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The

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Whole No. 131

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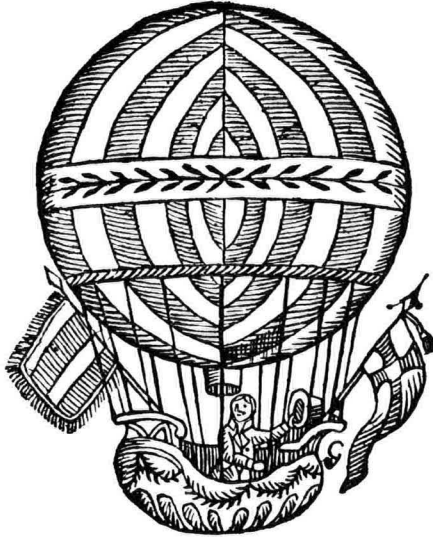
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THE EDITOR'S PAGE

It is a pleasure to announce that Frank Mandel has become editor of the Prestamp and Stampless section. Frank has long been interested in early U.S. postal history, especially postal markings in their various forms. He was awarded the 1985 Ashbrook Cup for his article on rating marks in the 1985 *Congress Book*. He has outlined some of the projects he has in mind; please offer your cooperation.

The long-running article on Netherlands-U.S. mails concludes in this issue. Many of our readers have found it very useful. I want again to thank the authors for the translation and for their gracious permission to reprint the article. Our foreign members are in a position to contribute valuable information, especially in the field of foreign mails. The bonds formed or reinforced at Ameripex promise many such contributions for future publication.

Several societies timed their publications for presentation at Ameripex. The MPOS's new book is reviewed below. The PRA's cover census and analysis will be reviewed in a future issue. The Collectors Club of New York brought out a very large and impressive volume: *The Nineteenth Century Postal History of Newfoundland* by Robert H. Pratt (\$140, members \$105). Many of our members are interested (as is their editor) in BNA. This is a splendid book and highly recommended. Also noteworthy is *The Large Queen Stamps of Canada 1868-1872* by H. E. and H. W. Duckworth, published by the Vincent G. Greene Philatelic Research Foundation, Toronto (about \$90 U.S.). This is an exemplary treatise covering all aspects of this beautiful issue, and an essential reference for a collector of these stamps.

* * *

Review: U.S. Route and Station Agent Postmarks. By Charles L. Towle. Published in Ameripex edition, 1986, by Mobile Post Office Society, RFD 1, Box 91, Contoocook, N.H. 03229. Hardbound, 8½ x 11, 485 pages, printed dust jacket and color frontispiece, many cover illustrations. Available from the publisher at \$33.00, postpaid.

Historical Supplement, Railway Historical Notes with Maps, also by Towle, available with above from the publisher at an additional \$10.00, postpaid.

This monumental work basically replaces to varying degrees the introductory and catalog portions of Remele's *U.S. Railroad Postmarks, 1837-1861* of 1958, and the Meyer-Towle *Railroad Postmarks of the U.S., 1861 to 1868*, published in 1968. It also updates the similar data presented in Volume I of the *U.S. Transit Markings Catalog, 1837-74*.

While only the Remele work could be "retired" by this publication (and then only by including the supplement), it includes an enormous amount of new and updated information in a far more usable and compact form than have some of the predecessor volumes.

The book title doesn't contain the word "railroad" because the book also includes the markings applied by route agents aboard steamboats on waterways. These are catalogued with the markings applied by route agents on the railroads and a second cata-

log section covers the markings applied by station agents who were also postmasters—and used their railroad ticket datestampers as postmarking devices.

The basic catalog starts with an enjoyable Foreword in which Charley Towle tells how he got into this field and discusses its present status and possible future trends as made possible by the new data presented in this book.

Following is an introduction of over 50 pages on subjects (quoting sub-titles): “The Development of Railroad Mail,” “Route Agents and Their Duties,” “Waterway Mail Routes and Agents,” “Station Agent Postmarks,” “The Distributing Post Office,” and “How to use the Catalog.” This latter section includes rarity factors and dollar value correlations.

This introduction brings together the information needed to understand the markings and correlates the data brought to light since all of the previous publications appeared in print. It doesn’t leave much to be explained.

Following are the two large catalog sections which are the main thrust of this work. The route agent markings section is first, having tracings on left hand pages and explanatory catalog data opposite. It includes over 2,500 railroad markings, a few from combined rail and steamboat routes, plus express mail, etc., and also has nearly 200 markings applied by route agents aboard steamboats and ships.

The second catalog section includes 685 markings applied by station agents as postmasters, all arranged by railroad names included in the datestamps with station names as the sub-topic.

The catalog contains no R.P.O. markings; these may be covered in another (larger) work.

Following the catalog sections is a list, based upon recent research by John Kay, of the names and tenure of office of U.S. route agents up to 1861. This opens a lot of doors; if there was a route agent on a route then postmarks could exist.

The markings are indexed several ways in different sections; by state, with the station agent markings included but all by catalog numbers; by railroad name; and the waterways markings by state. The last index has the station agent markings by names of towns. Thus, the various indices serve both as a guide to forming a collection and as identification of a partial or incomplete strike.

The book concludes with a bibliography.

In considering what this work does and doesn’t replace in the prior works on the subject, the Remele book included a short history of the line, for each railroad, sometimes with a map of the road. The Meyer-Towle book contained diagrams rather than maps, but only on a small portion of the routes covered. In either case, if there was a map, finding wanted data was quick and easy.

The supplemental work provides substitutes for both the histories and diagrams, but not in the same form. The histories are very terse, but essentially accurate and complete. They are keyed in the main catalog to the supplement by reference codes which make the process quick and useful. The maps in the supplement consist of 31 reprints from *Poor’s Manual of Railroads for 1883*, and cover the country.

While the diagrams and maps in Remele and Meyer-Towle are useful, they don’t provide full coverage. These maps do, but it requires more effort to work out a route in detail.

For those deeply interested in the subject, I recommend that the supplement be purchased with the catalog, even if the editors felt there was so little demand for the former that they ran a rather small printing. The sum total of the two represents a compendium of Charles Towle’s lifetime interest in the route and station agent markings. Which, I think, says enough!

Richard B. Graham

**TWO HUNDRED YEARS OF POSTAL COMMUNICATIONS
THE NETHERLANDS — UNITED STATES OF AMERICA**

CORNELIS MUYS and JAN GIPHART

Translated from the Dutch by Cornelis Muys and J. Kobes

(Continued from *Chronicle* 130:90)

1875

UNIVERSAL POSTAL UNION

With the introduction of a regulation following the establishment of the General Postal Union in 1875, succeeded by UPU in 1878, the postal rate for a single letter was decreased to 12½ cents for prepaid and maintained at 25 cents for unpaid mail.

1882

WEEKLY MAIL SERVICE TO NEW YORK WITH DUTCH SHIPS

Already in 1874, the postal authorities had signed a contract for transport of closed mail with the *Nederlandsch-Amerikaansche Stoomvaart Maatschappij* (later the *Holland-America Line*). Since July 1, 1882, the Mail Steamships of this company maintained a weekly service to New York. The ships departed alternatively from Rotterdam and Amsterdam each Saturday. Mail was sent with this company only if it was clearly indicated that it was to be sent in this manner. Besides this service, the exchange of mail with America via London, later via Queenstown, with British ships was maintained. Around 1885 these ships provided for 13 crossings per month. Besides this service there was a weekly mail transport performed by the German Lloyd via Southampton to New York from 1868. These ships also transported mail for the Dutch Post Offices.

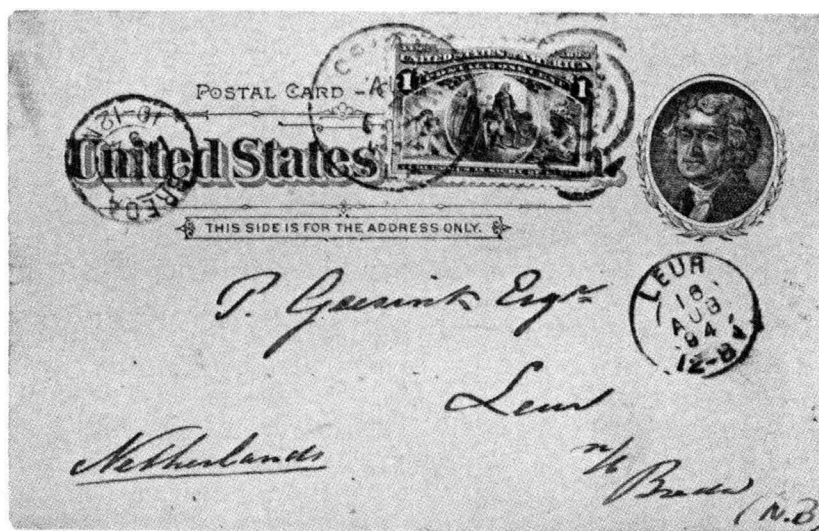


Figure 41. A postcard from United States to The Netherlands, 1894.

1905

In 1905 there was a regular mail exchange with the USA by:

1. the steamships of the *Holland-America Line* among which since 1900 were the very fast-sailing ships *Rotterdam* and *Statendam*;
2. the British packetboats via Queenstown and German packetboats via Dover or Southampton;

Nederlandsch-Amerikaansche Stoomvaart-Maatschappij.



De onderstaande uitmuntend ingerichte Post-Stoomschepen varen
geregeld tusschen

ROTTERDAM)
AMSTERDAM) en **NEW-YORK.**

AFVAARTEN.

Van Rotterdam.

Van Amsterdam.

25 Maart	Stoomschip	SCHIEDAM.	8 April	Stoomschip	EDAM.
1 April	"	CALAND.	29 "	"	AMSTERDAM.
15 "	"	ROTTERDAM.	13 Mei	"	SCHIEDAM.
6 Mei	"	MAAS.			
20 "	"	SCHOLTEN.			
27 "	"	CALAND.	3 Juni	"	EDAM.
10 Juni	"	ROTTERDAM.	17 "	"	AMSTERDAM.
24 "	"	MAAS.	1 Juli	"	SCHIEDAM.
8 Juli	"	SCHOLTEN.	15 "	"	ZAANDAM.
22 "	"	CALAND.	29 "	"	EDAM.
5 Aug.	"	ROTTERDAM.	12 Aug.	"	AMSTERDAM.
19 "	"	MAAS.	26 "	"	SCHIEDAM.

De Maatschappij behoudt zich het recht voor, verandering te brengen in de volgorde der schepen.

PASSAGE-PRIJZEN.

VOLWASSENEN 1 ^e Klasse...	...	f 200,—.	Retourbillet ...	...	f 337,50.
" 2 ^e "	...	- 150,—.	"	...	- 247,50.

Tweede Klasse bestaat ALLEEN op de S.S. SCHOLTEN en CALAND.

KINDEREN van 1 tot 12 jaar betalen de helft. KINDEREN onder 1 jaar f 12,—.

Tusschendek.

VOLWASSENEN ...	...	f 60,—.	RETOURBILLET ...	...	f 115,—.
KINDEREN van 1 tot 12 jaren	...	...	KINDEREN onder 1 jaar	...	f 5,—.

Doorlopende spoorkaarten naar alle bekende plaatsen in de Vereenigde Staten van *Amerika*, zijn op billijke conditiën bij ons te bekomen. Kinderen van 5—12 jaar betalen op de spoorwegen in *Amerika* halve vracht, die beneden 5 jaar zijn vrij.

Passagiers hebben op de spoorwegen in *Amerika* p. m. 50 kilo bagage vrij. Kinderen van 5—12 jaar de helft. Voor overwicht kan ongeveer een vijfde gedeelte der Passagiersvracht voor elke 100 Amerikaansche ponden gevorderd worden. In de voeding op de binnenlandsche reis in *Amerika* moeten de passagiers zelf voorzien.

Nadere inlichtingen geeft

DE DIRECTIE te Rotterdam
Noorder Eiland,

hare Agenten _____ te _____

Figure 42. Holland America Line bulletin, announcing sailings, prices, and regulations.

CONDITIËN.

EERSTE en TWEDE KLASSE.

Onder de Passage-prijzen der 1^e en 2^e Klasse zijn begrepen: goede Tafel, Beddegoed en Linnen, Geneeskundige Hulp en Bediening. Wijn, Bier en geestrijke Dranken zijn aan Boord tegen matig tarief verkrijgbaar.

Passagiers 1^e Klasse kunnen aanspraak maken op vrij vervoer van 20, 2^e Klasse Passagiers van 15 kubieke voeten bagage per volwassene; kinderen de helft.

Voor mannelijke of vrouwelijke bedienden betalen de kajuitpassagiers 2/3 van den passageprijs per persoon. Deze maken echter van den salon geen gebruik en houden ook hunne maaltijden afzonderlijk.

Plaatsen kunnen besproken worden door vooruitbetaling van één vierde der verschuldigde passage.

Bij de bespreking van 1^{ste} of 2^{de} Klassepassage gelieve men ons tegelijkertijd te melden of de verlangde plaatsen voor Dames of Heeren bestemd zijn.

DERDE KLASSE (Tusschendek).

De passagiers moeten zich aanmelden:

bij vertrek van *Rotterdam*, daags vóór de afvaart, Bureau *Noorder-Eiland*, bij vertrek van *Amsterdam*, den dag van afvaart, des middags vóór 12 ure, Bureau *Westerdoksdijk*.

De passagiers krijgen gedurende de reis dagelijks: 's morgens 8 uur ontbijt bestaande uit Gort met Stroop, Brood met Boter en Koffie met Suiker, 's middags 1 uur middagmaal, bestaande uit versch of gezouten Rund- of Varkensvleesch met Zuurkool en Boonen, Erwt en Aardappelen, dikwijls ook Soep, (Vrijdags Visch) 's avonds 6 uur avondeten, bestaande uit Brood met Thee en Suiker. Voorts dagelijks minstens 1½ liter versch Water; kinderen beneden 12 jaar de helft.

Aan de passagiers wordt gratis nieuw Beddegoed en Eet- en Drinkgereedschappen verschaft, terwijl geene vergoeding wordt gegeven, voor het geval zij dat bij voorkeur gebruik maken van hun eigen beddegoed.

Bij aankomst te *Rotterdam* of *Amsterdam* is het in het belang der passagiers, als zij zich dadelijk wenden aan de beampten der Maatschappij, welke steeds bij de aankomst van alle treinen en stoombooten tegenwoordig zijn. Zij worden gewaarschuid geen gebruik te maken van de diensten van spoorweg-bestellers of andere personen, hoe ijverig en dienstvaardig deze zich ook mogen voordoen.

Tusschendeks-passagiers hebben 10 Kubieke Voeten bagage vrij. Voor Bagage boven hetgeen vrij vervoerd wordt, kan volgens tarief f 0.50 voor elke extra kubieke voet worden gevorderd.

De bagage moet voorzien zijn van den naam en de bestemming van den passagier, benevens van den naam en datum van afvaart van het stoomschip. Dit alles moet er op geschilderd zijn, zoodat het niet uitgewischt kan worden.

Indien de bagage per spoor vooruitgezonden wordt, waarbij men zorg dragen moet, dat zij in tijds te *Rotterdam* of *Amsterdam* aankomt, moet zij geaddresserd zijn aan de *Nederlandsch-Amerikaansche Stoomvaart-Maatschappij* en moet op den vrachtbrief duidelijk vermeld worden de naam van den afzender en die van het schip, ligplaats te *Rotterdam Koningshaven*, te *Amsterdam Rhijnspoorsteigers*; raadzaam is het tevens, ons per brief bericht te geven van de afzending.

Reclames over vermiste bagage gelieve men dadelijk bij aankomst in te dienen bij de Directie te *Rotterdam* of *Amsterdam* of bij den Generaal-Agent te *New-York L. W. MORRIS, Broadway 50*, daar er op latere klachten geen acht geslagen zal worden.

De Maatschappij stelt zich alle en dan verantwoordelijk voor verloren geraakte bagage, indien bewezen wordt, dat zij van het verlies de schuld draagt. Het maximum der schadevergoeding in zulke gevallen is f 90.— per stuk bagage, behalve indien tegen betaling der vracht een vrachtbrief is afgegeven, waarop inhoud en waarde van elk stuk bagage nauwkeurig is vermeld.

De passagiers zijn verantwoordelijk voor de gevolgen, voortspruitende uit onjuiste declaratie of uit het verbergen van voorwerpen, die aan inkomende rechten onderhevig zijn.

Koopmansgoederen mogen zich niet onder de bagage bevinden.

Plaatsen kunnen worden besproken tegen inzending van f 10.— per persoon in korting der vracht; tevens is daartoe noodig de duidelijke opgave van naam, voornaam en onderdom. Plaatsen moeten minstens 10 dagen voor de afvaart besproken worden.

Het bespreken der plaatsen geeft den passagiers zekerheid, dat hen van eventuele wijziging in de afvaart zal kennis gegeven worden, hetgeen niet kan geschieden aan degenen, die alleen inlichtingen hebben ingewonnen omtrent de afvaarten.

Passagiers, die in het bezit van een Amerikaansche Kaart zijn en ons den datum van hun vertrek niet aangekondigd hebben, kunnen evenmin van de verandering der afvaarten in kennis gesteld worden.

Passagebiljetten zijn alleen geldig voor de daarop vermelde personen en kunnen niet op naam van anderen worden overgedragen.

Een kundige dokter is steeds aan boord en de passagiers, die op reis ziek worden, genieten gratis geneeskundige behandeling en medicijnen.

Alleen reizende personen boven 60 jaar, alleen reizende vrouwen met minderjarige kinderen, alleen reizende kinderen beneden 12 jaar, gebrekkigen of personen met eene besmettelijke ziekte mogen volgens de Amerikaansche wetten niet aangenomen worden, dan onder borgstelling van 500 dollars of op vertoon van een gelegaliseerd certificaat, dat door een Amerikaansch burger voor hen in Amerika gezorgd zal worden, als waarborg dat dergelijke lieden niet ten laste van de Amerikaansche staten komen.

Wissels op *New-York* en Amerikaansch geld op billijke voorwaarden verkrijgbaar.

Het Bureau der Commissie van Toezicht over den Doortocht en het Vervoer van Landverhuizers in *Rotterdam* (Boompjes 92), en *Amsterdam* (Zee-manshuis) geeft gratis alle noodige inlichtingen.

Men gelieve alle correspondentie te adresseeren aan de Directie te Rotterdam.

Men gelieve alle correspondentie te adresseeren aan de Directie te Rotterdam.

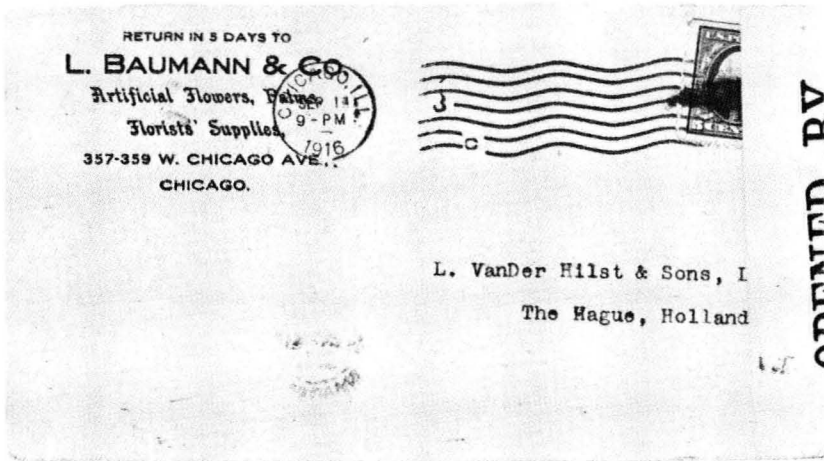


Figure 43. An envelope from Chicago, 1916, with British censorship.

3. the American packetboats via Southampton;
4. since February 1904 also the American and German packetboats via Cherbourg.

All letters and other mail for the USA were sent with the Holland-America Line unless it was indicated that one preferred another route. The opportunity to exchange parcel post directly between The Netherlands and the USA has existed since July 1, 1908.



Figure 44. From Florida, 1940, with German censorship.

1946
AIRMAIL

On February 19, 1946, the DC-4 *Flagship Amsterdam* of the American Overseas Airlines (USA) left from New York for Amsterdam for the first US commercial flight, captain G. Burgard.

On February 25, 1946, the Douglas C-54A NL-305 of the K.L.M. left with Parmentier as captain, for a series of trial flights from Amsterdam to New York.

The results from these flights were that K.L.M., as the first European airline company, opened on May 21, 1946, a regular flight service Amsterdam-New York (a.o. via Glasgow). The first flight was made with a DC-4-1009 PH-TAR *Rotterdam* with Evert van Dijk as

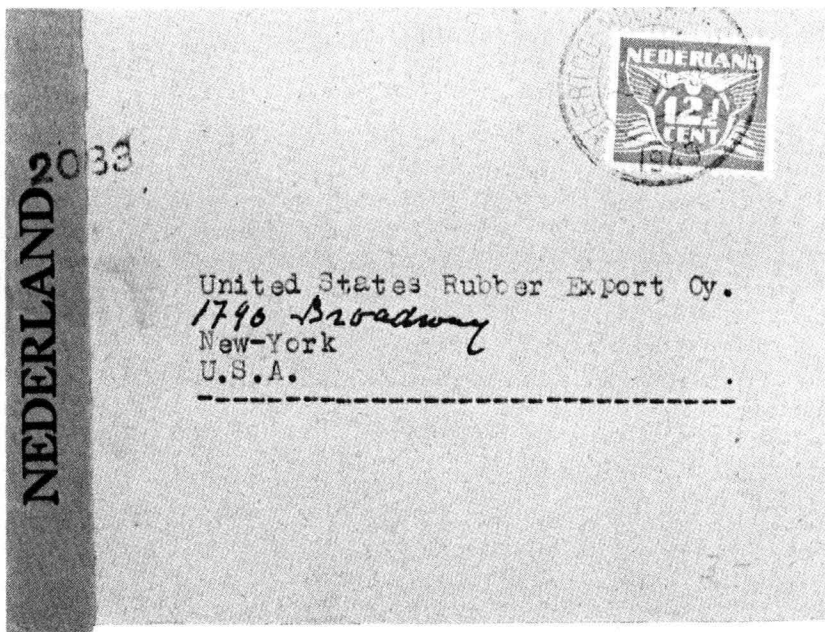


Figure 45. To New York in 1945 with Dutch censorship.

captain. The trip took 25½ hours and flying time was 21 hours. With this flight 254 kg of mail were transported. This was the beginning of a regular twice weekly service from The Netherlands to the USA.

Since then transport by airmail has increased many fold. At present airplanes transport per year about 134,000 kg of letters and cards and 168,000 kg of other types of mail on this route. It is remarkable that the growth of airmail volume continued when after 1970 the Post introduced other and cheaper forms of mail transport; this contrary to the sea mail which lost very much ground.



Figure 46. Cover carried on first KLM flight, Amsterdam to New York, May 21, 1946.



Figure 47. A first day cover of the 1982 U.S. stamp commemorating 200 years of diplomatic relations, also bearing corresponding Netherlands issue.

NEW FORMS OF MAIL TRANSPORT

1973

On April 2, 1973, the Dutch Postal Administration established for the mutual correspondence with Great Britain and Northern Ireland and the USA the "EMS," the International Express Mail Service. The aim of this service is a fast transport and delivery of "time sensitive" mail. The EMS-channel is, because of this separated from the normal mail transport, while transport (by airplane), forwarding and receipt are contractually laid down and supervised. Yearly about 6000 kg of "EMS-traffic" goes from The Netherlands to the USA.

1974

Faster than the growth of "EMS-traffic" was the expansion of "SAL-post." On March 1, 1974, the possibility to send sea mail packages as SAL-post was opened for Australia, Canada, India and the USA. The airplane takes over the task of the ship on the route The Netherlands-USA while the country of arrival handles the parcels as "sea mail."

Since then more and more people have appreciated the possibility of getting parcel post on time and for a fair price to America and a few other countries with "Surface Mail Airlifted" (SAL). In 1981 about 440,000 kg of parcel post were sent in this manner to the other side of the Atlantic Ocean.

1981

The last and fastest way to send mail from The Netherlands to the USA is with the international network of "Intelpost." On June 22, 1981, this network was expanded to include the traffic from and to New York and Washington and with a couple of places in this area. It is a Facsimile-transmission whereby letters, documents, drawings, etc., can be transmitted. Within a couple of hours the recipient has an exact copy of the original message.

1982

On April 1, 1982, the international network of "Intelpost" was connected with the domestic "Faxpostnet." "Faxpost" is the name the Dutch P.T.T. have given to their new "fast" service which makes it possible for everyone at a post office to send a message "per facsimile" (shortened to "fax"). Such a message or better said, a letter, reaches its destination in most cases within four hours after sending. This very short transmission time makes the Intelpost or Faxpost message the fastest letter.

The Hague, May 1982

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THE 1932 SALE OF HEARD MATERIAL

As described in the May issue, the find of Augustine Heard correspondence acquired by Earl Hamilton and Joseph Silver of the United States Stamp Co. of San Francisco was sold at auction on February 17, 1932, by B. W. H. Poole in Los Angeles. The auction descriptions of the 57 lots of Heard material are reproduced below. The Scott catalog numbers used are old style; the current equivalents are as follows: 44 is now 26; 48a is now 30a; 49a is now 32; 50 is now 35; 51 is now 36; 53 is now 38; 54 is now 39. From Scott 65 on, past and present numbers are identical.

* * *

The first lots of covers in this sale form an entirely new "find" of considerable importance. This correspondence has been lying in the Orient for many years and was recently acquired by Mr. Earl Hamilton and Mr. Joseph Silver, of the United States Stamp Co., San Francisco, who have given me instructions to sell them at auction. These covers, are all of the "letter sheet" variety and most of them have been folded through the address side to preserve the stamps.

These covers will be on view at the offices of the UNITED STATES STAMP CO., 391 Bush Street, San Francisco, on February 2nd, 3rd and 4th; and also at the offices of the NASSAU STAMP Co., 70 Nassau Street, New York, on January 21st, 22nd and 23rd. This correspondence is addressed to Augustine Heard and Co. of Shanghai, China, and is mostly from New York and Boston sent via. Marseilles and London.

- 1 ____ 1857-60 10¢ type V Block of six (three rows of two) with guide line L folded so that three right hand stamps are rather badly creased; strip of SEVEN two of which are damaged; and a strip of FIVE. All are cancelled with red bars and the block and larger strip are tied on with New York Br. Pkt. cancellation in red. Letter mailed from New York June 12th, 1860 per "Arabia". An exceedingly rare cover(50) _____
- 2 ____ 10¢ type V. STRIP OF FOUR and 5¢ brown, type II just tied to cover with red bar cancellation. Letter sent from New York June 12th, 1860 and shows N. Y. Br. Pkt and London Paid marks on face, both in red. Backstamped HongKong Aug. 11, 1860. Very fine and rare(48a, 50) _____
- 3 ____ 10¢ type V. STRIP OF THREE one showing the variety curl on E of CENTS and single showing guide line L just tied to cover with red bar canc. Mailed per "Europa" from New York Dec. 24th, 1860 with the usual transit canc. and backstamped HongKong Feb. 27, 1861. Very fine and rare(50) _____
- 4 ____ 10¢ Type V. Vertical PAIR, one being the variety curl on E of CENTS, and single with 3¢ tied to cover with black bar canc. Sent from New York April 30th, 1861 and marked "Per Steamer from Boston, 1st May, 1861—Overland via Trieste". Very fine and rare(44, 50) _____
- 5 ____ 10¢ type V: Two PAIRS tied with black bar canc., and 5¢ type II not tied and canc. with red ink. Mailed from New York. Feb. 8th, 1861. and backstamped HongKong Apr. 11th., 1861. V. fine.....(48a, 50) _____
- 6 ____ 10¢ type V. STRIP OF THREE and single with str. edge L tied with red bar canc. Mailed from New York, March 6th, 1860 and arrived HongKong May 8th. Very fine and scarce.....(50) _____
- 7 ____ 10¢ type V PAIR and two singles. The pair is tied on with red bar canc. (Mailed from New York Dec. 11th, 1860 and reached Hong Kong Feb. 12th, 1861. Very fine(50) _____
- 8 ____ 10¢ type V PAIR and 5¢ type II all tied with red canc. Apparently another pair of 10¢ was on this cover but has fallen off. Mailed from New York Jan. 12th, 1861 and reached Hong Kong March 27th. Very fine(48a, 50) _____
- 9 ____ 10¢ type V and 5¢ type II. Latter not fine. Red bar canc. but a stamp has been removed from this cover. Mailed from New York July 9th, 1861 and reached Hong Kong Sept. 21st. Good.(48a, 50) _____
- 10 ____ 10¢ type II. Strip of THREE canc. red bars but not tied to cover. Another strip was apparently on cover originally. Mailed from New York Dec. 7th, 1858 and reached Hong Kong Feb. 11th, 1859. Very fine.(49a) _____
- 11 ____ 12 c black. Two singles off centre as usual. Red bar canc. ties them to cover but apparently there were two other stamps on this cover originally. Mailed from New York Nov. 10th, 1860 and reached Hong Kong Jan. 10th, 1861. Fine(51) _____
- 12 ____ 12¢ black, close T and L and 3¢ tied with red bar canc. Another stamp was on this cover originally. Mailed from New York Feb. 26th, 1861. Fine . . . (44, 51) _____
- 13 ____ 90¢ BLUE. TRIFLE CLOSE B. BUT VERY FINE WITH BOSTON TOWN CANCELLATION IN BLACK. MAILED FROM BOSTON SEPT. 11th, 1860 AND REACHED HONG KONG NOV. 14th. Sent by Steamer "AFRICA" via Marseilles. AN EXCESSIVELY RARE AND HANDSOME COVER (54) 2000.00 _____
- 14 ____ 90¢ BLUE, UNFORTUNATELY THE PERFORATIONS HAVE BEEN TRIMMED FROM ALL FOUR SIDES; 30¢ ORANGE, A FINE PAIR THOUGH PERFORATIONS CUT TOP AND RIGHT; 10¢ TYPE V; 5¢ TYPE II, AND 3¢. TOTAL POSTAGE \$1.68. A REMARKABLE COVER OF THE GREATEST RARITY. ALL STAMPS ARE WELL TIED ON WITH THE BOSTON "PAID" CANCELLATION IN BLACK. MAILED FROM BOSTON ON NOV. 9th, 1860 AND REACHED HONG KONG JAN. 10th, 1861.(44, 48a, 50, 53, 54) _____
- 15 1861 24¢ red lilac. Fine with black grid canc. but not tied. This cover has had another stamp on it. Mailed from New York Feb. 11th, 1862; arrived HongKong Apr. 11th(70) _____

- 16 ___ 24¢ red lilac, 3¢ and 30¢. Latter str. edge R otherwise all very fine and tied with red bar canc. Mailed from New York March 26th, 1862, reached Hong Kong May 21st. Scarce(70, 65, 71) _____
- 17 ___ 24¢ red lilac, 3¢ and 30¢. Latter large closed tear B. Red bar canc. but only 3¢ tied. Mailed from New York April 12th, 1862, reached HongKong June 4th. Fine item(70, 65, 71) _____
- 18 ___ 24¢ red lilac, 3¢ and 30¢ all with black bar canc., but only 30¢ is tied. Mailed from New York June 9th, 1862, arrived HongKong August 7th. A fine cover(65, 70, 71) _____
- 19 ___ 24¢ red lilac, 3¢ and 30¢ tied with bright red grid. The 24¢ has str. edge R and the 30¢ is damaged. Mailed from New York. Nov. 25th, 1862 and reached HongKong Jan. 23rd, 1863. A nice cover(70, 65, 71) _____



Lot 14. Photo made June 1949 by Stanley B. Ashbrook. According to Ashbrook (*Special Service*, pp. 607-608), this lot was sold to John Kleeman (@ \$360), who in turn sold it to Henry C. Needham, who had a reputation as a "restorer." When Eugene Costales disposed of Needham's collections after his death, this cover was included in an intact collection sold to a collector. The latter, in mid-1949, turned over a portion to Harmer, Rooke Co. for auction. As may be seen, in the interval 1932-49, the 90¢ stamp has been removed, reperfed, and replaced on the cover, which is so described in PF certificate No. 1866. Either Kleeman or Needham could have performed the restoration. The cover was sold at the Harmer, Rooke auction on Dec. 13, 1949, for \$360 to Willis Cheney for a client.

- 20 ___ 24¢ red lilac, 3¢ and 30¢. Latter str. edge L. Tied with black "cork" canc. Mailed from New York Dec. 12th, 1862 and reached Hong Kong Feb. 11th, 1863. Very fine cover(70, 65, 71) _____
- 21 ___ 24¢ red lilac, 3¢ and 30¢. All very fine with black bar canc. but not tied. Letter mailed from New York Feb. 11th, 1862; arrived HongKong Apr. 11th(70, 65, 71) _____
- 22 ___ 24¢ red lilac, 3¢ and 30¢. All very fine and tied with black grid. Mailed from New York Nov. 11th, 1862, reached HongKong Jan. 7th, 1863. Very fine item(70, 65, 71) _____
- 23 ___ 24¢ red lilac, 3¢ and 30¢. The 24¢ has str. edge with guide line R; 30¢ perfs. cut R. Black grid canc. but tied to cover with N. Y. Br. Pkt canc. in red. Very nice cover(70, 65, 71) _____
- 24 ___ 24¢ red lilac, 3¢ and 30¢ all with red bar canc. and well tied with N. Y. Paid canc. in red. Mailed from New York Feb. 21st, 1862, reached HongKong May 4th. Very fine(70, 65, 71) _____

- 25 ____ 24¢ red lilac and three 30¢ cancelled and tied with black "cork" canc. Mailed from New York Jan. 12th, 1863 and reached HongKong Mar. 9th. Very fine and rare(70, 71) _____
- 26 ____ 24¢ red lilac and three 30¢ canc. black bars. Mailed from New York August 12th, 1862 and reached HongKong Oct. 6th. Very fine and rare(70, 71) _____
- 27 ____ 24¢ red lilac, 30¢ and pair of 30¢. One stamp in the pair defective. Barely tied with black grid canc. Mailed from New York Nov. 11th, 1862. A very nice cover and rare(70, 71) _____
- 28 ____ 24¢ brown lilac two very fine PAIRS and 10¢ just tied with black bar canc. Mailed from New York July 14th, 1863 and reached HongKong Sept. 8th. A very rare cover(70a, 68) _____
- 29 ____ 24¢ brown lilac and 30¢ not tied and another stamp has been on this cover. Canc. in black. Mailed New York June 24th, 1863 and reached Hong Kong Aug. 11th. Good item(70a, 71) _____
- 30 ____ 30¢ perfs. cut R and 1862-66 24¢ lilac with fancy canc. dot in star in octagon. Mailed New York Oct 9th, 1863, reached Hong Kong Dec. 13th. Fine and very rare(71, 78) _____
- 31 ____ 30¢ and 3¢ and 1862-66 24¢ dark gray all with fancy cogwheel canc. Mailed from New York May 10th, 1864 and arrived Hong Kong in July. Very fine and very rare(71, 65, 78b) _____
- 32 ____ 30¢. Three very fine copies tied with London PAID canc. in red. Black grid canc. on stamps. A stamp has evidently been removed from this cover. Mailed from New York July 11th, 1862. Very fine item(71) _____
- 33 ____ 30¢ and 3¢ and 1862-66 24¢. All with str. edge. Black grid canc. and tied with London PAID. Mailed from New York May 12th, 1863, arrived Hong Kong July 4th(71, 65, 78) _____
- 34 ____ 30¢ and 1862-66 24¢ lilac. Black "cork" canc. Mailed from New York Feb. 9th, 1864, reached Hong Kong April 11th. Nice cover(71, 78) _____
- 35 ____ 30¢ not tied, on cover from which two stamps have been removed. Perfs. cut R. Mailed from Boston March 25th, 1864 and reached Hong Kong July 7th(71) _____
- 36 ____ 1862-66, 24¢ lilac, two copies one with str. edge, and 5¢. Tied with "cork" canc. Mailed from New York Dec 27th, 1864 and reached Hong Kong Feb. 23rd, 1865. Nice cover(78, 76) _____
- 37 ____ 24¢ lilac. Two copies, one str. edge, used with 3¢ and canc. with regular PAID canc. of Boston. Mailed from that city on Feb. 20th, 1863 and arrived Hong Kong Apr. 24th. Very fine(78, 65) _____
- 38 ____ 24¢ gray. Two copies and 5¢ all canc. large star in Circle. Mailed from New York August 9th, 1864 and reached Hong Kong Oct. 26th. Very fine and scarce(78b, 76) _____
- 39 ____ 24¢ lilac. Two poorly centered copies and 5¢ canc. six heavy bars. Mailed New York Aug. 26th, 1864(78, 76) _____
- 40 ____ 24¢ lilac. Very fine vertical PAIR and 5¢ with "cork" canc. Mailed from New York Dec. 24th, 1863 and reached Hong Kong Feb. 25th, 1864(78, 76) _____
- 41 ____ 24¢ lilac. Very fine PAIR with str. edge R and 5¢. All canc. uncolored star on circle of solid black and tied with London PAID. Mailed from New York Sept. 9th, 1864 and reached Hong Kong Nov. 10th. A fine and very rare cover(78, 76) _____
- 42 ____ 24¢ gray. Close B but very fine PAIR with 5¢. Tied with fancy "cork" canc. Mailed from New York Jan. 29th, 1864 and reached Hong Kong April 11th(78b, 76) _____
- 43 ____ 24¢ gray. Close T but v. fine PAIR and 5¢ all with fancy "cork" canc. and just tied to cover with London PAID. Mailed from Boston June 10th, 1864 and reached Hong Kong Aug. 9th(78b, 76) _____

- 44 ___ 24¢ lilac and 5¢. Tied with London PAID. A stamp has evidently been removed from this cover. Mailed Boston Feb. 23rd, 1864 and reached Hong Kong April 22nd (78, 76) _____
- 45 ___ 24¢ lilac. Two copies, one torn T and one str. edge R and 5¢. Large "cork" canc. of eight V-shaped figures. Mailed New York June 26th, 1863 and reached Hong Kong Aug. 17th (78, 76) _____
- 46 ___ 24¢ dark gray with str. edge and guide line L on cover from which another stamp has been removed. Mailed New York March 25th, 1864 and reached Hong Kong June 7th (78b) _____
- 47 ___ 24¢ gray and 5¢ on cover from which a stamp has been removed. Canc. of three heavy bars and tied with N. Y. Pkt canc. in red. Mailed New York May 27th, 1864 and arrived Hong Kong July 22nd. (78b, 76) _____
- 48 ___ 24¢ lilac, two copies, and 5¢ all off centre tied with London PAID canc Mailed New York Oct. 25th, 1864 and arrived Hong Kong Dec. 24th and Shanghai Dec. 31st. (78, 76) _____
- 49 ___ 24¢ gray. Perfs. cut R but nice PAIR and 5¢. All canc. large star in three-quarters circle. Mailed New York June 10th, 1864 and reached Hong Kong Aug. 6th. Nice item (78b, 76) _____
- 50 ___ 24¢ gray lilac. Pair and 5¢ with heavy smudge canc. Mailed New York March 11th, 1864 and reached Hong Kong May 6th (78a, 76) _____
- 51 ___ 24¢ gray. PAIR one defective T, and single not tied and a stamp has been cut from this cover. Mailed New York Sept. 25th, 1863 and arrived Hong Kong Nov. 26th (78b) _____
- 52 ___ 24¢ gray. Vertical PAIR with perfs a little defective R and 5¢. Mailed New York Aug. 20th, 1864 and reached Hong Kong Oct. 26th. (78b, 76) _____
- 53 ___ 24¢ gray. Two copies, poorly centered, and 5¢ str. edge L. All canc. large four pointed star. Mailed New York July 26th, 1864 and reached Hong Kong Sept. 17th (78b, 76) _____
- 54 ___ 24¢ lilac. Str. edge with guide line L and 5¢. Thick bar canc. Unfortunately a stamp has been removed from this cover. Mailed New York Feb. 26th, 1864 and reached Hong Kong May 6th (78, 76) _____
- 55 ___ 24¢ gray lilac, two copies and 5¢. Tied with London PAID and rate mark. Canc. black grid. Mailed New York July 24th, 1863 and reached Hong Kong Sept. 23rd. Fine cover (78a, 76) _____
- 56 ___ Seven different covers including 1¢, 24¢ and 30¢ of 1861-66 either defective or not tied. A number of very interesting cancellations are shown on these covers _____
- 57 ___ Twenty-two stampless covers mostly from New York and Boston to Shanghai. There are some from Salem to Canton and a few New York to Boston. A very interesting lot _____

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

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A MESSAGE FROM THE EDITOR

There are many topics which I hope to address in future articles in this section. The cooperation of readers in furnishing information and photocopies will be a big factor in making these projects a success. If you have any details or copies to contribute, please write. Your help will be greatly appreciated. The following projects are on my agenda:

- **On a regular basis:** to illustrate any new, unusual markings not listed in the latest edition of the *American Stampless Cover Catalog*.

- **On a serial basis:** to document the evolution of handstamped markings, particularly townmarkings, in order to establish a chronology or logical sequence for the standard or stock styles, so that it might be possible to estimate the date of use of any new marking on a stampless cover lacking any indication of date of use.

- **On a continuing basis:** to extend the inquiries begun by students, including Arthur E. Bond, into the identities of handstamp manufacturers or distributors, based upon their advertising circulars and other evidence, as to the styles of their products. Some attempt to analyze the distribution patterns of their devices might also be in order.

- **On a serial basis:** to illustrate, with examples, all of the basic domestic rates, as set forth in the section on that topic in the *American Stampless Cover Catalog*, from the Colonial period forward, with appropriate references to the *P.L.&R.s.*, as well as commentary, corrections and amplifications, as needed. This has often been the target for some of our favorite gadflies and other writers of letters to the editor, but to my knowledge there is no readily accessible exposition on this topic, with suitable visual documentation. The *Chronicle* would be a better source than the more ephemeral publications, such as newspapers, in which articles touching on some aspect of these rates sometimes appear, especially if the approach is chronological and systematic.

- **On a continuing basis:** to document, with illustrations, examples of all of the following categories of *handstamped* markings:

- townmarkings including county names.
- townmarkings with year dates prior to 1856.
- handstamped postmaster names used in connection with their franking privilege.
- rating marks of the "attached" style.
- rating marks in use before July 1, 1845.
- 2¢ drop rates used from July 1, 1845, to June 30, 1851.
- 2¢ circular rates used from July 1, 1845, to March 1847.
- 3¢ circular rates used from March 1847 to June 30, 1851.
- 40¢ "Pacific coast" rates to June 30, 1851.
- 6¢ "Pacific coast" rates to March 31, 1855.
- all rating marks used as cancellers of stamps and stamped envelopes.

- **On a continuing basis:** to document the chronology of use of markings from principal, or postally active towns. Much of this information is buried in the pages of state postal history societies, and is worthy of broader publication.

- **On a serial basis:** to consider various physical aspects of stampless period letters, including:

- an analysis of the inks used with handstamping devices.
- an analysis of writing inks.
- a study of writing papers, and the evolution of envelopes and stationery.
- the use of sealing wafers, etiquette labels and other sealing devices.
- the development of advertising corner cards, with some identification of the designers of early embossed corner cards.

• **On a continuing basis:** to illustrate some of the noteworthy stampless uses resorted to by both sides during the Civil War period.

• **On a continuing basis:** to consider the subject of stampless Trans-Atlantic mail from the standpoint of the *markings alone*, as an attempt in simplifying what many collectors, including myself, have often found to be an overwhelmingly complex and tedious subject. *Deductions* would be drawn from the markings or combinations of markings present on a cover, and only thereafter would some of the fine points, such as postal treaties and conventions, rates and routes, be considered, rather than the other way around. There are very good reasons to believe that the usual *inductive* method of studying this subject, even in the hands of competent students, contributes to the frustration many otherwise interested collectors experience. This subject should not be the arcane province of legalists and statisticians. All flummery and forensic virtuosity should be confounded!

THE U.S. REGISTER AND LIST OF POST OFFICES OF 1794.

Lists of post offices and routes from the Federal era prior to 1800 are not easily located. The country was in its first stages of development and the General Post Office (it didn't become a full-fledged department with the Postmaster General a cabinet officer until 1829) in 1790 had about ten people handling the paperwork for some 78 post offices.

Probably the two best references about this period are Rich's *History of the United States*

(67)

POST-OFFICE ESTABLISHMENT.

Timothy Pickering, Post-master-general, salary, 2000 dollars.
 Charles Burrall, assistant, 1000 dollars.
 Abraham Bradley, Gustavus F. Goetz, clerks.

RATES OF POSTAGE.

Single letters conveyed by land, for any distance not exceeding thirty miles.	6 cents.
Over thirty miles, and not exceeding sixty	8
60	10
100	12 1-2
150	15
200	17
250	20
350	22
450	25

Double letters are double, and triple letters, triple of these rates: A packet of the weight of one ounce avoirdupois at the rate of four single letters and in like proportion for one of a greater weight: And newspapers (except from one printer to another, they being allowed to send one paper free to each of their correspondents for any distance not exceeding one hundred miles one cent, and for any greater distance, one cent and a half, each.

Single letters passing by sea, (either to and from the United States, or from one port to another within the same) in packet boats or vessels which are the property of the United States, or provided by them, eight cents each; double letters, sixteen; and triple letters, twenty four. And all letters or packets conveyed in any private ship or vessel, (whether brought into, or carried from one port to another within the United States) four cents each, with the addition of legal postage, if destined to any other than the place where such ship or vessel may arrive.

All letters and packets to or from the President or Vice-President of the United States are to be free of postage; as also all letters and packets, not exceeding two ounces in weight, to or from any member of Congress, the secretary of the senate or clerk of the house of representatives, during their actual attendance in any session of Congress and

(68)

and twenty days after it; all letters to or from the secretary of the treasury, the comptroller, the auditor, and register, the commissioner of the revenue, and treasurer, the secretary of state, the secretary at war, the postmaster general and his assistant. But no person authorized to frank letters, may frank any except his own, and any letter enclosed to either of the above mentioned persons, and directed to some other person, is required to be again put into the post office, and charged with the usual postage. Public letters or packets from the treasury department, may however be franked by either the heads of the department.

A List of the Post-Towns in the United States, with their distances, as established by the Post master general.

Main line from Wiscasset to Sunbury.		Miles.	
Wiscasset to			
Bath	13		
Brunswick	12 25		
N. Yarmouth	15 40		
Portland	15 55		
Biddeford	14 69		
Wells	11 83		
York	16 99		
Portsmouth N.H.	111		
Newbury Port	22 133		
Ipswich	12 145		
Beverly	20 155		
Salem	2 157		
Lyn	6 163		
Boston	13 176		
Worcester	48 224		
Springfield	4 273		
Hartford	24 301		
Middletown	14 315		
Newhaven	26 341		
Stratford	14 355		
Fairfield	8 363		
Norwalk	12 375		
Stamford	10 385		
Kingsbridge	30 415		
New York	14 427		
Newark	9 38		
Elizabethtown	6 44		
Bridgetown	6 40		
Woodbridge	4 54		
New Brunswick	10 64		
Princeton	1 82		
Trenton	12 94		
Bristol	10 104		
Philadelphia	20 124		
Chester	15 133		
Wilmington	13 153		
Christianabridge	11 163		
Elkton	10 173		
Charleston	10 183		
Havre de Grace	6 193		
Harford	12 203		
Baltimore	25 216		
Bladensburg	8 226		
Georgetown	8 236		
Alexandria	8 246		
Colchester	16 262		
Dunfries	12 272		
Fredericksburgh	25 297		
Bowling Green	22 319		
Hanov. court h.	25 344		

Brought

N. Carol. Virg.	Brought forward,	780	} George.	Cheraw c. h. or	
	Richmond	22		75	1124
	Petersburg	25		55	1179
	Halifax	75		35	1214
	Farrburgh	37		80	1294
	Smithfield	60		50	1514
	Fayetteville	50		120	1464
			49	1513	

CROSS POSTS.

N. Hamp.	Portsmouth to Hanover.		} Connec.	Stonington	5	45	
	Portsmouth to Exeter	12		15	New London	14	59
	Concord	40		55	Saybrook	18	77
	Hanover	60		115	Gulford	18	95
				New Haven	18	113	
				Providence to Worcester	40		
Maffa.	Salem to Gloucester.		} Ver. Maffa.	Springfield to Hanover.			
	Salem to Marblehead	4		4	Springfield to Northampton	20	20
Maffa.	Gloucester	12	16	Greenfield	21	41	
	Boston to Nantucket.			Battleboro'	20	61	
	Boston to Taunton	36	36	Westminster	18	79	
	New Bedford	27	63	N. H. Charleston	12	91	
Nantucket	50	113	Ver. Windor	17	110		
				N. H. Hanover	20	130	
Maffa.	Boston to Barnstable.		} N. H.	Springfield to Kinderhook.			
	Boston to Plymouth	41		41	Springfield to Stockbridge	44	44
	Barnstable	30		71	N. Y. Kinderhook	25	67
Rhd. I. Maff.	Boston to New Port.		} Connec.	Hartford to New London.			
	Boston to Taunton	35		36	Hartford to Middletown	14	14
	Warren	21		57	New London	41	55
	Bristol	6		63			
Newport	21	75					
R. I.	New Port to New Haven.		} Connec.	New York by Litchfield to Hartford.			
	Newport to Weyltry	40		40	New York to Ridgetfield	67	60
					Danbury	12	70
					New Milford	13	83

Conn.	Litchfield	20	70	} New York.	Elizabethtown to Suffex court Houc.			
	Hartford	32	15		Elizabethtown to Merriflowm	18	18	
New York.	New York to Burlington and Montreal.			} New York.	Rockaway			
	New York to Kinderhook	15	15		Broncton			
New York.	Peckskill	3	50	} New York.	Suffex court h.	50		
	Fishkill	20	70		Philadelphia to Bridgetown			
	Poughkeepsie	14	84		Wett New Jersey			
	Rhinbeck	17	11		Philadelphia to Woodbury	9	9	
	Red Hook	8	109		Woodstown			
	Vermont.	Vermont	6		15	Sweedborough		
	Hudson	1	130		Salem		36	
	Kinderhook	14	45		Bridgetown, w. J.	18	54	
	Albany	20	165		Philadelphia, by Gospen, to Manchester			
	Canajoharie	9	174		Philadelphia to Rhinebeck			
Bennington	28	02	Philadelphia to Bethlehem	11	53			
Manchester	2	124	Bethlehem	13	53			
Rutland	3	51	Easton	12	189			
Vermont.	Vermont	44	103	Hope	17	100		
Burlington	2	136	Suffex Court h.	17	100			
Montreal (Canada)			Warrick	19	9			
New York.	Albany to Schenectady	6	6	Gospen	17	141		
	Conn-joharie	56	52	Warrbridge	10	51		
	German Flats			Alway gunk	10	61		
	Whitestown			New Paltz	12	73		
New York.	Hudson to the Painted Post.			Kingston	14	87		
	Hudson to Catskill	6	6	Rhinbeck	6	198		
	Harpersfield	5	58	Bethlehem to Wilk sbarr	67			
	Oulient	30	4	Philadelphia to Carlisle				
New York.	Chenango	50	44	} Pennsylvania.	Philadelphia to Postgrove	26	86	
	Union	9	53		Reading	20	86	
	Iwego	7	100		Labanon	28	88	
	Newtown	45	65		Harrisburg	15	109	
	Painted Post	15	120		Carlisle	17	126	
New York.	Woodbridge, w. J. m. Amboy							
				Philadelphia				

Post Office to the Year 1829 and American State Papers; The Post Office, published in 1834. Both are available as reprints from literature dealers; the former reprint being by Quarterman and the latter by Wierenga.

Rich's work has no tables of post offices at all but American State Papers does have two pre-1800 post office lists including revenue, expenses and route contracts, one being for the first quarter of the fiscal year starting on October 5, 1789, and the other for the entire fiscal year ending October 5, 1791.

The next available list of post offices that I've seen is in the President's roll of government employees, sent by Thomas Jefferson to the Congress in 1802, but which has a supplementary list of post offices established in 1801 added to the main list which apparently was as of October 1800.

Recently, while doing some research at the Ohio Historical Society, I was shown a copy of The American Calendar, or United States Register, published in England in 1794. This included a chapter on the post office establishment of the U.S., with rates of postage and a summary of laws and regulations.

Most important to the postal historian, it included a list of post offices with mileages by which letters were to be rated. The list is divided into the "Main line from Wiscasset to Sunbury," (in the District of Maine and Georgia, respectively), and the cross posts.

Since the whole thing is compact, it seems appropriate to offer it in the stampless section

N. York, Penn.	Philadelphia to Niagara.		Brought forward	93	
	Philad. to Reading	66	Easton	22 115	
	Northerberl.	70 126	Vienna	28 143	
	Lycoming	40 166	Salisbury	15 158	
	Painted Post	66 232	Snowhill	19 177	
	Bath	18 250			
	Williamsburg	40 290	Baltimore to Leonardstown.		
	Niagara	80 370	Baltimore to		
	Penn'vania	Philadelphia to Pittsburgh.		Annapolis	30 30
		Philadelphia to		Up. Marlboro'	21 51
Lancaster		66 66	Piscatawa	16 67	
Yorktown		2 89	Port Tobacco	16 83	
Carlisle		31 120	Newport	11 94	
Shipperburg		21 141	Chapico	8 102	
Chambersburg		11 152	Leonardstown	11 113	
Strsburg					
Bedford		210	Baltimore to Chambersburg.		
Greensburg		67 277	Baltimore to		
Pittsburg	3 310	Frederickstown	52 52		
Delaware.	Philadelphia to Norfolk.		Sharpsburg	34 76	
	Philadel. to Wil-		Hagerstown	14 90	
	mington Del.	28 78	Chambersbur. p.	21 111	
	Cantwellbridge	23 51	Alexandria to Staunton.		
	Duck cr. C. Ro.	11 61	Alexandria to		
	Frederica	1 75	Leesburg	46 46	
	Milford	7 84	Shepherdstown	32 78	
	Clowes	12 94	Martinburg	10 88	
	Dagsborough	27 121	Winchester	22 110	
	Snowhill	31 152	Stevensburg	8 118	
Maryl.	Hortown	16 168	Strsburg	10 128	
	Drummond or		Woodstock	12 140	
	Accomac c. h.	26 194	Rockingham	33 173	
	Bellhaven	20 214	Staunton	37 210	
	Northampt. c. h.	20 234	Frederickburg by Kinfalet		
	Norfolk	43 277	Urbanna.		
	Virginia.	Philadelphia to Snowhill.		Frederickburg to	
		Philadelphia to		Leedstown	40 40
		Wilmington D.	28 28	Westmoreland	14 54
		Warwick	25 53	Kinfalet	20 74
Georgetown			Northerberland	15 89	
cross Roads		9 62	Urbanna	30 119	
Chestertown		16 78			
Chester Mills		15 93			

Virginia.	Frederickburg to Urbanna.		Halifax to Plymouth.		
	Frederickburg to		Halifax to		
	Port Royal	20 20	Bluntsville	30 30	
	Pappahannock	30 50	Williamston	25 55	
	Urbanna	21 78	Plymouth	24 79	
	North Carolina.	Richmond to Portsmouth.		Halifax to Salisbury.	
		Richmond to		Halifax to	
		William sburg	68 68	Warrenton	85 35
		Yorktown	12 80	William sboro'	38 53
		Hampton	18 98	Hil'boro'	48 101
Norfolk		18 116	Guilford c. h.	50 152	
Portsmouth		11 117	Salem	25 76	
Virginia.		Richmond to Danville.		Salisbury	35 111
		Richmond to		Edenton to Indiantown.	
		Columbia	46 46	Edenton to	
	Charlottesville	40 86	Hertford	16 116	
	Staunton	40 126	Nixonton	12 28	
	Lexington	33 159	Sawyers ferry	15 43	
	Fincastle	4 199	Indiantown	11 54	
	Montgomery c. h.	55 254	Fayetteville to Wilmington.		
	Withe C. house	47 301	Fayetteville to		
	Abingdon	56 37	Elizabethtown	36 56	
Virginia.	S. West. Territory		Wilmington	47 83	
	Hawkins C. h.	66 423	Charlestown to		
	Kentucky.		Georgetown	60 60	
	Danville	20 624	Camden to Sunbury.		
	Petersburg to Portsmouth.		Camden to		
	Petersburg to		Stateburg	20 20	
	Cabbin point	26 26	Charleston	100 229	
	Smithfield	37 63	Jacksonboro'	36 156	
	Suffolk	22 85	Coofawhatchie	36 192	
	Portsmouth	28 113	Savannah	47 239	
Virginia.	Petersburg to Wilmington.		Sunbury	49 288	
	Petersburg to		Augusta to		
	Suffolk	85 85	Washington	50 50	
	Edenton	54 139	Greensboro'	28 78	
	Plymouth	23 162	Georgetown	32 110	
	Washington	38 200	Augusta	40 150	
	Newbern	38 238			
	Wilmington	93 331			

Frede-

TABLE

of the *Chronicle*, as the booklet probably will be in the rare book department (as it is at the Ohio Historical Society), and not readily available in the few libraries that have a copy.

While the first of the regularly issued *U.S. Registers* or "blue books" was produced in 1816, under an Act of Congress requiring that (after the first issue) the registers were to be issued every other (odd) year, sporadic lists of government employees, such as in 1802, appeared. Just what was available between 1802 and 1816 is something that I'd very much like to know!

Richard B. Graham

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U.S. CARRIERS

ROBERT MEYERSBURG, Editor

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

(Continued from *Chronicle* 130:98)

The following order, dated December 8, 1860, was issued by the Post Office Department:

ENVELOPES: ONE CENT and FOUR CENTS

Ordered, that stamped envelopes of present letter size (No. 1) be embossed with a one cent stamp, in addition to the three cent stamp — and that the present ruled envelopes be similarly prepared all at 10¢ per thousand additional pay. Also order one cent stamped envelopes — original P. P. pattern, letter size (No. 2) at \$1.10 per thousand unruled and at \$1.40 for ruled, same size, including fee of patentee, according to annexed sample, No. 3 — unruled and No. 5 ruled, without gumming; and for such as may require gumming allow five cents per thousand additional.

This order was followed soon by another dated January 22, 1861:

STAMPED ENVELOPES - ONE CENT - SELF RULING

Ordered, the preparation of one cent stamped envelopes self ruling, according to sample at \$1.00 a thousand, including the charge of Mr. Harmon, patentee.

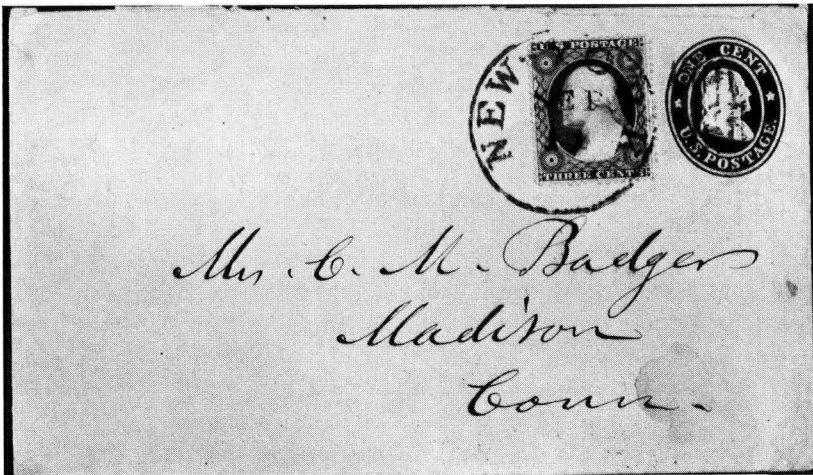


Figure 8. New York, Sept. 11, 1861. 1¢ star die pays collection fee to the mails, 3¢ 1857 pays postage to Madison, Conn., Sept. 11, 1861.

The news item in the *Public Ledger* of November 22 is confirmed by a paragraph in the *New York Herald* on Sunday, December 9, 1860:

NEW STAMPED ENVELOPES

Envelopes, ruled and unruled, with a one cent stamp, have been ordered by the Post Office Department, and will be for sale at the Post Office on Tuesday, the 11th inst (Figure 8 and Figure 9). There will also be in readiness at the same time envelopes, ruled and unruled, embossed with the one cent and the three cent stamps. The former are intended for city use — the postage and carrier's fee being both paid by the one cent stamp, and for circulars to be transmitted by mail. They will be a great convenience to business houses, saving the time and labor of affixing stamps. We anticipate a very extensive sale for them. The four cent envelopes will be a great convenience to those who use the lamppost boxes for letters to be transmitted by mail, the two stamps covering the mail postage and the carrier's fee.

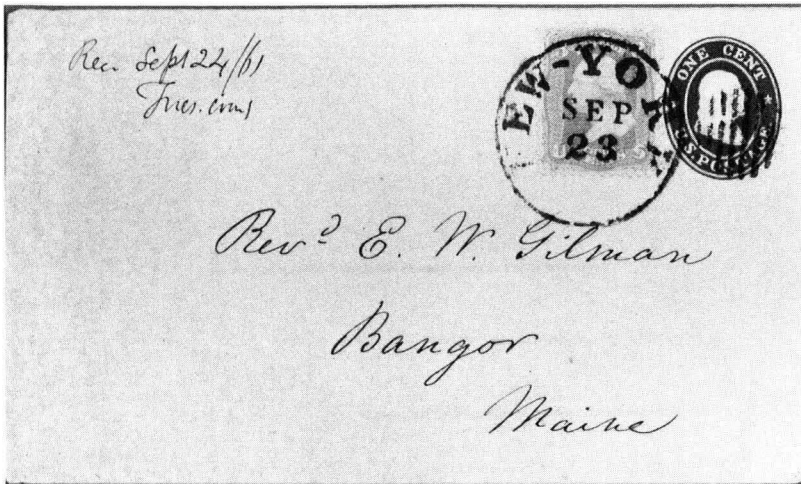


Figure 9. 1¢ star die used with 3¢ 1861, New York, Sept. 23, 1861.

The use of “both” in the *Herald* paragraph was unfortunate, inaccurate and misleading. The one cent “U. S. POSTAGE” stamp embossed on the envelope could prepay *either* drop letter postage or the carrier fee, but could not pay “both” on the same envelope because the one cent carrier fee was the *only* charge if the envelope received carrier service (Act of April 3, 1860). Again it may be noted that no mention was made that the four cent envelope could be used to prepay carrier delivery.

FOUR CENT ENVELOPES ISSUED TO POST OFFICES

Quarter year ending	Ruled	Plain
December 31, 1860	35,000	35,000
September 30, 1861	—	25,000
December 31, 1861	—	10,000
September 30, 1862	—	10,000
March 31, 1863	—	12,250
Totals	35,000	92,250

More than half of the total of 127,250 went to post offices in December 1860, and the quantities so issued decreased to 35,000 in the fiscal year 1862, and only 22,250 in the year ending June 30, 1863, the last day when letter carriers were paid by fees.

Nearly all the used examples bear a New York City postmark (Figure 10), and so few have been found used elsewhere as to indicate that the quantity sold at or supplied to other post offices was very small. (Editor’s note: the compound die envelope is known used from New York, West Point, N. Y., Philadelphia, Boston, Baltimore, Chicago and Washington, D.C.) The delivery (or deliveries?) made in the quarter ending March 31, 1863, were either just before or just after the Act of March 3, 1863, abolished the carrier fees — and need for the four cent envelopes — from the following June 30th. Such an unusual quantity as 12,250 may indicate either a close estimate of the quantity needed to June 30 by the New York post office, or a supply for New York and smaller quantities ordered by one or more other offices before March 3rd.

The four cent compound was made by printing the One Cent blue (Thorp Die 12) and the Three Cents red (Thorp Die 9) close together in the upper right corner on buff and white paper envelopes. Impressions vary considerably, particularly on the One Cent where the colorless lettering and ovals are much heavier on some envelopes than on others.

The One Cent and the Four Cent “Star Die” envelopes were discontinued June 30, 1863, the One Cent being replaced by the Two Cent black (Jackson). Issue of the One Cent was resumed in July 1866 and was continued until the issue of 1870 appeared. Never having been



Figure 10. Compound star die envelope used Feb. 21, 1861, from New York to San Francisco (10¢ postage, 1¢ collection fee).

invalidated, it can still be used for postage. The Three Cents, Six Cents and Ten cents “Star Die” envelopes were invalidated beginning in August 1861, but the Three Cent stamp on the compound envelope was not invalidated, and so the four cent envelope can still be used for postage if anyone cares to do so.

Three envelopes, classed as essays, are known unused, which have the One Cent stamp printed in the upper left corner and the Three Cent in the upper right corner. Two are on buff paper and one on white (Figure 11).

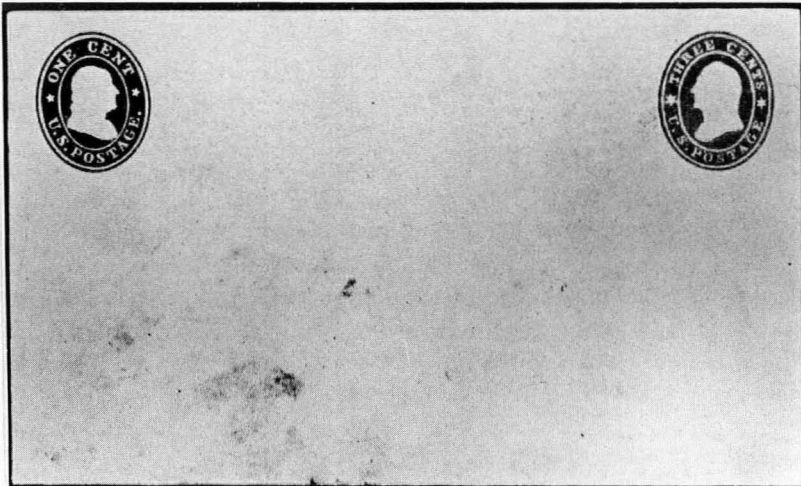


Figure 11. Compound star die essay on white paper.

THE 1861 ISSUE

First supplies of the stamped envelopes of the 1861 series arrived and became available for use (either by purchase or in exchange for former issues) at many larger post offices before the new adhesive stamps of 1861 became available. For this reason the One Cent postage stamps of 1851-60 were still valid at many offices after the new envelopes of 1861 had superseded those of 1853-60 (Figure 12). Until the old adhesives were invalidated they could be used to prepay carrier fees on the new envelopes. No example, properly used in this fashion, has been noted (Figure 13, Figure 14).

On April 12, 1861, H. L. Goodwin of Washington, D. C., acting upon the “intention” of Postmaster General Holt regarding use of the four-cent envelope to prepay postage and

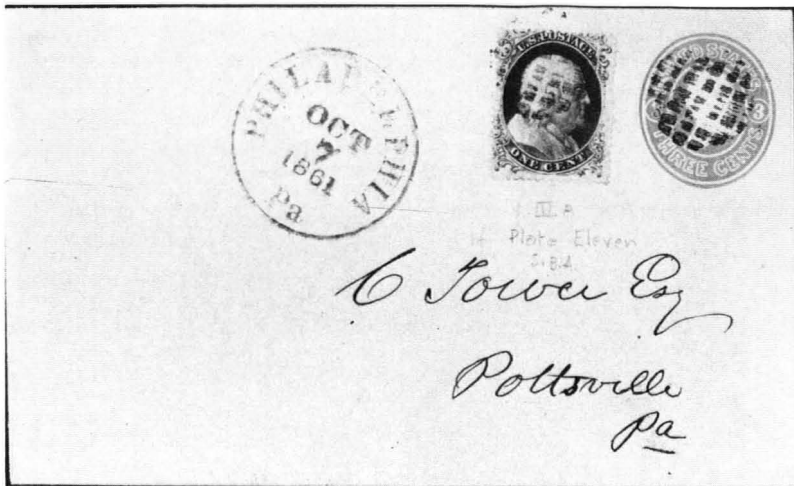


Figure 12. 1¢ 1857 adhesive, although invalidated in Philadelphia seven weeks earlier, apparently accepted to pay collection fee on Oct. 7, 1861.

carrier delivery to an addressee (as stated in the Annual Report for 1860), complained to William H. Peck, Postmaster at Brooklyn, N.Y., that on letters sent by Goodwin from Washington in the four-cent envelopes to correspondents in Brooklyn, the carrier in Brooklyn, “instead of delivering such letters free of further charge, demands his usual fee, the same as though a three-cent stamp alone were on the envelopes.” Goodwin asked Peck to instruct his carrier accordingly not to collect carrier delivery fee on letters received in the four-cent envelopes. Postmaster Peck replied as follows: “Dear Sir: In the construction of the law, you are evidently mistaken. Please call at the Department and inform yourself.” This correspondence was reprinted in *Mekeel’s Weekly* of April 17, 1953.

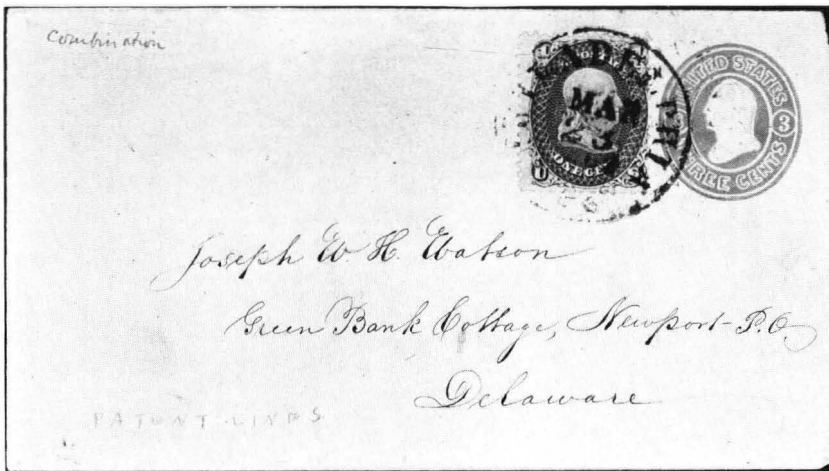


Figure 13. 1¢ 1861 pays collection fee to the mails, March 23, 1862.

In other words, nothing in the postal laws provided for prepaid carrier delivery of mail letters to addressees by using the four cent envelope as Holt “contemplated.” Postmaster Peck’s letter should settle any uncertainty as to how the compound envelope could be used legally.

Regarding four cent or higher rate letters on which the extra one cent stamp is an adhesive, the facts are equally conclusive. Holbrook’s *United States Mail*, published by the direction of the Postmaster General, contained the following paragraph in the August 1862 issue:

THE FOUR CENT RATE. — There is a somewhat prevalent impression that the affixing

of a penny stamp to an otherwise prepaid letter, designed to be forwarded by mail, will pay the carrier's fee when it arrives at the place of destination, and many letters, thus prepaid, are received at New York and other offices employing carriers. When a mail-letter is deposited in a U.S. lamp-post box or other receptacle provided by Government, *to be carried from thence to the post office*, the extra penny stamp is then requisite to pay the carrier's fee for delivering to the office. In all other cases, any prepayment of a penny beyond the regular rate, is simply money thrown away.

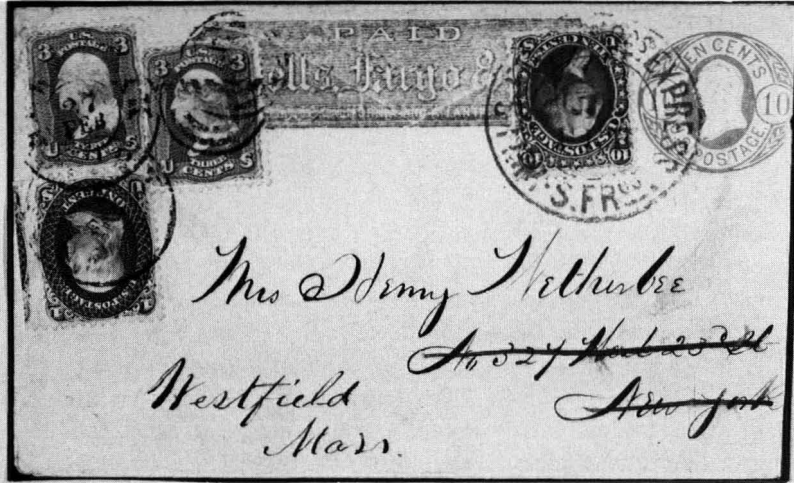


Figure 14. San Francisco, Feb. 1, 1862 — 10¢ 1861 series stamped envelope with Wells, Fargo printed frank and 10¢ 1861 adhesive prepaying double letter postage to New York. At N.Y. on Feb. 27, seven cents in additional stamps were affixed — 1¢ for collection fee to N.Y. post office, two 3¢ stamps for double postage to Westfield, Mass. Another cent may have been paid a carrier for delivering the letter to the W. 23rd St. address in New York.

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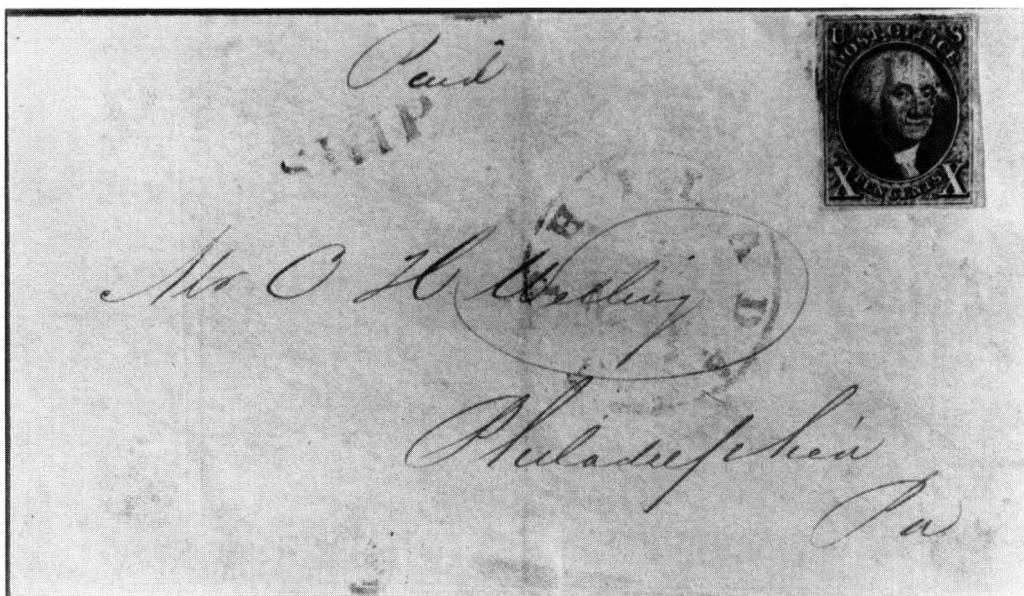
SHIP COVER WITH 1847 ISSUE

DOUGLAS N. CLARK

The 1845 rate structure for steamboat or ship letters (7¢, 12¢ for the former, 6¢, 7¢, 12¢ for the latter) did not lend itself to prepayment by an issue of only 5¢ and 10¢ values. Nevertheless, the 1847 issue is not infrequently seen with the marking STEAMBOAT (or its equivalent STEAM). Much rarer are covers marked SHIP and franked with the first U.S. adhesives.

Steamboat letters were carried over inland waterways, typically from one river (lake or bay) port to another. Ship letters, on the other hand, originated at ocean ports, normally in another country, where U.S. stamps were unlikely to be held. Undoubtedly this accounts for the scarcity of 1847 issue covers with SHIP markings.

But *domestic* ship covers (travelling between two U. S. ports) do exist; such a cover with 10¢ 1847, blue PHILADA/PA CDS and handstamped SHIP is illustrated here. There are no contents and the docketing indicates only a commercial firm, "C. & E.L. Kerrison & Co." and the date of May 28, 1851. Confirmation of this as a domestic ship cover came from Joseph T. Holleman, who has identified C. & E.L. Kerrison as a Charleston, S.C., firm. The usage was undoubtedly as follows: the firm had readied the letter for the U.S. mail, including application of the adhesive, pre-paying the 10¢ single rate for over 300 miles, when a vessel bound for Philadelphia was located and the letter was placed with the Captain thereof, for fast and reliable delivery.



Cover with 10¢ 1847, originating in Charleston and received at Philadelphia as a ship letter.

The actual rate applicable to this cover would have been 6¢, the charge (since 1799) for ship letters of any number of sheets or weight, addressed to the port of entry. This port ship rate did not apply to steamboat letters, which were rated on the basis of the distance from *origin* to addressee; a steamboat letter carried over a hypothetical inland waterway from Charleston to Philadelphia would have been rated at 12¢.

The date in the CDS of the illustrated cover is not entirely clear. The month is

certainly May, and above the "Y" is a vertical stroke that could come from a 1 or a 7. Interpreting the May 28 in the docketing as date of receipt would suggest a May 27 postmark. The date docketed with the sender's name would seem more likely to be the actual date inside the letter, however. This would suggest a May 31 postmark (or a June 1, with the May slug still in, by error). A three or four day voyage from Charleston to Philadelphia is consistent with other covers the author has seen, from this period.

Of course, 1847 issue record keepers will wish to note that this cover should be recorded with the 10¢ 1847s supplied to Charleston, S.C., and not to Philadelphia.

Borrow with confidence

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

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

CLASSIFIED

WANTED: Covers, picture postcards, registry receipts postally used small towns Nev., Ariz. LEP, Box 17463, Holiday, UT 84117.

BUFFALO AND BLACK ROCK NY Stampless Covers Wanted. Bob Frailey, P. O. Box 644, Wheeling, Il. 60090.

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.

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

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.

WANTED: Old railroad annual passes. E.S. Peyton, Box 24816, Tempe, AZ 85282.

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

WANTED: Centennial albums and pages, new or used. Page size 9 1/8 wide, not including hinged portion, by 11 1/16 high. John A. Lange, Jr., Root Rd., R.D. #2, Ballston Spa, N.Y. 12020. (518-882-6373)

YOUR AD HERE FOR 50¢ A LINE. Send payment to: Dale R. Pulver, 7725 Beaver Creek Dr., Mentor, OH 44060 Next Deadline, Sept. 15.

THE 1851-61 PERIOD

THOMAS J. ALEXANDER, Editor
DAVID T. BEALS III, Assoc. Editor

THE FIVE CENT SURCHARGE RATE TO BRITAIN

THOMAS J. ALEXANDER

Both of the most recent Society publications contain references to the 5¢ surcharge rate imposed on mail between the West Coast and Britain.¹ Examples of this 29¢ rate are surprisingly scarce. The rate was in effect from 1 July 1851 to 1 July 1863, as part of the British Treaty.²

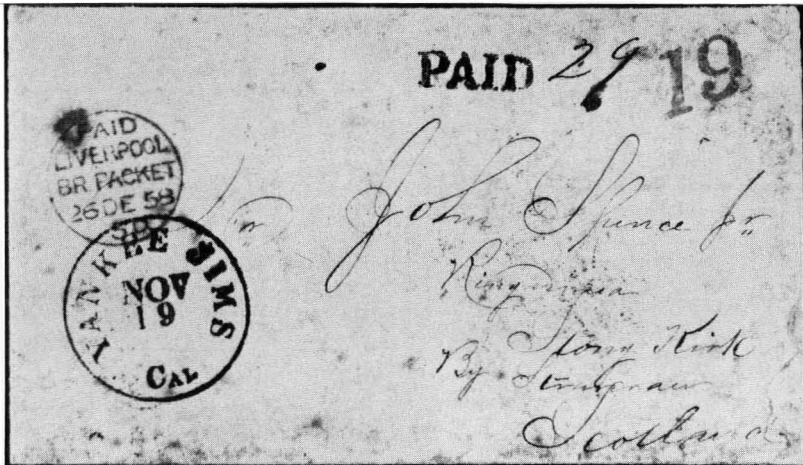


Figure 1. The 29¢ rate paid in cash at Yankee Jim's, California. Carried by British packet with a 19¢ credit to Britain for its sea postage (16¢) and inland rate (3¢).

The three covers shown here show a full range of the way this rate could be paid from California, from stampless to use of the 1861 issue of stamps. The stampless cover of 1858 from a mining town illustrates a relatively scarce method of prepayment, as stampless mail appears to have been more frequently sent collect.

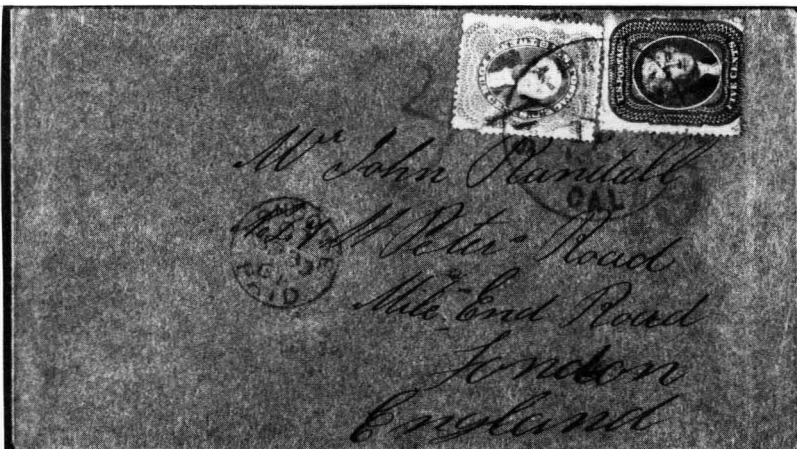


Figure 2. From San Francisco to London, dated 30 September 1861. The 5¢ stamp is Type II brown.

More spectacular and probably scarcest is the exact prepayment of the 29¢ rate by stamps of the 1857 issue, as shown by the cover in Figure 2.

1. Jesse L. Coburn, *Letters of Gold*, p. 133; Hugh J. and J. David Baker, *Bakers' U.S. Classics*, pp. 292-293.

2. Charles J. Starnes, *United States Letter Rates to Foreign Destinations 1847 to GPU-UPU*, p. 2.



Figure 3. Mailed seven days before the end of the 29¢ rate, 23 June 1863. American packet, with only a 3¢ credit to Britain.

Exact prepayment by 1861 issue stamps, as illustrated in Figure 3, is similarly uncommon, as the 5¢ surcharge was dropped less than two years after issuance of the stamps.

The commonest method of prepayment was surely by franking with three copies of the 10¢ stamp, either the 1857 or 1861 issue, for 1¢ overpayment. Such covers are frequently seen.

Unpaid stampless usually show a 29¢ rate by ms. or handstamp, but also the 1/2½ due in British currency. The Liverpool due handstamp for this amount is scarce and desirable.

Figure 4 is an 1859 mourning cover from England to Placerville, with the British 1 shilling 2½ pence equivalent of 29¢ prepaid in cash and noted in ms. at Foston.

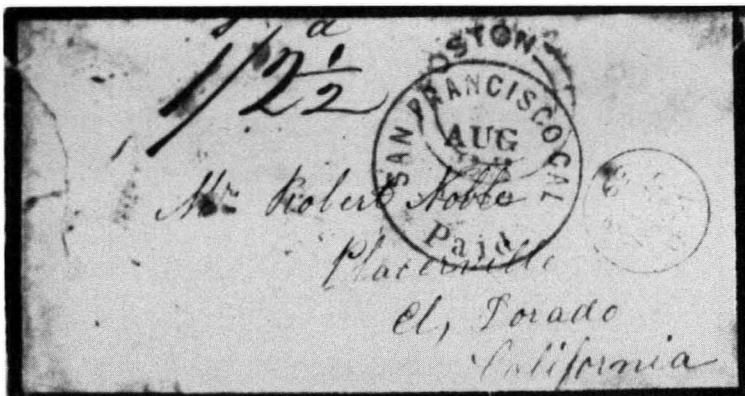
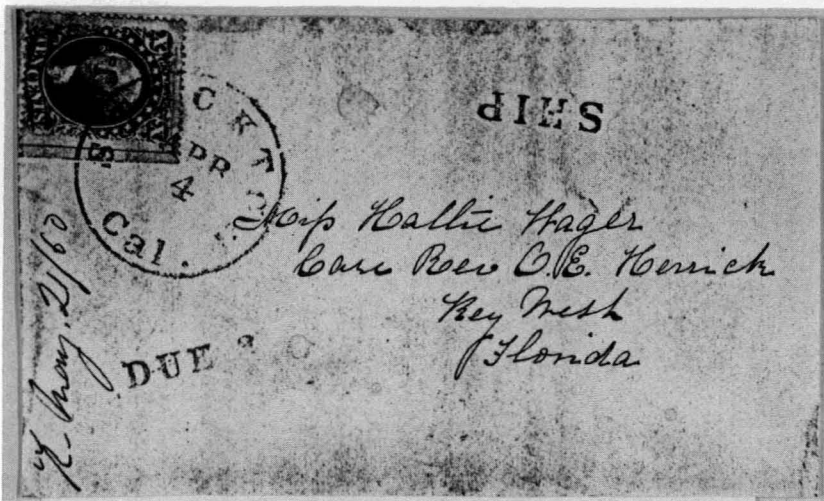


Figure 4. Prepaid incomer to Placerville with a San Francisco receiving handstamp, but no credit marking.

STOCKTON SHIP

A tentative listing for the handstamp SHIP and DUE 2 used at Stockton, California, is included in the current addenda to *USPM*. Shown here is a photograph of the cover on which the listing is based, supplied by Douglas N. Clark.

When this cover was sold at auction, the describer attributed these markings to Key West. Although the Key West postmaster was using a straight line SHIP marking in 1860, the example seen by the section editor (14x3 mm) is not the same size as this handstamp (20x5 mm). Too, it seems most improbable that a postmaster would have delivered a letter to a non-contract ship after the letter had entered the postal system, as evidenced by the Stockton townmark.



As Mr. Clark notes, Stockton was at this time a deep water inland port on the San Joaquin River. Who can provide us with a confirming second example?

U. S. POSTAL MARKINGS 1851-61

Letters under the heading "Tracing Number" identify a new tracing on the accompanying plate. A number under this heading identifies the tracing number of a previously reported marking that appears in *USPM* as published in 1979.

Unusual Circular Townmarks

Wording	Tracing	Shape	Rarity	Notes
	Number	Type(s) & Size	Number	

Kansas Territory and State

Leavenworth City/msD/K.T.	A	K7, 18	35	7	J. Von Hake, 1855. Improved tracing <i>USPM</i> 78.
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Rating Marks Used as Obliterators

Town	Tracing	Shape	Rarity	Notes
	Number	& Size	Number	

Massachusetts

Haverhill	B	M7-25			H.L. Johnson. S2. Ultramarine. Same as <i>USPM</i> 38.
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Obliterators Without Numerals or Lettering

Town	Tracing	Shape	Rarity	Notes
	Number	& Size	Number	

Florida

Jacksonville	C	L7-22			H.L. Johnson. S1.
--------------	---	-------	--	--	-------------------

Massachusetts

Cohasset	111	L11-16	5		J. Wagshal. Improved tracing.
Freetown	D	L10-17			H. L. Johnson. S2.
Glendale	E	L11-19			T. J. Alexander. Blue. Improved tracing.

Obliterators With

Drop Letters and Circular Mail

Wording	Tracing	Shape	Rarity	Notes
	Number	& Size	Number	

Townmarks Including 1¢ or 2¢ Rate Markings, or Known as Special Types on Drops and Circulars, Stampless Mail

Cincinnati/D/PAID/1	F	c-36			G. Sutherland 1851 circular.
---------------------	---	------	--	--	---------------------------------



111



FORWARDED 3

SHIP

DUE 2

MISSENT

Rating Marks

(Including the Word DROP Without a Numeral)

Town & State	Tracing Number	Shape & Size	Rarity Number	Notes
Gloucester, Mass.	G	c-22		F.A. Valentine. Stampless, 7 Feb. 1861.

Town & State	Tracing Number	Wording	Shape & Size	Rarity Number	Notes
Forwarded, Misdirected					
Painesville, Ohio	H	FORWARDED ms 3	sl-40x5		Gregg Sutherland S5.
Missent, Too Late					
Rockton, N.Y.	I	MISSENT	sl-42x6½		Gregg Sutherland S2.

Ship Letters

Wording	Tracing Number	Shape & Size	Rarity Number	Notes
Postage Paid By Stamp, Ship Fee Due				
Stockton, California				
SHIP	J	sl-20x5		D.N. Clark. See article in this section.
DUE 2	K	sl-21½x4		

Corrections

Frank Mandel has noted three corrections for the items reported in the *USPM* addenda at *Chronicle* 128:260-263:

Tracing Number	Marking	Notes
D	BABYLON/D/N-Y	Not stencil — worn handstamp. Prob. made by Edmund Hoole.
S	PAID III	Town is Chester, Vermont; <i>not</i> N.H.
AA	3/PAID	One handstamp and not separate c-3 in a c-PAID. Associated with circular mail 1847-1851.

THE PLATING OF CENTER LINE COPIES OF S5

DR. SAMUEL DERSHOWITZ, RA 385

Editor's note: S1 is Type I, orange brown (Scott #10). S2 is Type I, any other color (Scott #11). S3 is Type I, perforated (Scott #25). S4 is Type IIa, perforated (Scott #26a). S5 is Type II, perforated (Scott #26). P-101 is one of the code numbers Dr. Chase assigned to distinctive plate positions; the numbers were used only when there was no additional information as to plate number or position of the stamp involved.

Introduction

The relative uniformity of the S5 makes it infinitely more difficult to plate than the imperforate issues as well as S4. New tools and approaches must be developed to facilitate this task. One such tool, precision measurement, has been applied by the author in a number of plating endeavors and this paper will address itself to the use of precision measurements in the plating of center line positions.

Methodology

The measuring instrument is a Bausch & Lomb tripod monocular, 10-30 power magnifier with a scale graduated to 0.05 mm. The initial work was done on center line copies plated by Dr. Chase and gradually expanded to include previously unplated copies. Much work remains to be done and it is hoped that this paper will encourage others to join the effort.

For each center line position the following criteria are considered:

- (1) Relief.
- (2) Distance from the left pane to the center line (in mm.).
- (3) Distance from the right pane to the center line (in mm.).
- (4) Distance between the left and right panes (in mm.).
- (5) Thickness characteristics of the frame and center lines.

The measurement data are presented in the tables as:

$$\begin{array}{c} a - b \\ c \end{array}$$

where $a = (2)$; $b = (3)$, and $c = (4)$ in the above definitions.

All measured distances are from the outermost point of any of the lines involved rather than from the center of such lines. Thus, the difference in the attached table between the sum of $a + b$ and c is the width of the center line, which varies from plate to plate from 0.05 mm to 0.20 mm.

Obviously, a copy straddling the center line and showing as much as possible of the stamp from the adjacent pane is desirable for plating.

All the available data are presented in two tables:

Table 1 lists the measurement data for the known plated center line positions in the author's collection.

Table 2 lists the measurement data from the top row center line positions from the unassigned alpha plates as well as bottom row copies tentatively assigned to the alpha plates by the author.

Comments and Observations

(1) If one considers the positioning of the entire center line on any given plate, that is from top to bottom, as well as the distance between the left and right panes, the following possibilities ensue: (a) Both the distance between the panes and the distance from the center line to either pane remain constant (allowing for a variation of ± 0.05 mm.). This is true for Plates 9, 19 (limited data), 24, and 26. (b) The distance between panes remains constant while the distance from the center line to the panes varies, as on Plates 15, 20, 23, and 27. (c) Both the distance between panes and the distance from the center line to the panes varies, as on Plates 25 and 28.

TABLE 1

Plate Position/Relief	9		15		19		20		23		24		25		26		27		28	
10L-1R A	0.65	0.65	0.80	0.50			0.75	0.60	0.70	0.70	0.80	0.75	0.65	0.65	0.70	0.70	0.45	0.60	1.00	0.45
	1.35		1.40+				1.50		1.50		1.75		1.40		1.60		1.20		1.60	
20L-11R B	0.65	0.65	0.80	0.50			0.70	0.65	0.70	0.70	0.80	0.75	0.70	0.55	0.70	0.70	0.45+	0.55+	0.95	0.50
	1.35		1.40+				1.50		1.50		1.75				1.60		1.20		1.60	
30L-21R C	0.65	0.65	0.75	0.50			0.65	0.70	0.70	0.70	0.80	0.75	0.70	0.60	0.70	0.70	0.50	0.50	1.00	0.50
	1.35		1.40				1.50		1.50		1.70+		1.40+		1.60		1.20		1.60	
40L-31R D	0.65	0.65	0.70	0.55+			0.60	0.70	0.65	0.70	0.80	0.75	0.70	0.60+	0.70	0.70				
	1.35		1.40+						1.45		1.70+		1.45		1.60					
50L-41R E	0.65	0.65	0.70	0.55			0.60	0.70	0.65	0.70	0.80	0.70+	0.70+	0.60	0.70	0.70				
	1.35		1.40				1.50		1.45		1.70+		1.45		1.60					
60L-51R F	0.65	0.65	0.70	0.55+	0.65	0.60	0.55	0.75	0.65	0.70	0.80	0.70	0.70	0.60			0.50	0.55		
	1.35		1.40		1.40		1.50		1.45		1.70		1.45				1.20			
70L-61R C	0.65	0.65	0.70	0.60			0.50	0.80	0.65	0.70	0.80	0.70+	0.70+	0.60+					1.00	0.50+
	1.35		1.40				1.45+		1.45		1.70		1.50						1.60+	
80L-71R D	0.65	0.65	0.65+	0.60+			0.45	0.80	0.60		0.80	0.70	0.75	0.60+						
	1.35						1.45				1.70		1.50							
90L-81R E	0.65	0.65	0.65	0.60+			0.45	0.80	0.55+	0.75+	0.80	0.70+	0.75	0.65					1.00	0.50+
	1.35						1.45		1.45		1.70		1.55						1.70	
100L-91R F	0.65	0.65		0.65	0.65	0.65	0.40	0.85	0.55	0.80	0.80	0.70+	0.75+	0.70	0.70	0.70	0.55	0.55+	1.00	0.60
	1.35			1.40+			1.45		1.45		1.70		1.60		1.60		1.20		1.70	

TABLE 2

	Top Row		Bottom Row	
Plate Z	0.60	0.40	0.45	0.75
		1.20		1.35
Plate V	0.65	0.50	0.60	0.50
		1.35		1.35
Plate R	0.60	0.60	0.45	0.70
		1.30		1.35
Plate U (19)	0.65	0.60	0.65	0.65
		1.40		1.40+
Plate P	0.80	0.60	0.75	0.60
at top	0.90	0.55		1.50
Plate W	0.65		0.80	0.65
				1.65
Plate S	0.55	0.70	0.35	0.80
		1.30		1.25
Plate Y	0.90	0.80	0.75	0.80
		1.80		1.70
Plate X	0.55	0.85		
		1.50		

(2) A number of plates show guide dots on or near the center line both at the top of the top row and at the bottom of the last row. These dots probably guided the plate engraver in drawing the center line.

Top and bottom guide dots are clear on Plates 9, 23, 26, and 28. Bottom guide dots are also present on Plates 20 and 27. On the remaining assigned plates guide dots have not been found either because of the lack of a clear copy or perhaps the drawn center line covered them completely.

Top and bottom guide dots are also present in center line positions from the alpha plates; as in the top row of Plates P and Z. An interesting case is bottom row position P-101, tentatively assigned to Plate S by the author, where two dots are present.

(3) The center line generally extends considerably beyond the top and bottom rows. In Plate 25, for example, it extends 13 mm. at the top and more than 19 mm. at the bottom.

(4) The thickness of the center line in relation to the adjacent frame lines can be categorized by four types:

Type I: Center line thinner than the frame lines — Plate 9.

Type II: Center line is equal in thickness to the frame lines — Plates 15 and 23.

Type III: Center line slightly thicker than the frame lines — Plate 24.

Type IV: Center line thicker than the frame lines by 50% or more — Plates 19, 20, 25, 26, 27, and 28.

For the alpha plates:

Plates S and W: Type I; Plates Y and X: Type II; Plates R and P: Type III; Plates Z, V and U: Type IV.

(5) From the measurement data as well as the relative thickness characteristics, it seems clear to the author that Plate U can be identified as Plate 19.

SHEET MARGINS

Prior to Ameripex, your editor had prepared a short note claiming that the stamp shown on this cover from Woburn, Massachusetts, exhibits the largest sheet margins known on a stamp of the 1851 issue. The top margin is 15mm; the right margin is 22½mm; the diagonal distance from the upper right corner of the stamp to the upper right corner of the margin is an astonishing 26¾mm.



At Ameripex, Lou Grunin exhibited a similar 3¢ cover. His stamp has an even larger top margin, though the right margin is not quite as large. The top margin on the Grunin stamp is 17½mm; the right margin is 16mm; the diagonal distance is 24mm.

Who can show us larger margins than these?

UNITED STATES MAIL STEAMSHIPS

July 1, 1851 to Jan. 1, 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 127:182)

CALIF. VIA HAVANA & CHAGRES. *N.Y. Herald*, Aug. 6, 1851, U.S.M.S.S. Co., Departure date - Aug. 11, 1851, 3 P.M., S.S. Empire City for Chagres via S.S. Falcon from Havana, connecting with S.S. Oregon, leaving Panama on or about Sept. 1st. Note: On July 2, 1851, this same boat was listed as of Pac. S.S. Co., whereas now as U.S.S.S. Co.

FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Aug. 8, 1851, U.S.M.S.S. Co., Departure date - Aug. 13, 3 P.M., S.S. Georgia for Chagres, connecting with S.S. Oregon. Leave Panama on or about Sept. 1st.

N.Y. Herald, Aug. 23, 1851. "ONLY THROUGH LINE" The splendid U.S. Mail Steamers. No delay on the Isthmus. Rates of passage lower than by any other steamers. On the 26th inst., the Steamer Cherokee, Capt. Windley; and on the 28th the new and splendid double engine Steamer Illinois, Capt. Hartstein. Passengers will take the fast U.S. Mail Steamer Tennessee at Panama. For choice of berths at lower rates than any other line apply to Berford & Co's Express, 2 Vesey St., Astor House.

TO CALIF. *N.Y. Herald*, Aug. 13, 1851, Pac. M.S.S. Co., Departure date - Tues. Aug. 26, 1851, S.S. Cherokee for Chagres via S.S. Falcon from Havana, connecting with S.S. Tennessee, leaving Panama on or about Sept. 15th.

FOR CALIF. VIA OREGON VIA CHAGRES. *N.Y. Herald*, Aug. 16, 1851, Pac. M.S.S. Co. Departure date - Thurs. Aug. 28, 1851, S.S. Ohio for Chagres, connecting with S.S. Tennessee. Leave Panama on or about Sept. 15.

FOR CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Aug. 13, 1851, Pac. M.S.S. Co., Departure date - Thurs. Aug. 28, 3 P.M., S.S. Ohio for Chagres, connecting with S.S. Tennessee, leaving Panama on or about Sept. 15th.

FOR CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Aug. 22, 1851, Pac. M.S.S. Co., Departure date - Thurs. Aug. 28, 3 P.M., S.S. Illinois, connecting with S.S. Tennessee, leaving Panama on or about Sept. 15th.

FOR CALIF. VIA HAVANA. *N.Y. Herald*, Sept. 9, 1851, U.S.M.S.S. Co., Departure date - Sept. 11, 1851, S.S. Empire City via S.S. Falcon from Havana. [No other information.]

TO CALIF. & OREGON. *N.Y. Herald*, Sept. 18, 1851, Pac. M.S.S. Co., Departure date - Fri. Sept. 26, 1851, 3 P.M., S.S. Cherokee for Chagres via S.S. Falcon from Havana, connecting with U.S.M.S.S. Panama, leaving Panama immediately without delay on the Isthmus.

N.Y. Herald, Sept. 26, 1851. CALIF. MAILS BY STEAMER ILLINOIS. Mails for Chagres, Kingston, Carthagene, Panama, San Francisco, postage 3 cents; for all ports of South America on the Pacific the Sandwich Islands, postage 40 cents, for all the towns in Calif. and Oregon postage six cents, newspapers, same rates as letters, will close on Sat. 27th, 2 P.M., Berford & Co., 2 Vesey Street, Astor House.

TO CALIF. & OREGON VIA HAVANA & CHAGRES. *N.Y. Herald*, Sept. 24, 1851, Pac. M.S.S. Co., Departure date - Fri. Sept. 26, 1851, 3 P.M., S.S. Georgia for Chagres via S.S. Falcon from Havana, connecting with S.S. Panama, leaving Panama immediately for San Francisco.

TO SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Sept. 18, 1851, Pac. M.S.S. Co., Departure date - Sat. Sept. 27, 1851, 3 P.M., S.S. Illinois for Chagres, connecting with U.S. S.S. Panama, leaving without delay for S.F.

N.Y. Herald, Oct. 5, 1851. BERFORD'S GREAT CALIF. EXPRESS. Freight, 40 cents per lb. Postage 3 cents; mails close on the 7th at 2 P.M. Passage secured at lowest rates in "Cherokee" 7th, "Empire City" 11th, and "Ohio" 13th. Only through line via Chagres. Berford & Co., 2 Vesey St., Astor House.

FOR CALIF. & OREGON DIRECT VIA CHAGRES. FARE REDUCED. *N.Y. Herald*, Oct. 1, 1851, Pac. M.S.S. Co., Departure date - Oct. 7, 1851, 3 P.M. S.S. Cherokee for Chagres. [No other information given.]

FOR CALIF. & OREGON VIA HAVANA & CHAGRES. *N.Y. Herald*, Wed. Oct. 1, 1851, Pac. M.S.S. Co., Departure date - Sat. Oct. 11, 1851, 3 P.M., S.S. Empire City for Chagres via Falcon from Havana, connecting with S.S. Panama, leaving Panama for S.F.

N.Y. Herald, Oct. 13, 1851. GREGORY'S CALIF. PACKAGE & PARCEL EXPRESS. Per Steamer Ohio on Mon. Oct. 13th. Despatch guaranteed or the freight returned. The subscribers will forward their next express per above steamer, on the 13th of Oct., as by our express, goods are almost invariably placed on the Pacific Coast in advance of those of all other expresses, shippers by this line can rely with certainty that their goods will go forward without any detention on the Isthmus. Thompson & Hitchcock, Managers & Agents, 140 Pearl St. Cor. of Wall St.

TO SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Wed. Oct. 1, 1851, Pac. M.S.S. Co., Departure date - Mon. Oct. 13, 1851, S.S. Ohio for Chagres, connecting with S.S. Oregon, leaving Panama without delay for San Francisco.

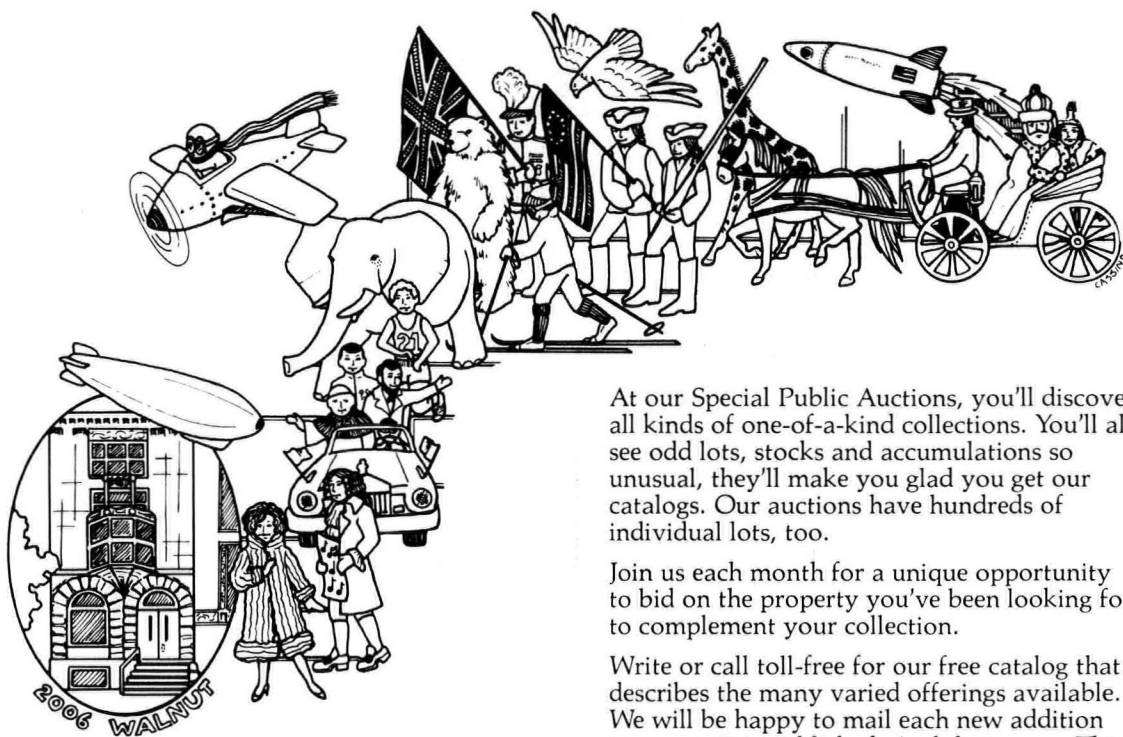
FOR SAN FRANCISCO VIA CHAGRES DIRECT. *N.Y. Herald*, Tues. Oct. 14, 1851, Pac. M.S.S. Co., Departure date - Wed. Oct. 22, 1851, S.S. Philadelphia for Chagres, connecting with S.S. California, leaving Panama without delay for San Francisco.

FOR SAN FRANCISCO VIA CHAGRES. *N.Y. Herald*, Tues. Oct. 14, 1851, Pac. M.S.S. Co., Departure date - Sat. Oct. 25, 1851, 3 P.M., S.S. Illinois for Chagres, connecting with S.S. California, sailing without delay for S.F.

FOR CALIF. & OREGON VIA CHAGRES. *N.Y. Herald*, Tues. Oct. 28, 1851, Pac. M.S.S. Co., Departure date - Wed. Nov. 5, 1851, 3 P.M., S.S. Cherokee for Chagres direct, connecting at Panama with one of the Company's steamers for S.F. [Note: As per special notice N.Y.H. Nov. 6, S.S. Cherokee left port Nov. 6, instead of 5th.]

(To be continued)

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THE 1861-69 PERIOD

RICHARD B. GRAHAM, Editor

WILLIAM K. HERZOG, Assoc. Editor

POSTAGE STAMPS USED AS MONEY: POSTAGE CURRENCY USE FOR POSTAGE

RICHARD B. GRAHAM

Civil War postage currency was created by the Secretary of the Treasury as a substitute for small coinage. Hard coinage was being hoarded at the time because of inflation, and people substituted unused postage stamps attached to cards, in small envelopes, and encased in metal and mica because of the lack of small coinage.

In an Act approved July 17, 1862, Congress provided the legislation that led to the issuance of postage currency. Postage currency consisted of imprinted 1861 postage stamp designs on small notes in "shinplaster" style. Denominations were 5¢, 10¢, 25¢, and 50¢, the two higher values being produced by showing five 5¢ and 10¢ stamp designs, respectively, overlapped. (See *Scott's Specialized U.S. Catalogue*, under "Postage Currency.")

As determined by the rather anxious comments at the time in the *U.S. Mail & Post Office Assistant (USM & POA)*, the semi-official monthly newspaper about postal affairs edited by Post Office Department Special Agent James Holbrook, the issuance of the postage stamp designs, while intended to solve a problem, also was a very confusing affair.

The August 1862 issue ran several articles concerning the situations connected with the new law, quoting the law and tacitly implying the problems anticipated from it.

The law really didn't authorize the issuance of postage currency as it appeared, but rather simply said that the Secretary of the Treasury was "directed" (not just authorized!) to furnish "postage and other stamps of the United States . . . and from and after the first day of August, next, such stamps shall be receivable in payment of all dues to the United States less than five dollars, etc." The remainder of the Act made privately issued tokens, shinplasters, etc., of less value than a dollar illegal.

Evidently, the adaptation of the Post Office Department's stamp designs for the postage currency issued by the Treasury Department was an inter-departmental decision rather than details enacted by Congress.

The Post Office Department had been very concerned for some time about the use of postage stamps as a substitute for small coins at a time when the printing presses of the National Banknote Co. could hardly keep up with the demand for stamps for postage only.

They were also concerned about the use of cleaned postage stamps and the difficulties of determining whether laundered postage stamps had been previously used for postage or just soiled by being passed as small change.

The columns in the *USM & POA* of August 1862 and subsequent issues attempted to both prevent the use of the new postage currency for postage and to discourage the further use of regular postage stamps as money by the public. Since the *USM & POA* went mainly to postmasters or businesses who wished to be kept informed about new postal rates and services, it was the best and almost the only means the Post Office Department had to transmit information directly to the public.

Since the Act directing the Treasury Department to furnish postage stamps as small change evidently contemplated or at least was so worded that regular U.S. postage stamps would be supplied, apparently the special designs issued as postage currency weren't considered. Thus, the question of whether such a special group of "stamps" could be used for postage wasn't considered in the Act.

The *USM & POA* columns didn't bar use of postage currency to send letters, but did have several comments on the subject such as "these stamps are not intended to be used on letters" . . . they were to be issued un gummed, etc., and "it is expected that the Secretary of the Treasury will furnish postage stamps to be used as a circulating medium under the law in such form that they cannot be attached to letters or other mailable matter."

The same columns also commented that the postage stamps then being circulated for currency "will not be redeemable in *money* at post offices. The public should understand this in season to avoid all unnecessary trouble and confusion."

The issuance of the postage currency shinplasters was confusing in many ways, possibly because they were a product of a confusing act by a confused Congress on an emergency basis.

The Treasury Department at first insisted the new emissions were "stamps" and not currency, but were exchangeable for government dues or debts up to \$5.00 (including regular postage stamps—so that in essence, people could buy stamps with other stamps). Postage currency could also be exchanged for government currency or banknotes of over \$1.00 value.

The confusing postage currency "stamps" were soon replaced (Oct. 1863) by the more conventional second issue fractional currency notes which eventually included denominations as low as 3¢.

The issuance of the postage currency and/or fractional notes did apparently relieve the pressure on the stamp printing establishment but a large volume of regular postage stamps was still circulating as money. Most of these were in more or less "soupy" condition and thus they still presented a problem.

Because of their soiled condition, many attempts to use them for postage resulted in the covers bearing them being sent to the Dead Letter Office on the basis that the battered stamp had previously been used for postage and was cleaned for reuse.

To reduce if not eliminate the problem, in the December 1862 of *USM & POA* it was announced the Postmaster General had directed that the soiled, unused postage stamps then circulating as money would be redeemed (by payments in government notes or postage currency) for 30 working days at some 55 post offices around the country.

The 30 days which commenced on December 15, 1862, at the New York City post office, ended there on Jan. 20, 1863; other post offices were to set their own schedules but all would be circa the end of 1862.

Six rules for redemption were listed, but the key items were that only one bundle of stamps, assorted and counted by denominations by the submitter, would be accepted from any submitter; all stamps were to be examined and only those deemed to be too damaged to use for postage but which were obviously unused would be redeemed.

Settlement would be immediate for lots of stamps of less than \$5.00 face value; all others would be assigned a file number and examined later with settlement by notifying the holders of the file numbers.

The March 1863 issue of *USM & POA* summed up the progress of the redemption of soiled stamps at New York City. A total face value of \$238,697.63 worth of stamps had been submitted bundled in 4,832 packages of \$5.00 value or more. In addition, \$21,809.90 had been paid out to redeem stamps in packages of less than \$5.00 value. At that time approximately 3,300 packages had been examined with a value of about \$186,000.

An item in the April issue of *USM & POA* amended the amounts somewhat, reporting that a total face value of stamps of \$260,409.14 had been offered for redemp-

tion of which all but \$19,996.60 or 7½ percent had been approved and redeemed.

The whole situation was somewhat capped off by an item in the November 1863 *USM & POA*, under “Business of the New York Post Office.” It noted that stamp sales at the New York post office for the fiscal year ending Sept. 30, 1863, had been off a good deal but such was caused by the fact that “during a portion of 1862, about \$400,000 worth of stamps had been sold to be used as currency.”

For the collector, there are at least two possibilities to display artifacts connected with this whole situation. One is covers showing acceptance or rejection of soiled or battered stamps that possibly had been previously used for currency. The other is to find stamps cut from postage currency used to prepay postage on covers.

Neither is easy, or so I have found. The former is difficult to recognize; harder to prove, and, for my purposes, difficult to display in print.

Figure 1 shows a cover that may be of this category. The item is a carrier rate mourning cover sent from Philadelphia to Woodbury, N.J., on Jan. 22, 1863, probably just after or just as the redemption of soiled stamps at Philadelphia was ending.

The cover bears a sound and reasonably fresh 1¢ 1861 stamp to prepay the carrier fee to the Philadelphia post office, but the 3¢ stamp is another story. It was obviously applied with mucilage, judging from the stains around the stamp on the cover. The stamp apparently had been previously stuck down to a piece of paper and folded; a huge crease passes neatly through the vertical center of the stamp. The stamp and the paper to which it is attached are trimmed so that the stamp’s perforations show only faintly at the left side, and there are soiled places or stains on the face of the stamp.

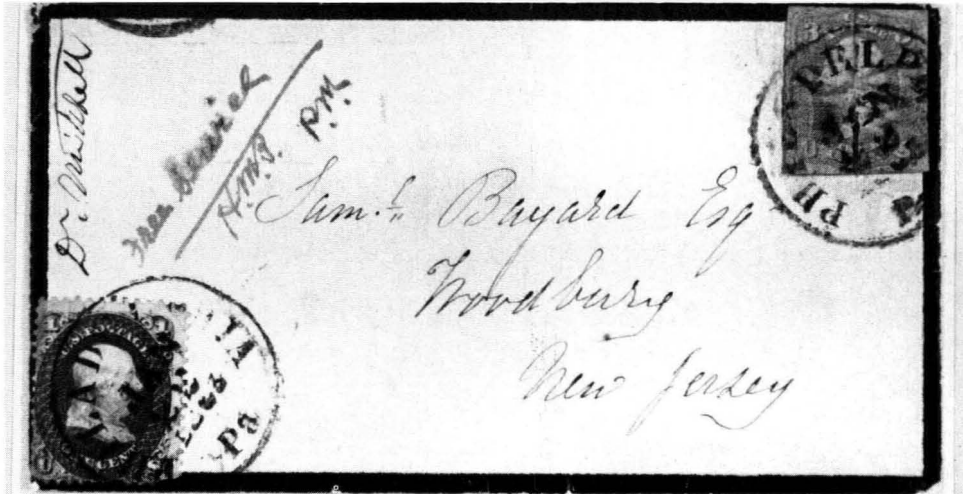


Figure 1. The 3¢ 1861 stamp on this mourning cover sent by carrier to the Philadelphia post office on Jan. 22, 1863, is obviously soiled and creased and had been previously stuck down to another piece of paper before being glued to the envelope. Why was the cover sent on through the mails without delaying for further postage, per the note of an unidentified postal official?

Just how much of this will show in the photo, Figure 1, is hard to say, but the stamp obviously attracted the attention of the postal authorities at Philadelphia. At the left side of the cover is endorsed, “Free Service/ HMB/ pm” but the initials don’t correlate with the names of the postmasters at either Philadelphia or Woodbury at the time. Cornelius A. Walborne was postmaster at Philadelphia and Charles P. Abbott at Woodbury, N.J., as listed both in the *U.S. List of Post Offices* (postmasters as of July 1) for 1862, and the *U.S. Register* for 1863 (as of June 30). Nor does the list of Philadelphia postal clerks in the *U.S. Register* of 1863 offer any help.

Figure 2 shows the only use on a cover of stamps cut from a postage currency

note that I've seen (nor have I been told of any), which means that such uses in the 1860s have to be scarce if they indeed exist.

As noted previously, apparently there was no specific regulation against use of such stamps, since a cut-out specimen would be the same, design-wise, as the regularly issued stamps except for being imperforate in the cut-out form.

The cover, actually a front or large piece of wrapper shown me some years ago by Scott Gallagher, bears the overlapping five 10¢ 1861 stamps cut from the 50¢ imperforate postage currency note (Scott's No. 8) of 1862. The stamps are cancelled by the typical circular rate double oval Cincinnati marking of the late 19th century, and the cover is addressed to a Lt. H.H. Bandholtz of the 6th U.S. Infantry, located at Fort Thomas, Ky. This is just across the Ohio River from Cincinnati, so the cover or package didn't travel far in the U.S. mails.

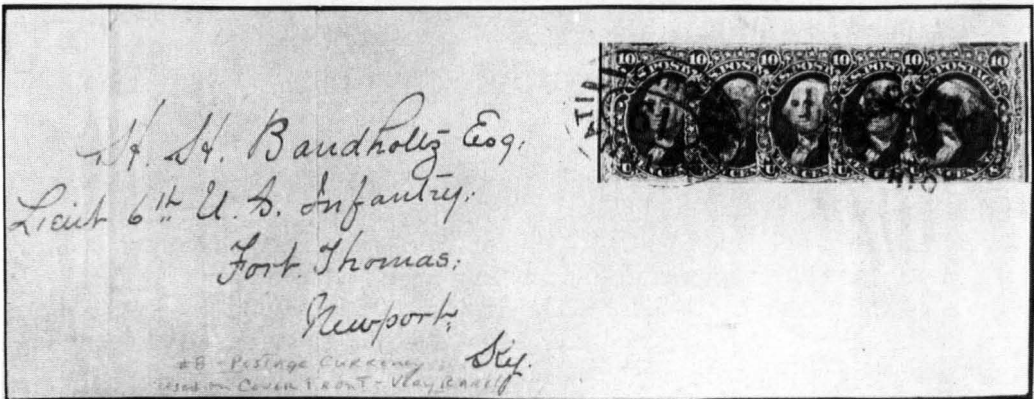


Figure 2. The 10¢ 1861 stamp designs of the 50¢ postage currency note of the Civil War era were used to prepay postage on this package front mailed from Cincinnati to Fort Thomas, Ky. in the 1890s.

Bandholtz's military record confirms the period of use as being 1890-97. Harry Hill Bandholtz graduated from West Point in 1890 and was appointed a second lieutenant in the 6th U.S. Infantry (peacetime regular army). On March 29, 1897, he was transferred to the 7th U.S. Infantry.

The 50¢ postage on the item shown in Figure 2 could have stemmed from several different rates and weights under the P.L. & R. of 1879, depending upon content.

At the first class rate of 2¢ per ounce (as amended effective Oct. 1, 1883) the weight could have been up to 25 ounces.

A third class mailing (books or printed matter not included in second class) would have been at the rate of 1¢/ 2 ounces, but there was a weight limit of four lbs. Thus, while the postage would have covered 100 ounces or over six lbs., only single books weighing over four lbs. were then mailable and those only at fourth class rates of 1¢ per ounce. Thus, a fourth class mailing could have been up to 50 ounces or under four lbs.

Summing up these events of the early 1860s, it is easy to understand why postage stamps were in short supply prior to the issuance of fractional currency and particularly during the period after August 1861 when the stamps of 1857 were being replaced with those of 1861.

If \$400,000 worth of 1861 stamps were used as currency in New York City alone during the period late 1861-June 1862, when the total stamp and envelope sales for the entire 1861-2 fiscal year were \$1,104,508.62, both the shortages of stamps for postage and the concern about unredeemed, soiled stamps at the time are understandable. The fact that concern with use of cleaned postage stamps eventually led to near-paranoia

on the subject resulting in the issuance of the grilled stamps doesn't reduce the size of the problem in 1862.

The issuance of postage currency was based upon a letter of the Secretary of the Treasury Salmon P. Chase to Congress of July 14, 1862, in which the use of postage stamps was offered as an alternate to reduction of the precious metals content in small coins so that they wouldn't be hoarded. The ramifications and problems connected with issuance of "postage stamps" as currency weren't considered at all by Congress (or by secretary Chase, either, possibly until later) in the floor discussions quoted in the *Congressional Globe* (predecessor of the *Congressional Record*) for July 17, 1862.

Thus, since the next issuance of the *Postal Laws & Regulations* wasn't until 1866 and postage currency was more or less ancient history by then, apparently stamps cut from postage currency notes are perfectly good for postage to this day since there has never been any postal regulation specifically banning them!

Can anyone show us use of postage currency on covers of 1862-5 vintage?

THE WASHINGTON BALLOON TOWN MARK OF CIVIL WAR DAYS

The cover shown with these notes bears what is possibly the most spectacular Washington, D.C., datestamp of the Civil War era.

It first attracted my attention in Thomas O. "Tuck" Taylor's compendium of Washington, D.C., postal markings that appeared in the first special issue of the *Chronicle*, that of May 1966 (No. 52) to honor SIPEX, held in Washington. The special issue of the *Chronicle* was devoted entirely to Washington postal history.

The marking, which measures 36½mm in diameter with 5 mm high letters is made more attractive, I think, by the fact the circle of the wording isn't concentric with the outer circle, begin dropped slightly below concentricity.

The marking was traced as No. 48 in *Chronicle* 52, and the dimensions probably weren't taken from an actual example, as I recall, since they were given in the article as being a bit smaller.



The marking is either very popular with those who collect fancy postmarks or is rather scarce, since I've seen fewer than a dozen examples in the twenty years since it first attracted my attention.

My problem with the marking is that of year dating it. As may be noted in Figure 1, the last digit of the year date is blank, and this is the case with all the examples I've seen, all of which are dated in early December.

Consequently, it's a pleasure to report that a cover has shown up bearing the marking (a faint strike on a strip of three 1¢ stamps of 1861) with an enclosed letter dated

December 8, 1862. Addressed to Auburn, N.Y., the letter is datelined "Surgeons Quarters Scotts 900/ Camp Relief/ Washington, D.C."

We can speculate the year date logo was a fixed part of the device but that no extra appropriate digit was provided. That would be a logical reason the marking wasn't used very long.

Richard B. Graham



A 24¢ REVISITED?

William Jay Treat reports the possible reappearance of a stamp described in *Bakers' U.S. Classics*:

"On page 232 Dr. Seron is reporting information on a 24¢ 1857 off cover single, cancelled by a Mobile, Alabama, February 19, 1861 CDS and indicating how rare this was since it was Confederate usage.

"Lot 20 [see photo] in the Sam Houston auction 19 (April 12, 1986) is described as follows:

"used #37, 24¢ gray lilac, Confederate usage, black Mobile Feb. 19 partial CDS, XF with 1976 P.F. certificate. (E) \$500cat. \$200.

"The year date is not clearly visible but it looks like '61. The stamp realized \$425 plus 10%. Could this be the same stamp reported back in 1967? What do you think are the chances of more than one of these stamps cancelled the same day existing today?"

Of course, there is no way of determining for certain whether this is the same stamp, but it may well be.

SINGLE HIGH VALUE 1861 STAMPS USED TO PAY DOMESTIC POSTAGE

The 24¢ stamps of 1860 and 1861 were issued primarily to prepay postage on letters to England, and covers showing such are easily found. However, covers bearing just a single example of the 24¢ denomination or of other denominations above the 12¢ value used to prepay multiples of the 3¢ domestic rate are, I feel, quite scarce

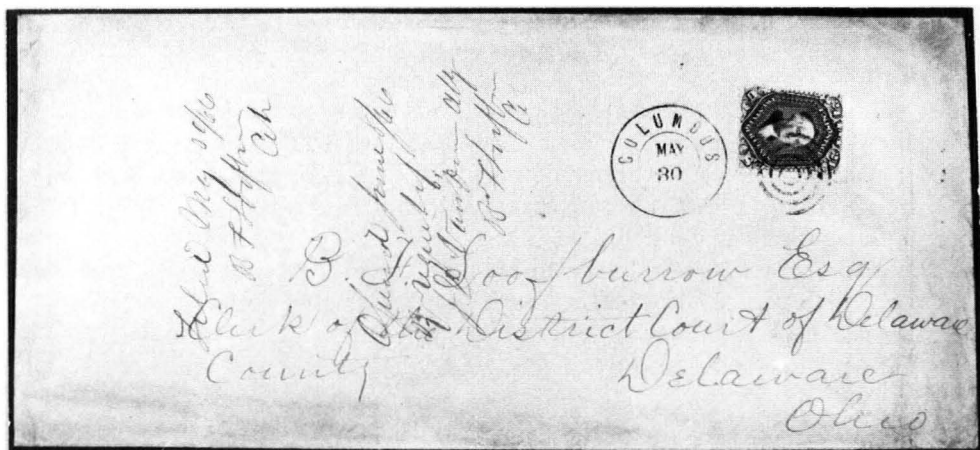


Figure 1. Domestic use of the 1861 24¢ dark violet, first printing, on a cover sent from San Francisco to Mokelumne Hill, California, Oct. 30, 1861. The stamp paid eight times the 3¢ domestic rate for 3½ to 4 ounces.

or even rare.

Figure 1 shows what is possibly the most exotic example of such a usage. This cover, illustrated in an article by William K. Herzog in *Chronicle* 84 (November 1974), was mailed from San Francisco to Mokelumne Hill, California, on Oct. 30, 1861, and the stamp is the first printing in dark bluish violet, as Herzog defines the shade.

This cover is apparently the earliest known use of the stamp on the west coast, although uses as early as August 20 are known from eastern post offices.

To the postal historian, perhaps less concerned with the stamp colors, the aspect of a single high value neatly paying eight times the 3¢ domestic rate on a cover that didn't travel all that far is also quite interesting. For those who exhibit, it would seem that such a domestic usage would be a nice feature of an exhibit based upon just one denomination of a specific issue.

The cover shown in Figure 1 carried court papers from San Francisco to Mokelumne Hill, a distance of nearly 150 miles via Sacramento. Mokelumne Hill is located in Calaveras County, southeast of Sacramento, and is famous for its early gold mines and Mark Twain's jumping frog. In the 1860s, this wouldn't have been either a very fast or safe trip, and most mailers would have used express company service at a much higher cost.

The letter, mailed Oct. 30, is docketed as having been filed on November 7, 1861.

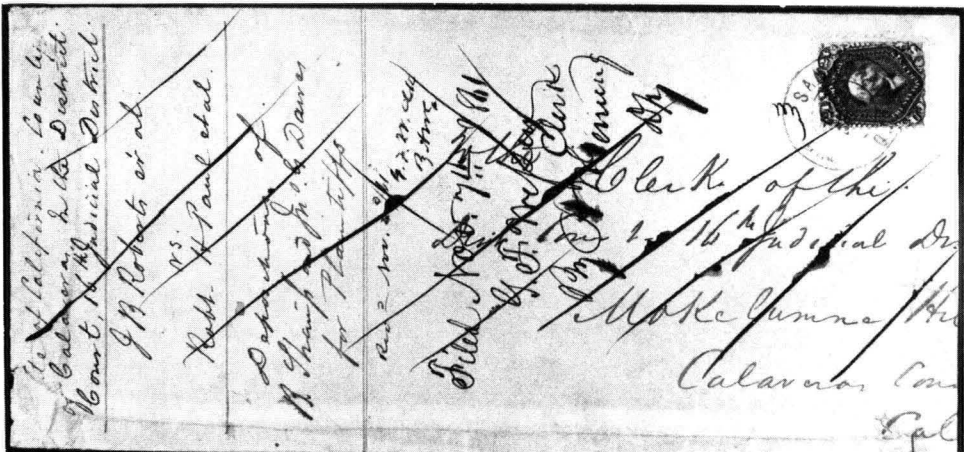


Figure 2. A 24¢ dark grayish violet of 1865 on an eight times 3¢ rated cover sent about 20 miles from Columbus to Delaware, Ohio, in 1866.

Figure 2 shows another somewhat similar usage, except for location, and that it was sent five years later with a far less exotic stamp. This cover bears a single 24¢ dark gray (almost black) violet stamp of 1865 on a cover sent from Columbus to Delaware, Ohio, in May 1866. It contained court documents and was carried just about 20 miles, being filed the same day.

Examples of the 12¢ 1861 stamps used on a cover to pay the four times 3¢ rate are no more than scarce, but values above that are seldom seen.

I can't recollect seeing more than one or two each of the 15¢ stamp of 1866 and the 30¢ 1861 stamps, on domestic covers prepaying the five and ten times 3¢ rates, respectively.

Chronicles 48 and 58 (October 1964 and May 1968) carried lists of 90¢ 1861 covers, as compiled by Dave Baker and Frank Levi. Of 47 covers listed, just one was a domestic use and it bears three 90¢, two 10¢, and a 30¢ stamp for a total of \$3.20 postage on a large cover sent from Stockton, California, to Rockport, Mass., probably in July

1862 when the rate from the west coast was 10¢ per half ounce. (*Bakers' U.S. Classics*, p. 251, notes this item is a front only.)

The problem with multiple domestic rate covers, even with rates based upon the half ounce, is that of cover size and bulk necessary to have contained such weight.

Early collectors, not much interested in covers, normally removed the stamps, and collectors today find the few surviving covers—mostly large pieces of cover front—difficult to display for exhibition. Yet, such covers should be a key item in any exhibit of a single emission.

Richard B. Graham

THE CIVIL WAR: COVERS FROM BUELL'S ARMY NEAR AND AT NASHVILLE IN EARLY 1862

The capture of Fort Donelson, Tennessee, on the Cumberland River by General U.S. Grant's Army of Tennessee on February 19, 1862, had far reaching effects. It threw open central Tennessee to Federal penetration so that the Army of the Ohio under General Don Carlos Buell, winning more political battles than military fights in the process, occupied Nashville, Tennessee, on February 24-25, 1862.

This occurred after Confederate troops under General Albert Sidney Johnston had evacuated the city.

Nashville remained in Federal hands for the rest of the war and was an important base for future Federal operations in Tennessee and adjacent states.

Mails from Buell's Army of the Ohio approaching and occupying Nashville in February and March 1862 were taken to Louisville to be postmarked and placed in the Federal mail system. Figure 1 shows such a cover with a typical marking. This is a due "Soldier's Letter," with the certification of the Major of the 29th Indiana Volunteers.

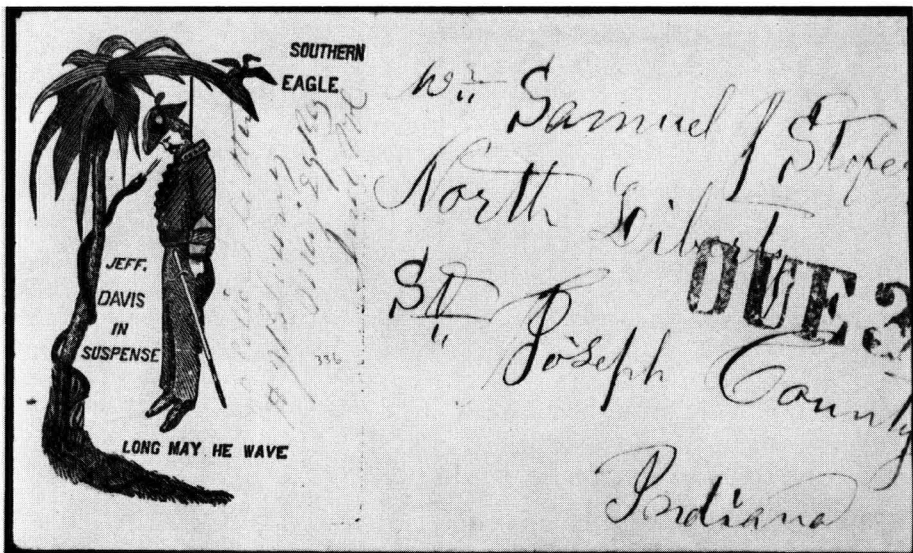


Figure 1. Sent from Buell's Army of the Ohio, near or at Nashville, Tennessee, in February and March 1862, covers such as this bear a large blue "DUE/3" applied at Louisville, Kentucky, with no town c.d.s. Thus, they can be identified only by content or soldiers' letter certifications.

The cover is a patriotic caricature design printed in black, yellow and red, showing a hanging Jeff Davis with the comment "Jeff Davis in suspense." Davis had just taken his inaugural oath of office as Confederate President on February 22, so covers depicting him as in Figure 1 were probably printed up to sell to soldiers by the sutlers accompanying troops.

The endorsement on the cover of an officer of the 29th Indiana is a key factor showing the cover emanated from Buell's army. The 29th Indiana, assigned to the 5th Brigade, Second Division, of the Army of the Ohio, was in that army's campaign from Bowling Green, Kentucky, leaving on February 14 and arriving at Nashville on March 3, 1862. The regiment left in early April to participate in the Battle of Shiloh, April 6-7th.

The large "DUE 3," struck in blue, is a recognized Louisville marking, being known on many of the popular covers bearing the Louisville "SOUTHERN LETTER/UNPAID" markings. The fact the covers from Buell's army bear no Louisville postmark is "constant" in that I have recorded over a dozen such covers, but the reason can only be a subject for speculation.

Of the covers recorded, all are certified soldiers' letters from units recorded as having then been with Buell's Army of the Ohio. A few contain letters with February and March dates and at least two have Nashville datelines.

I have not identified any prepaid covers from Nashville during this period, as these bear stamps and thus seldom would have soldier's letter endorsements giving the unit designations. Thus, such letters would usually be identifiable only by the enclosures.

The earliest Nashville occupation postmarks I have recorded are in late March of 1862.

“. . . THOSE PREMIERES GRAVURES . . .”

Your attention is called to an interesting and provocative article "Oh, No! Not Those Premieres Gravures Again!" written by Clifford C. Cole, Jr., appearing in the June 1986 *American Philatelist*. The novel approach (from the point of view of the printers) illuminates new solutions to the long debated questions about these stamps.

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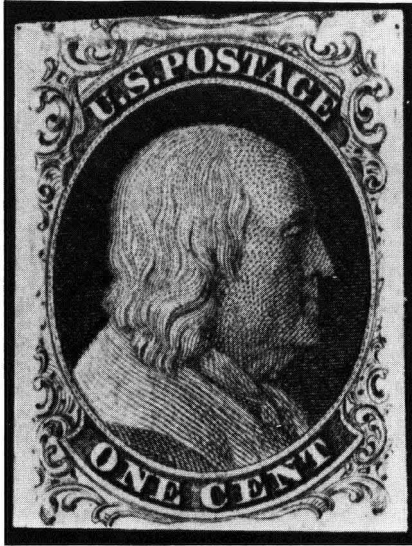
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SHIP LETTERS AND BANK NOTE DUES

GEORGE B. ARFKEN

A detailed discussion of "SHIP" mail in the late 18th century and through the mid 19th century has been given by Neufeld.¹ Neufeld stopped just before our postage due stamp era noting that the latest ship letter in his collection is dated 1878. In this article the discussion of ship letters is continued on through the Bank Note due era.

In principle ship letters could be prepaid with U.S. postage stamps. In practice the required U.S. stamps were not available in foreign countries and the ship letters were sent totally unpaid. From July 1, 1879, onward this meant that ship letters automatically became postage due stamp covers.

The regulations governing ship letters were spelled out in the 1879 *Postal Laws and Regulations*:

Sec. 255. Double Postage on Ship-Letters. — All letters conveyed by vessels not regularly employed in carrying the mail shall, if for delivery within the United States, be rated with double postage, to cover the fee paid to the vessel.

The definition of ship letters follows immediately:

Sec. 256. Definition of Ship-letters. — The terms ship-letters and packets embrace the letters and packets brought into the United States from foreign countries, or carried from one port in the United States to another, in any private ship or vessel not regularly employed in carrying the mail, and in the latter case over a route where the mail is not regularly carried, before such letters have been mailed.

These statements were repeated in the *Postal Laws and Regulations* of 1887 and of 1893.



Figure 1. SHIP LETTER, FEB 26 81. Pair of 3¢ brown dues applied at Charlestown, Mass. Heavy red cancel.

Doubling of postage dated back to 1 July 1863.² If the ship was a U.S. ship, the ship's captain or his agent was paid 2¢ for each ship letter he delivered to the post

1. Gerald J. Neufeld, "United States 'Ship' Mail," *45th American Philatelic Congress*, 1979, pp. 93-107.

2. Neufeld, *op. cit.*; Richard B. Graham, "Ship letter charges explained: first a fee and then a rate," *Linn's Stamp News*, February 27, 1984, pp. 12-13.

office. This practice dated back to the Postal Laws of 1851. The post office was reimbursed when the doubled postage was collected from the addressee.

Figure 1 shows a ship letter entering this country through New York, FEB 26 81. The New York Exchange Office accepted this letter as a ship letter. With the 3¢ per half oz. rate in effect in 1881 the letter was rated at DUE 6 CTS. The Charlestown, Mass., post office applied the two 3¢ brown dues and canceled them with massive red crosses.

A ship letter delivered to a major port (with carrier delivery) and addressed to that port would be a drop letter liable to a 2¢ charge doubled to due 4¢ (per half ounce). In the 3¢ per half ounce rate era this due 4¢ drop ship letter would be clearly distinct from the normal due 6¢ ship letter. At least one such drop ship letter is known.

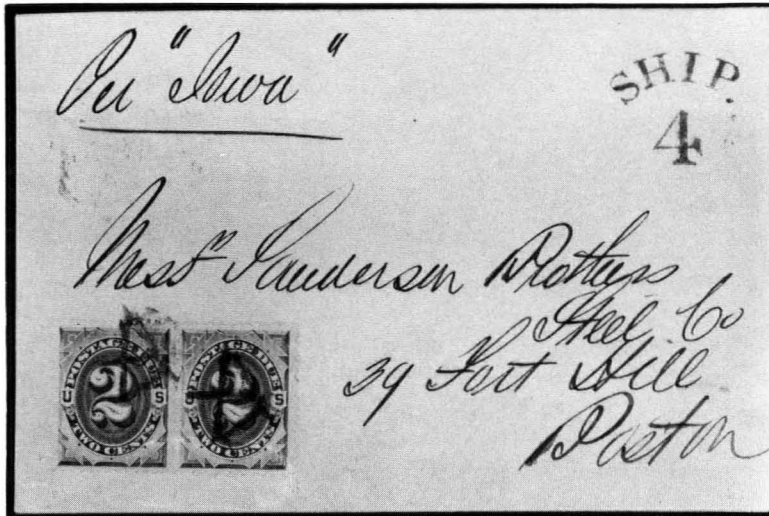


Figure 2. Ship letter from Liverpool, England. Entered U.S. at Boston. November 11, 1886, backstamp. Pair of 2¢ red brown dues, black cancel. (From Cunningham Shaw & Co., Liverpool 30 OCT 86.) Carried by *Iowa* of the Warren Line.

The postal rate dropped to 2¢ per half oz. on October 1, 1883, and then to 2¢ per ounce on July 1, 1885. Figure 2 shows a ship letter from Liverpool, England, entering the U.S. at Boston. A backstamp dates it as Nov. 11, 1886. With the 2¢ rate the

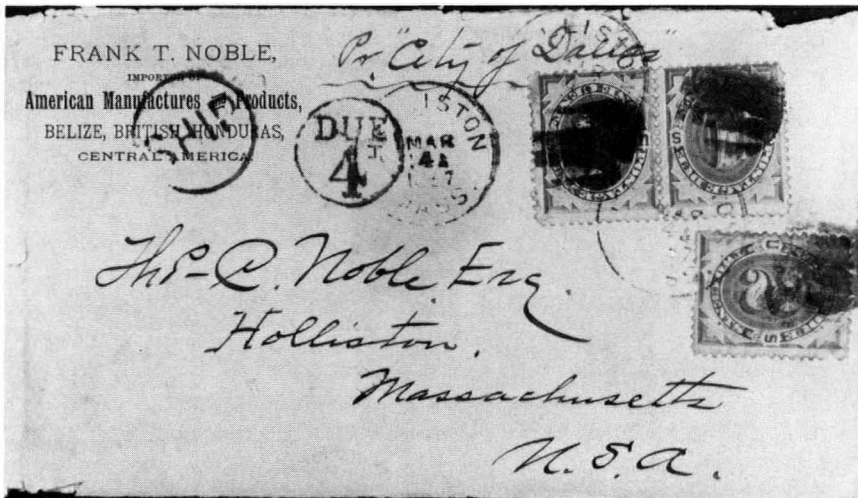


Figure 3. SHIP and DUE 4, both in circle. Entered U.S. at New Orleans. Receiving stamp, Holliston, Mass., March 4, 1887. 2¢ red brown and a pair of 1¢ red brown dues, black cancel.

letter was rated as (due) 4 (cents). The SHIP and DUE markings were not standardized. Each post office seemed to have its own handstamps.

Figure 3 illustrates another ship letter March 4, 1887, this letter from British Honduras and entering the U.S. through New Orleans. The New Orleans post office utilized separate handstamps for "SHIP" and "DUE 4."

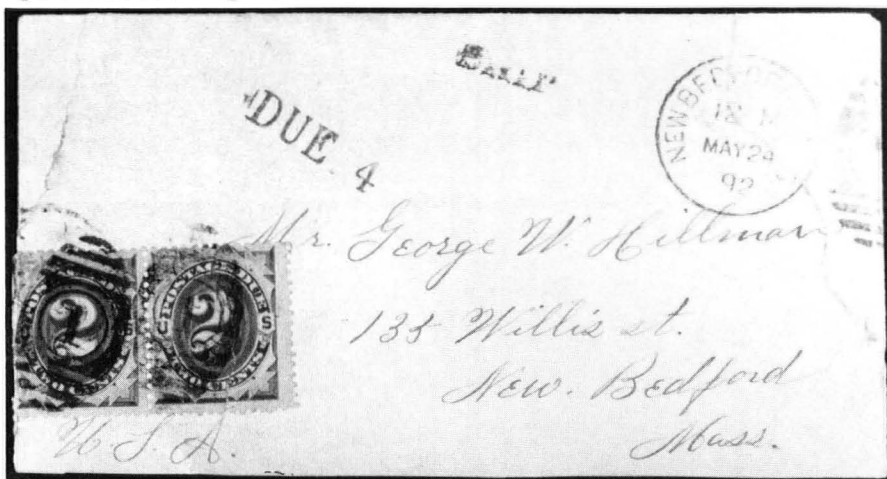


Figure 4. SHIP and DUE 4. Entered U.S. at New Bedford, Mass., MAY 24 92. Pair of 2¢ bright claret dues, black cancel.

Ship mail continued through the 1890s. Figure 4 shows a ship letter brought into New Bedford, Mass., MAY 24 92, probably by a whaler. As in the previous example, "SHIP" and "DUE 4" are separately struck.

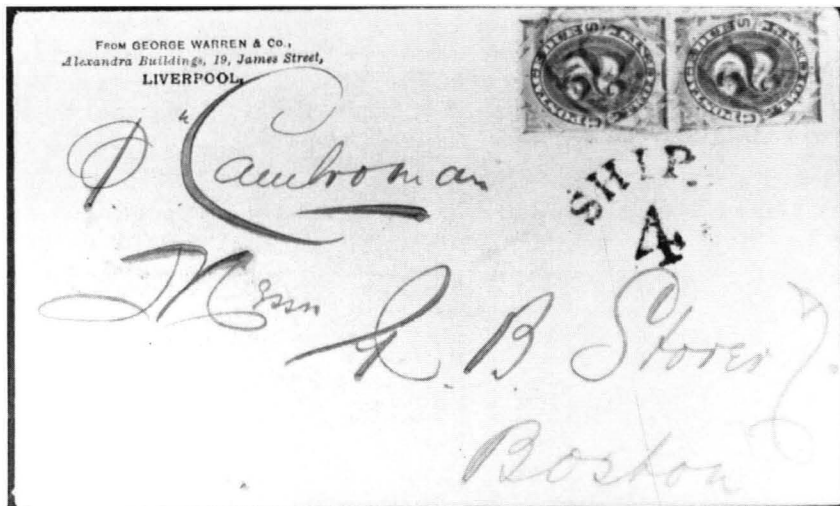


Figure 5. SHIP 4. From Liverpool, England. Entered U.S. at Boston. September 15, 1897, backstamp. Two 2¢ bright claret dues, black cancel. Sent by Camboman of Warren Line; note corner card.

Figure 5 illustrates another ship letter from Liverpool to Boston, this one dated SEP 15 97. The Bureau dues had been issued three years earlier but the Boston post office was still working on a supply of 2¢ bright claret Bank Note dues. The year 1897 is late usage for these Bank Note dues and late for ship letters but ship letters did continue to arrive at U.S. ports. In the 1897 *Report of the Postmaster-General* the Third Assistant Postmaster-General noted that the appropriation for ship letters (and Steamboat and Way letters) for the current year was \$1,000 and asked for the same amount

for the next year. He did note that the fee paid the master of the vessel was collected from the addressee. Apparently government accounting practice required a separate appropriation.

Figure 6 shows a cover rated by the New York Exchange Office, MAR 17 82, as DUE 5 CENTS, a most unusual charge. (This is not an isolated accident. Several similar covers of this correspondence are known.) The cover carries a manuscript notation "Ships Letter / U.S.S. Alaska" and a handstamp "U.S.S. Alaska." The U.S.S. *Alaska* was a U.S. naval vessel operating in the Pacific Squadron. It is clear that this letter was not accepted as a ship letter. Why not? Well, the official, legal definition of ship letter quoted earlier included the word "private." Perhaps the writer on the U.S.S. *Alaska* had given this letter to a friend on another naval vessel to deliver in New York or otherwise arranged for the Navy to deliver the letter in New York. This would not be delivery by the master of a private vessel and the letter would not qualify as a ship letter.

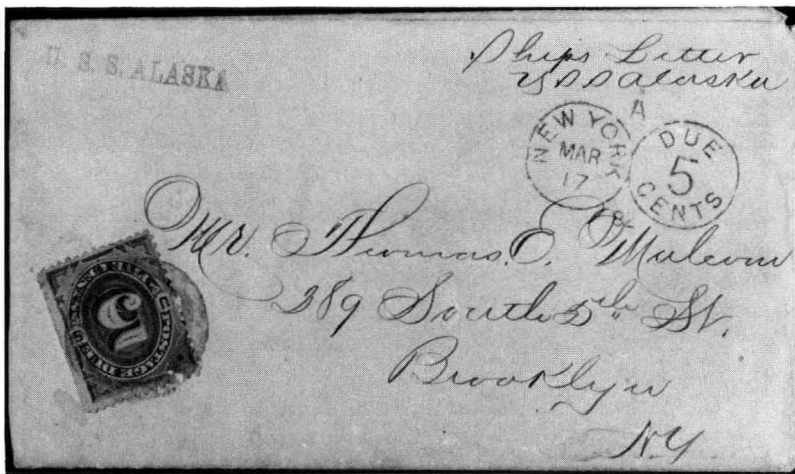


Figure 6. A letter from a ship but not a ship letter. Received at New York MAR 17 82. 5¢ brown due applied in Brooklyn, magenta cancel.

Then came the question—How was the letter to be rated? A totally unpaid Universal Postal Union letter would have had the basic 5¢ per half oz. postal charge doubled as a mandatory penalty. But this was not a UPU letter. Still U.S. regulations³ specified that the amount due on totally unpaid mail was to be doubled as a penalty. (Drop letters were exempted from this penalty in 1881.) However this regulation appears in the context of domestic mail and this letter was not really domestic mail. Also the Post Office tended to avoid imposing this doubling penalty if there was any attempt to cover the postal charge. Apparently, in this case, the "Ships Letter" claim was accepted as an attempt to cover the postal charge. The solution was to charge the letter simply the overseas rate, 5¢ per half oz. and to rate the letter DUE 5 CENTS.

Actually the addressee, Mr. Malcolm, got a bargain. He had to pay only 5¢ to get his letter. If the letter's claim to be a ship letter had been accepted, the letter would have been rated DUE 6 CENTS and Mr. Malcolm would have had to pay one cent more. The post office came out rather well also. It did not have to pay the captain of the ship delivering the letter and kept the entire 5¢ collected.

At the end of his article previously cited Neufeld commented on the declining numbers of ship letters in the last quarter of the 19th century. He noted that with the coming of the Universal Postal Union and with government support of more and more

3. *Postal Laws and Regulations*, 1879, Section 267, p. 88.

mail routes, there was progressively less need to send letters on private, non-contract ships. In the context of this article one additional reason can be adduced for the difficulty ship letter collectors may have in finding late 19th century ship letters. These late 19th century ship letters enter an additional collecting area. Carrying postage due stamps, they are unusual, even exotic, postage due covers and are snapped up by postage due cover collectors.

THE BANKNOTE ERA STAMPS AT AMERIPEX

RICHARD M. SEARING

AMERIPEX is history, but the show was a great success from all points of view. The dealers did great business and the USPS outdid themselves. My back, feet, and eyes can attest to the sheer magnitude of the spectacle, the lack of any convenient place to sit down, and the poor lighting at several places on the floor. However, the attendance of over 100,000 by show's end overcomes such minor inconveniences and shouts, SUCCESS!

The banknote era was only sparsely represented in the 4,500 frames on the exhibition floor. Only one exhibit that I studied was devoted totally to the whole banknote period and showed the use of 3¢ green stamps in the payment for the international mails. This exhibit was displayed by Barbara Stever from Texas, and I hope to be able to discuss and illustrate some interesting usages and rates from this collection in future columns.

Other exhibits with banknote period stamps in specialized studies were the 2¢ brown collection of Randolph Neil, and the 4¢ Jackson stamps of 1883 and 1888 displayed by Budd Dickey. Both exhibits were deeply specialized studies and included proofs, cancels, markings, and usages on cover. The 2¢ collection shows what can be done with a relatively inexpensive and common stamp at the international level of exhibiting.

If we include the Columbian issues in the banknote period, then three collections of varying degrees of specialization and completeness were displayed. The collection by Margaret Wunsch was the best of the three in my opinion. This collection showed a wonderful range of die proofs, plate proofs, postal stationery, varieties, World's Fair Station cancellations, and domestic and international usages. There were no fewer than 20 dollar value covers shown, and some were non-philatelic in paying a correct rate for the time. I hope to be able to show and discuss selected items from this collection in my planned series of articles on the Columbian Exposition in future *Chronicles*.

The other Columbian displays were not as complete or spectacular as the above collection, but they were very colorful and showed many fine combination covers in the international mails. One of the two was the display of R. Brichacek of the USA, and the other was owned by Rolf Meinhardt of W. Germany. Many dollar value covers were shown in both.

Other collections such as those devoted to Abraham Lincoln, and various postal history displays showed examples of banknote stamps, on and off cover. One such cover was franked with 6¢ and two 12¢ banknote grills paying a 6x5¢ rate which places it in the first rank of rare U.S. covers. I record seven covers at present with the 12¢ grilled banknote stamp on a genuine usage, but only this one has two copies. Other covers shown represent the earliest known use of the 6¢ ungrilled Lincoln on March 28, 1870, and a first day use of the 1883 recut 6¢ Lincoln stamp.

I have other notes on some banknote usages, but this will suffice for now. If you couldn't make this show, you missed a great moment in philately.

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RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

CHICAGO'S FIRST RAILROAD — POSTAL PIONEER

CHARLES L. TOWLE

(Continued from *Chronicle* 130:137)

POSTAL HISTORY

The Galena & Chicago Union R.R. was awarded the first railroad mail contract involving the city of Chicago. Prior to the installation of route agents to handle mail on railroad trains, the mail was moved by closed pouch — that is bags of mail were moved from the distributing post office at Chicago to and from local post offices along the railroad by shipping as baggage parcels handled by railroad baggagemen and brought to and from local depots by the town postmasters.

The Post Office Department arranged with the railroads to handle mail in this manner for an annual negotiated fee. The agreement between the P.O.D. and the railroad was called a "Contract" and it was renegotiated whenever length of rail haul changed, or a change in mail handling conditions warranted. Contracts were issued a number by the P.O.D., although the rapid growth of the railroads in the country necessitated frequent complete renumberings.

The first contract in Illinois involving service to Chicago was in the year 1850. For the record we will show contract information for the Galena & Chicago Union and its branches during the first few years until routes were essentially complete and route agent service was well established. The commencement of route agent service was usually dictated by length of route, number of stations, volume of mail or the desire to improve local service by providing for en-route sorting of mail — a great time-saver over taking letters to Chicago, sorting and redispaching.

Contract Number	Points	Miles	Trips/Week
	<i>October 1, 1850</i>		
4312	Chicago-Elgin	40	6
4312	Branch-Junction-St. Charles	10	6
	<i>October 1, 1851</i>		
4312	Chicago-Elgin	43.5	6
4312	Branch Junction-St. Charles	4	6
4312	Branch Junction-Aurora	13	6
	<i>October 1, 1852</i>		
4312a	Chicago-Rockford	92	6
4312b	Branch Junction-St. Charles	6.5	6
4312c	Branch Junction-Aurora	13	6
	<i>October 1, 1853</i>		
4312a	Chicago-Freeport	120	6
4312b	Branch Junction-St. Charles	6.5	6
4312c	Branch Junction-Aurora	13	6
	<i>June 30, 1854</i>		
4312a	Chicago-Warren	145	6
4312b	Branch Junction-St. Charles	6.5	6
4312c	Branch Junction-Aurora	13	6
	<i>Sept. 30, 1854</i>		
13439	Chicago-Scales Mount	159	12
13442	Chicago-Dixon	99	6
13526	Junction-Mendota	65	6

<i>June 30, 1855</i>			
13439	Chicago-Galena	171	12
13442	Chicago-Dixon	97	6
13459	Junction-St. Charles	7	6
13505	Elgin-Elkhorn, Wis.	50	6
13526	Junction-East Burlington	180	6
<i>Sept. 30, 1855</i>			
13439	Chicago-Freeport	121	12
13440	Dunleith-Cairo (Illinois Central)	454	6
13442	Chicago-Sterling	108	6
13459	Junction-St. Charles	7	6
13505	Elgin-Elkhorn, Wis.	50	6
13526	Junction-East Burlington	180	6
<i>June 30, 1856</i>			
13439	Chicago-Freeport	121	6
13440	Dunleith-Cairo (Illinois Central)	454	6
13442	Chicago-Fulton	136	6
13459	Junction-St. Charles	7	6
13505	Elgin-Whitewater, Wis.	67.5	6
13526	Junction-East Burlington	180	6

Note that contracts could apply over more than one railroad and that the only relationship between the contract and route agent service was that a contract must exist before route agent service could be provided. As information, rail service began from Junction via Aurora, Mendota, and Galesburg to East Burlington March 17, 1855.

With an idea of the route expansion as given by contract listings from *Annual Reports of the Postmaster General*, we can proceed to detailed examination of route agent service thanks to intensive research by John Kay, as published in the newly released *U.S. Route and Station Agent Postmarks*.



Figure 1. 690-B-1; CHICAGO & GALENA UNION R.R., 32 mm., black, 1853-61.

On Aug. 27, 1853, route agent service began on the Galena & Chicago Union R.R., the same day as for the Chicago & Rock Island R.R. The following points of service were operated by groups of route agents as shown working that particular date:

GALENA & CHICAGO UNION R.R.		
8/27/1853	Chicago - Freeport, Ill.	121 miles
10/13/1854	Chicago - Galena, Ill.	171 miles
10/23/1855	Chicago - Dunleith, Ill.	188 miles
11/7/1856	Chicago - Galena, Ill.	171 miles
7/26/1860	Chicago - Dunleith, Ill.	188 miles

(1) 8/27/53: David Hammer, 4/28/55; George C. Green, 6/8/58; Stephen B. Lawson, 3/21/61; James B. Farnsworth, 9/30/61.

(2) Date unknown: H.A. Bloss, 10/23/55; H. Butler, 5/16/56.

(3) Date unknown: Isaac Baldwin, 7/20/60; John P. Gorman, 3/28/61; Benjamin F. Baird, 9/30/61.

(4) 8/27/53: Jonathan Kimball, 9/7/54; J.W. Brewster, 11/23/54; J.W. Pendry, 4/5/55; D. O'Hara, 10/23/55; Jabez Hayward, 11/18/56; David Hammer, 7/20/57; S. Emerson, 10/5/58; Henry Butler, 3/23/61; William S. Swan, 9/30/61. Naturally group 2 and 3 may have been same group.

In 1863 Benjamin F. Baird, E.B. Ives, and Martin Rice were assigned as route agents Chicago-Freeport-Dunleith, while in 1865 only Benjamin F. Baird was so assigned, no doubt due to commencement of Railway Post Office service.

The second branch from the Galena & Chicago Union trunk line to be afforded route agent service was the extension of the Aurora Branch westward. Oddly it does not seem that agents were appointed until the line was completed to the Mississippi River at East Burlington.

AURORA EXTENSION R.R.

3/10/1855 Chicago - East Burlington 205 miles

(1) 3/10/55: W.A. Walbridge, 1/25/56; R. Robinson, 2/25/56; W. Saunders, 4/17/57; Robert R. Burton, 7/1/57; Isaac H. Clarke, 10/5/58; Gideon H. Ayres, 5/22/60; George Irving, 3/25/61; Caleb Finch, 7/22/61; Nelson Finch, 9/30/61.

(2) 3/10/55: W.B. Dickson, 8/8/60; John B. Taylor, date unknown; J.N. Green, 3/29/61; William H. Eddy, 4/—/61.

(3) 3/10/55: S.B. Lawson, 7/1/57; John Daley, 3/25/61; B.B. Johnson, 9/30/61.

As of March 25, 1861, this route was changed to Chicago-Galesburg-Quincy, Ill., and accordingly we find Augustus Reynolds, Z.K. Waldron and Albert Porter added as route agents. In 1863 only James Fitzsimmons and Lewis Bushnell seemed to be operating through from Chicago to Quincy, while in 1865 all route agents had apparently been replaced by railway post office service.

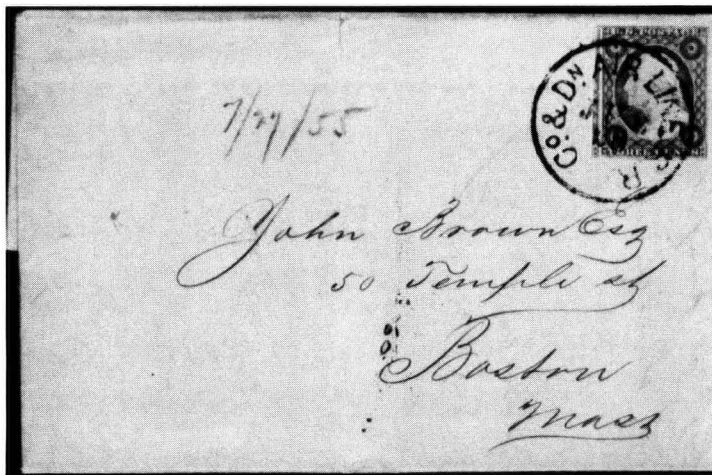


Figure 2. 691-A-1; Co. & Dn. AIR LINE R.R. (Chicago and Dixon), 30 mm., black, 1855-60.

At the same time the Galena & Chicago Union's own Mississippi River extension was granted route agent status:

CHICAGO & DIXON AIR LINE R.R.

3/10/1855 Chicago - Dixon 68 miles
5/29/1856 Chicago - Fulton 136 miles
9/30/1861 Chicago - Clinton, Ia. 138 miles

(1) 3/10/55: G.F. Ward, 5/29/56; M.F. Meacham, 12/31/56; H.P. Herrington, 3/29/61; Asa F. Bradley, 9/30/61.

(2) 5/17/56: H. Butler, 8/1/57; B.L. Chamberlain, 3/29/61; John Erwin, 9/30/61.

In 1863 the same two route agents were in service, but by 1865 they were replaced by railway post office agent service. Incidentally this service was extended westward March 1, 1859, from Fulton, Ill., to Cedar Rapids, Ia., 83 miles, by a different group of route agents.

Two other branches from the Galena Road offered route agent service. The earliest was the Fox River Valley Line:

FOX RIVER VALLEY R.R.

1/9/1856	Elgin, Ill. - Geneva, Wis.	42 miles
(1) 1/9/56: J.W. Brewster, 5/21/61; Jesse F. Miller, 9/30/61.		

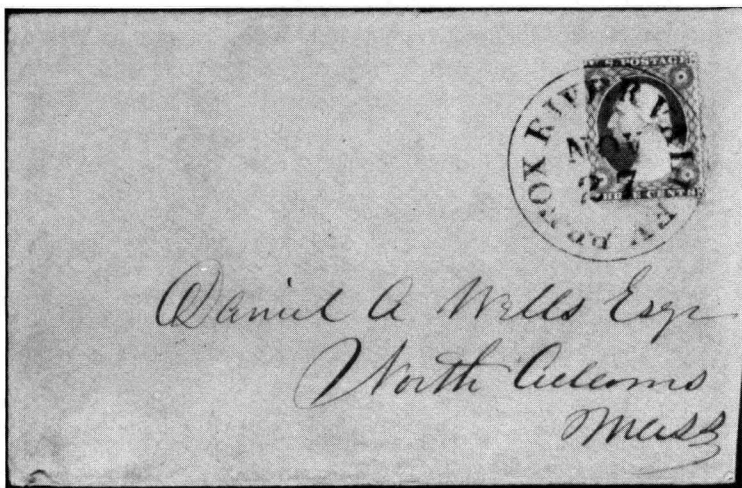


Figure 3. 692-C-1; FOX RIVER VALLEY R.R.; 33.5 mm., black, 1856-61.

Route agent service continued on this line with Sidney Disbrow (1863) and E.B. Varing (?) in 1865. In 1867 and 1869 due to the unimportance of the route and low pay, it was reclassified as a Mail Route messenger assignment with E.W. Vining serving.

The last branch from the Galena Line to receive route agent service was the line north into Wisconsin:

BELVIDERE & JANESVILLE R.R.

10/20/1858	Belvidere, Ill. - Footville, Wis.	37.5 miles
6/30/1861	Belvidere, Ill. - Janesville, Wis.	35 miles
(1) 10/20/58: M.E. Young, 6/3/61; Isreal Love, 9/30/61.		

Isreal Love was again route agent in 1863, but by 1865 service seems to have become closed pouch, probably due to better service from Chicago & North Western R.R. main line via Harvard, Ill.

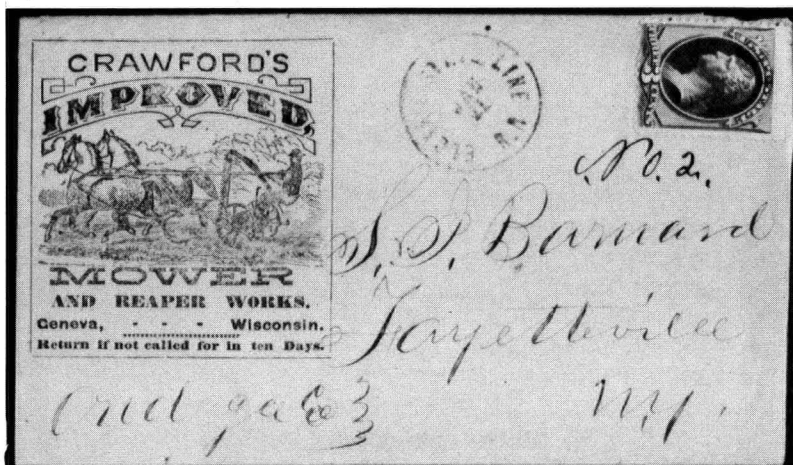


Figure 4. 692-B-1; ELGIN & STATE LINE R.R.; 26 mm., blue, Banknote (1873).

RAILWAY POST OFFICES

More than any other railroad, the Galena & Chicago Union R.R. Divisions of the Chicago and North Western fostered the development of the Railway Post Office service. Not only did they operate the first R.P.O. service and provide the first full R.P.O. car, but they provided an experimental proving ground for many of the early ideas for developing the new service. The management of the Galena Road always seemed alert and responsive to new ideas.

The father of the Railway Mail Service was George Buchanan Armstrong, the Asst. Postmaster of Chicago. He first gained national attention by solving the very serious logjam of mail matter in the Cairo, Ill., post office during the opening days of the Civil War. Armstrong was the author of a long series of letters to Postmaster General Montgomery Blair beginning May 10, 1864, outlining in exact detail the plans for a national system of railway mail handling designed to eliminate the Distributing Post Office evil. After many conferences with experienced aides, Blair wrote his famous letter of July 1, 1864, to George Armstrong.

Sir: You are authorized to test by actual experience, upon such railroad route or routes as you may select at Chicago, the plans proposed by you for simplifying the mail service.

You will arrange with railroad companies to furnish suitable cars for traveling post offices; designate "Head Offices", with their dependent offices; prepare forms of blanks and instructions for all such offices, and those on the railroad not "Head Offices"; also for clerks of traveling post offices.

To aid you in this work, you may select some suitable route agent, whose place can be supplied by a substitute, at the expense of this Department.

When your arrangements are complete, you will report them in full.

[signed] M. Blair
Postmaster General

Armed with this letter Armstrong went right to work and began conferences with the

PLATE III: POSTMARKS

(A) Freeport-Galena Line

- 690-B-1: CHICAGO & GALENA UNION R.R., 32, black, 1853-61.
- 690-A-1: GALENA & CHICAGO UNION R.R., 31.5, black, 1855-61.
- 690-M-1: G & C U R R., manuscript, two lines, ink, 1860s.
- 690-S-1: C & G U R R COTTAGE HILL, shield, black, 1857-61, partial. (Station 16 miles west of Chicago)
- 690-C-1: CHICAGO To DUNLIETH, 26.5, black, 1865, misspelling.
- 690-D-1: CHICAGO & DUN. R.P.O., 25, blue, Banknote.
- 690-D-2: CHICAGO & DUN. R.P.O., 25.5, blue, black, 1871,75, black shield killer.
- 690-J-1: CHI. TO DUNLEITH R.P.O., 22.5, black, 1869, Banknote.

(B) Aurora Branch Extension

- 694-A-1: AURORA EXTENn. R.R., 29.5, black, 1855-60.

(C) Chicago, Dixon & Fulton

- 691-A-1: CO. & DN. AIR LINE R.R., 30, black, 1855-60.
- 691-0-1: CHICAGO TO CLINTON, 27.5 blue, 1860s, direction.
- 691-D-1: CHICAGO TO CEDAR RAPIDS, 25, blue, 1860s.
- 691-D-2: CHICAGO TO CEDAR RAPIDS, 25.5, blue, 1866.
- 691-G-1: CHI. & C.RAPIDS NIGHT, 25, blue, black, 1879,80, negative "E" killer.
- 691-G-2: CHI. & C.RAPIDS NIGHT, 25.5, blue, 1880.
- 691-B-1: CHI. TO CLINTON R.P.O., 23.5, black, 1860s.
- 691-C-1: CHIC. & CLIN. R.P.O., 25.5, blue, 1872.
- 691-F-1: C. & C.RAPIDS R.P.O., 25, blue, 1875.

(D) Fox River Valley Line

- 692-C-1: FOX RIVER VALLEY R.R., 33.5, black, 1856-61.
- 692-B-1: ELGIN & STATE LINE R.R., 26, blue, 1867,69, black, Banknote.



690-B-1



690-A-1



690-S-1



690-C-1

*Chic. & N. W. R.R.
20 Aug*

690-M-1



690-D-1



690-D-2



690-J-1



694-A-1



691-A-1



691-O-1



691-D-1



691-D-2



691-G-1



691-G-2



691-F-1



691-C-1



692-B-1



692-C-1



691-B-1

PLATE III

management of the Chicago & Northwestern. Some old cars were remodeled by the railroad in its shops with mail apartments after drawings made by Armstrong. The cars were fitted with racks borrowed from the Chicago post office. Armstrong was aided by Percy A. Leonard and James Converse, who were familiar with eastern distribution. On August 28, 1864, the Chicago & Clinton R.P.O. first operated with A.F. Bradley as head clerk and P.A. Leonard as clerk. The first trip carried dignitaries, including Armstrong, but the railway post office soon settled down to regular business and proved its worth by the number of imitators that quickly sprang up, such as the New York & Washington, the Chicago & Quincy, the Chicago & Davenport and many others. As for Armstrong he was transferred to Washington April 4, 1869, as the General Superintendent of Railway Mail Service, but unfortunately passed away May 5, 1871, before fully implementing his ideas.

The Chicago & Clinton R.P.O. stayed in operation until July 12, 1870, when it was superseded by the Chicago & Cedar Rapids R.P.O. In March 1867 the first full length R.P.O. car, built by the Chicago & North Western, was operated on this line.



Figure 5. 690-C-1; CHICAGO To DUNLIETH (R.P.O.); 26.5 mm., black, 1865. DUNLIETH misspelled. Lowell receiving star postmark.

According to the records the Chicago & Dunleith R.P.O. commenced operations July 1, 1865, and continued until Nov. 8, 1870, when it reverted to the Chicago & Freeport R.P.O. However, this must be in error, as the writer has two Chicago & Dunleith R.P.O. covers, one from March 1865 and one from April 10, 1865, (Figure 5) which certainly indicate an earlier date of operation. In 1867 R.P.O. clerks employed on this line were B.F. Baird, E.B. Ives, Martin L. Rice and S.L. Keyes.

In 1871 E.B. Ives, J.L. Hibbard and E.J. Allen were R.P.O. clerks, but listed in *U.S. Register* as working Chicago & Dunleith, not Chicago & Freeport.

Plate III shows a group of Route Agent and Railway Post Office postmarks associated with the Galena & Chicago Union R.R. and its connecting branch lines.

One advantage of now having route agent listings for the years prior to 1861 is that we now have the ability to estimate approximately how many postmarks should be known from each line.

The Freeport & Dunleith line had at least three sets of route agents employed with only two early period large diameter postmarks recorded. Therefore we can rather strongly assume that an unreported route agent postmark exists for the Galena & Chicago Union R.R.

Likewise with the routes opened in 1855 from Chicago via Aurora to East Burlington, there were three groups of route agents with only one route agent postmark recorded, leading to the belief that two other unrecorded postmarks may yet be found. (There is also the

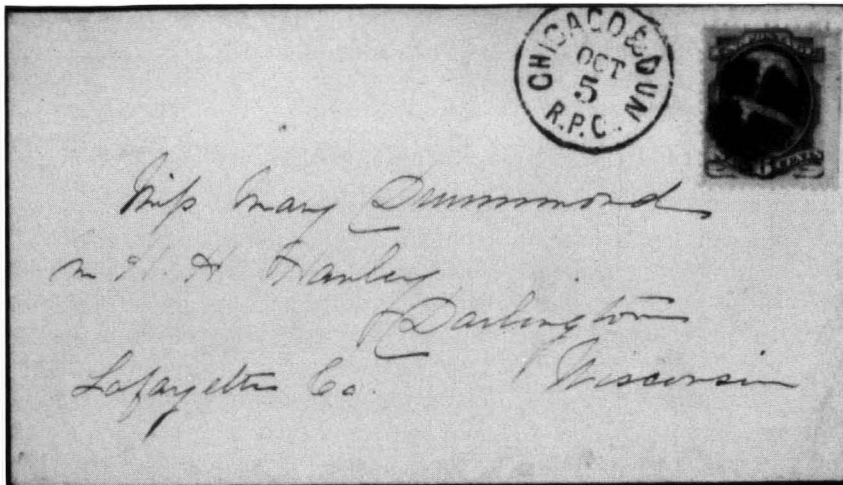


Figure 6. 690-D-2; CHICAGO & DUN. R.P.O.; 25.5 mm., blue, Banknote, 6¢ rate.

possibility that the Peoria O. & Burl. R.R. route agent postmark was used differently than we have thought until now.)

On the Chicago & Dixon Air Line route only one postmark is recorded for the route agent period, while there are definitely two groups of route agents assigned — again, an unrecorded postmark must be a strong possibility.

While the Fox River Valley R.R. very likely used only the one recorded postmark type, the Belvidere & Janesville R.R. had a route agent in service starting Oct. 20, 1858, and continuing at least until 1865, but, in this case, *no* route agent postmarks have been recorded or identified with this route. Thus the in-depth study of one railroad and its connecting lines opens up directions for future philatelic research and study. Although much progress has been achieved in the study of early day mail handling, there is still much study needed to complete our knowledge of the railway postal history of the times.

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THE FOREIGN MAILS

CHARLES J. STARNES, Editor

RICHARD F. WINTER, Assoc. Editor

POSTAL PECULIARITIES II — FRENCH FIASCO AT NEW ORLEANS

CHARLES J. STARNES

We all are aware (by absorption through reading or movies) of Napoleon III's fiery dreams of military Mexican conquest, fanned by the opportunity opened by the U.S. Civil War, by envy of his world-dominant neighbor Great Britain, and, doubtless, by poor-but-plausible political and economic advice. To facilitate transit of French troops into Mexico, a new convention between France and the Compagnie Générale Transatlantique of Feb. 1862¹ set up the Ligne Postale du Mexico, with route: St. Nazaire-Fort de France - Vera Cruz-Cuba-Fort de France-St. Naz. In addition to this main line, there was a naval dispatch line to Martinique and Guadeloupe and another annex from Fort-de-France to the French and British Leeward Islands, 1862-65.

It is intriguing to find that the grand plan included the economic penetration of the entire Caribbean and Gulf area by creating consular postal agencies connected with the homeland by French packet lines forming a network of the principal ports of the West Indies, the north coast of South America, and the Gulf coast of Central America. Most of the postal agencies were established in 1862 or 1865² and the connecting lines in 1865.³ In this period France had (partly) conquered Mexico and established a monarchy. The year after the U.S. Civil War ended, the U.S. formally demanded that Napoleon III recall his soldiers, and in Jan. 1867 these troops left Mexico; the final act of this miserable empire attempt ended with the execution of Maximilian, Jun. 1867. Now, with the U.S. at peace (if torn apart by dividing the conquered South into military districts) and England much more friendly, and with the looming menace of a united Germany under a militant Prussia for Napoleon III to consider, France decided to set up a packet line from Havana to New Orleans,⁴ where U.S.-French mails would be exchanged.

In the Jan. 1867 issue of the *U.S. Mail & P.O. Assistant* there appeared the following:

POSTAGE TO THE WEST INDIES, CENTRAL AND SOUTH AMERICA, ETC. BY
FRENCH MAIL VIA NEW ORLEANS

We are requested to state that an arrangement has been made with the General Post Office Department of France for the exchange of mails by means of the new line of French Mail Packets established between Havana and New Orleans, running in connection with the French line of Packets conveying mail between St. Nazaire and Vera Cruz.

Under the arrangement the New Orleans post office will make up mails for, and receive mails from, the agents of the mails embarked on board these French packets, . . .

The French packets of the branch line from Havana to New Orleans leave Havana on the

1. Salles, *La Poste Maritime Française*, Vol. IV, 9-31. France contracted with Gautier for a mail packet line from Bordeaux to Vera Cruz from 1827, and by a revised contract with Balguerier et Fils service was expanded to include Martinique and Haiti from 1830-1835. The Compagnie Générale contract evolved from an 1858 Marziou-France pact.

2. Agences Postales Consulaires Français, 1862: St. Jean de Porto Rico, Santiago de Cuba, Vera Cruz; 1865: Santa Martha, Colon-Aspinwall, Paramaribo, St. Thomas, Havana, Tampico, Matamoros, Cap Haitien; 1866: La Guayra, Porto Cabello; 1872: Panama, Guayaquil, Lima, Callao. (Salles, *ibid.*, Vol. IV, 21-195, Vol. IX, 19-48).

3. Salles, *ibid.*, Vol. IV, 62-196.

4. New Orleans was a bad choice for an exchange point in 1866. It was under U.S. management from 1862 and had two fine postmasters, 1860-65, but then a trio of embezzlers operated from 1865-70: Taliaferro, Smallwood, and Lowell — representative official scum of the "reconstruction" period. (Huber and Wagner, *The Great Mail*, 114.)

6th of each month on the arrival at that port of the packet which left St. Nazaire (France) on the 16th of the preceding month, and will arrive at New Orleans on the 9th; returning, will leave New Orleans on the 13th, to arrive at Havana on the 16th, in time to make connection with the steamers from Vera Cruz to St. Nazaire.

The postage charges on letters sent and received by this route via New Orleans are as follows, viz.:

For or from Guadeloupe, Martinique, French Guiana, English Guiana, Jamaica, St. Lucia, St. Vincent, Grenada, and Trinidad, 13¢¹/₂oz., *prepayment optional*, which is in full to destination.

For or from Dutch Guiana, 14¢¹/₂oz., *prepayment optional*, which is also in full to destination.

For or from Marquesas Island, Low Islands, and the Society Islands, 37¢¹/₂oz., *prepayment optional*, which is in full to destination.

For or from Cuba, Mexico, Hayti, Porto Rico, St. Thomas, Venezuela, and the United States of Columbia, 10¢¹/₂oz., *prepayment required on letters sent* (being in full to ports of debarkation), and *prepayment optional on letters received*.

For or from Bolivia, Chile, and Ecuador, 34¢¹/₂oz., *prepayment required*. In full to ports of debarkation and embarkation on the Pacific.

For or from Peru, 22¢¹/₂oz., *prepayment required*, in full to ports of debarkation and embarkation on the Pacific.

The postage upon letters sent to or received from France and Algeria, by this line, is 15¢¹/₄oz., *prepayment optional*.

The rates noted above were never listed in the foreign mail tables of the *USM&POA*, and so far no further American references have been found. However, the history of Ligne M⁵ given by Salles details the short and unhappy life of this projected mail exchange:

LIGNE ANNEXE "M", DE LA HAVANE A NOUVELLE-ORLÉANS

Nov. 1866-Aug. 1869

Postal Bulletin No. 131, Jul. 1866, announced the Convention of 16 Mar. 66 had set up a new postal line "M" from Havana to New Orleans, of which the first sailing was to correspond to the sailing from St. Nazaire on 16 Oct. 66 for Vera Cruz.

The schedule was: Havana, 6 - New Orleans, 9 - New Orleans, 13 - Havana, 16. To coincide with the packets of Line B (Vera Cruz) on outbound and return trips. First voyage scheduled - 6 Nov. 66.

The dispatch service was entrusted "provisionally" to the captain of the packet. This "provision" remained until the suppression of the line, as no piece has been found in this period with the cachet of "line M." . . .

The two branchline packets DARIEN and GUYANE were to alternate voyages on this line. However, the actual operation of the route suffered from many difficulties, of which we cite a few:

The yellow fever was prevalent six months of the year, giving our packets a quarantine of 10 days.

The obligatory transshipment of merchandise at Havana was a disadvantage not common to goods loaded at New Orleans on the packets BAVARIA and TEUTONIA of the Hamburg Co. that had a port of call at Havre (cotton cargo).

The maritime obstacle offered by the Mississippi bar (*sic*).

Difficulties with American customs which, for example, occurred with the seizure of the DARIEN on 13 May 67!

After several repetitions the voyages of the annex [branch] packet were discontinued, the packet GUYANE, for example, having unexpectedly to replace the regular packet of Line B on the Havana-Vera Cruz run (for example, FLORIDE in Jan. 68).

The last voyage of the DARIEN was in Aug. 69.

This "First Line M" unfortunately left no postal trace.

Thus died the New Orleans project, a harbinger of much worse to come to France proper. This little sketch of the project leaves some questions unanswered. Was this failure

5. Salles, *op. cit.*, Vol. IV, 196.

due entirely to anti-French sentiment, or could the proven New Orleans official corruption have contributed to it? Is it possible that covers carried by the *Darien* or *Guyane* to or from New Orleans, Nov. 1866-Aug. 1869, still exist? And, finally, why did our Washington Post Office Department make this agreement with France?

UNITED STATES INLAND RATE REDUCTION IN HAMBURG MAILS

CHARLES J. STARNES

When the U.S. reduced its inland portion in June 1858 from 5¢ to 3¢/½ oz. for the Bremen convention mails,¹ no corresponding change was made for the Hamburg convention mails (politics as usual?). The accepted bracket for the 5¢ to 3¢ reduction has been 22 July to 12 Dec. 1863, from Hamburg covers recorded 24 years ago.² Now we can lessen the uncertainty of this gap.

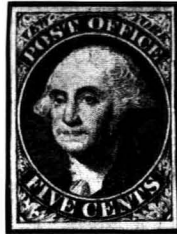
5¢ inland . . . folded letter, stampless, unpaid double GAPU, 2×15¢. Munster, Prussia—Hamburg, hdstp. "10/20," lv. on Hapag *Hammonia* 3 Oct. 1863—"30 N. YORK HAMB. PKT. OCT 23," hdstp. "U.S. NOTES 42." (lot 100, Zimmerman, 14 Apr. 1982).

3¢ inland . . . folded letter, 1863, stampless, unpaid single H, 10¢. "HAMBURG PACKET 7 NOV 28"—lv. 28 Nov., on Hapag *Bavaria*—"N.Y. HAMB. PKT. OR U.S. 14 NOTES Dec 21." (lot 399, Frajola, 28 Jan. 1984).

So we can place the start of the 3¢ inland at some time between 3 Oct. and 28 Nov. 1863.

1. G. E. Hargest, *Letter Post Communication*, etc., 120.

2. Early 3¢: C. J. Starnes, *Chronicle* 41, 10; illustrated in *Letter Rates*, etc., opp. 18. Late 5¢: M. W. Schuh, *Chronicle* 42, 12.



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ANSWER TO PROBLEM COVERS IN ISSUE NO. 130

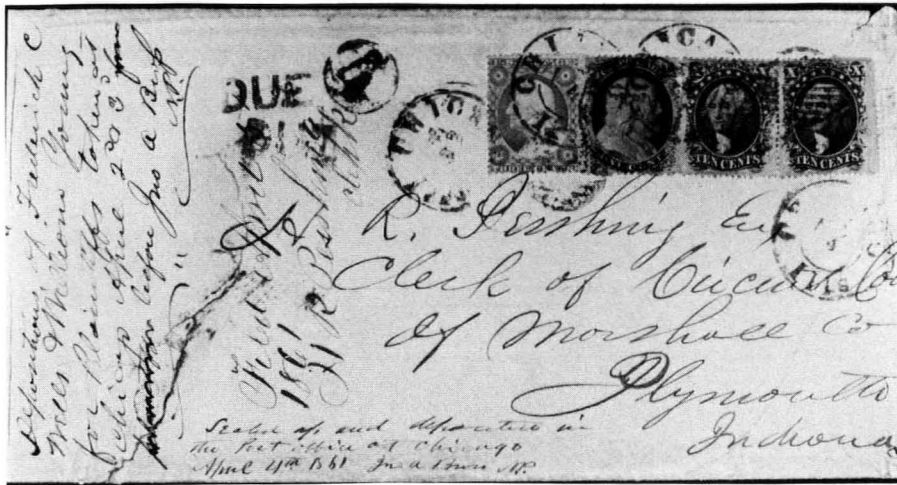


Figure 1. Cover from Chicago in 1861.

Figures 1 and 2 show the front and back of an interesting legal cover. The submitter, Bill McDaniel, wrote:

It originated (obviously) at Chicago, on April 4, 1861. The ten cent stamps are Type V, as is the one cent stamp, while the three cent is Type II. The cancels on the stamps and the "Due 4" marking are, to all appearances, struck with the same shade of ink, with none of the stamps overlapping a cancel at any point.

On the face of it, this appears to be a letter with 24¢ postage applied, paying eight times the three cent rate, but with an additional four cents due. I cannot reconcile the 28¢ total with any rate combination of which I am aware. The only possibility I can think of (very remote) is that the letter was heavy enough to require 27¢ postage, the additional 1¢ being prepayment of some type of way or carrier fee.

My opinion is that the letter arrived at the Chicago office with only the two ten cent stamps affixed (an intentional overpayment of an estimated 18¢ rate by someone in a hurry, or who had no three cent stamps available). The postal clerk noted that the postage should be 24¢ (8x3¢), and applied the "DUE4" marking. At that point, someone decided that the letter was important enough to justify contacting the court clerk, notifying him of the shortage of postage. The clerk

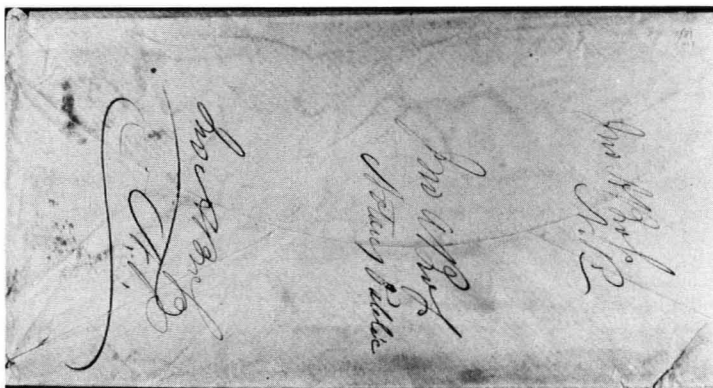


Figure 2 Reverse of Figure 1.

(or a deputy) then went to the post office and paid the additional 4¢, at which time the additional stamps were applied and all stamps cancelled.

Two other postal historians have studied the photographs and are in accord with these further thoughts:

1. The DUE 4 was applied at the Chicago P.O.
2. It is possible that the extra 4¢ covered a 1¢ carrier fee plus 3¢ more for a 9x weight letter.
3. There was no carrier service at Plymouth, Indiana, and it is extremely unlikely that it was advertised there.



Figure 3. From the Transvaal to the U.S. in 1878.

Figure 3 shows a cover from the Transvaal via the Cape Colony and London to the U.S. during 1878. The Transvaal stamp is Scott #86, from the first British occupation, and was not valid for the international mails. Received two responses, and both wished not to be identified. This is fine, and potential responders can be unnamed, if they wish. The first said that 7½ pence was equal to 15 cents and that this could be three times the U.P.U. rate. In this case, however, this is incorrect, because then the Cape of Good Hope did not join the Universal Postal Union until 1895. Thus, the correct answer came from the second reader, who refers his fellow collectors to the useful book by Charles Starnes. This divulges that the rate for a single weight (½ oz.) letter between the U.S. and Cape of Good Hope was reduced to 15 cents, during August 1876.

PROBLEM COVERS FOR THIS ISSUE

Figure 4 shows the next problem cover, an inbound one, as promised in the last column. It is from Natal in 1893 with a one penny stamp of that country, and three U.S. postage due stamps.

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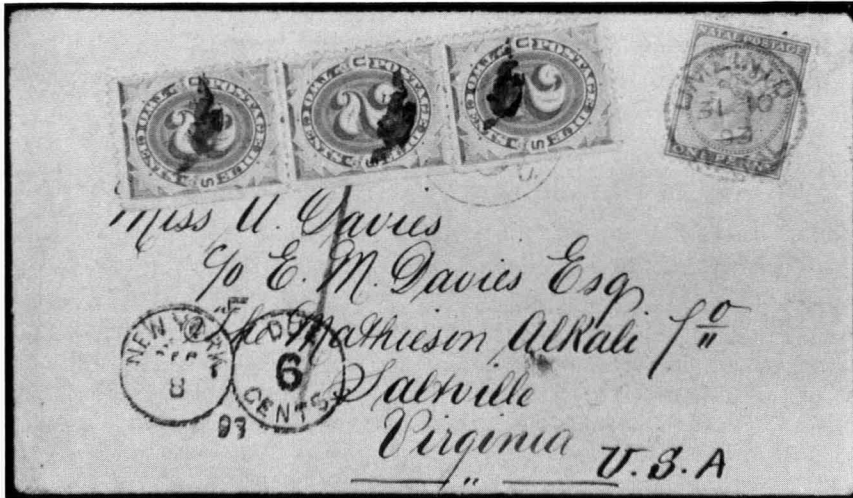


Figure 4. Natal to Virginia in 1893, with U.S. postage dues.

The explanation is simple. What is it?



Figure 5. Wrapper to New Brunswick in 1865.

Figure 5 shows our other problem cover, submitted by C. W. Bert Christian. He says it is a wrapper, about 15 inches long. It is backstamped Springfield, N.B. NO. 16, 1865. The

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question concerns the 40 cents in U.S. stamps. What did these pay? Also, what is the marking that looks like a forwarding agent's?

Please send your answers soon to the Cincinnati P.O. Box, and also any new candidates.

MORE ON "ROSECRANS/THE HERO OF THE WEST"

Further information on the patriotic cover discussed in *Chronicle* 128 has been received from James W. Milgram, M.D.:

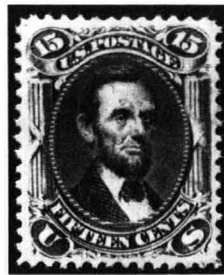
The design is of Union origin probably printed by Car Bell of Hartford, Connecticut, or Magee of Philadelphia. The imprint read "HON. JEFF'N DAVIS" before it was obliterated. It seems obvious to me that the illustration of Davis was left on the envelope to depict Rosecrans when the pro-Union slogan was added. The printer probably figured that most people didn't know what Rosecrans looked like anyway and "I can use all these unsold Jeff Davis printed envelopes." I illustrated a similar usage as Figure P-17 in *Abraham Lincoln Illustrated Envelopes and Letter Paper 1860-1865*. This is a purple Confederate flag with a heading "Southern Independence" and a caption "A MYTH originated by traitors to mislead the unwary and destroy our glorious UNION." in red and blue. The stamp is the three cent pink (probably 1862 usage) and the postmark is also from Baltimore. But I think the Baltimore postmarks should not be read as indicating that either of the original versions of these cover designs was ever meant to be used for Confederate patriotic designs postally. They were intended for albums as souvenirs of the war and were to be sold to persons loyal to the Union. And that is how they survive today, as unused examples except when modified as were these two used varieties with the additional mottos. Also Dr. Ray's Rosecrans cover was used by a Union soldier although it lacks the certification; it was sent "DUE 3" to back home in Connecticut.



70, red cancel
PFC



72, "red" cancel
PFC, ex-Newbury



77, used



121, "red" cork
PFC

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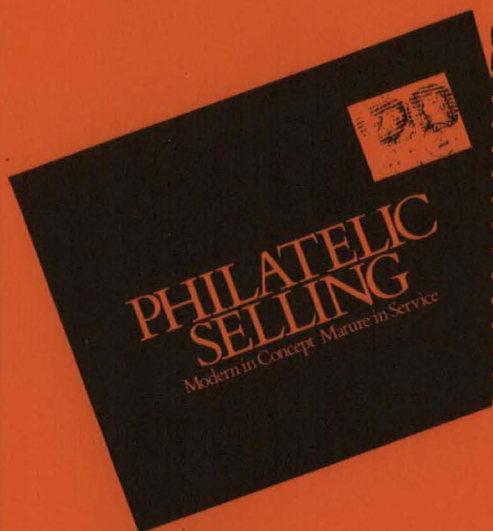
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