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The

Chronicle

of the U.S. Classic Postal Issues

February 1984

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Whole No. 121

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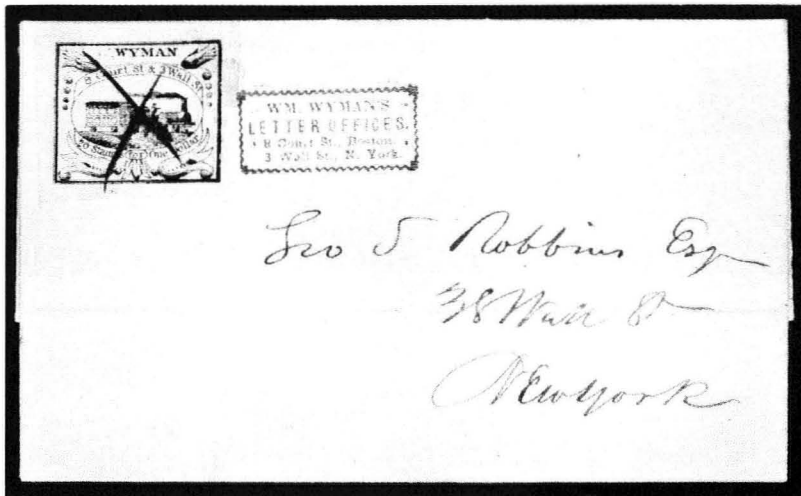


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Put me to work for you.

When it's time to consign your "yesterday's collection" to auction, call me. I'll go to work for you right away. First, I'll personally come out to see you. (If I'm not in when you call, it's because I'm on the road seeing another collector. But I'll call you back.) Then, in the comfort and privacy of your home or office we can discuss the best way to handle your collection. You'll find me helpful and sympathetic.



As soon as your material is in my shop, I'll study it to determine the best way to realize the most for you.

Important decisions will be weighed. Shall we clear it all out in a single auction? Shall we place parts of it in our auctions of specialized material where they would fit in nicely? Shall we place parts into sales of

"name" collections where they might be enhanced by such proximity? Shall we put aside exceptional items for inclusion in our annual Gem Sale where realizations are often astonishing? You won't be left out of these deliberations. You'll get my recommendations and reasons why before we lock up the sales.

After that, we'll turn to the critical business of lotting and describing. We pride ourselves on this. Since we know our collector-buyers, we break lots down with their interests in mind. We don't cherry-pick the easy ones and relegate the rest to large lots and remainders. We milk each decent item. This means better realizations for the collector-seller. In each lot, we look for the "hidden value" — the unusual cancel, the faint double transfer, the out-of-the-ordinary usage that would make that item a prized addition to a collection. And this too makes for better realizations for you.

We're meticulous in our descriptions. For instance, when is "fine" not so fine? A stamp off-center top and bottom is worth more than the same item off-center left

and right. Yet each can properly be described as "fine." To make sure the better "fine" gets the better price, we photo it. Who benefits? Both you and the buyer.



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full color in every sale. This draws attention to them and they realize more. And as much as possible, we position photos adjacent to their lot description. That's a convenience to the buyer and a giant headache to us. But since buyers expect it and sellers request it, we do it.

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THE EDITOR'S PAGE

The Philatelic Foundation and the U.S. Philatelic Classics Society are jointly sponsoring publication of *Letters of Gold* by Jesse L. Coburn. The book deals with mails in California, concentrating on the gold rush period and the two decades following. It covers the early history of California, the gold rush, the steamship mails via Panama, the development of government postal service, the expresses, overland mail routes and services, illustrated covers, postal markings, and much more. The book will have about 400 pages in the format of *Simpson's U.S. Postal Markings*. There will be some 1,200 illustrations, mostly of covers, and 16 pages in color. The book should be ready for distribution in June. The advance price is \$40; this price will apply until June 1. The price will be \$50 thereafter. Orders should be sent, and checks made out to the Philatelic Foundation, 270 Madison Ave., New York, N.Y. 10016. By ordering early you will save money and help your Society.

Review: "American Postal Markings" From Colonial Times to the 1850's. The Unexhibited Exhibit of Royden H. Lounsbery.

Royden H. Lounsbery was a longtime member of the Classics Society and a dedicated student of U.S. postal history and postal markings, generous in sharing with other collectors. At his death in March 1982 he left an exhibit prepared for that year's Garfield Perry show, but never shown. His widow, with the help of Elwyn Doubleday and others, as a tribute has made that exhibit into a book, *American Postal Markings*, which may be ordered from Millicent Lounsbery, 102 Oakwood Lane, Ithaca, N.Y. 14850 at \$50 postpaid. The book consists of five introductory pages and 143 pages of the exhibit itself in full color 1:1 illustrations. The color work is excellent. The covers (284 by my count) are briefly annotated. Nearly all are stampless; nine bear the 3¢ 1851, one the 3¢ 1861. There are over 30 pages of colonial and 18th century material. Other pages show a fine selection of fancy postmarks; some interesting territorials; advertising, forwarding, hotel, STEAM, SHIP, and depreciated currency markings; and trans-atlantic purser's handstamps. Cross border and express mail covers; presidential and congressional franks; railroad covers; and early July uses of the 1851 3¢ complete the exhibit.

It is obvious that this material was chosen with a keen eye and loving care by "Dick" Lounsbery and it's appropriate that it should be preserved for all to enjoy in this splendid treatment. Highly recommended.

Susan M. McDonald

Lincoln Designs Wanted

Jim Milgram is planning a comprehensive illustrated listing of all Lincoln-associated covers and collateral material, to be published by the Collectors Club of Chicago. Campaign, patriotic, and mourning designs will be included, as will illustrated stationery. If you have such material, please send Jim photocopies. His address is Dr. James W. Milgram, Dept. of Orthopaedic Surgery, Northwestern U. Medical School, 303 E. Chicago Ave., Chicago, Ill. 60611.

1984 Scott Specialized

The 1984 *Scott Specialized Catalogue of United States Stamps* is now out and available from many sources at varying discounts from the \$18 list.

(Continued on page 56)

**THE SIR NICHOLAS E. WATERHOUSE, KBE, SALES
STANLEY M. BIERMAN, M.D.**

Geography, nationalism, proximity to resources and opportunity may be determinants in the choice of philatelic specialization, but such was not the circumstance for Sir Nicholas Edwin Waterhouse, a Londoner, who came to build and disperse no fewer than three major U.S. collections during his philatelic lifespan. Better known to the general public for his association with the accounting firm of the same name, Nicholas E. Waterhouse was a notable philatelic scholar, author of a major handbook on U.S. stamps, gold medal winner at TIPEX for his U.S. collection, no less than the 1927 billiard-playing champion of Great Britain. Soon after Nicholas's birth on August 24, 1877, his father, Edwin Waterhouse, was well on his way in establishing a major financial empire as one of the founders in 1880 of the accounting firm of Price, Waterhouse and Co. The young Waterhouse was educated at Winchester and New College, Oxford, and entered his father's firm in 1899. He was married in 1903 to Audrey Lewin, and remarried in 1953, following the death of his first wife, to Louise How; there were no children from either marriage. (*London Times*, Dec. 30, 1964).

Waterhouse became a partner in the family firm in 1906. With the onset of World War I he attempted to join the army service but was rejected, and thereafter immersed himself in wartime efforts as Director of Cost Accounting for the British War Office between 1914 and 1918; he was knighted in 1920 for his services. His managerial services were to be drawn upon again during World War II when he headed the Advisory Committee for Admiralty Contracts. Despite his membership in the Institute of Charter Accountants and his appointment as Auditor of the Royal Exchange, Waterhouse was quoted as stating that he never pretended any deep academic interest in accounting. He was variously described by his colleagues as kind, modest, charming, and with a bent towards brevity in conversation. He was nevertheless perceptive and decisive and described as able "to prick the balloon of rhetoric with humor and common sense."

Waterhouse began his philatelic career in the late 1880s coming to specialize in the stamps of the United States. Many of his early finds came during his rushed noon hour lunch in the neighborhood of Copthall Avenue where he was an articled clerk in the purlieu of the London Stock Exchange. Copthall Avenue was then a great stamp hunting ground until the police quietly suppressed the activities of the curbside stamp exchangers. Waterhouse's particular attachment to the stamps of the U.S. was prompted because he considered the artistic production of the stamps as unsurpassed, notwithstanding the design and beauty of his nation's own Penny Black. His interest in stamps of the U.S. culminated in the 1916 production of *A Comprehensive Catalogue of the Postage Stamps of the United States*. This marvelous 115-page handbook contained fine reproductions of most U.S. stamps, examples of which are believed to be drawn from his own collection. The book was published by Frank Godden, the London stamp dealer from the Strand who was instrumental in capturing for his client the many rarities that came to grace the Waterhouse collection. A 23-page supplement to the book was published in 1921 listing stamps of the United States of America with relative values of issues.

The Waterhouse Collection was contained in over 20 Godden Albums and was chiefly comprised of 19th Century stamps including pre-stamp covers, Postmaster Provisionals, General Issues, Carriers, Locals, Departmentals, Proofs and Essays, while excluding Confederate issues. The collection was carefully annotated by the owner in describing the various issues. The marvel of the Waterhouse Collection was the depth and diversity of its contents, but not surprisingly the superb quality demanded by its owner for inclusion derived from years of winnowing and culling its contents. The collection was shown at the May 1923

London International Stamp Exposition where Waterhouse won a special gold medal for his U.S. 1847-60 in competition with G. W. Armitage and Senator Ernest Ackerman. Waterhouse's 5¢ New York Postmaster Provisional exhibit, consisting of some 200 examples of the issue, was awarded a silver medal, perhaps reflective of the author's pencilled notations and mounting irregularities.

At the seeming height of his philatelic career, Waterhouse inexplicably chose to sell off major portions of his superb U.S. collection at the Puttick and Simpson sale of November 11-14, 1924. This exceedingly rare auction catalogue which is improperly dated November 18-21 [sic] 1924 contains eight photographic plates of gems from the Waterhouse dispersal. The 853 lots of stamps were keenly fought over by Edward Stern, Elliott Perry, Herman Toaspern and Philip H. Ward, Jr., who sailed to London from America to find that a large proportion of the auction material which they had hoped to pick up cheaply was acquired by equally competitive British bidders. Highlights from the November 1924 sale included no fewer than 119 lots of 5¢ New York Postmaster Provisionals consisting of 217 stamps, including a reconstructed



Sir Nicholas E. Waterhouse

plate of 40 of the issue (lot 87) which sold for \$1,610. Lot 130 consisted of an unusual 5¢ Providence Postmaster Provisional on entire envelope between Providence and Sheffield, of interest because it was cancelled November 1847, some eight months following the Act of Congress which made illegal the use of postmaster stamps. This lot saw \$621, and was followed by eight lots of St. Louis Bears. Lot 176 which consisted of a 5¢ 1847 block of eight with a red postmark and "Boston" initials in small manuscript vertically between stamps, and claimed to be the largest used block of the issue (ex-Godden, \$275) was sold for \$3,496, while the following lot which was a magnificent 5¢ 1847 brown block of four, used on cover to Montreal, dated Oct. 27 and designated as the only known used block of four on cover, went for \$690. Later it was in the Knapp and Rohloff collections. Lot 216 was an interesting 10¢ 1847 black in a superb strip of three, used on entire with a 5¢ 1847 brown to Belgium, that went for \$805, while lot 345 consisting of a 10¢ 1856 green imperforate used block of six realized \$1,311. Lot 532A which was described as a complete set of 1861 Premieres-Gravures was withdrawn from sale because it consisted of perforated proofs, but lot 707, consisting of an unused set of 11 Special Printings of 1875 in brilliant condition with the original envelope in which the set was sold, and inscribed "Value 2 dollars", was auctioned for \$828. The 1869 set of three inverted stamps was present along with a number of Departmentals, Locals and Carriers. The auction realized a handsome \$132,204 for Waterhouse and was a record sale for U.S. material sold outside the continental United States.

What remained of the Waterhouse U.S. Collection following the 1924 Puttick and Simpson auction cannot be determined, but it can be properly assumed that Waterhouse continued his acquisition in his specialty area for the *New York Times* of Sunday, December

1, 1929, carried the bold news headline in the stamp section "\$100,000 in Stamps Sold by Briton." In November 1929 Waterhouse sold his second U.S. collection to Frank Godden under circumstances believed related to the disastrous stock market crash on Wall Street. The London dealer sailed to the United States where Edward Stern of the Economist Co. acquired the whole of the Waterhouse Collection for the reported \$100,000. Fred Melville (*Mekeel's Weekly Stamp News* of February 17, 1930) informs us that Stern resold the material "en bloc" to Charles J. Phillips. The *Charles J. Phillips Priced Catalogue of United States 1847-1888, Departmental Stamps and New York and St. Louis (Postmasters)* which was published July 23, 1930, undoubtedly represents the Waterhouse material as sold through Godden and Stern. In his introduction to this pamphlet Phillips states, "During the year 1930 I have purchased three noted collections and numerous odd lots of U.S. stamps . . . My total purchases of U.S. stamps in the past nine months . . . have exceeded \$130,000. As my overhead is very small, I am enabled to work at a very moderate figure over cost price."

Among the highlights of the Phillips *Price Catalogue* are included hundreds of fancy cancellations of 1847 to 1880 issues, three used 1869 inverts marked at \$800, \$400 and \$1,650 respectively for the 15¢ through 30¢ issues as well as enormous numbers of used Departmental stamps. There were three separate blocks of 24 of the 1¢ 1851 issue offered at \$1,200, \$1,000 and \$1,200, pictures of which can be seen in Godden's serialized articles on the Waterhouse Collection (*Godden's Gazette* 4 [5]:111-118, Feb. 1937; *ibid.* 4 [6]:145-150, Mar. 1937; *ibid.* 4 [7]:167-173, Apr. 1937). Also noted is a unique block of 16 of a mint 3¢ 1851 orange brown with full imprint, and without plate number which was priced at \$1,600, and a 3¢ 1851 claret with a cracked plate in a block of 21 which held the key sale price of \$8,000. A mint Type 1A 1¢ 1857 blue from plate IV, in a superb and unique block of four was offered at \$4,500. The 62-page catalogue of apparent Waterhouse rarities ended with 22 examples of the 5¢ New York Postmaster Provisional, along with 10 lots of St. Louis Bears, with the latter being offered at prices between \$125 and \$1,000 for examples of the first through third state of the plate. Many items from this catalogue were sold to Caspary and Emerson.

While it may be inferred that economic necessities which followed the stock market crash and global depression may have prompted the sale of the second Waterhouse collection in 1929, there is considerable evidence to conclude that Sir Nicholas Waterhouse maintained many principal rarities and certainly funds raised from his 1929 private treaty sale were employed when he was an avid bidder for the many Hind United States rarities sold through the Charles Phillips Auction of November 20-24, 1933. Waterhouse was represented at auction by Elliott Perry and did acquire an unused block of four of the 90¢ 1857 blue issue for \$700 and the unique ex-Worthington 3¢ pink 1861 plate block of 12 for \$1,150. Perry was beaten out on most of the Hind rarities by the keen bidding of Warren Colson, buying for Caspary, and Philip Ward, Jr., buying for Gibson and Sinkler, who captured most of the important pieces.

Waterhouse entered into competition at the May 9-17, 1936, TIPEX Exhibition in New York where his quintessential collection of U.S. won a gold medal. It is of some interest to note in the description of the 100 pages of his general collection that it had been "put together over the past five years." Included in the exhibition were two marvelous Heard correspondence covers consisting of a pair of 90¢ 1861 along with a pair of 10¢ and a single 12¢ on cover to Hong Kong; together with a single 90¢ (earliest printing) used on entire dated November 1861, in conjunction with a 3¢ rose-pink, 5¢ mustard and 10¢ (Premiere Gravure), a unique piece. Of no less interest was a remarkable (ex-Dorning Becton) example of a used strip of three of the U.S. 1¢ 1857 with two type IAs and one type IIC. Stanley Ashbrook endorsed this Waterhouse strip as the finest 1¢ 1857 item in existence (*Stamps* 57:859, 1943). Saul Newbury became enchanted with this marvelous piece, and sometime in 1943 succeeded in purchasing the rarity from Waterhouse for a sum believed to be \$3,500.

Waterhouse was to show his collection one final time at the May 17-25, 1947, CIPEX held in New York but restricted his exhibition to only two frames.

The third and final sale of Waterhouse U.S. rarities took place on June 27, 1955, in London with Sir Nicholas himself being physically present in the auction rooms of H. R. Harmer (*Stamps* 92:77, 1955). Dr. Otto Bacher of the Westminster Stamp Co. was the principal cataloguer for the sale, and also purchased a great number of lots for his acquisitive continental clients, with European dealers accounting for 45 percent of all purchases. Also in attendance at the event were U.S. dealers such as Ezra Cole, Robert Siegel, Harry Keefer, Raymond Weill and D. Moos (alias used by an agent), described by a chronicler of the sale as the "Five Prominents."

Given the limitations of space in this article, and the easy access to the auction catalogue, only a brief recitation will be made of the high points of the third Waterhouse sale (*Stamps* 91:173, 1955). A 5¢ Millbury Postmaster Provisional on letter sheet (ex-Crocker, \$2,115) was sold to an Australian collector for \$4,200. This lot was quickly followed by a marvelous and unique pair of 5¢ New York Postmaster Provisionals on complete cover from Philadelphia to Montreal, which realized \$1,754 or more than twice estimate. The unique block of 12 of the 3¢ pink issue (ex-Worthington, \$1,100, ex-Hind \$1,150) was acquired by Raymond Weill for \$1,344. Ezra Cole, who flew to London with the five American dealers, acquired two Heard correspondences with 90¢ 1861 issues for \$557 and \$807, while the unique third Heard correspondence previously described with the 3¢, 5¢, 10¢ and 90¢ issue went to a Swiss dealer for \$1,671. A unique cover bearing both the 5¢ and 10¢ 1847 issues and cancelled with a postal marking used by U.S. mail agents on railroad routes (*Stamps* 60:94, 1947) went for a handsome \$1,671. This cover was denounced as a fake by Stanley B. Ashbrook in his *Special Service*. The cumulative sales realized \$97,230 for the Waterhouse collection.

News of the event was broadcast by the B.B.C. with interviews from Cyril Harmer, Trevor Edwards (the auctioneer), and Waterhouse himself. However the most revealing moment came in quiet reverie when a chronicler of the sale inquired of Sir Nicholas how he felt to disperse a collection which had occupied half his life. With a twinkle in his eye, he was quoted to have said that should he be able to live to be 150 years old, his fourth U.S. collection would be better than the one he had just sold (*Stamp Magazine*, August 1955).

Sir Nicholas Edwin Waterhouse, whose philatelic career had been strewn with numerous awards and commendation for his professional and philatelic achievements, lived for an additional nine years following this epic sale. He died quietly at age 87 on December 29, 1964, while residing at Norwood Farm, Effingham, in Surrey. While it was not designated as such, I believe that the H.R. Harmer London sale #3324-3327 of July 1965 may represent the Waterhouse Collection of British Commonwealth, Germany and German States.

The author is indebted to Ezra Cole for material on the Waterhouse sales as well as for permission to use the picture of Nicholas Waterhouse.

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THE MILLBURY POSTMASTER'S PROVISIONAL STAMP

PHILIP T. WALL

(Continued from *Chronicle* 120:229)

The Unused Copy

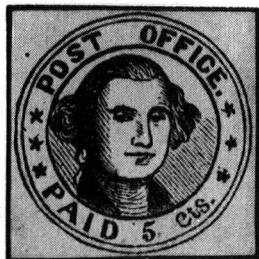


Figure A. The only known unused copy of the Millbury stamp.

The only unused copy (Figure A) was formerly in the Ferrari collection. It is one of the few copies with four complete margins. It has the papermakers' watermark and is supposed to have original gum. This stamp was lot 563 in the third Ferrari sale held April 7, 1922, and realized approximately \$1,930 including the 17½ percent government surtax. It may have been bought at the Ferrari sale by Warren H. Colson because this stamp was in his stock when it was acquired by the present owner, the Raymond H. Weill Company, in the mid to late 1940s. The Weill firm has owned the stamp since the 1940s except for three or four years in the 1960s, when at that time this unused copy was sold to Josiah K. Lilly at a price that now escapes the memory of the Weills. Robert A. Siegel sold the Lilly collection in a series of auctions held in New York City in the late 1960s. This particular stamp was lot 19 in Part I sold February 2, 1967, and was reacquired by the Weills at a hammer price of \$34,000. It has a Philatelic Foundation certificate. The photographs in both the Ferrari and Lilly catalogs show this copy to have a black dot outside the outer circle opposite the letters "PO" of Post. This is the only stamp included in my records that has such a dot, and I do not know what significance, if any, the dot may have.

Stamps Used on Cover



Figure B. One of the covers from the Isaac Davis correspondence. Formerly in the Avery, Duveen, and Caspary collections.

The first two covers that came to light were discovered in the correspondence of Isaac Davis who left the American Antiquarian Society in Worcester, Mass., some 15 volumes of his papers and correspondence when he died in 1885. Davis had been a leading attorney in

Worcester in the 1840s. These two covers, Figures B and C, traveled a distance of only 8 to 10 miles. The cover in Figure B was exchanged by the Society in 1895 and eventually found its way into the collections of Avery, Duveen and finally Alfred H. Caspary. H.R. Harmer, Inc., sold the Caspary collection in a series of auctions held in New York City in the mid to late 1950s. This particular cover was lot 42 in Part I sold November 15, 1955, and realized \$9,250. It was lot 1 of the Quality Collection, Part II, sold by Harmer's of New York, Inc., on October 27, 1983, to Raymond Weill for \$77,000. It has a Philatelic Foundation certificate and the stamp has four full margins. This cover is postmarked "Milbury Dec 16" (1846). It should be noted that the postmark spells Millbury with only one "L." This is incorrect as I am advised the official spelling of the town's name has always had two "L"'s. This same error occurs on each postmarked item shown in this article.

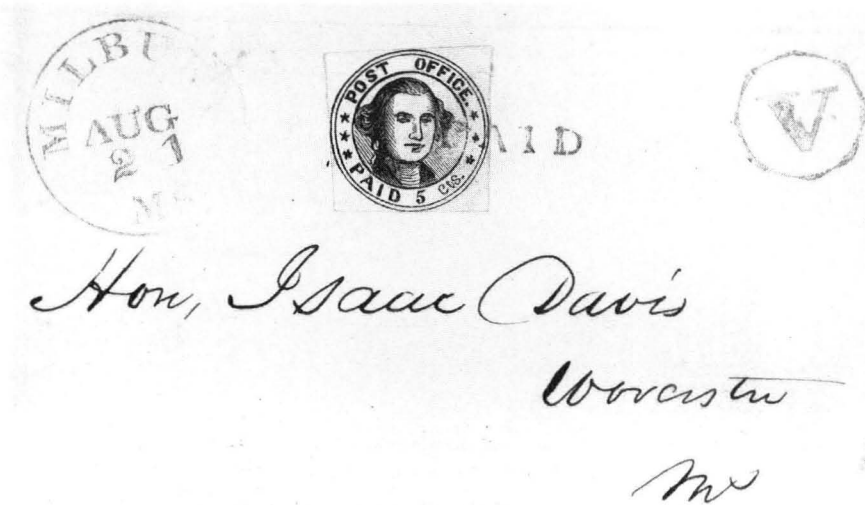


Figure C. Davis cover still in the archives of the American Antiquarian Society, Worcester, Mass., and reproduced with their permission.

The second Davis cover has been retained by the American Antiquarian Society since 1885 and is a part of their archives. The Society has supplied me a photograph of the cover (Figure C) with permission for it to be included in this article. The cover is postmarked Aug 21 (1846). The stamp is touched at the left and bottom and is barely clear at the top and right. There are surface scuffs or abrasions in the background lines to the right of Washington's face.



Figure D. Cover postmarked OCT 30. Once in the Consul Klep collection.

A portion of the stock of the well known dealer Y. Souren was sold by H. R. Harmer,

Inc., on February 26, 1951. Lot 4 in that sale was the cover postmarked Oct 30 (1846) and shown in Figure D. It was evidently purchased for Consul Klep Van Velthoven of Brussels as it was lot 96 when Willy Balasse sold the Consul Klep collection on March 27, 1956. I do not know what the cover realized at the 1951 Harmer sale, but it realized slightly less than \$3,500 including the 15 percent government surtax at the Balasse sale. I have no record of this cover's having been sold at auction since 1956. This stamp is cut in at the top and touched at the right and bottom. It is the only cover on which the stamp is not tied to the folded letter by a straight red PAID.

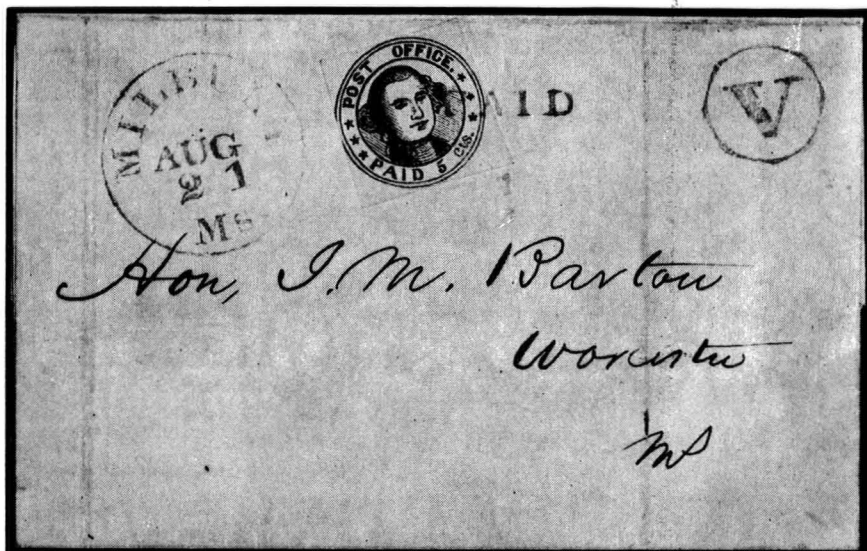


Figure E. Cover postmarked AUG 21, and in the same handwriting as Figure C. Ex Col. Green.

The cover in Figure E is postmarked Aug 21 (1846) as is the cover in Figure C and both are addressed in the same handwriting and were sent to the same city. The earliest record I have of this cover is when it sold for \$2,000 as lot 3 in Part XVII of the Col. Green sales. Part XVII was sold by Harmer, Rooke & Co. on November 13, 1944. This same firm sold the cover again as lot 4 in their sale held November 29, 1950. In the 1966 Siegel Rarities of the World Sale (Siegel #296) held February 24, 1966, this cover was lot 9 and realized \$11,000, and in the 1969 Siegel Rarities Sale (Siegel #350) this cover was lot 5 and sold for \$17,000. The stamp is cut in at the left and clear on the other side.

In the late 1890s the C. H. Mekeel Stamp Company ran buying advertisements in magazines and newspapers of general circulation. Some of the advertisements pictured various postmasters provisional stamps, and the cover in Figure F was obtained as a result of this type of advertising. At the turn of the century F. W. Ayer of Bangor, Maine, was one of the leading collectors in this country. This cover was sold first to Ayer, then to Crocker and then to Waterhouse. When H. R. Harmer, Ltd., of London sold the U.S. collection of Sir Nicholas Waterhouse in London on June 27, 1955, this cover was lot 2 and realized \$4,200. It last sold as lot 1 in the Robert A. Siegel sale held April 29, 1969. The printed prices realized at that sale show this cover sold for only \$2,100, which price seems to me to be far too low and may possibly be incorrect. This cover is now in the collection of a European who may exhibit it among other important postmasters items in Chicago in 1986. The ex-Waterhouse cover is postmarked Dec 7 (1846) and all four margins of the stamp are intact. This cover has a Philatelic Foundation certificate.

Robert S. Emerson of Providence, Rhode Island, was an important collector in the 1920s and the 1930s. About 1929 he paid what was then a record price of \$5,750 for the cover shown in Figure G. Emerson died in 1937 and the Daniel F. Kelleher Company of Boston sold his collection in a series of sales that ran for almost 15 years. I do not have the catalogs of

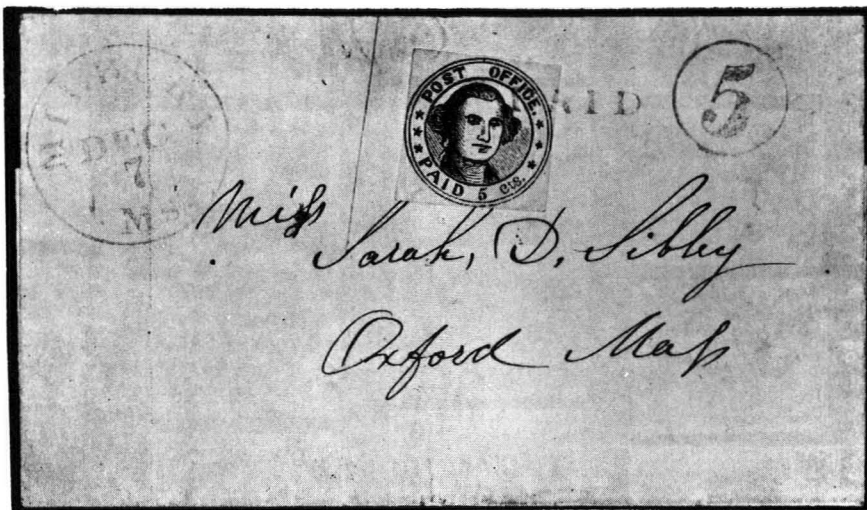


Figure F. Cover postmarked DEC 7 and formerly in the Nicholas Waterhouse collection.

the pre World War II Emerson sales, but I am reasonably certain this cover was in one of those sales. It is postmarked Sep 9 (1846); and while the stamp has two tears at the left, it does have full margins all around. It last sold as lot 48 in the Harmers of New York, Inc., sale held June 4, 1980. I attended that sale, and this particular cover opened at \$17,000 and sold "to order" at \$22,000 plus 10 percent. It is illustrated in the *Stamp Specialist* Vol. I, Part 4 and in *American Philatelic Miscellany* compiled by Susan M. McDonald and published by Quarterman Publications, Inc., in 1976.

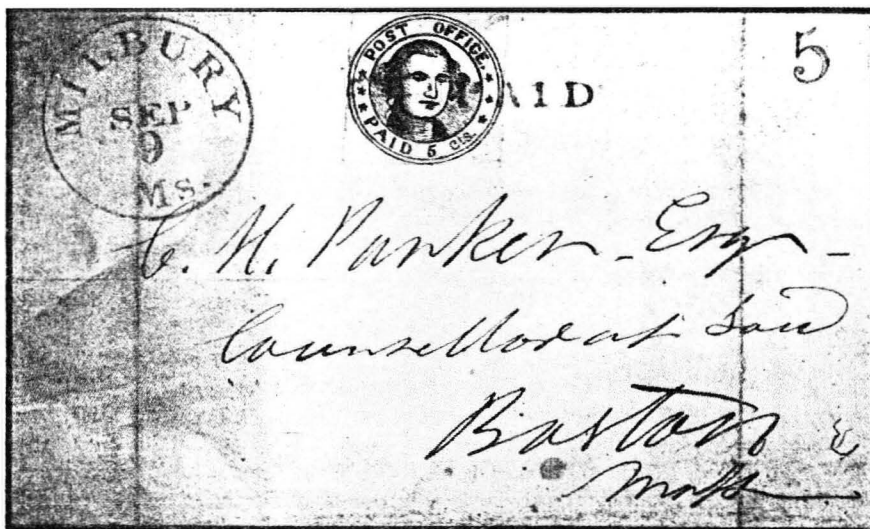


Figure G. Cover to Boston, Mass. Once in the Robert Emerson collection.

The cover illustrated in Figure H is one about which very little is known. It is supposed to have been found by the niece of the deceased addressee in the family home in Worcester, Mass., about 1896. It was then acquired by the New England Stamp Company and sold to Frank J. Dutcher about 1897. I have no record of how the Dutcher collection was dispersed and have no idea what happened to this cover. It was used to illustrate a greeting card prepared by the New England Stamp Company in 1906. This cover is postmarked Jan 12 (1847); and, while the stamp is touched at the bottom, it has large margins on the other three sides. I hope any reader who can bring me up to date on this matter will contact me.

The stamps on all seven covers are cancelled by a straight PAID, and the cancel ties the

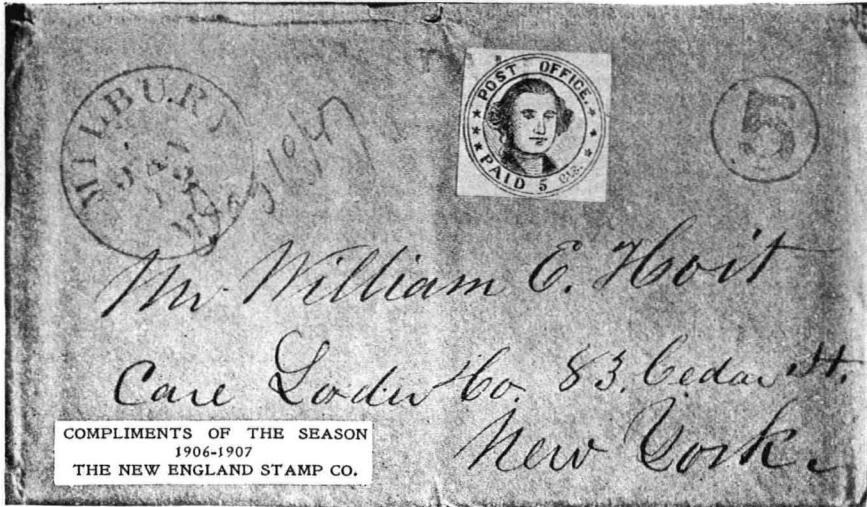


Figure H. This cover was once handled by the New England Stamp Co. Information is sought about it, as it has been out of sight for many decades.

stamp to the folded letter on six of the covers. Each cover has a rate marking denoting a 5¢ rate. However, these rate markings are most varied: two have a Roman numeral V in circle; two have a slanted 5 in circle; two have a block 5 in circle; and one has a free standing 5. It is my understanding that all of the postal markings on all seven covers are in red. The earliest known use is Aug 21 (1846) as shown on the two covers in Figures C and E.

Stamps on Piece

Three copies of 7X1 are known on small pieces of the folded letter on which they were used; two are tied by a town postmark and one is tied by a red crayon mark. None of the three stamps on piece shows any part of the red PAID or rate markings found on the full covers described above.



Figure I. On small piece tied by MAR 25 postmark.



Figure J. On small piece tied by FEB 6 postmark.

Richard C. Frajola of Danbury, Conn., who has been most helpful in providing me with much data for this mini series, has loaned me a photograph of a photograph that is shown in Figure I. This stamp is tied to a small piece by a CDS of Mar 25 (1847?). This stamp is cut in at top and left, touched at the right and well clear at the bottom. I have no record of this item's ever having been sold at auction.

Another copy cancelled by the townmark dated Feb 6 (1847?) is shown in Figure J. This copy is cut into at left, touched at top and right and clear at the bottom. It has a bad vertical crease. This stamp has a Philatelic Foundation certificate and last sold for \$17,000 plus 10 percent as lot 7 in the Sotheby Parke Bernet sale held April 29, 1980.



Figure K. Piece postmarked MAR 8. Stamp cancelled and tied by red crayon.

The stamp tied by the red crayon mark is on a piece postmarked Mar 8 (1847?). It is cut in at the right and bottom and is well clear at the left and top. It has a bad horizontal crease. This stamp is illustrated in Figure K and last sold for \$6,000 as lot 7 in the first Siegel Rarities Sale (Siegel #267) held February 27, 1964.

A comparison of the full covers with the stamps on pieces of cover would seem to indicate that between January 12, 1847 and February 6, 1847 the Millbury Post Office began using the circular date stamp as a canceler.

Used Stamps Not on Piece

The finest used stamp (Figure L) was in the Hind sale (ex Duveen) held November 20, 1933, where it sold for \$1,000. This copy was lot 3 and realized \$2,100 when H. R. Harmer, Inc., sold the Moody collection on October 23, 1950. Robert A. Siegel sold this 7X1 on November 25, 1969 (lot 4) for \$8,000 and again on March 23, 1971, where as lot 9 it sold for \$9,250 in that year's Rarities Sale (Siegel #391). Irwin Weinberg was the purchaser in 1971, and he offered the stamp at retail in January of 1974 for \$13,750. This stamp is now rumored to be owned by a California dealer. It has a Philatelic Foundation certificate. This copy has a few faint creases, is barely clear at the left and right and well clear at the top and bottom. It is cancelled with the red "P" of Paid.



Figure L. Probably the finest used copy. Ex Moody.



Figure M. A fine used copy. Ex Hessel.



Figure N. A used copy with several defects.

What I consider to be the second finest used 7X1 is shown in Figure M and realized \$9,500 as lot 4 when H. R. Harmer, Inc., sold the Postmasters section of the Hessel collection on October 21, 1975. The Daniel F. Kelleher Co., Inc., has offered this copy a number of times in recent years, most recently in that firm's 561st sale held June 14, 1983, where as lot 81 it realized \$10,000 plus 10 percent. This copy, which has a Philatelic Foundation certificate, has a small thin and faint corner creases. It is cut in at top, barely clear

at left and right and has an unusually large bottom margin. It is cancelled with the red "PA" of Paid.

The last four stamps have more substantial defects and are listed in no particular order. Lot 8 in the Robert A. Siegel sale held November 29, 1972 (Figure N) realized \$8,500. It is cut in at the right, touched at the left and bottom and clear at the top. This copy has a scissors cut between the "5" and "cts" that extends into Washington's shoulder. It is cancelled with the red "PA" of Paid.

J & H Stolow offered as lot 4 on June 21, 1982, the stamp shown in Figure O. It has a horizontal crease, is stained and has been repaired. This copy is touched at the top and right and just clear at the left and bottom. It has a Philatelic Foundation certificate.

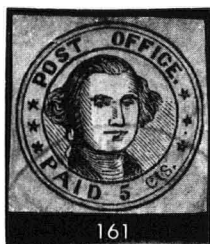
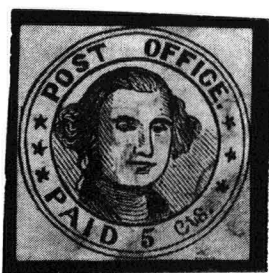


Figure O. A repaired copy with PF Certificate.

Figure P. A cut-to-shape copy.

Figure Q. Another used copy with defects.

Two used copies not on piece have parts of town cancels. Lot 4 (Figure P) in the John W. Kaufmann sale held December 1, 1980, sold for \$3,750 plus 10 percent. The Philatelic Foundation certificate states, "is cut to shape, mounted and the cancellation drawn in on the mounting." The date of the town cancel cannot be determined.

Notwithstanding the fact that this stamp has a 1957 Philatelic Foundation certificate and in the past has been sold by such highly regarded auctioneers as Harmer, Heiman, Siegel (twice), and John Kaufmann, it is possible that this copy may not be genuine. The reason for saying this is that it has a strong dot between the two lower stars at the right. This dot is a characteristic of one of the types of facsimiles noted in connection with my discussion of the item illustrated in Figure T. None of the other stamps that I believe genuine shows this dot. Therefore I think this particular copy should be reexamined very carefully.

The stamp shown in Figure Q was last sold for \$6,500 as lot 8 in the Robert A. Siegel sale held September 11, 1978. It has thins, a heavy vertical crease, and is cut in at the top and touched on the other three sides. The date of the town cancel is not legible.

I hope my readers will not think me unduly critical for pointing out the defects of the nine off cover stamps. This was done for a specific purpose: to show that no perfect examples exist off cover. Collectors desiring to add a Millbury to their collection should not continue to wait until a four margined, 100 percent sound copy comes along because no such stamps exist.

Fakes and Facsimiles

Several fakes exist of the Millburys both on and off cover, but none of these are good enough to fool experienced collectors and dealers. The fakes are almost always of poor quality, and the faker will invariably make one of two fatal mistakes: he will produce a copy with jumbo or boardwalk margins when no such genuine copies exist in this condition; or, if the stamp is on cover, he will use an incorrect postmark that is either too small or has the town's name spelled correctly rather than incorrectly.

Carl Kane of Massachusetts has loaned me a crudely printed facsimile (or was it intended to deceive the unwary?), Figure R, that is black on white bond paper and has super margins. He and I judge the paper to be about 100 years old, and it may have been printed by S. Allan Taylor, the notorious faker. Mr. Kane has given me several copies of a facsimile prepared by a Massachusetts printer in the 1960s (Figure S). The stamp is in black on a blue



Figure R. A 19th century forgery or facsimile.



Figure S. Facsimiles (so marked) from the 1960s.

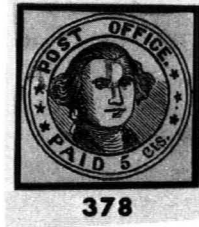


Figure T. Another, rather more accurate, facsimile.

surfaced paper, and the German word “falsch” appears on Washington’s right shoulder perpendicular to the “cts”. Obviously these were not made to deceive anyone.

There is a similar item in the Luff reference collection at the Philatelic Foundation to which is attached a letter from the dealer previously described as Mr. “J” — a name associated with the faking of numerous postmasters’ provisional issues. Although Mr. “J’s” letter was not written until 1955 and he claims the facsimiles discussed therein were made by someone else in 1923, I suspect they were made by him in the 1930s when he was most active as a faker. He writes that he has a block of four in his reference collection, and their differences are as follows:

- Type I: there is a strong dot between the two lower stars at the right. (See Figure P)
- Type II: very few lines of shading at the right touch the inner circle. There is a small dot between the T of CTS and the inner circle.
- Type III: there is no dot between T and S of CTS. (I assume he means between the T of CTS and the inner circle.)
- Type IV: Most of the shading lines on the right touch the inner circle.

This writer has never seen this block of four or any of the various types of facsimiles composing it; however, copies of 7X1 that have these characteristics should be examined very carefully before being purchased.

Lot 378 in the Robson Lowe sale held in Bournemouth, England, on May 12, 1983, was described as follows: “Millbury 1846 5¢ bluish type I facsimile cancelled by ‘PAID’ in red. NOTE: About 20 examples are known to exist, with four types of which eight have red ‘PAID’ and there are two uncanceled blocks of four.” I did not see the above item, but it sounds interesting and is shown in Figure T.

As is usually the case, this article could not have been written without the help of numerous people. In addition to those persons whose names have already been mentioned, I would like to thank the following people for their helpful assistance: Dr. Stanley M. Bierman of California, Raymond H. Weill of Louisiana and Eugene N. Costales, Calvet M. Hahn, and Scott Trepel of New York, together with officials of the American Antiquarian Society, the Millbury Historical Society and the Millbury Public Library.

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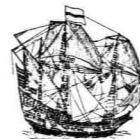
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EXTRAORDINARY MATCHED PAIR OF PACKETBOAT COVERS

DAVID L. JARRETT

These two *Pitser Miller* packetboat covers are an extraordinary matched pair since each was written (by a different man) on the *same* day (3 September 1849) on the *same* light blue paper¹ and carried by the *same* steamer but to different destinations.

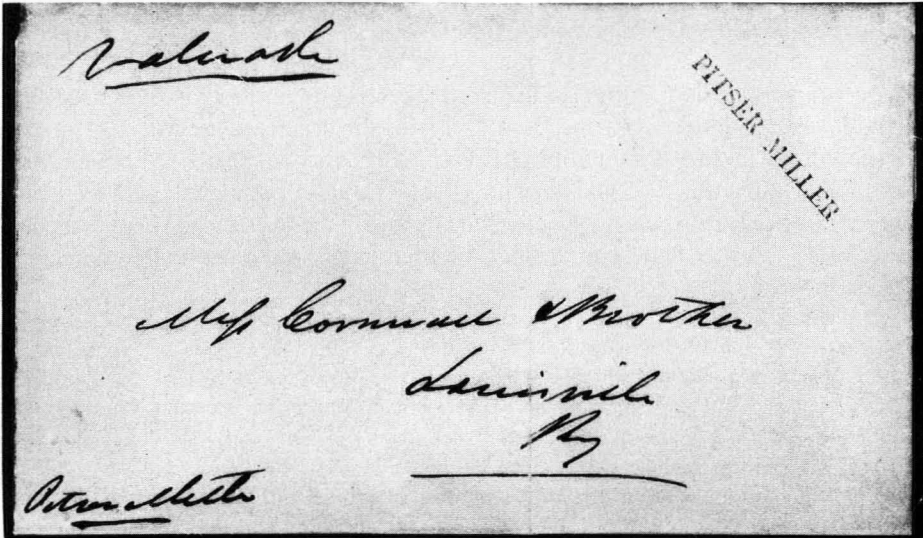


Figure 1. True bright green PITSER MILLER straightline packetboat handstamp on letter datelined Memphis, 3 September 1849. (Collection of David L. Jarrett)

The one to Louisville (ex Henry Meyer) was carried on the *Pitser Miller* to Louisville, but entirely outside the U.S. mails and privately delivered. However, the one to Cincinnati

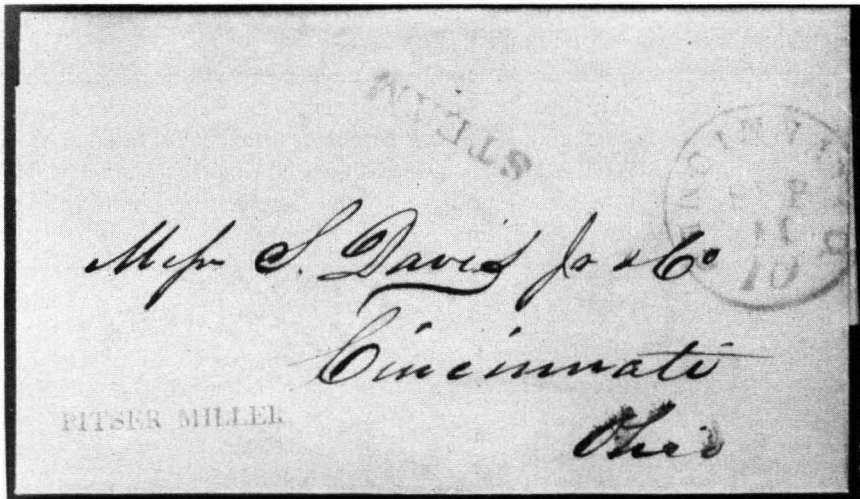


Figure 2. Identical PITSER MILLER handstamp, letter also datelined Memphis on 3 September 1849, but delivered to the Cincinnati post office for pickup by the addressee. (Collection of David L. Jarrett)

1. The paper appears different in the two photographs due to variations in photographic printing techniques.

(ex Paul Rohloff) was transported from Memphis to Cincinnati by the steamer and deposited at the post office there, where it received a red "STEAM" and matching "CINCINNATI O./10" circular date stamp on September 10; ten cents was thus collected from the addressee by the post office.

Straightline PITSER MILLER is in a *true* bright green ink and is rare thus. Coincidentally, these are the only two recorded *Pitser Miller* straightlines, according to Dr. James W. Milgram, author of a soon-to-be-published catalog on name-of-boat markings. *Pitser Miller* was a 158 ton side-wheel steamer built in 1848 in Freedom, Pennsylvania, had its first home port in Pittsburgh, and was abandoned in 1857.²

2. William M. Lytle and Forrest R. Holdcamper, *Merchant Steam Vessels of the United States*, the Steamship Historical Society of America, Staten Island, New York, 1975, p. 174.

POSTAL MARKINGS OF COLUMBUS, OHIO, 1814-1832

RICHARD B. GRAHAM

(Continued from *Chronicle* 120:236)

By December of 1818, Postmaster Buttles' fragile postmarking device again had to be rebuilt, apparently using the same old hub, with the type being either replaced with new letters of the same font or reused. The "COLUMBUS" was slightly rearranged, but the major change was that the low, straight line "OHIO" was replaced with an "O." after "COLUMBUS." The net result, as may be seen in tracing No. 7 of Figure 4, was that the marking thus appeared as a simple arc reading "COLUMBUS, O." and measuring approximately 27 x 12½ mm. All examples seen have been in black, and with about twenty examples recorded, this is probably the commonest of the Columbus, Ohio, postmarks used prior to 1820. It was in use from no later than December 1818 until no later than July 1819.

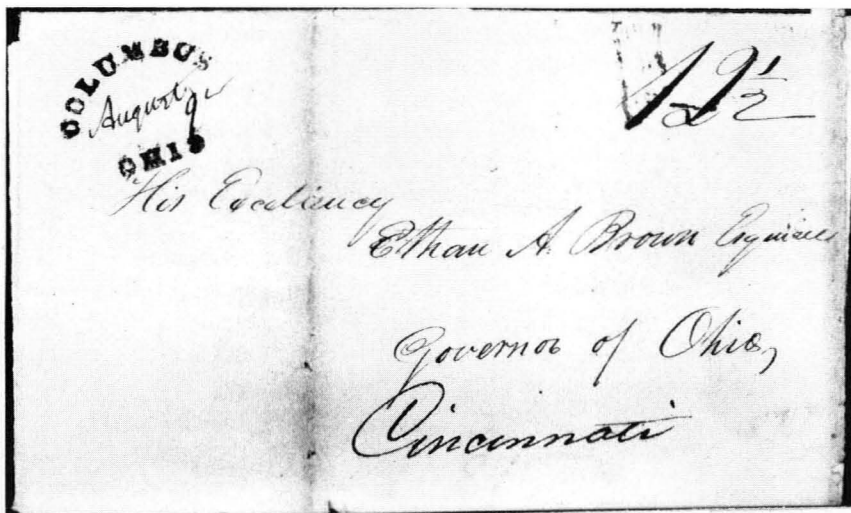


Figure 7. The last type of the Columbus "variable" handstamp of 1818-1819, struck in black on a cover sent in August 1819. The cover content is datelined at Worthington, Franklin County, Ohio, and is a petition signed by ten prominent Franklin County men concerning the appointment of a judge.

Figure 7 shows a cover sent in August 1819 and bearing what is possibly the last version of Postmaster Buttles' homemade handstamp. Here, he goes back again to the arced "COLUMBUS" with a straight line "OHIO" spaced below it. The same type was used for the "COLUMBUS" which apparently wasn't disturbed, the removal of the "O." following leaving the arc a bit lopsided. See tracing No. 8 in Figure 4.

The type of the "OHIO" measures 14 x 3¼ mm and the marking has overall dimensions of 26½ x 20½ mm. All examples recorded are struck in black. The earliest seen

is on a free letter addressed to the postmaster of Warren, Ohio. The postmark isn't dated but the letter enclosed is datelined July 10, 1819, from Franklinton, Ohio. (Franklinton's post office was still in operation, and remained so until 1835.) Covers with the marking traced as No. 8 have been recorded as late as December 8, 1819. Several of these, including the earliest, were recorded from data given the writer from Charles I. Ball's researching in the archives in Ohio.

The cover shown in Figure 7 contains a letter signed by ten prominent men of central Ohio, petitioning the Governor of Ohio to appoint one Recompense Stansberry to be a county judge. Among the signatures are those of Col. James Kilbourne, mentioned previously, the brother of Joel Buttles, and that of "Ph. Chase" who will be discussed later in this article. He was then living in Worthington, Ohio, but was not to stay there long.

In Figure 1, the plate of Columbus, Ohio, manuscript postmarks, tracings "B" and "C" fall into the period of use of the Columbus "variable" postmarks just described. As noted previously, there are many reasons a particular mail might have borne manuscript markings when the previous or the next mail sent out had handstamped postmarks. Certainly the fact the fragile Columbus postmark then used had to be rebuilt from time to time was a factor. There also may have been a factor of whether outgoing mails were heavy or light, and this may also be reflected in whether typeset or manuscript month or even day dates were used in the postmarks.

When mails were heavy, more than one person may have been needed to work mails on "mail day" and if but one postmark device was available, then part of the mails would obviously have been with manuscript postmarks.

In reviewing the records assembled on the early covers, it was seen that the great majority of Columbus covers were postmarked in the three months' period, December through February, with a few July and August covers also prominent.

In this writer's opinion, this isn't a coincidence but probably reflects a pattern. It is believed the Ohio State Auditor's and other state offices sent a very high annual volume of mail in January and February and a lesser volume in July and August. It should also be noted that many of the December dated covers were sent to "back home" in Connecticut or Massachusetts where many of the early central Ohio people grew up. Which is to say, they sent annual "holiday" or end of the year letters to let the folks at home know what was going on.

Many of the covers postmarked in January during Buttles' tenure, 1814-1829, had postmarks with typeset month dates; some even have the day in type. July postmarks with typeset month dates also exist, and there are others. It is suggested that when Buttles knew there would be heavy mails he took the trouble to install the month in type in his instrument, but didn't bother to do so when he felt the mails would be light.

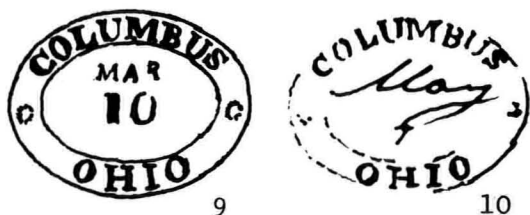


Figure 8. The "government issue" double oval postmark, 32-23 x 24-16½ mm, used at Columbus, circa 1820-1833. The marking has been seen only in black.

Figure 8 shows the first "government issue" style postmark used in Columbus. The examples shown are from 1820 and 1833; one is sharp and clear and the other badly worn. It is possible the instrument was either replaced or refurbished in the mid 1820s, as a much lesser but somewhat similar wear pattern appears then. All these markings recorded are in black and, like the predecessors, a few have the month in set type and a very few have both month and day in type.

A record of 34 covers has four of five January covers with the month in type; one of four February covers so handled and three of four March covers with the name of the month in type. Of the remaining 21 covers, only one December and one August cover have the name of the month typeset; all the rest are in manuscript. Of the group, one each, February and March covers with month in type also have the day of the month in type; the rest are manuscript.

Figure 9 shows an 1826 vintage cover sent from Columbus under the free frank of P. Chase, Postmaster of Gambier, Ohio. The cover is addressed to the Rev. R. F. Cadle at Green Bay, Michigan Territory, and while the contents are no longer there, the docketing notes the subject was "C. Beard's children." The cover has one of the very few Columbus double oval postmarks with both day and month typeset that I have seen. The date, although faint, is March 10 or 16.

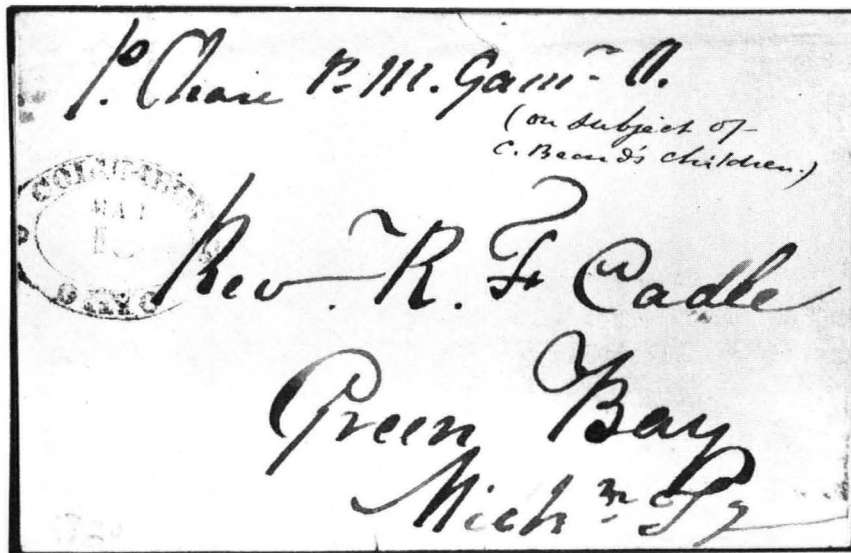


Figure 9. Franked from Columbus by Bishop Philander Chase, Ohio's first Bishop, as postmaster of Gambier, Ohio, to Green Bay, Michigan Territory, in about 1826. Bishop Chase, the founder of Kenyon College at Gambier, was appointed postmaster of that town about 1825. He undoubtedly found his franking privilege quite useful in transmitting the papers of the Episcopal See and the College.

The franker is also of interest, aside from the fact he franked the cover from Columbus while postmaster of Gambier, Ohio. (The "frank went with the franker," who could frank from anywhere in the country — but could not legally leave pre-franked covers behind for others to use.)

Philander Chase, shown in Figure 10, was Ohio's first Bishop, being affiliated with the Episcopal Church. He came to Worthington, Ohio, from Connecticut in 1817, organizing several parishes and conducting an academy at Worthington. During this time, he took in his nephew, Salmon P. Chase, who was to become Lincoln's Secretary of the Treasury and Chief Justice of the United States.

Philander Chase was consecrated as Bishop in 1819, and in 1825 commenced organizing what was to become Kenyon College at Gambier, Ohio. Apparently one of the first things he did was to have himself appointed Postmaster of Gambier, Ohio, so that the mails of the college and the see would both be free!

Later, he was to found Jubilee College at Robins' Nest, Illinois, and he again was appointed local postmaster. At least one of his franked covers from that area exists.

From the listings in the *American Stampless Cover Catalog* and its predecessors, it is obvious the Columbus postmarks, tracings 3 through 8 of Figure 4, have baffled collectors, authors and catalogers for some years. Most have tended to group all with the "COLUM-

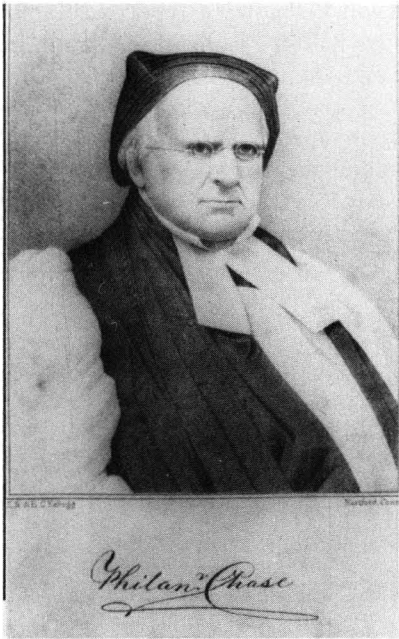


Figure 10. Bishop Philander Chase. From Morton's *History of Knox County, Ohio*, 1862.

BUS” arc above and the straightline “OHIO” below as a single marking, with the arced “COLUMBUS, O.” separately.

While this grouping is logical as examples are collected and exhibited — one of each will be enough to be “complete” by those standards — it creates a confusing situation for the specialist, even though it is about all the catalogers could do, barring further data.

For the specialist who wishes to date the individual versions, the problem lies in the fact that the “COLUMBUS, O.” arc was used between versions of the “COLUMBUS/OHIO” styles. Neither does the listing observe the rough oval of tracing No. 4 and the wide variations in vertical dimensions of the markings caused by the frequent revision of the “OHIO” portion of the handstamp.

A word should be said about the measurements given both in the text and in Table I. As most collectors of markings are aware, early papers were often soft and porous and inks varied widely. So did inking of handstamps and the technique with which they were applied. Consequently, the sum of all the variables can easily produce a variation of a full millimeter in a given dimension of different markings made by the same instrument. Our attempt to measure, at times, in increments of less than half a millimeter, should be taken to say that a given dimension appears to lie between scale markings, and even the half millimeter dimensions should be taken with the proverbial grain of salt!

Undoubtedly, further variations of these markings can exist, and the only way they may be distinguished is by careful tracings. Reports of additional markings are solicited, including those with manuscript markings falling into the period prior to 1820. However, it probably should be noted that any new versions or entirely new markings falling into the range of Columbus postal markings reviewed in this article will be checked out by comparison with existing material in archives and also biographical information available concerning the senders and addressees.

Lastly, thanks go to Charles I. Ball, Jerry B. Devol, and others, including staff archivists of the Ohio Historical Society, the Western Reserve Historical Society, the Dawes Memorial Library at Marietta College, and others. Further data and information probably will be expected from all these, without whose present and past contributions the present review could not have been done.

PHILATELIC BIBLIOPOLE

Authoritative Philatelic Literature

NEW TITLES, IN STOCK



Nevada Post Offices, An Illustrated History by Gammet & Paher.
1983, 176 pages, covers 760 towns, cloth, \$30.00

A Census of U.S. Classic Plate Blocks 1851-1882 by John C. Chapin. A history with notes on each of the 524 plate blocks are detailed.
1983, 96 pages, cloth, edition of 250 \$19.50
card, edition of 750 \$12.50

Street Car R.P.O. Series by the Mobile Post Office Society.
Note, these are the new published prices, up about \$2 each.

Philadelphia by Robert J. Stets, 1978, 44 pages, one overlay, card \$6.75

Brooklyn and New York City by John M. Price
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Baltimore by Douglas N. Clark and F. Edgar Ruckle
1979, 41 pages, one overlay, card \$8.00

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Stamps of British North America by Fred Jarrett.
1975 reprint of 1929 book, 624 pages, cloth, back in stock \$40.00

Great Britain, Official Franking 1800-1840 by J. G. S. Scott
History, background and primary regulations. A fine compliment to Lovegrove's work on the markings. 1983, 80 pages, card \$10.00

La Guadeloupe by Dubus, P. Pannetier, A. Marchand
SUPERB study of markings and rates, 1859 to 1890, in French
1958, 214 pages, card, remainder just found \$18.50

Australia, Instructional & Informative Markings of Victoria 1852-1913
by A. G. Rigo De Righi, A fine study of the markings.
1983, 20 pages, 127 illustrations, card \$6.00

British East Africa, Postage Stamps and Postal Stationery by J. M. Minns
A fine and beautiful study from the Royal of London.
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Maritime

South Atlantic Seaway by N. R. P. Bonsor. The major lines: Allan and Blue Star, Donaldson, Hamburg Sudamerika, Holland America, Messageries, Nelson, Norddeutscher Lloyd, Royal Mail Steam Packet, and White Star.
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North Atlantic Seaway by N. R. P. Bonsor. A revised and expanded version of the 1955 edition. Non-philatelic but of much value to the transatlantic collector as it details individual lines and ships. Volume 5 completes the set.
Vol 1, 1975, 472 pages, cloth \$19.95
Vol 2, 1978, 397 pages, cloth \$19.95
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Vol 4, 1979, 416 pages, cloth \$29.95
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THE CARRIER STAMPS OF THE UNITED STATES

ELLIOTT PERRY

ROBERT B. MEYERSBURG, EDITOR

WASHINGTON (CITY), D.C.

(Continued from *Chronicle* 120:244)

Figure 2. 1860 *Washington Directory* carrier route listing. Note that Dougherty has replaced Tucker.

City Post Office.

Located on F street north, e 7th west. Postmaster—Wm. Jones. Ass't Postmaster—Lambert Tree.

Office hours from 8 A. M. to 8 P. M. On Sundays, from 8 A. M. to 10 A. M., and from 6 to 7 P. M.

Postage on all letters and transient newspapers to places within the United States, must be prepaid.

Residences and Routes of Letter-Carriers.

Thomas F. Harkness—Residence, New York av bet 17th and 18th sts west.

Route—All west of 15th street, except the State, Treasury, War and Navy Departments.

Robert Ball—Residence, G street north, bet 2d and 3d streets west

Route—All north of Pa av, bet 9th and 15th sts west, including State Deps.

Vincent R. Jackson—Residence, 211 N Y av

Route—All east of 9th st west, and north of E to 7th; all east of 7th from E to Pa av; all nth of Pa av to 3d st west, and all west of 3d north of Ia av to the depot, and west of R R track.

A. Dougherty—Residence, 13½ st bet B and C sts, Island.

Route—All bet 7th and 9th streets west, and E and Pa av; all south of Pa av from 7th to 15th sts west, including the Island, and the Treasury, War, and Navy Depts.

Douglass Tolson—Residence, 597 Va av.

Route—All south of Pa av, and north of canal from 7th to 3d sts west; all north of Pa av and south of Ind av east of 3d st; all Capitol Hill and Navy Yard.

Charles J. Wright was appointed September 30, 1861, and was followed by George B. Clark (October 14, 1861), D. E. Brewer on March 3, 1862, and John H. Johnson, who replaced Vincent R. Jackson on May 11, 1863.

By an order of August 10, 1863, Harkness, Charles J. Wright, Clark, Brewer, Johnson, and E.L. Freas, John H. McElivee, Thomas F. Parker, Alfred C. Shaw, and C. H. Wright were placed on salaries of \$700 each from July 1, 1863. An eleventh carrier, at the same salary, was added before the end of the year.

The reports of the Postmaster General on U.S. letter carrier service in Washington were first made October 1, 1858, and continued annually until the end of the fee system, June 30, 1863. These reports give the number of letters, newspapers and pamphlets, and the "amount received and paid out for carriage," but the reports for Washington contain no entries in the column for "circulars." The total payments for the fiscal years 1859 and 1860 come to almost exactly two cents per letter and one-half cent for each newspaper or pamphlet, and

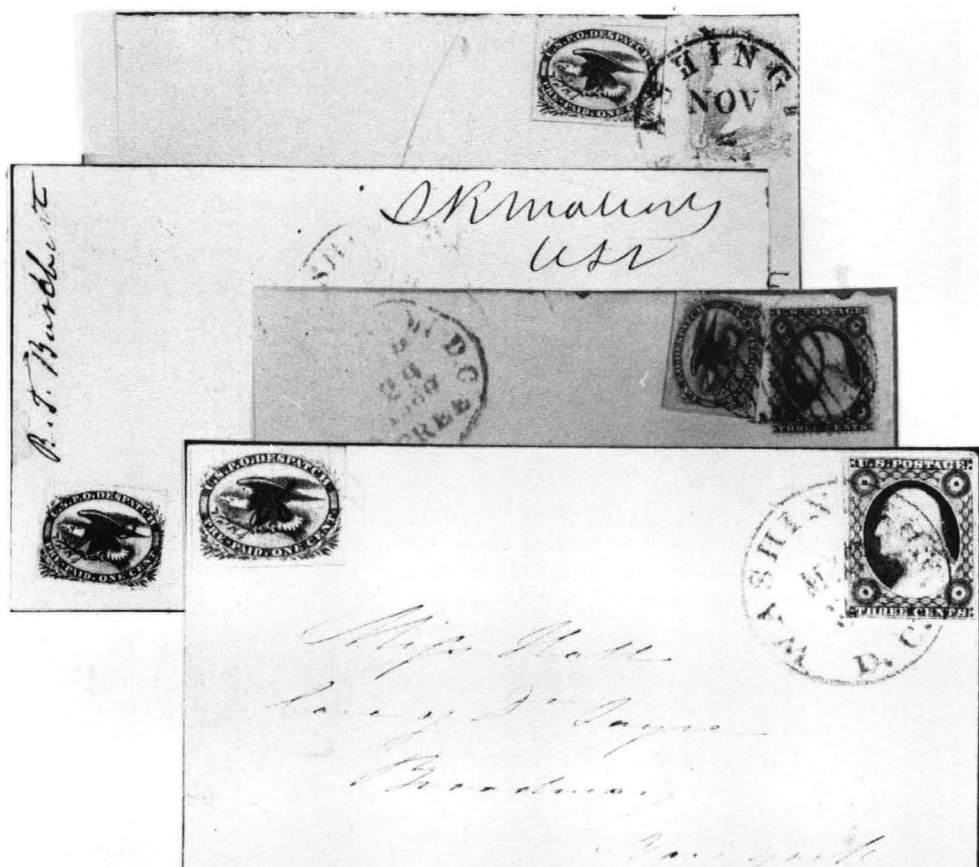


Figure 3 (top). Eagle carrier stamp used with a 3¢ 1861 to Philadelphia. Both stamps are cancelled with a Washington, D.C., postmark of November 2, 1861. Figure 4 (second). Eagle carrier stamp initialled "W" (probably Charles J. Wright) on a postage "FREE" cover to Port Royal, Virginia, as shown by the Washington, D.C., postmark and the manuscript frank of a member of Congress. Figure 5 (third). September 29, 1860; the eagle carrier stamp and 3¢ postage stamp of 1857-60 are cancelled with black grids. Either the "FREE" postmark was incorrectly used or the 3¢ stamp was unnecessary. Figure 6 (bottom). Eagle carrier stamp with a 3¢ 1851 used to New York. The eagle stamp is initialled "H" (letter carrier Harkness).

seem to indicate that no letters were carried at one cent. Yet many covers which were collected and taken to the Washington Post Office for the out-of-town mails have the "collection fee" prepaid by one eagle carrier stamp. The first column following the year gives the number of letters, the next column gives the number of newspapers and pamphlets, and the last column gives the "amount received and paid out for carriage." So far as the records are complete this total sum which the carrier system earned (the total of the carrier fees which the public paid) is also the amount which was paid to the carriers for their services. The amounts are for fiscal years ending June 30th.

Year	Letters	Newspapers and pamphlets	Received and paid out
1859*	241,944	89,429	\$5,286.03
1860	313,825	115,898	6,856.02
1861 +	240,741	79,202	2,803.38
1862	561,288	88,697	6,055.76
1863	722,299	91,552	7,680.74

* No returns for July, August and September 1858

+ No returns for January, February and March 1861



Figure 7. December 17, 1856: uncancelled eagle carrier stamp on a letter sent postage collect (24¢) to London, England. The U.S. Post Office debited Britain 21 cents (5 cents domestic plus 16 cents sea postage by American packet.)



Figure 8. A cover bearing a 3¢ and a 1¢ stamp of the 1861 series, on which the 1¢ stamp prepaid the carrier collection fee to the Washington post office in March of 1863, while the eagle stamp was still in use. Figure 9. Eagle carrier stamp used on the 3¢ 1851 embossed envelope. This is an unusual combination. Figure 10. An 1852 letter from Manassas, Virginia, to Washington, directing carrier delivery "from the mails". The carrier fee was paid in cash by the addressee.

Following the Act of 1860 the collection fee and the delivery fee on mail letters was one cent each. In the years ending June 30, 1861, 1862 and 1863 the total payment to carriers equals one cent per letter and one-half cent for each newspaper or pamphlet.

Although carrier service existed in Washington prior to the initial issuance of adhesive stamps, no carrier covers have been reported used in Washington during the 1847-1851 period, and none have surfaced bearing the imperforate one cent stamp of the 1851 issue used for payment of the carrier fee; nor have any special handstamps denoting carrier service during this period been reported.

With the exception of an eight-month period in 1856, when John Wiley's private Washington City Despatch was in operation, the Post Office Department had no competition to face and consequently provided the only carrier service in Washington.

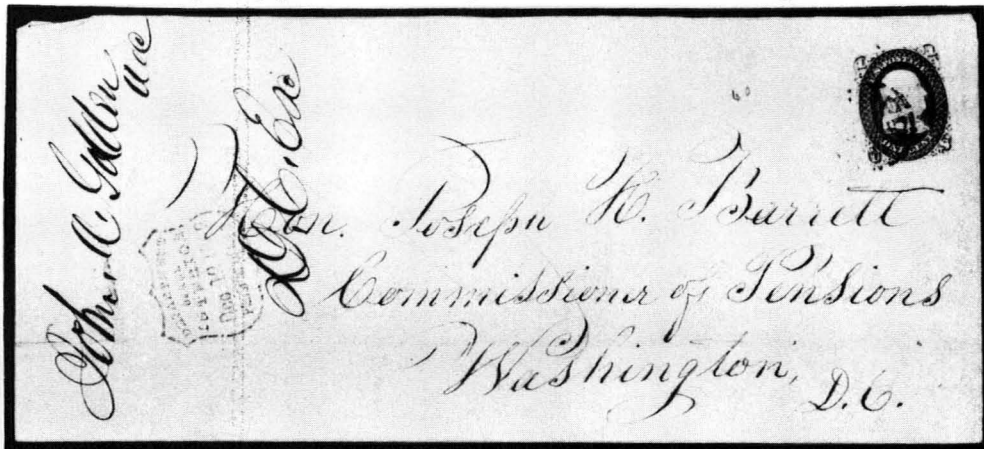


Figure 11. City delivery drop letter.

The eagle carrier stamp appears to have been used exclusively to pay the carrier fee to the Washington post office over a ten year period (Figures 3-10). City delivery letters during the same period are found bearing one cent postage stamps which paid the drop letter rate (Figure 11). The earliest recorded eagle cover is dated August 12, 1853, and the latest, May 7, 1863.



Figure 12. "B" (Robert G. Ball).



Figure 13. "H" (Thomas F. Harkness).



Figure 14. "T" (Douglas Tolson or John H. Tucker).

As was the case in several other cities, notably Baltimore and Charleston, South Carolina, the carrier stamps were frequently cancelled or precancelled by the manuscript initial(s) of the letter carriers who handled the letters in question. Manuscript cancellations have been recorded as follows:

"B" Robert Ball (Figure 12).

"H" Thomas Harkness (Figure 13).

"T" Douglas Tolson or John Tucker (Figure 14).

"J" Vincent Jackson (Figure 15).

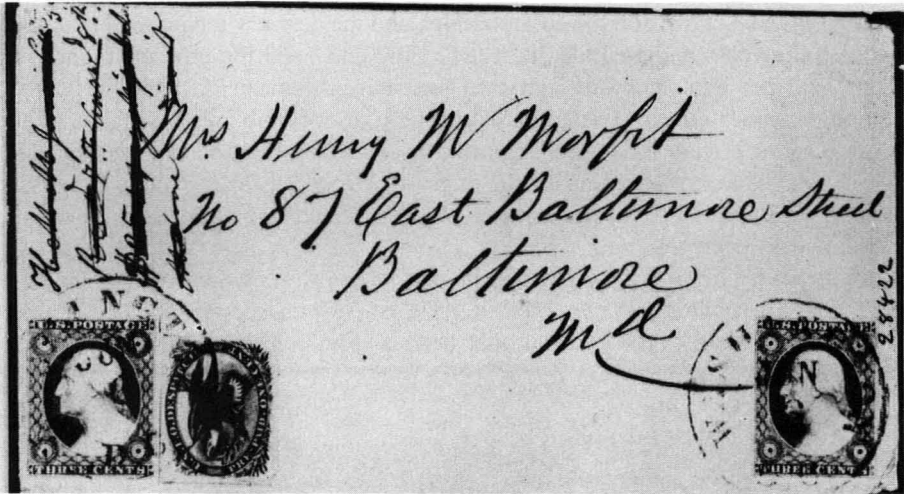


Figure 15. On this double-weight cover, two 3¢ stamps of the 1851 issue are each cancelled with a Washington postmark, which also ties an eagle carrier stamp which is initialed "J" (letter carrier Vincent R. Jackson).

"CJW" Charles J. Wright (Figure 16).

"W" probably Charles J. Wright (Figure 17).

A type-set "WRM" has been reported, but no information is presently available on this item.

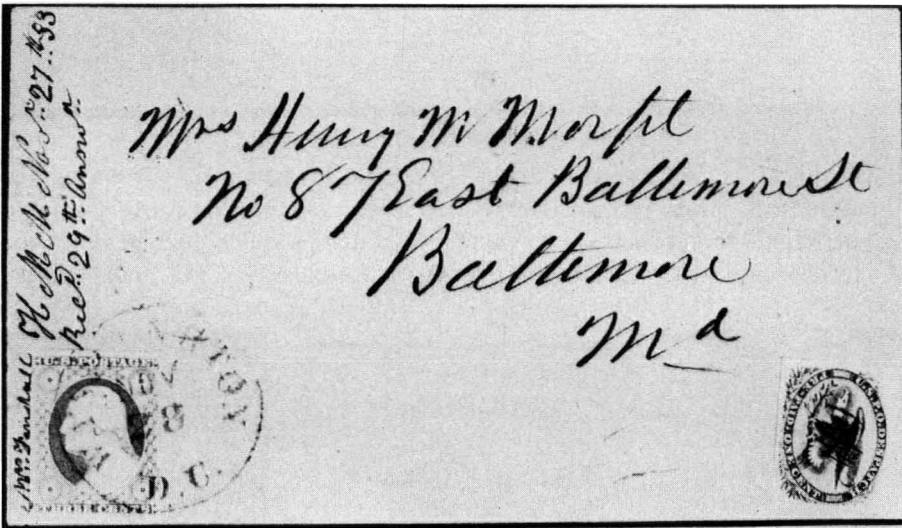


Figure 16. Eagle carrier stamp used with a 3¢ 1851 to Baltimore. The carrier stamp is cancelled with a manuscript "CJW", believed to be the initials of carrier Charles J. Wright.

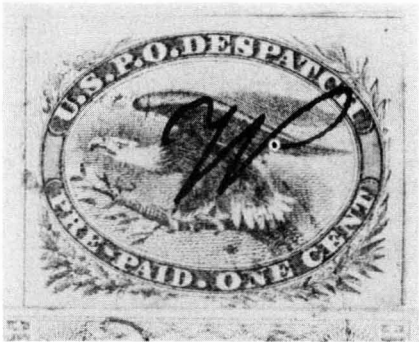


Figure 17. "W" (probably Charles J. Wright).

Examples of the Harkness initial exist in both red and black ink. The "CJW" has been reported in red, and the others in black.

While existing records show Wright was appointed letter carrier in 1861, and he appears in the 1863 City Directory and newspaper notices, the two covers bearing his "CJW" initials seen by us are both dated 1853; and the covers with the "W" cancellation, which closely resembles the "W" in "CJW", are also from the 1853-54 period. While no records have been found showing the name of any letter carrier with the initials "W" or "CJW" prior to 1861, it would nonetheless appear that Wright was an official letter carrier in Washington in 1853 and 1854. Any additional information that can be provided by readers will be welcome.

Generous assistance to this updating of Elliott Perry's original manuscript was provided by Richard Frajola, Dr. Donald Johnstone, Richard Schwartz, Tom Stanton, and the Washington Philatelic Society, to all of whom the editor's thanks are extended.

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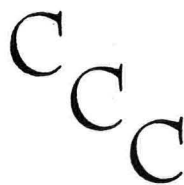
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THE 1847-51 PERIOD

CREIGHTON C. HART, Editor

CONDITION IS ALL IMPORTANT

CREIGHTON C. HART

The full heading in *Scott's Specialized* for 1954 to 1977 read "Condition is the All Important Factor of Price." Did this full page notice affect your buying and bidding habits?

Are prices for extremely fine or superb too high, high enough, or too low? Are prices for off-center, hinged, creased, etc., copies too low, about right, or too high? Are you more or less careful about condition in the case of covers than you are for stamps?

These collectors and professionals have already given their opinions but it will be helpful if others will write about their collecting standards of price and condition. So far I have heard from — in alphabetical order — Tom Alexander, David Beals, Eldon Behr, Renee Bowden, John Brennan, Ezra Cole, E. E. Fricks, William Grimm, Herman "Pat" Herst, Henry S. Nowak, Bill Roscher, Peter Robertson, Bob Siegel, and Henry Stollnitz. This is distinguished company for you to join.

The report planned for this issue of the *Chronicle* will appear in May.

GARDINER, MAINE, ADDENDA

SUSAN M. McDONALD

An article I wrote for this section many years ago (*Chronicle* 64, November 1969) discussed at length the 10¢ 1847 bisect covers mailed at Gardiner, Maine, and speculated on explanations for certain features of the covers. One hypothesis — that the writer was former Maine U.S. Senator George Evans — was later substantiated, an update on this subject being published in *Chronicle* 87.

A couple of years ago two Gardiner bisect covers were offered in a Siegel Rarity Sale. The description mentioned contents, and, at my request, the Siegel firm kindly furnished photocopies. Although of only marginal philatelic interest, the letter is reproduced here, as it tends to confirm several assumptions in the original article.

May 18

4th Sunday after Easter

My dearest wife,

I was greatly rejoiced at the account you gave of the result of the doctors' consultation upon Fred's case & hope their expectations will be realized. If decided improvement begins to show itself soon, we shall have every reason for confidence in his ultimate recovery. I hope he perseveres, with firm resolution to go through what may be required.

Mr. Sullivan says he has a brother there. Do you see him? What is his difficulty?

We are getting on as usual — all well. Tell 'uncle' his nev'y has got a part of his old flute & I told him whose it was — & so he runs round to show it 'Evy' 'Evy' — we have very cosy times at breakfast and dinner — gentlemen *of about the same age* — very communicative. He, the nev'y, has kept house so long he begins to look as white and fair as you can imagine. Grandpa took him out this P.M. for an airing & as the weather seems promising shall give him a ride tomorrow or next day & tan him up a little. Court will hold 1 or 2 days more. We argued the baby case again Friday & had a pathetic time of it.

I believe the honeysuckle is alive — some of it I know is. My tree looks sickly & I fear will not live. The other shrubbery as usual. I shall get out the pruning shears as soon as Court adjourns & fix up somewhat.

Mr. and Mrs. Walter [?] were down to tea last Sunday. He has had the *darndest* time you ever heard — slipped down in Feb. & sprained the left arm & shoulder so he could not use it & about a month after, tried it again & served the right in the same way & can't lift either to his head, can't dress, nor shave & I don't know what else & darn it he don't know what he shall do.

We don't hear from Lully, [?] as to when he will return. I shall stay here till he does. Of course, if you think it best to remain a while at B., after Anne comes, you must do it & if you think it will be of service to you, do it by all means. I think I shall run up for a day or two as soon as L. arrives.

Do you see much of the Barkers, Howland, etc.? & what sort of folks are they?

Have the Mackays come? who & what are they? & on the whole how do [you] get along at Mrs. H's?

I have not got hold of the salmon yet but expect to catch a fellow [?] pretty soon.

Ever thine,

GE

The references to doctors and cures support the idea that Mrs. Evans was at Brattleborough because of its medical facilities, although the letter suggests her presence may have been less for her own health than for that of a relative, perhaps a brother, to judge from the comments about "Fred," "uncle," and "nev'y." Note also the reference to "Mrs. H.," presumably the Mrs. Hollister at whose establishment Mrs. Evans stayed in Brattleborough. Certainly the close attachment between the writer and recipient is readily apparent, though couched in domestic trivialities.

CARRIERS AND LOCALS — REPORTS WANTED

Bob Meyersburg has agreed to tackle the subject of 1847 covers with carriers or locals and write them up for a future issue. He is asking for reports of such covers; please send a photocopy with notation of colors, dates, and any other pertinent details. His address is Robert B. Meyersburg, 6321 Tone Court, Bethesda, Md. 20034.

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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

TYPES OF THE THREE CENT 1851-1861 STAMPS

STANLEY M. PILLER

In *Scott's U. S. Specialized Catalog*, there are eight major listings of the 1¢ 1851 imperforate stamp:

<i>Catalog No.</i>	<i>Description</i>
5	Type I from a single plate position, 7R1E.
6	Type IA, from 19 positions in the bottom row of Plate 4.
7	Type II, found on all plates.
8	Type III, from Plates 1E and 4.
8	Type III, from the single plate position 99R2.
8A	Type IIIA, Plate 4.
8A	Type IIIA, Plate 1 Early.
9	Type IV, from Plate 1 Late.

Two additional types are listed for perforated stamps, being Type V found on Plates 5 through 10 and Type VA from Plate 5. In addition, the earlier Types I, II and IIIA are found on perforated stamps from Plates 11 and 12.

The 10¢ imperforate of 1855 is listed in the Catalog as follows:

<i>Catalog No.</i>	<i>Description</i>
13	Type I, from the bottom row of Plate 1.
14	Type II, comprising about 50% of Plate 1.
15	Type III, comprising about 36% of Plate 1.
16	Type IV, from four positions on Plate 1.

In addition, Type V is listed for the perforated stamps from Plate 2.

The 3¢ imperforate stamp of 1851 uses only two catalog numbers:

<i>Catalog No.</i>	<i>Description</i>
10	Type I, orange brown, used in 1851.
11	Type I, all other colors used after 1851 (including later stamps that are orange brown!).

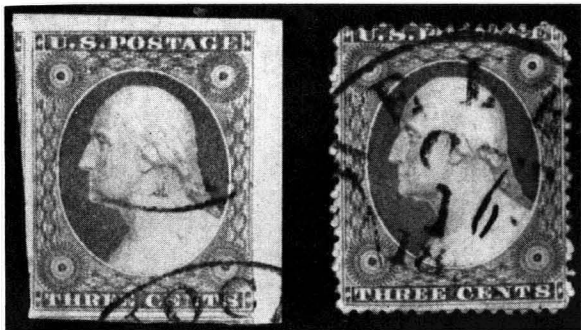
Two additional types are listed for the perforated stamps, Types II and IIA.

The categorizing of #10 and #11 by *Scott* is irrational and should be changed to reflect the rationale of the numbering system used for the 1¢ and 10¢ stamps. When something is wrong, it should be corrected. Recently, the Philatelic Foundation declared an item to be a fake which had been considered genuine by many for over 60 years. This may displease the owner and others involved, for many dollars were involved. But if something is wrong, it should be corrected. Virtually all U. S. experts today concede that the "1861 August issues" as well as the 3¢ "scarlet" and "lake" are nothing more than finished proofs or essays. Yet *Scott* still lists them, as "stamps."

It is time for *Scott* to renumber the 3¢ portion of the 1851-61 issue to conform to the system adopted for listing the 1¢ and 10¢ stamps. Following is a listing of the various types (both imperforate and perforated) and a suggested change in the numbering system. As I have stated (and perhaps overstated), this change is *long overdue*. It is needed to make the numbering consistent with the numbering policy reflected in the other denominations of this issue. The present system is irrational, confusing and illogical.

Type I

As to the 1¢ and 10¢ denominations, Type I is the stamp which most nearly matches the original die. Following this logic, the 3¢ Type I is a stamp which has four outer frame lines and two inner frame lines. This type is well known and comes from all states of Plates 1, 2 and 5, as well as Plate 0 and 3. It is known in all shades from orange brown to dull red, claret and



Type I
The imperforate stamp is 10L2L;
the perforated is 59R2L.

brownish carmine. It exists imperforate and perforated.

Type IA

This is similar to Type I, but has only one inner line, either at left or right, but not both. It is found on various positions of Plates 1 Early, 1 Intermediate, 3, 5 Early and 5 Late. Plate 3 varieties have the right or left outer line taking the place of its corresponding inner line. Furthermore, some of the Plate 3 positions also have one or two extra frame lines. This type comes in all shades and is known perforated from Plate 3 and 5 Late.



Type IA
The left stamp is 49L3, no inner
line at right; the other is 69R1E,
no inner line at left.

Type II

Using the logic of the 1¢ and 10¢ classifications, Type II is a stamp which is similar to the original die, with a minimal design loss and minimal recutting. Therefore, the 3¢ Type II is a stamp which has four outer frame lines and no inner lines. This, too, is a well known type, and comes from Plates 1 Early, 1 Intermediate, 4, 6, 7 and 8. It, too, is known imperforate and perforated and like Type I it comes in *all* shades.

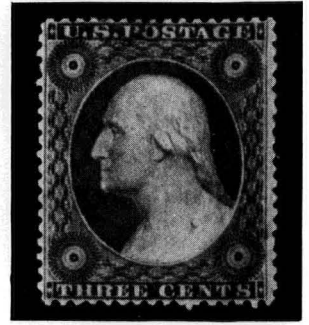


Type II
The imperforate stamp is 40R4.

Type III

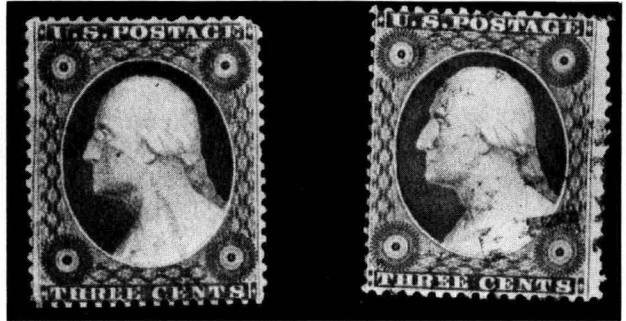
Perforated only, Type III comes from all of the states of Plates 10 and 11. It consists of two disconnected outer frame lines at right and left, with no frame lines at top or bottom, and no inner lines. It is similar to the 1¢ and 10¢ Types III with breaks at top and bottom. There are some varieties known with inner frame lines. These may be classified as Type IIIA. However, in the author's opinion, since each of these is from a different plate position and is

Type III
The stamp illustrated is 3L11.



in a way unique (no two inner lines being recut in the same manner), it would be best to list these as varieties of Type III as opposed to creating a new variety.

Type IIIA
Left stamp is 79L10I, with inner line at left. Right stamp is 19L10E, inner line at right.



Type IV

This, too, is known perforated only and comes from both states of Plate 9 and Plates 12 through 28. It consists of two continuous outer frame lines at left and right, with no inner lines and no outer frame lines at top and bottom. One position is known with a recut inner line. This type is similar to the 1¢ and 10¢ Types V.

There is really no equivalent to the 1¢ and 10¢ Type IV since all of the 3¢ stamps having inner lines were recut. One could call the 3¢ Type I a Type IV, but for the sake of consistency it is listed here as Type I.

Type IV
This type occurs only on the perforated stamps; from both states of Plate 9 and Plates 12-28.



Thus, there are four major types and one sub-type. The following is the author's suggestion for the renumbering of the catalog:

3¢ 1851 Imperforate

<i>Catalog No.</i>	<i>Description</i>
10	Type I
10A	Type IA
11	Type II

3¢ Perforated

25	Type I
25A	Type IA

25B Type II
 26 Type III
 26A Type IV

By making these changes, *Scott* would then be consistent with its listings of the 1¢ and 10¢ imperforate and perforated stamps.

Proposed New Listings

<i>Catalog No.</i>	<i>Description</i>
10	3¢ Type I, 4 frame lines, 2 inner lines
	Orange Brown
	Deep orange brown
	Copper brown
	On cover
	Pair
	Strip of 3
	Block of 4
	Part India paper
	a. Printed on both sides
	b. Dull red
	Orange Red
	Brownish carmine
	Claret
	Deep claret
	Orange brown
	Plum
	On cover
	On Patriotic or campaign cover
	On propaganda cover
	Pair
	Strip of 3
	Block of 4
	Margin block of 8, imprint & plate no.
	c. Vertical ½ used as 1¢ on cover
	d. Diagonal ½ used as 1¢ on cover
	e. Double impression
	f. Unofficial perforation

Recutting varieties

	<i>Orange brown</i>	<i>Other shades</i>
1 line recut UL triangle	Yes	Yes
2 lines recut UL triangle	Yes	Yes
3 lines recut UL triangle	Yes	Yes
5 lines recut UL triangle	47LO	95L1L
1 line recut LL triangle	Yes	Yes
1 line recut LR triangle	Yes	Yes
2 lines recut LR triangle	57LO	No
2 lines recut UL triangle and 1 line recut LR triangle	Yes	Yes
1 line recut UR triangle	Yes	Yes
Upper label & UR diamond block joined	Yes	Yes
Upper label & UL diamond block joined	Yes	Yes
Lower label & LR diamond block joined	Yes	Yes
Double transfer	Yes	Yes

Triple transfer	74, 84L11	92L2L
Dot in LR diamond block	69L5E	69L5L
Recut button	No	10R1L
Line through 3 CENTS	No	92L1L
Cracked plate	No	Yes

<i>Catalog No.</i>	<i>Description</i>
10A	3c Type IA, four frame lines, 1 inner line at left or right but not both Orange brown Deep orange brown Copper brown On cover Pair Strip of 3 Block of 4 Part India paper
	b. Dull red Orange red Brownish carmine Claret Deep claret Orange brown Plum On cover On propaganda cover On campaign or patriotic cover Pair Strip of 3 Block of 4

Recutting varieties

	<i>Orange brown</i>	<i>Other shades</i>
1 line recut UL triangle	Yes	Yes
One extra frame line at R	No	Yes
One extra frame line at L	No	Yes
Two extra frame lines at L	No	89-99L3

<i>Catalog No.</i>	<i>Description</i>
11	3c Type II, 4 frame lines, no inner lines Orange brown Deep orange brown Copper brown On cover Pair Strip of 3 Block of 4 Part India paper
	b. Dull red Orange red Brownish carmine Claret Deep claret Orange brown Plum On cover On campaign or patriotic cover On propaganda cover

- Pair
- Strip of 3
- Block of 4
- Margin block of 8, imprint & plate number
- c. Vertical ½ used as 1¢ cover
- d. Diagonal ½ used as 1¢ cover
- e. Unofficial perforations

Recutting varieties

	<i>Orange brown</i>	<i>Other shades</i>
1 line recut UL triangle	Yes	No
Lower label & LR diamond block joined	No	Yes
Upper label & UR diamond block joined	No	Yes
Upper label & UR & UL diamond block joined	No	Yes
Extra frame line at right	No	Yes
Left frame line doubled	No	Yes
Recut bust	No	47R6
Double transfer	Yes	Yes

Perforated Stamps

<i>Catalog No.</i>	<i>Description</i>
25	3¢ Type I, 4 frame lines with 2 inner lines
	Rose
	Rose red
	Claret
	Dull red
	Brownish carmine
	Plum
	On cover
	On campaign or patriotic cover
	On propaganda cover
	Pair
	Strip of 3
	Block of 4
	a. Imperforate vertically
	b. Imperforate horizontally

Recutting varieties

1 line recut UL triangle	
2 lines recut UL triangle	
3 lines recut UL triangle	
1 line recut UR triangle	
1 line recut LL triangle	
1 line recut LR triangle	
Upper label & UR diamond block joined	
Upper label & UL diamond block joined	
Triple transfer (92L2 ^L)	
Recut button (10R2 ^L)	
Cracked plate	
<i>Catalog No.</i>	<i>Description</i>
25A	3¢ Type IA, 4 frame lines & inner line at right or left
	Rose
	Rose red
	Claret
	Dull red
	Brownish carmine
	Plum
	On cover
	On campaign or patriotic cover

On propaganda cover
Pair
Strip of 3
Block of 4

Recutting varieties

1 line recut UL triangle
1 extra frame line at right
1 extra frame line at left
2 extra frame lines at left

<i>Catalog No.</i>	<i>Description</i>
25B	3¢ Type II, 4 frame lines, no inner lines (Plates 4, 6, 7, 8) Rose Rose red Claret Dull red Plum On cover On campaign or patriotic cover On propaganda cover Pair Strip of 3 Block of 4 a. Imperforate vertically b. Imperforate horizontally

Recutting varieties

Double transfer
Lower label & LR diamond block joined
Upper label & UR diamond block joined
Upper label & UR & UL diamond block joined
Extra frame line at right
Left frame line doubled
Recut bust (47R6)
Cracked plate (47-48R7)

<i>Catalog No.</i>	<i>Description</i>
26	3¢ Type III, 2 disconnected vertical frame lines, no inner lines (Plates 10 & 11, all states) Rose Brownish carmine Claret Plum On cover On campaign or patriotic cover Pair Strip of 3 Block of 4 Margin block of 8, imprint & plate number Double transfer Triple transfer Damaged transfer above LL rosette Same, retouched Inner line recut at left Inner line recut at right Left frame line doubled

<i>Catalog No.</i>	<i>Description</i>
26A	3¢ Type IV, 2 continuous vertical frame lines, no inner lines (Plates 9 [all states], 13 to 28) Red Rose Brownish carmine Claret Orange brown On cover On campaign or patriotic cover On Confederate patriotic cover On Pony Express cover Pair Strip of 3 Block of 4 Margin block of 8, imprint & plate number b. Imperforate vertically c. Imperforate horizontally d. Double impression Double transfer Cracked plate Damaged transfer above LL rosette Same, retouched 1 line recut UL triangle 5 lines recut UL triangle Inner line recut at right

Editor's Note. The section editor agrees entirely with the basic proposals contained in this article. We differ only in the degree of change required to bring the catalog in line with reality. It seems to me that, in forcing the types and sub-types into the presently available catalog numbers, Mr. Piller has solved the cataloger's problem, but has not entirely solved the collector's problem. For instance, if a single inner line Type I recut justifies a major catalog number (10A), shouldn't similar recutting on Types III and IV stamps be treated the same? Also, what do we do about multiple vertical frame lines that are found associated with all of the basic types? Readers are referred to "The United States 3¢ Issue of 1851-1861: A Progress Report" by the section editor that appeared in the *1973 Congress Book* at pp. 77-95.

We need the views of all specialists in this issue to arrive at a consensus if the catalog publisher is to be approached to make a meaningful change. Write me to let me know if you agree with Mr. Piller's proposal, disagree generally, or have an alternate proposal. A serious attempt will be made to have the catalog changed to reflect that consensus.



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Figure 16 (top left). Black 31mm NEW YORK/SEP/2/1859/10Cts and double oval 22x19mm UNITED/STATES and manuscript '6' rate. Backstamped 26mm open St. JOHN/NEW BRUNSWICK/SP6/1859 and 30mm ANNAPOLIS/SP8/1859/N.S. Figure 17 (top right). Brown-red 32mm NEW-YORK/JAN/1856/31/PAID circle to Nova-Scotia. Pencil "10" rate. Blue 24mm ST. ANDREWS/FE 9/1856/N.B., black 30mm BRIDGETOWN/FE14/1856/N.S. and St. Johns and Annapolis backstamps. Figure 18 (second left). Red 32mm circle NEW-YORK/SEP/2/1857 on prices current to Cienfuegos, Cuba, via the *Philadelphia*. Pencil "10" rate and Cuban blue "1". Backstamped Cienfuegos and Havana. *Philadelphia* was a regular on New York to Chagres run. Figure 19 (second right). Black 34x19mm double oval POST OFFICE/FREE/BUSINESS and black 25mm double circle NEW-YORK/JUN/26/1863. Figure 20 (bottom right). Black 26mm circle NEW-YORK/JAN/21/1863/FREE and 34x19mm double oval POST OFFICE/FREE/BUSINESS. Figure 21 (bottom left). Brown-red 29½mm NEW-YORK/JUN/4/1859/FREE circle on letter to a Pennsylvania pm.

YEARDATED POSTMARKS OF NEW YORK STATE IN THE STAMP PERIOD

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(Continued from *Chronicle* 120:256)

Over a decade ago in a major literature and auction search I recorded a number of yeardated items that I have not physically seen and thus have only partial records about. Some may have confused manuscript dates with handstamps as early records did. However, they are noted here for the record as I no longer recall the source or sources: Geneseo (185-), Fulton (1857), Havana (1854) and Hempstead (1854). I did record an Ithaca 32mm black circle with a yeardate of July 2, 1855, which has a corner card, but have no illustration of it. It was a standard style circle. I also noted an 1860 Sarasota Springs yeardate. In 1862 Saratoga Springs is known with an hour marking but no yeardate.

In addition to the 1853 yeardated circle of New York which I have not yet seen on stampless covers, Simpson and Chase list 1855 yeardates (10/25 and 9/21 red) but I've not yet recorded them stampless. From 1856 through 1862 at least, New York yeardated stampless



Figure 22a (top left). Red 33mm OGDENSBURGH/NOV/4/1858/10 Paid and red PAID 6 on a letter from Canada. Black 25mm open circle TOLEDO/NO 1/1858/U.C. for origin and curved box black CANADA. Backstamped with a black 25mm Prescott, U.C. Figure 22b (top right). Unpaid version on cover from Lisbon Centre, N.Y., to Canada in 1859. Figure 23 (second right). Black 32mm circle OGDENSBURGH/OCT/28/1859/N.Y. and 22mm circle FREE to the "late P.M. So. Cotton, N.Y." Dorr collection. Figure 24 (second left). Black 28mm duplex POTSDAM/17/NOV/64/N.Y. and 4-ring target. Black 41x5mm P.O. BUSINESS FREE and franked J.G. Hopkins, P.M. Ex-Dorr. Figure 25a (third left). Black 32mm circle ROCHESTER/APR/4/1858/N.Y. and circled red 22mm FREE on cover franked by S. G. Andrews, M.C. Figure 25b (third right). Drop rate letter with black 26mm double circle ROCHESTER/JUL/9/1860/N.Y. and black 19mm circle DROP/1ct. Listing item, ex-Dorr. Figure 26 (bottom left). Carmine 32mm circle RONDOUT/FEB/10/1857/N.Y. and PAID, 24¢ packet rate to England. Red 3 credit and red 25mm AMERICA/PAID/FE26/A57D/LIVERPOOL. Carried on the *Cunard Alps* leaving New York on 14 Feb., substituting for the Collins ship *Baltic*, and rated as American packet. Figure 27 (bottom right). Black 26mm double circle SCHENECTADY/MAR/27/1863/N.Y. and FREE. Franked by Congressman C. Vibbard.

covers are known with several styles for each year. Figure 16 shows the black variety with a 10 Cts rate at bottom found in 1859 through 1861. Figure 17 shows the version with a PAID at the bottom found in 1856-7. These are normally a red-brown color. A variety of slightly different styles is known from 1856 through 1863, varying from 26mm to 32mm in size, and in either black or red. Typical of this group are Figure 18 and Figure 19. Another group has the word FREE in the circle along with the yeardate. These are known from 1858 through 1863 in several varieties and sizes ranging from 24mm through 29mm in black with red-purple ones from 1859 through 1861. Figures 20 and 21 illustrate these styles.

Postal Markings in its December 1940 issue reports a Norwich circle yeardated 1859.



Figure 28. Black 35mm SUSPENSION BRIDGE/MAY/29/1859/N.Y. circle on letter to Nova Scotia with curved U. STATES/C (Simpson style 25) and backstamped with the 27x20mm Halifax oval (JGY #79) and a St. John transit. The 6 rate on the face with the town numeral inside it was probably applied at the Milltown, N.B., exchange office, which used town numeral #20. This would be via land route.¹

Since at least 1952 the *Stampless Cover Catalog* has reported an Ogdensburgh, N. Y., 32mm red circle with 10 cts at the bottom and an 1852 yeardate. I have not yet seen it. The Simpson revision illustrates a stamped Ogdensburgh of 1857 on page 95, but I've not seen it stampless. Figure 22 shows an 1858 variety with 10 Paid at the bottom while a black 32mm type is known in 1859 and 1860 with a circled PAID or FREE. The latter is illustrated in Figure 23.

The *Stampless Cover Catalog* lists a 33mm black yeardated 1860 circle of Oswego with a 10 rate since at least 1952, presumably on a use to Canada; I have not examined it. Since at least 1952 it has also listed a West Camden year dated item of 1861. The latest edition has added a 34mm black yeardated 1860 Seneca Falls circle used with a claret PAID.

A late marking of Potsdam, with 1864 yeardate of an unusual style, is seen in Figure 24. Stampless covers with yeardates are known from Rochester from 1858 through 1860. Figures 25a and 25b illustrate these. The Rondout, N. Y., office used a red yeardated circle in 1857 and a black in 1858 on transatlantic mail. An example is seen in Figure 26.

In 1863 Schenectady was using a double circle with a yeardate, and Figure 27 shows a stampless example where part of the year can be seen. Figure 28 shows the 1859 yeardated circle of Suspension Bridge used on cross border letters while Figure 29 shows the 1859 Syracuse yeardated item.

Troy, N. Y., used a 32½mm yeardated circle in 1857 and 1858 as illustrated in Figure 30, while in 1861 it was using the typical small double circle with a year date, Figure 31. Utica used a larger version of this double circle in 1864 and a number of stampless examples are known with various associated markings; one is illustrated as Figure 32. Watertown used a yeardate in 1862, Figure 33 and Warsaw in the same year, Figure 34.

The Simpson revision illustrates a number of items that I have not yet recorded stampless. These include the New York 1853, an 1855 Hornellsville (which I also noted as a

1. Unhappily for the accuracy of this analysis, Milltown was never an exchange office. The numeral 20 associated with Milltown was within an oval grid used as a cancelling device. The U.S.-N.B. exchange offices listed in the 1859 *P.O. List and P. L & R.* were Fort Fairfield, Me.-Andover, N.B.; Robbinston, Me.-St. Andrews, N.B.; Calais, Me.-St. Stephen, N.B.; Houlton, Me.-Woodstock, N.B.; also Portland and Eastport, Me., and Boston, Mass., all exchanging with St. John, N.B. Since none of the three last-named U.S. cities is adjacent to St. John, it is obvious the exchange could not have been by land, but was by coastal steamer, as I indicated in *USPM.* - S. M. McD.

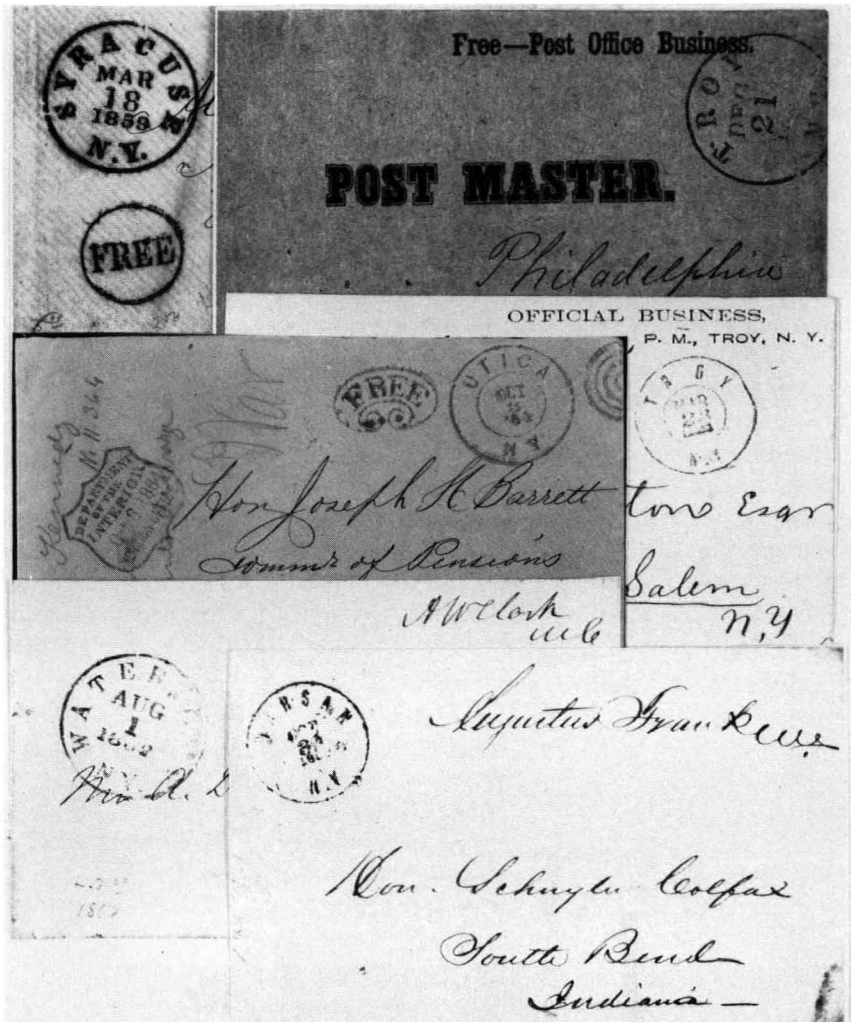


Figure 29 (top left). Black 33mm circle SYRACUSE/MAR/18/1859/N.Y. and 22mm circled FREE. Figure 30 (top right). Free-Post Office Business printed wrapper with black 32mm circle TROY/DEC/21/1857/N.Y. Examples are also known from 1858. Figure 31 (second right). OFFICIAL BUSINESS/ P.M., TROY, N.Y. printed envelope with black 26mm double circle TROY/MAR/23/1861/N.Y. and postmaster frank in pen. Figure 32 (second left). Colorless embossed cornercard with black shield handstamp DEPARTMENT/OF THE/INTERIOR/Oct. 6, 1864/PENSION OFFICE over it. Black duplex 30mm UTICA/OCT/3/64/N.Y. circle and scroll FREE. A number of Utica stampless covers of 1864 are known, but this is one of the more interesting. Figure 33 (bottom left). Black 30mm WATERTOWN/AUG/1/1862/N.Y. and FREE. Franked by A.W. Clark, M.C. Figure 34 (bottom right). Black 26mm double circle WARSAW/OCT/30/1862/N.Y. franked by Augustus Frank, M.C., to Schuyler Colfax, then Speaker of the House and later V.P.

possible stampless item), as well as illustrations of an 1858 Dannamora 3 Paid N.Y. circle which could be found stampless although the Dannamora stampless I've seen are not yeardated, an 1859 Troy which is not reported stampless, and a New York 1861 style I've not yet recorded stampless although other styles of that year are known. Also shown are examples from Piller Point 1861 and Seneca Falls 1861 which I've not recorded stampless.

The Chase 3¢ book reports a number of items I've not yet seen stampless although they could exist. Among these are listings for: Elmira (1856), Haerlem (1856), Ithaca (1856), Johnstown (1856), Kingston (1856), an 1856 New York with attached PAID, Rondout (1856), Syracuse (1856) and Troy (1856).

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

"U. S. SHIP" MARKINGS — POST CIVIL WAR USES

RICHARD B. GRAHAM

The group of markings worded "U.S.SHIP" is usually automatically classified as being of Civil War vintage. As a broad generality, this is so; the markings were first used to satisfy a need created by the war, but only in the last few years has this writer awakened to the fact their use was continued after the war. In fact, use of the concept was only initiated at San Francisco about two years after the war was over.

In the first "slick paper" *Chronicle* for July 1963 (No. 45) this writer had an article about the U.S. Ship markings under the title, "Information Wanted." That title is still appropriate, as not much additional data have been developed on them in the more than twenty years since the article was written until within this last year.

Seven basic styles of the markings had been recorded by this writer and the late Henry A. Meyer as matters stood in 1963. Three were straightline markings reading simply "U.S. SHIP" and those were usually accompanied by Philadelphia, Boston or San Francisco postmarks. Three of the markings included rates, two styles, a round and an oval, indicating 3¢ and another round version having a 6¢ rate statement. The final marking was a double circle with a fleuron and no rate.

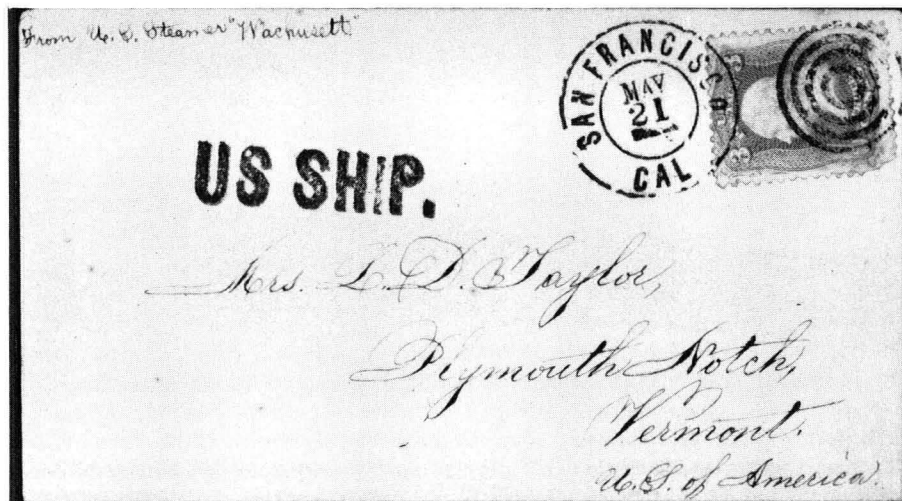


Figure 1. The San Francisco straightline "U. S. SHIP." marking on a cover brought into San Francisco in May 1867 by a U.S. Navy ship. The U.S.S. *Wachusett*, aboard which this cover originated, was in Asiatic waters, 1865-1868.

No additional basic types have been added in the 20 years. The reason for the use of the markings, as determined from a statement in a letter in the Civil War Navy's published *Official Records* was to provide a means for sailors and army troops blockading or occupying isolated points on the Confederate coasts to be able to send letters unpaid in accordance with the regulations.

At the time, domestic letters had to be prepaid; ship letters did not, but the latter also included a 2¢ ship fee. Early in the Civil War, an edict was apparently given that masters of government ships — presumably, either owned or chartered — could not accept the 2¢ ship fees. This permitted letters brought into Northern ports aboard government ships — "U.S. Ships," that is — to be mailed collect at domestic rates without penalty.

Research on the U.S. Ship markings is made difficult because the markings have no

dates whatsoever, unless accompanied by a separate town postmark. The same is true of identifying origin, unless docketing, enclosed letters or other endorsements on the cover convey such.

From the early studies, the natural conclusion was that the markings were made up and used because of the war situation and when the war ended and the blockaders and troops went home, the need for the markings had also passed. While a few examples of the markings were found on covers sent a few months after the war had ended, such was expected, and positively dated examples later than August 1865 had not been recorded until recently.

Figure 1 illustrates a cover that was reproduced in the previous article, and, until early this year, was the only recorded example of the San Francisco straightline "U.S. SHIP." The late Henry A. Meyer made the photo when the cover appeared at auction in 1961 and it hasn't surfaced since that this writer has seen.

The postmark has a May date with a slug instead of a year date, so that the year the cover was sent could only be established as 1865-67 from the history of the ship from which the cover originated, the U.S.S. *Wachusett*. She had left New York for the Orient on 5 March 1865 and returned from that service in February 1868.

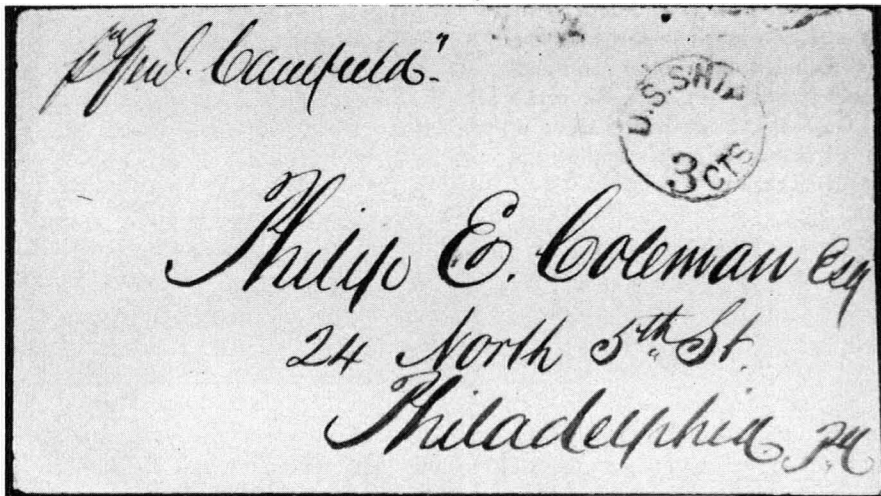


Figure 2. An example of the "U.S.SHIP/3 CTS" due marking used at New York on a letter carried from Capetown, South Africa, by the sailing ship *General Caulfield* (evidently a chartered "U.S.Ship") which arrived on 19 November 1867.

Recently, Dr. Harry Sharbaugh sent a photo of a second cover with the marking used in June of 1867. The cover originated aboard the U.S.S. *Lackawanna* in Hawaiian waters and the date is proven by the history of the ship and also the fact that Captain Reynolds of that ship, who sent the cover, made a small place in history at that time. He made himself politically obnoxious to officials of the Hawaiian government; they quietly complained through diplomatic channels, and at the request of the U.S. State Department, Reynolds and the *Lackawanna* were ordered away from the Islands in early 1868. She had been there (or in that part of the Pacific) since February 1867.

There is no proof that these covers were brought to San Francisco by a U.S. Navy ship, but no other government ships seem to have been present — and there is no other reason for the marking.

Recently, two more covers of post Civil War vintage with U.S. Ship markings have been reported. The earliest of these is shown in Figure 2 and its content in Figure 2A. Both of the covers bear varieties of the circular marking, "U.S.SHIP/3 CTS," which is a due marking.

The cover shown in Figure 2 was submitted a few months ago by Edward T. Harvey, who wanted to know what could be learned about the usage in general at an 1867 date, and

particularly on a cover evidently carried from Capetown by a ship called the "Gen'l Caulfield." The name was confirmed by the heading inside, which further identified the ship as being a sailing "Brk" or bark and not a steamer.

Recourse to the eight volume *Dictionary of American Naval Fighting Ships* (Naval Historical Center, U.S. Navy Department, Washington, 1959-1981) produced no listing for this ship, nor did other references of U.S. merchant vessels. Happily, however, the letter content supplied not only a date and origin but the mention of "Captain Collins, U.S.N." provided the key to the puzzle.

Figure 2A. The content of the cover shown in Figure 2. Note the origin and date of the cover and the comment in the first line that "this vessel (the *General Caulfield*) merely touches and goes." The reference to "Capt. Collins, U.S.N." in the body of the letter is the key to understanding the handling of this cover.

Napoleon B. Collins, U.S.N., was one of those officers who always seemed to be in hot water, and was more adept at getting out of trouble than staying out of it. In October 1864, he made himself a niche in history when in command of the U.S.S. *Wachusett* (see the endorsement on the cover shown in Figure 1!) by attacking and capturing the Confederate raider C.S.S. *Florida* while both ships were in the neutral harbor of Bahia, Brazil.

Because of the violation of Brazilian neutrality, Collins was courtmartialed and dismissed from the Navy. (His reported comment was that he would rather be courtmartialed for capturing the *Florida* than for letting her escape.) However, within a few months, Collins was restored to his rank of Commander and a few months later was promoted to Captain, by order of the Secretary of the Navy.

In late 1866, Collins was given command of the U.S.S. *Sacramento* (see Figure 3) and sailed to join the U.S. Asiatic Squadron, going by way of the coast of West Africa and Capetown. Quoting from Volume VI, *Dictionary of U.S. Naval Fighting Ships*, page 223:

. . . Subsequently, *Sacramento* proceeded southward to . . . Capetown and Madras, India. Soon after departing Madras, *Sacramento* grounded on 19 June, 1867 on reefs at the mouth of the Godavary River, in the state of Madras. Although battered into a total wreck, all hands from *Sacramento* were saved and eventually embarked aboard the S.S. [?] *General Caulfield* which arrived at New York on 19 November, 1867.

No doubt the Bark *General Caulfield* was a vessel chartered to bring the crew of the *Sacramento* back to New York, and thus the letters carried by her were endorsed "U.S. Ship."

When the *General Caulfield* stopped at Capetown, presumably for Captain Collins to secure supplies and money for his voyage, the commercial house representative who

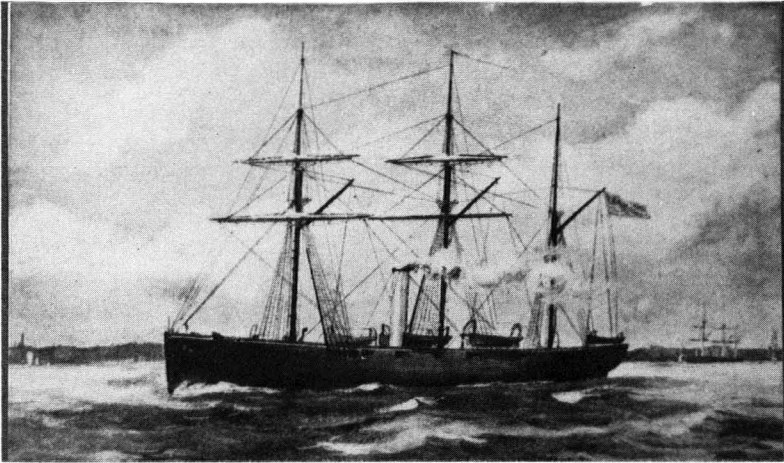


Figure 3. The U.S.S. Sacramento.

furnished the money conveniently took advantage of the situation to send the bills of exchange, etc., to New York aboard her.

Figure 4 shows an even later "U.S. Ship" use, since it bears an 1869 3¢ stamp, but unfortunately there are no contents of the cover to explain the usage. This cover was reported by Rex H. "Jim" Stever.

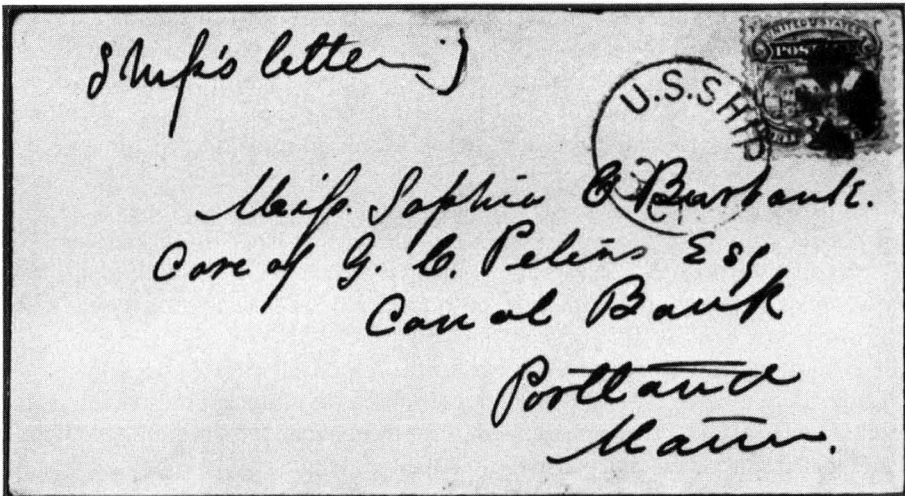


Figure 4. The "U.S.SHIP/3CTS" marking used on a cover with a 3¢ 1869 stamp. The actual origin of the cover isn't known, but the endorsement "Ship's letter" was commonly used by U.S. Navy personnel at the time. The cover was probably a double weight letter, with 3¢ paid and 3¢ due. Had it been rated as a ship letter, postage would have been double with 9¢ of the 12¢ due.

The usage would seem contradictory of itself in that the "U.S. Ship" marking was a waiver of the ship fee, and yet the letter is double rate with 3¢ paid and an equal amount evidently due. After July 1, 1863, the ship fee was converted to a rate in that instead of being 2¢ per letter, it was double postage. However, the rate here can be explained by assuming the cover weighed over ½ ounce so that the extra rate was due to the weight.

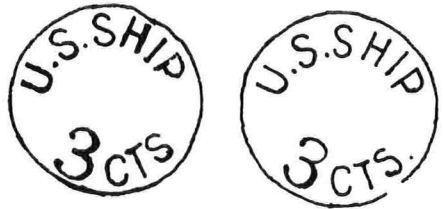
A careful examination of the cover by both Mr. Stever and the writer, which included checking under the stamp to see if it had been placed over the U.S. Ship marking (it hadn't) produced no reason to doubt the cover's being genuine.

The assumption here is, of course, that this cover was also brought into a U.S. port, probably New York, by a U.S. Navy ship. It is also nearly certain that the cover originated aboard a Navy ship, judging by the endorsement "Ships Letter" on the cover front which was usually applied by Navy personnel but seldom by anyone else.

Figure 5 shows tracings of the markings on the two covers, and a careful examination shows they were the products of two different instruments. While the most apparent difference is the dent over the "H" of "SHIP" of the marking on the *Gen'l Caulfield* cover, there are also less obvious differences.

Both markings can be confirmed as duplicates of markings found on covers of Civil War vintage and, in fact, the two varieties represent only about half the known variations caused by different handstamps of this "U.S.SHIP/3CTS" form.

Figure 5. The "U.S.SHIP/3 CTS" markings as traced from the covers shown in Figures 2 (1867, left) and 4 (1869, right). Obviously, they were struck with different handstamps.



Twenty years ago, the late Henry A. Meyer and the writer felt the U.S. Ship markings were probably applied by military and naval route agents accompanying the invasion forces or aboard flagships and storeships of the blockading squadrons. There was also a possibility they were applied by such mail agents aboard despatch and supply steamers running between the northern ports and the forces on the Confederate coastlines. The names and appointments of some of those agents have been found in the Postmaster General's letter books, in fact, but the fact they were aboard the ships still is no guarantee they postmarked letters.

Our thinking 20 years ago stemmed from the fact we had proven that a few of the "SHIP/3¢" rate markings, which were the forerunners of the U.S. Ship markings, were applied at points away from the northern ports. (See *Chronicle* 58, for May 1968, pages 61-64.)

Today, this writer believes that most if not all of the U.S. Ship markings were applied at northern ports into which the supply steamers ran, just as other origin markings such as "Ship," "Way," "Steamship," etc., were applied. If an exception exists, it happened in the first two years of the war, after which the postmarking devices were turned over to the post offices at the ports.

These markings are difficult to sort out for the reasons discussed, but reports of any of them with positive evidence of date and origin in the form of docketing, enclosed letters or other factual materials would be appreciated. Reports of two of the straightlines, with Boston or San Francisco markings, are particularly solicited.

ANOTHER PEMBINA, DAKOTA TERRITORY, COVER FROM WINNIPEG

Dr. Joseph F. Rorke's article in this section of the *Chronicle* for November 1983 described a combination 2¢ Black Jack and 3¢ 1861 cover originating in the Red River Settlement (now Winnipeg, Man.) of Canada. The cover was brought to Pembina, Dakota Territory, and mailed there to be transmitted to another address in Canada. It nicely demonstrated use by the western portions of Canada of the U.S. mail service at a time when Canadian transportation was not yet at a point that mail service could be provided to communities isolated from the rest of Canada. Vancouver is a far better known illustration, of course.

The usage of the cover described by Dr. Rorke was just like any other cover originating in the United States and addressed to Canada — after it was fetched to Pembina from the Red River Settlement. The cross border rate of 10¢ was prepaid by U.S. stamps, which was the single rate for such mails prior to April 1868, when the rate for prepaid letters was dropped to 6¢.

Figure 1 shows another cover sent from Winnipeg (now so called by the envelope corner card) via Pembina to a destination in Canada in 1869, per the pencilled endorsement on the

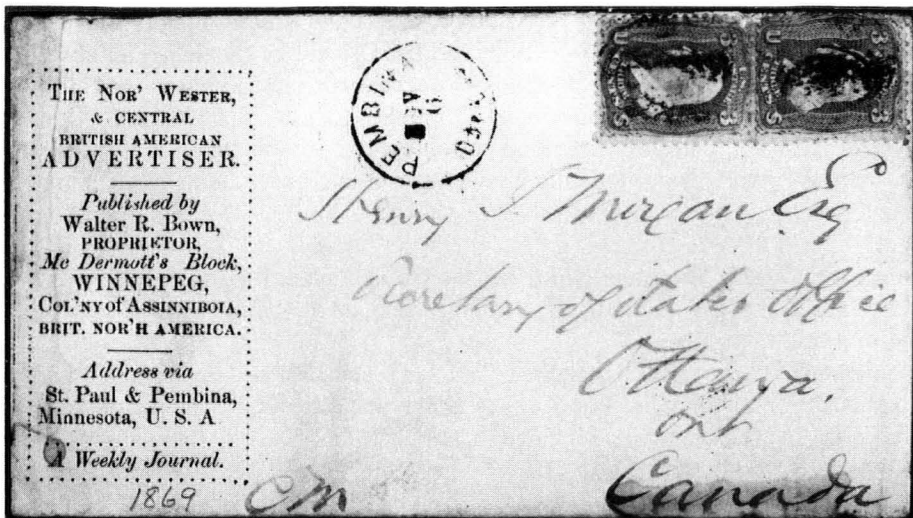


Figure 1. Bearing the corner card of a Winnipeg, Canada, newspaper, this cover was taken to Pembina, Dakota Territory, to be placed in the U.S. mails to Ottawa in 1869. The 6¢ in U.S. stamps paid the cross border postage from Pembina to Canada.

front. This is largely confirmed by the fact the rate back to Canada was prepaid by two 3¢ (ungrilled?) 1861 postage stamps.

The target cancels on the stamps are very similar to those on the cover described by Dr. Rorke, thus confirming his premise the stamps were canceled at Pembina and not in Canada.

One of the interesting aspects of the Pembina usages lies in the postmaster's compensation during the years the Canadian mails were brought down from Winnipeg. Compensation is given in the *U.S. Registers* 1865-1871, as never less than \$500 where a return had been made. The only post offices in Dakota Territory to exceed the Pembina figures were Forts Randall and Laramie, and, when postmasters were placed on salary, Yancton.

How much of this was due to Canadian mail at 10¢ or 6¢ per letter? And, who has seen an unpaid letter handled in this manner?

Richard B. Graham

AN UNLISTED FANCY CANCEL ON THE 1869 STAMPS



Figure 1. Three 1¢ 1869 stamps on a photographer's envelope from Wooster to Zanesville, Ohio. The stamps are tied and canceled by a Wooster c.d.s. with a fancy flower killer, both in black.

The cover shown in Figure 1 was recently loaned to the writer for photographing, with a comment that no record of the fancy killer had been found in existing references.

A search through what I consider the pertinent sections of Skinner and Eno's *United States Cancellations, 1845-69* (American Philatelic Society, State College, Pa. 1980), probably the best and certainly the most current source, didn't uncover the marking. As always, there are two ways of locating a fancy cancel in compendiums of such material: at what town was it used, and, if the town isn't known, then what was the design intended to represent?

Here, the town is Wooster, Ohio, but the listings under that town in the very handy "Index by state and town" in the back of Skinner-Eno led to nothing but a variety of shields and one masonic compass.

Going to the design, which both the owner and I identified as a flower (an old-fashioned rose, perhaps?), nothing was found either under that category or under the section on appropriate geometrics. It should be noted that Skinner-Eno lists a good percentage of fancy cancels where the town isn't known.

Uncovering a new and reasonably attractive fancy cancel may be gratifying, but unless confirming copies can be located, a certain amount of suspicion concerning authenticity is always (and correctly) present. In fact, unconfirmed markings on off-cover stamps should always be regarded with a critical eye.

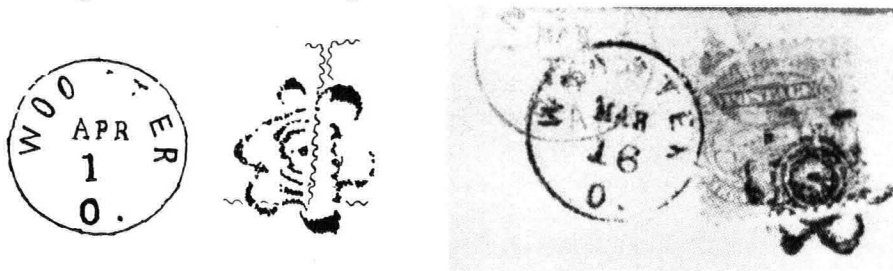


Figure 2. At left, a tracing of the markings on the cover shown in Figure 1; at right, an illustration of an auction lot with a similar fancy killer.

In a telephone conversation with postal history dealer Richard Frajola, mention of the item brought out that a similar item had been sold in a recent Frajola sale. Figure 2 shows a tracing from the cover shown in Figure 1 with a photo clip of Lot #404 in the Frajola sale of April 25, 1982. The lot description read:

"... #114, 3¢ Ultramarine tied to cover by blue 'Indiana, Pa' pmk, forwarded from Wooster, Ohio with fancy petal cancel" The lot sold at a very low price, possibly because the marking wasn't known. (Someone got a bargain?)

A comparison of the two strikes indicates the cancel has the same features, other than those differences to be expected by being struck across the stamps and from different shapes of letter content, etc. However, the flower is rotated in the two markings relative to the townmark, although the cancels appear to be exactly the same distance from the townmarks. The latter fact seems to indicate the fancy killer may have been duplexed, but the former says that either the "cork" was loose in its holder or that the two portions of these postmarks were made with separate instruments.

The title of the Skinner-Eno book and several other recent discussions of postal markings also reflect what is one of this writer's pet peeves — the confusion of "cancels" or "killers" with other postmarks. As a matter of fact, the only markings deserving the name of "cancel" or "killer" are those that are used to cancel or kill stamps, whether they be adhesive or handstruck. Yet, there is an increasing tendency to call all postal markings "cancels."

The title of the Skinner-Eno book, with its early date of 1845, rather encourages this bad usage in that there wasn't much in the way of stamps used in the United States prior to 1847 that needed to be canceled.

Richard B. Graham

BENTON, DAKOTA TERRITORY, AND OTHER TERRITORIAL MATTERS

In *Chronicle* 120:262-263, a cover was described bearing a 3¢ 1867 grill used from Benton, Dakota, to Painesville, Ohio. The postmark date was August 23, and the year had to have been 1868 or later because of the grill.

The question asked was as to Benton's location and period of existence as a post office.

Thomas E. Stanton has reported that this office is listed in Gallagher & Patera's *Wyoming Post Offices, 1850-1980*. The Benton post office is listed as having been in existence from 29 June 1868 until 16 October 1868, which is about six months. They note the town was located on the Union Pacific Railroad where it crosses the North Platte River, and when the post office was closed, all mails for the area were handled at Fort Fred Steele. The town was evidently one of those towns that mushroomed when the railroad construction was near, and promptly failed when it moved on further west.

The dates the office was open neatly bridge the date of establishment of Wyoming Territory, which was on 29 July 1868. The cover shown in *Chronicle* 120 was mailed after the area was included in Wyoming Territory, but Dakota Territorial era covers can exist. However, no Benton covers with 1869 stamps can exist as the town post office was closed before those stamps were issued.

Everett Erle wrote, remarking that the figure quoted (\$281.14) for the amount of 3¢ 1869 stamps used in Alaska wasn't divisible by three. This called the Period Editor's attention to the fact he goofed royally in quoting that figure, which was taken from the wrong chart. The correct figure, as taken from Mr. John Gunn's Chart XV on page 21 of the *1869 Times* for February 1983, is \$329.25. This represents 10,975 3¢ 1869 stamps and is but 0.003 percent of the total of over \$11,500,000 worth of 3¢ 1869 Gunn estimates were sold. Another way of stating this is to note that but three covers in every 100,000 3¢ 1869 covers sent were from Alaska.

Richard B. Graham

KNOWLEDGE

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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

COMMENTS ON THE HIGH VALUE POSTAGE DUE COVERS

Since I wrote about the high value Postage Due stamps used on cover in the last *Chronicle*, I have received the following comments and corrections from Lewis Kaufman, the present owner of the material.

The 1¢, 2¢, and 5¢ stamps on the “Due 98” wrapper are not deep claret shades, but in fact, deep reddish brown shades. The claret shades did not appear till 1891. A simple test for separating these shades is to place them under long wavelength ultra-violet light. The clarets will fluoresce with an orange glow, while the red browns do not fluoresce.

With regard to the possible #J17 usage in early 1883, he states the following: “The red browns were not produced until the very end of 1883 or the beginning of 1884. I own a cover with a 2¢ red brown (#J16) used in Dec., 1883. I believe that the color change took place when ink used to produce the new 2¢ stamp (#210), issued on Oct., 1883, was accidentally or intentionally used to print some of the postage dues.” Does any reader have knowledge of existing documentation that could substantiate the exact date and reason for the change of color in the postage due stamps?

THE SOUTH HANSON, MASS., LOCOMOTIVE

In *Chronicle* 117, Larry Kelley showed a tracing of the S. Hanson, Mass., Locomotive cancel and asked for information on the original cover. Reader Scott Trepel responded with the following information: “The tracings you show are taken from a piece — not a full cover — and was sold in a Bruce Daniels auction many years back. I have recorded a full cover with the South Hanson cancel and datestamp. It is an official signal service corner card entire with appropriate 3¢ embossed frank. The envelope is blue, the locomotive cancel is clearly struck, as is the June 1, (1885). I can’t recall now on what I based the yeardate, but it would not be recorded in my notes unless something was marked on the envelope. This item is presently owned by a Classics Society member.” It would be most helpful if this reader could send a photo of the above cover for the record and to share it with other readers.

THE 90¢ 1890 STAMP POSTALLY USED

Two new additions to the listing of postal uses of the small banknote 90¢ stamp have recently surfaced due to the sharp eye of Lewis Kaufman. In the Siegel sale #271 which occurred on May 19, 20, 1964, lot 536 reads: “15¢ blue, 90¢ orange (227, 229) tied by clear NY Reg. pmks. on neat 1892 local cover.” No address or date, etc., is given and the photo shows only the stamps. It is probably a philatelic overpaid cover similar to the one shown in *Chronicle* 107.

Does any reader own this cover? If so, please fill in the missing information and provide a good photo for my records.

The second item is a pair of 90¢ values with a 10¢ stamp tied to a large piece of wrapper originating in Baltimore. The mailing date was June 10, 1892, and it was sent by registered mail to London to be recorded there on June 21. This item will be appearing on the market in the near future. I hope to illustrate it in a future issue.

TYPES OF NATIONAL LETTER RETURN LABELS

In response to my article in *Chronicle* 119, reader Len Persson has sent in reproductions of four types which are illustrated in Figure 1 with each verified by several covers. The conjectured fifth type may be a striking difference in shade for two printings of the type I design.

Reader Persson also sends the attempted postage use of the “Sanitary Postage Station” label shown in Figure 2. The Post Office was not fooled even in 1929.



Figure 1. Types of the National Letter Return Labels with years of use.

I am presently researching an article on the short-lived 8¢ registration fee of 1874-75. Any reader with information on this subject and examples of usage is requested to send it as soon as convenient. I particularly desire documentation on the reason for the rate and usages to the few foreign countries included in the regulation.

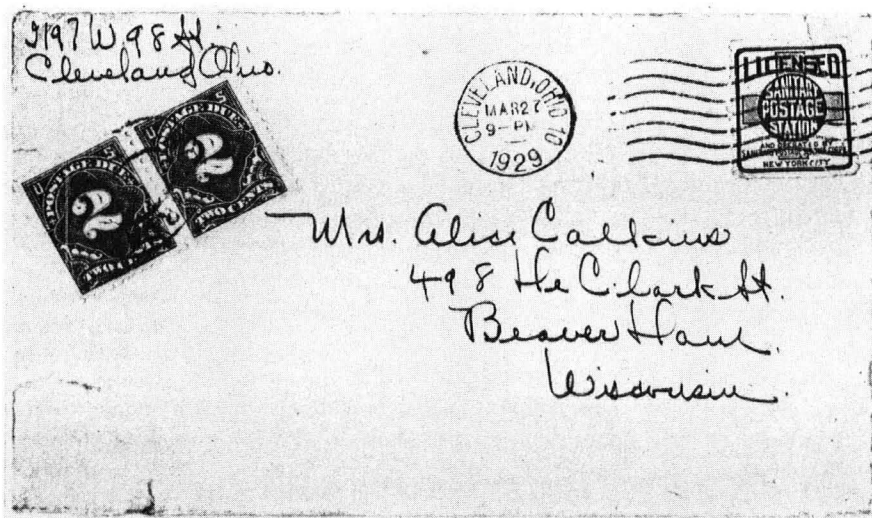


Figure 2. Attempted usage in 1929 of the Sanitary Postage Station Label for payment of postage.

To date, my request for a photo or information on the 12¢ and 24¢ banknote stamps with grills used on cover has drawn a blank. I can't show what I don't have so for a complete article on these rare stamps, I need your help.

(Continued from page 7)

In the area covered by this journal, prices are nearly steady or moderately advanced. In general the stamps with already relatively high catalog values show an increase, while the more plentiful issues or commoner types, such as #7, #9 and #11 are the same as in the 1983 volume. One exception is the unused 10¢ 1847, reduced to \$21,000 from \$23,500.

The most interesting change I noted was the revised listing for the Alexandria Postmaster's Provisional. The catalogers have adopted the pricing structure recommended by Phil Wall in the May 1983 *Chronicle*, but have disregarded his suggestions for rewording the text.

The placement of advertising in the midst of the catalog listings where it interrupts the continuity continues to be an irritation. In the 150 plus pages cataloging stamps from 1938 to date there are no ads, but in the 46 pages from Alexandria to the Columbians there are seven pages of ads. I suspect that says something about the stamp business.

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U.S.A.-FRANCE PRIVATE SHIP COVERS

JAMES C. PRATT

No aspect of the foreign mails has been so extensively discussed in the *Chronicle* as U.S.A.-France mails. Hargest and Starnes in their books similarly give special detailed treatment to service between the U.S.A. and France. In all this literature, however, there is virtually no mention of letters carried across the Atlantic by private ships, defined as vessels not under post office contract. Non-contract vessels carried mails by a wide variety of routes, but in the context of U.S.A.-France mails from 1836-1876, the period under focus here, we can for practical purposes limit ourselves to two: Direct mails (mostly between New York and Le Havre) and mails via the U.K., whose 1836, 1843 and 1856 postal treaties with France all made provision for letters carried to and from the U.S. by private ships.

DIRECT SERVICE

Raymond Salles in his classic *La Poste Maritime Francaise* states that until June 1843, when the U.K.-France Treaty of 1843 became effective, the great majority of U.S.A.-France letters were carried by private ships plying between U.S. ports and Le Havre.¹ Despite Salles's implication, it appears that the Treaty of 1843 was not the critical factor in the shift from direct to via U.K. service, and that private ships started to wane as significant transatlantic mails carriers soon after the Cunard Line began contract service in 1840.²



Figure 1. Prepaid 3 decimes at Bureau Maritime Le Havre 21 March 1856. Due 6¢ in New York.

Whatever the reason, it is clear that pre-1840 direct service covers, taken as a group, are abundant, but by the late 1840s they are uncommon and usually relate to cargo carried aboard the ship in question. Most examples bearing adhesives were mailed at the Bureau Maritime Le Havre and entered the U.S. at New York City. Figure 1, a typical example, shows the French port rate of 3 decimes per 7.5 grams (the rate for the rest of France was 6 dec. per 7.5 grams). These rates became effective 1 August 1849.³ The 6¢ U.S. due postage was charged

1. R. Salles, *La Poste Maritime Francaise* (1961-75), v.4, 280.

2. F. Staff, *The Transatlantic Mail* (1956), at p. 164 states that American Packets (including non-contract vessels) were the principal carriers of U.S.A.-France mails until the late 1850s. No basis for this statement is given and it seems clearly wrong.

3. R. Joany, et al, *Les Tarifs Postaux Francais 1627-1969* (1982), p. 245. Previously French rates varied according to distance. A separate article would be needed to explain these rates. A uniform 4 decime rate superseded the 3 dec. and 6 dec. rates on 1 January 1870.

on all port letters, irrespective of weight, from 2 March 1799 to 26 February 1861 (except for 1 February 1815 to 30 March 1816, when it was 9¢).⁴

Letters delivered beyond the port were charged U.S. domestic postage plus a 2¢ ship fee from 1799-1863.⁵ Notable among beyond the port letters is an 1855 Paris to San Francisco cover carried by Vanderbilt's *North Star*, prepaid 6 dec. and due 12¢ (10¢ transcontinental postage plus 2¢ ship fee). It was lot 1625 in Robert A. Siegel's 566th sale, held 12-16 August 1980. The author was, regrettably, the underbidder.

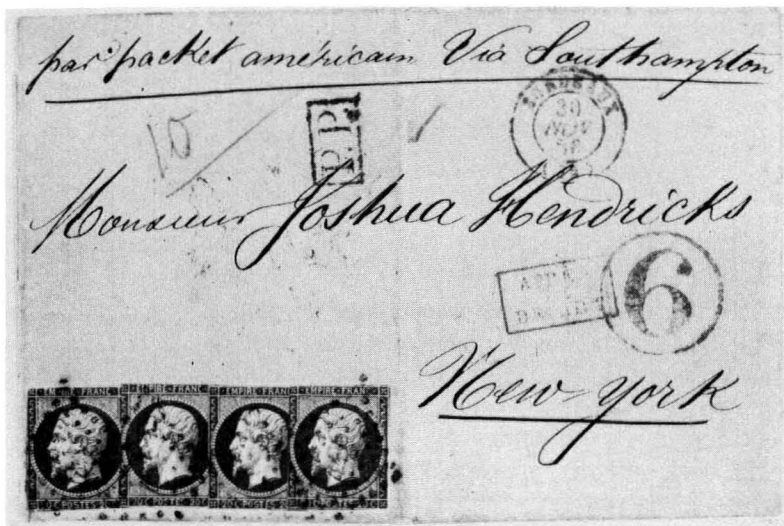


Figure 2. Prepaid 8 decimes in Bordeaux 30 November 1856. Due 6¢ in New York.

Figure 2 is unusual because it was not intended to be a private ship letter. Mailed in Bordeaux 30 November 1856, it was intended to be carried by *Hermann* of the Ocean Line, which was scheduled to leave Southampton with American Packet mails on 3 December. It was therefore prepaid 8 dec. but it was evidently too late as it was marked "APRES LE DEPART" and rerouted via Le Havre. It is the only such reroute thus far recorded by the author.⁶

While private ship letters bearing French adhesives are seen fairly regularly, those bearing U.S. adhesives are not. The only example to France recorded by the author is shown as Figure 3.⁷ Prepaid 3¢ in Battleboro, N.C., on 19 July 1852, it was marked "OUTRE MER LE HAVRE" on 28 August and rated for a collection of 12 dec. in Paris. The U.S. charged no ship fee on outgoing letters.

VIA U.K. SERVICE

The U.K.-France Treaty of 1836 (effective mid-1836 through 31 May 1843) provided for French correspondents to pay British transit postage on all letters to and from the U.S.A. The U.K. received a set amount from France for each single rate carried by a private ship: 1/6 for letters sent from the U.S. and 1/- for letters sent to the U.S., which rates were to be marked

4. See Staff, *op. cit.*, p. 174; and *Chronicle* 119:158. Thereafter the rate was 5¢ until 1 July 1863, then 4¢ per half ounce (double domestic postage) until 1 October 1883.

5. *Ibid.* From 1 July 1863 to 1 October 1883 the rate was 6¢ per half ounce (double domestic postage).

6. The statements made in this article concerning numbers recorded should not be used as a basis for claiming that covers are rare or, as some auctioneers put it, "very unique." An effort has been made to be thorough but collecting these covers by usage is still in its infancy and they are often not separately lotted or described adequately in auction catalogues. Data or photocopies of additional examples will be much appreciated.

7. Although a few 1847 private ship covers are known to the U.K., see *Chronicle* 106:95, Creighton Hart in a letter to the author has stated that none of the 50 genuine or questionable covers to France listed in *Chronicle* 114:110-12 was carried by a private ship.

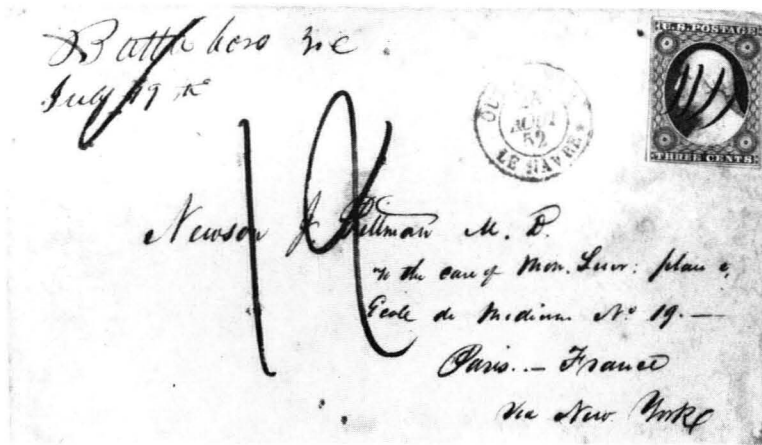


Figure 3. Prepaid 3¢ in Battleboro, N.C., 19 July 1852. Due 12 decimes in Paris.

in the upper right corner of each letter.⁸

Starting in 1837, U.S. prepayments on private ship letters often included freight money in addition to U.S. domestic postage.⁹ Figure 4 is a freight money cover to France prepaid 1.50 (4 x 12½¢ postage plus 4 x 25¢ steam freight), appropriate for a four page letter. Mailed in Philadelphia on 19 October 1838, it was carried by *Royal William* of the City of Dublin Steam Packet Company. It was debited 4/6 (3 x 1/6) in the U.K. and rated for a collection of 84 dec. (3 x 28 dec.) in Paris, appropriate for a letter weighing 20 grams.



Figure 4. Prepaid \$1.50 in Philadelphia 19 October 1838. Due 84 decimes in Paris.

A recent listing of 122 covers showing freight money prepayments, published in *Chronicle* 100:232-35 and 106:81, noted only a single example to France, a 21 July 1839 single rate from New Orleans to Bordeaux per *Great Western*. Four others may now be recorded: (1) Figure 4, described above, in Richard Winter's collection; (2) Philadelphia 30 November 1839, per *British Queen*, prepaid 37½¢ and due 28 dec. in Paris, in the author's collection; (3) Philadelphia 3 October 1838, per *Great Western*, prepaid 37½¢ and due 28 dec. in Paris, lot 382 in Richard Frajola's sale of January 28, 1984; (4) Baltimore 1842, per *British Queen*, prepaid 87½¢ and due 37 dec. in Cognac, lot 978 in Henry Spelman's 52nd

8. Article 6 and Article of Execution 13 of Treaty of 1836, reprinted in British Sessional Papers (House of Commons) 1836, v.50: 533 *et seq.* The packet rate was 2/3 in both directions, reduced to 1/- in March 1839.

9. Staff, *op. cit.*, pp. 155-57; *Chronicle* 99:156-65 and 100:228-31.

sale, held November 25, 1983. Also not to be overlooked are similar letters to France mailed in New York City. Freight money was paid on these letters, although it was not written on the face,¹⁰ and they carry the distinctive British 1/6 debit markings (or multiples thereof).

Only a single Treaty of 1836 cover from France is known to the author, and its proper classification is less than perfectly clear. Mailed in Fountainebleau on 13 February 1837, it was endorsed to "the captain of the first Packet sailing to New York," and carries a 2/3 packet service debit (see footnote 8). However, the letter bears a "PAID SHIP LETTER LONDON" oval and it seems that no packets were sailing between the U.K. and the U.S. at this time. The New York arrival postmark is dated 24 March.

The U.K.-France Treaty of 1843 (effective 1 June 1843 through 31 December 1856) ended individual accounting of U.S.A.-France letters via the U.K., replacing it with a rate of 3/4 per ounce of letters net weight.¹¹ This rate was applicable both to contract packet and private ship mails until 1 May 1851, when the U.K. transit rate on packet letters was reduced by 8 pence per ounce.¹²

For almost eight years, therefore, U.S.A.-France private ship letters cannot be distinguished from packet letters by rate, absent a U.S. freight money, retaliatory or distinctively open mail rating. Moreover, during this period both packet and ship letters, when carried from the U.S., are found with "COLONIES &c. ART. 12" (number changed to 13 after mid-January 1846).

One hallmark of private ship service during this period is a U.K. ship postmark. Another hallmark, an endorsement to "Private Ship," "Bâtiment du Commerce" or a named non-contract vessel, is especially reliable on letters from France because the Treaty of 1843 regulations provided that all letters not so endorsed were to be sent on mail packets.¹³

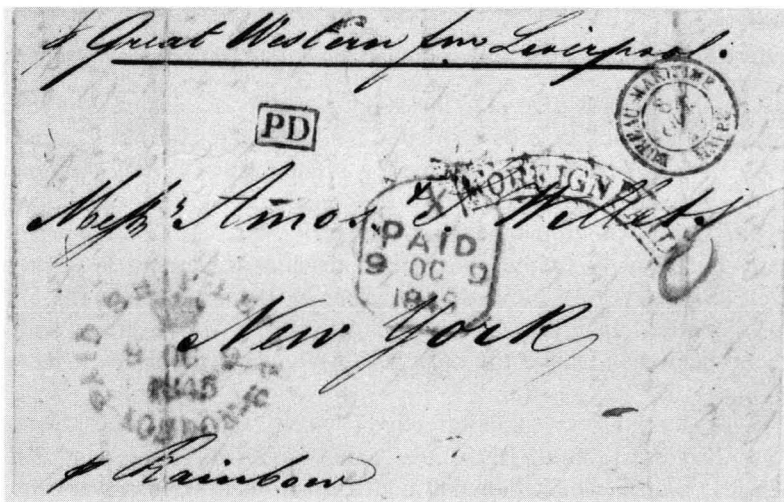


Figure 5. Prepaid 12 decimes at Bureau Maritime Le Havre 8 October 1845. Due 6¢ in New York.

Figure 5 was prepaid 12 decimes (2 dec. French domestic + 10 dec. British transit) at the Bureau Maritime Le Havre on 8 October 1845. Endorsed "p Rainbow" (a cross-channel steamer) and "p Great Western from Liverpool," it received a Southampton backstamp, a crowned rimless oval "PAID SHIP LETTER LONDON," and a London tombstone, all in red, on 9 October. *Great Western* left Liverpool 11 October 1845 and arrived in New York on or about 30 October, where this letter was rated 6¢ due in manuscript. This is the only Treaty

10. *Chronicle* 99:164.

11. Article 52 of Treaty of 1843, reprinted in British Sessional Papers (House of Commons) 1843, v. 60: 517 *et seq.*

12. G. Hargest, *History of Letterpost* (etc.) (1971), p. 44.

13. Article of Execution 39 of Treaty of 1843, *op. cit.*, pp. 571-72.

of 1843 private ship letter from France recorded by the author. Two examples from the U.S. have been noted during the 1843-49 period, carried by *Sarah Sands* and *Great Britain*.

A short time after the U.K. transit rate was lowered on 1 May 1851, the rates and markings on U.S.A.-France packet mails were changed, making them easily distinguishable from private ship letters. The most prominent difference after 1 September 1851 is the presence of a "COLONIES &c. ART. 13" marking on private ship letters from the U.S. until the end of 1855, followed by a "COLONIES ART-18" marking which was in use during 1856 only.

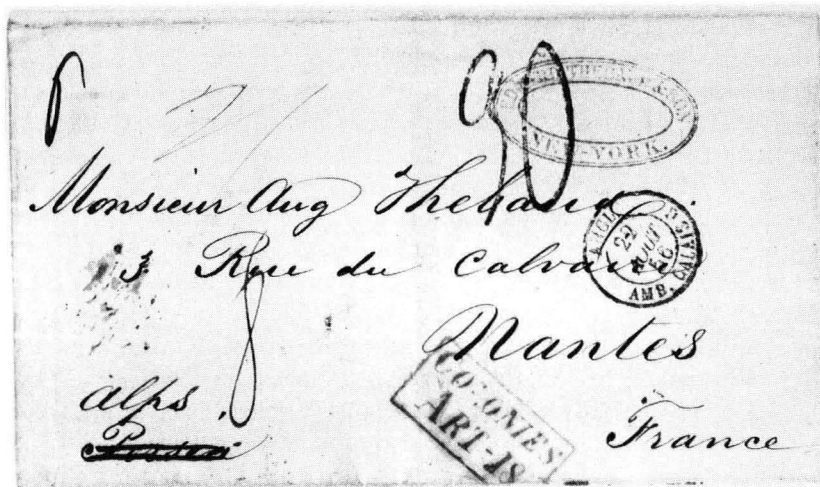


Figure 6. Dated New York 5 August 1856. Due 30 decimes in Nantes.

The "COLONIES ART-18" marking is not generally associated with mails from the U.S.,¹⁴ but it could appropriately be applied to a private ship letter, as Figure 6 illustrates. Dated New York 5 August 1856, this letter was endorsed to *Persia*, the Cunard contract packet, then reendorsed to *Alps*, a Cunard vessel which did not normally carry the mails.¹⁵ Like most of the later private ship letters from the U.S., it lacks U.S. postal markings and was probably delivered directly to the ship. Upon reaching Liverpool it was backstamped "LIVERPOOL SHIP AU 21 1856 A" and sent to London, where the "COLONIES ART-18" was applied. In France it was found to weigh 7.5-15 grams and rated for a collection of 30 decimes. This is the only ART-18 cover from the U.S. recorded by the author.

The U.K.-France Treaty of 1856 (effective 1 January 1857 through 31 December 1875) established a U.K. transit rate of 16 decimes per 30 grams for letters sent or received "at British expense," a term which included both British Packet and private ship service.¹⁶ French correspondents were originally charged 8 decimes per 7.5 grams on this class of mails,¹⁷ and letters sent from the U.S. received a "GB 1F60C" accountancy marking as they were processed by the British Post Office.¹⁸

14. Salles, *op. cit.*, v.8, p. 30, discusses the ART-18 marking, listing various origins for ART-18 letters. The U.S.A. is not listed, suggesting Salles was not familiar with this usage.

15. See *Chronicle* 102:146-48.

16. This transit rate was derived from Articles 21 and 22 of the Treaty of 1856, reprinted in British Sessional Papers (House of Commons) 1857, v.18 at 19.

17. Joany, *op. cit.*, p. 245. The weight was raised to 10 grams on 1 January 1866, and the rate was raised to 10 decimes on 1 July 1871.

18. The U.S.-France Treaty of 1857 superseded British Open Mail service to France on 1 April 1857. From then to 1 January 1870 accountancy markings should not be found on contract mails from the U.S., although a few exceptions are known. See, e.g., *Chronicle* 51:39.

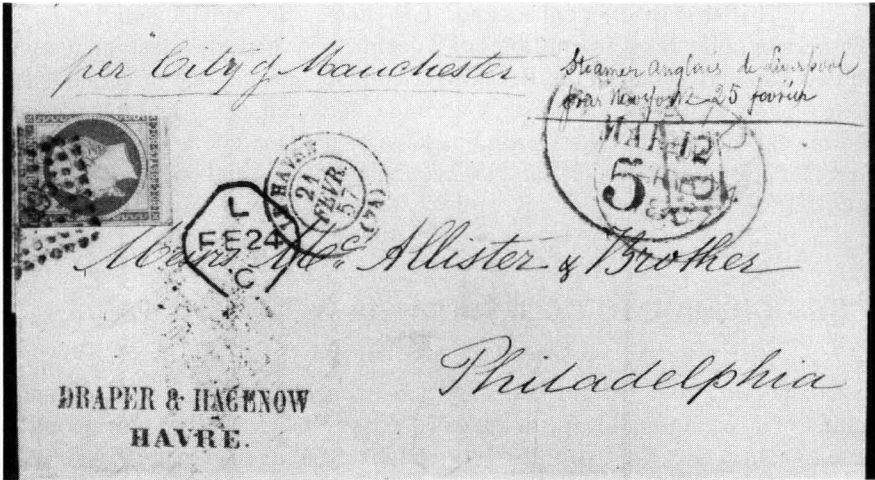


Figure 7. Prepaid 8 decimes in Le Havre 21 February 1857. Due 5¢ in Philadelphia.

Figure 7 is a highly deceptive item. Its early 1857 date and its 8 decime and 5¢ rates appear to mark it as a "Three Months' Period" British Packet cover. This would be a scarce and desirable usage, but the cover's British postmarks prove it to be a private ship letter, which is scarcer still. The British postmarks tell the tale because via U.K. packet letters from France to the U.S.A. were sent in closed bags through the U.K. during this period. Moreover, the endorsement to *City of Manchester* of the Inman Line, which did not then have a mail contract, suggests that the cover deserves careful analysis. It was actually carried by Inman *Kangaroo*, and its 5¢ postage due is 3¢ U.S. domestic postage + 2¢ ship fee, not the 5¢ U.S. internal rate set by the U.S.-U.K. Treaty of 1848 and so often found on British Packet covers. The author has recorded another Treaty of 1856 private ship letter from France, a 20 February 1864 example from Le Havre prepaid 8 decimes and due 4¢ in New York. In addition, two 1868 examples, one of which was written up in *Chronicle* 110:132, appear to be private ship usages. The thesis of the *Chronicle* 110 article was that the cover under study there was probably carried by a British Packet vessel. The indications from that cover were inconclusive, but the second cover, now in the collection of Richard Winter, has similar markings and was definitely carried by a non-contract ship.

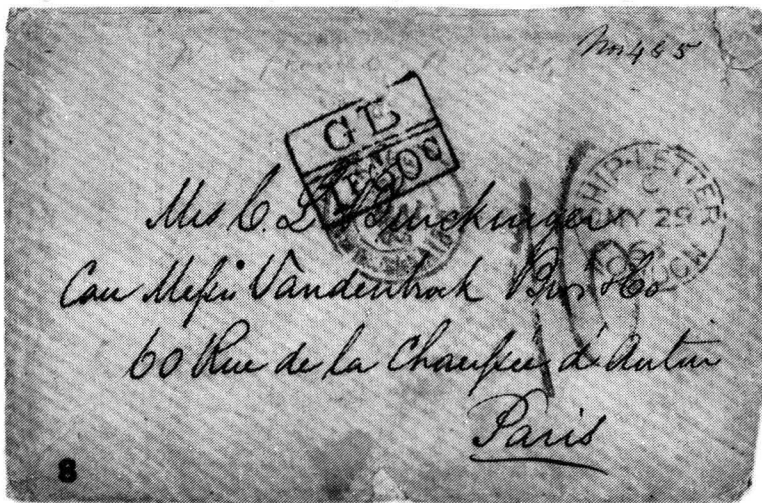


Figure 8. Enclosed letters headed Augusta, Ga., and Charleston, S.C. Marked "SHIP LETTER LONDON C MY 29 63." Due 16 decimes in Paris.

Several Treaty of 1856 private ship letters to France are recorded. All lack origin

markings, carry British ship letter entries and "GB 1F60C" accountancy markings, and were rated in France for collections in multiples of 8 decimes. Perhaps the most interesting of this group are two 1863 covers from the Burckmyer correspondence, one of which is Figure 8. The enclosed letters are headed Augusta, Ga., and Charleston, S.C., and it is presumed that the cover was carried through the Union blockade of the Confederacy. It was treated as a non-contract letter by both the U.K. and France, being marked and rated in accordance with the Treaty of 1856.

BRITISH MAIL TO CALIFORNIA VIA WEST INDIA PACKET

CHARLES J. STARNES

One can be sure that Britain had expected to increase their postal revenue by the establishment of a second mail route to the west coast of the U.S. More profit could be built into the rate to help defray the Caribbean service subsidy being paid to the Royal Mail Steam Packet Co. This special route and rate were used sparingly in the early fifties. Apparently no U.S. notices have survived, but the General Post Office at London issued their Instructions No. 36.1850:

Mails for California and Oregon, via Chagres and Panama

General Post Office October 1850

Henceforward all Letters for California and Oregon, *not specially addressed to be forwarded by any other route*, will be transmitted by the West India Mail Packets to Panama, whence they will be conveyed to San Francisco by the Mail Packets of the United States.

The combined British, New Granadian, and United States postage on such letters will be:

For a Letter not exceeding half ounce in weight 2s.9d.

For a Letter exceeding half an ounce and not exceeding an ounce. 5s.6d.

and so on.

Newspapers will be liable to a combined postage of 2d. each.

These rates must in all cases be paid in advance.



Figure 1. Glasgow to San Francisco: the 2/9 West India Pkt. rate, Apr. 1851. (McDonald coll.)

The transit by the Royal Mail Steam Packet line from August 1850 was: Southampton — St. Thomas — Santa Marta — Cartagena — Chagres — Greytown.¹ At Chagres the California (and west coast of South America) mails were disembarked, packed over to Panama, and the mails for California shipped by Pacific Mail S.S. Co. (Am. Pkt.) to San Francisco. The total distance was about 8,000 miles, some 1,000 miles shorter than the first convention route: Am. or Br. Pkt. from Liverpool or Southampton to New York or Boston —

1. M.H. Ludington and G. Osborn, *The Royal Mail Steam Packets to Bermuda and the Bahamas, 1842-59*, 19-21.

United States Mail S.S. Co. (Am. Pkt.) to Chagres² — thence over to Panama and by Pacific Mail S.S. Co. to San Francisco.

The rate totals for the two routes were similar until 1 July 1851, when the U.S. inland (as defined by the U.S.-U.K. convention) for the west coast was reduced from 40¢ to 10¢ and the U.S. rate from Panama to San Francisco was reduced from 30¢ to 20¢ (the over-2500 miles “blanket” rate) as itemized below:

		<i>W. India Pkt. from Southampton</i>	
<i>to:</i>	<i>transit:</i>	<i>1850-1 Jul. 51</i>	<i>1 Jul. 51-</i>
Br.	SH-Pan	1sh.6d. (36¢)	1sh.6d. (36¢)
U.S.	Pan-SF	1sh.3d. (30¢)	10d. (20¢)
		Total— 2sh.9d. (66¢)—	2s.4d. (56¢)
		<i>Am. Pkt. from NY</i>	
<i>to:</i>	<i>transit:</i>	<i>1850-1 Jul. 51</i>	<i>1 Jul. 51-</i>
Br.	LP-NY	19¢ (if Br. Pkt.)	19¢ (if Br. Pkt.)
U.S.	NY-SF	40¢	10¢
		Total—59¢—	29¢

The British portion, for transit Southampton to Chagres or Aspinwall plus New Granada territorial charge to Panama, can be checked by the British mail rates given in the 1851 U.K.-Peru convention:³ U.K.-Peru, 2sh., less Pan-Peru, 6d., gives 1sh.6d. for SH-Pan.

Although there are probably many more West India packet covers from the U.K. to California, we record only five: a single⁴ and a quadruple 2/9 rate⁵, two singles⁶ and a double 2/4 rate⁷ — all from Glasgow, Scotland, to Daniel Gibbs, San Francisco, 1851-53.

Figure 1 illustrates a cover, notation “Per West India Packet,” red decagonal GLASGOW PAID E APR 14 1851 and ms. “2/9” — red London, 15 Apr. — San Francisco, black sl. PAID. The reduced rate is shown by Figure 2, notation “via Panama,” red decagonal



Figure 2. Glasgow to San Francisco: the 2/4 West India Pkt. rate, Feb. 1853. (McDonald coll.)

2. E.C. Reed, “U.S. Mail S.S. Co. Sailings to Panama, 1849-59” *Chronicle* 102, 98-116. The annual sailings of this line, New York to Chagres for 1850-53 were:

year:	direct:	via Havana:	via Kingston:
1850	7	8	—
1851	12	16	4
1852	11	7	16
1853	15	1	13

3. A. Linz, “The British Postal Service from Peru,” *The Stamp Specialist*, No. 18, 1947, 117-128.

4. Figure 1.

5. lot 531, Spelman 15 Jul. 1983.

6. Figure 2, and lot 320 Kaufman 21 Nov. 1983.

7. lot 1004, Spelman 25 Nov. 1983.

GLASGOW PAID F FEB 1 1853 and ms. "2/4" — red London, 2 Feb. — San Francisco, black sl. PAID, notation "Rec'd per str. 'California' 25 Mar/53."

There is more — from France, Switzerland, and Holland. France, by virtue of its convention with England, arrived at two rates to California via the West India packets. The first one was based on a 2fr. 10c/7.5g. prepaid postage rate "to port of debarkation," "via England and Panama," from France to Bolivia, Chile, Ecuador, Peru, and the Pacific coast of New Granada, effective 1 Aug. 1849.^{8,9} Covers show this rate was used to prepay only to Panama. Further carriage was by Pacific Mail steamers to San Francisco, where the collect U.S. postage (30¢, or 20¢ after 1 Jul. 1851) was noted. In the estimable monograph by Theron Wierenga, he illustrates and carefully describes¹⁰ a cover from LaBarthe-De-Neste, France, 22 Nov. 1852, to Santa Cruz Mission, California; the reverse shows a 21 decime payment, "per Panama English Packet" and on front appears British PAID and the black San Francisco 20¢ collect handstamp.



Figure 3. Chaux-De-Fonds, Switzerland, to San Francisco: the French part-paid rate, 2 x 21 decimes prepaid to Panama by West India Pkt., Jul. 1851. (McDonald coll.)

A most appealing cover, Figure 3, was mailed from Chaux-De-Fonds, Switzerland (about four miles from the French border), 22 Jul. 1851, and exchanged at Morteau, France. Apparently there was no mark of Swiss internal postage, but the reverse bears a "42" decimes ms., the part-paid French rate for 7.5-15g., and a Paris cds. On front there is the British PAID and the San Francisco 20¢ collect handstamp.

The second French postage rate, "paid to San Francisco or San Diego," for letters "via England and Panama," was 2fr.80c./7.5g. effective 1 Jan. 1851, changed 1 Sep. 1851 to 2fr.50c.¹¹ No covers are known at this fully paid rate.

Holland used its postal convention with Britain to establish a rate for letters "to or from California or Oregon sent with the West Indian packetboats via Chagres and Panama" of 2 guilders/1/2oz. (3sh. British transit + 20¢D. internal) in 1850.¹² Later, in 1856,¹³ an official notice stated that letters to California were sent preferably via the U.S., and reversed the original instructions so that now the sender must specify the West India packet route (prepaid 1.80 guilders) if desired. No covers known.

8. Alexandre et al, *Les Tarifs Postaux Francais*, 258, 266.

9. R. Salles, *La Poste Maritime Francais*, VIII, 25.

10. T. Wierenga, *United States Incoming Steamship Mail, 1847-1875*, 146-148.

11. Alexandre et al, *op. cit.*, 259.

12. J. Giphart and C. Muys, "Tweehonderd jaar postverbinding Nederland-Verenigde Staten van Amerika," *Catalogus 4^e NVPH Show*, 16-19 Sep. 1982, 56.

13. *ibid.*, 60.

We have seen that the usefulness, if any, of the West Indian packet service soon became minimal in sending mail to California; the main cause was the 103 percent increase over the "via U.S." rate from 1 Jul. 1851. Also, the expected shorter time for the Southampton-Chagres-Panama-San Francisco route was apparently not realized; the U.S. Mail S.S. Co. rapidly increased its sailings from New York,¹⁴ while at the same time the Royal Mail became less reliable and by 1853 had an annual deficiency of over 75 percent.¹⁵

14. E.C. Reed, *loc. cit.*

15. H. Robinson, *Carrying British Mail Overseas*, 152-153.

THE CUNARD LINE'S MAIL PACKETS ON THE NORTH ATLANTIC 1860-1869 WALTER HUBBARD

(Continued from *Chronicle* 120:283)

1866	PD LP QT	ARR NY or B	PACKET	PD NY or B	ARR QT or LP	NOTES
	9 Dec 10	20 Dec(M) B	CUBA	3 Jan	12 Jan(0600)	
	16 Dec 17	29 Dec(M) NY	AUSTRALASIAN	10 Jan	20 Jan	no call at QT —badweather
	23 Dec 24	11 Jan(M) B	CANADA	17 Jan	29 Jan(0545)	LV
	30 Dec 31	12 Jan(M) NY	SCOTIA	24 Jan	2 Feb(2230)	
	6 Jan 7	22 Jan(M) B	ASIA	31 Jan	11 Feb(1200)	
	13 Jan 14	26 Jan(M) NY	JAVA	7 Feb	18 Feb(1530)	
	20 Jan 21	3 Feb(M) B	AFRICA	14 Feb	25 Feb(0445)	
	27 Jan 28	9 Feb(M) NY	AUSTRALASIAN	21 Feb	3 Mar(1530)	
	3 Feb 4	20 Feb(M) B	EUROPA	28 Feb	12 Mar(1400)	LV
	10 Feb 11	22 Feb(M) NY	CUBA	7 Mar	18 Mar	no call at QT —badweather
	17 Feb 18	3 Mar(M) B	ASIA	14 Mar	27 Mar	
	24 Feb 25	8 Mar(M) NY	JAVA	21 Mar	31 Mar(0010)	
	3 Mar 4	17 Mar(M) B	AFRICA	28 Mar	8 Apr(1030)	
	10 Mar 11	22 Mar(M) NY	AUSTRALASIAN	4 Apr	13 Apr(1830)	
	17 Mar 18	29 Mar(M) B	CHINA	11 Apr	20 Apr(1700)	
	24 Mar 25	5 Apr(M) NY	CUBA	18 Apr	28 Apr(1800)	
	31 Mar 1 Apr	13 Apr(M) B	ASIA	25 Apr	6 May(2045)	
	7 Apr 8	19 Apr(M) NY	PERSIA	2 May	11 May(2100)	
	14 Apr 15	28 Apr(M) B	AFRICA	9 May	19 May(1845)	
	21 Apr 22	1 May(M) NY	SCOTIA	16 May	25 May(2015)	
	28 Apr 29	8 May(M) B	CHINA	23 May	1 Jun(1415)	
	5 May 6	16 May(M) NY	JAVA	30 May	8 Jun(1300)	
	12 May 13	23 May(M) B	CUBA	6 Jun	15 Jun(1545)	
	19 May 20	29 May(M) NY	PERSIA	13 Jun	22 Jun(1930)	
	26 May 27	8 Jun(M) B	AFRICA	20 Jun	30 Jun(0930)	
	2 Jun 3	12 Jun(M) NY	SCOTIA	27 Jun	5 Jul(2200)	
	9 Jun 10	21 Jun(M) B	CHINA	4 Jul	13 Jul(0750)	
	16 Jun 17	27 Jun(M) NY	JAVA	11 Jul	21 Jul(0030)	
	23 Jun 24	4 Jul(M) B	CUBA	18 Jul	26 Jul(2330)	
	30 Jun 1 Jul	12 Jul(M) NY	PERSIA	25 Jul	3 Aug(1745)	
	7 Jul 8	19 Jul(M) B	AFRICA	1 Aug	11 Aug(0900)	
	14 Jul 15	23 Jul(M) NY	SCOTIA	8 Aug	17 Aug(1225)	
	21 Jul 22	31 Jul(M) B	CHINA	15 Aug	25 Aug(0545)	
	28 Jul 29	8 Aug(M) NY	JAVA	22 Aug	31 Aug(0930)	
	4 Aug 5	16 Aug(M) B	CUBA	29 Aug	7 Sep(0500)	
	11 Aug 12	22 Aug(M) NY	PERSIA	5 Sep	14 Sep(1510)	
	18 Aug 19	31 Aug(M) B	ASIA	12 Sep	22 Sep(0500)	
	25 Aug 26	4 Sep(M) NY	SCOTIA	19 Sep	28 Sep(1200)	
	1 Sep 2	11 Sep(M) B	CHINA	26 Sep	5 Oct(2220)	

1866 (cont.)

PD LP QT	ARR NY or B	PACKET	PD NY or B	ARR QT or LP	NOTES
8 Sep 9	20 Sep(M) NY	JAVA	3 Oct	13 Oct(0450)	
15 Sep 16	27 Sep(M) B	CUBA	10 Oct	19 Oct(2350)	
22 Sep 23	5 Oct(M) NY	PERSIA	17 Oct	26 Oct(1900)	
29 Sep 30	12 Oct(M) B	ASIA	24 Oct	3 Nov(1810)	
6 Oct 7	16 Oct(M) NY	SCOTIA	31 Oct	9 Nov	
13 Oct 14	23 Oct(M) B	CHINA	7 Nov	16 Nov(0800)	
20 Oct 21	1 Nov(M) NY	AUSTRALASIAN	14 Nov	24 Nov(0745)	
27 Oct 28	7 Nov(M) B	JAVA	21 Nov	30 Nov(2130)	LP no call at QT —heavygale
3 Nov 4	14 Nov(M) NY	PERSIA	28 Nov	7 Dec(2050)	
10 Nov 11	23 Nov(M) B	AFRICA	5 Dec	15 Dec(1930)	
17 Nov 18	27 Nov(M) NY	SCOTIA	12 Dec	21 Dec(0525)	
24 Nov 25	7 Dec(M) B	ASIA	19 Dec	29 Dec(2130)	
1 Dec 2	13 Dec(M) NY	CUBA	26 Dec	6 Jan(0845)	

1867

8 Dec 9	21 Dec(M) B	JAVA	2 Jan	11 Jan(1930)	
15 Dec 16	29 Dec(M) NY	AUSTRALASIAN	9 Jan	23 Jan(0930)	
22 Dec 23	2 Jan(M) B	CHINA	16 Jan	27 Jan	LP note 11
29 Dec 30	11 Jan(M) NY	PERSIA	23 Jan	2 Feb(0100)	
5 Jan 6	20 Jan(M) B	ASIA	30 Jan	9 Feb(1235)	
12 Jan 13	23 Jan(M) NY	CUBA	6 Feb	15 Feb(2000)	
19 Jan 20	2 Feb(M) B	AFRICA	13 Feb	23 Feb(2345)	
26 Jan 27	11 Feb(M) NY	AUSTRALASIAN	20 Feb	3 Mar(2250)	
2 Feb 3	16 Feb(M) B	CHINA	27 Feb	13 Mar(0920)	
9 Feb 10	22 Feb(M) NY	JAVA	6 Mar	19 Mar(0700)	
16 Feb 17	3 Mar(M) B	ASIA	13 Mar	23 Mar(0400)	
23 Feb 24	7 Mar(M) NY	CUBA	20 Mar	31 Mar(1135)	
2 Mar 3	14 Mar(M) B	AFRICA	27 Mar	7 Apr(0500)	
9 Mar 10	23 Mar(M) NY	AUSTRALASIAN	3 Apr	12 Apr(1915)	
16 Mar 17	27 Mar(M) B	CHINA	10 Apr	19 Apr(1810)	
23 Mar 24	3 Apr(M) NY	JAVA	17 Apr	27 Apr(0030)	
30 Mar 31	12 Apr(M) B	ASIA	24 Apr	5 May(0715)	L/V
6 Apr 7	17 Apr(M) NY	SCOTIA	1 May	10 May(2400)	
13 Apr 14	25 Apr(M) B	CUBA	8 May	17 May(0800)	
20 Apr 21	2 May(M) NY	PERSIA	15 May	26 May(0100)	
27 Apr 28	8 May(M) B	CHINA	22 May	31 May(2100)	
4 May 5	15 May(M) NY	JAVA	29 May	7 Jun(1800)	
11 May 12	23 May(M) B	AFRICA	5 Jun	16 Jun(1200)	
18 May 19	28 May(M) NY	SCOTIA	12 Jun	21 Jun(0030)	
25 May 26	4 Jun(M) B	CUBA	19 Jun	27 Jun(2200)	
1 Jun 2	13 Jun(M) NY	PERSIA	26 Jun	6 Jul(0555)	
8 Jun 9	18 Jun(M) B	CHINA	3 Jul	12 Jul(0330)	
15 Jun 16	26 Jun(M) NY	RUSSIA	10 Jul	18 Jul(2120)	F/V
22 Jun 23	2 Jul(M) B	JAVA	17 Jul	25 Jul(2345)	
29 Jun 30	8 Jul(M) NY	SCOTIA	24 Jul	2 Aug	
6 Jul 7	16 Jul(M) B	CUBA	31 Jul	9 Aug(0550)	
13 Jul 14	24 Jul(M) NY	PERSIA	7 Aug	16 Aug(0930)	
20 Jul 21	30 Jul(M) B	CHINA	14 Aug	23 Aug(0215)	
27 Jul 28	6 Aug(M) NY	RUSSIA	21 Aug	29 Aug(2300)	
3 Aug 4	14 Aug(M) B	JAVA	28 Aug	5 Sep(1700)	
10 Aug 11	20 Aug(M) NY	SCOTIA	4 Sep	12 Sep(2330)	
17 Aug 18	27 Aug(M) B	CUBA	11 Sep	20 Sep(0200)	

11. CHINA sailed from Boston at 7 a.m. and as a result the Boston mail had to be closed at 4 a.m. and a large number of letters, together with some Closed Mail from Canada, could not be forwarded.

1867 (cont.)

PD LP QT	ARR NY or B	PACKET	PD NY or B	ARR QT or LP	NOTES
24 Aug 25	4 Sep(M) NY	PERSIA	18 Sep	27 Sep(1220)	
31 Aug 1 Sep	11 Sep(M) B	CHINA	25 Sep	4 Oct(0250)	note 12
7 Sep 8	17 Sep(M) NY	RUSSIA	2 Oct	11 Oct(0200)	note 13
14 Sep 15	24 Sep(M) B	JAVA	9 Oct	17 Oct(2000)	
21 Sep 22	2 Oct(M) NY	SCOTIA	16 Oct	25 Oct(0145)	
28 Sep 29	8 Oct(M) B	CUBA	23 Oct	1 Nov(1300)	
5 Oct 6	17 Oct(M) NY	PERSIA	30 Oct	9 Nov(1110)	
12 Oct 13	25 Oct(M) B	CHINA	6 Nov	15 Nov(0550)	
19 Oct 20	30 Oct(M) NY	RUSSIA	13 Nov	22 Nov	
26 Oct 27	6 Nov(M) B	JAVA	20 Nov	3 Dec	LP
2 Nov 3	12 Nov(M) NY	SCOTIA	27 Nov	6 Dec(1630)	
9 Nov 10	10 Nov(M) B	CUBA	4 Dec	13 Dec(0300)	
16 Nov 17	26 Nov(M) NY	PERSIA	11 Dec	22 Dec(2100)	
23 Nov 24	3 Dec(M) B	CHINA	18 Dec	27 Dec(1215)	
30 Nov 1 Dec	11 Dec(M) NY	RUSSIA	25 Dec	3 Jan(1915)	

12. CHINA's mails were to reach London by 0635 hours on 5 October.
13. RUSSIA's mails were to reach London by 0645 hours on 12 October.

(To be continued)

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THE COVER CORNER

SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVER IN ISSUE NO. 120

Please refer to Figure 3 in your August *Chronicle* or Figure 1 in the November issue for an earlier problem cover which has elicited considerable interest but few cogent comments. The cover bears a Confederate 5¢ Mobile provisional stamp over a bullseye marking, which is restruct at lower left. One student believes this is a way cover. Can anyone expand on this? Please send your comments — they will be appreciated.

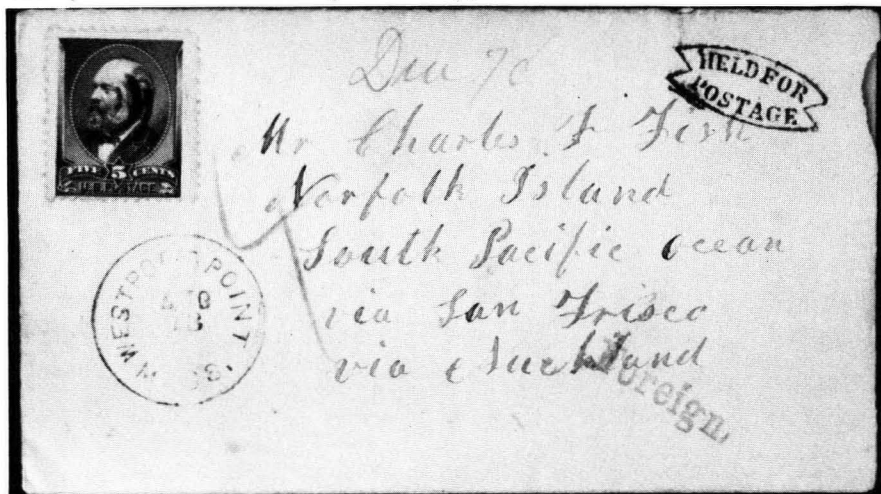


Figure 1. Cover to Norfolk Island in 1886.

Figure 1 shows a cover from the U.S. to Norfolk Island in 1886, with routing through Auckland, New Zealand (part of address). Norfolk Island is the above-sea part of the Norfolk Ridge (New Caledonia is on it also) between the Tasman and Coral Seas. It is 800 miles to the east of Australia, of which it is a dependency, and the distance to New Zealand, to the south, or Fiji, to the northeast, is about the same.

Captain James Cook discovered the then uninhabited 13 square mile island in 1774. British soldiers and convicts arrived in 1825. Norfolk Island was used as a prison, notorious for inhumane treatment, until 1856. Late that year the first non-military, non-convict settlers arrived, descendants of the *Bounty* mutineers who came from Pitcairn Island.

Early letters to or from Norfolk Island are rare. In a recent Robson Lowe auction an 1884 outbound letter via Fiji realized £900, and one from 1891 via New Zealand brought £950. Both were to England, as was much early mail from the Australian area. Norfolk Island as a postal entity first issued stamps in 1947 and earlier the postal system of Australia served. Australia and its colonies joined the U.P.U. in 1891. Some verbal responses have been received, and a written one from Edward T. Harvey, a member from New Jersey, who believes the letter went from Westport Point, Mass., to Boston, to Philadelphia, and then to San Francisco. He thinks the blue "4" was pence collected as equivalent to 7¢, to bring the postage up to 12¢, the correct rate to New Zealand (see Starnes, pg. 65). Another reader feels the 4d. was the collect charge by British vessel to take the cover from New Zealand to Norfolk Island. The "Held For Postage" marking indicates that 12¢ was paid before the letter was sent to San Francisco. From there it would have been carried by the Pacific Mail Steamship Co., which started service in 1875 to Sidney.

PROBLEM COVERS FOR THIS ISSUE

Figure 2 shows an interesting item submitted by Raymond W. Carlin of Cincinnati, who

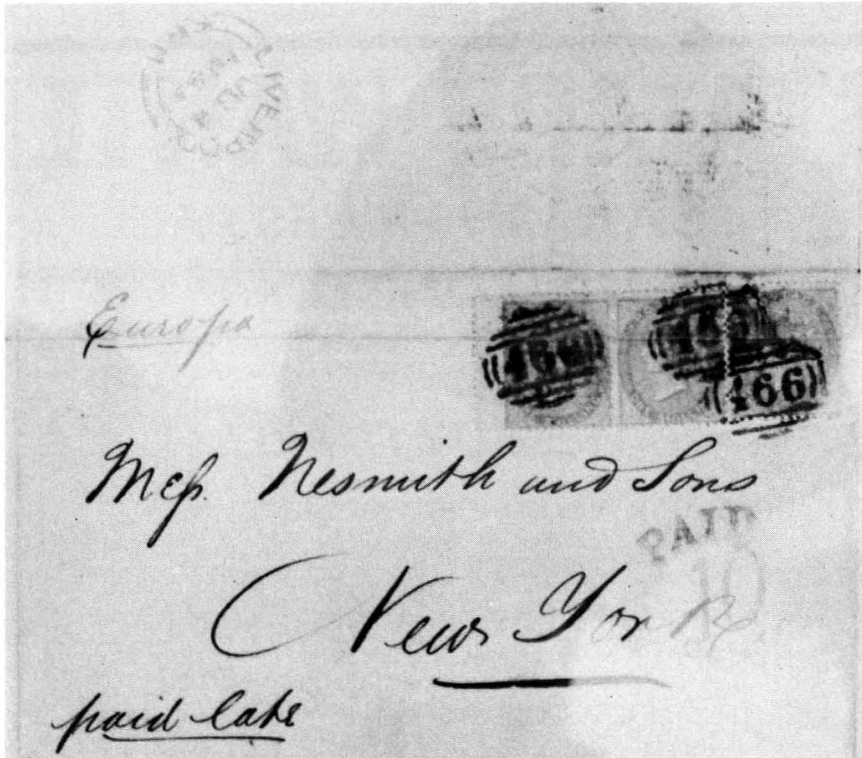


Figure 2. From Liverpool to New York in 1859.

uncovers arcane covers constantly in his alert searchings. It is a folded letter from England to the U.S. in 1859 bearing three 1/- stamps with "466" killer. It is being shown opened up so that readers can see the Liverpool marking on the back. Will readers please submit explanations of the rate involved?

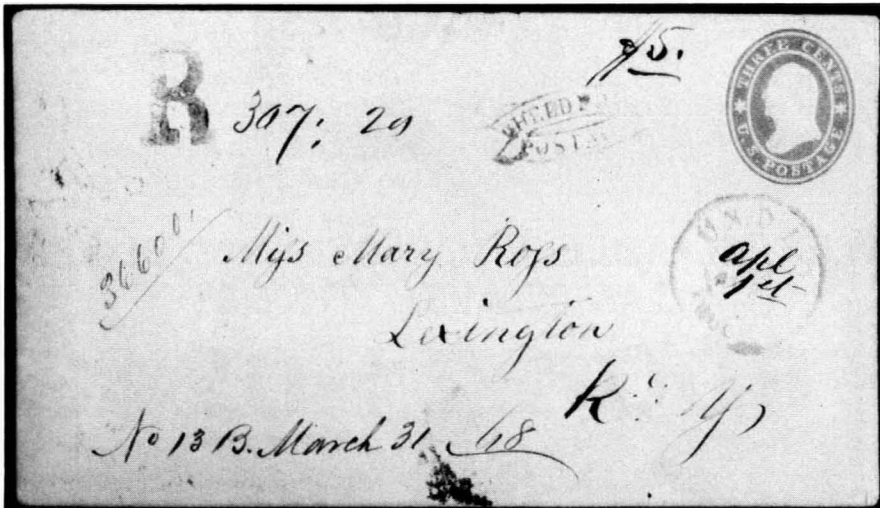


Figure 3. Three cent star die envelope used at Lexington, Ky.

Figure 3 shows an envelope, 3¢ "Star Die," with a number of markings on the front, and a cds on the back of Lexington, Ky., March 25 (no yeardate). All of the handstruck markings are in blue. Can any reader figure out how this item was handled, and by whom?

Please send your comments to the Cincinnati P.O. Box within two weeks of receipt of your *Chronicle*.

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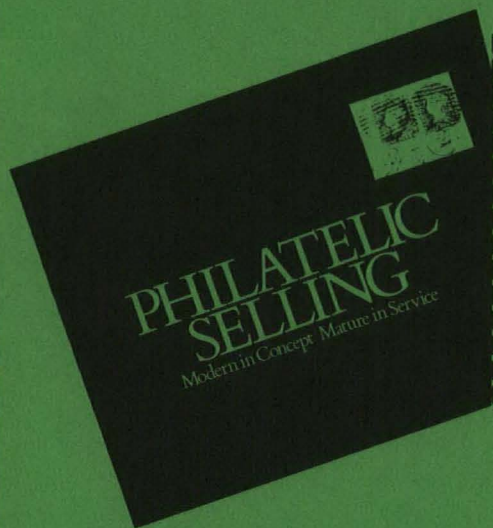
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