

THE CHRONICLE May 1984 (No. 122)

The

Chronicle

of the U.S. Classic Postal Issues

May 1984

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Whole No. 122

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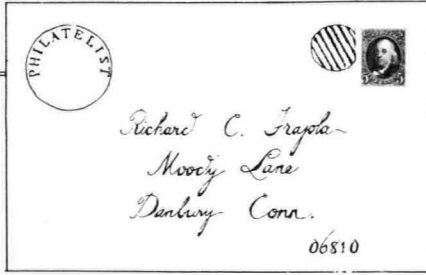
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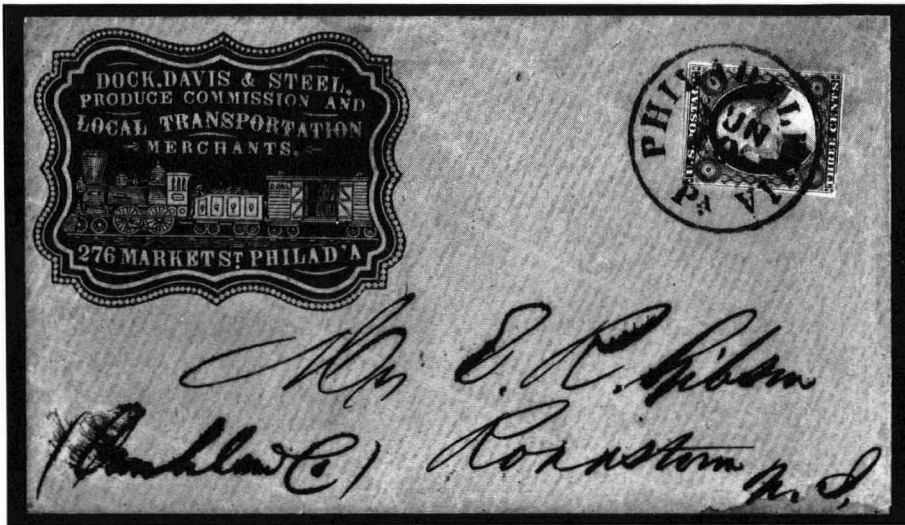
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THE EDITOR'S PAGE

As this issue was about to go to press, I received the sad news of Walter Hubbard's death in London on April 18. A full tribute will appear in August.

* * *

Letters of Gold — A reminder: Jesse L. Coburn's book on California postal history, with emphasis on the Gold Rush period, is being jointly published by the Philatelic Foundation and the U.S. Philatelic Classics Society. The prepublication price is \$40; orders should be sent and checks made payable to the Philatelic Foundation, 270 Madison Ave., New York, N. Y. 10016. Because unforeseen complications will delay publication until July, the date for advance orders has been extended to June 30. The book will contain 400 pages and over 1150 illustrations, including 64 in color and about a dozen maps.

Review: The Postal History of the Forwarding Agents. By Kenneth Rowe. Published by Leonard H. Hartmann, P.O. Box 36006, Louisville, Ky. 40233, 1984. Hardbound; x + 280 pages. \$35 postpaid from the publisher.

The Forwarding Agents and *The Forwarding Agents (II)* by Kenneth Rowe appeared in 1966 and 1973 respectively. The original publication, with about 1,800 listings, was a first attempt to present in book form a comprehensive listing of forwarding agents involved in mail handling and the handstamps they used. The 1973 volume, with some 800 new entries, consisted mainly of corrections and additions to the original list. Both books were extremely popular with collectors and have long been out of print.

The present volume incorporates all the information in the earlier publications plus additional listings and collateral details reported by collectors, so that it contains over 3,700 entries.

Six introductory chapters discuss the circumstances which made forwarding essential, the firms and individuals involved, the methods employed, various categories of forwarders, fees charged, and period of operation. The kinds of markings, their rarity, and the form of listing are thoroughly explained. The listings are alphabetical by city name, under which forwarders are given alphabetically by surname with details of shape, size, color, dates, and rarity. A listing by agent's surname referenced to the city is a valuable addition for cases where the city is not known. Another listing by country of all city names further simplifies identification. Illustrations consist of 45 halftones and 168 line drawings of forwarders' handstamps.

The book is substantially produced on high quality paper and well bound for years of use. The 1966 book left some blank space for notes after each letter of the alphabet, but regrettably that system was not continued here. Some typos have slipped by, the most serious being misspelling of Chagres and Matanzas. Aside from these trivial points, I can find no fault — the book is splendid, and an essential reference for any collector of postal history before 1900, whether U.S. or foreign.

Susan M. McDonald

Literature notes. The Collectors Club of San Francisco has announced publication of *From the Winged Heels of Mercury* by Zaven M. Seron, M.D. The book recounts the evolution of postal history and stamps from the cylinder seals of Mesopotamia in 3500 B.C., through the introduction of adhesive stamps, to the present day, with emphasis on the "firsts" in postal developments and stamps. The 190 page hardbound book is available from the Collectors Club of San Francisco, P.O. Box 5518, Redwood City, Cal. 94063 at \$19.50 postpaid.

(Continued on page 125)

JOHN F. SEYBOLD: THREE UNSOLVED MYSTERIES

STANLEY M. BIERMAN, M.D.

John F. Seybold may be accorded the title of The Father of Postal History, albeit his designation as the "Original Cover King"¹ may well be too narrow to characterize this distinguished philatelist who also built a major philatelic library and collected autographs and coins. At a time when a youthful Ferrary was soaking rare postage stamps from letters purchased from dealers so as to fit within the constraints of his narrow album pages, the foresighted Seybold saw the virtue of retaining stamps on original covers. Seybold was, in his philatelic career, to amass the greatest collection of world postal history then extant, complemented by a major postage stamp collection which numbered well in excess of 80,000 specimens.

John F. Seybold was born on July 22, 1858, to a substantial Wurttemberger family who resided on Lodi Street in the northern section of Syracuse, New York.² Located in a part of town inhabited by newly immigrated German families, Seybold was to reside here under the parental roof for his entire life. He began a mercantile career as a youth in a local dry goods store. While tending to desk work he was drawn to the attractive and colorful stamps on letters which were regularly mailed to other foreign-born clerks from overseas relatives in Germany, England, and Australia. He was sometimes the fortunate recipient of such covers as gifts from fellow employees. His first stamp purchase was at the age of fourteen when he traded one of his so-called cherished marbles for a 2¢ Newfoundland 1865 "fish" stamp. The "cherished marble" story of first acquisition was also accorded the youthful Seybold's purchase of a 200 reis Brazil 1866 issue. Nevertheless, portions of his meager weekly salary as a clerk were set aside for his regular stamp purchases from local dealers. As his income rose, so did his philatelic sophistication, and in 1881 he turned his attention to the acquisition of stamps on original covers, making many decidedly opportunistic purchases.

Seybold's early purchases were through American dealers such as Joseph Beifeld and E. A. Holton of Chicago, Ferdinand Trifet of Boston, and John W. Scott of New York City. It is recorded that delivery of stamp packets and approvals to the Syracuse store soon exceeded in volume the dry good store's own regular business mailing (certainly an exaggeration). Sometime in 1888 the enterprising young Seybold chose to strike out on his own, and with the financial aid of a close friend built a dry goods and general department store at 902 Butterfield Street in Syracuse. With a keen business sense honed from years as a salaried clerk, Seybold prospered in the store and his financial success became assured. His newly found affluence afforded the young merchant wider latitude in his philatelic purchases, and he soon became enchanted with both multiples and rarities on covers. With passions sufficiently whetted for this essentially overlooked segment of the hobby, correspondence was sent to dealers around the world, and soon examples of postal history came from sources such as Stanley Gibbons of London, Paul Kohl and Ernest Stock of Germany, Edward Sigerest Moser of Switzerland, and approval sheets from Thomas Ridpath of Liverpool. The latter had just received some notoriety through his sale of the one cent black on magenta issue of British Guiana to Philippe von Ferrary.³

1. Anon., "Well Known Philatelist #69. John F. Seybold." *Phil. J. Great Britain* XV (#178) pp. 161-162 (Oct 25) 1905.

2. Anon., "Death of Mr. John F. Seybold: A Famous American Collector of Original Covers." *The Postage Stamp* IV:283-284, 1909.

3. Anon., "Notable Philatelist: John F. Seybold." *Philatelic Record* 26:100-102, 1904.



Seybold in his stamp room.

Seybold maintained a special interest in U.S. issues and was justifiably proud to announce in the philatelic press his purchase of a beautiful Brattleboro on cover in 1903 from the Burger Brothers of Nassau Street.⁴ Seybold was much taken by this treasure which he considered his finest piece, and if Herman Herst, Jr.'s stories regarding the Burgers' steely philatelic enterprises are accepted, a handsome sum must surely have been paid. From Henry Gremmel of Nassau Street came a marvelous Confederate rarity consisting of five examples of the 2¢ Mobile, Alabama, issue on cover which was later to appear in the Alfred Caspary collection. From C. R. Bogart of San Francisco came Hawaiian numerals on ragged bits of envelopes, sent in scores and all priced at a few shillings [sic] each. The plain and clumsily designed items were of little appeal to him and were returned. Constraints on space prohibit a detailing of the many Seybold rarities which were serially pictured between 1902 and 1905 by Abraham Atlas Leve, editor of the *New Perforator*, a monthly Syracuse-based philatelic periodical. Amongst his most remarkable pieces were a 12 pence Canadian 1851 issue on full cover, a pair of Basel Doves on piece as well as great rarities from Switzerland, German States, Hawaii, Ceylon, and British North America.⁵

Seybold was requested on several occasions to exhibit his collection, traveling once to Germany, but generally declined such invitations except once lecturing to the Brooklyn Institute of Art and Sciences.⁶ On another occasion he showed his CSA and Provisionals which were said to be second to none. Seybold had scarcely developed a full fledged collection before taking to subscribing to the numerous, sometimes evanescent philatelic periodicals of the day. The many journals were carefully preserved and runs bound in matching buckram binding numbered in excess of 500 volumes in 1897 alone. Photographs⁷ of Seybold in his stamp den reveal a portrait of enormous interest: it is a turn-of-the-century

4. Leve, A., "The Seybold Collection of Original Covers," *The Perforator* XXII:25, 1903.

5. Anon., "John F. Seybold," *The Philatelic Advertiser* I:41-42, 1905.

6. Carberry, J., "Seybold Exhibit at Brooklyn Institute," *Weekly Philatelic Era* 18 (#551) p. 86 (Dec. 5) 1903.

7. Anon., "John F. Seybold in His Stamp Den," *The Perforator* XXII:109, 1905.

study decorated in a heavy rococo style. The middle-aged philatelist with close cropped Germanic haircut and walrus mustache is seen seated, straight-backed at his desk with neat piles of books and stamp albums. Pages from his collection are propped upon stands before him revealing Cape of Good Hope issues and other examples on envelope. The library shelves are crowded with hundreds of neatly bound periodicals. Prominently displayed on the mantelpiece are numerous photographs believed to be of Seybold's parents and one snapshot apparently of a youthful Seybold dressed in Lord Fauntleroy short pants.



John F. Seybold

A series of curious events transpired in the life of John F. Seybold at the height of his economic prosperity, social, and philatelic prominence. As harbingers of tragic events to follow, the historical significance of these incidents cannot be fully understood when viewed retrospectively, although they hint at a dark mystery. Nevertheless, in January 1909 *The Collectors' Journal*,⁸ a Chicago based philatelic periodical carried a detailed and glowing account of "The Seybold Collection of Original Covers." Written by John B. Howe, a reporter for the *Syracuse Herald*, it was to appear in three succeeding issues of the periodical. Howe may be cited as Seybold's biographer, but was more a personal confidant, whose writings are at once effusive beyond the simple description of Seybold rarities. On May 18, 1909, Seybold made one of his infrequent visits outside Syracuse for the purpose of visiting with A. W. Batchelder of the Boston Philatelic Society. Seybold expressed his admiration for the scholarly society, and used the occasion to bequeath his large and valuable philatelic library to the group.⁹ The explanation for this munificent bequest, and its precise timing is unclear, but does suggest that Seybold had fateful forebodings.

In late July 1909 an emotionally distraught John F. Seybold sought the professional advice of his personal physician, Dr. E. C. Reifenstein. The steady pressures attendant in his business, heretofore apparently well tolerated, were employed as the proximate explanation of the patient's emotional breakdown. For inexplicable reasons the businessman who was described by his biographer as being, "in the prime of life," had undergone a sudden and dramatic change in emotional temperament. The somewhat unctuous biographer states that,

8. Howe, Jno. B., "The Seybold Collection of Original Covers," *The Collectors' Journal* (Chicago) I:10-14,51-57,85-90,127-133, 1909.

9. Grabfield, G.P., "The Story of a Library," *Stamps* 83-158-160 (May 2) 1953.

“Hot weather and his steady application to business . . .” resulted in a profound change in Seybold’s personality. Heretofore of cheerful disposition, Seybold was now moody and dejected, eschewing social encounters for filial entrenchment. Bouts of insomnia beset the philatelist’s tortured mind, as if in his troubled sleep he was wrestling with some fearful revelation. When Howe urged his friend to subordinate his business interests, and the two to relax for a several weeks’ trip to the Adirondacks, Seybold demurred claiming that he became homesick while away from his residence. He did promise to pursue social outings, and bid his friend goodbye.

On the evening of August 12, 1909, Seybold remained late after work. He retired to a room in the back of the store in contemplation of a fateful deed. With great orderliness and precision which so characterized his life, the room was set for the consummate drama about to be enacted. John F. Seybold fatally shot himself with a single bullet which plowed into his right temple. He was found the next morning, August 13, by his chief clerk, Flora Bauer, sprawled on the floor of his prosperous Chestnut Street emporium. There was no suicide note. Seybold was fifty-one years of age.^{10,11}

To the local news media of the day there was no ready explanation why a prosperous businessman of civility and charm should perpetrate this mad act of self destruction. The mystery of John F. Seybold’s tragic suicide can only be addressed from the less than perfect vantage of psychobiography. Psychobiography is a writer’s technique which employs psychiatric interpretation of motives based on circumstances and events which are coupled with a personality profile of the individual. While admittedly defective it can be helpful in constructing explanations of otherwise obscure behavior.

There are clues that John F. Seybold was a latent or overt homosexual, and this fact may bear on his fateful act of August 13, 1909. Seybold was a lifelong bachelor engaged in a business in which a wife would have been a decided asset in promoting his career. While obviously sufficiently wealthy to maintain his own household, Seybold chose instead to live under the parental roof. One may infer that his Wurttenberger father, described only as “sturdy and substantial,” had a dominant role in Seybold’s life, and that Teutonic regimentation which so characterized his own stamp room produced certain rigidity in his developing personality. This relationship of parental dominance is not altogether uncommon in the psychosexual development of gay males.

Seybold was quoted as saying that he was “wedded” to his stamps, and on another occasion noted his preoccupation with philately by commenting that, “[I] felt none of the other temptations to self-indulgence that commonly assail [other] young men.” Among the many descriptions of Seybold’s personality are to be found adjectives as, “affable,” “genial,” “cheerful,” “accommodating,” “shrewd,” “modest,” “democratic,” “industrious,” and “habitually courteous.” While these personality traits are likewise to be found in a heterosexual population, Seybold’s decidedly effeminate posturing in his photograph, his many affectations, his bachelor status and Howe’s effusive writings on his friend are suggestive of a homosexual inclination. Given the strong social taboos against this practice which existed in the post Victorian era, Seybold’s sudden emotional decline from a cheerful, theater-going bon vivant to a morose, deeply depressed patient seeking medical attention for his sudden bouts of melancholia and insomnia may best be explained. It will, nevertheless, remain a clouded mystery.

With Seybold’s untimely and tragic death, dealers from around the world sent inquiries to his Syracuse address to learn of the disposition of his great philatelic treasures. Judge W. G. Cady and Edward Beard of Philadelphia were appointed by the courts as appraisers of the collection which philatelic periodicals of the day estimated as worth between \$50,000 and

10. Anon., “Death of Mr. J.F. Seybold,” *London Philatelist* XVIII (#213) p. 218, 1909.

11. Anon., “Death of John F. Seybold,” *The Collectors’ Journal* (Chicago) I:200-201, 1909.

\$100,000.¹² While the appraisal was in progress, John T. Coit, a prominent New York City banker from Bennington Center, Vermont, wrote to John B. Howe inquiring as to the disposition of the collection. Howe claimed power of attorney for Jacob Seybold, the grieving father of the deceased philatelist. The father was the administrator and sole legatee of his son who died intestate. Both Coit and J. C. Morgenthau, the New York philatelic dealer, arranged to view the collection in Syracuse. After a day's examination and negotiation between the parties, the apparent whole of the Seybold collection of original covers and stamps was sold for \$26,000 in a cash transaction.¹³

In a series of three auctions from March to April 1910 J.C. Morgenthau sold off the legendary Seybold collection; the auction catalogue emphatically states that not a single item had been sold privately. This statement seems most unlikely given the fact that several items described by Howe in January 1909¹⁴ did not appear at auction. For example, in the 1869 series Seybold was known to have a strip of six 10¢ on cover along with two astounding 30¢ covers containing twelve and nine examples, and a block of four 24¢ 1869s on original cover. Likewise used blocks of four of the \$2, \$3 and \$5 Columbians off cover are not to be found though described by Howe as being present.

The first sale of John F. Seybold's U.S. stamps on covers and off, along with his Confederate States, realized \$7,662.55, while at the second session of Hawaii and British North America highlighted by his Canada 1851 12 pence black on cover which realized \$515, saw a cumulative total of \$8,544.20 for the session. My auction records in which are to be found J.C. Morgenthau's pencilled prices realized are housed in a series of 12 bound volumes. They carry Seybold's own bookplates with the insignia of the Boston Philatelic Society and are dated March 4, 1918, some nine years after Seybold's death. Following the first sale which saw a total of \$16,206.75, the second Seybold sale of European stamps on original covers was held on March 29, 1910, and sold for a cumulative \$9,084.70, while the third auction of British Colonials held on April 14, 1910, grossed \$6,962.50. The cumulative total for the three sales was \$32,254.15. Taking into consideration Morgenthau's auction costs, banker Coit came close to breaking even on the deal.

Aside from the two mysteries relating to Seybold's unexplained suicide and the absent 1869 covers, there is a third more palpable mystery. It is unclear as to the fate of many lots described in the accompanying table. Where, for example, is lot 28 consisting of a 5¢ red brown block of six and a pair on envelope. This remarkable cover which is endorsed "Sept 29th, 1850, Island of Tobago," and is addressed to Newark, N.J., sold for a pittance at \$22.50. Is it possible that the buyer felt he could do better by soaking off the block of six 5¢ 1847 issues? And where, for example, are the other unique covers described as "unknown" in the table? But, then, there are many other imponderables in our marvelous hobby. Nevertheless . . .

SEYBOLD DISPERSAL AT MARCH 15, 1910, MORGENTHAU SALE

<i>Lot</i>	<i>Description</i>	<i>Price Realized</i>	<i>Subsequent Sale, Lot #, House and P.R.</i>
1.	Brattleboro 1846 5¢ buff. No. 2 in plate. Dated July 10, cancelled in red to Norwich, Conn.	\$700	Unknown.
10.	N.Y. PMP 1845 5¢ black, 2 hor. pairs on letter postmarked Jan 27 (1847) to Mobile.	\$36	Caspary #1, lot 75, Harmer, 1955 @ \$1,000.

12. Anon., "The Seybold Collection Sold. A Cash Deal for \$26,000," *The Postage Stamp* V:182, 1910.

13. Anon., "Death of Mr. John Seybold," *Philatelic Advertiser* 9:110-111, 1909.

14. Howe, *op. cit.*

11.	N.Y. PMP 1845 5¢ black hor. strip of 4 on letter postmarked Sept. 13 (1845) to Fort Wayne, Ind.	\$122	Gibson Sale, lot 5, Ward, 1944 @ \$900.
12.	N.Y. PMP 1845 5¢ black hor. strip of 4 on letter postmarked Oct 30 (1845) to Cincinnati.	\$157	Counsel Klep Sale, lot 123, Balasse, 1956, no PR available.
27.	5¢ red brown 1847 horizontal strip of 4 on envelope with STEAM SHIP.	\$10.25	Gibson Sale, lot 20, Ward, 1944 @ \$275.
41.	10¢ black 1847 hor. strip of 6 on letter postmarked "Mobile, Sept 23" to New York.	\$81	Unknown.
42.	10¢ black 1847 hor. strip of 6 on letter from Philadelphia to Paris, addressed Richard Rush	\$110	Gibson Sale, lot 34, Ward, 1944 @ \$4,000.
45.	10¢ black 1847 right vertical half postmarked in red New Haven June 7.	\$30	Brown Sale, lot 219, Harmer, Rooke, 1939, @ \$310.
51.	10¢ yellow green 1851, hor. strip of 6 on cover from New Orleans to Bremen.	\$12.25	Caspary #2, lot 507, Harmer, 1956 @ \$825.
52.	10¢ deep blue green 1851, block of 12 on cover from New Orleans to Aarau, Switzerland.	\$21	Unknown.
55.	12¢ black 1851, 15 copies including hor. strip of 5 used on cover from Cincinnati to Karlsruhe.	\$20.50	Unknown.
66.	90¢ blue 1857-60 with 24¢ and pair of 1¢ blue type I, used on cover from New York, May 11, 1861, to Palmas, Canary Islands.	\$28	Gore Collection, lot 364, Harmer, 1961 @ \$5,400.
67.	90¢ blue 1857-60 vert. strip of 3, 30¢ orange hor. pair, 3¢ vert. pair used on large piece.	\$35	Unknown.
81.	90¢ (72) blue 3 copies, 10¢ green 2 copies, 30¢ orange used on cover from Stockton, Cal., to Rockport, Mass.	\$5.25	Perforation Centennial Sale lot 609, John Fox, 1957 @ ?
137.	1¢ light blue Franklin Carrier, 1851 hor. strip of 4 on cover postmarked Philadelphia, to New York.	\$22	Unknown.
156.	3¢ green glazed 1842 New York, 4 copies on cover postmarked New York, Aug. 22 (1843) to Philadelphia. Cover marked PAID SINGLE.	\$51	Unknown.
194.	90¢ blue 1861, block of 25 used on piece of original cover.	\$30	Waterhouse Sale, lot 534, Harmer, 1955 @ \$696.
418.	2¢ Mobile black, five copies on cover postmarked Aug 21, 1861.	\$112	Caspary Sale #3, Lot 262, Harmer, 1956 @ \$1,400.
509.	5¢ on 13¢ (Hawaii) dark red used between US 1855 10¢ green and pair 1¢ 1851 type II at right.	\$66	Caspary Sale #10, Lot 52, Harmer, 1957 @ \$1,300.

POSTMASTERS' PROVISIONALS POTPOURRI

PHILIP T. WALL

Since the conclusion of my series of articles on the New York Postmaster's Provisional stamp and the publication of my articles on the Alexandria and Annapolis provisionals, several Route Agents have sent me additional information relating to these issues. Also I have had the opportunity to carefully examine a 5¢ New York cover offered in a 1983 public auction.

ALEXANDRIA

In Figure J on page 83 of *Chronicle* 118 (May 1983) I illustrated a fake Alexandria provisional stamped envelope that was originally a cover sent from Washington, D.C., to Front Royal, Va. This cover was the product of the notorious faker of U.S. provisionals, a central Pennsylvania dealer by the name of Mr. J, who in this instance used a handstamp to make a stamped envelope rather than an adhesive stamp. Dr. William H. Shafer of Virginia writes me that he now owns this cover and it was originally purchased by his father in the early 1930s for \$15. The cover was displayed in the front window of a general merchandise store in Winchester, Va., which is located some 20-30 miles north of Front Royal. The store proprietor convinced Dr. Shafer's father the cover had come directly from an old family correspondence and this is apparently what persuaded the elder Shafer to purchase the cover.

Dr. Shafer informs me he has a large number of covers from the Miss Mary E. Cloud correspondence and there are no stampless covers in the lot. Most of these covers bear either 3¢ 1851 or 1857 stamps. In my previous article I described this fake provisional as originally stampless but I now know that in all probability it once had a 3¢ stamp affixed.

ANNAPOLIS

In Figure C on page 155 of *Chronicle* 119 (August 1983) I illustrated a fake Annapolis provisional stamped envelope made by the same Mr. J in the mid-1930s. As a result of that article Roger Harris of Vermont has sent the cover shown in Figure 1. He tells me this cover was given to his father, the well known dealer Sidney D. Harris, about 15 years ago. Mr. Harris thinks the cover emanated from Germany or Austria and was not executed to fool anyone but rather as an exercise in fantasy.

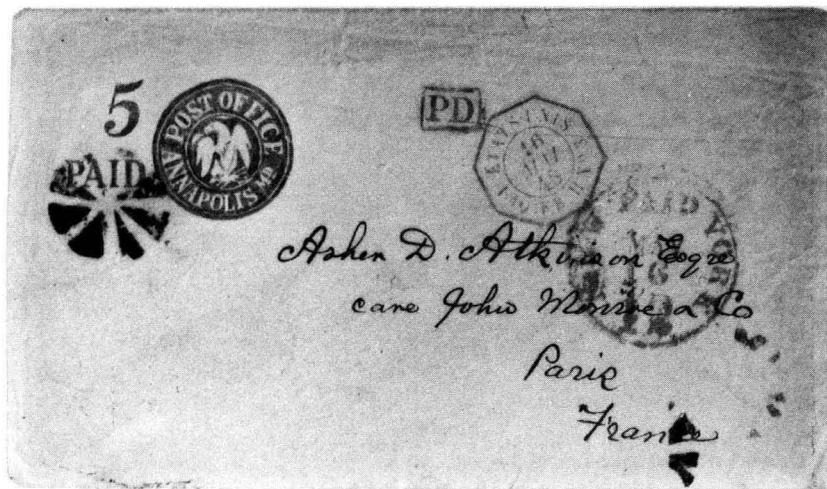


Figure 1. Cover to France with altered dates.

A brief description of this fake cover follows: the Post Office Annapolis and 5 PAID are in a pinkish magenta or Methuen 13-B-7 Persian Rose. By contrast the ink used to emboss the genuine envelopes is a dull carmine red. The cork cancel is in black and the postal markings

on the front are all in red. The postmark date is May 16 and the French marking shows the year 1848. The French receiving mark on the reverse indicates the cover reached Paris May 26, 1848. The postmarks are characteristic of those on prepaid covers in French treaty mails after April 1, 1857. A close examination under magnification shows the 4 in each postmark has been inked in in place of a 6 which has been nearly erased. The New York postmark with 12 credit to France was not in use until the treaty period and indicates the cover was mailed with the 15¢ rate prepaid. There is an area on the face of the cover just above the New York postmark that is slightly cleaner than the remainder of the cover, and probably there originally was a 15¢ stamp at that location.

On pages 156, 157, and 167 of *Chronicle* 119 I discussed the negative seal postmarks and the numeral "2" and "5" rate markings used at the Annapolis, Md., post office during the 1845-47 period and gave my reasons for considering these to be merely stampless covers and not postmaster's provisional envelopes. Calvet M. Hahn has written that he believes the 2¢ envelopes and/or wrappers should be considered provisionals provided there is some evidence they were prepared in advance. He correctly points out there seems to be a heavy use of envelopes/wrappers in Annapolis that is not found elsewhere. I find no fault with this argument but I can find no evidence these envelopes were in fact prepared in advance. No unused examples are known to me. I never seen either a newspaper or post office notice that these envelopes or wrappers were on sale to the public. Discovery of an additional 5¢ cover and further study of the cover shown in Figure E of *Chronicle* 119 strengthen my belief these items are stampless rather than provisional in nature.

Let us first examine the cover in Figure E. It was a local letter that was subsequently forwarded to Upper Marlboro, Md., with 7¢ collect. Did the Annapolis post office recognize the blue "2" as a prepayment of the local drop rate? It did not. This means the addressee had to pay both local and forwarding postage. If Annapolis had accepted the "2" as a provisional prepayment, the clerk would have marked through the "2," and written in "5," not "7."

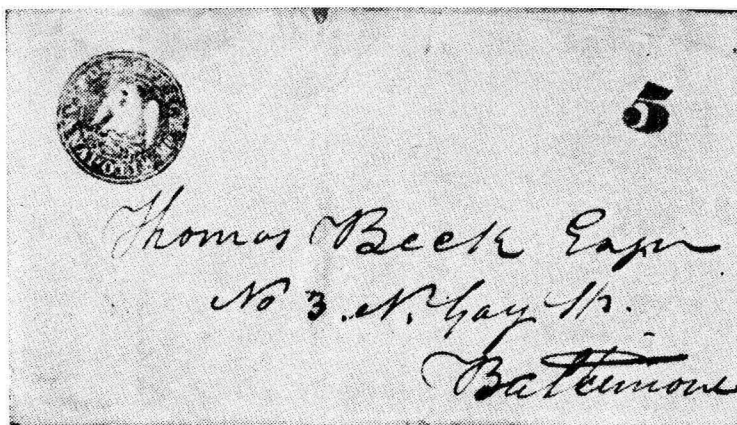


Figure 2. Negative Annapolis and 5 in blue.

On Oct. 18, 1954, H.R. Harmer, Inc., sold the Austin H. Brown collection. Lot 2 in that sale is shown in Figure 2. The negative postmark and 5 are in blue rather than red (as they are on the cover mentioned on page 1 of the 1984 *Scott Specialized*) on this letter addressed to Baltimore. I consider this to be a stampless cover. Lot 1 in that same sale, shown in Figure 3, is another drop rate cover on which the negative seal postmark is not placed near the upper left corner of the envelope and is further proof that not all the seals were affixed at the upper left.

Unless someone presents definite proof these envelopes with the negative seal postmarks and rates of "2" and "5" in both blue and red were prepared in advance for sale to patrons of the Annapolis post office, I shall continue to consider them stampless covers.

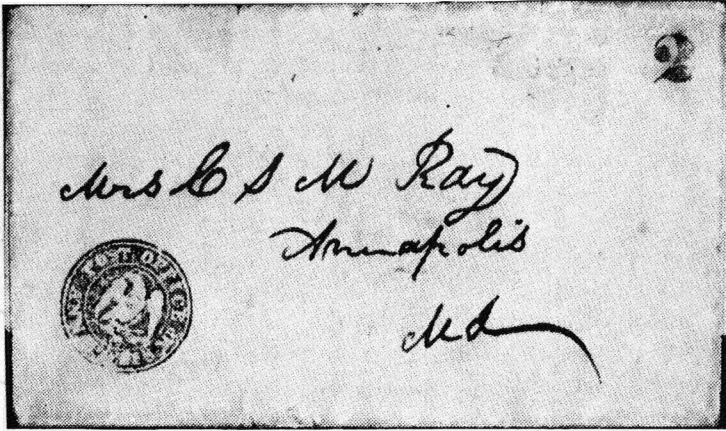


Figure 3. Negative Annapolis at lower left.

NEW YORK

In *Chronicle* 112 (November 1981) I discussed the various types of paper on which the New York postmaster's provisional stamps were printed. Figure A of that article shows a beautiful 9X1 cover to New Brunswick, N.J., on which the stamp is tied by a socked on the nose town cancel. Stanley B. Ashbrook examined this cover in 1953 and determined the stamp to be an extremely fresh copy printed on the normal bluish paper and not on the rare blue paper. I wrote in 1981 that I had examined the cover in a dealer's stock several years earlier and, while time did not permit an extensive examination, my preliminary opinion was that the stamp was printed on the true blue paper rather than the more common bluish paper.

This cover, illustrated in Figure 4, has been offered at auction twice by the Robert A. Siegel Auction Galleries, Inc., in the past few years, most recently as lot 9 in the 623rd sale Sept. 21-22, 1983. Since I do not own a blue paper variety (9X1a) on cover I requested this lot for inspection, and removed all my blue paper stamps from the safe deposit box to bring home to compare with lot 9. The results were most surprising. I had been mistaken when I examined the cover in 1974; the stamp in question was exactly as Ashbrook had described it 30 years earlier, an extremely fresh stamp on the normal bluish paper.

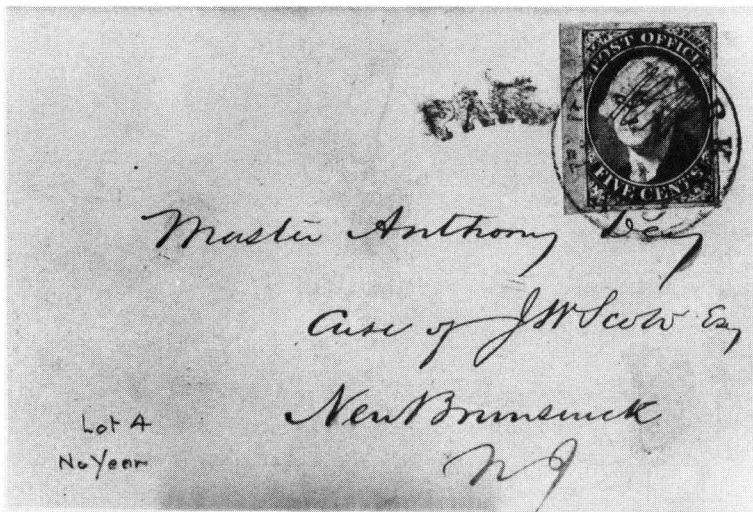


Figure 4. NY 5¢ with fraudulent postmark.

I was intrigued by the socked on the nose town postmark, as I had never before seen this used on domestic mail (the foreign mail postmark used to Europe often is struck directly on the stamp). Parts of the town postmark were very distinct and other parts not readable. Try as

I might I could not make out the month and date. I then decided to place the cover under the ultra-violet light in a last effort to read the date. I could not at first believe what I saw. The fluorescence of the CDS under ultra-violet light was in three distinct colors. The townmark had been painted in, apparently in three stages over a red grid cancel. I immediately contacted the Siegel firm which in turn announced at the sale that lot 9 would only be sold provided the buyer would agree to send it to the Philatelic Foundation for certification. The expert committee of the Philatelic Foundation determined the stamp did not originate on the cover to New Brunswick, N.J., and the cancellation was counterfeit.

This fake cover is by no means a recent production. It was at one time in the Frank R. Sweet collection. Sweet died almost a half century ago and it is my belief this cover was in a collection he bought some 10-15 years before his death. If this is correct, this fake cover is at least 60 years old.

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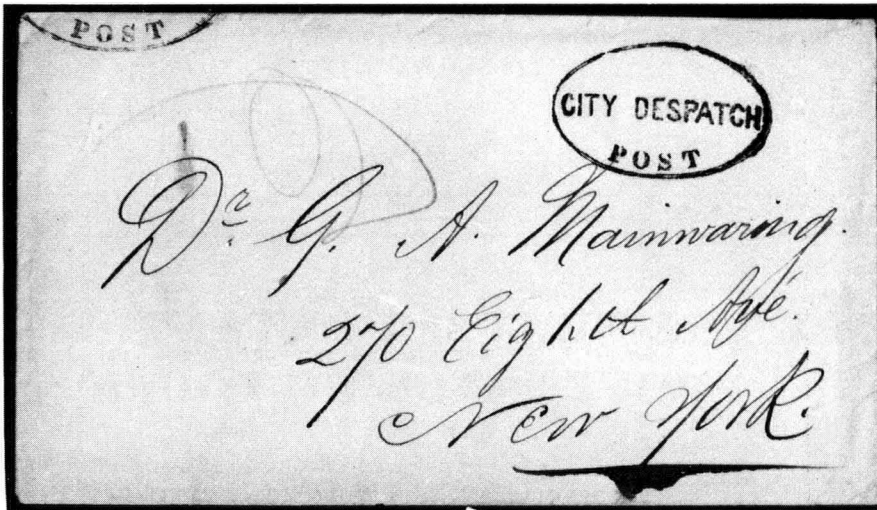
CHARLES I. BALL, Assoc. Editor

CITY DESPATCH POST DISCOVERY

DAVID L. JARRETT

The surfacing of a City Despatch Post oval handstamped cover — apparently the second one known¹ and the only one year-dated — will require philatelists to reexamine previous knowledge. This writer recently acquired a CITY DESPATCH POST oval handstamp with pencilled “2” collect rate on an 1858 New York City printed letter.

The late Elliott Perry, authority on private local posts, challenged quotations that appeared in the June 1874 *Journal of Philately* by Charles Coster, an early cataloger of local posts, and *The Philatelic Gazette* in 1917 by Henry C. Needham, a discredited philatelist, that the City Despatch Post was operated by Edward N. Barry from about 1851 to 1859.² To support his challenge, Perry cited the lack of any documentary evidence that Barry was connected with the post, even though he was listed in New York City directories between 1852 and 1854 as “postman” and “letter carrier.”³



Newly discovered example of oval City Despatch Post handstamp.

With this second cover, it can be verified that a City Despatch Post operated in New York City as late as 1858 and that this very well could have been operated by Edward Barry. Barry, according to Needham, purchased the business from Charles Coles prior to 1852. It is known that Coles had acquired the post in late 1847 or early 1848 from its founder, Abraham Mead, who established it in November 1846.⁴ It is quite possible Coster learned of Barry's ownership by word of mouth since knowledgeable people certainly were living in 1874, when the article appeared — only fifteen or so years after the post reportedly terminated.

It is also possible that this City Despatch Post was not a legal successor to the Mead/Coles operation but a new one established sometime after the Mead/Coles post had

1. The discovery copy of the City Despatch Post oval handstamp is illustrated on p. 65 of *One Hundred Years Ago* by Perry and Hall.

2. Elliott Perry, *Pat Paragraphs*, Bureau Issue Association, 1981, p. 399.

3. *Ibid.*, p. 400.

4. Donald S. Patton, *The Private Local Posts of the United States*, Robson Lowe, Ltd., London, 1967, I, 120.

discontinued business. Mead's City Despatch Post itself was a new venture,⁵ and probably not a legal successor to the original one established by Alexander M. Greig in February 1842 since Greig sold out in August 1842 to the U.S. government.⁶ The U.S. government then operated it as a New York City carrier under the name United States City Despatch Post for the next four years, discontinuing operations in November 1846.⁷

All known operators of the City Despatch Post — from Greig to Coles, including the U.S. government — issued their own adhesive stamps, which are almost identical in design; the same basic die had been used for each engraved stamp. The unofficial U.S. carrier postage stamps issued by the United States City Despatch Post from 1842 to 1846 are Scott's #6LB1-7. Greig's stamp is Scott's #40L1; Meads stamps are #40L2-3, and Coles's stamps are #40L4-8.

Since none of these private local post stamps are known used after 1850⁸ and no City Despatch Post handstamp recorded between 1850 and 1858, this writer believes that the oval City Despatch Post handstamp probably comes from an independent, perhaps short-lived local post with the same name but not legally connected with the predecessor posts.

More information on the subject is sought. This writer would appreciate hearing from other collectors who can shed additional light on the City Despatch Post of New York. His address is P.O. Box 1486 Grand Central, New York, N.Y. 10163.

5. Elliott Perry and Arthur G. Hall, *One Hundred Years Ago*, American Philatelic Society, 1942, pp. 41-42.

6. *Ibid.*, pp. 18-21.

7. *Ibid.*, pp. 40-41.

8. *Scott Specialized Catalogue of United States Stamps*.

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FRANKLIN AND EAGLE CARRIER STAMPS**DONALD B. JOHNSTONE**

A great deal of background information concerning the issuance of the Franklin and Eagle carrier stamps has appeared in print. The early work of Luff¹ and subsequent articles by Perry and others have been summarized as part of *The Carrier Stamps of the United States* by Elliott Perry, a portion of which appeared serially in the *Philatelist* under the editing of Maurice Williams.² A continuation of this work, edited by Robert Meyersburg, is currently appearing serially in the *Chronicle*. The Franklin and Eagle carrier chapters in Perry's work were devoted largely to Post Office records, Acts of Congress, newspaper announcements, numbers of stamps ordered and issued, and some plate data. Elliott Perry's intent was to provide information on usage of these carrier stamps in those chapters designated by city names. It was my pleasure to have worked on this with him from 1951 to 1971. I would like to add that he was also assisted over the years by a number of dedicated people with advice, items to photograph and record, as well as monetary contributions, to facilitate his research on the carrier stamps. To these great and generous philatelists goes an acknowledgement from one who realizes and appreciates their participation in this effort. Most of the individuals have passed on, but much of their knowledge and help is entwined in the writing and records of Elliott Perry.

This article is designed to supplement the above by providing some detailed information on the stamps, proofs, essays, reprints and imitations, as a guide to collectors who often fail to distinguish these various items. Some of the information has appeared in print before, but in scattered sources. Most of the items considered here formed the basis of a presentation I made at a meeting of the Essay Proof Society in the New York Collectors Club in 1956.

THE FRANKLIN CARRIER

To introduce this subject, a brief chronological review of the bank note company contract is included. The bid proposal by the firm of Toppan, Carpenter, Casilear & Co. on April 23, 1851, and accepted with some revision that same day, was based upon submission of die essays for a 3¢ postage stamp. It was not, however, until June 10 that the Post Office Department finally provided a completed contract for signature. The contract covered six years from June 10, 1851, to June 10, 1857. It called for 1¢, 3¢, and 12¢ postage stamps and a carrier stamp, as well as other denominations as might be needed. The contract made specific mention of a carrier stamp "and that they will in like manner engrave and furnish and keep in continual repair without charge to the P.O. Dept. such steel dies and steel plates as may be ordered for printing carriers stamps."³ The contract also made provision for the dies and plates to be carefully sealed, when not in use, and placed in the Office of the U.S. Treasurer in Philadelphia for safe keeping. This contract made no mention of the transfer rolls. On August 2, 1851, the contractors were requested to furnish carrier stamp impressions in green and yellow and any other color that might be distinguishable by candle light from the stamps then in use. The contractors prepared large die proofs in black and at least one other color, red, as well as plate proofs in green on India and in orange on wove stamp paper. The green and orange plate impressions are known as trial color proofs. The contractors were notified on

1. John N. Luff, *The Postage Stamps of the United States*, Scott Stamp & Coin Co., N. Y., 1902, pp. 192-94.

2. Elliott Perry, "The Carrier Stamps of the United States," (Maurice Williams - Ed.) *The Philatelist* (Robson Lowe) 40: 1973-4.

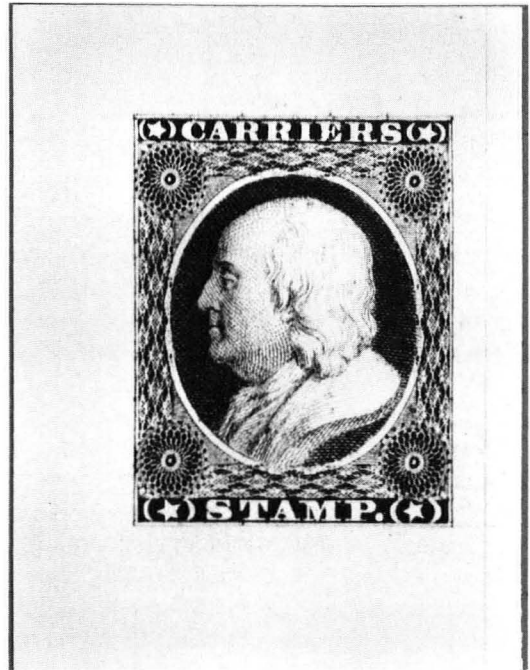
3. Clarence W. Brazer, "1851 Essays and Proofs," *National Philatelic Museum* 3: 435, 1951.

August 12, 1851, to furnish the P.O. Dept. with 300,000 Franklin carrier stamps printed in blue ink on pink paper.

The following information concerning the role of individuals in the bank note company involved with the Franklin carrier stamp has been gleaned from a variety of sources, and represents the writer's best judgment at this time. The designer of the stamp may have been E. Pitcher. The vignette of Franklin was engraved by Joseph Ives Pease after a marble bust by Caffieri. Pease is the same portrait engraver who provided vignettes for the other stamps in the 1851 issue. The frame is thought to have been the lathe work of Asa Spencer, and the lettering was by Henry Earle. Henry Saulnier was the siderographer responsible for the transfer work at the time.

LARGE DIE PROOF

Figure 1. Original large die proof of the Franklin carrier in black on white India paper. Note the layout lines as well as the top and bottom stamp frame lines.



Original large die proofs of the Franklin carrier stamp, though extremely rare, are known on thin India paper. One in black showing layout lines is illustrated in Figure 1. The original large die proof is characterized by several layout lines as well as top and bottom stamp frame lines. As shown in Figure 2, partial impressions of the rosettes can be seen in the lower right corner of the die proof. The latter item is in red on thin green India paper. The extra rosettes appear to have been an engraver's trial of a stock die transfer roll on the lower left corner of the steel die in order to orient these oval rosettes for the corner designs of the stamp. The die sinkage shows the die was approximately 50 mm. high by 57.5 mm. wide. A large die proof in black, at one time in the Brazer reference collection, was illustrated previously.^{4,5} Unfortunately, the illustration was mislabelled in the *Essay Proof Journal*, though a correction was stated in a subsequent issue. The only other original large die proof known to me belonged at one time to Dr. Carroll Chase, and was last seen in the Miller collection on display in the New York Public Library prior to the 1977 theft. It too was in black on white India paper.

4. Brazer, *ibid.*, p. 432.

5. Carroll Chase, "Remarks on the Die and Plate Proofs of the Franklin Carrier Stamp," *Essay Proof Journal* 1: 123-128, 1944.



Figure 2. Original large die proof of the Franklin carrier in red on thin green India paper. Note the trial impressions of the rosettes in the lower right corner as well as the die sinkage of 50 x 57.5 mm.

THE PLATE

The Franklin carrier soft steel die used in preparing the large die proofs was hardened and a soft steel transfer roll was prepared containing three relief impressions. The transfer roll, after hardening, was used to rock in the plate subjects. The plate contained two panes side by side of 100 entries each in rows of 10. The panes were separated by a vertical gutter. It is interesting to note that the plate impressions have no top or bottom frame line, a major difference from the original die proof.

There was only one plate made for this stamp.⁶ An imprint of the contractors appeared at each side of the plate. Therefore, the left pane of 100 subjects bore an imprint on the left margin, and the right pane an imprint on the right margin. The imprint reads "Toppan, Carpenter, Casilear & Co., BANK NOTE ENGRAVERS, Phila., New York, Boston & Cincinnati." The plate was not numbered. There was a vertical line separating the panes. A similar line separating the panes of the Eagle carrier is known to be 5 mm. from each pane. Over the years, there has been some question as to when the imprint was added to the plate, but the following information may help to answer this.

My files confirm existence of a block of twelve proofs from the left pane showing a complete imprint in the left margin. I have recorded a stamp from the right pane with a partial imprint in the right margin. A complete left pane of India proofs formerly in the Ackerman collection, and now housed in the Smithsonian Institution, contains no imprint. This shows that the imprint was not on the plate when the earliest impressions were made. This sheet of India proofs also confirms the existence of the major crack prior to the addition of an imprint. Moreover, since some of the original stamps show portions of the imprint, the India paper proofs were printed prior to the stamps. A reconstructed vertical pair in orange on stamp paper, showing a partial imprint in the left margin, was at one time in the B. K. Miller collection in the New York Public Library.

Preparation of the Franklin carrier plate was at a time when plate imprints as well as plate numbers were not the norm. For example, the first plate of the one-cent regular issue of postage stamps was without imprint or number until some time in 1852.⁷

THE FRANKLIN CARRIER STAMP

The bank note company appears to have prepared some plate proofs of the Franklin

6. Luff, *op. cit.*, p. 193.

7. Mortimer L. Neinken, *The United States One Cent Stamp of 1851 to 1861*, U. S. Philatelic Classics Soc., 1972, p. 74.

carrier in a brown-orange color on stamp paper. Luff⁸ referred to these brown-orange stamps and considered them late impressions. Elliott Perry believed they were early impressions, and I am inclined to agree. Luff learned from correspondence dated long before the 1875 reprints that the brown-orange Franklin carrier was known. In fact, he examined a copy purported to have a New York cancellation. Whether or not they were ever used, inadvertently or otherwise, for paying a carrier fee or for regular postage, is questionable, but copies in this color did appear on the scene. No reference has ever been found to suggest they were ever issued. It seems likely to me that the brown-orange stamps were printed in August of 1851 as a trial color. They may not have been accepted by the P. O. Department because they were difficult to discern on buff-colored paper of the day. A copy in my collection bears an indistinct postmark which suggests possible use.

The color that was printed in the amount of 310,000, and sent in October to New York, New Orleans, and Philadelphia, was in blue on a light pink or rose wove paper. They were issued imperforate in sheets of 100 subjects, and gummed. The blue color was sufficiently like the 1¢ regular postage showing the head of Franklin, that it was assumed a pink paper would be sufficient to make the carrier stamp distinguishable from the regular one-cent stamp. Pink paper was in use at the time for stamps of the Philadelphia letter carriers, and this may have been the reason pink was employed for the Franklin carrier. However, the short life of the stamp and replacement with the very different Eagle carrier suggests that the Franklin carrier in blue on pink paper was not sufficiently distinguishable to continue its use. This is confirmed in the correspondence of Montgomery, Asst. P. M. of Philadelphia.⁹

The bank note company of Toppan, Carpenter, and Casilear sent 250,000 Franklin carrier stamps to New York and 50,000 to New Orleans on October 11, 1851. On October 21 of that year, 10,000 were sent to Philadelphia. The New Orleans shipment was received on October 19, but New York did not record receipt of their stamps until April 15, 1852.¹⁰



Figure 3. Original Franklin carrier stamp with blue Philadelphia postmark and part of the carrier star cancellation.

With these data in mind, it has always seemed ironic that most of the very few covers known with the Franklin carrier prepaying the carrier fee, as well as singles off cover, originated in Philadelphia, the post office which received, by far, the fewest stamps. There are examples, however, that did originate in New York, though rare, as no collection fee was

8. Luff, *op. cit.*, p. 193.

9. Robert B. Meyersburg, Ed. "The Carrier Stamps of the United States - Elliott Perry," *Chronicle* 117, p. 28, 1983.

10. Perry, *op. cit.*, p. 6.

required. Covers from New Orleans are seen with the typical carrier postmark in the shape of a snow shovel. Elliott Perry never hesitated to make some humorous remark about the use of snow shovels in New Orleans.

A Philadelphia cover was illustrated recently in the Philadelphia chapter.¹¹ Others have appeared previously^{12,13} and in the Caspary auction in 1957. Figure 3 shows the only recorded example of the stamp off cover, which bears both a blue Philadelphia postmark and the red star cancellation. An unused pair with gum was auctioned as part of the Lilly collection in 1967. This may be the only unused pair in existence. A pair of reprints has been masquerading as originals for many years. Distinguishing original Franklin carrier stamps from the reprinting of 1875 has concerned stamp collectors for a long time. A discussion of this matter appears under the section *Reprintings*.

11. Meyersburg, *op. cit.*, p. 25.

12. Perry, *op. cit.*, p. 5.

13. Elliott Perry, "U. S. Letter Carrier Stamps of Philadelphia Under the Fee System, 1849-1863," *National Philatelic Museum* 6: 482, 1954.

(To be continued)

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THE 1847-51 PERIOD

CREIGHTON C. HART, Editor

CONDITION IS ALL IMPORTANT

CREIGHTON C. HART

In addition to the letters from collectors, I interviewed informally three prominent professionals: Robert A. Siegel, William L. Roscher with H. R. Harmer, and Peter Robinson at the Philatelic Foundation in the fall of 1983.

Siegel and Roscher, of course, are foremost in the auction field and Robinson is curator at the Philatelic Foundation. All three are in agreement that extremely fine or superb stamps or covers are holding their own. They believe that collectors are becoming more demanding about condition and that prices might increase for the few superb 1847 both on and off cover.



Figure 1. This superb sheet margin strip of three was originally on a cover from South America, across Panama to Mexico. The illustration is from the 1946 auction catalogue offering the Judge Robert S. Emerson collection.

Siegel also has classic stamps and covers in his retail business and says it has suffered because of condition-conscious customers. The tendency of advanced collectors is to purchase the better items and periodically the dealer is left with an over-supply of only good to fine items that are difficult to sell. While condition works to the advantage of a collector it seems to work to disadvantage somewhat to the retail dealer.

Roscher, who is familiar with auction prices and collectors' bidding practices, believes collectors are becoming more exacting about condition especially about the backs of mint stamps and objecting to unhinged stamps that might show finger prints on the gum. Robinson agrees that collectors are more exacting about condition and foresees prices for the "super" perfect items going even higher.

Stanley B. Ashbrook was one of the first collectors, who worked as a professional, to point out interesting postal marks on covers which led to the increased interest in postal history. Ashbrook stressed that collectors who collect only condition miss much fascinating postal history because rare covers often do not come in condition comparable to their rarity.

Our members will be interested to read extracts from letters of fellow members representing several age groups and collecting habits.

Eldon A. Behr, Retired professor at Michigan State University: "Having read your article in November *Chronicle*, Condition Is All Important, I can say that I am not an 1847 issue specialist but do have a few copies. All are VF or even XF (sheet margin on 1 and bit of next stamp on a 2). Scott's notices have had a small effect on my decisions."

Abe Boyarsky, senior California collector: "I collect only one stamp and that is the United States 3¢ 1861 . . . My interest is in cancellations and shades . . . If I am doing research I am not concerned about centering or if a stamp is not in good condition I will pay accordingly. However, if I want to use the stamp or cover to exhibit, the stamp must not be

damaged and I feel the same way about covers. One poor stamp on a page detracts from the entire presentation.”

John Joseph Brennan, Elmwood Park, New Jersey: “If an 1847 cover has no postal history aspect of unusual cancellations and is a single on cover, then my prime motive is condition of the stamp.

“If an 1847 has the following (a) pairs or large pieces on cover, (b) multiples on cover, (c) mixed engravings, (d) unusual cancellations, (e) postal history aspect of the cover, (f) the cover is addressed to an important person at that time, (g) any color cancellations, (h) cancels that read - Way, Steamboat, Railroad, Foreign Cancel, etc. On these descriptions Condition is not of prime importance.”

Geoffrey Brewster, President of U.S.P.P.S.: “Condition is without any doubt NOT the all-important factor of price. The all-important factor of price is DEMAND. My statement holds true for philately’s entire past and probably will continue true for the future.”

Ezra D. Cole, respected dean of philatelic professionals: “That notice should be published regardless — most collectors never read the notes anyway or information from collectors. Many collectors are so damn fussy — they won’t buy a stamp that has been touched by human hands. This unhinging business is so bad — it makes collectors pay awful, ridiculous prices. Attractiveness makes a cover more desirable. Some new collectors want unhinged stamps. This is why Scott’s may have taken that note out of the catalogue. I won’t buy a 19th Century stamp unhinged. How would it be kept — in a space ship for 80-90 years?”

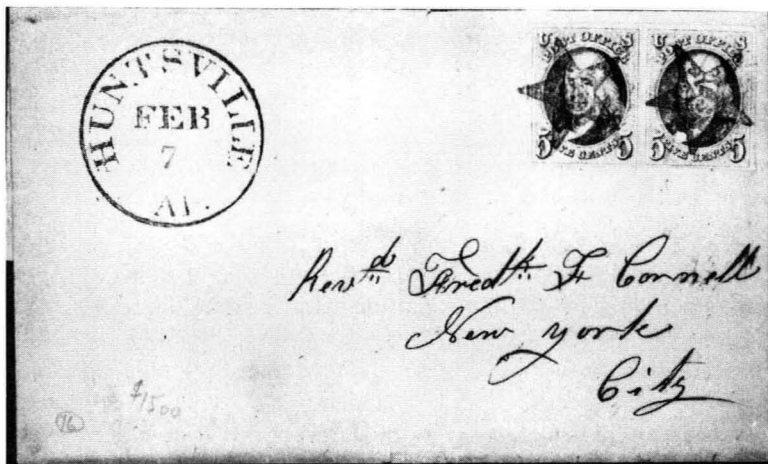


Figure 2. This is a superb fake cover, one of five sold at the Sheriff’s auction of John A. Fox’s philatelic stock in January 1974. The condition of all five meets the demands of the most critical collector — except pen cancellations had been removed and fraudulent postal markings applied to genuine stampless covers carried outside the mail.

E. E. Fricks, editor of *Collectors Club’s Philatelist*: “Regarding condition, I suppose I learned the lesson the hard way long before I was exposed to *Scott’s Specialized*. As a youngster in Jersey City, I finally purchased a 3 cent Columbian from a local dealer. The price was \$3.00 which to an 11-year old about 30 years ago represented a lot of odd jobs and returned pop bottles. Unfortunately, condition was not a criterion and that copy had a rounded corner and a substantial thin. Not too many years later, I learned the lesson when I couldn’t even trade the thing because of its condition. That copy now resides in a miscellaneous collection on a page entitled ‘Lessons Learned the Hard Way.’

“My current standards — I look for very fine copies of adhesives as a minimum and will pass up poorer copies unless there is something really distinctive. On used stamps a readable cancellation is more desirable than a smudgy one or a killer, or a CTO.

“In the case of preadhesive covers, condition is important to me insofar as I can obtain

the best of what is known. Often, that may not be too much.”

William R. Grimm, attorney in Tulsa: “I try to obtain the best affordable item for the variety available and consider condition to be very important, in which I consider three factors — appearance, rarity and faults. The greatest emphasis is placed on overall appearance. Next I consider faults. If the defect is more than a minor fault, I do not consider it acceptable for my collection. Rarity is difficult to define and has little to do with condition. Last and most important is price in which I try to make an independent decision based on existing market conditions.

“I am quite interested in learning more about the 1847 Issue and have acquired many books over the past several years. I have been a member of the Society for five years.”



Figure 3. The top frameline is missing on this fair to fine Kalamazoo cover but it is genuine and an important postal history item with the open oval grid used at Kalamazoo.

Herman Herst, Jr., (“Pat” to his multitude of friends): “I have always pleaded for a measure of reason in the debate on condition. Long before superb items were being 4 to 10 times what the same items in very fine condition were bringing, I questioned the wisdom of spending a fortune on a single stamp because it was an accident in centering.

“What is needed in future collecting is a greater degree of intelligence among collectors when contemplating the purchase of an item which fills a special niche in their collections, but which may have an ink smudge, a missing perforation, or an unclear but recognizable marking. It is a sign of philatelic prowess when a collector knows to buy an item that fits into his collection well even if it is a shade below ultimate perfection.”

Robert B. Meyersburg, section editor, U.S. Carriers: “I have to distinguish between ‘condition’ (the physical integrity of the stamp or cover) and ‘appearance’ (the way the stamp or cover strikes my eye), because sometimes appearance becomes an overriding consideration in my collecting habits.

“I collect only classic US and Canada, and carriers. With the postal issues my primary interest is to find items appealing to my eye, rather than items of historical interest — although I am of course interested in that aspect as well.

“As for never-hinged, I consider that a stupid fad. Along the same line, I expect large enough margins on an imperf to show the entire design; and if more paper is the *only* consideration for a large margin or sheet margin copy I won’t pay a premium for it (unless of course there is an imprint that interests me).

“As for damaged goods, I am not averse to accepting a damaged stamp or cover if the eye-appeal is great enough.”

Henry Nowak (retired at Scottsdale): “Being a long-time collector, my average or moderate income dictated the kind of material I could buy. High priced items because of

superb condition or rarity had to be passed by. What I could buy did not have to be in superb, A-1 condition. A stamp with a slight cut into frameline, a pulled perf or two, even if off center, but was now needed to fill a void in my collection, I bought it. If on cover the cover itself did not have to appear that it was made yesterday. A small tear, a missing corner or torn back flap made no difference, these are things showing its use, through the mails and through the march of time.

“The stamp, on cover, in any of the conditions described above, if cancelled by a fine readable cancel, or fancy design, or of scarce transit or use, if affordable and needed for my collection, I bought it.”

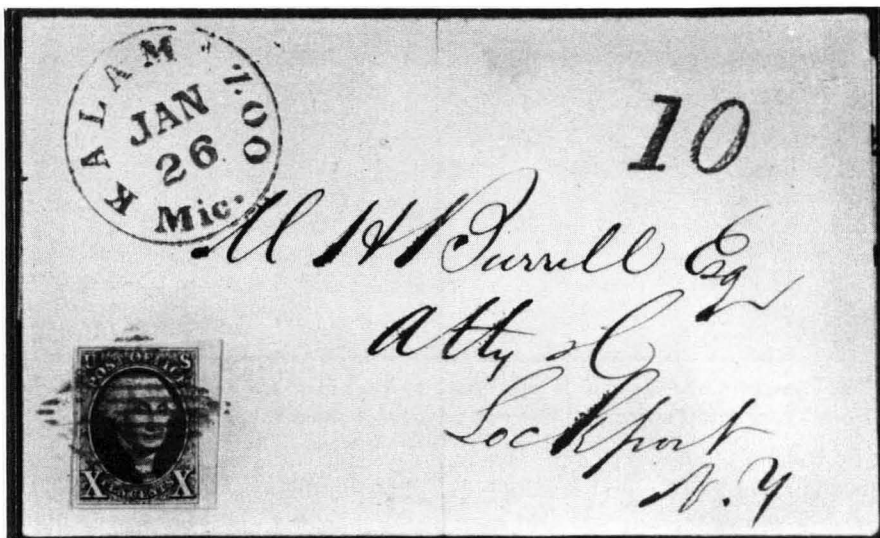


Figure 4. This Kalamazoo cover was a genuine stampless cover before the 10¢ stamp was added. Notice the convincing tie for the stamp that is an expert paint job. Compare the grid on this cover with that in Figure 3.

Henry Stollnitz, director, Postal History Society: “I believe the variations of wording in the *Scott's Specialized*, which also say little or nothing, are merely a way of avoiding a definition of the standard to which the printed prices are intended to apply.

“There is hardly any standard by which the prices for condition can be measured against those of a decade or two ago; every stamp has its own individual condition. During the recent slump in prices, prime quality stamps of the issue continued in demand at high prices. Lower grade stamps dropped much more in price proportionately to the point that even the slightest flaw in an otherwise desirable copy caused it to go for very little. That relationship of extreme price differential for quality is still in effect. I do bend considerably in condition standards to acquire a rare marking I do not have.”

Because this is my last article as 1847 Section Editor, I am pleased to have so many other collectors be a part of it. I will have an occasional article in the future on state postmarks, proofs and trial colors. An apparent 1847 off-set on a slip-sheet has turned up and is being researched for an article.

Several 1847's could vie for the most superb, but undoubtedly the top stamps would be the block of 16 of the 5¢ and the horizontal block of 6 of the 10¢. These were illustrated in Brookman's first volume of *19th Century United States Stamps*¹ when they were in the Philip Ward collection. They are now in the grand collection of Ryohei Ishikawa. The gem of the 10¢ used is the strip of three formerly in Judge Robert Emerson's collection (Figure 1).

Collectors who demand the finest condition for their collection were the easy prey after World War II and until about 1965 for an expert faker. When the stock of John A. Fox was

1. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, Vol I.

sold at a Sheriff's auction on January 3, 1974,² seven "superb" covers were included, one of which is illustrated in Figure 2. Other fake covers in that auction included black herringbone cancellations. These recent fake covers are so well known that they no longer appear at auction but some stamps have been soaked off and are "superb" strikes of the black herringbone.

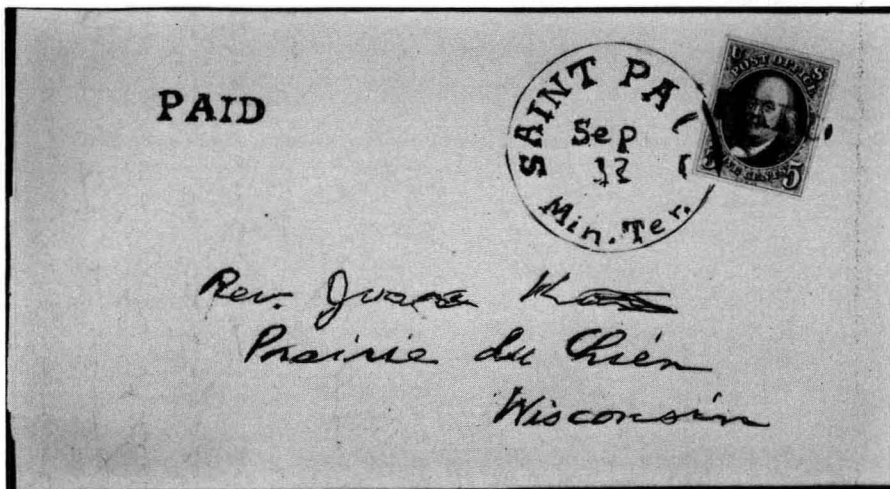


Figure 5. The condition of the cover is secondary to the postmark. This is the only cover ever reported from Minnesota Territory. It has not been seen since 1928.

The 5¢ Kalamazoo cover (Figure 3) is in the good to fine class that currently is selling well below their worth. The top frameline is missing but this is an important postal history item because it shows the odd red grid used at Kalamazoo to be egg shaped and not the squarish red grid used at New York City. The 10¢ Kalamazoo cover (Figure 4) is a fake from an earlier day, possibly as early as World War I. Although the 10¢ cover was questioned before the 5¢ cover was located, the 5¢ cover confirmed what was suspected of the 10¢ cover, that the stamp had been added and the perfect tie painted later.

The 5¢ cover postmarked Saint Paul, Minnesota Territory (Figure 5) is just one example of the interesting postal history covers that collectors miss (according to Ashbrook) who demand perfect condition. Fort Snelling is close to St. Paul which received 1,200 fives and 200 tens. This is the only '47 cover (5¢ or 10¢) ever seen from that post office and has been lost to collectors since 1928. Imagine the thrill of spotting a cover lost for more than 50 years.

Condition is important and so is postal history with the most important being philatelic knowledge.

2. Creighton C. Hart, "The Sheriff's Auction of Stamps," *Chronicle* 82:69-75.

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THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

THE KNIGHT PATENTED SAFETY ENVELOPE

JOHN KOHLHEPP

In the decade between 1850 and 1860 the basic device for enclosing correspondence in the U.S. mails passed in rapid transition from the sealed folded letter to the separate letter sheet and sealed envelope. So quick was this progression that it is a bit unusual today to find an envelope used before 1850 and equally strange to find a personal correspondence in the form of a sealed folded letter after 1860. In this short period of time, it became obvious that the use of a wax seal to secure a folded letter sheet was time consuming and cumbersome when compared to the ease with which a gummed flap could be sealed. And, it is interesting to note that no basic change has been made in this concept of the envelope in the intervening century and a quarter.



Figure 1. 1¢ 1851 type II paying Philadelphia drop letter on sealed patented envelope developed by Robert T. Knight. In addition to being sealed by a gummed back flap, the envelope is fastened by a clamped eyelet to prevent tampering.

This rapid evolutionary march left behind at least one Neanderthal which combined the properties not only of the folded letter and separate envelope, but also a characteristic of another unsuccessful creation, the Leeds and Franklin envelope of the 1860s¹. Robert T. Knight's safety envelope (see Figure 1), patented in 1856, retained the main features of the old folded letter — it was one piece of paper that combined message and address space. But it also had a gummed sealing device as does the envelope. In addition — and this was Knight's main thrust — it had a clamping feature that prevented an intruder from opening the message surreptitiously as the paper would be torn in such an attempt. When properly opened the whole device separated into (1) the letter itself and (2) an envelope opened on three sides, all held together by a clamp and ready for filing. A group of letters could be bound together like a book for storage. (See Figure 2).

The advertising that accompanied the unmailed envelope in Figure 2 lists the many advantages of Knight's envelope. (See Figures 3 and 4). Item #11 is of special interest: "The clamp may go through the postage stamp, and the post office mark would be another

1. See Chronicle 103, August 1979, and 104, November 1979.

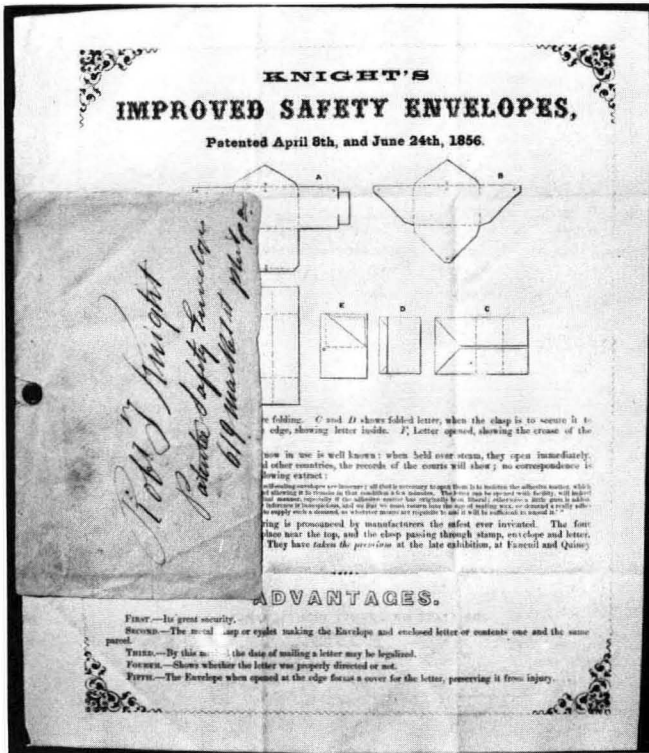


Figure 2. The Knight envelope with enclosure ready to file.

evidence of time of mailing [the] letter.” This presages one feature of the Leeds and Franklin patent. A clerk at the Philadelphia post office immediately pointed up the weakness of this feature by canceling the stamp in such a manner that the month in the c. d. s. is unclear. Most likely it was mailed in July 1856 shortly after the final patent was awarded. It seems that the

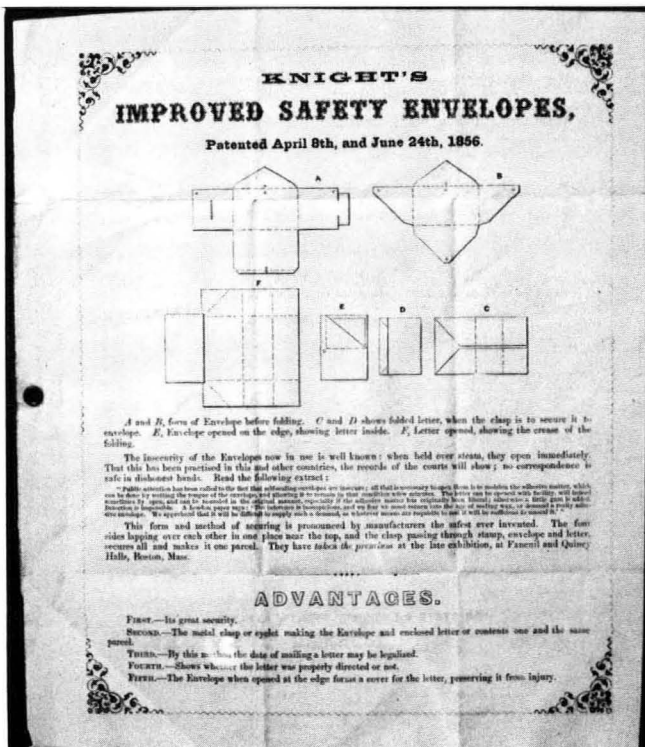


Figure 3. Page 1 of the enclosed advertisement for Knight's Patented Safety Envelope.



Figure A. Attempted reuse of 3¢ stamp.

addressee either sent a postage stamp or three cents to the office, where the new stamp was applied and cancelled 17 days after the original entry of the letter into the mails.

THREE CENT OVER THE MOUNTAINS RATE: THE BUTTERFIELD ROUTE THOMAS J. ALEXANDER

Effective 1 July 1851 the postage on a single weight letter traveling less than 3,000 miles was 3¢ if prepaid and 5¢ if unpaid. If it traveled more than 3,000 miles, the prepaid rate was 6¢ and the unpaid rate was 10¢. On 1 April 1855 the unpaid rates were withdrawn and the prepaid rates became 3¢ and 10¢, respectively.

Before 1858, except for the Woodson and Chorpenning Routes along the California Trail,¹ all U.S. mails from the states and territories east of the Rockies to the Pacific coast were carried over the ocean mail route via Panama. Since this route between its closest terminals (New Orleans and San Francisco) exceeded 3,000 miles, it took the higher rates.



Figure 1. Cover at 3¢ rate from St. Louis to San Francisco.

When the Butterfield Overland Mail Route was opened on 16 September 1858, the distance between its two terminals, St. Louis and San Francisco, was 2,812 miles. Therefore, any single weight letter traveling from terminal to terminal could have been sent for 3¢ rather than 10¢ under the postal laws then in effect. This bargain rate was not only available for mail addressed to intermediate towns along the route, but also to any town not more than 188 miles

1. There were two overland routes to California prior to 1858. These were the San Antonio to San Diego (Jackass) Route, awarded in 1857, and the Kansas City to Stockton Route, awarded in 1855. Neither of these routes was of any importance in carrying the mails. Only about 40 trips were made over the Jackass Route before it was curtailed. Receipts for the one year the entire route was in operation totaled \$601.00. According to the PMG, only three letters were carried over the entire Kansas City to Stockton Route.

beyond St. Louis or San Francisco (when the other terminal was the point of origin).

Figure 1 shows a typical example of the 3¢ rate from St. Louis to San Francisco. The inscription "Over Land/via Los Angeles" identifies it as a Butterfield Overland Mail cover.

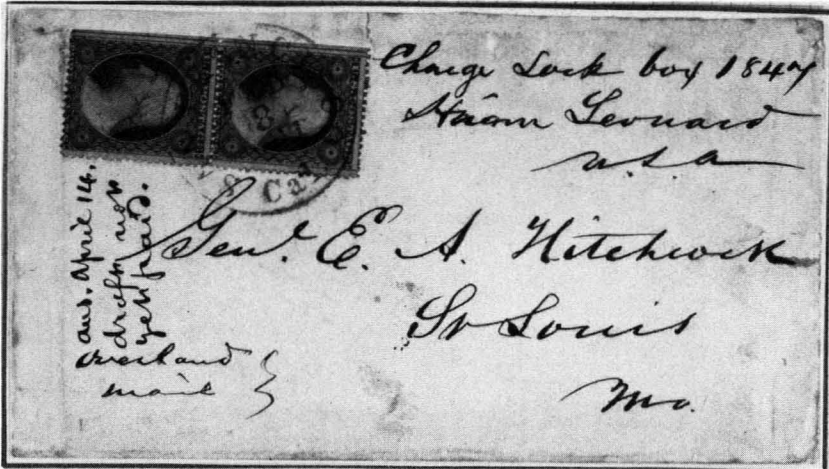


Figure 2. Double rate cover from San Francisco to St. Louis.

Figure 2 is a double weight west to east cover, originating at San Francisco and addressed to General Ethan Allen Hitchcock in St. Louis.



Figure 3. The 3¢ rate applied between St. Louis and Sacramento.

Sacramento is less than 80 miles from San Francisco. Hence, the cover shown in Figure 3, from St. Louis to Sacramento, still traveled less than 3,000 miles and qualified for the 3¢ rate.

Figure 4 is a cover from St. Louis to Iowa Hill, California. Iowa Hill was in Placer County; the mail route from San Francisco should have been less than 188 miles. Therefore, this letter could have been sent for 3¢, but the 10¢ rate was prepaid, either because the writer or the St. Louis postal clerk was unaware of the distances involved.

The cover shown at Figure 5 is a very peculiar example of both rates being charged along the same route. It originated at Napa City, prepaid 3¢, addressed to Austin, Texas. At Austin, it was re-addressed back to Napa City by the postmaster, who also rated it "Ford 3" for the return postage. However, at arrival at Napa City this rating was crossed out and "10" and "Due 10" were substituted (the cross-out, "10" and "Due 10" are all done with the same pencil). The reason for this change by the Napa City postmaster, who accepted the 3¢ rate the

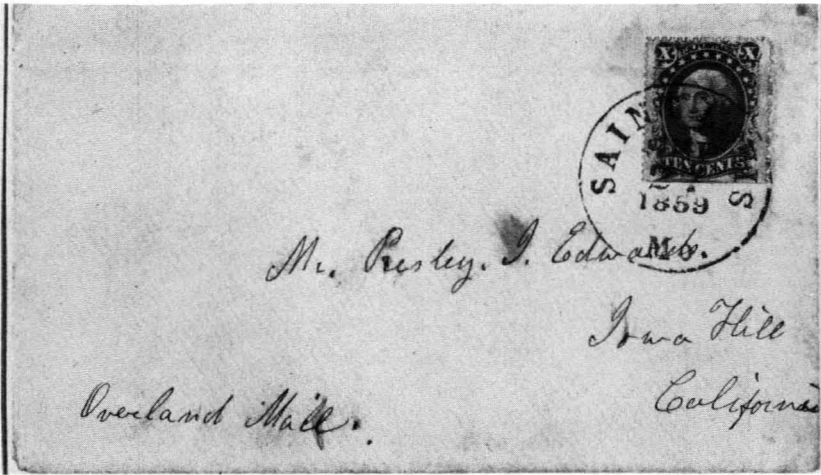


Figure 4. St. Louis to Iowa Hill, Cal., paid by 10¢ stamp, although 3¢ would have been enough.

first time, but changed it to 10¢ for the return trip, is unknown.

The cover clearly fell within the under 3,000 mile zone. Napa City was a short distance north of the north shore of San Pablo Bay. While Austin was slightly more than 200 miles south of the Phantom Hill station of the Butterfield Route, the cover probably went south to San Antonio; it was carried from there along the Jackass Route to El Paso, where it was placed on the Butterfield Stage for San Francisco. Whatever the connecting route in Texas, the distance was much less than that from Phantom Hill to St. Louis, and the total was less than 3,000 miles.



Figure 5. Napa City to Austin for 3¢, but charged 10¢ when addressed back to Napa City.

The final cover (Figure 6) is the most unusual of those shown here. It is the only cover of which the author is aware that went overland from New Orleans to California at the 3¢ rate. It is addressed to Shasta, which is a shade more than 190 miles north of San Francisco as the crow flies. The only route that would give us a total of less than 3,000 miles would be up the Red River to Colbert's Ferry in Indian Territory, across the river from Texas. That route would have somewhat exceeded 400 miles. The corresponding distance from Colbert's Ferry to St. Louis was 670 miles. By subtracting 670 miles from the total Butterfield Route of 2,812 miles, adding 450 miles for New Orleans to Colbert's Ferry and another 190 miles from San Francisco to Shasta, we arrive at a total distance covered by this letter of 2,782 miles, justifying the 3¢ rate.

Correspondents in the east as far north as southern Iowa, east to western Indiana and

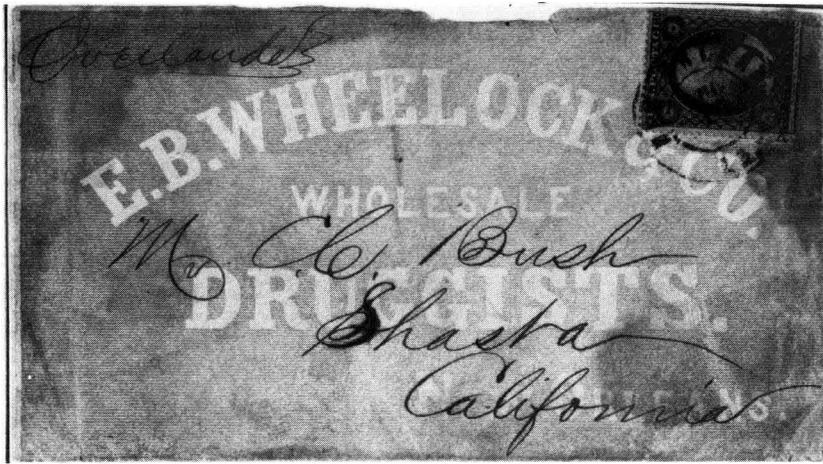


Figure 6. From New Orleans to Shasta, Cal., at the 3¢ rate.

south to northwestern Tennessee could take advantage of this rate if these letters went through St. Louis and were addressed to San Francisco. The author would appreciate photocopies of any such mail.

The bargain 3¢ rate came to a halt on February 27, 1861, when Congress approved a new postal act that imposed the 10¢ rate on all letters from any point east of the Rocky Mountains to any state or territory on the Pacific, and vice versa. A subsequent article will discuss some of the interesting questions raised by this vague language, but first we will deal with the inconsistent handling of mail over the California Trail during the under 3,000 mile 3¢ rate period.

NEW BRUNSWICK TO TORONTO VIA U.S. EXPRESS MAIL TO BOSTON
RICHARD B. GRAHAM



Figure 1. EXPRESS MAIL/ST. JOHN on cover from New Brunswick to Toronto, July 23, 1855.

The cover illustrated with these notes as Figure 1 appeared in a recent auction and the writer and a good friend both bid seriously by mail based upon the auction description and illustration. One of us was successful; the other set the price as the underbidder. The description read as follows:

EXPRESS MAIL/ST JOHN/JUL/23 Pmk on 1853 F.C. [Folded cover] to "Toronto, C.W." with PROVINCE OF NEW BRUNSWICK hdstp, large 6^D rate hdstp "U. STATES" in Arc

Exchange marking of **Oswego, N.Y.** & Matching Large **"10"** Rate with **"TORONTO/JULY/26/C.W."** Bkstp, crease and some erosion, yet scarce "A." Photo, ASCC

Before discussing the description, a look at how the cover was handled seems useful. Per the docketing, the cover originated with Crane & Co. at St. John, New Brunswick, on July 21, 1855. It was addressed to Toronto. After receiving the "PROVINCE/OFF/NEW/BRUNSWICK" exchange office marking, together with a "6" for six pence due, both in black, the letter was given to the U.S. route agent on the steamer for Boston. The route agent applied his "EXPRESS MAIL/ST. JOHN/JUL/23" black handstamp and also, as per regulations, a "10" (cents) in black, indicating the due postage. The letter was then carried on to Boston. There, it was handled by the Canadian exchange desk, where the "U. STATES" in a ribbon was applied.

Boston exchanged mails in closed bags with several Canadian cities and this cover was evidently sent in the through bag to Toronto, as the only Canadian backstamp is that of Toronto, C.W., dated July 26, (1855).

The handling of the cover is unusual in that it went from New Brunswick's postal administration to Canada's via Boston, thus being exchanged twice.

New Brunswick's postal arrangements with the U.S. were very similar if not identical to those between Canada and the U.S. in that sending offices applied an exchange marking and rated the outgoing letter in black when postage was due on letters sent and in red when it was prepaid.

The "U.S. Express Mail" marking is one of several applied by U.S. route agents aboard the coastal steamers on the run between St. John into Boston with stops including Eastport, Maine. There are some three basic types of these markings (see *USPM*, page 201) and on at least one of them, the town designation was apparently done with a changeable logo.

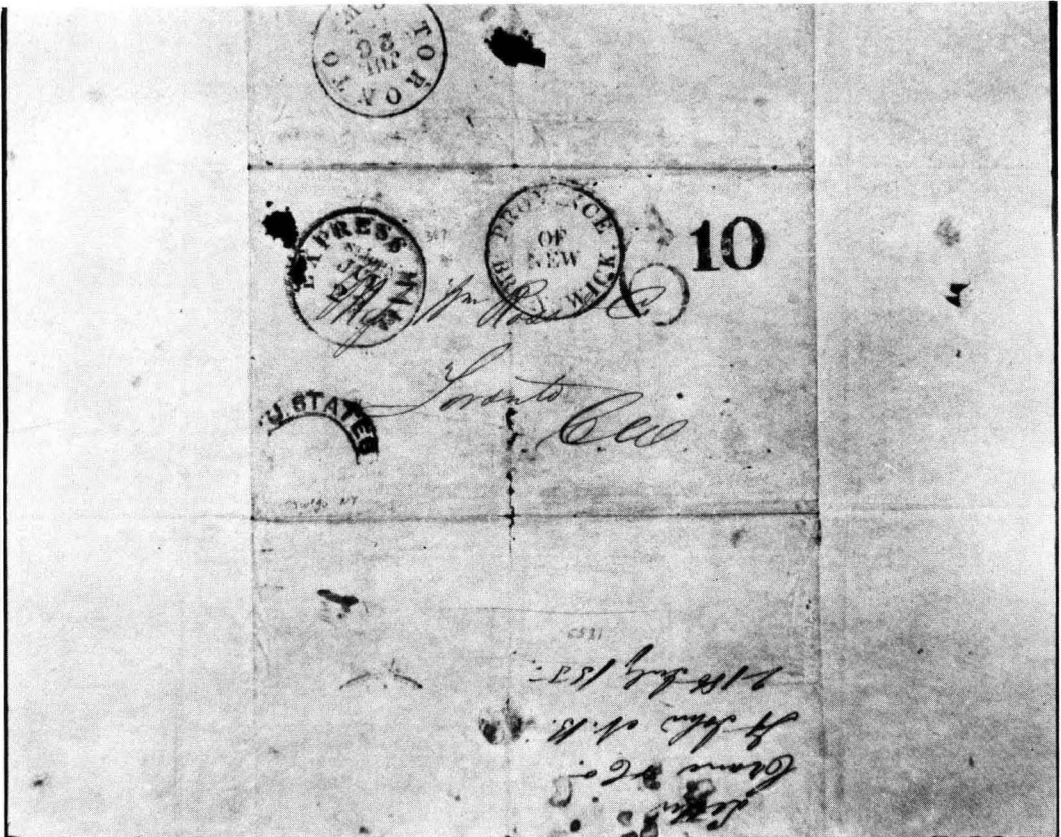


Figure 2. The same cover opened out to show holes and erosion.

Returning to our auction description, the cover is shown opened out in Figure 2. Since this is a folded letter with the contents gone, all the writing and markings of the cover show and it was photographed against a black background so that the holes through the cover show as black areas like blots. Two major holes may be noted on the cover front, one in the upper left portion of the EXPRESS MAIL marking and the other in the lower part of the crease vertically down the cover face. It is presumed this was what was meant in the cover description portion that noted "crease and some erosion," since these flaws are not otherwise mentioned. In the illustration of the lot, a faint trace of the hole at upper left may be seen if one knows exactly where to look; the holes through the crease don't show at all.

Although the description states (and "1853" is pencilled below the docketing) that the cover is of 1853 date, the docketing on the back is clearly 1855. That 1855 is the year of use is confirmed by the fact that the announcement of the service was on July 23, 1853, (see pages 206-207, Jephcott, Greene and Young, *The Postal History of Nova Scotia and New Brunswick, 1754-1867*, Sissons, Toronto, 1964) and this cover was postmarked on that same day in 1855.

Although the describer pencilled the lot number and (below the "U. States") "Oswego, N. Y." on the cover front to indicate that marking was applied at Oswego, it was applied at Boston (confirmed by Editor-in-Chief McDonald) nor does the "10" match the "U. States" marking as the "10" was applied earlier.

Oddly, the cover sold at what this writer considers to be a fair price, considering the popularity of the St. John marking and the unusual aspects of the usage from New Brunswick to Canada via Boston. Undoubtedly, had the cover been without the "eroded" (if this is the proper term) holes which were obvious to floor bidders if not to mail bidders, the cover would have fetched a good deal more.

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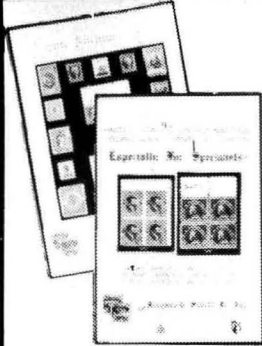


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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

ROBERT A. HUTCHINSON

Editor's note: Mr. Robert A. Hutchinson submitted the accompanying article on upstate New York patriotics together with the covers to be photographed, early this year. The covers were returned a short time later but weren't acknowledged.

A few weeks ago, we learned that Mr. Hutchinson had died on February 5 at the age of 90. His obituaries emphasized his proficiency as a golfer, ball player and his career in public service, after graduation from Cornell Law School in 1915.

His accomplishments as a cover collector were not mentioned, but as these covers show, he definitely had an eye for the unusual and interesting.

PATRIOTIC ENVELOPES PRINTED AT ITHACA

ROBERT HUTCHINSON

During the Civil War there were many establishments throughout the country, both Union and Confederate, that published thousands of different examples of patriotic stationery. Many of the printing firms issued letter heads and envelopes but a larger majority restricted their output to colorful covers. Early items came almost entirely from the North, the Confederates being lax in their efforts though finally making a show in the latter years of the war.

Descriptions of the large field of northern patriotic covers are found in two fine catalogues. The first was Robert Lawrence's 1934 listing of the 3,253 covers in the collection of the late George Walcott. The second is Robert W. Grant's remarkable 1977 handbook with its analysis of the Walcott Collection followed by catalogues of both the leading patriotic covers and their printers, publishers and vendors, some 280 different participants in all.

It would seem with this large representation of those active in the history of such patriotics that there would be very few producers not listed in these catalogues. Plenty has been written about the wonderful creations of Charles Magnus of New York and Washington, of the designs of Frederick K. Kimmel of New York, of the cartoons and caricatures of James McGee of Philadelphia, and the comic scenes of Berlin & Jones of New York. Car Bell of Hartford came out with decorative initials, the Reagles & Company series of "loyal states" have been featured along with the flag studies of Alfred Robinson of Hartford, the portraits of J. M. Whittemore of Boston, and many others.

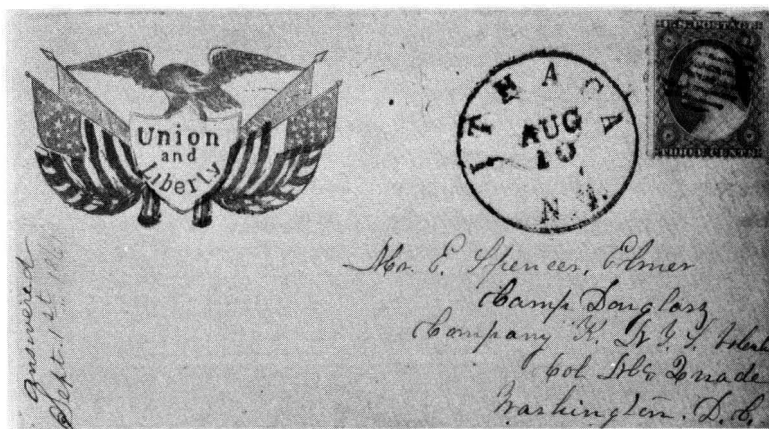
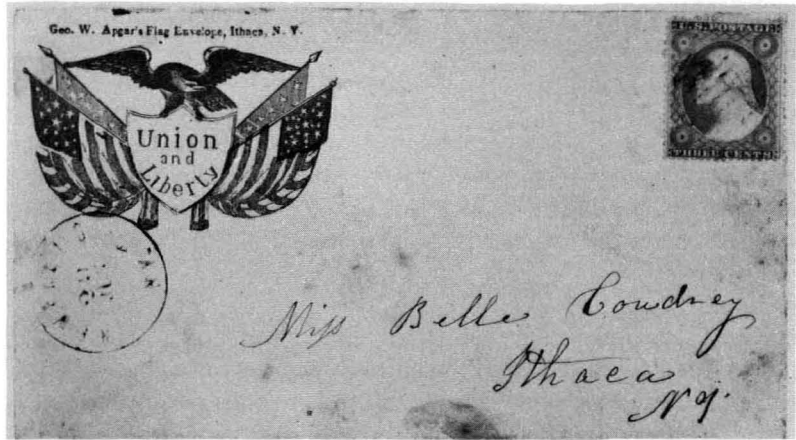


Figure 1. Apgar envelope (without inscription) used from Ithaca, N.Y., Aug. 10, 1861.

However, out of Ithaca, a small manufacturing village in the south central part of New York state, came at least two and maybe three firms that issued patriotic covers during the Civil War and which have not been recognized. Both George W. Apgar in his stationery and

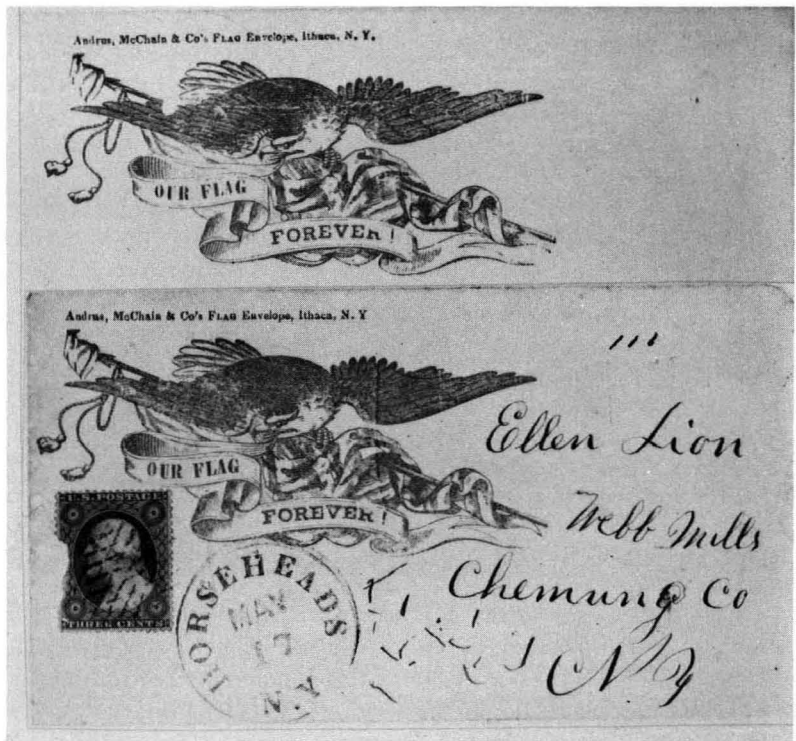
Figure 2. The same design with inscription added, postmarked Newfield, N.Y., 29 JUN, year unknown.



book store, and Andrus, McChain & Company, manufacturers of paper, printers and book binders, published patriotic envelopes and stationery during the war years. Careful search of many covers already recorded has failed to find record of the items from these two firms.

The first of Apgar's prints (Figure 1) apparently was published shortly after the war started as the cover bears an Ithaca postal marking dated Aug. 10 and carries a notation that it was answered on Sept. 1, 1861. This envelope does not show any inscription above the eagle and shield body. A similar Apgar cover (Figure 2) mailed from Newfield, a small village ten miles from Ithaca, on June 29 (year date not given), however, bears the inscription "Geo. W. Apgar's Flag Envelope, Ithaca, N.Y." So this cover was probably published sometime after the Figure 1 envelope. The stamp used on both covers is the 3-cent Washington perforated issue of 1857 which was demonetized during 1861. Thus Figure 2 might carry an illegal stamp if the date of the postmark is June 29, 1862. This cover closely resembles Design 2584 among the "Eagles and Flags" category of the Walcott catalogue, the difference between the two covers being the slogan used in the design. This design is not listed in the "Eagles and

Figure 3. Flag and eagle design of Andrus McChain. At top, unused envelope. Below, example used from Horseheads, N.Y., with 3¢ 1857.



Shields" list of Grant's handbook. Proper colors are used in the flags, the slogan is in red, and the eagle in dark blue.

The other Ithaca firm, Andrus, McChain & Co. issued its first patriotic envelope about the same time as the Apgar cover. One of the unused covers (Figure 3) features a large eagle, wings outspread, clutching a folded flag with the ribboned motto "Our Flag Forever." The whole is printed in light brown color. Above the eagle appears the inscription "Andrus, McChain & Co's Flag Envelope, Ithaca, N.Y." Figure 3 also depicts this same envelope used from the village of Horseheads, N.Y., on May 17, 1862, also bearing a demonetized 1857 3-cent stamp.

Andrus, McChain & Company was organized in 1859 as the successor of Andrus, Gauntlett & Company and a long list of similar partnerships extending back to 1824. William Andrus from Hartford, Conn., had then formed the first firm with Ebenezer Mack, publisher of the *Ithaca Journal* and onetime postmaster. The firm operated a large paper mill on Fall Creek with power from a tunnel built around Ithaca Falls by Ezra Cornell, later the founder of Cornell University. Business was done at No. 69 Owego Street in a book store with stationery, books and paper products. Behind stood the book bindery. All comprised a large enterprise for those days.

That the firm would publish patriotic stationery ran true with George McChain's reputation for patriotism and civic mindedness. Born in New York City, educated at Yale University, earning some wealth in New York trade, he came to Ithaca and entered the Andrus firm. From 1860 to 1865, the war years, he served as president of Ithaca village and was in the forefront of every public movement.



Figure 4. Large flag design from Andrus McChain used from Newbern, N.C., with 3¢ 1861. Portion of lettersheet with same design shown at top.

Second endeavor of the McChain firm is shown in Figure 4, the very popular flag envelope. Used by a Federal service man stationed in New Bern, N.C., during the last of the war, this cover bears the large flowing flag which is unlike to any depicted in the catalogues. Its letter also carried the flag but its writing is so faded from water and poor ink that it cannot be deciphered. Both sheet and envelope carry the inscription "Andrus, McChain & Cos. Flag

Envelope, Ithaca, N.Y.” alongside the flagstaff reading upwards.

Another Ithaca patriotic issue has been reported for the same period as the Apgar and McChain covers, this one bearing the inscription of “Ithaca Flag Envelope Co.” This is believed to be an early product of the McChain tested before the regular issue appeared. Information as to this cover would be appreciated by the editor.

Misfortune befell the McChain company following the Civil War during which years its members were reportedly made wealthy by the lucrative paper business. Fire destroyed most of the Ithaca business section in 1871. Both the McChain store and bindery were lost. The 1873 financial panic completed the company’s failure. All properties were sold or divided among the partners. George McChain took over the Fall Creek Paper Mills and operated them until his death.

A NEW DISCOVERY: THE 2¢ 1869 STAMP PRINTED ON BOTH SIDES

With this note are photos of a 2¢ 1869 stamp printed on both sides. This is the first example of the variety found on this stamp.

The photos and the information of the discovery of the stamp were submitted by Victor B. Krievins of the Robert A. Siegel Auction Galleries.

The stamp was bought as part of an old-time collection, with neither buyer nor seller aware of the presence of the variety, it is reported. Possibly the incomplete portions of the printed designs on the back were assumed to be heavy offsets, without recognition being given to the fact they are *not* the usual mirror image of offset designs.



Like most printed-on-both-sides stamps, the designs on front and back are not in register, so that the perforating is only relative to the used side. This fact, I think, usually surprises collectors seeing one of these varieties for the first time and it may also have a bearing on why the variety is often not recognized.

Mr. Krievins suggests that, as the cork cancel on the stamp is possibly a recognizable design, other 2¢ 1869 stamps bearing such corks should be checked to see if they are also printed on both sides.

The stamp has been given a favorable Philatelic Foundation certificate stating it is “a genuine variety showing portions of an additional printing on reverse.” The Period Editor suspects, considering the ways in which varieties could occur, that the completed design with the perforations in register and a cancellation was probably printed last, and would thus be the “additional” design.

The stamp will have been sold in the Siegel Rarities Sale of April 14 before these notes can appear. It will be of interest to learn what the variety fetches.

Richard B. Graham

DEMONETIZATION AND REPLACEMENT OF STAMPS IN 1861; THE INSTRUCTIONAL LETTERS

RICHARD B. GRAHAM

The subject of demonetization of the 1851-60 U.S. stamps and their simultaneous

Post Office Department,

Finance Office, 1861.

Postmaster

SIR :

You will receive herewith a supply of Postage Stamps, which, you will observe, are of a new style, differing both in design and in color from those hitherto used, and having the letters U. S. in the lower corners of each stamp, and its respective denomination indicated by figures as well as by letters.

You will immediately give public notice, through the newspapers and otherwise, that you are prepared to exchange stamps of the new style, for an equivalent amount of the old issue, during a period of six days from the date of the notice, and that the latter will not thereafter be received in payment of postage on letters sent from your office.

You will satisfy yourself, by personal inspection, that stamps offered in exchange, have not been used through the mails or otherwise ; and if, in any case, you have good grounds for suspecting that stamps presented to you for exchange were sent from any of the disloyal States, you will not receive them without due investigation.

Immediately after the expiration of the above period of six days, you will return to the Third Assistant Postmaster General all stamps of the old style in your possession, including such as you may obtain by exchange, placing them in a secure package, which *must be carefully registered in the manner prescribed by Chapter (39) of the Regulations of this Department.*

Be careful also to write legibly the name of your office, as well as that of your county and State.

A strict compliance with the foregoing instructions is absolutely necessary, that you may not fail to obtain credit for the amount of stamps returned.

Instead of sending the old stamps to the Department, you can, if convenient, exchange them for new ones at some city post-office, where large supplies are to be found.

It being impossible to supply all offices with new stamps at once, you will deliver letters received from Kentucky, Missouri, Illinois, Indiana, Ohio, Maryland and Pennsylvania, prepaid by stamps of the old issue, until November 1st ; those from other loyal States east of the Rocky Mountains, until the 1st of December ; and those from the States of California and Oregon, and from the Territories of New Mexico, Utah and Washington, until the 1st January, 1862.

I am, respectfully, your obedient servant,

A. N. ZEVELY,

Third Assistant P. M. General.

Figure 1. An example of the "second" letter (referring to the dates given in the final paragraph) sent to small post offices with the new stamps. A differently worded letter was sent to the larger offices. While the process to demonetize and replace stamps was the same, the process of accounting for them differed.

replacement with the new issue of 1861 has been written about many times.

Elliott Perry wrote extensively on the subject in his *Pat Paragraphs* and also had a lengthy article in the late Delf Norona's *Cyclopedia of United States Postmarks and Postal History*, Vol. I. Happily, this is now available, with Vol. 2, as a Quarterman reprint.

Both Ashbrook and Chase included chapters on the subject in their works on the 1¢ and 3¢ 1851-60 stamps. This writer attempted to update Ashbrook's chapter in Mortimer Neinken's book about the 1¢ stamps. That was based largely upon data developed by Henry A. Meyer and published in *Chronicles* 46 and 48, for December 1963 and October 1964.

A brief summary was also included in the chapter on the use of the 1851-60 stamps in the early portion of the Civil War in the revised *Simpson's U.S.P.M.*

While it would seem that all this would clearly establish common knowledge of the process of replacement, most of the information not only appeared more than 20 years ago, but much of it dates back to John K. Tiffany's work on U.S. stamps published in 1887!

The most important pieces of evidence on demonetization are the instructional form letters sent out with shipments of the new stamps. While, what was apparently the original announcement letter, sent out with the first shipments of stamps, has been quoted *in toto*, I have never seen one. Neither, I suspect, had Elliott Perry, Carroll Chase, Stanley B. Ashbrook nor John Luff at the time they wrote about these announcements.

All of them referred back to the quotations of the wording as presented by John K. Tiffany in 1887 in his *The History of the Postage Stamps of the United States*, pages 122-125. John N. Luff, in his *The Postage Stamps of the United States* also quoted Tiffany, but without specifically crediting his source. This appears on pages 63-66 of the reprint version published in the early 1940s in serial form in *Weekly Philatelic Gossip*.

While this writer's version is a bound copy of the actual installments, so that information isn't available on identities of the editors and those credited for the numerous illustrations of covers and stamps added to the original edition, I feel it is the best version.

Although John N. Luff had died in 1938, the editors also did not hesitate to add italic notes and new information in the text, and a major addition was thus made in providing part of the text of one of the demonetization form letters which was different from that quoted by Tiffany and Luff (from Tiffany). But, more to the point, this showed us that no one to this point had recognized the instructional letters were in different forms for various offices.

Figure 1 shows one of the instructional form letters in its original form. This is shown through the courtesy of Thomas J. Alexander, who recently discovered this in an accumulation of documents just acquired.

These form letters were sent out with the shipments of stamps from the U.S. Post Office Department Stamp Agent at the National Bank Note Company plant in New York City. Figures 2 and 3 show examples of the order form sent by postmasters to the 3rd Assistant Postmaster General and the transmission letter to the postmaster from the Stamp Agent at the "Postage Stamp Agency" at the National Banknote Co. The receipt form with the transmission letter, of course, has been detached, signed and returned.

There is no doubt from the wording of these forms, that the instructional letters relative to the exchange of stamps were sent out with the new stamps. Furthermore, from an item published in the *U.S. Mail & Post Office Assistant* for August 1861, there were different styles of form letters sent to large and small offices, based upon the dispositions of the old stamps returned and whether the office was expected to exchange with other offices and in what manner.

The original instructional form letters from the smaller offices were worded in exactly the same manner as the notice shown in Figure 1, except for the last paragraph. That paragraph sets up zones and dates beyond which letters bearing the old stamps received by other offices from offices in those zones were not to be delivered without postage due.

Tiffany, Luff and all those who have been quoting their efforts give the last paragraph as

The Postmaster will order a sufficient supply for three months from the date of this order, of such denominations only as may be required for use at his office; and in all instances, when ordering Stamps and Stamped Envelopes, he is required to use this form and to fill the blanks at the bottom of this order.
 A. N. ZEVELY,
 Third Assistant Postmaster General.

Post Office at _____,
 County of _____,
 State of _____,
 (DATE:) _____, 186____.

THIRD ASSISTANT POSTMASTER GENERAL:

Please forward for the use of this office the following Postage Stamps:

Two-cent	\$	
Three-cent	\$	
Five-cent	\$	
Ten-cent	\$	
Twelve-cent	\$	
Twenty-four-cent	\$	
Thirty-cent	\$	
Ninety-cent	\$	
Total	\$	

And the following Stamped Envelopes:

Two-cent, letter size, No. 2	\$	
Three-cent, note size, No. 1	\$	
Three-cent, letter size, No. 2	\$	
Six-cent, official, No. 3	\$	
Total	\$	

_____, Postmaster.

Amount of stamps on hand at this date	\$	
Amount of envelopes on hand at this date...	\$	
Average monthly sales of stamps		\$
Average monthly sales of envelopes		\$

Figure 2. The order form for postage stamps for postmasters in the 1860s. These were filled out and sent to Washington, where the accounts were adjusted and instructions sent to the stamp agent at New York to ship the stamps ordered.

follows:

It being impossible to supply all offices with new stamps at once, you will deliver letters received from Kentucky, Missouri, Illinois, Ohio, Indiana, Maryland and Pennsylvania, prepayed by stamps of the old issue, until September 10th, those from other loyal states east of the Rocky Mountains until the first of October, and those from the states of California and Oregon and from the Territories of New Mexico, Utah and Washington, until the first of November, 1861.

Luff's paragraphing, punctuation, spelling ("prepayed") and general arrangement was evidently taken from Tiffany, as the last paragraph, quoted, and the preceding paragraph, as shown in Figure 1, were grouped as one paragraph. All those who have quoted Luff, with or without credit and with or without stating they had seen no examples, used the same version as did Luff, including the reversal of Ohio and Indiana in the last paragraph.

As may be noted from Figure 1, these are in correct alphabetical sequence in the original of Figure 1, but the Tiffany-Luff, etc., quotes reverse them. This and the paragraphing, etc., are the reasons I feel that almost no one of those who have ever written on the subject had actually seen an original example.

Postage Stamp Agency,

Postmaster at *Parks Mills C.* *New York, April 1862.*

SIR: I send, herewith, a parcel of postage stamps amounting to \$ *13*.
Upon receiving them you will please date, sign, and transmit the annexed receipt to the Third Assistant Postmaster General, at Washington, D. C.

If any parcel of postage stamps be damaged, the Postmaster will sign the receipt for the whole amount of the parcel, and having written across the face of the receipt the number and amount of stamps unfit for use, he will return such, together with the receipt, to the Third Assistant Postmaster General, who will give credit for the amount returned. But if the damage be total, the entire parcel should be returned, with the receipt not signed, that a parcel in order may be sent in place of them.

All applications for postage stamps or stamped envelopes must be addressed to the THIRD ASSISTANT POSTMASTER GENERAL, WASHINGTON, D. C. In no case to the Agency at New York.

~~TO~~ POSTMASTERS ARE EXPECTED, in each case, to order what, upon a careful estimate, may be deemed a sufficient supply of the various kinds of stamps for three months; and they are required, in every instance, to write the name of the Post Office, County, and State, plainly, at the head of their orders, which should be signed by the Postmasters themselves, and relate to no other subject whatever.

Very respectfully,
DANIEL M. BOYD,
Agent.

Figure 3. The transmission form, with attached receipt to be returned (not shown) stated the total monetary amount of the stamps sent to a postmaster in accordance with his order, but not the numbers of each denomination.

The U.S. Mail & Post Office Assistant for August 1861 had an item at the top of the first column of the inner page (page 42, in the Collectors Club of Chicago reprint) summing up the situation. After quoting the notice substantially as the Luff-Tiffany version, it was remarked:

The instructions to the larger class of post offices vary somewhat. They are directed to exchange new for old stamps and envelopes, on application from the smaller offices. They will also retain all the old styles in their possession, until a Special Agent calls to count and destroy them, and furnish a certificate of the quantity so disposed of.

Earlier in this article it was mentioned that the *Gossip* reprint version of the 1902 Luff book, published in the early 1940s, contained what is obviously the version of the instructional form letter sent to the larger offices (see pages 64, *et seq.*, of the *Gossip* reprint of Luff). This reads as follows, beginning with the fourth paragraph, apparently, although what is quoted here is all that was shown in Luff. However, it seems safe to assume the first three paragraphs were as shown in Figure 1. The rest of the letter reads:

You will retain all postage stamps of the old style now in your possession, together with such as you may hereafter obtain by exchange, until the arrival of a Special Agent of the Department, on whom you will call to count and burn them in your presence. On the receipt of his official certificate of the amount thus destroyed, you will be allowed credit therefor.

It being impossible to supply all offices with the new stamps at once, you will deliver letters received from Kentucky, Missouri, Illinois, Indiana, Ohio, Maryland and Pennsylvania, prepaid by stamps of the old issue, until September 10th; those from other loyal States east of the Rocky Mountains, until the first of October, and those from the States of California and Oregon, and from the Territories of New Mexico, Utah and Washington, until the first of November, 1861.

You are particularly requested to aid in disseminating the new and suppressing the old stamps, by exchanging with the smaller offices in your neighborhood, which may not in the ordinary course of business, be able immediately to obtain a supply of the new issue from the Department; and so far as such offices are concerned, the time for exchanging may be extended for one month.

On receiving the new stamps, you will report, without delay, the number and amount of each denomination on hand.

At the end of six days, report the amount of the old stamps received in exchange; and at the end of one month, the additional amount obtained by exchange with Postmasters giving their names, and also the names of their offices.

The difference in the dates of acceptance by postmasters of letters from other areas with the old stamps, as given by the notice of Figure 1 and as quoted from Luff was explained by news items in the *U.S. Mail & Post Office Assistant* and also an instructional bulletin sent out to postmasters by the Post Office Department. The notices were in the September issue of *U.S. Mail & P.O.A.* The first of these was in a key, second page, first column position (page 46, Collectors Club reprint edition) and dealt with what was to be done if the new stamps were exhausted with no more available in the vicinity; the question was whether postage was to be prepaid in money or should the old stamps again be used?

The response in the semi-official *U.S.M. & P.O.A.* was that prepayment in money was against the law while again using the old stamps simply did not comply with a regulation of the Department. So, the advice was to again resort to the old issue.

The same issue of *U.S.M. & P.O.A.* had, on the opposite page from the previous item, a strongly worded paragraph reminding all concerned that the law absolutely required prepayment of postage by stamps and never in money, on all U.S. domestic letters. The notice went on to state that all such letters without stamps but marked "PAID" were required to be treated as unpaid, and "postage due is to be collected of the party to whom the letter is addressed."

Just below was still another item pertinent to the stamp situation, the final paragraph of which has been frequently quoted, even though its earlier portions are more important for our purposes (and also for the postmasters!) It reads:

DISTRIBUTION OF THE STAMPS.— The work of furnishing new stamps and envelopes is being pushed by the Post Office Department as rapidly as circumstances will permit. Many postmasters having seen notices with reference to an exchange during six days at certain offices, jump at the conclusion that at the expiration of that time, the old stamps will be valueless. It should be borne in mind that such instructions govern those offices only which may receive them, and at all others the old style remains in use as heretofore, until they receive supplies of the new. We apprehend the Department would be saved much trouble, and postmasters much anxiety, if this fact were generally known. For this reason, we mention the fact, and request our contemporaries to copy the substance of this paragraph.

We learn from the Department, that the three cents stamp is not quite satisfactory, or what was required of the contractors. It is understood that they will experiment until they get a good, decided carmine, or dark pink — similar to the color of the stamp on the new white envelopes. On the buff envelopes the color shows imperfectly.

Elliott Perry's long article on demonetization, which appeared in Norona's *Cyclopedia*, was written in 1932-3, and echoed much of what had appeared in his continuing serial in his *Pat Paragraphs* titled "Seventy Years Ago." Perry continued his serial for some years as material appeared, but as far as I can find, he did not again quote or mention seeing one of the instructional letters. However, in *Pat Paragraphs* No. 50, for February 1948, he did publish a circular very pertinent to the situation discussed here (page 117 of the B.I.A. reprint compilation).

The circular was apparently taken from a newspaper article, as it appeared as follows:

OLD POSTAGE STAMPS TO BE CONTINUED IN USE

The following important document is to be forwarded to every postmaster in the loyal States: —

POST OFFICE DEPARTMENT

FINANCE OFFICE, SEPT. —, 1861

SIR—It is found to be impossible to supply at present the demand for postage stamps of the new style. Every effort will be made to increase the amount manufactured daily; but under the most favorable conditions, the distribution of these stamps to all post offices in the loyal States, cannot be effected within the period contemplated by the Department. Under these circumstances, notice is hereby given to all postmasters who have not received new stamps, to continue the sale of the old issue, and, of course, to mail all letters brought to their offices prepaid by stamps of the old style. With each supply of new stamps, postmasters will be directed how to dispose of the old. A strict compliance with the foregoing instructions is required by the Postmaster General.

I am, respectfully, your obedient servant,

A. N. ZEVELY, Third Assistant P. M. Gen.

Most collectors with an interest in the demonetization and replacement process of the stamps in 1861 have understood what happened. The new printers, the National Banknote Company, did not get large supplies printed quite as quickly as had been expected or desired, and also demand for stamps was much higher than expected due to the state of the country.

The upshot was that the carefully planned process went somewhat awry, and only the first portion of it, as outlined in the instructional form letters discussed here, had much effect.

Reading the form letters, the process was to have a sort of “double-barreled” process, by zones. The first “shot” in the process was that every mailing postmaster was to have been a demonetization agent, as Perry and Ashbrook termed them. When the exchange period was completed at a post office, no further letters were to be accepted which bore the old stamps.

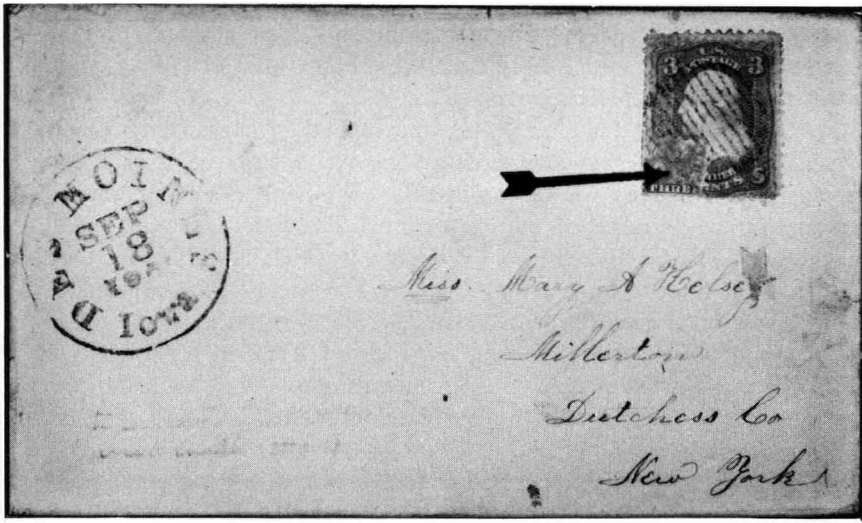


Figure 4. A “pasteover” demonetization cover, which is the most common type of cover showing this process. These occurred when a letter was taken to the post office to mail, with old stamps used. The postal officials would decline such letters when offered across the counter, and new stamps would be purchased and placed over the old by the sender (or the postal clerks) as the letter was mailed.

This accounts for covers such as that shown in Figure 4, where a new stamp has been attached over a 3¢ stamp of 1860. This cover, mailed at Des Moines, Iowa, on September 18, 1861, with an old stamp, was an attempt to use such at an office where demonetization had been completed on September 4, 1861, per data appearing in Mr. James S. Leonardo’s continuing series in *Postal History Journal* about Des Moines postal history. These particular items appeared in the installment in the February 1979 issue, pages 18-19.

This cover also represents a later use of Leonardo's type 5 Des Moines marking than was noted in his articles, the latest then having been August 14, 1861. The cover shown in Figure 4 was one of two dozen covers listed by the late Henry A. Meyer in *Chronicles* 46 and 48, with this style of usage.

This is really the most common type of demonetization cover, although the fact that Mr. Meyer, who owned the cover pictured, had been quietly accumulating them for some time might make them appear more common than they really are.

The fact remains that most domestic letters and all those in cities without pillar boxes or carrier service, were mailed personally rather than dropped off. For this reason, the "pasteover" type of demonetized cover should be seen with some frequency.

The second "shot" of the Post Office Department's demonetization process was to divide the country into zones so that postmasters at receiving offices could charge due postage on those letters with old stamps that slipped through.

Letters mailed with old stamps in mail slots, etc., at mailing offices after the new stamps were in use were usually advertised and if there was no action, such were to be sent to the Dead Letter Office.

Many of them in Philadelphia and other large cities received the well known "Old Stamps Not Recognized," etc., handstamps. Manuscript versions of "illegal stamp," etc., are known from many cities.

The story behind the second version of the instructional form letters, with the later dates as to when letters could be delivered without postage due being charged, is that the slow delivery of stamps upset the carefully planned "zone" approach to supply and replacement. Such simply didn't occur in the manner planned, but rather was something of a hit-or-miss proposition so that adjacent towns of about the same size would at times be using the old and new issues.

In such circumstances, demonetization could only occur at mailing offices. Very few covers exist with the old stamps where a receiving office marked a cover with postage due because the old stamps weren't recognized.

It also should be noted that as time passes, people forget current events, which accounts for the fact that most of the covers where the old stamps were used long after the demonetization year of 1861 passed through the mails without challenge.

Summing up the situation on the instructional form letters regarding demonetization, apparently there should be four different versions, of which but three have been seen. This stems from combinations of those with the different wording for the large and small offices and those with the September 10th, November and December 1st sequence of dates as against those with the sequence given in the example in Figure 1. The only version not seen is that for the large offices with the later dates. Or, were all the large offices supplied in time so that the one version wasn't needed? And, who can show us examples of any of these?

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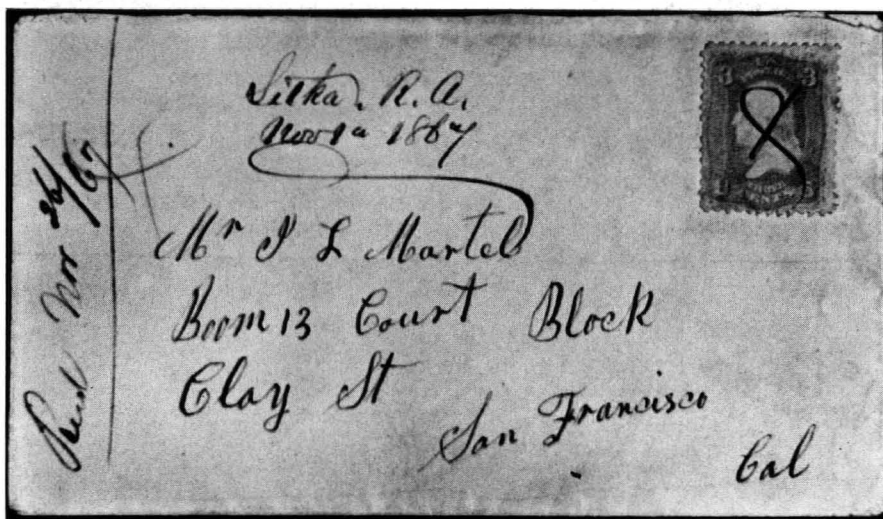
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EARLIEST KNOWN COVER FROM ALASKA

One of the features of the Richard Frajola sale of March 31 is the cover shown with these notes, which has been duly recorded in Joseph Cavagnol's *Postmarked Alaska* (1957) as the earliest known cover from a U.S. post office in Alaska. As far as I know and judging from Mr. Frajola's description, it is still so regarded after over 25 years.

The manuscript postmark of "Sitka, R.A. (Russian America)" is dated Nov. 8th, 1867, and a docketing on the cover confirms the year date.



The treaty purchasing Alaska from Russia was signed March 30, 1867, and was ratified by the Senate on May 27 of that year. The formal transfer took place at Sitka on October 18, 1867.

According to Cavagnol, John H. Kinkaid was appointed postmaster at Sitka on May 26, 1867, and the post office was authorized on July 23, 1867, both well before the transfer (and in reverse order?).

Under the circumstances and considering the time necessary to transmit letters from Washington to Sitka, it seems doubtful that the Sitka post office could have been placed in operation as part of the U.S. mail system much before October, if then.

Do any earlier Alaska covers sent under U.S. jurisdiction exist than that shown with these notes?

(Continued from page 79)

John C. Chapin is preparing a supplement to his *Census of U.S. Classic Plate Blocks, 1851-1882*, published last year by the Collectors Club of New York. The supplement will appear in a future issue of *The Collectors Club Philatelist*. John requests that collectors send details of unlisted pieces or additional data on listed items to him at 3519 Overlook Lane NW, Washington, D.C. 20016.

Interesting comments on Leonard S. Sheriff's article on the 10¢ 1855-59 plate numbers in the November issue have been received from John Chapin and Frank S. Levi, Jr., but publication must be postponed until August because of lack of space.

THE U.S. 8¢ REGISTRATION FEE OF 1874-75

RICHARD M. SEARING

From 1856, when the fee came into existence, until the year 1868, the charge for registration of valuable mail was paid only in cash by official decree. However, an occasional prepayment by stamps has been recorded by several students. In March of 1868, the U.S. Post Office Department authorized the payment of the 20¢ registration fee by stamps. This rate was only in existence until the beginning of 1869 when it was reduced to 15¢. Imagine a 25 percent reduction today! However, just a year later, it was again reduced to 10¢ at the beginning of the banknote era.

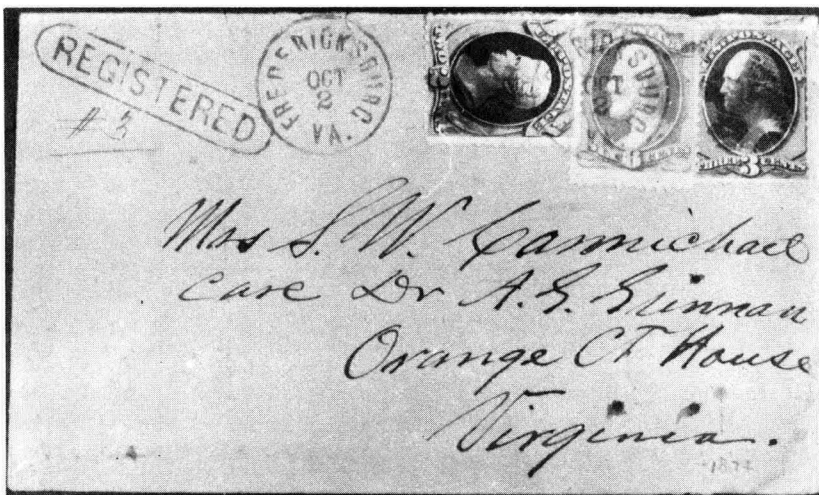


Figure 1. Domestic usage of 8¢ registration fee in Virginia during Oct. 1874.

This state of affairs must have been satisfactory until early 1874 when the cost reduction urge hit again. In March 1874 the Congress voted to lower the domestic registration fee to 8¢ which was only 3¢ above the original 5¢ rate in 1856. At the same time, the fee was made to apply to mail registered to selected foreign countries. These countries included England, Canada, France, Belgium, and several others. Due to the short period of 18 months that this 8¢ rate was in effect, domestic covers showing this rate are scarce, and foreign usages are seldom or even rarely seen on the philatelic mark.

Figure 1 shows an example of the domestic 8¢ registration fee. The letter was registered on October 2, 1874, in Fredricksburg, Va., and mailed to Orange CT House, Va. The rate was paid by 2¢, 3¢, and 6¢ banknote stamps for a total of 11¢.

Figure 2 shows a very uncustomary usage of the 7¢ stamp to pay the 8¢ domestic fee. The letter originated with the postmaster in Leavenworth, Kansas, who apparently intended to send the letter as regular mail and then decided otherwise. Over the original dated townmark, the postmaster applied the 7¢ and 1¢ stamps and cancelled them with the same black target. The late Stanley Ashbrook has stated that if this letter had been mailed by anyone other than the local postmaster, the usage would be dismissed as fraudulent. His opinion was included with the cover at the time of purchase.

My last illustration in Figure 3 shows an example of registered mail to England during the 8¢ registration period. The origin of the letter is unclear and the original registration number has been crossed out. The letter shows a faint NYC registered postmark at the left and the international mail registration number is stamped at the bottom, "21165." Upon receipt in

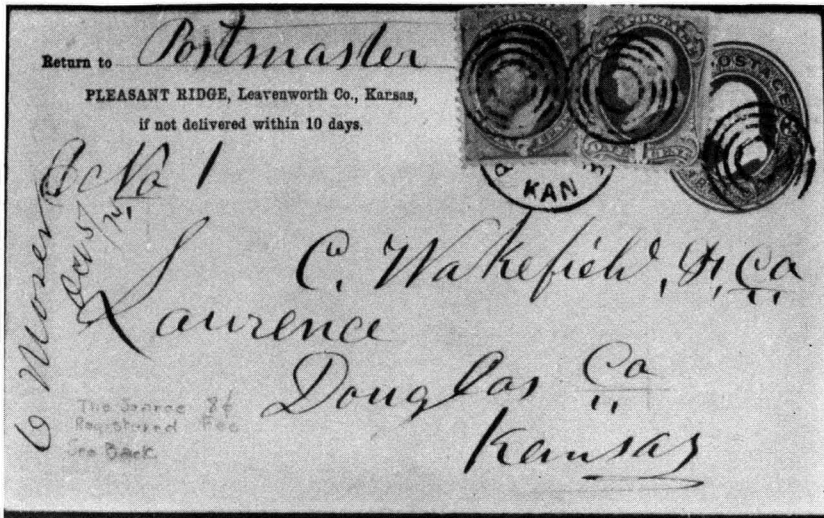


Figure 2. Uncommon usage of 7¢ stamp to pay 8¢ registration fee in Kansas by the local postmaster.

London the red registration oval was applied to the letter which was rated as double weight. Does any reader show an example of this rate to a different foreign destination? Send any examples in photos so I can illustrate them in future issues.



Figure 3. Foreign mail showing 8¢ registration fee on international mail out of NYC on a double weight letter to England. London oval registered postmark 8 JA 75.

The 8¢ registration fee ended in October 1875 and was replaced with the old 10¢ fee which held good until 1892.

PENALTIES AND SURTAXES UNDER THE 1875 UPU CONVENTION

GEORGE B. ARFKEN

Postage due covers may be collected for the sheer joy of collecting but in addition these covers provide a special emphasis upon postal rates and regulations. This article discusses two such examples: a change in Universal Postal Union penalties and a Universal Postal Union permitted surtax.

The cover shown in Figure 1 is presumably a double rate cover (confirmed by the 2 in the upper left corner) prepaid one rate. There is the international T applied by the British post

office and New York DUE 15 CTS. Here a discrepancy enters. Bank Note postage due collectors know that the Universal Postal Union penalty was double the deficiency: 5¢ underpaid led to 10¢ postage due; 10¢ underpaid, 20¢ postage due, not the 15¢ shown on this cover. The discrepancy is resolved with the aid of a ten power lens. The Salisbury year date is obscured by the New York stamp but with the aid of the lens a 76 can just barely be seen.



Figure 1. DUE 15 CTS - three years before the postage due stamps were issued. 5¢ and 10¢ issue of 1879.

The cover of Figure 1 is a genuine 1876 cover with genuine 1879 postage due stamps added. Together the genuine cover and the genuine stamps constitute a fake. This point is elaborated in an article in *The American Philatelist's* Project Fake series. Here the point is that the international regulations changed from the time the cover was mailed to the time the U.S. due stamps were issued.

The countries forming the General Postal Union generally agreed on the goal of having all letters fully prepaid. This had been one of the basic goals of Rowland Hill in reforming the British postal system. Still, provision had to be made for handling underpaid and totally unpaid letters. The original procedure, effective July 1, 1875, was to rate a letter that was not fully prepaid at double the amount that should have been paid but to give credit for the amount that was actually paid. For the cover of Figure 1 the calculation was $2 \times 10\text{¢}$ (that should have been paid) - 5¢ (that was paid) or 15¢ due. Actually the New York postal clerk carried out the calculation in centimes. The manuscript 25 is the centime equivalent of the $2\frac{1}{2}$ pence British stamp.

The 1878 Paris Conference of the General Postal Union not only changed its name to the Universal Postal Union but also changed the method of calculating the postage due.¹ Effective April 1, 1879, the calculation became a simple doubling of the deficiency. Had this cover actually been mailed during the Bank Note postage due era the postage due would have been double the 5¢ deficiency or 10¢ due. The fraudulently added postage due stamps call attention to this change in UPU regulations.

The cover in Figure 2 introduces an aspect of Universal Postal Union regulations that is seldom mentioned. It is widely known that the major accomplishment of the General Postal Union was the establishment of a low and uniform rate of 5¢ (25 centimes) for a letter not over 15 grams or $\frac{1}{2}$ ounce. What is seldom mentioned and may not be so widely known is that the Universal Postal Union permitted exceptions — surtaxes.

1. W.K. Elias "U.P.U. Postal Rates for Foreign Letters and Post Cards," *American Philatelist*, Vol. 88, Sept. 1974, p. 844.

A number of countries, Argentina among them, were concerned about the real or imagined cost of sending letters large distances by sea. As a compromise to obtain general agreement, these countries were permitted to add a surtax to their outgoing overseas mail. The January 1883 *U.S. Postal Guide*, p. 805, lists over 50 countries that added surtaxes on letters to the USA. So much for uniform rates! Argentina had a surtax of 4 centavos. The *U.S. Postal Guide* gives 10 centimes (or 2¢) as the equivalent of this surtax.

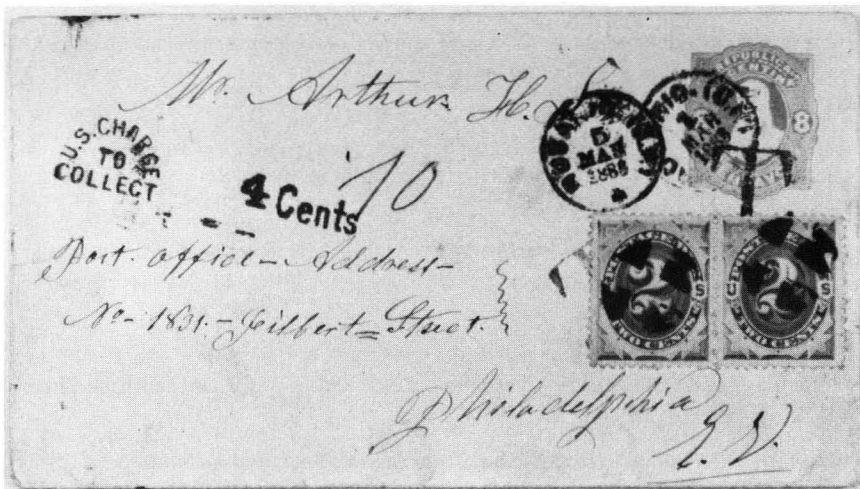


Figure 2. An unprepaid Argentine surcharge using the 2¢ brown postage due.

For the cover of Figure 2 the 8 centavo entire paid the 25 centime, 5 cent UPU rate (1883 *Postal Guide*, p. 801),² but the writer neglected to pay the 4 centavo Argentine surtax which in effect had raised the total rate to 7 cents. Partly hidden by the left 2¢ due stamp is the T applied by Argentina. The U.S. postal clerk rated the letter U.S. CHARGE TO COLLECT 4 Cents, double the 2¢ unpaid Argentine surtax. The properly added postage due stamps call attention to this departure from a uniform 5¢ rate.

The assistance of Warren R. Bower in understanding the cover in Figure 1 is gratefully acknowledged.

2. The currency conversions given are the official 1883 post office values. This writer and the editors know that the conversion values are not consistent.

ADDITIONS TO THE LISTING OF FIRST DAY COVERS OF U.S. #210

RANDOLPH L. NEIL

With the kind assistance of James Wrobliske, John Biddle and a sharp eye, specialists in the 2¢ 1883 have been able to add eight new first day covers to the listing that appeared here in *Chronicle* No. 120. All have been offered for sale by various entities in the past several months — two from the Alan Atkins stock and two more in the formidable Alan Hirschfield Bank Notes collection offered by Robert A. Siegel on March 28.

The rather speedy appearance of eight more covers (after all, Edward Willard, after 50 years of collecting the 2¢ red brown, was only able to list 11 in his book) seems to reinforce an opinion that Pat Herst and I share: they are out there in the ordinary bourses waiting to be recognized. Nevertheless, the #210 FDC's must continue to hold their position among the classic U.S. first day usages.

Readers should note that the new listings are from towns no farther west than Michigan . . . lending additional proof that, with rare exception, early distribution of the 2¢ 1883 was limited to a band of eastern states that, with one exception, were above the Mason-Dixon line. Some covers, although bearing no year date, have their dating reinforced by other

factors including the use of a Type I era stamp (which is especially rare on post-1883 covers).

26. INDIAN ORCHARD, MASS. Single tied by clean cancel. Opened unevenly at right, stamp undamaged. Herst 195th Sale, April 18-19, 1973.

27. HARTFORD, CONN. Single tied on clean cover with flap missing. With PFC in TIPEX, Inc. adv., Linn's Jan 2, 1984. Price: \$1,285.

28. GRAND RAPIDS, MICH. Single tied by CDS and quartered cork killer on cover to Franklin, Mich. No year date, but cover is accompanied by another cover bearing exact same Franklin, Mich. receiving mark showing 1883 use. Stamp is Type I period. Formerly Atkins stock, now with John Biddle, Jan 15, 1984.

29. JAMESTOWN, N.Y. Single not tied. CDS has no year date, but Buffalo, N.Y., backstamp perfectly matches the one on the POUGHKEEPSIE, N.Y., FDC and stamp is Type I period. Atkins/Biddle, Jan 15, 1984.

30. BOSTON & ALBANY R.R. "OCT 1" CDS with old Boston "E" killer, not tied on cover to Apponaug, R.I., with latter town's receiving mark on reverse. No year date, but stamp is Type I. Molesworth stock, Feb 1, 1984.

31. CLEVELAND, OHIO. Somewhat indistinct "OCT 1" postmark, but with accompanying letter telling of mailing . . . "a short letter on this day when the U.S. letter postage has been reduced to two cents." Lot #24 in William Fox Sale, March 7-8, 1984.

32. RICHMOND, VA. Single tied by undecipherable killer alongside Richmond CDS "OCT 1/8PM/-1883". On ornate illustrated c.c. advertising "Orchilla Guano." PFC. Lot 444, Siegel Sale, March 28, 1984.

33. BORDENTOWN, N.J. Single tied by target and double circle CDS with "OCT 1" in center; on neat yellow cover with ms. 1883 docketing at left and minor corner bend. APS cert. accompanies saying, ". . . probably a FDC, but docketing cannot be accepted as positive proof." Lot 445, Siegel Sale, March 28, 1984.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

5¢ AND 10¢ 1847 ROUTE AGENT MARKINGS

It is a pleasure to report that it is now possible to list names, runs, and working periods of nearly all route agents of the Post Office Dept. who received shipments of 5¢ and 10¢ 1847 adhesive stamps. In 1975, Mr. Henry L.C. Wenk III of Garden City, N.Y., privately published a small reference book which was entitled *A Transcription of the Official Record Book of the Post Office Dept., July 1, 1847 to June 30, 1851*. Pages 91-94 of this work listed 57 route agents who had received shipments of these stamps, with location, and dates and quantities of each denomination shipped. Since the only key to agents was the point of receipt, when the book was issued, it was only possible to definitely assign the routes for eight of the agents and possible routes for three additional.

Now, thanks to research done in the National Archives by John Kay, this is completely changed. For use in the forthcoming publication *U.S. Route Agent Markings, 1837-1861* by Towle and Kay, now in preparation, we have detailed records of most route agents for this period. As with any government publication of the period, problems are encountered with spelling of names and irregular reporting of changes. Indeed, one often wonders how in the world route agents ever collected their monthly pay, since each pay draft ordered a local postmaster to pay funds to a certain route agent, while recorded names and initials varied all over the place.

We have prepared information for all 57 agents, including I.H.T. Morris at Baltimore, who is actually John H.T. Harris. Method of listing shows name (best average), point to which stamps were shipped, route or run of the agent listed, working period of agent (date appointed and date terminated, in most cases), number of 5¢ and 10¢ 1847 stamps shipped to route agent plus returns (if any), and finally railroad postmarks which *might* have been used by the route agent receiving the postage stamps. Since route agents had these stamps to sell to the traveling public or to patrons at railroad stations, it is safe to assume that many of such stamps were placed on letters and handed to the route agent for mailing (and postmarking). To date there is no way of telling which agent used which particular marking hammer except for routes with only one agent or a few other unusual cases.

<i>Name</i>	<i>Sent To</i>	<i>Agent's Run</i>	<i>Agent's Employment</i>
J. S. Alden 500 / 100 Albany & Buffalo R.R.	Auburn, N.Y.	Albany-Auburn, N.Y.	10/1/1839-6/6/49
G. H. Anderson 500 / 100 N.Y. & Erie R. Road; New York & Erie R.R.	New York, N.Y.	Piermont-Port Jervis-Binghamton, N.Y.	7/26/1848-2/14/49
William T. Beall 500 / 100 Augusta & Atlanta R.R.	Augusta, Ga.	Augusta-Atlanta, Ga.	7/18/1846-9/25/60
E. B. Bodwell 1500 / 100 Northern R.R.	Boston, Ms.	Boston-West Lebanon, N.H.- Northfield, Vt.	8/10/1848-1/27/51
Henry H. Bostwick 500 / 100 Albany & Buffalo R.R.	Auburn, N.Y.	Auburn-Buffalo, N.Y.	10/2/1842-6/13/49
Solomon Brown 1300 / 200 Steamboat; Hudson Riv. Mail, N.Y.; U.S. Express Mail, Albany; ditto, New York	New York, N.Y.	New York-Albany, N.Y.	5/26/1845-10/17/53

Consider Carter	Auburn, N.Y.	Auburn-Buffalo, N.Y.	7/16/1843-10/9/50
500 / 100			
Albany & Buffalo R.R.			
E. H. Champlin	Providence, R.I.	Providence, R.I.-Worcester, Ms.	2/4/1848-8/23/49
500 / 100			
Providence & Worcester R.R.; P. & W. R.R.			
Abijah W. Chapin	Boston, Ms.	Boston, Ms.-Albany, N.Y.	4/15/1846-6/13/49
2300 / 100	Springfield, Ms.		
Railroad Car; Boston & Albany R.R.			
G. W. Clark	Boston, Ms.	Boston-Portland, Me.	7/7/1848-2/1/50
500 / 100			
Eastern R.R.; Eastern R.R. Ms.			
Jacob D. Clark	New York, N.Y.	New York-Albany, N.Y.	12/20/1844-5/21/50
500 / 100			
Steamboat; Hudson Riv. Mail, N.Y.; U.S. Express Mail, New York; ditto, Albany			
J. M. Clark	Philadelphia, Pa.	New York-Philadelphia	11/1/48-10/6/50
900 / 100	New York, N.Y.		
Philada. R.R.; N. York & Phila. R.R.; New York & Phila. R.R.			
Elijah C. Coleman	Greenfield, Ms.	New Haven, Ct.-Greenfield, Ms.	5/3/1847-12/18/49
1000 / 100			
New Haven & Greenfield R.R.; N. Haven & Springfield R.R.			
George C. Collier	Hartford, Ct.	New Haven, Ct.-	12/31/1846-11/6/48
500 / 100 (Returns 300 / 90)		Greenfield, Ms.	
J. R. Denniston	Albany, N.Y.	Albany-Auburn, N.Y.	7/14/1842-10/9/50
500 / 100			
Albany & Buffalo R.R.			
J. M. Doherty	Xenia, Ohio	Cincinnati-Springfield, O.	1848(?) -8/22/49
500 / 100			
Little Miami R.R.			
Simeon Drake	Boston, Ms.	Boston-Albany, N.Y.	7/10/1845-12/26/50
1600 / 200			
Railroad Car; Boston & Albany R.R.			
John Eldridge	Binghamton, N.Y.	Piermont-Port Jervis-	1/1/1849-5/26/49
200 / 100		Binghamton	
N.Y. & Erie R. Road; New York and Erie R.R.			
S. Dow Elwood	Auburn, N.Y.	Albany-Buffalo, N.Y.	4/21/1847-6/6/49
1000 / 200			
Albany & Buffalo R.R.			
Thomas J. Galt	Washington, D.C.	Philadelphia-Washington	3/31/1845-6/12/49
800 / 150			
Baltimore R.R. (var.); Washington R.R. (var.); Philada. R.R.; Phil. & Baltimore R.R.			
Mark Gillis	Boston, Ms.	Boston-Winchendon, Ms.-	12/10/1847-6/29/1849
500 / 100		Wells River, Vt.	
Boston & Fitchburg R.R.; Boston & Fitchburg R.R.			
W. F. Gleason	New Haven, Ct.	New Haven-Greenfield, Ms.	12/19/1848-2/18/53
600 / —			
N. Haven & Greenfield R.R.; N. Haven & Springfield R.R.			
A. W. Griswold	Philadelphia, Pa.	New York-Philadelphia	1/27/1847-5/3/55
1000 / 200			
New York & Phila. R.R.; Philada. R.R.; N. York & Phila. R.R.			
John H. T. Harris	Baltimore, Md.	Petersburg-Norfolk-Baltimore	12/1/1847-1849(?)
500 / 100		Steamboat	
Chespk. Bay Route			

W. P. Hinton	Augusta, Ga. 400 / 50 Augusta & Atlanta R.R.	Augusta-Atlanta, Ga.	6/13/1848-10/30/50
Charles T. Hull	Baltimore, Md. 500 / 100 Chespk. Bay Route	Petersburg-Norfolk-Baltimore Steamboat	12/8/1847-10/29/53
G. D. Jewett	Hartford, Ct. 500 / 100 (Returned 370 / 70, deceased) N. Haven & Greenfield R.R.; N. Haven & Springfield R.R.	New Haven-Greenfield, Ms.	1/4/1848-12/19/48
Geo. A. Kellinger	New York, N.Y. 1600 / 400 U.S. Express Mail, Boston; U.S. Express Mail, New York	Boston-New York Express Mail	6/30/1845-6/12/49
Cyrus S. King	Boston, Ms. 1000 / 100 Portland, Me. Eastern R.R.; Eastern R.R. Ms.	Boston-Portland, Me.	8/7/1848-12/31/60
William S. Kittle	Albany, N.Y. 500 / 100 Railroad Car; Boston & Albany R.R.	Boston-Albany	5/14/1845-5/30/49
Robert J. Lawrenson	New York 3200 / 700 Boston, Ms. U.S. Express Mail, Boston; U.S. Express Mail, New York	Boston-New York Express Mail	10/2/1847-9/5/55
W. S. Lowe	Atlanta, Ga. 400 / 50 West. & Atlantic R.R.; Westn. & Atlantic R.R.; Westrn. & Atlantic R.R. Ga.	Atlanta-Dalton, Ga.	6/13/1848-11/13/49
G. C. Lynch	Weldon, N.C. 500 / 100 Wilmington & Raleigh R.R.; Wil. & Ral. R.R.	Weldon-Wilmington, N.C.	9/1/1844-10/30/50
Thos. J. McLaughlin	Baltimore, Md. 1300 / 200 Balt. & Ohio Rail Rd.; Balt. & Ohio R.R.	Baltimore-Cumberland, Md.	3/17/1845-10/30/50
W. C. Moore	Augusta, Ga. 500 / 100 Atlanta & Augusta R.R.	Augusta-Atlanta, Ga.	6/13/1848-12/26/50
Aaron K. Morris	Bridgeport, Ct. 1500 / 100 HRR; Housatonic R.R.; Housatonic Railroad	Bridgeport-West Stockbridge, Ms. (to Albany, winter)	11/30/1846-10/2/49
J. O. Parker	Concord, N.H. 1000 / 100 Northern R.R.	Boston-West Lebanon, N.H.- Northfield, Vt.	12/10/1847-7/7/49
J. N. Petersen	Pittsburgh, Pa. 500 / 100 (Note 1) Petersburg R.R.; Richmond & Ptrsbg. R.R.; Petersburg & Roanoke	Richmond, Va.-Weldon, N.C.	12/26/1846-5/26/49
Joseph N. Phillips	Junction, Va. 500 / 100 (Returned 318 / 99) Louisa R.R.; Virginia Central R.R.	Junction-Shadwell, Va.	5/11/1846-6/26/55
H. T. Rees	Philadelphia, Pa. 500 / 100 Baltimore R.R. (var.); Washington R.R. (var.); Philada. R.R.; Phil & Balt.	Philadelphia-Washington	4/19/1847-1849 (?)
S. B. Roath	Norwich, Ct. 1500 / 200 Norwich & Worcester R.R.	Norwich-Worcester, Ms.	11/20/1847-8/24/49

Note 1. Pittsburgh, Pa., had no route agents operating in or out of the city in August 1848. The "Pittsburgh" is probably an error for some other point, possibly Petersburg, Va.

H. L. Robinson 500 / 100 New York & Erie R. Road; New York & Erie R.R.	New York, N.Y.	Piermont-Port Jervis- Binghamton, N.Y.	9/5/1845-11/30/51
Jesse C. Rowe 500 / 100 Boston & Maine R.R.	Boston, Ms.	Boston-South Berwick, Me.	8/11/1848-12/12/49
Coriolanus Russell 500 / 100 Chespk. Bay Route	Petersburg, Va.	Petersburg-Norfolk-Baltimore Steamboat	12/8/1847-1849 (?)
A. H. Sanford 500 / 100 HRR; Housatonic R.R.; Housatonic Railroad	Bridgeport, Ct.	Bridgeport-West Stockbridge, Ms. (Note 2)	7/28/1845-6/15/49
D. M. Seaver 1100 / 200 Albany & Buffalo R.R.	Auburn, N.Y.	Auburn-Buffalo, N.Y.	7/11/1845-6/6/49
Abraham Sherwood 500 / 100 Petersburg R.R.; Richmond & Ptrsbg R.R.; Petersburg & Roanoke	Weldon, N.C.	Richmond, Va.-Weldon, N.C.	3/9/1846-12/19/53
George W. Smith 2300 / 100 L.I. Railroad N.Y. (dc); Long Island R.R.	New York, N.Y. Greenport, N.Y.	New York-Greenport, N.Y.	11/2/1844-12/31/50
R. W. Smith Jr. 800 / — L.I. Railroad N.Y. (dc); Long Island R.R.	New York, N.Y.	New York-Greenport, N.Y.	8/21/1848-11/10/49
Jas. A. Thom 500 / 100 Petersburg R.R.; Richmond & Ptrsbg R.R.; Petersburg & Roanoke	Baltimore, Md.	Richmond, Va.-Weldon, N.C.	2/18/1848-11/18/51
C. W. Vandergriff 1000 / 200 New York & Phila. R.R.; Philada. R.R.; N. York & Phila. R.R.	Philadelphia, Pa.	New York-Philadelphia	2/17/1847-2/8/49
W. A. Walker 500 / 100 Wilmington & Raleigh R.R.; Wil. & Ral R.R.	Weldon, N.C.	Wilmington-Weldon, N.C.	7/21/1841-6/27/53
H. M. Ware 500 / 100 Little Miami R.R.	Xenia, Ohio	Cincinnati-Springfield, O.	1848 (?) -6/16/49
J. W. Watt 500 / 100 Balt. & Ohio Rail Rd.; Balt. & Ohio R.R.	Cumberland, Md.	Baltimore-Cumberland	6/28/1845-1849 (?)
William H. Williams 500 / 100 Boston & Fitchburg R.R.; Boston & Fitchburg R.R.	Boston, Ms.	Boston-Winchendon, Ms.-Wells River, Vt.	12/10/1847-4/9/50
A. D. Winslow 500 / 100 Northern R.R.	Boston, Ms.	Boston-West Lebanon, N.H.- Northfield, Vt.	8/10/1848-7/7/45
Jas. N. Winslow 500 / 100 Boston & Maine R.R.	Portland, Me.	Boston-South Berwick, Me.	8/11/1848-10/2/49

Note 2. During the winter months when ice blocked New York-Albany steamboats on the Hudson River, route agents Aaron K. Morris and A.H. Sanford on the 98 mile Bridgeport-West Stockbridge route (Housatonic R.R.) were supposed to continue their runs another 38 miles to Albany over the connecting Western R.R. Since no additional pay was allowed this order by the Post Office Department was the source of considerable friction with route agents.

THE FOREIGN MAILS

CHARLES J. STARNES, Assoc. Editor

WALTER HUBBARD, Assoc. Editor

THE U.S.-HOLLAND 27¢ OPTIONAL RATE

CHARLES J. STARNES

It is most pleasant to be in agreement with such a distinguished philatelist as Hargest, but not so when both he and the writer turn out to be wrong in a rate-type and route assignment — the 27¢ postage between Holland and the U.S., which we described as “Belgian closed mail”^{1,2} but is neither Belgian nor closed mail. Nearly all letters exchanged between the U.S. and Holland utilized the British open mail, 1849-66, regulated by terms of the U.S.-U.K. treaty³ and by U.K.-Holland conventions.^{4,5} Although the interest in this article is to show changes from the last of the open mail periods, we show all three in the following table:

<i>U.S.-Holland Postages by British Open Mail, 1849-66</i>		
	<i>Br. Pkt.</i>	<i>Am. Pkt.</i>
Mar. 1849-Jul. 1866:		
U.S.	5¢/½oz.	21¢/½oz.
Mar. 1849-Dec. 1853:		
British	8d. sea + 8d. terr. (1sh.4d.)	8d. terr.
Dutch	20¢D.	20¢D.
Total	100¢D.	60¢D.
Dec. 1853-Oct. 1864:		
British	8d. sea + 4d. terr. (1sh.Od.)	4d. terr.
Dutch	20¢D.	20¢D.
Total	80¢D.	40¢D.
Oct. 1864-Jul. 1866:		
British	8d/ sea + 2d. terr. (10d.)	2d. terr.
Dutch	5¢D.	5¢D.
Total	55¢D.	15¢D.

The U.S. postage was obligatory on outgoing, and collected on incoming mail. Holland prepaid British and Dutch postage on their outgoing mail and collected it on incoming letters; the British charges were noted by debiting Holland on mail to, and crediting Britain on mail from, Holland. Note that letters could not be sent unpaid, and that those paid to the U.S. were for transit to port only.

In the Jul. 1866 issue of the USMPOA (*U.S. Mail & P.O. Assistant*) appeared a notice of a new 27¢ optional Holland rate:

POSTAGE TO THE NETHERLANDS, IN BRITISH MAIL, VIA ENGLAND. — We are requested to state that hereafter the *full postage to destination*, upon letters transmitted via England, between the United States and the Netherlands, may be prepaid or not, at the option of the senders.

The single rate, per half-ounce or under, is 27¢, prepayment optional.

The USM&POA foreign rate table was changed in August, deleting the 21/5¢ British open mail designation and substituting “via England -----*27.” A more informative notification

1. G.E. Hargest, *Letter Post, etc.*, 207.

2. C.J. Starnes, *Letter Rates, etc.*, 22.

3. 1848 treaty, Art. 11; 1849 regulations, Art. 13 and Table B.

4. *British and Foreign State Papers*: 1843 treaty, Vol. 31, 89 ff.; 1864 treaty, Vol. 54, 168-70.

5. J. Giphart and C. Muys, “Tweehonderd jaar postverbinding Nederland-Verenigde Staten van Amerika,” *Catalogus 4^e NVPH Show*, 16-19 Sep. 1982, Circular 483, Art. 12 of 2 Dec. 1853, 57-58.

was given by Netherlands Circular no. 678 of 20 Aug. 1866:⁶

. . . Certain further arrangements for this kind of correspondence have been made in that as of September 1st the letters between the Netherlands and the USA via England, can be sent to and from either unpaid or prepaid to the place of destination for a postage of 70 cents for the single letter of 15 grams or less.

For prepaid letters from the Netherlands to the USA as well as for the unpaid letters from the USA to the Netherlands, the British Administration is to receive 62½ cents (1sh. ½d.). The British Administration, on the other hand, will reimburse the Dutch Administration a postage of 5 cents (1d.) for unpaid letters from the Netherlands to the USA and for prepaid letters from the USA to the Netherlands . . .

Converting to U.S. currency (1 cent Dutch equivalent to 0.40¢ U.S.), the rate breaks down to 5¢ U.S. inland + 20¢ British + 2¢ Dutch inland, if Br. Pkt., and 21¢ U.S. + 4¢ British + 2¢ Dutch inland, if Am. Pkt. The 70¢D. prepaid rate from Holland, actually 28¢ U.S., was taken as 27¢, for Holland had only 5, 10, and 15 cents stamp values in 1866. One sees that the total rate is the same as the previous open mail period, 55¢D. + 5¢ U.S. Nevertheless, the different options for payment merit separate consideration of this Jul. 1866-1 Jan. 1868 period.



Unpaid cover from Amsterdam, 4 Dec. 1867 — 5¢D. debit to Britain by Holland, 22¢ U.S. debited to U.S. by Britain, full 27¢ rate (or 36¢ notes) collected at New York. (McDonald collection)

Unfortunately, we have no examples of this optional rate from the U.S., but we do have records of paid and unpaid covers from Holland. The illustration shows an unpaid cover from Amsterdam with black ms. “5”¢D. debit to Britain and railway cds. of 4 Dec. 1867. It reached London 8 (?) Dec. and the U.S. was debited by black 22 CENTS. The cover left Liverpool on the *Africa*, reaching Boston 20 Dec. and New York the next day, where the black N.Y. BR. PKT. 27 OR U.S. 36 NOTES DEC 21 depreciation handstamp was applied to collect the total 27¢ rate gold or 36¢ in notes. The U.S. kept its 5¢ inland, turned over 22¢ to Britain, and Britain gave Holland 2¢ (5¢D.); a great deal of accounting for one letter.

H.R. Harmer⁷ sold a most beautiful cover (in the eyes of this beholder, at least) demonstrating the fully-prepaid 70¢D. rate from Rotterdam, 26 Jun. 1867. It was franked with a 10¢ and strip of four 15¢ '64 stamps, all tied with boxed FRANCO cancels. The Netherlands office added a red “1½” credit to Britain (1sh. ½d., 62½¢D., 25¢ U.S.), and the cover arrived in London 28 Jun. 1867. The U.S. was credited with a red 5 CENTS (for

6. J. Giphart and C. Muys, *op. cit.*, Article 7, 62.

7. lot 1268, H.R. Harmer, 16 Jun. 1967.

inland, since paid to destination, sea by Br. Pkt.); the Cunard *Scotia* carried it from Liverpool 29 Jun., arriving at New York 8 Jul., N. YORK BR. PKT. PAID JUL 9, thence to Andover, Mass. Complementary to this cover was another fully-prepaid one, but the stamps have been removed, ineptly leaving bits of perforations. It was from Amsterdam 29 Dec. 1867, with red "1½" credit, London PAID 30 DE 67 and red 21 CENTS credit to the U.S. for sea and inland, since the carriage is shown by N. YORK. AM. PKT. PAID JAN —, thence to Newburyport, Mass.

To complete the record, data on 27¢ paid and unpaid covers of the Jul. 1866-1 Jan. 1868 period from the U.S. to Holland are requested.

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

(Continued from *Chronicle* 121:69)

1868

PD LP QT	ARR NY or B	PACKET	PD NY or B	ARR QT or LP	NOTES
7 Dec 8	20 Dec(M) B	AFRICA	1 Jan	12 Jan(0300)	L/V; note 14
From 8 January 1868 to 30 December 1869 - from New York only					
14 Dec 15	26 Dec(M) NY	SCOTIA	8 Jan	17 Jan(1950)	
21 Dec 22	2 Jan(M) B	CUBA	15 Jan	24 Jan(1850)	note 15
28 Dec 29	10 Jan(M) NY	PERSIA	22 Jan	1 Feb(2000)	L/V
4 Jan 5	17 Jan(M) NY	AUSTRALASIAN	29 Jan(30)	8 Feb(0820)	delayed 1d by snowstorm
18 Jan 19	29 Jan(M) NY	RUSSIA	5 Feb(6)	14 Feb(1410)	delayed 1d by fog
11 Jan 12	27 Jan(M) NY	SIBERIA	12 Feb	22 Feb(1900)	F/V
25 Jan 26	5 Feb(M) NY	JAVA	19 Feb	28 Feb(0430)	
1 Feb 2	15 Feb(M) NY	PALMYRA	26 Feb	7 Mar	F/VP
8 Feb 9	19 Feb(M) NY	CUBA	4 Mar	14 Mar(0200)	
15 Feb 16	28 Feb(M) NY	AUSTRALASIAN	11 Mar	21 Mar(0100)	
22 Feb 23	5 Mar(M) NY	RUSSIA	18 Mar	27 Mar(0600)	
29 Feb 1 Mar	13 Mar(M) NY	SIBERIA	25 Mar	4 Apr(1700)	
7 Mar 8	20 Mar(M) NY	JAVA	1 Apr	10 Apr(0920)	
14 Mar 15	26 Mar(M) NY	CHINA	8 Apr	17 Apr(0830)	
28 Mar 29	9 Apr(M) NY	AUSTRALASIAN	15 Apr	24 Apr(1015)	
21 Mar 22	2 Apr(M) NY	CUBA	18 Apr	28 Apr(0245)	no mails f. NY
4 Apr 5	17 Apr(M) NY	RUSSIA	22 Apr	1 May(0230)	
11 Apr 12	22 Apr(M) NY	SCOTIA	29 Apr	8 May(0730)	
18 Apr 19	30 Apr(M) NY	JAVA	6 May	15 May(1140)	
25 Apr 26	7 May(M) NY	CHINA	13 May	25 May(1500)	
2 May 3	13 May(M) NY	AUSTRALASIAN	20 May	30 May(0200)	
9 May 10	19 May(M) NY	RUSSIA	27 May	5 Jun(0530)	
16 May 17	26 May(M) NY	SCOTIA	3 Jun	12 Jun(0600)	
23 May 24	3 Jun(M) NY	JAVA	10 Jun	19 Jun(1230)	
30 May 31	10 Jun(M) NY	CUBA	17 Jun	26 Jun(1630)	
6 Jun 7	17 Jun(M) NY	AUSTRALASIAN	24 Jun	4 Jul(0950)	
13 Jun 14	23 Jun(M) NY	RUSSIA	1 Jul	10 Jul(1040)	
20 Jun 21	30 Jun(M) NY	SCOTIA	8 Jul	17 Jul(1540)	
27 Jun 28	7 Jul(M) NY	CHINA	15 Jul	24 Jul(2240)	
4 Jul 5	14 Jul(M) NY	CUBA	22 Jul	1 Aug(0515)	
11 Jul 12	21 Jul(M) NY	JAVA	29 Jul	7 Aug(0700)	

14. This was the last voyage from Boston by the Cunard Line with the United States mails until 3 June 1871. From now on the Cunard vessels were under contract to the United States Postmaster General and, when carrying the eastbound mails, were treated as American packets.

15. CUBA landed the British mails at Boston on 2 January before going on to New York where she arrived on 6 January.

1868 cont.

PD LP QT	ARR NY	PACKET	PD NY	ARR QT or LP	NOTES
18 Jul 19	28 Jul(M) NY	AUSTRALASIAN	5 Aug	14 Aug(2145)	
25 Jul 26	4 Aug(M) NY	SCOTIA	12 Aug	21 Aug(0100)	
1 Aug 2	11 Aug(M) NY	RUSSIA	19 Aug	28 Aug(0310)	
8 Aug 9	18 Aug(M) NY	CHINA	26 Aug	4 Sep(0800)	
15 Aug 16	26 Aug(M) NY	CUBA	2 Sep	11 Sep(1800)	
22 Aug 23	1 Sep(M) NY	JAVA	9 Sep	18 Sep(1700)	
29 Aug 30	9 Sep(M) NY	SCOTIA	16 Sep	LP 26 Sep(1900)	no call at QT —heavy gale
5 Sep 6	15 Sep(M) NY	RUSSIA	23 Sep	2 Oct(0730)	
12 Sep 13	22 Sep(M) NY	CHINA	30 Sep	9 Oct(1440)	
19 Sep 20	29 Sep(M) NY	CUBA	7 Oct	16 Oct(1740)	
26 Sep 27	6 Oct(M) NY	JAVA	14 Oct	23 Oct(1130)	
3 Oct 4	14 Oct(M) NY	SCOTIA	21 Oct	30 Oct(2100)	
10 Oct 11	21 Oct(M) NY	RUSSIA	28 Oct	6 Nov(0220)	
17 Oct 18	29 Oct(M) NY	CHINA	4 Nov	13 Nov(1500)	
24 Oct 25	4 Nov(M) NY	CUBA	11 Nov	LP 22 Nov	no call at QT —heavy gale
31 Oct 1 Nov	11 Nov(M) NY	JAVA	18 Nov	27 Nov(1040)	
7 Nov 8	17 Nov(M) NY	SCOTIA	25 Nov	5 Dec(0500)	
14 Nov 15	24 Nov(M) NY	RUSSIA	2 Dec	11 Dec(0830)	
21 Nov 22	3 Dec(M) NY	CHINA	9 Dec	18 Dec(2100)	
28 Nov 29	11 Dec(M) NY	CUBA	16 Dec	25 Dec(1800)	
5 Dec 6	17 Dec(M) NY	JAVA	23 Dec	1 Jan(1300)	
12 Dec 13	25 Dec(M) NY	AUSTRALASIAN	30 Dec	9 Jan(0900)	
1869					
19 Dec 20	31 Dec(M) NY	RUSSIA	6 Jan	15 Jan(0300)	
26 Dec 27	10 Jan(M) NY	CHINA	13 Jan	22 Jan(2345)	
2 Jan 3	16 Jan(M) NY	CUBA	20 Jan	29 Jan(2330)	
9 Jan 10	20 Jan(M) NY	JAVA	27 Jan	5 Feb(1100)	
5 Jan 6	18 Jan(M) B	TRIPOLI	NY 28 Jan	9 Feb(0900)	no mails f. NY; note 16
16 Jan 17	29 Jan(M) NY	AUSTRALASIAN	3 Feb(4)	13 Feb(1445)	
12 Jan 13	28 Jan(M) B	PALMYRA	NY 4 Feb	15 Feb(0100)	no mails f. NY
23 Jan 24	5 Feb(M) NY	RUSSIA	10 Feb	19 Feb(1050)	
19 Jan 20	5 Feb(M) B	HECLA	NY 11 Feb	22 Feb(1420)	no mails f. NY
30 Jan 31	11 Feb(M) NY	CHINA	17 Feb	26 Feb(1400)	
26 Jan 27	8 Feb(M) B	SIBERIA	NY 18 Feb	28 Feb(1710)	no mails f. NY
6 Feb 7	22 Feb(M) NY	CUBA	24 Feb	6 Mar(0930)	
2 Feb 3	16 Feb(M) B	ALEPPO	NY 25 Feb	8 Mar(1545)	no mails f. NY
13 Feb 14	26 Feb(M) NY	SAMARIA	3 Mar	14 Mar(0830)	F/VP
9 Feb 10	24 Feb(M) B	TARIFA	NY 4 Mar	15 Mar(1600)	no mails f. NY
16 Feb 17	27 Feb(M) B	JAVA	NY 10 Mar	19 Mar(1815)	
20 Feb 21	2 Mar(M) NY	AUSTRALASIAN	11 Mar	20 Mar(1540)	no mails f. NY
27 Feb 28	11 Mar(M) NY	RUSSIA	17 Mar	26 Mar(0340)	
23 Feb 24	10 Mar(M) B	TRIPOLI	NY 18 Mar	30 Mar(0200)	no mails f. NY
6 Mar 7	17 Mar(M) NY	CHINA	24 Mar	2 Apr(1845)	
2 Mar 3	14 Mar(M) B	PALMYRA	NY 25 Mar	5 Apr	no mails f. NY
13 Mar 14	26 Mar(M) NY	SIBERIA	31 Mar	11 Apr(1500)	

(To be continued)

16. The first time the Cunard Company's packets had taken the British mails to Boston since CUBA sailed from Liverpool on 21 December 1867. From now on they frequently carried the British mails to Boston, sailing from Liverpool on Tuesdays.

A NETHERLANDS FISCAL HANDSTAMP

CHARLES J. STARNES

The *Chronicle* has been blessed (or cursed, according to the individual collector's interest) with a scarcity of articles and data dealing only with printed matter to or from foreign destinations. This periodical has published only two articles; the first was by George Hargest¹ and discussed an insufficiently paid prices-current to Amsterdam in 1868. The illustration shows a blue handstamp, "1½ c/ AMSTERDAM" enclosed in an isosceles triangle (measuring 29 x 23 x 23mm. on the author's prices-current of 1861). This type of marking has been noted on other U.S. prices-current, the handstamp quite similar except for the wording-ROTTERDAM on an 1865 item² and SCHIEDAM on an 1866 circular.³

Marking on prices-current to the Netherlands.



Since previous explanations of the usage of this handstamp have been wrong or incomplete, we give the authoritative statement of Robert de Wasserman, a former distinguished philatelic student and USPCS member:⁴

This 1½¢ marking is a *fiscal marking* and not a postal one. All printed matters coming from foreign countries paid a ZEGELRECHT, i. e., a fiscal duty, which was applied at the entry port:

1½¢ for 16 dm.² (equivalent to 0.6¢ for 248 sq. in.)

3¢ for 25 dm.²

4½¢ for 50 dm.²

(plus 1½¢ for each additional 25 dm.²)

When the U.S. and the Netherlands finally established their own convention, 1 Jan. 1868, the revenue charge on foreign printed matter was continued under Art. XII, Sec. 4:

So long as any customs or stamp duty may be chargeable on any articles exchanged in the mails such duty may be levied for the use of the customs or stamp revenue.

1) *Chronicle* 66, 90.

2) lot 608, Sotheby Parke Bernet, 12-13 Nov. 1980.

3) lot 967, Henderschott, 1981.

4) In letter of 29 June 1974.

POSTAL PECULIARITIES I — U.S. vs. NEWFOUNDLAND

CHARLES J. STARNES

Long delving into the literature of the foreign mails occasionally yields by-passed bits of *curiosa* that may be worthy of publication, if only to amuse, or, perhaps to incite further study. A case in point is what we shall term the Newfoundland Misconnection.

The post office departments of Canada and the U.S. "Articles of Agreement," effective 6 Apr. 1851, set a combined letter rate to destination of 5¢ Canada + 5¢ U.S. if under 3000 miles, 10¢ U.S. if over. Prepayment was optional, part-payment not recognized, and each country kept postage collected.¹ Similar agreements were made with New Brunswick, Nova Scotia, and Prince Edward Island for the same 10/15¢ or 6/9d. cy. rate, effective 1 Jul. in the U.S. and 6 Jul. 1851 in these provinces.² Newfoundland, however, remained out of this

1. *PMG report for 1851*, Wierenga reprint, 466-68.

2. Robson Lowe, *Encyclopedia*, Vol. 5, 330, 361, 407.

arrangement, charging postage whether to the U.S. border by land (via Halifax-St. Andrew-St. John) or by sea (via Halifax to Boston or New York, the main route), or from the U.S. by either routing.³ This policy continued until the start of the U.S.-Newfoundland convention, 1 Dec. 1872.

And yet, the U.S. post office department apparently assumed that mail to Newfoundland from the U.S. by land was exchanged by the 10/15¢ rate and the attendant terms agreed to by Canada and the other provinces. For 12 years this thought continued, published in listings of foreign rates effective 1 Jul. 1851,⁴ and continued in the 1852-59 *PL&Rs* and then by the *USM&POA* until, finally, the following notice appeared in the Apr. 1863 issue:

RATES OF POSTAGE TO NEWFOUNDLAND — The Postmaster General has issued the following order, which we publish for the information of postmasters and the public, viz.:

POST OFFICE DEPARTMENT,

WASHINGTON, March 18, 1863.

It appearing that postage is levied and collected in the province of Newfoundland upon all letters received from the United States, without reference to prepayment in this country; and that the arrangement establishing a combined international rate of postage, the prepayment of which is optional, each country to retain the postage it collects, which has been made between the United States and Canada, New Brunswick, Nova Scotia, and Prince Edward's Island, has not been adopted, in practice, by the General Post Office of Newfoundland — it is therefore ordered, that hereafter the United States postage only, of 10¢ the single rate for any distance not exceeding 2500 miles, and of 20¢ for greater distances, established by the Act of March 3, 1851, be levied and collected at the office of mailing or delivery in the United States, as the case may be, upon all letters addressed to or received from Newfoundland, by the route of New Brunswick.

All letters addressed to or received from Newfoundland, via Boston, "By British Mail Packet," are subject to a United States postage of 5¢ the single rate, to be prepaid at the mailing office, and collected at the office of delivery in the United States, as the case may be.

Postmasters are instructed to carry the order into effect immediately.

M. Blair, Postmaster General.

The May 1863 *USM&POA* Rate Table changed the Newfoundland postage to the "blanket" rate⁵ so ordered, except only "10" is listed; of course this was correct from 1 Jul. 1864, when the distance requirement was discontinued. But to shake one's faith further in the authenticity of the *USM&POA*, from Jun. 1867 thru Sep. 1871, some idiot printed the rate as "10(15 over 3000m.)"; it was changed back to the correct "10" Oct. 1871 and so remained until the 6¢ convention rate was posted.

3. We are greatly indebted to Robert H. Pratt of Milwaukee, who sent xeroxes of that portion of his Newfoundland collection which showed U.S. covers to Newfoundland, an extraordinary display showing the Newfoundland collect rates from 1846-72.

4. *The U.S. Postal Guide and Official Advertiser*, Vol. 2, Wierenga reprint, Aug. 1851, 63.

5. *PL&R for 1852*, 104. Change to 10¢ irrespective of distance, 13 Stat 337, Sec. 5.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 121

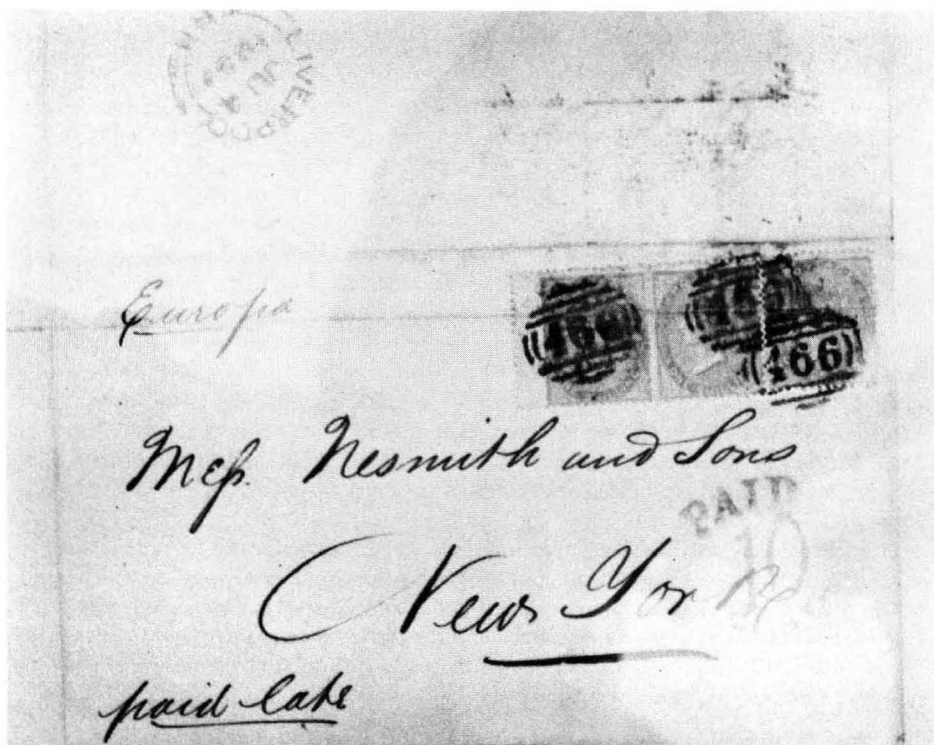


Figure 1. Cover from Liverpool in 1859.

Figure 1 shows Ray Carlin's cover from England to the USA in 1859. We had a wonderful response to this item, in spite of the rather pale reproduction, and are appreciative. In addition to some verbal answers, written ones were received from Charless Hahn, James Pratt, Clifton Smith and Richard Winter. Their analyses were all on the mark and the points made are:

1. Cover was sent from Liverpool's Floating Receiving House ("F.R.H." in backstamp).
2. The F.R.H. was at the South Landing Stage (pier) on the River Mersey, and was in operation from 1849 until 1864.
3. "F.R.H." at Liverpool was akin to "Supplementary Mail" in New York, or "Late Fee" in other ports.
4. This letter was carried by the British Cunard Line vessel *Europa* which left Liverpool 4 June '59 and arrived in N.Y. 15 June.
5. The fee was set by the first US-British Treaty at double the 1 shilling rate for a single weight letter, plus 1 shilling late fee, ("Paid Late" on cover) for a total of 3 shillings.
6. "466" was Liverpool's Killer.
7. A pilot could take late letters out to the ship still in the harbor, and the extra fee covers this.
8. The "Paid 10 cents" is a credit to the US, double the 5¢ due for a single weight letter (½ oz.)
9. There was no triple weight rate, so a 3 shilling rate is not possible due to weight.

Figure 2 shows a stamped envelope, Scott #U27, commonly known as the "Star Die," and used at the onset of the Civil War. The only thorough answer was received from Dr. James Milgram, who writes:

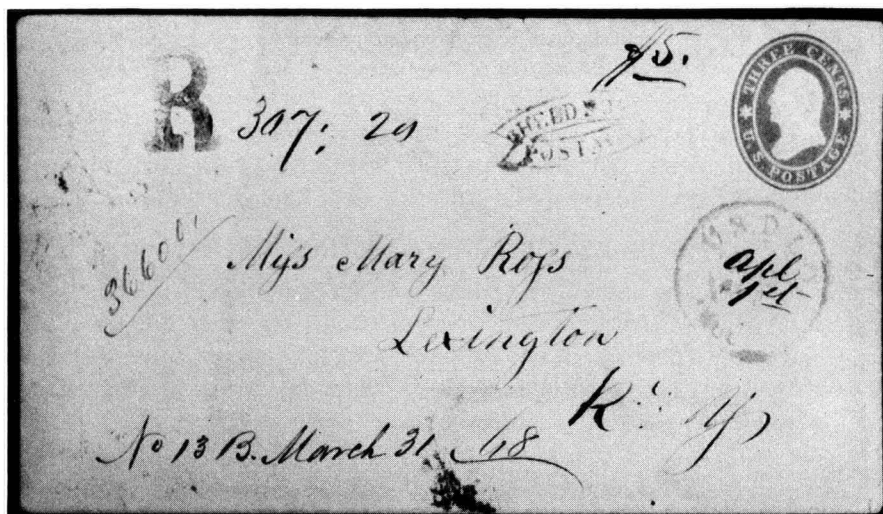


Figure 2. Star die envelope used at Lexington, Ky.

There are two usages here — illegal use of the Star Die envelope, and Dead Letter Office markings. The cover was sent in 1862, (or even later); and thus the “Held For Postage” in banner. It was advertised at Lexington, Ky., and then sent to the D.L.O. in Washington, D.C. It was sent March 25 from Lexington per backstamp, and arrived in Washington and was stamped on the face. When opened, it was found to contain \$5 in cash (per notation at upper right). Then it was stamped with large “R” in blue (for Ross, last name of addressee) and entered in D.L.O. ledger, “307:29.” The second “36600” is another ledger entry. This cover was *never* registered. Too bad it was not postmarked at the town of origin. I doubt it was even a Confederate usage, just Northern postmarks on demonetized envelope, plus D.L.O. (because of the money which was found). It was not opened until Washington. The ledger markings are both from there.



Figure 3. Cover with Mobile provisional and circled “1.”

Figure 3 shows, again, the much-discussed Confederate cover bearing a Mobile, Ala. provisional, Sc. # 58x2, which has been affixed over a bullseye marking (restruck at LL) and then killed with Mobile’s cds. One responder, who desires anonymity, thinks this is a railroad marking, possibly designating a train. The Mobile & Ohio RR ran north to Columbus, Ky. Lauderdale Station was near Meridian, Miss., and on the line. Have also received recently a letter from Dick Corwin who writes:

The mysterious circled “1” from Mobile, Ala. has been discussed by the real experts in the

past. Stanley Ashbrook's personal file book (page 18) has a clipping from a letter from Mac Bride in 1952, who says handstamped 1¢ markings from Mobile, Ala. were pre-war or U.S., and not Confederate. The Confederate rate of 1¢ was effective 1 July, 1863. The problem cover could have been reused from a pre-war usage, accounting for the 1¢ rate.

Van Dyk Mac Bride's letter says that Dietz was in error showing a "Drop 1¢" rate of Mobile as being Confederate, and that it was used just before 1 June 1861. The date of this problem cover is 18 Dec. 1861. Any further answers or comments will be appreciated.

PROBLEM COVERS FOR THIS ISSUE

Figure 4 shows a new problem cover that a dozen reader-members should be able to solve. The Blackjack is tied by the cds of Tamaqua, but the date is not struck well enough to read, and we have only a photo, so if Philadelphia backstamped it, the date is not known; but it has to be 1863 or later. The problem is the "Due 19¢" rating. Send your answers promptly.

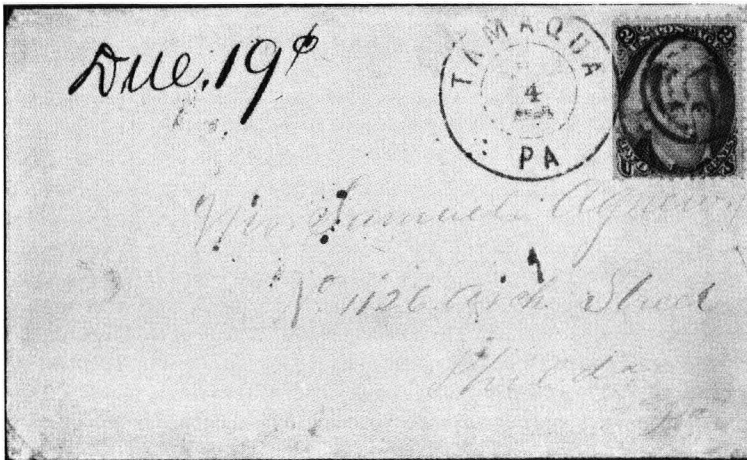


Figure 4. Blackjack cover rated "Due 19¢."

There is a current interest in inbound covers, especially ones with adhesives. Figuring the rates out can be difficult because books on the subject are still in the planning stage. The valuable and useful books by Hargest, and subsequently Starnes, give outbound rates. Figure 5 shows a colorful cover from Liberia to the USA in 1894 bearing a total of 8¢ in paid postage. The cover went through London and the two markings on the back are New York's "Paid All" and a receiving mark of Amherst. Will some readers please try to explain the 8¢ rating?

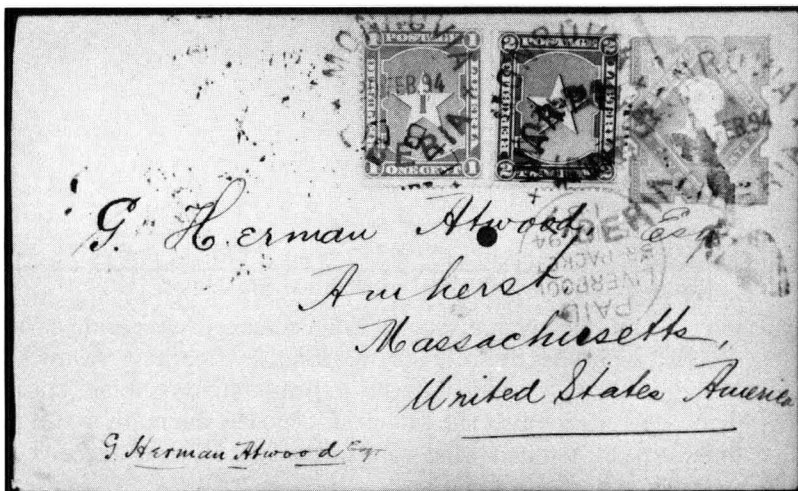


Figure 5. Liberia to Mass. in 1894.

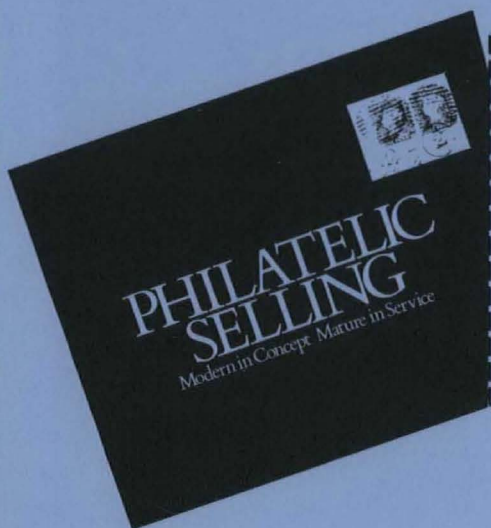
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