stray missives — written upon the eve of or at the close of a bloody contest; some, the last written utterances of the soldier who dared to die for his country; and others containing the last words or wishes of fallen comrades — contained matters of profound interest to the friends or relatives addressed. The subject having come to the notice of the Third Assistant-Postmaster General [Ed. note-Alexander N. Zevely of North Carolina], to whose bureau the Dead-Letter Office belongs, he manifested his usual active sympathy with the cause of the soldier by directing that a second effort should be made to deliver letters of this class to the persons addressed.

The process is now going on as an experiment, with the hope that it may prove successful. — Each day the camp letters, containing no valuable inclosure, when found in the opening room, are placed in the hands of a clerk, who examines them, and selects all that can be with propriety re-sent to the post offices originally addressed. Special pains are taken to save those addressed to father, mother, sister, brother, wife or other relatives, and they are again sent to the local post offices, with a descriptive list to be posted up for one month, containing not only the names of the person addressed, but of the writers and places where the letters were written. The local postmasters are also charged to use all diligence to secure the delivery of the letters to persons authorized to receive them. — In this way it is hoped that some further record will be kept of the unnamed heroes that are every day falling in this mighty struggle for a nation's life.

It is proper to add, both for the benefit of the public and the Department, that it is quite useless to send inquiries there respecting such letters as they cannot be answered. No record is kept of them, and those not delivered at the local offices within a month after being posted are returned to the Dead-Letter Office a second time, to be destroyed. Anyone watching for such a letter should examine the posted list at the office where it is expected, and if not found there it will be useless to look for it anywhere else. These lists and letters are sent to the smaller offices at the close of each month, and to the largest city offices every week or fortnight. This is purely a labor of love on the part of the Department, there being no charge made for the transportation, posting, or delivery of the letters, and it is to be hoped that local postmasters will co-operate to carry out the benevolent intentions of the Postmaster General.

It should be recognized that the above probably refers more to the soldier's letters that had passed through the mails to destination, but had never been called for, than those letters sent from the originating post offices directly to the Dead Letter offices as unpaid and not certified. Yet, it shows the "camp" letters had become quite a problem and the Post Office Department was going to a great deal of trouble to solve that problem. Not only were they running the letters through the delivering post offices a second time, with extra procedures to enhance chances of the letters being delivered but the authorized double and triple postage fees usually collected were being waived.

There is little doubt this process is the reason if not the source of the large oval "SOLDIER'S LETTER" marking. In the writer's opinion, the marking, which has been seen with backstamps of several different towns and those of Washington and Georgetown, D.C., at least, on the faces of covers, was applied at the Dead Letter Office.

Probably another direct consequence of the affair described in the preceding paragraphs was that the method of handling all unpaid domestic letters was changed in the new postal law approved March 3, 1863, to become effective on July 1st. The important

change relative to these letters was that all unpaid domestic letters found in the mail, soldiers' letters or whatever, were to be simply charged double postage and sent along rather than to be sent to the Dead Letter Office either before or after an elaborate "held-for-postage and notification" process. This relieved the Dead Letter Office of a great deal of work. It also assured that letters would be transmitted to the delivering office promptly, and by collecting double postage, the Post Office Department received the same revenue as in the held-for-postage and notification process with minimal expenditure of effort.

The new law, reviewed in part in the June 1863 issue of *U.S.M. & P.O.A.* (page 129), and also in the sixteen page set of instructions issued to postmasters at that time, read, relative to the soldier's letter and double postage portions:

SEC. 26. *And be it further enacted.* That if any matter on which by law the postage is required to be prepaid at the mailing office shall reach its destination without such prepayment, double the prepaid rates shall be charged and collected upon delivery.

INSTRUCTION No. 26. Postmasters will give particular attention to this section. It applies to all letters not duly franked or prepaid (except soldiers' and naval letters), and all printed matter except that sent to regular subscribers, and to all miscellaneous mail matter mentioned in third class of section 20.

If postage is partly prepaid, the unpaid postage will be charged at double rates.

SEC. 27. *And be it further enacted,* That the Postmaster General is authorized to provide for uniform regulation for transmitting unpaid and duly certified letters of soldiers, sailors and marines in the service of the United States to destination; and all other letters which from accident or neglect appear to have been deposited for mailing without prepayment of postage, where, in the latter case, the writer is not known, or cannot be promptly advised of his default; but in all cases of letters not prepaid, except certified soldiers' and naval letters, the same will be charged with double rates of postage, to be collected on delivery.

INSTRUCTION No. 27. The following regulations are in force from July 1, 1863, under this section:

1. Letters written by commissioned officers in the military or naval service cannot be certified as soldiers' or naval letters.

2. Letters written by non-commissioned officers and privates in the military service, or in the naval service (embracing the marine corps), on which the postage is not prepaid by stamps, must be plainly marked on the outside, over the address, "soldier's letter" or "naval letter" (as the case may be), and this certificate signed with his official designation by a field or staff officer of the regiment to which the soldier belongs, or by the officer in command of his detachment, or of the post, or by a surgeon or chaplain at a hospital. In the navy or marine corps by the officer in command of the vessel, or by a chaplain or surgeon on board, or by the officer commanding a detachment of marines on shore.

3. If any military or naval letters not thus duly certified shall be deposited at any post office for mailing, they shall nevertheless be mailed, but rated up with double postage, to be collected on delivery, as in other cases of unpaid letters.

4. This law requires prepayment of postage on all ordinary letters by stamps, as heretofore; but this section intends, and postmasters are instructed, to use a liberal discretion in forwarding unpaid letters deposited for mailing where there is any reason to believe that such failure to prepay was the result of accident, ignorance, or any other cause than design, charging them with double postage, to be collected on delivery. The former practice of notice to the party addressed is abolished.

In all cases where the failure to prepay postage on the letters of *civilians*, when the same are deposited for mailing, is evidently *intentional*, such letters should be forwarded with other "*unmailable*" letters to the Dead Letter Office.

The combination of double unpaid postage being due, as reflected by both Sections 26 and 27, particularly Instructions (3) and (4) of the latter, seemed, with one important exception, to take care of the situation.

The "important exception" referred to above was that commissioned officers were ex-

pected to possess stamps at all times, apparently, if they wished to send letters without, at the best, the recipients paying double postage, and at the worst, the letter being destroyed in the Dead Letter office. Just why the Post Office Department chose to hold to this regulation, when the law as enacted simply says "letters of soldiers, sailors and marines," is a mystery, but the regulations were to remain such as long as the certification privilege was a law.

Of course, officers had little or no advantage in possessing and preserving stamps over subordinates in the rain and mud of march and dug-out, and this portion of the regulations was much ignored, or even flouted. The rather stained and battered cover of Figure 7 illustrates this point well.

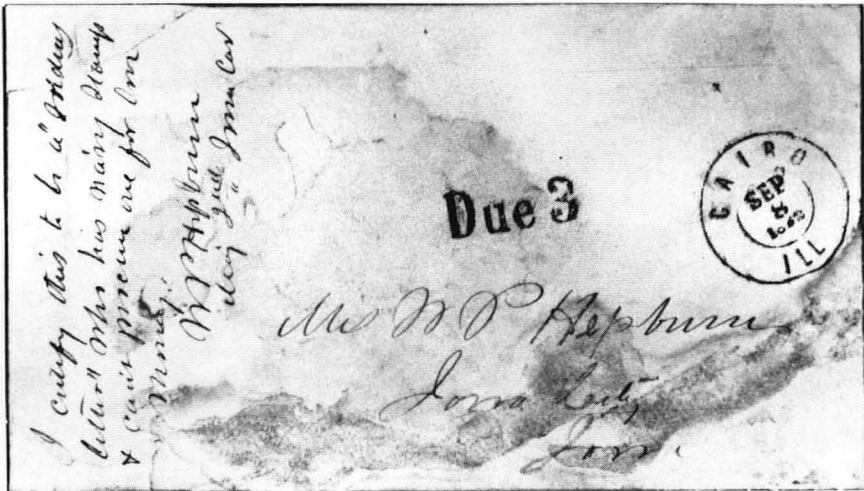


Figure 7. Certified by a Major W.P. Hepburn, "I certify this to be a 'soldier's letter' — who has nary stamp and can't procure one for love or money," this cover was accepted for mailing at Cairo, Ill., in September 1862. Judging by the similarity of Hepburn's signature with that of the address, he certified his own letter home to his wife as a soldier's letter, contrary to regulations.

The cover is certified as a soldier's letter by Major W.P. Hepburn of the 2nd Iowa Cavalry, and it is addressed to Mrs. W.P. Hepburn at Iowa City, Iowa. In certifying the cover, Major Hepburn wrote, "I certify this to be a 'soldier's letter' who has nary stamp and can't procure one for love or money. W.P. Hepburn, Major, 2nd Iowa Cav." The cover was accepted at Cairo, Illinois, on September 8, 1862, having been fetched up the Mississippi River from the Second Iowa Cavalry's location in the field. At the time, the Second Iowa was part of General Benjamin Grierson's Cavalry Brigade of the Army of the Mississippi, and the Second Iowa was then located at Rienzi, Tishemingo County, Mississippi. As a matter of interest the Second Iowa was to accompany General Grierson on what was to be the most famous Federal cavalry raid of the war, from LaGrange, Tennessee, to New Orleans as a diversion for Grant's move across the Mississippi River to attack Vicksburg from the rear. Presumably, Hepburn went along.

Turning to subjects more mundane but more pertinent to postal history, the soldiers' letter regulation may have been responsible for a type of cover collected as a form of patriotic design. These are those covers with the printed corner cards, or, frequently, the handstamps of military units. Of these, most pertinent to the subject under consideration here are those with wording intended to serve as the unit identification portion of the soldiers' certification legend. Figure 8 illustrates a typical such printed design, signed by (then) Major Galusha Pennypacker of the 97th Pennsylvania Volunteers. This regiment was at Port Royal, S.C., or involved in the siege of Charleston, S.C., for most of the war, and Pennypacker was a major from 7 October, 1861, until he was promoted in April 1864, so

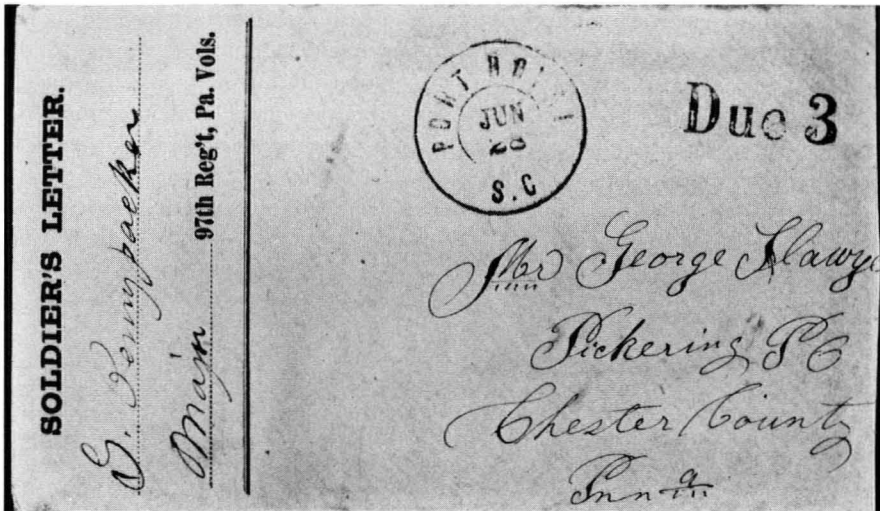


Figure 8. A printed soldier's letter legend arranged to expedite certification. Signed by Major Galusha Pennypacker, later to become, at 21, the youngest brigadier general in the Union army.

the June dated cover was sent in 1862 or 1863. The small double circle Port Royal occupation postmark was in use by January 1862 and as late as January 1864. Pennypacker, who was wounded seven times in action, 1863-4, was given the Medal of Honor and promoted to brigadier general in 1865 at the age of twenty-one.

This writer has, for some years, been assembling a record of corner cards, patriotic designs and handstamps with statements relative to soldiers' letter certification, and a plate or so of these will be published in the *Chronicle* at an appropriate time. Among these, of course, will be the well-known "E.F. Jones/Colonel, Mass 26th" handstamps found on soldier's letters from Ship Island, Miss., and those of the 24th and 44th Massachusetts' "N.E.G." (New England Guard) markings. Also, good examples are available of the Illinois Douglas Brigade markings, as these, also, were obviously used as part of soldiers' letter certifications.

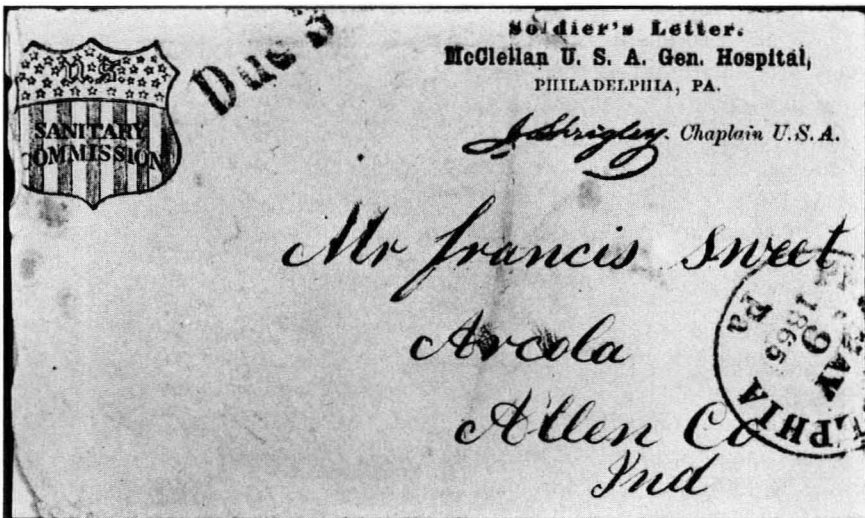


Figure 9. A printed soldier's letter envelope supplied by the U.S. Sanitary Commission to the McClelland General Hospital at Philadelphia in 1865. The certifying signature of the chaplain is handstamped.

It is not expected that printed unit corner cards would be recorded unless such are ob-

viously arranged for use with soldiers' letter certification. Covers are wanted such as those of Figure 8 and also of Figure 9, where the arrangement includes the words "soldier's letter" and the name of the unit or, as in Figure 9, of a hospital, with a space for the certifying signature. In the design of Figure 9, not only is the placement of the certification as per regulations, but the signature is handstamped. This cover, bearing the corner card of the U.S. Sanitary Commission, was used after the war was ended in the east.

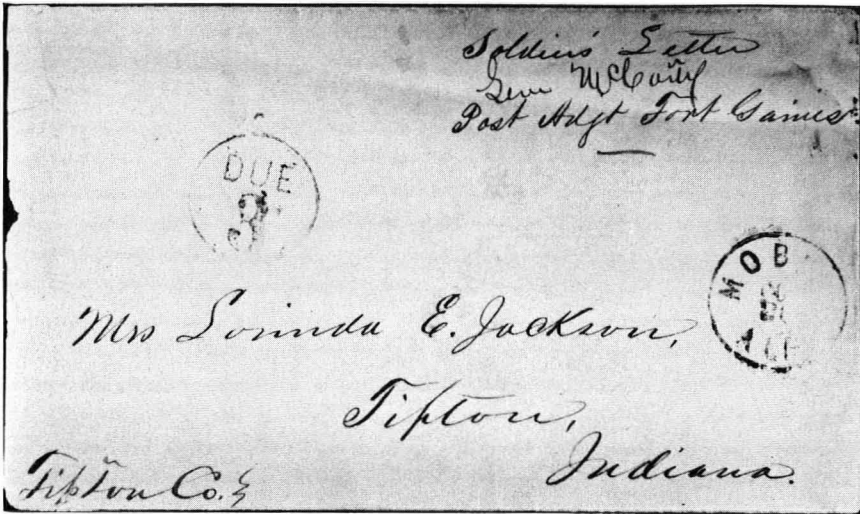


Figure 10. Postwar use of the soldier's letter privilege at Fort Gaines, Alabama. Postmarked at Mobile on October 20, 1865(?), with the occupation single circle c.d.s. of that city.

Figure 10 shows an even later example, being just about the latest use of the privilege that could be considered part of a "war" rather than an occupation collection. Fort Gaines, one of the forts on the islands at the mouth of Mobile Bay, had been taken by the joint attack of the Union army and navy in August of 1864 and henceforth occupied to prevent blockade running into Mobile, which was not captured until in May of 1865. This cover was certified as a soldier's letter by the post adjutant, a "staff" officer, and marked "Due 3" and postmarked with the small single circle postwar c.d.s. of Mobile on October 29, 1865.

The soldiers' and naval letter regulations remained on the books for many years; in fact, covers of this nature from the Spanish-American war are routine.

About the only major change made in the *P.L. & R.* after 1863 with respect to soldier's and naval letters was that the "double unpaid postage" provision which had obviously been established in 1863 to rectify the problems with this class of mail at that time, was abolished by the act of May 1, 1865. Unpaid letters, other than duly certified soldiers' and naval letters were to be marked "held for postage" and backstamped and then to be sent to the Third Assistant Postmaster General. Presumably, this was for handling by the Dead Letter Office.

The soldiers' and naval letter concept had been accepted only as a dire necessity by the Post Office Department, who, bureaucratically, probably saw no need at all for it at first. In fact, seeing past the obvious threat of the concept to the idea of mandatory prepaid mail would have been very difficult for them at that time. It would seem that the regulations were framed so as to require some trouble to be taken by the senders for compliance, and it is of significance that the Post Office Department made almost no attempt to publicize the privilege. In addition, the unpaid mail privilege was never extended to commissioned officers — possibly on the theory that the enlisted men would write very few letters and that the officers, not having the privilege themselves, would discourage the practice.

If such was the case, like the War Department, the Post Office Department soon learned that the Volunteer army was vastly different in temperament than the regular army.

Probably having the Dead Letter Office swamped in a situation where it could have been highly criticized by the Congress, after nearly two years of a rather unsatisfactory operation, finally caused steps to be taken to solve the situation. Apparently, the Post Office Department yielded to pressure only when it was imperative, but when they did, their attitude changed entirely.

Some years ago, the writer made up a sheet on the double postage situation to send to those inquiring about covers postmarked "Due 6," etc., both with and without stamps. Such questions were by far the most prevalent source of correspondence from the *Chronicle* and the page showing the unpaid letter regulations became a useful item that often required no elaboration at all in explaining covers. This sheet (or the current version thereof) is still available and will be sent to those providing return postage for it.

THE LATE USE 24c "CINCINNATI" VIOLETS

WILLIAM K. HERZOG

Most of the 24c 1861 violet shades (exclusive of the so-called "Blackish Violet", *Scott's* 78c) were mailed during late 1861 into 1862. As these shades came from the earliest, limited printings of the 24c stamps, this is quite logical. However, specialists long have known of the existence of 24c blue and red violets mailed from Cincinnati, Ohio, in late 1863 into 1864, and possibly later. These 24c stamps are known to specialists as "Cincinnati" violets.

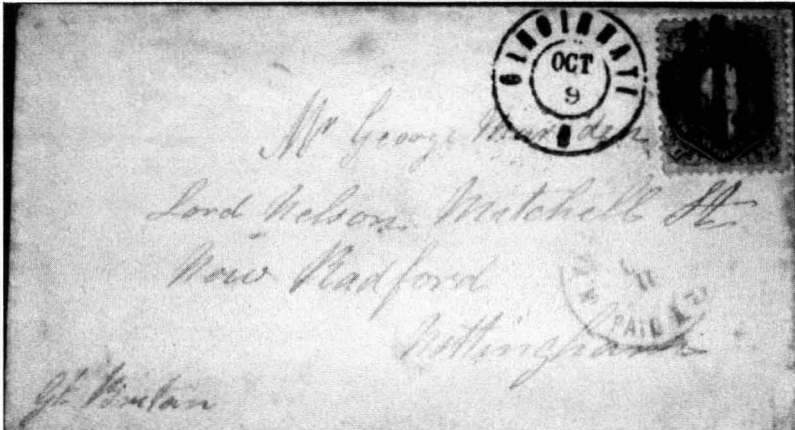


Figure 1. Blue violet mailed at Cincinnati on Oct. 9, (1861). Backstamped "NOTTINGHAM, OC. 27, 61." Courtesy of Daven Anderson.

The following is a preliminary list of the known "Cincinnati" violet covers:

<i>Slightly Late Use of Violets at Cincinnati</i>	
Oct. 20, (1862)	R. A. Siegel (2/23/1967), lot 32.
Jan. 8, (1863)	H. R. Harmer (6/8/1976), lot 493, ex-Hessel.
<i>"Cincinnati" Red Violets</i>	
Nov. 2, (1863)	Figure 2 (Gore collection sale, lot 380), ex-Herzog.
Feb. 10, (1864)	H. R. Harmer (4/17/1961), lot 381, ex-Gore.
July 23, (1864)	per C. Friend (8/24/1874 list).
<i>"Cincinnati" Blue Violets</i>	
Nov. 12, (1863)	H. R. Harmer (4/17/1961), lot 382, ex-Gore.
May 27, (1864)	Figure 3, ex-Herzog.
July 25, (1864)	E. Lawrence collection.

Why were 24c violet shades mailed at Cincinnati, Ohio, outside of their normal period of use? Although there is probably no conclusive answer, the scarcity of these items indicates they probably came from the initial, limited 24c violet printings of late 1861, rather than a later printing. If so, some 24c violet stamps from an early shipment simply remained unsold at the Cincinnati post office (possibly placed beneath a subsequent shipment of 24c stamps). The October 9, (1861) use of a 24c violet at Cincinnati (shown in Figure 1) does indicate that 24c violet stamps were sent there in an early shipment.

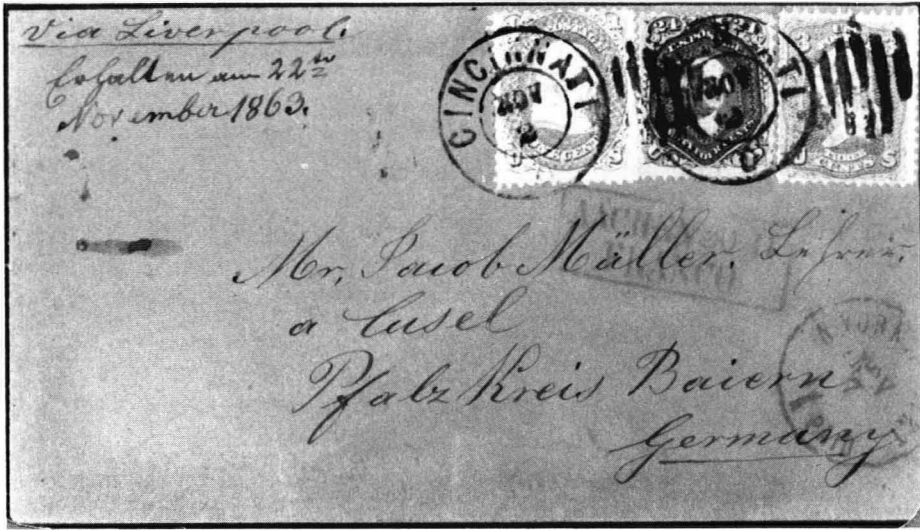


Figure 2. "Cincinnati" red violet mailed on Nov. 2, (1863).

Figure 2, franked by a 24c bright red violet, plus 1c and 3c stamps, was mailed from Cincinnati, Ohio, on November 2 (1863). Figure 3, franked by a 24c blue violet, and two 2c blacks, was mailed from Cincinnati, Ohio, on May 27, (1864). Both covers, which are typical "Cincinnati" violet uses, were sent by Prussian Closed Mail to Germany.



Figure 3. "Cincinnati" blue violet mailed on May 27, (1864).

Seven of the listed covers (no photograph of the Friend list cover has been viewed) are from different correspondences. Furthermore, all of the addresses seem to be in different handwritings. This should eliminate the possibility of one or two persons using up old 24c violet stamps which were purchased in late 1861 or early 1862.

Figure 4 illustrates a very late use of the 24c blue violet, along with two 2c blacks, on a cover mailed from Lancaster, Ohio, on June 19, (1867). Lancaster is located approximately 110 miles northeast of Cincinnati. Whether or not this 24c violet stamp is connected with the "Cincinnati" violets is uncertain, but the possibility is very interesting. The stamps overpaid the 27 cents French rate to the Papal States.

Further reports of late use "Cincinnati" violets, as well as any other late use violets, are solicited by this writer.



Figure 4. Very late use of a 24c blue violet from Lancaster, Ohio, on June 19, (1867). Courtesy of Charles Starnes.

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10¢ 1869 COVERS IN THE PAN-AMERICAN MAILS

MICHAEL LAURENCE

(Continued from *Chronicle* 116:272)

BEYOND RIO

As today, Rio de Janeiro in 1869 was a major international port of call. In addition to being the southern terminus of the Brazil line, it was also a stop in the international mail networks of both the British and the French. Through the end of 1869, Brazil line covers from the U.S. to destinations south of Rio were carried beyond Rio on French mail steamers. Thereafter they seem to have travelled on British steamers.

The August 1867 issue of the *U.S. Mail* announced that "an arrangement" had been concluded between France and the U.S. "for the regular transmission of correspondence between the United States and the Argentine Republic, Uruguay, and Paraguay, by means of the American line of mail packets plying between New York and Rio de Janeiro, and of the French line of mail packets between Rio de Janeiro and Buenos Aires via Montevideo." The additional charge for the French leg was 7½c per 7½ grams, which in the U.S. would be translated to ¼ ounce. This, combined with the U.S. rate of 10c per ½ ounce, produced a rate progression which the *U.S. Mail* detailed as follows:⁷

For letters weighing ¼ oz. or under	18c
For letters over ¼ oz. and not exceeding ½ oz.	25c
For letters over ½ oz. and not exceeding ¾ oz.	43c
For letters over ¾ oz. and not exceeding 1 oz.	50c
and so on for greater weights, adding 7½c for each additional ¼ oz. and 10c for each additional ½ oz. or fraction thereof.	

From the inception of the "arrangement" until the fall of 1869, this French connection was via a shuttle steamer line, the so-called "branch line of La Plata," which the French designated "Ligne K," plying between Rio and Buenos Aires with an intermediate stop at Montevideo. During 1868 and 1869 the branch line steamer was the *Aunis*,⁸ which connected at Rio with the monthly French mail steamers from Bordeaux, via Lisbon and Dakar. In October 1869 the Ligne K branch service was eliminated and the main line steamer route (which the French designated "Ligne J") was extended from Rio down to Buenos Aires.⁹

Covers from the U.S. that show French line service beyond Rio — whether Ligne K or Ligne J — are scarce. They show New York credits to France in multiples of 7½c. Handstamps showing 7½, 15 and 22½ have been seen. Brazil line covers from the U.S. that travelled on the branch line steamer show an octagonal French packet marking (ETATS UNIS/PAQ FR K) so scarce that it was not known to Salles until after he completed his monumental work.¹⁰

The cover in Figure 4, from the Raymond Vogel collection, shows the most unusual combination of a 10c 1869 and a 15c Lincoln. This cover was previously illustrated and discussed in *Chronicle* 82:120. I don't know another cover on which these two stamps stand alone. Posted at Boston on October 22 (1869), this cover shows the 25c rate, for mail weighing between ¼ and ½ ounce, from the U.S. to Argentina. Note the handstamped credit 15, applied at New York. This cover presumably travelled to Rio on the Brazil line

7. *U.S. Mail*, 330.

8. Raymond Salles, *La Poste Maritime Francaise*, Vol. 3, 36.

9. *Ibid.*, 89.

10. *Chronicle* 80, 239; 82, 120.

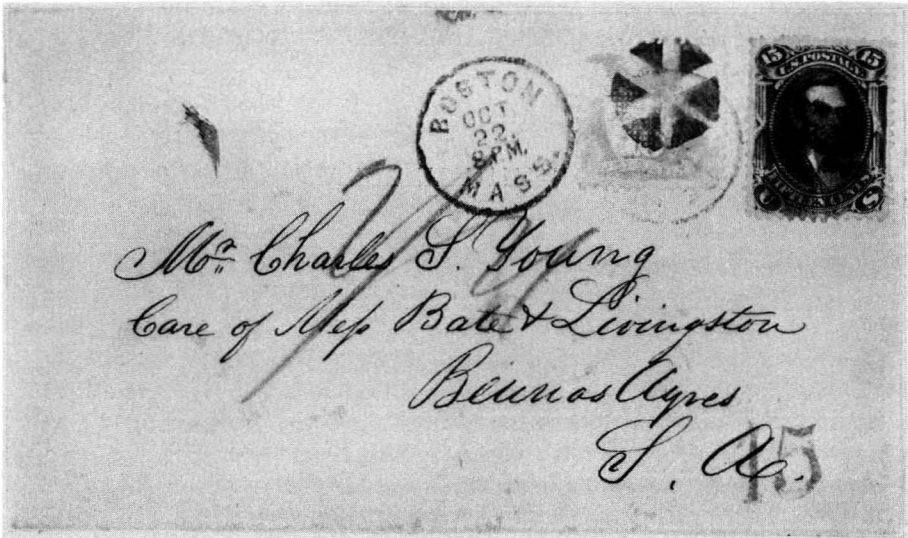


Figure 4. 10c 1869 plus 15c Lincoln paying 25c rate (for a letter weighing ¼-½ ounce) via French mail from Rio to Buenos Aires. The cover was posted at Boston on 22 October 1869. The New York handstamped “15” is a credit to France.

steamer *Merrimack*, which left New York on October 23 and must have reached Rio around November 19. The branch steamer had just been discontinued, so the cover did not receive a Ligne K marking. Instead, it was put on board the French mail steamer *Gironde*, which must have left Rio, bound for Buenos Aires, sometime between the 20th and the 22nd¹¹ and reached Rio prior to the end of the month. Unlike the branch steamer, the main line French mail steamers apparently did not routinely apply a French Ligne J marking to the U.S. covers they picked up at Rio. Only one Ligne J marking for U.S. mail is so far recorded, this on a cover written up and illustrated by John Woollam at *Chronicle* 115:216. However, the New York credits in multiples of 7½ are sufficient evidence to verify French carriage. Three Brazil line sailings from New York (*Merrimack* on October 23, *South America* on November 23 and *North America* on December 23) could have carried covers from the U.S. that connected with the French main line steamers, because on the last day of 1869 the U.S.-French postal treaty expired and the “arrangement” with France that permitted the international accounting for these covers no longer applied.

The political machinations that led to the expiration of the U.S.-French treaty are discussed at length in Prof. Hargest’s book. While I have never been able to locate a document or reference specifically tying the La Plata service with the French treaty, all the secondary evidence supports a connection. In the January 1870 *U.S. Mail*, after the expiration of the treaty, the following declaration appeared: “No correspondence can now be forwarded to any foreign country or place ‘by French mail.’ The rates by that route are therefore omitted from the Table.”

The “Table” referred to was the broadside table of postal rates to foreign countries that filled the back page of each issue of *U.S. Mail*. Commencing with the January 1870 rate table, all the quarter-ounce French-mail rates were eliminated. In the entries for Argentina, Paraguay, and Uruguay, as well as for Buenos Aires and Montevideo, appeared a new letter rate (“Am. Pk’t 23rd each mo. from N.Y.”) of 18c per *half* ounce. (The alternative rate of 28c per half ounce “via England” also continued to be published.) This new 18c per half ounce rate continued all the way up to U.P.U.

The only plausible explanation for this change is that when faced with the prospective cessation of all direct postal relations with France, the U.S. post office, perhaps through

11. Extrapolating from data in Salles, *op. cit.*, 91.

consular representatives in Rio, arranged with the British to send the U.S. mails beyond Rio on the British mail steamers plying between Rio and Buenos Aires. The rate for this service appears to have been eight cents per half ounce. Once again, I know of no primary documentation to support this, and we are additionally hampered by the lack of sailing data for the British mail service on the east coast of South America. However, eight cents (four-pence) was the fee typically charged by the British on transit correspondence in this part of the world. When added to the U.S. rate of 10c, this would produce an 18c per half ounce rate. Confirming examples would be covers from the U.S. to such Central American destinations as Bogota or Cartagena, which travelled first by U.S. vessel and then by British mail steamer, and which were rated at 18c per half ounce from at least as early as 1860.

One intriguing question here: If service was indeed available beyond Rio via British steamers, why did the U.S. post office wait for the expiry of the French treaty to take advantage of it? From the viewpoint of the U.S. mailing public, the British rate was both more favorable and more easily understood (18c per ½ ounce, as opposed to 18/25c per ¼/½ ounce). Perhaps the British service was less frequent, or perhaps the British sailings from Rio did not so neatly coincide with the Brazil line arrivals.

According to Howard Robinson, the British, like the French, made a change during 1869 in the manner in which they carried mail from Rio to points south. "Hitherto, the main-line packets on that route [between Southampton and the east coast of South America] had stopped at Rio de Janeiro, where mail and passengers had to be transferred to another vessel for Montevideo and Buenos Aires. In 1869 the mail-packet that left Southampton began going the whole way to Argentina."¹² This change may somehow have been related to the change in the French service; this we do not know. We do have the evidence of the covers themselves, and from these, as with archeological artifacts, we can reconstruct the postal historical circumstances that must have spawned them.



Figure 5. Two 10c 1869 plus 3c and 1c Banknotes overpaying the 18c rate (per half ounce) via British mail from Rio to Argentina, on cover posted 20 August 1872 at S. Duxbury, Mass. The "8" in the New York handstamp is a credit to England.

Two 10c 1869 covers are recorded (see Table A) to destinations beyond Rio after the expiry of the French treaty. Unfortunately, neither cover shows proper payment of the 18c per half ounce rate that one would expect to find on such covers. Both, however, show a credit of eight cents, presumed to be a credit to the British for their carriage beyond Rio.

One of these covers, from South Duxbury, Mass., to Rosario, Argentina, is illustrated as Figure 5. On this cover, also from the LeBow collection, the 18c rate is overpaid by two

12. Howard Robinson, *Carrying British Mails Overseas*, 241.

single 10c 1869s along with ungrilled 1c and 3c Banknote stamps. It is one of many covers to Rosario that have come down to us from the George L. Winsor correspondence, which I believe is the source of most of the surviving classic U.S. covers to Argentina.

Note that the cover in Figure 5 shows the 8c credit to England expressed in the New York exchange office marking. This unusual marking, red of course, reads "8/N. YORK/U.S. PKT." This marking also appears on the other 10c 1869 cover showing this carriage, which bears a single stamp, pen cancelled, from North Colebrook, Conn., to a naval officer on board the U.S. Flagship *Lancaster*, at Montevideo. Uruguay.

The NEW YORK/U.S. PKT. marking is most unusual on 1869 covers, since after 1867 there was no need, in the ordinary course of business, for the U.S. exchange offices to make a point of the nationality of the vessel. Presumably this marking was employed because it was conveniently at hand and said all the right things. I assume that the year date on both these covers is 1870, though it could easily be 1871 or even later.

A properly prepaid showing of this 18c rate, franked with a 12c and a 6c 1869, on a cover from Providence (APR 22) to Buenos Aires, was well illustrated in the Juhring Frankfurt sale (lot 502). Here the 8c credit was expressed with a strike of the large New York numeral "8" usually seen on phantom rate covers to France. At least one cover exists with this rate paid by 3c and 15c 1869 stamps.

(To be continued)



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RETROSPECT ON A 90¢ NATIONAL COVER

Several readers have informed me that the 90¢ National Banknote cover which I described in *Chronicle* 115 was auctioned by the Suburban Stamp Company on June 3, 1981, as lot #32. It first surfaced in Europe and was granted a good PF certificate #91073 in 1980 which I neglected to mention in my article.

When I personally examined this cover, I noticed that the cancel on the 90¢ stamp ended abruptly at the stamp edge and did not extend onto the envelope. I then examined the cover under UV, but I could not detect any indication that the cancels were faked or that the stamp did not originate on the envelope. I admit that I did not spend a great deal of time in this process, but I reasoned that the presence of such a recent PF certificate should provide confidence that the cover was a genuine usage.

It appears that I may have been mistaken about this cover. Evidence exists that the 90¢ stamp did not originate on this envelope. Several experts have re-examined this stamp under UV and in their opinion the cover is a fake. When I studied this cover, I could not detect what they state is conclusive proof that the usage has been faked. However, the fact that the cancel stops at the stamp edge lends credibility to the premise that the PF certificate is an error.

Due to the accusations against this cover, I strongly recommend that the present owner seek a new opinion as soon as possible. In the meantime, I shall list this cover as a "possible" 90¢ National usage for my records and be a little more cautious in the future.

SOUTH HANSON, MS., LOCOMOTIVE CANCEL ON COVER

In *Chronicle* 103, Morrison Waud stated that the South Hanson, Mass., locomotive cancel had never been reported on cover. However, Larry Kelley, R.A. 1713, reports that in *Postal Markings* No. 32, page 251, he found this cancel used on a 3¢ War Department cover. Figure 1 shows a reproduction of the cancel on the envelope as shown in the journal. Has any reader seen this cover recently?

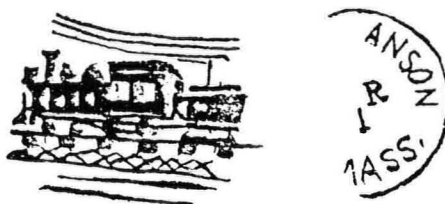


Figure 1. Locomotive cancellation of South Hanson, Mass.

War Dept.No.3620.
3-Cent, Envelope.
South Hanson,Mass.

Locomotive Cancellation.
Reported by Jere Hess Barr,

UNUSUAL RETURN ADDRESS LABEL FROM CHICAGO

Figure 2 shows an unusual return address label used on an 1888 letter originating from Chicago. The label says "if not delivered in 6 days return to National letter return Association Chicago, Ill. USA". The label has a No. 1681 and states that the stamp is a registered trademark. Does any reader have any information about this organization and its operation during this period? Was this strictly a local operation or a national clearing house for returned mail? Did they charge for the labels or was the service free to the public? Until I found this cover, I had never seen this label before. Please help.

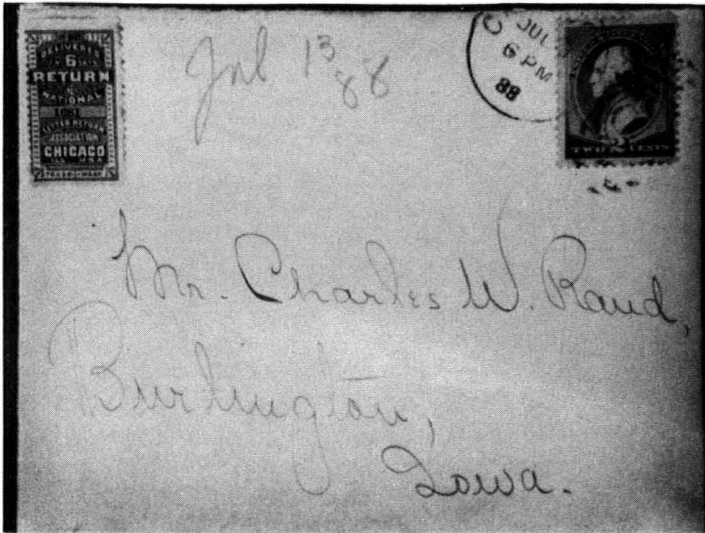


Figure 2. Cover from Chicago with return address label.

COULD SUPPLEMENTARY MAIL BE REGISTERED?

GEORGE ARFKEN

In the February 1982 *Chronicle* D. M. Jenkins exhibited a 90¢ small Bank Note cover and speculated that it could be registered supplementary mail. This raised the question: Could supplementary mail be registered? In later articles in *The American Philatelist* Jenkins dropped the ideas of both supplementary mail and of registration and accepted the cover as a deliberate overpayment to create a philatelic item. However the question of registered supplementary mail remains.

In the spring of 1982 this writer acquired the postal card shown in Figure 1. The 3¢ Columbian pays for the additional one cent for the UPU postal card rate and the doubling for the supplementary mail fee. In addition there is an 8¢ Columbian presumably to pay for registration. But the postal card is not registered.



Figure 1. A supplementary mail postal card, post-marked Jan. 20, 1894.

Postal cards could properly be registered. In the January 1894 *U. S. Official Guide* in the foreign mail section, p. 928, there appears the statement:

16. Any article of mail matter, except those addressed under initials, or with the address written with a pencil, may be registered, subject to prepayment of the postage upon the article according to its nature, in addition to the registration fee.

The registration fee was paid but the card was not registered. Why not? Could supplementary mail be registered?

Posing this question to some knowledgeable dealers and to some postal history experts resulted in replies such as "I don't think so" and "Probably not but why don't you ask —." All replies were negative and all were very cautious. The question was sent to the Question and Answer column of *The American Philatelist*, (March 1982, p. 206). No reply has yet been published.

Turning to the literature, the primary source is W.L. Babcock's pamphlet, *Supplementary Mail Markings*, published in 1939. In the words of Henry Stollnitz in his 1976 Congress Book article, "Babcock had discovered and recorded just about everything there was to say about Supplementary Mail. Even Ashbrook accepted his basic facts and turned up precious few new ones." Babcock does not mention registration. However there are repeated references to the need for speed, last minute rush, etc.

Stanley B. Ashbrook does not mention registration in his basic article in *The Stamp Specialist*. Registration is mentioned later in this reference by both Ashbrook and Babcock, but only as an example of a postal service that once was paid for in cash. There is no suggestion that supplementary mail ever was or ever could be registered. The letters from the postal officials that Ashbrook quotes at the end of this reference place strong emphasis on the need for speed and the last minute rush.

Stollnitz like Babcock and Ashbrook makes no mention of registration.

It would seem that the time consuming process of registering a letter was incompatible with the attempt to provide last minute service and incompatible with the limited facilities when letters were accepted at the pier minutes before a ship's departure.

There is little hope that one can prove a negative: no registration of supplementary mail but the card in Figure 1 takes a step in this direction. We can imagine that the stamps (including 8¢ for registration) were applied in the business office. A messenger boy rushed the postal card to the dock. The card was accepted as supplementary mail and given three type F supplementary mail cancellations but no registration. The 8¢ Columbian was wasted. Other explanations can be imagined but the simplest and most direct is that supplementary mail could not be registered, at least probably not.

Ashbrook, S. B. "The Supplementary Mail Service of the New York Post Office 1853-1872," *The Stamp Specialist Orange Book*, Vol. 5. H. L. Lindquist, New York, 1941, pp. 32-68.

Babcock, W. L. *Supplementary Mail Markings*. December 1939, booklet, 32 pp., published by the author.

Jenkins, D. M. "A 90¢ Small Banknote Stamp on Full Cover," *The Chronicle of the U. S. Classic Postal Issues*, February 1982, Vol. 34, pp. 54-55.

———"The Issue of 1890: A New Find," *The American Philatelist*, April 1982, Vol. 96, pp. 343-344, 384.

———"The 90-Cent 1890 Cover: Readers Respond," *The American Philatelist*, November 1982, Vol. 96, pp. 994-995.

Stollnitz, H. "N. Y. Supplementary Mail Markings," *Forty-Second American Philatelic Congress Book*, 1976, pp. 97-117.

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CHARLES L. TOWLE, Editor

NEWLY REPORTED MARKINGS

We are indebted to Dr. Louis Call, Cary Johnson and David Jarrett for reporting the following new early period markings:

554-H-2: C.&P.R.R., manuscript, 33½ x 14½, two lines, Apr. 25, 1853, ink, VII.

(Same type also reported with date of Nov. 5, 1852.)

Cleveland-Wellsville, Ohio, 96 miles.

The Cleveland & Pittsburgh R.R. was organized Oct. 24, 1845, to provide a rail connection between Lake Erie and the Ohio River. Construction commenced in 1848 and first 34 miles, Cleveland to Ravenna, were opened March 18, 1851. On Nov. 5, 1851, it was opened to Hanover, 74 miles from Cleveland, and on March 4, 1852, to Wellsville on the Ohio River — 96 miles from Cleveland. From these, and earlier reported manuscript marking (Chr. 112), route agent service must have commenced on this line almost from beginning of operations or in early 1852.

180-S-3: Lehigh Valley R.R.-Lehigh Gap., 30 x 21½ rounded box, black, 1862, VIII.

The Lehigh Valley R.R. was incorporated in Pennsylvania April 21, 1846. As usual, construction was delayed and not commenced until 1854. First section from Easton to Allentown, Pa., was opened June 11, 1855, and line was extended north along Lehigh River to Mauch Chunk, 45.7 miles from Easton. Station agent-postmaster markings have been previously reported on this line from the small towns of Furnace, Pa., 1 mile north of Allentown, and Laury's (Chr. 113), 9 miles north of Allentown. Discovery of this Lehigh Gap marking from a point 18 miles north of Allentown, leads to surmise that additional station markings can be expected from other small wayside points on initial section of this railroad, such as Coplay, Whitehall, Rockdale and others.

559-C-4: Mich. Southern R.R., 34½, black, 1857, IX.

This is the fifth type of Michigan Southern R.R. large diameter route agent marking reported and differs considerably in letter spacing from the other types. It is on cover to Fort Madison, Ia., with Dec. 18, 1857, usage, a late date for this rail route.

For an interesting and complete account of the Michigan Southern R.R. and its postmarks see article in *The American Philatelist*, August 1982 issue, pages 705-708, by Cary Johnson.

73-A-2: U.S. EXPRESS MAIL, BOSTON, MASS., 29½, orange-red, late 1840s, V.

U.S. Express Mail markings were employed by route agents on through Post Office Dept. mail routes established to compete with private express mail carriage. Unlike the normal railway route agents, these particular route agents were under supervision of a contractor working for the Post Office Dept., possibly because they involved use of two or more carriers on the route. The route on which this marking was employed between Boston and New York utilized Boston & Providence R.R.; Providence and Stonington R.R., and Long Island Sound steamboats of the New York-Stonington Line. The route agents traveled through between the two terminal points.

This newly reported type is easily distinguished by large-sized letters in the city name "BOSTON" as compared with type 73-A-1. It is on a stampless folded letter with 5¢ rate to Rondout, N.Y.

102-V-1: W. & Rome R.R., manuscript, two lines, pencil, 1851, VII.

Rome-Watertown, N.Y., 72 miles.

*C&P.R.R.
Apr. 25*



554-H-2

180-S-3

559-C-4



*N.Y. & Rome R.R.
Nov 29*

73-A-2

102-V-1

This marking on Nov. 29 cover with 3¢ 1851 from Camden, N.Y., Nov. 29, 1851, is addressed to New Haven, Conn., and has stamp tied by a black grid in circle killer. The Watertown and Rome R.R. was first incorporated in New York State April 17, 1832. Again, construction was long delayed by financing and did not commence until 1849 at Rome, N.Y. First service began Sep. 10, 1850, between Rome and Camden — 18 miles. Final completion from Rome to Watertown was achieved Sept. 5, 1851. Discovery of this manuscript agent marking moves date of route agent service on this line back to at least 1851 from that previously listed.

EARLY MAIL CONTRACT PROBLEM

Through the courtesy of Richard Graham, we present an interesting letter on early railway mail carriage. It is contained in a folded letter with "P.O. Dept, S.R. Hobbie" and Washington, D.C., CDS, addressed to John T. Clark, Esqr., General Agent, Hartford and New Haven R.R., New Haven, Connecticut.

The letter is datelined "P.O. Dept./Contract Office/July 15, 1839" and reads as follows:

Sir,

I have the pleasure to acknowledge the receipt of your letter of the 11th inst., and to see such an explanation given of the circumstances of not meeting with you in New York, as removes entirely the unfavourable impressions it had caused.

The Postmaster General is gratified to see the assurance given by you that your company will run its cars "To whatever steamboat brings and carries the mail to and from New Haven" and he will make his arrangements hereafter in full reliance upon it.

I am yours respectfully,
Your obt. servant,
S. R. Hobbie
First Asst. P.M. General

The Hartford & New Haven R.R. was incorporated in Connecticut May 29, 1833, to build a railroad from Belle Dock (New Haven) to Hartford, 36 miles. Construction began in 1836 and reached Meriden, 18 miles, in late Dec. 1838. The line, built with wooden stringers and strap iron rail, finally reached Hartford Dec. 14, 1839. As through railroad service was

not opened from New York to New Haven until Dec. 29, 1848, for a decade the Hartford Railroad was dependent upon steamboats plying Long Island to and from New York for its connecting traffic.

This letter from Major Selah Hobbie was no doubt the result of an early silent agreement by the railroad to run trains in connection with the New Haven Steamboat Co. and no other. The Connecticut River Steamboat Co. threatened to call at New Haven with its Hartford steamboats and a third private steamboat operation was commenced between New York and New Haven. A bitter rate war ensued between various steamboat lines until at one point the public could ride for 25¢ fare between the two cities.

In spite of the assurance in this letter, the free and open connections were not observed by the railroad. Finally the N.H. & H.R.R. obtained permission from the State of Connecticut to operate its own steamboats, which it did for ten years until the steamboats *Connecticut* and *Traveler* were sold to Chester W. Chapin.

An early schedule has boats leaving Peck Slip, New York City, 6 A.M. daily except Sunday and taking 5 hours for the 80 mile trip to New Haven. Through rail service was provided to Boston by rail connections via Hartford, Springfield and Worcester, although total time en route was 13 hours.

Although the date of commencement of local mail service on railroad north from New Haven is not certain, it most likely dates from opening to Meriden in line with Major Hobbie's letter. Through service to Boston did not commence until opening of Hartford-Springfield rail link on Dec. 9, 1844. This line by state law could not run passenger trains on Sunday, but mail trains were allowed thereby causing all kinds of complications.

AUCTIONS FOR THE RECORD

One of the highly useful references for Transit Markings Collectors is a file of auction sales and prices realized for those sales containing a considerable number of Transit Markings on cover. A recent sale in this category was Richard Frajola's Sept. 19, 1982, U.S. Postal History Sale with 65 lots of rail and water route agent markings together with many station agent-postmaster markings. Of the 65 lots, a total of 55 had Maryland usages.

Among railway route agents was that very rare item, a two line red Baltimore, Md. R.R., which moved at \$575. This lot, No. 253, carried a Sept. 7, 1838, date as compared with Remele B-1-a with a Aug. 18, 1838, date. Other notable railway route agent markings were a VF Cleveland & Sandusky R.R. (C-22) of 1854 with 3¢ 1851 stamp which sold at \$220 and a manuscript B. & S.R.R. (Baltimore and Susquehanna) with #10 on cover selling for a very respectable \$220.

The sale contained 24 Baltimore and Ohio R.R. agent-postmaster markings which realized somewhat erratic returns. Strongest were an 1862 B. & O.R.R. Adamstown @ \$190, an 1861 B. & O.R.R. Hood's Mill on patriotic cover @ \$450, an 1860 B. & O.R.R. Kerneysville at \$180, 1859 B. & O.R.R. Mount Airy at \$135 and 1859 B. & O.R.R. Newburg at \$170.

In comparison, the waterway route agent markings brought rather strong prices. A Balt. & Pitts Whf. Agt. with #158 (G-12-a) realized an amazing \$200, while two other Chesapeake Bay markings, double circle Balto. & Norfolk Boat with #65 (G-20-b) sold for \$175 and Chespk. Bay Route with rate "10" on folded letter (G-20-a) brought \$160. An 1854 Potomac Steamboat on cover with 3¢ 1851 (G-21-a) sold for \$180, while an Ohio River "Lville & Cinn. Mail Line" on cover with 3¢ 1851 (O-21-f) gained \$230.

Erratic results of recent sales appear to show that covers with local or state collecting interest and exceptionally fine condition items are presently outweighing the marking rarities and rare stamp-associated items which formerly were price-determining factors. While markings with a real interest will probably continue strong, the swing to postal history collecting away from investment will most likely soon restore the price level of those items governed by scarcity.

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THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

HAMBURG EXCHANGE OFFICE MARK ON A COVER TO MEXICO VIA NEW YORK IN 1858

WALTER HUBBARD

When this cover was in my collection I thought, as the Hamburg Exchange Office mark was in English, that it had gone through the British Postal Agency in Hamburg described by Robson Lowe in his *Encyclopaedia of British Postage Stamps* (1952 Edition, Vol. 1, p. 43) but Charles Starnes disagreed and now I am indebted to Susan McDonald for information from her correspondence with James Van der Linden.

1. No evidence has been found of a British Postal Agency in Hamburg from 1840 to 1860.

2. German Exchange Offices in direct communication with England, France or the United States were issued with markings in the language of the country of destination, although the months were in German.

3. The handstamp illustrated came into use following the Convention of 1855 between Great Britain and Hamburg and continued in use until 1862 when a new arrangement provided for different markings for fully prepaid and partly prepaid mail.

Figure 1. Hamburg postmark as it appears on the cover in
Figure 2.



Prepaid in cash and originating from H.C. Corens in Hamburg, this cover first went to Forwarding Agents in New York where it remained for over three months. When they finally dealt with it, they crossed out their own name and address, deleted *Borussia*, added *Moses Taylor*, 'near Manzanillo' and the 10 cent stamp (Scott 32) and sent it off on its way to the west coast of Mexico. The markings are HAMBURG PAID JUNI 14 1858 in red, NEW YORK HAMB. PKT. PAID JUL 1 in red, New York Ocean Mail handstamp NEW YORK OCT 5 in black, manuscript 6 in blue and handstamp 10 in red showing the prepayment to New York of 6 Hamburg schillings or 10 U.S. cents. ACAPULCO and the large 2 are Mexican — 2 reales for local postage.

Borussia, of the Hamburg American Line, sailed from Hamburg on 14 June and arrived at New York 30 June. *Moses Taylor*, of the United States Mail Steamship Company, ran between New York and Aspinwall from January 1858 until September 1859. The vessels of the Pacific Mail Steamship Company regularly called at Acapulco and presumably one of them, on its way to San Francisco, carried this cover.

Dr. George Hargest and the late W. Scott Pollard gave me some welcome help on the operations of the United States and Pacific Mail Steamship Companies. My thanks to all concerned.



Figure 2. Cover from Hamburg to Mexico in 1858 by way of New York, and forwarding agents there, who added 10¢ stamp.

THE CUNARD LINE'S MAIL PACKETS ON THE NORTH ATLANTIC 1840-49 WALTER HUBBARD

(Continued from *Chronicle* 116:291)

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1846						
4 Dec	19 Dec	B	ACADIA	1 Jan	15 Jan(a.m.)	
4 Jan	22/23 Jan	B	HIBERNIA	1 Feb	14 Feb(p.m.)	
4 Feb	18 Feb	B	CAMBRIA	1 Mar	14 Mar(a.m.)	
4 Mar	20 Mar	B	HIBERNIA	1 Apr	14 Apr(p.m.)	
4 Apr	20 Apr	B	CALEDONIA	1 May	14 May(a.m.)	
19 Apr	5 May	B	CAMBRIA	16 May	28 May(p.m.)	see note 14
5 May	21 May	B	BRITANNIA	1 Jun	13 Jun(2400)	
19 May	1/2 Jun	B	HIBERNIA	16 Jun	28 Jun	
4 Jun	18 Jun	B	CALEDONIA	1 Jul	13 Jul(2345)	
19 Jun	4 Jul	B	BRITANNIA	16 Jul	31 Jul(p.m.)	delayed 2d. at H by fog
4 Jul	17 Jul	B	CAMBRIA	1 Aug	12 Aug(1300)	
19 Jul	3 Aug	B	HIBERNIA	16 Aug	28 Aug(1230)	
4 Aug	19 Aug	B	CALEDONIA	1 Sep	13 Sep(p.m.)	
19 Aug	3 Sep	B	BRITANNIA	16 Sep	30 Sep	
4 Sep	18 Sep	B	CAMBRIA	1 Oct	14 Oct	
19 Sep	3 Oct	B	HIBERNIA	16 Oct	29 Oct	
4 Oct	20 Oct	B	CALEDONIA	1 Nov	15 Nov(a.m.)	
20 Oct	7 Nov	B	BRITANNIA	16 Nov	1 Dec(a.m.)	
4 Nov	17 Nov	B	ACADIA	1 Dec	16 Dec(0910)	
19 Nov	5 Dec	B	CALEDONIA	16 Dec	30 Dec(2200)	

14. Sailing from Liverpool on 19 April, CAMBRIA went ashore at Truro on Cape Cod on 2 May. Her mails were landed and taken overland by ox-teams to Plymouth and thence to Boston by railroad. CAMBRIA got off without apparent damage and proceeded to Boston.

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1847						
4 Dec	16 Dec	B	CAMBRIA	1 Jan	13 Jan	
5 Jan	25 Jan	B	HIBERNIA	1 Feb	15 Feb(a.m.)	
4 Feb	20 Feb	B	CAMBRIA	1 Mar	16 Mar	see note 15
4 Mar	20 Mar	B	HIBERNIA	1 Apr	15 Apr(0900)	
4 Apr	20 Apr	B	CAMBRIA	1 May	14 May	
20 Apr	6 May	B	CALEDONIA	16 May	29 May	
4 May	16/17 May	B	BRITANNIA	1 Jun	13 Jun(2015)	
19 May	3 Jun	B	HIBERNIA	16 Jun	28 Jun(0900)	
4 Jun	17 Jun	B	CAMBRIA	1 Jul	13 Jul(1000)	
19 Jun	4 Jul	B	CALEDONIA	16 Jul	28 Jul(1213)	
4 Jul	17 Jul	B	BRITANNIA	1 Aug	13 Aug(late)	
20 Jul	2 Aug	B	HIBERNIA	16 Aug	27 Aug(2400)	
4 Aug	18 Aug	B	CAMBRIA	1 Sep(2)	13 Sep(1200)	
19 Aug	2 Sep	B	CALEDONIA	16 Sep	29 Sep(0000)	
4 Sep	19 Sep	B	BRITANNIA	1 Oct	16 Oct(late)	
19 Sep	3 Oct	B	HIBERNIA	16 Oct	28 Oct(a.m.)	
5 Oct	19 Oct	B	CAMBRIA	1 Nov	15 Nov(p.m.)	see note 16
19 Oct	5 Nov	B	CALEDONIA	16 Nov	30 Nov	
4 Nov	20 Nov	B	ACADIA	1 Dec	16 Dec(0230)	
19 Nov	9 Dec	B	BRITANNIA	16 Dec	30 Dec	

1848 and 1849: From 2 January 1848 sailings were to and from Boston and New York alternately. It normally took three days to make the voyage between Halifax and New York.

1848

4 Dec	25 Dec	B	HIBERNIA	NY 1 Jan(2)	16 Jan	see note 17
18 Dec	4 Jan	B	CALEDONIA	15 Jan	29 Jan(a.m.)	see note 18
1 Jan	18 Jan	NY	CAMBRIA	29 Jan	13 Feb(0200)	
15 Jan	1 Feb	B	ACADIA	12 Feb	26 Feb(a.m.)	
29 Jan	16 Feb	NY	HIBERNIA	26 Feb	11 Mar(a.m.)	
(30)						
12 Feb	4 Mar	B	BRITANNIA	11 Mar	25 Mar	
26 Feb	20 Mar	NY	CAMBRIA	25 Mar	8 Apr	see note 19
(27)						
11 Mar	27 Mar	B	CALEDONIA	5 Apr	18 Apr	see note 20
(12)						
25 Mar	8 Apr	NY	HIBERNIA	19 Apr	3 May	
8 Apr	23 Apr	B	ACADIA	3 May	16 May	
15 Apr	29 Apr	NY	AMERICA	10 May	22 May(p.m.)	F/V
22 Apr	1 May	B	BRITANNIA	17 May	30 May	
29 Apr	14 May	NY	CAMBRIA	24 May	6 Jun	
6 May	21 May	B	CALEDONIA	31 May	14 Jun	
13 May	27 May	NY	HIBERNIA	7 Jun	21 Jun(1100)	
20 May	2 Jun	B	NIAGARA	14 Jun	25 Jun(early)	F/V
27 May	10 Jun	NY	ACADIA	21 Jun	5 Jul(1730)	see note 21

15. CAMBRIA on leaving Boston was held up by ice and made what was, for her, a long voyage of fifteen days.

16. CAMBRIA was delayed at Halifax by fog until 4 November.

17. HIBERNIA inaugurated the service from New York. Her sailing was delayed one day by fog.

18. Sailings from Liverpool were changed to Saturdays. In consequence of the non-arrival of the mails at Boston, CALEDONIA was compelled to leave without them. They were later brought by the packet ship NEW YORK (Captain Bryce) which landed them at Liverpool on 9 February, "with advices to" 17 January.

19. CAMBRIA's departure from Liverpool was delayed as the Post Office was under pressure dealing with ACADIA's arrival.

20. Sailings from Boston and New York were now on Wednesdays.

21. ACADIA was detained at Halifax for ten hours by fog.

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1848 (cont.)						
3 Jun	13 Jun	B	AMERICA	28 Jun	9 Jul(1330)	
10 Jun	26 Jun	NY	BRITANNIA	5 Jul	19 Jul(p.m.)	
17 Jun	30 Jun	B	CAMBRIA	12 Jul	24 Jul(p.m.)	
24 Jun	8/9 Jul	NY	CALEDONIA	19 Jul	2 Aug(1100)	see note 22
1 Jul	12 Jul	B	NIAGARA	26 Jul	6 Aug(a.m.)	
8 Jul	21 Jul	NY	HIBERNIA	2 Aug	15 Aug	
15 Jul	27 Jul	B	EUROPA	9 Aug	20 Aug(a.m.)	F/V
22 Jul	4 Aug	NY	AMERICA	16 Aug	30 Aug	
29 Jul	13 Aug	B	ACADIA	23 Aug	4 Sep(1645)	
5 Aug	19 Aug	NY	CAMBRIA	30 Aug	14 Sep(1ate)	
12 Aug	26 Aug	B	BRITANNIA	6 Sep	20 Sep(1500)	
19 Aug	31 Aug	NY	NIAGARA	13 Sep	25 Sep(0700)	
26 Aug	8 Sep	B	HIBERNIA	20 Sep	2 Oct(a.m.)	
2 Sep	14 Sep	NY	EUROPA	27 Sep	9 Oct	
9 Sep	24 Sep	B	ACADIA	4 Oct	17 Oct	
16 Sep	29 Sep	NY	AMERICA	11 Oct	23 Oct(1ate)	
23 Sep	6 Oct	B	CAMBRIA	18 Oct	31 Oct(1ate)	
30 Sep	17 Oct	NY	BRITANNIA	25 Oct	11 Nov	long passage owing to strong head-winds.
7 Oct	19 Oct	B	NIAGARA	1 Nov	13 Nov(1ate)	
14 Oct	25 Oct	NY	EUROPA	8 Nov	20 Nov(0800)	
21 Oct	3 Nov	B	HIBERNIA	15 Nov	27 Nov(1000)	
28 Oct	8 Nov	NY	AMERICA	22 Nov	4 Dec(1400)	
4 Nov	19 Nov	B	ACADIA	29 Nov	12 Dec(a.m.)	L/V for Cunard
11 Nov	25 Nov	NY	CAMBRIA	6 Dec	20 Dec(1ate)	
18 Nov	6 Dec	B	BRITANNIA	13 Dec	28 Dec(a.m.)	L/V for Cunard
25 Nov	14 Dec	NY	CANADA	20 Dec	3 Jan	F/V
2 Dec	16 Dec	B	NIAGARA	27 Dec	8 Jan(2200)	
1849						
16 Dec	31 Dec	NY	EUROPA	10 Jan	22 Jan(1000)	see note 23
30 Dec	12 Jan	B	AMERICA	24 Jan	4 Feb(p.m.)	
13 Jan	29 Jan	NY	CANADA	7 Feb	19 Feb(1730)	
27 Jan	11 Feb	B	NIAGARA	21 Feb	6 Mar(p.m.)	see note 24
10 Feb	24 Feb	NY	EUROPA	7 Mar	20 Mar	
24 Feb	8 Mar	B	AMERICA	21 Mar	3 Apr(0100)	see note 25
10 Mar	25 Mar	NY	CANADA	4 Apr	19 Apr(0600)	delayed by severe weather
24 Mar	7 Apr	B	NIAGARA	18 Apr	30 Apr(0530)	
7 Apr	19 Apr	NY	EUROPA	2 May	14 May(1900)	
14 Apr	27 Apr	B	CAMBRIA	9 May	21 May(2400)	
21 Apr	5 May	NY	AMERICA	16 May	28 May(0300)	
28 Apr	12 May	B	HIBERNIA	23 May	4 Jun(2130)	
5 May	17 May	NY	CANADA	30 May	12 Jun(0100)	
12 May	26 May	B	CALEDONIA	6 Jun	18 Jun(1300)	
19 May	2 Jun	NY	NIAGARA	13 Jun	25 Jun(0300)	
26 May	6 Jun	B	EUROPA	20 Jun	1 Jul	
2 Jun	15 Jun	NY	CAMBRIA	27 Jun	10 Jul	
9 Jun	20 Jun	B	AMERICA	4 Jul	15 Jul(1500)	
16 Jun	29 Jun	NY	HIBERNIA	11 Jul	24 Jul(0200)	
23 Jun	4 Jul	B	CANADA	18 Jul	28 Jul(1500)	
30 Jun	14 Jul	NY	NIAGARA	25 Jul	6 Aug(1000)	

22. The first occasion on which the Retaliatory Rate was applied. For details see George E. Hargest, *Letter Post Communication*, p. 30.

23. The end of the Retaliatory Rate period. (Hargest, p. 30.)

24. First eastbound voyage under the United States-British Postal Treaty of 15 December 1848. (Hargest, p. 31.)

25. First westbound voyage under the United States-British Postal Treaty of 15 December 1848. (*ibid.*, p. 31.)

PD LP	ARR	PORT	PACKET	PD	ARR LP	NOTES
1849 (cont.)						
7 Jul	21 Jul	B	CALEDONIA	1 Aug	14 Aug(1100)	
14 Jul	27 Jul	NY	EUROPA	8 Aug	20 Aug(1000)	
21 Jul	3 Aug	B	CAMBRIA	15 Aug	26 Aug(1900)	
28 Jul	9 Aug	NY	AMERICA	22 Aug	3 Sep(0900)	
4 Aug	15 Aug	B	HIBERNIA	29 Aug	-	see note 26
11 Aug	25 Aug	NY	CANADA	5 Sep	17 Sep(2000)	see note 27
18 Aug	31 Aug	B	CALEDONIA	12 Sep	25 Sep(1045)	
25 Aug	7 Sep	NY	NIAGARA	19 Sep	2 Oct	
1 Sep	12 Sep	B	EUROPA	26 Sep	7 Oct	
-	-	NY	HIBERNIA	29 Sep	13 Oct(1800)	see note 26
8 Sep	22 Sep	NY	CAMBRIA	3 Oct	18 Oct	
15 Sep	26 Sep	B	AMERICA	10 Oct	21 Oct(2300)	
22 Sep	4 Oct	NY	CANADA	17 Oct	28 Oct	
29 Sep	12 Oct	B	CALEDONIA	24 Oct	5 Nov(late)	
6 Oct	19 Oct	NY	NIAGARA	31 Oct	13 Nov(a.m.)	see note 28
13 Oct	25 Oct	B	EUROPA	7 Nov	18 Nov(0400)	
20 Oct	5 Nov	NY	HIBERNIA	14 Nov	28 Nov	
27 Oct	10 Nov	B	CAMBRIA	21 Nov	3 Dec(0605)	
3 Nov	17 Nov	NY	AMERICA	28 Nov	12 Dec(0830)	
10 Nov	24 Nov	B	CALEDONIA	5 Dec	18 Dec(1030)	L/V for Cunard
17 Nov	1 Dec	NY	CANADA	12 Dec	24 Dec(p.m.)	
24 Nov	9 Dec	B	EUROPA	19 Dec	30 Dec(2030)	
1 Dec	18 Dec	NY	HIBERNIA	26 Dec	9 Jan(0100)	

26. HIBERNIA, damaged by grounding off Halifax and, later, adverse weather conditions, returned there on 7 September. She sailed again, a few days later, to New York. On 29 September, having been overhauled and repaired, she sailed from New York direct to Liverpool with the New York mails. (And see Hargest, p. 127.)

27. CANADA, sailing from New York on 5 September, arrived at Halifax on the 8th, and added HIBERNIA's mails to her own. (*The Times* 18 Sept. 1849, p. 4)

28. NIAGARA arrived out at New York on 19th October with one paddle wheel out of action owing to damage in heavy weather. She made the return trip to Liverpool, in the same condition, in 12¾ days.

Cunard Sailing Lists for 1850-59 were published in *Chronicles* 94 and 95 (May and August 1977).

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A PERSONAL NOTE

For several weeks Charles J. Starnes has been confined to the hospital for surgery, and he will probably not be released for several more weeks. He has asked me to inform his friends and correspondents that he is unable to read and answer his mail for an indefinite period. Meanwhile, I ask you to be patient and to join me in wishes for his complete recovery.

— S.M. McD.

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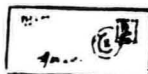
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THE COVER CORNER

SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 116



Figure 1. Envelope with 3¢ bank note, 1¢ postage due, and "UNCLAIMED" marking.

Figure 1 shows the problem cover from the last issue. It is a winner, based on the number of well-reasoned responses received. We do not recall so many lively answers on any previous problem. Some were verbal, and those who wrote with cogent answers are: William Allen, George Arfken, Carl Braden, Harry Kennedy, Susan McDonald, Gordon McHenry, Robert Meyersburg and David Ogle. The salient points of their comments are:

a. The 1¢ postage due stamp (J1) is precancelled with a fancy "NY" and is known as the "New York Pearl" because of the oval-shaped necklace of dots around the letters. It was written up in Warren Bower's article in *The United States Specialist* 46 (1975), in the Hoover Brothers' *Precancel Stamp Catalog* (1932) and in R. Malcolm Hooper's *A Historical Survey of Precancels* published by the Cardinal Spellman Philatelic Museum. It was used from 1879 to 1887, is found in blue or black, and was applied by a rubber roller.

b. The carrier label on yellow paper also exists on white paper, and is known used in several large post offices for about a decade, 1881-91. After a carrier was unable to deliver a letter he affixed the label and turned it in at his post office. Similar labels exist reading "Returned For Postage" and they were apparently issued by the P.O.D. Nobody commented on where or how these labels were printed, although E.L. Willard discussed them in his work on the *Two Cent Red-Brown of 1883-87*.

c. The "I.D." in the circular "unclaimed" marking stands for Inquiry Division or Identification Division. Opinions were equally divided on this minor point.

d. The "C.L." evoked a number of surmises, including "Carrier Letter", but most responders agreed that the letters are the initials of the clerk in the I.D. This is borne out by a photo of a cover with a similar marking, but the initials are "B.L." (possibly a brother?).

e. The dichotomy of this colorful cover is that it bears both the "Advertised" marking (31 Jul.) and precancelled postage due stamp indicating payment upon pickup, but also the "Unclaimed" marking. This is a puzzle to most responders who assume that the "Unclaimed" marking was applied because the letter was not picked up. A New York cds on the back, dated 8 Sep. 83, indicates sending of the letter to the Dead Letter Office in Washington. A precancelled stamp could be added to a cover to dress it up. Do any other readers have opinions?

f. Finally, one writer wonders if this was addressed to the famous poet William Cullen Bryant. However, since he died in 1878, this seems unlikely, unless his son had the exact same initials.

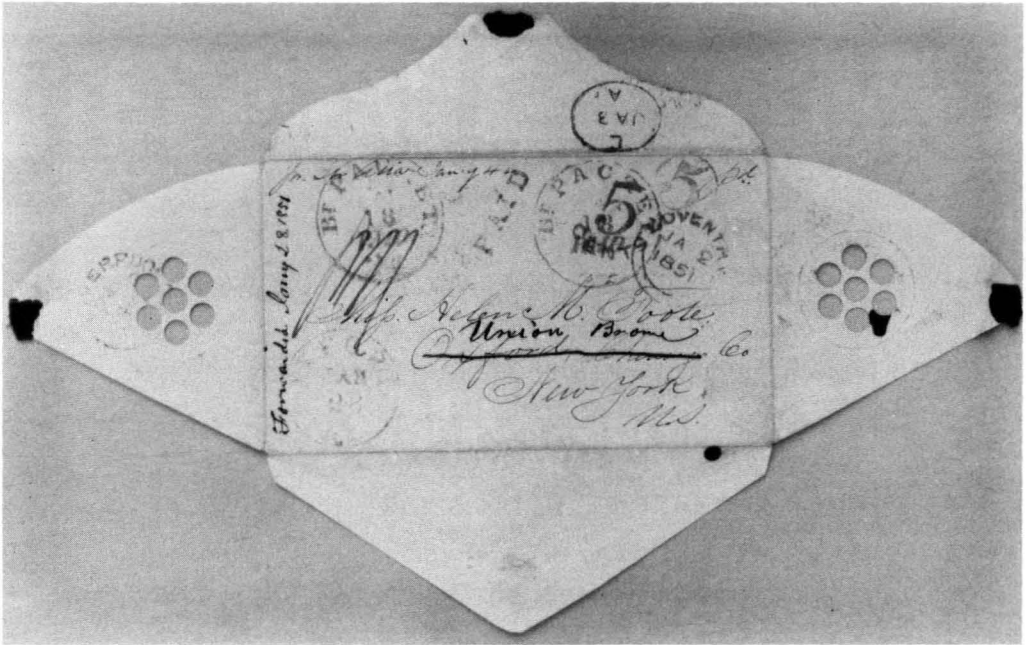


Figure 2. Cover from Coventry, England, Jan. 2, 1851, opened out to show odd rosettes of cut-out circles on back flaps.

PROBLEM COVER FOR THIS ISSUE

Figure 2 shows a new problem cover, opened to show holes in the side flaps. It originated in Coventry, England, 2 Jan. 1851, and is backstamped Liverpool 3 Jan. The "5 CENTS" is in red, as is the Br. Packet marking. The circled "5", "PAID" in center, and Oxford, N. Y., cds are all in a similar blue. Explanations of the rate markings are welcome, but the problem concerns the punched holes. Are they merely decorative? The cover was sold with the description "Patent Envel." and we wonder if any reader is familiar with any such patent. Please send your answers to the Cincinnati P.O Box along with any possible future problem covers.

With valuable new books by Jack Arnell and Charles Starnes to use now, in addition to George Hargest's earlier book, problem covers involving transatlantic rates may be of interest to readers. If readers will let us know what they would like to see in future issues, we'll try to be responsive.

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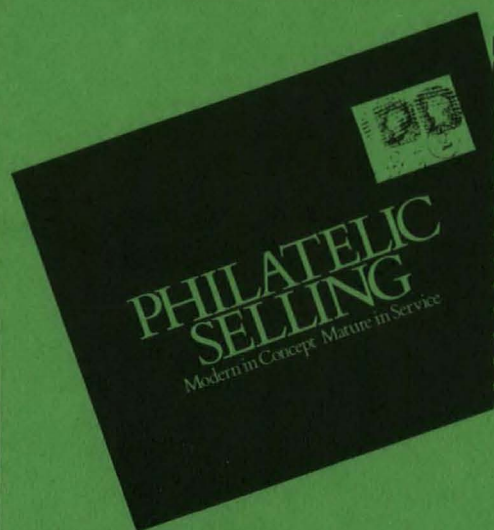
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