

THE CHRONICLE November 1984 (No. 124)

The

Chronicle

of the U.S. Classic Postal Issues

November 1984

Volume 36, No. 4

Whole No. 124

**MOST MEMBERS OF
THE CLASSICS SOCIETY
ARE AMONG OUR
FRIENDS AND SUBSCRIBERS**

We handle more United States classic stamps and covers than any other auction firm. Auction Realization over \$12,000,000 in 1983.

If you are not acquainted with American's premier philatelic auction house we shall be pleased to send you with our compliments our next two catalogs of postal history or United States classics offerings.

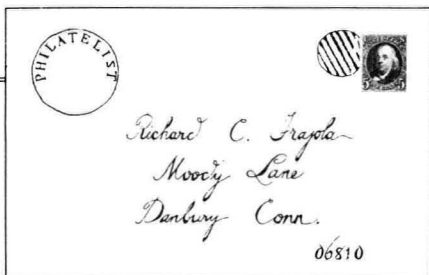
Robert A. Siegel
AUCTION GALLERIES, INC.

160 EAST 56th STREET
NEW YORK, N.Y. 10022

TEL. (212) - 753-6421
ESTABLISHED 54 YEARS

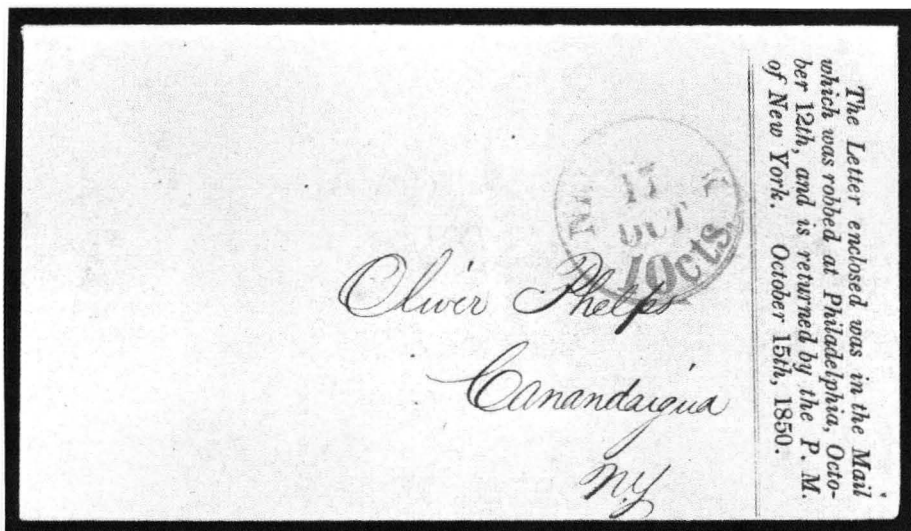


Telephone
203 - 792-5374



Quality adhesives and
postal history of the
classic period

Our professional services reflect our high regard for philatelic research. Through the presentation of our auction catalogues, we attempt to convey the postal significance of the material which we offer. Private treaty selections are tailored to the specific interests of each collector. In addition to these services, we are always pleased to assist students of postal history in any possible way. We welcome you to contact us in regard to the services we extend to all those in the field of postal history.



Railroad mail robbery. Printed return envelope with seal of W.V. Brady, the Post Master of New York, on flap. The robbery, which occurred on October 12, 1850, was from a Baltimore Railroad train near the arsenal in Philadelphia. A previously unrecorded envelope.

RICHARD C. FRAJOLA, INC.
MOODY LANE
DANBURY, CT 06810

**COMPREHENSIVE STOCK
OF
U.S. CLASSIC ISSUES AVAILABLE**

**Very strong in ESSAYS, some PROOFS, outstanding
STAMPS and COVERS**

**WHAT WOULD YOU LIKE TO SEE
ON APPROVAL?**

SELECTION GLADLY SENT AGAINST SPECIFIC REQUESTS

MAY WE HEAR FROM YOU?

**Satisfaction or Immediate Refund — Gladly Sent on Approval with References
Installment Payment Terms If Desired — (No Interest or Carrying Charges)**

Jack E. Molesworth, Inc.

**APS
SPA**

**88 Beacon Street
Boston, Mass. 02108
Phone: 617-523-2522**

**CSA
USPCS**

THE CHRONICLE, published quarterly in Feb., May, Aug., and Nov. by the U. S. Philatelic Classics Society, Inc., at 2030 Glenmont Ave., N. W., Canton, Ohio 44708. Second class postage paid at Canton, Ohio 44711 and additional mailing office. Subscription price \$16.00. Printed in U.S.A.

The Chronicle of the U.S. Classic Postal Issues

ISSN 0009-6008

November 1984

Published Quarterly, in
February, May, August, and November.

Vol. 36, No. 4
Whole No. 124

\$3.50 Members
\$4.00 Non-Members

Official publication of the U. S. Philatelic Classics Society, Inc.
(Unit 11, A. P. S.)

Annual dues
\$15.00

SOCIETY OFFICERS

| | |
|---|--|
| SUSAN M. McDONALD..... | <i>President</i> |
| 2030 Glenmont Dr. N. W., Canton, Ohio 44708 | |
| DALE R. PULVER | <i>Vice-President, Advertising Manager</i> |
| 7725 Beaver Creek Dr., Mentor, Ohio 44060 | |
| ROBERT R. HEGLAND..... | <i>Secretary</i> |
| P.O. Box 1011, Falls Church, Va. 22041 | |
| THOMAS F. ALLEN | <i>Treasurer</i> |
| 1800 Huntington Bldg., Cleveland, Ohio 44115 | |
| ELIZABETH C. POPE | <i>Program Chairman</i> |
| 55 South Gore Ave., Webster Groves, Mo. 63119 | |
| MICHAEL C. O'REILLY | <i>Chairman, Membership Committee</i> |
| P.O. Box 1131, Huntsville, Ala. 35807 | |
| JAMES C. PRATT | <i>Chairman, Grievance Committee</i> |
| 132 State Judicial Bldg., Atlanta, Ga. 30334 | |
| JACK L. JENKINS..... | <i>Chairman, Publication Sales Committee</i> |
| P.O. Box 615, Bloomington, Ill. 61701 | |
| LOUISE VAN INGEN..... | <i>Editor of Chairman's Chatter, Publicist</i> |
| P.O. Box 369, Placentia, Cal. 92670 | |

Directors: THOMAS F. ALLEN '87, ELLIOTT COULTER '85, DUANE GARRETT '86, RICHARD B. GRAHAM '86, BRUCE W. HAZELTON '87, ROBERT R. HEGLAND '85, LEON HYZEN '86, RYOHEI ISHIKAWA '87, SUSAN M. McDONALD '85, ROBERT B. MEYERSBURG '86, DALE R. PULVER '87, RICHARD F. WINTER '85, *ex officio*: THOMAS J. ALEXANDER, DAVID T. BEALS III, CLIFFORD L. FRIEND, SCOTT GALLAGHER, MORTIMER L. NEINKEN, Regional Vice-Presidents: WILBUR F. AMONETTE, JOHN A. EGGEN, JR., JEFFREY FORSTER, JACK L. JENKINS, WILLIAM K. MCDANIEL, JAMES C. PRATT, EUGENE REED, JOSEPH F. RORKE, PERRY SAPPERSTEIN.

EDITORIAL BOARD

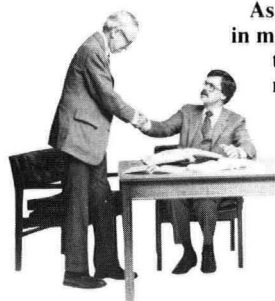
| | |
|---|--|
| SUSAN M. McDONALD..... | <i>Editor-in Chief</i> |
| SUSAN M. McDONALD, Associate..... | <i>Prestamp & Stampless Period</i> |
| CHARLES I. BALL, Associate | |
| ROBERT B. MEYERSBURG..... | <i>U.S. Carriers</i> |
| 6321 Tone Court, Bethesda, Md. 20034 | |
| THOMAS J. ALEXANDER | <i>1851-61 Period</i> |
| 500 Commerce Bank Bldg., Kansas City, Mo. 64106 | |
| DAVID T. BEALS III, Associate | |
| RICHARD B. GRAHAM..... | <i>1861-69 Period</i> |
| 259 E. Dominion Blvd., Columbus, O. 43214 | |
| WILLIAM K. HERZOG, Associate, P.O. Box 6038, Saginaw, Mich. 48608 | |
| C. W. CHRISTIAN, KENNETH D. GILBART, Contributing | |
| SCOTT R. TREPPEL | <i>1869 Period</i> |
| %Christie's, 502 Park Ave., New York, N.Y. 10022 | |
| RICHARD M. SEARING | <i>Bank Note Period</i> |
| P.O. Box 1174, Yorba Linda, Cal. 92686 | |
| CHARLES L. TOWLE | <i>Railroad Postmarks</i> |
| 4621 E. Don Jose Dr., Tucson, Ariz. 85718 | |
| CHARLES J. STARNES..... | <i>The Foreign Mails</i> |
| 1205 Wyllys St., Midland, Mich. 48640 | |
| SCOTT GALLAGHER..... | <i>The Cover Corner</i> |
| P.O. Box 42253, Cincinnati, Ohio 45242 | |

Address changes should be sent to Secretary, back issue orders to Publication Sales Chairman, other correspondence to Editor-in-Chief. Reports of new items or articles should be submitted to appropriate Section Editor or Editor-in-Chief. Do not send stamps or covers unless requested. Any items sent will be carefully guarded but no liability attaches to an editor or the Society.

© U.S. Philatelic Classics Society, Inc. 1984.

Put me to work for you.

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



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

Important decisions will be weighed. Shall we clear it all out in a single auction? Shall we place parts of it in our auctions of specialized material where they would fit in nicely? Shall we place parts into sales of "name" collections where they might be enhanced by such proximity? Shall we put aside exceptional items for inclusion in our annual Gem Sale where realizations are often astonishing? You won't be left out of these deliberations. You'll get my recommendations and reasons why before we lock up the sales.

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

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

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



I work for you in other ways:

All auction catalogs are not created equal. I honestly think mine are better.

Since "presentation" in a catalog is so important, you'll see that I picture 75% of the items, many larger than actual size. This 75% compares with an average of 50% in most others' catalogs. That's important for your material, because most buyers can't come personally to view the lots. If a buyer can't see what he's buying, chances are he won't buy. But a photo does the trick. Also, you'll find the important items illustrated in full color in every sale. This draws attention to them and they realize more. And as much as possible, we position photos adjacent to their lot description. That's a convenience to the buyer and a giant headache to us. But since buyers expect it and sellers request it, we do it.

A truism: "If you're willing to sell, they're willing to buy." I make sure your material is offered in my catalogs to thousands of collector specialists and dealers here and abroad. Their collecting interests cover a broad spectrum. They're a very receptive audience for quality material and they're serious buyers.

As an auction is concluded and the hammer falls on the last lot, we'll already be hastening our settlement with you to get your money into your hands. A number of factors will be working for you here. First, our computerized system eliminates the mountain of tedious paper work in tracking and invoicing every lot and bidder. Secondly, our buyers tend to pay promptly; we discourage slow payers by dropping them from the catalog list. Most important, our return rate is surprisingly low. We work hard at that by making sure our descriptions are accurate, our claims not exaggerated, and most material photographed.

Let me respectfully suggest that when the time comes to sell, take a few minutes for a toll-free call to me (800-424-9519). Let's discuss your collection. You may end up putting me to work for you then and there.



John W. Kaufmann

**John W.
Kaufmann,
Inc.**



CALL: (202) 638-5658



1522 K Street, N.W.
Washington, D.C. 20005

IN THIS ISSUE

| | |
|---|-----|
| THE EDITOR'S PAGE | 223 |
| GUEST PRIVILEGE | |
| Philip H. Ward, Jr.: An Aristocrat of Philately, by Stanley M. Bierman, M.D. | 224 |
| U.S. CARRIERS | |
| Franklin and Eagle Carrier Stamps, by Donald B. Johnstone (Continued from <i>Chronicle</i> 123:162) | 234 |
| THE 1851-61 PERIOD | |
| The "Inner Line" Plates of the Three Cent 1851-57 Issues, by William K. McDaniel | 242 |
| Detained for Postage | 244 |
| New Early Date | 245 |
| U.S. Mail Steamship Sailings, by Stanley B. Ashbrook (Continued from <i>Chronicle</i> 123:166) | 245 |
| THE 1861-69 PERIOD | |
| Paid by the U.S. Sanitary Commission, by Richard B. Graham | 252 |
| Editorial — Some Additions and Corrections..... | 255 |
| The 24¢ "Boston" Purple, by William K. Herzog | 258 |
| THE 1869 PERIOD | |
| A Note from the Section Editor..... | 260 |
| The Sidney Shepard Correspondence: Postal Confusion in the 1869 Period, by William H. Hatton | 260 |
| THE BANK NOTE PERIOD | |
| The Universal Postal Union "Zero" Marking, by George B. Arfken..... | 266 |
| The Beginning of the 10¢ Fee Registration Period, by Richard Searing..... | 267 |
| RAILROAD POSTMARKS | |
| Postmaster General Wickliffe Defines U.S. Express Mail, by Charles L. Towle | 272 |
| THE FOREIGN MAILS | |
| A 1 Cent Carrier with the 5 Cent to Italy, by Mortimer L. Neinken and Charles J. Starnes..... | 276 |
| Addendum: West India Packet Mails, by James C. Pratt | 278 |
| California Mails Afterglow, by Charles J. Starnes | 278 |
| The Cunard Line's Mail Packets on the North Atlantic 1860-1869, by Walter Hubbard (Continued from <i>Chronicle</i> 122:139)..... | 280 |
| THE COVER CORNER | |
| Answer to Problem Covers in Issue No. 123 | 284 |
| Problem Covers for this Issue | 286 |

WARNING!

**WOLFFERS AUCTIONS MAY BECOME
REWARDINGLY HABIT-FORMING**



START A GOOD HABIT

NEXT SALES

December 12, 13 & 14, 1984

January 23, 24 & 25, 1985

**Catalog, including realization for previous auction,
4 weeks before sale. Send name, address and \$3.00.**

RICHARD WOLFFERS, INC.

127 Kearny Street, San Francisco, CA 94108 Tel: (415) 781-5127

THE EDITOR'S PAGE

The *Chronicle's* editorial staff has undergone some changes. After nearly 18 years Creighton C. Hart has resigned as editor of the 1847 section. It is hard to contemplate this journal without Creighton as a regular contributor, but we are all grateful for his many years of dedicated service. Creighton has promised an occasional article, and is now working very hard on a revised edition of the 10¢ 1847 Directory and on the first publication of a 5¢ one. Until a new section editor has been appointed, readers with articles, comments, or questions relating to the 1847 issue should address them to the editor-in-chief.

It is a pleasure to welcome Scott R. Trepel as editor of the reinstated 1869 section. Scott is a longtime collector and student of the 1869 issue and approaches this assignment with enthusiasm. He will, however, need your assistance in the form of comments, new information, reports, and articles. Please help by contributing in any way you can.

* * *

Charles J. Starnes is chairman of the 1984 Cup Committee to determine the awards to be presented at the annual meeting in March. If you wish to make nominations for any of the cups, please write Charles, specifying which award and your reasons for the nomination. Qualifying activities are not limited to 1984.

As announced in *The Chatter*, the 1985 annual meeting will be held in Cleveland during the Garfield-Perry Stamp Club's March Party, March 22-24. This is a World Series of Philately event, as well as a very enjoyable one, so we hope for wide participation and attendance by Classics Society members.

Literature Notes

The New Jersey Postal History Society has recently published *Catalog of New Jersey Railway Postal Markings* by Frederick D. MacDonald. The book illustrates and classifies railroad postmarks of New Jersey by mail route, and with route records supplied by John L. Kay. A history of the railroads involved and of construction developments is supplied for each route. Maps clarify some routes and cover illustrations provide examples of use. The soft cover, 136 page (8½ x 11) monograph is available at \$10.00 (checks payable to New Jersey Postal History Society) from Fred MacDonald, P.O. Box 21, Holmdel, N.J. 07733.

Another useful handbook, *An Illustrated Catalog of Philadelphia Railroad and Maritime Markings, 1792-1882*, compiled by John L. Kay and Robert J. Stets, was issued at SEPAD as part of a continuing series on Philadelphia. The excellent section on exchange markings is largely the work of Dick Winter. This booklet is a handy reference to the railroad, treaty, and ship letter markings associated with Philadelphia.

PHILIP H. WARD, JR.: AN ARISTOCRAT OF PHILATELY

STANLEY M. BIERMAN, M.D.

Philip H. Ward, Jr.'s place in a pantheon of pre-eminent American philatelists has never been satisfactorily chronicled although he helped build many of the world's finest collections including those of Arthur Hind, Colonel Edward Green, Wharton Sinkler, William West, and Henry C. Gibson. While his own collection of classic U.S. and world stamps ranks as one of the most remarkable assemblages ever formed, Ward was better known as a stamp dealer who catered to an elite clientele, and as a notable philatelic journalist. He also maintained extensive interests in collecting historical documents, presidential franks, autographs, and rare coins. The third of four sons of Philip Henry Ward, a wealthy Washingtonian, Philip Jr. was born on November 26, 1886. Being close to the nation's political heartbeat, the young Ward early acquired an interest in presidential franks. A January 5, 1900, letter addressed to, "Master Philip H. Ward, Jr." from Princeton states, "My Dear Boy: I am not sure that a letter written and signed by me will add anything to the value of your collection. I am, however, rather partial to boys and am quite apt to do what they ask of me." It was signed, Grover Cleveland.¹ Ward continued to hound other Washington political figures for their signatures, once actually sending his entire collection of autographs by mail to President Woodrow Wilson. He received the book back with a cover letter from Secretary of War Newton D. Baker along with the hoped-for presidential frank.

Ward began his stamp collecting career at six years of age, and the youthful Washingtonian was known to haunt government offices to beg examples of demonetized Departmental stamps from officials. Ward's serious stamp collecting interests began while a college student at George Washington University where he acquired a reputation as an authority on United States stamps. Through friendship at college with the son of a Siamese diplomat, Ward assembled a major collection of stamps of that country which interest was to be maintained for a lifetime. Following graduation in 1909 with a bachelor of science degree in electrical engineering, Ward moved to Philadelphia to begin work with the Walker Electric Company. He designed and sold large electrical generators, and traveled across North America finding little financial reward in this business pursuit. He decided to part with his employer to form the Ward Electric Company, and with the help of a brilliant engineer he designed a patented device that was employed in radio manufacture.² At this time Philadelphia was the center of the newly emerging radio industry, and the company prospered under Ward's managerial talents. Some ten years later Ward foresaw that big radio companies would soon monopolize the industry, and chose to dissolve his corporation. The tax laws during the 1920s were exceedingly modest, and Ward used the proceeds from this sale to establish a sound financial base from



1. A. F. Harlow, *Paper Chase*, p. 254, Henry Holt & Co., 1940.

2. P. H. Ward, III, personal communication, 1984.

which he could launch his serious stamp collecting career.

Ward came to some philatelic prominence as a consequence of his role in a well known scandal involving the U.S. Post Office. Some time in early 1911, Ward was approached by Joseph Steinmetz at a meeting of the Philadelphia Stamp Club. Ward was offered blocks of four of the 4¢, 8¢, and 13¢ 1909 issue on experimental blue rag paper for prices of \$140 to \$200. Singles of these issues were advertised by Percival Parish of the Philadelphia Stamp Co. in the January 21 and February 14, 1911, issues of *Mekeel's Weekly Stamp News*, and thereafter the advertisement ceased to appear. These particular blue paper varieties, with the exception of the 13¢ stamp, were heretofore not known to collectors.³ Ward demanded free examples from Steinmetz of what he knew to be purloined government issues.⁴ Steinmetz demurred, and having failed in his intimidation, Ward contacted officials at the U.S. Post Office to inquire as to the means whereby Steinmetz, a well known Philadelphia collector and aerophilatelist, was able to gain access to these rarities. As detailed in the philatelic periodicals of the day,^{5,6} federal agents determined that Steinmetz arranged through Arthur Travers, a 41-year-old Third Assistant Postmaster General in Washington, D.C., to remove sheets of the three blue paper issues that were stored in government archives, and to substitute regular issues for the purloined items. The blue paper sheets, which were never intended for public distribution, were delivered by Travers to a Washington, D.C., post office, where at a predetermined time and station Steinmetz purchased the rarities at face value.⁷

Travers was making a modest Washington salary and the \$1,500 bribe was more than the poor government official could refuse. Following Ward's tip, federal agents seized the unsold portions of the three panes which had a philatelic value of \$10,000. Compromised by government records which established long distance telephone calls between Travers and Steinmetz's Philadelphia offices,⁸ the Third Assistant Postmaster General was summarily discharged from government service on March 6, 1911. The philatelic press of the day was not altogether sympathetic, given the fact that Travers had previously provoked their ire by disallowing second class postal rates to philatelic periodicals. Indictments were entered on April 3, 1911, against Travers and Steinmetz who were charged with embezzlement and conspiracy to sell at inflated prices stamps which were the property of the U.S. government.

Travers was subsequently to die in poverty and despair for his indiscretion. However, Steinmetz, accused of complicity for his participation in instigating the plot, had a decidedly more favorable fate. The Pennsylvania political boss Mark Hanna got Taft's ear during a political swing through the state. Taft subsequently quashed the government indictment against Steinmetz.⁹ The Philadelphia collector quickly regained philatelic pre-eminence with a showing of his collection of "Arabian Nights of Stampdom" at the International Philatelic Exhibition held in New York in 1913. Steinmetz was also to restore his good name and remove the stain on his honor and reputation by dint of services to his country. He helped develop a "hookbomb" in 1914 which was employed by the Allies in the First World War to repel attacks on European cities by Zeppelins. The bombs were suspended by wires from attack planes with hooks to catch the covering of dirigibles and thereby explode.¹⁰ It is no little irony that Steinmetz was among the triumvirate (Eugene Klein and Percy Mann) that

3. Anon., "Notes on U.S. Experimental Paper Variety," *Phil. J. Amer.* 21:244, 1910.

4. H. Herst, Jr., personal communication, 1984.

5. Anon., "U.S. Experimental Paper Varieties and U.S. Post Office Department Trouble," *Phil. J. Amer.* 22:91-93, 1911.

6. Anon., "The Travers Case," *Mekeel's Weekly Stamp News* XXV (#1059), p. 132 (April 15, 1911).

7. Anon., "Arthur M. Travers, P.O. Department Clerk Dismissed from Service and Arrested for Manipulation of Stamps," *Phil. Stamp News* 1:417-419, 1911.

8. Herst, *loc. cit.*

9. *Ibid.*

10. Anon. "Death of Col. Jos. A. Steinmetz," *M.W.S.N.* XLII (#1961), p. 456 (July 30, 1928).

underwrote the purchase of W. T. Robey's pane of the 1918 inverted air mail stamp which came through a Washington post office. For his part as a government witness and philatelic expert in the Steinmetz-Travers trial, Philip H. Ward, Jr., was presented with blocks of four of the 4¢ and 8¢ blue paper issues.¹¹

In 1913 Ward stumbled into one of the most famous finds in philatelic history. He was a member of a world wide exchange club known as the Cosmopolitan Correspondence Club of Milwaukee.¹² Ward chanced to visit a club member of Dutch extraction who ran a restaurant known as "Old Hickory" in New Orleans. Ward was informed of a cache of early covers showing steamboat markings. Better known today as the Carroll, Hoy find, it was the greatest lot of Mississippi river boat covers ever found. The cache represented correspondence to Buchanan, Carroll & Co., New Orleans commission merchants, which firm was acquired in 1861 by Joseph W. Hoy, a cotton broker, who changed the name to Carroll, Hoy & Co. The correspondence, of which half was on U.S. envelopes of the Nesbitt series 1853 to 1864, was stored in two "hogshead" containers picked of higher denomination stamps. *Random House Dictionary* defines a hogshead as a cask containing 63 to 140 gallons, thus representing a considerable volume of correspondence. The markings on the letters were in brilliant colors and fancy designs from boats which plied the Mississippi and tributaries.¹³ Ward recalls sifting through the covers stamped with singles, pairs and strips of the 1851 1¢ and 3¢ issues to choose better items but was offered the two barrels for \$20. He demurred because he thought the value was so slight as not to warrant freight back to Philadelphia. Oblivious to the postal history importance of the find, Ward selected 200 covers for \$2, mailing his purchases back to Philadelphia. They were put away for stock and sold years later for several hundred dollars when postal history came more into vogue. The New Orleans restaurateur sold the remaining letters to E. B. Powers, Dr. Carroll Chase and the balance to J. W. Scott. In another version of the find,¹⁴ E. B. Powers bought eleven large packing cases of the Carroll, Hoy find, selling one case of Nesbitt express envelopes with steamboat markings to John Klemann. The hoard of Carroll, Hoy correspondence which Ward could have acquired for \$20 would at the time of his reminiscences in 1935 have been worth \$10,000.

In 1918 Ward's own philatelic research and writing on "The Coil Stamps of the United States" which appeared serially in *The Philatelic Gazette* attracted the attention of the publishers of *Mekeel's Weekly Stamp News*. Ward was invited to edit the U.S. column and on October 12, 1918, "Chronicle of New Issues and Varieties" was started under the Ward byline with a subsequent name change to "U.S. News and Comments" and later "U.S. Tidbits." The column was to appear for 43 years.

In May 1924 Ward sold his own magnificent U.S. collection to Wharton Sinkler of Elkins Park, Pennsylvania.¹⁵ Some 25 years in the making, the collection consisted of singles and blocks of four of most 19th century issues along with a complete set of 20th century stamps including all the rarities and inverts. Ward traveled to London as Sinkler's representative and acquired many important U.S. rarities from the Nicholas Waterhouse sale of November 11-14, 1924, held by Puttick and Simpson. Among the important acquisitions was the finest known used vertical block of eight 5¢ 1847 issue (ex-William Aldrich, \$300) which was acquired for Sinkler for \$3,800. Further rarities were purchased at the Carroll Chase sale of 1851-1857 issues held on May 23, 1925, by Daniel Kelleher, and the John Bister sale of October 27, 1925, by J.C. Morgenthau.

In a two year span the youthful and philatelically possessed Sinkler spent \$200,000

11. H. Herst, Jr., *Nassau Street*, p. 276, Duell, Sloane & Pearce, 1960.

12. P. H. Ward, "The Carroll, Hoy Find," *M.W.S.N.* XLIX (#2323), p. 463 (Sept. 23, 1935).

13. E. S. Knapp, "Steam and Steamboat Cancels," *M.W.S.N.* XXXIX (#1774), p. 1 (Jan. 5, 1928).

14. C. J. Phillips, "Reminiscences of the Veterans," *Phil. Classics* I:16 (#12, April 1930).

15. P. H. Ward, "The Wharton Sinkler Collection of U.S. Stamps," *M.W.S.N.* XXXIX (#1820), p. 565 (Nov. 23, 1925).

under Ward tutelage.¹⁶ When a friend chastened Sinkler that he would not see a quarter of his purchase price at resale, Ward magnanimously took back the complete collection. An advertisement was placed in the January 4, 1926, issue of *Mekeel's Weekly Stamp News* describing the collection of General Issues, Departments, Newspapers and Special Deliveries which was appraised at \$241,530.05. Described as the most valuable collection of U.S. issues ever offered by private treaty, the offering stated that each piece (including the recently acquired Waterhouse block of eight) was individually priced and would remain in Philadelphia until February 15, 1926. The whole of the U.S. specialized collection was acquired for \$250,000 by another well-heeled Philadelphian, Capt. Edward R. Wood, Jr., who was a prominent banker and engineer in the city. The collection, which was already mounted and annotated by Ward, was entered by Wood in the October 16-23, 1926, International Philatelic Exhibition in New York City. Much to the consternation and chagrin of Sinkler, the Wood collection of 19th Century U.S. in four frames won a gold medal against Sinkler's single frame entry of remainders from his U.S. collection. Portions of what is believed to be the Gibson collection valued in excess of \$100,000 were purchased by Ward in 1929.¹⁷ Included were many blocks of four including Pan American inverts which were reacquired by Sinkler in building his second U.S. collection. The remainder of the Wood collection valued in excess of \$250,000 as described in Ward's newsletter of November 1930 was also placed in Sinkler's collection. It is of some interest that neither Wharton Sinkler nor Henry C. Gibson chose to show their quintessential collections at the 1936 International Philatelic Exhibition.

Some fourteen years following the initial sale of the Sinkler collection, the second Wharton Sinkler collection consisting of essentially the same U.S. specialized in blocks of four was disposed in two sales (#116 and #117) held by Eugene Klein Auctions of Philadelphia. On March 8, 1940, and May 11, 1940, one of the greatest sales of U.S. ever held appeared with but little fanfare in the philatelic periodicals of the day. It is believed that the choice of the Klein auction house over Ward's own auction company was predicated on the fact that Ward did not wish the impropriety of bidding on Sinkler's material at his own sale. The bulk of the U.S. blocks of four was acquired by Ward, although the Pan American inverts in blocks of the 1¢, 2¢, and 4¢ were purchased by Y. Souren at \$1,250, \$10,000, and \$5,000 respectively.

Ward purchased many rarities and blocks of four from the Joe T. Lozier collection which had been sold to the Scott Stamp and Coin Co. on July 21, 1924 for \$101,000 in one of the largest philatelic transactions ever handled.¹⁸ Lozier was an automobile manufacturer whose collection of U.S. 1847 to 1890 issues was culled from the 1917 Worthington auctions held by J.C. Morgenthau. Lozier was an old time collector who once owned two blocks of four of the 2¢ 1901 Pan American issue with inverted centers, one of which was sold through Ward to the Gibson collection, whence it passed to the Sinkler, thence Wood, and back again to the Sinkler collection. The other block of four of the 2¢ Pan American invert went unsold from its offering price of \$6,000 until it was finally acquired by Colonel Edward Green. One of the gems of the Lozier collection was a mint vertical strip of four of the U.S. 10¢ 1847 issue pictured in Brookman's handbook of the 1847 issue. The item (ex-Bartels, ex-Holland, ex-Morgenthau \$315) was offered for \$8,500 along with remarkable blocks of the 1¢ through 90¢ U.S. 1869 pictorials including a block of twenty of the 15¢, a block of nine of the 24¢, and a block of four of the 90¢ issue. Approximately \$60,000 of the Lozier collection was to come under the Ward umbrella and many pieces were subsequently found in the Caspary collection.

Ward played a major role in the Ludlow-Beebe find of Major Cleveland H. Bandholtz

16. C. J. Phillips, "Sinkler U.S. Exhibit," *M.W.S.N.* XLIX (#2307), p. 141 (March 25, 1935).

17. P. H. Ward, "Advertisement," *M.W.S.N.* XLII (#2006), p. 399 (June 17, 1929).

18. P. H. Ward, "Joe T. Lozier Collection," *M.W.S.N.* XXXVIII (#1751), p. 397 (July 28, 1924).

which occurred in January 1924,¹⁹ as well as Bandholtz's September 1927 find of the block of fourteen and horizontal strip of ten of the U.S. 10¢ issues.²⁰ The story of this remarkable find and the Ward-Bandholtz correspondence is of sufficient interest and complexity as to warrant a separate story which appeared in the previous issue of the *Chronicle* (August 1984).

In April 1928 Ward acquired the famous Gold Medal collection of U.S. 1847 issues formed by Henry C. Gibson which was valued in excess of \$100,000.²¹ Included in the Gibson 1847 collection was the finest of the two complete reconstructions of the 1847 10¢ issue of 200 subjects along with what was claimed as the finest U.S. 10¢ on cover consisting of a strip of six mailed to France. There were blocks of four and six 1847 5¢ issues which were subsequently placed in the Hind collection. However the greatest treasure in the Gibson private treaty offering was the block of six of the 1847 10¢ issue which failed to sell and which Ward later acquired for himself. The mint block of six was originally found in Washington sequestered in the family bible of the Rives family, and sold to Scott Stamp and Coin Co. According to one account the rarity resurfaced at a 1910 Philadelphia Stamp Co. auction where it was acquired by Gibson for \$635.²² According to another account, the block was offered at an Arthur Tuttle sale held in New York in 1910 and purchased by Eugene Klein for Henry Gibson for \$700.²³ It remained with Gibson until some time prior to the Ward sale of June 14, 1944, of Gibson's U.S. Postage Stamps on Original Cover, when Ward acquired the item for a price believed to be \$10,000. Henry C. Gibson made an additional private treaty offering in June 1929²⁴ consisting of plate block strips of four of the 1893 4¢ blue color error, and blocks of four of the 1¢, 2¢, and 4¢ 1901 Pan American inverts, and blocks of the 1918 Airmail invert which were offered for a price in excess of \$100,000. As previously mentioned, these items were to appear in the Wharton Sinkler collection.

In one of the largest private treaty offerings ever undertaken by a philatelic dealer, Ward approached Arthur Hind in December 1929 to negotiate purchase of his U.S. collection. The collection had been privately appraised at \$601,760 and in the financially frantic months following the stock market crash, Ward was flush with money from the sale of the Ward Electric Company. He traveled to Utica, New York, where the two parties were unable to reach a mutually satisfactory sales price: Ward offered the ailing Hind \$450,000 cash against the industrialist's demand for \$535,000.²⁵ As events unfolded, Hind's fiscal intransigence worked to Ward's financial advantage as Ward was able to subsequently harvest many rarities from the collection at rock bottom prices. Arthur Hind died on March 1, 1933, having failed to receive another legitimate offer on his U.S. collection. Hind's will stipulated that William C. Kennett, Jr., and Charles J. Phillips were given control of his stamp estate and on November 20-24, 1933, the Hind United States collection was auctioned at unreserved prices. The collection for which Hind had spurned Ward's offer of \$450,000 was sold for a cumulative \$244,810. Philip H. Ward and Warren Colson were two of the principal buyers at the Hind sale, with the former acquiring most of the unique blocks of four. It is ironic (if not a reflection on Ward's philatelic sophistication) that lot 504, a 3¢ green 1879 imperforate American Bank Note Co. issue (an india paper proof fraudulently placed on stamp paper according to Ezra Cole) which Ward had previously sold to Arthur Hind for \$500, was reacquired by Ward for \$50.

In November 1930 Ward began his own *Ward's Philatelic News* as a serialized periodical in which are to be found many major private treaty offerings, engaging stories of

19. P. H. Ward, "Ludlow-Beebe Find," *M.W.S.N.* XXXVIII (#1725), p. 56 (Jan. 28, 1924).

20. P. H. Ward, "1847, 10¢, Block of Fourteen," *M.W.S.N.* XLI (#1917), p. 542 (Oct. 3, 1927).

21. P. H. Ward, "Gibson Collection of 1847," *M.W.S.N.* XLII (#1944), p. 245 (April 9, 1928).

22. P. H. Ward, "The 10¢ Black Issue of 1847," *M.W.S.N.* XXXIX (#1776), p. 36 (Jan. 19, 1925).

23. P. H. Ward, "Walter Scott Dies," *M.W.S.N.* LXXI (#3018), p. 335 (Nov. 8, 1948).

24. P. H. Ward, "Advertisement," *loc. cit.*

25. P. H. Ward, "The Hind Auction Sale," *M.W.S.N.* XLVII (#2238), p. 565 (Nov. 27, 1933).

stamp finds as well as scholarly articles written by Stanley Ashbrook, Dr. Carroll Chase and Beverly King. Given Ward's known penchant for acquiring U.S. issues in blocks of four, it is interesting to read his January 1931 issue of *Ward's Philatelic News* in which he enthusiastically endorsed and offered blocks of four of C13 through C15 issues at \$38 per set, and cancelled Zeppelin issues at \$10 per set on card. Ward noted in his house organ that he handled the George Walcott, J. Barton Townsend, A.H. Lamborn, Harold Brooks collections as well as portions of Stanley Ashbrook's 1851 1¢ collection. Among Ward's own personal favorite dealings were those with Senator Ernest Ackerman, a frequent subject of his *Mekeel's* column, and from whom the Ackerman used Departments were acquired. In building the remarkable Ward U.S. collection, the centerpiece must surely have been his acquisition through Ackerman of the celebrated ex-Crawford block of sixteen of the U.S. 1847 5¢ issue, now reposing in the Ishikawa collection. The Crawford block was initially purchased through the Nassau Stamp Co. by Senator Ackerman some time after 1913 for an undisclosed price. When the Ackerman collection was broken up, the block of sixteen was valued at \$10,000.²⁶ However a photocopy of a May 8, 1931, letter from Ackerman to Ward has been obtained by the author (SMB) documenting a selling price of only \$1,699. It is to be noted that the 1931 *Scott Specialized* price of a mint block of four of the 1847 5¢ issue was only \$600. Together with its companion mint block of six of the ex-Gibson 1847 10¢ item, these two pieces were surely Ward's proudest philatelic treasures.

In 1932 Ward became indirectly involved in an epoch making legal decision in the case of *Troughton v. Bartels*.²⁷ The case was brought by Albany Troughton of Toronto, Canada, against J. Murray Bartels of New York City, and involved the 1845 10¢ Baltimore Postmaster Provisional on envelope addressed to "B. Webster" of London which constituted the fourth known copy on white paper. Unsophisticated in stamp matters, Troughton entrusted the item to his mother-in-law Mrs. Erskine to inquire of Bartels, a recognized philatelic expert, as to the value of the piece. The 10¢ Baltimore on envelope had been bequeathed to Troughton by the late Rt. Rev. W. Troughton, Bishop of Morcombe, England, along with a packet of autographs and stamps. According to Mrs. Erskine, Bartels initially offered \$125, then \$150 and then \$200 for the group telling her the stamps were not worth that sum. When it came to the envelope, Bartels claims that he said, "It is worth \$135 to me," in contrast to Erskine's statement corroborated by the daughter that the dealer said, "It is worth \$135." The statement was critical in the final legal decision. Nevertheless Bartels went on to sell the 10¢ Baltimore Postmaster Provisional to Philip H. Ward, Jr., in April 1928 for a handsome price of \$7,500. Ward in turn resold the rarity to George Tyler of Philadelphia for \$8,500 in an act of good faith. When Troughton learned through press releases of the event that his cherished letter had been sold for this astonishing price, he quickly sought legal redress to regain possession. Since Troughton could not rescind the original sale, his attorney, Irvin A. Edelman, sued for damages on grounds of fraud. The attorney demanded the difference between the true value of the stamp and the amount received. The verdict was for the claimant in the amount of \$7,336 which represented the difference between Ward's purchase price and Bartel's offer to Troughton. With 6 percent interest from the date of the sale and court costs Bartels was out \$9,443 which was reported to be the largest judgment ever rendered on a postage stamp case. The principle of law established in this landmark case was that when a seller is ignorant of the value of a rare stamp and relies on the expertise and superior knowledge of a stamp dealer concerning the value thereof, the law says that the parties are not on equal footing. If the dealer who purchases the stamps misrepresents the value thereof, thereby inducing the seller to part with the stamp for a lesser sum, the purchaser is liable for the difference between what he paid the seller and the real value of the stamp. It is ironic that

26. P. H. Ward, "U.S. 1847 Blocks," *M.W.S.N.* XLIX (#2317), p. 265 (June 3, 1935).

27. I. A. Edelman, "Seller Beware — Buyer Beware," (10¢ Buchanan) *Ward's Phil. News* II (#1), pp. 11-16 (Nov. 1932).

the Baltimore Postmaster that Ward sold for \$8,500 was to appear in Ward's "Mr. X." sale of December 6, 1938. The rarity which was catalogued for \$12,500 was sold for only \$3,750. According to Ezra Cole, Mr. "X" was George Tyler and it was this case wherein Mr. Tyler established the principle with the Internal Revenue Service that stamps bought for investment purposes should be treated the same as stocks when sold at a loss.

Ward's prominent serialized column in "Chronicle of New Issues and Varieties" which appeared in *Mekeel's Weekly Stamp News* placed the dealer in a position to influence many U.S. Post Office Department decisions regarding subjects of philatelic interest. In a decidedly spurious anecdote A.C. Roessler observed that Ward became the first living American pictured on a U.S. postage stamp.²⁸ Roessler claimed that under high magnification of the 1928 2¢ Valley Forge issue which shows Washington at prayer, ". . . a little fat fellow in modern dress [is seen] to the left of the tree," having the uncanny facial appearance of Philip Ward! Ward even told his own children that a friend at the Bureau of Engraving and Printing modeled the figure after him. However Philip H. Ward, III, who was a lawyer for the Freedoms Foundation at Valley Forge (where they take George Washington seriously), learned the face was that of a Quaker named Isaac Potts who heard a voice in the woods, and saw Washington kneeling at prayer.

Ward traveled through Europe in the period preceding World War II where he went about acquiring major European rarities in multiples and blocks to develop his collection of "Aristocrats of the Stamp Album." Europe was in turmoil and the dealer's ready cash spent on these rarities undoubtedly booked passage for many stamp collectors to America. The incredible collection of classic world issues is pictured and detailed in the 16th American Philatelic Congress book of 1950²⁹ and in the National Philatelic Museum issue of 1951 on Benjamin Franklin³⁰ and is must reading for the enthusiast. A partial listing of rarities includes the 1843 "Bull's Eye" 60¢ Brazil issue in a block of twenty, the 1849 France first issues complete in blocks of four and eight, the 1852 Netherlands first issues complete in mint singles, and blocks of the 1850 Spain first issue of the 6¢ stamp in a used block of thirty-two.

Ward showed three portions of his magnificent collection at the 1947 CIPEX held in New York City. His collection of U.S. regular issues in mint blocks of four from 1847 to 1946 was lacking but two varieties and was awarded a gold medal by the international jury. His Aristocrats of Philately, partially described above, won another gold medal, while Ward's presentation of his U.S. Revenues which included the unique 5¢ Proprietary issue was a third gold medal.

Ward was a decidedly opinionated individual and maintained a rather simple and precise attitude towards non-stamp people. According to his son Philip H. Ward, III, the world was divided into two groups: "There were Wards (like most Southerners he was proud of his name and Norman blood) and there were "others." Of these "others" the only one that he really liked and got along with were those who appreciated and would spend money to buy really good stamps. And you can rest assured that the operative words in the preceding sentence are *spend money.*"

Ward catered to the elite of the philatelic world, and maintained his offices at the Architect's Building at 1616 Walnut Street in Philadelphia. Visitors to his quarters described the dealer as a short, stocky bespectacled man who exuded a carefully drawn aristocratic air. While given to the usual social graces and amenities, he could appear aloof and caustic to the few who raised his philatelic ire; this often included his philatelic business rivals who had a few choice words regarding his girth and cherubic facial appearance. His office door was

28. Anon., "Notes," *M.W.S.N.* XLII (#1960), p. 458 (July 30, 1928).

29. P. H. Ward, "Aristocrats of the Stamp Album," *Sixteenth American Philatelic Congress Yearbook*, pp. 6-19, 1950.

30. P. H. Ward, "Franklin Portraits Among Aristocrats of the Stamp Album," *Nat. Phil. Mus.* 3:107-127, 1951.

TABLE I: PHILIP H. WARD, JR., AUCTION SALES

| <i>Sale</i> | <i>Dates</i> | <i>Title</i> | <i>Highlight</i> |
|---|--------------|--|---|
| 1. Coll. of Mr. "X," Part 1 (George Tyler) | 12/6/38 | U.S. 1845-1893 (including PMPs) | Lot 5: 10¢ Buchanan PMP on cover to London @ \$3,750. |
| 2. Coll. of Mr. "X," Part 2 | 4/21/39 | U.S. 1894-1935 Proofs, Depts, Carriers | Lot 137: 5¢ carmine imper- forate error B16 @ \$1,400. |
| 3. Coll. of Mr. "X," Part 3 | 10/18/39 | U.S. Envelopes, Revenues, Confederates, Proofs | Lot 255: \$500 black, green, red 1871 revenue @ \$800. |
| 4. George F. Tyler Coll. | 11/29/40 | U.S. and Foreign with Inverted Centers + U.S. Possessions | Lot 254: 1867 Spain 25M blue and rose, used @ \$500. |
| 5. George F. Tyler and others | 1/16/41 | 19th Century Presidential Franks. Philippines | |
| 6. Henry C. Gibson and others | 4/2/41 | U.S. 19th-20th Century Stamps Presidential Franks, Revenues | Lot 86: 5¢ Garfield Special Print. ECV \$1,500 @ \$200. |
| 7. Capt. Edward R. Wood, Jr. | 6/11/41 | U.S. 19th-20th Century. Coils Carriers, Envelopes | Lot 5: 5¢ 1847 orange, mint ex- Ackerman (ECV \$750) @ \$45! |
| 8. Capt. Edward R. Wood, Jr. | 6/2/42 | U.S. 19th-20th Century. Revenues, Presidential Franks | Lot 25: 5¢ 1847 hor. block 6 mint with closed tear @ \$465. |
| 10. William West Coll. | 4/26/43 | U.S. Postage Stamps 1847-1942 | Lot 880: 1¢ 1857 Type 1A tied on cover @ \$1,050. |
| (9) William M. Potts Coll. (numbering error) | 1/24/44 | U.S. + Foreign Inc. Hawaii | Lot 203: 2¢ blue 1851 Hawaii with defect RLM (ex-Duveen). |
| 11. (Colonel Oliver S. Picher) | 5/8/44 | U.S. 19th-20th Century | Lot 62: identical lot 25 in Wood sale of 6/11/41 @ \$187.50. |
| 12. Henry C. Gibson Coll. | 6/14/44 | U.S. Postage Stamps on Original Covers 1845-1940 | Lot 32: 5¢ 1847 hor. strip 5 with Can. 1851 3d @ \$6,000. |
| 13. Col. Oliver S. Picher Coll. | 10/23/46 | U.S. 1847-1851-1867-1869 + Stampless Covers, Franks | Lot 60: 10¢ 1847 B4 (ex-Gibson) mint @ \$5,250. |

overprinted with WARD ELECTRIC COMPANY, and casual, unannounced guests who wished to see his "stamps" were met with an imperial, "Can't you see . . . I am in the electric business!" pointing to the door.³¹ For the privileged class of true collectors who passed his philatelic muster and expressed interest in acquiring rarities, a visit to the Ward home was an awesome experience. Ward kept a few of his major pieces in a large vault room on the second floor of his Seminole Avenue home in Chestnut Hill, a fashionable Philadelphia suburb.³² Rare presidential franks, historical documents as well as some stamp rarities were present for viewing and purchase.

Ward was instrumental in arranging for the transfer of the Hiram Deats Philatelic Library to the Free Library of Philadelphia in 1949. The Deats Philatelic Library was then the largest collection of books on philately ever assembled, and it became safely ensconced through Ward's intercession. Additional contributions were received by Deats in 1955 and by his son in 1965. Ward was elected a member of the Board of Managers of the prestigious Franklin Institute of Philadelphia and was instrumental in arranging with the federal government the production of the ½¢ Franklin stamp of the Presidential Series. He was also one of the founders of the American Philatelic Congress and his enthusiasm was unflagging in his support of the many societies to which he belonged, including the American Philatelic Society, American Stamp Dealers Association and others. Ward also held 13 important philatelic auctions between 1938 and 1946 (see Table I).

On August 23, 1963, Philip H. Ward, Jr., succumbed to a heart attack at the University

31. Herst, personal communication, 1984.

32. A. Kantor, personal communication, 1984.

TABLE II: PHILIP H. WARD, JR., DISPERSAL

| <i>Sale (Number)</i> | <i>Dates</i> | <i>Title</i> | <i>Highpoints</i> |
|--------------------------------|--------------|--|---|
| 1. J&H Stolow | 6/2-4/54 | United States Stamps | Lot 270: 30¢ invert 1869 used @ \$3,500 ECV; lot 292: 90¢ B4 1869 mint @ \$1,400 ECV. |
| 2. Harmer, Rooke NY (#829-831) | 5/24-26/55 | Foreign Classics of the World | Number ones, covers, multiples, showpieces and rarities from Ackerman, Emerson, Rothschild and Tows coll. |
| 3. Parke-Bernet (#2254) | 2/11/64 | Manuscripts & Letters. History, Literature, Music from the collection of the late Philip Ward and Francis Read | Lot 130: Manuscript of Lincoln's address congratulating Army of the Potomac after disastrous battle of Fredericksburg @ \$16,000. |
| 4. Parke-Bernet (#2268) | 3/31/64 | Important Manuscripts . . . from the estates of the late Philip Ward, Jr. and Chas. Olsen | Lot 215: Zachary Taylor preparation for war between Mexico and U.S. @ \$2,800. |
| 5. Stack's Coins | 4/30-5/2/64 | Philip H. Ward, Jr. Collection of Coins of the World | Lot 143: Brilliant proof pattern five pound (gold) piece of George III (1820) @ \$10,000. |
| 6. Parke-Bernet (#2280) | 5/5/64 | American and other Manuscripts . . . from the estate of the Benj. Smith family and the late Philip Ward, Jr. | Lot 123: Rep. Abraham Lincoln arrives in Washington @ \$1,700. |
| 7. Robert A. Siegel (#272) | 6/18-19/64 | U.S. An outstanding group of scarce Postmaster Provisionals, rare 19th and 20 century | Lot 49: St. Louis 20¢ PMP gray lilac on cover @ \$4,750. Five different 5¢ Baltimore PMP envelopes. Numerous B4 of U.S. General Issues. |
| 8. Parke-Bernet (#2292) | 9/22/64 | American, French and other Autographs & Documents | Lots 205-207: Three different Zachary Taylor letters @ \$5,250 each. |
| 9. Robert A. Siegel | 3/31/65 | U.S. Postal History Auctions and Presidential Franks | Lot 3: J. Adams frank @ \$650. Lot 65: A. Lincoln frank @ \$600. |
| 10. Sylvester Colby (#158-159) | 11/27/65 | Ward Philatelic Library I | Lot 39: Collectors Club Philatelist cmplt to date @ \$350! |
| 11. Robert A. Siegel (#294) | 1/6-7/66 | U.S. Covers and Presidential Free Franks | Lot 13: W.H. Harrison free frank (unique as President) @ \$2,800. |
| 12. Sylvester Colby (#165-166) | 6/18/66 | Ward Philatelic Library II | Lot 429: Cmplt Ferrari auctions @ \$255. |
| 13. Sylvester Colby (#181-182) | 8/24/67 | Ward Philatelic Library III | Lot 131A-B: Ashbrook Special Services @ \$425. |
| 14. Robert A. Siegel | 6/4-6/68 | U.S. Revenues, Proofs and Essays | Lot 1392: \$500 Second Issue, black, green and red (R133) @ \$1,900. |
| 15. Earl Apfelbaum | 12/15/73 | U.S. Newspapers and Periodicals | N&P catalogues for total \$7,096 sold for \$4,819 (<i>U.S. Specialist</i> July 1974). |

of Pennsylvania Hospital. He was survived by his wife, Ruth MacNamara Ward, a son Philip H. Ward, III, and two daughters, Mrs. John M. Warner and Mrs. Edward L. Altemus, along with six grandchildren.

With Ward's passing there was considerable speculation in the philatelic community as to the disposition of his massive collection of stamps representing some 60 years of collecting. While negotiations were under way with the Harmer organization to purchase the philatelic estate which was estimated to be worth \$1,600,000 at auction, Raymond Weill of New Orleans was busy at work. In a *Time Magazine* article on January 3, 1964, which noted the rising Weill star and their intentions of making New Orleans, "the new stamp capital of the U.S.", the "up-and-coming" stamp dealer succeeded in purchasing the whole of the Ward

stamp estate for \$1,100,000. The *New York News* claimed that this price represented the largest private sale of philatelic material ever consummated, albeit eclipsed by the \$8,000,-000 sale of Burrus material through the Robson Lowe consortium.

Ward's manuscripts were sold separately by the family through Parke Bernet Galleries and the coins through Stack's. The whole of Ward's stamp estate was acquired by the Weills, although collections of Postmaster Provisionals, Presidential Franks, Newspapers and Revenues known to have been in the Ward collection but previously sold were to appear in Robert A. Siegel and Earl Apfelbaum sales (see Table II).

In late 1963 the Raymond Weill Company of New Orleans received 93 large packing cases constituting the Ward philatelic estate. Included was the voluminous ex-Deats philatelic library which was resold through Sylvester Colby. The crates were safely stored in the silver vaults of the New Orleans Whitney Bank. Over the years major portions of the collection have been sold, though much of the Revenue, Newspaper and Special Printings remain essentially intact. There have been fanciful rumors, denied by the Weills, that many original crates remain unopened to this day. Collectors the world over owe a debt of gratitude to this omnivorous collector who truly was an Aristocrat of Philately.

Acknowledgements

The author is most grateful to Herman Herst, Jr., for his story of Steinmetz's involvement in the 1911 blue paper scandal. Correspondence regarding the government's case against Steinmetz was donated by Mr. Herst in the 1950s to the Collectors Club of New York. I am also indebted to Philip H. Ward, III, for insights into his father, and to Ezra Cole, Raymond Weill, and Robert Markovits. Mr. Markovits has assembled Philip H. Ward, Jr.'s writings from *Mekeel's* and hopes to publish these important philatelic columns in a format similar to George Turner's republication of the G.B. Sloane columns.

We buy better covers of

United States Offices in China and 19th Century Trans-Pacific Mail

Please phone or write:



2716 Ocean Park Blvd., Suite 1020
Santa Monica, CA 90405 USA
Tel: 213/450-2543

FRANKLIN AND EAGLE CARRIER STAMPS

DONALD B. JOHNSTONE

(Continued from *Chronicle* 123:162)**HYBRID DIE PROOFS**

When plate proof impressions on thin India paper are cut to shape, impressed on heavy paper, and a false die sinkage is added, the result is known as a hybrid die proof. Hybrid proofs of the Franklin carrier in blue were made to resemble original large die proofs, and were used for official presentations. They can be distinguished from original die proofs by the lack of top and bottom stamp frame lines, feeling the edge of the India paper close to the edge of the design, by examining this edge with a hand lens, and by noting a stamp size welt on the reverse side. The false die sinkage was made by a steel block in a press. The size of the sinkage varied, but none are known with the same sinkage dimensions as the original large die proof. Hybrid die proofs of the Franklin carrier are known in blue, and made from India plate proofs in this color.

SMALL DIE PROOFS

One of the most interesting and somewhat bizarre episodes in the chronology of the Franklin carrier involves the creation of the so-called small die proof. In 1903, the Post Office Department produced 83 leather-bound albums on the pages of which were mounted die proofs of all United States stamps that had been issued up to and including 1902.²⁰ The Bureau of Engraving and Printing had in its possession the original dies from which the stamp printing plates had been made. These dies were used to print die proofs on white wove paper. They were trimmed to have 3-5 mm. margins, and then glued down on grey card pages. The albums were given to various officials in Washington, and as this occurred during President Theodore Roosevelt's administration, philatelists have referred to them as the Roosevelt Album of United States Small Die Proofs.

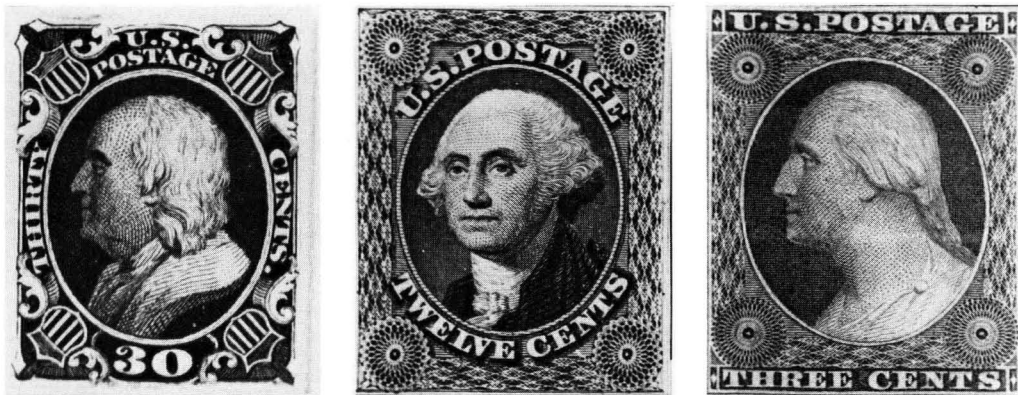


Figure 7. Source of the composite die of 1903; vignette from the 30¢, corner rosettes from the 12¢, and the tessellated frame from the 3¢ stamps.

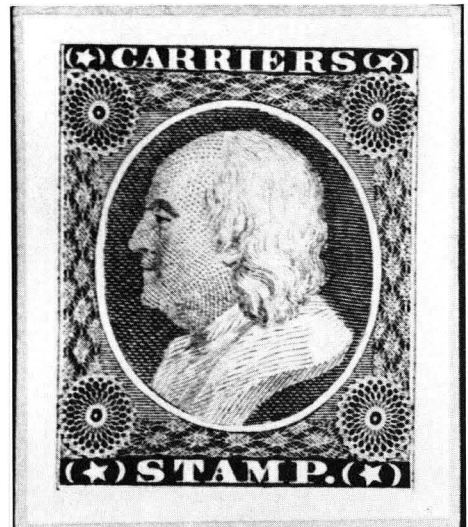
The Bureau was unable, it seems, to locate the die for the Franklin carrier. It was necessary, therefore, to create a new one. As the original plate had been used on occasion to print plate proofs on card, it had always seemed strange that the Bureau did not make a new die from a plate impression. The answer to this came when Elliott Perry indicated to me he

20. Allan M. Thatcher, "The Roosevelt Album of United States Small Die Proofs," *Essay Proof Journal* 38: 67:71, 1953.

had seen documentary evidence that this plate had been destroyed some time between 1897 and 1903.

In order to reconstruct a die to print the Franklin carrier, they made a composite from the dies of three other stamps.²¹ They used the Franklin head from the 30¢ stamp of 1860, the rosettes from the 12¢ stamp, and the tessellated lathe work from the 3¢ stamp of 1851. (Figure 7). New top and bottom labels with star ornaments were engraved, and a number of lines were added. They failed, however, to add the top and bottom stamp frame lines that appear on the original large die proof, presumably because they were copying one of the stamps. These frame lines had been removed from the transfer roll when the plate had been made. This new composite die looked something like the original to the casual observer, but the small die proofs that resulted show a number of errors. The proof is wider than the original and also shorter. One major difference to my eyes is the clear white oval around the vignette in the composite die proof. The original die proof and all subsequent plate proofs show remnants of the tessellation within this oval. As the small die proofs were glued down firmly to the Roosevelt Album pages, most copies that have been removed from an album were cut out with part of the album page showing as a grey border. (Figure 8).

Figure 8. Small die proof, composite die proof, of the Franklin carrier from the Roosevelt Album of 1903.



SCHERNIKOW PRINTINGS

The early years after the turn of the century saw not only the appearance of the new composite die proof of the Franklin carrier, but also another Franklin carrier die proof. When the original contract was written for the 1851 issue, it provided for the firm of Toppan, Carpenter, Casilear & Co. to turn over to the U.S. Treasurer the dies and plates after their use had been completed. This was done, and later such items were turned over to the Post Office Department. The contract failed, however, to say anything about the disposition of the transfer rolls, and it is presumed that these remained with the bank note company. As years went by, and bank note firms absorbed each other, there was an accumulation of various stock dies as well as transfer rolls passed from one firm to another. Around 1900, a man by the name of Ernest Schernikow came into possession of some transfer rolls that included some of the 1851 issue.^{22,23} Either he or someone in his employ made some dies from the transfer roll of the Franklin carrier, and printed a number of die proofs in various colors on 300 micron card stock, stamp paper, and on very thin proof paper (Figure 9). He not only made die proofs of the complete Franklin carrier, but ground down one of his dies in such a

21. Chase, *op. cit.*, p. 124.

22. Chase, *op. cit.*, p. 126.

23. Neinken, *op. cit.*, p. 26.



Figure 9. Schernikow die proof of the Franklin carrier. Note the die sinkage of 50 x 50 mm. as compared to the original large die proof.

manner as to show only the vignette of Franklin. Proofs of this incomplete die show evidence of the original border tessellation within the oval frame (Figure 10). The steel dies used by Schernikow differ in size and shape from the original large die by being approximately 50 mm. square, whereas the original die was 50 mm. high and 57.5 mm. wide. Moreover, the original die proof shows layout lines and rosette impressions as discussed previously under *Large Die Proof*. In any event, Schernikow printings came on the market, and have often been described and sold, intentionally or not, as original large die proofs.



Figure 10. Schernikow breakdown die proof showing only the vignette. Note the remnants of the tessellation within the oval border.

The final chapter of the Schernikow episode involves the late Dr. Clarence Brazer, who, after acquiring one of Schernikow's complete dies of the Franklin carrier, had a number of prints made. These were in several colors on white 300 micron card stock. Since the die sinkage is the same, one of the features to distinguish Brazer's die proofs on card from those made by Schernikow on card, is the card size. Brazer's measure 9.5 x 9.5 mm., and Schernikow's approximate 7.5 x 7.5 mm. The number that Dr. Brazer made or had made for him is not known, but he indicated to me that only a very few were struck. One of these which I acquired from him is numbered 8 and is printed in red ink. He presented the die to the Post Office Department in 1953.

IMITATIONS

I prefer to use the term, imitation, for the following items, as being more appropriate in this case than such designations as forgery, counterfeit, bogus stamp, fake, etc. There are,

however, no very good imitations of the Franklin carrier stamp. The one which most resembles the original is shown in Figure 11. It looks to me as though it had been a photograph of an original and printed in ultramarine on paper with a very pale pink surface. The size is almost identical to the original stamp. The word, *Facsimile*, is printed in red across the lower portion. This spelling as well as some faint printing on the reverse side in French, lends support to the thought that this may have been made in France.

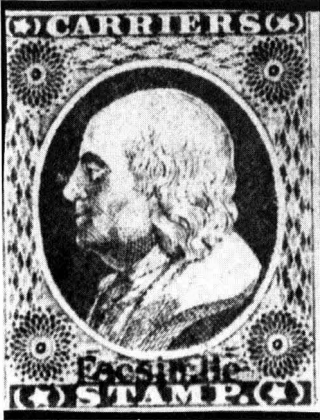


Figure 11. "Facsimile" in red on blue imitation of the Franklin carrier on pink paper.



Figure 12. Franklin carrier imitation, possibly from a wood block.

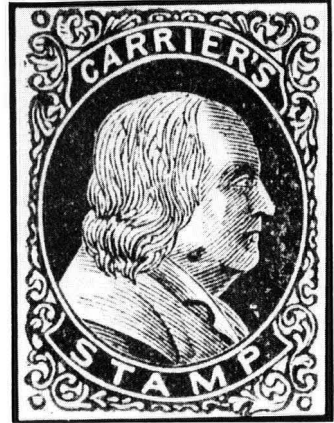


Figure 13. Franklin carrier imitation attributed to S. A. Taylor.

Another imitation shown in Figure 12 is a crude impression in blue from a wood block or similar preparation. One other variety is shown in Figure 13 with Franklin facing right. The latter is known in blue and black, and probably exists in other colors. It has been attributed to the well-known stamp imitation fabricator of Boston, S. Alan Taylor.

THE EAGLE CARRIER

It has been known since the appearance of the "Steinmetz Miscellany" in 1913 that John C. Montgomery, Assistant Postmaster and Superintendent of Letter Carriers of Philadelphia, was concerned about the confusion that could arise from use of the Franklin carrier stamp due to its similarity to the one-cent regular issue then in use. It has also been known that he was involved in suggesting a carrier stamp with an eagle motif to replace the Franklin stamp.²⁴ Some of the specific details were not made clear until the recent publication by Robert Meyersburg²⁵ of Montgomery's letters to Nathan K. Hall, Postmaster General. These illuminating letters show that Montgomery conceived the idea of using an eagle design, and the letters were dated on September 27 and October 5, 1851. This was just prior to the October 10, 1851, order from J. Marron, Third Assistant Postmaster General, to the Toppan, Carpenter and Casilear Company for one million Eagle carrier stamps.

The reason Mr. Toppan was so interested in supplying the Eagle carrier stamps in such a short period of time was that the eagle to be employed as the central design was already a stock die in use by the company for printing banknotes (Figure 14), thereby eliminating the time and expense of a new engraving. It was the late Dr. Julian Blanchard who proved that the small eagle stock die existed prior to its use on the Eagle carrier stamp.²⁶ The small eagle die had been in use on banknotes since 1843 by Draper, Toppan & Company, as well as Toppan, Carpenter and Company, both of whom were predecessors to the Toppan, Carpenter and Casilear Company.

24. Julian Blanchard, "History of the Vignette on the 1851 Eagle Carrier Stamp," *Essay Proof Journal* 51: 173-176, 1956.

25. Meyersburg, *op. cit.*, p. 28.

26. Blanchard, *op. cit.*, p. 173.



Figure 14. Eagle stock die was used to print banknotes by Toppan, Carpenter, Casilear & Co. prior to use on Eagle carrier stamps.

THE PLATE AND PLATE VARIETIES

The plate of the Eagle carrier was composed of two panes, one above the other with 100 impressions each. There was an 11 mm. gutter and a horizontal dividing line midway between panes. The imprint of "Toppan, Carpenter, Casilear & Co. BANK NOTE ENGRAVERS Phila., New York, Boston, & Cincinnati" appeared just below both upper and lower panes. Some time after the first stamps were printed, a plate "No. 1" was added to the plate just below the "EN" of ENGRAVERS. For some time it was thought that only the upper pane received the number, but we now have evidence that the number was also added to the lower pane as shown in Figure 15. Just when the number was added has not been determined.

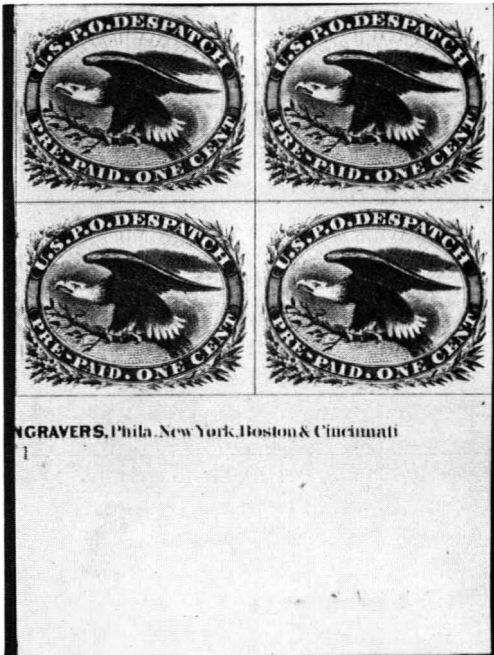


Figure 15. Eagle carrier block of reprints from the lower pane which shows the plate number 1 beneath the imprint.

The plate was prepared by rocking in the impressions from the transfer roll which contained four reliefs oriented side by side circumferentially.²⁷ Position dots were placed on the plate to assist the siderographer in positioning the transfer roll. With the exception of the upper row of ten stamps, positions 1 to 10, there are position dots showing in the upper left corner of the first left vertical row of stamps, and in the upper right corner in the fourth and seventh vertical rows. The dots also appear below the lower row of stamps in the first, fourth, and seventh vertical rows. There is a dot just outside and opposite the center of each corner stamp. Some dots are evident in the vertical and horizontal separation lines, and were used to rule in these lines.

27. Perry, 1973, *op. cit.*, p. 68.

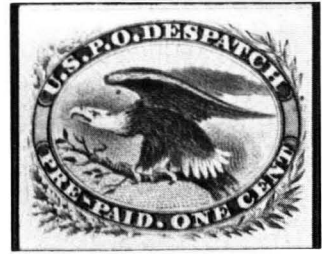
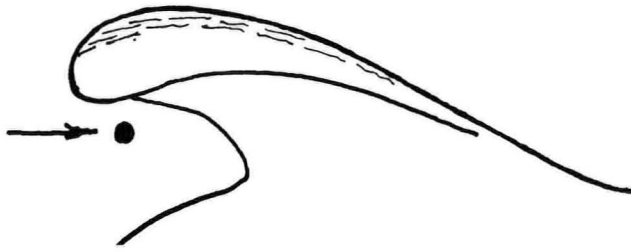


Figure 16. Eagle carrier with the spot under the wing, a plate flaw in position 83 of the upper pane.



Figure 17. Eagle carrier with a dash over the S of DESPATCH, a plate flaw in position 79 of the upper pane.

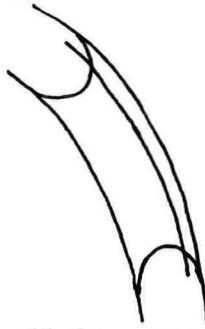


Figure 18. Eagle carrier with the pronounced double transfer showing in the right rectangular panel, position 7 of the upper pane.



Figure 19. Eagle carrier of position 1 of the lower pane is recognized by the separation line in the upper left corner.

The position dots appear to be more evident in the upper pane of stamps than in the lower. The presence of such dots enable a person to position certain stamps or blocks within a sheet. They have helped me to identify the position of several plate flaws. The most obvious flaws in the upper pane include the spot of color under the wing in position 83, (Figure 16), a dash over the "S" of DESPATCH in position 79, (Figure 17), and a pronounced double transfer in the right rectangular panel in position 7 (Figure 18). The upper left corner vertical separation line of Position 1 of the lower pane was completed with a noticeable short slanted line (Figure 19). Finally, one of the transfer roll reliefs produced all of the stamps in the seventh vertical row of both panes with a dot just above the tip of one of the leaflets on the right. With the existence of complete upper and lower panes, the task of identifying some positions is made easier than it is with the Franklin carrier.

EAGLE CARRIER PROOFS

A large die sunk proof, the ink and paper impression of the completed die, is always a choice collectors' item, and is due primarily to the very few that were made on the way to preparing the plate with which to print stamps. Although I was able to illustrate an original large die proof of the Franklin carrier earlier in this article, this will not be possible for the Eagle carrier. Dr. Clarence Brazer wrote in 1951,²⁸ "No large die proofs of the Eagle carrier stamp are known." My files, however, contain a description of an original large die proof of the Eagle carrier in the Miller collection that was on display in the New York Public Library. Recent efforts to substantiate this have been unsuccessful.

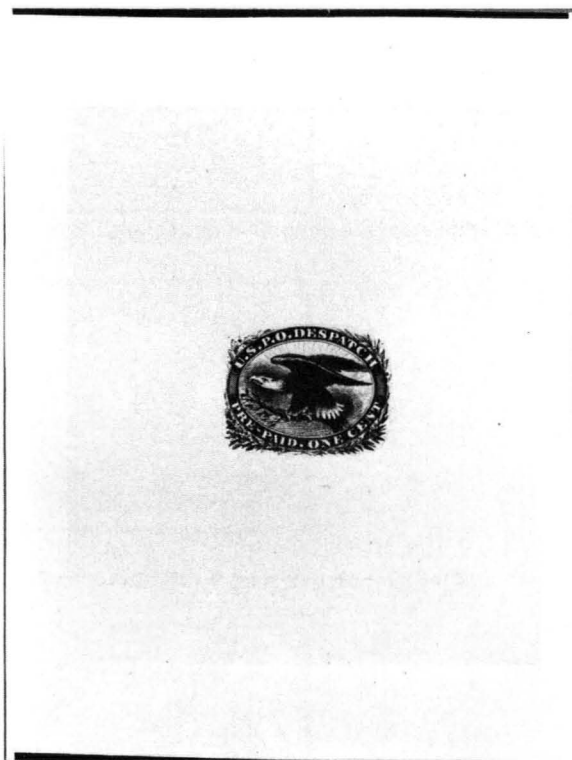


Figure 20. Hybrid die proof of the Eagle carrier prepared from a plate proof and simulated die sinkage.

Plate proofs in colors as well as varieties parallel those of the Franklin carrier. There are plate proofs in blue and in green on India paper and in orange on wove stamp paper. There are card proofs in blue that were produced at the same times as were the Franklin carrier card proofs. Similarly, the Atlanta proofs of 1881 are seen in the same five colors of scarlet, brown, green, blue, and black. The distinguishing features such as paper thickness are indicated in the Franklin carrier section of this article. Hybrid large die proofs in normal color were prepared in the customary manner by use of a normal color plate proof on India paper and impressing this on a card or proof paper with a steel plate to resemble die sinkage (Figure 20). Since the Eagle carrier design has no border frame line, it is easy to discern the edge of the plate proof in a hybrid. Unfortunately, some of these hybrids have been misdescribed on occasion in auction catalogues as large die proofs. The Miller collection had a plate proof in blue on card with "Specimen" overprinted in red, as well as a similar one overprinted in black ink.

28. Brazer, *op. cit.*, p. 438.

(To be continued)

PHILATELIC BIBLIOPOLE

Authoritative Philatelic Literature



We are dedicated to the old custom of issuing a true deluxe book for each of our new titles. A possible reprint or revised edition will not be so treated. As far as we know our deluxe editions are the only true deluxe philatelic books published in the United States since August Dietz's magnificent 1929 book.

Each deluxe is a special book. It is a different printing from the regular edition, there are minor text changes. The paper is a fine laid rag by the historic Curtis Mills in Wilmington, Delaware. The binding is by one of America's fine binderies, Adolphus of Austin, Texas. The hand marbled paper is a true work of art as are other details.

The significance is in the rarity and original nature. Each edition to date has consisted of 25 copies plus one copy each for the publisher and the author or authors. Each copy is numbered and signed by both the author and publisher in the Colophon.

Our next book, The Suez Canal Company by S. Ringström, H. Tester, and Boulad d'Humières will be especially significant as we will be tipping in a number of original forgeries into the deluxe edition. This title will most certainly be limited to those taking the previous ones for as of this date we do not have enough forgeries to produce our usual 25 copies. Does any one have a spare Fournier sheet of the 1c value?

The deluxe books to date, several of each are still available:

United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU
by Charles J. Starnes

Fresno to San Francisco Bicycle Post of 1894 by Lowell R. Cooper

The Postal History of The Forwarding Agents by Ken Rowe

Each \$300.00 post paid.

Leonard H. Hartmann

(502) 451-0317

Post Office Box 36006
Louisville, Ky. 40233

THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

DAVID T. BEALS III, Assoc. Editor

THE "INNER LINE" PLATES OF THE THREE CENT 1851-57 ISSUES

WILLIAM K. McDANIEL

The purpose of this article is to provide a guideline for collectors interested in plating the three cent 1851-57 stamps. It will, however, be restricted to those plates which produced, with certain exceptions, stamps that showed an inner line at either side of the central design. This group would include all states of plates One, Two, Three, Five, and plate "O", which never had a number assigned.

It is assumed that the reader is already familiar with the basics of plating, and that he or she has access to a complete listing of the various recut and plate varieties found on these plates. This information has been previously published in *Chronicles* 77:13-22 and 95:162-164. In addition, articles which feature diagrams or illustrations of these varieties may be found in the *American Philatelic Congress Book* for 1979, and the December 1979 issue of *The American Philatelist*. The two basic necessities for those contemplating any extensive plate reconstruction will be a copy of the revised edition of *The 3¢ Stamp of the United States 1851-57 Issue*, by Dr. Carroll Chase, and a set of photos of the reconstructed plates, available from the philatelic section of the Smithsonian Institution.

The suggestions outlined herein are divided into ten major categories, each further subdivided as necessary. In many cases, some steps may be omitted, as certain characteristics of the stamp being plated may match a feature or features which are found only on one of the plates under discussion, thus eliminating some of the other points of reference. An example of this would be a stamp showing the top of the upper right diamond block apparently "gouged out," rather than recut by a horizontal line. This is a characteristic of Plate 1, Late, and the other plates may be eliminated at once. Thus, it will seldom be necessary for the plater to go through all of the steps outlined here in order to plate a particular stamp. The information contained herein, together with the other sources mentioned earlier, should enable one to plate a good percentage of the 3¢ 1851-57 stamps from the plates under discussion.

With these basic rules established, the suggested points of reference to be considered are given as follows:

I. HOW ISSUED:

- A. Imperforate
- B. Perforated

II. COLOR:

- A. Orange-brown (all shades)
- B. Not orange-brown

III. SHEET LOCATION:

- A. Top margin
- B. Bottom margin
- C. Left margin
- D. Right margin
- E. Corner margin
- F. Body of plate

IV. RELIEF:

- A. Relief "A"
- B. Relief "B"
- C. Relief "C"

D. Misplaced Relief

1. "A" relief in place of "B" relief
2. "B" relief in place of "A" relief
3. "C" relief in place of "A" relief
4. "C" relief in place of "B" relief

V. INNER LINES:

- A. No inner lines (plates 1e and 1i)
- B. Inner line at left only
- C. Inner line at right only
- D. One inner line and part of another (plate 1e)
- E. Two complete inner lines

VI. POSITION DOTS:

- A. Normal
 1. At top
 2. At bottom
- B. Double
 1. At top
 2. At bottom
- C. Triple, at top (positions 9L5e and 9L51)
- D. Accidental (single)
 1. At top
 2. At bottom
- E. Accidental (double)
 1. At top
 2. At bottom
- F. Missing

VII. UPPER RIGHT DIAMOND BLOCK:

- A. Not recut at top
- B. Top recut by one horizontal line
- C. Top recut by two horizontal lines
- D. Top gouged out, rather than recut (plate 11 & 37R2e)

VIII. PLATE VARIETY:

- A. Double transfer
- B. Triple transfer
- C. Crack
- D. Rust marks (plate 51, perforated)

IX. RECUT VARIETY:

- A. No apparent recutting, other than normal recutting of frame lines and inner lines
 - B. Single recut variety
 - C. Multiple recut varieties
- (At this time, there are thirty-seven listed recut varieties, and over sixty combinations, wherein two or more varieties exist on the same stamp. These are listed and/or illustrated in the publications which are referred to in the first part of this article.)

X. FRAME LINES:

- A. Top frame line
 1. Extends past left frame line
 2. Extends past right frame line
 3. Doubled or split
- B. Bottom frame line
 1. Extends past left frame line
 2. Extends past right frame line
 3. Doubled or split
- C. Left frame line
 1. Extends above top frame line
 2. Extends below bottom frame line
 3. Doubled or split

4. Has one extra line at left
 5. Has two extra lines at left
 6. Takes place of the left inner line
- D. Right frame line
1. Extends above top frame line
 2. Extends below bottom frame line
 3. Doubled or split
 4. Has one extra line at right
 5. Takes place of the right inner line

In closing, the reader is reminded that, given the many variables present during the production of these stamps, some copies will show certain features more or less clearly than others coming from the same positions. Furthermore, as some of the earlier plates became worn, much of the recutting became very faint, and in some instances disappeared altogether.

In order to definitely establish a given position, particularly where no prominent recuts are present, it may become necessary to verify several points of reference. These must match those of a photograph or previously plated stamp in all respects, after allowances have been made for minor variations introduced by a weak impression, overinking, and so forth. The coinciding features should be in addition to major points, such as color or relief type, which could apply to many positions. It is hoped that these guidelines will simplify the effort.

DETAINED FOR POSTAGE

Reference has frequently been made in these pages and *USPM* to the method of handling unpaid mail after April 1, 1855. After that date all domestic letters had to be prepaid by postage stamps or in cash. The exact regulation, as it appears in the 1857 *PL&R* is:

Sec. 89. The act of March 3, 1855, making no provisions for *unpaid* letters to places *within the United States* — on the same or day following any such unpaid letter or letters being put into a post office, the postmaster thereof will give notice, upon blanks furnished by the Post Office Department, to all persons within the United States for whom such letters shall have been deposited in their offices; and if not attended to in *one month*, they will return such letters to the Dead Letter Office.

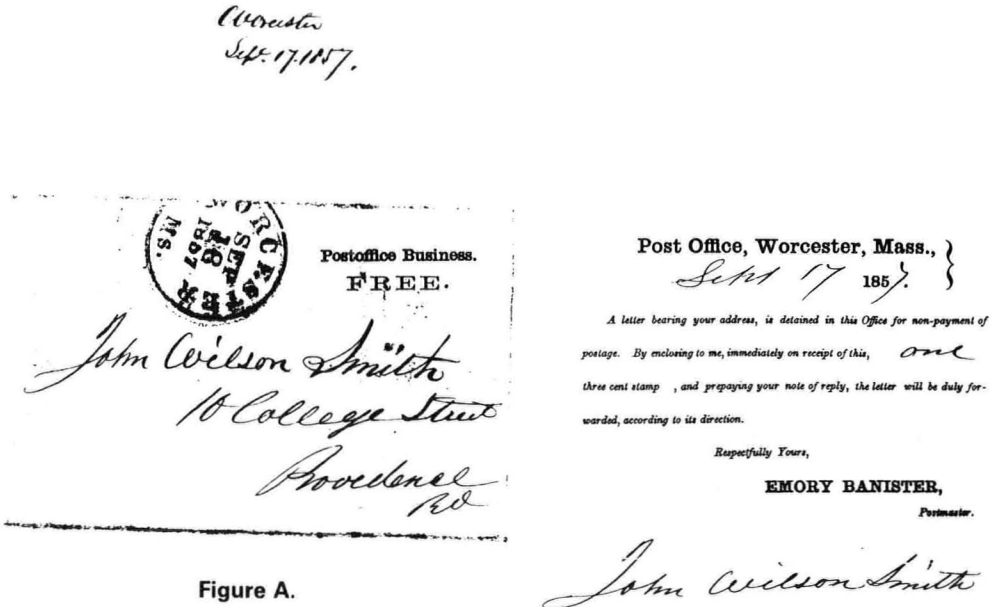


Figure A.

Figure A shows such a notice, sent by the postmaster at Worcester, Massachusetts, on September 17, 1857. This was supplied courtesy of John D. Kohlhepp.

NEW EARLY DATE

Wilson Hulme has discovered a new early date for a perforated 3¢ stamp from Plate 5 Late. Used from Baltimore on April 25, 1857, this is the only example from that plate used during the “experimental perforation” period (February through June 1857). The position, confirmed by William McDaniel and Joe Dienstfrey is 16R5L.

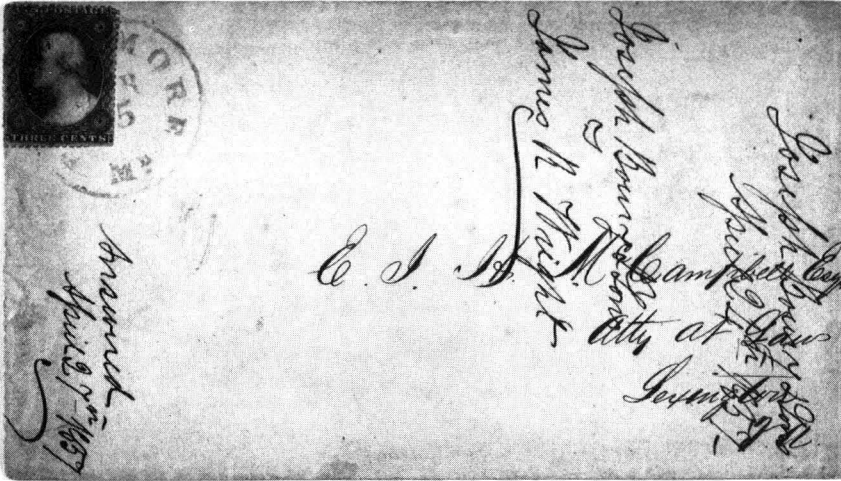


Figure A. Perforated 3¢ from Plate 5 Late on cover postmarked Apr 25 (1857) at Baltimore.

The front and back of the cover are shown at Figures A and B, the back showing an elegant over all advertising corner card.

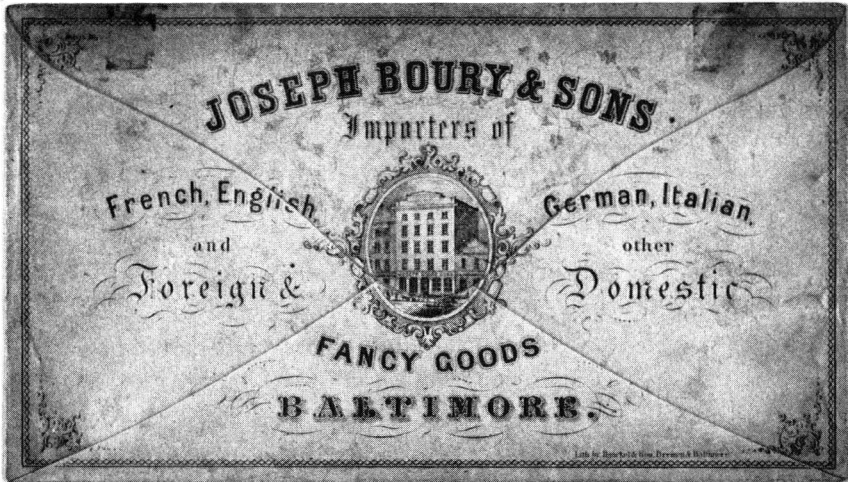


Figure B. Reverse of Figure A cover.

U.S. MAIL STEAMSHIP SAILINGS January to July 1851 STANLEY B. ASHBROOK

(Continued from *Chronicle* 123:166)

U.S.M.S.S. Co. for Chagres direct, via Havana. *N.Y. Herald*, Mar. 28, 1851, U.S.M.S.S. Co., Departure date - Apr. 11th, 3 P.M., S.S. Georgia with mails via S.S. Falcon from Havana.

N.Y. Herald, April 16, 1851. For S.F. & Oregon. Extra family steamer on 1st of June. By the only through line from Panama to S.F. The well known steamer Sarah Sands 1,500 tons, having convenient accommodations for families, will be despatched by the Pac. Mail S.S. Co. on the 1st of June from Panama. Her last trip from S.F. was performed in 21 days. She will be ready to receive on board immediately on her arrival in

Panama, passengers intending to go by her, and by leaving N. Y. in the steamer which will be despatched middle of May to connect with her and by availing of the reduced rates of fare, they will secure certainty and economy offered by no other steamer. Saloon \$200. etc. etc. Howland & Aspinwall, 54 South St.

N.Y. Herald, Apr. 13, 1851. Rate of fares reduced. Only through line for Calif. & Oregon via Chagres direct and by the U.S. Mail steamer on the Pacific. On Sat. April 19th at 3 P.M. The new double engine S.S. El Dorado, 1800 tons, Wright, Commander, will leave Pier 2, N.R. for Chagres, direct, on Sat. April 19th at 3 o'clock precisely. The El Dorado has proved herself to be the fastest steamer afloat, having made the trip from Chagres to N. Y. in less than 8 running days. Passengers by this vessel will reach Panama in ample time to take the steamers Panama or Columbus to leave that port on or about May 1st. For freight or passage apply at the office, 54 & 55 South St. or at 177 West St.

Pac. Mail S.S. Co. The only through line for Calif. & Oregon via Havana & Chagres. *N.Y. Herald*, Apr. 13, 1851, U.S.M.S.S. Co., Departure date - Apr. 26, 1851, 3 P.M. S.S. Ohio via S.S. Falcon for Havana.

To Chagres via Havana. *N.Y. Herald*, Apr. 27, 1851. U.S.M.S.S. Co., Departure date - May 10, 1851, 3 P.M. S.S. Georgia via S.S. Falcon from Havana.

For S.F. Only through line. *N.Y. Herald*, Apr. 27, 1851, U.S.M.S.S. Co., Departure date - May 11, 3 P.M. S.S. Empire City, connecting with the Steamer Tennessee leaving Panama on or about the first of June. [Note next sailing date of S.S. Empire City.]

For Calif. & Oregon. *N.Y. Herald*, May 1, 1851, U.S.M.S.S. Co., Departure date - May 13th, 3 P.M. S.S. Empire City. [This is no doubt change of date.]

For New Orleans direct via Havana and to Chagres. *N.Y. Herald*, May 14, 1851, U.S.M.S.S. Co., Departure date - May 26, 1851, 3 P.M. S.S. Ohio via S.S. Falcon from Havana. [Please note that as per *N.Y. Herald* May 16, passengers in the Ohio as above mentioned will connect with S.S. Northerner.]

N.Y. Herald, May 26, 1851. N.Y. Post Office Notice. The mails per U.S. Steamer Cherokee will close at this office on Mon. 26th inst. at 2 P.M.

N.Y. Herald, May 26, 1851. For S.F. via Rio & Valparaiso by the new and splendid S.S. Golden Gate to have quick despatch. The Golden Gate has been built to carry the U.S. Mails between Panama and San Francisco is double iron braced and has unsurpassed accommodations. Howland & Aspinwall, 54 South St.

For Calif. & Oregon via Chagres direct. *N.Y. Herald*, May 14, 1851, U.S.M.S.S. Co., Departure date - May 28, 1851, 3 P.M. S.S. Crescent City, connecting with S.S. Northerner at Chagres to leave Panama on or about 15th of June.

For S.F. via Havana & Chagres. *N.Y. Herald*, May 29, 1851, U.S.M.S.S. Co., Departure date - June 11th, 1851, 3 P.M. S.S. Georgia via S.S. Falcon from Havana, connecting at Chagres with S.S. Calif. to leave Panama on or about July 1st.

Calif. via Oregon & Chagres. *N.Y. Herald*, May 29, 1851, U.S.M.S.S. Co., Departure date - June 13th, 1851. S.S. Empire City with Gov't Mails connecting with S.S. Calif. to leave Panama about 1st of July.

For S.F. via Havana & Chagres. *N.Y. Herald*, June 14, 1851, U.S.M.S.S. Co. Departure date - June 26, 1851, 3 P.M. S.S. Cherokee via S.S. Falcon from Havana and connecting at Panama with S.S. Tennessee to leave Panama about July 15th.

N.Y. Herald, June 29, 1851. For New Orleans, via Havana, by S.S. Ohio to sail on Fri. July 11, at 3 o'clock from Pier at foot of Warren St.

VIA NICARAGUA SAILINGS

January to July 1851

Jan. 22, 1851, *N.Y. Herald*. For Chagres direct, at lowest rates of passage and freight. The new & splendid double engine S.S. Prometheus of 1,500 tons burthen, will leave Pier 2, N.R. on Jan. 27, 3 P.M. Apply to D.B. Allen, 9 Battery Place.

N.Y. Herald, Jan. 27, 1851. To S.F. via San Juan & Realejo. By fast sailing packet schooner Camilla Scott to sail on Jan. 28th. A. Kemp, 116 Wall St.

N.Y. Herald, Jan. 28, 1851. Reduced rates to Chagres. Independent S.S. Co. For Chagres direct without stopping at Havana or Kingston, Feb. 11, from Pier 2, N.R. The splendid new S.S. North America, 2000 tons, the fastest steamship in the world, J.H. Blethen, Cmdr., will sail precisely at 3 o'clock from her pier; passengers for Chagres or S.F. would do well to call and examine the ship and secure a passage. [Data on rates & fare eliminated.] Apply to A.C. Hall, Pier 18 N.R. foot of Courtlandt St. or on board of ship.

N.Y. Herald, Feb. 22, 1851. For Chagres direct at the lowest rates of passage and freight. The S.S. Prometheus will leave N.Y. from Pier 2, N.R. on Feb. 27th, 3 P.M. Apply to D.B. Allen, 9 Battery Place.

N.Y. Herald, Feb. 22, 1851. For Chagres direct by splendid Steamer Brother Jonathan to leave N.Y. early in Mar. This steamer has been constructed with a view to strength, speed and superior accommodations. E. Mills, 51 Courtland St.

N.Y. Herald, Feb. 26, 1851. For Chagres direct by splendid new S.S. Union, Capt. Thos. S. Budd, to leave pier 4 N.R. Sat. the 8th of Mar., 3 P.M. Spofford & Tileston, 48 South St.

N.Y. Herald, Mar. 2, 1851. Express Line for Chagres. The new and splendid Steamer Brother Jonathan, 1400 tons burthen, will sail precisely on Mar. 15th. Apply to E. Mills, Agent, 51 Courtlandt St.

N.Y. Herald, Mar. 15, 1851, CHANGE OF SAILING DATE. Brother Jonathan to sail for Chagres on Mar. 17th, in time to take Apr. 1st steamer at Panama for San Francisco.

CHANGE OF SAILING DATE FOR BROTHER JONATHAN. *N.Y. Herald*, Mar. 18, 1851. This steamer having been detained by the storm, will sail this day at 10 o'clock from Pier 4 N.R. Passage can be secured till 9 o'clock [data on rates etc.] Berford & Co., 2 Astor House.

N.Y. Herald, Mar. 14, 1851. For Calif. via Chagres direct by new and splendid S.S. Prometheus to leave Mar. 27, at 3 o'clock P.M. The well known S.S. New Orleans will leave Panama on the 10th of Apr. for S.F. direct giving passengers by the Prometheus the opportunity of reaching Calif. by most speed conveyance. Apply to D.B. Allen, 9 Battery Pl.

N.Y. Herald, Mar. 25, 1851. CHANGE OF SAILING DATE FOR STEAMER PROMETHEUS to leave Mar. 28th instead of 27th. By this arrangement she will meet at Panama the new steamers Independence and Sea Bird which are to leave the latter place on the 10th of Apr. Also the Steamer New Orleans. All these ships will take passengers to S.F. at the lowest rates of fare. Passengers going through should understand that there is a strong competition on the Pacific. Those who do not pay through, can have benefit of this at the lowest rates.

N.Y. Herald, Mar. 16, 1851. The favorite Steamer New Orleans, Capt. J.D. Wood, will leave Panama for S.F. direct on the 10th of Apr. Passengers per steamers leaving N.Y. on the 26th, 27th and 28th of Mar. will have time to meet her and not be detained upon the Isthmus. Her well known speed and air accommodations so necessary in warm climate, will insure a comfortable and quick passage. For freight or passage apply at the office of Capt. in Panama.

N.Y. Herald, Mar. 13, 1851. Independent S.S. Line between Chagres & N.Y. at reduced rates of passage and no connection with any combination or monopoly. The new and elegant S.S. North America (of the above line) will leave Chagres on or about the 25th of each month, (on the arrival of the regular S.S. at Panama from S.F.) for N.Y. direct without stopping at Kingston or Havana, and it is expected that this ship will make the passage between Chagres & N.Y. in 7 days or less. This ship will leave N.Y. for Chagres on Fri. the 11th day of Apr. from Pier 4, N.R. at 3 P.M. The above vessel is entirely new, having made but two trips to Chagres and passengers can depend upon her being clean etc. [data on state rooms etc., passage S.F. to N.Y. & vice versa, etc. eliminated]. Apply at the office Pier 4 N.R. foot of Morris St.

N.Y. Herald, Apr. 2nd, 1851. Latest news for S.F. by Berford & Co's Express; S.S. Brother Jonathan will leave Baltimore on Sat. Apr. 5th for Chagres direct and will land her passengers in time for them to take the steamer of the 25th of Apr. from Panama with the passengers and U.S. Mail by Ohio of the 26th of Mar. Berford & Co., 2 Vesey St., Astor House.

N.Y. Herald, Apr. 5, 1851. Chagres & San Francisco, by Schooner Maria to leave N.Y. on Apr. 8th for Chagres and San Juan de Nicaragua. Apply to Master on Board, foot of Wall St. or 61 South St.

N.Y. Herald, Mar. 30, 1851. Independent Line. The S.S. North America will leave Pier 4 N.R. Fri. 11th of Apr. and will land her passengers at Chagres in time to take one of the new steamers of the Independent Line at Panama on the 28th of Apr. and arrive in S.F. before the 12th of May, being just 30 days from N.Y. to S.F. [data on state rooms and fares etc.] Berford & Co., 2 Vesey St.

CHANGE OF SAILING DATE FOR North America from 11th Apr. to 14th of Apr., connecting with Independent Line steamers at Panama on 1st of May.

N.Y. Herald, Apr. 14, 1851. CHANGE OF SAILING DATE for S.S. North America to leave on the 15th at 10 A.M.

N.Y. Herald, Apr. 20th, 1851. For Chagres direct. The S.S. Prometheus will make one more trip to Chagres before taking her place on the Nicaragua Route, and will leave N.Y. for Chagres direct from Pier 4, N.R. on Mon. 28th Apr., at 3 o'clock P.M. D.B. Allen, 9 Battery Pl.

April 23, 1851, *N.Y. Herald*. Independent Through Line, opposition to "The only through Line" - Direct to Chagres - The Independent steamers carrying Berford & Co's Express Mail from N.Y. to Chagres in 8 days are: The Prometheus, the North America & Brother Jonathan. These fast steamers connect at Panama with the new steamers Sea Bird, Independence, New Orleans, Union, Pacific, Chesapeake, N.Y. and Monumental City. The fare for through tickets from N.Y. to S.F. less than any other line. Berford & Co., 2 Vesey St.

N.Y. Herald, May 1, 1851. N.Y. and N.O. S.S. Line for N.O. direct, by new steamer Winfield Scott, 2100 tons, will depart from 4 N.R., 3 P.M. on May 3rd. Apply to Davis Brooks & Co.

N.Y. Herald, May 4, 1851. For Calif. - Independent Line to S.F. via Chagres direct. S.S. North America will leave N.Y. on her fourth trip to Chagres on May 13th, 3 P.M. from Pier 4 N.R. foot of Morris St.

N.Y. Herald. Independent Through Line - Opposition to old high priced monopoly and to "the only through line" we call attention to these about going to Calif. of following facts. The steamers of this line are new and make the trip to Chagres two days quicker than old priced monopoly boats, they never ask exorbitant prices. These steamers connect at Panama with the Independent steamers to S.F. The Steamer Brother Jonathan will sail precisely at 3 P.M. on May 13 and North America on May 13th. These steamers will land their passengers at Chagres 4 days ahead of U.S. Mail Steamer Georgia and their passengers will arrive in S.F. before the 15th of June. [Data on unescorted ladies eliminated]. [PLEASE NOTE: That the above 2 steamers leave on the same day is correct according to the data in the newspaper.]

N.Y. Herald, May 9, 1851. Steamer North America to sail on May 13th.

N.Y. Herald, May 16, 1851. Independent Line to Chagres Brother Jonathan will positively sail on Mon. 26th of May, 3 P.M., connecting with Steamer Union on the Pacific.

N.Y. Herald, May 29, 1851. S.S. Brother Jonathan having met with an unforeseen accident has returned to this port. The accident will be repaired in 24 hours when she will start again on her voyage and deliver our mails and freight at Chagres in time for them to be forwarded to Panama to take the steamer of June 15th. Berford & Co., 2 Vesey St.

N.Y. Herald, May 30, 1851. S.S. Brother Jonathan. The slight derangement of her machinery having been substantially repaired, notice is hereby given to the passengers to be on board this day, at 6 P.M., as the vessel will sail from the Novelty Works for Chagres at that hour or 6 A.M. in the morning. E. Mills, 51 Courtlandt St.

For New Orleans direct by Steamer Winfield Scott on Mon. June 2nd.

N.Y. Herald, May 28, 1851. For Chagres and San Juan de Nicaragua. The S.S. Prometheus will leave N.Y. for the above ports on Fri. June 13th at 3 P.M. Apply to office, 9 Battery Place.

N.Y. Herald, June 5, 1851. Notice is hereby given that the S.S. Constitution, Lt. Blunt U.S.N. Com., will leave Panama for S.F. on or about the 25th inst. in season for the passengers from hence by the steamers of 11th and 13th inst. Ward & Price, 76 B'way.

N.Y. Herald, June 6, 1851. Independent Line for Chagres direct per S.S. Brother Jonathan to sail on June 26, 3 P.M. E. Mills, 51 Courtlandt St.

N.Y. Herald, June 25, 1851. For Calif. via Chagres direct. The S.S. Lafayette, Chas. Stoddard Cmd. (late of Crescent City) will sail from Philadelphia for Chagres direct on July 10th, 12 o'clock from her wharf near Lombard St. This steamer has proved herself a fast and remarkably safe vessel (being now on her first voyage from Europe) and accommodations are unsurpassed. Through tickets to Calif. at reduced rates. J.G. Williams, 188 Front St.

N.Y. Herald, June 23, 1851. The new and Independent Line for Calif. via Nicaragua. The S.S. Prometheus will leave Pier 2 N.R. July 14, 3 P.M. for San Juan direct, connecting with S.S. Pacific to leave San Juan del Sud on the 25th. [continues exactly as the ad of July 6, 1851.]

NEW YORK TO SAN FRANCISCO DIRECT January to July 1851

N.Y. Herald, Jan. 9, 1851. FOR S.F. DIRECT. Dispatch Line. The new and elegant Clipper Ship Stag Hound, Richardson, Master, is now loading at her berth, foot of Wall St. Particular attention is requested to this beautiful vessel, as she has been built with a view to excel in speed, and presents to the world the sharpest ship ever built. The expectation is that she will perform the voyage within 85 days. Shippers desiring freight, should make immediate application as but a small quantity remains at the present rate. Superior state room accommodations for a few cabin passengers. E.B. Sutton & Co., 84 Wall St. or John Ogden, 116 Wall St.

N.Y. Herald, Jan. 17, 1851. Despatch Line for S.F. direct, by new and splendid ship Alert, now loading at Pier 5 N.R., to sail in about ten days. Immediate application should be made. E.B. Sutton & Co., 84 Wall St.

N.Y. Herald, Feb. 15, 1851. Ship Alert must have all freight aboard before Sat. 15th. E.B. Sutton, 84 Wall St.

N.Y. Herald, Jan. 21, 1851. For S.F., Calif. Mutual Line with immediate despatch by elegant N.Y. built Clipper Ship Ino. Apply to Siffken & Ironside, 2 B'way or G.S. Coit, 106 Wall St.

N.Y. Herald, Feb. 17, 1851. Clipper Ship Ino for S.F. to sail previous to the 22nd of Feb.

N.Y. Herald, Jan. 21, 1851. For S.F. - Dispatch Line, by A 1 fast sailing packet ship Anglo-American, Pier 7 E.R. Apply to E.B. Sutton & Co., Wall St.

N.Y. Herald, Mar. 6, 1851. Ship Anglo-American for S.F. on Sat. 8th inst. E.B. Sutton & Co., 84 Wall St.

N.Y. Herald, Jan. 25, 1851. Passengers for S.F. direct. A few can be elegantly accommodated in the beautiful new clipper ship Tagus now ready for sea. Apply on board at Pier 10, E.R., or to Isaac T. Smith, 101 Wall St.

N.Y. Herald, Feb. 5, 1851, Dispatch Line, Departure date - Quick despatch, Clipper Witchcraft for S.F.

N.Y. Herald, Mar. 8, 1851. S.F., Calif., by S.S. Marmion, 1000 tons burthen, to sail on Mar. 18th as previously advertised will positively sail from N.R. on Fri. 28th inst., 10 o'clock. Apply to Brain & Mountain, 104 So. St. [please note that no previous mention of above boat was found].

N.Y. Herald, Apr. 1, 1851. For S.F., Dispatch Line. Clipper Ship St. Thomas to sail on or about Apr. 15th. E.B. Sutton, 84 Wall St.

N.Y. Herald, April 10, 1851. For San Francisco by Dispatch Line. Clipper Ship St. Thomas to sail in a few days. E.B. Sutton, 84 Wall St.

N.Y. Herald, May 14, 1851. For San Francisco by Dispatch Line on N.Y. built Clipper Ship Eagle to have immediate despatch. E.B. Sutton, 84 Wall St.

N.Y. Herald, June 11, 1851. Clipper Challenge for San Francisco is at her berth foot of Wall St. ready to receive passage or freight. Apply to Nath. L. & Geo. Griswold, 71 South St.

N.Y. Herald, June 26, 1851. For San Francisco. Dispatch Line. For San Francisco by Clipper Ship Hornet to have quick despatch. E.B. Sutton, 84 Wall St.

(To be continued)

Available for Immediate Delivery

Letters of Gold

by Jesse L. Coburn

This long-awaited volume, jointly sponsored by the Philatelic Foundation and the U.S. Philatelic Classics Society, tells the fascinating story of California mails of the Gold Rush period set against the engrossing background of historical and social events that shaped the development of our nation.

An ideal gift, as appealing to the general reader as to the philatelist or postal historian.

Hardbound, 400 pages, large (8½ x 11) format. Over 1250 illustrations, with 16 pages in full color. \$50.00 postpaid (inquire for quantity discounts). Orders and checks to the **Philatelic Foundation, 270 Madison Ave., New York, N.Y. 10016.**

WANTED QUALITY CLASSIC

- ★ **STAMPS**
- ★ **COVERS**
- ★ **CANCELS**

and other philatelic materials for inclusion in our regular public auctions, 8-9 held each year.

Consignment or outright purchase. Contact us for details and terms.

William A. Fox Auctions, Inc.

Dept CS Box F
Short Hills, N.J. 07076
201-467-2366

FANCY CANCELS



#114 FISH



#158 DEER

19th Century on or off cover. The largest stock in the country is available to you on approval. Tell me what you'd like to see.

STEVEN HINES
P.O. BOX 422
MONEE, ILL. 60449

The stamp of door-to-door service.



Hold out for Apfelbaum.

There is one stamp that assures you of service that is a bit more far-reaching than you might have expected when selling your stamps. That's the stamp of an Apfelbaum.

It's the symbol of a staff that regularly calls upon philatelists throughout the nation and throughout the world, throughout the year, in search of the unusual.

In fact, when it comes to travel, our specialists will even come right to your door, when the collection or your need warrants it.

That's the kind of service no other stamp firm can offer the way Apfelbaum does. And for over 50 years and four generations, that's always been the way we've done business.

To hold out for your own free consultation and more good reasons to consider Apfelbaum when selling your stamps, call Apfelbaum today.

We'll tell you how to get the most for the ones you love.

Earl P. L. Apfelbaum Inc.
2006 Walnut Street
Philadelphia, PA 19103
215/567-5200 800/523-4648

- Send me your monthly, 64 page price list Ads & Offers.
- Send me your auction catalogs.
- I'm thinking of selling my philatelic holdings.
Their approximate value is \$ _____

Name _____
Address _____
City _____ State _____ Zip _____
Phone _____ Best time to call _____

PAID BY THE U.S. SANITARY COMMISSION

RICHARD B. GRAHAM

The May 1966 issue of the *Chronicle*, No. 52, was a salute to Washington, D.C., and the SIPEX show at which the U.S. Philatelic Classics Society held an annual meeting. Much of that *Chronicle* was about Washington postal history.

I believe this was the first special issue of the *Chronicle*.

One of the articles in the 1861 section of that issue was by Mr. Alvin R. Kantor and was titled "From Soldier to Soldier; Forwarded by the U.S. Sanitary Commission." Actually the title was not quite accurate, due to a misunderstanding between George Hargest, then editor of the *Chronicle*, and myself. The title should have said "PAID" as does the title of these notes, rather than "FORWARDED," although a few forwarded covers were mentioned in the article.

The U.S. Sanitary Commission had field quarters somewhat similar to the facilities provided by the Red Cross and U.S.O. of later years. Probably the most famous of the Sanitary Commission operations was the compound the soldiers dubbed "The Shebang," shown in Figure 1, which was at Brandy Station, Virginia, in the winter of 1863-4, and many of the "Forwarded" letters stemmed from such operations. At such locations, the Sanitary Commission and, late in the war, the U.S. Christian Commission, provided stationery and possibly also furnished postage stamps to soldiers wishing to write letters.

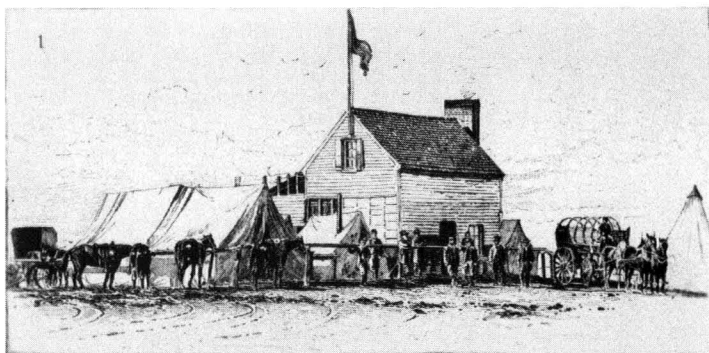


Figure 1. The "Shebang," the famous facility of the Sanitary Commission at Brandy Station, Va., in the winter of 1863-64.

Two representative Sanitary Commission "Forwarded" handstamps applied as backstamps to mail postmarked at Washington, D.C., are shown in Figure 2. Both markings appear on covers with 1864 Washington postmarks, but without indication of regiment or origin. However, since a very high proportion of the mail from the Army of the Potomac was brought into Washington to be processed, these covers must have originated either at Sanitary Commission quarters in Washington or with the Army of the Potomac in the field.

However, the main theme of Kantor's article was the problems caused by a collect soldier's letter, whether certified as such or not, when sent to another soldier on some remote expedition.

Although the postage on such letters was by the regulations due from the addressee, it could only be collected when the letter was delivered by the Post Office Department. Mail addressed to soldiers in the field was carried by the Post Office Department to some exchange point where it was turned over to the Army. If the addressee was on an expedition or far afield, the Army could not pay the collect postage and then expect to collect in turn from the addressee some hundreds of miles away.

Such a situation occurred in 1864, when the addressees were in the field in Georgia with



Figure 2. "Forwarded By ..." and "Paid By ..." handstamps of the U.S. Sanitary Commission.

Sherman's Army (see Kenneth A. Whittle's article, "Marching Through Georgia," and the writer's "Mail From Sherman's Army," in *Chronicle* 107, August 1980). The unpaid mails were held up at the nearest Federal post offices, in this case, the occupation offices at Nashville and Chattanooga, because of the difficulty of securing postage from soldiers in the field.

At this time, handling of the mails for the occupation offices was done by the quartermaster corps of the Army, with guidance provided by a few special agents of the Post Office Department. In the west, the transfer of responsibility from Post Office to War Department supervision was at Louisville, Ky. in the summer of 1864. Although Chattanooga, Nashville and other occupation offices did have some civilian postmasters and clerks, the Army was in control.

Consequently, such letters were usually held for a time, and then sent back to the Dead Letter office. In May of 1864, a Post Office Department Special Agent wrote to an official of the U.S. Sanitary Commission, asking the Commission to pay the postage on such letters. This letter, published in the Sanitary Commission's *Bulletin*, was quoted by Mr. Kantor in his article, but that was 18 years ago, so perhaps it can again be quoted:

Louisville, Ky., May 20, 1864

Dr. J. S. Newberry:

Dear Sir—I am Special Agent of the Post Office Department for the Military Department, and have just returned from a tour of inspection to Chattanooga. I found at Nashville and Chattanooga quite an accumulation of mail for the soldiers under General Sherman, detained for unpaid postage.

Under his oath of office, the postmaster has no discretion; he cannot permit unpaid mail to pass from his possession without the money due is first paid. Both offices send notices to the front, but for some cause only a small proportion of this mail ever reaches the soldier.

Under these circumstances I determined to appeal to that great charity with which you are connected, to add one other to its many claims upon the gratitude of the army and the people, by paying these unpaid letters

I am, very respectfully yours,
Wm. L. Kelly

The accompanying article in the *Sanitary Commission Bulletin* pointed out that unpaid letters, other than those certified or obviously soldier's letters, would be mailed by the office of origin but would be charged double postage due from the addressee.

Thus, this identifies the situation, time and location of the use of the handstamp, "PAID BY/ U.S. / SANITARY COM.," also shown in Figure 2 as having been applied to letters mostly from soldiers addressed to soldiers with Sherman's Army. The marking was first applied in the spring of 1864 at Nashville and Chattanooga, but it evidently continued to be used for the rest of the war, judging by the dates seen on the few covers bearing the marking which seem to exist.

Two covers with the "PAID BY" marking were illustrated with Mr. Kantor's article; one

appears in Figure 3. The writer has seen but two or three since that time.



Figure 3. Inscribed "Soldiers Letter to a Brother Soldier," this cover is addressed and sent collect to a soldier in the field far from any Federal post office, so that the due postage was impossible to collect. The postage was paid by the U.S. Sanitary Commission so that the letter could be sent on to the addressee.

Although the article in *The Sanitary Commission Bulletin* stated the number of letters prepaid by them in May or June, 1864 was "very large," none with that early a date have been recorded. It should be recognized, of course, that letters to soldiers were seldom saved, as the activities of a soldier on the march rather defeated any such intent. The cover shown in Figure 4 (the enclosure is shown in Figure 5) is the first example with the "PAID BY . . ." handstamp that I've seen which was sent prior to 1865.

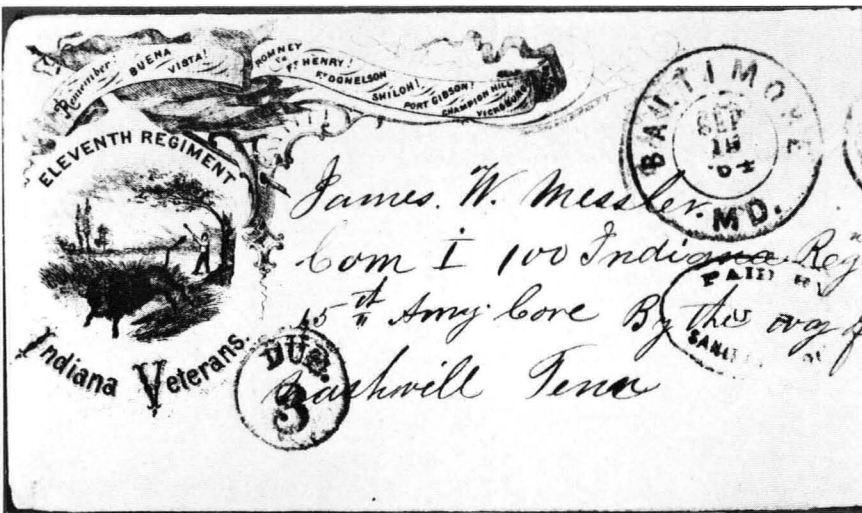
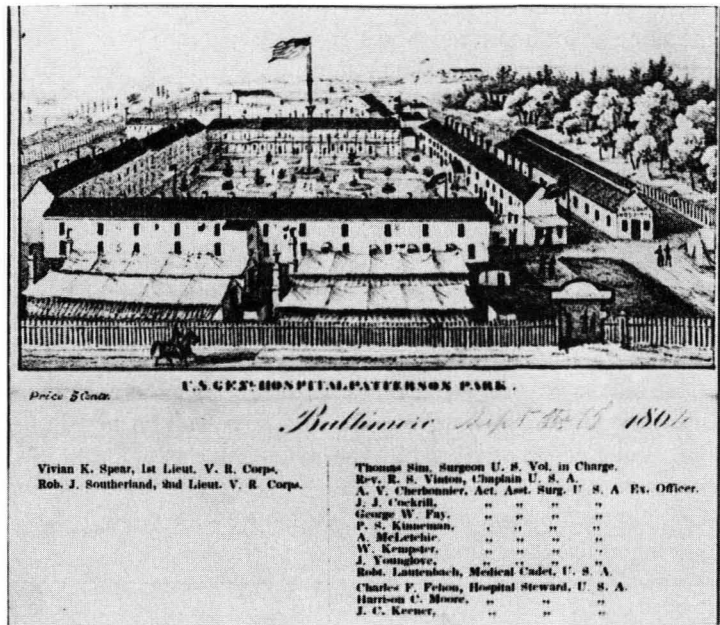


Figure 4. Black on yellow regimental patriotic envelope of the 11th Indiana Volunteers. The battles in which this regiment had participated in the west before being brought east in the late summer of 1864 are shown by the banner across the top. Postmarked at Baltimore on Sept. 15, 1864. The "Due 3" was also applied there. The "PAID BY/U.S. SANITARY COM." marking was probably applied at Louisville. All markings are in black.

As none of the covers with the handstamp has turned up from the accumulation mentioned as having been prepaid in the spring of 1864 (if indeed the handstamp was applied to the first group), we can only assume that few or none of those survived. It is probable the

Figure 5. The patriotic lettersheet heading of the letter contained in the cover shown in Figure 4. Printed in blue with a bit of red for the flag, this shows the U.S. General Hospital at Patterson Park, in Baltimore, from which this cover was sent.



later covers survived because they were held while Sherman's troops were marching through Georgia to the sea and may not have caught up with the addressees until such time as their situation was more compatible with preserving the letters sent to them.

The cover was sent from a soldier in the 11th Indiana Volunteers, as a collect soldier's letter, from Baltimore, Md., to a brother in the 100th Indiana Volunteers with the 15th "Core" (Corps) via Nashville. Headed by an illustration of the U.S. General Hospital at Baltimore, and written from there, the letter is dated Sept. 15, 1864, and also postmarked that same day.

The sender was a soldier, probably recovering from a wound or sickness, but possibly assigned as an orderly or nurse to care for the regiment's sick. As may be noted from the legends of the black on yellow patriotic, the 11th Indiana had seen most of its action in the west, but had been sent from New Orleans to become part of the defenses of Washington in September 1864. This was just in time to be a part of Sheridan's Shenandoah Valley campaign.

In the meantime, the 100th Indiana had been engaged in Sherman's march on Atlanta, which had fallen on September 1, 1864, and were preparing for the ensuing march to the sea.

The cover, addressed "By way of Nashville Tenn" and marked "Due 3," should have reached its addressee before he left with Sherman on the march through Georgia on November 16, 1864. It is probable the U.S. Sanitary Commission handstamp showing postage was paid was applied at Louisville before the letter was turned over to the Army to carry south, but there are no data.

Who can report more of these "soldier to soldier" or other unpaid letters which bear the "Paid by U.S. Sanitary Commission" handstamp?

EDITORIAL — SOME ADDITIONS AND CORRECTIONS

Every now and then, it seems desirable to update and above all, correct and amend some comments that have been made in past issues of the *Chronicle* and in this section. *Chronicle* readers are a sharp-eyed group; if one isn't sure of something, just put it here in print and watch the ideas flow in!

In two of this writer's recent short articles in the *Chronicle*, the assumption was made that the 1¢ star die envelopes, except for the 3¢ plus 1¢ compound envelopes and the wrappers, were demonetized along with the higher values of the same design. This occurred

during the period in August 1861 when they were replaced with envelopes of new designs in the same denominations. Actually, there seems to be no documented evidence either way, in the form of contemporary news stories or Post Office announcements as to whether the 1¢ star dies were or were not to remain good for postage after the Fall of 1861.

The first of my two articles was about the appearance of the 1¢ star die wrappers in *Chronicle* 118:116-118, with a follow-up in 120:265-266. The most recent article was about the Chicago postmarks with initials in *Chronicle* 120:266-268.

The Post Office announcements and bulletins don't itemize the stamps and postal stationery that were demonetized as they were replaced with new issues. Presumably, this was covered by the list of stamps shipped together with the receipts to be signed and returned to the Post Office Department. Thus, the postmasters knew, when they received the shipments, what was being replaced, but we do not.

Ashbrook, Perry and others at times made an exception of the 1¢ star die designs in discussing the replacement of the old issues with the new in 1861, insofar as demonetization was concerned. Usually, this was stated in terms of the 3¢ plus 1¢ compound envelopes and the wrappers, although no statement was made that I can find that the 1¢ regular star die envelopes were demonetized. No documentation seems to have been given, other than noting continued usage of the 1¢ designs.

Under a heading "THE COMPOUND WAS NOT DEMONETIZED" in his *Special Service* #73, Ashbrook stated that only the 3¢, 6¢, and 10¢ star die envelopes were demonetized; all the 1¢ designs remained valid. The further statement was made that the reason was that "practically no supplies were sent to Southern Post Offices."

Luff (*The Postage Stamps of the United States*) quotes the August 1867 issue of *Stamp Collectors Magazine* to hint that none of the envelopes were demonetized. However, examples of at least the 3¢ envelopes are known with the Philadelphia "Old Stamps Not Recognized" marking, and other examples are known where the 3¢ values were not accepted for postage. While few if any examples seem to exist of the values higher than 3¢ where the stamp wasn't accepted for postage, there seems to be no doubt that all the envelopes above 1¢ except for the 3¢ plus 1¢ compound were invalid for postage after they were replaced.

And that is probably the key to the situation; whether they were replaced at a time when there was need for them. Actually, the 1¢ star die envelopes were the only such of that value issued prior to 1870. They were not replaced in the early days of the Civil War when the other envelopes of higher values were replaced. Apparently, they continued to be sold and used.

Before July 1, 1863, there was just as much need for the 1¢ star die envelopes as there had been before the other values were demonetized, as the same rates for which the envelopes could be used were in effect. Actually, the 1¢ envelopes were replaced in a way when the 2¢ Jackson envelopes were issued in 1863, when the drop letter, carrier and other rates previously 1¢ were raised to 2¢. However the 1¢ star dies apparently continued to be used with stamps added as necessary.

Major Thomas E. Stanton has been accumulating and organizing copies of newspaper notices from various towns and cities, announcing the exchanges of new stamps and envelopes for the old design from August through the end of 1861. (Any such notices coming to the attention of our readers and which aren't listed in *Pat Paragraphs*, as compiled by Maj. Stanton, should be submitted by photocopy to him.)

Referring to the article on the subject of the Demonetization Instructional Letters of 1861 (*Chronicle* 122:118-124), Stanton makes some very interesting observations.

He has sent a chart, probably preliminary, labelled "Temporal Distribution of 1861 Stamp Ads," showing that the great majority of the advertisements indicating the new stamps were available for exchange at the "Presidential Offices" (those large offices for which the postmaster was appointed by the President) had appeared by September 1, 1861. This included over 80 percent of such offices where he has recorded notices. However, only 5

percent of the non-Presidential or smaller post offices had published notices of availability of new stamps at that time, and the great bulk of those appeared between Oct. 1 and Nov. 15, 1861.

Stanton further notes that the data thus seem to confirm the suggestion made in the final paragraph of the article (page 124) that perhaps the large offices had all received their stamps early enough that the revised form was not needed. In this respect, reference is made to the change of dates as to demonetization but the notices were only sent out when supplies of the new stamps were to be exchanged for the old.

The wording of the two types of notices was different for large and small towns in that those for the large towns contained instructions to exchange stamps with smaller post offices in the vicinity. It is quite probable that the large offices continuously received major supplies of the new stamps after the initial announcements were made.

In this writer's article on the Chicago postmarks with initials, the new type illustrated was on a 1¢ star die used in 1863 with a 1¢ 1861 stamp added. The fact the envelope embossed stamp wasn't cancelled confuses the issue a bit, but it should be recognized that postmasters considered the addressing of a letter and its being opened an effective way of canceling embossed stamps on postal stationery, in spite of the regulations. It seems reasonable to assume that the 1¢ star die was accepted to make up half the required 2¢ postage in this case.

Both of the articles cited above continue to draw comments and reports. Dr. Joseph Rorke submits, per photocopy, a 2¢ Black Jack cover of 1863 with a "Chicago City" postmark that includes the initials "O.B." (see Figure 1).



Figure 1. The local "Chicago City" postmark with included initials "O.B."

The list should have read (numbers known, if more than one, in brackets): "K.B."(3); "K.M." (not confirmed); "O.B."; "P.B."; "B."; "D."; "G"; "I."; "M."; "O." and "G." And "T." was added.

Joe Rorke's reported cover thus gives us a second example of the marking with "O.B.," as his cover has a different description from that of the early listing for these initials.

The idea has been suggested by Henry Nowak and others that these initials are not those of postal clerks but of carriers who delivered the covers to the Post Office. This can't be checked out until an 1863 list of the carriers is located, although it does sound reasonable. (Unfortunately, the carriers newly made Post Office Department salaried personnel as of 1 July 1863 are not listed in the 1863 *U.S. Register* which only lists post office personnel up to that date and the next issue of the *U.S. Register* was, of course, 1865.)

Bert Christian has sent a photocopy of a very nice post-1861 use of the 1¢ star die wrapper on transient mail. Sent from Concord, N.H., to Penfield, N.Y., on May 25, 1863, the wrapper was used to convey transient matter weighing between 7 and 8 ounces, having a 3¢ and two 1¢ 1861 stamps in addition to the 1¢ embossed stamp. The transient matter rate at that time was 1¢ for the first 3 ounces and 1¢ for each ounce beyond 3 ounces. Just a week later, the rate changed.

Our thanks go to all who made reports, and now what is needed in this continuing saga of the star die is to ask for reports of 1¢ star die envelopes accepted for postage after the rest of the issue had been demonetized. How much evidence of their continuing use can we develop?

In *Chronicle* 119:194, there was a request for reports of covers bearing the various markings "MAILS SUSPENDED," particularly those with backstamps. To date just one cover has been reported not already on my list, although I do suspect a few of those listed have backstamps not recorded.

I would still like to see photocopies of such covers, front and back, and with indications of colors of the markings. Some of the oval "Mails suspended" markings are in blue although most are in black. If enough pertinent new data can be developed, a listing of these markings with what information we have as to their use will be published.

THE 24¢ "BOSTON" PURPLE

WILLIAM K. HERZOG

An unusual 24¢ shade of the 1861 issue was auctioned in H.R. Harmer's 1961 sale of the Theodore Gore collection as lot 378. This on-cover stamp was described as a "rich purplish violet." Clifford Friend refers to this shade as the "Boston" purple since the known examples were mailed from Boston, Mass., to the same addressee in England.

The following is a preliminary list of the so-called 24¢ "Boston" purples and some associated rich red lilacs (all on cover):

"BOSTON" PURPLES

| | | |
|-----------------|------------------------|--------------------------|
| Sep. 17, (1862) | rich purplish violet | Figure 1. |
| Oct. 1, (1862)* | "rich purplish violet" | H. R. Harmer 4/17/61:378 |
| Oct. 7, (1862)* | "rich violet" | Ward 6/14/44:188 |

* Not actually viewed by this writer.

RICH RED LILAC

| | | |
|-------------------|----------------|---------------------------|
| Oct. 3, (1862) | rich red lilac | Figure 2 (Ex-D. Anderson) |
| Oct. 21, (1862)* | "red lilac" | H. R. Harmer 5/16/60:223 |
| Dec. 24, (1862)** | rich red lilac | Am. Phil. Bkrs. 17:208 |

** The 24¢ stamp on this cover sold at auction as "red violet, deep rich coloring"; however, Daven Anderson and I examined it at CPS-80 and concluded that it is rich red lilac - matching the shade on Daven's cover.

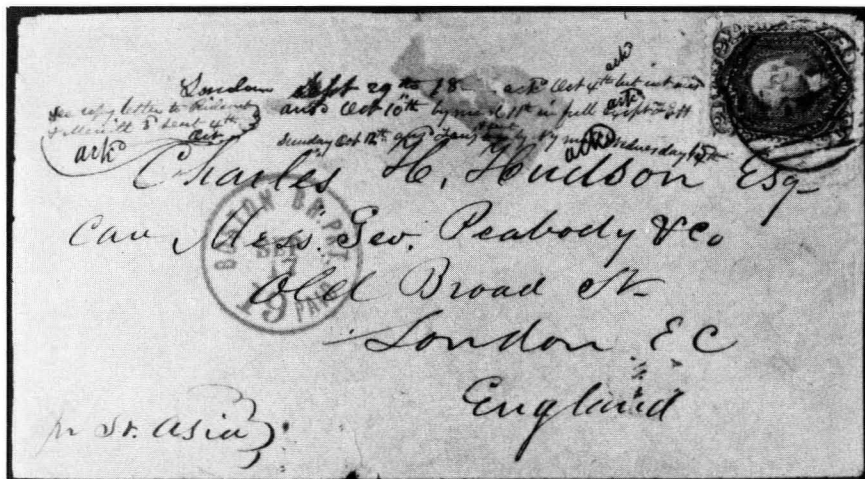


Figure 1. A 24¢ "Boston" purple mailed on Sep. 17, (1862). Ex-Friend, Herzog.

The three covers listed under "Boston" purple were all mailed from Boston within approximately one month of each other, and were all addressed to Charles H. Hudson in London, England. Based upon the auction descriptions, it *seems* that the two asterisk covers match Figure 1 in shade: a rich red violet with bluish-purple cast, which is fuzzy in appearance. The three covers listed under rich red lilac also were mailed from Boston in approximately the same period, and also were mailed to Charles H. Hudson at London.

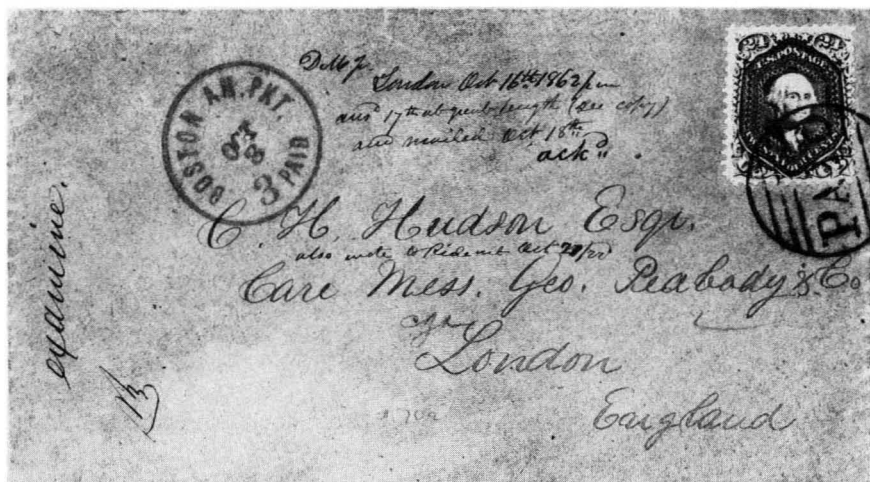


Figure 2. A 24¢ rich red lilac mailed on Oct. 3, (1862). Courtesy of Daven Anderson.

Although the two stamps viewed by this writer have the same rich red as Figure 1, they lack the bluish-purple cast and fuzzy appearance. Even though the stamps must be considered, in my opinion, red lilacs, it is quite possible they *originally* came from a sheet of the so-called "Boston" purples.

Figure 1 was franked by a rich purplish red violet, which is Clifford Friend's so-called "Boston" purple. It was mailed from Boston, Mass., on September 17, (1862). Figure 2 was franked by a rich red lilac. It was mailed from Boston, Mass., on October 3, (1862). Both covers were addressed to C. H. Hudson at London, England.

Reports of additional examples of 24¢ covers mailed from Boston, Mass., to C. H. Hudson at London, England, in late 1862 are solicited.

CONSERVATION AND RESTORATION SERVICE

Professional university-trained paper conservators will undertake the cleaning and repairing of manuscripts and covers and the removal of soil, stains, ink and foxing from philatelic properties in accordance with strict museum standards.

References supplied upon request

Send items for quotation to

PHILATELIC RESTORATION WORKSHOP

1500 Grand Central Station
New York, N.Y. 10163

Collection Building

Advantageous Selling

Market Knowledge . . .

Confidentiality . . .

Integrity . . .

ANDREW LEVITT, Philatelic Consultants

Box 342-CC Danbury, CT 06810 (203) 743-5291

Life member, Collectors Club, Amer. Phil. Soc., U.S. Philatelic Classics Society, Amer. Stamp Dealers Assoc., Philatelic Foundation

A WORD FROM THE SECTION EDITOR

Occasionally a non-collector friend comes across my literature that refers to 1869 philately and asks "1869 philately, what is that?" To those who are unfamiliar with the minor specialties of stamp collecting, it must seem incredible that a subject as narrow as one issue of nineteenth century postage stamps could attract so much interest.

What is the attraction of this issue of postage stamps? Why does this period in United States postal history create so much discussion? What common goal brings together over 400 philatelists, calling themselves the 1869 Pictorial Research Associates, all of whom are interested in various aspects of the 1869 issue?

The answers to these questions are found in any collecting field. The beauty and elusiveness of 1869 stamps make them so appealing. The many unanswered questions and avenues for research make the 1869 period so fruitful for researchers. And the pleasure of collecting and studying in association with others having similar interests forms the bond among members of the Pictorial Research Associates and the U.S. Classics Society.

I enjoy reading about 1869 stamps and covers. Whenever a collection of United States stamps is shown to me, I first look for the 1869 issue. In fact, for me, the main attraction of this society was the 1869 research presented by Michael Laurence. Therefore, to edit this section of the *Chronicle* comes as a unique opportunity to contribute to the part of philately that I enjoy so much.

My goal as section editor is to present research and observations. A vague objective, I will admit, but in time you will see where this section is directed.

As a final word of introduction I wish to express my gratitude to the former 1869 editor, Michael Laurence, who now edits *Linn's Stamp News*. Michael has been a continuing source of encouragement, guidance, and fascinating long-distance telephone conversations. His work is a lasting contribution to philately, and I hope that his footsteps lead me to similar success.

THE SIDNEY SHEPARD CORRESPONDENCE: Postal Confusion in the 1869 Period

WILLIAM H. HATTON

Students of foreign mails are challenged with the task of reconstructing postal rates and routings that existed prior to the Postal Union reforms of 1875. The reference sources needed to do this type of work are far from basic — treaties, rate charts, newspaper announcements and various contemporary records. Even more complex is the surviving physical evidence — covers.

However, as confusing as these references and covers are, imagine how the sender of a letter addressed overseas felt when confronted with the myriad of postal requirements. Even worse, think of the recipient who was asked to pay postage due on a letter bearing a stamp. The postal clerk was no better off under the pressures of processing foreign mail and keeping up with ever-changing regulations and rates.

Among the most confusing postal rates to foreign countries are the French mail rates of 1870. They perplexed students for many years because documentation and physical evidence were incorrect or incomplete. They also confused senders of mail to France, resulting in many costly mistakes.

The irregularities and confusion of this period of French mails are brought out by a series of covers from the correspondence of Sidney Shepard. Even though the Shepards sent numerous letters to France while family members were traveling abroad, few can be found

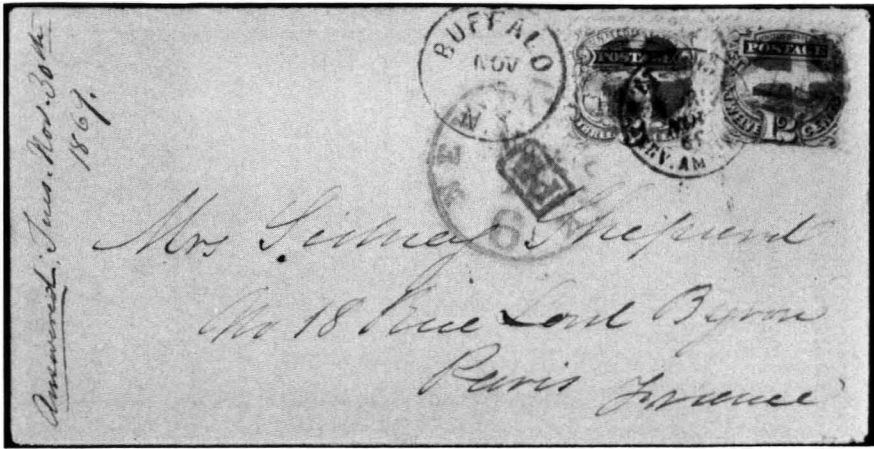


Figure 1. The 15¢ single rate correctly paid from Buffalo in Nov. 1869 by 3¢ and 12¢ 1869 stamps.

after 1869 which were correctly prepaid. These well-intended but unsuccessful attempts to correctly prepay letters to France show the problems of French mail rates.

The Shepards exchanged many letters under the U.S.-French Postal Convention of 1857, which remained in effect until Dec. 31, 1869. An example of the 15¢ per ¼ oz. single rate is illustrated in Figure 1. It is correctly prepaid with 3¢ and 12¢ 1869 stamps, and the proper 6¢ credit to France is indicated by the red New York “6” datestamp. The boxed “PD” marking translates into “Paid to Destination”, meaning that the letter was delivered without further charge.

During the 1857 treaty rate period, incorrectly prepaid letters sometimes resulted from misrating by the sender. The cover illustrated in Figure 2 is short paid 3¢, probably because the sender confused the 15¢ French mail rate with the then-current 12¢ British mail rate. The cover was marked “Insufficiently Paid” in New York, and Mrs. Shepard’s mail agents in Paris — Munroe & Co. — applied the “SHORT PAID” backstamp. Michael Laurence, former editor of the *Chronicle* 1869 section, has made a strong case that “SHORT PAID” is

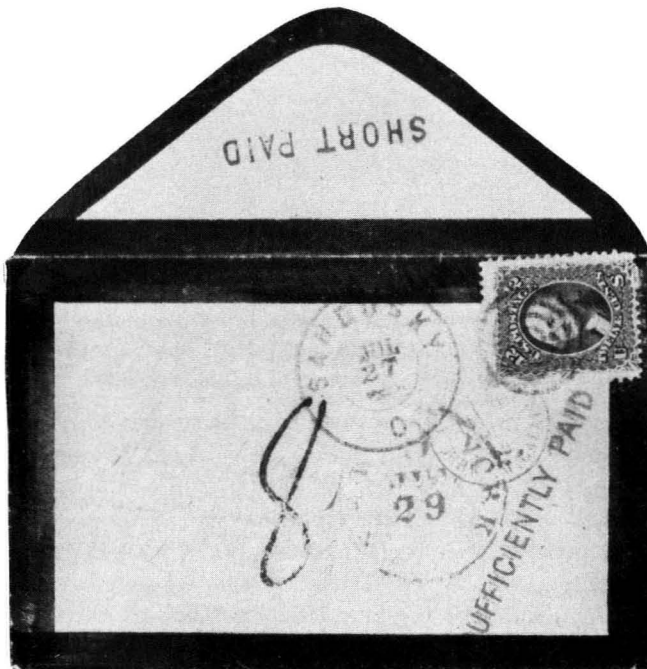


Figure 2. The 12¢ stamp was not enough to pay the rate and was disregarded. Rated 8 decimes due.



Figure 3. Cover paid 15¢ at the single rate (¼ oz.). Overweight and thus rated 16 decimes due as a double letter.

an unofficial explanatory marking applied by Munroe & Co. At this time his theory is still irrefutable.

The other type of short paid cover is illustrated in Figure 3. In this case the cover with its contents weighed over ¼ oz. (but under ½ oz.), requiring 30¢ postage. The Boston exchange office marked it “Short Paid”.

In both cases postage due was collected from the recipient. Since the treaty provisions did not recognize partial prepayments, both covers were treated as wholly unpaid. Thus, a total of 27¢ was wasted — a fairly substantial sum of money in those days.

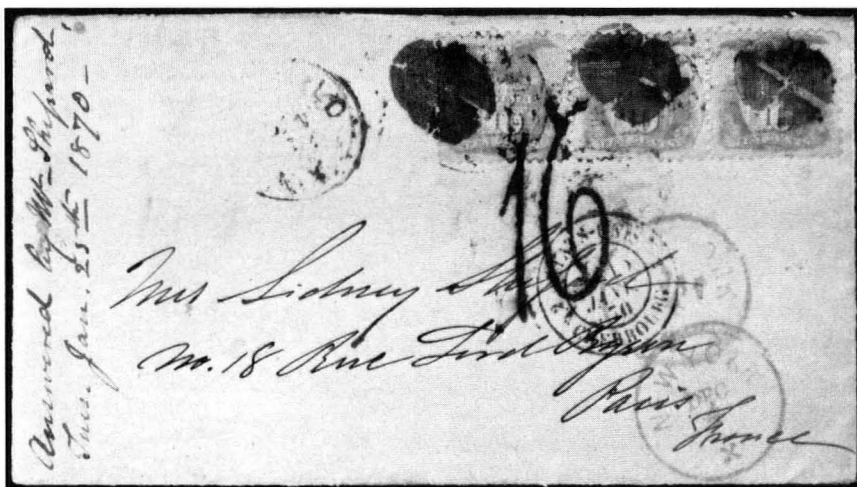


Figure 4. Double letter with three 10¢ 1869 stamps from Buffalo Jan. 1, 1870. Because new rates took effect on this date, this cover is overpaid 10¢. French charge 16 decimes collect.

As of Jan. 1, 1870, two new non-treaty rates went into effect. The first came from an Act of Congress of July 1, 1864, establishing a uniform letter rate of 10¢ per ½ oz. to countries not having a postal convention with the U.S. On Nov. 30, 1869, the Post Office announced, “Correspondence addressed to France . . . on and after the 1st of January (1870), sent . . . direct between the two countries . . . prepaid by stamps . . . : letters, 10¢ per single rate of half an ounce or under”

This announcement went on to say that “Letters to France may also be sent . . . in the ordinary open mail to England (with or) without prepayment of postage.” On Jan. 1, 1870, this rate was reduced to 4¢ per ½ oz.

The cover illustrated in Figure 4 bears 30¢ postage paid by 10¢ 1869 stamps. It was probably intended to pay the double 15¢ treaty rate when mailed on Jan. 1, 1870; since the rate changed (the 10¢ non-treaty rate taking effect), 10¢ was evidently wasted.

The cover shown in Figure 5 represents an even larger overpayment. This cover, mailed from Buffalo on Jan. 3, 1870, overpays by 11¢ the three-day-old 4¢ open mail rate, paid only to England.

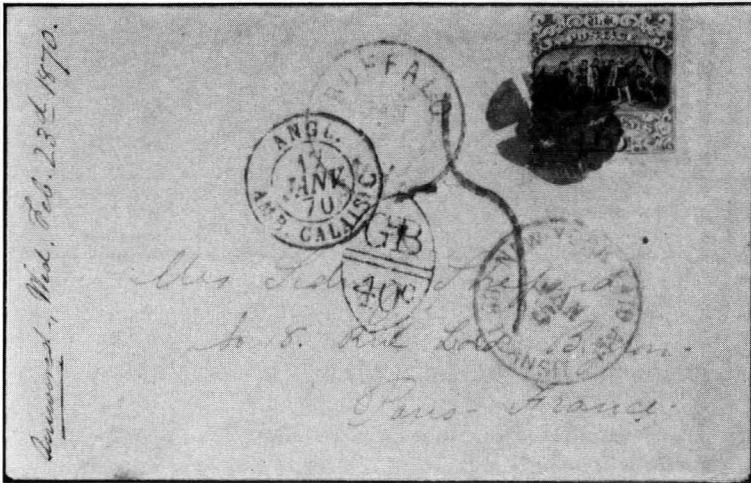


Figure 5. In open mail via England, Jan. 3, 1870. The 15¢ 1869 was apparently intended to pay the obsolete treaty rate. Correct rate was 4¢, paid only to England. French due 5 decimes.

Illustrated in Figure 6 is a Shepard cover mailed from Buffalo on Apr. 25, 1870. This small cover originally had a U.S. stamp in the upper right corner — probably a 15¢ 1869 stamp. U.S. rates by this system were 4¢ per ½ oz., French rates 5 decimes per 10 grams. This cover shows the “key” markings of an open-mail rate cover: the “GB/40” oval and the French “10” (double rate) decimes due mark. Upon receipt, Munroe & Co. mail forwarders paid the amount due, tore off the U.S. stamp, applied a 20c Napoleon stamp, crossed out the “10”, and used sheet selvage as a forwarding label.



Figure 6. Another open mail cover. Handled by agents Munroe & Co., who removed U.S. stamp and forwarded with French stamp. Double by French system.

Yet another rate to France became effective on Jan. 1, 1870. It is known to postal historians as the “phantom rate,” because it was not announced at the time of its institution.



Figure 7. Cover mailed in Apr. 1870 with 15¢ 1869 overpaying the 12¢ “phantom” rate. Fully paid to destination as shown by postmarks and “8” credit to England.

This rate was 12¢ fully prepaid to France and Algeria via England, of which the U.S. retained 4¢ (per ½ oz. or 15 grams) and credited England with 8¢ (4d. per ¼ oz. or 7½ grams). Although the 12¢ rate applied to both Algeria and France, it was announced only for Algeria.

Covers mailed to France at this “phantom” rate are rare, due to the circumstances under which the 12¢ rate was announced. Furthermore, of all the 12¢ “phantom” rate covers known, not one correctly prepaying the single rate has ever been confirmed.

The last cover, illustrated in Figure 7, shows typical 3¢ overpayment of the 12¢ “phantom” rate. Mailed on April 6, 1870, with a single 15¢ 1869 stamp, this cover bears the markings that identify it as a “phantom” rate cover: “8” (or multiple thereof) credit to England, London “PAID” transit postmark, and French “PD” handstamp, all struck in red.

In sum, the Shepards and their correspondents wasted 58¢ on six letters sent to France. It is easy to understand why the Postal Union reform of 1875 was necessary when one considers that, in the beginning of 1870, there were three different postage rates to France, including one that was never publicly announced!

Thanks are due to Michael Laurence and Dr. Martin Stempien for assistance with this article; and to the late George Weiland who made it possible.

GARFIELD-PERRY STAMP CLUB

is honored to host the Annual Meeting of the U.S. Philatelic Classics Society at its 95th MARCH PARTY, Cleveland, Ohio, March 22-24, 1985.

For information on exhibiting contact:

**Dale R. Pulver
7725 Beaver Creek Drive
Mentor, OH 44060**

STAMPS WANTED

TOP CASH PRICES PAID

- COLLECTIONS • ACCUMULATIONS • ESTATES •
- DEALER'S STOCKS • HOARDS •
- UNITED STATES • FOREIGN • COVERS •

WE BUY IT ALL!

- One of the World's Largest Stamp Firms
- 20 Years Experience
- We Spend Millions of Dollars a Year for Stamps
- Expert Appraisals and Advice
- Immediate Payment - No Collection Too Large
- We Conduct Public Auctions in New York City
- Listed by Dun & Bradstreet

MEMBER: American Stamp Dealers' Association
Philatelic Traders' Society (London)

BANK REFERENCE: American National Bank & Trust
Morristown, New Jersey

**OUR RELIABLE, PROFESSIONAL BUYERS
CAN TRAVEL TO YOU!**

CALL
TOLL
FREE

800-221-0243

**Greg
Manning**
COMPANY, INC.

© Greg Manning Company, Inc.

115 Main Road, Montville, N.J. 07045 201-299-1800

THE UNIVERSAL POSTAL UNION "ZERO" MARKING

GEORGE B. ARFKEN

In October 1885 someone in England put a reddish lilac three pence inland revenue stamp on the cover shown in Figure 1 and mailed it to the United States. The inland revenue stamp had been valid for postage until January 1, 1883, but no longer had any postal validity. The English postal clerk stamped the cover with a bold black T, tax or postage due.

In November 1892 (New York transit backstamp NOV 22, 1892) someone in the United States affixed a dark red brown five cent postage due stamp to an envelope (Figure 2) and mailed it to Switzerland. These U.S. postage due stamps were not and never had been valid for prepaying postage. The New York postal clerk stamped this cover with the circled NY/T, tax or postage due.



Figure 1. A British revenue stamp for postage to the U.S.

So far the communication via the postal markings was incomplete. How were the U.S. postal clerks to know that the “three pence” was meaningless, that this inland revenue stamp, at this time, was not valid for postage? How were the Swiss postal clerks to know that the U.S. stamp, clearly marked “five cents”, could not legally prepay postage?

This communication problem had been faced several years before in the evolution of the Universal Postal Union. In the documents of the 1878 Paris conference there appeared the following sentences:¹

Dans le cas ou il a été fait usage de timbres-poste non valables pour l’affranchissement, il n’en est tenu aucun compte. Cette circonstance est indiquée par le chiffre zero (0) placé à côté des timbres-poste.

This meant that when invalid stamps were used the lack of validity was to be indicated by marking zeros beside the stamps. In the words of the U.S. Post Office Department:²

A “O” at side of the postage stamps indicates that the stamps were of no value for prepayment of postage in the country in which the article was mailed.

1. *Union Postale Universelle Documents du Congrès Postal de Paris 1878*. Imprimerie Lang & Comp. Berne (1878), p. 651.

2. *U.S. Official Postal Guide*, January 1892, p. 882.

So the English postal clerk, using a blue pencil, marked three zeros by the inland revenue stamp. The New York Exchange Office clerk thus informed, rated the letter DUE 10 CENTS and the Cleveland clerk in turn affixed two 5¢ red brown dues, the 10¢ amount to be collected from the addressee.

For the cover in Figure 2 the New York mail clerk marked three zeros in black pencil beside the 5¢ Bank Note due stamp alerting his Swiss counterpart that the cover was not prepaid. The Swiss clerk rated the letter as due 50 centimes (10¢) and affixed a 50 centime Swiss due stamp.



Figure 2. A U.S. postage due stamp for postage to Switzerland.

These UPU zeros are among the more unusual UPU postal markings.

One final note on the U.S. postage due stamp that was used in an attempt to prepay postage. To the question “How did that five cent U.S. postage due stamp get on the cover of Figure 2?” there are two possible answers. Warren R. Bower has pointed to the possibility that a small town postmaster might run out of five cent postage stamps and perhaps out of all postage stamps. In this situation the postmaster himself might have affixed the five cent postage due stamp. While this usage was contrary to postal regulations, the U.S. Post Office would still get the five cents.

Alternatively the letter writer might have put the five cent postage due on the cover, perhaps in the sincere belief that this five cent U.S. stamp was good for five cents postage. However the letter writer never should have had a mint postage due stamp. In the January 1880 *U.S. Official Postal Guide* on p. 567 one finds the statement: “Postage due stamps must never be sold by postmasters.”

Throughout the Bank Note era the *Postal Guides* repeated emphatically that these postage due stamps were never to be sold. That the writer of this letter to Switzerland may have had a mint postage due stamp in his possession and that some collectors do have mint postage dues in their collections is evidence that this postal regulation was not scrupulously observed. And for that, we collectors can be grateful.

THE BEGINNING OF THE 10¢ FEE REGISTRATION PERIOD

RICHARD SEARING

In *Chronicle* 122:126 I introduced the subject of the 8¢ registration fee period for domestic and selected foreign mail destinations. Several errors appeared in the article having to do with the periods when various fees were in effect. In the last *Chronicle* (123:201) I corrected some of these errors; however, for the record I show the table listed below for the U.S. mail registry service.

**TABLE I: REGISTRY FEES AND THEIR EFFECTIVE DATES,
FROM JULY 1, 1855 TO JUNE 30, 1928**

| <i>Fee(s)</i> | <i>Effective Date</i> | <i>Indemnities</i> |
|---------------|-----------------------|--------------------------|
| 5¢ | July 1, 1855 | — |
| 20¢ | July 1, 1863 | — |
| 15¢ | Jan. 1, 1869 | — |
| 8¢ | Jan. 1, 1874 | — |
| 10¢ | July 1, 1875 | — |
| 8¢ | Jan. 1, 1893 | \$10 (from July 1, 1898) |
| | | \$25 (from July 1, 1902) |
| 10¢ | Nov. 1, 1909 | \$50 |
| 10¢ and | April 1, 1923 | \$50 |
| 20¢ | April 1, 1923 | \$100 |
| 15¢ and | April 15, 1925 | \$50 |
| 20¢ | April 15, 1925 | \$100 |

Please note that the effective date for the beginning of the 10¢ fee period was originally stated as October 1, 1875, in this table, but the date has been changed to July 1, 1875. The basis of this correction and its discovery is the subject of the accompanying article.

The origin of the erroneous date of October 1 for the end of the 8¢ fee period appears to lie in a confused interpretation of the Postmaster General's Order to this effect. The best review of this confusion was given in an article by Cyril F. dos Passos in *The American Philatelist* for February 1958. The first few paragraphs are quoted from this article (page 351):

Under the heading "Registration Stamps U.S. Registry System" in Scott's Catalogue of United States Stamps Specialized (1956) it is stated, insofar as material:

"... on January 1, 1874, [the registry fee] was reduced to eight cents. On October 1, 1875, the fee was increased to ten cents."

This statement originated in the 1937 edition of Scott's Catalogue of United States Stamps Specialized, and appears to have been repeated ever since that time.

The recently published "United States Domestic Postage Rates 1789 to 1956" (1956) by the Post Office Department gives a somewhat different version of the duration of the 8 cent registry fee. It is there stated (p. 62):

"No Order changing registry fees, effective this date (January 1, 1874), has been found but in Postmaster General's Report for 1874 (p. 6) the statement is made that the fee for registration of letters was reduced to 8 cents on January 1 of that year."

Also on the same page it is stated:

"Postmaster General Order, October 1, 1875 (Vol. 75, p. 323): On and after July 1, 1875, the fee for registering a letter for delivery in the domestic or foreign mail service shall be 10 cents in addition to letter postage."

While the final paragraph of the above quotation seems to limit the 8 cent registry fee to an eighteen months' period and not twenty-one months, as stated in Scott's Catalogue, the language is somewhat ambiguous, because it is not apparent how on Oct. 1, 1875, a Postmaster General Order could increase a registry fee from 8 cents to 10 cents "On and after July 1, 1875." In view of that fact, an inquiry was addressed to the Post Office Department for an explanation of this apparent contradiction, to which the following answer under date of Jan. 7, 1957, has been received from Edwin A. Riley, Director, Bureau of Post Office Operations, Division of Mail Classification:

"The date of the Postmaster General Order which increased the registry fee from 8 to 10 cents was June 26, 1875. The date cited in POD Publication 15 is incorrect."

This statement would seem to settle authoritatively the fact that the 8 cent registry fee was in effect for a period of eighteen months only, i.e., from Jan. 1, 1874, to June 30, 1875, and the correction of the above quoted statement in Scott's Catalogue would be in order.

REGISTERED LETTERS.

REDUCTION OF THE FEE THEREON TO EIGHT CENTS.

Post Office Department,

OFFICE OF THE

THIRD ASSISTANT POSTMASTER GENERAL,

DIVISION OF REGISTERED LETTERS.

Washington, D. C., December 18, 1873.

TO ALL POSTMASTERS:

By direction of the Postmaster General, on the first of January, 1874, the fee for registering a letter mailed at any post office in the United States or Territories, and addressed to any other post office in the United States or Territories, will be fixed at EIGHT CENTS, in addition to the regular letter postage.

Please govern your actions accordingly, requiring both fee and postage to be prepaid by postage stamps affixed to the letter, and duly canceled at the mailing office.

Until further notice the Department will not provide postage stamps of the denomination of eight cents, as that sum can be obtained by combining stamps of the most convenient denominations at hand.

The fifteen-cent stamps remaining in the hands of Postmasters on January 1, 1874, must not, in any case, be returned to the Department.



Third Assistant Postmaster General.

Figure 1. Official announcement for start of the 8¢ fee period.

CHANGE OF FEES ON REGISTERED MAIL MATTER.

A uniform fee of Ten Cents on Domestic and Foreign Registered matter.

Post Office Department,

OFFICE OF THIRD ASSISTANT POSTMASTER GENERAL,

DIVISION OF REGISTERED LETTERS,

Washington, D. C., June 26, 1875.

To all Postmasters:

The Postmaster General has ordered that on and after July 1, 1875, the fee for registering mail-matter upon which postage at letter rates has been prepaid, when addressed to any post office within the United States, or for registering letters or other mail matter (when such other mail-matter is allowed to be registered without postage thereon at letter rates having been prepaid) addressed to any foreign country to which registered matter may be transmitted, shall be Ten Cents in addition to the regular rate of postage on such matter.

The postage and registry fee must be prepaid by postage-stamps affixed to the matter.

Figure 2. Official announcement for the end of the 8¢ fee period.

In the 1984 *Scott's Specialized*, the editors have avoided the quoted error by not discussing the registration fees and their period of use. Without easily obtained data at hand, many collectors (including myself) resort to earlier sources, and the erroneous information propagates into the future.

In an attempt to settle this question for this generation of classics collectors, and to place in the record proof of the corrected date for the beginning of the 10¢ period, I am reproducing some official documents of the period. I wish to thank R.A. Douglas Kelsey for providing these documents for publication.

Figure 1 illustrates the official Post Office Dept. announcement for the beginning of the 8¢ registration fee. The 8¢ fee began on January 1, 1874, as I stated in the last *Chronicle*.

Figure 2 shows the official Post Office Dept. announcement for the change from the 8¢ to the 10¢ registration fee which was to commence on July 1, 1875. This enclosure was mailed in the envelope shown in Figure 3 from Washington, D.C., to Maine on June 23, 1875, from the Division of Registered Letters, and stamped with a 6¢ official stamp of this period.

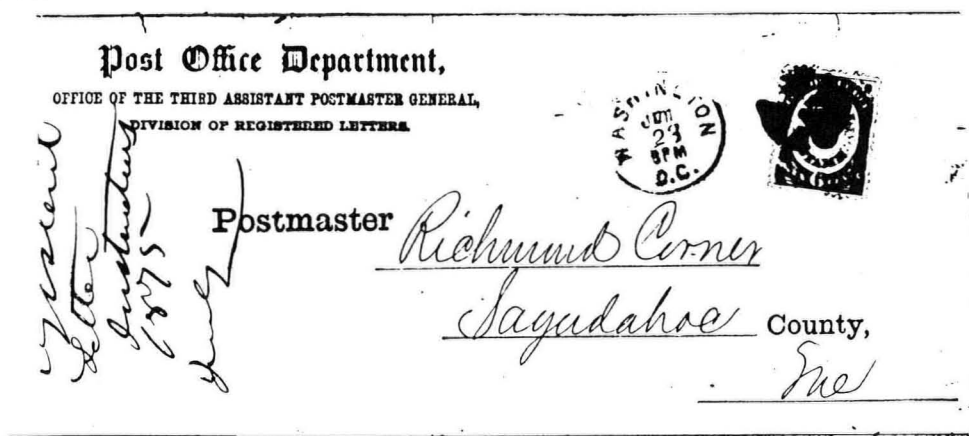


Figure 3. Cover mailed June 23, 1875, which contained Figure 2.

As a final volley against this seemingly immortal error, the announcement in the *U.S. Mail & Post Office Assistant* for July 1875 is reproduced below (page 2, column 2):

(OFFICIAL)
 POST OFFICE DEPARTMENT
 WASHINGTON, D.C., June 26, 1875

It is hereby ordered, That the fee for registering a letter mailed at any post office within the United States, addressed to any other post office within the United States or to a foreign country, be fixed, on and after *July 1, 1875*, at the uniform rate of *ten cents* in addition to the regular letter postage, to be fully prepaid by postage stamps affixed to such letter, and canceled at the mailing office.

(Signed) MARSHALL JEWELL
 Postmaster-General

These official documents should leave no doubt in anyone's mind that the 10¢ registration fee period began on July 1 and *not* on October 1, 1875, as stated in my earlier article and in numerous early philatelic writings. In my opinion, the *Scott Specialized* should reproduce Table I of this article as part of the information for collectors to put an end to this error once and for all time.

With regard to the 8¢ fee usage, I recently received a net price catalog from a dealer in Mass. which shows no fewer than 18 covers with the 8¢ usage. In his introduction, he states the end of the 8¢ registration period is 9/30/75 so I hope he reads the *Chronicle*.

Finally, the 8¢ fee on double rate letters is decided uncommon, so Figures 4 and 5 show

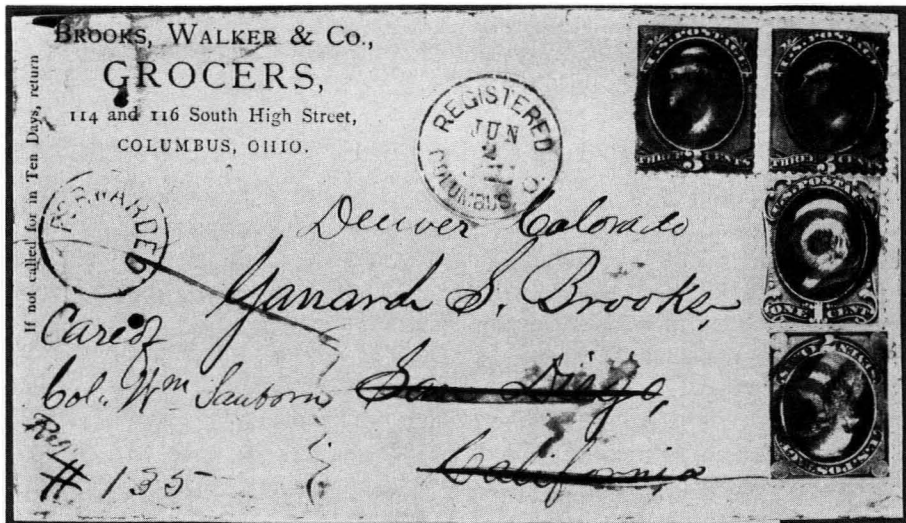


Figure 4. Double weight letter with 8¢ reg fee, forwarded from San Diego to Denver.

two such usages. My thanks to RA Len Persson for these examples. The cover in Figure 4 shows an example also of the forwarding of registered mail. I have seen very few covers showing this service in any period.

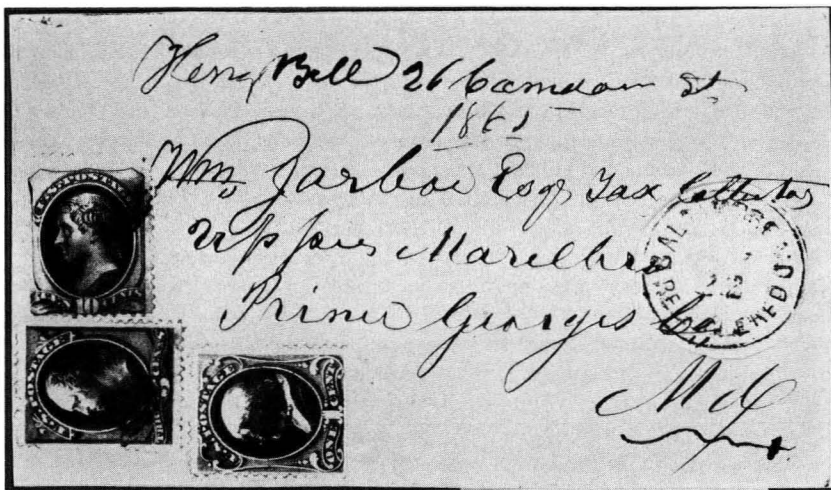


Figure 5. Double weight letter with 8¢ registration fee from Baltimore to Prince Georges, Md.

CALIFORNIA TOWN CANCELS

HURRY — THEY'RE GOING FAST
ONLY A FEW ALBUMS LEFT

Counties available with number of covers in each:

Butte 70, Fresno 108, Kern 123, LA 678, Merced 45, Nevada 76, Plumas 69, Sacramento 92, San Joaquin 55, San Mateo 78, Santa Barbara 65, Santa Clara 84, Stanislaus 43, Tulare 91, Tuolumne 42, Yolo 22, Yuba 34.

A fabulous collection like this may not come on the market again for many years.

KING PARKER

1403 VIA LOMA • WALNUT CREEK, CA 94598

POSTMASTER GENERAL WICKLIFFE DEFINES U.S. EXPRESS MAIL

Ever since the days of Perry, Ashbrook and Chase, postal historians have been vainly attempting to reach an understanding on exactly what U.S. Express Mail was, how it operated, and under what circumstances this class of route markings was applied to mail. Many theories were advanced and surmises made, but they all were based on second-hand evidence such as newspaper advertisements and news items.

Now, thanks to a most fortunate find from an obscure file folder in the National Archives, we can give an exact definition based on an authoritative source — Postmaster General Charles A. Wickliffe of Kentucky, who was appointed by President Tyler effective October 13, 1841, and served until March 7, 1845.

Let us set the stage by quoting from a recent auction catalog put out by Richard Frajola with his introduction from notes prepared by Mr. Pitt Petri of Buffalo, intended for inclusion in a book to have been edited by the late Elliot Perry on the independent mails.

Pomeroy & Co. and Successor Express Firms

George E. Pomeroy founded Pomeroy & Co. in the spring of 1841 and advertised an express service operating between Buffalo and Albany, N.Y., to handle small packages, samples and bank notes to begin on July 28, 1841. He attempted [Letters to Postmaster General Feb. 23, 1842; March 4, 1842; June 25, 1842 and through Mr. W.C. Morgan of New York City July 27, 1842], without success, to secure a Post Office contract to handle the mails. Crawford Livingston and Henry Wells joined the firm in the fall of 1841 and by August 17, 1842 the express route had been extended from Albany to New York and handled mail matter in addition to packages on a biweekly schedule. By the spring of 1844 Pomeroy & Co. had built up a well integrated organization and eliminated the opposition along the New York-Albany-Buffalo route. Connecting expresses included Wells & Co. Western Express for points west of Buffalo, Smead's Canada Express for points north of Rochester, Thompson & Co. Eastern Express from Albany to Boston, and Virgil & Co. operating from Troy to Montreal.

On April 27, 1844 the partnership firm of Pomeroy & Co. was dissolved and succeeded by Livingston, Wells & Pomeroy. George Pomeroy was concerned by the Government lawsuits against his company, for handling mail in competition with the Post Office, and wanted to shield the normal express business from any financial liability. Although George Pomeroy maintained an interest in the new firm, legally the partners were Crawford Livingston, Henry Wells, and Thaddeus Pomeroy. On April 9, 1845, after the withdrawal of Pomeroy, the firm became Livingston, Wells & Co. and on November 9, 1847 it became Wells & Co. which continued until it became part of the American Express Co. on March 18, 1850.

The first advertisement for Pomeroy's Letter Express appeared on June 26, 1844. The advertisements quote a uniform collect rate of 6¼ cents per letter for points between Buffalo and New York

Pomeroy's Letter Express was an instant success and the Postmaster General took Pomeroy to court. In July 1844 the U.S. district Court decided the case in Pomeroy's favor. Finally, by invoking penalty clauses in the mail contracts with the railroads upon which Pomeroy was dependent, the government was able to stop Pomeroy's mail carrying activities. On August 3, 1844 Pomeroy announced the discontinuance of his mail service. Operations apparently were stopped gradually

With this background we are better able to appreciate Postmaster General Wickliffe's reply to Hon. W.C. Morgan of New York, which clearly stated the position of the Post Office Dept. to Pomeroy's request. This letter was found in the National Archives in July 1984 during a visit to Washington by your Editor.

Post Office Department
August 11th, 1842

SIR: I have examined and duly considered the communication of Messrs. Pomeroy & Co., of the 27th of July, which you did me the honor, some few days since, to hand me.

These gentlemen propose to act as the sworn agents of the Department, to take charge of, distribute, forward, and deliver, all the mails on the route daily from New York, Albany, Troy and Buffalo, each way, to furnish the necessary number of competent persons, not exceeding ten, who shall act as travelling agents, to perform this service; to provide the requisite number of local and stationary agents; will exert themselves to the utmost to increase the revenues of the Department, and will give bonds for the faithful discharge of these duties; the entire service, including the employment and payment of all travelling agents, and the employment of local and resident agents, for the sum of seven thousand five hundred dollars per annum. These gentlemen, as an inducement to the Department to close in with their offer, were pleased to accompany the proposal with the expression of their opinion that the same business which they propose to do will cost the Department, according to the arrangements and plan now in use, *twenty thousand dollars* per annum. If this supposition of fact be true, then indeed, would it not be only the interest of the Department, but its duty, to adopt the proposition submitted by them.

When I assumed the duties of this office, I found in the employ of the Department, on the railroad line of conveyance, between Albany and Buffalo, six agents [see Note 1] engaged in the management of the mails on the railroad cars. I very soon became satisfied the service equally demanded that agents should accompany the mails on the steamboats between New York and Albany, and I have recently appointed two for that purpose [see Note 2]; making the whole number eight, and the whole cost \$6,400 per year, eleven hundred less than Messrs. Pomeroy offer; so that, upon the principle of employing the cheapest agents and accepting the lowest bid, I should be compelled to decline the offer of a service at the cost of 7,500, which is now performed for \$6,400. If the present plan cost me the same or a little more than the sum bid by Messrs. Pomeroy & Co., I should be disinclined to dismiss the present agents, who, as far as I have information, perform well an acceptable service to the Department, and appoint Mr. Pomeroy and his agents.

You will pardon me, sir, if, in replying to Mr. Pomeroy's proposition through you, as you requested, I avail myself of the occasion to disabuse the public mind upon the subject of the recent arrangement, and the assignment of additional responsibilities to the agents of the Department.

I had received the highest evidence of the continued and increasing violations of the Post Office law of 1825 upon this route, as well as the other important post routes in the Northern and Eastern sections of the Union, by what are termed private expresses. Letters from Postmasters and the special agents of the Department, as well as from private individuals, gave the evidence of these acts of violation. I have heretofore refrained from instituting prosecutions against the individuals engaged in transporting letters over a post road and in the conveyances employed by the Government for the transportation of the mail.

The quarterly returns of the Postmasters presented me with a diminished revenue along these great lines of mail communication, which satisfied my mind that unless some step was taken by the Government to arrest the evil, the income of the Department would fall short of its expenses, and that the General Post Office would soon become an annual pensioner upon the public Treasury. Charged with the responsibility of superintending the interests of the Department, it behooved me to do all the laws would allow me to arrest this growing

Note 1. Agents referred to at the time of commencement of U.S. Express Mail were: Albany-Utica, N.Y. (eff. 7/14/1842) John H. Denniston and William J. Pearce; Utica-Auburn, N.Y. (eff. 7/12/1842) James Alden and Oscar Burgess; Auburn-Rochester, N.Y. (eff. 7/8/1842) Consider Carter and Luke B. Van Dake.

Note 2. Agents appointed to New York-Troy Express Mail (via Hudson River steamboat) E. Jerome Humphrey and James A. Ostrom. It is not clear how Mr. Humphrey could work a regular route as agent and also superintend seven other agents on U.S. Express Mail, but he probably appointed a substitute at his own expense to do the route agent work. Before his appointment he was a bank messenger and certainly carried on an informal express business of his own while superintending the government express mail. Mr. Humphrey was replaced by the Post Office Dept. Dec. 20, 1844, and his further history is not known. However, U.S. Express Mail marking USTMC 114-0-1 continued in use until at least June 11, 1847, on the Albany-Buffalo route.

encroachment upon its revenues.

The complaints at New York, Philadelphia, Boston, &c, were, that as the reception of letters at these offices to be sent by the mail each day, ceased about one hour before the mail left the place of departure, they were deprived of the opportunity, always desirable, of communicating through the mail the latest intelligence, consequently, they were compelled to use these private expresses by which they sent their letters. To satisfy myself of the truth of these complaints, and also of the extent of the inroads which these "private letter expresses" were making upon the Department, I travelled over these lines and made my own personal observations. I saw the evil, and recognized in a great degree the difficulties which gave rise to and succoured it.

[U.S. Express Mail Defined]

It occurred to me that I could, in part, furnish a remedy with but little additional expense, by adding to the duties of the agents already in service, and thereby furnish to the business community the facility of sending, by the agents of the Department, at the legal postage, their letters, if delivered to them at any time before the mail left.

I therefore directed them to receive all letters, paid and unpaid, at any time before starting, to rate the postage, keep an account, pay the money over to the postmasters at the end of their respective routes, take their receipts, and make to the Department weekly reports. This is "The Express Mail." These are the duties which the agents are required to discharge for the Department. The whole of these agents are supervised generally by special agents and postmasters on the routes and by a principal charged with a personal daily supervision.

This Department has established "no new business." It has engaged to carry nothing in the mail or by its agents, which, of right, and by law, it is not bound to carry in the mail.

Nothing is carried, or permitted to be carried, by these expresses or agents at the risk of the Department. Nor has the Department authorized these agents to transport any mail matter out of the mail, unless it is money packages, which I am in no ways anxious shall be entrusted to the United States mail.

Neither has this Department desired to interfere with the legitimate business of any individual engaged in the transportation of packages or other material which by law is not *mailable*. No man will be interrupted who is not violating the act of Congress, and I should be unworthy the trust reposed in me if I could sit still and see the laws made by Congress for the protection of the Department violated with impunity.

I feel the obligation to furnish, through the United States mail and its agents, all the facilities which its means can afford, and I shall endeavour to discharge it.

[The Post Office Monopoly]

If it were wise in the framers of the Federal Constitution to grant to Congress the exclusive power of establishing post offices and post roads; if it were wise in Congress to impose a penalty upon all who shall invade this right and carry on an opposition mail, no matter by what name, all will admit that it becomes the duty of him placed at the head of the Post Office Department to enforce the laws passed by the representatives of the People for its protection and support. I am not prepared to admit, and am certainly unwilling to believe, that the public approves the suggestions which have recently been avowed in some of the public journals upon the subject of the General Post Office, "that it should be *abolished* and the business given up to Individual enterprise which would perform all its functions better and cheaper than they are now performed by the General Government." This may suit the region of populous towns and cities connected by links of rapid intercommunication, but it would be a system badly adapted to the Union as a whole. Individual enterprise would not penetrate the mountains and forest of the East and West, and the plains of the more distant and less favored regions of our widespread confederacy, and bear to the door almost of every citizen the rapid regular intelligence of business and the blessings of private epistolary correspondence, which it is the purpose and business of the present United States Mail system to do.

The senseless cry of "monopoly by the United States Government in the business of carrying letters" is raised by those whose vocation it is to find fault with the wise institutions of our fathers. They exclaim, "Abolish the United States Mail establishment, and let all who will engage in the business of carrying letters do so." The same spirit would wage war upon every necessary power of government.

All I can promise is a faithful devotion of my time and energies to the administration of the laws of Congress regulating this Department, so as to produce the greatest good to the largest possible number, and if violations of these laws continue to be made, I shall feel myself bound by the consideration of public duty, to invoke the tribunals of justice to enforce their observance. It is not designed to interfere with the legitimate carrying trade of individuals or companies but to prohibit the transportation of Mail matter for pay by public or private expresses, until it shall please Congress to alter the existing laws for the government of this Department. You will please say to Messrs. Pomeroy & Company, that I am compelled to decline their offer.

I am, respectfully,
Your obedient servant,
C.A. Wickliffe.

This then was the "U.S. Express Mail" — similar in many respects to the British "Late Fee" or the later "Supplementary" mail, but without any special charge. It differed only slightly from normal route agent duties in that the "express" agents could receive mail at the post office, en route to their pier or station and at such locations up to the time of departure on their conveyance — either steamboat or train. No doubt in some cases post boxes were provided for the purpose. Both "express" agents and route agents could receive and postmark letters handed to them en route, however.

The U.S. Express Mail markings were employed on the New York-Boston route (U.S. Express Mail, New York, and U.S. Express Mail, Boston), on the New York-Albany-Troy steamboat route (U.S. Express Mail, New York, northbound and U.S. Express Mail, Albany, southbound) and on the Albany-Rochester (and Buffalo) route (U.S. Express Mail). Undoubtedly express agents employed other postmarking devices as available and also on occasion used manuscript markings. We still have a major problem in that six express agents worked the Albany-Rochester route and to date only *one type* of U.S. Express Mail marking has been identified. Certainly additional types must exist in addition to the known manuscript marking.

Postmaster General Wickliffe is to be admired for his firm stand against private express competition. It was not a popular stand among business interests, but amazingly similarly to problems facing the Post Office Department in 1984.

The greatest criticism of Charles Wickliffe is his failure to be completely honest in the matter. Before writing his letter to Mr. Morgan he had on July 8, 1842, made a contract with Harnden and Company to convey letters between New York and Boston for the account of the Post Office Dept. This service on which Harnden also carried express packages utilized the Stonington Line steamboats on Long Island Sound and the railroads from Stonington, Conn., to Providence and Boston. It was the New York-Boston U.S. Express Mail service. However even in 1842 politicians were practiced chameleons.

At present we cannot include the Boston-Eastport-St. John, N.B., Express Mail in the group of U.S. Express Mail carriers and further study of this route is required. In our next issue we will expand on this matter by recording contents of some of Pomeroy's letters to Wickliffe, correspondence from postmasters on the subject and further letters of Postmaster Wickliffe on the subject of private express mail carriers. We wish to thank Richard Frajola and John Kay for their fine assistance on this interesting project.

Other references: New York-Boston U.S. Express Mail:
La Posta, Vol. 14, No. 4, Aug. 1983, pages 41-43.

New York-Albany-Troy-Rochester Express Mail:
La Posta, Vol. 14, No. 5, Oct. 1983, pages 47-49.



Type 114-O-1

A 1 CENT (CARRIER) WITH THE 5 CENT TO ITALY

MORTIMER L. NEINKEN AND CHARLES J. STARNES

My primary studies of the U.S. One Cent 1851 to 1861 have been the reconstruction of the 12 plates of this issue, but this has not curtailed my interest in its postal uses, particularly in combination with the other denominations of the issue, both domestic and foreign. A particular area has been the use of the 1 cent stamp to pay the carrier fee. The well researched and most educational articles on this subject titled "The Carrier Service: Last Years of the Fee Based System" by John Kohlhepp appeared in *Chronicles* 112, 113, 114 and 115. In addition to the text, there are numerous illustrations of the 1 cent used as a carrier with other values of the 1851 and 1861 issues. Only one point has to be reiterated and that is that the carrier rate to



Figure 1. Cover to Sardinia in 1861, the 1¢ stamp paying the carrier fee and the 5¢ the U.S. rate by British open mail, British packet.

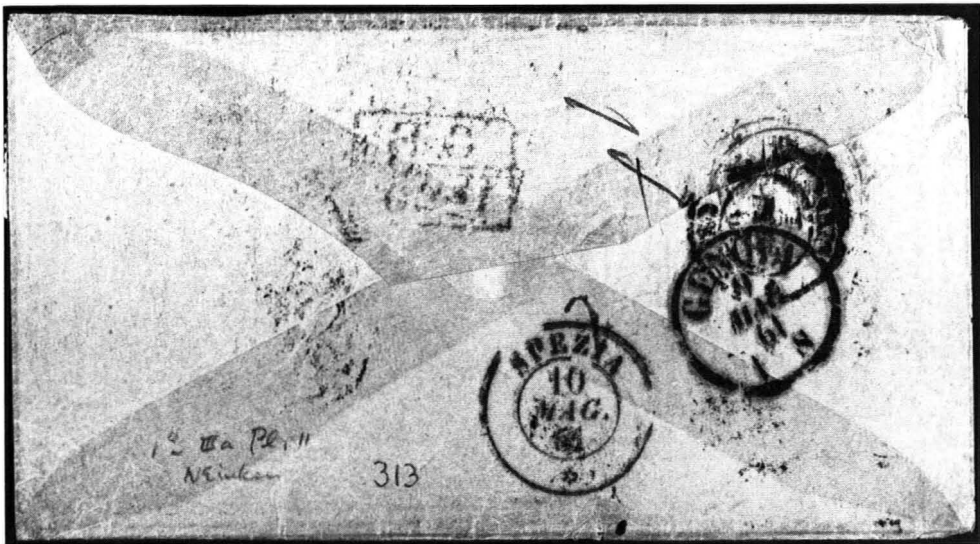


Figure 2. Reverse of Figure 1.

the post office was *one cent* regardless of the required postage.

So through the years a strong effort has been made to collect these combinations. The most common, of course, are combinations of the 1 cent plus 3 cents from various cities. To these were added 1 cent + 6 cents, 1 cent + 10 cents, 1 cent + 15 cents and 1 cent + 24 cents. But where was the elusive 1 cent + 5 cents?

From time to time covers have appeared with the 1 cent, 5 cent combination but all of these paid the domestic double three cent postage rate. Search of dealers stocks and perusal of hundreds of auction catalogues brought no results until recently. In the catalogue of the June 21st sale by Christie, the cover illustrated here was offered. So it had to be added to the collection. The one cent stamp is Type IIIA from Plate 11 (Scott #22) and the 5 cent brown (Scott #29). Now the search must proceed further. Ezra Cole has informed the writer that a 1 cent as a carrier with the 30 cents exists.

At my request, Mr. Charles J. Starnes has graciously added the explanation of the markings on this cover, which are all in black, and his comments follow.

* * *

The 5¢ type 1 brown '59 stamp pays the U.S. portion of the British open mail rate, Atlantic transit by British packet. This important mail system was based on Articles 11 and 12 of the 1848 U.S.-U.K. postal treaty and Article 13 of the 1849 Regulations;¹ essentially, payment of U.S. inland to exit port (5¢), or payment to entry port in the U.K. by American packet transit (21¢), allowed the U.S. correspondent to use the British mail system to specified destinations (Table B of the Regulations), with the addressee paying all further postage. France was listed in Table B (although excluded from the "equal-pay" provisions of Article 12²) and, until 1 Apr. 1857 when the first U.S.-French postal convention became effective, probably over 80 percent of U.S.-French mails went via British open mails. Thereafter, mails to or through France under the British open mail arrangement become scarce until 1870. The terms under which the U.S. letters went by this system were stated in the 1 Jan. 1857 Anglo-French convention,³ which included a large number of bulk transit charges to be indicated by various handstamps.⁴ The two for letters from the U.S. were a boxed "GB/1F60c" for "unpaid letters from British colonies, the United States, and countries overseas via British packets" and an oval "GB/40c" for "unpaid letters from the United States via American packets," the charges being noted in francs and centimes/oz. or 30g. In the interim period (1 Jan.-1 Apr. 1857) we have listed 16 open mail covers from the U.S. to France and, oddly enough, seven covers through France to Italy. However, for the duration of the first U.S.-French convention (1 Apr. 1857-1 Jan. 1870) we have noted only four covers of this type through France to Italy.⁵

The cover illustrated left Philadelphia (exchange office PHILADELPHIA BR. PKT. APR 2-) and New York, 24 Apr. 1861, on the Cunard *Persia*, arriving Liverpool 4 May. London applied the GB/1F60c transit debit, and at the Calais-Paris travelling office the mail was pouched for Sardinia via the Mt. Cenis route to Turin, arriving at Spezia 10 May. The back of the cover bears a small ms. "1f," and the front a large "10," both indicating 10 decimes collect. We believe this is the amount which Sardinia had to remit to France for British transit, 4 dec./¼ oz., plus the French-Sardinian convention rate, 6 dec./10g. unpaid, to destination.⁶

1. Hargest, *Letter Post etc.*, 27, summarizes pertinent portions of the treaty.

2. Hargest, *ibid.*, 41.

3. Hargest, *ibid.*, 64, summarizes portions of convention.

4. Salles, *La Poste Maritime Francaise*, Tome 8, 36-94 (1857-75 usages).

5. Excluding one PAID-ONLY TO ENGLAND handstamped cover, believed carried under U.K.-Sardinia convention in 1864 (Hargest, *Chronicle* 57,39).

6. Alexandre et al, *Les Tarifs Postaux Francais*, 274. Effective date of this convention was 1 Jan. 1861 for Sardinian States and 1 Oct. 1861 for Kingdom of Italy.

ADDENDUM: WEST INDIA PACKET MAILS

JAMES C. PRATT

An article by Charles J. Starnes in *Chronicle* 121:64 discusses British mails to California via British West India Packets. The article notes a single cover from France, paid 21 dec. to Panama with 20¢ collect, and states that no covers are known at either of the higher rates thought to be available (prepaid to San Francisco or San Diego: 28 dec. to 1 September 1851, then 25 dec.).

Between July 1981 and April 1983, Henry Spelman sold a total of nine France to California via West India Packet covers, which are, with one exception, all of the examples of this usage recorded in more than a decade.¹ One of these covers was marked "PAID" in San Francisco, but it was prepaid only 15 dec. and it was addressed to San Jose (supposedly not a destination to which postage could be prepaid). Five of the remaining seven covers were prepaid 25 dec. per 7.5 grams and addressed to San Francisco. According to French sources they should not have been postage due, but were all stamped 20¢ or 40¢ due. The one non-Spelman cover was Lot 1263 in the 15-16 May 1984 sale of Harmer's of San Francisco. It was prepaid 25 dec. (two singles of the 1 fr. lake plus a pair of 25c.) in Paris in 1854, and rated 20¢ due in San Francisco.



Figure 1. Prepaid 25 decimes in Paris 30 Jan. 53. Due 20¢ in San Francisco.

These covers support Starnes's statements and also suggest either that the French sources are in error or that the U.S. post office did not know how to rate this class of mail. The sixth Spelman cover (Spelman 50:618) is no help, since it shows no French prepay. It was 40¢ due in San Francisco. The last Spelman cover (Spelman 50:623) only confuses matters further, as it was prepaid 45 dec., a "16" having been deleted, in 1855. It was marked 20¢ due in San Francisco.

1. Starnes states in a letter that he has recorded only one other example, Lot 1155 in Apfelbaum's 18 September 1971 sale. It was due 20¢ in San Francisco but the French prepayment is not known. The cover noted in *Chronicle* 121 was Spelman 42:1224. The other eight were Spelman 42:1225, 43:579, 48:973-74, 50:618 and 50:621-23.

CALIFORNIA MAILS AFTERGLOW

CHARLES J. STARNES

The West India Packet scribbling of *Chronicle* 121, 64, besides encouraging Pratt's valuable addendum above, has resulted in the receipt of cover xeroxes from Everett Erle and

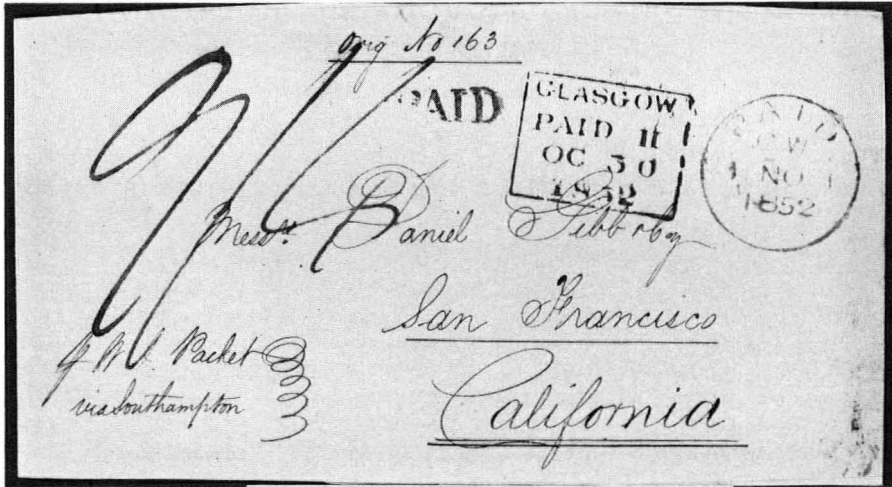


Figure 1. Paid 4 x 2sh.4d. (9/4) from Glasgow, 30 Oct. 1852 — London, 1 Nov. — Southampton — Panama — San Francisco. All markings red except the San Francisco PAID. Note the ms. "W.I. Packet/via Southampton." (Erle coll.)

Basil Pearce, both well-known enthusiasts of western area philately. The covers they report are all from the ample Gibbs accumulation which, as Pearce writes, "What a find the Daniel Gibbs correspondence was! It has given us students and collectors a real legacy of information." Both members have quadruple-rate covers, paid 9/4 (4 x 2/4) for ½ oz. by the West India Packet route to San Francisco in Nov. 1852 and Mar. 1853. And both send illustrations of the 2/5½ British mail rate to the west coast via New York from U.K. in May 1850 and Jan. 1851. We illustrate fine examples of the two routes, via West India Packet (Figure 1) and via New York (Figure 2).

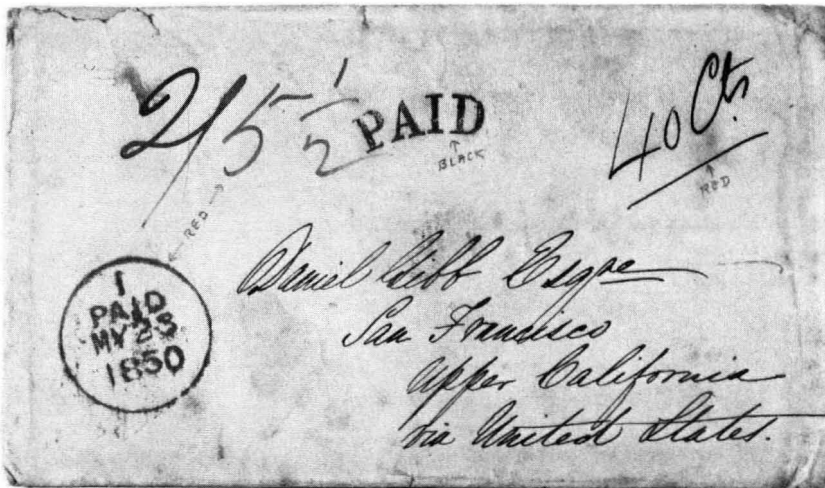


Figure 2. Paid 2sh.5½d. (59¢ west coast rate), 40¢ credited to U.S. — lv. Liverpool 25 May 1850 on Cunard America — New York — San Francisco. All markings red except the New York PAID. Note the ms. "via United States." (Pearce coll.)

PATRONIZE OUR ADVERTISERS

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

WALTER HUBBARD

(Continued from *Chronicle* 122:139)

1869 (cont).

| PD LP QT | ARR NY | PACKET | PD NY | ARR QT or LP | NOTES |
|--------------|--------------|--------------|------------|--------------|----------------|
| 9 Mar 10 | 24 Mar(M) B | HECLA | NY 1 Apr | LP 13 Apr | no mails f. NY |
| 20 Mar 21 | 30 Mar(M) NY | SCOTIA | 7 Apr | 16 Apr(0530) | |
| 16 Mar 17 | 27 Mar(M) B | CUBA | NY 8 Apr | 12 Apr(1510) | no mails f. NY |
| 27 Mar 28 | 7 Apr(M) NY | SAMARIA | 14 Apr | 24 Apr(1410) | |
| 23 Mar 24 | 4 Apr(M) B | ALEPPO | NY 15 Apr | 26 Apr | no mails f. NY |
| 3 Apr 4 | 14 Apr(M) NY | JAVA | 21 Apr | 30 Apr(1800) | |
| 30 Mar 31 | 9 Apr(M) B | AUSTRALASIAN | NY 22 Apr | 1 May(2245) | no mails f. NY |
| 6 Apr 7 | 19 Apr(M) B | TARIFA | NY 24 Apr | 7 May(1200) | no mails f. NY |
| 10 Apr 11 | 21 Apr(M) NY | RUSSIA | 28 Apr | 8 May(1930) | |
| 17 Apr 18 | 30 Apr(M) NY | SIBERIA | 5 May | 16 May(0145) | |
| 13 Apr 14 | 26 Apr(M) B | PALMYRA | NY 6 May | 18 May(0100) | no mails f. NY |
| 20 Apr 21 | 3 May(M) B | HECLA | NY 8 May | 19 May(2050) | no mails f. NY |
| 24 Apr 25 | 4 May(M) NY | SCOTIA | 12 May | 21 May(0500) | |
| 27 Apr 28 | 6 May(M) B | CHINA | NY 15 May | 24 May(1400) | |
| 1 May 2 | 11 May(M) NY | CUBA | 19 May | 29 May(0200) | |
| 8 May 9 | 19 May(M) NY | AUSTRALASIAN | 26 May | 4 Jun(2330) | note 17 |
| 4 May 5 | 15 May(M) B | SAMARIA | NY 27 May | 6 Jun(1930) | no mails f. NY |
| 15 May 16 | 25 May(M) NY | RUSSIA | 2 Jun | 11 Jun(1930) | |
| 11 May 12 | 23 May(M) B | MALTA | NY 3 Jun | 15 Jun(0330) | no mails f. NY |
| 22 May 23 | 1 Jun(M) NY | JAVA | 9 Jun | 18 Jun(0740) | |
| 18 May 19 | 30 May(M) B | TARIFA | NY 10 Jun | 20 Jun(2330) | no mails f. NY |
| 29 May 30 | 7 Jun(M) NY | SCOTIA | 16 Jun | 24 Jun(1900) | |
| 25 May 26 | 6 Jun(M) B | PALMYRA | NY 17 Jun | 28 Jun(1140) | no mails f. NY |
| 5 Jun 6 | 15 Jun(M) NY | CUBA | 23 Jun(24) | 3 Jul(0120) | |
| 1 Jun 2 | 12 Jun(M) B | SIBERIA | NY 24 Jun | 5 Jul(1130) | no mails f. NY |
| 12 Jun 13 | 22 Jan(M) NY | CHINA | 30 Jun | 9 Jul(0630) | |
| 8 Jun 9 | 19 Jun(M) B | ALEPPO | NY 1 Jul | 12 Jul(1800) | no mails f. NY |
| 19 Jun 20 | 28 Jun(M) NY | RUSSIA | 7 Jul | 15 Jul(2014) | note 18 |
| 15 Jun 16 | 26 Jun(M) B | SAMARIA | NY 8 Jul | 18 Jul(1450) | no mails f. NY |
| 26 Jun 27 | 6 Jul(M) NY | JAVA | 14 Jul | 22 Jul(2400) | |
| 22 Jun 23 | 3 Jul(M) B | MALTA | NY 15 Jul | 26 Jul(1830) | no mails f. NY |
| 3 Jul 4 | 14 Jul(M) NY | SCOTIA | 21 Jul | 29 Jul(2330) | |
| 29 Jun 30 | 10 Jul(M) B | TARIFA | NY 22 Jul | 2 Aug(0400) | no mails f. NY |
| 10 Jul 11 | 21 Jul(M) NY | CUBA | 28 Jul | 6 Aug(1530) | |
| 6 Jul 7 | 19 Jul(M) B | TRIPOLI | NY 29 Jul | 9 Aug(0830) | no mails f. NY |
| 17 Jul 18 | 28 Jul(M) NY | CHINA | 4 Aug | 13 Aug(1000) | |
| 13 Jul 14 | 25 Jul(M) B | SIBERIA | NY 5 Aug | 16 Aug(0710) | no mails f. NY |
| 24 Jul 25 | 3 Aug(M) NY | RUSSIA | 11 Aug | 20 Aug(0230) | |
| 20 Jul 21 | 1 Aug(M) B | PALMYRA | NY 12 Aug | 23 Aug(1300) | no mails f. NY |
| 31 Jul 1 Aug | 10 Aug(M) NY | JAVA | 18 Aug | 27 Aug(1615) | |
| 27 Jul 28 | 8 Aug(M) B | ALEPPO | NY 19 Aug | 2 Sep(0620) | no mails f. NY |
| 7 Aug 8 | 17 Aug(M) NY | SCOTIA | 25 Aug | 3 Sep(0200) | |
| 3 Aug 4 | 15 Aug(M) B | MALTA | NY 26 Aug | 6 Sep(1715) | no mails f. NY |
| 14 Aug 15 | 24 Aug(M) NY | CUBA | 1 Sep | 10 Sep(2305) | |
| 10 Aug 11 | 22 Aug(M) B | TARIFA | NY 2 Sep | 13 Sep(1720) | no mails f. NY |
| 21 Aug 22 | 31 Aug(M) NY | CHINA | 8 Sep | 17 Sep(2000) | |
| 17 Aug 18 | 29 Aug(M) B | TRIPOLI | NY 9 Sep | 21 Sep(0650) | no mails f. NY |

17. AUSTRALASIAN's last voyage before being re-named CALABRIA. She returned to service in 1870.

18. Record crossing — 8d 0hrs. 30m.

1869 (cont).

| PD LP QT | ARR NY | PACKET | PD NY | ARR QT or LP | NOTES |
|--------------|--------------|----------|---------------|--------------|---------------------------|
| 28 Aug 29 | 6 Sep(M) NY | RUSSIA | 15 Sep | 24 Sep(1515) | |
| 24 Aug 25 | 4 Sep(M) B | SIBERIA | NY 16 Sep | 27 Sep(0900) | no mails f. NY |
| 4 Sep 5 | 15 Sep(M) NY | JAVA | 22 Sep | 1 Oct(2200) | |
| 31 Aug 1 Sep | 13 Sep(M) B | PALMYRA | NY 23 Sep | 4 Oct(0615) | no mails f. NY |
| 11 Sep 12 | 22 Sep(M) NY | SCOTIA | 29 Sep | 8 Oct(1400) | |
| 7 Sep 8 | 19 Sep(M) B | ALEPPO | NY 30 Sep | 12 Oct(0700) | no mails f. NY |
| 18 Sep 19 | 29 Sep(M) NY | CUBA | 6 Oct | 16 Oct(1015) | |
| 14 Sep 15 | 27 Sep(M) B | MALTA | NY 7 Oct | 19 Oct(1830) | no mails f. NY |
| 25 Sep 26 | 6 Oct(M) NY | CHINA | 13 Oct | 22 Oct(2200) | |
| 21 Sep 22 | 4 Oct(M) B | TARIFA | NY 14 Oct | 25 Oct(1450) | no mails f. NY |
| 2 Oct 3 | 11 Oct(M) NY | RUSSIA | 20 Oct | 29 Oct(1430) | |
| 28 Sep 29 | 10 Oct(M) B | TRIPOLI | NY 21 Oct | 1 Nov(0830) | no mails f. NY |
| 9 Oct 10 | 20 Oct(M) NY | JAVA | 27 Oct | 4 Nov(2130) | |
| 16 Oct 17 | 26 Oct(M) NY | SCOTIA | 3 Nov | 12 Nov(1700) | |
| 12 Oct 13 | 24 Oct(M) B | PALMYRA | NY 4 Nov | 15 Nov(1710) | no mails f. NY |
| 23 Oct 24 | 2 Nov(M) NY | CUBA | 10 Nov | 19 Nov(1320) | |
| 19 Oct 20 | 30 Oct(M) B | SIBERIA | NY 11 Nov | 22 Nov(0030) | no mails f. NY |
| 30 Oct 31 | 11 Nov(M) NY | NEMESIS | 17 Nov | 27 Nov(0100) | note 19 |
| 26 Oct 27 | 7 Nov(M) B | MALTA | NY 18 Nov | 2 Dec(early) | no mails f. NY |
| 6 Nov 7 | 16 Nov(M) NY | RUSSIA | 24 Nov | 3 Dec(0845) | |
| 2 Nov 3 | 15 Nov(M) B | TARIFA | NY 25 Nov | 6 Dec(1600) | no mails f. NY |
| 13 Nov 14 | 23 Nov(M) NY | JAVA | 1 Dec | 11 Dec(0430) | |
| 20 Nov 21 | 30 Nov(M) NY | SCOTIA | 8 Dec | 17 Dec(1745) | |
| 27 Nov 28 | 9 Dec(M) NY | CUBA | 15 Dec | 25 Dec(0000) | |
| 23 Nov 24 | 7 Dec(M) B | MARATHON | NY 16 Dec | 27 Dec(1700) | no mails f. NY.; F/VP. |
| 4 Dec 5 | 16 Dec(M) NY | SIBERIA | 22 Dec | 2 Jan(0300) | |
| 30 Nov 1 Dec | 12 Dec(M) B | PALMYRA | NY 23 Dec | 3 Jan(0340) | no mails f. NY |
| 11 Dec 12 | 24 Dec(M) NY | RUSSIA | 29 Dec off QT | 6 Jan(late) | |
| 7 Dec 8 | 22 Dec(M) B | TRIPOLI | NY 30 Dec | 10 Jan(0600) | no mails f. NY |

19. The only occasion on which NEMESIS carried the mails from New York (see *Chronicle* 92:288).

References

- Lloyds List* 1859-1870.
New-York Times 1869-1870.
Post Office Records, London Post 43-165.
The Times 1859-1870.

18th and 19th Century U.S. Covers

As a longtime collector of U.S. Ship Mail and Transatlantic Covers, I am offering many unusual items for sale.

I am also selling Colonial and Early Statehood Stampless Covers.

If you are looking for the uncommon in Ship and Transatlantic Mail please contact me with your requests.

APS, USPCS

B.D. SHEFF
P.O. BOX 10215 • TAMPA, FL 33679

(813) 872-5682

PREMIUM UNITED STATES



If you are a discriminating collector of United States postage stamps we invite you to send for a complimentary subscription to our catalogues. We cater to intermediate and advanced collectors who desire personalized service. Please contact us if you are searching for elusive items or if you desire to consign important items to our monthly catalogues.

CATALOGUE GRATIS TO SERIOUS COLLECTORS

RUPP BROTHERS

"Serving the Discriminating Collector"

Post Office Drawer J, Lenox Hill Station
New York, New York 10021

Phone: (212) 772-9005

Office Hours 10 a.m.-6 p.m.



MEMBERS: APS, BIA, Collectors Club, U.S. Philatelic Classics Society

THE MELVIN W. SCHUH TRANSATLANTIC MAILS COLLECTION

at Unreserved Public Auction

DECEMBER 5-6, 1984

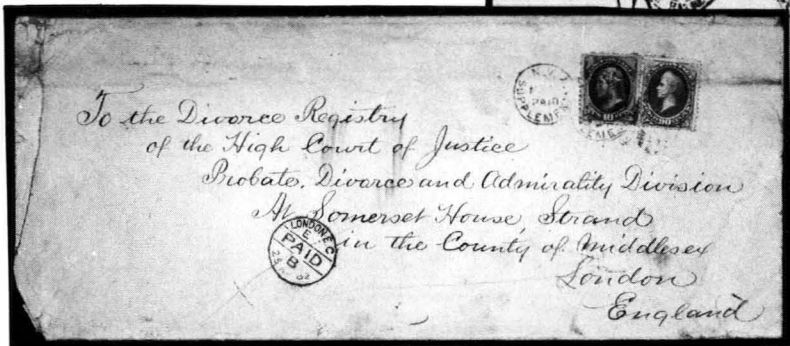
Sheraton Heights Hotel • Hasbrouck Heights, N.J.

The first session will be devoted to Trans-Oceanic Mail. A second session is planned featuring additional covers from the Schuh collection to include: **Advertising, Aerophilately, Classic Issues (1847, 51-57, 69's, etc), Confederates, Express, Fancy Cancels, FDC, Inaugurals, Patriotics, Railroads, Ship, Stampless, Territorials, Zeppelins, etc.,** to or from the United States or any country in the world.

To reserve your Schiff "Especially for Specialists®" 162nd Public Auction Catalog enabling you to bid by mail, by agent, by telephone, or in person, send \$1.50 (\$1 catalog only) for catalog and prices realized (\$2.50 outside N. America).



For a one year subscription, including the Schuh Postal History auction, send \$8.50 (\$6 catalog only) for catalog & prices realized (\$12.50 outside N. America).



Jacques C. Schiff, Jr., inc.
195 MAIN ST.
RIDGEFIELD PARK, NJ 07660
Licensed & Bonded Auctioneers
Established 1947



Telephone (201) 641-5566 From NYC. 662-2777

ANSWER TO PROBLEM COVERS IN ISSUE NO. 123

At the bottom of page 196 of the August *Chronicle* in Dick Graham's 1861-69 Period Section is a cover that once belonged to Lynn Brugh (Figure 1). Several readers wrote with answers to the puzzle posed:

John Chamberlayne of Washington, D.C., writes:

Regarding the Lexington, Va., cover with #114 to General Gordon. Did General Robert E. Lee have an insurance policy with this company? Was the address in Lee's handwriting?

Jerry Devol of Devola, Ohio, writes:

The importance as well as the second of two Civil War aspects of the 3¢ 1869 cover is that the address is in the hand of the immortal Lee. In the photo the day is not clear. If it is 2 March, then doubtless the cover was postmarked 1870 since General Lee passed away at his home in Lexington, 12 October of that year. If the date is 27 March, it could be a first day cover. I wonder if the contents are yet with this interesting cover, in archives, or possibly in the hands of some descendant of Gen'l. Gordon, CSA? One is curious to know if the letter dealt with army reminiscences or perhaps with insurance matters as Gen'l. Lee already in 1868 spoke of getting old and having only a short span of life left in him.

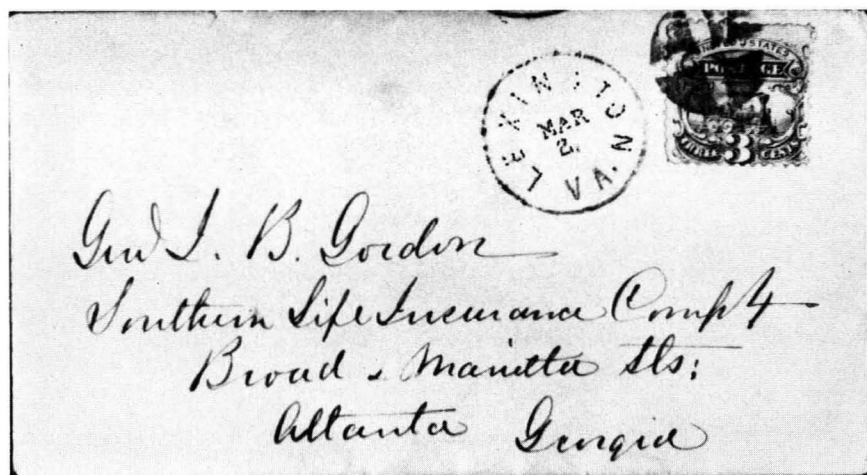


Figure 1. Cover from Lexington with 3¢ 1869.

Figure 2 shows a cover from Uruguay and there is an error in the problem as stated, since Uruguay joined the UPU in 1880, not 1888. Martin Stempien noted this and wrote an erudite explanation, as follows:

The cover is an item posted in a non-U.P.U. country for delivery in a U.P.U. member country, in this case through the intermediary of a second U.P.U. country — France. In the first place, the two 10 centimos Uruguayan stamps paid the *internal Uruguayan postage* from place of posting to ship of embarkation in Montevideo. As this item is from the Lanman & Kemp correspondence, personal experience tells me that the point of mailing *and year date* should be available from either the letterhead or the docketing, even if no postmark is legible. Moreover, a letter in the center of the barred oval cancel could also indicate the point of posting. The red French cachet d'entree is PLATA/MARSEILLE: an entry used on letters carried by both the French Line Buenos Ayres-Montevideo-Rio-Cape Verde-Gibraltar-Marseille between 1867-1881, and the Italian Line Buenos Ayres-Montevideo-Marseille-Genoa between 1873-1879. I can also see from the photo that is for the month of October. Because of the rate structure, and the fact that Uruguay would have been a member of U.P.U. in October, 1880, the year of posting must be 1879, not 1880.

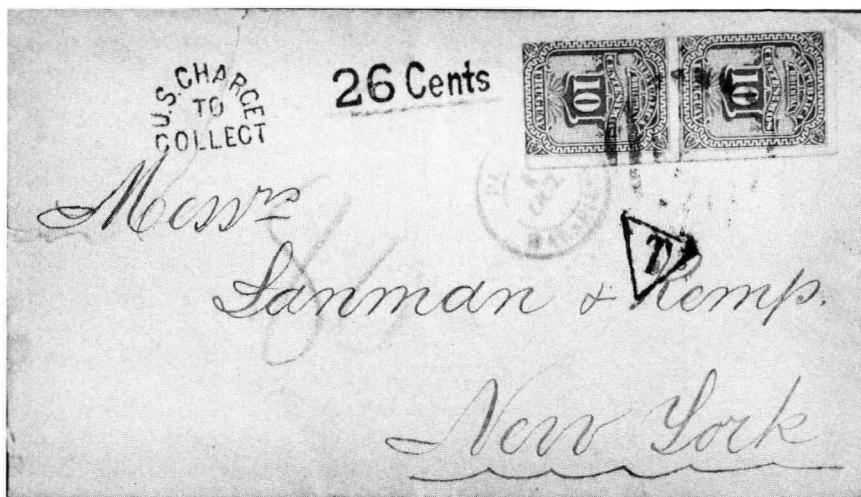


Figure 2. Cover from Uruguay with postage due.

The “80” in blue crayon is the debit charge for the voyage from Montevideo to Marseille — 80 centimes. This indicates, to me, rather a French steamer than an Italian one as this same charge is levied on similar covers from Buenos Ayres or Montevideo to Bordeaux by French government steamers. The dates indicate that the letter was probably carried by the steamship *Savoie*, leaving Buenos Ayres on 20 September 1879 and arriving in Marseille on 18 October.

Between 1876 and 1880, there were three different U.P.U. rates between the United States and France:

- 1 Jan. 1876 40 centimes paid, 70 centimes unpaid
- 1 May 1878 35 centimes paid, 60 centimes unpaid
- 16 Feb. 1879 25 centimes paid, 50 centimes unpaid

According to U.P.U. regulations, the rate to be collected in New York on this letter is the sum of the unpaid U.P.U. rate and the rate to bring the letter to the Union (80 centimes).

Our cover shows a rate of 26 cents due. At the official U.P.U. exchange rate of 10 centimes = 2 cents, this is equivalent to 130 centimes. Deducting the 80 centimes, we are left with 50 centimes, the unpaid U.P.U. rate for the period 16 Feb. 1879-July 1880, when Uruguay became a member of the U.P.U. This confirms the suspected year date of 1879 for the cover.

Turning this around into its proper order: A letter to a U.P.U. country from a non-member cannot be paid to destination. It may only be paid to the point of embarkation of a U.P.U. vehicle (steamship or whatever). The sum collected from the addressee is composed of the U.P.U. unpaid rate plus the charge to bring the letter from the non-member country to the Union border. In the case of the problem cover, three bits of postage comprise the postage prepaid and/or collected from the addressee. The stamps prepay the postage to put the letter aboard the ship to Europe. The blue “80” represents the 80 centimes charge to bring the letter from South America to Europe and the Union. Because the letter was carried in October 1879, the charge for carrying the unpaid letter from France to its destination in the U.S. was 50 centimes. Adding these last two together, we get 130 centimes, equivalent to 26 cents due from the addressee.

Answers to problem covers are always welcome. Dr. Stempien took time to write a thorough explanation of a difficult subject, and I am sure our readers will be appreciative.

This doesn’t mean that terse answers should not be sent in, and sometimes they are all that are needed. We have one like this from Al Zimmerman regarding the Blood’s Despatch cover shown again in Figure 3. Al writes:

The “WAY” handstamp is fraudulent. I have seen this marking on about two dozen different covers, all obviously from the same source.

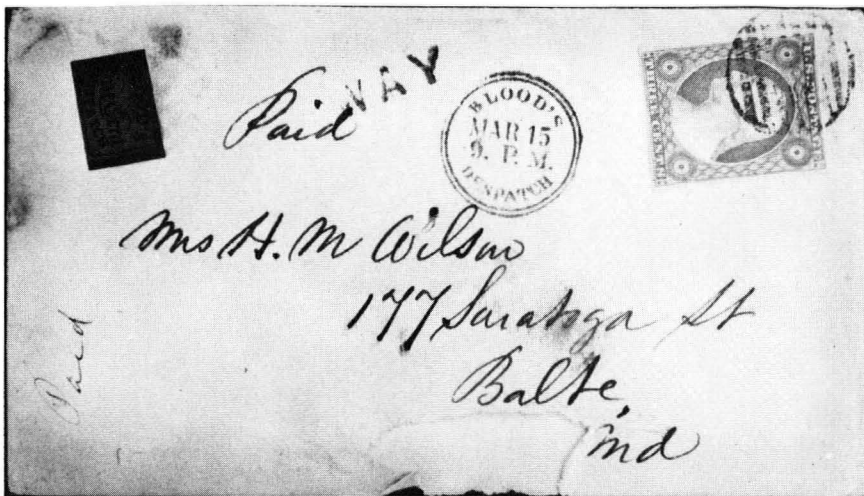


Figure 3. Cover with "WAY."

PROBLEM COVERS FOR THIS ISSUE

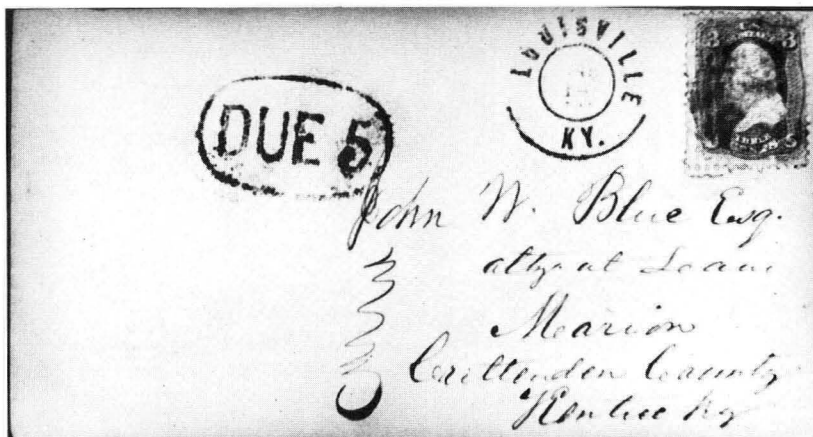


Figure 4. "DUE 5" on cover postmarked Louisville.

Figure 4 shows a Civil War period cover with a 3¢ '61 killed by a blue grid and Louisville, Ky., cds in the same blue. The front also bears a "DUE 5" marking in black. There is nothing on the back of the envelope. The cds looks like the one used during 1862 and 63. Why the "DUE 5" rating?

Figures 5 and 6 show the front and back of a cover from the U.S. to India in 1864. The

POSTAL HISTORY MATERIAL

We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Hawaii.

NEW ENGLAND STAMP

643 Fifth Avenue South

Naples, Florida 33940
Tel. (813) 262-6226



Figure 5. From Wisconsin to India in 1864.

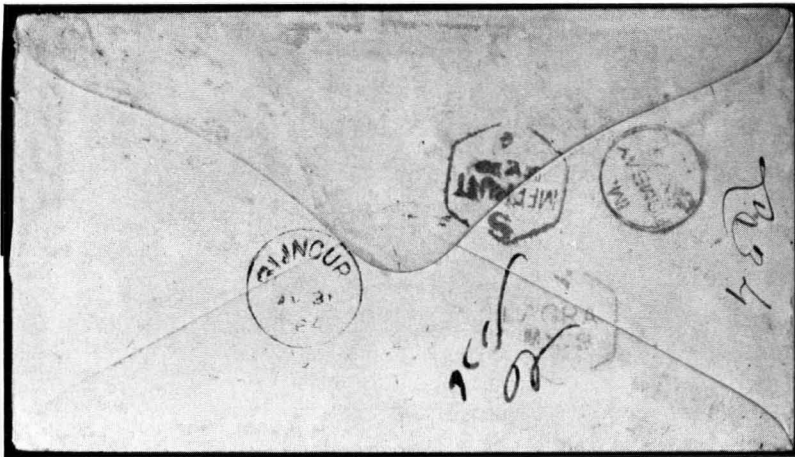


Figure 6. Reverse of Figure 5.

ms. credit "28" and "1d" are in red, as is the London marking. Various transit and receiving marks are on the back. Was the correct postage paid? Why the "3 Paid" in the cds of Delavan?

Send answers to the Cincinnati P.O. Box shortly after receipt of your *Chronicle*, or else they will have to be in the following issue.



**TAYLOR
MADE**
PROTECTIVE POUCHES

For PHILATELISTS, NUMISMATISTS, EPHEMERISTS,
ARCHIVISTS, COLLECTORS AND SAVERS.

**The clear, strong, inert, dimensionally stable
film we use is DuPont's "Mylar"* Type D only!**

Send \$1.00
for samples
and design
literature

(215) 566-7067
Taylor Made Company
P.O. Box 406
Lima, Pa. 19037

- Pouches for Philatelic covers.
- Pouches for page & document protection.
- "TUCK'S T'S"**; Pouches and Sleeves for cover mounting on pages without adhesives.
- Folders and Pouches for document preservation.

*MYLAR IS A TRADE NAME OF DUPONT **TUCK'S T'S IS A TRADE NAME OF TAYLOR-MADE PAT. APPLIED FOR

Borrow with confidence

In any emergency, borrow the money you need at *Edelman's*. Use your collection as collateral and still retain complete ownership. At *Edelman's*, you can obtain quick, confidential loans for any amount up to 80% of the value of your properties — from \$50 to \$50,000 and more. Write today for further information.

Edelman's
301 Old York Road
Jenkintown, Pa. 19046
(Suburban Philadelphia)

CLASSIFIED

2¢ RED BROWN, 1883-87. Seriously interested in specific items of this issue (#210): trial color proofs; NY Supp. Mail, Alaska ter., covers from U.S.P.O. Shanghai, unused multiples, fancy cancels. Send description and prices.

If you collect fancy cancels on #210, you are invited to help update this section of Willard.

Randolph L. Neil, P.O. Box 7088, Shawnee Mission, Kan. 66207.

WANTED: THE CHRONICLE - back issues Nos. 45-47, 49, 50, 52-59, 61, 62 & 64. Joe H. Crosby, 3707 E. 66th Street, Tulsa, Ok. 74136.

WANTED US #10's and 11's: 4 margin, well-printed, reasonably cancelled copies. Plate number, imprint and sheet margin copies especially needed. Will buy or can trade same or other classic stamps, if you prefer. C. Van Hook, 1923 Academy, Kalamazoo, Mich. 49007. (616) 381-6753.

U.S. OFFICIALS - WANTED: Specialized FDC, PBs, Essays, Trials, Rare Multiples, Covers. Bob Markovits, Box 891, Middletown, N.Y. 10940

WANTED: 3¢ 1861 on cover with paid markings, auxiliary markings, unusual usages and rare towns. Daniel Knowles, 97-10 71st Ave., Forest Hills, N.Y. 11375

U.S. Postal Service
STATEMENT OF OWNERSHIP MANAGEMENT AND CIRCULATION
Required by 39 U.S.C. (3681)

1. TITLE OF PUBLICATION: **The Chronicle of the U.S. Classic Postal Issues**

2. PUBLICATION NO.: 5 6 0 6 8 0

3. FREQUENCY OF ISSUE: **Quarterly**

4. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP+4 Code (Not printer):
2030 Glenmont Dr. NW, Canton, Ohio 44708

5. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OF GENERAL BUSINESS OFFICES OF THE PUBLISHER (Not printer):
Robert R. Hagland, Secy., P.O. Box 1011, Falls Church, Va. 22041

6. FULL NAME AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR (This item MUST NOT be blank):
U.S. Philatelic Classic Society, Inc., c/o M.B. Royer, P.O. Box 2237, Hammond, Ind. 46323

7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given. If the publication is published by a nonprofit organization, its name and address must be stated.) (Item must be completed.)

8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If none are named, so state.)

9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (See Section 277.2 (GMM) only). The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes (Check one):
 HAS NOT CHANGED DURING PRECEDING 12 MONTHS HAS CHANGED DURING PRECEDING 12 MONTHS (If changed, publisher must submit explanation of change with this statement.)

10. EXTENT AND NATURE OF CIRCULATION (See instructions on reverse side)

| | AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS | ACTUAL NO. COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE |
|---|--|--|
| A. TOTAL NO. COPIES (Net Press Run) | 1375 | 1450 |
| B. PAID AND/OR REQUESTED CIRCULATION (Sum of B1 and B2): | | |
| 1. Sales Through Dealers and Carriers, Street Vendors and Counter Sales | | |
| 2. Mail Subscriptions (Paid and/or requested) | 1173 | 1181 |
| C. TOTAL PAID AND/OR REQUESTED CIRCULATION (Sum of B1 and B2) | 1173 | 1181 |
| D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS, SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES | 18 | 30 |
| E. TOTAL DISTRIBUTION (Sum of C and D) | 1191 | 1211 |
| F. COPIES NOT DISTRIBUTED (Sum of F1 and F2): | | |
| 1. Office use, left over, unaccounted, spoiled after printing | 184 | 239 |
| 2. Return from News Agents | | |
| G. TOTAL (Sum of E, F1 and F2 - should equal net press run shown in A) | 1375 | 1450 |

11. I certify that the statements made by me above are correct and complete

SIGNATURE AND TITLE OF EDITOR, PUBLISHER, BUSINESS MANAGER, OR OWNER
Susan M. McDonald, Editor

PS Form 3526, July 1984 (See instructions on reverse)

NEED: VIRGINIA STAMPLESS COVERS. T. Tobias, 501 N. Rossmore Ave. B-1, Los Angeles, CA 90004.

1851-1857. PLEASE HELP! WANTED

Plate 1E - 8A - IIIA - top break
Plate 1L - 24 - V - pos. 71L1L
Plate 2 - 8A - IIIA - 100R2
Plate 11 - 20 - II
Unused or very lightly canceled.
Dr. G. Lee Schreiber, York at Greenmeadow, Timonium, Md. 21093. (301) 252-0111.

Charles and Rosalie Wonderlin offer a weekly unique philatelic list to better buyers nationwide. All items over one dollar are pictured. Building and buying fine collections. Offices at 2710 East Lincoln Street, Bloomington, Illinois 61701.

WANTED: All Suffolk County Long Island postal history, especially Sag Harbor, Long Island Railroad. Daniel Knowles, 97-10 71st Ave., Forest Hills, N.Y. 11375.

YOUR AD HERE FOR 50¢ A LINE.

Send payment to: Dale R. Pulver, 7725 Beaver Creek Dr., Mentor, OH 44060
Next Deadline, Dec. 15.

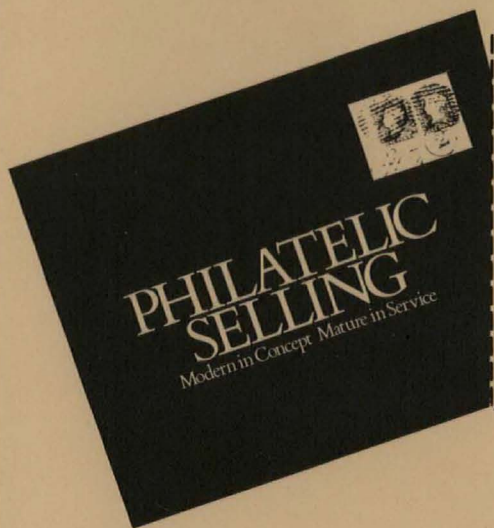
**Helpful Hints For
Selling Your Stamps**

... AUCTIONING INTERNATIONALLY

Harmers International, through the close liaison of our four active houses on three continents, will meet your need for top results with an international mailing list.

Everything you need to know about disposing of your philatelic property and the many unique services offered by Harmers are detailed in our brochure "Philatelic Selling" — it is yours for the asking.

Complete the coupon and return it today!



Harmers of New York Inc.
6 West 48th Street, New York, NY 10036
Tel. (212) 869 - 5400

Please send me your brochure,
"Philatelic Selling".

I am interested in selling my collection of.....

.....

....., market value \$.....

NAME

ADDRESS

.....

.....

HARMERS of New York Inc.

6 West 48th Street
New York, NY 10036

Cable: Harmersale New York Tel. (212) 869-5400

HARMERS of London
Stamp Auctioneers Ltd.

41, New Bond Street, London
W1A 4EH, England

Cable Phistamsel London W1, Tel. 01 629-0218

HARMERS of San Francisco Inc.

49 Geary Street
San Francisco, CA 94102

Cable: Harmersale San Francisco Tel (415) 391-8244

HARMERS of Sydney Pty, Ltd.

17-19 Brisbane Street
Sydney 2010, N.S.W.
Australia

Cable: Harmstamps Sydney, Tel. 264-8685

RECOGNIZED

Roger G. Weill

407
ROYAL ST.

RAYMOND H. WEILL CO.

NEW ORLEANS

LA.

Raymond H. Weill

BUYERS