

THE CHRONICLE February 1985 (No. 125)

The
Chronicle

of the U.S. Classic Postal Issues

February 1985

Volume 37, No. 1

Whole No. 125

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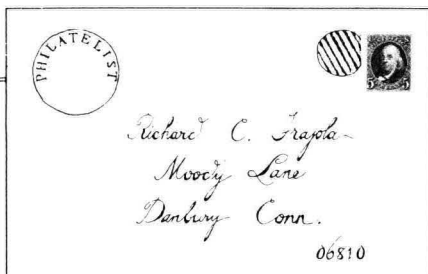
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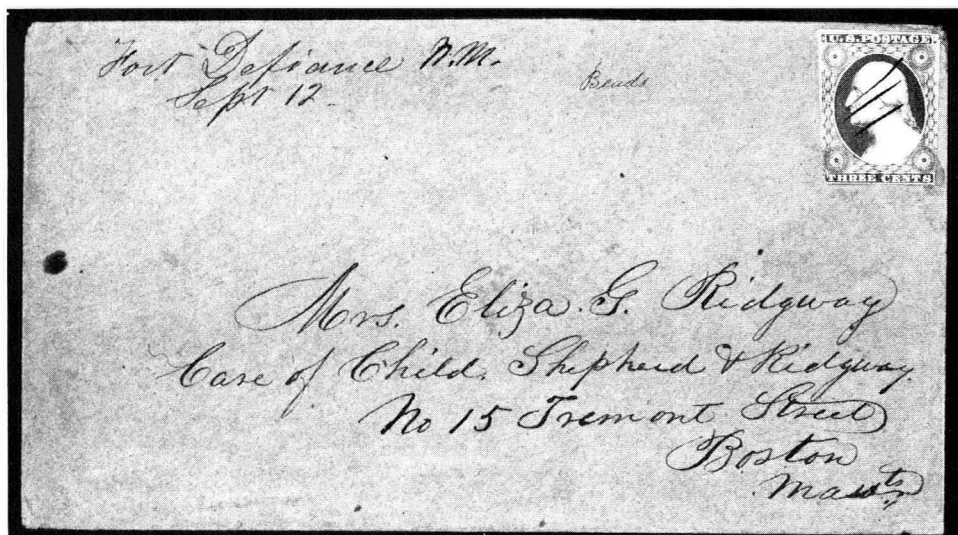


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From our May 11, 1985 auction of the Dr. Sheldon Dike collection of New Mexico. Fort Defiance N.M. manuscript postmark on a cover. The fort was the first Army fort in what is now Arizona when it was established in 1851. Abandoned in 1861 and reoccupied by troops under Kit Carson in 1863, it served as the base for the Navaho campaign which led to the "Long Walk." The "Beads" manuscript notation at top evokes the historic aspects of this postal history artifact.

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Put me to work for you.

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



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

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

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

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

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

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



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IN MEMORIAM

MORTIMER L. NEINKEN

1896 - 1984



As most readers know, Mortimer L. Neinken passed away on November 14 at the age of 88. This was just a week after the death of Anna, his wife of over 60 years. Anna Neinken had been ill for many years; Mort's death was quite sudden after one or two heart attacks from which he was apparently recovering.

Until a short time before his death, he had continued to commute from his home in Brooklyn to his office in Manhattan. His routine included three afternoons a week at the Philatelic Foundation, and his time there was spent in expertizing "patients" and performing his duties as chairman of the Philatelic Foundation's Expert Committee.

Mortimer Neinken's strong interest in plating the positions and reconstructing the plates of the U.S. classic stamps of 1851-60 had made him probably the premier expert in this field, as his books are the definitive works on no fewer than three stamps of that issue. His work on the 10¢ stamp of 1855-59 came first, being published by the Collectors Club of New York in 1960. This was followed in 1964 by his handbook on the 12¢ stamp of 1851-57, also published by the Collectors Club.

In 1972, he produced what is considered to have been his major work, *The United States One Cent Stamp of 1851-61*, published by the U.S. Philatelic Classics Society. This is probably the most complete work ever produced on all phases of a single stamp relative to its production, plates, positions and varieties, as the characteristics of all plateable positions of the 2600 possible are illustrated by individual drawings.

Plating and identifying the positions was the main thrust of all the Neinken books and

Mort openly acknowledged the three books were based upon the previous works of Stanley B. Ashbrook, with Lt. Col. J.K. Tracy as co-author of the 1926 12¢ pamphlet.

Mort conscientiously recognized the efforts of his predecessors by identifying their work whenever he included it, albeit in corrected, clarified and augmented form. Instead of general acknowledgement in the appropriate places, he meticulously credited in detail all previous work, even though he had carefully verified and corrected it himself.

In his 10¢ book, Neinken repeated most of the postal history sections from Ashbrook's 10¢ book as well as the pertinent chapters of Volume II of his 1¢ books. Therefore, this material was not included in Neinken's 1¢ book, which did incorporate Ashbrook's work on plating the stamps, plus the very large volume of plating drawings giving details of each position as determined by Neinken.

The huge amount of detail in the drawings is the major reason the Neinken works have replaced their predecessors to become the definitive works on the 1¢, 10¢ and 12¢ 1851-61 stamps. Neinken has kept them up to date by reporting new discoveries in the *Chronicle*.

Mortimer L. Neinken's business life included a degree in Civil Engineering from Columbia in 1916, which, after a stint in the Army in WWI, led to his becoming a partner in a construction business. Later, he joined the family garment manufacturing business which he and his brother sold in 1966, after it had become the largest producer of its kind in the world. They then formed Neinken Associates, a holding company, which was in existence at the time of his death. He was active in community affairs, and served in many capacities for the Maimonides Medical Center in Brooklyn.

Neinken's frequent philatelic honors included just about every important recognition that a philatelist in his field can receive. Among them are all four of the cups given annually by the U.S.P.C.S., including the Stanley B. Ashbrook cup twice. In addition to awards for his very considerable and continued philatelic accomplishments, his many honors included recognition of his continued assistance, both openly and behind the scenes, to the organizations to which he was devoted. Such support included not only financial aid when needed, but time and personal effort. Probably the extent of his efforts in behalf of the Collectors Club of New York, the Philatelic Foundation, and this organization will never be fully known.

He served two terms as President of U.S.P.C.S., and also chaired or served on countless committees, in many cases doing more than his share of the work. His enthusiasm and interest in philately were undiminished by age, as is clear from his last contribution to the *Chronicle* in the November issue. Many collectors, as well as officials of organizations, will long recall his warmth and encouragement, in addition to his support of their endeavors. He will be sorely missed and long remembered by all not only in this society but all of philately.

* * *

The untimely death of James C. Pratt at the age of 36 has deprived us of a philatelic scholar and postal historian of noteworthy accomplishment and even greater potential achievement. His research and writings in the foreign mail field have earned the respect of collectors and colleagues who hold him in the same high regard as do his professional associates. Our deep sympathy is extended to his widow Jan and their two small children.

* * *

Reminder: the Society's annual meeting will be held in Cleveland Saturday, March 23, at the Masonic Auditorium, Euclid Ave. at E. 36th St., at 10:30 a.m. sharp.

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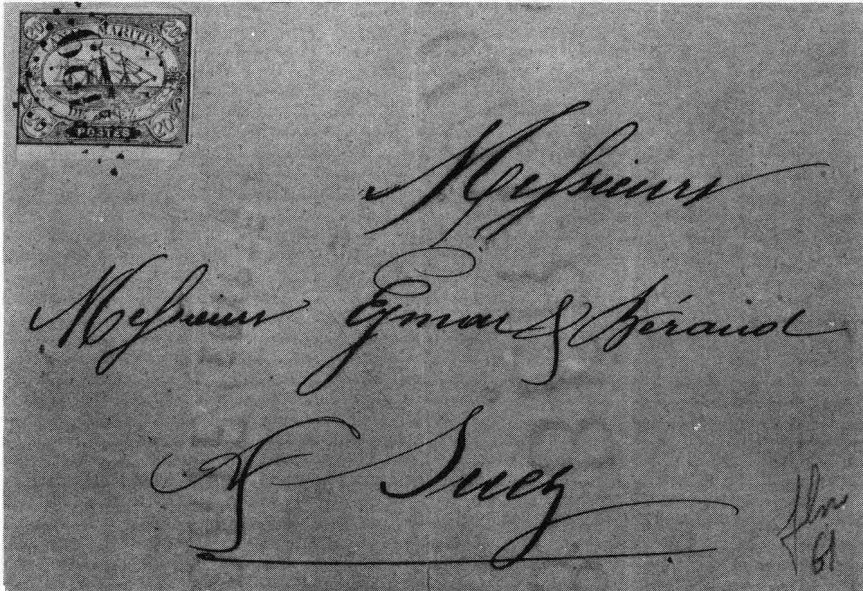


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THE POPE POSTMASTER PROVISIONALS

PHILIP T. WALL

John A. Fox sold the collection of the late John D. Pope, III, of St. Louis on Dec. 1, 1984. Pope was known to have formed important specialized collections of St. Louis Postmaster's Provisionals and the U.S. 1847 issue. However, it was not generally known that he held a number of extremely rare New York and Providence provisional covers, a Millbury cover and other provisional material.

More than 40 people crowded the Masonic Temple in Floral Park, N.Y., for the early morning sale, including every major auction agent in the northeast, one from California, and many important dealers, auctioneers, and collectors.

The sale started quietly with a three margin 5¢ on white Baltimore 3X1 on cover opening at \$2,500 and selling to Stanley Piller for \$2,600. An average-looking 5¢ on blue 3X3 on cover but with a vertical crease sold to the book without any floor action for \$3,000. This was one of only six covers in the provisional section that did not draw bids from the floor.

An off-cover Brattleboro (5X1) with small defects and a PF certificate opened at \$1,850 and sold for \$2,400 to a southern collector. This stamp had a small part of the engravers imprint at the bottom, one of two such recorded copies.

Lot 4 was an extremely rare Millbury cover.¹ While I record a total of seven Millbury covers, one is in a museum and another has not been seen since about the turn of the century. For all practical purposes only five 7X1 covers are available to collectors. The Pope cover has a PF certificate stating the stamp had been lifted and replaced. In addition small repairs had been made to the stamp. Pope had acquired this cover for slightly less than \$3,500 when the Consul Klep collection was sold by Willy Balasse in 1956. This rarity opened at \$10,000 and sold to the book at \$13,500. Evidently the small repairs to the stamp and its replacement on the cover had scared away some of the major buyers represented at the sale.

The Pope group of 5¢ New York covers going abroad was the finest such lot ever assembled. There were also several important domestic use covers. This section opened strongly with lot 5, being one of seven covers still extant postmarked July 15, 1845, this being the earliest known day of use. This cover was addressed to Lyon, France, and came from the well known Dobler & Co. correspondence.² It opened at \$6,000 and sold to Robert A. Siegel for \$7,750. Forty years earlier this cover had realized \$240 when Philip H. Ward, Jr., sold the Henry C. Gibson collection of U.S. covers.

Lot 10 was a huge margined 9X1 used on cover from Washington, D.C., to New York City with the stamp cancelled by a red U.S. in octagon. Four such covers are known. This little gem, ex Caspary, opened at \$1,000 with at least six bidders fighting for the auctioneer's eye. It finally sold to Siegel for \$2,800.

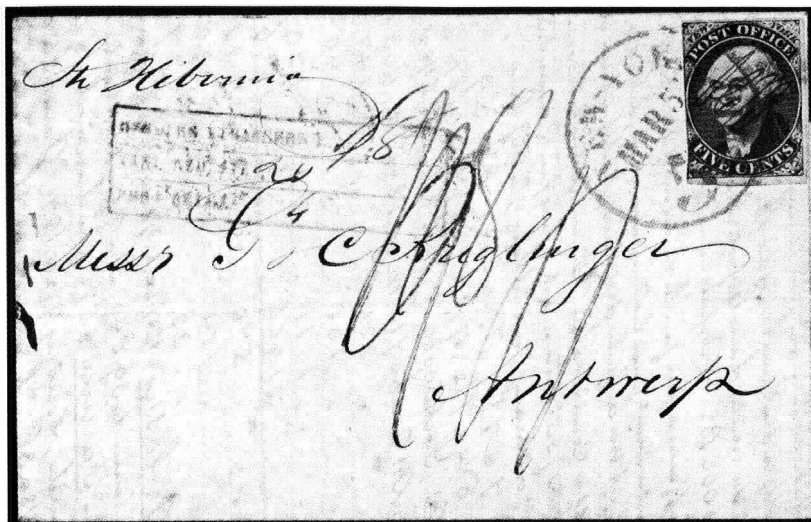
There were three covers addressed to the firm of Freeland & Co. in London that were subsequently forwarded to Trieste, which in the 1840s was a part of Austria. This is a large correspondence with over a dozen covers recorded. Two of the covers — lots 12 and 23 — sold at fairly low prices, but one — lot 13 — went to Siegel for a surprisingly high \$2,200.

Pope owned three 5¢ New York covers to Belgium, including two of which I had no previous record. Lot 14 was at one time in the Norvin Green collection, sold by Mozian in 1956. This cover, with the stamp tied by pen strokes, opened at \$300 and sold to Louis K. Robbins for \$2,100. Lot 15 was another cover to Belgium with pen cancelled stamp, not tied,

1. Illustrated in *Chronicle* 121:13 (2/84).

2. Illustrated in *Chronicle* 113:10 (2/82).

and opened at \$400, selling to Renée Bowden for \$2,200. On the third and nicest cover to Belgium (lot 16) the stamp was beautifully tied with the large New York foreign mail CDS and no doubt this was the primary reason it cost Siegel \$4,100. I record a total of four covers to Belgium.



Lot 16. 5¢ New York used to Belgium, 1846.

Another cover with the stamp handsomely tied with the NYFM postmark was lot 17. This cover from the Norvin Green collection was addressed to Berlin, Prussia, and is the second finest of the five recorded covers to Germany. It sold to Piller for a rather reasonable \$2,700.

The finest 9X1 cover in the sale was lot 18, a sheet margin horizontal pair on cover from Philadelphia through New York City to Montreal, Canada.³ The cover realized \$1,670 when H.R. Harmer Ltd. sold the collection of Sir Nicholas Waterhouse in 1955. This cover is the only example of a postmaster's stamp used outside its city of origin to carry a letter to a foreign country. It opened at \$5,000 and sold to Siegel for \$9,500. In my opinion this cover was a real bargain at that price. Siegel had last sold this cover in his 1969 Rarities Sale for \$5,000. While there are a few 9X1 covers that would probably sell for more because they bear large multiples, from the postal history point of view this is the most important 5¢ New York cover known and is seriously challenged only by the cover to Oswego, N.Y., where it was refused by the county clerk because he did not understand that the affixed stamp paid the postage.

There were a number of covers to England, Scotland, and France in the sale, but, inasmuch as these are relatively common destinations and none were particularly outstanding, I shall just generalize by saying the more attractive ones brought fair to good prices while the less attractive ones sold at rather low prices.

The last two lots were among the more interesting ones. Lot 24 was a letter from the James Lenox correspondence, from New Hamburg, N.Y., to New York City, bearing a stamp initialed RHM (9X1b). The stamp was tied by a clearly struck red PAID and only a small fault in the lower right corner of the stamp kept this fresh looking cover out of the "gem" class. The lot opened at \$3,000 and went to Siegel for \$6,000. Pope had paid \$480 for it at the Norvin Green sale in 1956. Lot 25 was one of three recorded covers going to Switzerland. This item from the Moody and Consul Klep collections had a nice four-margined stamp beautifully tied by a NYFM postmark. It opened at \$1,300 and sold to Siegel at a bargain \$2,600.

3. Illustrated in *Chronicle* 101:11 (2/79).



Lot 25. Cover to Switzerland with 5¢ New York.

All prices realized mentioned in this article are hammer prices only and do not include the 10 percent premium, or, of course, the fees charged by auction agents.

The three Providence covers included two of the three recorded covers going abroad. Lot 28, to England, was stated to be the latest recorded use (Nov. 16, 1847). The stamp is not tied and is faintly creased. This cover opened at \$1,500 and sold quickly to Purser Associates for \$1,600, less than half catalog (\$3,500). In the Caspary sale in 1955 it had realized full catalog (\$400 at the time). Lot 29 was reported to be the earliest known use of 10X1 (Aug. 25, 1846); again the stamp was not tied. This lot opened at \$1,300 and went to Bowden at \$2,000. The last Providence cover (lot 30) was the second of three recorded covers to England. This cover, with the stamp cancelled and tied by a heavy pen cancel, opened at \$2,300 and sold to Calvet M. Hahn at \$7,000.



Lot 30. Providence 5¢ used to England.

Following the sale several people commented on the great disparity in the prices realized for the two Providence covers to England: lot 28 at \$1,600 and lot 30 at \$7,000. Can an attractive cover with a slightly nicer stamp be worth four and one-half times as much as an average looking cover with a nice stamp that is not tied, and with stamp and cover having a very faint file fold? Apparently the answer is yes.

The prices realized for the St. Louis Bears were mixed. The off-cover items, which were mostly of poor quality, sold cheaply. The lesser quality covers did poorly and the better

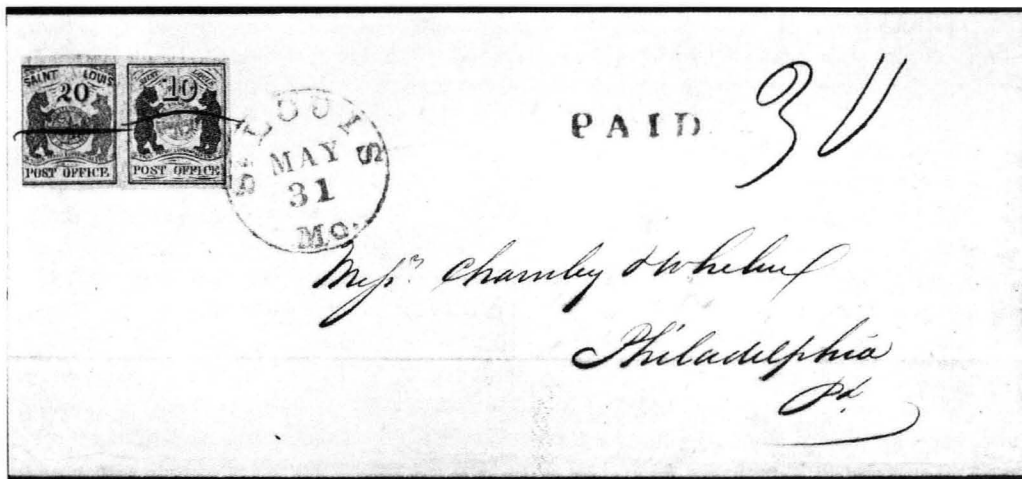
quality covers performed better. The real news among Bear followers was the emergence of a new specialist who bought a large percentage of the St. Louis items. He has requested that his name not be used in this article and therefore he will be referred to as an eastern collector.

The prices realized for the stamps used to reconstruct the three states of the plate reflected their poor quality and sold to various buyers at 20-35 percent of catalog. The rarest item was lot 38 — a vertical pair of the 20¢ gray lilac (catalog \$20,000) with pen cancels and cut into slightly at top and left and with nice margins at right and bottom. The pair opened at \$1,800, selling to Piller at \$4,800. How many pairs (all of which would have to be vertical) exist off cover? My guess would be that the grand total can be counted on the fingers of one hand.

The only plate reconstruction sold as a group consisted of the six stamps on pelure paper, third state, (lots 44-49) sold to the eastern collector for \$6,200 (catalog \$30,000).

Single copies of 5¢ Bears on cover are rarities and catalog \$4,000. Lot 50 was such a cover and was pictured on the auction catalog cover. This 11X1 cover was ex Moody and had realized almost four times catalog at the Caspary sale. In the Pope sale it started at \$2,500 and stopped at a paltry \$5,000. Scott Trepel was the buyer. Lot 51 was a double weight cover from the famous Charnley & Whelen correspondence to Philadelphia. It bore a strip of three and single of the 5¢ Bear on greenish paper (11X1) and was a most attractive cover. This lot opened at \$3,000 and sold to Dan Wiener for \$6,500, a bargain in my opinion when the beauty of the cover is considered along with the high catalog value (\$11,850).

The earliest known Bear cover with a single 10¢ stamp on greenish paper (11X2) tied by pen cancels on a Charnley & Whelen letter opened at \$2,200 and sold for \$3,700 to the eastern collector. It was both postmarked and datelined Nov. 12 (1845) and had a lot of eye appeal. Another beautiful cover was lot 55 with single 10¢ on gray lilac paper (11X5) tied by a reasonably good strike of the red CDS. Opening at \$2,600, this cover sold to Piller at a modest \$2,700. The earliest use of a gray lilac paper stamp on cover was lot 56, with 10¢ (11X5) tied by Feb. 27 (1847) CDS, and the cover signed by Ashbrook; this opened at \$2,600 and went to the eastern collector at \$3,400.



Lot 57. St. Louis se-tenant 10¢, 20¢ on cover.

Lot 57 had the highest realization of any item in the sale. This striking cover bore a 20¢-10¢ se-tenant pair (11X5-6). Both stamps were tied by pen cancels and the 10¢ additionally by a postmark. The 20¢ was barely cut into at the left. This cover, with a catalog value of \$27,500, opened at a surprisingly low \$8,000, but a minute later was knocked down to Trepel for \$19,000. After the sale Trepel told me he had researched the cover beforehand and found it to be unique: the only known 20¢ se-tenant Bear cover. This great rarity sold most reasonably.

Lot 58 was a cover front with two single 5¢ Bears on bluish pelure paper (11X7), both stamps tied to the cover by pen cancels, and one by a filing crease. At the time of the Caspary sale this cover front cataloged \$5,000 and sold for \$1,600. In the Pope sale it went to the eastern collector for \$2,000. Apparently the present market values cover front items at no premium over off-cover material.

One of the most interesting items in provisional philately was the last Bear lot - #59. This cover to Philadelphia bore a 10¢ stamp on bluish pelure paper (11X8) with the stamp barely cut into at the bottom and tied by pen cancels. The stamp had been lifted and hinged back in place revealing on the reverse side a good impression of the 5¢ stamp, 11X7 from position 1. This unique item is the basis for the catalog listing of 11X8a. The cover is postmarked Nov. 25 (1846) and is the earliest known use of a Bear stamp on bluish pelure paper. The normal 11X8 on cover catalogs \$6,500. The 11X8a is listed but not priced. The cover opened at an unbelievably low \$1,000 and sold to the eastern collector for \$6,000.

In summary, this was the most important sale of U.S. Postmaster Provisionals in several years and the most outstanding sale ever held of provisionals used on covers with foreign destinations. Many covers were unique, and, on the whole, prices were strong.

HIRAM E. DEATS: THE PHILATELIC FARMER FROM FLEMINGTON

STANLEY M. BIERMAN, M.D., F.A.C.P.

Hiram E. Deats was, during his long and fruitful life, variously dubbed "The Dean of American Collectors," "The Philatelic Farmer," and "Sage of Hunterdon." He assembled in a brief period from 1890 to 1905 one of America's finest collections of General Issues, Postmasters' Provisionals, Proofs, Revenues and Envelopes, disposing of his creations in an equally brief period from 1905 to 1912. He retained for most of his lifetime his greatest treasure, his philatelic library, with which the Deats's name is most indelibly associated. While the biblical injunction instructs us to beat our swords into plowshares, it may be stated metaphorically that Deats was to beat his plowshares into postage stamps and books. He was born in Brookville,¹ or Stockton, New Jersey, according to another biographer.² The Deats's family fortune was established by his grandfather who held the patent on the Deats plow. The agricultural business enterprise was successfully managed for 60 years by his father, during which time the family's financial base was broadened into real estate and banking.

Hiram Deats was reared as an only child, and moved at age 12 with his family to a large farm near Flemington Junction in Hunterdon County, New Jersey. With the death of his father during his adolescence, Hiram Deats inherited the family business enterprise and the Minneakoning Farm, but, being too young to assume charge, arranged for a cousin to take over management responsibilities. Deats enrolled in college at Peddie Institute in 1887 at Hightstown, New Jersey, which institution had been largely endowed by his father's beneficence.³ Deats graduated with honors in 1891, writing his college thesis on "The Development of the Postal System." Upon graduation, Deats was quick to discover the seductive influence of leisure, the lure of a life untrammelled by the pressing demands of business, and the exciting pursuit of collectables. With his financial underpinnings secure from his family-run business enterprises, large real estate holdings, and directorship of the Flemington National Bank, his initial plan to enter Brown University in Rhode Island⁴ for an advanced degree in business was understandably derailed. Likewise a remarkable series of fortuitous philatelic events had intervened, or were about to transpire, that would profoundly influence the young Hiram Deats's life.

1. F. Melville, "Hiram E. Deats," *Stamps* 4:81-82 (July 15), 1933.

2. A. Dietz, "Hiram E. Deats," *Virginia Philatelist* 3:203-204, 1900.

3. Anon., "Prominent Stamp Collectors," *Phil. J. Amer.* 8:379, 1892.

4. Anon., "Prominent Philatelists," *Rhode Island Philatelist* 2:25-26, 1890.

Deats first became enamored with philately as a child of nine with the chance discovery of a newly minted Dom Pedro stamp of Brazil on a post office floor;⁵ the mythological telling of finding a Brazilian stamp on a post office floor also curiously appears in John Seybold's biography. Deats's more serious stamp collecting career began in 1884 with the discovery of a number of revenue issues on old government documents stored in his father's office. With this fledgling interest in philately aroused, he began to purchase a large number of unused envelopes from the local post office, buying, as well, plate numbers in strips and blocks, of newly minted government issues.

Deats's true entry into "high philately" came in January 1888 while still a college student, when he purchased the celebrated Carpenter and Goodall Revenue collections for \$7,000 from E. B. Sterling, a stamp dealer from Trenton, New Jersey.⁶ The latter sale excited considerable comment in American philatelic circles, as the transaction represented the largest private treaty sale made to that date. The purchase entailed a special dispensation from Deats's guardian who questioned the wisdom of such an extravagant acquisition for an 18-year-old youth. Having thus achieved a substantial degree of philatelic pre-eminence, Deats was allowed into the inner circle of the burgeoning American Philatelic Association (forerunner of the American Philatelic Society) of which he was number 36 of the founding members. His showing of the unique Goodall Revenues was critically acclaimed at the fifth APA Convention held in August 1890 at which time he was awarded a seat on the credentials committee. Deats was later to serve as Vice President of the Association in 1894 and its President in 1905.

Having now been "blooded" by his exciting philatelic acquisition, Deats was easy prey when an apparently financially strapped E. B. Sterling chose to sell his entire collection of proofs, stamps, coins and paper currency, the latter of which included 4,000 pieces of Colonial, Confederate and early bank bills.⁷ This is a curious biographic citation given the fact that the E. B. Sterling collection of U.S. Postage and Revenues was sold by George A. Leavitt in New York as catalogued by Edward Frossard in six sales from December 1887 to September 1888. Nevertheless, the sorting, mounting and arrangement of the 10,000 proofs and 10,000 stamps acquired from the E. B. Sterling private treaty sale was to occupy six months' time. An 1890 philatelic publication⁸ notes that the twenty year old Deats's collection of U.S. Revenues and Match and Medicine was as complete as could be, and included many sheets of issues. Deats was to sell unwanted portions of the Sterling acquisition, consisting of American coins, medals, paper money, and numismatic literature, at a January 9, 1892, sale held by George A. Leavitt.

In 1890 with a Deats-Sterling hegemony as financier and dealer well established in U.S. philatelic circles, the two were to accomplish a nearly incredible philatelic coup.⁹ In 1889 the Registrar of the U.S. Treasury Department advised the Secretary of the Treasury that stub books of stamps used by the Internal Revenue Service since its inception in 1863 had accumulated to such an extent that the government could not find sufficient space for the 200 tons of material which occupied some 4,000 cubic feet and was costing the government \$20,000 a year in storage fees. The government records were so voluminous that they filled the corridors of the fourth floor of the Treasury Department, overflowing to nine rooms of the adjacent Winder Building, and spilled into the basement. A special act of Congress was required to condemn the government material, as well as a separate act to authorize its sale to the public. A notice was placed in government papers where it is presumed that a keen-eyed E. B. Sterling perceived the potential philatelic profit that such a grand acquisition might

5. Melville, *op. cit.*

6. A. Harlow, *Paper Chase*, Henry Holt, New York: 1940, pp. 145, 290.

7. Anon., "Prominent Philatelists," *loc. cit.*

8. *Ibid.*

9. Anon., "Sterling's Speculation," *Phil. J. Amer.* 6:254, 1890.

present. Sealed proposals were mailed by Sterling and Deats to the U.S. Treasury Department where their \$5,000 bid was accepted for 200 tons of so-called "government waste." Following the financial transactions, ten carloads of government records (working out to 1.25 cents per pound) were delivered to a New Jersey storage facility, where Deats and a staff of four, and later eight youths, toiled for two years to assemble the material.

The Department of Treasury sent two observers to oversee the sorting, and before completion of the work, a sizable quantity of material including rare and desirable stamps was culled from the Deats acquisition and seized arbitrarily by government officials who alleged that the material was too recent to allow dispersion from the records. Deats and Sterling filed suit in U.S. Court of Claims for return of the disputed material but their case was never heard. Nevertheless in the great mass that constituted this enormous philatelic hoard, Deats was able to mine fifteen books consisting of the complete printers' order books, signed approved die proofs and proof sheets which covered the period 1862 to 1875 during which time Messrs. Butler and Carpenter were employed at their government tasks. Also found were the 24¢, 30¢, and 90¢ Department stamps on official covers.

With the final sorting of this record acquisition, E. B. Sterling announced that he then had the stub of every revenue stamp issued in the United States from 1863 to 1885. These were grouped into 350 varieties including issues with face values of \$150 to \$5,000. The material as then assembled consisted of the official records, books, accounts, correspondence and records of the Butler & Carpenter, and Joseph R. Carpenter firms and was to serve as the foundation for the monumental book, *An Historical Reference List of Revenue Stamps of the United States Including Private Proprietary Stamps*. Written by George T. Toppan, and co-authored by Hiram E. Deats and Alexander Holland, the book was published in 1899 by the Boston Philatelic Society and was to become the "bible" of fiscal collectors.

Duplicates from Deats's revenue collection were sold on May 23, 1901, at Scott Stamp and Coin Co's 155th sale. They were purchased for 80 to 150 percent of catalogue value for a cumulative auction total of \$5,350. The bulk of the Deats revenue collection was offered intact to the government in 1905 for \$20,000, which sum represented half its philatelic market value. A bill was introduced in Congress on January 5, 1906 seeking to purchase this quintessential revenue collection for government archives, but the legislation was defeated by a fiscally restrained Congress which failed to grasp the historic significance of the acquisition.

During the 1890s Deats was Ferrary's chief rival for stamps of the Confederacy, although Deats's collection was acknowledged as the world's finest.¹⁰ Deats also acquired major collections of Postmasters' Provisionals and Carrier Stamps of New York, and purchased the W. H. Nienotedt Match and Medicine collection. Deats exhibited portions of his collection at the American Philatelic Association Postage Stamp Exhibition held in 1893 at the World Columbian Exhibition. An obvious attempt to promote and popularize the stamp collecting hobby, Deats's display at the Chicago fair was a tour de force in philatelic upmanship. Included in the Deats exhibition was a complete collection of U.S. Envelopes, portions of his Confederate States of America on original cover, along with 18 frames of handstamped Confederate States Postmasters' Provisionals from most every important southern township. There were frames of U.S. Postmasters' Provisionals including St. Louis, New Haven, Brattleboro, and New York on original cover. There were Carrier stamps, including two sheets of the Eagle Carrier. There was a magnificent display of U.S. General Issues including sheets of 100 of both the 1¢ and 3¢ stamps of 1857. Almost all the 1847 to 1869 issues were represented including the 1869 inverts, but the centerpiece of the exhibit must surely have been the mint block of 16 of the 90¢ 1869 issue, along with a companion used block of six of the issue. Also noted in the display were major Match and Medicine sections and British North American items.

10. H. L. Lindquist, "Hiram Edmund Deats," *Stamps* 125:5-7 (April 6), 1963.

It is a well traveled philatelic maxim that the search for collectables is more exciting than their acquisition, and given the fact that Deats had seemingly put together so many world class collections in such a brief period, it may be assumed that he tired of his treasures. It is recorded that Deats auctioned 270 lots of his U.S. collection at the April 25, 1905, sale held by the New England Stamp Company, which sale was highlighted by his three 1869 inverts. The Deats Collection of U.S. on Original Cover was sold at a February 23, 1906, sale by the same auction house, and included 587 lots of rare U.S., superb Revenue proofs and essays and fine British North America. His Match and Medicine collection was sold at the 21st and 22nd Frank P. Brown sales held in Boston on March 9 and May 11, 1909.

The Deats collection of proofs and essays of U.S. Documentary and Proprietary revenues came into the possession of A. W. Batchelder of the New England Stamp Co. in January of 1912. He advertised sale of its elements in *The New England Stamp Monthly* over the next two years. When the Clarence Eagle collection of U.S. Revenues was bequeathed to the government in 1912, it was acknowledged that Mr. Eagle had had first chance at the Deats dispersal to enhance his already superlative collection which included the finest Match and Medicine ever assembled.

In 1912 the Deats collection of U.S. Postmasters' Provisionals was acquired by Warren Colson for an undisclosed sum. Included in this sale was the unique Boscawen Postmaster Provisional which Deats had originally discovered in 1894, and had purchased for \$5.00. The rare Postmaster Provisional was subsequently sold by Colson to Ferrary, who exchanged the item for a used two pence "Post Office" Mauritius (ex-Rothschild).¹¹ Also included in the Deats sale to Colson were reconstructed plates of St. Louis Provisionals which are believed to have been sold by the Boston dealer to Henry C. Gibson for display at the 1913 New York International Philatelic Exhibition. Also undocumented is the belief that Deats sold his magnificent Confederate States collection to Senator Ernest Ackerman during this period.

11. S. M. Bierman, *The World's Greatest Stamp Collectors*, Frederick Fell, New York: 1981, p. 215.
(To be continued)

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THE 6¢, WEIGHT-INDEPENDENT, PORT OF ENTRY SHIP RATE OF 1816-1861

DOUGLAS N. CLARK

To the memory of James C. Pratt

Non-contract ship letters entering the U.S. during the period 1816-1863 and addressed beyond the port of entry were charged a 2¢ ship fee plus domestic postage, from port to destination. The latter was, of course, determined by two factors: distance and bulk of the letter. Prior to the 1845 rates, bulk meant number of sheets or, for letters over 1 oz., the number of units of ¼ oz. involved. After July 1, 1845, it was the number of units of ½ oz. that mattered.

On the other hand, ship letters addressed *to* the port of entry were charged 6¢ regardless of the number of sheets or weight (this was reduced to 5¢ on February 27, 1861, so as not to exceed the beyond the port rate).

In a discussion of these rates, several years ago, Jim Pratt mentioned a type of cover that shows this independence of number of sheets or weight. The reference was to 6¢ port of entry ship covers which, because of some other markings, would have been charged multiple rates if addressed beyond the port. Here we show five examples of this phenomenon.



Figure 1. Cover from Manchester, 1844, prepaid 2/- at double packet rate, and charged 6¢ as port of entry ship letter.

Jim's example is shown in Figure 1. Double rated 2 shillings in England, it must have weighed between ½ and 1 oz., but it was charged a simple "SHIP/6" in the U.S. It can be said that this cover, which belonged to Jim at the time of our discussion, is a probable example. The letter, which departed Manchester, England, September 18, 1844, now weighs under ½ oz. However, since the British rate progression at this date was one rate, up to ½ oz.; two rates, ½-1 oz., it is likely that the letter originally contained another sheet or enclosure.

The cover in Figure 2 is more definite. This wrapper was sent by a Liverpool forwarder on March 21, 1821, to a party in Catskill, N.Y., care of a New York City firm. Entering at New York City on May 11, it was rated with the 6¢ port of entry rate in manuscript in the upper right corner. The firm did not accept the letter and perhaps added the word "Catskill," although it is my opinion that it was already part of the address. The letter was then rated 89½¢ due: 2¢ ship fee + 87½¢ for seven times the 12½¢ rate for 80-150 miles, as it was seen to weigh 1¾ oz. In my opinion, if the New York firm had actually had to redirect the

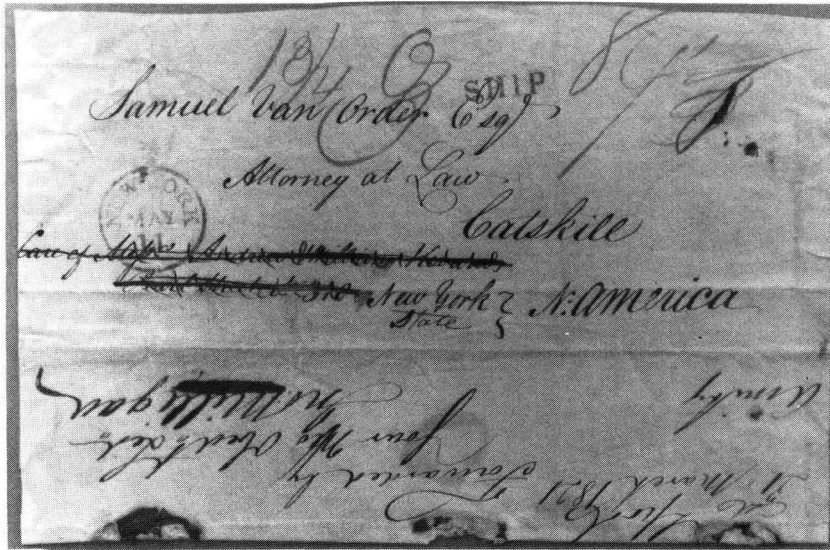


Figure 2. Ship letter from Liverpool, 1821, originally rated 6¢, but liable for seven times rate beyond port (plus 2¢ ship fee) at 1¾ oz.

letter to Catskill, N.Y., the rate would have been 6¢ + 87½¢, and if they had paid the 6¢ and redirected it, the rate surely would have been 87½¢ only. At any rate, the example clearly shows a cover weighing 1¾ oz., originally rated with the 6¢ ship rate.

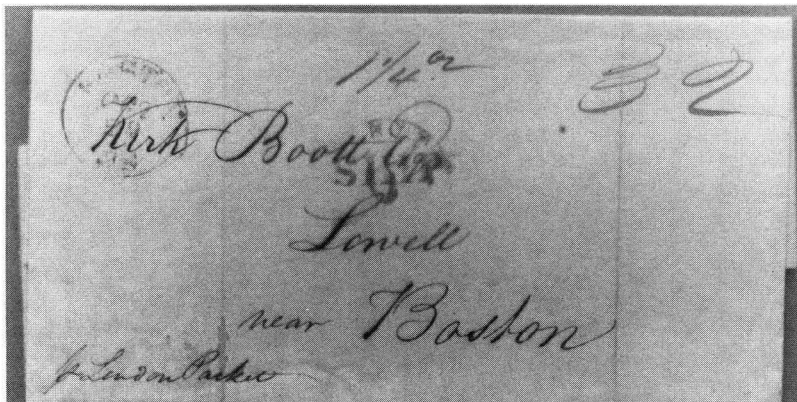


Figure 3. Letter entering at Boston, 1827. Erroneous rate of 6¢ corrected to 32¢ at 1¼ oz.

The address on the cover in Figure 3 was misread by the Boston postal authorities. It was sent from London on August 27, 1827, arriving Boston on October 23. Clearly they saw only the “Boston” in the address at the Boston post office, and they rated the letter SHIP/6. Upon noticing that the actual address was “Lowell near Boston,” they weighed the letter, which was found to weigh 1¼ oz., struck SHIP over the arc handstamp, and rated it at 2¢ plus five times the 6¢ rate for under 30 miles.

Figure 4 shows another cover sent care of and forwarded by a New York firm. Sent May 15, 1828, from Manchester, England, it entered at New York on June 16, 1828, and was rated 6 at the right of the cover. This time the firm *paid* the 6¢ port of entry rate and sent the letter by private steamboat to Boston, where it was marked S.B. (non-contract steamboat) and rated 37½ (twice the domestic rate for 150-400 miles — New York to Lowell, Mass.). For some reason, the original “6” was never crossed out (a check to the right of it may have served the purpose); but it must have been paid for in New York, as the post office would not have turned the letter over to a *non-contract* steamer, and they certainly would not have permitted the 6¢ to be collected in Boston, after the letter had been removed from the mail.



Figure 4. Cover rated 6¢ entering at New York, then forwarded (after payment of 6¢) by non-contract steamboat to Boston, rated 37½¢ as a double letter.

The cover in Figure 4 is another *probable* example. Conceivably (and quite legally) the New York firm could have added contents before forwarding per non-contract steamboat.

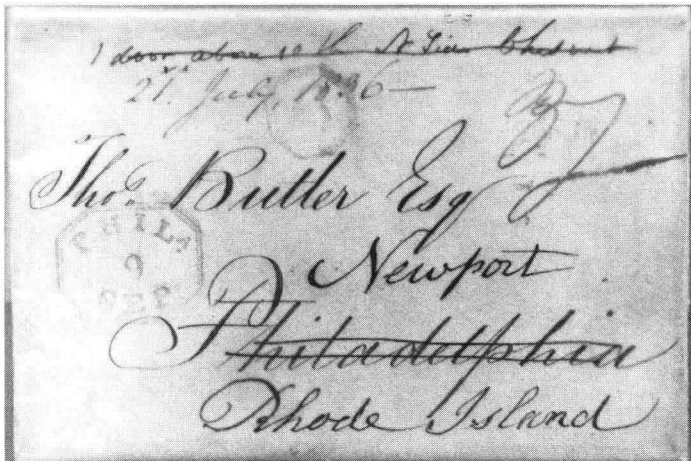


Figure 5. Letter from England in 1836, with handstruck 6 as ship letter arriving at Phila. Remailed, after an interval, to R.I., rated 37½¢ double. Note direction across top of cover for carrier delivery.

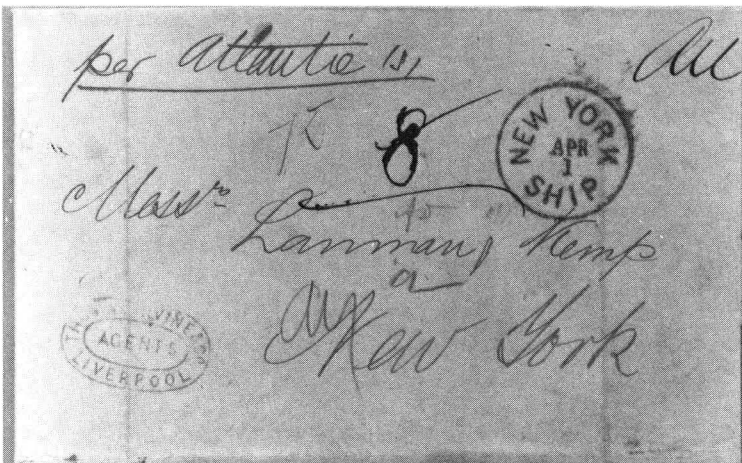


Figure 6. The revised port of entry ship rate (July 1863): double domestic. A double weight (½-1 oz.) letter due 8¢.

Figure 5 shows a more typical forwarded cover, on which two different rates — one weight independent, one weight dependent — were simply added together. Sent from Liverpool, England, on July 2, 1836, to a Philadelphia address, it received an octagonal 6 port of entry ship rate marking and then was forwarded to Rhode Island with an additional 37½¢ charged. As with the cover in Figure 4, this represents twice the 18¾¢ rate for 150-400 miles (Philadelphia to Newport, R.I.), and thus shows the cover to have had an enclosure. There was no possibility of a 39½¢ (2¢ + 37½¢) rate, since the cover was actually *addressed to Philadelphia* (compare with Figure 3).

The act of March 3, 1863, effective July 1, 1863, changed the entire structure of ship rates. Instead of 2¢ plus domestic rates, they were set at double domestic rates from that time on. At the same time, drop letter rates were set at 2¢ *per half ounce* (at carrier post offices) and so the port of entry ship rate became four times the number of units of ½ oz. The port of entry ship rate depended on weight from that time on (Figure 6).

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U.S. CARRIERS

ROBERT MEYERSBURG, Editor

FRANKLIN AND EAGLE CARRIER STAMPS

DONALD B. JOHNSTONE

(Continued from *Chronicle* 124:240)

THE EAGLE CARRIER STAMP

The Eagle carrier stamp was printed in blue on white wove paper, gummed, and provided in sheets of 100 stamps, imperforate with vertical and horizontal separation lines. The first and only record known for delivery, and hence, the recognized date of issue, was November 17, 1851, for 20,000 stamps to the Philadelphia Post Office. This was only a few weeks after the issuance of the Franklin carrier stamp. Both carrier stamps were for the same purpose, namely, to enable individuals to prepay carrier pick-up and delivery of letter mail to a post office. No records have been found to confirm shipments of the Eagle stamps to other cities, yet their extensive use in some cities indicates such deliveries were made. Evidence on covers shows that the principal use was in Philadelphia, Kensington, Pa., Cincinnati, and Washington. Examples of use in other cities are known, but are so scarce as to suggest the use was by a person acquiring the stamp in one city and attempting to use it in another. One such example is that of a cover posted in Cleveland (Figure 21), a city which did have a carrier system.



Figure 21. Eagle carrier stamp on a local cover posted in Cleveland, Ohio, a city which received no shipment of these stamps, but did have a carrier system.

The Eagle carrier was used to prepay the fee for carrying letter mail to a post office. Hence, it is frequently found used on covers with the imperforate or perforate three-cent stamp of 1851-1860, which prepaid the postage to another post office. There was also use on local mail such as drop letters. Occasionally, an attempt was made to employ three Eagle carrier stamps for regular postage. As the Eagle carrier stamp was not a postage stamp, such use was not legal.

It is of interest, therefore, to realize that the firm which supplied the carrier stamps to a post office charged the postmaster, and did not bill the Postmaster General, as would be the procedure with regular postage stamps. This was, of course, due to the independence of the carrier system within each city.

It is not known whether the total order of one million stamps was ever printed, since the Post Office Department was not billed for these stamps. The following excerpt from the Daily Orders of the Postmaster General, dated September 17, 1852, subject "Dispatch Posts,"

provides a good explanation as to why no records of additional orders for the Eagle carrier stamps have been found.

Ordered, That the instructions which have hitherto governed the organization of the U. States Dispatch posts in the several cities where the system of Dispatch posts has been established, be so modified as that the several Postmasters of those cities, and of others where Dispatch posts may be established, be authorized, and they are hereby authorized, to charge one cent for the carriage and delivery into the Post Office, of each letter dropped into the dispatch boxes for mailing; the same to be pre-paid by stamp provided for the purpose. It is further ordered, that such dispatch stamps as may be from time to time required by said Postmasters, shall be furnished by Toppan, Carpenter and Casilear Company, Philadelphia, upon requisitions addressed to the 3rd Assistant Postmaster General, and by him endorsed and forwarded to the contractors, who will receive payment therefor from the Postmaster receiving them; this Department becoming in no way responsible for such payment.²⁹

Characteristic cancellations can often identify the city of use on some of the stamps after removal from covers. Grid cancels and circular date stamps can be seen on the stamps used in Philadelphia, but a red five-pointed star was most frequently employed on the Eagle carriers, the clarity of which often amounts to not much more than a red smear. It has even been suggested that some of the red cancellations are thumb prints. The same red star is evident on covers with no carrier stamp, and is believed to have indicated payment of the fee in cash to the carrier. Illustrations can be seen in a previous article.³⁰

As the value of cancelled carrier stamps over the years has exceeded unused ones, this has tempted forgers of the red star. Having been called upon to expertize carrier stamps, I became interested in the ink used for the red star, and discovered its major ingredient was cinnabar (mercuric sulfide). This and other criteria have helped me to provide better expertizations.

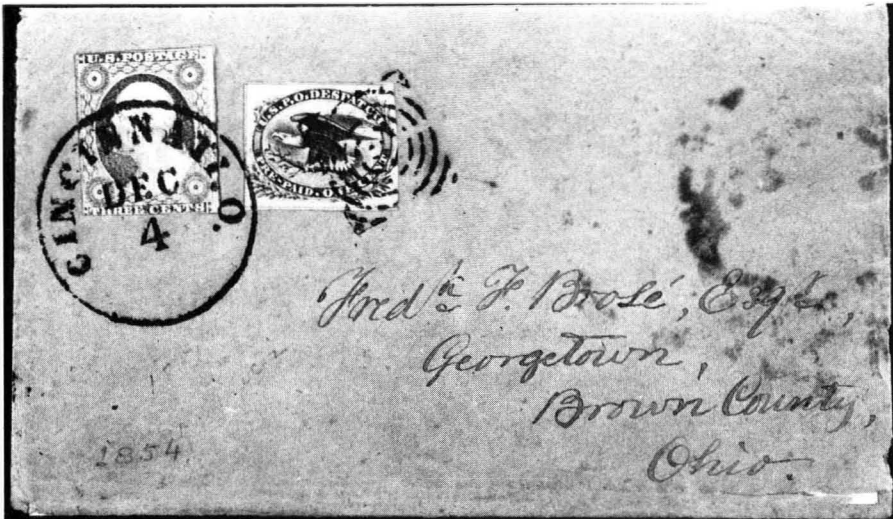


Figure 22. Eagle carrier stamp prepaying the collection fee in Cincinnati and cancelled by the squared circle marking in blue. December 4, 1851, is the earliest recorded use of the Eagle carrier in this city.

In Cincinnati, a grid cancellation, an unusual squared target (Figure 22) and the circular date stamp were used. Washington, D.C., however, was unique in the use of manuscript letters. These were the initials of the various carriers and were probably precancelled before sale. Examples include “CJW” for Charles J. Wright, “H” for Harkness, and “T” for Tolson. Others recorded include “J”, “W”, and “WRM”. See Figure 23, and *Chronicle* 121.

29. Robert B. Meyersburg (personal communication).

30. Meyersburg, *op. cit.*, p. 27.



Figure 23. Eagle carrier stamp cancelled by the carrier's initial (Harkness) in Washington, D.C.

Eagle carrier covers from Philadelphia and nearby Kensington are known to about 1856. Covers from Washington, D.C., show that use began in 1853 and from Cincinnati began in 1854. The Eagle carrier appears to have been used until May 1861 in Cincinnati and as late as May 1863 in Washington, D.C.

EAGLE CARRIER REPRINTINGS

As with the Franklin carrier, the Eagle carrier was also reprinted by the Continental Bank Note Company for purposes of sale to the public at the 1876 Centennial Exposition in Philadelphia. The original plate was used. The Eagle carrier was reprinted in blue on hard white paper and was not gummed. At first, the company produced sheets that were perforated 12, as seen in Figure 24, but later, when it was realized that the originals in 1851 had not been perforated, imperforate reprints were prepared. Both perforate and imperforate reprints were sold to the public, though fewer of the perforated copies were sold, and this is reflected in their relative scarcity. Two printings were made with 10,000 each. Of these, 9,680 were reported to have been sold.³¹



Figure 24. Perforated Eagle carrier reprints with imprint and plate number 1 from upper pane. Largest multiple of this recorded.

Collectors and dealers have often been confused in attempting to distinguish the reprints from uncancelled original stamps without gum. The paper thickness of both is approximately the same, as are the color and general appearance. Some years ago, I found it helpful to examine them under long-wave (3600A) ultra-violet light. Under this illumination in the dark, the paper of most reprints is strikingly white as compared to uncancelled original stamps, which appear very dull.

During the use of ultra-violet light in distinguishing reprints from original stamps, I discovered a variety of reprint in which the blue ink fluoresced green, exactly the same as one variety of the Franklin carrier reprints. The green-fluorescing Eagle carrier is not an isolated phenomenon, for a number of copies including a block of four have turned up. Until a better explanation surfaces, I will suggest the following. During the reprinting, the ink was

31. Luff, *op. cit.*, p. 260.

changed, and is responsible for the green-fluorescing reprints of both the Franklin and Eagle carriers. The green-fluorescing Eagle carrier reprints possess one additional characteristic. Whereas the paper thickness is the same as others, it is a soft wove with a slightly mottled appearance when illuminated from behind.

SMALL DIE PROOFS OF THE EAGLE CARRIER

The Roosevelt Album of 1903 contained small die proofs of both of the 1851 carrier stamps, the Franklin carrier from a composite die, as discussed earlier, and the Eagle carrier. Not only did the Bureau of Engraving and Printing run into difficulty as a result of the missing die of the Franklin carrier, but the die of the Eagle carrier, while not missing, was cracked horizontally. The Bureau, therefore, made a transfer from the cracked die, removed evidence of the crack, and made a new die from the corrected transfer.³² This was used to prepare the small die proofs of the Eagle carrier. See Figure 25. As with the others in this album, the proofs were printed on hard white paper and attached firmly to grey card pages. There is no evidence of the original crack. The proofs possess broad white borders. Hence, they can be distinguished easily from any plate proofs, as the latter show the vertical and horizontal separation lines.



Figure 25. Small die proof of the Eagle carrier was printed from a new die for the Roosevelt Album in 1903.

IMITATIONS

There is only one imitation (Figure 26) of the Eagle carrier that is at all similar to the genuine. It was lithographed, whereas the originals were finely engraved. It differs from the genuine in many minor details, especially the foliage around the oval. However, the major distinction is the white period in place of a hyphen between "PRE" and "PAID." Some of the imitations were so heavily inked that no period is evident. Blue is the only color recorded, and several examples in my reference file show a perforation which could have been made by a



Figure 26. Imitation of the Eagle carrier stamp, lithographed in blue, and distinguishable from the genuine stamp by the dot in place of a dash between PRE and PAID.



Figure 27. Crude imitation of the Eagle carrier stamp in blue.

32. Thatcher, *op. cit.*, p. 68.

sewing machine. I have never seen a multiple, but some singles reveal a complete rectangular frame line rather than the continuous horizontal and vertical separation lines.

Other imitations seen are cruder, but retain the same inaccuracies of the first mentioned, such as the period in place of the hyphen. One imitation is an entirely different attempt with a narrower ribbon, smaller letters and a decidedly different eagle (Figure 27). All of the imitations recorded have been in blue.

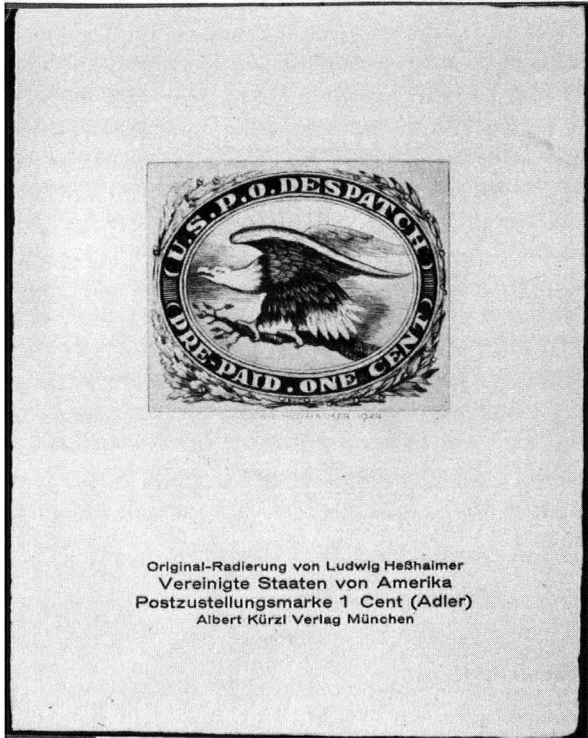


Figure 28. Large etching of the Eagle carrier stamp in blue by Ludwig Hesshaimer, an Austrian stamp designer.

Finally, any comments on imitations must include mention of the very attractive enlarged etching of the Eagle carrier by Ludwig Hesshaimer in 1924 (Figure 28). A well-known Austrian stamp designer, Hesshaimer lived in Austria and later in South America. The etching was printed in blue by Albert Kürzl of Munich. It measures 50 by 60 mm. and is embossed on soft proof paper, measuring 115 by 140 mm. Further information on this very decorative Eagle carrier etching may be found in Johnstone.³³

COLLATERAL



Figure 29. Stock coupon showing use of the Eagle carrier stock die.

33. Donald B. Johnstone, "Ludwig Hesshaimer Passes", *Essay Proof Journal* 51: 172, 1956.

Philatelists frequently add to their collections and exhibits such items as relate to the particular stamp issue, especially if the designs are similar. Collectors wishing to display the Eagle carrier have a smorgasbord of options. The Eagle carrier stock die continued to be used by Toppan, Carpenter, Casilear and Co. for a number of different banknotes and stock coupons (Figure 29).



Figure 30. The Eagle stock die was used by the bank note company to print both match and medicine revenue stamps.

The stock die was also retained and used by succeeding companies. A number of Private Proprietary stamps printed by Butler, Carpenter & Co. used the die. Included were stamps of the American Match Co., B. A. Fahnestock, and Holloway's Pills (Figure 30). The stock die was also used on one of the Sanitary Fair stamps (Figure 31). The 1857 Wharton carrier stamp of Louisville, Kentucky, contains a lithographic copy of the eagle, as does its successor, the stamp of Brown and McGill. It is of interest here to note that the same eagle was lithographed on the Frazer City Despatch stamp of Cincinnati some six years before Montgomery presented his ideas for the Eagle carrier stamp. So popular was the eagle design that other firms such as D. Felt, Hosford of New York lithographed it on banknotes. Finally, there were a number of banknotes printed with the same eagle in enlarged form which appeared some time prior to the small-sized engraving.³⁴



Figure 31. The Eagle stock die was used to print one issue of the Sanitary Fair stamps.

The author wishes to acknowledge the help of Robert B. Meyersburg in photographing many of the items used as illustrations in this article.

34. Blanchard, *op. cit.*, p. 175.

THE POPE 1847 COLLECTION

CREIGHTON C. HART

John A. Fox sold the collection of the late John D. Pope III at public auction on December 1, 1984. This important collection included a specialized 1847 section which was sold at the morning session. Before the auction began, Fox called attention to the conditions of sale that were in the catalogue and announced that any lot could be submitted to any expert committee "including the Philatelic Foundation." This was a significant announcement because Paragraph 5 in the "Conditions of Sale" stated "All lots are sold as genuine but should any lot be proved otherwise by written opinion of any competent, responsible authority *acceptable to us*, immediate refund of the full purchase price will be made, provided that such claim is made in writing within 14 days from the date of sale . . ." (Emphasis added.)

This was a change from previous Fox auctions in which the following notice appeared prominently at the beginning:

ITEMS OFFERED FOR EXPERTISING

Due to errors by certain alleged expert groups, we do not allow our stamps to be submitted for expertising to certain committees. In the event you wish to submit stamps to be expertised by a certain committee, you must let us know when you place your bid of the name of the committee you wish to use. If it is a group not acceptable to us, we reserve the right to reject your bid. *We will continue to follow this practice until such time as the so-called expert groups are financially liable when they make an error* in expertising and the owner of the stamp is hurt financially because of their verdict. In the event you wish to offer an alternate committee which might be acceptable to us, we would accept your bid and if you are successful we will notify you of the committee acceptable to us. (Emphasis added.)

As everyone knows, the expert committees of the Philatelic Foundation and of the American Philatelic Society issue opinions that are highly respected but neither group of experts is financially liable for errors. The fact that Fox specifically mentioned by name the Philatelic Foundation as accepted experts relieved any uncertainty some collectors had about items included in the sale.

There were several important covers in the collection and probably the most philatelicly important items as far as the First Issue is concerned were two wash drawings that were previously in the Brazer collection. Lots 60 and 61 were sold as one lot and realized \$13,500. These two essays (Figure 1) had been purchased by the Popes in a Robert A. Siegel auction on January 15, 1956, when each drawing realized \$550.00.



Figure 1. Essays for the 1847 stamps known as "Brazer Wash Drawings." (Fox-Pope catalogue.)

Lot 98, the only known 1847 cover to China, realized \$22,000, the highest price paid for any '47 item (Figure 2). This cover was described as being signed by Costales, and a great rarity, which it undoubtedly is. The description did not mention that this same cover had been sold in a Fox auction on August 15, 1966, as part of the Frank A. Hollowbush collection. This cover (Figure 3) was illustrated in the February 1973 *Chronicle*. The following paragraph

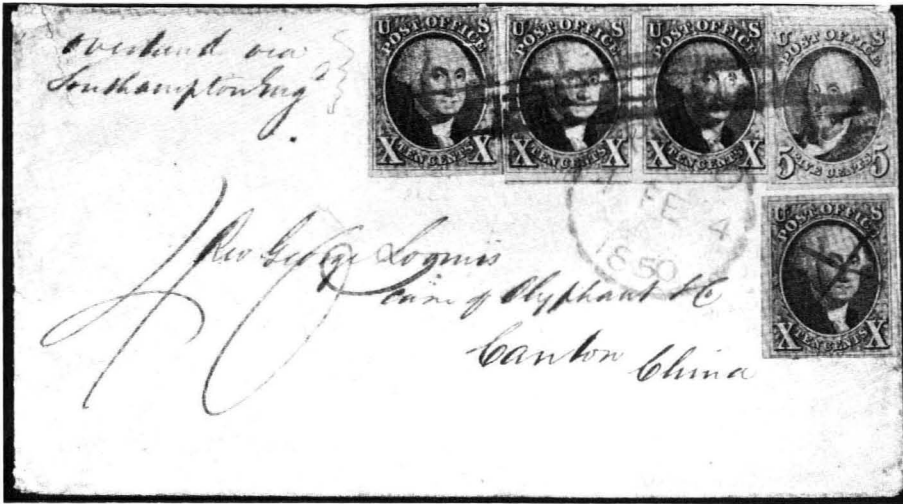


Figure 2. The cover to China as it is today. The ms. "40" credit establishes that the original prepayment was 45¢. (Fox-Pope catalogue.)

then appeared to describe the cover:

Only the upper half of the cover to China can be illustrated. Even though this letter is addressed to Asia it went by the transatlantic route to England . . . Unfortunately only the top portion of the cover is illustrated in the auction catalog and shown is 35¢ in '47 stamps. An illustration of the entire cover would be valuable because the tables of the Post Office Department published June 19, 1849, show the rate to China via Southampton to be 45¢ per ½ oz. and that the rate *must* be prepaid . . . The rate to China in the same table via Marseilles is 65¢ per ¼ oz. and must be prepaid. This letter is marked "via Southampton" so we'd expect evidence that a 10¢ stamp had been lost or that 10¢ was paid in cash . . .

Our members will quickly notice that one 10¢ stamp has been added at lower right. This fact was not mentioned in the description and may have been done for what some philatelists describe as "a cosmetic reason." It is nevertheless a very valuable cover and worth its realization.



Figure 3. The cover to China as it appeared in 1966 (Fox-Hollowbush catalogue.)

Lots 95 (Figure 4) and 96 (Figure 5) were the subject of an entire article "The Noble 1847 Covers" in the February 1980 *Chronicle*. The two Noble covers illustrated are directed to Nova Scotia via Cunard steamer departures from New York which is less than 300 miles from Baltimore; therefore, each required 5¢ domestic postage to New York, the port of departure.

Three other Noble covers were illustrated in that article and all are directed to go by steamer departing from Boston which is more than 300 miles from Baltimore and required 10¢ domestic postage. Since that article appeared a fourth Noble cover was sold by H. R. Harmer on April 19, 1982. This cover like the three previously illustrated paid the correct 10¢ rate from Baltimore to Boston.

Mail by Cunard packet from U.S. ports to Halifax was subject to a collect packet rate of 1/- stg. (1/1½ cy.) from Dec. 5, 1842, until Sept. 20, 1849, when the rate was reduced to 4d

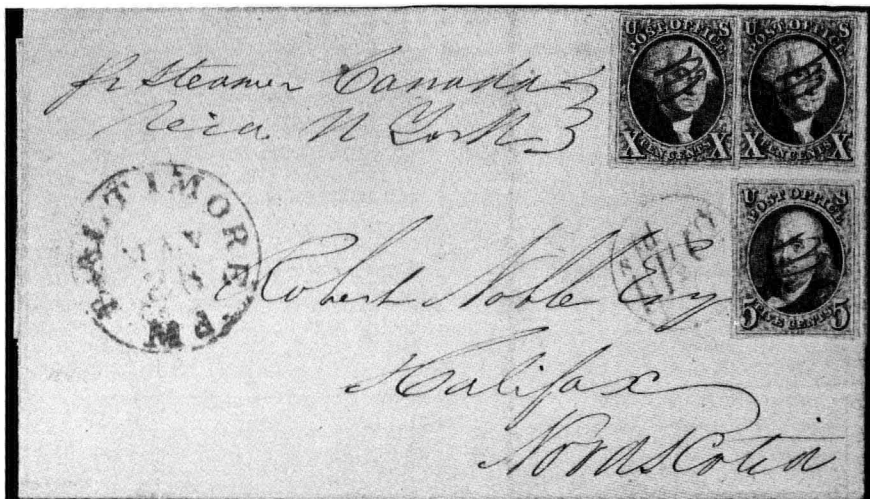


Figure 4. Baltimore, May 28, 1849, to Nova Scotia. (Fox-Pope catalogue.)

stg. ($4\frac{1}{2}$ d cy.).¹ Prior to December 1842 the rate had been 4d stg. — this British Post Office charge between ports in British America originated in pre-Revolutionary times. The U.S.-British treaty, effective Feb. 15, 1849, which established a 1/- (24¢) transatlantic rate, did not apply to mail to British North America, whether by sea or land. Packet letters to Nova Scotia still had to be prepaid at the ordinary domestic rates from place of origin to port of departure.

If, as I believe, these two Robert Noble covers have been altered, such manipulation was undoubtedly based on the erroneous assumption that the transatlantic treaty rate applied to the Maritime Provinces. This, of course, is not true. The cover from Baltimore May 28, 1849, has the 5¢ stamp tied by the circular rate mark of $1/1\frac{1}{2}$ cy. due for a single weight letter. The

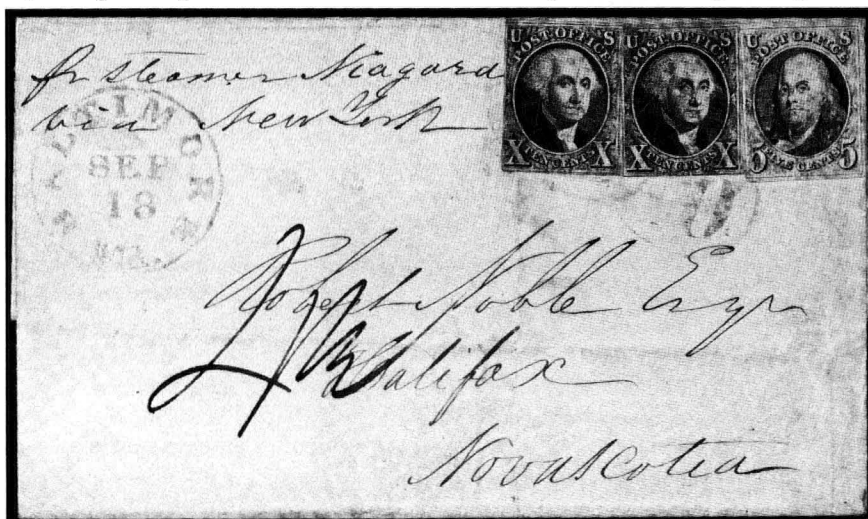


Figure 5. Baltimore to Halifax, Sep. 18, 1849, from the Noble correspondence. (Fox-Pope catalogue.)

1. In this table, "stg." means British sterling and "cy." indicates local currency.

Packet Single Letter Rate Between United States and Halifax

Dec. 12, 1842 - Sept. 19, 1849	1/-stg./ $1\frac{1}{2}$ cy. from Boston or New York*
Sept. 20, 1849 - July 5, 1851	4d stg./ $4\frac{1}{2}$ d cy.
July 6, 1851 - Jan. 1, 1860	4d stg./5d cy.

* Service from New York began with sailing of January 1, 1848, and ended with September 11, 1850, sailing.

cover postmarked September 18, 1849, was mailed from Baltimore while the 1/1½ cy. rate was in effect, but, by the time it reached Halifax on September 20 the reduced rate of 4½d cy. was in effect and the letter was so rated.

Both letters are rated as single weight letters by the Halifax post office so the possibility does not exist that either was five times the single weight. Both Susan McDonald and I believe the 10's have been added to both covers. It is very unlikely that Noble's Baltimore correspondents, who correctly prepaid all their other letters to Halifax, would overpay so grievously on these two items.

The tens in Figure 4 are tied by a 10 in oval, a rate mark copying the one used at Baltimore. Fake postmarks, rate marks and various grids are well known and it is typical of fakers to tie stamps that are added. Both of these covers have been in collections of prominent collectors and have been known to exist since before 1915.

There were 11 off-cover 5¢ stamps and unless there were unusual cancellations these realized prices generally between \$300 and \$400. The top realization, for a four margin stamp cancelled with a St. Johnsbury scarab, was \$1,200. The six 10¢ off-cover stamps sold for \$350-\$600 but none had scarce cancellations and all with minor flaws. A 5¢ cover and 10¢ cover, each with Hudson Riv. Mail postmark and the desirable 17 wavy bar grid cancellation, were two of the choice covers.



Figure 6. First day of the 10¢ through rate to Canada, mailed at New York April 6, 1851. Ms. "U.S." exchange marking, as required by treaty. (Ashbrook Special Service.)

Pope was a knowledgeable collector and had an eye for the unusual. I exchanged information with him on 1847 covers in the late 1950s and early 1960s. Many covers of which he sent me colored slides were not included in the auction. A reliable source stated that several covers were missing in this sale. Several weeks before the auction six to eight '47 covers were submitted to the Philatelic Foundation for expertization — all of these with single stamps were expertised as having stamps with manuscript cancellations removed, fake cancellations and fraudulent postmarks. All of these were similar to the six covers illustrated in the May 1974 *Chronicle* which reported the sale of Fox's stock at a Sheriff's sale on January 3, 1974.

One of the historically important 10¢ covers that was not included in this sale was a first day cover (April 6, 1851) to Canada paying the new cross-border 10¢ through rate. (Figure 6) Another cover (Figure 7) from Mobile, Alabama, to England, with 25¢ in stamps and a credit of 19¢ for transatlantic and British internal postage, was a favorite of Pope's and one of the few that he purchased in England. The Pope collection was important enough to bring



Figure 7. Treaty rate cover with 24¢ transatlantic rate paid by stamps — 1¢ overpay. (Ashbrook Special Service.)

professionals and collectors from many parts of the country. There were 50 or 60 in attendance with the agents representing many collectors. There were book bids from more than 1,000 collectors, all of which indicates the extent of interest generated by this important dispersal sale.

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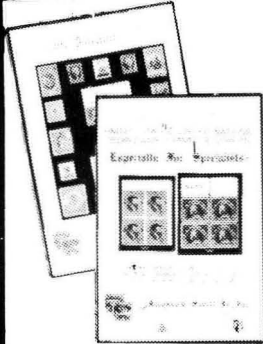
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THREE CENT OVER THE MOUNTAINS RATE
THOMAS J. ALEXANDER
THE BUTTERFIELD ROUTE

At *Chronicle* 122:107 this under 3,000 miles rate was described, with emphasis on the fact that the bargain 3¢ rate applied over the full length of the Butterfield Route as well as some distance beyond its terminals.

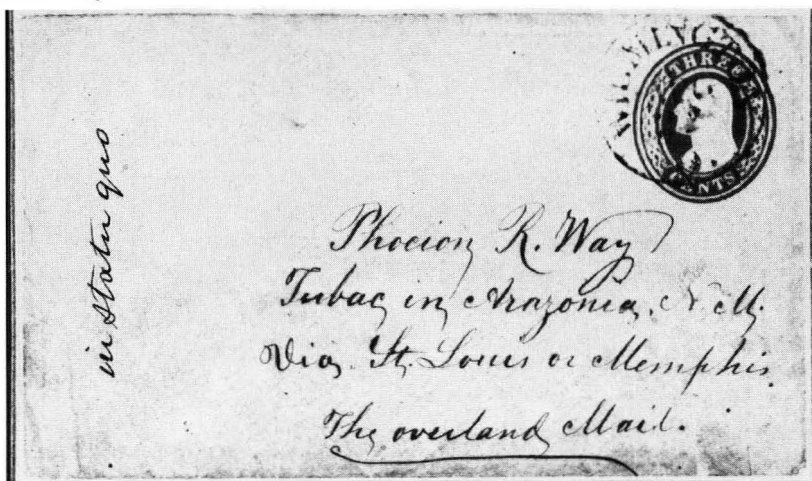


Figure 1. Wilmington, Ohio, to New Mexico at 3¢ rate, partly by Butterfield route.

Several members have written to point out that the 3¢ rate applied to distances that might extend to the East coast if only a small part of the Butterfield Route was utilized. For instance, Jerry Schwimmer has three such covers. Each is endorsed "By Overland Mail" or its equivalent and each is prepaid with a 3¢ stamp. The first bears an elegant "El Paso Tx Feb. 5, 59" manuscript townmark and is addressed to Columbus, Ohio. Another, from Breckinridge, Texas, and endorsed "Via over land/Mail Rout" is likewise addressed to Columbus. The third, from Salisbury, Maryland, is addressed to Fort Stanton, New Mexico. It bears the endorsement "Via/Butterfield overland/Mail route."



Figure 2. A similar use west to east from Eagletown, Ark.

Figures 1 and 2 show two additional covers in this category. The first is from Wilmington, Ohio, to "Tubac in Arizona, N.M." Here the writer was uncertain as to where it should join the Butterfield stages and marked it "Via St. Louis or Memphis/The overland Mail." This is, incidentally, the only cover in the author's records that names Memphis as one of the two eastern terminals. The second originated at Eagletown, Choctaw Nation, and was addressed to Maryland with the notation "via over land/Mail rout." That direction was crossed out when it was forwarded from Agricultural College, Maryland, to Washington with a "Due 3 cts" rating. The cover was placed aboard a Butterfield stage at Fort Smith and entered normal mail channels at St. Louis. Even though it is a 3¢ rate used in part on the Butterfield Route, it can hardly be classed as "over the mountains" mail.

THE CALIFORNIA TRAIL

On 1 July 1850 the POD initiated its first effort at regular overland mail communication with the West. A contract was signed with Samuel H. Woodson for the carriage of mail from Independence, Missouri, to Salt Lake City, beginning on that date. The following year, by contract with Absolom Woodward and George Chorpenning, the mails were to be carried from Salt Lake City to Placerville.

These combined routes from the Missouri River to California covered a distance of less than 3,000 miles, and like the later Butterfield Route qualified for the 3¢ over the mountains rate during the time that rate was in effect. It should be kept in mind, however, that the California Trail Route was in existence for a longer time than the Butterfield Route; from 1 July 1850 to 1 July 1851 the old 10¢ over 300 miles rate was applied, prepaid or unpaid. From 1 July 1851 to 1 April 1855 the 6¢ prepaid and 10¢ unpaid rates applied. The 3¢ over the mountains rate was in effect only from 1 April 1855 to 27 February 1861.

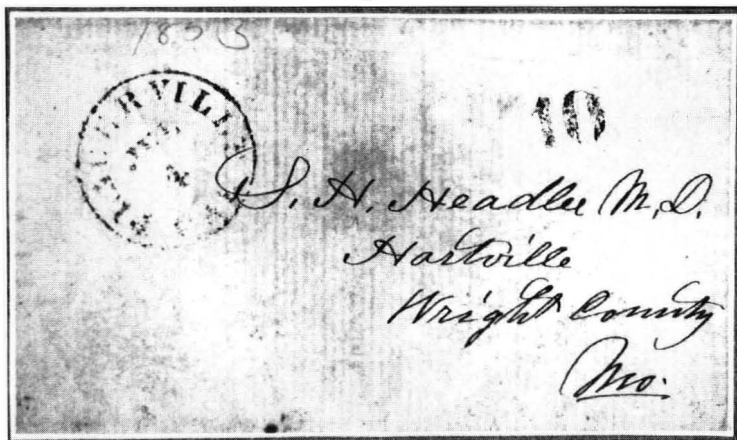


Figure 3. Placerville, Cal., to Missouri, 1853, probably carried along the California Trail.

Before the Butterfield operation was shifted north because of the beginning of the Civil War (at this point the old California Trail Route became known as the Central Overland Route), the California Trail was not a popular route for normal correspondence. It was plagued with frequent interruptions and delays caused by Indian hostilities, bad weather, and the general incompetence of the contractors. The evidence of surviving covers suggests that most of the mail carried over the trail originated on or near the route itself or was addressed to points along the route. Most commonly seen are letters to and from soldiers stationed along the trail or from immigrants traveling over it.

For these reasons California Trail covers are relatively scarce. They are also sometimes difficult to identify. In contrast to Butterfield covers which are invariably marked "Via Overland Mail," California Trail covers are rarely so marked. Some straight line OVERLAND handstamps exist, and at least some of these appear to be on covers that traveled this way. However, at least one serious student has recently produced evidence that there may be

**Figure 4. Council Bluffs
to Salt Lake City.**



**Figure 5. Salt Lake City
to St. Louis.**

weeds in our garden respecting these markings, a subject that will be taken up at a later time. In any event, without some extrinsic evidence, unpaid covers used during the 1 July 1851 to 1 April 1855 period cannot be identified positively as either overland mail or ocean mail, although the odds greatly favor the ocean mail route. Figure 3 shows an 1853 cover which is believed to have traveled the California Trail, since it originated at Placerville and is addressed to a point not far from the Independence terminal.

Fortunately, no such doubt exists if the letter was carried within the required time frame for 3¢ and if it originated at or was addressed to a point along the trail.

Figure 4 originated at Council Bluffs, Iowa, and traveled to “Great Salt Lake City.” It probably joined the Woodson wagons at Fort Kearny. Figure 5 is a west to east cover from Salt Lake City to St. Louis.

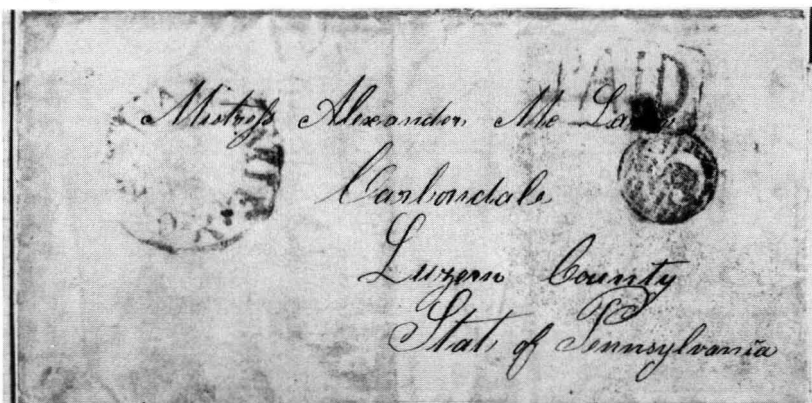


Figure 6. FORT LARAMIE/O.R. on stampless cover paid 3¢ to Penn.

The crude FORT LARAMIE/O.R. handstamp associated with a boxed PAID and a negative 3 in circle is shown in Figure 6, addressed to Carbondale, Pa.

The so-called Mormon War produced a large number of desirable covers that traveled the trail. Figure 7 bears a manuscript Fort Bridger, U.T., townmark on a letter from Major Fitz John Porter to his wife while U.S. troops under General Johnston were in winter camp

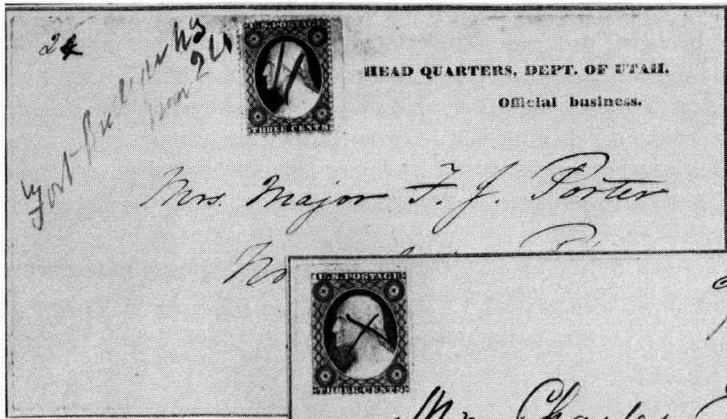


Figure 7. Ms. Fort Bridger to NYC.

Figure 8. Ms. Camp Floyd to Maine.

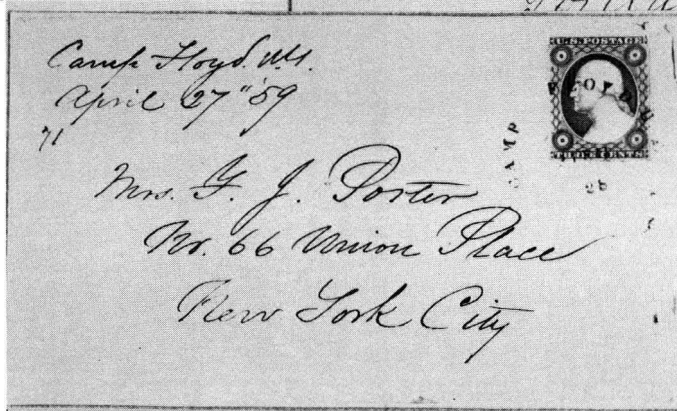
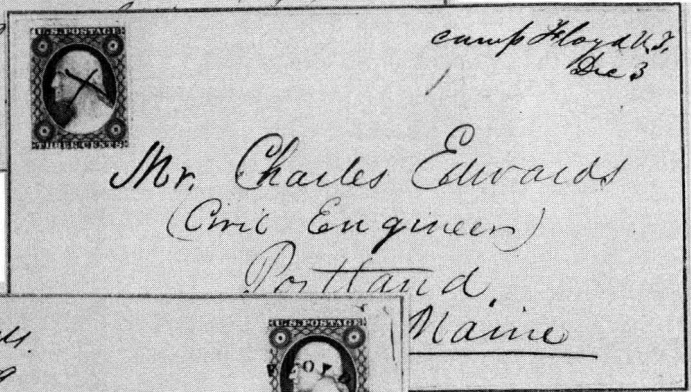


Figure 9. Another Porter cover with ms. and rimless circle Camp Floyd postmarks.

California Trail covers associated with the Mormon War.

there. Figure 8 is an early Camp Floyd manuscript townmark shortly after that post had been established near Salt Lake City. The next photo is also from Camp Floyd from the Porter correspondence, and bears both the manuscript townmark and its first handstamp, dated on successive days.



Figure 10. Cover probably intended to go by California Trail, but not so endorsed, and sent ocean route, "Due 7."

Figure 10 represents a probable failed attempt to send a letter at the 3¢ rate to Camp Floyd over the direct California Trail route. The writer prepaid that rate, but did not mark the cover for transmission via the California Trail. The Pittsburgh postmaster rated the cover "Due 7" and sent it to New York for the ocean mail route. It traveled from San Francisco to Camp Floyd over the Chorpenning branch of the California Trail route.

The author would appreciate photocopies of other examples of the 3¢ rate during this time period used over the California Trail and is most anxious to know of any covers that traveled the entire route for this rate.

ONE CENT, PLATE 7 DISCOVERY

Eugene C. Reed reports the discovery of position 65L7 which completes the reconstruction of this plate. Shown here is a vertical pair — 55L7; 65L7 — which ties the last unknown position to the plate. The tracing shows distinctive plating mark through the OS of POSTAGE and a dot between the NE of ONE below the medallion. The photograph is by Carl O. Mamay, photographer for the Philatelic Foundation.

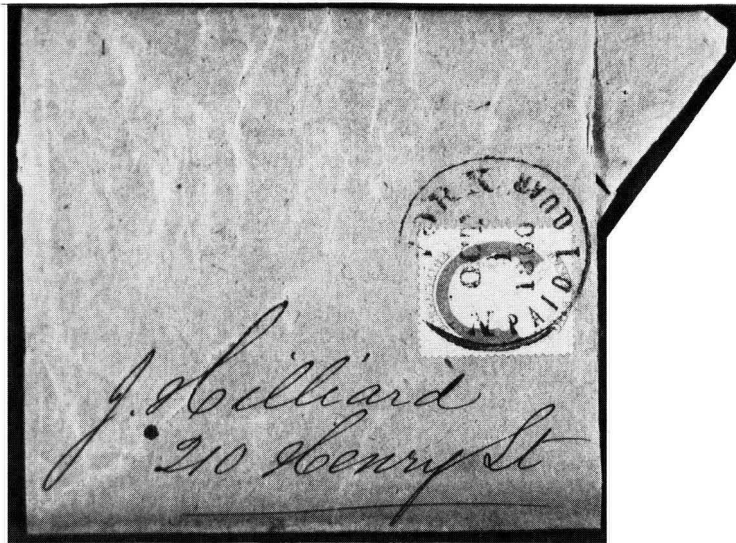


NEW YORK CITY QUARTERLY RECEIPT HANDSTAMP

Postal usages and markings associated with newspapers and pamphlets have been overlooked by collectors because there are few surviving examples to study.

Mr. J. A. Farrington has recently acquired the wrapper shown here, which apparently contained a copy of the *Mechanics and Architects Journal*. The remarkable feature of this handstamp is the text at the bottom: PAID 1 QUAR. It was used in October 1860.

Section 171 of the *PL&R* (Act of August 30, 1852) sets the postage rates for newspapers, periodicals, unsealed circulars, and other printed matter at 1¢ up to 3 ounces. It goes on to say: ". . . and when the postage upon any newspaper or periodical is paid quarterly or yearly in advance at the office where the said periodical or newspaper is delivered, or is paid yearly or quarterly in advance at the office where the same is mailed, and evidence of such



payment is furnished to the office of delivery in such manner as the Post Office Department shall, by general regulations, prescribe, one half of said rates only shall be charged . . .”

Section 122 of the *Regulations* prescribes the manner of making such payments and the receipts to be provided by the postmaster:

Sec. 122. Quarterly payments in advance may be made either at the mailing office or the office of delivery. When made at such mailing office, at the commencement of a year or of a quarter, (as he may elect,) the publisher must prepare and hand to the postmaster, ready for signature, a receipt for each post office to which the papers are to be sent for delivery — stating the number of papers to be sent to such post office, and the amount of postage to be paid thereon; also, giving the names of each of the subscribers. Upon the payment of the postage the receipts must be signed by the postmaster at the mailing office. The publisher will then direct such receipts to the postmasters at the offices of delivery, and they shall be received there as evidence that the postage has been duly paid. To entitle them to pass *free* through the mails, such receipts must be left unsealed, indorsed “Post Office Business,” and directed to the postmaster at the office of delivery. The postmasters to whom such receipts have been sent will be thereby authorized to deliver the papers mentioned in such receipts to the subscribers therein named without further charge of postage.

This handstamp presumably is the form of quarterly receipt used at New York City. If so, it was struck in error to cancel the 1¢ stamp on this wrapper. Other wrappers in the same find bear normal New York City townmarks. In order to list this item and any others that may be discovered, the “Drop Letter and Circular Mail” section of *USPM* is expanded in the forthcoming addendum to include “Other Printed Matter.”

(The editor-in-chief states parenthetically that the above system is a model of simplicity juxtaposed to the current second class mail requirements.)

(Continued from page 51)

stock of the new stamp to avoid possible political embarrassment. The one question is who has the Ramus copy today, and could it be classed as the rarest U.S. stamp — the unique Type I invert?

The total printing of Type I was 100,000-110,000 using at least three approaches to the problem of quantities. The most interesting of these, of course, is the invert approach.

THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

MARKINGS OF THE SAN FRANCISCO POST OFFICE IN THE 1860s

RICHARD B. GRAHAM

Most postal history collectors wishing to learn all that can be known about their covers greatly appreciate handbook style publications with tracings of postmarks and data about the operations of post offices in specific cities or states. This comment particularly applies to certain key cities and ports through which were funneled large volumes of mail into or out of the country. For example, *Boston Postal Markings to 1890*, by Blake and Davis, originally published in 1949 and reissued by Quarterman since, is still widely used as a reference not only in working out covers with Boston markings but other covers passing through other ports but really counterparts of covers handled through Boston.

Which is to say, the mode of handling many types of mail was the same whether such was handled at Boston, New York, Baltimore, or Philadelphia; only the names and details of the markings may differ. The various types of markings were all used in compliance with the same Postal Laws and Regulations in very similar situations.

Except, of course, San Francisco. Not established until mid-century and at the opposite end of the country, and facing different situations than did the east coast ports, San Francisco, for this and other reasons, used markings which differed widely from the more stereotyped postmarks of the east coast post offices.

There are several wordings of postmarks used at San Francisco or that appear on mail brought into that port which are not found on mail into other ports of the period. This is particularly true of the 1860s; the markings "FOREIGN," "PURSER," "CHINA STEAM," and vice versa, "CHINA AND JAPAN STEAM SERVICE," "HAWAIIAN STEAM SERVICE," and a few other markings aren't duplicated elsewhere.



Figure 1. Markings applied to covers entering the mails at San Francisco in the 1860's from ships. (Note: since some of these markings were traced from photographs, they may be off scale by a few percent, but the large type used is characteristic of markings used by the San Francisco post office at this time.)

Figure 1 shows several of these, grouped as markings peculiar to San Francisco, or "standard" markings (to comply with the P.L. & R.) of which San Francisco had distinctive versions in the 1860s.

It should be recognized that markings of this nature — "origin" markings, as they are

often called — were usually applied to explain a rate in accordance with a distinction of the P.L. & R. or to explain an additional charge or a quirk in handling. Unfortunately, this writer, at least, is not at all sure just why some covers were marked “FOREIGN” or “PURSER” or such; or, really, just when this was done.

What brought this acutely to the writer’s attention recently was a need for a record of San Francisco postmarks appearing upon covers from or to Hawaii. It appeared desirable to work up such to exhibit in the revised Meyer-Harris book on Hawaiian stamps and covers. (Although, it probably should be noted that this “revised” book will bear about the same relationship to the original edition of the 1940s that T.J. Alexander’s *Simpson’s U.S.P.M.* bears to the original work of Tracy Simpson.)

A record of San Francisco postmarks found on covers from Hawaii had been developed by John Mahoney and published in *Po’oleka O Hawaii*, the journal of the Hawaii Philatelic Society, and further updates are still being made to be published in the upcoming book.

In addition, the question still remains after more than thirty years, as to what authority permitted reversion to the old ship letter rate of 2¢ plus regular postage for prepaid “SHIP” letters while unpaid letters were charged with double postage under the P.L. & R. effective July 1, 1863.

So, it seems useful to attempt establishing data on the San Francisco post office in the form of the postmarks used between its founding and, perhaps, the turn of the century. A good point of departure would be the markings which are not well documented, to secure records of them in the form of dates of use and origins as available, commencing with markings such as “PURSER” and “FOREIGN.”

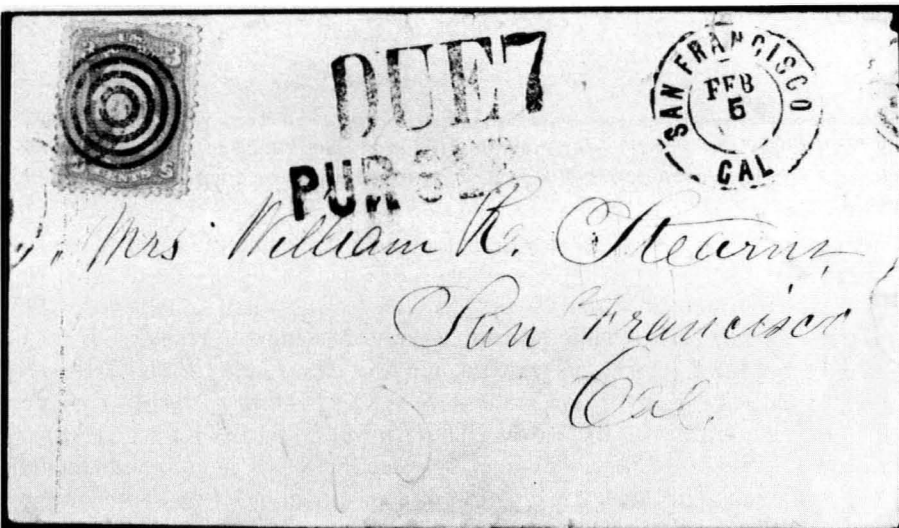


Figure 2. The marking “PURSER” on a cover sent into San Francisco from an unknown origin, circa 1866.

Figure 2 illustrates the marking “PURSER” on a cover with a “Due 7” marking. This cover was illustrated by Charles Starnes in *Chronicle* 78 (May 1973) with comments that the cover was probably used in 1866. He further noted “At this time, the total rate of postage charged can only be the ‘blanket rate,’ an uniform 10¢ per single rate, without regard to distance, charged on letters sent to or received from foreign countries having no postal treaties or arrangements with the United States,” quoting from the postal law effective 1 July 1864. He went on to remark, “It is highly probable that this cover (with 3¢ stamp affixed) was carried by a steamer on the Pacific coastal route from central American ports to San Francisco. There it was turned over to the post office, partial payment recognized, and the origin PURSER, the DUE 7 and the c.d.s. handstamped.”

In collecting covers with this marking and recording others seen, everything noted tends to confirm Mr. Starnes's hypothesis. A cover (a Nesbitt envelope, U59) with a similar San Francisco postmark dated July 27 and the same "DUE 7" has been recorded which contains a letter datelined "Steamer Moses Taylor/June 30th, 1867." Still another item, a somewhat battered legal size cover, has been recorded with markings of Colima, a town in Mexico inland from Manzanillo. The only U.S. markings on this cover are the "PURSER" marking; a blue pencil due "20" rate (see page 188 of *Chronicle* 111, the Philatokia issue, for a similar marking) and a San Francisco double circle marking dated Feb. 23 (no year date) probably used circa 1865-67.

Additions of similar data of covers with the PURSER marking, reported to either the writer or Mr. Charles Starnes, will be appreciated.



Figure 3. "FOREIGN" on a cover from Hawaii arriving at San Francisco at a time when both the Honolulu and San Francisco post offices were confused as to the applicability of the new U.S. "steamship" rate.

The marking "FOREIGN" as shown on the cover illustrated in Figure 3, seems to be a different kettle of fish. Most of the covers with this handstamp appear to be of Hawaiian origin. The date of this cover is given by its San Francisco postmark of September 23, 1864.

The cover bears a 5¢ Hawaiian "Boston Engraved" stamp, probably the issue of 1861, which prepaid the Hawaiian internal postage, and a 5¢ U.S. stamp of 1863. It also bears, in addition to "FOREIGN" and the San Francisco c.d.s., a handstamped "5." This is one of a group of covers involving what the Meyer-Harris *Hawaii* called the "Kalakaua errors" which resulted from a series of misunderstandings between the San Francisco and Honolulu post offices because of the U.S. "Steamship" Postal Law effective 1 July 1864.

The regulations and arrangements under which mails were transmitted to or via the United States were divided into "Periods" in the Meyer-Harris book, these periods being based upon any changes for either country affecting the overall postal rates or handling. While this worked very well up to the point where contract steamers were involved, the "Kalakaua errors" caused several rate changes in short order, so that covers arriving from Hawaii, 1863-65, are often quite difficult to understand.

After the contract route between San Francisco and Hawaii was initiated (see articles and tables by Ken Gilbert, *Chronicles* 99 and 106) in late 1867, the "Period" concept probably applies only to covers carried aboard the steamers, and it is possible that covers received by private ship were treated in various ways dependent upon routes and origin, and the rates and regulations as applied by the San Francisco post office.

An attempt has been made, totally without success, to locate records of correspondence in the National Archives between the Post Office Department at Washington and the San

San Francisco post office for 1863-70. Some copies of letters have been located in the archives at Honolulu between the Honolulu post office and the San Francisco postmasters, but there are many unanswered questions about this period.

At this time, it seems that more covers with the marking "FOREIGN," particularly as received at San Francisco from other countries, need to be recorded before any conclusions should be drawn as to the exact meaning of this marking as applied by the San Francisco post office. There seems little doubt, however, that the marking, as well as the "PURSER" marking, are of the same ilk as the "Steamship" markings applied by east coast U.S. ports at that time.

(To be continued)

THE HARRISBURG, PA. "1" IN A CIRCLE: WAS IT USED IN 1862 AS A PRECANCEL?

RICHARD B. GRAHAM

In *Chronicles* 112 and 113 (November 1981 and February 1982), our Cover Corner Editor Scott Gallagher displayed a cover very similar to that shown in Figure 1. Both covers have 3¢ 1861 stamps cancelled with a "1" in a 15 mm circle, and the Gallagher cover has an endorsement, "From Camp Simmons." Without doing any research, it seems logical that Camp Simmons was an organizational and mustering camp at Harrisburg.

The Gallagher cover is dated Nov. 25 and that in Figure 1 has a Harrisburg postmark dated Oct. 22, 1862. Both are patriotics and it seems a fair guess they were sent from Camp Simmons about a month apart.

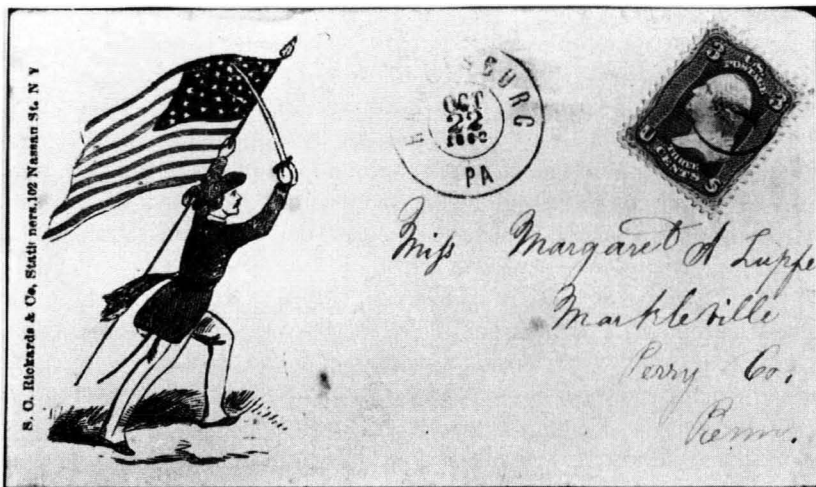


Figure 1. A patriotic cover mailed at Harrisburg, Pa., Oct. 22, 1862, with a 3¢ 1861 stamp cancelled with a black "1" in a 15 mm circle.

In neither case does the cancel tie the stamp to the cover, although the position of the cancel on the Gallagher cover could allow a slight tie in the perforation area at the bottom, but this isn't apparent in the photo.

Gallagher asked whether the "1" in a circle represented a military carrier use from the camp to the Harrisburg post office, but this was subsequently ruled out, as the marking was from the Harrisburg post office. U.S.P.O.D. carrier service at that time required prepayment of 1¢ per letter, but Harrisburg wasn't known to have had carrier service when the marking was in use, nor is there any evidence the additional 1¢ was paid.

Figure 2 shows a cover proving the "1" in a circle was a Harrisburg marking and that it had been in use for some time prior to the war. This cover was originally mailed at Washington, D.C., to Harrisburg in May 1856 and, in this writer's opinion, was advertised at Harrisburg, that post office applying the "1" in a circle to the cover. It was subsequently

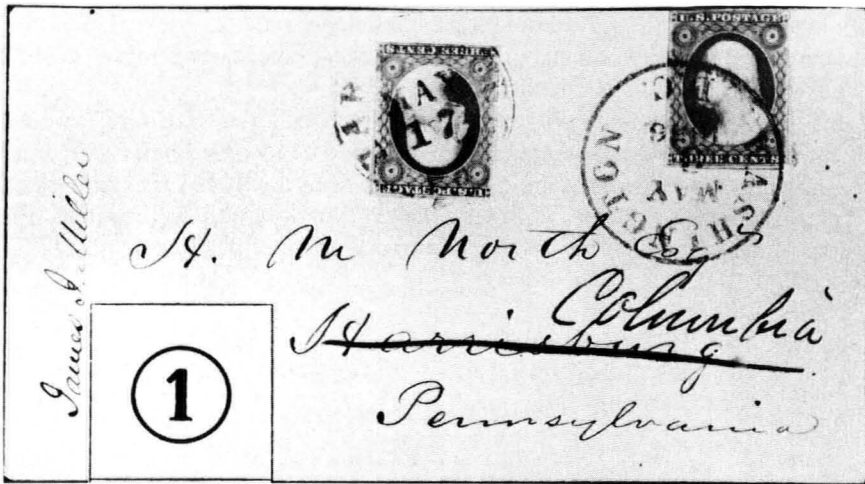


Figure 2. An earlier use of the “1” as an “advertised” rate mark, even though no “adv.” notation is on the cover. The cover was picked up at the Harrisburg post office with, presumably, the 1¢ paid, readdressed and remailed to Columbia, Pa., with the new stamp placed over the “1” and circle. The bottom of the blue “1” and circle can be seen just below the stamp at the left but may not reproduce well enough to show in the photo.

picked up, the 1¢ paid, a new stamp applied over the blue “1”, and the letter remained on May 17, 1856, to Columbia, Pa.

So, the question remains as to what function, other than to cancel the stamp, the “1” on the 3¢ 1861 stamps used on covers from Camp Simmons performed.

The suggestion has been made that these were precancelled stamps used only in controlled instances where a lot of mail was sent from a single location, since the “1” cancelling the stamps on these two covers as well as some others of the same period which may be from Camp Simmons, does not tie the stamp to the cover. Such would be the case, of course, if the stamps were cancelled in large sheets prior to being sold to soldiers and applied to covers.

It isn’t too difficult to envision such a situation with the Harrisburg post office, which apparently had such an arrangement with the Harrisburg governmental offices in handling their mail, although, of course, the possibility exists that the “precancels” are really control marks to prevent theft of stamps. However, the Camp Simmons situation would have been a logical use for precancels. Military personnel in such camps usually weren’t permitted to leave camp and their mails were normally handled by a military “post boy” or mail messenger who would take mail to and from the local post office. It would have been a fairly simple thing for the Harrisburg post office to have sold sheets of stamps with the precancel applied neatly to each. The precancel would be in such form that it would be recognizable immediately at the Harrisburg post office. Probably a warning would have been given that the precanceled stamps would have been recognized by no other office, but then it was very unlikely that any other office would have received mail from Camp Simmons.

Whether the “post boy” would have added a penny to the cost of the stamps is anyone’s guess, but it is a distinct possibility. In fact, it was about this time that sutlers in the camps were criticized by the Post Office Department for reselling postage stamps at large advances over the face value.

The Harrisburg post office would gain in precancelling stamps only by having the cancelling chore accomplished on mail received from the camp. However, the letters still had to be postmarked, but apparently the Harrisburg post office at this time did not have a duplexed postmarking device.

Other covers from Harrisburg’s nearby Camp Curtin are known used in 1861 with the 3¢

1861 stamps cancelled by a bar grid. A cover with a 3¢ stamp cancelled with the "1" in a circle, a strike of a badly worn instrument, but clearly tying the stamp to the cover is known with a Harrisburg postmark of March 3, 1863 (in the writer's collection). All this proves, of course, is that the "1" was used to cancel stamps whether or not it was also used to precancel stamps.

Who can report further covers from Camp Simmons or cancelled with the "1" in a circle so that the stamp is tied to the cover? To be pertinent evidence, such covers should have been sent during the approximate period when the two covers discussed here were used. Even better evidence would be such a cover where the "1" and circle should have tied the stamp to the cover but didn't, which would be the case with a precancel use.

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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

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

FOR SALE: Rediscovered ex-Caspary cover (Lot 561, sale 2). Nos. 17 and 11 tied to 1856 cut-down legal cover by "STEAM." 12¢ has defect at bottom right. I do not collect these stamps and thought Route Agents should get first crack. Best offer over \$350. Robert S. Boyd, 5562 First Statesman Lane, Alexandria, Va. 22312. (703) 642-2055.

WANTED: 3¢ 1861 with Green or Red Cancellations. On or off cover. A. Boyarsky, 14740 Tacuba Drive, La Mirada, Cal. 90638.

1851-57 1¢ Blues: Plate 1E - 8A - IIIA. Plate 1L - 24 - V - pos. 71L1. Plate 2 - 8A, 22 - IIIA - pos. 100R2. Plate 4 - 8 - III - pos. 59R or 54L. Plate 9 - small dash head 79L - small curl head 74R, 33. Dr. G. L. Schreiber, York & Greenmeadow, Timonium, Md. 21093.

WORCESTER, MICHIGAN, stampless covers, in manuscript or handstamped, needed to complete name change project. Can also use any early GRAND ISLAND, MICH., items. L. H. Lewis, 325 South Jefferson, Marshall, Mich. 49068.

A WORD FROM THE SECTION EDITOR

The following article begins a series on the 1869 inverts. In collaboration with Calvet M. Hahn and Robert L. Markovits, I hope to research the history of the three 1869 invert stamps, survey examples, and ultimately draw new conclusions about their creation and distribution. Theories about the 1869 inverts were generated almost immediately after the errors came to light. Now, using reconstructed information, we hope to prove or disprove earlier theories, and to develop ones of our own.

This first article by Calvet M. Hahn presents his analysis of the 15¢ Type I stamp. His calculations of the production quantities revise previous conclusions, and he has developed a plausible theory explaining the relationship between the Type I and Type II printings. Further, his own theory supports the existence of a Type I invert - a stamp recorded by 19th century philatelic authorities, but long since placed in the realm of fantasy.

THE 15¢ TYPE I PRINTING

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INTRODUCTION

Some of our leading students of the 1869 issue — Herzog, Laurence, Rose and Coulter — have tried their hands at estimating the approximate quantity of 15¢ Type I stamps issued. Each has made an estimate that takes into account some of the available data, but not all.

Some seven years ago, I expressed the opinion that the data were not fully reconciled. Now, I will present an analysis which I hope accounts for all known data.

The key data are available in Herzog's *Chronicle* 89 article where he has abstracted data from the five Stamp Agent ledger sheets, the *Reports of the Postmaster General* and the Statistics of Manufacture from Luff's *Postage Stamps of the United States*. In his article Herzog showed two ways to get the data. In the case of the 15¢ there was no difference in result caused by any mathematical errors made by Luff.

The data need to be supplemented by material related to the finding of the 1869 inverts reported in Luff, and J. Walter Scott's comments on the same in the December 20, 1870, *American Journal of Philately* as well as by the Census of the 15¢ stamps published in the Rose/Coulter article on the Type I, *1978 Register*, and subsequent census reports by Searing.

15¢ 1869 QUANTITIES PRODUCED AND ISSUED

As Herzog and others point out, the 15¢ 1869 stamp was issued during six quarters of 1869-70. For two quarters, the 15¢ 1869 stamp was the only 15¢ stamp being issued, so we can accept the quarterly "Stamps Issued" figures found in the *Reports of the Postmaster General*. For the remaining quarters we must derive the data by subtracting out the 1867-68 or 1870 stamps. Table A reconstructs these data.

Readers familiar with Herzog's analysis of the PMG reports and Luff's statistics will recognize the formula used to compute the missing figures. By subtracting the 1869 stamps "issued" in the first quarter 1870 (576,700) from the Luff data on the total number of 15¢ 1869 stamps delivered (or "manufactured") in 1870 to the Stamp Agent (662,760), we compute the second quarter total of 15¢ 1869 stamps issued at 86,060. There is a gross difference of 100 stamps (one sheet) between the 1869 totals of "issued" by quarter and Luff's total of 1869 stamps; presumably there is a minor mathematical error in one of the sources.

Interestingly enough, the December 31, 1869, Stamp Agent ledger sheet gives a total on hand as of that date of 700,620. When we subtract from this amount the 15¢ 1869 stamps issued during 1870 (662,760), we find an unissued remainder of 37,860, not the 600,000 suggested by Herzog. This shows there was no need, and presumably no printing, of 15¢

TABLE A: 15¢ 1869

Quarter	Stamps Issued (PMG)	1867-68 Stamps (Luff)	1869 Stamps Issued	1869 Stamps (Luff Jan.-Apr. 1870)
1Q 1869	784,160	(-) 706,420	77,740	
2Q 1869	606,700	(-) 489,580	117,120	
3Q 1869	470,620	(-) 372,180	98,440	
4Q 1869	482,780	—	482,780	
1Q 1870	576,700	—	576,700	} 662,760
2Q 1870	439,780	—	86,060 ¹	
			Total 1,438,840	

PMG = Postmaster General Reports.

Luff = Luff's Statistics of Manufacture.

1. This figure is the difference between Luff's SOM for Jan.-Apr. 1870 of 15¢ 1869 stamps (662,760) and the number issued in the first quarter as reported by the PMG (576,700).

1869 stamps during 1870.

The totals above give 1,438,840 15¢ 1869 stamps issued. Again, this is 100 less than Luff reports as being manufactured on p. 88 of this book.

15¢ TYPE I QUANTITIES PRODUCED AND ISSUED

Assuming that the Type II stamp plate replaced the Type I plate, and that no more Type I's were printed after the Type II plate went into production, then the week of the earliest Type II clues us as to maximum production of the Type I stamps. The earliest dated Type II is May 23rd, so that by then production had to be of Type II's.

Working backward from the year-end stock on hand of 700,620, and adding in the quantities issued during the 3rd and 4th quarters (total 581,220), we find the quantity on hand on July 1, 1869, would have been 1,281,840, providing there was no printing after that date. I am reasonably certain that the printing was complete or practically complete by July 1, 1869. The two Stamp Agent ledger sheets show that the major second printing was in process during the weeks of June 12 and June 19. It is not difficult to conclude that more stamps were produced during the remaining weeks of June. By subtracting, we would only need production of 307,000 to bring the totals in line with the balance on hand on June 19th. In light of the quantities produced per week this is a reasonable amount.

Thus, we now have data for two printings and only two printings. Even if the second printing dragged into the first weeks of July, the basic analysis would not change. We do know from the October 20, 1869, "Cosmopolitan" interview with Mr. Nicholls, head of the Printing Department of the National Bank Note Company, that production of the bicolored stamps had ceased by then. This interview, found in the J. Walter Scott *American Journal of Philately*, gives us good reason to assume all bicolor stamp production had ceased. The quantities found on the Stamp Agent ledger sheets in June show there was more than adequate supply before then and production was already tapering down.

How do we divide the two printings, one of which was small and must have comprised Type I only? As Type I is known used on April 2, 1869, on a cover from New Orleans to Bordeaux, France, it is clear it must have come from the first printing made during February/March of 1869 that was shipped out to postmasters in March.

We can reasonably assign all stamps sent out in the first quarter to the Type I printing (77,740). That gives us a minimum figure. We can also assign all stamps sent out during and after the week of May 16th to the second printing for the first example on cover of Type II is used on May 23rd, the Sunday ending the week.

It might be argued that one could pile new stock on old and ship from the new stock. However, we do know that as of June 5th, the total finished stock on hand was only 24,840, and that there were 560,000 unfinished Type II's which were not usable for deliveries. At the rate of production shown in the Stamp Agent ledger sheets for the weeks ending June 12th and

TABLE B: Reconstruction of Activity in 2nd Quarter 1869 on 15¢ Stamp

Week Ending	Delivered	Produced	Stock on Hand	
			Finished	Unfinished
Cum to 6/30	194,860	1,476,700	4,840E	1,277,000E
6/30	—	147,000E	4,840E	1,277,000E
6/24	—	160,000E	4,840E	1,130,000E
6/19	—	160,000	4,840	970,000
6/12	20,000	250,000	4,840	810,000
6/5	20,000E	250,000E	24,840	560,000
5/29	20,000E	250,000E	44,840E	310,000E
5/22	25,160E	150,000E	64,840E	60,000E
5/15	5,000E	—	—	—
5/6	5,000E	—	5,000E	—
5/1	5,000E	—	10,000E	—
4/24	5,000E	—	15,000E	—
4/17	5,000E	—	20,000E	—
4/10	6,960E	—	25,000E	—
3/31 or 4/3 Cum	77,740	109,700E	31,960E	—

E = Estimate. All other figures can be verified from official records.

June 19th, a backtrack of the buildup would *more than account for* all quantities possibly on hand when the first Type II's were shipped.

The implications of this production backtracking are that (a) no Type I was likely shipped out after the Type II's were produced because the vaults were empty; (b) the Type II's known used on May 23rd were probably from the first week's production of that stamp — the second printing.

No matter how the figures are sliced, it is clear that the use of the Searing cover survival formula to estimate Type I's gives us much too high figures. The latest published Searing estimate of Type I's is 135 covers which would yield a total of over 620,000 Type I's, an obvious impossibility with only 194,860 "issued" of both Types in the first half of 1869 and with almost no finished stock as of June 19th.

Even based upon the new Census results of 80 24¢ and 70 30¢ covers we get .00034 and .00029 as survival rates. Applying these to the 135 Type I covers now known we get 397,000 or 466,000 — both too high. Even using the .0006 factor suggested by Rose/Coulter we get too many stamps.

It should be clear from the above that the survival factors on the 1869 high values are peculiar and should be used for predicting only when carefully analyzed and circumscribed.

Mr. Laurence has used the same approach that I am proposing with the exception that he has estimated the average delivery per week of the second quarter (9,000 stamps) for the weeks after May 23rd. I think he miscounted one week, for the stamps had to be out during the week ending May 22 to be used on the 23rd so that his figure should be 63,000 and the number of Type I's by his analysis would be 132,000.

Table B shows my assumptions on the production during the second quarter of 1869. As you can see I estimate a higher shipment of Type II from their first known production (week ending May 22nd) on. I have assumed there was some urgency in getting the Type II's out, and that the quantity shipped was similar to the initial March 1869 distribution.

A combination of factors suggests higher Type II shipments in the period immediately after they were produced: (a) the backtrack production suggests the vault was bare; (b) no stamps were shipped the week ending 6/19 but 20,000 were shipped the preceding week and presumably for some weeks before; (c) I find a motive to get Type II's out in the analysis of the 1869 inverts which will be discussed shortly.

We have a different approach to estimating Type I production in looking at the first printings of the other values. If we estimate that the stock on hand as of June 5th represented

the balance of the first printing we come up with about 50,000 as a printing for the 90¢ and 100,000 to 110,000 for the 30¢. A similar figure of 100,000-110,000 can be derived for the 24¢.

For the popular 12¢ stamp, assuming a print run of about one million beginning in late April with distribution at about 100,000 weekly until the week of June 7-12, we find an initial printing of 250,000 would suffice. There is no reason to assume the 15¢ stamp should have a print run larger than the 24¢ (double rate to England) so that a Type I printing of 100,000-110,000 again looks logical.

Now I should like to approach the subject from invert analysis. First, it has always been assumed that the 30¢ invert was the rarest of the three and that only one sheet ever got out. It is surprising that Scott Trepel and I have located photographs of over 40 copies and leads on more. Even assuming two sheets we still get over a 20 percent survival ratio!

One reason for unusual survival ratios on the 1869 bicolors is the fact that the stamps were distinctive. It was the first bicolored U.S. stamp and there were only a few foreign issues in two colors much earlier. Once the errors were announced they would be saved as the first bicolor error. (The Indian 4 anna invert of 1854 was not discovered until 1874.) On Type I, people would save them more than Type II because most people would only save one as a curio and not recognize there was a difference.

I believe that we have ignored the evidence and rejected the findings of the leading contemporary students of the 1869 issue in regard to the dates of the errors and how they were made.

Luff tells us the errors were first found when David H. Anthony, an agent for Internal Revenue stamps as well as a stamp dealer, bought a sheet when they came out, sold one stamp to a collector, Ramus, and returned the rest to the government because of defects. The early stories tell us that this happened shortly after the stamps came out and that Mr. Anthony's office was at 21 Nassau in Manhattan. This would suggest the government learned of the error almost immediately.

1870.] THE AMERICAN JOURNAL OF PHILATELY. 141

* * *

After a few hundred sheets of the 15 and 24 cent stamps of the 1869 issue had been delivered, it was discovered that a few of these stamps on each sheet had the picture inverted in the frames. The government refused to receive them, and only half sheets of these values were issued. This mistake would have compelled the company to prepare new plates for these values, and of course they would not have been paid for them, so they adopted the bright dodge of setting the papers to run down the new issue, so that they would be required to get new plates by the department, which they would be paid for. We all know how well they succeeded, however, to philatelists, this makes two interesting varieties which are very scarce. We should like to obtain one of each for our own collection.

Figure 1. Relevant page from Dec. 20, 1870, *American Journal of Philately*.

Scott on page 141 of the December 20, 1870, *American Journal of Philately*, Figure 1, tells us that,

... after a few hundred sheets of the 15 and 24 cent stamps of the 1869 issue had been delivered, it was discovered that a few of the stamps on each sheet had the picture inverted in the frames

Deliveries of the 15¢ stamp to the post offices before March 31, 1869, were 777 + sheets while 309½ sheets of the 24¢ were delivered in that period. Even if Scott had meant only deliveries to New York City, it would mean the discovery had to have taken place when

the Type I stamps were available, and not the Type II! New York received a very substantial part of the Type I shipment as surviving covers show.

The early discovery date is confirmed by the addresses associated with the story. The *Doggett City Directory* is compiled in May and published about July 1 of each year. In the 1868/9 directory, published in 1868, David H. Anthony is a stamp dealer at 21 Nassau, living at 257 W. 54th. In the 1869/70 directory his office was at 62 Liberty while he lived at the same address. This office was next door to Scott at 61 Liberty. The following year, Anthony moved to 44 Wall and lived in New Jersey.

The above directory information means that only *prior to May 1869* did Anthony live at the address associated with the discovery of the inverts.

It is also interesting to note that George A. Ramus, a clerk living at 141 Waverley is found in the 1868 *Doggett's* and no later. The data here are a little fuzzier for there was also an Isaac Ramus at 385 Canal who also appears in the 1869/70 edition as being in hosiery at the same address. He is not listed subsequently as well.

If the initial discovery was of a Type I invert of which only the Ramus example got out, it would explain many puzzling remarks by our early experts.

Certainly Scott believed that only one stamp or one row of stamps on the sheet was inverted (inverted clichés). This myth, if it is a myth, continued for years. As late as 1887 John K. Tiffany in his *History of the Postage Stamps of the United States of America* stated in regard to the 15¢ invert,

. . . *The error*, is not as is sometimes supposed an error of printing, but in the plate. Two plates, one for each color, had to be used. Originally, there were 150 stamps as in the smaller values, (See circular of March 1st, 1869 above cited) but upon the plate for printing the picture, it is said one picture was reversed, and the error once discovered, the plate was cut down to print only 100 stamps as stated in the circular. It is probable that no copies with the error were ever circulated.

He made a similar remark about the 24¢ error, including the one about no copies ever circulating.

It can be seen that Tiffany and Scott both accepted the cliché error thesis. And, Tiffany stated that the error never circulated. He was no fool. He was well aware that Scott had reported examples of both errors in earlier years and that they were listed in the catalogs. All the errors, including the 30¢, were in the 1876 edition of Scott, a decade before Tiffany wrote. Why then did he state they never circulated in regard to the 15¢ and 24¢?

I should like to suggest these students knew something we have apparently forgotten. Just as there is excellent reason to revise the release date of the 1869 issue to Mr. Tiffany's March 19, 1869, release date, we should reconsider whether or not a Type I error existed of which only the Ramus copy might have gotten out.

The traditional explanation for the Type II 15¢ is aesthetic. I believe it was first set forth by Frank Goodwin in 1919 and most recently by Mr. Cryer in the *1977 Register*. It was that off-registry printing of the bicolor could leave a sizeable white gap at the top of the vignette that was unappealing.

I don't accept this explanation. The history of the banknote printers and their policies shows that cost was paramount and that poor product was acceptable providing it could sneak past government inspection. The controversy over the 1869 gum in the contemporary papers didn't create a change until the new issue of 1870, and perhaps not even then although it was "supposedly" changed.

Why should the National Bank Note officials go to the expense of a new plate if it wasn't necessary? The existence of an error would create a reason.

Elliott Perry has made the point, I believe correctly, that the National Bank Note Company issued and numbered plates, "in the order in which they were most needed." The plates might not have been completely finished or sent to press before a plate bearing a higher

number, but they were made and numbered in order of need. We also know the company started each new issue with a new number series (1861-8; 1869; 1870 etc.)

The logical number sequence for the bicolored plates was 19 (15¢), 20 (24¢), 21 (30¢) and 22 (90¢), ending the numbers needed for the first printing. A study of the issued stamp and proof plate data shows the 30¢ and 90¢ used only plates 21 and 22 respectively from the first printing through to the 1879 production of the “inverted center proofs.” Both stamps were issued in quantities sufficient to suggest there was no production need for additional plates.

Plate #20 was the logical one for the 24¢ and from proofs in the Wunderlich sale we know it was used for both vignette and frames. While frame plate #20 continued in use right on through to the “inverted center proofs,” a new vignette plate, #24, was made. This is a number *logically assigned after the first printing*. I can find no evidence a frame plate #24 was ever made.

We can date vignette plate #24 to the second printing for it can be found in an unlisted India essay applied to the 15¢ Type II frame (lot 456 of Hessel III).

As production was not a requirement for a new plate #24, what was? Scott and Tiffany both stated there was a cliché error in the 24¢ plate but that copies did not get out (Tiffany). If such an error existed, there was good reason for a new vignette plate #24. It might be noted we have proofs of both the top and bottom of plate #20 on the right side, but only a single issued example (position #95) from the left so that a row of wrong clichés could have occurred in the first several rows.

Because there were always ample supplies of the 24¢ value, there is no objection to assuming part panes were held back because of an error. This would accord with Scott’s story that he could buy only panes, not sheets of the 15¢ and 24¢, even in New York City which should have had full sheets, and that the panes were *always of the same side!*

Philatelic writers of the last half century have been confused by an apparent typographic error in both editions of Luff in the section where plate numbers are recorded. The listing showing 15¢ plate numbers reads Type I, Type II, Type I and Type III. The third item should have read Type II in which case the series makes logical sense.

The logical plate number for the first printing was #19 for both frame and vignette. We have no examples showing it either on issued stamps or proofs.

On plate #23, the one used for the Type II, we have enough material to show that no error occurred in the vignette and this plate continued in use through the 1875 reprint. Unlike the 24¢ new plate, there is a frame plate #23 which can be seen as an issued stamp in the Wunderlich sale.

As in the case of the 24¢ I would contend that a cliché error did occur and that it caused the scrapping of plate #19 for both vignette and frame. Further, the existence of this error was the reason for the push to get out the Type II stamps in May 1869. There was an urgent need to replace stock that might be wrong and which could be embarrassing politically if it was released.

Following through for a moment on the plate numbers, the 1875 reprint did not use frame plate #23; instead, a new frame plate #31 of the Type II frame was developed and proofed but never substituted. Rather, a second new frame plate #32 was issued and we got Type III. The reason for assuming that plate #31 is a reprint plate is that plate #30 was the last used for the 3¢ regular issue and there was no need to create plate #31 in 1870, the date it would have had to be created to use for the 1869 Type II printings. Why it was rejected in 1875 I don’t know, but that is when it was prepared. It is known only in proof form.

In sum, it is my conclusion that the reason for the 15¢ Type II stamp was the discovery of inverts in Type I by Anthony and that only one example ever got out. This discovery forced the creation of a new plate #23 in both vignette and frame and it was necessary to rush out

(Continued on page 39)

AN UNLISTED FIRST DAY USE OF 1883 2¢ BROWN

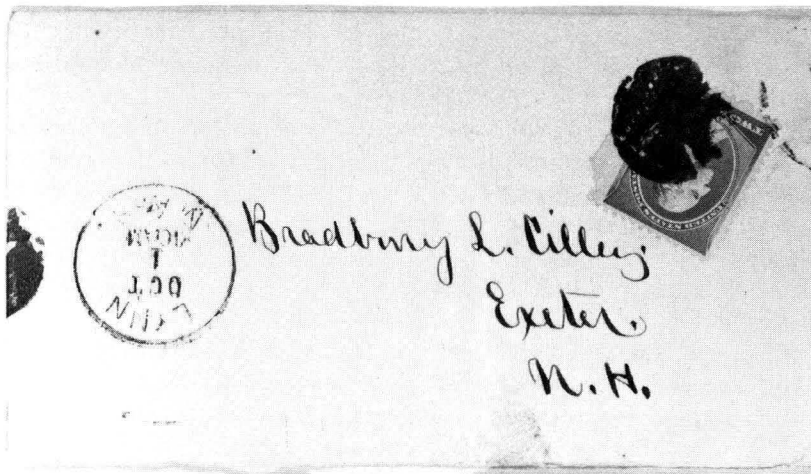


Figure 1. First day use of 2¢ brown from Lynn, Mass.

Reader Brad Alder has sent me the photo shown in Figure 1. The letter heading is shown in Figure 2. I quote from his letter:

This cover was taken out of my Grandfather's attic some years ago. Bradbury Cilley was a teacher at Phillips Exeter Academy for 40 years and received 1000's of letters from parents of the students. He kept all of them in trunks in the attic. Sometime in 1917, my father and I removed hundreds of stamps from the letters by soaking them in the bathtub. We kept a few on letters but didn't know their value as postal history.

About ten years ago, I went through the remaining covers for the last time and found this Oct. 1 usage together with a few territorial uses. The letter has the date Sept. 30, 1883 quite plainly and substantiates the Oct. 1 usage.

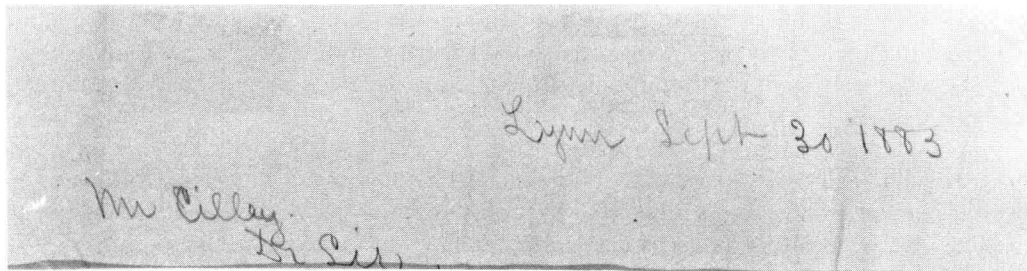


Figure 2. Heading of enclosed letter.

The evidence clearly shows that this cover should be #34 on Randolph Neil's list. Can any reader produce another unrecorded usage on Oct 1, 1883?

POSTAL USE OF THE THREE CENT VERMILION COLOR CHANGE OF 1887

RICHARD SEARING

The readers of this section should be aware by now that my main interest in the stamps of the period lies in their postal use on original covers during the currency of the issue.

One of the most difficult and scarce usages of the lower value banknote stamps on cover is the 3¢ vermilion shade of 1887. In October 1883 the first class postal rate was lowered to 2¢ per ½ ounce and a new 2¢ brown bearing Washington's likeness issued (Scott #210). Early

in 1887, the Post Office Department decided to issue the 2¢ design in green to conform to the newly adopted UPU standards on color. Therefore, a color change was in order for the 3¢ design to avoid confusion.

The earlier 2¢ design had been printed in vermilion by both the earlier Continental and the American Banknote Companies, but the stamp was discontinued in 1883. Therefore, in 1887 the vermilion shade was not in use and possibly some of the older ink was still available. There is no official explanation given for the color change in the 3¢ value, but the possible confusion between the 2¢ and 3¢ values was certainly a concern. For whatever reason, the familiar 3¢ green design appeared in the fall of 1887 in bright vermilion.

The stamp was printed from the single plate #421, and nearly 16 million copies were printed within three years.¹ Nevertheless, this stamp used on cover in the three year period (1887-90) is decidedly scarce. I have personally recorded fewer than 100 examples in the past 20 years and am convinced that between 100 and 200 covers could possibly have survived a century.

At one time in the past, one prominent collector had nearly 40 covers with this stamp paying part of the rate. I once personally inspected a specialized collection with close to 25 covers showing various domestic and foreign uses of the 3¢ vermilion stamp, but no genuine single usage was represented.



Figure 1. 3¢ and 10¢ stamps on 2¢ envelope paying single UPU registered rate to Hamburg, Germany, and mailed January 3, 1890.

The most common usage of the 3¢ vermilion stamp is to pay part of the 5¢ UPU rate on foreign mail. The 3¢ stamp does exist as a single used on domestic mail, but genuine examples are quite rare. In Brookman's volume 2, p. 320, there are shown two covers with legitimate single usages. The first is a 1¢ overpay of the 2¢ rate, while the other shows a 3x1¢ use on a portion of a wrapper. In a 1954 article in *Stamps*, another overpay of 1¢ is shown together with a triple 1¢ circular rate used to mail a seed catalog.² I once almost bought this latter piece at auction, but that is another story.

The earliest reported usage according to *Scott's Specialized US Catalogue* and numerous other sources is Sept. 23, 1887. However, there is convincing evidence that this usage is fraudulent. Another cover is recorded on this date, but according to the PFNY records, this cover is also faked. A third fake cover with this date is also known.³

1. Lester Brookman, *The U.S. Postage Stamps of the Nineteenth Century*, Lindquist Publications, New York, 1966, II, 320.

2. C. S. Hitchins, "The Three Cents Vermilion of 1887," *Stamps* 89:2, pp. 49-50.

3. Jon Rose, "Was First Usage of 3¢ Nov 7, 1887?" in "Panorama USA", *Stamp Collector*, August 1982.

The most likely candidate for the earliest known use is a cover that is recorded as postmarked October 18, 1887, from Mariaville, N.Y. Does any reader own this cover? In the Davis 1922 monograph on this stamp, he thought that a Nov. 7, 1887, use was the earliest at that time.⁴ In any event, usages of the 3¢ vermilion on cover during the latter part of 1887 are very uncommon.



Figure 2. 3¢ used on 2¢ envelope paying single UPU rate to Great Britain mailed on Feb. 11, 1890.

My personal collection contains three examples of the 3¢ vermilion stamp used on cover during the three year span and one uncommon multiple usage dated slightly later. Figure 1 shows a cover dated January 3, 1890, bearing the 3¢ and 10¢ stamps on a registered 2¢ entire to Germany: 5¢ UPU + 10¢ registry fee. Figure 2 shows a cover sent to Great Britain and mailed on February 11, 1890, with the 3¢ stamp paying part of the 5¢ UPU rate. I have a second cover to Great Britain dated October 12, 1888, but no photo is available at this time.



Figure 3. Plate no. strip of four with double row of perforations of 3¢ vermilion paying four times rate plus 8¢ registration fee on interbank mail and mailed on May 18, 1893.

Figure 3 shows a very uncommon use of a plate strip of four 3¢ vermilion stamps on a 5¢ Columbian entire to pay $4 \times 2¢ + 8¢$ rate on interbank mail dated May 18, 1893. Another unusual feature is that the strip of four stamps has a double row of perforations on the top row under the plate number 421. This is one of the largest non-philatelic multiple uses that I record as blocks occur only on large parcels.

The most unusual examples that I have recorded are a cover to Sweden in 1889 and one to India with three 3¢ and a 1¢ paying a double UPU rate. Can any readers show other more out of the ordinary uses or multiples? Please send a clear photo.

4. H. A. Davis, *US 1887 3 Cent Vermilion*, J. W. Stowell, Federalsburg, Md. 1922.

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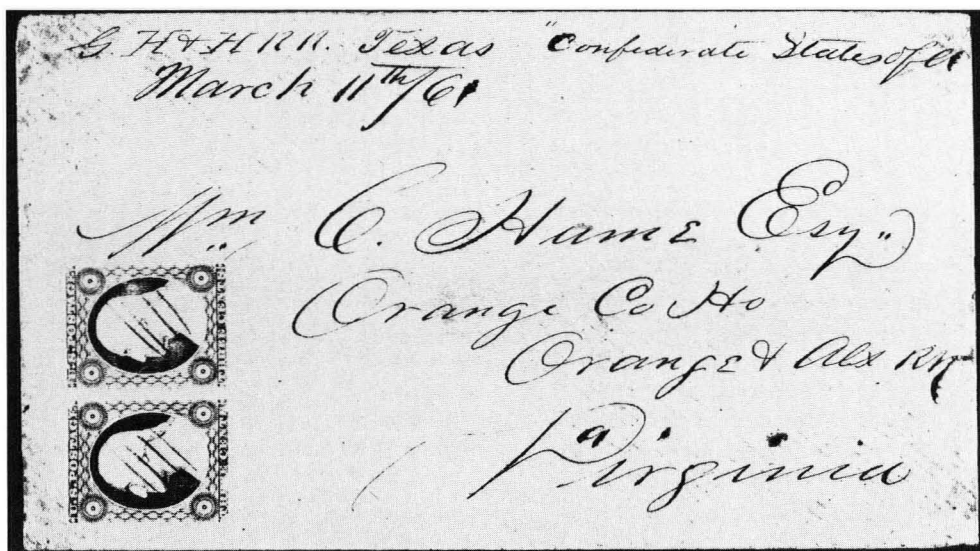
Name _____
Address _____
City _____ State _____ Zip _____
Phone _____ Best time to call _____

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

A CONFEDERATE ROUTE AGENT MARKING

One of the first railroads in the state of Texas was built by the port city of Galveston in an effort to compete on equal terms with the trade rivalry of the growing center of Houston. The Galveston, Houston and Henderson R.R. was chartered Feb. 7, 1853, with usual land grant allowances provided work was commenced by March 1, 1854, and 40 miles of track were completed in three years. As usual, financing was difficult to obtain and work began at Virginia Point on the mainland, in 1856 and 40 miles completed to Harrisburg, 5 miles outside of Houston, Oct. 22, 1859, when work was stopped by a yellow fever epidemic. The legislature kindly extended the time limits and trains commenced operating three times weekly from Harrisburg to Virginia Point, where the ferryboat *Texas* was utilized to connect with Galveston. In January 1860 a bridge was completed across Galveston Bay and tracks finally reached the city. The G.H. & H. was built to 5'6" gauge, whereas its only physical connections in Houston were standard gauge. The little road was forced into reorganization March 6, 1860, and, after stringent economies, was ready to resume building towards Henderson, in distant Rusk County, when the outbreak of the Civil War in April 1861 intervened.



Manuscript route agent marking of G.H. & H.R.R., dated March 11, 1861.

One of the standard gauge connections, the Houston Tap and Brazoria R.R., had commenced construction in 1856 and built westward from Houston 50 miles to the town of Columbia by 1859. It connected with the Galveston road at Peirce Junction outside of Houston and the two cities carried on a lively competition to ship the Brazoria County cotton crop.

The U.S. Post Office Dept. did not ignore all this activity in Texas and within eight months of the completion of the G.H. & H.R.R. established route agent service by appointing P.C. Hume, route agent Galveston-Houston effective Aug. 16, 1860, at a salary of \$800. As of Oct. 5, 1860, a John W. Blue, salary \$800, was appointed in addition. At this time the route was changed to run from Galveston to Columbia via Harrisburg, a 129 mile run each way involving two railroads and a change of cars each way. It is likely both agents alternated on this run.

On Feb. 4, 1861, the Confederate States provisional government was formed at

Montgomery, Ala., and on Feb. 21 the Confederate States Post Office Dept. was established. Meanwhile the state of Texas passed an ordinance of secession Feb. 1, 1861, and after a short period of independence, joined the Confederacy March 6, 1861.

Through the courtesy of Gordon Bleuler we show an illustration of a cover with manuscript route agent marking of G.H. & H.R.R. Texas, March 11, 1861, with Confederate States of A. in quotes. This cover, addressed to Virginia, bears two pen-cancelled 3 cent U.S. stamps and is the first example of a Confederate States route agent marking your Editor has been able to examine and record.

Since the time of use is so close to secession, and communications with Texas were slow and uncertain at the time, it is likely that U.S.-appointed route agents Hume and Blue, lacking instructions to do anything else, just continued working their regular runs hoping someone would pay their wages. The CSA notation on the cover was probably to denote the agent's allegiance.

The first listing of Confederate States railroad service we have located is for Dec. 31, 1861, under the Confederate States P.O. Dept. Contract Bureau (listing erroneously shows Dec. 31, 1860). Included in the lines listed for Texas are the following:

Route 8509: Galveston, Henderson & Houston R.R., Galveston to Houston, 48 miles, 7 round trips per week, annual pay (C.S.) \$3,600, reduced \$1,400 from U.S. rate. No route agent pay is shown.

Route 8518: Buffalo Bayou, Brazos & Colorado R.R., Harrisburg to Eagle Lake, 78 miles, 7 round trips per week, Annual pay (C.S.) \$5,850, Annual cost route agencies \$1,600. (Eagle Lake was 14 miles east of Columbia and it is likely that neither U.S.P.O.D. or C.S.P.O.D. records were up to date and that route agents ran to Columbia).

From this information it is most likely that two route agents operated under CSA P.O.D. to and from Columbia, and were in all probability the same agents appointed by the U.S. While CSA does not show route agent service to Galveston it is more than likely an error in listing and the route agents continued their previously determined routes. Until CSA P.O.D. pay records are located it cannot be determined if new agents were appointed, but if so, it was probably at a later date. Since main line railway route agents of the Confederacy did not postmark mail en route, no doubt owing to the overcrowded trains, heavy mail loads and lack of equipment, it is conjectured that the only Confederate route agents' markings existing are likely to be found on the less important railroad routes such as the G.H. & H., and would result more from a continuation of prior practices in handling mail, rather than from official instructions.

Source credits: Gordon Bleuler, John Kay, J.W. Collins, Jr. and *A History of Texas Railroads* by S.G. Reed, 1941.

THE POSTMASTER GENERAL VS. POMEROY & CO.

In *Chronicle* 124 we featured a brief history of Pomeroy & Co. and Postmaster General Wickliffe's letter to Hon. W.C. Morgan of New York outlining the formation of the U.S. Express Mail.

At that time we promised to provide further information by revealing contents of earlier letters on the subject. Through the cooperation of Richard Frajola and earlier thorough research work done by Ken deLisle and Pitt Petri, we now have greatly expanded information, both before and after the Aug. 11, 1842, date of PMG Wickliffe's letter and chronological presentation of germane correspondence will probably extend over a series of installments.

The first request of Pomeroy and Co. to PMG Wickliffe that we will record for future students is the following:

Hon. H.A. Wickliffe
Postmaster General

Albany and Buffalo Express Office
Albany, March 4th, 1842

Sir: In reply to my letters to Hon. E. Whittlesey of the 23 and 24 Feby. [these letters have

not been located], Mr. W. says he has referred them to the PM General, who when the road is completed through to Buffalo will make an arrangement, in case we can mutually agree. That we can at that time make an arrangement I have no doubt and the Roads will be completed probably by the 4th July next.

But would it not Sir, be for the interest of the Department to make an arrangement as far as Rochester, which comprises about two hundred fifty one miles and that over five different Rail Roads, or six Roads to Batavia, and two hundred & eighty three miles. The West would give me a strong Petition for this arrangement, for they would feel assured that they would always get the mails, which does now at times fail.

From this city I can bring you such Letters as you may require for responsibility, character, etc. and will do myself the pleasure of forwarding one from our Governor, and Lieut. Governor. Could I not make an arrangement for the mails between this and New York commencing at once to be continued next, at such time as the department might deem advisable.

Allow me to say, that if the department have not made their arrangements with the R. Roads west, to accomplish it I would aid them as far as in my power, and think it might be of some service to them in that way, hoping to hear from you on this subject I remain, Sir, yours with much Respect.

Geo. E. Pomeroy

Apparently Pomeroy's March 4 letter brought no response from Wickliffe and he did not write again until June 25th with definite proposals.

Hon. Mr. Wickliffe
Postmaster General, Washington

Albany, June 25, 1842

Dr. Sir,

We would propose to take charge of the United States Mail from New York to Albany and Troy and from thence to Buffalo and the intermediate places we would send messengers to distribute the mails by the 5 o'clock Boats from New York and Albany, and from Albany West. Would also receive Letters at our office in Wall St. for the 7 o'clock boat (on the same terms Harnden and Co. receive at theirs for the Boston office) we would also receive at the Boats to the time of Starting all Letters that should be offered. We would propose to take charge of the mails from New York to Albany delivering at the Post Office and from the Post Office to the Boats. This would give us the control of the mails so that when the Boats were late we could get them with our express at once to the cars. We should be allowed to charge 3 cents on each letter prepaid at our office for the 7 o'clock boat accounting in total to the department for all recd.

We wish the appointing of our messengers as they would be accountable to us, as we are to the department, but would stipulate not to appoint anyone who should be obnoxious to the views of the department. The price to be paid for this service to be the same for the duty from New York to Buffalo as is now paid from New York to Rochester.

The influence of Pomeroy & Co. should be devoted to promote the interest of the department and the mails should receive the 1st attention with their express. Pomeroy & Co. will as far as in their power consistent with the necessity in carrying out the measures employ the men now on the route as mail messengers.

Yours with sentiments of Regard

Geo. E. Pomeroy

Another effort on behalf of Pomeroy was made by Hon. W.C. Morgan of New York on July 27, 1842. In the last issue we have already read Wickliffe's answer to Mr. Morgan.

While all this was going on relations between the Post Office Dept. and Pomeroy's Express continued to deteriorate. Postmaster Sam G. Andrews of Rochester wrote to Special Agent L. Eaton the following complaints under date of May 23, 1842.

Dear Sir,

I am more and more satisfied that nothing short of the plan of a Government Express which you suggested can counteract the ill effects of Pomeroy's Express upon the revenue of the P.O. department.

Their business increases notwithstanding your efforts to push the mails through — and against all our exertions to second you by the immediate delivery of the newspapers to the press. Since the making up of two mails each day at N. Y. we have put the Press in possession of their mails, instanter — and before they could receive anything by express, and yet the Press, seem to be so bought to that interest either by favors in the transmission of packages — Agency, or something else, that they keep up a heading over their news postscript “By Pomeroy’s Express in advance of the mail” in Capitals, which the detail of intelligence following is made up from papers rec’d by mail — This kind of deception holding out to the public the idea of greater facilities of transmission by the express, cannot fail to embarrass your efforts; do injury to the department, and to affect the revenues terribly in the end.

It must be admitted that cases do & will occur, where by some little delay of the great Mail at Albany — or from the Boats arriving late — The Express obtains an advantage, and is enabled to take the cars, the mail remaining over — the Boston mail we find particularly subject to this embarrassment.

Yesterday I noticed two large loads of trunks unloading at the Agent of P. Express — as many as ten in number — containing packages — (Money and other) — and letters I do not doubt — as we have one instance of the transmission of a letter by them which I mention to you — we are now endeavouring to detect violations of the law in regard to them & I shall communicate the result to you, together with any further particulars, that may come to our knowledge.

I had intended to have been able at this time to say something further in relation to Fielding the mail agent between this and Auburn but am not now in possession of the facts in such a form as to do so — and I would ask you to let the subject remain for further enquiry. I remain with great respect.

Your Obt. Servt.
Sam G. Andrews, PM

About a week later Postmaster Haddock of Buffalo under date of June 1, 1842, wrote directly to PMG Wickliffe as follows:

Sir,

I have to report to you in addition to the cases reported to Mr. Eaton, P O Agent, other violations of P O Laws by Messrs. Pomeroy & Co. Express. Benoui Thompson, the Assignee in Bankruptcy, informs me that he has been in the habit of receiving his Bankrupt notice and papers through this Express, and that they vary from three to six in each package, and that they are regularly forwarded by the clerk of the court in Auburn.

I am also informed that Messrs. Stevens and Vanderpool, have an affidavit from his Express, that they [Pomeroy & Co.] did deliver into the Post Office, or to individuals in New York, a large number of bankrupt notices.

Wells, Pomeroy’s Agent, delivered to me in this office, three notices which he said he would pay the postage upon [18¾ cents each] if Mr. Eaton, the P O Agent, said so, but said they were given to him to deliver, & he had delivered all except those thus deposited; he paid me one cent each on these letters, subject to paying the whole postage, on the decision of the P O Agent.

I have been unusually vigilant in relation to this Express, but, from that vigilance, have incurred the displeasure of the whole Express establishment, and to day learn that one of them, while in town yesterday, informed Mr. Robinson, the U.S Marshall & several others, that he had enough against me, to procure my removal, & that in ten days, not only myself but Mr. Eaton, would be out of Office. Should any effort be made from such a quarter, you can readily appreciate the motive. So far as my official conduct is concerned, I invite the strictest and most severe and rigid scrutiny, into any, and all of my acts.

The newspaper vendor, in this city has occupied a place in the corner of our delivery room in the Post Office, where the public have free access. I have permitted it from the fact that he was paying us some three dollars a day postage, and monthly about twelve dollars, making in the aggregate, about \$1,200 per annum. — he has to day received pr. Express the Knicker-

bocker, addressed not only to those who have taken it for years, but to myself, and informs me that about all his papers will hereafter be received pr Express. I have given him notice to leave the office as a vendor of articles procured in such a way as to defraud the Post Office Department.

The discerning public will not censure me for so doing, but I expect to receive the bitter censure of those who do not take into view the necessity of sustaining a well regulated Post Office Department.

In all this matter I have acted under a high sense of my duty and obligations to the Department whose interests I am sworn to protect. As soon as practicable I will give you the names of witnesses & would suggest the propriety of prompt and efficient action, & you will here permit me to say, that unless something is done, the Post Office establishment will be undermined.

I shall still be on the alert and shall not permit the malignity wakened by a faithful discharge of an official duty to disturb me.

Very Respectfully
Your Obt Servt
C.C. Haddock, P.M.

This letter of Haddock's alleging persecution by Pomeroy & Co. is most interesting in view of letter of Pomeroy & Co. to one L.K. Haddock, Esq. (a lawyer?)

L.K. Haddock, Esq.

Pomeroy & Co. Express Off.
Albany, May 28, 1842

Sir,

Your favour of the 26th came to hand this morning and in reply we state.

That by express you mention we recd. at this office a pkg. having the appearance of containing Letters and as the carrying of Letters is prohibited by us our Mr. Pomeroy took the package and went to New York and deld. the same to Mr. Webster stating his suspicions. Mr. Webster had no knowledge of the contents of the pkg. and at Mr. P's request went to the P. Office and opened there were nearly 30 letters came forth all business letters signed by Gent. by name of Haddock, also a paper and seal of C.C. Haddock this with other evidence being conclusive to us that C.C.H. had lent his aid to defraud the Post Office department.

Now we have but one intention in these matters and that is to make an expose of every such case. If Mr. Haddock is not guilty — well, if guilty he defends himself the best way he can.

We do not see the injustice done you by our acts, and therefore cannot take your Letters from the place in which they are deposited by Mr. Webster. You and yr. friend C.C.H. will see the injustice done us. If innocent with you we shall regret any trouble Mr. C.C.H. may be put to, if guilty he deserves it.

Yours with Respect,
Pomeroy & Co.

Things were getting very sticky about this time and matters were brought to a head by a letter from John Graham, Postmaster at New York, to Erastus Corning, President of the Utica & Schenectady R.R. at Albany. The letter was dated July 16, 1842, from New York and was marked "Private":

You will perceive by the enclosed that the P.M. General has determined to establish an express mail between New York and Buffalo. He has the plan much at heart. He has selected able and efficient agents and it must succeed. I drop this line to acquaint you with the movement and to say that there are many concurring reasons which induce me to hope that you and the other managers of the Utica & Schenectady R.R. will extend towards the department and their agents every facility and accommodation to enable them to carry out successfully this experiment — so important to our two cities and to the Western part of our State.

When do you expect to come down? Our friend Stebbins has thrown all into the pie. W.C. has just qualified his acceptance. Great state of things!

In haste, Very Truly, Your Friend
John S. Graham

Attached to this rather curious letter were the following newspaper clippings from a New York paper:

UNITED STATES EXPRESS MAIL FOR ALBANY AND BUFFALO.—With a view to give the greatest possible convenience, despatch and security to the increasing communication on the great Western Route from this city, the Post Master General has established, regularly sworn Messengers attached to the department, from this City to Buffalo, under the immediate superintendence of the undersigned, to commence on the 20th inst.

To carry out to the fullest possible extent these views of the Postmaster General, letters will be received on board the regular 5 o'clock Mail boat, (and, if desired, postage can be paid,) up to the time of its departure, for Albany, Troy, and the intermediate points; also on board the 7 o'clock boat, for Albany and all places West, and for Troy, on and after the 20th instant. All letters deposited in the Post Office of this city for the 7 o'clock Mail, directed to Albany and Troy, and to Buffalo and intermediate places, will be forwarded from Albany by the Express Mail, under charge of the same messengers.

Public notice is therefore hereby given of the above arrangement, and all persons concerned may rely upon the unceasing diligence with which all mail matter will be forwarded as above in the shortest possible space of time and with the greatest security.

E. JEROME HUMPHREY,
General Mail Agent.

New York, July 15th, 1842.

j18

Post Office, New York, July 15, 1842.
UNITED STATES EXPRESS MAIL.—The Postmaster General, with a view to the accommodation of the public, and to increased despatch and security, has established an Express Mail, to expedite which Messengers will be employed under the immediate superintendence of Mr. E. JEROME HUMPHREY, for carrying the Mails between this city and Buffalo and the intermediate places (including Troy) with directions to cause the delivery at the earliest possible time.

Letters will be received on board the 5 o'clock steamboats, which carry the Mails to Albany, Troy, and intermediate places until the time of departure, during which time postage can be paid.

Letters will also be received on board the boat carrying the Mail direct to Albany, which leaves at 7 o'clock P.M. a letter box being placed on board said boat, under the lock of the Department.

The Messengers will go thence to Buffalo, and are instructed to exert the greatest diligence in the performance of this duty. The arrangement will commence on the 20th instant.

After the 20th instant, letters by the 5 o'clock steamboat will be received at this office up to 4 o'clock P.M., and letters for the 7 o'clock boat until 6 o'clock, P.M.

j18

JOHN LORIMER GRAHAM, P.M.

In the next issue: New York state railroads get into the act and continued opposition threatens the U.S. Express Mail Plan as initiated by PMG Wickliffe.

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BRITISH CLOSED MAILS THROUGH THE UNITED STATES TO CUBA**RICHARD F. WINTER**

The Postal Convention between the United States and the United Kingdom of Great Britain and Ireland, concluded in London on December 15, 1848, and proclaimed effective in the U.S. on February 15, 1849, provided for closed mails through the U.S. This article will discuss the rating of letters in closed mails to and from Havana, Cuba. Similar arrangements were also provided for mails to and from British North American Provinces, California and Oregon (U.S. territories at the time of the Treaty), Panama (actually Panama City on the Pacific side of the Isthmus), Chagres, and any place in the West Indies and the Gulf of Mexico.

Articles V through VIII of the Treaty permitted correspondence and newspapers to be carried in closed mails through both the U.S. and the U.K. Payments were to be made between countries on the basis of net or bulk weight of the letters in ounces. Article XII specifically stated: "The rate of postage to be taken by the United States Post-Office upon letters arriving in the United States, either by British or by United States packets, from the United Kingdom, and to be forwarded through the United States to the colonies or possessions of the United States, or of the United Kingdom, or to those territories which, according to the law of the United States, are beyond the limit of their established post-routes, or to foreign countries, and vice versa, *shall be the same as the rate which is now, or which may hereafter be, taken by the United States Post-Office upon letters conveyed, whether by sea or land, to or from such colonies, possessions, territories, or foreign countries, respectively, when posted at the port of arrival, or delivered at the port of departure of the packets conveying the mails between the United States and the United Kingdom.*" (emphasis added by author). The Article went on to specify that this rate was in addition to the inland rate for the United Kingdom, established in Article II, and the sea rate stipulated in Article I. Newspapers were not accounted for between the two countries. Each country retained its own charge on newspapers, one penny for newspapers published in the United Kingdom and two cents for U.S. newspapers. Those newspapers in transit through the U.S. were charged two cents and treated as if they were U.S. newspapers.

Twenty-four Additional Articles to the December 15, 1848, Postal Convention, agreed to in May 1849 and effective on July 1, 1849, provided more details on the closed mails. Table E of these Articles, shown here, lists those countries beyond the established U.S. Post-Routes and the postages to be paid by the U.K. to the U.S. for transit through the U.S. to these locations. These rates represent a combination of the applicable sea postage under the Treaty and the U.S. rates to the countries, possessions, and territories listed. In the case of Havana, Cuba, the British paid the U.S. either 12½¢ per ½ oz. if the letter was carried on a British packet to or from the U.K. or 28½¢ per ½ oz. (16¢ sea postage plus 12½¢ postage to Havana by U.S. mail packet) if the letter was carried on an American packet across the Atlantic. The 12½¢ rate to Cuba had been in effect since July 1, 1847. This rate was reduced on July 1, 1851, to 10¢, a "blanket" rate for any distance under twenty five hundred miles.

On October 17, 1848, the *Isabel* was placed in operation by Messrs. Mordecai & Gourdin of Charleston, South Carolina, to carry U.S. mails between Charleston and Havana. Semi-monthly trips were required in the contract with the Postmaster General. Because *Isabel* was operating at the time the U.S.-British Treaty went into effect, it is possible to find letters which show evidence of the transit rate through the U.S. to and from Havana from July 1, 1849, the effective date of the Detailed Articles. Covers showing dates between February 15, 1849, the start of mails under the new Treaty, and July 1, 1849, are not expected but are technically possible since the basic Treaty provided for closed mails. Cover examples from

F.

List of foreign countries and United States possessions and territories which, by the laws of the United States, are beyond the limit of their established post routes, with the rates of postage on letters to and from the United Kingdom when conveyed via the United States; which rates are to be paid by the Post Office of the United Kingdom to the Post Office of the United States.

Names of countries, &c.	Rate per single letter when conveyed between the U. States and Great Britain.		Routes, ports of arrival in, or departure from, the United States.
	By United States packet.	By British packet.	
	Not exceeding half an ounce.		
Canada.....	26	10	By the general mail.
New Brunswick.....			
Havana.....	28½	12½	
California.....	56	40	By U. States packet from Charleston.
Oregon.....	46	30	
Panama.....	36	20	
Chagres.....	21	5	
Any place in the West Indies or Gulf of Mexico.	25	10	
Any place in the West Indies or Gulf of Mexico.	25	10	By U. States packet from New York. By British packet from New York. By British packet from Mobile.

the early 1849 period have not been seen by the author.

Charles Starnes notes that the same rate formula, *international rate less U.S. inland plus U.S. postage to foreign country*, was used under other postal conventions. For example, the rate to or from Cuba via the U.S. by Prussian Closed Mail was 35¢¹ (30¢ international rate less 5¢ U.S. inland plus 10¢ U.S. to or from Cuba). The rate to or from Cuba via the U.S. by the U.S.-French Treaty of 1857 was 22¢² (15¢ international rate less 3¢ U.S. inland plus 10¢ U.S. to or from Cuba). Similarly, the rate to and from Cuba via the U.S. by the U.S.-Bremen Treaty after October 10, 1853, was 15¢³ (10¢ international rate less 5¢ U.S. inland plus 10¢ U.S. to or from Cuba).

Two examples will be used to show the rating of letters handled under the closed mail arrangements through the U.S. The first cover (Figure 1) illustrates the British packet service across the Atlantic. It is an entire, without the enclosed letter, sent unpaid. While the cover lacks any docketing information of place of origin or date, it is believed to have originated in

1. See *Chronicle* 110:135 for further discussion of the PCM rates via the U.S.

2. "The 22 Cent Rate from Cuba to France under the U.S.-French Convention of 1857" by Theron Wierenga, *The Congress Book 1981*, 47th American Philatelic Congress, provides an excellent description of this rate and shows various examples of covers carried by different nationality steamships from New York.

3. Notes of Postmaster General Horatio King contained in Theron Wierenga's reprint of the 1852 *Postal Laws and Regulations*.

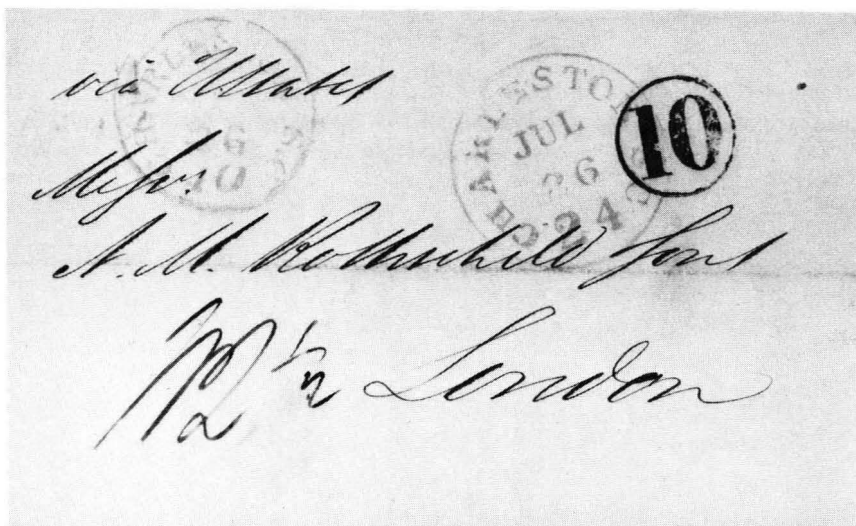


Figure 1. July 1851 folded letter sent unpaid from Havana to London by U.S. mail steamer to Charleston, S.C., and British packet from New York to Liverpool. 1/2½ due from addressee (29¢) and 10¢ U.S. debit to G.B.

Havana based upon other letters in a similar correspondence. The letter was carried into Charleston on July 25, 1851, by the U.S. mail steamer *Isabel* which departed Havana on July 22nd. On the next day, the mails were processed at Charleston. The postal clerk there first struck the 32 mm. red CHARLESTON. S.C. 10 circular date stamp normally used for incoming mails to the U.S. by the mail steamer. Realizing the error, he next struck the 35 mm. red CHARLESTON S.C. 24 date stamp used at Charleston on British mails. The letter was sent on to New York where the Exchange Office applied the 19 mm. black circle 10 marking indicating the debit under the Treaty to the U.K. Cunard steamer *Asia* carried the letter from New York on July 30th and arrived at Liverpool on August 10th. On the next day, the letter reached London where 1 shilling 2½ pence postage due was written in manuscript in the lower left corner of the letter. This corresponds to 29¢ postage due (16¢ sea postage plus 3¢ British inland postage plus 10¢ U.S.-Cuba transit fee).

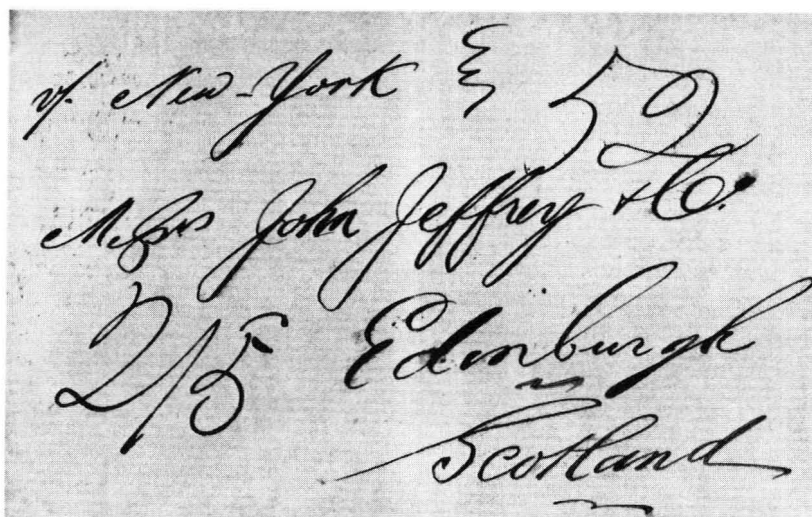


Figure 2. June 13, 1862, folded letter from Havana to Edinburgh, Scotland, sent unpaid by U.S. mail steamer to New York and American packet to Liverpool. 2/5 due from addressee (58¢) and 52¢ U.S. debit to G.B.

The second example (Figure 2) illustrates American packet service across the Atlantic. This folded letter originated in Havana, Cuba, on June 13, 1862, and was sent unpaid to New York. It departed Havana on the next day with the mails carried by the U.S. mail steamer *Columbia* and reached New York on June 18th. The New York Exchange Office marked 52¢ in the upper right corner, the U.S. debit to the U.K. This represented the charge for a double rate letter conveyed by an American packet (2 x 16¢ plus 2 x 10¢). On June 21, 1862, the U.S. contract mail steamer *City of Washington* departed New York with all the European mails and arrived at Queenstown, Ireland, on July 2nd where the British and European mails were put off. Because the letter was in the mails for Scotland, it remained on board and reached Liverpool with the steamer the next day. Backstamps confirm both the New York departure and the Liverpool arrival dates. On July 5th, the letter arrived at Edinburgh, Scotland, and received a backstamp for this date also. The Liverpool Exchange Office marked the letter for a 2 shilling 5 pence postage due (58¢ equivalent) in the lower left corner for the double rate due — 52¢ of the amount collected would go to the U.S., when the accounts between countries were settled at the end of the quarter.

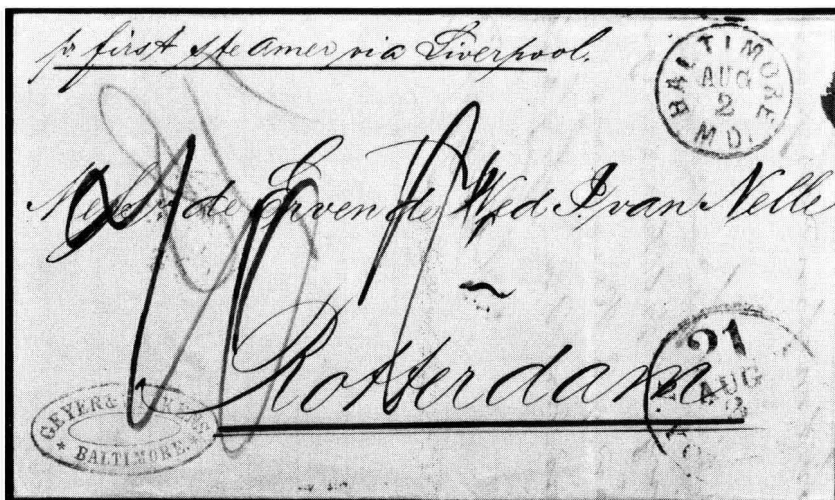
Although the closed mail provision remained in effect for many years,⁴ the *Annual Reports of the Postmaster General* show that few letters travelled by this route. More often than not, letters from Cuba were brought out privately and posted in the U.S. for their European destinations. While not considered scarce, examples of covers which show the combined transit rate through the U.S. are not common.

4. The U.S.-British Treaty of 1848 remained in effect until December 31, 1867. Subsequent treaties with the U.K. did not provide for separate accounting of sea postage by the country which carried the mails; therefore, this marks the end of the period when closed mail via the U.S. covers can be distinguished by the rate markings.

TO HOLLAND — 27¢ UNPAID.

CHARLES J. STARNES

Colleague Dick Winter not only read the recent article on the 27¢ optional U.S.-Holland rate to destination (*Chronicle* 122, 136) but he has also furnished from his collection a missing bit of proof on usage from the U.S. A photo, with his complete description, shows the previously described rate division was operative from the U.S. as well as to the U.S.



Baltimore to Rotterdam, unpaid 27¢ rate, 1867. (Winter coll.)

The cover illustrated here was mailed, unpaid, from Baltimore 2 Aug. 1867 and processed at New York with a 21¢ debit to Britain (black 21 N. YORK AM. PKT. AUG 3) for the U.S. 5¢ inland and 16¢ sea. It left the same day on the N.Y. & Havre *Arago* for

Falmouth and reached London 16 Aug., where that office debited the Netherlands 1sh. ½d. (25¢) for the 21¢ owed the U.S. + 2d. (4¢) British territorial. The cover arrived at Rotterdam 17 Aug. and the large 70¢D. collect noted, an overpay (as with franked letters) of the 67½¢D. total for the 62½¢D. (1sh. ½d.) owed Britain + 5¢D. inland.

A MOURNING COVER TO TASMANIA

LEON HYZEN

Separated from the mainland of Australia by the 120 mile wide Bass Strait lies the heart-shaped island of Tasmania. It was discovered in 1642 by the great Dutch navigator Abel J. Tasman, who named it Van Diemen's Land in honor of Anthony van Diemen, Governor-General of the Netherlands East Indies. In 1803 Great Britain took possession of the island and used it as an auxiliary penal colony of Botany Bay, New South Wales. The last convict arrived in 1853, and in that year the island was renamed Tasmania. As stated in Robson Lowe,¹ the early postal arrangements were not ideal:

In early days there was no organized system of communication even for government dispatches, but a payment of '30 empty salt meat casks' to the master of a sealing sloop bringing dispatches from New South Wales is recorded. In 1816, a government messenger carried a fortnightly mail (and his life in his hands) between Hobart and Port Dalrymple (Launceston), the 120 intervening miles taking a week to cover either way.



Figure 1. New York to Cressy, Tasmania, Dec. 1867. 30¢ Fr. mail rate, underpaid 3¢.

The cover shown in Figure 1, unfortunately, has very faint markings but because of the unusual destination is of special interest. It was franked with 27¢ — a 24¢ Scott 71B and a 3¢ Scott 65. The New York exchange office clerk apparently assumed the rate by French mail to Tasmania was 27¢/¼ oz., and credited France with 18¢ (red crayon), the U.S. retaining 6¢ sea + 3¢ inland. Since the correct rate was 30¢/¼ oz.,² requiring here a 21¢ credit to France, that country lost 3¢ on the letter. It probably left port early in Sep. 1867 for Liverpool on an Inman steamer (Am. Pkt.). Then to Calais, where that exchange office marked the double circle SERV. AM., a boxed red PP (port payé partiellement) overstruck with PD (payé jusqu'à destination).

From Marseilles the transit was by the Peninsular and Oriental Line of British mail steamers: Alexandria - Suez - Galle - Melbourne, 16 Dec. 1867. The same day a little 350-ton

1. Robson Lowe, *The Encyclopedia of British Empire Postage Stamps*, Vol. IV, 159.

2. George E. Hargest, *History of Letter Post Communication Between the United States and Europe 1845-75*, p. 52.

steamer, the *Tasmania*,³ carried the letter to the north port of Launceston, where it was backstamped SHIP LETTER INWARDS FREE⁴ before carriage by stage the 20 miles to Cressy.

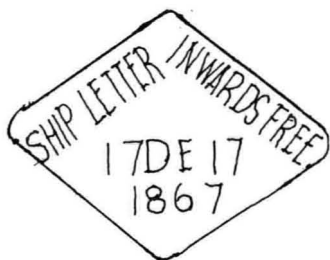


Figure 2. Handstamp on reverse of cover, Figure 1.

The addressee, Donald Campbell, was located at Cressy, a village noted as follows:⁵ "The Cressy stores at the northern end of the village have operated continuously for over 120 years. They first opened as a branch of H.B. Nichols, Longford, being purchased by Donald Campbell in approximately 1866. He kept the store and carrier business by transporting goods via wagon train between Launceston, Longford, and Cressy until 1910."

The author wishes to thank the following for their generous help in providing material for this article: Robson Lowe, Louis Viney, Lois Jetson.

3. Private communication from L. C. Viney, Sandy Bay, Tasmania, Oct. 1983.

4. Robson Lowe, *op. cit.*, HS 52, p. 166.

5. Bulletin on Cressy by the Tasmanian Tourist Council, Jan. 1980.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 124

Figure 1 shows a cover from Louisville, Kentucky, with that town's typical blue for the cds and killer, used to Marion, Crittenden County, Kentucky. It bears an oval "DUE 5" very similar to the one on page 250 of the Dietz *Confederate States Catalog and Hand-Book* of 1959. This marking is in black, is very rare (two known), and is the problem, in this case. Some of the answers came long ago from George Malpass and Dr. Charles Roser. Subsequently Alan T. Atkins helped analyze the marking. The clue is the location of Marion, just south of the Ohio River in western Kentucky, east of the Green and Pond Rivers, and north of Hopkinsville. What was going on in this area during the early part of the Civil War? One answer came from C.W. Bert Christian who correctly identified the "DUE 5" as a Confederate States of America fee, collected from the addressee. Another answer came from Benjamin Wishnietsky, who writes:

Six years ago the late Alan T. Atkins sent, for *The Confederate States of America Stampless Cover Catalog* of 1980, a similar cover with the Louisville cds clearly dated 26 Jan. 1862. It has been established that Col. Nathan B. Forrest was in the area during January and while occupying Marion "captured" the Union mails, had the "DUE 5" Confederate rate applied, and delivered the letters when the fee was paid.

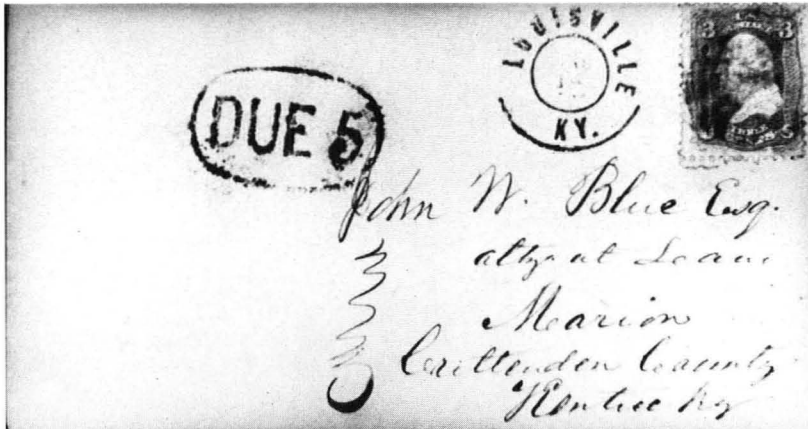


Figure 1. "DUE 5" on Kentucky cover.

Thus, this is an unusual through-the-lines cover, with postage of both sides, usually seen on Old Point Comfort mail. The line dividing Union and CSA forces in Kentucky during 1861 and early 1862 floated. The Confederate forces were in control of Bowling Green, Hopkinsville, and Columbus. North of this line was no-man's-land, but an effort was made to keep the Union mails moving. Col. Forrest (later Lt. General) arrived at Dover, Tenn., on 7 Feb. 62 and after the fall of Forts Henry and Donelson a week later, the Confederate forces withdrew from Kentucky, limiting themselves to raids during the remainder of the Civil War.

Figure 2 shows a cover from the U.S. to India in 1864. Perhaps the holidays had people busy, or they thought somebody else would write in; but we had only one answer, from C.W. Bert Christian, who wrote:

The rate and postage are correct by British Packet via Southampton, Ms. credit of 28¢ to Britain in red, London receiving in red, red slash indicating 1 penny credit for Colonial local; via Gibraltar, Marseille to Alexandria, thence by rail to Suez to be picked up by P. and O. Packet to Bombay and overland to Meerut and Bijnour.

The Delavan 3 PAID in black was struck inadvertently and has no significance.



Figure 2. Wisconsin to India, 1864.

With Jim Pratt's death at an early age, one of our best problem solvers is gone. There are many other members with good knowledge of rates and usages, and our readers would appreciate having their answers to problem covers. Also, new candidates are welcome.

PROBLEM COVERS FOR THIS ISSUE



Figure 3. Multiple Blackjacks on official envelope.

Figure 3 shows a Blackjack cover submitted by a British collector of Civil War items. The Washington, D.C., "FREE" cds is not well-struck. The duplexed Nashville, Tenn., marking shows a "leaf" killer, one of several fancy cancellations used there after 1864. What is wrong about this cover?

The Confederate Stamp Alliance anniversary is at the show in Richmond, Va., March 1-3, 1985. This, and the general strength of Confederate covers have heightened interest in this area. Thus a number of questions are received regarding Civil War period covers. Some are not problems, such as "What was Camp Nelson, Ky." and are answered by letter. Others are strange, or the owner hopes they are rare, and we include a few. Figure 4 shows the front of one submitted last year. The question posed was about the 4/-. Is this 4 shillings, or 4 bits for an Express cover from the south through Louisville? Apparently three stamps are missing. What are the likely denominations? The cover is backstamped "Shannon, 1863".

Send your answers and any new mysteries to the Cincinnati P.O. Box soon after you read this issue.

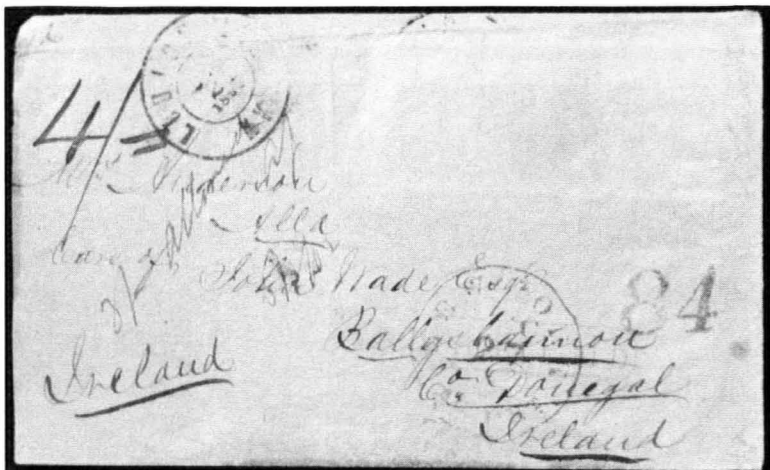


Figure 4. Cover to Ireland, 1863.

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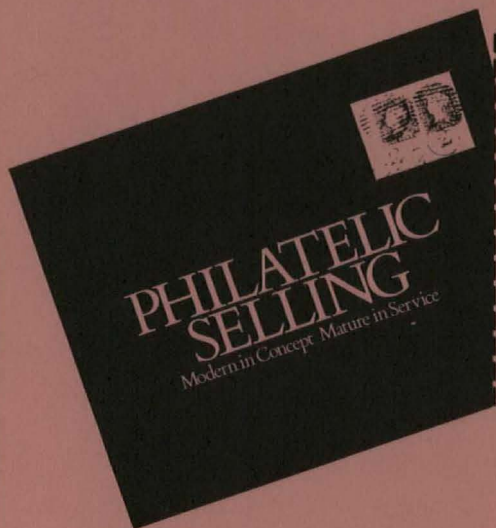
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