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May 1986

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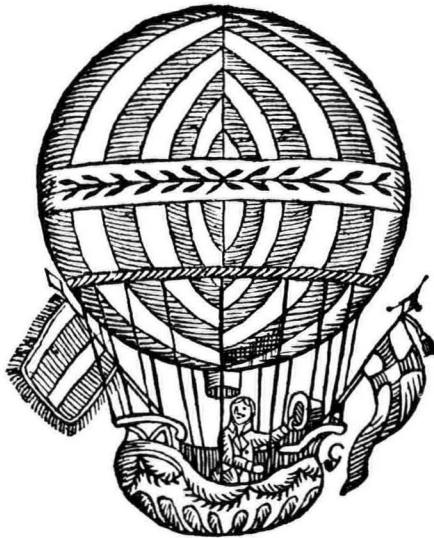
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## THE EDITOR'S PAGE

This issue is dedicated to AMERIPEX '86 and to the city of Chicago. The various section editors and contributors have made a great effort to provide material on philatelic topics with a Chicago connection. Of particular interest are Jerome S. Wagshal's revelation of the origin of the "Chicago Perfs," Charles L. Towle's comprehensive history of the pioneer Galena & Chicago Union R.R. and its successors, and Richard F. Winter's review of rare markings associated with the transatlantic mails and presumably used at the Chicago Exchange office. Unusual postal markings from Chicago in the 1860s are featured in the 1861 section, while notable covers originating at Chicago appear in the 1869 and Bank Note periods. Other varied subjects, such as St. Louis Bears, the Heard find, and British packet mail via Annapolis, are also discussed.

A special color section of important U.S. covers described by Scott R. Trepel is included through the generosity of Christie's and Robson Lowe. We all appreciate this splendid contribution.

Leonard Hartmann's very useful 94 page Catalog No. 11 of philatelic literature has just been published and is available at \$2.00 from P.O. Box 36006, Louisville, Ky. 40233. Reviews of other recent publications follow.

**Review: The Minnesota Territory in Postmarks, Letters and History.** By Floyd E. Risvold. Published by the Collectors Club of Chicago, 1029 N. Dearborn St., Chicago, IL 60610. Hardbound in a very attractive manner, 344 7" x 10" pages with (author's count) 308 illustrations and a 17" x 22" reproduced four color map of 1850 folded into a pocket attached inside the back cover. A portion of the same map, imprinted with title, etc., serves as a dust jacket. Available from the publisher at \$65.00, postpaid.

This book is a comprehensive handbook of Minnesota territorial and pre-territorial postal history, with some of the subjects carried well into the statehood period for completeness. It contains both good background historical and postal data and also has an unpriced catalog style section, including tracings and listings, of all Minnesota territorial and pre-territorial postmarks known to the author. And that's probably just about all there were. The catalog section is supplemented by a section with photos of many important covers.

The historical background includes a full page map showing all known Minnesota territorial post offices, plus a series of 15 maps, reprinted from a Minnesota Historical Society pamphlet, showing the territorial and boundary line changes of each successive step leading to the final boundaries of the state of Minnesota.

Comprehensive chapters on Fort Snelling and its post offices and Pembina-Red River mails (including BNA mails) carry the story well beyond the territorial period to complete the postal history. There are also fine chapters on Minnesota steamboat and (just one existed) railroad mails. A chapter on foreign mails originating in Minnesota territory and chapters on fakes and problem covers as well as other matters of interest are included. The book finishes with a selected bibliography.

The book has no index but the grouping of the material and a good table of contents make finding data no problem. Production is very high quality, with a durable and attractive binding and brilliant illustrations. I recommend this work highly as being valuable to USPCS members interested in territorial postal history, whether they collect Minnesota material or not.

Richard B. Graham

**Review: Bakers' U.S. Classics.** Edited by the Publications Planning Committee of the U.S. Philatelic Classics Society, P.O. Box 14338, Columbus, Oh. 43214. Hardbound, 8½ x 11 format, 343 pages. \$29.50 (postpaid), from address above. Checks payable to U.S.P.C.S.

"Bakers' U.S. Classics" was a weekly column written by Hugh and David Baker and

published in *Stamps* magazine for nearly seven years during the 1960s. Their range of subjects included stamps, covers, postal history and stamp shows. They were very prolific in their writing resulting in 351 columns including reports of new findings and the exploration of aspects of philately and postal history never before tackled.

This book is more than a compilation and reprint of the Bakers' columns — it represents a new and innovative standard of philatelic editorial achievement imaginatively accomplished by "editor of responsibility" Richard Graham. All the columns have been reset in an easy-to-read type, correcting the errors that are occasionally found in a weekly column. But, the major innovation is a bold new format in philatelic publication. While the columns are typeset on 5" of the 8½" page width, the remainder of the page is used for marginal notes and illustrations updating the original columns and adding reference sources contributed by the various editors and experts. There were slightly more than 40 illustrations in the original columns; however, hundreds of pictures of covers, stamps, maps, and markings have been added.

The editors have made the book very easy to find information. A 13 page index with over 3,000 entries is a much appreciated component which supplements the concise table of contents and running page heads. Such a comprehensive index is sorely lacking in previous reprints of philatelic columnist writings.

I can recommend this book without reservation as a major handbook of U.S. classic material covering, in depth, the Federal period to the 1869s including aspects of the Confederates, Western, and Hawaii mails. The price of \$29.50 makes this the best buy in philatelic literature on the market today.

Many of us in the U.S.P.C.S. learned the basics of philately and postal history by reading the weekly columns of the Bakers (this reviewer did); and, now, 17 years after the last "Bakers' U.S. Classics" column appeared, editor Graham and the Publications Committee have compiled their work in such a manner as to make both Hugh and David proud.

Douglas A. Kelsey

**Review: OPINIONS III.** Edited by Elizabeth C. Pope. Published by the Philatelic Foundation, 270 Madison Ave., New York, N.Y. 10016. Hardbound, 206 pages, about 150 illustrations. Available @ \$29.50 postpaid from the publisher.

This is the third in the Philatelic Foundation's instructive and entertaining series of opinions rendered on items submitted for certification. It is at least as valuable as its predecessors. The variety of philatelic material discussed ranges from postal history to overprints, and many different techniques of expertization are applied.

Among the notable postal history articles is Richard B. Graham's account proving the handstamp SPITFIRE genuine — a splendid illustration of the importance of collateral material and contemporary records. (Table 1, however, contains several typographical errors.)

A fancy, but fake, U.S. stampless cover is the subject of a well-reasoned, step by step exposition by Frank Mandel, who also contributes an interesting analysis of a cover bearing a Confederate 5¢ blue lithograph. Scott Gallagher and Richard Krieger demonstrate that verifiable historical facts may prove an item good or bad. Analysis of an 1847 cover to China, while showing the value of records, repeats information already published in *Chronicles* 125 (February 1985) and 77 (February 1973).

Richard Larkin's article on Canal Zone booklet panes is one of the most informative on a stamp subject. Others in this class which I found especially interesting are Peter Robertson on the 1857 1¢ Type III, and on fake recuts on the 1855-60 10¢, Gene Reed on 10¢ types, Bert Christian (his usual lucid explanation) on the A grill, and Henry Stollnitz on unauthorized Shanghai overprints.

Ernst M. Cohn offers valuable insights to show how comparison of groups of related

(Continued on page 148)

**THE PETTUS CORRESPONDENCE:  
A NEW FIND OF ST. LOUIS PROVISIONALS**

**SCOTT R. TREPPEL**

In 1984 the Missouri Historical Society deacquisitioned twelve folded letters franked with St. Louis provisional stamps. The letters were bequeathed to the institution by William Grymes Pettus, Jr., the great-grandson of the addressees, Mr. and Mrs. William G. Pettus, following his death in February 1984. After soliciting bids from several professionals, the institution sold the Pettus correspondence intact to Stanley J. Richmond, a Boston dealer. A portion was later placed with a collector through a private transaction negotiated by this author.



**Figure 1. Letter postmarked Dec. 11, 1845, with 5¢ “Bear” on greenish wove, position 1 on original plate.**

While considerably smaller than earlier famous finds of St. Louis provisionals — notably, the 1869 J.W. Scott find, Riggs, J. & J. Stuart, “Louisville” and Charnley-Whelen correspondences — the Pettus covers form a group of historical interest and rarity. The purpose of this article is to survey the items and assess their significance relative to other recorded St. Louis provisionals.

**William G. Pettus**

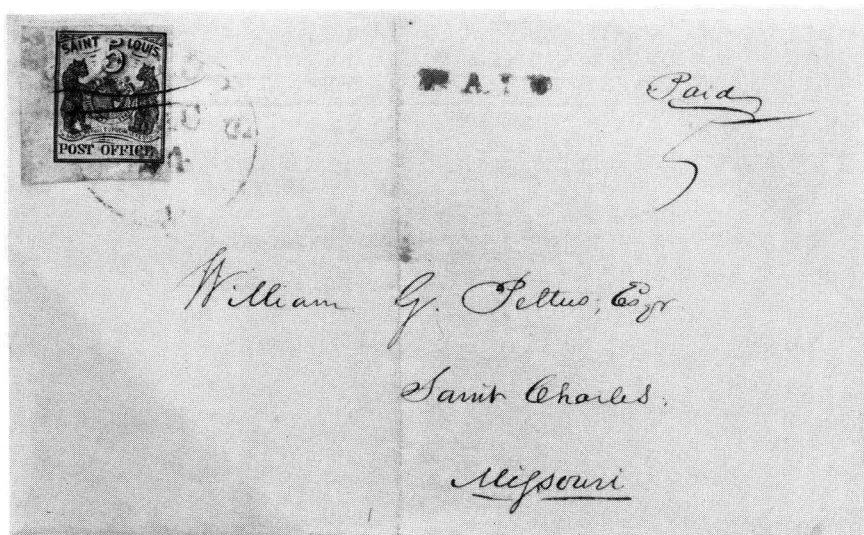
The principal addressees are William G. Pettus and his wife, known only by her initials, C.R. Pettus. All of the letters are addressed to St. Charles, Missouri, about 20 miles west of St. Louis. St. Charles served as the first territorial capital of Missouri. The letters date from December 1845, to March 1847.

In 1821 when Missouri Territory became the State of Missouri, William G. Pettus was Secretary of State. He approved the design for the Missouri Coat of Arms, which in turn was the design used for the St. Louis provisional, commonly known as the “Bear” stamps. Pettus chose bears as a symbol of the rugged durability of Missouri citizens. It is a fortunate coincidence that the surviving Pettus correspondence is franked with the symbol he selected as a government official.

**The Correspondence**

The written content of the correspondence is routine, and, according to members of the



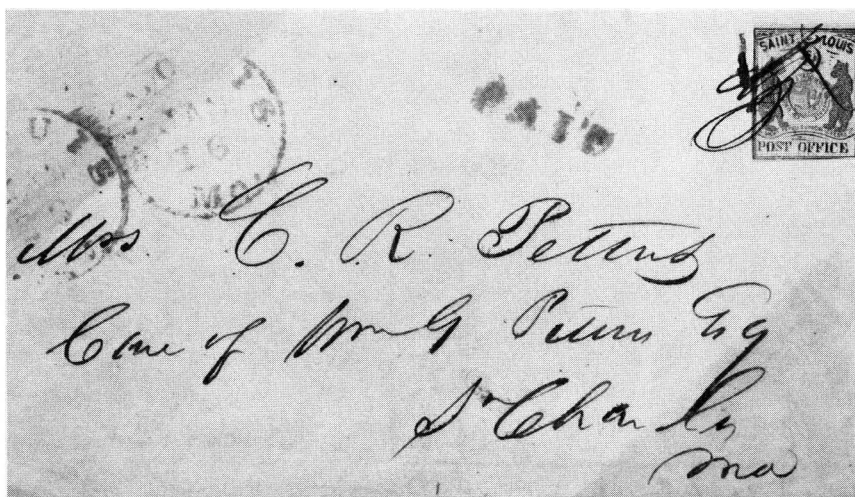


**Figure 2. Corner margin 5¢, greenish paper, position 5 on original plate, on cover mailed Dec. 24, 1845.**

family, the letters were saved because of the stamps affixed. With the exception of two letters, which were torn, and a couple of stamps cut into, the correspondence is well-preserved and the stamps were generally carefully separated.

The handwritten addresses vary with the senders. One manuscript style matches that found on St. Louis provisional covers addressed to Benjamin Stickman, at Jefferson City, Missouri. The others do not seem to tie up with any other covers from St. Louis.

Ten of the Pettus letters have single 5¢ provisional frankings, paying the single rate. At the time of deacquisition, there was one cover with a vertical pair of the 5¢, and another with a single 10¢, both printed on greenish wove paper. These 10¢ rate covers weighed over ½ ounce, and were thus charged the double rate. Collectors of mid-western postal history are generally aware of the rarity of the 5¢ “under 300 miles” covers from the region. At St. Louis most of the mail was addressed to eastern cities over 300 miles away. The majority of “Bear” covers have 10¢ or multiple frankings paying the 10¢ rate. Therefore, the ten single 5¢ usages from the Pettus correspondence represent a significant addition to the record, as well as providing collectors with covers that display a single 5¢ stamp, which have previously been



**Figure 3. Cover postmarked Jan. 16, 1847, with 5¢ on pelure paper, position 5 retouched.**

very difficult to locate. The two double 5¢ rate covers are as rare, if not rarer, although visually they look the same as any other 10¢ “over 300 miles” rate cover.

The earliest Pettus cover is dated December 11, 1845 (see Figure 1). It is a small neat folded letter, and the stamp is a 5¢ position 1 from the original plate, printed on greenish wove paper. The impression is very strong and the stamp has four large margins. It is pen-cancelled and tied additionally by the red St. Louis datestamp of Dec. 11, about one month after the “Bear” stamps were placed on sale.

Another 5¢ greenish paper from position 1 is found on the next letter, dated December 21, 1845 (not illustrated). This stamp, with four margins, has a slight dry print at the top. It is pen-cancelled and additionally tied by the red straightline “PAID”.

The next letter, dated December 24, 1845, is franked with a tremendous corner margin single 5¢ stamp, which is tied by a pen cancel and the red St. Louis datestamp. The stamp is position 5 in its unretouched state on the original plate, printed on greenish paper. This record stamp and cover are illustrated in Figure 2.

The 1846 Pettus letters follow in sequence: Jan. 16 (5¢ greenish, pos. 1), Jan. 19 (5¢ greenish, pos. 3-5 vertical pair), Jan. 23 (5¢ greenish, pos. 3), Feb. 1 (5¢ greenish, pos. 1), Feb. 15 (5¢ greenish, pos. 5), Feb. 18 (10¢ greenish, pos. 4), Nov. 10 (5¢ greenish, pos. 3). This last cover is the final 1846 date.



**Figure 4. Corner margin 5¢ on pelure paper (same position as Figure 3) on cover mailed Mar. 1, 1847.**

The 1847 dates are the most interesting from a philatelic viewpoint. The first is dated January 16 (see Figure 3) and is franked with a single 5¢ position 5 on pelure paper. This position was retouched by enlarging the dot in the ball of the numeral “5”, which evidently was done at the time of the second alteration of the plate (third printing on pelure paper). The letter was partly torn but has since been repaired. The second 1847 date, and the last of the Pettus correspondence, is the March 4 folded letter illustrated in Figure 4. The stamp on this cover is also position 5 retouched, printed on pelure paper. It is a full corner sheet margin stamp, pen-cancelled with strokes and “5” numeral, and additionally tied by the red “PAID”. It is, without question, the finest of the few known 5¢ pelure covers.

#### **Acknowledgement**

The author is grateful to Elizabeth Pope for information on the Pettus family, and to the collector who now owns much of the Pettus find.

The bottom line is . . .  
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. . . Because I take stamps seriously. To me, a collector's stamps are more than just commodities. They are often pieces of one's life. Chances are, a collector passed up something else in order to buy each stamp and cover. That means an obligation on my part to do the best by the collector . . . or his or her children.

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## THE AUGUSTINE HEARD FIND AND LIST OF 90¢ U.S. 1857-60, 1861 ISSUES ON COVER

STANLEY M. BIERMAN, M.D.

The Augustine Heard find in 1931 by Earl Hamilton and Joseph Silver much like the Carrol-Hoy<sup>1</sup> and Ludlow-Beebe finds<sup>2</sup> constitutes a major source of postal history rarities which good fortune and serendipity have preserved for the collector. While it is believed that the initial find of Augustine Heard covers by the dealers came from sources in the Orient, which material was offered by auction through Bertram Poole on February 17, 1932, it is clear that postal history gems bearing high values and known to be in the correspondence were not auctioned. Whether these 90¢ U.S. 1857-60 and 1861 issues on cover and other high value items were sold by the Heard family to stamp dealers, filched from sequestered records by individuals familiar with the potential for financial gain from sale to postal history collectors, or discovered in long-neglected niches in the Orient cannot be determined. Given that parties in this matter are now long dead, the true and unblemished facts relating to how these covers were acquired by the philatelic community are lost to inquiring historians. It will, however, become clear as this narrative unfolds that there may have been more than one source from which this correspondence worked its way into philatelic channels.

The Augustine Heard Co. of Shanghai and Hong Kong, China, was established in 1840, and its business correspondence relating to the Chinese tea trade was received from its New York and Boston offices.<sup>3</sup> The letters traveled to China via London aboard ships of the Cunard and other lines including *America*, *Saxonia*, *Asia*, *Persia*, *Hansa*, *Africa*, and *City of Baltimore*, and then via Southampton or Marseilles by P. & O. Line. The founder of this great Chinese-American trading firm, Augustine Heard, was born in Ipswich, Mass., on March 30, 1785, as the fifth of eight children of John Heard and Sally Staniford, his father's second wife.<sup>4</sup> Heard's father was a ship owner and merchant who plied trade with the West Indies and China. The young Augustine Heard entered Phillips Exeter Academy in 1799 but was a poor scholar. He was, however, an enthusiastic seaman like his father, and at age 18 was apprenticed as an employee of Ebenezer Francis, a prominent Boston merchant. Two years later he sailed to Calcutta as a supercargo aboard a sailing ship. In time he mastered the intricacies of navigation, and at age 32 became master, being both captain and supercargo, of the brig *Caravan*. He was entrusted with \$80,000 worth of merchandise on his maiden voyage, and his success in selling his wares at trading centers in the Orient won him widespread respect and admiration. He soon became one of the most prosperous ship captains in the East Indian trade.

Heard was able to build a sizable fortune, and in 1829 decided to end his profitable career as a sea captain and devote his energies to local Ipswich business and civil enterprises; he never married. Heard's retirement was short-lived for on June 7, 1830, in his forty-sixth year, he sailed to Canton to become partner in the trading firm of Samuel Russel & Co. in which he had a three-sixteenth interest. The latter firm had grown from the defunct Perkins and Co., and Heard's financial infusion into the struggling company set it on a firmer financial base. His enterprise was quickly marked with success, but ill health forced Heard to return to America in 1834. He settled in Boston to direct his business enterprises and investments. When Russell and Co. underwent financial reversals in 1840, the new firm of Augustine Heard and Co. was established with Joseph Coolige, formerly of the parent company, as active partner in the Canton firm which had offices in Hong Kong, China, and Siam.

---

1. S.M. Bierman, "Philip H. Ward, Jr.," *Chronicle* 124:224-233, 1984.

2. S.M. Bierman, "Ludlow-Beebe Find," *Chronicle* 123:154-157, 1984.

3. H.J. Baker and J.D. Baker, "Augustine Heard and David Baker," *Stamps* 126:41, (Feb 8) 1964.

4. Anon, "Augustine Heard," *Dictionary American Biography* IV:482-83, 1931, Chas. Scribner and Sons, N.Y.



In 1841 Heard returned to China to assume charge of business, bringing with him his nephew John Heard who was to assume management responsibilities. The Augustine Heard Co. which was already established as a major trader in tea and fine silks, extended itself into banking and shipping. Heard's return to Canton was, however, marked with political turbulence as the Chinese Opium War was well in progress. During this period of hostilities his place of business was attacked by frenzied mobs of xenophobic Chinese. Heard was later to receive compensation by the Chinese government for losses incurred in the rioting. A financially strong and admired business firm, the Augustine Heard Co. was important in shaping the Far Eastern policy of the United States government which came to see major ports of economic opportunity in the Orient.

Augustine Heard sailed back to America in 1844, never to return to China, but his business was carried on by four nephews including a namesake, Augustine Heard (1827-1905), who was later to become American minister to Korea from 1890-93. Augustine Heard, the founder of this great Chinese-American trading company, died at Ipswich on September 14, 1868. The company continued after Heard's death but fell upon hard times, as did other Chinese trading firms, following the American Civil War, and went out of business during the 1870-72 period.

The business records and correspondence of the Augustine Heard Co. were gathered together and returned to the Heard family in America for safekeeping at an undetermined date. Some time in 1931 the voluminous records of the Augustine Heard Co. were donated by the family to the Baker Library of Harvard University. A second portion of the Heard correspondences was also acquired by Harvard University in 1945. The collection as it presently exists is quite enormous consisting of 800 volumes, 270 boxes and 100 record center cartons filling some 261 cubic feet of space in the Baker Library. Florence Bartoshesky, the current curator of the collection, claims that the papers were carefully culled of stamps and covers some time prior to its receipt by the University in 1931.

While it is not fully known how the Augustine Heard correspondence worked its way into philatelic channels, what facts are recorded<sup>5</sup> relate that at some time in 1931 Earl Hamilton and Joseph Silver of the United States Stamp Co. of San Francisco came into possession of a large cache of stamped correspondence from the Augustine Heard Co. Stanley Ashbrook quotes Hamilton's remembrances of the event: "Two boys, whose father was in the utility business in China, as kids resurrected this lot of correspondence. The older brother soaked off from the various covers one of each kind of stamp that was on the various covers and the balance he left on the covers. He has since advised me that he and his brother removed the 90¢ and trimmed it themselves. The younger soaked *all* of the stamps off the covers he got and we eventually bought his collection." The latter quote is a curious observation for when Hamilton brought the Augustine Heard find to Bertram Poole for inclusion in his 45th auction held in Los Angeles on February 17, 1932, the 57 lots consisted almost entirely of letter sheet covers most of which had been folded through the address side to preserve the stamps. (A list of these 57 lots will be published in the next issue.)

It is quite clear that the Hamilton-Silver acquisition did not contain the whole of the stamped letters for only two of the 18 known covers from the Heard correspondence bearing the 90¢ U.S. 1857-60 and 1861 issues appeared at auction (see list). By reference to this list it is apparent that a number of these rare covers were to be found in the possession of great collections formed during the 1920-30 era such as those of Alfred Caspary, Nicholas Waterhouse, Sidney Hessel, and Joseph Steinmetz. Stanley Ashbrook's account<sup>6</sup> of 90¢ U.S. 1860s on covers does not, in fact, contain reference to most of these listed covers. It is more than likely that stamp dealers other than Poole had access to the high value Heard letters

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5. S. Ashbrook, "The Heard Covers Sold by Poole," *Special Services* (75:606, (June 1) 1957.

6. S. Ashbrook, "The United States Ninety Cent Stamp of 1860," *American Philatelic Congress* 17:100-113, 1951.

and arranged for placement of these rarities in their clients' collections. This fact can be readily confirmed given that lot 205 consisting of a 90¢ (S.E.) and a 24¢ U.S. 1861 not tied to cover, present at the Joseph Steinmetz sale by Eugene Klein on March 21, 1929, is identical in description with the Heard New York to Shanghai cover pictured in the John Fox sale of March 31, 1957; the Klein sale preceded the Poole offering by three years. Likewise lot 51 of the January 15, 1925, sale by Frank P. Brown of Boston contains a 90¢ U.S. 1857-60 described as follows: "90¢ on cover to Hong Kong via Marseilles. Three other stamps unfortunately have been removed. Stamp tied to cover by black star in circle. Cover bears forwarding pmks and 96 in Mss. ECV \$150." While auction catalogues in the 1920-30 era rarely, if ever, carried photographs, and the description does not designate this a Heard cover, there are few other China-based correspondences (Nixon and Archer) bearing high value U.S. issues. Finally, in the 1932 period a number of covers bearing 24¢ and 30¢ U.S. 1857-60 issues from Boston via London to Hong Kong appeared at J.M. Bartel auctions, though, again, not pictured or designated as Heard correspondence.



**Heard cover with two 1861 90¢, ex-Waterhouse.**

The source of Heard correspondence whether by sale through family members to stamp dealers, by theft from unguarded Heard files, or by serendipitous discovery cannot be determined. However Poole recalls in his reminiscences<sup>7</sup> that, "[the] remarkable lot of old covers . . . had lain dormant in the orient for many years and after some negotiations the owner empowered them [Hamilton-Silver] to have us [Poole] dispose of the material at auction."

Heard covers have appeared at European auctions such as a 90¢ U.S. 1861 issue along with a 10¢ and two 3¢ stamps (72,68,65 + 65) offered at a Harmer, Rooke London sale in 1946. During the 1950s a number of Heard covers appeared at Shanahan Stamp Auctions (Dublin), albeit none bearing the 90¢ U.S. 1857-60 issue. Paul Singer, owner and proprietor of the firm, had recently burst into the philatelic scene, and had yet to acquire his unsavory reputation for philatelic skulduggery and deception. The fascinating story of the rise and fall of the notorious Shanahan Stamp Auctions has been previously documented.<sup>8</sup> Whether the Heard lots were from European sources, or were received by Singer on consignment from American vendors cannot be determined, but Shanahan sales #56 (November 16, 1957) and #71 (July 19, 1958) include prime Heard covers.

It thus seems clear that Augustine Heard covers present in the philatelic community came from a number of different sources.

The author is indebted to Leon Hyzen, and Florence Bartoshesky of the Baker Library for help in the preparation of this manuscript.

7. B.W.H. Poole, "United States 90¢ 1857," *Mekeel's Weekly Stamp News* LVI:114, (Feb 17) 1941.

8. S. Brady, *Doctor of Millions*, Anvil Books, Ireland, 1965.

## LIST OF 90¢ U.S. 1857-60, 1861 ON COVER FROM AUGUSTINE HEARD CORRESPONDENCE

<i>Sale</i>	<i>Auction</i>	<i>Date</i>	<i>Lot</i>	<i>Price</i>	<i>Date Mailed</i>	<i>Scott #</i>	<i>Remarks (sold to)</i>
J. Steinmetz	E. Klein	3/21/29	205	\$280	Sept. 9, 1862	72,70	J. Fox (161) 1/31/57 lot 172 @ \$475, SE left.
Hamilton find	B. Poole	2/17/32	13	\$810	Sept 11, 1860	39	Gibson sale 6/14/44 by Ward lot 184 @ \$3,000. Acquired by Y. Souren.
Hamilton find	B. Poole	2/17/32	14	\$375	Nov 9, 1860	39,38,35, 30a,26	Kleeman to Needham to Costales. HRC sale 525 (12/49) lot 151 @ \$360 to W. Cheney.
?	Harmer Rooke(L)	10/31/46	165	\$350	July 25, 1863	72,65 + 65,68	Hall sale (RL 1847) 1959 lot 286 @ £400. London pmk Aug 7.
N. Waterhouse	Harmer(L)	6/28/55	535	\$1,671	Nov. 27, 1861	72,58,67,65	Earliest known use 90¢ 1861 on cover.
N. Waterhouse	Harmer(L)	6/28/55	536	\$560	Nov 24, 1863	72,68,65 + 65	Krug sale (RAS 210) 1958 lot 584 @ \$1,000.
N. Waterhouse	Harmer(L)	6/28/55	537	\$812	Mar 28, 1865	72a + 72a, 69, 68 + 68	Krug sale (RAS 210) 1958 lot 588 @ \$2,400.
A. Caspary	Harmer(NY)	11/19/56	186	\$2,700	July 29, 1862	72,70	Haas sale (SG 5560) 1980 lot 179 @ \$65,000.
A. Caspary	Harmer(NY)	11/19/56	187	\$2,000	Dec 11, 1862	72,70	NY pmk Dec 13.
A. Caspary	Harmer(NY)	11/19/56	188	\$1,000	Sept 12, 1863	72,65 + 65,68	
S. Newbury	Siegel	5/17/61	506	\$1,600	July 20, 1866	72	Baker sale (RAS 526) 1978 lot 165 @ \$10,500.
S. Newbury	Siegel	10/17/61	523	\$2,400	Oct 14, 1865	72 + 72,71,73	Baker sale (RAS 526) 1978 lot 167 @ \$50,000.
Rarities	Siegel	3/25/69	77	\$4,500	Oct 25, 1862	72,70	
?	Kelleher	10/19/73	104	\$7,500	Feb 9, 1863	72,70a	
S. Hessel	Harmer(NY)	6/ 8/76	499	\$7,500	Apr 10, 1863	72,78	NY pmk Apr 11.
Rarities	Siegel	4/10/80	107	\$18,500	Feb 12, 1862	72,70a	Ex-Krug. Stamp not tied.
Rarities	Siegel	4/24/82	212	\$13,000	Oct 10, 1863	72,68,70	Re-offered 1985 Rarities @ \$11,000.
?	Lea(GB)	3/ 1/86	278	?	June 13, 1866	72	Used on piece with Heard name.
	?	?			Jan ?, 1864	72,70	Listed in <i>Chronicle</i> 58* — can any reader supply details?

\*J. David Baker, "The 90 Cent Stamps of 1860, 1861, and 1867," *Chronicle* 48:36-37; Frank S. Levi, Jr. and J. David Baker, "Additions to the Listing of Known 90¢ 1861 Covers," *Chronicle* 58:66. These lists record some 47 covers with 90¢ 1861 stamps.

# 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* 129:20)

1857

## TRANSPORT WITH BELGIAN PACKETBOATS

Belgium performed an important transit function in the postal service between The Netherlands and England. Since December 15, 1853, most of the transport between The Netherlands and Great Britain went via Ostend, unless the sender had indicated another route. Around this time the Compagnie Transatlantique Belge was established which, at the end of 1856, embarked upon a service between Antwerp and New York with two steamships, the *Belgique* and the *Constitution*. Later the *Leopold I* was added. In total this company, till September 1857, made about ten round trips, after which the company went into liquidation. On December 21, 1859, the USA signed a postal treaty with Belgium whereby transport of closed mail via England was provided. In 1866 in Circ. nr. 678 the public was notified of the fact that it was possible to send mail to the USA via Antwerp.

### Article 6

By means of packetboat service established between Antwerp and New York and which sails every four weeks, letters and printed matter can be exchanged between The Netherlands and the USA through the agency of the Belgian Postal Administration, on the following conditions:

- 1st. Letters can be sent either unpaid or prepaid to destination;
- 2nd. The postage for single letters weighing 15 grams or less, amounts to 45 cents.
- 3rd. Newspapers and other printed matter will cost 9 cents per 30 grams or part of 30 grams. The share of the above-mentioned postage that will go to Belgium will be 40 cents for letters and 7½ cents for printed matter.

The packetboats which will leave from Antwerp will sail this year on September 12th, October 10th, November 7th and December 5th.

Letters to the USA will only be sent via Belgium if the writer wishes this, as appears from a notation on the address-side.

1853

## TRANSPORT WITH GERMAN PACKETBOATS

During the period of the Ocean Line contract for service between New York and Bremen (Bremerhaven) the German "partners" attempted to strengthen the poor service rendered by the *Washington* and the *Hermann*. At first it seemed it would succeed by attracting W. A. Fritze & Comp., who tried to help out with the *Hansa* and the *Germania*. In 1853 and 1854, Fritze made eight round trips after which the ships made more money in transporting troops in the Crimean War. The *Hansa* was chartered in 1860 by the Irish Galway Line which used the ship under the name *Indian Empire* for service to New York. As already mentioned, also the performance of the Vanderbilt Line on the New York-Bremen route was no success.

In Hamburg, the great rival of Bremen, the Hamburg Amerikanische Paketfahrt Aktien Gesellschaft (the HAPAG Line) was established in 1847. Initially fitted out with sailing vessels, it maintained the service Hamburg-New York from 1856 with two steamships built in Scotland, the *Borussia*, later followed by the *Hammonia*, to which ships the *Bavaria* and *Teutonia* were added later. In view of the difficult position which the Postmaster General found himself in because of the shortcomings of various lines, it is understandable that he made use of this company for the transport service to North Germany.



## 1857

The USA and Hamburg concluded a postal treaty that came into effect on July 1, 1857, which was in principle the same as the USA-Bremen treaty.

In Bremen the Nord Deutsche Lloyd maintained a service to London since 1856. In 1858 it was announced that there was a service Bremerhaven-New York. This service was started with the *Bremen* sailing from Bremerhaven on June 19, 1858. Other ships on this route were the *Hudson* and the *New York* and the *Weser*. Because of fire the *Hudson* was withdrawn, soon followed by the *Weser* which suffered heavy damage and was subsequently sold. The sailings from Hamburg and Bremen became nevertheless so regular that a weekly service North Germany-Southampton was maintained.

## 1867

Although there is no certainty, the North-American Lloyd, established in New York in 1865, may have transported mail between the USA and Bremen, using among others old Collins Line ships, between February 1866 and March 1867.

In Circular nr. 708 of December 13, 1867, the Nord Deutsche Lloyd was mentioned for a weekly service to New York departing from Southampton on Tuesday evenings. Circ. nr. 713 of February 28, 1868, published the departure of a HAPAG packetboat to New York from Southampton every second Friday. Circular nr. 719 of April 28, 1868, mentioned an increase in the sailings to a weekly service of the already mentioned HAPAG boats and then on Thursdays. Circular nr. 733 published on October 17, 1868, the fact that the weekly service of the HAPAG packet would be discontinued in November. Finally Circular nr. 752 of April 26, 1869, confirmed the weekly sailings of the Nord Deutsche Lloyd on Tuesdays from Southampton.

### Article 1

According to a notice from the British Postal Administration, the packetboat that left each Thursday from Queenstown to the USA, will, beginning in May, leave a day later, namely Friday (for the first time on May 7th). Mail dispatch via the Railway Post Office Moerdijk to the Post Office in New York will take place as follows:

- every Monday with the train which arrives at 4:35 in the evening in Antwerp (departing from Southampton 2:00 Tuesday evening with the North German Lloyd packetboat);
- every Wednesday with the train arriving at 9:35 in the evening in Antwerp (Departure from Queenstown Friday at 3:30 in the evening with the packetboats of the Inman Company);
- every Friday with the train arriving at 9:35 in the evening in Antwerp (Departure from Queenstown Sunday at 3:30 in the evening with packetboats of the Cunard Company).



**Figure 39. Letter from Rotterdam to New York in 1867 by British open mail, American packet; 21¢ collect. (Collection Dr. A. Louis, Cologne.)**

1867

**POSTAL TREATY BETWEEN THE NETHERLANDS AND THE UNITED STATES OF AMERICA**

The great reforms and improvements in the postal service, that began in England and which carried over to continental Europe in the middle of the 19th century, brought the much needed reforms of the old and the signing of new postal treaties. In the framework of these measures the first postal treaty between The Netherlands and the USA was signed on September 26, 1867. In this treaty it was provided that mail no longer had to be sent piecemeal through the intervention of the British or French Administrations but that it would be sent directly as closed mail via Belgium and Great Britain.

This direct dispatch was taken care of in our country by the Expedition Office at Moerdijk and in the USA by the New York Post Office. The postage for letters from The Netherlands to America was set at 40 cents per 15 grams and for newspapers and other printed matter at 7 cents per 40 grams. This important reduction in the postal rates brought about a huge increase in the amount of mail, the correspondence with our world citizens experiencing an impressive expansion. The postal treaty went into effect on January 1, 1868.

1870

On February 1, 1870, the postal tariff for a single letter was reduced to 25 cents (Circ. nr. 772 of 1870).



Figure 40. Letter from Utrecht, 1873, paid to destination by 25c Netherlands stamp.

(To be continued)

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## U.S. CARRIERS

ROBERT MEYERSBURG, Editor

### "NOT FOUND/JOHNSON"

ROBERT B. MEYERSBURG

This little vignette is the story of a letter. It is a combination of a few hard facts and some educated guesses, and it even lacks a definite ending — but it does hold together as a philatelic tale, providing an entertaining insight into the early workings of the carrier system.



On January 20, 1847, a Quaker farmer living near Mount Pleasant, in Jefferson County, Ohio, wrote a letter to his father in Philadelphia. It was a sad letter, describing the hardships of life in a lonely and unfriendly frontier community, and effectively saying a last farewell to those family members who had remained in Pennsylvania. Instead of being posted in Mount Pleasant, the letter was carried outside the mails to Philadelphia by a very slow courier indeed, where it was mailed as an unpaid drop letter more than two months later, on March 29. The postal clerk applied the blue Philadelphia circular date stamp, deleting the 5¢ postage due mark and replacing it with the 2¢ drop rate. He then gave the letter to letter carrier John Johnson, whose name and fame are associated with the rare carrier stamp of 1849 bearing his initials, of which only two copies are known. Johnson read the address

Mr Rob Horner  
in Philadelphia  
in street near  
poplar lain

and probably sighed as he thought about the hundred-odd-thousand residents of Philadelphia City. But he tried to fulfil the pledge of the Post Office Department — unfortunately without success. And so he marked the letter "not found," signed his name to it, giving us the only copy of his autograph that has surfaced to date, and penciled another 2¢ due, this being the fee for carrier delivery.

It is not known whether the letter ever reached the addressee, or whether the Post Office Department ever collected its four cents — but fortunately for postal historians, it was finally delivered to a carrier collection.

# U.S. STAMPED ENVELOPES USED TO PREPAY CARRIER FEES OR FOR POSTAGE, WITH ADHESIVE STAMPS TO PREPAY CARRIER FEES

ELLIOTT PERRY

ROBERT B. MEYERSBURG, EDITOR

During the ten years from mid-1853 to June 30, 1863 (the end of the fee period), U.S. stamped envelopes of three cents and higher denominations were issued to prepay various postage rates; and carrier stamps affixed to them would prepay carrier collection fees. In addition to the Eagle carrier (Figure 1) and various semi-official carrier stamps (Figures 2A, 2B, 2C), beginning in 1856 the one cent U.S. postage stamps of the 1851, 1857, and 1861 series could be used in most cities to prepay carrier fees on stamped envelopes.

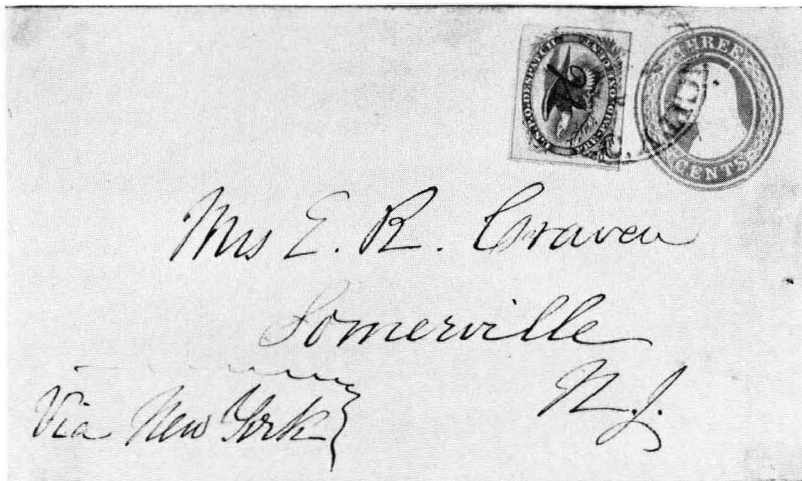


Figure 1. Washington City, D. C., 1854.

The three issues of U.S. stamped envelopes which were involved in this usage are the issues of 1853-59, the "star die" series of 1860, and the series of 1861. Any value could receive carrier service, but all except the 3¢ envelopes of these three series are almost unknown used with a carrier fee prepaid by an adhesive stamp. Most of the known stamped envelope-plus-adhesive carrier combinations are from Boston, New York, Philadelphia, Baltimore, Washington, and Charleston.

The particular one-cent "star die" envelopes of 1860 which had the flap gummed for sealing were intended for, and could be used in either of two ways. They could prepay

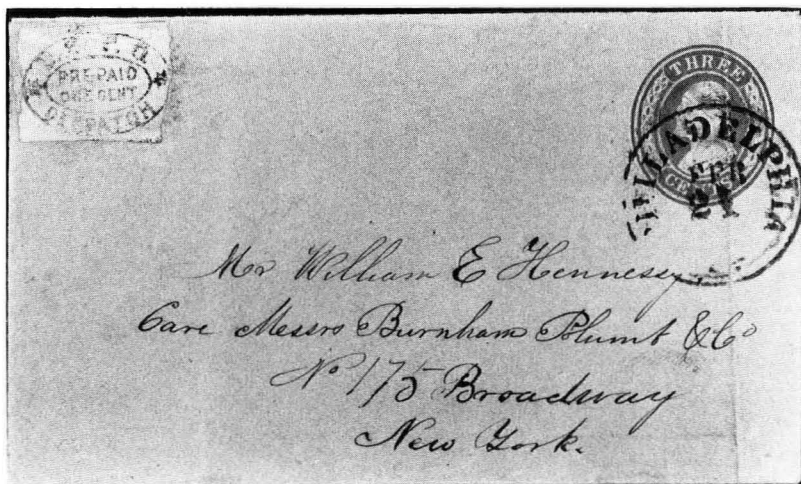


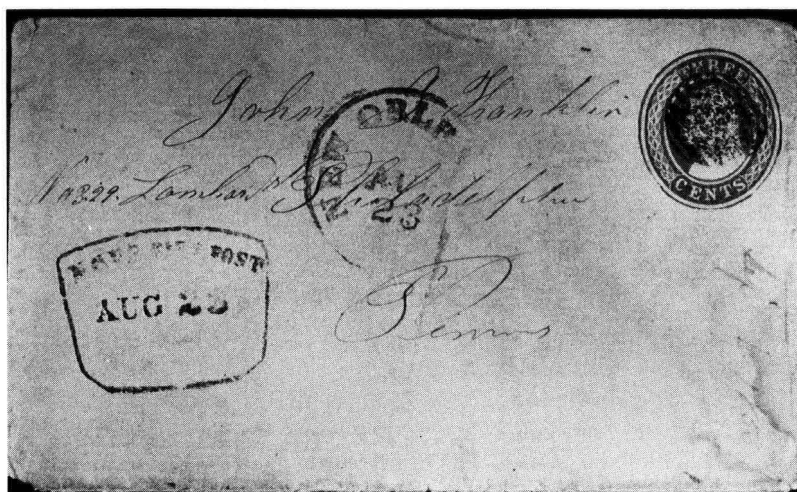
Figure 2a. Philadelphia, Feb. 21, 1857.





**Figure 2b. Baltimore, May 4, 1858.**

drop-letter postage (without carrier service to or from a post office), or could prepay the carrier collection and/or delivery fee on “drop” or other local letters. The one cent postage on such letters was abolished by the Act of April 3, 1860, if and when carrier service was received by the sender and/or the addressee.



**Figure 2c. New Orleans, Aug. 23, 1853 — the earliest recorded use of a stamped envelope handled by carrier service.**

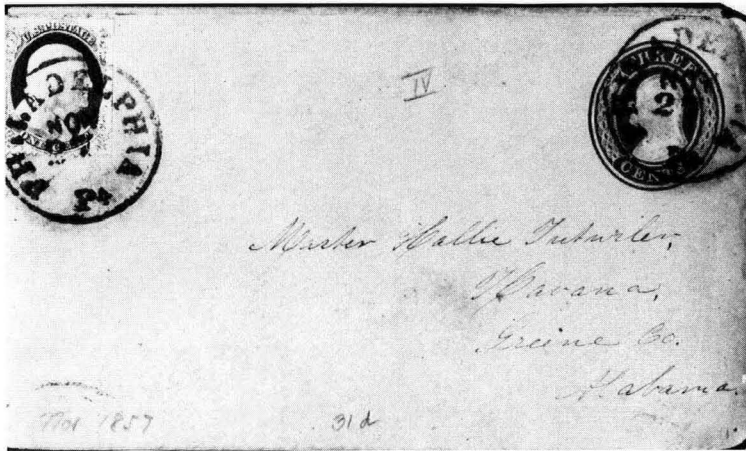
#### **SERIES OF 1853-59**

The earliest recorded use of a postage stamp to prepay letter carrier service on a U.S. stamped envelope bears the only Type IV imperforate one cent stamp which is known used for that service (Figure 3). Other one cent postage stamps prepaying a collection fee on stamped envelopes of the 1853-59 series are known used prior to the Act of June 15, 1860 (which removed the Postmaster General’s discretionary power to fix and change carrier fees) (Figure 4), and are known following that Act of Congress until those envelopes were invalidated at all post offices beginning August 1861.

#### **“STAR DIE” SERIES OF 1860**

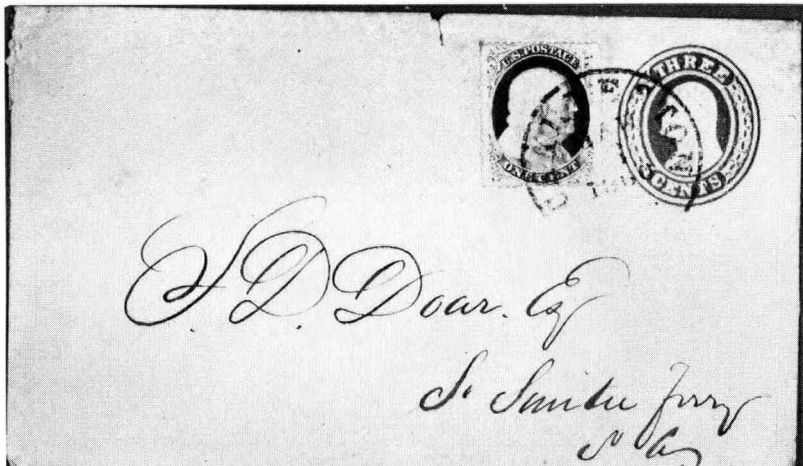
Three cents envelopes of the “star die” series were issued in August 1860, followed by the 6¢ and 10¢ values in October, and the 1¢ and 1¢ + 3¢ compound envelopes in December. They were in use in carrier and other post offices during part or all of the historic eleven





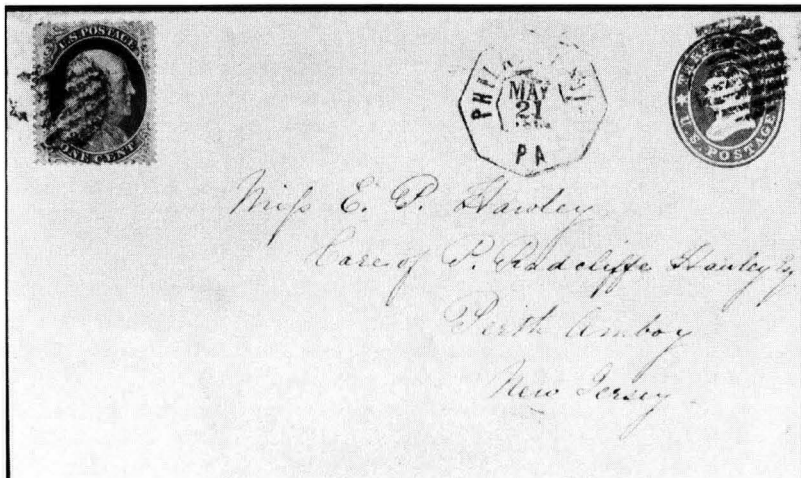
**Figure 3. Philadelphia, Nov. 27, 1857.**

months which witnessed the formation of the Confederacy and the establishment of its own postal system.



**Figure 4. 1¢ 1857 paying carrier fee to the mails, Charleston, S. C., March or May (MAW) 6, 1860.**

Before the 3¢ envelopes were invalidated at most of the large carrier offices by the end of August 1861, they may be found used with one cent postage stamps of the 1857-60 series



**Figure 5. 1¢ 1857 pays collection fee to the Philadelphia post office, May 21, 1861.**

which prepaid the collection fee to a post office (Figure 5). At several carrier post offices the period of six days during which the star die envelopes could be exchanged for the 1861 issue may not have expired when the new adhesive stamps of 1861 arrived and were placed on sale. At such offices the use of a one cent postage stamp of the 1861 series to prepay a collection fee on a 3¢, 6¢ or 10¢ star die envelope was possible for a few days, although no example has been noted.

#### THE ONE CENT "STAR DIE" ENVELOPES

From the date of their issue early in December 1860 until the fee system ended June 30, 1863, the 1¢ star die envelopes could be used for drop letter postage in any U.S. post office, or in cities having letter carrier service, for carrier delivery of local letters on which, by the Act of April 3, 1860, no postage was charged (Figure 6). For this reason, although the stamps are inscribed ONE CENT - U. S. POSTAGE, when delivered by carrier the envelope stamp paid no postage whatever, but actually served to show the fee which the carrier was paid by the post office in the city where he worked. When so used, the envelope stamp served exactly the same purpose as did the Eagle carrier or any of the other special carrier stamps.

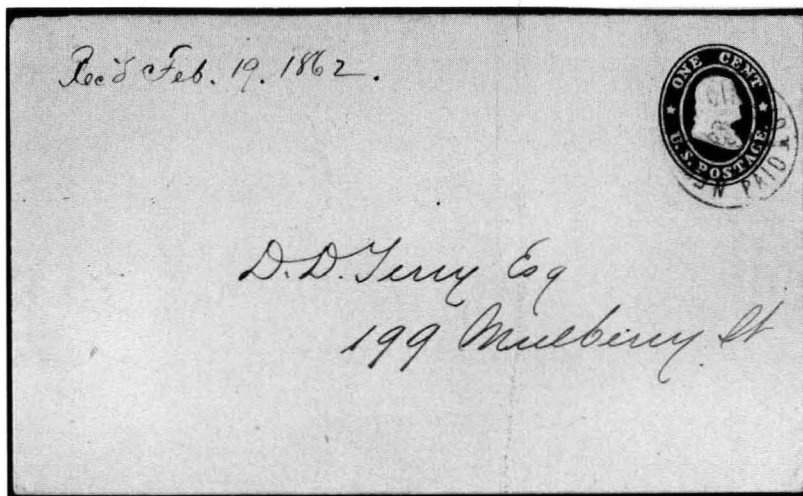


Figure 6. City letter, New York, Feb. 19, 1862.

#### THE FOUR CENT COMPOUND "STAR DIE" ENVELOPES

The following news item appeared in the *Public Ledger* in Philadelphia on November 22, 1860:

NEW POSTAL ARRANGEMENT. - Washington, Nov. 21 - The Postmaster General today ordered the preparation of envelopes embossed with a one cent stamp from a newly executed die, representing the head of Franklin, to be used for circulars and drop letters.

Letter envelopes will also be prepared with the one-cent stamp in juxtaposition with the three-cent stamp, to facilitate the necessary pre-payment of the carrier's fee on letters taken from the lamp-post boxes or other stations in cities to the Postoffice for transmission by mail. These envelopes will be offered both ruled and unruled.

The report of Postmaster General Joseph Holt dated December 1, 1860 states:

A new die for embossing the stamp on the postage-stamped envelope has been adopted, which is believed to be an improvement on the former one, especially because of its reduced size, giving a neater and more attractive appearance to the envelope.

There has also been introduced a novel description of stamped envelope, embracing what is called "the self-ruling improvement," consisting of black lines so arranged within the envelope as to afford a correct guide for writing the address of a letter, but which lines are concealed after placing the letter in the envelope. Of these envelopes there have been issued, up

to November 1st, 3,442,150.<sup>11</sup>

It is contemplated to introduce immediately two new denominations of envelopes; one embossed with a one-cent stamp, the other with both the one and the three-cent stamps.

The one-cent envelope is designed mainly for circulars, of which many millions are annually distributed through the mails. The same envelope, however, will also be largely used for city correspondence.<sup>12</sup>

The envelope with the one-cent and three-cent stamps will be required in cities where there are lamp-post letter-boxes or other depositories for letters, to be conveyed by carriers to the post office, the one-cent paying the carrier's fee, and the other stamp paying the postage on letters to be sent out of the city by mail (Figure 7). This envelope will also be used by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering their letters at their domicile.

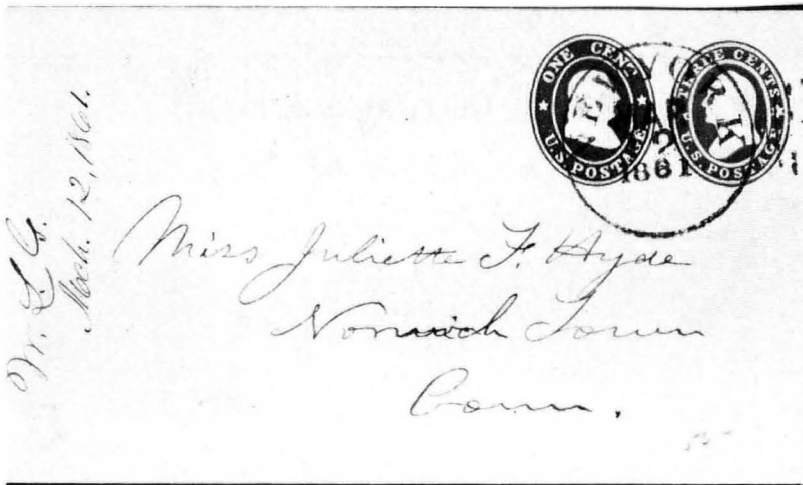


Figure 7. New York, March 12, 1861.

This report of 164 pages was prepared during the five months after the close of the fiscal year ending June 30, 1860. Parts of it may have been set in type or printed before November 1st. When Postmaster General Holt stated that the compound four-cent envelope "will also be used" for prepayment of three cents postage from any post office to a city post office and prepayment of a one-cent carrier delivery fee to an address in that city, he may not have been aware that the postal laws did not provide for such carrier delivery and that it could not be assured without a special regulation because it was also contrary to a long established policy and practice of the Post Office Department. The option of using or not using carrier delivery had always rested with the addressee — and still does.

Evidence on this point appears in the first clause of the final sentence in a paragraph headed CARRIER'S FEE in the next annual report (by Montgomery Blair) dated December 2, 1861:

I renew the recommendation of my predecessor, that power be given to the department to regulate the carrier's fee, not exceeding the amount of two cents for the delivery of each letter. It cannot be sustained in some of the cities and districts without an increased rate. *So long as it is discretionary with the party addressed to employ the services of the carrier or not*, no just reason is perceived why the former discretion should not be given for the purpose of facilitating

1. This total was three-cent envelopes for the most part. The "improvement" for addressing is also known as "dissolving lines" or "with patent lines." A piece of white paper with three parallel lines printed horizontally on it in black was affixed to the back of the envelope on the inside. The lines were sufficiently visible to act as a guide when addressing the front of the envelope.

2. Actually two kinds of one-cent envelopes: one ungummed for sending circulars unsealed; the other gummed for city letters which could be sealed.

so important a branch of the postal service.<sup>13]</sup>

The underlined clause applied to any addressee and to any carrier delivery fee irrespective of the way in which prepayment of a fee might be made or attempted.

Postmaster General Holt appears to have abandoned his intention to have the four-cent envelope assure carrier delivery of mail letters before any of the one-cent or four-cent star die envelopes were issued, but the expression of that intention was not removed from the Report of 1860. The "contemplated" issue of the four cent envelopes was consummated, but as the particular use "by those who, when addressing their city correspondents, desire to relieve them from the payment of the carrier's fee for delivering letters at their domicile" was not made an official regulation, it was not binding upon anyone, not even the PMG.

3. The Postmaster General had been empowered to fix carrier fees at not more than two cents from 1825 until Congress set a flat rate of one cent in the Act of June 15, 1860.

(To be continued)

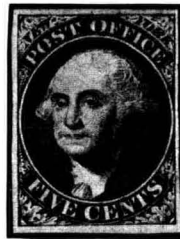
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## THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor

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### THE ORIGIN OF THE "CHICAGO PERFS": A GREAT MYSTERY SOLVED

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The "Chicago Perfs" — the One Cent and Three Cent 1851 issue perforated roughly 12½ gauge and generally found used with a Chicago CDS — have long been one of classic U.S. philately's most intriguing and important mysteries.

The importance of the Chicago Perfs lies in the fact that they are the first perforated stamps to appear in the United States. Examples of the Chicago Perfs are known from mid-1856 through the first quarter of 1857. As such, they substantially predate the earliest known official perforated stamps, which were perforated at a 15 gauge. The first contract for official perforation was made on February 6, 1857, and the earliest use of a perforated stamp known as of this time, a Three Cent stamp from Plate 7, is February 19, 1857. Thus, the Chicago Perfs preceded official perforated stamps by more than a half year.

Other localities are known to have been the source for stamps showing what appear to be attempts at partial pre-separation. Notable among these are the Bergen, N.Y., "sawtooth" and the Newbern, N.C., roulette. However, only the Chicago Perfs evidence the use of a true perforating machine on issued postage stamps in the United States prior to the first official perforated issue.

The paradox of the Chicago Perfs was that although there was no doubt that they were genuinely manufactured perforated stamps of the 1856-1857 period, there was nothing known of their origin. An interesting article can be made of the various theories advanced in philatelic writings over the years, some with a certitude that did not reflect well on the authors. Despite all these varying opinions, no facts were presented, and the origin of the Chicago Perfs has remained a nagging mystery for more than a century.

The reason that the Chicago Perfs were accepted as genuine even in the absence of any information regarding their origin is that a number of examples were discovered in such diverse circumstances as to preclude the possibility of fakery. The point was well stated by Dr. Chase, writing in the December 1930 *Philatelic Journal of Great Britain*:

When stamps first were found with a much coarser gauge [than the official perforation] — about 12½ — they were considered crude counterfeits of the government perforation. But they continued to appear from widely different sources and from undoubted original finds; so it became obvious that they were either private or an early official trial; in fact, it is not yet known to which class they really belong.

My original intention in this article was to build on Dr. Chase's thought in showing the authenticity of the Chicago Perfs through a census of Chicago Perf covers which would demonstrate the wide diversity which precluded fakery of the entire variety. I had known the secret of the true origin of the Chicago Perfs for about twenty years, having discovered the facts while researching in a government library in 1966. I had not intended to disclose the facts in this article, preferring to wait until some more of the details had been resolved and then publish all the facts in a longer piece.

However, as this article was in preparation, I considered all of the circumstances, and decided that perhaps the matter had remained a secret long enough. Furthermore, Ameripex provided a fitting occasion for disclosure of this fascinating story, and the *Chronicle* issue devoted to this exhibition the fitting vehicle. Since enough now is known to warrant publication, the story of the origin of the Chicago Perfs is presented here for the first time.

Proof of the authenticity of the Chicago Perfs will therefore be approached from two directions. In this first installment I will briefly review the facts discovered from government



R.K. Swift's Foreign & Domestic Exchange Office

Chicago, Nov 7<sup>th</sup> 1854

To the  
Postmaster General  
Washington D. C.

Dear Sir  
I beg to enclose  
herewith as samples six  
P. O. Stamps.  
You will see they are  
perforated so as to be easily separated.  
The perforation is made by  
machinery & if the stamps  
issued by this Dept were  
arranged in the same way  
it would save much time  
in separating them  
Yrs  
R. K. Swift

Figure 1. November 7, 1854, letter from Chicago banker R.K. Swift to the Postmaster General enclosing samples of perforated stamps.

files regarding the origin of the Chicago Perfs. Second, in the next installment, a census of the known Chicago Perf covers will be presented, which will indicate their diverse circumstances and/or origin.

I.

Dr. Elijah W. Hadley, a Chicago dentist, was the inventor of the perforating machine on which the Chicago Perfs were produced. He probably constructed this machine sometime in 1854. The machine was offered for sale to the Post Office Department by several letters stretching over a two-year period beginning in November 1854, but there is no record of the POD responses to these offering letters. It is obvious that the POD chose to permit the stamp contractor, the Toppa Carpenter firm, to obtain its perforating machinery from another source. As a result, Dr. Hadley and his invention disappeared from the scene after the government's perforated stamps began to be issued in early 1857.

Dr. Hadley was sponsored by a Chicago banker of that period, R.K. Swift. The exact

Case 3 - on matter of Perforating P.D. Stamps

Chicago June 19/85  
To the 3 Assistant  
Postmaster  
Washington D. C.  
Dr Sir

I address you  
some months since in relation  
to the above matter

I now enclose herewith samples  
of perforated stamps & paper. Those  
marked A & B were done by  
E. W. Hadley of this city with  
very simple machines which  
he constructs himself they are  
now fitted to be worked by hand  
but can be arranged to be  
worked either by hand or  
steam & roller at a cost of  
about \$500. The machine which  
cuts the samples marked B is  
the second machine made by  
Mr Hadley & he says it  
works with much less power  
than the one which perforated  
the round holes in the sample  
marked "A" The cost of making  
the either machine will be about

Figure 2. June 19, 1855, letter from R.K. Swift to the Third Assistant Postmaster General enclosing Samples A and B made by Dr. Hadley and Sample C perforated on the Archer machine in England.

relationship between the two men, including whether there was any business arrangement by partnership or otherwise, is not known. What is known is that Swift wrote at least two letters to the POD on behalf of Dr. Hadley and Dr. Hadley later referred to Swift as a person who had encouraged him and used his perforated stamps.

Swift's two letters and one by Dr. Hadley himself are the principal pieces of evidence which establish the origin of the Chicago Perfs. For that reason, let us proceed directly to the text of these three letters.

The first is dated November 7, 1854, from Swift to the Postmaster General.<sup>1</sup> It is shown in Figure 1 and reads as follows:

1. Much credit for the decision to disclose these letters now must be given to our editor, Tom Alexander.

~~The~~ the same time \$500 =  
Please return me the  
samples or in lieu thereof  
a like number of three P.O.  
stamps  
Mr. Archer ~~of~~  
London the Patentee of  
the English ~~the~~ P.O. stamp  
perforator has written me  
that his charge for his  
machines delivered in London  
will be £1250. it is worked  
by steam & requires a  
good deal of power to  
work it  
I also enclose sample "C" which  
I rec'd of Mr Archer

Yrs  
R. K. Swift

Mr. Hadley's machines can be  
worked by a boy or by steam

Figure 2a. Continuation of June 19, 1855, Swift letter.

R.K. Swift's Foreign & Domestic Exchange Office

[street address deleted] Chicago, Nov 7th 1854

To the  
Postmaster General

Dr. Sir

I beg to enclose herein as samples six [3 ct?] P.O. stamps.

You will see they are perforated so as to be easily separated. The perforation is made by machinery & if the stamps issued by yr Dept were arranged in the same way it would save much time in separating them

Yrs etc

R.K. Swift

Although it would be supposed that Swift was a man of means who could afford clerical assistance, the letter is holographic, and sloppily written as well as briefly and casually worded. It appears that either Swift did not much care about this project, or he thought his name and prominence were enough to assure a favorable reception.

The second letter is also from Swift, and dated June 19, 1855, some seven months later. It is shown in Figure 2, and reads as follows:

Chicago, June 19, 1855

To the 3 Assistant  
Postmaster  
Washington D.C.

Dr Sir

I addressed you some months since in relation to the above matter.

I now enclose herewith Samples of perforated Stamps & paper. Those marked A & B were done by E.W. Hadley of this city with very simple machines which he constructed himself. They are now fitted to be worked by hand but can be arranged to be worked either by hand or steam & sold at a cost of about \$500. The machine which cut the sample marked B is the second machine made by Mr. Hadley and he says it works with much less power than the one which perforated the round holes in the sample marked "A". The cost of making either machine will be about the same to wit \$500 —

Please return me the samples or in lieu thereof like number of other P. O. stamps.

Mr. Archer of London the pattenetee [*sic*] of the English P. O. stamp perforator has written me that his charge for his machine delivered in London will be £1250. it is worked by steam & requires a good deal of power to work it.

I also enclose sample "C" which I rec'd of Mr. Archer.

Yrs. etc.

R. K. Swift

Mr. Hadleys machine can be worked by a boy or by steam.

This letter is the meatiest of the three. It contains a number of pieces of information which are important in solving the puzzle of the Chicago Perfs. The fact that it is addressed to the Third Assistant PMG suggests that there had been some correspondence in the interval since Swift's November 7, 1854, letter directed to the PMG, and Swift had in this interim period been referred to the proper assistant PMG for consideration of his proposal. It is clear from this letter that Swift was offering the POD a commercial proposition, *i.e.*, the purchase of a perforating machine at a stated price of \$500.00 per machine, a bargain according to Swift's facts.

This letter identifies Dr. Hadley as the inventor of the perforator, and, indeed, of both an original perforator and a second, improved model.

The letter, by referring to Swift's contact with Archer, and to Archer as an alternative but more expensive source, suggests that Dr. Hadley's machine also was a stroke perforator with a straight punch, *i.e.*, a so-called comb or guillotine machine. This is further suggested by Swift's failure to refer to the Bemrose rotary machine, an important improvement. Swift's silence about the Bemrose machine is to be expected since the Bemrose patent had been filed in Great Britain on June 11, 1855, just eight days before Swift's letter. As has been fully explored in other works, Toppin Carpenter had purchased a Bemrose rotary perforator in 1856 to fulfill their anticipated obligation under what became the February 6, 1857, contract with the POD. This chronology explains why Dr. Hadley was unsuccessful in gaining acceptance for his machine. It had been surpassed within months by an improvement, the Bemrose rotary perforator.

The most exciting philatelic point in Swift's June 19, 1855, letter is its reference to the enclosed "Samples A" and "B." One recognizes a banker's thrifty approach in Swift's request for the return of these samples "or in lieu thereof a like number of other P.O. stamps." Whether Swift ever got a "like number" is not known, but the evidence is clear that his samples were not returned, at least not "Sample A." In this respect, Swift's letter ties in with the following statement in Dr. Chase's masterwork, in which Chase discloses what I believe became of "Sample A" or at least a part of it:<sup>2</sup>

. . . I have in my collection an unused block, seven horizontally by three vertically, from a

2. C. Chase, *The 3¢ Stamp of the United States 1851-1857 Issue* at 175 (Rev. ed. 1942).

sheet printed from plate 2 (L), in an early 1855 shade . . . These are crudely perforated, the work almost surely having been done on a sewing machine; a needle with the point broken off having been used. The gauge is irregular and the lines are crooked, in one place being doubled. The fact that the paper was brittle allowed the broken needle to punch out fairly cleanly the holes which it made. This block is labeled in manuscript on the bottom sheet margin, Sample A. This block . . . [was] purchased by the J.M. Bartels Company about 1910 from the estate of Mr. Madison Davis who, in the '90s had been chief clerk to the Third Assistant Postmaster General at Washington, and later had been an assistant postmaster for the city of Washington, D.C. The block is evidently a crude early attempt to show what perforation was like and how stamps might thereby be separated from each other.

Shame, shame on Mr. Davis for taking government property for himself. However, the introduction of these stamps into the philatelic market through Bartels had its benefits. Although Chase illustrated only the back of his block of 21, it is nevertheless possible to identify individual stamps from this block. The block has been broken up, and pieces from it appear on the market from time to time. I regard these, although samples, as true Chicago Perfs; their gauge is similar to the used copies which have been authenticated and so is their origin. Since no unused Three Cent Chicago Perfs are known from the field, as distinguished from a government source, stamps from this block of 21 are all that can be presented as unused Three Cent Chicago Perfs.<sup>3</sup>

Incidentally, the quotation from Dr. Chase given above is the only occasion to this writer's knowledge in which the good doctor was flatly incorrect. True, Dr. Hadley may have used broken needles for his perforating machine, but the circumstantial evidence is strong that this block was not "done on a sewing machine;" it was almost assuredly Dr. Hadley's Sample "A" sent to the POD on June 19, 1855, by his patron, Swift.

Apparently, Dr. Hadley became disappointed with Swift's lack of success in obtaining a favorable response, and began a correspondence directly with the POD. He wrote first in April or May of 1856, almost a year after Swift's June 19, 1855, letter. Dr. Hadley's first letter has not been found. We know of its existence because Dr. Hadley refers to it in an October 20, 1856, letter, about half a year after his first letter. This is the third letter from the P.O. records. It is shown in Figure 3, and reads as follows:

Chicago Oct, 20th 1856

Dear Sir

Some few months since, I think in April or May last, I took the liberty to trouble you with a note, marked "Private", Enclosing a sheet of three Cent Postage *Stamps* perforated like the Sample I now send you Showing that they could be readily separated without the use of knife or scissors. I also informed you that I had invented machinery to do this work in the most perfect manner, and likewise referred you to the *Patent Office* where I had filed my *Caveat* for the security of letters patent for this invention. Mentioned also that the Postmaster and his assistants of this city had seen the application of this machine to divide *Stamps* and were ready to give the highest testimonial of the usefulness and convenience of this mode of preparing *Stamps* for division. I mentioned that *Col R.K.Swift*, one of the most eminent private *Bankers*, had urged me to undertake this piece of machinery and that he will now use no *Stamps* except such as I prepare for him in this manner. From *the letter*, a *Synopsis* of which I have given above, I have rec'd no reply. I had hoped the matter would have interested you to endeavor to bring about its adoption by the *department*, and that our people might be furnished with as convenient a *Stamp* as the English. Fearing my first did not reach you I have determined to trespass on your time by this line of inquiry, to ascertain if my first letter with its enclosure reached you. And also if you can give it a moments thought, let me know if the department will be disposed to introduce this mode of preparing *Stamps* — If my letter of last Spring *did not* reach you I can ascertain its date of mailing by reference to a copy which is not now at hand

---

3. There is one known unused copy of the One Cent type II Chicago Perf. It is the only copy of an unused Chicago Perf of any value which did not originate in a government file.

Chicago Oct. 20th 1856

Dear Sir

Some few months since, I think in April or May last, I took the liberty to trouble you with a note, marked "Private," enclosing a sheet of three Cent Postage Stamps, perforated like the sample I now send you, showing that they could be readily separated without the use of Knives or Scissors, I also informed you that I had invented machinery to do the work in the most perfect manner, and likewise referred you to the Patent Office where I had filed my caveat for the security of letters patent for this invention. Mentioned also that the Postmaster and his assistants of this city had seen the application of this machine to divide stamps and were ready to give the highest testimonial of the usefulness and convenience of this mode of preparing stamps, for division. I mentioned that Col. R. H. Sargent, one of our most eminent private Bankers, had urged me to undertake this piece of machinery and that he would now use no stamps except such as I prepare for him in this manner. From the letter, a synopsis of which I have given above, I have read no reply, I had hoped the matter would have interested you to endeavor to bring about its adoption by the department, and that our people might be furnished with as convenient a stamp as the English. Fearing my first aid not reach you I have determined to trespass on your time by this line of enquiry, to ascertain if my first letter with

Figure 3. October 20, 1856, letter from Dr. Hadley, inventor of the Chicago perforator, to John Marron, the Third Assistant Postmaster General.

being deposited with other papers, in Bank vault —

I am very resp'y Your Obt Servt  
E. W. Hadley  
88 Lake St

To

John Marron  
3d Asst. Postmaster General  
Washington, D.C.

In this letter Dr. Hadley shows himself to be a careful man, prudently guarding against theft of his invention, not only by filing with the Patent Office, but also by letting the Third Assistant Postmaster General know he had done so, and that there is no use trying to steal his



its enclosure reached you. And also if you can give it a moment's thought, let me know if the department will be disposed to introduce this mode of preparing stamps — If my letter of last spring did not reach you, I can ascertain its date of mailing by reference to a copy which is not now at hand being deposited with other papers, in Bank vault —

To  
 John Mason }  
 3<sup>d</sup> Asst. Post Master General }  
 Washington D, C }  
 E. W. Hadley  
 88 Lake St.

Oct 20 56  
 E. W. Hadley  
 Chicago Ill  
 Invention of the Machine  
 for preparing stamps  
 thereon Evaluated  
 Inquirer of letter in which  
 or may not occur in  
 relation to printing  
 Machine  
 #373

Figure 3a. Second page of Dr. Hadley's letter, with POD docketing.

invention or ignore Dr. Hadley's previous letter, because a copy of the letter had been saved, and, indeed, more than saved, deposited in a bank vault.

Dr. Hadley's letter provides the most solid information we have regarding the source of the Chicago Perfs which have been found in a used state. In all likelihood the principal source, and possibly the only one other than correspondence of the inventor, Dr. Hadley, was the business correspondence of banker Swift. Swift's banking connections were widespread according to Swift's advertising. His business connections were national in scope, stretching from many offices on the east coast to the midwest, down to Louisiana, and on to California. He also listed correspondent banks in Canada, England, Scotland, Ireland, France, Germany, Austria, Norway, and Sweden. Swift's list is set out in a two-page advertisement in an 1854 Chicago directory, shown in Figure 4.

Continuation of R. K. Swift's Advertisement.

ON PENNSYLVANIA. Mathewson & Gooding, Lockport, Will co.  
 W. H. Newbold & Son, Philadelphia.  
 ON MARYLAND. Taylor & Bronson, Freeport, Stevenson co.  
 McK'n Greenway & Co. Baltimore. ON MISSOURI.  
 Page & Bacon, St. Louis.  
 ON DISTRICT OF COLUMBIA. Chubb Brothers, Washington. ON WISCONSIN.  
 Kneeland & Hull, Milwaukee.  
 ON LOUISIANA. Judson & Co. New Orleans. Fon du Lac.  
 Darling, Wright & Co. Kenosha.  
 ON OHIO. Ellis & Sturges, Cincinnati. E. D. Richardson, Geneva.  
 ON CONNECTICUT. State Bank, Hartford. Darling, Wright, Kellogg & Co. Oshkosh.  
 Winsted Bank, West Winsted.  
 ON KENTUCKY. Peninsular Bank, Detroit.  
 A. D. Hunt & Co. Louisville. Ransom & Dodge, Kalamazoo.  
 ON ILLINOIS. Daniel Ball & Co. Grand Rapids.  
 James Carter & Co. Galena, Jo Davies co.  
 ON INDIANA. Branch of State Bank, Michigan city.  
 N. B. Curtiss & Co. Peoria, Peoria co. ON IOWA.  
 William Paul, Lasalle, Lasalle co. Green, Thomas & Co. Burlington.  
 M. H. Swift, Ottawa, do. Maclot & Corbin, Davenport.  
 Uri Osgood, Joliet, Will co. ON MINNESOTA TERRITORY.  
 Clark's Exchange Bank, Springfield, Sangamon co. J. Geo. Lennon, St. Anthony's Falls.  
 McLean County Bank, Bloomington, McLean co. ON CALIFORNIA.  
 E. & R. K. SWIFT, Sacramento.  
 Drexel, Lather & Church, San Francisco.  
 ON CANADA. Banks of British N. America, Quebec, Hamilton, Montreal, Toronto, Kingston, Brantford, London.  
 ON NEW BRUNSWICK. Bank of Elgin, Elgin, Kune co. St. Johns.  
 Bank of British North America, St. Johns.  
 Circular solo Drafts on the principal cities in the United States and Canada, and Credits on Europe, for the use of Travelers.  
 Persons in the OLD COUNTRY wishing to remit money to their friends in the United States, can do so, by lodging with any of the Banks or Houses 'in the Old Country,' above named, such sums as they may desire to transmit to the credit of the undersigned, who will, upon receipt of the proper advice, pay over the same to the party for whose benefit such sums may be intended by the sender.  
 The following Bankers in London grant Credits or Drafts on the undersigned, viz: The London and Westminster Bank, Louthbury.  
 Baring Brothers & Co. Glynn, Mills & Co.  
 Henkeys & Co. Coutts & Co.  
 The undersigned invests money for the benefit of capitalists, in Europe or in the United States, in Coupon Bonds, secured upon first-class productive city of Chicago real estate securities, yielding rents at rates varying from 8 to 12 per cent. per annum on the valuation of the securities, and the principal and interest upon the bonds made payable either in the cities of New York, London, Dublin, Paris, or Frankfort-on-the-Maine, and the interest guaranteed to be paid half yearly, at rates varying from 7 to 9 per cent. per annum.  
 Collection of Inheritances, Legacies, Annuities, Drafts, and Accounts, made on Great Britain, Continental Europe, Canadas, and the U. States.  
 Travelers going to Great Britain and Ireland, and Continental Europe, can procure credits from the undersigned, drawn on any of the above European firms.

R. K. SWIFT, Banker.

1854.

R. K. SWIFT'S  
 FOREIGN AND DOMESTIC EXCHANGE OFFICE,  
 North-west Corner LaSalle & Randolph St's.,  
 CHICAGO, ILLINOIS.

Exchange on Cities in the United States, Canada, and Continental Europe:

ON ENGLAND. Coleraine, Newry,  
 Cootehill, Omagh,  
 Downpatrick, Parsonstown,  
 Drogheda, Strabane,  
 Dundalk, Skibbereen,  
 Dungannon, Tralee,  
 Dunganvan, Waterford,  
 Ennis, Wexford,  
 Cork, Sligo, Youghal.  
 P. Jones, Esq., 29 Eden Quay, Dublin.  
 ON FRANCE. Drafts and Letters of Credit for  
 travellers, in sums to suit, on  
 Alliez, Grand & Co., 11 Rue de Tre-  
 vize, Paris.  
 Chrystie, Heinrich & Co. Havre.  
 ON GERMANY. Rothschilds & Sons, Frankfurt, O.M.  
 J. Goll & Sons, do.  
 I. Lugs, Widow, Sons & Co. Bremen.  
 Goll & Co. Amsterdam (Holland).  
 Mendelssohn Bartholdy, Hamburg.  
 Mendelssohn & Co. Berlin.  
 Ladenburg & Sons, Manheim, Baden.  
 ON AUSTRIA. I. H. Stametz & Co. Vienna.  
 ON NORWAY. Jacob Dybwad & Sons, Christians.  
 H. Helland, Bergen.  
 ON SWEDEN. C. D. Arfwedson, Stockholm.  
 ON NEW YORK. Robbins & Sons, 52 Wall-st. N.Y. city.  
 C. F. Habicht & Co. do.  
 Union Bank of Albany.  
 Bank of Attica, Buffalo.  
 Cayuga County Bank, Auburn.  
 ON MASSACHUSETTS. Blake, Howe & Co. Boston.  
 ON NEW HAMPSHIRE. Piscataqua Ex'ng Bank, P'rtsmouth.  
 ON RHODE ISLAND. Blackstone Canal Bank, Providence.  
 D. W. Vaughn & Co. do.  
 [Over.

Figure 4. R.K. Swift's ad in an 1854-1855 Chicago directory.

No Chicago Perf has been found used on foreign mail. Holders of collections of foreign mail covers might do well to recheck their Chicago covers with perforated Type I stamps. Such a foreign use of a Chicago Perf might well exist. If any are found, it would be a great treasure. (The writer has a cover addressed to Nebraska Territory; for now this remains the most exotic destination known to me.)

The several Chicago Perf covers with corner cards suggest that Swift may have had some economic interest in these businesses, and encouraged the use of Chicago Perfs by these establishments. This is particularly true of the Sherman House Hotel from which two covers exist whose corner card texts suggest that Swift's influence stretched over a period involving a change of ownership.

Throughout the years there have been suggestions that the Chicago Perfs might have been a local trial either by the Post Office Department in Washington, D. C., or the Chicago

postmaster. Neither possibility seems likely. The several references in these letters to lack of response by the postal officials in Washington makes it almost certain that these worthies did not encourage Hadley and Swift even by a minimal trial, preferring to await the Toppan firm's use of the improved Bemrose apparatus. Perhaps possible, but still not likely, is a trial locally authorized by the Chicago postmaster. Dr. Hadley's October 20, 1856, letter confirms that he had demonstrated his machine for the Chicago postal officials, and Dr. Hadley further claims that they were favorably impressed. However, Dr. Hadley does not state that the Chicago postal officials had used stamps perforated by his machine, or sold them to the public. This omission is made significant by contrast to Dr. Hadley's reference in the same letter to Swift's enthusiastic use of his perforated stamps. Since Dr. Hadley said this, it seems most likely that if the Chicago postmaster were using Dr. Hadley's perforated stamps, even on a trial basis, Dr. Hadley would have said this also. Of course, Dr. Hadley's letter is dated October 20, 1856, and the Chicago postmaster may have made a trial public sale after that date. The large number of Chicago Perfs dated in January 1857 make this at least a possibility.

\* \* \*

Like the bow-and-arrow and, later, the horse-and-buggy, Dr. Hadley's invention was a reasonable solution to a clear need, but was outmoded when a better solution came along. Unlike these other examples, however, Dr. Hadley's perforator had only a very brief and partial moment in the sun, being supplanted by a better solution almost immediately after the time of invention. This was unfortunate for Dr. Hadley, and his patron, Swift. It is certainly the cause of the rarity of Chicago Perfs today.

\* \* \*

The man responsible for the Chicago Perfs deserves to be remembered not merely for his pioneer efforts in the introduction of perforated stamps, but for the other accomplishments of his useful life.

Dr. Hadley was born in New Hampshire around 1816. He came to Chicago about 1844. He was the first president of the Chicago Dental Society, organized on March 8, 1864. He was named a 2nd lieutenant in a Chicago Light Artillery Company organized May 5, 1854. He was a Jr. Major of the 6th Regiment, 2nd Brigade, I.S.M., commanded by General J.B. Beaubien, 1859-60. It appears he died between 1863 and 1866. Those who may have other facts about Dr. Hadley should please advise the author.

\* \* \*

There are of course more details to this story than have been stated here. The author plans to present a more complete account of this interesting story in the future. The concluding section of this article will present a census of Chicago Perf covers, and draw some conclusions from the list. Again, anyone having a Chicago Perf cover should please communicate with the author. All information not now possessed will be credited.

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## UNITED STATES CLASSIC COVERS

SCOTT R. TREPEL

### Introduction

In 1977 the first of a three-part color display of classic U.S. covers appeared in *The American Philatelist*, the journal of the American Philatelic Society. Arranged and edited by Richard Graham, the series pictured 112 beautiful and rare covers in full color. The effect was dazzling, and, for me, it was the beginning of a love affair with classic covers—their beauty, the stories behind the stamps and postal markings, and their impressive, sometimes intriguing, pedigrees.

Now, almost ten years later, I find myself with the responsibility to promote philately. How can I do for others what Richard Graham did for me? The answer is simple: Imitate. This special Ameripex color display is a continuation of Richard Graham's theme. Though the use of color printing, I hope to give the reader a look at rare covers which convey the essence of American postal history and philately. From the stampless period through the last American Bank Note Company adhesive issue, each cover has been chosen for its rarity, significance, and visual appeal.

This display is not a "greatest covers" round-up. The subjectivity involved in judging covers would make such a selection quite controversial. Furthermore, I have tried to show covers that have never been reproduced in color. There are a few repeats from Richard Graham's series, but I hope the improved color reproduction makes up for redundancy. There are also many outstanding items not shown, but which can be found in Ryohei Ishikawa's color book displaying his internationally acclaimed U.S. collection.

In assembling the covers for this display, I encountered the same high level of cooperation that Richard Graham experienced during his preparation. It is a positive comment on philately that collectors, despite the demands of their business and personal lives, will gleefully take the time, effort and risk necessary to contribute to a project such as this one. Most of the covers in this presentation were brought to me in New York City, to be photographed with the finest equipment. Thus, the high degree of color fidelity has been achieved through the cooperation and generosity of the collectors involved.

Because this display had to be limited to a relatively small number of covers, not every candidate could be shown. In a general way, I thank everyone who took the time to submit items for consideration. Next time, perhaps, they can be included.

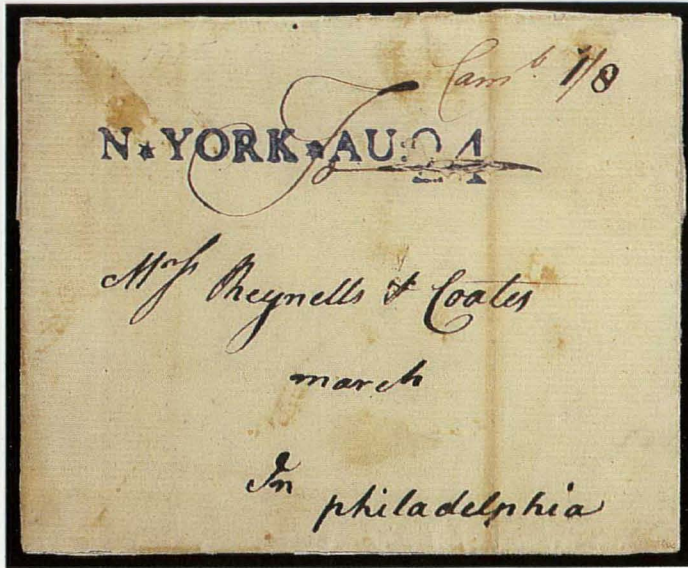
Finally, acknowledgement must go to Christie's and Robson Lowe, who paid for the preparation and production costs of this project. The use of their photography studio and work of their subsidiary printers, White Brothers and Woods of Perth, made this possible.



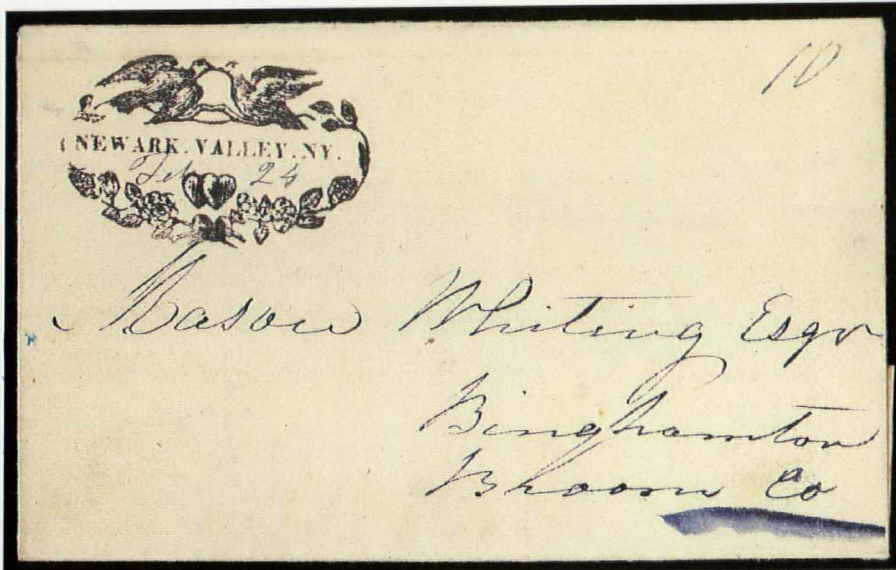


### STAMPLESS PERIOD

Prior to the introduction of adhesive postage stamps into the U.S. postal system, postmarks were applied by hand or with a hand-struck marking giving the post office name and date.



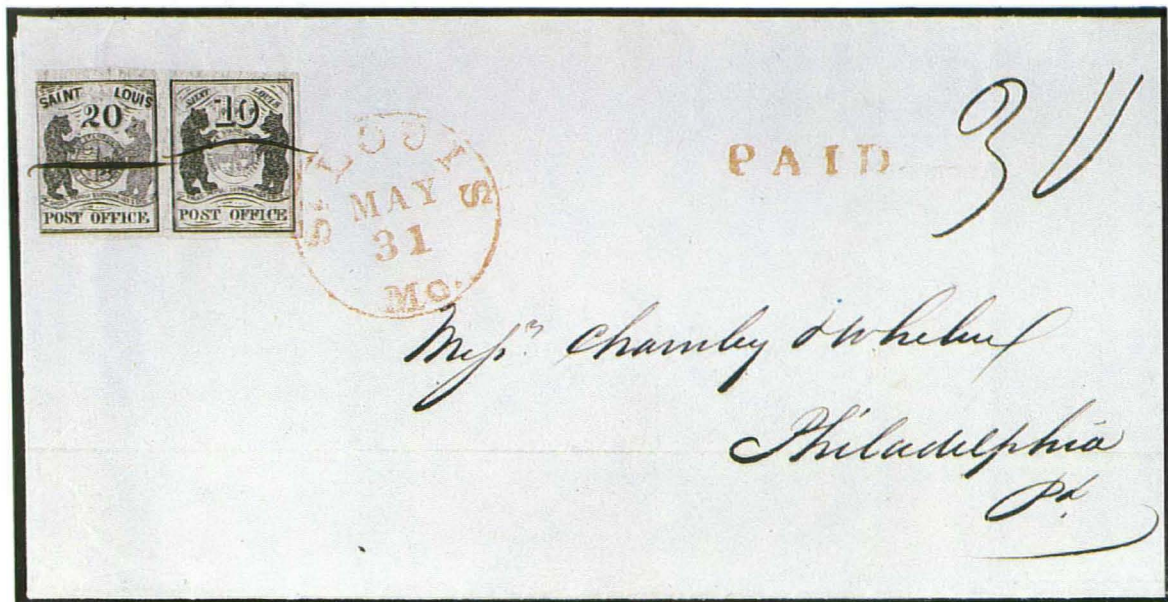
The blue "N\*YORK\*AU.24" postmark on this 1775 folded letter from Cambridge, Massachussetts, to Philadelphia, is an early example of the straightline marking used by the Congressional Post, which was established on July 26, 1775. It is at this point where the U.S. post office has its beginning. (Calvet M. Hahn collection)



The simple straightline and circular town markings are contrasted by the more ornate, so-called "fancy" postmarks of the 19th century. Of these, the Newark Valley, N.Y. "kissing doves" handstamp is certainly among the most beautiful, decorative designs, fabricated from a popular stock metal handstamp of the period. It is used here on a folded letter sent to Binghamton, N.Y., which was subsequently re-folded and forwarded to Troy. (David L. Jarrett collection)

### POSTMASTERS' PROVISIONALS

Before the U.S. Post Office issued the first general adhesive stamps in 1847, postmasters in several cities printed their own for use by local patrons, particularly business firms carrying on large correspondence.



The St. Louis postmaster, John M. Wimer, chose as the design for his post office stamps the Missouri state seal depicting two bears, symbols of Missourians' rugged durability, holding the coat of arms. The small copper plate of six positions contained different denominations, as this pair of the 20-cent and 10-cent stamps in se-tenant form shows. (Robert L. Faiman collection)



The New York City postmaster's provisional stamp, engraved by Rawdon, Wright & Hatch, looks more like the first U.S. stamps than any other provisional. This cover shows the only recorded use of the New York stamp on a cover originating outside of New York City and addressed to a foreign country; in this case, Philadelphia to Canada. Mail to New York City, or passing through its post office, was occasionally prepaid with this provisional stamp. (Dr. Leonard Kapiloff collection)



### 1847 ISSUE

The first U.S. general adhesive issue, 5-cent and 10-cent stamps, are the only U.S. stamps to bear the inscription "Post Office". Later, this was changed to "U.S. Postage". Of course, they are probably the most desirable of all classic U.S. stamps.



Collectors are especially fond of covers which possess a combination of rare elements. For example, 1847 collectors look for pairs or larger multiples on cover, railroad agent postmarks, foreign mail usage, or the elusive combination 5-cent and 10-cent franking. Any one of these types of covers would be proudly displayed on an album page. Almost unbelievably, the cover pictured here combines every one of these elements! We have a strip of the 5-cent, a rarity in itself, used in combination with the 10-cent. These pay part of the postage to Germany, a scarce European destination for 1847 issue mail. As a subtle touch, the cover was carried in the U.S. by the Michigan Central Railroad, whose postal agent applied the red postmark at lower left. (Dr. Leonard Kapiloff collection)

In the Henry C. Gibson sale of 1944 this cover bearing a strip of six 10-cent 1847 stamps was described as "the most important cover known to American Philately". Although that statement was made by the auctioneer, the late Philip H. Ward, it can be said that this remarkable cover has no similar rival. The strip is the largest size multiple on cover extant (one other strip of six on a domestic cover exists), and the use of the 10-cent 1847 issue to pay the historic "retaliatory" postage rate is most unusual. Like its counterpart on the opposite page, this cover bears a red railroad postmark, applied in transit from its point of origin to the New York port. (Dr. Leonard Kapiloff collection)







There are really no useful words to describe this hand-drawn envelope. It might interest a few specialists to know that the 1-cent 1851 stamp is the scarce type II from the recut plate one late. This position is the only one not recut. (Louis Grunin collection)

Postage must be paid in advance, otherwise your Letter will not be forwarded.

Copy-Right Secured.

closed in these Envelopes, Papers, Letter, Small Parcels, Daguerreotypes, and all other articles, will be delivered immediately on the arrival of the Mails, in SAN FRANCISCO, MARYSVILLE and STOCKTON, and are only for the present.

**Hawaiian Postage**  
Five Cents

**CALIFORNIA Penny Postage.**  
**PAID 5**

**U.S. POSTAGE**  
3 CENTS

**Ship 6**

**San Francisco**

**To Agent of the Penny-Post Co.**

**SAN FRANCISCO,**

**Box 5150.** **CAL.**

PLEASE DELIVER TO  
Messrs. **NOBLE & HASKEL**, Davis St., near California.

Again, it is the combination of rare elements that puts this cover into the "unique" class. The Hawaiian shore-to-ship postage is paid by nothing less than a 5-cent Missionary stamp. The incoming ship mail charge is marked with the small ornate "Ship 6" handstamp. The U.S. 1851 3-cent stamp, presumably affixed to the cover when mailed, is neatly tied by the arrival postmark of San Francisco. Of course, the cover is the rare California Penny Post printed entire, of which only a few used examples are recorded. (Christie's New York; the cover is now part of the Honolulu Advertiser collection)



1851 ISSUE



Strips of three 5-cent 1851 stamps are scarce, but not rare, owing to the large volume of mail which emanated from New Orleans to France with the 15-cent rate paid by a strip. However, strips of four are rare, and this 21-cent rate to Hong Kong is a remarkable usage. (Dr. Leonard Kapiloff collection)



The imperforate 1851 issues are occasionally found used with the perforated 1857 issue. This cover bears a sheet margin 5-cent 1851 stamp, together with the 1857 1-cent type IIIa and 3-cent stamps, making up the 10-cent rate to Canada. (Christie's New York; now in a private collection)



1851-57 ISSUES

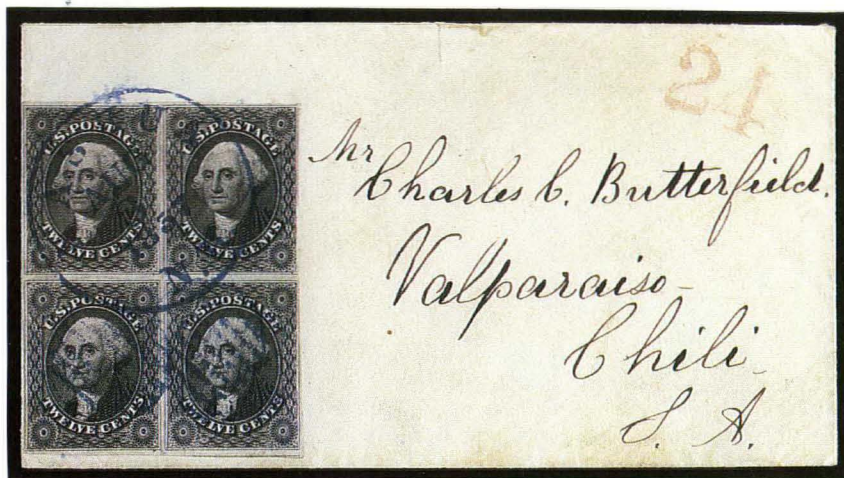


The 10-cent type IV stamp, with recut lines at top and/or bottom, is the scarcest of the four 10-cent imperforate stamps. This small cover from the Blodgett correspondence to Shanghai bears three 10-cent type IV stamps, each with four margins, and a 3-cent 1857 stamp to make up the 33-cent rate. (Louis Grunin collection)



Proving that new discoveries can still be made, this small cover to England turned up recently along with a group of covers and letters to the same addressee. It is one of two 12-cent imperforate/perforated combination frankings recorded, and the earliest trans-Atlantic use of the 12-cent 1857 perforated stamp. It is probably the second earliest usage recorded (another cover is known dated one week earlier). (Christie's New York)

1851 ISSUE



Four of one, half of another. These two 12-cent 1851 covers show two unusual usages. The block, a rarity on or off cover, is used to pay the rate to Chile. The bisect, a scarce franking to pay the 6-cent rate, is used on an attractive corner card cover with the rare "Via Nicaragua" mail carrier handstamp. (Both from the Louis Grunin collection)







The legendary Pony Express mail service is responsible for many outstanding U.S. covers. The one illustrated here is generally considered to be the single most outstanding Pony Express cover extant. The envelope is a printed Union patriotic portrait of Washington. The 30-cent 1857 stamp and 1-dollar Wells Fargo & Company stamp pay the postage over the continent and across the Atlantic, to its German destination. Of course, the Wells Fargo postage is tied by the famous "Running Pony" oval in blue. This famous cover brings together three significant historical elements of America—the Civil War, the Pony Express, and Ocean Navigation. (Robert A. Paliapito collection)

Although stamps are generally more valuable in unused condition, there are certain exceptions, of which the best known is the 90-cent stamp issued in 1860. This high-denomination stamp was valid for a short time, due to the outbreak of the Civil War and demonetization of U.S. stamps. Furthermore, 90-cent stamps were not typically used on the type of letter correspondence that might have been saved. The cover illustrated here is "typical" of the few existing 90-cent usages, in that it is a high foreign mail rate. The folded letter is addressed to Spain, and the \$1.05 postage pays the five-times 21-cent rate to the Spanish border. The "16" reales mark is the amount of postage collected from the addressee. (Dr. Leonard Kapiloff collection)







The Wells Fargo & Company “Garner” is a small 1-dollar stamp with a design that resembles the object it is nicknamed for, and a life that was cut short by the completion of the trans-continental telegraph line. Very few covers bearing the “Garner” stamp are known, the example illustrated being of the finest quality. The franked envelope, together with the U.S. 10-cent “First Design” of 1861 and the “Garner” stamps, make up the double rate from New York to San Francisco. (Dr. Leonard Kapiloff collection)



The beautiful patriotic covers addressed to Dr. Henry C. Angell were part of a correspondence that turned up in the 1920s. This correspondence provided most of the patriotics addressed to Europe that collectors own today. (Blake Myers collection)





The Adams Express Company served as a link between the Confederate States and United States from June to August, 1861, ending at the point Postmaster General Montgomery Blair specifically banned mail exchange. The 1861 issue, which was released at the end of August, is virtually non-existent on express mail of this period. The word "virtually" is used to allow for a remarkable exception, the cover shown here, which was sent from the South to Paris by way of Louisville and New York City. (Robert A. Paliapito collection)



Covers bearing stamps of two or more countries have always been popular with collectors. The cover illustrated above is an extraordinary combination of stamps of Italy, France and the U.S., the first two being necessary for redirection. (Robert A. Paliapito collection)



One of the most famous correspondences is that of Augustine Heard & Company, who operated extensive China trade business in the 18th and 19th centuries. While hundreds of volumes of correspondence are now part of a New England institution's archives, some very choice philatelic material did reach the market in the early part of this century. Included among these unusual covers was this 90-cent 1861 cover. (Robert A. Paliapito collection)



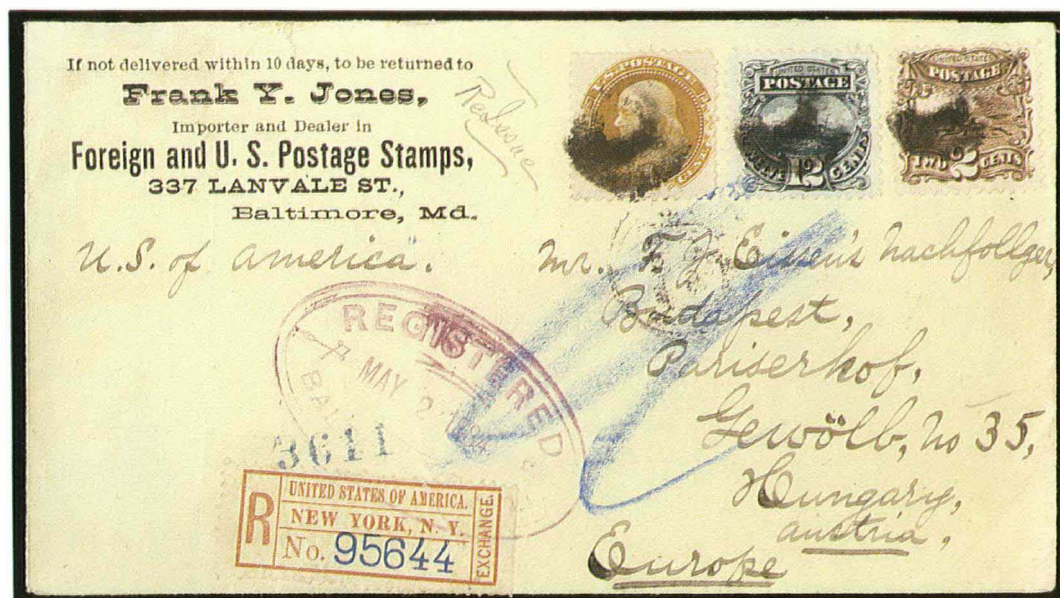


The simplicity of today's international postal system is contrasted by the complexity of 19th century mails. This cover demonstrates the procedure used to send a letter from Peru to New York City. The Peruvian stamp pays the 1-dinero inland postage to the British post office at Callao. The British 6-pence stamp pays the rate from Callao to Panama, and the U.S. stamp—a 10-cent 1869—completes the sequence by paying the rate from Panama to New York City. Quite a bit of work for one small cover. (National Philatelic Collection, Smithsonian Institution)

1875 RE-ISSUE OF 1869 ISSUE



The 1869 re-issues, once regarded as cheap imitations, are now highly prized rarities, especially in used condition and even more so on cover. The 6-cent re-issue is recorded on just one cover, which belonged to Barbara R. Mueller for many years, and upon its reappearance in the marketplace met with newfound appreciation. One of the Cinderella stories of philately. (Dumont Stamp Co.)



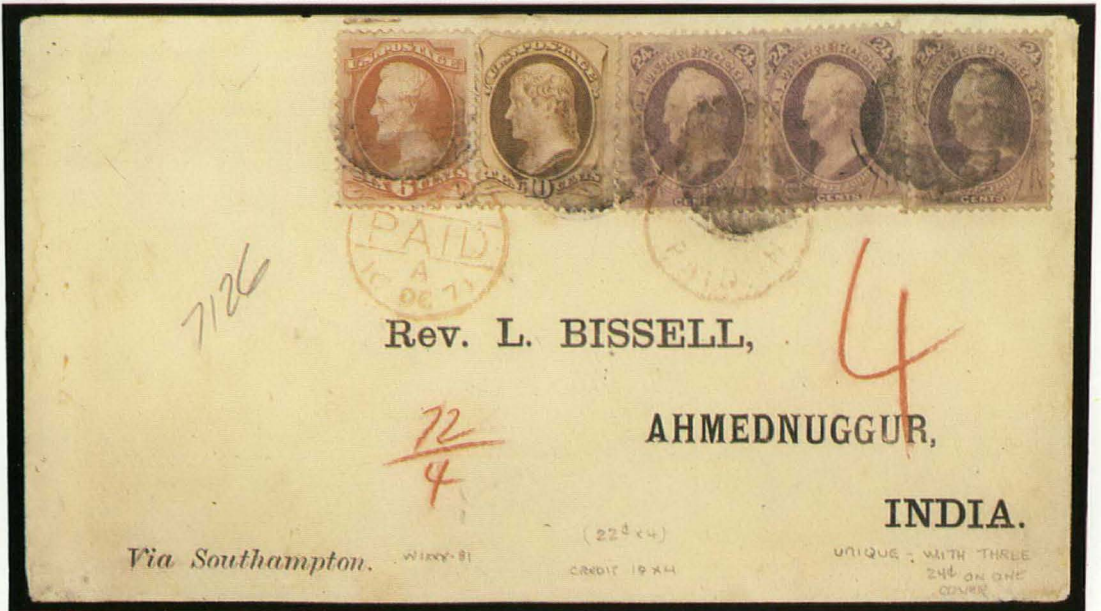
Another 1869 re-issue cover, typically addressed from a stamp dealer, which has been tucked away in a private collection for many years. The 12-cent re-issue is extremely rare on cover. (Millard Mack collection)



NATIONAL BANK NOTE COMPANY ISSUE



A remarkable mixed franking cover from Cuba to Germany. In this case, the Cuban stamp provided for the inland postage, the 10-cent bank note company stamp paid the rate from Cuba to the U.S., and the 7-cent grilled bank note company stamp paid postage to Germany. The cover was carried from Cuba to the U.S. by the Bohling firm, whose blue cachet ties the Cuban stamp. Upon arrival in New York City, the U.S. stamps were cancelled with foreign mail cancels. (Stephen Albert collection)



Three 24-cent bank note company stamps speak for themselves on this Bissell correspondence cover to India. (Stephen Albert collection)

1890 AMERICAN BANK NOTE COMPANY ISSUE



If we must draw a line between the classic and post-classic period, then perhaps the point at which the Bureau of Engraving & Printing took over postage stamp production from the private bank note companies is a logical division. The 90-cent stamp of 1890 is among the rarest of all 90-cent 19th century U.S. stamps on cover, yet its position at the end of the classic period has kept recognition of this fact to a minimum. This package wrapper is the only known cover bearing more than one 90-cent 1890 stamp. The two are used with a 10-cent 1890 to pay postage and registration for an 18-ounce package. The "Too Late" marking indicates that the package missed the sailing desired by the sender. (Dr. William H. Johnson collection)



CARRIERS AND LOCALS



The New Orleans U.S. City Post service delivered mail to and from the post office. While incoming mail carried from the post office to the addressee is scarce, covers leaving New Orleans which were carried to the post office are extremely scarce. A previously unreported use of the U.S. City Post green "snowshovel" carrier marking on a cover to France turned up in Europe recently. It is an early, and so far as we know, unique usage of the "to the mails" service for an overseas letter. (Dr. Leonard Kapiloff collection)



The Brooklyn and Long Island Sanitary Fair, of Feb. 22 to Mar. 8, 1864, was held by the U.S. Sanitary Commission who helped support U.S. troops in the Civil War by providing advice and aid. Two stamps were issued at the Brooklyn fair, in green and black colors (believed to be the two rates of postage charged at the fair, 15-cents and 25-cents). Of the black stamp, only two exist, one off cover and this example on cover with the Brooklyn City Express Post local. (Alvin and Marjorie Kantor collection)

## CARRIERS AND LOCALS



This U.S. City Despatch Post cover, which ends the display, could more appropriately be placed at the beginning of our coverage of the first U.S. adhesive issues. It is the New York local issue of 1842 that holds the title, "first government adhesive stamp". The cover illustrated here is significant in the context of postal history, because the sender used five of the 3-cent U.S. City Despatch stamps to prepay the 3-cent carrier fee and the 12½-cent rate from New York City to Philadelphia. Beneath the stamps is the sender's endorsement, "Paid 3 cents for City Despatch, 12½ for Philadelphia. Paid". This concept of adhesive postage was so new at the time that the Philadelphia post office did not accept the prepayment and marked the letter "12½" due in blue manuscript. A few other similar covers exist, one of which contains in its letter the following comment, "If the post office cheats again in respect to this letter please inform me—I have been reimbursed the other". (Dr. Leonard Kapiloff collection)



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### BRITISH PACKET SERVICE TO ANNAPOLIS, MARYLAND

RICHARD F. WINTER

For a brief nine months in 1827, Annapolis, Maryland, served as the western terminus for British Government sailing packets carrying mails to the United States from Falmouth and Bermuda. This article will describe the circumstances of this service and examine one of the few known covers of the "Annapolis Packet."

In the 1820s, American sailing vessels began to dominate the North Atlantic routes, presenting for the first time a serious challenge to British maritime dominance. At least four different sailing ship lines from New York and one from Boston operated regularly to Liverpool and London.<sup>1</sup> These American sailing vessels, called "packets" because they left on regularly scheduled days each month, soon carried most of the mails as merchants decided not to wait for the slower, monthly British Admiralty Packets which operated between Falmouth, Halifax and New York.

The General Post Office of London decided in late 1826 to discontinue the Falmouth Packet service to New York. The New York *Albion* announced this change with the statement, "The packets which have heretofore arrived at this port, via Halifax, will, for the future, be directed to proceed to Bermuda; there land the mail for the U. States and then sail for Halifax, where she will remain a fortnight, and return to England. The mail for the United States will be bro't from Bermuda to Annapolis, in the Chesapeake, by small, fast sailing, cedar vessels, built for the purpose, and return by the same conveyance to Bermuda, from whence it will be taken to England by the Packet returning from Mexico".<sup>2</sup> Thomas William Moore, the British packet agent in New York, was required to relocate to Annapolis to handle official despatches brought in by the packets.<sup>3</sup> Samuel Cunard of Halifax was awarded the G.P.O. contract to provide the two small brigs necessary to carry U.S. mails and British despatches from Bermuda to Annapolis. His two vessels were the brigs *Susan* and *Emily*. From Annapolis, the despatches were escorted by the Annapolis packet agent and the courier, who accompanied the mails from Bermuda, to Washington, D.C., by regular mail coach.

1. *Queens of the Western Ocean* by Carl C. Cutler provides detailed lists of the sailing packet lines in Appendix 1. Listed are:

<i>from Boston:</i>	Line of Boston & Liverpool Packets	from Boston on the 1st and Liverpool the 20th each month
<i>from New York:</i>	Black Ball Line	commencing Jan 1818, from New York on the 5th and Liverpool on the 1st each month; changed in 1822 to 1st and 16th from each port
	Red Star Line	commencing Jan 1822, from New York on 25th and Liverpool on the 12th each month; changed in 1823 to 24th from New York and 8th from Liverpool
	Swallowtail Line	commencing Aug 1822, from New York on the 8th and Liverpool on the 24th each month
	Black X Line	commencing May 1824, from New York and London on the 1st each month; changed in 1825 from New York on 20th and London on 1st each month; changed in Jan 1828 from New York on 16th each month stopping at Portsmouth enroute to London

2. Report from New York *Albion* in the 7 December 1826 issue of the *Maryland Gazette*, a small newspaper published weekly at Annapolis, Maryland.

3. *Atlantic Mails* by J.C. Arnell, p.70.



The regular mails were deposited in the Annapolis post office as ship letters.<sup>4</sup>

The Annapolis packet service proved to be very unsatisfactory and was discontinued nine months after it started. A major reason for the abandonment of the Annapolis Packet service was the extra costs incurred by the G.P.O. Diversion of the Falmouth Mexican Packets, from their direct route back to England, added hundreds of miles for the calls at Bermuda. This not only slowed their return voyages but also added extra costs that were not warranted by the small amount of mail picked up at Bermuda. Only nine voyages into Annapolis were completed before the British North American Packet service was shifted to the Falmouth-Halifax-Bermuda-Halifax-Falmouth route. Very little mail was carried over the Annapolis route.

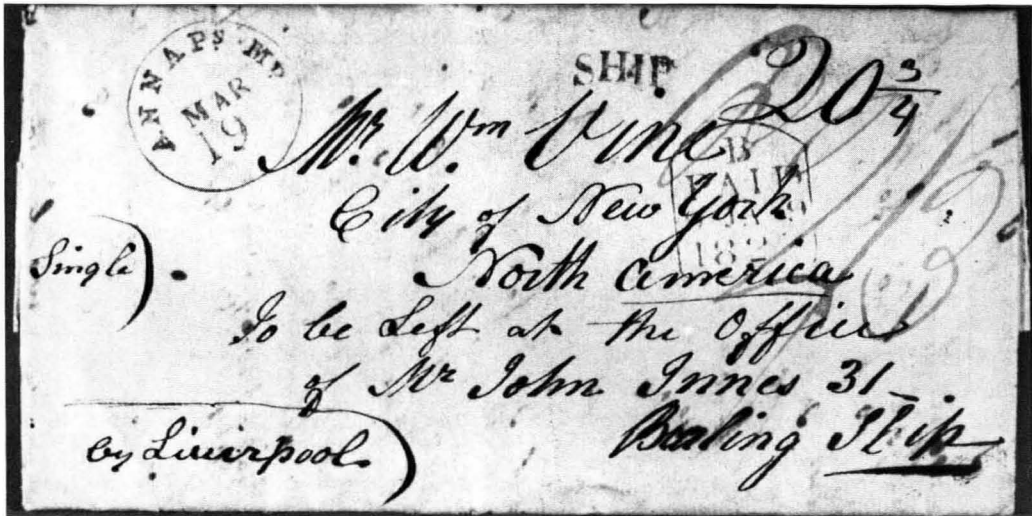


Figure 1. Jan 1827 folded letter from East Bourn, England (blue, straightline mileage marking on reverse) to New York by Falmouth Packet to Bermuda and contract brig to Annapolis. Prepaid 2 shilling 3 pence and 20<sup>3</sup>/<sub>4</sub>¢ postage due from addressee.

Figure 1 illustrates a recently discovered example of the Annapolis Packet service and a record of the inaugural voyage. This folded letter originated in East Bourn, England, on 7 January 1827. On the reverse is a boxed blue, straightline "EAST BOURN/ 63" mileage marking.<sup>5</sup> The letter was addressed to Mr. Wm. Vine, City of New York, North America "To be Left at the Office of Mr John Innes 31 - Burling Slip".<sup>6</sup> Fortunately for collectors today, the Postmaster at East Bourn talked the originator out of his original intention of directing the letter "by Liverpool" endorsed in the lower left of the letter. Instead, the letter was prepaid the packet rate and sent to London where it was forwarded on 9 January to Falmouth for the Government packet (red tombstone PAID/9 JA 9/1827). On 11 January 1827, the Falmouth packet *Redpole* departed for Bermuda, inaugurating the new packet service. On 3 March, *Redpole* arrived in Bermuda where the mails for the United States were put off. The passage was a disappointing seven weeks to Bermuda. On 6 March, the Cunard brig *Susan*, Captain Stairs, departed Bermuda and arrived in Annapolis on Sunday, 18 March 1827, with thirteen

4. The "Bermuda-Annapolis Packet" by M.H. Ludington, *The Philatelist/P.J.G.B.* Nov/Dec 1982, pp. 250-252. This article provides an excellent discussion of the service and describes a cover brought into Annapolis in September 1827. The author also provides a listing of all the Annapolis packets with the known sailing dates and connecting Falmouth packets.

5. See the *41st Congress Book* (1975), "The Mileage Postal Markings of Great Britain and Ireland 1784-1839" for an explanation of these markings.

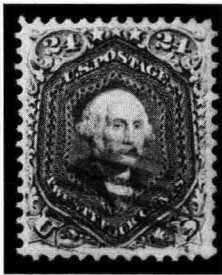
6. *The Chronicle* 81:56 shows an 1808 map of the City of New York in Calvet M. Hahn's article "Letter Carrier Service in New York". Burling Slip can be found on the East River about one half mile from the tip of Manhattan Island.

hundred and thirteen letters.<sup>7</sup> Mr. Jeffries of the British Navy had charge of the mails and despatches from Bermuda. The latter he escorted on Monday, 19 March, to the British Minister in Washington in company with Mr. Moore. The letter in Figure 1 entered the U.S. mails at Annapolis on 19 March (red ANNAP.<sup>S</sup> M.<sup>D</sup> MAR 19 circular date stamp) as a ship letter (red SHIP handstamp).

The postal rates on this letter require some explanation. The originator paid 2 shilling 3 pence at the East Bourn post office. "P 2/3" in red manuscript can be seen in the upper right corner. This prepaid the 1 shilling 3 pence Falmouth packet fee for a single letter and the 1 shilling British inland fee.<sup>8</sup> Since Great Britain and the U.S. had no postal arrangements in 1827, the letter prepayment covered all transit fees to the end of the British system, or the harbor in Annapolis in this case. The letter entered the U.S. postal system here and the Annapolis postmaster struck the "SHIP" handstamp to explain the "source" of the letter and the extra postal charge to be collected above the normal inland fees. The letter was rated 20¾¢ postage due for the 2¢ ship fee and 18¾¢ inland fee for distances of 150-400 miles.

7. *The Maryland Republican*, Tuesday 20 March 1827. This second newspaper of Annapolis was printed and published by Jeremiah Hughes twice weekly, on Tuesdays and Saturdays.

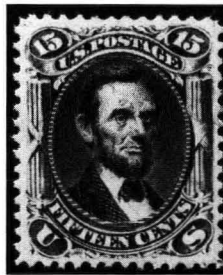
8. British inland fees were based on the number of sheets of paper in the letter and the distance the letter travelled. This letter was a "single" letter meaning it consisted of one sheet of paper under the weight of one ounce. A double letter would have meant a letter with one enclosure. A single letter going from East Bourn to London to Falmouth would have travelled 333 miles and required 1 shilling 1 penny; however, in January 1817, Postmasters were instructed to compute Falmouth packet letters at the packet rate plus a sum of *one penny less* than the inland fee from their office to Falmouth. The total postage to be prepaid on this letter was 2 shilling 3 pence.



70, red cancel  
PFC



72, "red" cancel  
PFC, ex-Newbury



77, used



121, "red" cork  
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## THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

### CHICAGO IN THE 1860s

RICHARD B. GRAHAM

The big news of the 1860s was the Civil War. The decade started with the nomination of Abraham Lincoln as the Republican presidential candidate at the convention held at the wigwam in Chicago, but I have seen no postal relics reported of this event.

Two of the four candidates in the 1860 campaign were from Illinois and the other two were westerners from Kentucky and Tennessee, and there seem to be only a few campaign covers supporting any of them with Chicago postmarks. Dr. James Milgram's *Abraham Lincoln Illustrated Envelopes and Letter Paper, 1860-1865* (see review, *Chronicle* 126, page 79), shows but one Lincoln campaign cover, each, from the campaigns of 1860 and 1864 with Chicago postmarks.

In a chapter in *Chicago Postal History*, the 200 page work edited (and for a large part, authored) by Dr. Harvey M. Karlen, and published in 1971 by the Collectors Club of Chicago (and still available, \$35.00 regular and \$40.00, deluxe, from them, postpaid, at 1029 North Dearborn Street, Chicago, IL 60610), three more Lincoln campaign covers used from Chicago are shown.

This work covers Chicago postal history in a series of short articles arranged as chapters from the founding of Chicago, in 1833, into the 1880s. The definitive listing of Chicago postmarks is in the Norona *Cyclopedia of U.S. Postmarks and Postal History*, originally published in two volumes in 1933 and 1935, but reprinted in 1975 as one volume by Quarterman. While this compilation is over fifty years old, and additions and corrections can be made, it still is comprehensive.

Probably the most interesting postal history items of the 1860s are those covers of 1861 and later showing demonetization of the 1851-60 stamps and their replacement with the 1861 issue.

The first advertisements for the envelopes were on August 14 and for the stamps on August 22, 1861. The process was that the advertisements advised the new 1861 stamps would be exchanged value for value for returned 1857 stamps and envelopes for a period of six days after which the old issue would no longer be accepted at the particular post office placing the advertisement in the local newspapers.

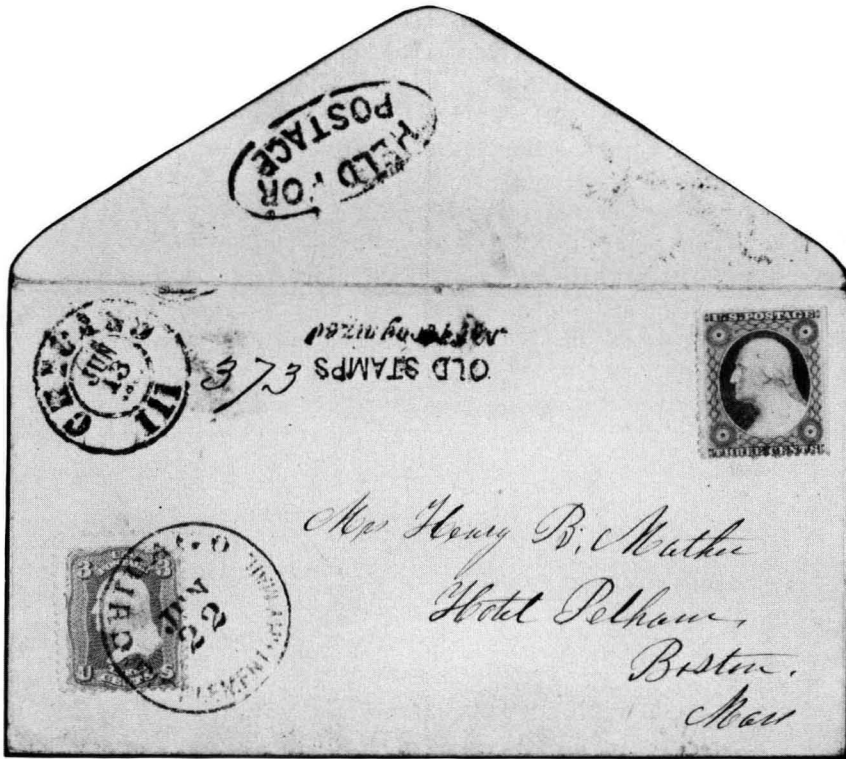
The period of exchange in Chicago for the envelopes was August 14-19, inclusive, and for the stamps, the exchange was from August 22 through August 27, 1861, each such period, under the instructions of the Post Office Department that accompanied the first shipments of the new stamps, being of six days duration.

After the exchange periods, the old stamps or envelopes were "not to be recognized."

In an article in *Chicago Postal History*, a cover postmarked August 30 and docketed as having been sent in 1861 is illustrated to show a combination of "Held for Postage" and "OLD STAMPS/ not recognized" markings. This was just three days after the exchange period ended for the stamps, and this cover, in spite of being advertised, etc., was never claimed and hence was sent to the Dead Letter Office. From there, where it was opened, it was evidently returned to the sender as otherwise it would have been destroyed by the DLO.

Figure 1 shows a much later use of the Chicago "OLD STAMPS/ not recognized" marking which had a much happier ending. The cover was originally mailed with the 3¢ 1857 stamp at Chicago; this had to have been through a mail slot or letter box, as had it been mailed over the counter, the postal clerk would have handed it back to the sender and a new stamp applied.

However, the 1857 stamp wasn't cancelled but rather the marking "Held for postage"



**Figure 1. The Chicago “OLD STAMPS/ not recognized” demonetization marking on a cover mailed with a 3¢ 1857 stamp on June 13, 1862. A 3¢ 1861 stamp was duly supplied by either sender or addressee after being notified, and the cover was then sent from Chicago on June 22 with a Chicago supplementary mail marking.**

was applied on the back flap and a Chicago c.d.s. of JUN/13/1862 applied on the front along with the “OLD STAMPS/ not recognized” and a file number. The cover’s address was then listed, probably as posted in the post office and also included in a list of such letters in the daily *Chicago Tribune*, being published next door. (The Chicago postmaster, appointed in 1861, was part owner of the *Tribune*.)

Evidently, the sender saw a notice, or, alternatively, the addressee was notified, but in any event a stamp was furnished and the letter sent out in the mail on June 22.

This particular cover has an added bonus in that the stamp was cancelled by a strike of the Chicago supplementary marking then in use. These markings were applied upon letters sent in an apparently unsorted bag after the regular bags had been taken to the railroad depots.

*Chicago Postal History* also includes a chapter and tabulation on these markings which were in use between January 1860 and sometime in 1866 or 1867. Thus, most of these markings fall upon the stamps of 1861 and it should be noted that the rarity factor of “8” as given in *Simpson’s USPM* (page 256) applies only to use with the stamps current in 1860-61.

A notice published in *The Chicago Press and Tribune* for January 23, 1860, and signed by Isaac Cook, then Chicago postmaster, described the service and named to what cities (all east of Chicago) such supplementary mails would be sent. The pattern of the supplementary mails being sent only eastward was apparently continued for some time, since J. David Baker, who recorded these covers (see *Bakers’ U.S. Classics*, p. 219) was able only to record two covers sent west from Chicago in those years.

The chapter in *Chicago Postal History*, written by Dr. Karlen, lists 60 covers bearing the two markings, all but one sent eastward. It also includes the complete text of the original published instructions, noted above.

While other cities, such as San Francisco, Boston and, notably, New York, used



supplementary mails to convey letters deposited after the regular mails had been sent to ships or railroads, most of those were extra fee services, but apparently no such charge was ever made at Chicago.

The marking on the cover shown in Figure 1, a 32½ single circle in blue, is called by Karlen the type CA; there is also a double circle (28 mm diameter of outer circle) marking called type CB.

Two other interesting Chicago markings appear upon the cover shown in Figure 2. One of these is the initials in the postmarks, the "R.A." in this Chicago double circle having been used on Oct. 26 (1863). This phenomenon of the initials used in the postmark date logo slot is peculiar to Chicago postmarks applied during September-November 1863, and the reason for them has never been established by any positive evidence. They are thought to be initials of postal clerks or carriers, but since Chicago didn't have carrier service until in 1864, no list of the original group of carriers has been found to compare with the initials.



**Figure 2. A Chicago double circle postmark with the initials "R.A." in the date logo slot. The cover also bears the marking of the Chicago West Branch P.O., applied at that branch opened in 1862.**

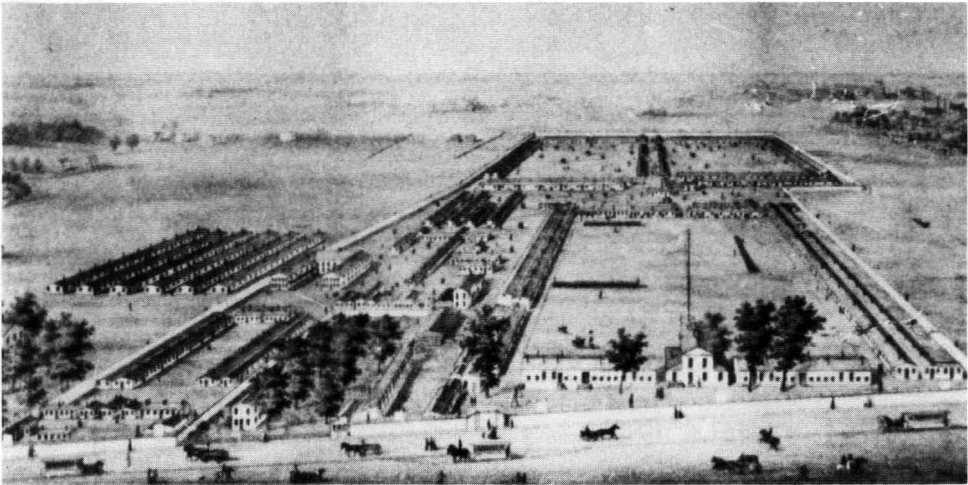
There are four different sets of initials used with the double circle duplexed markings normally applied to mail sent out of town and about a dozen different on local covers with single circle markings.

*Chicago Postal History* contains a chapter about the markings with a tabulation of the covers then known. This was expanded and updated by Dr. Karlen from an article made from notes of Richard McP. Cabeen that appeared in *Chronicle* 64 (Nov. 1969) and updates have been published in *Chronicles* 120 (November 1983) and 124 (November 1984) in this section. In addition, a photo of a gorgeous local cover, with a Briggs House illustrated corner card and a local marking with initial "O," appeared in *Chronicle* 69 (February 1971).

The cover shown in Figure 2 also has an oval "WEST BRANCH P.O." marking, this having been applied at that branch, established at 201 W. Randolph St. in 1862. A similar marking of the NORTH SIDE BRANCH is known (both are illustrated on covers in *Chicago Postal History*, p. 176). The North Branch P.O. was established at Clark and Ontario Streets in 1863. Both markings are rare.

Camp Douglas, shown in Figure 3 as it appeared in 1864, was established in September 1861 on the shore of Lake Michigan just south of the then city limits as a training and mustering camp for Civil War soldiers. The location was at Cottage Grove and had been used as a fairgrounds. The camp was named for Illinois senator and presidential candidate Stephen A. Douglas, who had died in June 1861 about three months after he would have become President, had he been able to defeat Abraham Lincoln.

After a large number of Confederates had been captured at Fort Donelson, Tenn., in



**Figure 3. Camp Douglas in 1864, from an old lithograph.**

February 1862, Camp Douglas was converted to a prisoner of war camp administered by the War Department. Use of the camp for such has three basic periods, from February 1862, when about 7,500 Confederate soldiers were sent to Camp Douglas, which was the largest number of such in any northern prison at that time. These men were exchanged in September 1862 and the camp was used for other purposes for several months — mostly as a parole camp for some 8,000 Union soldiers waiting to be exchanged. They were sent to Camp Douglas on Oct. 1, 1862, to be held until such could be accomplished, but there were no Confederates held there at that time.

In February 1863 nearly 4,000 more captured Confederates were sent to Camp Douglas, but these men were also mostly sent away on exchange by April of that year. The last period of Camp Douglas as a prisoner of war camp really commenced when the privates and non-commissioned officers who had been captured when Morgan's raid into Indiana and Ohio was shattered in July 1863 arrived there. (This followed a previous pattern when Confederate officers were usually sent to Johnson's Island in Lake Erie so that officers and enlisted men would be separated.)

From September 1863, the number of prisoners at Camp Douglas ranged from 3,200 at the end of August 1863 (there had been but 47, mostly in the hospital, at the beginning of August) to a high of over 12,000 men in December 1864.

The significant thing about the number of men confined and also why the division into three periods is made is that covers with handstamped censor markings are known only from the final period after August 1863.

While there should be covers in existence for both of the first two periods, February through April 1862, Cabeen had seen none and Karlen but a few. The same holds true for the short period of February through April 1863; again, no covers have been recorded.

While it is probable that such covers exist, they are undoubtedly only identifiable by content, as they obviously were either not censored or at least have no censor markings. Handstamped censor markings were seldom used anywhere prior to 1863 and, while I have seen a good many Camp Chase, Ohio, manuscript censor markings dating from 1862, I have also seen at least one prisoner of war cover from Camp Morton at Indianapolis, with no evidence of censorship, sent in August 1863 by a Morgan raider (a sergeant) who requested in the enclosed letter that his mail in future be sent to Camp Douglas as he was to be sent there within the next few days!

Figure 4 shows a typical Camp Douglas cover with the well known oval censor marking "CAMP DOUGLAS/EXAMINED/PRISONER'S LETTER" on the front. This cover also

bears a blue double circle Chicago duplex handstamp of Oct. 13 with the initials "R.A.," which identify it as an 1863 usage.

While most of the Camp Douglas censor markings are applied on the front, I have seen examples from November and December 1863 with such markings on the back flap.

The oval Camp Douglas "examined" marking is relatively common as such items are seen fairly often, but in early 1865, a round marking with the same wording as was used in the oval handstamp appeared. It is rare, apparently being known on only a handful of covers. Still another handstamp has been recorded, a typeset affair reading "Approved./ By order of B.J. SWEET,/ Col. Comd'g Post" which, as far as I know, has been seen on just one enclosed letter and not on a cover.



**Figure 4. A prisoner of war cover with the "Examined" censor handstamp of Camp Douglas. The cover was mailed from Chicago on Oct 13 of 1863, the year being indicated by the initials "R.A."**

Since the marking is struck vertically in the body of a letter soliciting money sent by a prisoner in May 1865, after the war (in the east, at least) was over, one can speculate that it was already on the paper when the letter was written. This idea is somewhat reinforced by the fact that B.J. Sweet, the post commander, had been promoted to Brigadier General in December 1864, about five months before the letter with the handstamp was sent.

Dr. Harvey Karlen has authored two articles regarding the Civil War camps around Chicago, both of which appeared in *The American Philatelist*. The first was a two part work on Camp Douglas which updates and greatly enlarges upon the chapter on that subject in *Chicago Postal History*. This appeared in the issues for September and October 1979. The other article, "Reminiscences of Camp Fry, Chicago's Other Civil War Camp," appeared in *The American Philatelist* of August 1983.

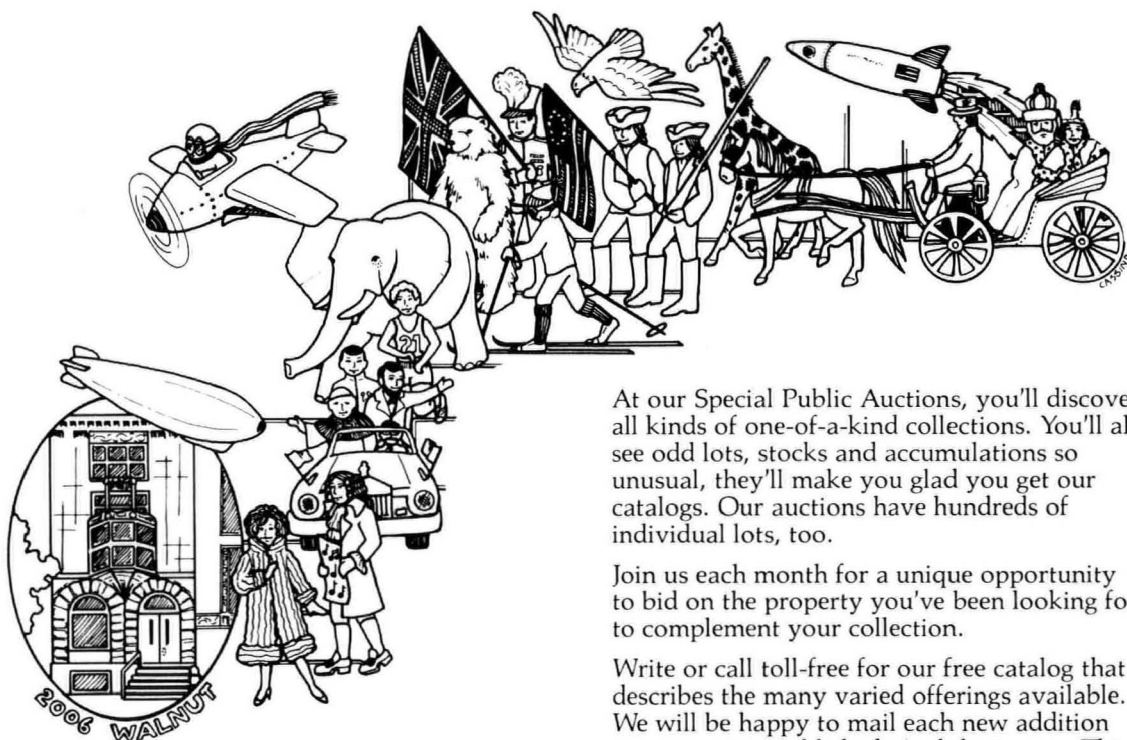
In attempting to date covers from Camp Douglas sent in 1862 or 1863, which don't have year dated postmarks, the key thing to remember is that no prisoner's letters could have been sent when no prisoners were at Camp Douglas. Obvious, perhaps; but the pertinent data, available in Volume VIII of Series 2 of the Civil War *Official Records of the Union and Confederate Armies in the War of the Rebellion* aren't as readily available as they were during the Civil War centennial years.

The earlier researchers weren't aware that the records of the northern prison camps populations, on a month-to-month basis from July 1862 through the end of the war, appear in the work cited above, but it is a very useful record for purposes such as this.

Much has been written about facets of Chicago postal history, but only *Chicago Postal History* brings it together in a series of collected articles and chapters by subject. The fact the book is still available should be recognized by those interested in the subject.



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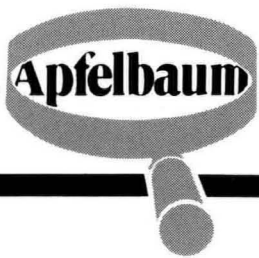
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## THE 1869 PERIOD

SCOTT R. TREPEL, Editor

### TWO 10¢ 1869 COVERS WITH CHICAGO EXCHANGE OFFICE CREDIT MARKINGS

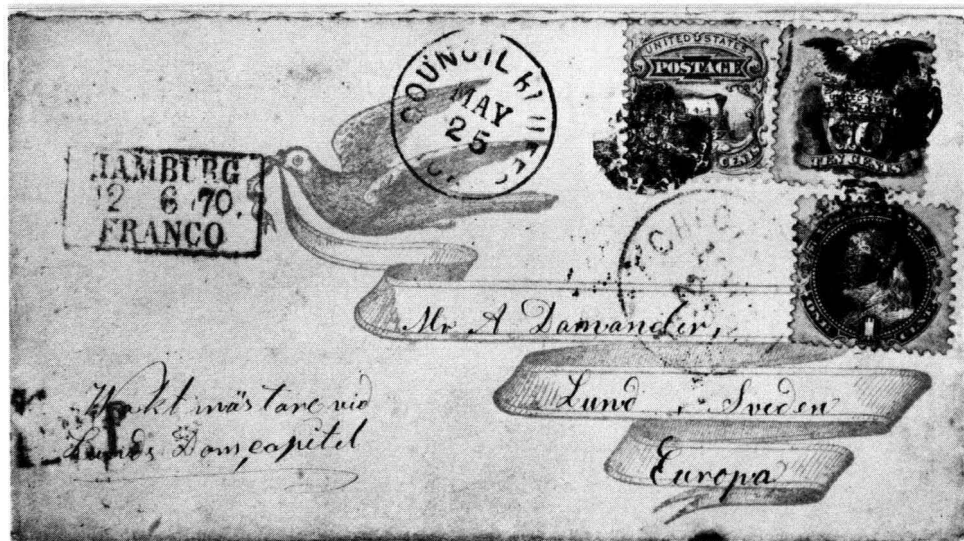
MICHAEL LAURENCE

During the 1850s and 1860s, Chicago developed rapidly as a mail processing center. The city was designated an exchange office for certain foreign mails as early as 1859, and correspondence to many foreign destinations was marked at the Chicago exchange office during the 1860s. On prepaid covers, this office employed a variety of circular date stampers, some incorporating credit amounts, most frequently expressed in serif numerals at the bottom of the circle.

For reasons that are not fully understood, the use of these markings — and possibly of the Chicago exchange office generally — seems to have diminished as the 1860s progressed. By the 1869 era, covers bearing Chicago exchange office markings — especially those that incorporate a numeral credit — are scarce.

While I have not made a detailed search of my records, I can recall only a handful of 10¢ 1869 covers that bear handstamped Chicago numeral credit markings. Two are discussed here.

Figure 1 shows an ornamental cover from Council Bluffs, Iowa, to Lund, Sweden, franked with 14¢ paid by 10¢, 3¢ and 1¢ 1869 stamps. This is a scarce combination, of which fewer than ten examples are recorded. Any covers showing the 10¢ and 1¢ 1869 together are scarce.



**Figure 1.** The 14¢ rate from the U.S. to Sweden, via direct mail to Germany and via German international mails beyond. The Chicago credit 4 marking is faintly struck to the left of the 1¢ 1869 stamp.

The Figure 1 cover exemplifies the 14¢ direct rate to Sweden via the German mails. (The use of the word “direct” here can confuse. It simply means that the cover stayed on the same ship all the way to the German port.) The 14¢ direct rate to Sweden via German mails was effective 9 April 1869-30 June 1870. Ten cents paid the direct rate from the U.S. to Germany and the remaining 4¢ paid carriage on to Sweden in the German international mail system.

One of the unusual characteristics of these German mail covers to destinations beyond Germany is that the postage beyond was usually expressed by handstamps applied at both the U.S. and German exchange offices. The postal treaty called for this procedure and in most

cases it was followed.

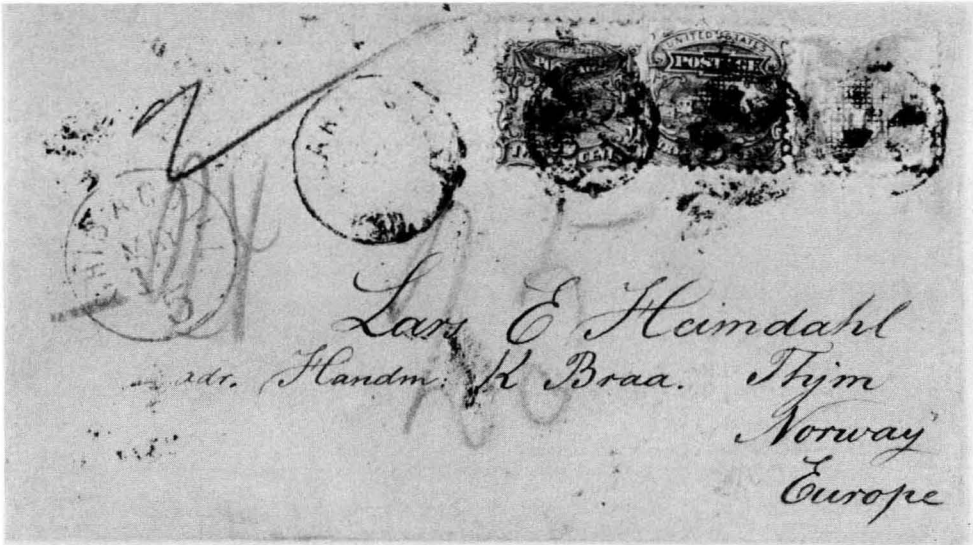
On the cover in Figure 1 the Chicago exchange office applied the seldom seen red CHICAGO ILL/MAY 25 credit 4 marking, crediting Germany with 4¢ for carrying the cover beyond Germany to Sweden. This marking probably won't show clearly in the Figure 1 photo; it's just left of the 1¢ stamp.

The cover was shipped from Chicago to New York in a closed bag which went on board the weekly HAPAG steamer to Hamburg, where it was opened and its contents marked. The Hamburg exchange office applied its familiar boxed receiving mark, in this case dated June 2, 1870. In addition, the 4¢ credit was restated as "1½ Wf." — the black marking, not clearly struck, at lower left. This marking abbreviates the German "Weiter-franco," — literally "paid beyond." The sum is 1½ silbergroschen, the German equivalent of four U.S. cents at the then current exchange rate of 5¢ = 2 sgr.

Several other 1869 covers survive from this same correspondence, all from Council Bluffs to Lund. All the others I have seen passed through the New York exchange office and there received New York handstamped credit 4 markings. There seems no discernable pattern governing when covers, originating in Chicago or points west, would be routed through the Chicago exchange office. During the 1869 era, covers typically went through the New York office.

The old Swedish script at the lower left appears on at least two other covers from this correspondence. Route agent Jim Stever, of Texas, who owns one of them, went to considerable lengths to get the inscription translated — it explains that the addressee is the janitor at the courthouse at Lund.

The Figure 1 cover was part of the Juhring holding (first sale, lot 794) and will probably be shown at AMERIPEX as part of the Ishikawa collection.



**Figure 2. The 15¢ direct rate via German mails to Norway. The Chicago credit 5 marking, dated May 12 (1870) is struck at left. So far, this is the only recorded 10¢ 1869 cover to Norway.**

In many ways similar is the cover in Figure 2. Posted at Carbondale, Illinois, and franked with 10¢, 3¢ and 2¢ 1869s, this cover represents the 15¢ direct rate, via German mails, from the U.S. to Norway. This rate was effective less than one year, 27 July 1869-30 June 1870, and is not frequently seen. Covers to Norway are uncommon throughout the classic era. Covers bearing 1869 stamps to Norway are extremely scarce. Figure 2 is so far the only 10¢ 1869 cover recorded to Norway. This one can also be seen at AMERIPEX, I'm happy to say as part of my 10¢ 1869 exhibit.

The rate structure for this cover is similar to Figure 1. Ten cents paid the direct rate to



Germany and 5¢ paid for German carriage beyond. The 5¢ credit was expressed by the Chicago exchange office with the red handstamped MAY 12 credit 5 marking (at left). This was then reexpressed at the German receiving office (in blue crayon) as 2 Silbergroschen. The red "-24" and "25" crayon markings are assumed to have been applied in Norway. I don't know what they mean.

Of all the foreign mail covers from the 1869 era, I find most interesting those via German mails to destinations beyond Germany. Denmark and Sweden are the most frequently seen destinations, though 1869 covers also survive showing German mail carriage to Turkey (often then called Syria), to Rome (not part of Italy until late 1871) and to Norway. Readers who want to learn more about this subject might consult my lengthy survey article, on 10¢ 1869 covers to Denmark and Sweden, in *Chronicle* 94 (May 1977). This was written before either of the covers illustrated here came to light, but remains a reliable introduction to a fascinating aspect of postal history.

## 1869 Cover Census Book

The U.S. 1869 Pictorial Research Associates, Inc. is taking pre-publication orders for its newest hard-bound book: *The 1869 Issue on Cover: A Census and Analysis*. Illustrated in color and black and white, the book is to be released at AMERIPEX '86. It represents 10 years of work by the PRA. Thousands of covers are listed. Thirteen articles cover all values plus reissues and mixed frankings. Only 500 copies (100 deluxe, 400 regular) are to be printed. Pre-publication prices to May 15 are: Deluxe, \$100; Regular, \$60.

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*Carl Sandberg*

This issue of the *Chronicle* is focused on the city of Chicago, Ill., in honor of the International Stamp Exposition, AMERIPEX. The city of Chicago developed the image stated in Sandberg's epic poem after very humble beginnings as Fort Henry Dearborn during the War of 1812. In 1833, the formal village of Chicago was formed and rapidly grew into a major city.

Following the end of the Civil War, Chicago rapidly expanded to become the center of a growing national market for many expanding industries, particularly in the areas of meat packing, men's clothing, and railroads. After the long nightmare of the Civil War, the nation was clearly in an expansionist mood and Chicago was ideally situated to be the crossroads for the rapidly developing western migration. Chicago was also a magnet that attracted many immigrants from foreign lands to work its industries and fill the need for cheap labor. However, before this transition took place, tragedy struck at the young city in the form of one of history's greatest holocausts.

On the night of October 8, 1871, the great Chicago fire began and, before it ended, it had nearly consumed the growing city of nearly 300,000 people. Not since the great London fire of 1666 did a major metropolitan center experience an inferno of this magnitude. The fire burned for over 27 hours, consumed nearly 17,000 buildings, and left thousands of people without shelter or food. The firefighters could only watch helplessly as block after block of houses was consumed in the flames. The fire was finally brought under control only after a gentle rain began to fall which, many believed, was divine intervention.

The aftermath of the fire can only be imagined in this day of modern equipment and fire fighting techniques. If we disregard the fires of war, only the fire following the 1906 San Francisco earthquake rivaled the magnitude of the Chicago disaster in this country during modern times. Contrary to the legend of Mrs. O'Leary's cow kicking over the lantern in the barn, the real cause of the fire has never been determined. However, the people of Chicago rose to their task and began to construct a new, modern city on the ashes of the old.

By 1873, the city was nearly rebuilt, and industry rapidly expanded so that by 1890, Chicago was second only to New York City as the largest manufacturing center in the United States. The population was over 1,000,000, and the city occupied nearly 170 sq. miles — 25 miles wide and two to eight miles in depth. This was four times the area of N.Y.C. However, the population continued to swell, so by 1900, it had nearly doubled, and the city occupied close to 190 sq. miles. This area represented an impressive mail delivery challenge which was later met by the development in 1895 of the electric street railway system. When this was completed in 1899, Chicago was well prepared to enter the 20th century as the center of the new nation.

Next to the great fire, the greatest event in Chicago during the banknote era was probably the 1893 World's Fair and Columbian Exposition honoring the 400th anniversary of the discovery of the new world, but it was also the commemoration of the progress of civilization from the Renaissance to the age of steam and electricity. We must recall that the electric light and the telephone were still relatively new on the scene, and the automobile was in its infancy.



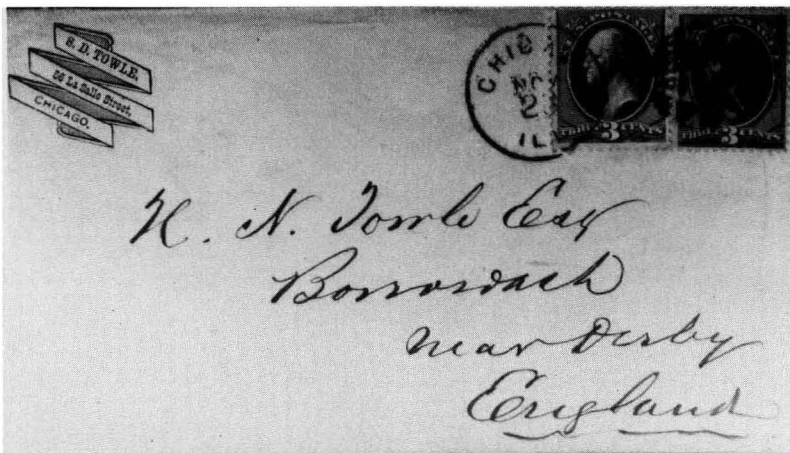


**Figure 1. Seven cent direct rate from Chicago to Bremen, Germany, on Dec. 6, 1872.**

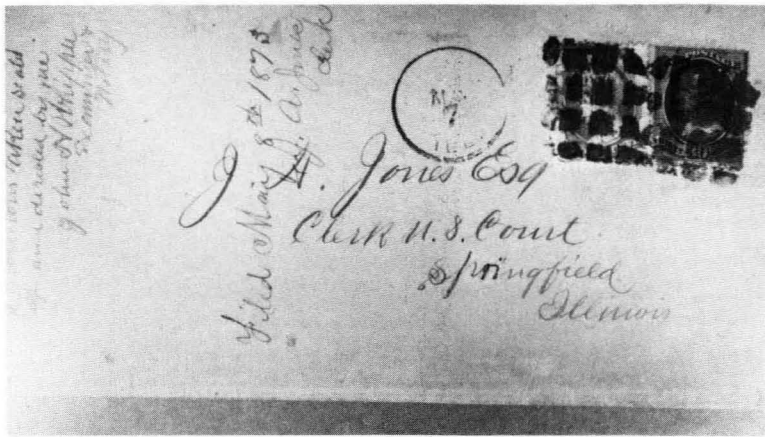
The World's Fair of 1893 represented an epic undertaking as the 19th century's greatest celebration of the rise of the new world and its emerging economic and technical dominance over the old world. From our perspective now, the nation was in transition to a new age. The fair also served early notice to the old world states in Europe that a new economic giant was moving to the center of the world stage, and it foreshadowed many scientific and technical developments of the 20th century yet to come. Therefore, it was fitting that this celebration took place in Chicago as the dynamic gateway to the emerging western region. Though few recognized it at that time, the Columbian Exposition also spelled the close of the western frontier and the post Civil War era. The United States was beginning to mature as a real world power.

The significance of the Columbian Exposition to philately was the issuance of one of the world's first recognized commemorative stamps, the famous Columbian issue. The 16 stamps ranged in value from 1¢ to 5¢, and each value illustrated some important event in the life of Columbus. A set of four embossed envelopes up to the 10¢ value was also issued for the commemoration as well as the first commemorative coin, a 25¢ piece.

After nearly a century has passed, the excitement and controversy surrounding this event are hard to convey to the modern collector. The temporary nature and high denominations of the stamps led to wild speculation by all segments of the public. On the other hand, many businessmen bitterly opposed the stamps for their size and format. Other people thought the high values were a public scandal and totally unnecessary for postal usage, which they probably were. For the interested reader, Brookman, in vol III of his classic study on



**Figure 2. Six cent rate from Chicago to Great Britain on Nov. 28, 1873.**



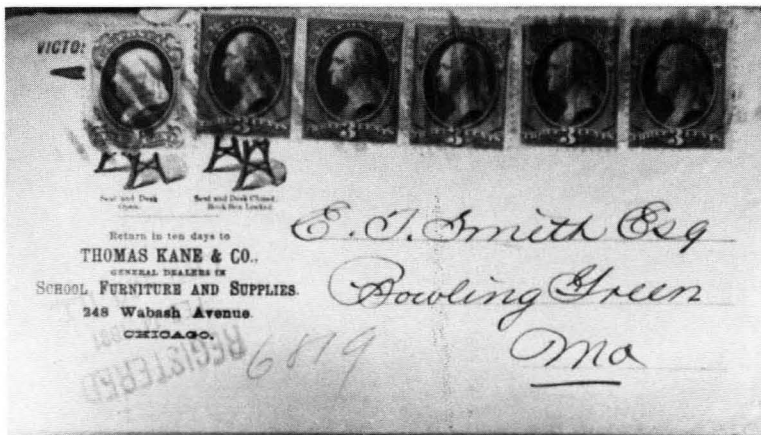
**Figure 3. Twelve x 3¢ rate on legal wrapper from Chicago to Springfield, Ill., on May 7, 1873.** 19th century U.S. stamps, reviews the frenzy and speculative fever of the first day of the sale of these stamps for the general public. A fine display in color of many Columbian covers was shown in *The American Philatelist* issue of Nov. 1979.

From the postal history point of view, the Columbian issues were the last regular U.S. stamps to be printed by the private banknote companies in this country for nearly half a century. The Bureau of Engraving and Printing was preparing to take over the printing of stamps, and in 1894, the old philatelic era came to a close.

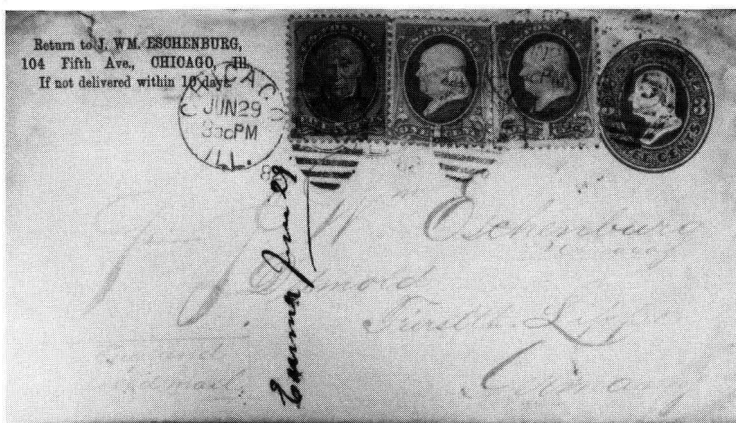
My personal experience has been that letters mailed during the banknote period and originating from Chicago are nowhere near as plentiful as those originating from other major cities such as N. Y. C. and Philadelphia. The reason for this is unclear, but perhaps the people of Chicago were too busy doing things to write much about them. Until the Columbian Exposition period, letters out of Chicago were less plentiful than the population would indicate.

The letters described in the following paragraphs comprise a selection of Chicago uses from my personal banknote collection. There weren't that many to choose from, so two of these covers show uses of the Columbian issue of 1892, and these are the first of this issue to appear in the *Chronicle*. Since the Columbian issue is the final glorious statement of the pre-Bureau stamp period, I hope to correct this deficiency in future *Chronicles*.

The first cover in Figure 1 shows a 7¢ direct rate to Bremen, Germany, used on December 6, 1872. The distinct black fancy leaf cancels tie a vertical pair of the National 2¢ stamps to a 3¢ green embossed envelope. The red HAMBURG-FRANCO postmark shows receipt on December 18, 1872, and the letter is backstamped at Bremen, Dec 26. This is an



**Figure 4. Double rate registered letter from Chicago to Bowling Green, Mo., on Feb. 14, 1881.**



**Figure 5. Double U.P.U. rate from Chicago to Detmold, Germany, on June 29, 1882.**

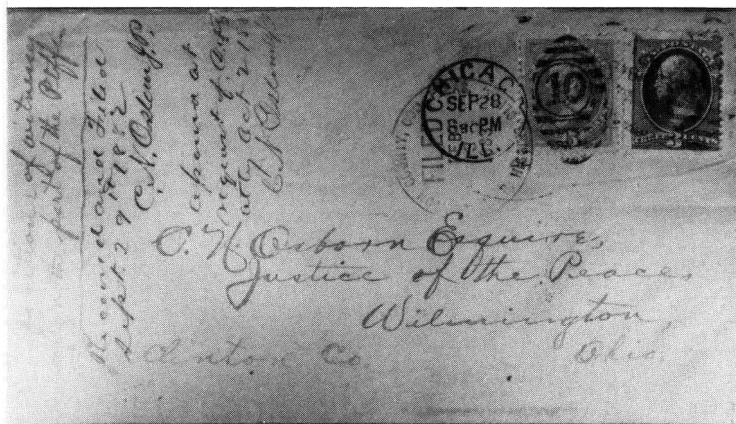
uncommon payment of the 7¢ rate, but the 7¢ stamp had been issued only a few months earlier so perhaps the stamps were still not widely available in Chicago. I haven't seen many 7¢ rates used before 1875 from Chicago.

The cover in Figure 2 shows a 6¢ rate to Great Britain mailed November 28, 1873, and paid with a pair of 3¢ Nationals. The stamps are cancelled by a blue fancy negative star on a fancy corner card pink envelope that is backstamped with a red Chicago transit PAID and Derby, Dec 15, receiving mark. Chicago exchange markings are scarce compared to those of N.Y.C., Boston, and Philadelphia.

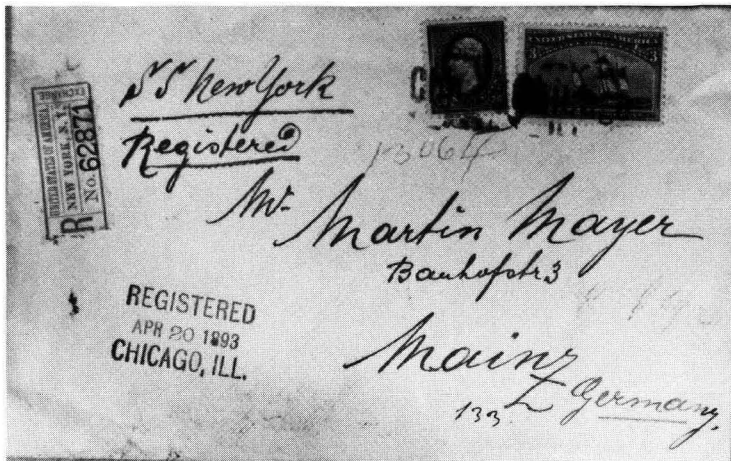
Figure 3 shows a refolded courthouse envelope mailed to the circuit court in Springfield, Ill., on May 7, 1873, bearing court depositions for a pending lawsuit. The town postmark is very faint on the face, but backstamps indicate Chicago origin. The rate paid was 12x3¢ on a 6 ounce letter, using 6¢ and 30¢ National stamps (no grilles) which are heavily cancelled with a black waffle.

My collection apparently contains no Continental stamps used from Chicago, so we move next to the cover shown in Figure 4 which shows a furniture dealer's illustrated advertising envelope used to Bowling Green, Mass. The 10¢ registration fee plus 2x3¢ rate is paid with a strip of three and a pair of the 3¢ American issue together with a 1¢ value and cancelled with black grids. The purple, "REGISTERED-CHICAGO, ILL.," is dated February 14, 1881.

The next cover in Figure 5 shows a 2x5¢ U.P.U. rate to Detmold, Germany, mailed on June 29, 1882, and paid with a 5¢ blue together with two singles of the 1¢ recut issue on a 3¢ green entire. The address is in purple ink, and the stamps are tied with a black Chicago duplex. Backstamps indicate delivery on July 13 in Detmold.



**Figure 6. Six x 3¢ rate legal wrapper from Chicago to Wilmington, Ohio, on Sept. 28, 1882.**



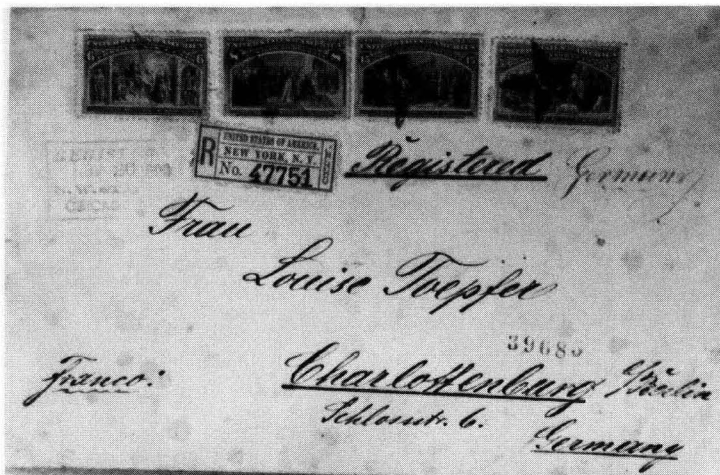
**Figure 7. Five x 5¢ U.P.U. registered rate from Chicago to Mainz, Germany, on April 20, 1893.**

Figure 6 shows a refolded courthouse legal cover mailed September 28, 1882, to Wilmington, Ohio, paying a 6x3¢ rate with 3¢ and 15¢ American stamps and cancelled with a Chicago duplex. Manuscript notation indicates receipt on Sept 29, use of depositions in court on October 2, and the seal shows filing on February 3, 1883, in the county records.

The cover in Figure 7 shows a scarce usage of the 30¢ small banknote stamp with a 3¢ green Columbian stamp paying the 8¢ registration fee on a 5x5¢ cover to Mainz, Germany. The stamps are cancelled with a black straightline CHICAGO, and the purple registered is dated April 20, 1893. The red numbered label 62871 is the international registration required for all foreign registered mail. The backstamp shows receipt on May 4, 1893. I presently record about a dozen covers with the 30¢ small banknote stamp. Do you have one?

The final usage from Chicago from my collection is the cover shown in Figure 8. This is an international registered letter mailed on November 20, 1893, to Charloffenburg, Germany, bearing copies of the 6¢, 8¢, 15¢, and 30¢ Columbian stamps. Backstamps indicate sailing from N.Y.C. on Nov 22 and receipt on December 1. The rate paid is probably philatelic, but it could be a 1¢ overpay of 16x5¢ on a cover this large. Many high values were sent as souvenirs on covers to Europe, and I have seen very few nonphilatelic postal uses of the dollar value Columbians. Have you?

Any reader who collects Columbians is earnestly requested to write an article on the subject for this section or contact me about such a project. My salute to Chicago is over so I will see you at AMERIPEX.



**Figure 8. Large registered Columbian combination cover to Germany on Nov. 20, 1893.**



**CHICAGO'S FIRST RAILROAD — POSTAL PIONEER**

CHARLES L. TOWLE

The year 1986 is not only that of Chicago's International Stamp Exhibition, AMERIPEX; it is also notable for being the *Sesquicentennial* of the chartering of the first railroad company in Illinois and the first railroad to be built serving the city of Chicago.

Chartered Jan. 16, 1836, the Galena & Chicago Union R.R. went on to become the leading railroad of the West in its time. It was *the* leader in many aspects of railway engineering and operation. Its financial standing and credit was without peer. It had the best, largest, and most modern locomotives in Illinois. Its cars were inferior to those of no other railroad, indeed it was one of the first in the country to introduce palace and sleeping cars and it was the first to operate full railway post office cars.

It built the first, and had the best passenger depot in Chicago, and had better facilities for handling freight than any other railroad there. Its line was carefully engineered and one of the first railroads built with dedication to economical gradient and alignment. It formed the trunk line for five extension branches, including the first railway line to reach Omaha and the Union Pacific R.R. It was the parent terminal road of two great systems — The Chicago and North Western and the Chicago, Burlington & Quincy — and, of greatest importance to philatelists, it was the first railway to operate a true railway post office system. It was also the first western railroad (in 1855), to operate trains utilizing its telegraph line to Freeport, Ill. Its original developers had a Board of Directors of which every member was a prominent figure in the early growth and development of the City of Chicago, including such outstanding benefactors as William Butler Ogden and Walter L. Newberry.

On January 16, 1836, the Legislature of Illinois approved an act to incorporate the Galena & Chicago Union R.R. This early charter had unusual stipulations, one being that the incorporators could build a turnpike instead of a railroad if it was found more fitting. Another permitted the Galena Road to build branch lines anywhere in the State of Illinois as long as they connected with the main line. Under this provision the G. & C.U. twice nearly built extensions east from Chicago to the Indiana line to connect with the Michigan Central R.R. which only reached Chicago at the time by a steamboat connection from New Buffalo, Mich.

Directors were elected at a meeting May 23, 1836, and on Aug. 4, 1836, resolved that the company should proceed to secure right-of-way from Chicago to the O'Planes [*sic*] River. Amazingly, the early record books from this meeting on are still preserved and afford a great historical resource.

On Nov. 16, 1836, President T.W. Smith reported talks with the Postmaster General of the United States relative to the Galena Road's receiving a land grant. The directors memorialized Congress but despite support of PMG Amos Kendall and the Senate Committee on Roads and Canals for the memorial presented to the Congress Jan. 3, 1837, the resulting bill did not ever get beyond a second reading and this was the closest the Galena & Chicago Union ever came to receiving government help of any kind during its history, vastly unlike the Illinois Central R.R. built by the State of Illinois, which received extremely generous land grants.

On June 1, 1837, the report of the Engineer's survey to the Des Plaines River was discussed and adopted and stock books were opened Nov. 1, 1837. A new President, Elijah Kent Hubbard, and a new Board of Directors were elected. Hubbard in the fall of 1838 began the first construction by laying a line of piling with stringer caps along the line of West Madison St. in Chicago, as far as Halsted St. Work was soon stopped by the financial panic currently rampant and for the next nine years the rotting piling reminded natives of Chicago

of their erstwhile railroad.

Finally the railroad convention held Jan. 7, 1846, at Rockford, through the pressure of the northwestern Illinois counties, inspired a renewal of action. The town of Rockford and the mining center of Galena urged railroad construction in no uncertain terms. On Feb. 17, 1846, a very active Board, headed by William Ogden, took over. At a meeting of the reorganized Board April 5, 1848, Surveyor Richard Morgan presented a most complete and well-engineered plan and estimate of construction of the road to Galena, with a cost of \$14,500 per mile for a railroad built with "T" rail, or \$8,500 per mile if strap rail were used.

Due to the lack of funds and the difficulties of securing "T" rail from England, the construction of 31 miles of strap rail track from Des Plaines River to Elgin was authorized, being an extension of the long-authorized easterly section. The strap rail construction, already outmoded in the East, used 9 ft. by 6 inch cross ties with longitudinal rails of 6 square inch Norway pine laid with rails composed of 1¼ x 3 inch oak ribbon and an iron plate rail 2½ inches wide and ¾ inch deep. (The iron plate rail had the decided disadvantage of frequently coming loose and curling up through the floor of the railway cars.) It was also decided that, on the completion of track to the Des Plaines River, a Chicago depot should be erected at the southwest corner of Kinzie and Canal Streets. On Oct. 22, 1848, Chicago's first locomotive, the little still-preserved "Pioneer," purchased third-hand from the Michigan Central R.R., was unloaded from a boat from New Buffalo and on October 25 the Directors rode a two car train the eight miles to Oak Ridge (now Oak Park). After a celebration the Directors rode backwards to Chicago as there was no way to turn the "Pioneer" around. On December 15 tracks were completed to the Des Plaines River at Maywood and before the end of the year had reached Harlem. Incidentally, it should be noted that the AMERIPEX year of 1986 is also the *Sesquicentennial* of the famous Pioneer. The locomotive was built at the Matthias Baldwin works in Philadelphia and completed July 14, 1836.

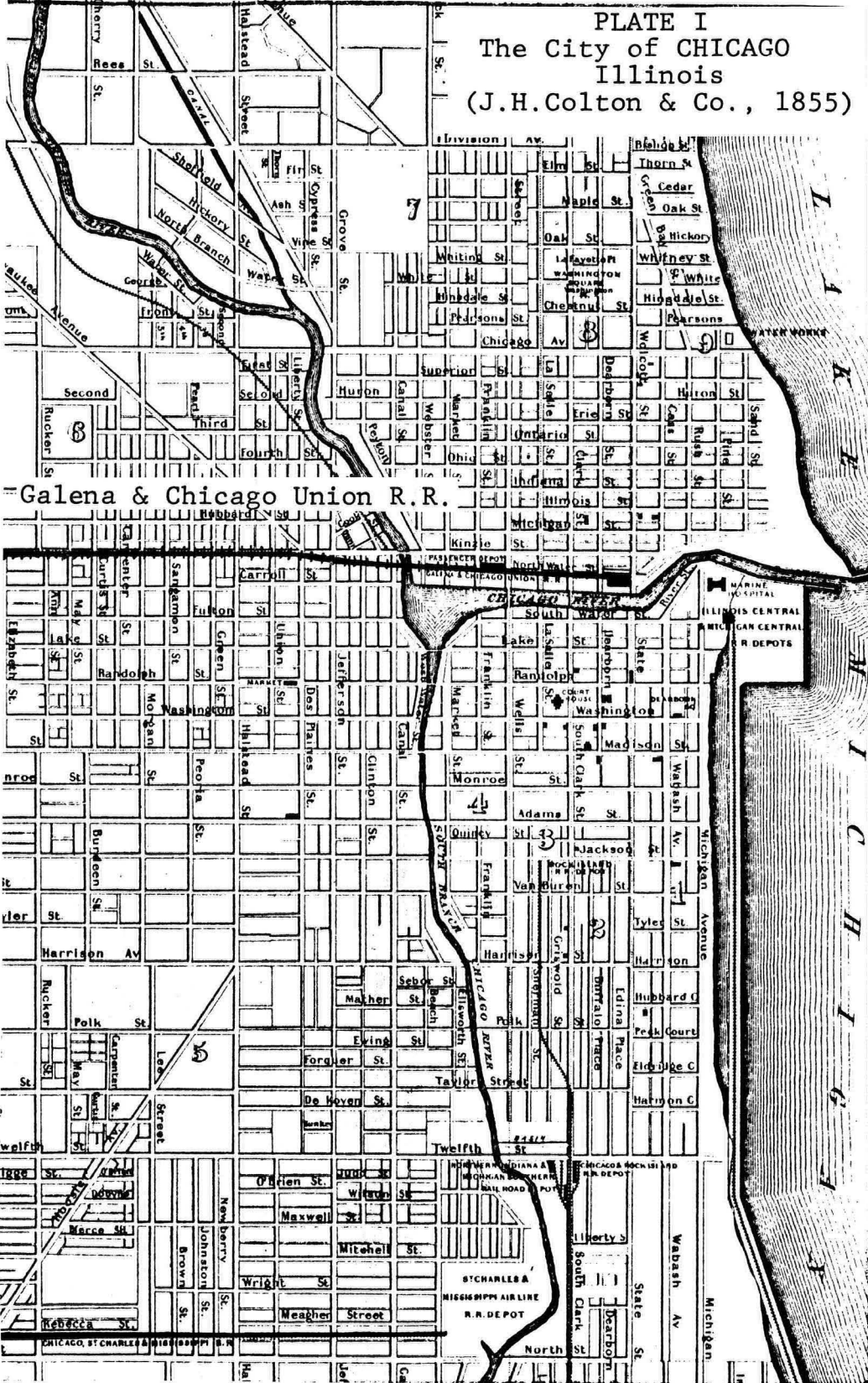
As promised, Chicago's first depot, a one story shack running east and west facing the tracks on the south side of building was opened for business. Entrance was on the then West Water St., which ran along the north branch of the Chicago River. In 1849 the depot was enlarged with freight handling facilities and a second story added for offices. On top was a glass-enclosed observatory and the story goes that President Turner stood there with a telescope watching for the arriving train, which on a clear day could be seen across the prairie at Austin, six miles away. In 1853 the railroad completed a new station three stories high with 45 foot frontage on Wells St. and 75 feet on North Water Street which served until the great fire of 1871. During the middle 1850s there was a second station in use on the east side of North Dearborn St. and south of Kinzie St., where the company moved its offices, but the reason for the second station has not been discovered.

As yet another unique feature in the Chicago depot situation, the Galena & Chicago Union acquired the St. Charles Air Line Branch R.R. which was completed 10¼ miles from Harlem to the south branch of the Chicago River Jan. 1, 1856. Then utilizing the still-existing St. Charles Air Line tracks parallel to 16th Street from the Chicago River to the lake front, Galena and Chicago Union trains operated to the Illinois Central lake front depot on South Water St. from March 30, 1856, to Oct. 1857. G. & C.U. trains actually were split at Harlem for this period, with the portion under charge of the conductor going to the I.C. depot, and the other portion under charge of the brakeman going to Wells St. station. This may have been done to connect with eastern trains of Michigan Southern R.R., first entering Chicago Feb. 20, 1852, and early trains of the Michigan Central R.R., first entering Chicago May 21, 1852.

In the spring of 1849, the Galena Road was completed 30 miles to the important station of Junction (later Turner Junction, then West Chicago), the starting point for two branches destined to become of great importance.

Twelve miles away was the booming ambitious town of Aurora, first settled in 1834 and

PLATE I  
 The City of CHICAGO  
 Illinois  
 (J.H.Colton & Co., 1855)



Galena & Chicago Union R.R.

known as McCarty's Mills. A post office was established and the name changed to Aurora in 1837. On Feb. 12, 1849, the Aurora Branch R.R. was chartered by local interests. Surveys began promptly and construction contracts were let on Dec. 20th. On Oct. 21, 1850, it was completed to Junction and service began, with one intermediate station at Batavia. Little did the promoters know that this was the beginning of a major railroad system. They built the line on a shoestring using second hand strap rail purchased from the New York Central, and had to borrow the "Pioneer" and one car from the Galena Road to open the railroad. Incidentally the "Pioneer" should have a special spot reserved in railroad history as it opened two major railways and worked on the construction of two others.

June 22, 1852, the Aurora Branch R.R. was reorganized as the Chicago & Aurora R.R. with authority to build westward. The line was completed 45 miles southwest to Mendota Oct. 20, 1853, and, by use of the affiliated Central Military Tract R.R. and Peoria & Oquewka R.R., was completed to East Burlington on the Mississippi River, 211 miles from Chicago, on March 17, 1855. On Feb. 14, 1855, all these lines were merged into or leased by the Chicago, Burlington & Quincy R.R., which later became the keystone of the huge present day Burlington Northern.

Thus the Galena & Chicago Union R.R. nurtured the infant Aurora Branch, which eventually developed into a far larger major system. In fact, until June 20, 1864, when the Chicago, Burlington & Quincy opened a direct line from Aurora to the South Chicago River, all C.B.&Q. trains continued using Galena Road trackage to reach the major rail center of Chicago.

Another short branch from Junction was opened by the Galena & Chicago Union for seven miles to the little town of St. Charles in 1850. This, also, became the start of a very important railroad — one which will be discussed in detail later.

At Junction the G. & C. U. main line turned northward to secure an improved gradient for the major river crossing of the Fox River. The road was completed to the important town of Elgin, 42 miles from Chicago, amidst great celebration, on Jan. 22, 1850. At Elgin another lateral branch line was constructed from the main line, originally the independent Fox River Valley R.R.

This little rural railroad, with great hopes but little money, was chartered June 18, 1852, and construction started northward in 1854 reaching Genoa, 36 miles, the same year. By 1855 it had been extended to Elkhorn, Wis., 50 miles from Elgin, and in 1856 to Whitewater, Wis., 67½ miles. However, intense competition from other Wisconsin railroads and the sparse wayside business of the line forced a cutback of the line to Lake Geneva, Wis., 42 miles from Elgin, and this became the permanent end of the line, although at times economy forced the cutback of service to Genoa or even Richmond. In Nov. 1858 the Fox River Valley R.R. went into bankruptcy and was succeeded by the Elgin & State Line R.R., operated by the Galena & Chicago Union until it was merged into the Chicago & North Western R.R. on the creation of that system June 2, 1864. The line thereafter became a suburban line and served the summer resort of Lake Geneva.

From Elgin the Galena Road turned west towards the drainage of the Rock River, reaching Huntley, 55 miles, Sept. 15, 1851; Marengo, 66 miles, Oct. 18, 1851; and to Belvidere, 78 miles, Dec. 3, 1851.

At about this time the Directors faced a major problem. The state-built Illinois Central had received a charter and a land grant to build a railroad from Galena in the northwest corner of the state, east to Freeport and thence due south to Bloomington and Cairo bisecting the state. This was an early example of the oft-encountered private vs. public ownership problem which has plagued railroad companies throughout history. The majority of the Directors realized it would be futile to battle Springfield with two railroads from Freeport to Galena and, accordingly, authorized an agreement to connect with the Illinois Central at Freeport, to operate joint train service to Galena via that line, and to abandon its express determination to



build to Galena. Rather than to surrender his dream President William B. Ogden resigned as a result, only to return as President of the merged Chicago and North Western System at a later date. With his departure John B. Turner became President.

At Belvidere another authorized lateral branch was built which was known as the Beloit Branch of the G. & C.U. It was completed to the Wisconsin line, 21 miles, Nov. 14, 1853. There it connected with the Beloit & Madison R.R., which was incorporated Feb. 18, 1852, and completed north to Footville, 17 miles from Beloit, in 1855. Service was provided as of May 17, 1858, to Janesville, Madison, and Prairie du Chien, Wis., via connecting lines. With the construction of the direct line by the Chicago, St. Paul & Fond du Lac R.R. from Chicago to Janesville via Harvard, the Beloit & Madison lost its importance and was acquired by the Chicago & North Western R.R. Jan. 10, 1871, as the only direct casualty of the merger of the Galena & Chicago Union and the Chicago & North Western lines.

While construction continued west to Cherry Valley, 84 miles from Chicago, reached March 10, 1852, and down the Rock River valley to the important town of Rockford, 92 miles, entered Aug. 1, 1852, many other important changes were taking place during the year. In Chicago a machine shop, roundhouse, and car shed were erected, while a floating bridge was built across the Chicago River. It was discovered that the principal portion of Chicago was slowly sinking into the swamp and the whole place had to be jacked up onto fill. The Galena Road was no exception and its tracks, stations, and buildings were raised 30 inches upon fill gravel brought in from gravel pits to the west by train. The troublesome strap rail track between Chicago and Turner Jct. was relaid with new "T" rail. At the close of the year the G. & C.U. had 16 locomotives, 27 passenger cars and 326 freight cars.

Construction continued westward across the divide between the Rock River valley and the west fork of the Rock River with its final destination on this route, Freeport, 121 miles from Chicago, being reached Sept. 1, 1853. Although the G. & C.U. greatly desired to reach the Mississippi River and enter Iowa, the best route to Galena was blocked and the politically powerful Illinois Central could not be directly challenged.

The Illinois Central was chartered by the legislature Feb. 10, 1851, and construction begun at Cairo and Chicago Dec. 23, 1851. The capital involved was the largest amount that had ever been directed toward a single project at the time, and upon its completion it was the longest railroad in the world under one management. The first 60 mile section of track, from La Salle to Bloomington, was completed May 16, 1853. At the time of commencement of this railroad, central Illinois was an almost untouched prairie wilderness. There were few good high roads, most of travel being by former Indian trails and newly made section roads that were impassable for long periods during winter storms and thaws and spring rains. Many farms and entire towns were frequently isolated. Agricultural activity had been slow, mining had been opened but was handicapped by lack of transportation, and industrial activity was limited to a few cities. It is now apparent that the rapid development and settlement of interior Illinois would have been very slow without the state-supported railroad, aided by liberal land grants. In the 1850s funding was scarce and private developers could have never raised the requisite capital. That the Galena Road succeeded when so many failed is an indication of the exceptional calibre of its Directors and managers. Not only did they pay their own way, they managed to pay dividends during most of the development years.

Working west from Freeport, the Illinois Central reached Warren, 24 miles, May 11, 1854; Scales Mound, 39 miles, Sept. 7, 1854; and Galena, 171 miles from Chicago, on Oct. 30, 1854. The important extension down the bluffs to Dunleith on the Mississippi River, 17 miles from Galena, was completed during 1855. At Dunleith a ferry was available to the important Iowa river town of Dubuque and during navigation season, steamboats carried mail and passengers to and from La Crosse, Winona, and St. Paul, Minn.

Frustrated by the Illinois Central blocking its route to the Mississippi River, the Board of Directors of the Galena Road in 1853 authorized increasing the stock of the Company by 5

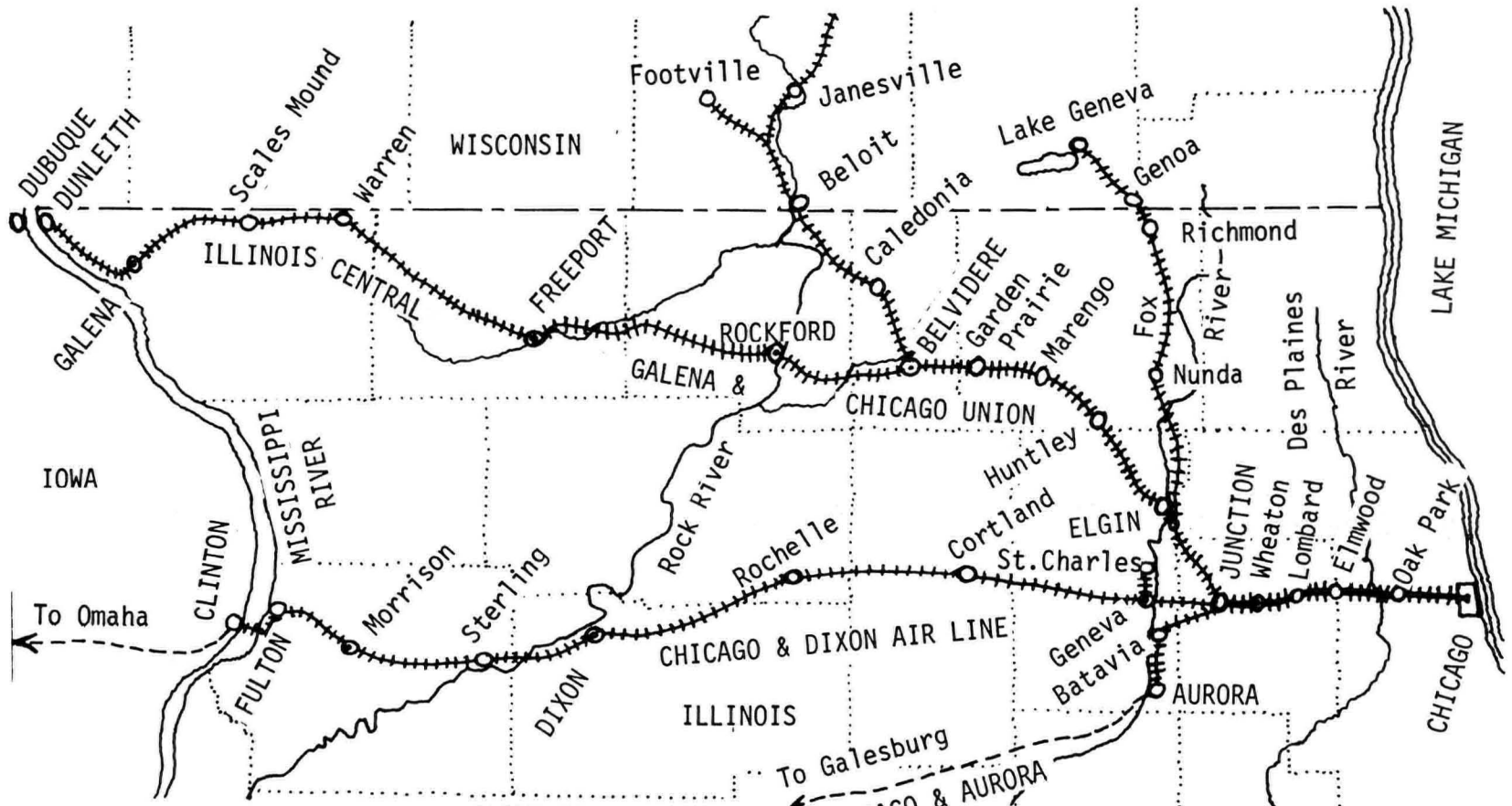


PLATE II  
 NORTHERN ILLINOIS  
 GALENA & CHICAGO UNION R.R.  
 AND BRANCHES

million dollars to expand the Dixon and Clinton, Ia., route to Dixon and, if expedient, to the Mississippi River. Chief Engineer Van Nortwick enthusiastically reported, "There can be little doubt that this route must form the great trunk line west from Chicago to Council Bluffs, and even west of that point, and that this is the one upon which Chicago must rely to secure the business of central and western Iowa, rather than upon other western lines having eastern connections south of that city."

A portion of the old St. Charles branch formed the stem for this major extension and construction started westward in the fall of 1853. The first 68 miles from Turner Jct. to Dixon was opened for traffic Dec. 4, 1854. Construction was expedited on this future main line by competing pressures and it reached Sterling, 80 miles, July 22, 1855; Morrison, 94 miles, Sept. 23, 1855, and the 106 miles to Fulton on the east side of the Mississippi River Dec. 16, 1855. Across the river was Clinton, Iowa, from which point the affiliated Chicago, Iowa & Nebraska R.R. had already started building track across Iowa.

As of Dec. 6, 1857, the Galena & Chicago Union completed double tracking its main line from Chicago to Turner Jct. to handle the constantly growing business. On April 5, 1858, an agreement was made between the Galena Road and Ben J. Field for operating of Woodruff sleeping cars effective July 1859 between Chicago and Fulton and Dunleith. Finally in 1865 the very long bridge across the wide Mississippi River between Fulton, Ill., and Clinton, Ia., was completed and through trains began running between Chicago and Cedar Rapids, Ia. In 1867 the Iowa line was completed to Council Bluffs and a connection with the early Union Pacific R.R. The road was operated by the Chicago & North Western R.R. after June 2, 1864, and was the first railroad to reach Omaha and the Union Pacific, thereby gaining the haulage of much construction material for the transcontinental line. The North Western's Omaha line has been a principal connection with the Union Pacific for over a century and in later years modern streamliners such as the "City of Los Angeles," "City of San Francisco," "City of Portland," and "City of Denver" operated over the well-maintained 488 mile double track C. & N.W. main line between Chicago and Omaha in the fast time of 7¾ hours.

Mr. Ogden's little railroad, the first to serve Chicago, had become a principal portion of the transcontinental main line. Meanwhile, with the building of the Illinois Central tracks from Freeport to Chicago, and the building of the parallel line of the Chicago Great Western R.R. in the late 1880s, the Galena Road's Freeport line dropped back into the position of a relatively unimportant branch line of little traffic significance. It certainly appears that Chief Engineer Van Nortwick's (he later became President of the Chicago, Burlington & Quincy R.R.) analysis of the situation was correct in every way.

(To be continued)

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**Authoritative philatelic literature on:** US, CSA, GB, Maritime, Forgeries, GB and the Empire.

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## THE FOREIGN MAILS

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### BRITISH MAILS VIA THE CHICAGO EXCHANGE OFFICE: UNUSUAL CREDIT AND DEBIT MARKINGS

RICHARD F. WINTER

Additional articles to the Postal Convention of December 15, 1848, between the United States and the United Kingdom of Great Britain and Ireland were agreed upon and signed in London, 25 November 1859, and Washington, 14 December 1859.<sup>1</sup> These articles provided for the establishment of new Exchange Offices in Detroit and Chicago in the U.S. and Dublin, Cork, and Galway in the United Kingdom for the exchange of mails between the two countries by British, American, and Canadian mail packets.

In his *Annual Report* for 1859, published in early December 1859, Postmaster General Joseph Holt announced his intention to have closed mail bags made up for British mails at the new Chicago and Detroit offices.<sup>2</sup> These mails would not be opened again until they reached Liverpool. By use of American railroads from Chicago to Detroit and the Canadian Grand Trunk railway across Upper Canada to Montreal and Quebec, the closed mail bags were transferred in less than two days to the Canadian Allan Line steamships operating from Quebec in the summer months and Portland, Maine, in the winter months when the St. Lawrence River was frozen and closed to navigation. The Allan Line had previously negotiated an agreement with the U.S. Postmaster General to carry American mails for the sea postage on the letters conveyed commencing in January 1859. Allan Line steamers were operating directly from Liverpool to Quebec or Portland in 1859. In December 1859, the steamers called at Queenstown (Cork), Ireland, on each voyage. By the end of May 1860, the Irish port call was changed from Queenstown to Moville on Lough Foyle, the port city for Londonderry.



Figure 1. Credit and debit markings, probably from Chicago Exchange Office.

Most of the British mails seen by the author from the midwest region were sent to the east coast Exchange Offices in Boston and New York,<sup>3</sup> where they were included in the foreign mails made up to be carried by British and American contract steamships to G.B. Distinctive markings from these two Exchange Offices are usually struck on these covers to indicate the dates the letters were forwarded in the regular mails from these offices. Chicago Exchange Office markings are noticeably absent on these outgoing letters.

Circumstantial evidence now strongly points to at least two unusual credit and debit markings that were probably used at the Chicago Exchange Office on British mails. Figure 1 illustrates tracings of these two markings. No other U.S. Exchange Office has been credited

1. *Annual Report* of the Postmaster General for 1860, p. 453.

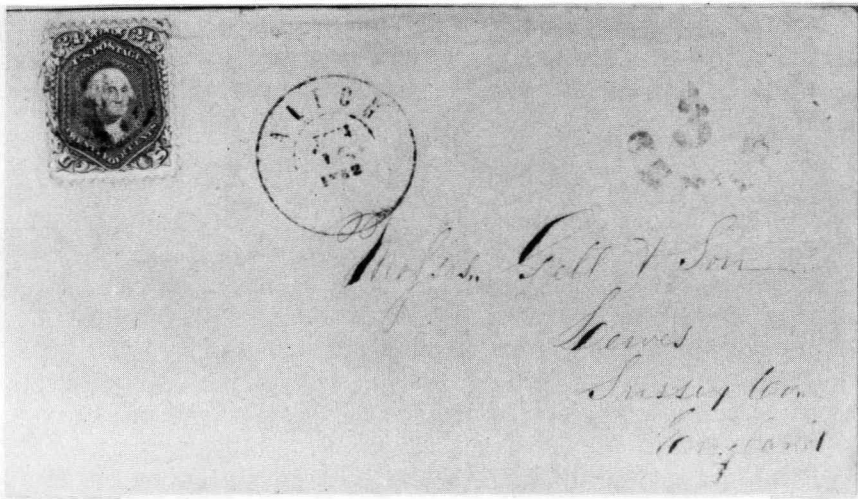
2. *Ibid.*, 1859, p. 1416.

3. George E. Hargest also noted in the *History of Letter Post Communications Between the United States and Europe 1845-1875*, p. 135, that few British mail covers had been seen originating in midwestern towns with Chicago or Detroit packet markings.



with similar style markings which are reminiscent of British credit and debit markings that show the value and the word CENTS spelled out below. (A somewhat similar, but cruder style handstamp of 4/CENTS in red has been recorded on a few covers to Sweden by North German Union mails in the period October 1869-April 1870.<sup>4</sup> The origin of this marking is not known to the author but most probably came out of the Chicago or Detroit Exchange Office.) *Chicago Postal History*, edited by Harvey M. Karlen and published in 1971 by the Collector's Club of Chicago, does not list these markings.

The first of these two markings is the red, 3/CENTS credit marking recorded by the author on six covers. Dates of use range from 13 August 1861 to 3 June 1867. Each letter originated in an Illinois town or city with direct access to Chicago by railroad. All but one actually came from locations on the railroad lines themselves. Each cover is franked with a 24¢ postage stamp (Scott #37, 70, or 78). Figure 2 illustrates an example of the 3/CENTS marking on an orange envelope from Alton, Illinois, to Lewes, England. Alton was a river port on the Mississippi River three miles above the mouth of the Missouri River and 21 miles above St. Louis, on the Chicago & Alton railroad.



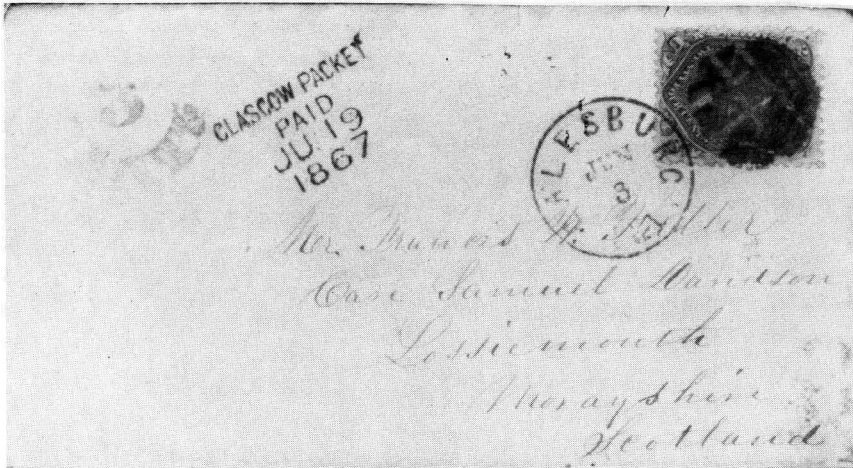
**Figure 2. June 1862 cover from Alton, Illinois, to Lewes, England, franked with 24¢ 1862 issue (Scott #70) showing red 3/CENTS credit marking.**

Posted on 16 June 1862 and franked with Scott #70, which is tied by a blue, bullseye killer, this cover shows no identifiable Exchange Office markings. The 3/CENTS credit marking indicates the letter was accounted for under American contract service by the originating Exchange Office. The letter was prepaid 24¢ for a single international rate under the U.S.-British Convention of 1848 with 3¢ credited to G.B. The U.S. retained 21¢ for the 5¢ U.S. inland and 16¢ sea postage portions under the 24¢ Convention rate since an American contract steamship was to carry the letter.<sup>5</sup> The letter is believed to have been conveyed in closed mail bags from Chicago to Quebec where it went out on the 21 June sailing of the Allan Line steamer *North American* and arrived at Liverpool on 2 July. The letter reached Lewes on 3 July 1862 according to the datestamp on the back of the cover.

Figure 3 provides more convincing evidence of Allan Line service. This letter was

4. See lot #352, Frajola Auction, 31 March 1984, for an 1870 example of this marking on a 14¢ North German Union cover to Sweden overpaid 4¢.

5. In 1862, there were no American mail steamers on the transatlantic service since they were all taken up in Civil War service. Foreign steamships under contract to the U.S. Postmaster General carried mails from the U.S. as "American" packets. Canadian Allan Line steamers were among the American contract packets in 1862.



**Figure 3. June 1867 cover from Galesburg, Illinois, to Lossiemouth, Scotland, franked with 24¢ 1863 issue (Scott #78) with black GLASGOW PACKET/PAID/JU 19/1867 and red 3/CENTS credit markings.**

posted in Galesburg, Illinois, on 3 June 1867 addressed to Lossiemouth, Scotland, a small seaport on the northeast coast five miles northeast of Elgin. The letter is franked with a 24¢ stamp (Scott #78) for the single international rate to Scotland and tied with a blue Galesburg duplex canceller. Galesburg lies 164 miles west southwest of Chicago on the Chicago, Burlington & Quincy railroad. Again, the 3/CENTS credit marking indicates the letter was sent under American contract mail service. Additional articles to the 1848 Postal Convention were again negotiated in mid-1860 for a new Exchange Office in the United Kingdom at Glasgow to exchange mails with Portland, Chicago, Detroit, Boston, and New York by Canadian mail packets.<sup>6</sup> After 1 September 1860 mail could be exchanged with the new Glasgow office. Closed mail bags for Scotland were put off the mail steamers at Liverpool and remained unopened until they reached Glasgow, where they were opened and the letters accounted. Glasgow packet-letter handstamps were put into use to identify letters brought to this port by Allan Line steamships.<sup>7</sup> The black GLASGOW PACKET/PAID/JU 19/1867 marking on this letter identifies it with the mails departing Quebec on 8 June with the Allan Line steamer *Nova Scotian*, which arrived at Liverpool on 18 June. A 20 June 1867 Elgin datestamp on the cover reverse marks the final post office handling of this letter.

The remaining four covers recorded with the 3/CENTS credit marking show originations of two from Chicago, one from Champaign, Illinois, and one from Fidelity, Illinois.

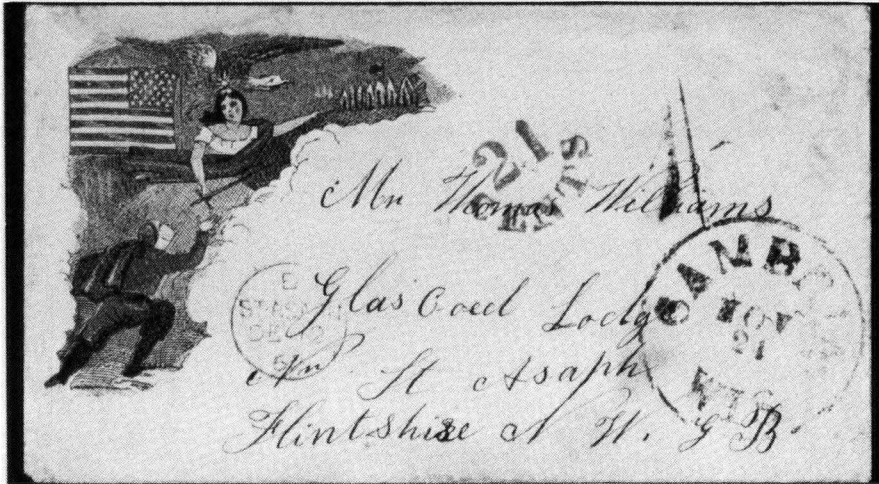
The second marking, a blue 21/CENTS debit marking, is more spectacular and even more scarce than the 3/CENTS marking. The author has recorded only three covers with this marking. Again, each is from a town serviced by railroads either directly to or linked to Chicago. Dates of use are 24 November 1862 to 19 May 1864.

Figure 4 illustrates the blue, 21/CENTS debit handstamp. This multicolor patriotic envelope originated on 24 November 1862 in Cambria, Wisconsin, a small post-village on the Milwaukee and La Crosse railroad, 18 miles east of Portage City. It is postmarked with a 36mm, black circular datestamp of Cambria and is addressed to St. Asaph, Wales, a small city in Flintshire, North Wales, five miles north of Denbigh, near Liverpool. The letter was sent unpaid. The author believes it was placed in a closed mail bag at the Chicago Exchange

6. *Annual Report of the Postmaster General for 1860*, p. 485.

7. *The Maritime Postal History of the British Isles* by Alan W. Robertson, Harry Hayes Reprint 1973, p. E. 95.

Office a few days later and sent to Quebec for the 29 November departure of the Allan Line steamer *Anglo-Saxon*, the last departure in 1862 from Quebec before the winter freeze closed the St. Lawrence to commerce. *Anglo-Saxon* arrived at Liverpool on 11 December and the letter reached St. Asaph on 12 December as shown by the small black datestamp left center on the cover face. The Chicago Exchange Office debited G.B. 21¢ for the Convention fees owed to the U.S. since an American contract packet carried the letter. The Liverpool Exchange Office marked the letter for 1 shilling postage due (24¢ equivalent) with a black handstamp just to the right of the blue 21/CENTS marking.



**Figure 4. November 1862 patriotic cover from Cambria, Wisconsin, to St. Asaph, North Wales, with blue 21/CENTS debit marking.**

The two remaining 21/CENTS covers recorded by the author originated in Auburn, Illinois, and in Girard, Illinois, both post-villages on the Chicago & Alton railroad. Each cover has the same 1 shilling postage due handstamp in black as illustrated in Figure 4 and the blue 21/CENTS handstamp. Each can be identified from arrival dates with an Allan Line steamer arrival at Liverpool in the 24 hours preceding their destination arrival datestamps.

While the evidence isn't conclusive, it certainly points strongly to Chicago as the origin of these credit and debit markings. Each of the nine examples cited came from Illinois locations with direct access to Chicago by rail with the exception of the one Wisconsin origination. Two letters actually originated in Chicago. Each letter would have been sent to Chicago rather than Detroit for foreign mail processing because of their origin locations relative to the two Exchange Offices. Had the letters been sent east to the east coast Exchange Offices, those offices would have struck the letters with their distinctive Exchange Office markings to show the dates they forwarded the mails. None of the examples discussed has such a marking. Closed mails were made up at Chicago to go by the Canadian Allan Line steamers to Liverpool. Mails carried by these steamers show the 3¢ credit or 21¢ debit accounting found on prepaid and unpaid British mails. Finally, at least one example shows the Glasgow packet-letter handstamp created for use on mails from the Canadian Line mail steamers.

It is hoped this article will stimulate interest in and produce additional examples of these unusual markings, which the author believes originated in the Chicago Exchange Office on outgoing British mails.

## U.S.-BRITISH MAILS TO AUSTRALIA, 1854-57

JAMES C. PRATT

*Editor's note:* This article is almost entirely due to the studies of Jim Pratt on the vagaries of the Australian mails. Following his untimely death, the section editor has written up a portion of the rate and route changes in a short but interesting period. The information, a tribute to Jim, also corrects published data on some rates.

Howard Robinson, to start his chapter on "Australian Mails before 1870,"<sup>1</sup> begins with the statement that Australia and New Zealand were the last settlements to receive regular mails from Great Britain, and then proceeds to document the physical (13-14,000 miles to Sydney), economic, and political difficulties of transit.

Early in 1854 there were three U.S.-U.K. convention rates to Australia (then comprising New South Wales, Victoria, South Australia, Western Australia, Tasmania):

37¢/½oz., "to any British colony or foreign country when conveyed to or from the United Kingdom by private ship." This rate was formed from the earlier general British ship letter rate or private ship transit, 8d/½oz., combined with the U.S. inland and Atlantic transit, 21¢ from the 1848 U.S.-U.K. treaty.<sup>2</sup>

45¢/½oz., "British via Southampton." Formed from the 1sh./½oz. packet or contract U.K.-Australia rate, and 21¢ inland and sea. At this time the transit was by P. & O. main line to Singapore, thence by feeder steamer to King George Sound, Adelaide, Melbourne, and Sydney.

65¢/¼oz., 75¢/¼-½oz., "British via Marseilles." French transit to Marseilles, picked up normally by P. & O., to Alexandria and thence to Australia.

British sources make it clear that the uniform colonial sixpence rate for ½oz. letters was placed in force 1 Oct. 1854 between the U.K. and New South Wales, Victoria, and South Australia — by mail packet or private ship.<sup>3</sup> As far as the U.S. was concerned, the first notice of changes appeared in the *National Intelligencer* of 16 Oct. 1854:<sup>4</sup>

### REDUCTION OF POSTAGE TO NEW SOUTH WALES, VICTORIA, SOUTH AUSTRALIA, ETC.

We are authorized to say that hereafter the single rate of letter postage between the United States and New South Wales, Victoria, and South Australia, either by private or packet ship, via England, will be 33¢ instead of 45¢, prepayment required.

A French transit rate of 10¢ the ¼oz. must be added in the case of all letters to or from said colonies which may be specially addressed "via Marseilles."

The same reduction to 33¢ the single rate will extend to all letters directed to Van Diemen's Land which are sent by the Australian Mail Packets, as well as to letters for New Zealand specially addressed "via Melbourne" or "via Sydney;" and to letters for Western Australia addressed to go by the "Direct Australian Packet."

The single rate on letters by private ship direct from New York is 5¢, prepayment required.

The next event, leaving the Australian colonies without regular mail transit, was the sudden discontinuance of the P. & O. feeder line from Singapore to Sydney, the company stating "the need of ships for military transport." The last through mail via Marseilles for Australia left London about 8 Nov. 1854.<sup>5</sup> Now the clipper ships and emigrant haulers were the only contact.

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1. *Carrying British Mails Overseas*, Chapter 17.

2. Per Articles 11 and 12. The extant 37¢ private ship covers must be tightly held; from Australia to the U.S., 1850-55, we can list only 10; from the U.S., none.

3. London G.P.O. Archives, data furnished by R. F. Winter.

4. A Washington newspaper clipping from a collection found in PMG King's copy of the 1852 PL&R and reprinted by the discoverer, Theron Wierenga.

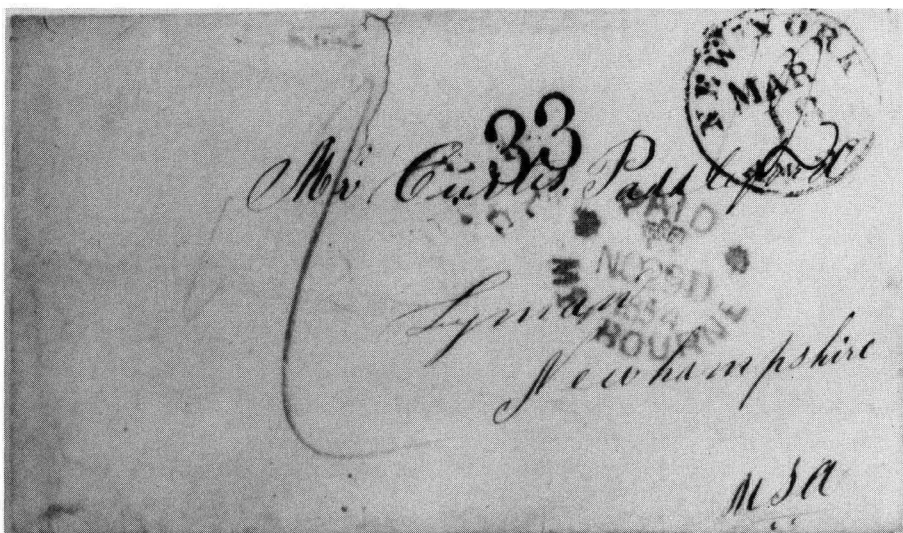
5. R. Kirk, *British Maritime Postal History*, Vol. 1, *The P. & O. Bombay & Australian Lines, 1852-1914*, p. 105.



And then the Home Office found that Victoria had been collecting extra postage. The irregularity and its punishment were described by the British Postmaster General in a report dated 30 Jan. 1856:<sup>6</sup>

In May last it was ascertained that the Government of Victoria, which, it was understood, had adopted the sixpence rate to the U.K. measure, had not really carried it into effect; that a heavy inland rate was still levied in that colony upon all letters forwarded to England; and that no steps had been taken towards the collection of the postage due to the mother country upon unpaid letters dispatched to the colony.

It became necessary, therefore, to reimpose the former rate of postage on letters for Victoria, and to collect it in advance. Subsequently, however, information was received that the Colonial Government had adopted the proposed arrangements, and in November the low uniform rate of postage, with optional prepayment, was re-established.



**Melbourne PAID 1/- (ms.) November 29, 1854. Rated 33¢ due: 21¢ American packet and inland and 12¢ (6d) British colonial. An example of the collection by Victoria of excess postage. Ex-Pratt.**

So letters from England to Victoria reverted to the 1sh. packet and 8d. private ship rates from May to Nov. 1855. The U.S. notification of this reversion appeared about two months later, in the *National Intelligencer* of 13 July 1855:<sup>7</sup>

#### POSTAGE TO VICTORIA (PORT PHILIP)

We are requested to state that notice has been given by the British Office that the single rate of letter postage between the United States and Victoria (Port Philip) via England, will hereafter be 45 instead of 33¢; the postage in all cases required to be paid in advance.

Letters directed to be forwarded from England to Victoria by private ship will be liable to a postage of 37¢ the single rate; prepayment also required.

Postmasters should note this change upon their foreign postage tables.

By the "Pioneer Line of Monthly Packets" from New York direct the postage is 5¢, prepaid.

The method used by London for packet letters to the Australian colonies in 1855 and 1856 was by contract with reliable sailing lines,<sup>8</sup> including the Black Ball Line of Baines and

6. British Sessional Papers (House of Commons) 1856, Vol. 37, p. 87.

7. Newspaper clipping in 1852 PL&R.

8. Robinson, *op. cit.*, p. 195.

the White Star of Pilkington & Wilson, transit out by Cape of Good Hope, back by Cape Horn. Apparently mail *from* the colonies was considered the responsibility of the colonial postmasters.<sup>9</sup>

. . . , a communication twice a month with the Australian colonies was maintained by clipper ships, the owners of which entered into contracts to perform the service in a number of days, subject to penalties for delay of sailing or for excess of time on the voyage.

Similar contracts have been entered into for the present year, but only for the outward mails, as the contractors declined to undertake the regular conveyance of those homeward. The latter mails, however, the Colonial Postmasters will be able, without difficulty, to forward (though probably not at fixed times) by private ships.

The contracts are terminable at any time on six weeks' notice, so as to allow the Imperial Government, in conjunction with the Colonial Governments, to conclude arrangements for the re-establishment of steam communication between the United Kingdom and the Australian Colonies, in accordance with the principles laid down in the Treasury Minute, given at p. 61 of the Appendix.

At first the contracts by sailing clippers were for the conveyance of a mail once a month only, but about seven months ago an arrangement was made for dispatching the mails once a month.

The early notice of a 43/53¢ British via Marseilles rate (16 Oct. 1854 in Washington) was probably never effective in the U.S. since the P. & O. closed their feeder line the next month. There was no via Marseilles transit until 14 Oct. 1856 from the U.K., with the British contract line, the European & Australian Royal Mail Co.<sup>10</sup>

The changes in postage, British mails via England from the U.S. *to* the Australian colonies, can be documented from both sides of the Atlantic:

<i>Colony</i>	<i>33¢, packet or private ship</i>	<i>45¢, packet 37¢, private ship</i>	<i>33¢, packet or private ship</i>
New South Wales	U.K., 1 Oct. 54 <sup>11</sup>	—	—
	U.S., 16 Oct. 54 <sup>12</sup>		
South Australia	U.K., 1 Oct. 54 <sup>11</sup>	—	—
	U.S., 16 Oct. 54 <sup>12</sup>		
Tasmania	U.K., 54 <sup>13</sup>	—	—
	U.S., 16 Oct. 54 <sup>12</sup>		
Western Australia	—	—	U.K., 10 Nov. 55 <sup>15</sup> U.S., 55 <sup>16</sup>
Victoria	U.K., 1 Oct. 54 <sup>11</sup>	U.K., May 55 <sup>14</sup>	U.K., 7 Nov. 55 <sup>11</sup>
	U.S., 16 Oct. 54 <sup>12</sup>	U.K., 20 Jun. 55 <sup>11</sup>	U.K., Nov. 55 <sup>14</sup>
		U.S., 13 Jul. 55 <sup>12</sup>	U.S. <sup>17</sup>

The summation above and the via Marseilles mail gap already discussed allow a fair concept of U.S. mail *to* the colonies via England, but there is a lot of confusion in the handling of letters *to* the U.S. (or even England) from Oct. 54-Jan. 56. Thus is left another philatelic challenge. . . .

9. British Sessional Papers, *op. cit.*, p. 88.

10. Kirk, *op. cit.*, p. 106.

11. London G.P.O. Archives, *loc. cit.*

12. *National Intelligencer*, 16 Oct. 1854; 13 Jul. 1855.

13. Robson Lowe, *Encyclopedia of British Empire Postage Stamps*, Vol. IV, p. 160.

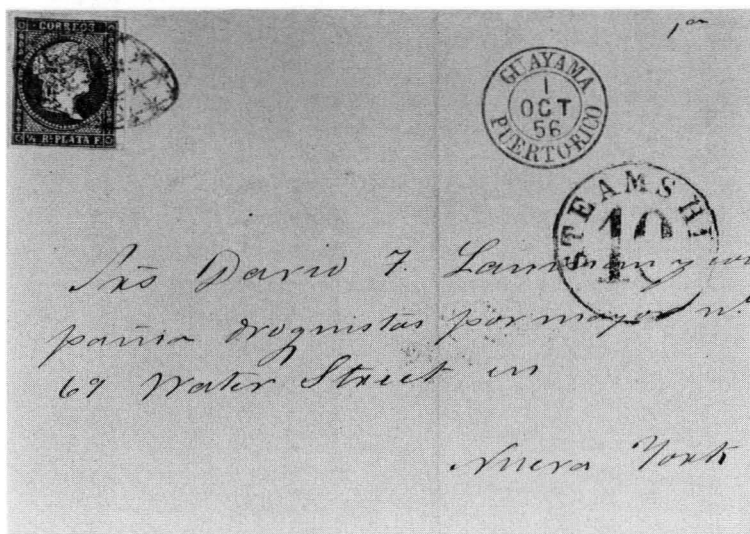
14. British Sessional Papers, *loc. cit.*

15. Lowe, *op. cit.*, p. 274.

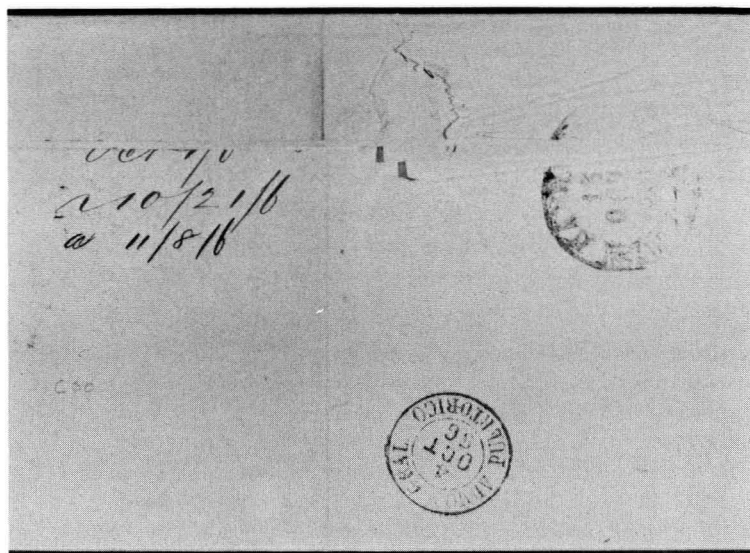
16. *U.S. Postal Laws and Regulations*, 1855.

17. *National Intelligencer* notice of 13 Jul. 55 has appended ms. "since rescinded."

**THE COVER CORNER**  
SCOTT GALLAGHER, Editor



**Figure 1. Cover from Puerto Rico, 1856.**



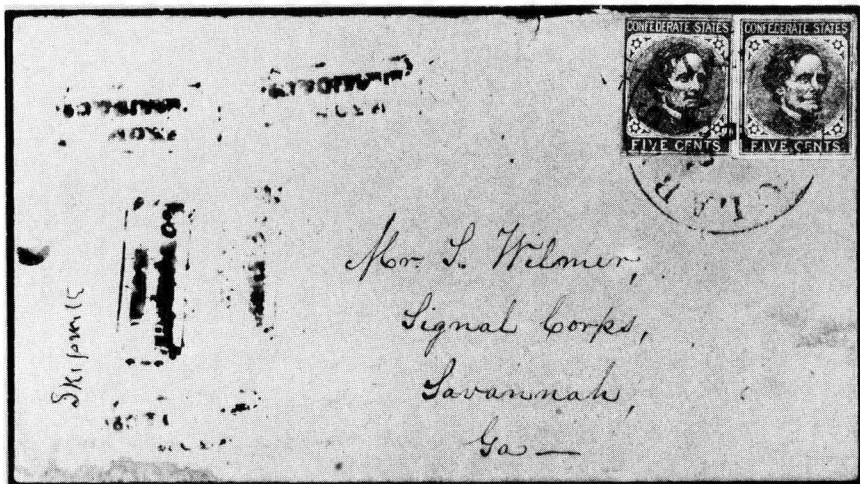
**Figure 2. Reverse of Figure 1.**

Figures 1 and 2 show the front and back of the featured problem cover from the last issue, a folded letter sent from Puerto Rico to the U.S. via Cuba. Theron Wierenga, who submitted it, had offered a set of his reprints, plus the *Chronicle* index, for a complete and correct answer. The only responder coming close is the philatelic savant, Robert G. Stone, an author and editor known to all who collect or study the Caribbean mails. Bob writes:

This Puerto Rico to Cuba cover is of a type which I just now am researching on for my book. These covers when sent after 1857 I can generally tell what ship it probably went on, before then I know that it was very probably one of the steam packets (likely the S.S. *Pelayo*) of the San Pelayo, y Pardo Cia of Havana. They started making occasional runs to San Juan in the mid-1850s or earlier and took mails but without a contract. There were other occasional ships

between Havana and San Juan in that period but mostly schooners which may have taken clandestine loose letters but were not normally used by the P.O.s. San Pelayo had good connections with the administration and had agents at the ports called. The other possibility is that the P.O. could have used the RMSP packets to take mails to Havana (not in British mail) which the Cuban P.O. was regularly doing with mails from Havana to San Juan and St. Thomas from about 1847 on; however in 1856 the Br. packets calling at San Juan only went to Jamaica not Havana. I have records of several similar covers to this one in the 1850s, some from the same correspondence. Once I can obtain a file of the Puerto Rican commercial newspaper I could probably determine the name of the ship involved. Likewise the Havana newspaper indicates the ships arriving there but without knowing the date of arrival at Havana that is not a definite prospect.

I might add that covers going from Puerto Rico to Cuba or to US via Cuba in the 1850s are quite rare, and vice versa. There was not a great deal of commerce between them, and it was not an advantageous way to send mail to US as a rule — via St. Thomas being the normal way.



**Figure 3. Confederate cover postmarked Clarksville.**

Figure 3 shows the other problem cover from February, a Confederate cover from Clarksville. Since there were towns of that name in Ark., Geo., N.C., Texas, and Va. there was that problem. It was solved by Brian Green who wrote:

Please be advised that the "Skip No. 15" is actually Skipwith, the first name of the addressee, Skipwith Wilmer who was in the C.S. Signal Corps. He was from Clarksville, Va.

On March 9, 1862, he reported for duty to General Mercer in Savannah Ga. On May 20, 1863 Sgt. Wilmer reported to General R.L. Lee for duty with Stuart's Cavalry Division. Therefore, cover is April 6, 1863. The Signal Corps was responsible for both land and sea operations. Sea operations involved signalling blockade runners.

Wilmer had a colorful career. He was even wounded in action at Bunker Hill, Va. on Aug. 21, 1864.

Brian could not make out the boxed marking; but Dick Corwin figured it out as reading "FROM----- & Co." and thus a handstruck corner card. The clerk struck it five times, possibly to clean out the device.

### **PROBLEM COVERS FOR THIS ISSUE**

Figures 4 and 5 show the front and back of our newest problem cover, selected for this AMERIPEX issue because it has a Chicago cds. It has been submitted by Bill McDaniel who asks his fellow philatelists to explain why 24¢ postage was paid in stamps, plus 4¢ due. This was obviously a heavy legal letter, but how could the postage possibly total 28¢?

Starting with this issue, our readers will be offered problem covers to the U.S. from exotic postal entities. There is considerable interest now in "To and Fro" covers, with the





Figure 4. Cover from Chicago in 1861; why 28¢ postage?

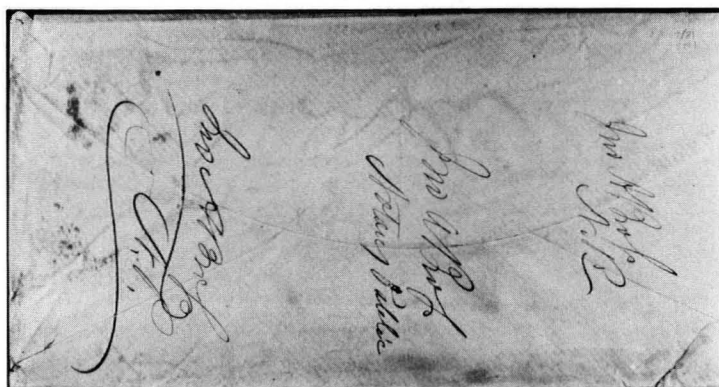


Figure 5. Reverse of Figure 4.

reference books by Hargest, and then Starnes, helpful in figuring out the rates from the U.S. Inbound covers are tougher to analyze.

Figure 6 shows a cover from Transvaal in 1878 via Cape Town and London to Conway, Mass. The back of the cover bears only a New York Paid All marking, dated Jul. 2. The Transvaal stamp is from the first British occupation, Scott #86. There is a total of 7½ pence



Figure 6. Envelope from the Transvaal, 1878.

in Cape of Good Hope stamps, seven of #23, and one #27. The London marking is in red, as is a 2½ marking just above the U.S.A. Will a reader please write soon with an explanation of the postage paid?

(Continued from page 79)

items can uncover fakes. As with many articles in this book, the attentive reader may learn methods to adapt to his own use.

A fourth volume is said to be in preparation. I'd like to see more foreign stamps and covers included, a few discussions presenting *both* sides of a disputed judgment, and a change in the size of footnote type, which only an oculist could love.

Susan M. McDonald

## CLASSIFIED

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**WANTED:** *Chronicle* issues 45-47, 49-64, 91. Robert H. French, 1919 Rochelle Ave. Apt. 1831, District Heights, MD 20747.

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**MAGNUS PATRIOTICS** for sale. Large variety of unused Magnus pictorial patriotics incl. battle scenes, aerial views, maps. Send SASE for complete list and prices. S. T. JARONSKI, P.O. Box 808, N. Chicago, IL 60064.

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**WANTED:** Centennial albums and pages, new or used. Page size 9½ wide, not including hinged portion, by 11⅝ high. John A. Lange, Jr., Root Rd., R.D. #2, Ballston Spa, N.Y. 12020. (518-882-6373)

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**PLATE PROOFS WANTED:** 5¢ and 10¢ 1847 in black with black "Specimen" overprint, on India paper or card. Please let me know if you own these even if they are not for sale. C. C. Hart, 2700 Verona Road, Shawnee Mission, Kansas 66208.

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**WANTED: POSTMARKERS, POSTAL ARTIFACTS** Send LSASE for illustrated list of items bought and traded to Dr. Scheer, 18 E. Rosemont, Alexandria, VA 22301.

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**YOUR PETERSBURG, VA. CSA COVERS** belong in my exhibit!! Toby Tobias, 501 N. Rossmore Ave. B-1, Los Angeles, CA. 90004. (213) 467-5664.

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**WANTED:** Minnesota territorial and pre 1900 covers. Bill Kvale, 3801 Wooddale Ave., Minneapolis, MN 55416.

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**WANTED:** Anyone interested in being on a sales circuit to receive mostly U.S. #10, 11, but other classics also. Plating, cancels, varieties, colors. Same as old USPCS sales dept. but not related now. Bill Amonette, Box 3746, Radford, Va. 24143.

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

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**WANTED: WYOMING COVERS** from Albany County. Howard L. McLean, P.O. Box 4224, Laramie, WY 82071.

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**WANTED: KANSAS TERRITORIAL COVERS.** Bill Martin, Quinter, Kan. 67752.

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**WANTED: 3¢ USED, 1869 ISSUE.** Bill Martin, Quinter, Kan. 67752.

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**WANTED:** 10¢ 1861 on or off cover, esp. fancy cancels and unusual postal history usages. Ken Gilbert, 2692 Comstock Dir., Belmont, Cal. 94002. (415) 591-7747.

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

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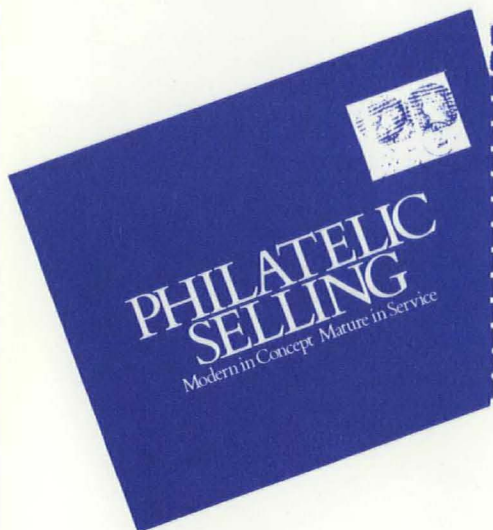
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