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The  
Chronicle

of the U.S. Classic Postal Issues

February 1986

Volume 38, No. 1

Whole No. 129

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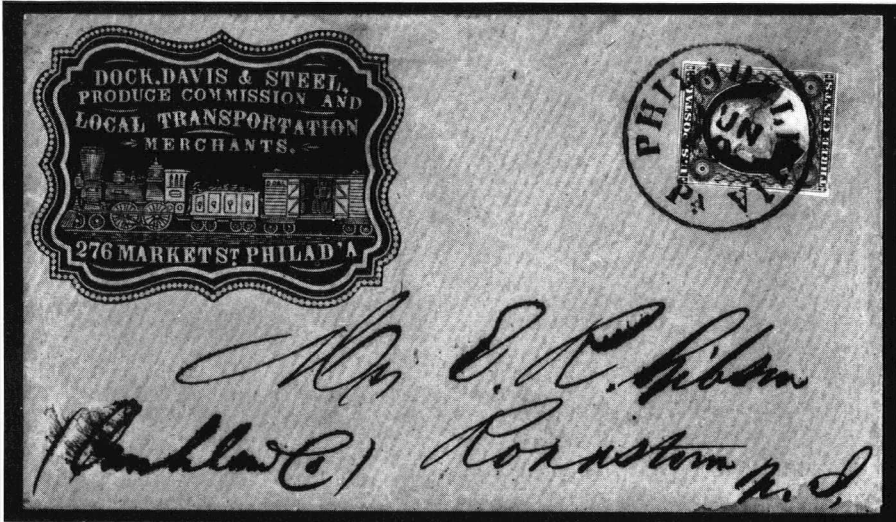
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## THE EDITOR'S PAGE

A correction should be noted in the account of Henry C. Gibson, Sr., in the November issue. Scott Trepel informs me that Mr. Gibson did not collect modern day freaks, imperforates, and color errors, and that such lots in the Christie sale of Gibson material were *not* his property.

Some recent publications of interest are the *1986 Specialized*, now available at a list price of \$20, and the *American Stampless Cover Catalog*, volume I, at \$40 paper or \$50 hardbound. Although there has been some justified complaint about inconsistent pricing in both publications, they are essential for any serious collector or dealer of U.S. classics.

Following is a review of a book which has received scant attention in the philatelic press, but which appears to provide valuable information for the postal history collector.

\* \* \*

**Review: Sharps Rifles and Spanish Mules: The San Antonio-El Paso Mail, 1851-1881.** By Wayne R. Austerman. Published 1985 by Texas A&M University Press, Drawer C, College Station, Texas 77843-4354. Hardbound, 367 pages, edition of 1500; \$29.50 from the publisher.

The title stamped on the spine is *Sharps Rifles and Spanish Mules*, which would draw little attention by most philatelists. It is, however, an extremely well written account on the development of this route from its initial conception in 1848 to its actual initiation in 1851 to its demise by the arrival of the railroad in 1881. The hardships experienced by the initial developer, Henry Skillman, on through its turbulent history of changes in contractors are vividly set forth. The cast of characters involved in this route is also revealed so one can know the type of people operating this route. The hardships of travel in this part of the country, due to the Indian raids and desert conditions, give the reader a rare opportunity to think about the difficulty of transporting the mail through the Texas frontier. The reasons for the route's inception are clearly explained and show how farsighted businessmen of El Paso, San Antonio, Houston, Santa Fe and New Orleans welcomed and encouraged the growth of this avenue of commerce that was to be the major route of travel until the railroad. The development of the route from El Paso to Santa Fe, the inclusion of part of the San Antonio-El Paso route in the short-lived San Diego route as well as the Butterfield route are discussed.

This book is written in much the same style as *The Overland Mail* by Hafen or the *Panama Route* by Kemble. There are no covers of the period illustrated in the book but there are several important maps illustrating the routes. Besides being extremely readable and difficult to put down, the book is very well documented by newspaper articles and documents of the period. There are 31 pages of bibliography, not including 68 separate footnotes. The book lacks charts showing mail departures and arrivals that would be of interest to the postal historian but this does not detract from the usefulness of this book. It does include a nine page chronological listing of important events that occurred on the route, which is very handy, as well as an excellent index. I would highly recommend this book to all postal historians as well as those interested in the development of communications in the West.

William Jay Treat

**CARROLL CHASE, M.D.: FATHER OF SCIENTIFIC PHILATELY****STANLEY M. BIERMAN, M.D., F.A.C.P.**

In compiling a list of important United States philatelic scholars, the ABCs of this roster should surely start with the trilogy of Ashbrook, Brookman, and Chase, whose contributions in their particular areas of expertise can be said to have raised philately from a mere studied avocation to a true scientific discipline. The senior of the triumvirate, Carroll Chase, dubbed the "Dean of Philately,"<sup>1</sup> could lay claim to be the pioneer in philatelic scholarship of fields later staked for further expansion by his prominent colleagues. His work on reconstructing the numerous plates of the U.S. 3¢ 1851 issue consumed near twenty years effort in assembling the various components of the panes based on subtle flaws and markings on the stamp; this laborious task could be compared to piecing together a jig-saw puzzle whose various parts were scattered over the country. While Chase's name is most indelibly linked with the U.S. 3¢ 1851-57 issue, his detailed scholarly work on the U.S. 1847 issue, published history of General Issues 1847-1890, works on railroad cancellations and territorial covers, collection of U.S. 1851-57 issues on and off cover complemented with an astonishing array of essays and proofs, his tenure as President of the American Philatelic Society and other numerous literary awards, certainly set his star in the philatelic firmament.

Carroll Chase was born on September 17, 1878, at Windham, New York, and could trace his ancestry to forebears who came to America from England in 1629, some nine years after the landing of the Mayflower. Later generations of Chases were to fight in the Revolutionary War. Chase's father was a physician who served in the Civil War, and it thus seemed natural that the son should enter the same profession acquiring a medical degree from Long Island College Hospital in 1899. Following graduation Chase could not immediately engage in the private practice of medicine, for he was required to wait until his twenty-first birthday before he could qualify to take his state board examination. It was during this interim that the young doctor first learned of the remarkable therapeutic properties of radium in the treatment of cancer. Radium had been extracted from pitchblend by Drs. Pierre and Marie Curie in 1898, and it was this seminal discovery of the radioactive properties of the new element that was to lead to new advances in the management of previously incurable forms of cancer. Abandoning a career as a family medical practitioner, Chase set about to learn all he could about radium, acquiring in the process a major library on English and French publications on the subject. Initially working from cramped medical quarters at 936 St. Marks Ave. in Brooklyn, Chase was forced to move his practice to more fashionable quarters at 1050 Park Place in Brooklyn, because of the burgeoning number of patients who came to seek his medical care. He became a Fellow in the newly formed American Radium Society and contributed his medical knowledge to the furtherance of his specialty.

Chase began collecting postage stamps as a seven-year-old child but his serious interests can be traced to an incident in 1907 during a period when he was confined to his home because of a minor physical ailment. To while away the monotony of his enforced bed rest, he discovered a long neglected stamp album in a closet and came across a large cache of duplicate 3¢ 1851 issues contained within a cigar box. On careful examination of some of the fine details of the hundreds of copies, he noted peculiar variations in the plate markings of the issue. Taking out his 1887 edition of Tiffany's *The History of Postage Stamps of the United States*, Chase observed that no attempt had ever been made to plate the issue. He was further rebuffed in correspondence with John Luff who explained the difficulty of the task given the 12 or so known plates, and the limited value of such research to philatelic knowledge. Not

1. E.R. Jacobs, "Dr. Carroll Chase," *Nat'l. Phil. Museum III* (3):326-27, 1951.



**Dr. Carroll Chase**



discouraged by the enormous task of reconstructing the many known plates of the issue, Chase haunted the offices of many New York philatelic dealers including J.M. Bartels, Percy G. Doane, J.W. Scott, Max Bier, J.C. Morgenthau and others in the hopes of acquiring additional examples of the 3¢ stamp which could then be acquired for a mere pittance. George R. Tuttle, a prominent New York dealer, who was running Bogert and Durbin Auctions, sold thousands of examples of the issue to Chase for the price of thirty cents a hundred. Tuttle commented over lunch with his auctioneer friend Walter S. Scott, son of J.W. Scott, "That man Chase is crazy; just plumb crazy! He's buying those ugly three cent stamps and sitting up until three o'clock in the morning studying them."<sup>2</sup> Chase had the pick of pairs, strips and blocks of the 3¢ stamp culled from a cache of 12,000 examples which Eustace B. Power, the then current proprietor of the New York branch of Stanley Gibbons, Ltd., had acquired in 1890 from G.B. Calman.<sup>3</sup>

Chase's work on plate varieties culminated in a small handbook entitled *The Three Cent United States Stamp of the Issue of 1851* which was published in 1909 by the American Philatelic Society. As the very first of a series of handbooks that would bear the APS imprimatur, the 72 page book was to establish Chase's credentials as an authentic philatelic scholar, and to constitute the true beginnings of what has come to be recognized as "Scientific Philately." Soon other articles appeared under Chase's authorship in the leading periodicals of the day including papers on the railroad cancellations in the 1909 *Mekeel's Weekly Stamp News*,<sup>4</sup> and studies on the U.S. 1¢ 1851-57 issue which appeared in 1914 in *Philatelic Gazette* for which journal he became a regular writer.<sup>5</sup> Following a favorable reception, Chase embarked upon a series entitled "A Detailed History of the General Issues of United States Postage Stamps from 1847-1900," written in collaboration with Arthur E. Owen and William Sprague,<sup>6</sup> which appeared in the same journal for the 1914-1915 period. Van Dyk MacBride was to contribute to the study in 1916. By far Chase's most ambitious project was his epochal work on "The United States 1847 Issue" which was serialized in nine issues of *Philatelic Gazette* during the 1916-1917 period. Much of this pioneer philatelic study would later become incorporated into Lester Brookman's own writings appearing some 26 years

2. A.F. Harlow, *Paper Chase*, Henry Holt, New York:1940, p.63.

3. C.J. Phillips, "Dr. Carroll Chase. The Foremost Plater of United States Stamps," *Stamps* 9:341-42 (Dec 8) 1934.

4. C. Chase, "Railroad Cancellations of the U.S. 1851 Issue," *Mekeel's Weekly Stamp News*, XXIII:17 (Jan 16) 1909.

5. C. Chase, "Notes on the 1¢ 1851-1857 Issue of United States Adhesives," *Phil. Gazette*, IV:4-9,23,80-85,104-07.

6. C. Chase, A.E. Owens, W.B. Sprague, "A Detailed History of the General Issues of United States Postage Stamps from 1847-1900," *Phil. Gazette*, IV:117-120,168-69,201-05,234-35, 1914. *Ibid.*, V:13,30-31, 73-75,143-44, 1915; *Ibid.*, VI:6-12, 1916.

later. Chase was frequently involved in collaborative investigations, beginning in 1912 on a list of earliest known dates of first postal use of U.S. and Confederate stamps, continued in tandem with Stanley Ashbrook in 1918, and culminating in a definitive study in 1936.<sup>7</sup> Chase entered a single pane in the 1913 International Philatelic Exhibition that was held in New York. His showing of U.S. stamps and carrier covers illustrated carrier, drop letters and allied cancellations and was not entered into competition.

With the outbreak of hostilities in Europe, Chase closed his successful Brooklyn medical practice and enlisted in 1917 in the French regular army as a surgeon. He received many battlefield decorations and was awarded the Chevalier of the Legion of Honor by the French Government following the war. His interest and love of French postal issues was born during this wartime hiatus. Chase returned to New York after demobilization where, because of financial circumstances resulting from his many years in the service, he turned to his most liquid asset to generate sufficient funds to re-establish his medical practice. His marvelous collection of 1847 issues was sold intact in 1919 to Congressman Ernest Ackerman through a private treaty sale by Elliott Perry. Some of the money generated from the sale was employed to acquire U.S. essays and proofs from the Nassau Stamp Co. John Klemann had arranged the purchase of the supreme collection of U.S. essays and proofs from the Earl of Crawford and offered them for sale, many examples of which were bought by Chase in 1918. Other important acquisitions came through the Worthington sale which was held in 1917 by J.C. Morgenthau.

Chase continued to build his 3¢ 1851-57 collection and his scholarly studies on the stamp appeared serialized in *The American Philatelist* beginning with the January 1922 issues and continuing until the July 1926 issue. Chase was able to show that the U.S. 3¢ imperforate stamps were produced from nine plates of 200 subjects each, and that several of the plates appeared in more than one state; *i.e.*, were reworked by re-entry so that later states differed markedly from the first state. Thus he identified 13 states of the plate of the 3¢ imperforate issue, making a total of 2,600 collectible varieties. It was the most thorough, detailed study ever undertaken of a U.S. postage stamp covering the development, design, production and use of the issue. His investigation did much to stimulate other American investigators such as Stanley Ashbrook, Lester Brookman, Max Johl to their own scientific specializations. Chase's serialized study was revised and rewritten in 1929, and *The Three Cent Stamp of United States 1851-57 Issue* appeared in its first edition as a 369 page book published by J.B. Moore.

Perhaps tiring of accumulating other than the 3¢ 1851 issues, Chase decided to cull his vast collection of U.S. 1851-57 issues both on and off cover. It was offered at the 341st Daniel F. Kelleher sale held in Boston on May 22-23, 1925. Acclaimed as the most important auction ever held of those issues, the sale was attended by a modest crowd of bidders including H.R. Duckwall, A.W. Filstrup, Judge Robert E. Emerson, Stanley Ashbrook, Perry Fuller, and Leland Powers. Prominent amongst the dealers were Eugene Costales who then represented the Scott Stamp and Coin Co., John Klemann, Philip Ward, Jr., and the Burger Brothers. Five bidders consisting of Duckwall, Ashbrook, Ward, Filstrup, and Emerson alone accounted for half of the purchases. An outstanding collection of ex-Earl of Crawford U.S. essays and proofs was sold for modest sums, details of which have previously been published.<sup>8</sup> Highlights of this major sale of 1851-57s included a reconstructed horizontal strip of six of the 1¢ 1851 including a copy of the type 1, 7R1e, which sold for \$505, a reconstructed sheet of 100 of the 1¢ issue from plate 1 which sold to Ashbrook for \$2,250. A complete reconstructed imperforate example of the major crack from plate II saw \$400, while

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7. S. Ashbrook, "Earliest Known Date of Using U.S. and Confederate Stamps," *Stamps*, 15:275-77 (May 16) 1936.

8. S.M. Bierman, "The 1925 Sale of Essays/Proofs from the Carroll Chase Collection," *Essay Proof J.*, 41:51-59, 1984.

the same reconstruction of the perforate went to order for \$406. A superb used copy of the imperforate type III 99-R2 was acquired by Duckwall for \$600, while another superb copy on cover was sold to Scott for \$900. A horizontal strip of eight of the 12¢ 1851 issue realized \$875. Choice covers abounded, including a copy of the 5¢ British Columbia in combination with U.S. 5¢ + 10¢ 1857 issue to Philadelphia, sold at \$260, while a superb vertical strip of three of the brick red U.S. 5¢ 1857 on cover from New Orleans to Ribeaupville was knocked down to Ward for \$1,000. One of the most remarkable postal history items was a small piece of cover with a U.S. 90¢ 1860, 1¢ + 5¢ 1857 used to make a 96¢ rate, and cancelled in blue, which sold for a piddling \$91. The auction by Kelleher brought Chase nearly \$43,000 albeit many items were not sold and thus offered again at Kelleher's 345th auction held on May 27, 1926. Amongst the re-offered items was a unique block of 15 of the U.S. 12¢ 1851 original plate proof in reddish violet, many unsold essays and proofs, as well as some 254 lots of U.S. 1851-57 issues on original covers to foreign destinations and domestically used. Among the more notable postal history items was a 1¢ light blue type 1, 7R12, with two copies of type II tied with a blue "South Carolina R.R." postmark, and a unique 24¢ gray-lilac and 30¢ orange used together on cover from Philadelphia to Hartford, Ct., unsold at the previous auction.

In the fall of 1926 Scott Stamp and Coin purchased Chase's award winning U.S. 3¢ 1851-57 collection which was displayed at the October 1926 International Philatelic Exhibition held in New York City where it was awarded the Palm of Honor with felicitations of the jury. The collection, consisting of 23 large volumes, was broken up for piece-meal sale, except for two important sections consisting of Steamboat and Mississippi Packets, and another of Railroad Postmarks. Both were offered for sale as units by Hugh Clark with the Packets being sold intact, and the Railroad issues being subsequently offered at Herman Toasperm's 11th auction held on November 19, 1926.

In 1928 Chase's many reconstructed plates of the U.S. 3¢ 1851 issue were offered by private treaty through Philip Ward, Jr.<sup>9</sup> In all there were 22 complete reconstructed sheets of 200 stamps, making 44 panes in all. The ten different plates were offered at what Ward stated were reasonable prices, being slightly in excess of what the normal 3¢ used stamp would have cost, and certainly not being reflective of the years of effort it took Chase to reconstruct the panes. Failing to sell, they were offered the following year by Charles J. Phillips by private treaty. Chase's collection of U.S. 10¢ 1851-57 issues was sold intact to A. W. Filstrup, while his Eagle and Franklin Carrier collection was purchased by B. K. Miller and incorporated into the latter's collection, later donated to the New York City Public Library.

Carroll Chase was elected to the presidency of the American Philatelic Society during the period of 1922 by a near unanimous vote of 462 members out of a total of 1,788 total membership in the then struggling APS. His presidential address as published in *The American Philatelist* was something less than inspirational. After first excusing his nervousness, the diminutive, balding and bespectacled president explained his difficulty in addressing the assembled congregation in his native tongue after years of conversing with French officers. Chase then went on to regale the audience with three racist jokes about black soldiers in the French army. His dialectic jibes at stereotyped black patois constituted an inauspicious presidential address with nary a word spoken of the philatelic nature of the meeting. During his stewardship as President of the American Philatelic Society he met, charmed and later married Dorothy Jean Ewing, daughter of a well known New York surgeon. Married on July 22, 1922, the newlyweds looked forward to a comfortable life.

In 1929 Chase, like so many other Americans, was caught in the financial aftermath of the October stock market crash. Embittered by the economic consequences of his financial investments, he chose to leave America to live in Paris where he was to devote his philatelic efforts to study the stamps of France. He operated out of his own bank, the Chase Bank at 41 Rue Canton where he was able to ride out the international financial crisis. He made many of

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9. P. Ward, "Dr. Chase's 1851 3¢ Plate," *Mekeel's Weekly Stamp News*, 42:170 (May 5) 1928.

his purchases of French stamps through Theodore Champion and Co., and noted that even during the German occupation he was able to acquire items from the many Paris bourses. His work on "Early Postmarks of France" was serialized in *Philatelic Journal of Great Britain* (1936-37), and he exhibited at PEXIP, the 1937 International Philatelic Exhibition that met at the Grand Palais, where his French Colonial stamps received a gold medal.

With war clouds gathering over Europe, Eugene Costales wrote to Chase expressing his concern over his friend's safety. Despite wartime restrictions which allowed few letters to get by German postal inspectors, plans were drawn by the two for Chase's secret departure from his second homeland. Fleeing occupied France through German lines, Chase succeeded in bringing along his stamp treasures which were carefully stashed in a false bottom compartment of his luggage. Following his successful escape to Portugal, Chase boarded the *Siboney* which docked safely in New York on February 28, 1941,<sup>10</sup> where Chase and his wife found temporary shelter with Eugene Costales. When Chase attempted to retrieve his false bottom trunk, he discovered that the item had been miscarried to Spain but with Tracy W. Simpson's intervention was able to recover his stamp treasures.<sup>11</sup>

Chase took up residence in Milford, New Hampshire, and returned to the laborious task of plating the U.S. 3¢ 1851 issue, succeeding in completing the plating of all 13 plates which were not only reconstructed but "proved." In 1942 he arranged for the reprinting of his 1929 book on *The Three Cent United States Stamp of the Issue of 1851* which was published through Tatham Stamp and Coin Co. in both a regular edition and a limited deluxe full leather edition of 50. He also began the serialized publication of "The First Hundred Years of U.S. Territorial Postmarks, 1787-1887" which appeared in *The American Philatelist* in 1941. The latter work, which represented the combined authorship of Chase and Richard McP. Cabeen, the stamp editor of the *Chicago Tribune*, appeared in 44 consecutive issues of the periodical and was published in book form in 1950 by the American Philatelic Society.

Chase's literary output continued with the publication of three books on the stamps of France during the 1951-61 period; he was honored for his contributions at the Centennial Stamp Exhibition held on January 15, 1949, which commemorated the first French postal stamp. He was likewise recognized at the Centennial Celebration of the U.S. 1851-57 Issue held by the National Philatelic Museum in July 1951 where he and his lifelong friend, Stanley Ashbrook, were both lionized. The two scholars were also acknowledged in July 1957 at the U.S. Perforation Centennial. Chase's honors were wide and varied, and included his signing of the Roll of Distinguished Philatelists in 1924, Crawford Medal in 1930, Lindberg Medal in 1931, John F. Luff Award in 1944, Alfred Lichtenstein Award in 1954 and election to the APS Hall of Fame in 1960. The U.S. Philatelic Classics Society established the Chase Cup in his honor and awarded him the Ashbrook Cup in 1957.

Dr. Carroll Chase lived the remainder of his long and productive life in Milford, New Hampshire, where he carried on his philatelic activities. He died on May 11, 1960, at the age of 81. Following his death, Chase's "France, 19th Century" was offered through Harmer, Rooke at its February 23-24, 1961 auction. Samuel C. Paige sold "The Dr. Carroll Chase Three Cent 1851-57 Issues. Choice United States Off (and On) Covers" at a December 8, 1961, sale, which included his complete working plates of the 3¢ issue. Chase's philatelic library was auctioned through Fritz Billig at a November 9, 1963, sale. Chase's study of *Classic United States Stamps 1845-1869*, a work illustrating the stamps of Dr. Don H. Silsby of Springfield, Mo., was published posthumously in 1962 by Herman Herst, Jr.

Dr. Carroll Chase's legacy to the philatelic community consisted not only of his pioneering studies which were to establish a firm scientific basis to the hobby, but also the spirit, enthusiasm and dedication that he brought to his life's enterprises and which same enduring qualities he generously shared with his fellow philatelists.

---

10. H.L. Lindquist, "Dr. Carroll Chase Returns to America," *Stamps*, 34:402 (Mar 22) 1941.

11. Tracy Simpson, "Carroll Chase," *U.S. 1851-'60 Chronicle* 37:1 (Sept) 1960.

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# TWO HUNDRED YEARS OF POSTAL COMMUNICATION: THE NETHERLANDS — UNITED STATES OF AMERICA

CORNELIS MUYS and JAN GIPHART

Translated from the Dutch by Cornelis Muys and J. Kobes

(Continued from *Chronicle* 128:238)

1857

## TRANSPORT WITH CANADIAN PACKETBOATS

We would also like to mention the Canadian packetboat service, the Montreal Ocean Steamship Company. This shipping line served between River du Loup and Liverpool in the summer months and between Portland and Liverpool in the winter months. This shipping line is also known under the name Allan Line which had started its sailings in the summer of 1857. This line came to the front when, at the renewal of the American-Prussian postal treaty signed in Washington on December 28, 1860, it was decided to set up exchange offices in Portland, Detroit and Chicago. These offices would have a connection via the Canadian packetboats with the Prussian exchange office in Aix la Chapelle (Aachen). Well-known ships were the *North Briton*, the *Norwegian* and the *Bohemian*. After 1865 this line faded out as a possible carrier of mail between the USA and The Netherlands.

Lastly, there still was the Cunard Line which, with the coming and going of domestic and foreign shipping lines, undisturbed carried on the service between Liverpool and New York/Boston. In Art. 1 of Circ. nr. 752 of April 26, 1869, it was pointed out that sailing from Queenstown, which since 1859 had been included in the sailing schedule, would now take place on Sundays.

## GENERAL REMARKS

When studying letters that were transported along the North Atlantic route one comes across the fact that a great variety of regulations played a role in the mail transport. This began with postal treaties and agreements made between, for example, England/France on the one side and West European countries such as The Netherlands, Switzerland, the German States, etc., on the other side, for services that England or France had to offer for Atlantic mail transport. In those contracts prices for transport of single letters and the weight progression to be used were always specified; it goes without saying that forwarding per Closed Mail does not follow the above mentioned lines. Besides this, England had its own one-sided regulations for mail exchange with the USA, which, after the signing of a postal treaty in December 1848 between England and the USA, were brought on a joint basis. Both these sets of regulations, under which the mail traffic USA - The Netherlands and vice-versa fell, did not always jibe with each other. A postage prepaid in the USA often got lost when the possibility of prepayment had not been provided for in the English-Dutch treaties, as was the case between 1843 and 1849.

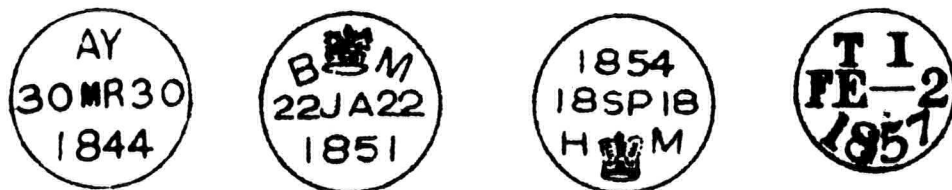


Figure 26. British datestamps in use 1844-60.

With the signing of postal treaties, such as with Bremen in 1847, with England in 1848, Prussia in 1852, France in 1857, and Belgium in 1859, the USA became more influential on both the level of rates to be charged and on the level of services rendered as to the mail to continental Europe. Exchange offices were appointed on both sides and terms such as Direct

*Engeland  
over Rotterdam*

**ENG. CORRESP.**  
*Over 'SHAGE*

Figure 27. Although the regulations originally stipulated that the markings "Engeland/over Rotterdam" and "ENG. CORRESP./Over 'SHAGE" were to be used for transport by private vessel, they are often found on letters sent by regular mail.

Mail, Open Mail, and Closed Mail were frequently used.

Direct Mail indicates the transport of mail from a port in one country to the port of destination in another country without touching the territory of a third country.

Open Mail refers to the mail transport from one exchange office to a foreign exchange office with which it has a relationship. This office passes the mail on to the next exchange office and so on till the letter reaches its destination.

Lastly Closed Mail, this way of mail handling is closely related to the transport by a closed mailbag as was practiced since the 17th century in the postal communication between the Republic (Republiek der Zeven Vereenigde Nederlanden) and France through the territory of the Spanish, later the Austrian Netherlands (Belgium). In transatlantic mail traffic it was mostly England which allowed this kind of handling, of which the Prussian Closed Mail is the best known example.

The packetboat rate for the Atlantic crossing New York/Boston to Liverpool dropped from 24¢ to 16¢ per ½ oz. after 1848 and in the treaty with France of 1857 it even dropped to 6¢ per 7½ grams. Beside this sea rate, the transit costs via England also played a large role.

The English datestamps that were used in this period, from 1844 to about 1860 on mail to and from The Netherlands, were practically all placed in London in red ink and were of the types in Figure 26.

#### 1847

#### TRANSPORT WITH FRENCH PACKETBOATS 2nd PERIOD AND POSTAL TREATY USA-FRANCE

Let us now look back at the French effort toward the North Atlantic mail transport at the middle of the last century. Circular nr. 378 of October 6, 1847, makes mention of a regular packetboat service between Havre and New York with one sailing in the winter months and twice in the summer months.

##### Article 1

Correspondence with North America via  
Havre and N.Y.

Officials of the Government Post Office are notified that the regular packetboat service which exists at the moment between Havre and New York has been organized in such a way that during the four winter months, beginning with December, once a month and during the other eight months twice a month a packetboat will sail from each of the two ports mentioned above. The departure dates for the coming months are set as follows:

From Havre: October 10th and 24th, November 10th and 24th, December 23rd, January 22nd, February 21st and March 21st.

From New York: October 25th, December 9th and 24th, January 23rd, February 21st, March 21st and April 21st.

##### Article 2

These packetboats can be used to send letters and newspapers from The Netherlands to the USA and vice versa from North America to this kingdom. Letters sent from this country are subject to a compulsory prepaid postage of the normal Dutch postage from the place of sending to the French border (calculated according to the postage list of the former border office Bergen [Mons]), increased with a French charge of 50 cents, which includes the sea postage; this pays the letter to New York. For newspapers sent with this service the charge will be 10 cents per sheet.

This Circular concerns the French company Hérout et de Handel that in early 1847 received a subsidy from the government to start a steam packet service between Havre and New York. The service was started with frigates taken over from the Navy, which were rechristened *Union*, *Philadelphie*, *Missouri*, and *New York*. Because the harbour of Havre was not yet suitable, they initially sailed from Cherbourg. The *Union* opened the service on June 22, 1847. The last sailing was done by the *Missouri*, that left Havre on December 23rd and returned on February 23, 1848. The service struggled with so much adversity — sailing without enough coal, damage caused in New York harbour due to language problems with the pilots, etc. — that this initiative also was doomed to failure.



Figure 28. Markings used on mail by Hérout et de Handel Line.

The handstamps that were used on letters transported with this service, and that for the greater part were struck in Paris, are shown in Figure 28.

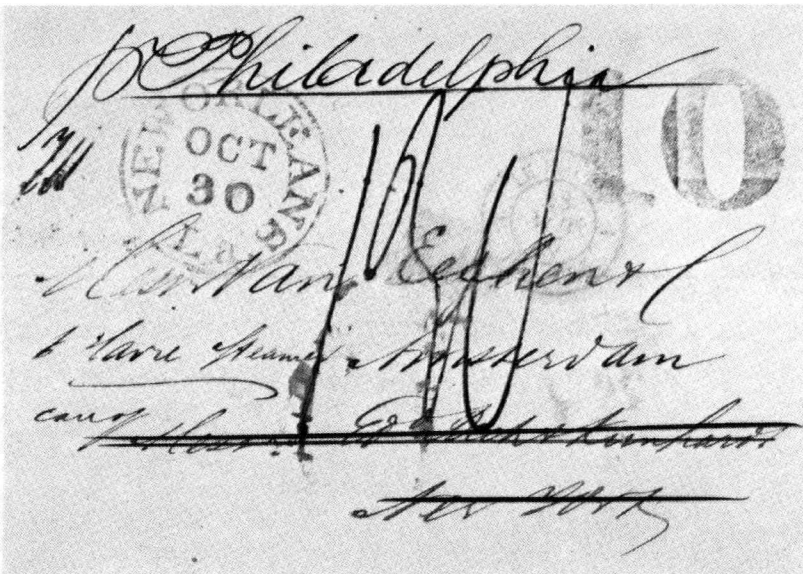


Figure 29. Letter sent in 1847 by *Philadelphie* of the Hérout et de Handel Line with the receiving stamp LE HAVRE/PAQ. REG./1. (Collection C. Baert, Rotterdam.)

On January 29, 1848, it was announced here in The Netherlands that this service was discontinued, (Circ. nr. 379):

Article 6

Temporary stoppage of the packetboat service between Havre and New York

The regular packetboat service between Havre and New York, of which the postmasters were notified by articles 1-6 of resolution of Oct 6th nr. 47 (Circ. nr. 378), has now been discontinued, as witnessed by a notice from the French Postal Administration, beginning with the boat that should have sailed in this month of January. Consequently and until further notice, no letters or printed matter will be accepted from the public for conveyance on this route. Meanwhile measures have been taken on the part of the French and Dutch authorities so that mail that was already posted will be sent through London via Liverpool to North America; which latter route, apart from the use of private vessels, continues to be available for this correspondence.

All the same the French Postal Administration kept issuing notices of the possibility of sending mail to overseas countries (including the USA) per private vessel via a French port, by Circular nr. 458 of March 11, 1852.

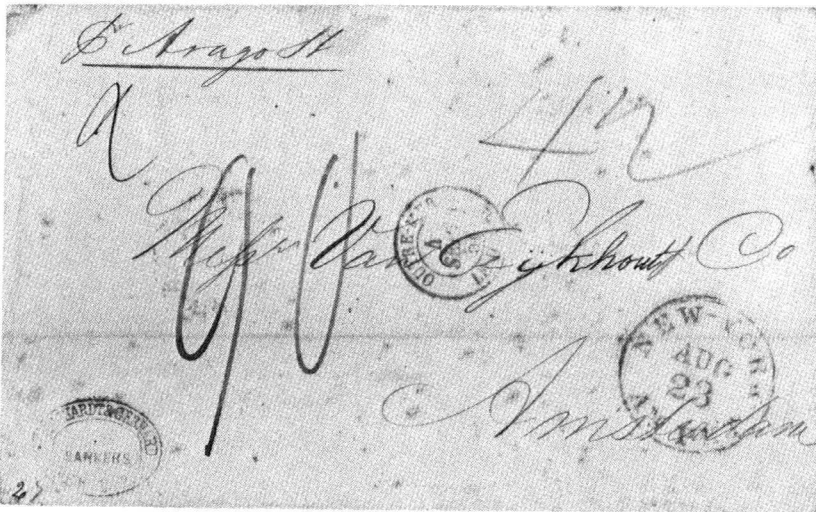
**1855**

On May 26, 1855, on behalf of the French Postal Administration the following notice was made in Circular nr. 503.

Article 3

Correspondence with the USA via France

The same Administration has notified us that there is now once again a regular steam packetboat service between Havre and New York by which also letters from this kingdom can be sent to the USA and vice versa. This will take place according to what is stated in art. 7, I<sup>a</sup>(e) and art. 10, 5<sup>th</sup>, I<sup>a</sup>(r) of the Instruction, approved by the resolution of March 11, 1852, nr. 87 (Circular nr. 458). These packetboats will sail every three weeks from each of the already mentioned ports. The sailing dates from Havre have been set for this year as follows: June 9th and 30th, July 21st, August 11th, September 1st and 22nd, October 13th, November 3rd and November 24th.



**Figure 30. From New York to Amsterdam via Havre and Paris in 1856.**

Although it was not mentioned as such, the impression was created that the above mentioned service referred to a French packetboat service. However the notice really concerned the New York and Havre Steam Navigation Company which has already been dealt with. With Circular nr. 525/Art. 1 of December 27, 1856, one was again reminded of the possibility of transport by private vessel to which was added that the French weight progression would apply. This however was always the case in postal traffic with and via France and was only changed in 1868.

**1857**

The first postal treaty between the USA and France took effect on April 1, 1857. This was published in Circ. nr. 531 of April 18, 1857.

Article 3

Correspondence with the USA via France

The sending of mail between this kingdom and the USA, insofar this happens via France, will from next May 1 be regulated by the following rules:

§ 1. The route "over Frankrijk," with or without further indications as to the way of shipment, must be written on the address-side of the letter, but for the provision made in §5 hereafter.

§ 2. The transport from France to the USA will take place either with the existing or newly to-be-created packetboat services from Havre to New York or with closed mail which will be sent in transit via England between France and the USA. This latter route is taken every time when in doing so letters will arrive earlier than by means of the direct packetboats from France.

§ 3. Letters can be chosen to be sent unpaid or prepaid to their destination.

§ 4. The postage for the whole distance, which is from place of origin in this country to the destination in the USA or vice versa, will be 10 cents Dutch postage and 50 cents for foreign postage and charges, which is in total 60 cents for a single letter weighing not over 7½ grams, while further the French weight scale will be used.

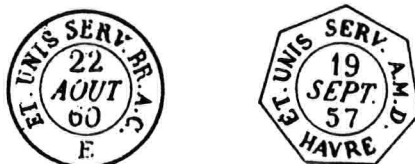
§ 5. Besides what is already mentioned in § 1, all letters for the USA which are found unpaid in mailboxes, and although the writer would have preferred a different route, will be forwarded via France, thus preventing them from being detained.

§ 8. Registration of letters sent to or via the USA is not possible.

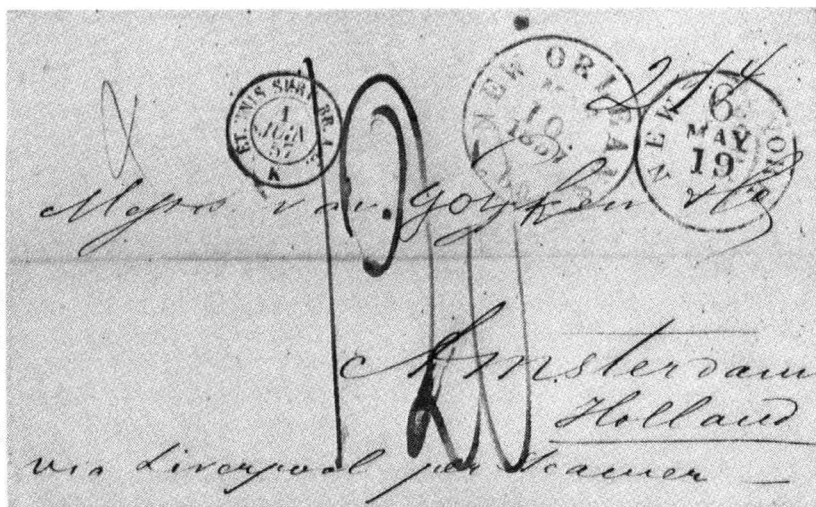
§ 9. The regulations of this article do not concern letters for the USA which are sent along another route but only those sent or received via France.

Prior to this treaty as we have seen earlier, all letters from the USA for The Netherlands that arrived in Havre were stamped with the receiving marks shown in Figure 11. These were followed till 1861 by other datestamps\*\* on mail to The Netherlands via France and among others those shown in Figure 31.

**Figure 31. Etats Unis Service Britannique — Ambulant Calais; Etats Unis Service Americain Direct — Havre.**



Meanwhile, in February 1855 the Compagnie Générale Maritime was established by the brothers Pereire, which at the end of 1861 changed its name to “La Compagnie Générale Transatlantique.”



**Figure 32. Unpaid double letter in French mail, 1857, by British packet.**

**1862**

It was this organization, with its extensive shipping network over the North and South Atlantic Ocean, that gave France a prominent place in the regular postal transport to North and South America in the second half of the 19th century. The service between Havre and New York was opened in June 1864 with the paddlesteamer *Washington* (3200) built in

\*\*Several of the stamp figures used to illustrate the French contribution in this article, have been taken from Raymond Salles: *La Poste Maritime Française*, Vol. IV.





Figure 33. Unpaid double letter in French mail, 1857, carried by American packet *Arago*. (Collection P. R. Bulterman, Blaricum.)



Figure 34. Seal of the Compagnie Générale Maritime.

Greenock, Scotland, in 1863-64. The *Lafayette*, *Europa*, and *Nouveau-Monde* were also used on this route. Known postmarks from this period are illustrated in Figure 35.



Figure 35. Markings associated with French Line vessels *Lafayette*, *Washington*, *Europe*.  
1864

Circular nr. 626 of June 21, 1864, notified the Dutch public of this service:

Article I

Packetboat service between Havre and New York

According to a notice from the French Postal Administration, a monthly French packetboat service will be opened between Havre and New York which will sail in 1864 as follows: From Havre: seven o'clock in the morning on July 27th, August 24th, September 21st, October 19th, November 16th and December 14th.

From New York: twelve o'clock noon on July 16th, August 17th, September 14th, October

12th, November 9th, December 7th and January 3rd (1865).

The crossing will take 276 hours.

The possibility exists to send letters, etc., with the abovementioned boats on the same conditions as apply to the transport by British or American packetboat to the USA via France.

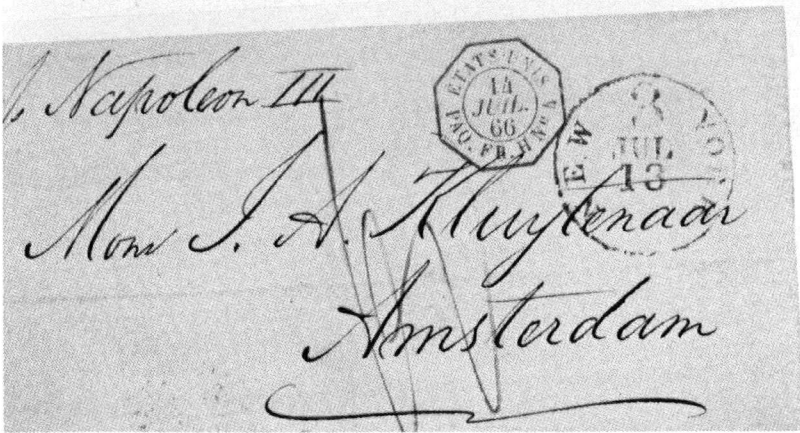


Figure 36. Unpaid letter in 1866 by French packet *Napoleon III* of Ligne H from New York via Havre to Amsterdam.

In Circular nr. 645/Art. 1, of June 6, 1865, it was announced that the sailings had been diverted from Havre to Brest, while Circular nr. 669 of March 12, 1866, mentioned that starting March 15 sailing in both directions would take place every fourteen days. In the period 1864-1872 new entry stamps were used by this line of which those carrying the number 2 were used in Paris (Figure 37).

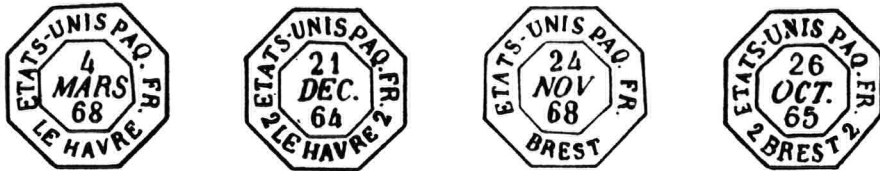


Figure 37. Entry datestamps used 1864-72.  
1866

In March 1866 the well known datestamp "Ligne H" was introduced. New ships with larger tonnage, more power and propeller-driven were introduced. Familiar names are *Pereire*, *Napoleon III*, *Ville de Paris* and *St. Laurent*. Markings used in this period were, among others, as shown in Figure 38.

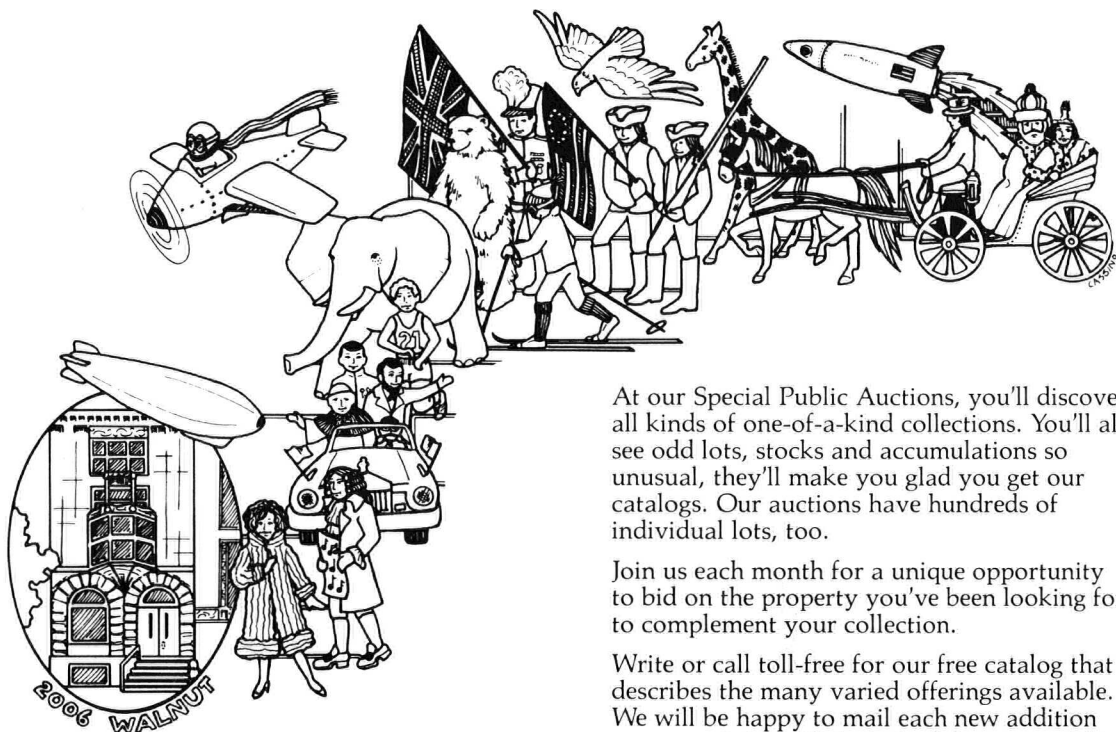
Prepaid letters in this period received the stamp NEW YORK PAID ALL upon arrival in New York. Further notices about this service, after the postal treaty between The Netherlands and the USA became effective, are no longer of significance for our subject.



Figure 38. Ligne H datestamps.

(To be continued)

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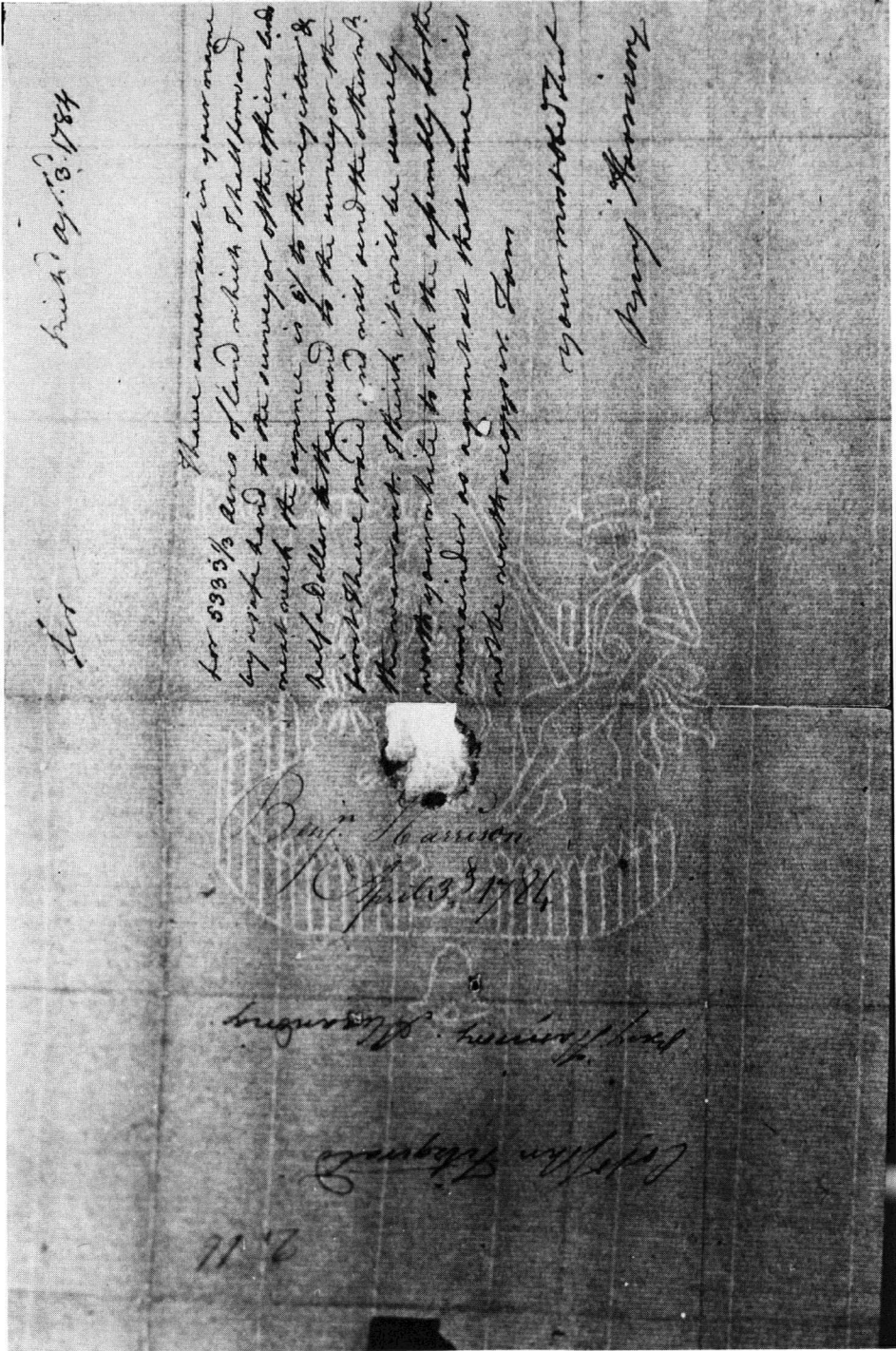
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**AMERICA'S FIRST PATRIOTIC COVER?**

THOMAS J. ALEXANDER



Richd. 13. 1784

I have answered in your own  
for 833 1/2 acres of land which I shall however  
by note hand to the surveyor of the office and  
meet over the expense is of the surveyor &  
half dollar to the surveyor of the surveyor the  
first I have paid, and will send the other  
the amount. I think it will be surely  
with your white to ask the assembly for the  
remainder as a grant as that time will  
not be worth a penny. I am

Your most obedt  
servt  
James Harrison

Genl Harrison  
April 19, 1784

James Harrison

James Harrison

112

The illustration shows a letter and its attached cover written by Benjamin Harrison at Richmond on 3 April 1784. Harrison, a Signer of the Declaration of Independence from Virginia and father of William Henry Harrison, was at the time the Governor of Virginia. It is addressed to Alexandria and bears Harrison's frank on the address leaf, although the postmaster rated it 2.16 postage due.

The design of the watermark appears to include a log stockade, a frontiersman holding a rifle with a hat (liberty cap?) on its muzzle, a (liberty?) bell appended to the base of the stockade gate, and the words PRO PATRIA. There is another, indistinct figure at the upper center of the design, which may be a lion rampant with a scimitar in its paw.

Either the paper or the watermark mold was imported from Holland, where the mold was adapted from an earlier design for the American trade. In the earlier design the central motif is definitely a crowned lion with a scimitar; the figure at the right is female rather than a frontiersman. There is no bell below the gate. Can anyone explain the significance of the earlier design?

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**GOVERNMENT CARRIERS AT PHILADELPHIA: 1860 - 1863****AN EPILOGUE****ROBERT J. STETS, SR.***(Continued from Chronicle 128:256)***THE OCTAGON CARRIER MARKINGS**

The two Philadelphia Carrier Markings that I would like to discuss are the two octagonal markings in Figures 8 and 9.

Perry, in his "notes," stated that these two markings were used simultaneously, the U.S.P.O. DISPATCH octagon at the main post office, and the U.S. PENNY MAIL octagon at the sub-post offices. He believed that the letters appearing in the U.S. PENNY MAIL markings represented the letters by which these sub-post offices were later identified.



**Figure 8. May 1860(?)–April 1862.  
Hours 8 AM, 11 AM, 2½ PM, 5  
PM. No year date.**



**Figure 9. April 1862–August 1863.  
Letters A, B, C, D, E, and U. No  
year date.**

I do not agree with these interpretations. It is my belief that these two markings were used successively — the U.S.P.O. DISPATCH octagon first, followed by the U.S. PENNY MAIL octagon. I also believe that both markings were used at both the main post office and at the sub-post offices.

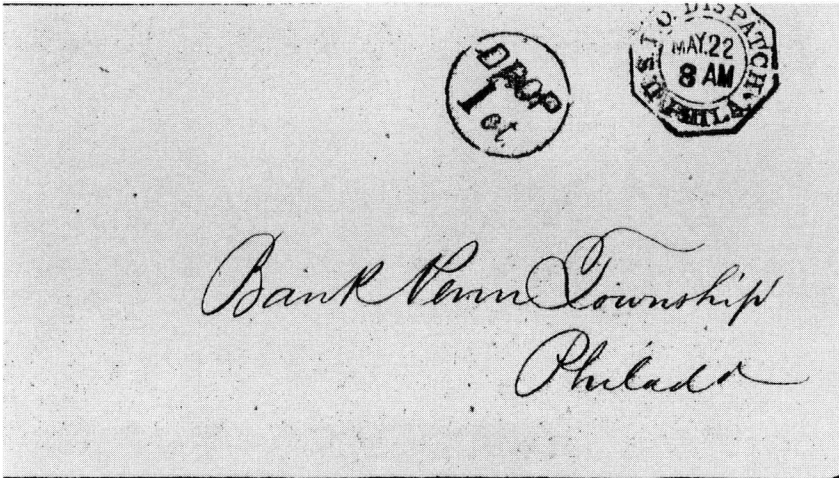
In his review of Elliott Perry's notes on the Philadelphia carriers, appearing in *Chronicle* 120:239 (November 1983), Editor Robert Meyersburg asked the question: "Can anyone show a dated U.S.P.O. DISPATCH letter later than April 9, 1862, or a U.S. PENNY MAIL cover earlier than April 10, 1862?" No answer has been forthcoming.

**U.S.P.O. DISPATCH**

The period of use for this marking is the most difficult to date. I believe that it was in use as early as May 1860, and used as late as April 1862. This marking was apparently not applied to covers addressed "out of town" and taken to the post office by Philadelphia carriers for forwarding via the mails. A few examples do exist on covers delivered from the post office (Figure 10), and at least four examples have been recorded on covers addressed to "Boxes" at the Philadelphia P.O., but most of the examples we see are on letters delivered within the city (Figure 11).

When used on city letters, the U.S.P.O. DISPATCH octagon is usually struck twice — once to cancel the stamp, and once again on the front of the cover. During the period when the 1¢ 1857 issue was in use, only docketing on the cover, or enclosure, or other postal markings can give us a clue to the year of use.

Thus, two covers provide some evidence for the May 1860 dating. One has a U.S.P.O. DISPATCH octagon marking dated MAY 22 and has a further marking "DROP/1ct" (in circle) on a stampless cover to the Bank of Penn Township (Figure 12), while the second is a similar cover with MAY 24 in the octagon (Perry's photofile). Assigning an 1860 year date to these covers is reasoned as follows:



**Figure 12. This U.S.P.O. DISPATCH cover is believed to have been delivered on May 22, 1860, based on the reasons discussed in the text. (Coll. of N. Shachat)**

Fortunately, the U.S.P.O. DISPATCH octagon is found on covers bearing the 1¢ Civil War issue (Scott #63) and this positively dates the usage as being on or after August 19, 1861 (when this issue was first available at Philadelphia). I have recorded the U.S.P.O. DISPATCH octagon on 16 covers bearing stamps of the Civil War issue, with the earliest confirmed date being Sept. 2, 1861, and the latest Jan. 29, 1862. The latest recorded use of the U.S.P.O. DISPATCH octagon is April 9 (1862), on a stampless cover to the Bank of Penn Township, with a “DROP/1ct” (in circle) handstamp and a Philadelphia townmark — a small double octagon dated April 8, 1862 (year inverted) from Perry’s photo file (Figure 4).

During the period July 1, 1860, to April 9, 1862, covers to out-of-town destinations are found bearing 1¢ + 3¢ stamps with Philadelphia postmarks, but without any U.S.P.O. DISPATCH carrier marking on the cover.

I believe the U.S.P.O. DISPATCH marking was used not only at the central post office, but in the sub-post offices as well. It just would not make sense to send a city letter from a sub-post office to the central post office for cancelling, and then return it to the same sub-post office for delivery. The expressed purpose of sub-post offices was to expedite mail delivery.

The official Philadelphia Post Office notice describing the proposed expansion of carrier operations in 1857 (*Chronicle* 116:241, 242, November 1982) states:

Each of these offices [sub-post offices] . . . is the center of a delivery and collection district.

\* \* \*

. . . letters deposited in the boxes of a district will be taken by the collectors to the district office.

The *Report* of the Postmaster General for 1857, under “CITY POSTS” (page 974), speaking about carrier activity, says, “In New York, I found that everything had been done that could be accomplished under existing laws, except the transmission of drop letters direct to their address without going into the main office, which is now done.” Since this *Report* referenced City Posts at Philadelphia, we can infer that Philadelphia was already transmitting letters dropped at the sub-post offices direct to their address without going into the main office.

The *Report* of the Postmaster General for 1860 includes a detailed description of the operation of the carrier service in New York City. This report states that letters collected from boxes are carried to the nearest stations. It further states, “To insure a more prompt delivery of city letters, they are exchanged between the stations as soon as possible after the collections are made.” In light of the PMG’s comments in his 1857 *Report*, Philadelphia must have been following a similar procedure between its sub-post offices.

## U.S. PENNY MAIL

Just why did the Philadelphia Carrier Service change its name? Although there is a report of a U.S. PENNY MAIL marking on a 1¢ '57 stamp, in Tracy Simpson's *U.S. Postal Markings* (which he credits to a report in *Postal Markings*) this could possibly be a use of the 1857 issue after demonetization. (This study has turned up at least two allowed uses of demonetized 1857 stamps, both in 1862.) Except for the single use mentioned by Simpson, all reported uses of the U.S. PENNY MAIL octagon marking are dated April 1862 or later and appear on the stamps of the Civil War issue (Scott #63 or #65).

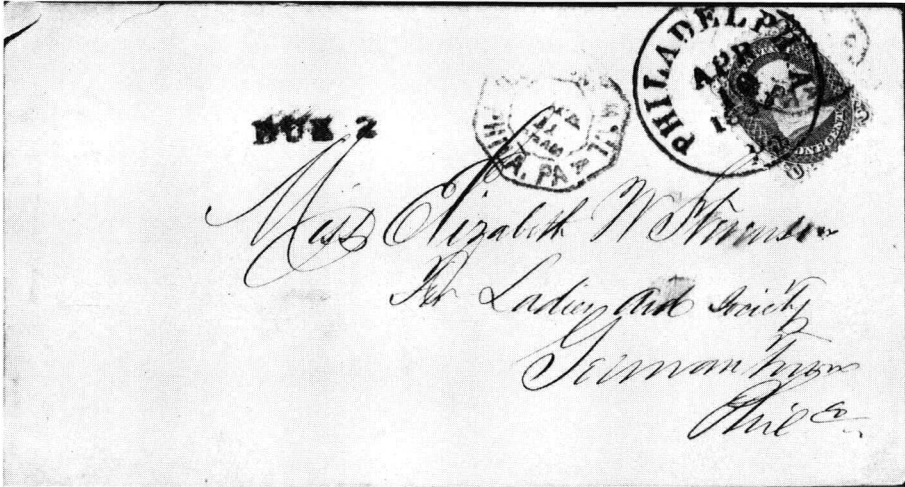


Figure 13. The earliest reported use of the U.S. PENNY MAIL carrier marking. The Philadelphia town mark is reported as APR 10, 1862. The PENNY MAIL marking is APR 11, 8½ AM, struck twice, once on the stamp, once on the cover. Germantown at this time was not within the area served by the Philadelphia Post Office so the proper charge was 3¢, hence the "DUE 2". (Perry's photo file)

To answer the question posed above, we must be aware that, in January 1862, the United States P.O. Department took over the operation of Blood's Local Post, including its collection boxes, and many of its employees.<sup>2</sup> It is my opinion that the Philadelphia Postmaster, following the takeover of Blood's, which was using a cancellation device "BLOOD'S PENNY POST," decided to change the name of the Philadelphia Carrier Service

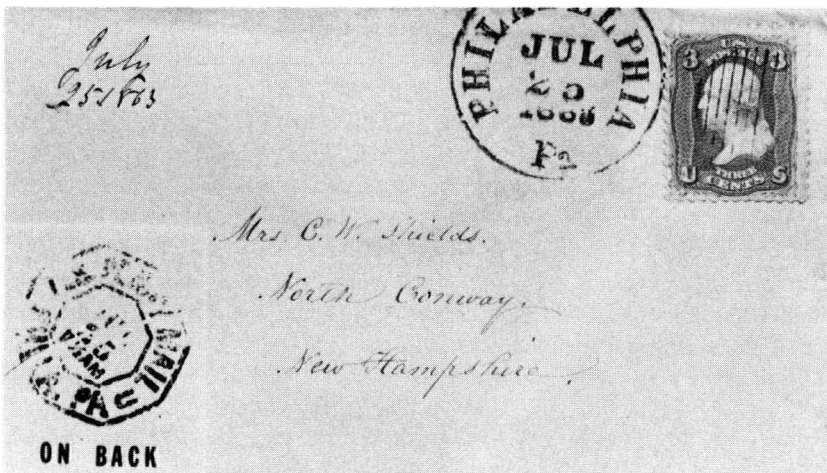


Figure 14. Use of the U.S. PENNY MAIL marking JUL 25 (1863) on a letter "to the P.O." 25 days after the carrier fee system had been abolished.

2. "Farewell Letter of the Proprietors," *Philadelphia Postal History*, 1980, p. 38.

to reflect this consolidation, and he therefore changed the name to U.S. PENNY MAIL.

All U.S. PENNY MAIL markings reported to the author were used between April 11, 1862 (Figure 13), and July 25, 1863 (Figure 14), which is 25 days after the carrier fee system had been abolished. The latest date recorded appears in the book on Blackjacks in the Allen Collection (page 101) where there is an illustration of a U.S. PENNY MAIL marking dated AUG 10 on a 2¢ Blackjack. The text states, "If the marking on this stamp is authentic, it was applied in error." I believe that this use is genuine, and was not applied in error, and represents a use of the U.S. PENNY MAIL octagon 41 days after the fee system was abolished. I have recorded six uses of the U.S. PENNY MAIL octagon after July 1, 1863.

#### MARKING ON FRONT OF COVER

An interesting development has been revealed from a study of some 89 covers bearing the U.S. PENNY MAIL octagon (only 24 covers were listed in Perry's file).



**Figure 15. The U.S. PENNY MAIL carrier marking has been reported on the address side of letters "to the P.O." only between May 6, 1862, and June 8, 1862. After June 9, the carrier marking appears on the reverse side of 1¢ + 3¢ combination covers.**

Between May 6, 1862, and June 8, 1862, on letters bearing a 1¢ + 3¢ combination, the U.S. PENNY MAIL octagon has been reported on the address side of the cover (Figure 15). From June 10, 1862, the carrier marking appears on the back of such 1¢ + 3¢ covers that originated at Philadelphia. This placement of the U.S. PENNY MAIL marking (on the back) continues after July 1, 1863, and is true for the July 25, 1863, cover (which bears only a 3¢ stamp, since the carrier fee had been abolished). This use of the U.S. PENNY MAIL octagon is in contrast to the period during which the U.S.P.O. DISPATCH octagon was in use, when no such marking appeared anywhere on the 1¢ + 3¢ covers.

The use of the U.S. PENNY MAIL octagon on local city letters bearing the 1¢ 1861 issue is the same as the U.S.P.O. DISPATCH on the 1¢ '57 or 1¢ '61 issues — the carrier marking is struck once to cancel the stamp and again on the cover. In cases where a 3¢ stamp was placed on a locally addressed letter (apparently overpaying the 1¢ fee), the markings are the same as if the stamp had been a 1¢ stamp.

In addition to the hours appearing in the U.S. PENNY MAIL cancel reported by Perry, I have recorded 8½ AM, 3½ PM, and 4½ PM. The various hours now reported are therefore: 8½ AM, 9½(?) AM, 11½ AM, 2½ PM, 3½ PM, 4½ PM, 5½ PM, and 8½ PM.

#### MEANING OF LETTERS IN MARKING

The single letters appearing in the U.S. PENNY MAIL octagon marking (between "PA" and "MAIL") have long been a subject of discussion. Perry believed that they represented the letters of the stations set up by the Philadelphia Postmaster as he expanded service throughout



Philadelphia County.

Perry reported letters "A", "B", "C", "D" and possibly "E". I have confirmed his report of letter "E". Unfortunately for Perry's theory, Station E, which replaced the independent post office of Port Richmond, Pa., wasn't opened until June 27, 1863, while the reported letter "E" covers are dated between June 8, 1862, and January 24, 1863 — before Station E was established. In addition, I have recorded letter "U", and there was no Station U until about 1873.

The author has gone into considerable detail on the subject of the Letter Station cancels of Philadelphia in an article in *Philadelphia Postal History* (1980). Those who seek more information on this subject may consult that article (see bibliography).

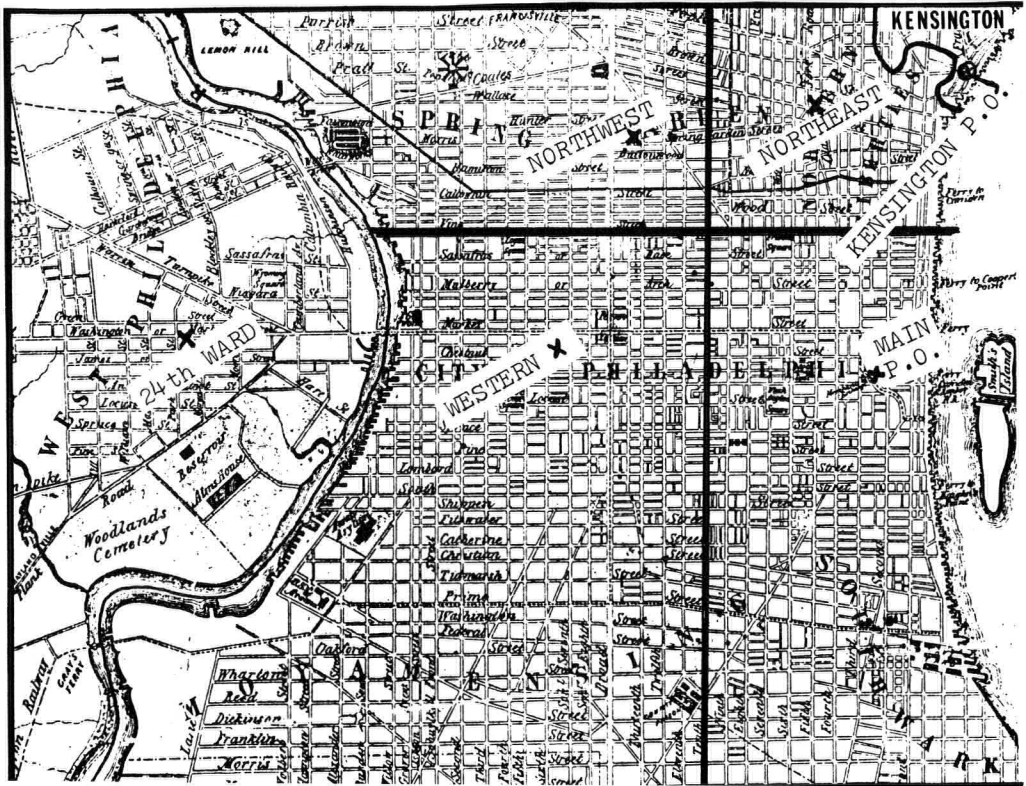


Figure 16. Map shows approximate locations (indicated by "X") of the four sub-post offices established to facilitate carrier delivery of Philadelphia's mails. The area between the Delaware and Schuylkill Rivers was divided into four areas by Vine St. and Tenth St. The sub-post office "24th Ward" served the area of West Philadelphia "excluding the areas served by the Blockley and Kingsessing post offices." "The Kensington Postmaster has made such arrangements as to make his district conform in all particulars, to the system."

Suffice for this discussion to say that at the time the U.S. PENNY MAIL marking was in use, the "stations" set up in 1858/59 (actually called sub-post offices by the Philadelphia Postmaster) were not known by letters, but were called "Western," "24th Ward," "Northwest," and "Northeast" (Figure 16). About July 1, 1863, these four sub-post offices became Station A, Station B, Station C, and Station D respectively. The earliest postmark showing a "Station" identification has been reported as Station C, dated Sept. 1, 1863. This Station C marking appears on the back of an out-of-town letter, exactly copying the cancelling procedure used by the carriers during the fee system period, and only 22 days after the latest reported use of the U.S. PENNY MAIL cancel on August 10.

So what do the letters in the U.S. PENNY MAIL marking represent? I believe that these letters simply identified the handstamp, although one or more may have been assigned to



specific sub-post offices. An analysis of the 89 reported markings breaks down as follows:

Period of use	Quantity	Letter	Hours reported
	18	unclear	unclear
4/11/62-8/10/63	36	A	8½AM, 9½(?)AM, 11½AM, 2½PM, 3½PM, 5½PM, 8½PM
	0	B	reported by Perry, not seen by this author
5/14/62-6/11/63	6	C	8½AM, 5½PM, 8½PM
4/24/62-8/30/62	12	D	8½AM, 11½AM, 2½PM, 5½PM
6/8/62-1/24/63	3	E	11½AM, 2½PM, 3½PM
2/9/63-7/25/63	14	U*	11½AM, 2½PM, 4½PM, 5½PM

\*(not reported by Perry)

It was originally my belief that the letter "U" on the 14 covers reported above, was a broken letter "D" (note that all letter "U" covers are dated after all reported letter "D" covers); however, Ed Harvey made some side by side enlargements of the "D" and "U" letters in the cancel, and this possibility now seems very unlikely.

I believe that letter "A" marking was probably used at the central post office:

1. The few letter "A" covers that have corner cards all show center city addresses.
2. Letter "A" covers show the greatest frequency in the analysis, which you would expect of a main office.
3. Letter "A" covers show the greatest variety of hours in the markings, which you would expect at a main office.

The letter "D" marking may possibly have been used at the "Western" sub-post office:

1. This office was located in the west-central area of the city, at 1621 Chestnut St. in 1857, at 1713 Chestnut St. in 1861 and at 41 South 18th St. in 1862.
2. From a correspondence originating at 1914 Rittenhouse St. (only a few blocks from the "Western" sub-post office), all the PENNY MAIL markings show the letter "D".

As for the other letters, we really don't have sufficient data to make a valid guess, but possibly they were used at "24th Ward" (West Philadelphia), "North West" and "North East" sub-post offices. The letter "U" may have been a substitute canceller used when something happened to the letter "D" cancel. The author would appreciate any reports of covers bearing letters "B", "C", "D", or "E" from readers of this article, especially covers having return addresses.

Thus we see that the U.S.P.O. DISPATCH marking and the U.S. PENNY MAIL marking represent continuing progress on the part of the Philadelphia Postmasters to expand their service and provide carrier delivery service to the huge area that was suddenly thrown open to them in 1854.

Correspondence from readers on the subject of these two Philadelphia Carrier markings is invited. Write to Robert J. Stets, P.O. Box 142, Walterboro, S.C. 29488.

#### ACKNOWLEDGEMENTS

Thanks are due to a number of collectors who assisted in this study. First, to Robert Meyersburg, who made available covers from his own collection and copies from Elliott Perry's photo file. Then to Richard Frajola, Edward Harvey, Donald Johnstone and Norman Shachat, who have supplied information from their collections, and offered suggestions for improving the manuscript.

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LOOKS ARE DECEIVING

STANLEY PILLER

In *Chronicle* 105 (February 1980) page 23, Creighton Hart, in an article on the Noble 1847 covers, states: "Unless you have examined as many 1847 covers as I have you may wonder why these two covers remained undetected fakes for such a long time."

One of the covers Mr. Hart was referring to is pictured in Figure 1. According to Mr. Hart, "It would be no problem for a faker to paint in a tie or to have a handstamp made copying the 10 in an oval."

In *Chronicle* 125 (February 1985) page 31, Mr. Hart, in an article on the Pope 1847 collection and sale by John Fox, states again: "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 [one of the items being Figure 1]."

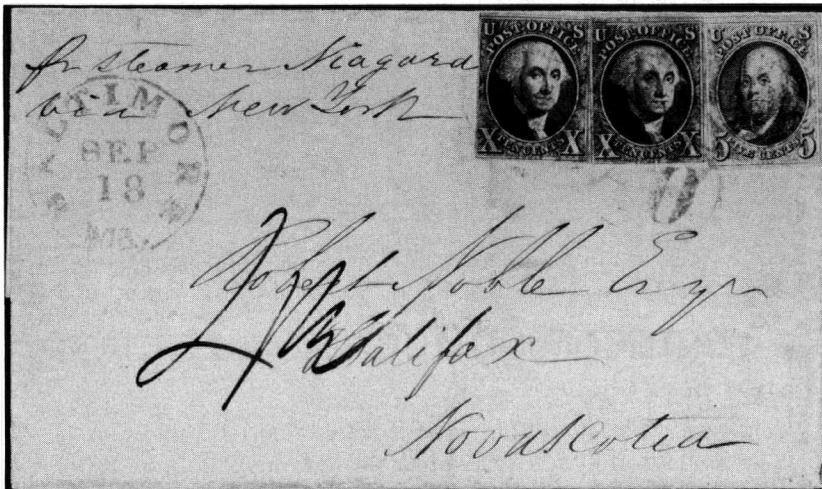


Figure 1. Folded letter postmarked Sept. 18, 1849, at Baltimore.

What was the basis for Mr. Hart and Mrs. McDonald in a previous article to call this cover a fake? The cover in Figure 1 has the direction "per steamer Niagara via New York." The rate to New York from Baltimore was 5¢. The cover has a marking of 4½d., indicating a single rate. Therefore, the 10¢ stamps must have been added. But were they?

In Susan McDonald's article, "Cunard Packet Mail between Nova Scotia and the United States," *Postal History Journal* (Sept. 1971, pp. 2-14; Jan. 1972, pp. 27-40), she states: "The same remarks [about single rate of 5¢] apply to a similar cover from the same correspondence dated Sept. 18, 1849, also with a single 5¢ and two 10¢ 1847 stamps. It too went on the New York packet — the 'Niagara' sailing Sept. 19." But did it?

In a phone conversation with Susan McDonald I learned she had never seen the cover, just photographs of it. Creighton Hart had an opportunity to view the cover as he attended the Pope sale.

The title of this article is "Looks are Deceiving," and they really are. The cover from a logical standpoint looks bad — but is it? Now, to quote a newscaster, for the rest of the story.

In J.C. Arnell's book *Atlantic Mails* published by the National Postal Museum of Ottawa, Canada, on page 309 are listings of Cunard transatlantic sailings to New York for the year 1849. The *Niagara* left New York on Sept. 19 and arrived in Halifax on Sept. 22, 1849. This is a very important fact. Figure 1 is the cover as most everyone sees it. Figure 2 is the letter sheet opened up for all to see.

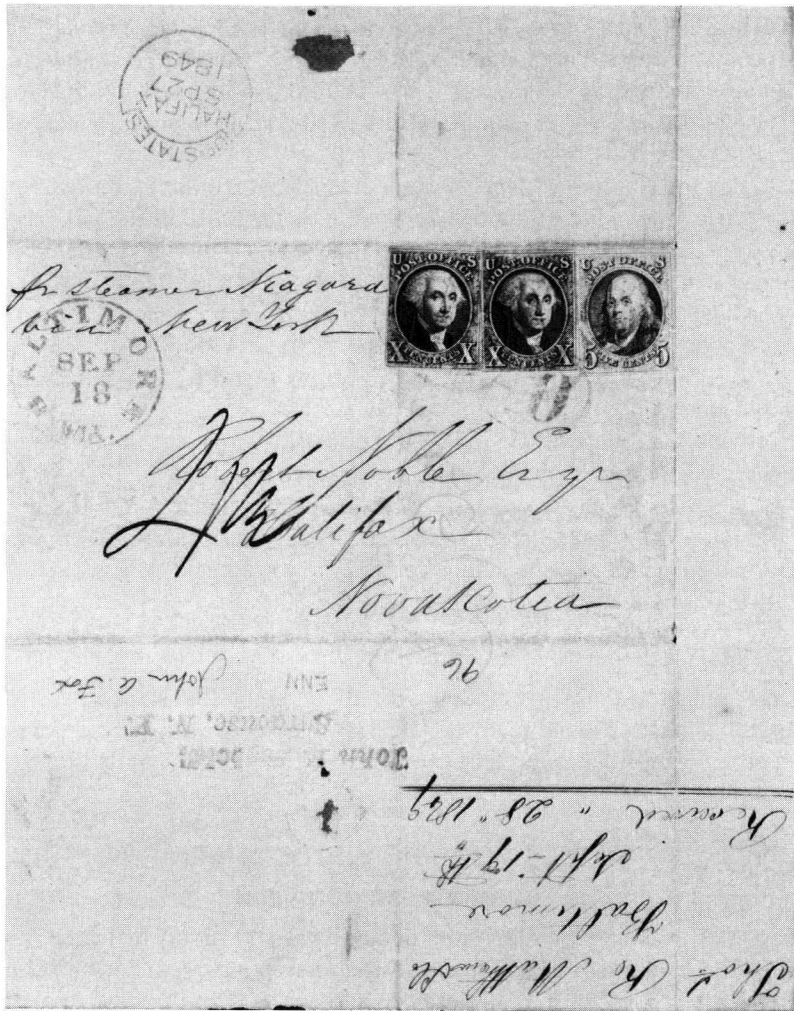


Figure 2. The same letter unfolded to show reverse.

What are the facts, not suppositions?

1. There is a docketing which states that Thomas Matthews Co. wrote the letter in Baltimore on Sept. 17, 1849, and it was received Sept. 28, 1849.
2. There is a cds which reads UD-States Halifax Sp 27 1849. Another very important fact.
3. There is a blue Baltimore cds which is dated Sep 18.
4. There are blue "10" in oval cancels, cancelling and tying the stamps together and to the cover.
5. There is a 4½ ms marking.
6. There is a file fold through the left 10¢ and the 5¢ stamp.
7. There is toning of the blue paper tying the right 10¢ stamp to the cover.

On page 293 of Arnell's book are the Cunard Transatlantic sailings to Boston for the year 1849. On Sept. 26 the ship *Europa* left Boston and arrived in Halifax Sept. 27, 1849, a very important fact.

Now the scenario.

The date is Sept. 17, 1849, and the writer or a clerk takes this letter with a single 5¢ stamp to the post office. It's a business letter, and he rushes to the post office but gets there too late. He knows that his letter will not get to New York in time for the sailing on the 19th. He reaches into his pocket and he has only 10¢ stamps. He knows the next sailing is from Boston

but what shall he do? Go back to the office or go to the post office the next day? He decides to put on the 10¢ stamp overpaying the rate to Boston by 5¢. But wait, he knows the weight is close to a double rate and the letter must go to Halifax, so to insure no delays he adds an additional 10¢ stamp thereby in his mind paying a 2x10¢ rate to Boston. He deposits the letter in the post office collection box.

The next day the Baltimore clerk takes the letter, sees the direction, but notices all the excess postage. He knows it won't make the sailing on the 19th. (The mail probably won't leave til the evening of the 18th.) So he rates it to Boston by cancelling the stamps with a 10 in oval, and sends it to Boston.

In Boston the mail is placed with other mail for Nova Scotia and goes aboard the *Europa* which leaves Boston on Sept. 26, 1849. The letter arrives in Halifax on Sept. 27 and is so stamped by the Halifax clerk. Furthermore, he weighs it and rates it a single rate of 4½d which it probably was.

Therefore, we have an overpaid letter intentionally overpaid. The letter could not have sailed on the *Niagara* for to do so it would have received a Halifax Sept. 22 handstamp. If it left from Boston with only one 5¢ stamp it would also be rated a due 5 as the domestic postage would have only partially been prepaid. Therefore, the other stamps had to have been on when mailed and this cover is absolutely genuine in all respects.

The Philatelic Foundation agreed and on Jan. 30, 1985, issued a certificate stating: "It is a genuine usage overpaying the 10¢ rate with the left and right stamps tied by blue oval 10's and vertical folds."

Both Hart and McDonald erred, their assumption being that since it was a 5¢ rate the other stamps were added. *But* the rate was 10¢ not 5¢ and in writing their article neither one actually looked at the original cover. One can expertise from photos but like coke "it's the real thing" that counts.

## A TEST FOR THE WHITE QUEEN

SUSAN M. MCDONALD

The preceding article by Stanley Piller demonstrates positively that the cover described was carried by the Cunarder *Europa* from Boston on Sept. 26, and not from New York as suggested by its appearance. It was therefore subject to the 10¢ rate from Baltimore to Boston. Piller has constructed an imaginative and ingenious hypothesis to explain the presence of 25¢ in postage.

The similar cover dated May 28, 1849, also recently received a favorable certificate from the Philatelic Foundation. It was, however, definitely carried from New York May 30 on the *Canada* as it was backstamped at Halifax on June 2. It was thus subject to only 5¢ postage. I am not convinced (nor is Creighton C. Hart, with whom I have discussed both covers in detail) that the unneeded two 10¢ 1847 stamps can be accounted for by "misunderstood postal rates" or any theory that involves the casual overpayment of 20¢ at a time when 20¢ was real money. Nor can Piller's theory explain this cover.

Clever as Piller's hypothesis is, it leaves many questions unanswered:

If the sender "knows his letter will not get to New York in time" why did he not cross out the direction "Pr steamer *Niagara* via N. York" and substitute "*Europa* via Boston"?

Likewise, if he was certain he'd missed the New York sailing, he knew he had a week to take the cover back to his office, weigh it exactly, and apply correct postage. In short, there was no point in haste or overpayment, if delay was inevitable.

Another alternative would have been to send the letter overland via Maine and New Brunswick, requiring 10¢ postage to the lines. The average time for the journey at this period was a week, so arrival would probably have beaten the Boston sailing.

Since the sender did not cross out the *Niagara* endorsement or direct the letter overland, perhaps he *did* expect it to make the New York sailing. Baltimore to New York in 24 hours



was by no means unheard of.

Of course, we now know this letter did not make the Sept. 19 sailing. But what would happen if the letter reached New York too late, but with just a 5¢ stamp? At a later date, after agreements were reached with New Brunswick and Nova Scotia for a uniform rate overland with optional prepayment, such letters were sent through New Brunswick rated unpaid. In 1849, however, no mechanism existed in New Brunswick or Nova Scotia to collect any U.S. postage due, whatever route was employed. Would either the Baltimore or New York post office (especially if the delay was the post office's fault) allow the short payment to pass?

If any reader has a short paid cover sent overland to Nova Scotia between Nov. 16, 1847, and July 6, 1851, or such a cover by packet at any time before July 6, 1851, please send a photocopy. It could help resolve the remaining questions.

Meanwhile, I cultivate a healthy skepticism. With so many varieties of Coke, it's hard to tell which is the real thing.

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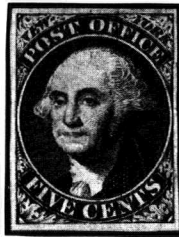
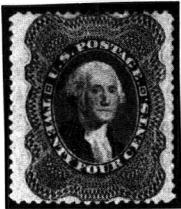
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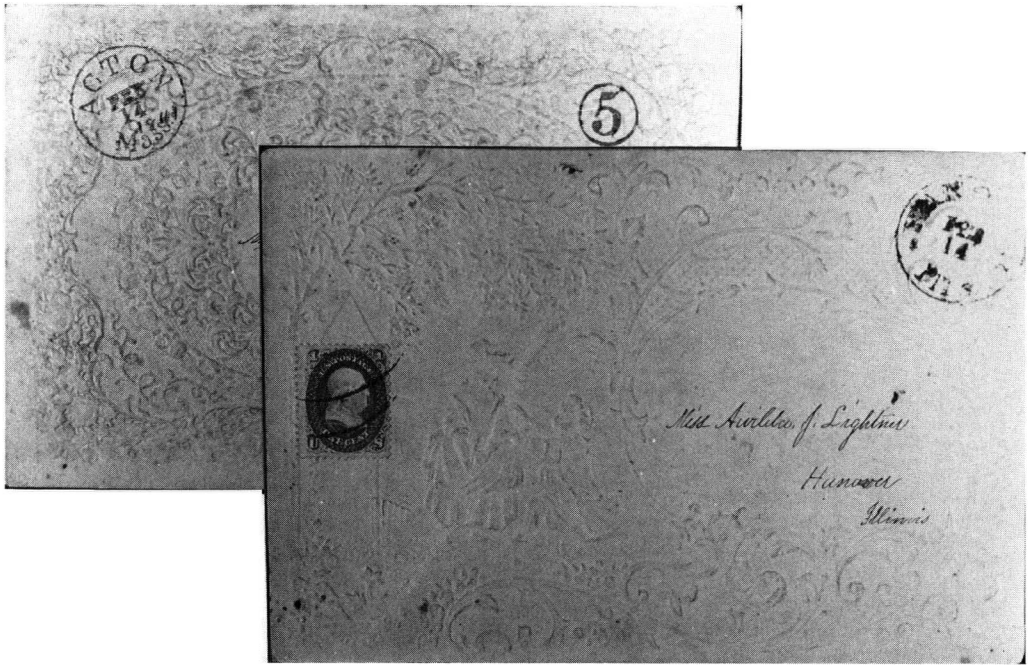
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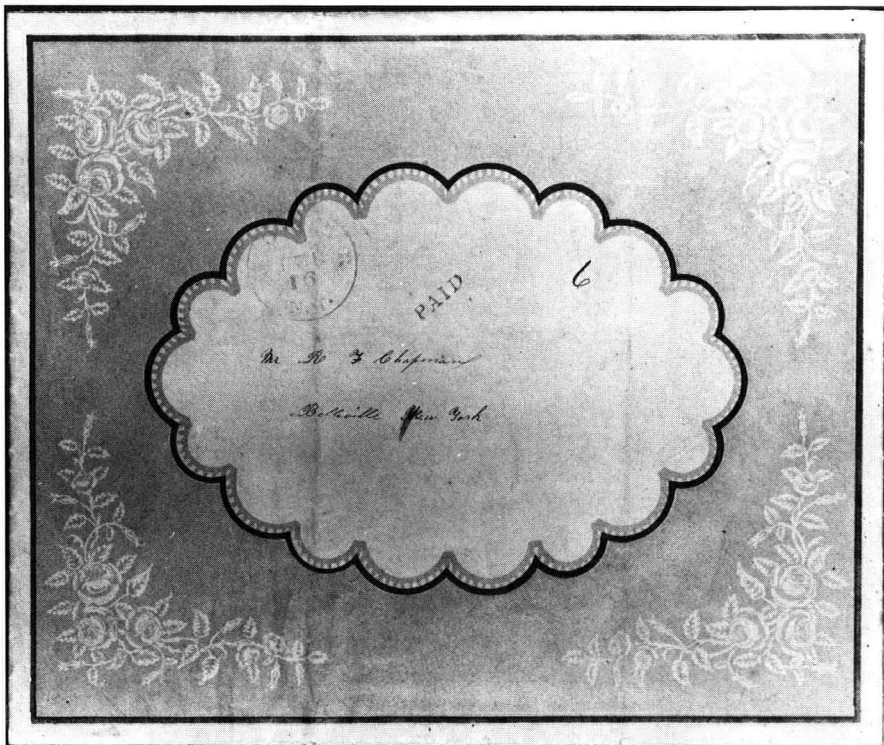
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**Figure 5 (left).** Acton to Stow, Mass. An unusual totally unpaid valentine. **Figure 6 (right).** A heavily embossed cover with a man kneeling at his true love's feet.

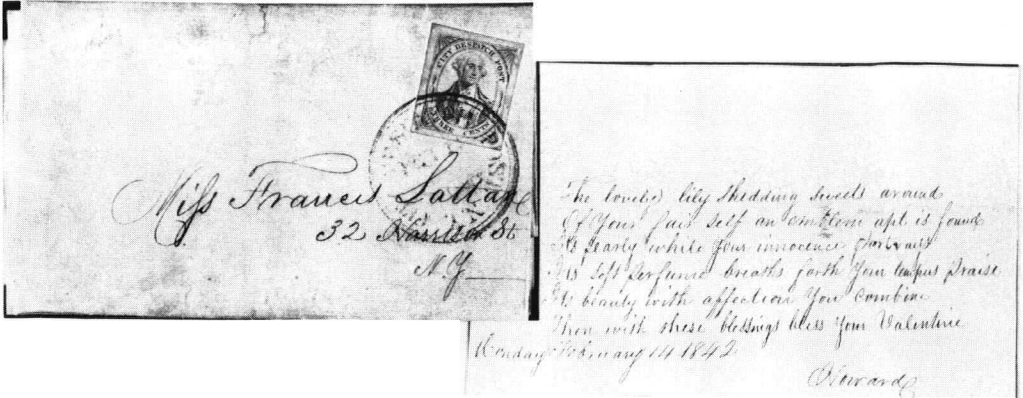
modestly sized paper to gigantic cards embellished with colored scraps representing flowers, birds and lace again subjected many of them to multiple postal rates because of their weight. Figures 2, 3 and 4 illustrate this trend. It is also worthwhile noting that, in the stampless period, the normal practice of sending mail collect was usually reversed when sending a



**Figure 7.** Double weight letter from New Hampshire to New York.



Figure 8 (top). Address label in a scroll flanked by roses and foliage. Figure 9 (center). Design is upside down in relation to address and postmarks. The cartouches at top and bottom feature cherubs and musical instruments, flanked with floral sprays. Figure 10 (bottom). Probably the most elaborate design of classic period, lovers in an idyllic setting. Twinsburgh, Ohio, to Conn.



**Figure 11 (left).** An 1842 (first month) use of City Despatch Post stamp. (C.C. Hart Collection.)  
**Figure 12 (right).** Handwritten enclosure of Figure 11.

valentine. Virtually all stampless valentines are handstamped PAID.

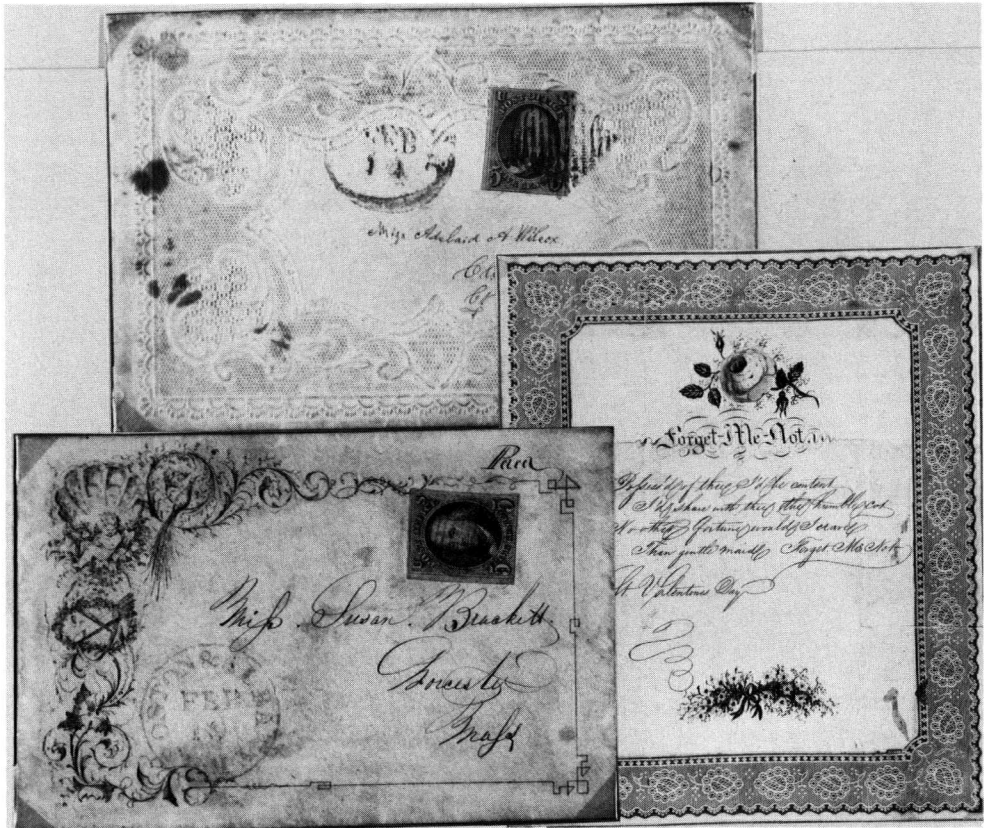
Envelopes that carried valentines were normally embellished in some manner to match the elegance of their enclosures. In the classic period this frequently took the form of elaborate embossing of the paper surrounding the address portion of the envelope, or a design lithographed around the same area. The lithographed designs were either printed in different colors (sometimes including bronze, silver or gold), or were later colored by hand. Embossed valentine covers are shown at Figures 5 and 6, while examples of lithographed covers are Figures 7, 8, 9 and 10, in ascending order of elaborateness.

Several authors have commented on the importance of the valentine season to the early



**Figure 13 (left).** Valentine treated as drop letter. Birds of paradise flanking the address panel.  
**Figure 14 (right).** The same design carried by the U.S. Mail carrier at New York City.





**Figure 15 (top). New York City to Clinton, Conn. Combination of embossed and pierced decorative paper. Figure 16 (bottom). To Worcester, Mass., with Boston & Albany RR route agent handstamp. Figure 17 (right). The valentine enclosed in Figure 16. (All C.C. Hart Collection.)**

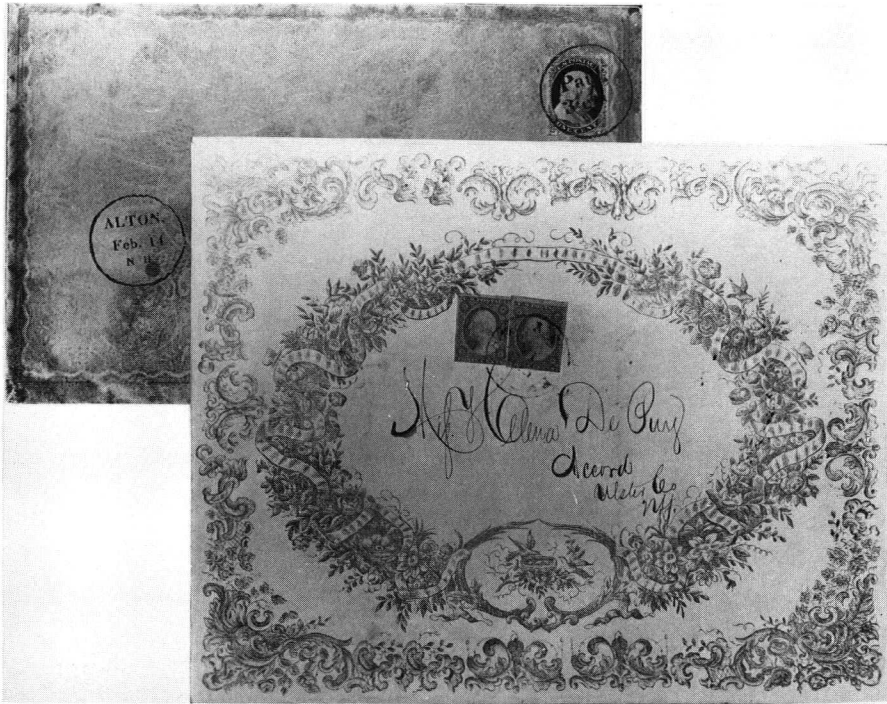
local letter carriers. The City Despatch Post, which produced the first postage stamp used in North America, rushed the completion of its arrangements in 1842 to open for business in time for the valentine season that year. Figures 11 and 12 show a valentine cover carried in 1842 by this firm with its hand drawn enclosure. By their very nature valentines were usually handled in the local mails as drop letters, or were delivered by local companies or the U.S. carrier service. The cover of Figure 13 was a drop letter; its design twin, at Figure 14, was delivered by the U.S. carrier service.

Only two valentine covers are known prepaid with 10¢ 1847 stamps, one with a single stamp and the other with two. Covers prepaid with 5¢ 1847 stamps are slightly more plentiful. Figure 15 is a very elaborate combination embossed and pierced paper cover. Figure 16 features a cherub, shell and elaborate scroll work. Its enclosure is shown on Figure 17, with a combination printed flower heading and footing and a manuscript message.

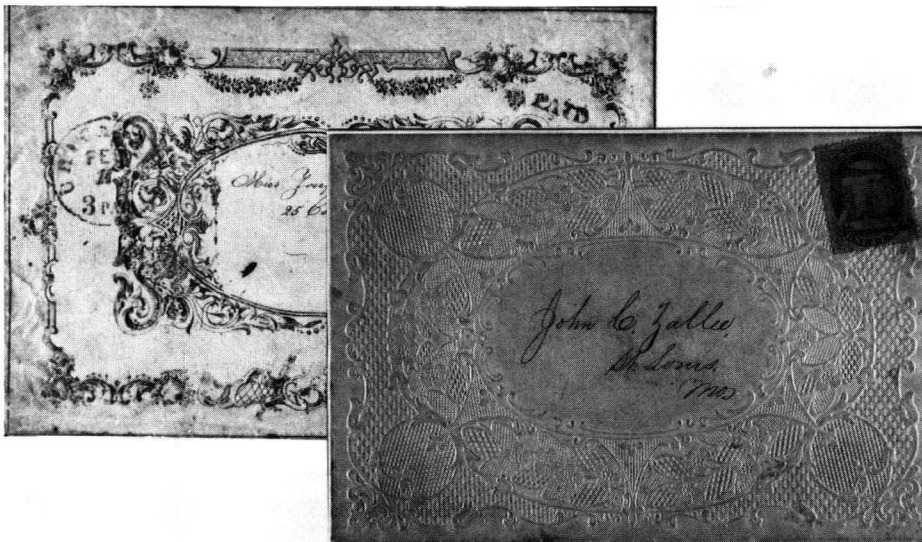
The 1¢ and 3¢ denominations of the 1851-61 stamp issue are those most often seen (Figures 18 and 19). Occasionally, a collector is fortunate to find not only a rare valentine cover, but also even rarer postal markings. Figure 18 is such a cover. The envelope itself is beautifully embossed and printed in yellow enamel, which makes a striking background for the deep blue imperforate stamp. The townmark is the Alton, New Hampshire "straightline circle"; the stamp is obliterated with a straightline circle "Paid/3cts."

Prior to the Civil War, a vast majority of all U.S. valentines were sent from New England, New York and Pennsylvania. Some are known from Ohio and Michigan, but any from western states are decidedly scarce. Figures 20 and 21 are examples from the "western" towns of Chicago and St. Louis, the latter bearing a distinctive drop letter handstamp.





**Figure 18 (left). Spectacular yellow enameled cover with rare postal markings. Figure 19 (right). Nesting birds and flowers.**



**Figure 20 (left). Early valentine mailed from Chicago. Figure 21 (right). Elaborately embossed cover from St. Louis with that town's distinctive drop letter rating mark.**

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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

### RE-ESTABLISHMENT OF FEDERAL POSTAL SYSTEM IN NEW ORLEANS — NOW YOU KNOW THE REST OF THE STORY

M. CLINTON McGEE

Some interesting, well written, and tediously researched stories have been published concerning the New Orleans post office after its capture in 1862 by the Federal forces and the interrelated postal usages of Federal troops stationed at or moved from Ship Island, Mississippi. (For latest story, see "Ship Island, Mississippi, An Update and A New Marking," Richard B. Graham, *Chronicle* 127, August 1985, 184.)

Aside from the main theme of the above article and the productive compilations of specialist-collector Donald Garrett, and the analysis of writer Graham, of the various types of Ship Island postmarks (*i.e.*, manuscript, straightline, or balloon), the question that has always bugged me is, "What is the proved, or generally accepted, date of the re-establishment of the Federal postal system (including use of U.S. stamps, envelopes and rates) in New Orleans after its capture in 1862?" Because of this writer's primary interest in Confederate philately, I posed the question by letter to Graham some 15 years ago, and he replied, "The earliest New Orleans marking I've recorded is *June 2, 1862.*" (Emphasis added.) And, in his update, sans any additional probative evidence as to the effective date, he sticks to his erstwhile position and reiterates, ". . . The earliest New Orleans occupation postmark I have recorded is that of *June 2, 1862.*"

Notwithstanding all the circumstantial evidence that has been ferreted, it seems that there should be some official, or semi-official, or accurate news item somewhere as to when the New Orleans Post Office re-opened for the public. So, this writer started searching the microfilms of the *New York Times* newspaper, April-June, 1862, which daily reported various news items from "The Rebellion."

A sub-heading in the *New York Times*, Wednesday, May 7, 1862, piqued our interest: "HOW LETTERS CAN BE SENT TO NEW-ORLEANS/OUR SPECIAL WASHINGTON DISPATCHES. Letters for New Orleans/PO Dept/Wash., May 6, 1862. All letters for New-Orleans should be sent to New York Post Office for transmission by Government steamers in the regular mails. (Signed) John A. Kasson, First Asst. PM-Genl."

The Friday, May 9th issue of the *Times* announced: "NEWS FROM WASHINGTON/THE FIRST MAIL TO NEW-ORLEANS. The *Connecticut* steamer will sail from New York on the 12th inst. for New-Orleans, taking the first United States mail to that port since the secession of the state. An agent and corps of clerks will go out on her to reopen and reorganize the post-office in that city." However, such personnel and the *Connecticut* apparently did not leave until May 14th. The August 1862 issue of the *United States Mail and Post Office Assistant*, a semi-official periodical published in New York, contained the following account of the re-establishment of postal services in New Orleans:

NEW ORLEANS POST OFFICE — It will be recollected that on the 14th of May last, Maj. Scott, of the Post Office Department, left his city by the U.S. Steamer *Connecticut*, with the first mail for New Orleans since the breaking out of the Southern rebellion. He was assigned to this important duty by Postmaster-General Blair. Maj. Scott has recently returned by way of Fortress Monroe, having, as we understand, discharged his official duties to the entire satisfaction of the Department. He has had charge of the New Orleans post office during his stay in that city, assisted by Mr. Parker, late postmaster at Ship Island, who had been transferred to the 'Crescent City' office under the military authority of Gen. Butler. By instructions from the Department, Mr. Parker has been made acting postmaster, under the

commission of a Special Agent, and will, in that capacity, conduct the business of the office until a permanent appointment is made by the President.

On Wednesday, May 14th, the *Times* announced the President had issued a proclamation lifting the blockade of New Orleans and allowing commercial intercourse (contraband of war excluded), effective *June 1, 1862*. This was a significant fact. Could public citizens (non-military) legally send letters from New Orleans as long as it was under a blockade? The blockade could have covered all commercial intercourse. In any event, the June 1st date would legally permit the sending (and receiving) of letters at that time, if the post office was opened.

A Saturday, May 17th, *Times* item re-stated the general plan of how to send "MAILS FOR NEW-ORLEANS. The mails for New-Orleans will be made up at New York, to be forwarded by sea on every steamer which may leave for that port; therefore the communications between these cities will be frequent. Postmasters are requested to forward all mail matter for New-Orleans to the New York Post-office." This general plan became more specific, per a *Times* announcement of Friday, May 23rd: "THE MAIL ARRANGEMENT BETWEEN NEW YORK AND NEW-ORLEANS/STEAMERS FOR THE NEW-ORLEANS MAIL SERVICE. Spofford, Tileston & Co. have offered their steamers to the Post Office Department as mail steamers between New York and New-Orleans via Key West, at a compensation agreed upon, and the Post-Master General has accepted them for temporary service. The mails will therefore be dispatched by these steamers with more regularity. They will also be forwarded as heretofore by Government transports sailing from New York."

These news items, while literally informing one as to how letters intended for New Orleans were temporarily handled through the New York Post Office, also seem to imply that letters from New Orleans were also to be temporarily carried by contract steamers to New York. But, still no definite date as to when the New Orleans office opened . . . .

A significant front page news announcement in the *New York Times*, Saturday, June 14, 1862, proclaimed: "LATE. FROM NEW-ORLEANS/ARRIVAL OF THE FIRST MAIL SINCE THE CAPTURE OF THE CITY. The first United States Mail from New Orleans, since the capture of that city, and its restoration to National rule, reached us last night, and we give below such extracts from our exchanges as we can find room for this morning." The front page was covered, among other items, with quoted General Orders issued by General Butler in New Orleans. Some were dated as late as May 26th, May 27th, and May 30th. One item (undated) read: "A Heavy Mail. As we have already stated, the U.S. Steamer *Connecticut* brought us a very heavy Northern Mail to this city, comprising, among other matters, some six thousand letters that have for some time been accumulating in the Washington Dead-Letter Office." And, a very lengthy news account consisted of a reprint of an article from a New Orleans newspaper, the *Delta*, dated Sunday, *June 1st*. Thus, the first public mail from the re-opened New Orleans Post Office could have been no earlier than Monday, June 2, 1862.

Graham was right. The New Orleans Post Office opened *June 2, 1862*. And now you know the rest of the story . . . .

## **REPORTS ON "ROMEO AND JULIET" AND "SOLDIER'S FAREWELL" CIVIL WAR ERA VALENTINES**

**RICHARD B. GRAHAM**

A superficial glance at this section will probably convince some readers they have picked up *Chronicle* 128 by mistake, since this article is about the same subject, Civil War valentines, as the lead article of the 1861 section of that issue.

The designs discussed were called by the late George N. Malpass the "Romeo and Juliet" (see Figure 1), which was an envelope of elaborate design with various lacy



enclosures, probably first offered in the late 1850s or as late as 1861, and the “Soldier’s Farewell,” a patriotic conversion of the design.



Figure 1. The Romeo and Juliet design.

A compilation of covers bearing each of the designs was included in *Chronicle 128* as Tables A and B. These had been recorded by me over the last 15 years or so as I saw them, mostly in auction catalog illustrations. A discussion of the envelopes in *Linn’s* brought more reports, so that I was able to record 10 of the Romeo and Juliet and 14 of the Soldier’s Farewell. I also had records of several other “possible” covers, but data were not complete enough to prove such weren’t duplicate listings.

When auction catalogs illustrate these covers, which are quite large, the stamp and postmark are usually shown, but the address sometimes is not. Thus, the address can be the key item in differentiating between covers, but the position of the stamp and postmark on the envelope can also tell us we have two different covers even when we have no address.

I commented at the end of the article in *Chronicle 128* that I expected both additions and corrections, but didn’t really expect to add nine covers to the record as well as data for several of those I had listed.

Most of this came from the records of Mr. Frank S. Levi, Jr., which he lent to me upon reading the article, and to Mr. William O. Bilden, who has also paid a good deal of attention to these designs.

Mr. Blake Myers sent me a slide of a cover which, together with additional data derived from Mr. Levi’s record from the cover’s sale in 1973, produced a rather complete listing, and Abe Boyarsky wrote, calling my attention to an example of each of the designs being offered in the Lou Robbins sale of a few months ago.

The reports made also added some data to the subject of the enclosures, which are sometimes pictured in the auction catalogs. While the soldier-in-a-tent of bunting is by far the most common enclosure in the Soldier’s Farewell envelopes, most of the Romeo and Juliet designs have valentines of a more conventional style. However, there are at least four other (than the soldier-in-a-tent shown in *Chronicle 128*) military theme designs available with these envelopes and at least two of these have been seen with the Romeo and Juliet envelopes.

Figure 1 shows a cover of the Romeo and Juliet design (#8 in our table) postmarked with what was described by the auction house as a “blurry Brattleboro(?) Vt” double circle postmark. As was pointed out in the previous article, the Romeo and Juliet design has far

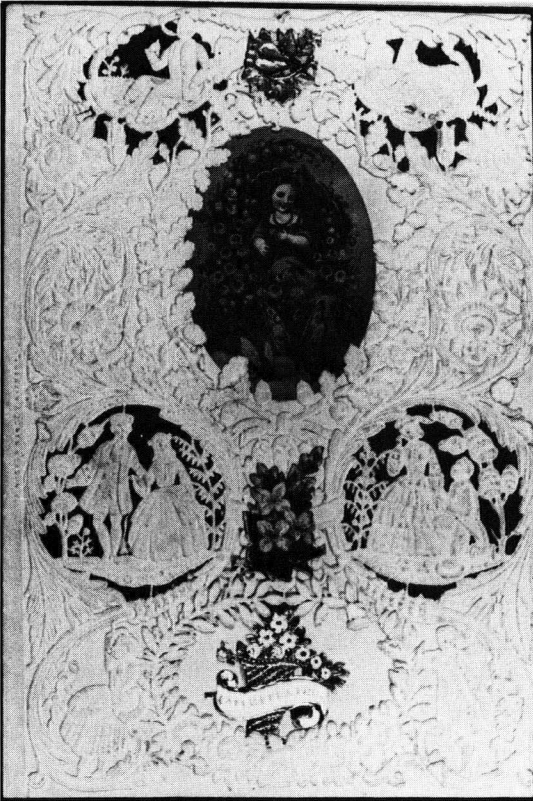




**Figure 2. The Soldier's Farewell design, the latest use recorded of either design. See the listing (#12) in table B for the details.**

greater and finer detail than the Soldier's Farewell, as shown in Figure 2.

The colors of both designs seem to have varied somewhat, if we are to trust the identifications of colors in the auction reports. It should be recognized that these envelopes were probably hand colored on a production basis, just as were the Currier & Ives prints of the period. The Romeo and Juliet has been described in about every possible combination of red, white, and blue or green, although the examples I've seen are basically dark red or claret and



**Figure 3. The valentine content of the cover shown in Figure 2. This valentine has a Berlin and Jones, N.Y., imprint inside, and if it was originally furnished with the envelope shown in Figure 2, then it indicates the envelopes are also Berlin and Jones products.**

**TABLE B — COVERS OF "SOLDIER'S FAREWELL" DESIGN  
IN ORANGE-YELLOW**

ADDRESSED	POST OFFICE/PMK	DATE	STAMPS	ENCL/VAL TYPE	SOURCE
1. Wheaton; Barre, Vt.	Washington, D.C.	14 Feb '63	4x1¢ 1861	Soldier in tent	J. David Baker
2. unavailable	New York (?)	?	3¢ 1861	None	Laurence/Walcott
3. Wilson; Harwinton, Ct.	New Orleans, La.	13 Feb '63	Pr. 3¢ 1861	Soldier on guard	J. Stanley Thompson
4. Russell; Davenport, Ia.	Memphis, Tenn.	25 Feb '64	3¢ 1861	Soldier in tent	Fox/Meroni 11/52 <sup>4</sup>
5. Brown; Grotton, N.Y.	New Orleans, La. <sup>†</sup>	?	3¢ 1861	Soldier in tent	Malpass; Siegel 273:566
6. *Holmes; Eatonsville, N.Y.	Washington, D.C.	19 Feb '63	3¢ 1861	None	Fox 10/22/62
7. unavailable	New Orleans, La.	13 Feb '63	3¢ 1861	None	Siegel 396:1174
8. unavailable	Washington, D.C.	15 Feb '64	3¢ 1861	"Handsome Valentine" <sup>1</sup>	Siegel 396:1175
9. ?; Middleboro, Mass.	Wareham, Mass.	26 Feb NYD	3¢ 1861	Soldier in tent	R. Waite; <i>Linn's</i>
10. Collier; Four Corners, O.	New Orleans, La.	? Feb '63	3¢ 1861	Soldier strolling with girl <sup>1</sup>	Haas, Siegel 615:558
11. ?; ?, Wisconsin	Georgetown, D.C. <sup>†</sup>	unavailable	Pr. 3¢ 1861	None <sup>2</sup>	Haas, Siegel 615:563
12. Merriam; McConnellsville, O.	McConnellsville, O.	13 Feb NYD	2¢ BJ "F" grill	Soldier in garden with girl <sup>3</sup>	J. Denune
13. Cone; Westin, Vt.	Washington, D.C.	14 Feb '63	3¢ 1861	"Valentine" <sup>1</sup>	Robbins, 12/85:791
14. McIntire; Kendall's Mills Maine	Washington, D.C.	14 Feb '63 <sup>5</sup>	3¢ 1857	None	Bilden
15. Frantz; Line Lexington, Pa.	St. Dennis, Md.	16 Feb '65 <sup>5</sup>	3¢ 1861	Soldier writing letter on drum	Apfelbaum 3/26/73:84
16. Kendall; Winchendon, Mass.	Washington, D.C.	10 Feb NYD	3¢ 1861	None	F. Levi
17. unavailable	Washington City	unavailable	3¢ 1861	None	Fox 7/9/63:65

\* Pictured in Staff, *The Picture Postcard and its Origins*, and stated to be printed in sepia ink (?).

† Postmark and stamp on flaps.

1. Not seen; based upon auction description.

2. Has advertising of "Army Valentine Package" printed on front and back.

3. With Berlin & Jones imprint.

4. The illustrations of the two types of covers were reversed relative to the lot numbers in this catalog, 1652 and 1653.

5. Year date established by data other than postmark year date. See text for data on No. 14.

auction descriptions, the back should have included the name of the supplier. Although the supplier isn't necessarily the printer or publisher, a photocopy of the back of that cover would be of interest here.

The Soldier's Farewell envelope listed as No. 14 in table B bears a 3¢ 1857 stamp tied by a rather blurry Washington, D.C. postmark with no readable year date. The assumption has been made that this cover was sent while the 1857 stamps were current, in February 1861.

However, there are two good reasons this cover had to have been sent from Washington, D.C., later, one being that the Civil War hadn't as yet commenced in February 1861 and it seems doubtful that the conversion of the Romeo and Juliet design into an elaborate valentine patriotic design would have been attempted that early.

Secondly, the Washington postmark is a 33½/29 mm double circle with serifed letters that I've not seen used prior to the early summer of 1862 from Washington. Thus, the conclusion is inescapable that this use of a 3¢ 1857 stamp was long after demonetization, but was either accepted at the Washington, D.C., post office (as a soldier's letter?) or that it simply escaped detection.

There were many other responses to the first article on this subject and a February issue of the *Chronicle* seems an appropriate issue in which to report what has been learned. I would like to convey my thanks to all who either reported new data or expressed enjoyment of the subject.

## GOVERNMENT-ISSUE POSTMARKING DEVICES OF THE LATE 1850s-1860s

RICHARD B. GRAHAM

Thomas J. Alexander, Editor of the 1851-61 section of the *Chronicle*, and this editor have been exploring the development of the "Government Issue" ("G.I.") postmarking devices of the late 1850s and into the 1860s. This period saw several important developments, the most noteworthy of which was the duplexed instrument where both town datestamp and canceller for the stamps were attached to one handle so that both could be applied with one blow of the device.

This development can be traced directly to the desire of the Post Office Department to secure both clearer dated postmarks and better cancelling of stamps. As Alexander pointed out in his article on the subject in *Chronicle* 126 (page 102), a regulation required in 1859 that stamps couldn't be cancelled with the town datestamp except with black printers' ink, and in 1860, cancelling the stamps with the townmark was ruled out entirely, stamp cancelling with a separate instrument being required.

These regulations led to the nearly simultaneous development of the duplex townmark with stamp cancelling device attached or duplexed at New York City by Postmaster John A. Dix, soon followed by many other cities such as Cleveland and Cincinnati.

Marcus P. Norton had developed, and, in 1859, patented a postmarking device the main feature of which were easily reset cylinders with day, month, and year dates to facilitate date changes over a ten year period. He also had attached a "patent" or scarifying blotter, as he called it, to deface and cancel the stamps, which he later claimed was the original duplex

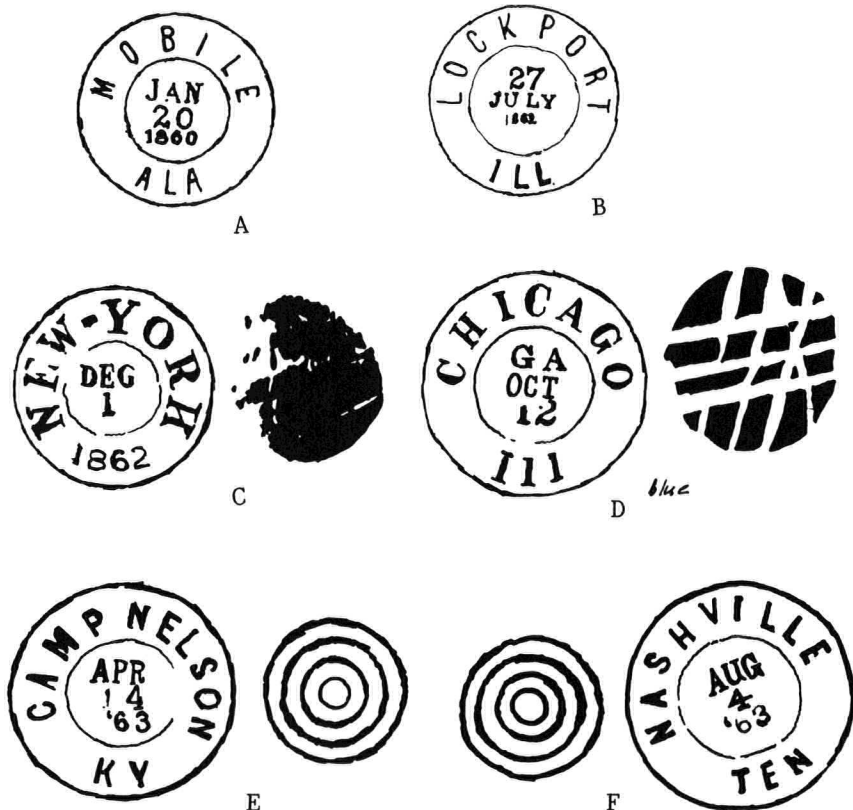


Figure 1. Standard Government Issue style postmarks of the Post Office Department, 1859-63.

postmarking-stamp cancelling device, but since he had not solidly attached the “blotter” to the postmarking device nor claimed this as a novelty in the original patent, his claims were denied. Alexander discussed other aspects of Norton’s attempts to make later claims on this basis in *Chronicle* 126.

A new style G.I. townmark had been introduced in 1859, the “small” (approximately 25 mm or 1”) shown as A in Figure 1. The late Henry A. Meyer believed this style of marking was first used at Mobile, Alabama, in 1859, but never was able to establish the earliest date.

I have seen a few late 1859 uses from Mobile, but suspect that at least a few other cities used the small double circle as early as 1859, since I have recorded not only uses at Mobile but at Zanesville, Ohio, and other towns as early as January 1860. All these uses were with the postmark also cancelling the stamp, until (and, actually, for some time after) the Post Office Department required that a separate killer be used to cancel the stamps.

I’ve seen very few of the early small double circles used with duplexed killers for cancelling the stamps, until after the 1851-57 stamps were no longer in use, and then only a few towns such as Louisville and Cincinnati had cork killers duplexed with their townmarks. I suspect such were made locally or that a holder for corks was attached. It should be recognized that a good many small post offices, not entitled to G.I. datestamps, had local products made up that resembled the G.I. products. The Lockport, Ill., double circle (“B” in Figure 1) with an exceedingly small yeardate, is an example.

The small double circle was sometimes replaced with a somewhat similar type of marking with serifed letters, of which the 1862 versions usually were not duplexed but later examples had duplexed cork killers. The New York and Chicago markings shown in Figure 1 as “C” and “D” are examples although both have local features not found elsewhere, the New York having the year date at the bottom between the circles and the Chicago example being larger than normal with, probably, an extra large logo slot to take the initials often found in Chicago markings of that period.

The late Arthur H. Bond studied the duplex G.I. devices for many years and wrote about them in *Postal History Journal* (10:59) for June 1963 in an article, “Time-Saving Duplex Handstamp; Its Invention, Use and Manufacture.” He apparently at that time hadn’t collected much data on dates of use, but did note that the large double circle, with duplexed target killer, was furnished under a contract with Fairbanks & Co., let in March 1863. This contract called for steel town datestamps with target killers attached to the same device, and apparently the first examples made were 1 $\frac{1}{8}$ ” (28 $\frac{1}{2}$ mm) in diameter, but the later standard devices were larger.

The devices are believed to have been made under a sub-contract from Fairbanks by Edmund Hoole, who probably also manufactured the early duplex types for Marcus P. Norton and John A. Dix.

Figure 1 shows a very early example of the 28 $\frac{1}{2}$  mm double circle with duplexed target killer used at Camp Nelson, Ky., in April 1863 as “E,” and a Nashville example that apparently had a problem, having the killer affixed at the wrong location relative to the postmark (“F”), since when postmarking letters with stamps in the normal upper right corner, the townmark had to be upside down!

The purpose of these notes is to start assembling data aimed at establishing early dates of use of the various types of double circle devices. Reports of uses in 1859 of the small double circle types may be reported to either Alexander or myself, and reports of the double circle duplexed types with serifed letters from 1862 or the large double circle types used prior to September 1863 may be sent to me.

Cities of use, dates and color should be reported, and, if possible, photocopies made so that reasonably complete data can be assembled.

## THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

### THREE NEW 90¢ 1890 COVER LISTINGS FOR THE RECORD

SCOTT R. TREPEL

There is now a verified count of eight 90¢ 1890 covers (including four package “wrappers” or “fronts”). Dr. Searing has recorded most of these in previous articles appearing in the *Chronicle* and *The American Philatelist* (Feb. 1977), but three covers deserving of published record are shown here in the pages of the *Chronicle* for the first time.

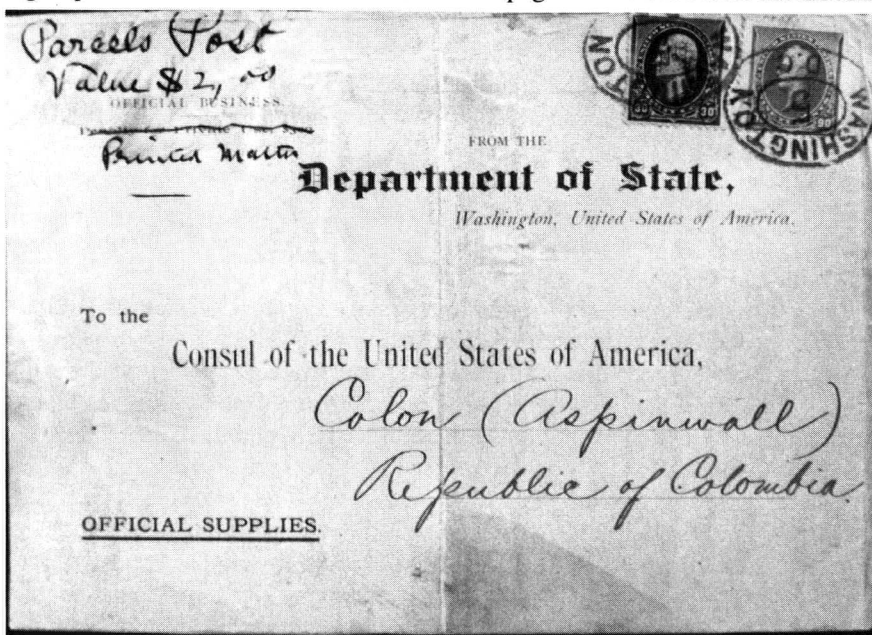


Figure 1. State Department label bearing 1890 90¢ used to Colombia.

The first is illustrated in Figure 1. On this large (7 x 5¼ in.) printed State Department package label, the 90¢ stamp is used with a 30¢ 1890 stamp, to pay the 10 times 12¢ per pound parcel post rate to Colombia. The manuscript endorsement “Printed Matter” at upper left gives us a clue as to the contents once contained in this package. This cover was sold by Robert A. Siegel in May 1982, and is presumed to have come from the late Robert Lowenthal’s collection of departmental issues, which was offered in that sale. It is the only confirmed 90¢ usage to Colombia or paying a parcel post rate.

The next new 90¢ cover is illustrated in Figure 2. This large wrapper is mostly complete and, judging from the folds, once covered a cigar box size package. The \$1.90 postage is made up with two 90¢ stamps and a single 10¢ 1890 stamp. The rate is 36 times 5¢ U.P.U. first class postage for an 18 ounce package, plus 10¢ registration fee. The stamps are tied to the wrapper by Baltimore oval cancels, and a red registered mail June 10, 1892, datestamp is struck at lower right. At the New York City exchange office for foreign bound mail, the wrapper was backstamped with usual registry markings. On the front, however, is an unusual “TOO LATE/(N. Y. -REG. DIV.)” two-line handstamp. Evidently the cover arrived after the closing time for mail going aboard the steamship *Servia*, as the sender had originally intended it for per the manuscript endorsement at lower left.

The last cover may not even exist anymore. Illustrated in Figure 3 is a page from the Edward S. Knapp collection, as photographed in the New York City Public Library records of the complete collection. The cover on this page is a large size envelope with printed



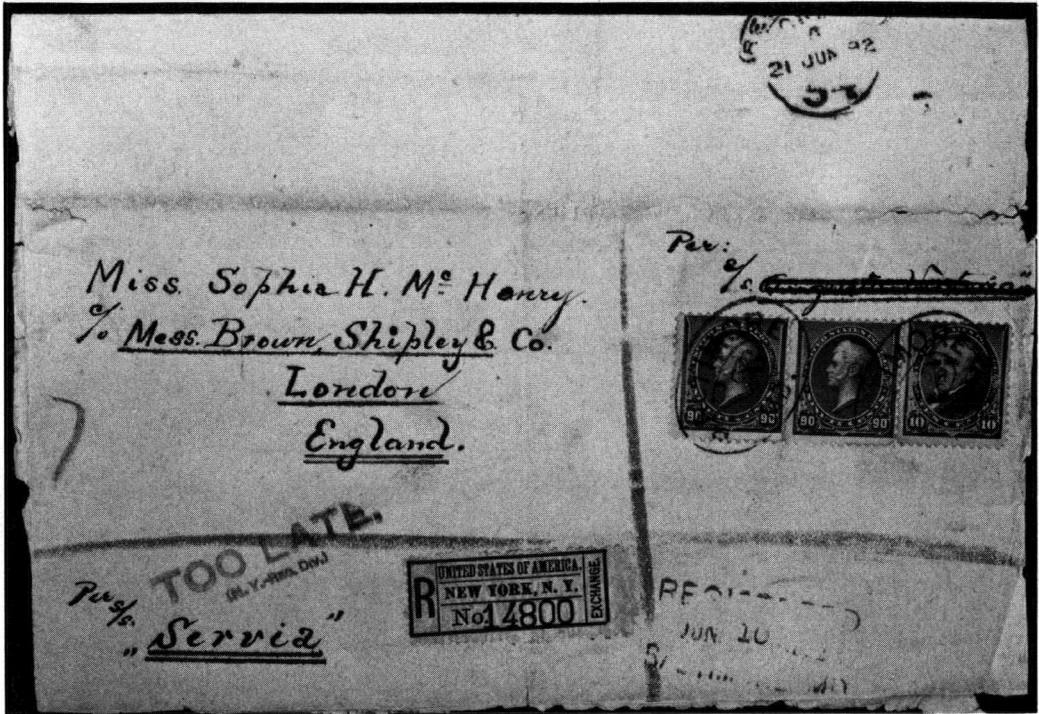


Figure 2. Wrapper of registered package to England with two 1890 90¢ stamps.

address, which was crossed out at some point. The 90¢ stamp is used with a 10¢ 1890 stamp, both of which are tied by New York supplementary datestamps (type F) of June 13, 1893. The supplementary rate is twice regular postage, so this cover must have required a 5 times U.P.U. rate, therefore weighing  $2\frac{1}{2}$  ounces (5¢ per  $\frac{1}{2}$  ounce). The author has not seen this cover in any auction catalog since its listing in the Knapp sale. Information regarding its current whereabouts would be greatly appreciated. If still existing, this cover is the only recorded 90¢ supplementary mail usage.



Figure 3. Cover to Germany with 1890 90¢. From Knapp collection records. Does this cover still exist?

## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

We are pleased to offer in this issue a very interesting history of the construction of the Union Pacific Railway, Eastern Division, furnished by Thomas Alexander. This lively account proves that the "Wild West" really began at the Missouri River.

### UNION PACIFIC RAILWAY CO., EASTERN DIVISION

THOMAS J. ALEXANDER

The success of the great Union Pacific Railroad in building the eastern half of the first transcontinental rail line has completely overshadowed another road, which very nearly grabbed the glory for itself.

In the midst of the Civil War, by an Act approved on 1 July 1862, Congress made a transcontinental railroad feasible by offering enormous subsidies to the successful contractors. In addition to the subsidies (\$16,000 per mile plus alternate sections of land [one square mile each] for five miles on each side of the right of way) the Act specified what companies would be permitted to build and what their approximate routes would be.

Under this Pacific Railroad Bill, the Central Pacific, an already existing California corporation, was to build from San Francisco east to the eastern border of that state. A newly organized Union Pacific was to build west from the 100th meridian in Nebraska Territory to the western boundary of Nevada Territory to connect with the Central Pacific. If either of the companies reached its specified stopping place before the other had built to that point, it would be permitted to continue construction until the two lines met. This, of course, is what happened, the final juncture being in Utah.

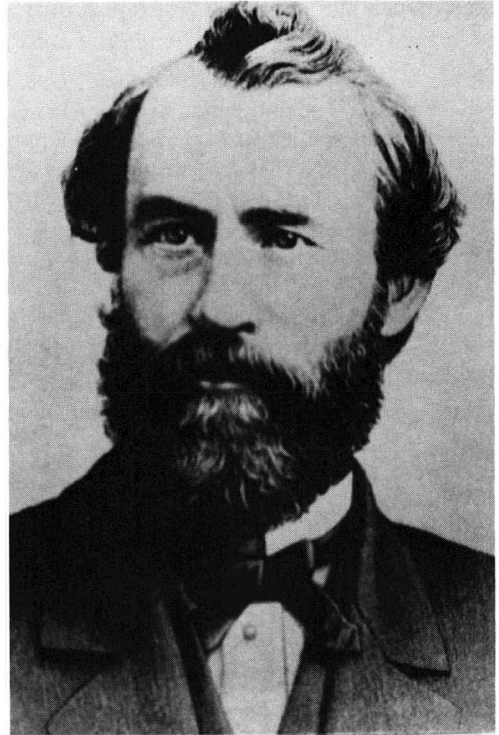
The large gap in this scheme east of the 100th meridian embodied almost half of what is now the State of Nebraska. This large area was up for grabs by three companies. First, the Union Pacific could build east from the 100th meridian to the Missouri River. Second, the Hannibal & St. Joseph Railroad (which already extended across Missouri to St. Joseph) could build via Atchison either to the Union Pacific anywhere east of the 100th meridian or to the Leavenworth, Pawnee & Western Railway Co. Finally, the Leavenworth, Pawnee & Western was authorized to build from the junction of the Missouri and Kansas Rivers westward to connect with the Union Pacific at the 100th meridian in the Platte River valley. At its option, the Leavenworth, Pawnee & Western could also build a branch line from Leavenworth City. Each of these lines was eligible for the federal subsidies as far west as the 100th meridian. The Hannibal & St. Joseph never attempted to build west from St Joseph under this authority and so the race was between the Union Pacific and the Leavenworth, Pawnee & Western.

The Leavenworth, Pawnee & Western had been incorporated by the Kansas Territorial legislature on 30 August 1855. From that time until the Pacific Railroad Bill was passed only a few preliminary surveys had been carried out and in 1862 a minimal amount of grading had been started near Leavenworth City. The contractor for this grading was the Canadian firm of Ross, Steele & Co., the work being supervised by a Mr. Carter.

Attracted by the large subsidies, a group of eastern financiers, headed by General John C. Frémont and Samuel Hallett, purchased the capital stock of the Leavenworth, Pawnee & Western. One of their first moves was to change its name to Union Pacific Railway Company, Eastern Division in the expectation of filling the gap between the Missouri River and the 100th meridian.

Samuel Hallett (Figure 1) was a New York investment banker who assumed the field job as contractor, while Frémont stayed in New York, apparently to supervise financial arrangements.

**Figure 1. Samuel Hallett, contractor and President of the Union Pacific Railway Company, Eastern Division.**



Hallett determined to void the company's contract with Ross, Steele & Co. and assume the sole responsibility for construction himself. He accomplished this by force, having gained the assistance of a company of U.S. dragoons. On 5 August 1863 he telegraphed his eastern backers from Leavenworth:

I had an awful row with Carter, a battle on the works and a "pitch in" to get possession. We drove them back into the river until they cried enough. And my foreman, S. S. Sharp, led Carter to the Bank by the collar and but for his begging would have ducked him. I expect Steele and Carter back with reinforcements. Let them come. We are ready. We have all their ties, houses and works and shall hold them.

In addition to continuing the grading for the permitted branch from Leavenworth to Lawrence, Hallett immediately adopted a vigorous program of laying out and grading the first leg of the main route (from Wyandotte to Lawrence) and ordering rails from the east. His energy was too much for Frémont, who wrote a blistering letter on 12 August 1863 (Figure 2), telling him to slow down:

I have just accepted your draft on me for \$4,000. If you make any further drafts on me before you are advised that funds have been prepared to meet them, they will immediately be protested. To make the necessary provision time will be required; unless I were prepared to make extraordinary sacrifices and risk heavy losses . . . I think that if necessary time can be arranged here that they will run along smoothly afterwards, but embarrassment in financial matters now will bring ruin to the enterprise . . .

Later that month he began a controversy with the city fathers at Leavenworth that ended disastrously for that town. From the time of the passage of the Pacific Railroad Bill, leaders in Leavenworth had rather arrogantly assumed that it would have to be the eastern terminus of the road, despite the fact that the Bill specified the junction of the Missouri and Kansas Rivers at Wyandotte (now Kansas City, Kansas), and only named Leavenworth as the terminus of a branch line. This assumption was based in part on Leavenworth's past history as the preeminent jumping off point for the overland freighting business, and the Leavenworth

press began and kept up a constant propaganda campaign to that end. As early as 6 January 1863 the *Daily Journal of Commerce* in Kansas City, Missouri, was lampooning this effort:

The Leavenworth newspapers are perpetuating a huge joak [sic] about the Great Pacific Railroad. The entire editorial force of the city have turned out with pick and shovel and gone to work on the road, and expect to have it completed through to California in a couple of weeks. They are going to have it run three times around Leavenworth, so as to be sure that it will stop there. But the great difficulty for them to determine is whether they will build most of it by telegraph, stage or newspaper puffs — probably the latter. They are going to commence it tomorrow or yesterday — and they are also discussing the propriety, after a few miles of it is built, of “breaking it off” and running it into the ground for fear it may go to some other town besides Leavenworth.

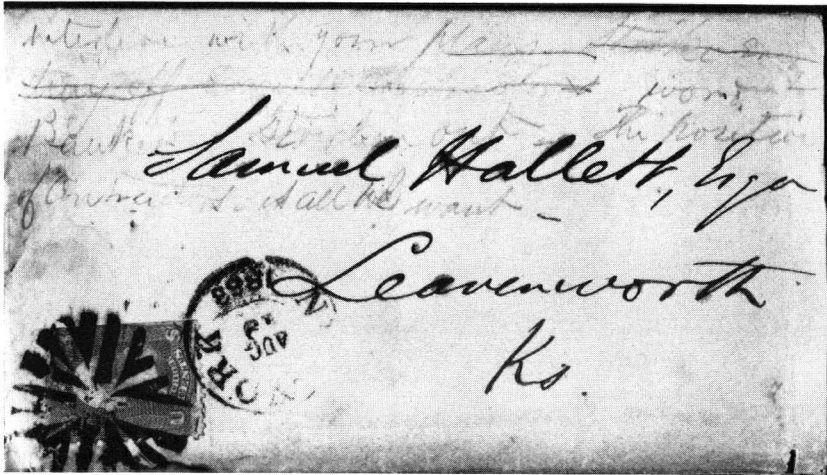


Figure 2. Cover addressed by John C. Fremont, containing his letter to Hallett described in the text. On the envelope Hallett has sketched out his reply.

Leavenworth’s mistake was in voting \$100,000 in bonds that the company requested to assist in construction, but refusing to deliver the money until a certain number of miles of track had been laid out of Leavenworth. Hallett left Leavenworth in disgust, abandoned the work there, took his equipment, and established his main office in Wyandotte.

During the balance of the year considerable progress in grading was made, but numerous delays were encountered in delivery of iron for the track. An ominous event

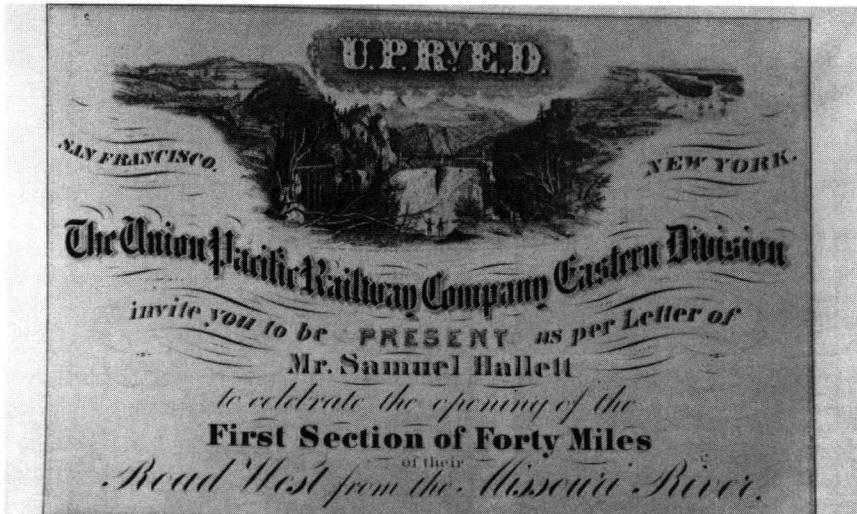


Figure 3. Invitation to the celebration of the completion of the first 40 miles of track.



occurred in December, when the rival Union Pacific Railroad broke ground in Omaha for its westward construction rather than begin at the 100th meridian.

By early 1864 Frémont and Hallett had their final falling out and at the annual meeting of the shareholders and Board of Directors in April Frémont was removed as President. Hallett mortgaged his entire holding of company stock to John D. Perry, a St. Louis banker, to raise money to buy Frémont out.

Hallett went back east to lobby for an amendment to the Pacific Railroad Bill and the amendment was approved on 2 July 1864. Its key feature was a provision that if the Kansas line could reach the junction point in the Platte River valley at the 100th meridian before the Union Pacific Railroad out of Omaha, the Kansas company could then continue construction to the west to the appointed connection with the Central Pacific. The amendment also immediately doubled the federal subsidies paid to the contractors.

The previous day, in contemplation of the completion of the first 40 miles of the road, Hallett had invitations sent to many prominent Americans to attend a celebration in Wyandotte (Figure 3). The letter accompanying the invitation read:

Union Pacific Railway Company,  
Eastern Division,  
St. Louis, July 1, 1864

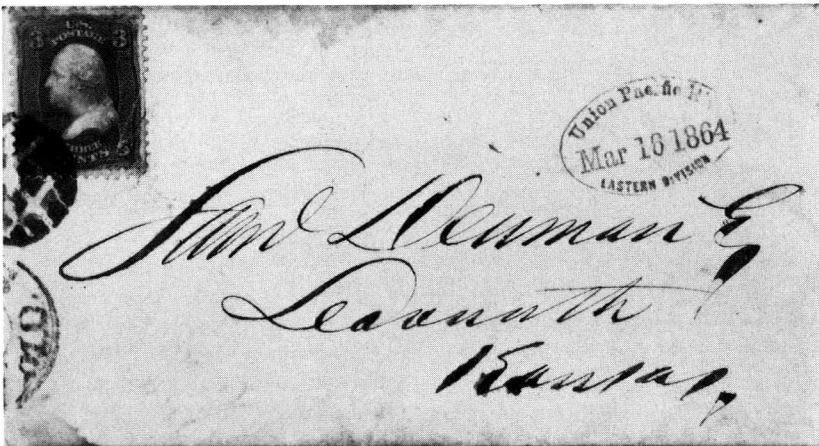
DEAR SIR — The government of the U.S., a little more than a year ago, with a wisdom looking far beyond the burdens and anxieties of the hour, provided aid for the construction of a railroad from the Missouri river to the Pacific ocean. Stimulated by its liberality and by the spirit of American enterprise, the work has been undertaken: and already the first section of forty miles is approaching completion. The opening of this section — giving earnest to the people of the country that, within the time prescribed by law, the great lines will be built to San Francisco — bringing into close union the states of the Atlantic and Pacific, and offering to the industrial enterprises of our people the incalculable wealth of a continent — in an event worthy of commemoration by the leading men of America.

You are respectfully invited to attend the celebration, and will be received by the committee of arrangements at Weston, Mo., on the 18th day of August next, on the arrival of the morning train from the East.

Upon the receipt from you of an acceptance of this invitation, addressed to me at 58 Beaver street, New York, you will be furnished with a free pass to Kansas and return, good over all the principal intermediate roads.

Faithfully yours,  
Sam'l. Hallett

The original law provided that the subsidies would be paid only after each 40 miles of



**Figure 4. Mailed from the St. Louis office, this cover bears an oval handstamp of the company reading: Union Pacific R.R./Mar 16 1864/EASTERN DIVISION.**

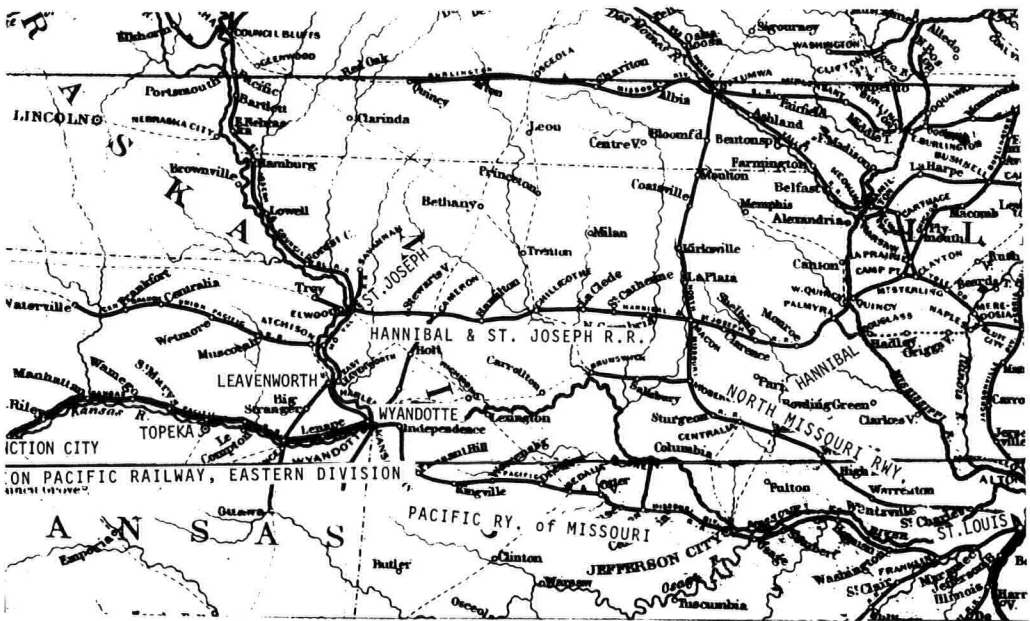


track was completed, and so the completion of this first 40 miles and consequent payment of the first installment of the subsidy was critical to the financial life of the road. However, Hallett's chief engineer, Orlando Talcott, whether from a sense of duty or because of some unknown grudge, wrote to Washington that the quality of the work did not justify payment of the subsidy. Hallett was furious and wired his brother, who was in charge of the Wyandotte office during his absence, to fire Talcott and throw him out of the office if he reappeared there. In following instructions, the brother apparently manhandled Talcott, who bided his time for revenge.

By 27 July 1864 Hallett was back in Wyandotte to prepare for the celebration of completion of the first 40 miles of track. That morning Talcott lay in wait for him as he approached his office and shot him down in the street. Talcott escaped to the more friendly town of Leavenworth, and was never apprehended or tried for the murder.

John D. Perry, who held Hallett's stock as security for his notes, took shameful advantage of his widow and other heirs and ended up acquiring all of the stock for less than \$1,000 in excess of his loan to Hallett. Later that year he made himself president of the line.

The legal maneuvering to obtain control of the company and Perry's inexperience doomed its efforts to beat the Union Pacific to the 100th meridian, even though Hallett, at the



**Figure A. Map of Union Pacific Railway, Eastern Division, and connections, circa 1867.<sup>1</sup>**

1. Figure A shows a map of the Union Pacific Railway, Eastern Division (later known as the Kansas Pacific Railway) and its connections circa 1867. Mail service started on this line in 1866 and various mail contracts were opened as follows:

- Wyandotte-Topeka, Kan., 68 miles, July 12, 1866
- Wyandotte-Salina, Kan., 186 miles, May 9, 1867
- Wyandotte-Ellsworth, Kan., 224 miles, July 2, 1867
- Wyandotte-Hayes City, Kan., 290 miles, Dec. 20, 1867
- Wyandotte-Coyote, Kan., 336 miles, Jan. 29, 1868
- Wyandotte-Sheridan, Kan., 405 miles, Nov. 30, 1869



Route agents assigned to Wyandotte-Ellsworth run in 1867 were W. H. Budgens, L. P. Converse, Green A. Dewey, and John G. Howland. In 1869 two route agents, C. J. Hanks and P. Thomas operated Wyandotte-Ellsworth; while two other agents, W. H. Budgens and R. B. Armstrong ran between Ellsworth and Sheridan. During this period of construction Holladay Overland Mail Express stages ran between end of track and Denver, C.T., with connections for Santa Fe and most important western destinations.

time of his death, had put his road considerably ahead of its rival. By 26 November the road was completed to Lawrence and on 29 December it reached Topeka. The branch line to Leavenworth was finally constructed by the new owners and was completed between Leavenworth and Lawrence on 15 May 1866. It took until November 1866 to reach Junction City; at that time the Union Pacific had completed 270 miles west of Omaha and the Kansas company had completed only 140 miles.

Because it had failed in its race, in the summer of 1866 the company was permitted to abandon the proposed route northwest from Junction City to the Platte valley and to continue construction directly west to Denver. As acknowledgement of its failure, in early 1869 the line's name was changed to Kansas Pacific Railway Company.

The covers shown here are from a holding that has recently surfaced. They are addressed either to Hallett or his wife, and were mailed, with a few exceptions, during the last year of Hallett's life.

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## U.S. ROUTE AND STATION AGENT POSTMARKS

### CHARLES L. TOWLE

One of the most important tools for promoting philatelic participation, education and interest is the catalog. For about 50 years I have been interested in, studied and collected a particular phase of postal history — that of transit markings, or those official mail markings applied between origination and destination of a letter. Of these markings, those applied by postal employees on railroad trains, steamboats and at depots, were an important factor in mail handling, starting about 1837 and lasting until 1977. I have previously written articles, columns and four books on this subject, but since the last work in 1975, much has been learned about postmarks applied by early-day postal employees on steamboats and trains, who were known as route agents, and about the role of the station agent as small town postmaster of many villages in this country.

I am now pleased to announce a new volume, *U.S. Route and Station Agent Postmarks*, which will list and illustrate route agent and station agent postmarks of the period from 1837, until a late usage of 1925. The number of recorded postmarks has been greatly augmented in the past decade and some early misconceptions corrected, so that this new work will include 685 station agent postmarks and 2,753 route agent postmarks. For the first time all recorded manuscript markings of these types will be included in a catalog, and all recorded waterway route agent postmarks will be listed, with an appropriate index.

The 503 page hardbound book will be sponsored by the Mobile Post Office Society, an international non-profit corporation. The members of this organization have assisted in many ways, including research and financial assistance for the project. In addition the new book has been aided by support from the Railway Mail Service Library of Alexandria, Va., and the Western Postal History Museum of Tucson, Az.

Several unusual features will distinguish this new publication now in the hands of the printer. In honor of an outstanding worldwide philatelic event, the new book will be first introduced at AMERIPEX in Chicago on May 24, 1986. For the first time ever, the names, dates of employment and working routes of route agents on the trains and steamboats from 1837 to 1861 will be recorded in print, thanks to several years exhaustive research in the National Archives by John Kay. This feature, which was not contained in the 1958 Remele catalog, will open the way to much more detailed future research, and in many cases it is believed, specific route agent postmarks can be associated with their users and with the proper routes.

The introductory section of this book will explain in detail the development of the railway and waterway mail service, details of the duties and work of the route agents, and a description of the transition from the

Distributing Post Office mail system to the Railway Mail Service system. The role of the small town railway station agent as local postmaster, and the handling of local mail, will also be covered. Illustrations will show an early day train, mail car, mail-carrying steamboats, train schedule and a selection of photographs of outstanding route agent and station agent covers. For the convenience of postal history collectors, indices will list postmarks by states, by railroads and by types. A station name index will be included, along with several types of waterway postmark indices.

In size and appearance this new volume will be similar to Thomas Alexander's *Simpson's U.S. Postal Markings, 1851-61*, published by U.S. Philatelic Classics Society in 1979. However, extensive use of computer methods has enabled MPOS to control costs and to offer a far more extensive system of catalog indexing than has ever been previously offered.

The new publication will be available from Mobile Post Office Society, RFD 1, Box 91, Contoocook, N.H., 03229 and will retail for \$33.00 per volume postpaid. However, those desiring to aid MPOS literature program may order now at a pre-publication price of \$28.00 postpaid, effective until introduction of the new book at AMERIPEX on May 24, 1986.

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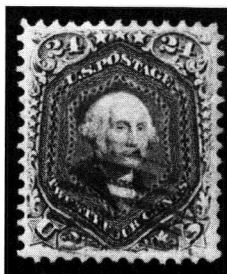
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**THE FOREIGN MAILS**

CHARLES J. STARNES, Editor

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**TRANSATLANTIC MAIL: LETTER POST TO WÜRTTEMBERG VIA BREMEN**

**JAMES VAN DER LINDEN**

[Translated by Allan Radin from the German text contained in the catalogue for the 246th auction (29 May-1 June 1985) of the firm of Heinrich Köhler, Wiesbaden, FRG.]

With the establishment of the Cunard Line in 1840 Great Britain secured a monopoly for its steamships in the transport of freight and mail to and from the United States. To counter this situation it was resolved, in the United States, to establish a direct line of steam packets to Europe with government subsidies.

A first endeavor by C. A. Wickliffe, Postmaster General of the United States, in August 1844, culminated in the nine voyages of the French Herout and de Handel Company from 22 June 1847 to 23 February 1848 between New York and Le Havre. Good progress was made in establishing the "Ocean Steam Navigation Company" thanks to considerable subsidies from German States. The steamers *Washington* and *Hermann* were to inaugurate the service. At first there was discussion of Antwerp and Rotterdam, among others, as continental ports, but they were eliminated from consideration. The first postal treaty (with a continental European state) then was concluded between the United States and Bremen on 13 September 1847. The letter rate per ½ ounce (equal to 1 loth or 14 grams) was 12 cents for German postage (12 grote = 5 silbergroschen = 4 gutegroschen), 24 cents sea postage (to and from New York), and 5 or 10 cents U.S. postage for not more than 300 miles or more than 300 miles from New York, respectively.

**9 AMERICA  
ÜBER BREMEN**

**10<sup>1</sup>/<sub>3</sub>**

Black: 5/47-4/49  
red: 6/49-5/51  
for 24¢ letter

**20<sup>2</sup>/<sub>3</sub>**

double rate  
45 kreuzer rate  
always in red

**10<sup>11</sup>/<sub>12</sub>**

**AMERICA  
ÜBER BREMEN**

red for 29¢ letter

**12<sup>1</sup>/<sub>4</sub>**

53 kreuzer rate  
red

**12<sup>3</sup>/<sub>4</sub> AMERICA  
ÜBER BREMEN**  
red

for 34¢ letter

**14<sup>1</sup>/<sub>12</sub>**

61 kreuzer rate  
red

Figure A. Accounting markings.

Accordingly, the postage for a fully prepaid letter from the United States was:

from New York	36¢ (24 + 12)
not more than 300 miles from New York	41¢ (5 + 24 + 12)
more than 300 miles from New York	46¢ (10 + 24 + 12)





Figure 1. New York, 17 June 1849, to Sulz am Neckar. Black "48" U.S. debit to Bremen (double rate). Red "20<sup>2</sup>/<sub>3</sub>" gutegroschen Bremen debit to Hannover and red "AMERICA/ÜBER BREMEN". 89/15 in blue ink, Hannover debit to Thurn & Taxis Post in kreuzer with 15 kreuzer transit to Württemberg, restated as 1 florin 44 kreuzer in red crayon and 8 kreuzer Württemberg internal fee or 1 florin 52 kreuzer total postage due.

For unpaid letters there were three different debits: New York to Bremen, 24 cents; not more than 300 miles from New York to Bremen, 29 cents; and more than 300 miles from New York to Bremen, 34 cents.

These credits to the United States in grote (1 grote = 1 cent) Bremen debited to Hannover in gutegroschen (with the addition of 1 gutegroschen transit charge). Since 1846, by treaty with Hannover, Bremen had the right to arrange transport of letters to and from overseas over the territory of Hannover without payment of transit charges [translator's note: between Bremen and Bremerhaven].

For its part Hannover made a transit charge of 1<sup>1</sup>/<sub>3</sub> gutegroschen and received the combined amount in kreuzer from the Thurn and Taxis Postal Administration, which delivered the letters to Württemberg with the addition of a transit charge of 8 kreuzer. Accounting for these charges gave rise to the markings in Figure A.

**AMERICA  
ÜBER BREMEN**

for Bremen

**1<sup>1</sup>/<sub>3</sub>**

for Hannover  
6 kreuzer

**24**

April 1848-June 1850

**48**

**24**

from June 1850

**48**

Figure B. Markings associated with New York-Bremen.

$\frac{40}{9}$ 

24¢ letter

 $\frac{48}{9}$ 

29¢ letter

 $\frac{56}{9}$ 

34¢ letter

9.

part paid letter



20

40

PAID PART

Figure C. Markings reflecting rate changes of 1851.

For letters paid only to Bremen, with the U.S. marking "PAID PART," markings were as shown in Figure B, top. For the New York to Bremen postage the New York exchange office applied the handstamps shown in Figure B, bottom.

With the entry of Hannover into the [German-Austrian] Postal Union on 1 June 1851 letters to and from Württemberg were conveyed by the Prussian railway post office (Deutz-Minden). This resulted, for a relatively short period (up to the reduction in the U.S. postage rates on 1 July 1851) in new charges by Hannover: for a 24-cent letter, 49 instead of 45 kreuzer; for a 29-cent letter, 57 instead of 53 kreuzer; for a 34-cent letter, 65 instead of 61 kreuzer; and for a letter part paid to Bremen, 9 instead of 6 kreuzer. These charges gave rise to the markings in Figure C, top.

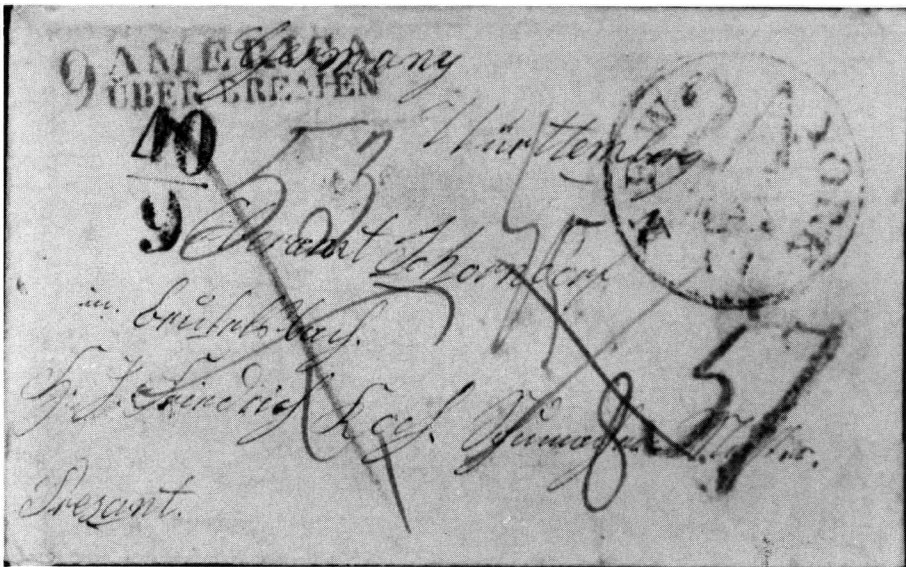


Figure 2. New York, 17 May 1851, to Schorndorf. Black NEW 24 YORK CDS shows U.S. debit to Bremen. Red "9 AMERICA/ÜBER BREMEN" gutegroschen Bremen debit to Hannover. Black "40/9" Hannover debit to Thurn & Taxis Post in kreuzer. 45/8 in red ink Thurn & Taxis Post debit to Württemberg in kreuzer and 57 kreuzer (red crayon) total postage due.

The reduction in postage by the United States from the previous 25-29-34 cents to 20 cents per ounce [*sic*: per ½ ounce?] irrespective of office of origin on 1 July 1851 brought about a second change in the charges: 20 cents United States to Bremen, plus 12 cents German postage, a total of 32 cents for a fully prepaid letter; U.S. debit for an unpaid letter, 20 cents. Paid to Bremen letters henceforth bore the marking “PAID PART,” as in Figure C, bottom.

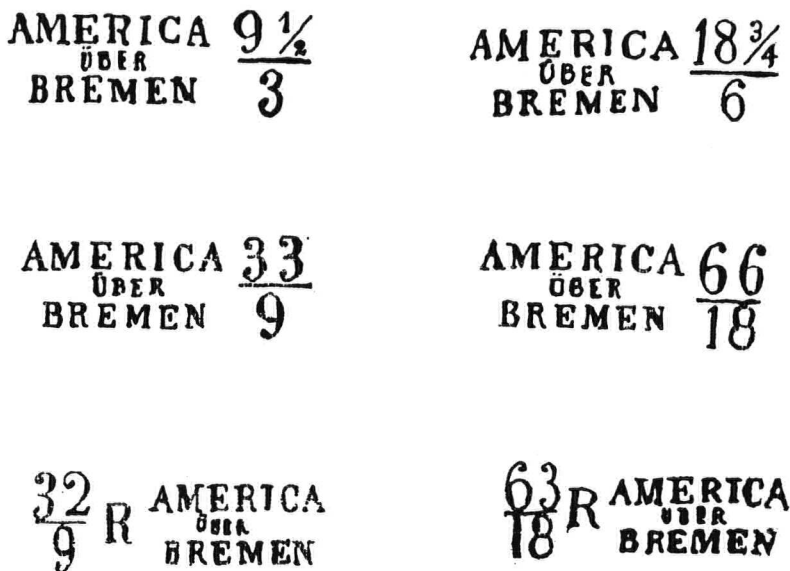


Figure D. Combination rate markings in silbergroschen (top) and kreuzer.

In Bremen there was the first combination rate marking in silbergroschen,  $9\frac{1}{2}/3$ . That represented  $8\frac{1}{2}$  silbergroschen (= 20 cents) plus 1 silbergroschen transit/3 silbergroschen union postage, a total of  $12\frac{1}{2}$  silbergroschen, equated to 42 kreuzer. This 42-kreuzer amount was only later debited by the new  $33/9$  marking (in kreuzer). But while the silbergroschen marking was current, in August 1851 it was equated to 55 Thurn and Taxis kreuzer. The excess of 13 kreuzer, about 4 silbergroschen, during this short period cannot be explained.

The  $33/9$  kreuzer marking replaced the silbergroschen marking in September 1851. From here on there was also correct accounting for 42 kreuzer with the Thurn and Taxis Posts, up to June 1852 when the new  $32/9$  kreuzer marking was introduced.



**Paid to Bremen.**

Figure E. Credit markings on fully prepaid letters (top), and “Paid to Bremen” handstamp used from U.S.



**Figure 3. Memphis, Ten., 27 May 1851, to Oberndorf. 34¢ prepaid U.S. transit fees to Bremen. "PAID PART" in black by New York Exchange Office. "AMERICA/ÜBER BREMEN" in red and "9" in black Hannover debit in kreuzer to Thurn & Taxis Post. 9/5 and 14/4 in red ink show kreuzer accounting in Württemberg. 19 in black pencil under "PAID PART" is total amount due in kreuzer (apparently a 1 kreuzer local delivery fee charged). Only known cover with the "9" handstamp.**

To paid to Bremen letters with the black "PAID PART" marking, from here on the two-line "AMERICA/ÜBER BREMEN" marking in red was stamped, without a rate figure. The 9-kreuzer German postage no longer appeared as a handstamp but was handwritten in blue ink, often repeated in black or red crayon.

Fully prepaid letters from New York, marked "PAID ALL" in red, initially were forwarded by Bremen with a credit of 2 5/12 gutegroschen. A handstamp with this figure was used only in May 1852. From July 1852 this handstamp was replaced by "Fr.3" (3 silbergroschen union postage).

The treaty amendment of 15 August 1853 provided a new reduction in rates; a single letter of not more than ½ ounce cost 10 cents from the United States to Bremen, 5 cents inland (reduced to 3 cents in 1858), 4 cents sea postage (9 cents in the case of Württemberg, Baden, and Thurn and Taxis), and 1 cent Bremen inland:

15 cents from the United States to union member states (10 cents plus 5 cents union postage)  
 15 + 7 = 22 cents to Württemberg, Baden, and Thurn and Taxis Posts

The accounting is summarized as follows:

*Unpaid letters from the United States:*

by American packet, 5¢(U.S.) + 9¢(sea postage) = 14¢ to the U.S.  
 by Bremen packet, 5¢(U.S.) = 5¢ to the U.S.

In 1858 the U.S. internal postage was reduced from 5¢ to 3¢:

by American packet, 3¢(U.S.) + 6¢(sea postage) = 9¢ to the U.S.  
 by Bremen packet, 3¢(U.S.) = 3¢ to the U.S.

*Wholly prepaid letters from the United States:*

by American packet, 1¢(Bremen) + 7¢(union postage) = 8¢ to Bremen  
 by Bremen packet, 9¢(sea postage) + 1¢(Bremen) + 7¢(union postage) = 17¢ to Bremen

*Letters paid only to Bremen:*

by American packet, 1¢(Bremen) = 1¢ to Bremen  
 by Bremen packet, 9¢(sea postage) + 1¢(Bremen) = 10¢ to Bremen

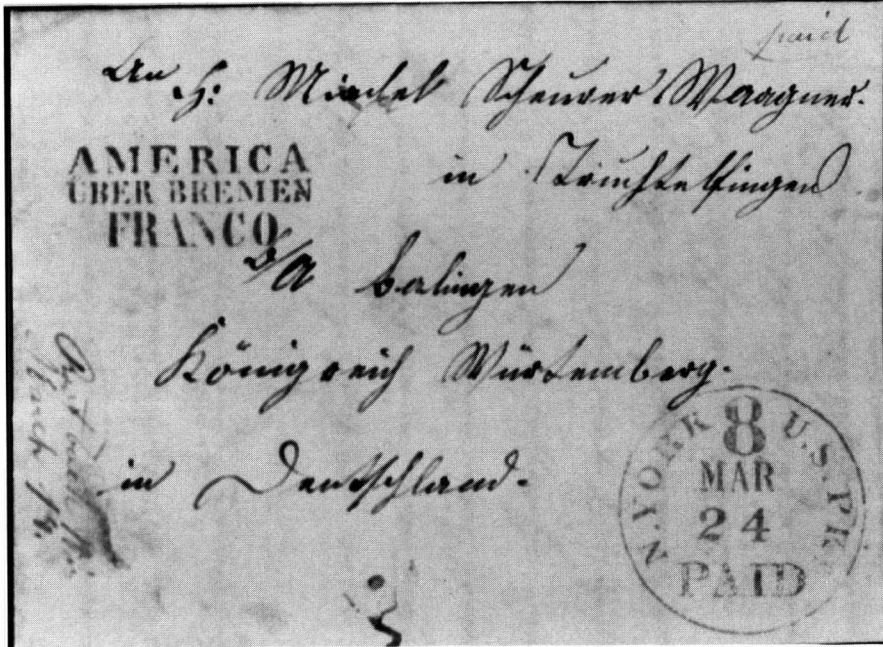


Figure 4. Wisconsin, 14 March 1855, to Württemberg. 22¢ single rate prepaid (amount not shown). New York Exchange Office credited Bremen 8¢ in red N.YORK 8 U.S. PKT PAID date stamp. Blue "AMERICA/ÜBER BREMEN/FRANCO."

These numbers are contained in the U.S. handstamps: red for credit to Bremen, black for debit to Bremen. Letters paid to Bremen bear the straight-line "Paid to Bremen" handstamp in addition to the circular "N.YORK BREM PKT./10" or "- U.S.PKT./1" in red.

AMERICA  
ÜBER BREMEN  
FRANCO

Type I  
red: 1854-57  
blue: July 1859

AMERICA  
ÜBER BREMEN  
FRANCO

Type II  
blue: 1855

$\frac{24}{9}$  Kr.R. AMERICA  
ÜBER BREMEN

narrow R  
red: Jan 1854  
blue: Nov 1858

$\frac{24}{9}$  Kr.R. AMERICA  
ÜBER  
BRE MEN

wide R  
red: 1856

$\frac{48}{18}$  Kr.R. AMERICA  
ÜBER  
BRE MEN

red: 1856

Figure F. Transit markings applied at Bremen on paid and due mail.



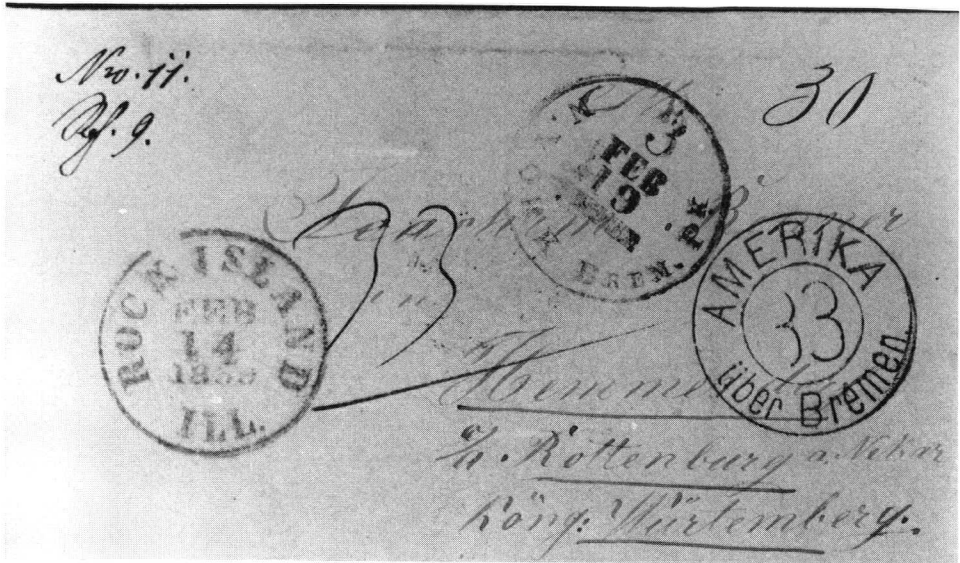


Figure 5. Rock Island, Ill., 14 February 1859, to Rottenburg am Neckar. Letter sent unpaid. Black 3 N.YORK BREM. PK. date stamp shows U.S. debit to Bremen. Blue, double circle AMERIKA/33/über Bremen indicates postage due in kreuzer (22¢ equivalent). Since letter sent unpaid, New York Exchange Office sent by Bremen steamer rather than in Prussian Closed Mail (letter author's routing choice indicated by 30¢ rate in upper right corner).

Bremen debited  $24/9 = 33$  kreuzer for each unpaid letter, whether by Bremen or American packet, with credit payable to the United States of either 5 cents or 14 cents, respectively. Beginning in 1859 handstamps with numbers expressed in the form of a fraction

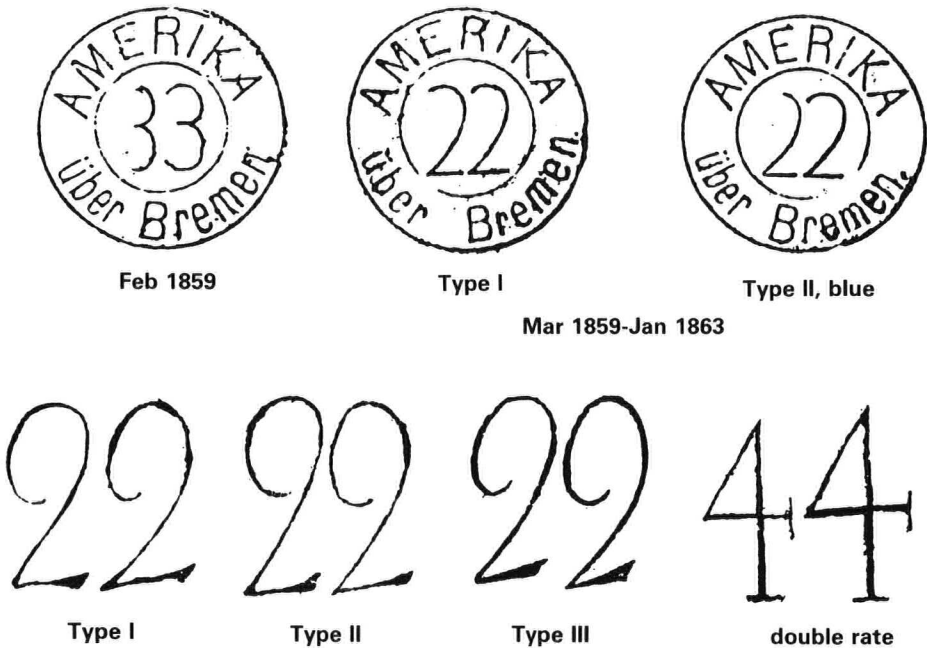


Figure G. Double circle and figure handstamps introduced in 1859.

were discontinued and there came into use a double-circle handstamp with a number representing total postage in the center. In April 1859 the postage was reduced from 33 to 22 kreuzer, the 33-kreuzer double circle is a true rarity — indeed, up to now only two examples are known. The reduction to 15 cents as a result of Württemberg's being placed upon the same basis as the other union member states gave rise to the successor double-circle handstamp with "22," followed by the "22" figure stamp in 3 types. Of the "44" (double rate) handstamp only a few examples are known; this rate was for the most part applied in manuscript, as a rule with the two-line "AMERICA/ÜBER BREMEN" handstamp. Fully prepaid letters bore the handstamp "AMERICA/ÜBER BREMEN/FRANCO" in blue, in either of two types, the second of which is by far the scarcer.

*Note by translator:* The 6-cent sea postage in the summary of accounting may seem incongruous and does require explanation. The August 15, 1853, treaty amendment established an international rate (New York to Bremen) of 10 cents (5¢ U.S., 4¢ sea postage, 1¢ Bremen) in the case of all German states which had reduced postage to Bremen to 5 cents. In the case of Württemberg, Baden, and the Thurn and Taxis Posts, which retained a rate of 7 cents, the international rate was 15 cents (5¢ U.S., 9¢ sea postage, 1¢ Bremen). In 1859 the Bremen-Württemberg rate was reduced to 5 cents so the 10-cent international rate then applied.

In 1858 the U.S. inland rate was reduced from 5 cents to 3 cents. Since no change was made in the total postage charge the effect was to increase the sea postage to 6 cents. The 6-cent sea postage presumably would have applied from 1858 to wholly prepaid letters and letters paid only to Bremen from the United States.

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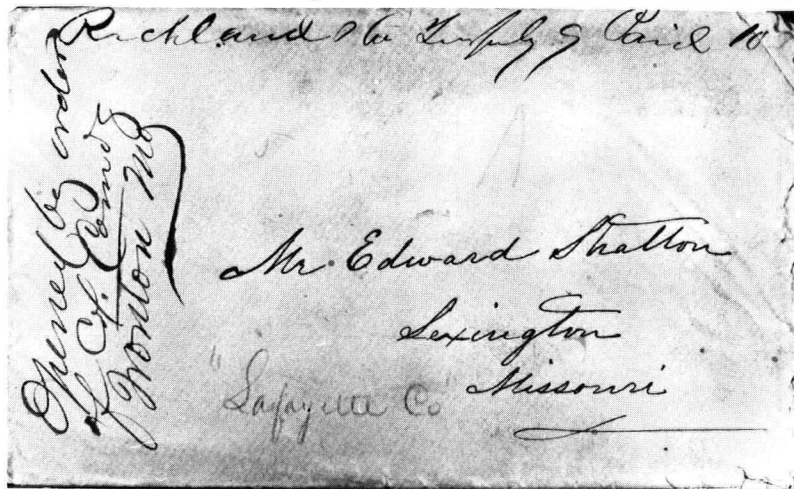
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**ANSWER TO PROBLEM COVERS IN ISSUE NO. 128**

With the holiday season readers were possibly busy with non-philatelic happenings. There was no response regarding the second problem cover in the November *Chronicle*; "Frey's Valentine Express" was not known to a recent houseguest who is a collector of valentines. If someone has knowledge of this, I'm sure our readers will be interested.



**Figure 1. Civil War period cover with ms. markings.**

There was lively interest in the Civil War cover shown again in Figure 1. Along the top is written "Richland Sta., Ten, July 9, Paid 10" and it is addressed to Missouri. Answers were received from Dick Graham, Dick Corwin, Buck Boshwit, and the Rev. Dr. William Parkes of England. All four have good knowledge of Confederate mails, and here are pertinent comments from their various answers:

1. Richland Station was on the Louisville and Nashville RR in Sumner County, Tenn., just south of the Kentucky border.
2. Camp Wild Cat, a Confederate recruiting camp set up to entice pro-Southern Kentuckians, was nearby.
3. The 10¢ is a Confederate postal rate, based on distance of over 500 miles to Missouri.
4. There differing answers regarding the year of usage; but it has to be 1861 because this area of Tenn. was overrun by Union troops in Feb. 1862 and was never again under Confederate control.
5. The probable routing was westward to Memphis, and not north through Louisville. There were Confederate post offices in western Ky. at Columbus and Hickman, but they were not operating in July 1861, but the one in Memphis was. There has long been a rumor of a Confederate post office at New Madrid, Mo., but this has not been substantiated. That area of the Miss. River was under Confederate control in 1861. Thus the letter could have gone up the river, or across a corner of Arkansas.
6. The letter entered Missouri and was intercepted at Ironton, in Iron County, about 60 miles south of St. Louis and 30 miles west of the Miss. River. The consensus is that the "Col. Commanding" at Ironton was in the Union army. The "A" on the cover may be his initial, or could mean "Approved."
7. If the letter went to Lexington, in Lafayette County, 15 miles east of Kansas City, it was in an outer envelope with U.S. postage due as that area was in Federal control.

In conclusion, this is a Confederate cover, with a Railway marking, sent from the South; but not via the express companies operating at that time.

## PROBLEM COVERS FOR THIS ISSUE

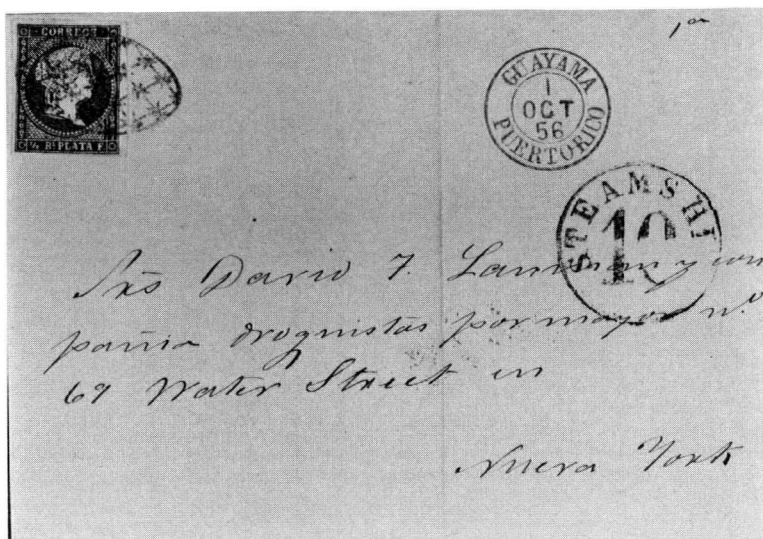


Figure 2. Cover from Puerto Rico, 1856.

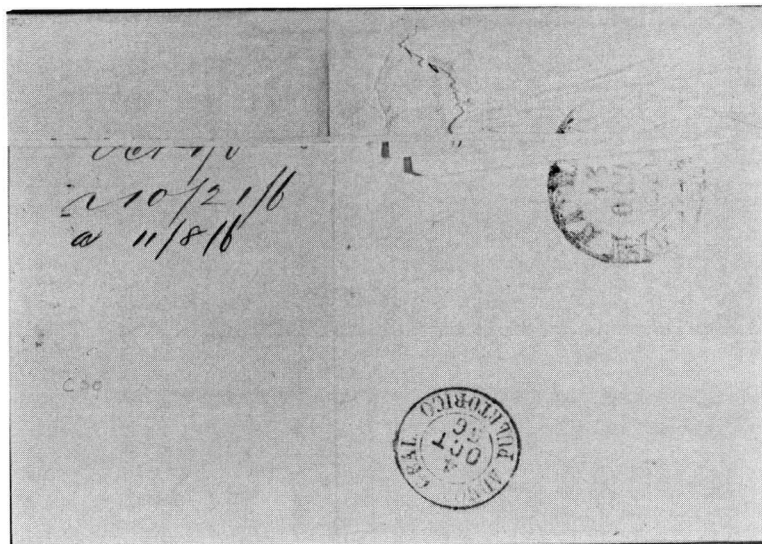


Figure 3. Reverse of Figure 2.

Figures 2 and 3 show the front and back of our new problem cover, a folded letter sent in 1856 from Puerto Rico to the U.S. There are transit markings on the back of San Juan (4 Oct.) Havana, Cuba (13 Oct.). The "Steamship 10" and other markings are in black. This item has been submitted by Theron Wierenga and the question posed is "How did it get from Puerto Rico to Cuba?" Theron is offering a complete set of his reprints, eleven of them, plus the newly printed index for the *Chronicle*, issues 72 through 127, to the first person sending in the answer for our readers. The answer must be documented and not conjecture. A ship name and sailing date would be good proof. Send your answer soon after you receive this, as the first one will be the winner. This is a great offer by Theron, and his well-prepared and useful index alone should be an incentive.

Figure 4 shows a Confederate cover with pair of the 1862 local printing cancelled by cds of Clarksville, 6 April, no year date. There is another marking struck 5 times, plus a note



Figure 4. Confederate cover postmarked Clarksville.

which seems to read "Skip No. 15". Can a reader identify the boxed marking, and comment on the addressee?

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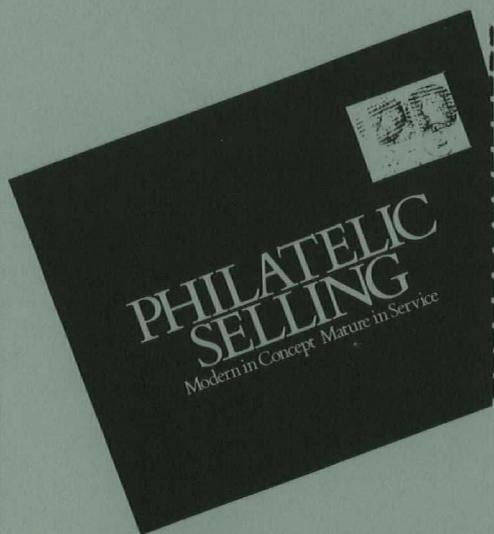
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