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The

Chronicle

of the U.S. Classic Postal Issues

August 1987

Volume 39, No. 3

Whole No. 135

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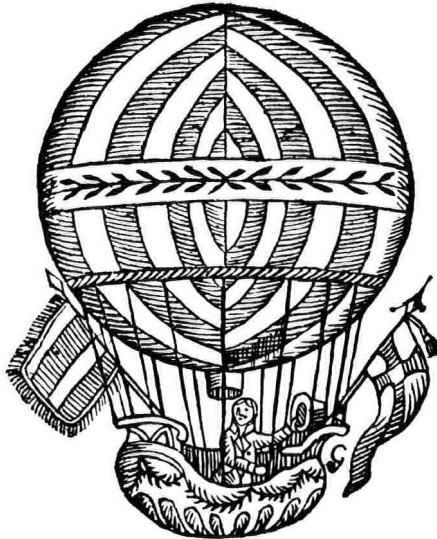
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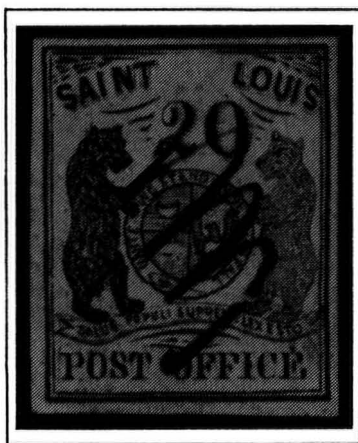
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IN THIS ISSUE

THE EDITOR'S PAGE

- Review: *Steam and the North Atlantic Mails* 155

GUEST PRIVILEGE

- Wharton Sinkler: a Philatelic Tinkers to Evers to Chance,
by *Stanley M. Bierman, M.D.* 158
- Vignettes of Early United States Transatlantic Mails:
3. Ship Letter Markings, by *J. C. Arnell* 163

THE PRESTAMP & STAMPLESS PERIOD

- Printed Postal Markings 168

U.S. CARRIERS

- Some New Semi-Official Carrier Stamps, by *Robert B. Meyersburg* 176

THE 1851-61 PERIOD

- Genuine Postal Usage of the 1860 90¢ Blue Washington, Part I,
by *Richard M. Searing* 178
- Sailings of the United States Mail, by *Stanley B. Ashbrook*,
(Continued from *Chronicle* 133:41) 181

THE 1861-69 PERIOD

- 1¢ Circular Carrier Contract Rate at Philadelphia
during the Mid 1860s, by *Norman Shachat* 184
- New Demonetization-connected Notice Comes to Light 186
- More Handstamped "Soldier's Letter" Certifications 187

THE 1869 PERIOD

- The 1869 Inverts: Part One, by *Scott R. Trepel* 192

THE BANK NOTE PERIOD

- The One Cent Columbian Stamp, by *George B. Arfken* 200
- A Five Cent Garfield Plate Variety, by *Richard M. Searing* 204

THE FOREIGN MAILS

- The Origins of Freight Money, by *Richard F. Winter* 208
- Postal Peculiarities III — Overpayment via Marseilles,
by *Charles J. Starnes* 214

THE COVER CORNER

- Answer to Problem Covers in Issue No. 134 218
- Problem Covers for this Issue 219

Put me to work for you.

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



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

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

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

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

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



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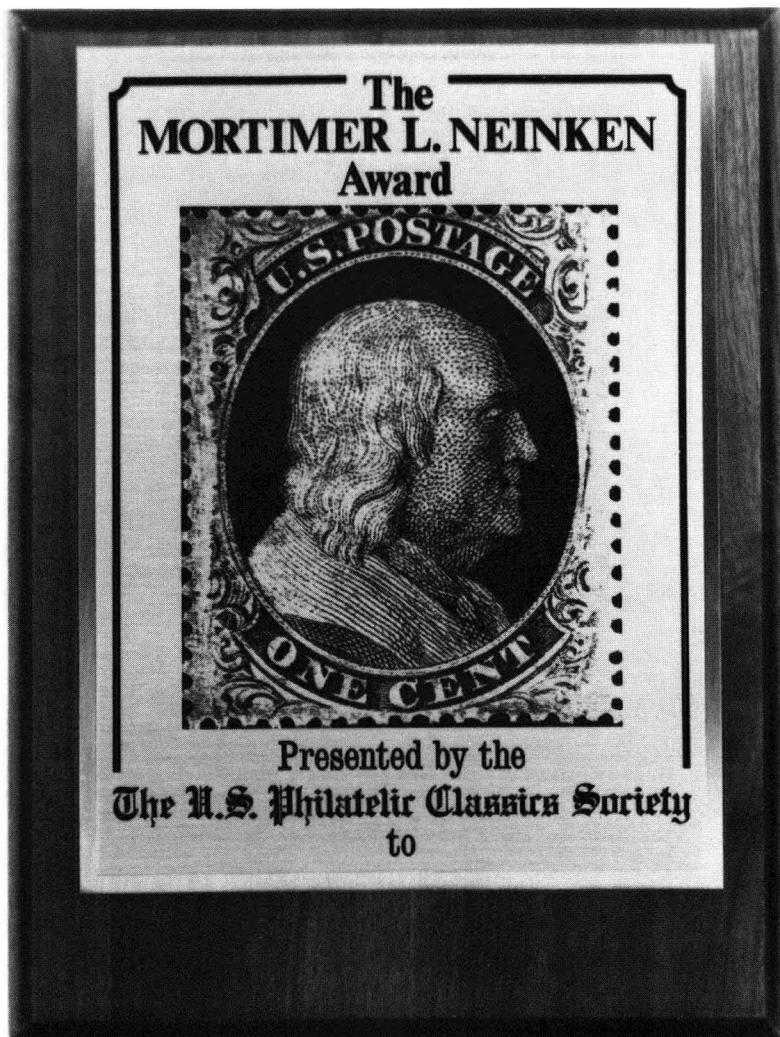
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Shown above is a photograph of the Mortimer L. Neinken award, presented annually to the best article on stamps published in the *Chronicle*. The purpose of this award is to encourage readers to contribute articles on stamp subjects for publication. It is hoped the representation of this handsome plaque will induce some of you to take up pen, or typewriter, or word processor, and submit the results to the appropriate section editor.

Review: Steam and the North Atlantic Mails. By J. C. Arnell. Published 1986 by Unitrade Press, 127 Cartwright Ave., Toronto, Ont., Canada M6A 1V4. 305 pages, about 140 illustrations. Available postpaid at \$75 Canadian, \$55 U.S. from the publisher and from many dealers.

This volume gathers and expands a series of articles written by Dr. Arnell for *The Canadian Philatelist* 1969-72 and 1982-84, entitled "Highlights from the Early Days of the Cunard Line." The material has been augmented and reorganized so that it effectively traces the enormous transformation which the development of ocean-going steamships effected in

transatlantic mail service. Although emphasis remains on the Cunard Line, other major lines are also discussed so that an overview of services at mid-century is presented.

The main focus is on mails between Great Britain and British North America. Here Dr. Arnell provides, through contemporary sources (some previously unpublished), many fascinating details of the proposals and discussions of British postal and provincial officials on the possible arrangements for steam packet service. The considerations motivating the British Post Office, and the factors influencing negotiation of the Cunard contract are revealed. A chapter on internal communications offers a clear picture of the extreme difficulties encountered in overland carriage of mails from Halifax to the Canadas. Eventually this problem was overcome by an agreement for transmission over U.S. territory, as described in another chapter.

Chapters on Admiralty agents; mail preparation, handling, and sorting; and competition from forwarding agents and expresses contain valuable insights into various aspects of transatlantic mail functions.

The second half of the book deals with some of the U.S. steamship lines, such as Collins and Inman, and therefore discusses and illustrates U.S. transatlantic mails to some degree. The Allan Line and its U.S. connections are explained thoroughly. The narrative ends with the establishment of the General Postal Union and Universal Postal Union.

The subject matter and treatment are of great interest and well presented. The descriptions by passengers of the trials and tribulations of an Atlantic passage strike me as overlong, but this is a matter of personal taste. My only criticisms relate to production: many cover illustrations appear to be touched-up photocopies — in this price range halftones would be appropriate. Some typos are inevitable, but my tolerance was exceeded. Layout is unimaginative; all cover illustrations being placed at the bottom of the page. But these are minor cavils. Jack Arnell has produced an excellent book, full of useful information attractively presented. Recommended for anyone interested in transatlantic mails, no matter the country.

Susan M. McDonald

Two more volumes in Jim Hennok's series of postal history collections are now available: *Transatlantic Stampless Mail to and from the United States*, collected by Jack Arnell, FRPSC, and *Upper and Lower Canada Cross-Border Mail to 1851*, collected by Earl E. Palmer. Either book is priced at \$25.00 Canadian, \$18.50 U.S. postpaid from Jim A. Hennok Ltd., 185 Queen St. East, Toronto, Ont., Canada M5A 1S2. The books are soft cover, approximately 300 8½ by 11 pages, and reproduce actual album pages. Because of the reproduction method, some lightly struck markings are faint, but the descriptive text is detailed. Jack Arnell's pages trace the logical progression of transatlantic service from the late 17th century to 1875 and illustrate many specialized aspects of the mails with well analyzed examples. It is an excellent companion to his book reviewed above.

Earl Palmer's collection of early cross border material is presented in sections by exchange offices, although one of the most important — the Montreal-New York through mail — is not separately represented. The collection contains much remarkable material which should be sufficient inducement to purchase for interested collectors. Some of the write-ups, unfortunately, do not measure up, and the rate analysis is sometimes dubious. Mr. Palmer includes a great many transatlantic covers to and from Canada via the U.S., so that the transatlantic aspect is often prominent. The most interesting and unusual items, however, are the early covers that come within a strict definition of "cross border."

The New Jersey Postal History Society has recently produced *Illustrated Directory: New Jersey 1847 Issue Covers*, edited by Brad Arch and available from him at 144 Hamilton Ave., Clifton, N.J. 07011 for \$3.00. All known New Jersey covers bearing the 1847 issue (including covers expertized as fakes) are listed in a computer printout. All for which photos could be located are illustrated in order in this 44-page booklet. A most worthwhile reference for anyone interested in the 1847s.



The Confederate Stamp Alliance is the only group of its kind devoted exclusively to the study of the stamps and postal history not only of the Confederacy, but the civil war in general. The Alliance promotes research of the 1861-65 period which often goes beyond the postal aspect touching on the military and political history as well. If you, like so many others, share an interest in this fascinating era of our country's history, please consider these advantages to membership:

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**WHARTON SINKLER:
A PHILATELIC TINKERS TO EVERS TO CHANCE
STANLEY M. BIERMAN, M.D.**

If anonymity be the chosen cloak that guards one from undesired inquiry to insure privacy, Wharton Sinkler took considerable care to shield his own involvement from public view in gathering one of the finest collections of United States General Issues in blocks of four then extant. Little biographic material concerning this distinguished collector ever appeared in the philatelic periodicals of the era even though he possessed a world class collection. In a brief period from 1924 to 1926 Sinkler quietly put together one of the world's finest specialized collections of U.S. General Issues and, following a moment of philatelic indecisiveness, burst upon the philatelic scene with a wonderful display at the 1926 International Philatelic Exhibition held in New York City. With a rebirth in his interest in the hobby, he formed a second major U.S. collection, and then quietly sank into philatelic obscurity. Except for periodic displays of specialized portions of his collection to the philatelic elite at the Collectors Club of New York, he retained his quiet anonymity until the dispersal of his great collection at two epochal sales held by Eugene Klein (#116 and 117) in the 1940s. This peculiar "amalgamated" collection which had been assembled, sold off in near entirety, and then reassembled from various Philadelphia owners, as viewed in the pages of Klein's March 8, 1940, and May 16, 1940, auction catalogs is an awesome statement of philatelic completeness in its remarkable display of U.S. General Issues in blocks of four. The means whereby this remarkable philatelic collection was formed can generally be pieced together from knowledge of stamps in the possession of Philip H. Ward, Jr., Henry C. Gibson, Sr., and Captain Edward H. Wood: a sort of philatelic Tinkers to Evers to Chance.

Sinkler could trace his ancestry to forebears who came to America from Scotland in the 18th century. James Sinkler, a Scottish farmer, settled with his wife and four children in 1742 at Belvedere Plantation, St. John's Parish, some 60 miles from Charleston, South Carolina, where the family raised cotton and the Scottish immigrant's enterprise prospered. Sinkler's own father, Wharton Sinkler, was born in Philadelphia on August 7, 1845, the son of Charles and Emily Wharton Sinkler. There was a family tie by Sinkler's wife to Joseph Wharton (1826-1909) who was one of the founders of Bethlehem Steel, and which patriarch helped found in 1881 the Wharton School of Finance and Commerce at the University of Pennsylvania with an initial grant of \$100,000. With the outbreak of the Civil War, Wharton Sinkler joined the Confederate Army where he saw service as a Major in the 2nd South Carolina Cavalry. Following the cessation of hostilities he entered medical school at the University of Pennsylvania and following graduation in 1868 began specializing in the field of neurology. He became a pioneer in the study of epilepsy, and contributed many publications to the scientific literature. He was married in February 1872 to Ella Brock from which union five sons and three daughters were born, of which Wharton Sinkler, his namesake, was the seventh child.

Wharton Sinkler, the subject of this biography, was born on July 2, 1885, at Jenkintown, Pa., into this large, prosperous and distinguished family. His early education was at Episcopal Academy located in Merion, Pa. Given the strong family ties with the University of Pennsylvania where his father was a trustee, Sinkler entered the University and graduated with a bachelor of Arts degree in 1906. Sinkler was a natural athlete and played for the All American football team in 1904 and also enjoyed track and rowing events. There is little doubt that a youthful Wharton Sinkler met Henry C. Gibson while the two were students at the University of Pennsylvania. Whether the two cemented philatelic friendships in college

can only be surmised, but both went on to gather world famous collections through the friendly and persuasive auspices of another Philadelphian, Philip H. Ward, Jr., who was the city's leading stamp dealer.

Wharton Sinkler



Following graduation Sinkler entered the family business as an investment broker and set about managing his not inconsiderable portfolio of stocks and investments along with coal mining and banking interests as Director of Jenkinstown National Bank. Sinkler was a partner in Elkins Morris & Co. investment bankers which merged with another firm (Stokes) in later years. In 1910 he married Louise Bromall Elkins, a literate, gifted and charming Philadelphian. Daughter of financier George W. Elkins who helped found the Philadelphia Transit Authority, Louise was early on taught by her father that attention to civic duty and the common good was the inescapable responsibility of wealth and social position. She was in time to become one of the important figures of Philadelphia philanthropy and an active and energetic patron of the arts. Three children were born to the union: Wharton Sinkler, Jr. (1914), William (1919), and Louise (1926).¹

With the outbreak of World War I, the 32 year old Sinkler joined the armed services and received his officer's training at Fort Niagara, N.Y. Elevated to the rank of Captain, he was attached to the 312th field artillery and sent to France. While on active duty, Sinkler was struck with a near fatal case of viral influenza. He returned home after the war to resume his business career with the Elkins Morris Co. In addition he served on the boards of trustees of several institutions including Jenkinstown Bank and Trust, Meadowbrook School, and Huntington Valley Chapel. He had far-flung interests including horticulture and raised prize

1. Louise E. Sinkler, *Leaves Folded Down*, Raverford House, 1971.

orchids which were shown at numerous horticultural shows.

Sinkler was a strikingly handsome man with angular features and a dapper mustache. His distinguished visage belied a genuine puckish sense of humor. He was articulate in his written words and was a warm and generous individual. Despite his busy business career he found time to involve himself with many charitable enterprises. Most of the Sinklers' philanthropic activities were done in a quiet, anonymous fashion. He employed many down-and-out workers during the painful and troublesome time of the Depression and was known to have underwritten the costs of sending a young girl with polio to Warm Springs, Georgia, to undergo treatment for the crippling affliction. Sinkler was an enthusiastic yachtsman and avid horseman; a painting of him shows him as Master of the Hounds at the Huntington Valley Hunt. He also was a collector of decorative arts and donated fine paintings by such artists as John Singer Sargent, Benjamin West, and Gilbert Stuart to the Philadelphia Museum of Art. He had an abiding interest in music, played the violin, and along with his wife devoted much of his time to the Philadelphia Symphony Orchestra.

Sinkler was first bitten by the philatelic bug in the early 1920s having begun his stamp collecting career as a child. Philip H. Ward, Jr., the Philadelphia stamp dealer, came to play a major role in the formation of many world class collections.² Ward's position as philatelic advisor to the Philadelphia elite was well ensconced by this time. Ward's philatelic association with Henry Gibson has been previously chronicled.³ Ward was also to build the "Mr. X" collection, sold by him in the 1938-39 era and later determined to be the property of a Philadelphia banker named George Tyler who was married to Stella Elkins, Louise Sinkler's sister. In May 1924 Ward sold Sinkler his magnificent collection of U.S. General Issues which he had assembled over a 25 year period. Consisting of mint specimens of nearly all early General Issues, and blocks of four of issues from 1890 to 1925, the acquisition established Sinkler as one of the nation's leading philatelists. From that time forward, Sinkler acquired most of the important philatelic items that came to market by auction or by private treaty. Ward traveled to London on behalf of his client for the Nicholas Waterhouse sale held by Puttick and Simpson on November 11-14, 1924. Most of the "rara avis" of this sale, including the finest known used block of eight of the 5¢ US 1847 issue (ex-William Aldrich, \$300) were acquired for Sinkler for \$3,800. Further rarities were purchased at the Carroll Chase sale of 1851-1857 issues held on May 23, 1925, by Daniel Kelleher, and at the John Bister sale of October 23, 1925, held by J.C. Morgenthau. When the great Joe T. Lozier collection was purchased by Scott Stamp and Coin Co. on July 24, 1924, Ward acquired upwards of half of the collection at a reported price of \$60,000 for Sinkler. Perhaps the most notable item in the collection was a pair of the 2¢ Pan American inverts in blocks of four, one of which was to end in Sinkler's collection and the other to later appear in Col. Edward Green's collection. Lozier himself had the pick of rarities from the Worthington collection; these now found a new home in Sinkler's album. Sinkler owned a profusion of 1851 and 1861 issues in large blocks, and his 1869 Pictorial collection was certainly the finest extant from the pick of large ex-Worthington blocks including a block of 32 of the 1¢ and a block of 20 of the 15¢; he also acquired a block of four of the 1918 C3a.

In a two year span from 1924 to 1926, the philatelically possessed Sinkler spent \$200,000 under Ward tutelage. When a friend chastened Sinkler that he would not see a quarter of his stamp investment at resale, Sinkler, under the pressure of this advice and his own keen business sense, turned to Ward who magnanimously took back the entire collection. An advertisement was placed in the January 4, 1926, issue of *Mekeel's Weekly*

2. Philip H. Ward, Jr., "The Wharton Sinkler Collection of United States Stamps," *Mekeel's Weekly Stamp News*, XXXIX, 565-66 (#1820, Nov. 23, 1925).

3. S.M. Bierman, "Henry C. Gibson, The Centennial Philatelist," *Chronicle* 128:224-31 (Vol. 37, No. 4, Nov. 1985).

THE WHARTON SINKLER UNITED STATES COLLECTION - FOR SALE

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It gives me great pleasure to announce that I have acquired for private sale the wonderful collection of United States General Issues, Departments, Newspapers, Dues and Special Deliveries, formed by Wharton Sinkler, Esq., of Elkins Park and Philadelphia. Mr. Sinkler has been a large purchaser of superb United States and his collection is the pick of the finest things that have been offered.

In the field that it covers it contains practically everything, including the great rarities, and throughout the condition is of the highest. The early issues are all present in most cases in mint singles and mint blocks with a wonderful array of covers. In the late issues he has every 20th century variety known and this includes several pieces absolutely unique. In Departments there are dozens of blocks, sheets such as the \$10 State and many "Specimen" errors.

Some idea of the magnitude of the collection will be appreciated when I state that its itemized value reaches a total of \$241,530.05—the most valuable collection of the United States general issues ever before offered.

Every piece has been individually priced and will be individually sold. Until February 15, 1926, the collection will remain in Philadelphia, where serious clients may view it by appointment and select those specimens of interest. After that date, want lists will be filled. In the meantime, correspondence relative to purchases is solicited.

The following are some of the "high lights" of the collection, all mint unless otherwise stated. It must be remembered that the less valuable pieces are all present, most of them in many shades, both singles and blocks.

1847
5c—Several singles in shades—Block of six Used block of eight (Largest known)
Singles and pairs on cover
10c—Single, pair, used block four
Strip four, pairs, singles on cover

1851
1c—Singles, pairs and blocks
Fine covers, types Ia, Ib, III, IIIa
3c—Many singles, blocks four, block twelve
Block ten and strip of ten both on cover
Railroads, Steamships, etc.
5c, 10c, 12c—Singles, blocks
Covers, including several 12c splits from Chase sale.
24c, 30c, 80c—Superb singles

1857
1c, 3c—Singles and blocks—sheets
Blocks 1c with curl on shoulder
Pair 3c imperf. between on cover
5c—Dozens of singles, blocks
Block six type I
Strip three 5c brick red on cover, etc.
10c—Singles and blocks various types
Several covers
12c—Single, block four, block nine
Block twenty-four with gum (Unusual this way)
Various covers, including block five on cover
24c—Singles, block four
Plate block of twelve
Several covers
30c—Singles, block four, block six
Several covers including combinations
90c—Singles, block four, block six
Reprints—all.

1861 AUGUST
Complete set of singles
Blocks of 3c, 10c
Pair 80c imperf.
Several covers
Strip three 10c on cover with 3c September

1861 SEPTEMBER
1c to 90c numerous singles in shades
Numerous blocks 1c, 3c, 3c pink, 3c lake, 10c, 12c, 24c, 30c, 80c
Numerous covers of importance
Reprints—all

The breaking up of a collection of this size offers an unusual opportunity. The serious collector may obtain pieces that he has been looking for for years, priced at fair figures based on rarity and quality.

I strongly recommend the purchase of the general issues of the United States, for at today's prices they are the best field for investment that philately offers. The demand seems unlimited—a supply is only available when a collection such as this comes upon the market.

For personal, telegraph and phone calls—address my office at 112 South 16th Street, Philadelphia (Phone, Rittenhouse 8734) but continue to address mail as heretofore to—

PHILIP H. WARD, JR.

P. O. Box 4216, Germantown

CABLE ADDRESS "WARD" PHILADELPHIA

PHILADELPHIA, PA.

1867 GRILLS
Grilled all over 3c singles and block
13 x 18—3c singles and block, also imperf. block
12 x 14—2c, 3c singles and blocks
11 x 13—All values, singles and blocks
12c "Z" grill, unique block nine
9 x 13—All values, singles and blocks
24c plate block eight, 30c block twelve

1869
1c—Singles, two blocks four, block 32
2c—Singles, several blocks
3c—Singles, blocks, sheet
6c—Singles, block four, block ten
10c—Singles, block nine
24c—Singles, block six, block nine
15c—I, singles, block nine
15c—II, singles, block four, block 20
Invert used
24c—Singles, block nine
Invert used
30c—Singles, block used
Invert mint (Finest known)
80c—Singles, block four
Without grills—all
Reissues—all including blocks 2c, 10c

1870-1879 BANK NOTES
Singles—everything
Blocks practically complete, including 24c from Worthington Sale described as "Continental"
Many minor varieties and covers
Special Prints all including 9c, 5c on both hard and soft paper

1890-1898
Everything in singles and blocks
Columbian 4c error, 2c imperf. block
1895 imperf.—set in blocks
8c Revenue paper, mint plate strip
Sheet 2c 1890 left cap

1901
Inverts, singles 1c, 2c, 4c
Inverts in blocks 1c, 2c (two known), 4c

1902-1903
Complete in blocks—pair 4c Schermack
2c part perf.—2c San Francisco roulette

1904
Blocks—2c part perf.

1908-1912
Singles and blocks, shades
Blue paper—set complete with sheet margins showing blue paper distinctly
Blue paper—blocks—3c, 5c, 8c, 10c, 13c, 15c

1914-1917
Singles and blocks in shades, everything
Every variety including 5c (504a) (two pairs known), 50c (517b) unique—
6c error imperf. in block of thirty (No. 488)

1918-1921
Singles, blocks, all minor varieties, part perfs., etc. 525c-528f, 536a-539a
2c invert, single and block

1922-1925
Everything in blocks and singles
2c imperf. vertically, 2c imperf. horizontally
4c unique pair imperf. horizontally
5c imperf. (unique pane) will be cut into pairs and blocks
10c imperf. (unique pane) will be cut into pairs and blocks
10c part perf. blocks
2c Harding, block part perf.

COILS AND BOOKLETS
Every known coil including unique strips of four of Nos. 321-389 together with rare dies of the rotary prints—All normal booklet panes including 2c A. E. F.

DEPARTMENTS
Everything in singles
All blocks with the exception of about fifteen
Strip and block four \$20 State
Complete sheet \$10 State
"Specimens"—Practically all including State 92, \$5, \$10, \$20
"Specimen" errors—several unique such as 24c, 36c Justice
Post Office 1c, inverted surcharge

NEWSPAPERS
Practically everything in singles, many blocks
\$3 Special print, block six 80c imperf. (No. 2039a)

SPECIAL DELIVERY, DUES
Singles and blocks
Plate block six imperf. (No. 1894a)
1881 Dues—Complete in imperf. blocks four

Ward's advertisement of the Sinkler collection, *Mekel's*, January 4, 1926.

Stamp News designating the contents of the collection which was appraised at \$241,530.50 (see accompanying reproduction of Ward's ad) and described as the most valuable collection of U.S. General Issues ever offered at private sale. The advertisement stated that each piece, including the recently acquired Waterhouse block of eight of the 5c U.S. 1847 was individually priced, and would remain in Philadelphia until February 15, 1926. It is believed

that nearly the whole of the U.S. specialized collection was acquired through Ward by another well-heeled Philadelphian, Capt. Edward R. Wood, Jr., a prominent banker and engineer in the city. Already mounted and annotated by Ward, the collection was entered by Wood in the October 16-13, 1926, International Philatelic Exhibition held in New York City. It may be assumed that Sinkler was much chagrined when the Wood entry of 19th Century U.S. General Issues presented in four frames won a gold medal at the Exhibition against Sinkler's single frame entry of remainders from his own collection which won a silver.

Given second thoughts to the somewhat precipitate sale of his award-winning collection, Sinkler went on to rebuild his U.S. General Collection, purchasing portions of the Gibson dispersal in 1929 which was offered by Ward for a figure in excess of \$100,000. Included were blocks of four of the 1¢, 2¢ and 4¢ Pan American inverts. The remainder of the Wood collection valued in excess of \$250,000 and described in Ward's newsletter of November 1930, and advertised in the October 30, 1930, issue of *Mekeel's Weekly Stamp News* was repurchased in part by Sinkler. Additional entries into the growing collection came from dispersals at the Hind and Walcott auctions and by private placements from the Senator Ernest Ackerman collection. Sinkler did exhibit his collection of U.S. Departmentals and Revenues before an appreciative crowd at the Collectors Club of New York in November 1928.⁴ Considered one of the finest Official collections ever formed, and nearly all ex-Wood in provenance, it contained most issues in blocks of four or nine and included ex-Ackerman Department of State dollar values. Sinkler did allow one final showing of his collection by Philip H. Ward, Jr., in March 1935 at the Collectors Club of New York before closing his collection from public view.⁵ It is of some interest that neither Sinkler nor Gibson chose to show his marvelous collection at the 1936 International Philatelic Exhibition.

Perhaps tiring of his collection, Wharton Sinkler chose to dispose of his holdings at two auctions held by Eugene Klein, a Philadelphia stamp dealer, on March 8 and May 17, 1940. With little fanfare in the philatelic periodicals of the day, one of the greatest collections of U.S. General Issues ever formed was put up to auction. In attendance at the sale were Spencer Anderson, Vahan Mozian, Ezra Cole, Daniel Kelleher, Alfred Brigham, H.A. Robinette, Carl Pelander, and other major name dealers including Philip H. Ward, Jr. It is believed that the choice of the Klein auction house over Ward's own auction company was determined by the fact that Ward did not wish any hint of impropriety in bidding on Sinkler's material for his own stock.

Highlights of the first Klein sale (#116) included blocks of four of the 4¢ Columbian color error @\$3,000 and \$4 issue @\$1,600; all the 1908 bluish paper issues in blocks of four were offered with the 8¢ going for \$4,000; the blocks of four of the Pan American inverts sold for \$1,250, \$1,960 and \$10,000 for the 1¢, 2¢ and 4¢ denominations. The latter items were acquired by Y. Souren. Almost every lot in the sale consisted of blocks of four issues. The sale was highlighted by a fine Official, Dues and Newspaper section. The 117th Klein sale was the superior sale and included unused blocks of four of the 5¢ and 10¢ 1847s along with similar sets of the re-issues (ex-Ackerman). While prices realized of the sale are not present in the reference catalogue, the display of General Issues in blocks of four from 1847 to 1869 was of remarkable proportions in respect to completeness. The Pictorial issues were all represented, with the 90¢ as a mint block of four.

With the final sale of his stamp collection, Wharton Sinkler retired to leisurely activities and philanthropy as trustee for Big Brothers and advisor to local hospitals. In 1948 Louise and Wharton Sinkler purchased the "Guildford" located just outside of Philadelphia, near Chestnut Hill. This wonderful house which sits on a 32 acre estate had been built in the 1920s by Samuel P. Rotan, District Attorney for the City of Philadelphia. Rotan disassembled an old English manor house, whose provenance could be dated to Elizabethan times, and

4. Philip H. Ward, Jr., "Sinkler Exhibit," *Collectors Club Philatelist*, VIII, 45 (Jan. 1929).

5. Charles Phillips, "Sinkler U.S. Exhibit," *MWSN*, XLIV, 141 (#2307, March 25, 1935).

transported the ancient stones, panels, woodwork, doors and arches from additional old English estates to Philadelphia where an architect reconstructed the castle. Of some interest, Rotan had married Allethaire Elkins, the widow of Philadelphia millionaire George W. Elkins and thus stepmother to Louise Sinkler. The Sinklers lived at Guildford for almost 20 years until Wharton Sinkler's death at age 82 on September 8, 1967.⁶ Sinkler's modest biography in the obituary column of the day did not mention his philatelic achievements, nor was mention made in the philatelic press of his passing. Nevertheless in looking over the broad landscape of major U.S. General collections formed during the 20th century, Wharton Sinkler's name surely stood high in the ranks of greatness.

In 1971 Guildford was donated to the University of Pennsylvania where the structure is currently used for educational conferences. In 1972 the University of Pennsylvania conferred upon Louise Elkins Sinkler the title of Honorary Doctor of Laws in recognition of a lifetime of philanthropic services to community hospitals and for her work with Philadelphia's Museum, Orchestra and Library.

The author is indebted to Jerry Shenker and Alfred Borie of Philadelphia for their kind and generous help in the research, and to Mrs. Louise Hoffman for her personal family insights.

6. Anon., "Wharton Sinkler Dies at 82," *Philadelphia Bulletin*, Sept. 10, 1967.

VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J. C. ARNELL

3. Ship Letter Markings

Although the requirement that the masters of vessels arriving at a British port were to hand over any letters entrusted to their care to a Post Office official for assessment of postage was established by the Ordinance of 1657 and the Act of 1660, these laws gave no sanction to the Post Office to include the traditional 1d. Stg. captain's gratuity with the assessed inland postage. This payment was finally included in the 1711 Act (9 Anne c.10) and from then until 1796, all incoming ship letters were assessed one penny more than the inland postage.

For the first fifty years, there was no systematic method of identifying such letters, although in most cases manuscript endorsements giving the name of the vessel and/or master, and sometimes its destination, establish with certainty that a particular cover was an

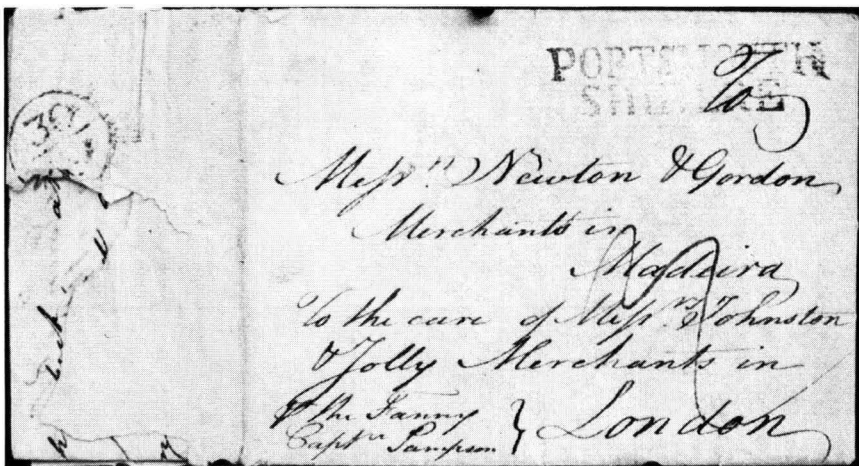


Figure 1. Letter from Charles Town dated 14 June 1766. Carried by the *Fanny*, Capt. Sampson, to Portsmouth, where struck with the newly-issued "PORTSMOUTH/SHIP LRE" and rated 4d. Stg. postage due (3d. inland + 1d. captain's penny — under 80 miles) to London, where it was backstamped on 30 August.

incoming ship letter. If the port of arrival is indicated, then the assessed postage will confirm whether it includes the extra penny as well as the inland postage to London, for all such letters had to be sent to London on their way to the final destination, and London added the extra postage from there to destination. The covers illustrating the first article show this clearly.

Even before the 1711 Act, the Boston post office was writing "B Sh" on incoming ship letters and continued using variations — "Bos Shp," "Bo Sh" and "Sh" — until the end of the century. Other American ports began writing "Sh" later in the century and with the introduction of straight line town handstamps from 1770, they were used in association with the manuscript "Sh."

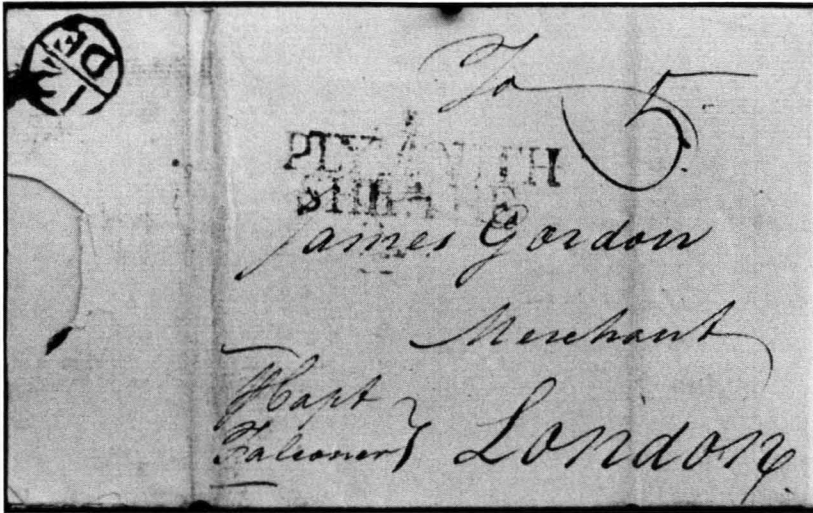


Figure 2. Letter from Philadelphia dated 7 November 1768. Carried by Capt. Falconer to Plymouth, where struck with "PLYMOUTH/SHIP LRE" and rated 5d. Stg. postage due (4d. inland over 80 miles + captain's penny) to London, where it was backstamped on 12 December.

While some manuscript "Ship" marks were put on incoming letters in Great Britain, it was not a general practice. As a result, the General Post Office in London was often unable to check whether a letter was a ship letter or not, and therefore could not determine whether the correct postage due had been charged. The 1765 Act changed this, as the general issue of the first type of ship letter handstamps (SHIP LRE) began the following year.

The first ports to receive the new handstamps were those where transatlantic vessels were likely to make their first landfall and deliver the Mail. These were:

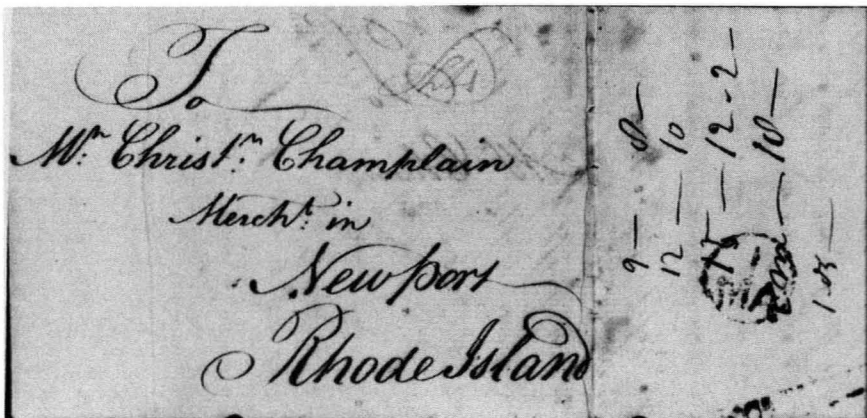


Figure 3. Letter from Falmouth, England, dated 8 March 1774 to Newport, R.I., where marked "Sh 4" in manuscript to show 4d. Stg. postage due and backstamped "NEWPORT" on 1 May.

<p>1766 Dover London Plymouth Poole Portsmouth</p> <p>1767 Beaumaris (Anglesey, Wales) Deal Falmouth</p>	<p>1768 Bristol Port Glasgow</p> <p>1769 Brixham (Brighton) Cowes</p> <p>1770 Edinburgh Weymouth</p> <p>1771 Liverpool Southampton</p>
--	--

By the end of the century, about forty British ports had handstamps of this pattern. Several other ports — Cork, Greenock, Liverpool, Londonderry, and possibly others — used a “SHIP” handstamp in conjunction with their town stamp during this period.



Figure 4. Letter from L’Orient, France, dated 20 August 1787 to Boston, where struck with “BOSTON” on 30 December and marked “Sh 4” in manuscript to show 4 dwt. postage due (16gr. ship letter fee + 3 dwt. 8 gr. inland postage to New York).

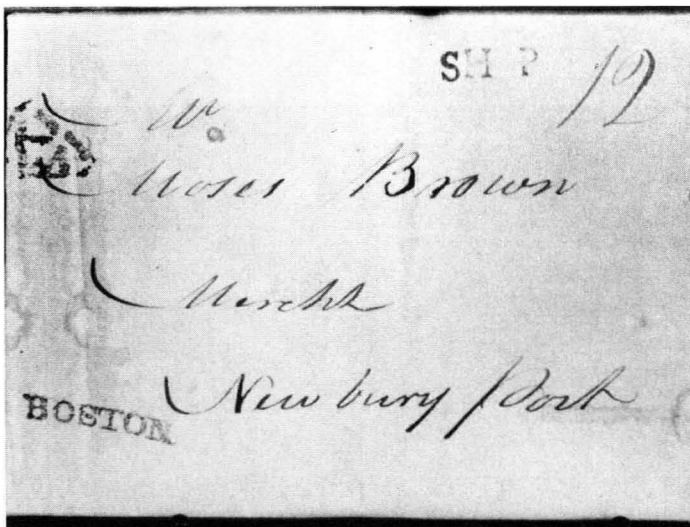


Figure 5. Letter from Dublin dated 20 May 1800 to Boston, where struck with “BOSTON” and the newly-issued “SHIP” on 14 June and rated 12 cents postage due (2 cents ship letter fee + 10 cents inland postage to Newburyport).

The first "SHIP" handstamps in the United States came into use in 1800 and the years following. As in Britain, the busiest ports were the first to replace manuscript marks with the more efficient handstamps, which were great timesavers. These were:

1800	Baltimore Boston	1803	Kennebunk New York Savannah
1801	Newburyport Philadelphia Portsmouth	1805	New Bedford Newcastle, Del. Salem

By the 1850s, over fifty ports had introduced this type of handstamp in association with their town stamp.

By 1800, Great Britain introduced the double circle Crown ship letter stamps, which were followed by the several patterns of boxed (1814-1839) and unboxed (1839-1900) two-line handstamps — "(Port name)/SHIPLETTER".

Examples of some of the early ship letter markings are shown in the accompanying figures.

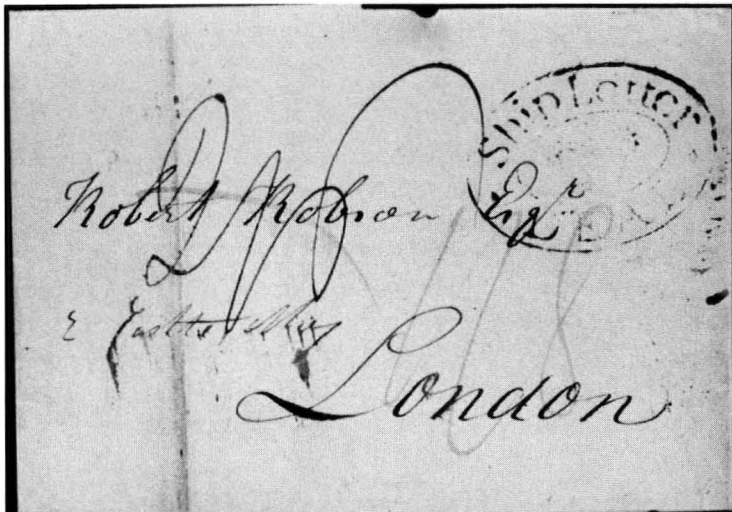


Figure 6. Letter from New York dated September 1800 to Deal, where struck with the newly-issued double circle Crown "Ship Letter DEAL" and rated 2/6 Stg. as a triple letter (3 x 4d. ship letter fee + 3 x 6d. inland postage to London). At London, the postage was reduced to 1/8 which corresponded to a double letter, on 12 November.

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PRINTED POSTAL MARKINGS

(Continued)

Rating Marks

This is a small subject, indeed, since very little has been recorded. In my discussion of the printed townmarking of Middletown Point, N.J., (*Chronicle* 132:240) the associated printed rating PAID-2 cts, which was modified with a handwritten 3 after the 1847 change of rates for circulars, was also shown. For ready reference this is again illustrated as Figure 1. As a matter of fact, most, if not all of the printed numerical rates that will be discussed in this segment were used in conjunction with circulars, reiterating the convenience aspect of such markings, *i.e.*, that they were “all of a piece.”

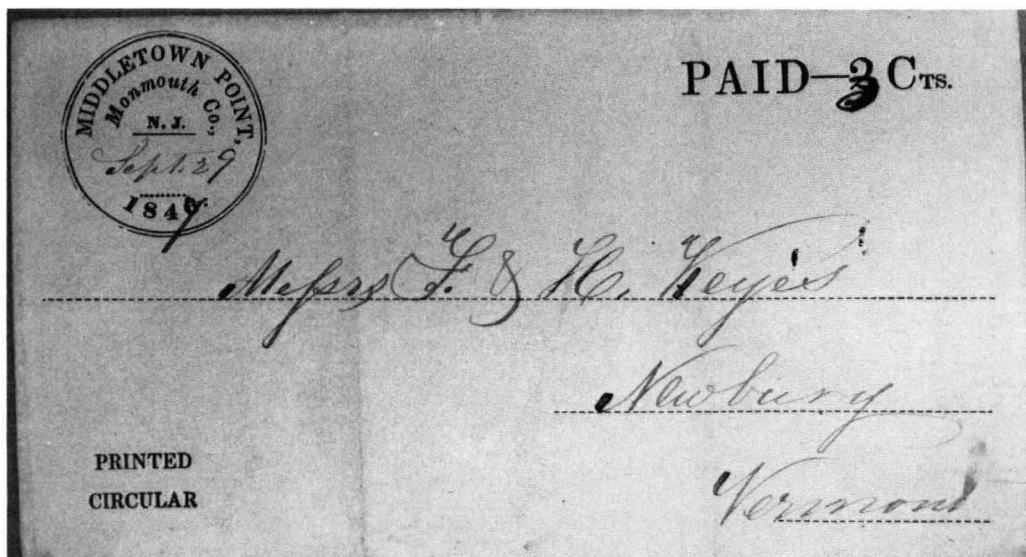


Figure 1. Printed postal markings of MIDDLETOWN POINT, Monmouth Co., N.J., included rating mark PAID - 2 CTS. which was corrected with ms. 3 reflecting change in circular rate in 1847. (Peter Hedrington photo)

Figure 2 illustrates a pair of bluish gray folded advertising circulars bearing the printed legend PRINTED CIRCULAR, UNSEALED., with a bold 11 × 11 mm. numeral 2. These are integral parts of the circulars of Robert Sears, an editor and publisher located at No. 128 Nassau St., New York City. He advertised in small towns to engage agents for selling his catalog of books, including *Sears' New and Complete History of the Holy Bible*, *Sears' New Pictorial and Illustrated Family Magazine*, and *The Pictorial History of the American Revolution*. The printed rating marks are of a private nature, since the circulars were mailed through the New York post office, which applied their own handstamped postal markings. In the case of the upper example, which is datelined 1846, the post office used their red 34½ mm. NEW-YORK/SEP 18/ 2 cts handstamp. The 2¢ unpaid circular rate of 1845-47 was collected from the addressee, Mr. O. Kilburn of Milford (Worcester Co.), Mass.

The lower example is a slightly different circular, datelined 1847, and was postmarked with a red 31 mm. NEW-YORK/1/APR/5 cts. handstamp. Quite aside from the intervening change in the circular rate, requiring a 3¢ prepayment, and which came into force in some places as early as mid-March, 1847, the printed legend and numeral 2 were deleted with a panned swiggle, and the addressee, A.C. Clark of North Fairhaven (Bristol Co.), Mass., was

Figure 2. Circulars of publisher Robert Sears include bold printed numerals. The New York post office struck them over with their own handstamps. Above: 1846, rated 2¢ due as a circular. Below: 1847, rated 5¢ due as an ordinary letter. Why? See discussion. (Peter Hedrington photo)



charged 5¢, the ordinary rate for a single weight letter carried less than 300 miles between July 1, 1845, and July 1, 1851. The reason for this is evident on the flapside, where a large piece of a wax seal remains affixed. The lower circular rates applied only if the circulars were sent *unsealed*.

The printed circular of Fontain & Son, illustrated here as Figure 3, was much in the same vein. This circular, addressed to a Pastor of Church, is datelined March 27, 1847, and includes a bold 8 × 10 mm. numeral 3, recognizing the new circular rate that had become

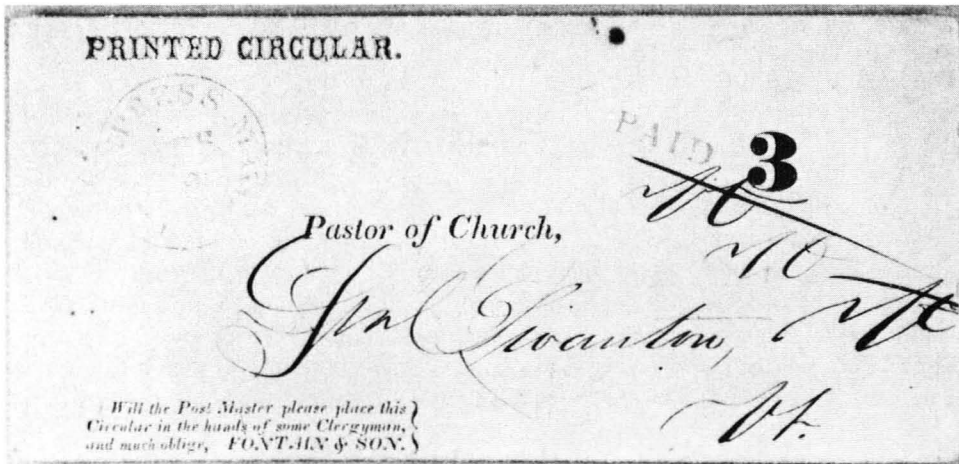


Figure 3. 1847 circular of Fontain & Son includes bold printed numeral. Postmarked with U.S. Express Mail route agent marking. Postal clerk found printed numeral convenient and added his handstamped PAID. (Peter Hedrington photo)

effective earlier that month. This circular advertises the merits of a patent medicine, "Restorative Francaise," which is breathlessly described as "a sure ANTIDOTE for CONSUMPTION, in its advanced as well as incipient stages," and attempts to enlist the sympathies of a local clergyman in distributing this probably worthless trash to indigent parishioners. It is postmarked with a blue 29½ mm. U.S. EXPRESS MAIL/APR/4 handstamp and a matching PAID, and is addressed to Swanton, Vermont. This is a railroad route agent marking (Towle type 114-0-1, Remele type U1a) used on the road between Albany and Buffalo, N.Y. Again, the numerical rating mark appears to have been a private marking, but in this instance the position of the PAID handstamp seems to indicate that the postal clerk recognized the utility of the printed numeral.

I have examined another printed circular of Fontain & Son with a very similar *handstamped* red 3 and matching PAID, apparently applied by the post office at Washington, D.C., used in 1848. This later circular was quite similar to the one I have described and illustrated here, except that it lacks a printed numeral. It would seem possible that the printed numeral on their 1847 circular actually was derived or patterned after the post office rating mark used on circulars in the Washington office.

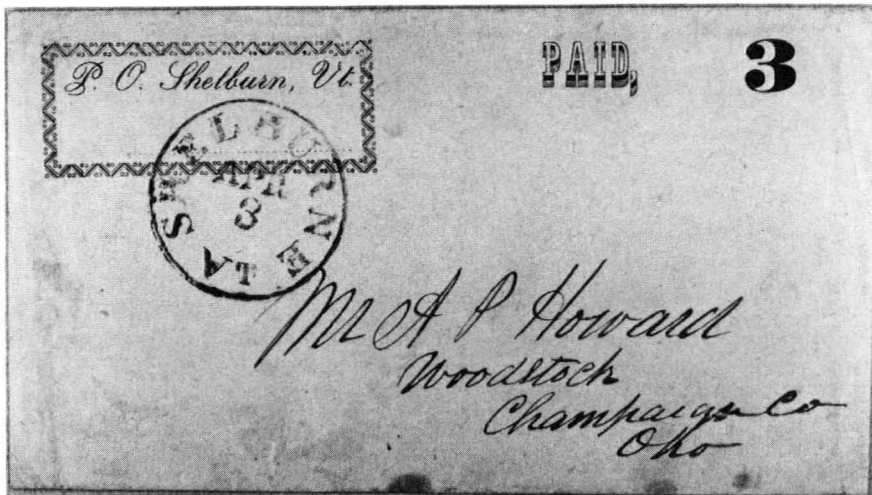


Figure 4. "Mystery" printed envelope of Shelburn, Vermont, includes a bold numeral 3. This has been described as a "possible provisional" use, but this seems doubtful. (Peter Hedington photo)

Figure 4 illustrates a unique, recently discovered "mystery" cover. This brownish buff envelope has a printed 53 × 21 mm. box composed of an ornamental frame, enclosing a script type P.O. Shelburn, Vt. It also has a printed fancy shaded PAID, as well as a matching 8 × 8½ mm. numeral 3, all in black. The bold numeral closely resembles the figure on the previously described Fontain & Son circular. This cover is also postmarked with a standard black 31½ mm. handstamp SHELBURNE, VT./APR/3. (Note the difference in spelling the town names. In fact, both spellings were used during this period.) There is very clear evidence on the flapside that this envelope had been sealed, and it lacks its original contents. It is addressed to Woodstock, Ohio, which was more than 300 miles away. Shelburn (or Shelburne) Vermont, was a fairly large township and post-village of Chittenden County, with a population of about 1,600, located near Lake Champlain, on the Rutland and Burlington R.R.

It seems to be an occasional practice for even reputable auction houses to describe items of this nature as being "possible provisionals." I suppose that they do have a superficial resemblance to the classic U.S. and Confederate typeset provisional envelopes, and the over-enthusiasm of the marketplace being what it is, there is a tendency to get carried away.

However, it is quite doubtful whether this particular item could be squarely placed in the provisional category. Just exactly what is it, though?

The printed "all of a piece" format and the style of the numeral associates it with the circular uses of the 1845-1851 period, but the fact that it is on an envelope (rather than a folded letter), that it was sealed, and that it was sent at a 3¢ rate for a distance over 300 miles seems to place it in the category of a stampless prepaid letter sent after July 1, 1851. My own guess is that the envelope was another private venture designed for circular mail during the 1847-1851 rate period, but that this cover was ultimately used to carry an ordinary letter at some time between 1852 and 1855. The Shelburn post office datestamped it in the usual way, but did not bother to rate it with their own markings, being content to let the printed marking serve that purpose. My thanks to Everett M. Engles of New York City for bringing this interesting item to my attention.

(To be continued)

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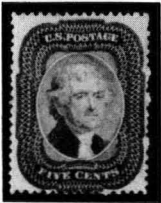


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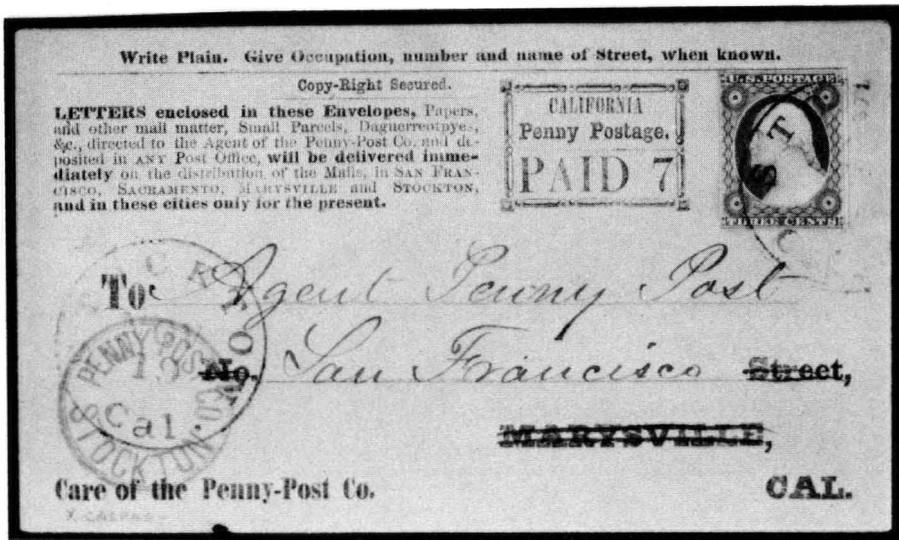
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ROBERT B. MEYERSBURG

One of the long-standing enigmas of U.S. carrier history has centered on mid-nineteenth century Cincinnati. Here we have an important city on the Ohio River, the leading edge of the westward-advancing frontier. The population has enjoyed letter-carrier service since at least 1837. Then, suddenly and inexplicably, gaps begin to appear in the service. Elliott Perry, in his extensive manuscript of Cincinnati carrier history, remarks that "no evidence of U.S. letter carrier service in Cincinnati has been found from October 1845 to June 1849. During this period all types of the Frazier stamps appear to have been issued and are known used." Perry's records show carrier service to have been resumed on June 5, 1849, by appointment of Henry Deland, Benjamin Phelps, and James Wheat as letter carriers. This government service continued until 1851, when Perry records: "In 1851, when the U.S. carrier service in New York and several other cities was being reorganized, it does not appear that the Postmaster General declared the public highways of Cincinnati to be post routes. Apparently there was neither government nor private letter delivery in Cincinnati until U.S. carrier service was resumed there late in 1854."

With the population almost doubling between 1840 and 1850, when it reached well beyond 115,000 — a metropolis even by today's standards — one would expect to find in the newspapers of the day complaints from the public about their deprivation of a valuable service during these two unexplained gaps; but careful perusal of the *Daily Gazette* and the *Cincinnati Enquirer* during those periods has not revealed any such comments from either the editorialists or the general readership. A notice in the *Daily Gazette* of Friday, October 27, 1854, concerning C.C. Williams's appointment as letter carrier, comments that "the carrier business has repeatedly broken down in this city, but an effort will now be made to place it on a permanent and reliable basis." This tends to indicate that it functioned previously in an inefficient and sporadic fashion — at a level just sufficient to keep it from becoming a target of public dissatisfaction.

As a devotee of Cincinnati carrier history for a number of years, I have searched assiduously for clues to help explain the reasons for the reported gaps in the carrier service. Perry states: "Any dispatch stamp which was used by Hiram Frazer or by Hiram Frazer Jr., while serving under legal appointment as a U.S. letter carrier, is not a 'local' — it is a U.S. carrier stamp." In agreement with Perry's analysis, I have sought confirmation of both Frazers' (if in fact there were two of them) and John W. S. Browne's appointments as U.S. letter carriers during the 1845-1849 and 1851-1854 periods respectively.

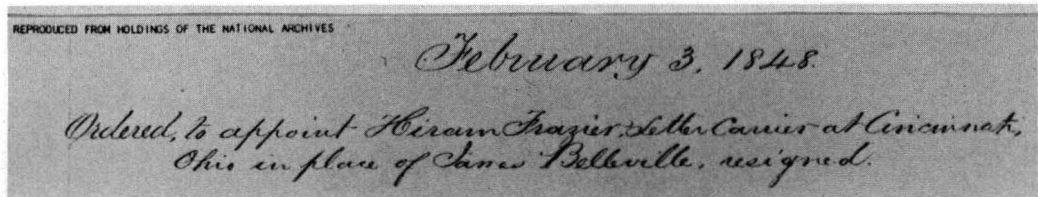


Figure 1. Entry from *PMG Journal* for Feb. 3, 1848, showing appointment of Hiram Frazier as letter carrier at Cincinnati. On the stamps, the name is spelled "Frazer."

Browne's has not yet turned up, but in the *Journals* [orders] of the *Postmaster General* concerning Cincinnati carriers, which may be reviewed in the U.S. Archives in Washington, D.C., I finally found a partial solution to the first gap. Hiram Frazer was appointed U.S. letter carrier for the second time on February 3, 1848, to replace James Belleville, who resigned effective that date (Figure 1). Belleville had been appointed on October 23, 1845 (the date

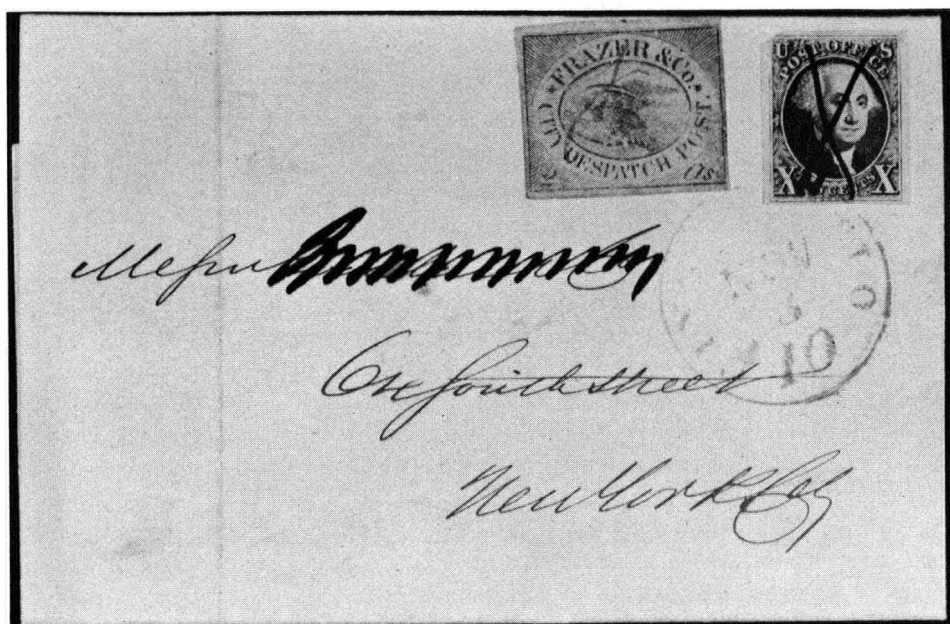


Figure 2. Cover from Cincinnati, Nov. 3, 1848, with 10¢ 1847 paying rate to New York, and Frazer 2¢ yellow used as semi-official carrier.

Frazer had originally resigned), along with Lewis J. Schell. Schell replaced Frazer, and Belleville opened a new district. Both had been U.S. letter carriers for the entire period between these dates.

Consequently, in view of this new documented information, and in concord with Perry's views on the matter, *any* Frazer stamp showing definite use between February 3, 1848, and June 5, 1849, should be classified as a U.S. semi-official carrier stamp. This treatment is not unlike that of the City Despatch Post stamp of 1842 — classified a carrier stamp (6LB1) if it is used on cover with a carrier cancellation, or a local stamp (4OL1) if cancelled with the boxed FREE strike of the New York City Despatch Post.

My records indicate the existence of at least three covers which so qualify:

1. A letter to New York City dated November 3, 1848, bearing U.S. #2 and 69L4 (Figure 2).
2. A letter to Batavia, Ohio dated October 21, 1848, with a copy of 69L6.
3. 69L8, dated September 12, 1848, on a city letter.

I would hope that other examples will appear following publication of this article.

Existing catalogues should be amended to reflect this important new information. The stamps must be genuinely used on cover during the specified time to qualify for carrier listing.

Readers, please review your Frazer covers and see if you have any examples falling within these dates — and if so, congratulations — and please notify me, along with a glossy photograph which will be illustrated in a future issue of the *Chronicle*.

PATRONIZE OUR ADVERTISERS

**GENUINE POSTAL USAGE OF THE 1860 90¢ BLUE WASHINGTON
PART I**

RICHARD M. SEARING

This handsome stamp, with the portrait of General George Washington, is perhaps second only to the 1869 90¢ Lincoln in a collector's esteem. As such, it frequently marks the pinnacle of the U.S. classic collector's wish list. With fewer than 30,000 reported issued and perhaps half of these later returned and destroyed, Scott #39 is a very scarce item in any form. Large remainders reportedly were discovered in the South following the Civil War, so that this is one of the very few U.S. stamps that are worth more genuinely used than mint. In excess of 90 percent of the existing used copies probably bear fraudulent cancels or cancels which cannot be certified.

The few genuinely used copies are characterized by very distinct cancels which can be positively identified, such as the New York grid, Philadelphia octagon, New Orleans foreign mail, New York ocean mail, or the large Boston PAID. One of the very few pen cancels recognized is the wavy magenta pen cancel reportedly used in Shanghai, China. Examples of the New York grid and the Philadelphia octagon are illustrated in Brookman, Vol. 1, p. 264.¹

In the *American Philatelic Congress Book* of 1951, the late great student of classic U.S. stamps, Stanley B. Ashbrook, wrote an article on the surviving covers bearing the 1860 90¢ stamp and listed several major pieces which bear copies of this stamp. Later, in his privately printed *Special Service*, he updated some of this information. Because of the intervening 35 years some corrections and additions to that list are in order, and a few comments may be useful to the first time reader on this subject.

Probably the most famous of the genuine covers is the so-called Ernie Jacobs cover. This has been named for the first collector to acquire the letter from the famous Howland family correspondence to the Cape of Good Hope. Many covers with high value stamps from this correspondence were destroyed or mutilated before they could be saved for philately. The Jacobs cover now resides in the beautiful collection of classic U.S. stamps and covers that was formed by Ryohei Ishikawa and was part of his National Grand Prize winning collection at AMERIPEX, and Grand Prix d'Honneur display at CAPEX.

The story of how Jacobs acquired the cover has been recounted in many places, including a first person account in *Stamps* magazine of November 16, 1946, and in Ashbrook's *Special Service*, pp. 408-412. Suffice to say that the cover, mailed in early July 1861, is a 4 × 33¢ per ½ ounce rate with \$1.12 credit to the British. Ashbrook considered it to be the finest cover existing with the 90¢ stamp at the time he wrote his 1951 article. A full color photo is shown in the book illustrating the Ishikawa collection, and also appears as the frontispiece of *U.S.P.M.*²

In 1931, a remarkable lot of old covers was uncovered in San Francisco which is now known as the Augustine Heard correspondence to Shanghai, China. The story of this find and the history behind the Augustine Heard Trading Co. has recently been told at *Chronicle* 130:84. Among these celebrated covers were two very rare ones, each bearing a copy of the 1860 90¢ stamp. The only single of this stamp used alone on cover and the earliest known usage recorded is shown in Figure 1.

1. Lester G. Brookman, *The United States Postage Stamps of the 19th Century*, 1966, H. L. Lindquist Publications, Inc.

2. Ryohei Ishikawa, *The United States Stamp 1847-1869*; Thomas J. Alexander, *Simpson's U.S. Postal Markings*.

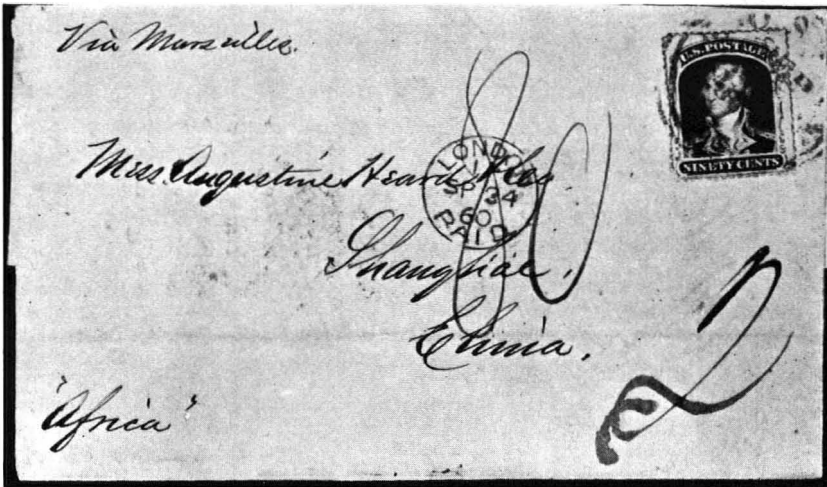


Figure 1. Earliest recorded usage on double weight letter via Marseilles to Shanghai, China on September 11, 1860, from the Augustine Heard correspondence.

The rate paid is $2 \times 45\text{¢}$ per $\frac{1}{2}$ ounce via Marseilles with an 80¢ credit to the British; the cover was mailed on September 11, 1860. It was purchased by the famous dealer, Philip Ward, who in turn sold it to the legendary collector Henry Gibson in 1933. Years later, long after the sale of the Gibson collection in 1944, I had an opportunity to study this cover under glass at the 1962 WESTPEX show in San Francisco. At that time, it resided in the award-winning collection of Captain Barrett Hinds. After his death, I lost track of the cover for many years. However, I recently learned that it was in the great collection being formed by Dr. Leonard Kapiloff, and he kindly sent me a color slide for my records.

In that same Heard sale in 1932, the second cover offered was even more remarkable, but due to the ignorance of the finder and the inability of Scott Publications to list the imperforate 90¢ as a color proof in their catalog at that time, this cover has been forever compromised in the eyes of many collectors. Figure 2 shows the cover, which was once owned by Robert Paliapito, but now also resides in the Ishikawa collection and is shown in gorgeous color in Ishikawa's book. In my opinion, this cover is the most striking of the five recorded genuine examples. It certainly bears the most different stamps in contrasting colors.



Figure 2. Genuine but restored $1\frac{1}{4}$ - $1\frac{1}{2}$ oz. rate cover to Shanghai, China, via Marseilles used November 9, 1860, from the Heard correspondence.

As described by Ashbrook in his *Special Service*, the 90¢ stamp was removed, the perfs cut off to make an imperforate (which never was issued as a regular stamp), then placed back on the cover when the ignorant owner was informed of his misguided deed. When the cover was sold as genuine but damaged, the stamp was later removed, reperfed, and affixed to the cover by the new owner with the necessary cancel touchup. The usage is genuine in every postal respect, but the damage has been done. Such is the price of ignorance in trying to fill an album space created for a proof that never should have been listed as a stamp.

Another genuine 90¢ usage surfaced with the sale of the great Alfred Caspary collection in 1956. Until the Caspary sales, this cover had changed hands by private treaty only and had never been recorded in the philatelic domain. This remarkable item was described and illustrated by Ashbrook in his *Special Service* of February 1956 and is shown in Figure 3.



Figure 3. Quintuple rate via French mail to Spain mailed November 3, 1860. Unknown by Ashbrook for his 1951 APC article.

The letter is a $5 \times 21\text{¢}$ per $\frac{1}{4}$ ounce usage traveling by French mail from New York City to Spain on November 3, 1860, with a 60¢ credit to France. Spain collected 16 reales from the recipient. This cover was not listed in Ashbrook's 1951 *American Philatelic Congress* article since he was apparently unaware of its existence at that time. If it had been listed, he might have modified some of his comments about the finest existing cover bearing the 90¢ stamp.

The discovery of this cover is cloaked in mystery, but it must have surfaced sometime in the 1920s. I believe it resided in the south for many years. After the sale in 1956, the cover was not seen again for 23 years. In 1979, the letter changed hands by private treaty for (reportedly) more than \$250,000. When it sold for \$10,500 in 1956 the philatelic world gasped, but inflation in the past few years has done wondrous things with paper values.

I learned recently that this cover also now resides in Dr. Kapiloff's collection, and it was featured in the Court of Honor at AMERIPEX. When I examined it closely, I was impressed by the beautiful colors of the stamps after more than a century. Readers can appreciate the rich colors as the cover was shown in the special color section of the AMERIPEX issue of the *Chronicle*. In my humble opinion, this cover deserves the title as the finest uncompromised cover presently known bearing the 90¢ stamp.

The final probably genuine cover of this select group of five was referred to by Ashbrook in his 1951 piece as the "Filstrip" cover after the reputed Midwestern owner. This cover apparently resurfaced in the late 1970s and now resides in the well known U.S. classic cover collection of Louis Grunin. This item is a large, refolded legal envelope or courthouse cover, originating from Cincinnati, Ohio, and postmarked Jan. 6 (1861) with the blue Cincinnati

duplex. It is addressed to the Clerk of Courts at Peoria, Ill. It was discovered in the 1930s when many old courthouses were torn down and replaced. Unfortunately, the stamp is not tied to the cover by the postmark, and this fact has raised questions about the usage in the eyes of some knowledgeable collectors.

When I first observed this cover personally at INTERPHIL, there were some questions about the authenticity of the cancel due to the slant of the grid bars. However, since then other examples of this Cincinnati duplex with the slanted bars have turned up, tying stamps, and properly used in the same period. With this new evidence, the usage appears genuine and it is the Filstrip cover referred to by Ashbrook in his 1951 *American Philatelic Congress* article. The cover has been granted a Philatelic Foundation certificate and was also on display at AMERIPEX, where I was able to obtain a color slide from the owner for my records.

In summary, we have three genuine covers, without question, bearing Scott #39, one genuine, but "modified and repaired," and one with the stamp not tied, but believed to be genuine. Two covers presently reside in the Ishikawa collection, two covers reside in the collection of Dr. Kapiloff, and the only domestic use is found in the Grunin collection. Four of these five rare gems were on display at AMERIPEX.

In the next portion of this article, I shall discuss several covers, which for one reason or another have been declared fraudulent or doubtful. Your comments are most welcome at P.O. Box 1174, Yorba Linda, CA 92686.

SAILINGS OF THE UNITED STATES MAIL
U.S. Mail Steamship Co. — New York to Panama
Pacific Mail Steamship Co. — Panama to San Francisco

January to December 1852

STANLEY B. ASHBROOK

(Continued from *Chronicle* 133:41)

Thurs. Jan. 15, 1852, *N.Y. Herald*. - "Arrival of El Dorado. The S.S. El Dorado, Lt. H.J. Hartstone U.S.N. commanding, arrived last night, having left Chagres on the 4th."

For San Francisco VIA CHAGRES - *N.Y. Herald*, Sun. Jan. 11, 1852, U.S. & P.S.S. Co. Departure date - Jan. 22, 1852, 2 P.M. - S.S. El Dorado for Chagres, connecting with extra February steamer from Panama to San Francisco.

For Calif. & Oregon VIA CHAGRES - *N.Y. Herald*, Wed. Jan. 28, 1852 - Pac. M.S.S. Co., Departure date - Tues. Feb. 3, 1852, 2 P.M. - Extra S.S. Crescent City for Chagres, connecting with one of the Co's extra steamers at Panama on or about 25th of Feb.

For San Francisco VIA CHAGRES DIRECT [change of sailing day] - *N.Y. Herald*, Wed. Jan. 28, 1852, P.M.S.S. Co., Departure date - Feb. 5, 1852, 2 P.M. S.S. Cherokee for Chagres - "S.S. Cherokee will sail on Feb. 9 with Mails for Chagres, connecting at Panama with S.S. Tennessee, for San Francisco.

For San Francisco Via Chagres - *N.Y. Herald*, Tues. Feb. 10, 1852, U.S. & P.M.S.S. Co., Departure date - Fri. Feb. 20, 1852. 2 P.M. - S.S. El Dorado for Chagres, connecting with the extra steamer of Mar. from Panama to S.F.

To Calif. Via Havana & Chagres - *N.Y. Herald*, Tues. Feb. 10, 1852, U.S. & P.M.S.S. Co., Departure date - Tues. Feb. 24, 1852, 2 P.M., S.S. Georgia for Chagres, connecting with U.S.M.S.S. Northerner, sailing without delay for San Francisco.

N.Y. Herald, Mar. 2, 1852 - Adams & Co's Calif. Freight Package & Parcel Express per Steamer Crescent City on Fri. Mar. 5th. For U.S. Mail Steamer Empire City on Tues. Mar 9th, and per steamer Sierra Nevada on Wed. Mar. 17th. Our next regular express for Calif. via Chagres and Panama will be despatched by the steamer Crescent City on Fri. Mar. 5th at 2 P.M., connecting at Panama with S.S. New Orleans on April 1st, leaving then for San Francisco.

For Calif. & Oregon Via Chagres - *N.Y. Herald*, Fri. Feb. 27, 1852, U.S. & P.M.S.S. Co., Departure date - Fri. Mar. 5th, 1852, 2 P.M., S.S. Crescent City for Chagres, connecting at Panama with the Company's steamers.

To Calif. for Chagres Via Havana - *N.Y. Herald*, Fri. Feb. 27, 1852, U.S. & P.M.S.S. Co., Departure date - Tues. Mar. 9, 1852, 2 P.M., S.S. Empire City for Chagres, connecting with the U.S.M.S.S. Northerner for San Francisco.

N.Y. Herald, Apr. 8, 1852, S.S. Empire City, April 9th, via Aspinwall, Navy Bay, connecting at Panama with S.S. Tennessee.

For Calif. & Oregon Via Chagres, Direct - *N.Y. Herald*, Wed. Mar. 10, 1852 - U.S. & P.M.S.S. Co., Departure date - Sat. Mar. 20, 1852, 2 P.M. El Dorado for Chagres, connecting at Panama with the Co's steamers, possibly "Republic".

To Calif. for Chagres Via Havana - *N.Y. Herald*, Wed. Mar. 10, 1852, U.S. & P.M.S.S. Co., Departure date - Wed. Mar. 24, 1852, 2 P.M., S.S. Georgia for Chagres via Havana, connecting with the S.S. Oregon for S.F.

For Calif. & Oregon Via Navy Bay - *N.Y. Herald*, Fri. Mar. 26, 1852, U.S. & P.M.S.S. Co., Departure date - Mon. Apr. 5, 1852, 2 P.M., S.S. Crescent City via Navy Bay, connecting at Panama with the Co's steamers.

For Calif. for Navy Bay via Havana - *N.Y. Herald*, Fri. Mar. 26, 1852, U.S. & P.M.S.S. Co., Departure date - Fri. Apr. 9, 1852, 2 P.M., S.S. Empire City for Navy Bay via Havana, connecting at Panama with S.S. Tennessee for San Francisco.

Thurs. April 8, 1852, *N.Y. Herald*, - For California - First and only sure chance to San Francisco direct, no detention on the way. Through in 26 days by the U.S.M. Steamer "Empire City" Apr. 9th, via Aspinwall (Navy Bay) thence by railroad to Gorgona and Panama to connect with S.S. Tennessee. — Berford & Co., 2 Astor Place.

N.Y. Herald, Sat. Apr. 17, 1852 - Calif. Express. No. 7 Wall St. - Next shipment will go forward on U.S. Mail S.S. "El Dorado" 20th of April, to San Francisco. The most responsible transportation agents on the Isthmus receive the shipments at the Railroad Depot at Aspinwall City and deliver them on the U.S. Mail steamers at Panama. Wm. Chase Barney, Proprietor.

To Calif. & Oregon - EXTRA - The S.S. Illinois being now ready for service - *N.Y. Herald*, Mar. 3, 1852, U.S. & P.M.S.S. Co., Departure date - Apr. 26, 1852, 2 P.M., S.S. Illinois for Chagres, connecting at Panama with Co's extra May steamer, to sail for San Francisco.

For Calif. & Oregon Via Aspinwall (Navy Bay) - *N.Y. Herald*, Apr. 27, 1852, U.S.M.S.S. Co., connecting with Pacific Co., Departure date - Wed. May 5, 1852, 2 P.M., S.S. Crescent City for Aspinwall, connecting at Panama with S.S. Northerner.

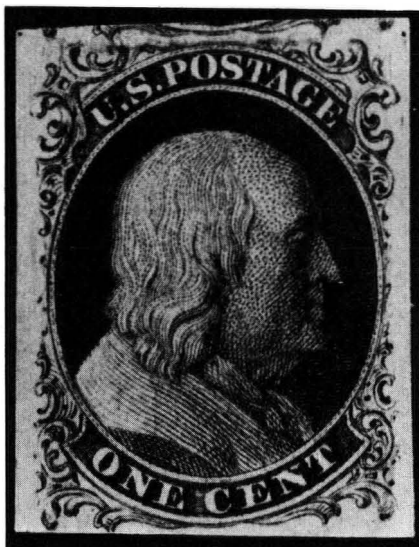
For Calif. & Oregon Via Aspinwall - *N.Y. Herald*, Tues. Apr. 27, 1852, U.S.M.S.S. Co., connecting with P.M.S.S. Co., Departure date - Mon. May 10, 1852, 2 P.M., S.S. Empire City for Aspinwall via Havana, connecting with S.S. Oregon to sail for San Francisco. No detention at Panama. The Panama Railroad is now in operation, and the cars running to within a few miles of Gorgona. Passengers will thus be enabled to save about 40 miles of river navigation and also the danger and expense heretofore attending the landing in boats off Chagres, as they will be landed from the steamers, free of expense on the Co.'s wharf at Aspinwall. Transit of the Isthmus at the passengers' expense.

For Calif. & Oregon - *N.Y. Herald*, Wed. May 12, 1852, U.S.M.S.S. Co., Departure date - Thurs. May 20, 1852, 2 P.M., S.S. Illinois for Aspinwall Navy Bay, connecting with S.S. Tennessee for San Francisco.

For San Francisco - *N.Y. Herald*, Wed. May 12, 1852, U.S.M.S.S. Co., Departure date - Mon. May 24, 1852, S.S. Cherokee via Havana for Aspinwall, Navy Bay, connecting at Panama with regular mail steamer for San Francisco.

For Calif. & Oregon via Aspinwall Navy Bay - *N.Y. Herald*, Tues. May 25, 1852, U.S.M.S.S. Co., connecting with Pacific Co., Departure date - Sat. June 5th, 1852, 2 P.M., S.S. Crescent City for Aspinwall, Navy Bay, direct.

(To be continued)



#7, * No Gum



#26, * OG, NH

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1¢ CIRCULAR CARRIER CONTRACT RATE AT PHILADELPHIA
DURING THE MID 1860'S

NORMAN SHACHAT

(This is a revised version of an article which first appeared in *La Posta*, Aug.-Sept. 1985, pp. 20-21.)

Although the Act of March 3, 1863 (effective June 30, 1863), set the drop letter rate and the unsealed circular rate at 2¢, occasionally one finds a locally addressed cover with only 1¢ postage paid. One such cover is shown in Figure 1. It is clearly dated June 18, 1866, by the PHILADA. PA/POST OFFICE carrier handstamp. Postage was paid with an 1861 issue 1¢ blue. The small circular cancel which ties the stamp, though not fully struck, is clearly not a usual Philadelphia type cancel. The envelope was not sealed, suggesting that it contained a circular and was posted as an unsealed circular.

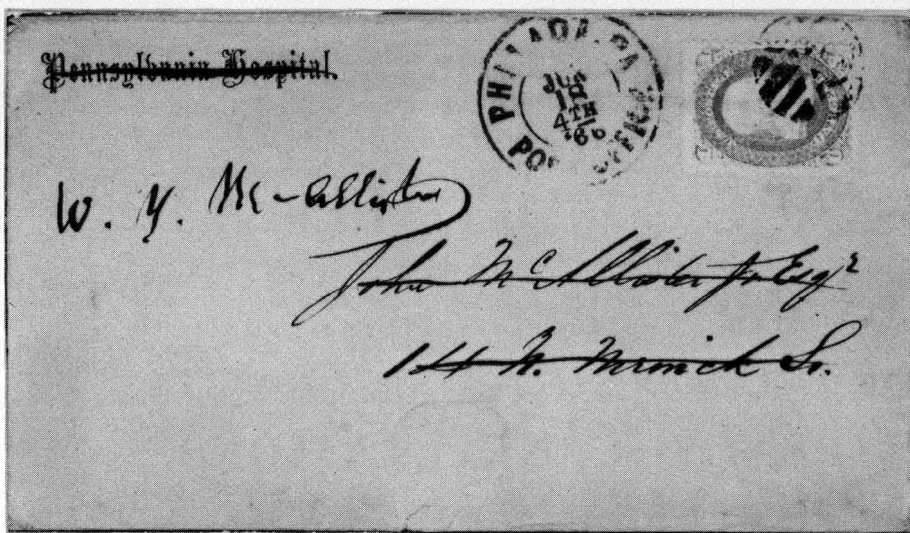


Figure 1. 1¢ Carrier delivery dated June 18, 1866 (author's collection).

Four additional examples which have been reported are listed in Table 1. All contain unsealed flaps, 1¢ postage (1861 issue) and the PHILADA. PA/POST OFFICE carrier marking. All are dated prior to 1866, and unlike the example in Figure 1, the stamp is cancelled with the carrier marking itself rather than with a separate cancelling device. Observation of a large number of local letters with the carrier marking suggests that the Carrier Dept. of the Phila. Post Office did not adhere to the following instruction in the Act of 1863 until 1866:

The use of the office dating or postmarking stamp as a cancelling instrument is prohibited, and a separate instrument must in all cases be used.

The example illustrated in Figure 2 is particularly interesting because it contains the earliest reported date of usage of the d.c. PHILADA. PA/POST OFFICE marking. The prior early date was Jan. 11, 1864. Use of the marking is known from 1864 to 1867 (possibly early 1868).¹

There are two sections in the Act of March 3, 1863, which might explain a 1¢ rate:

Section 15 permitted the local postmaster to contract with publishers of newspapers, period-

1. N. Shachat, *Penna. Postal Historian*, Vol. 12, No. 1, Jan.-Feb. 1985, p. 5.

Table 1

Date	Reported by	Figure
Jan. 8, 1864	Frank Mandel	2
Jan. (1865 or 1866)	Robert J. Stets, Sr.	—
March 16, 1865	Henry Nowak	—
April 14, 1865	Steven M. Roth	3

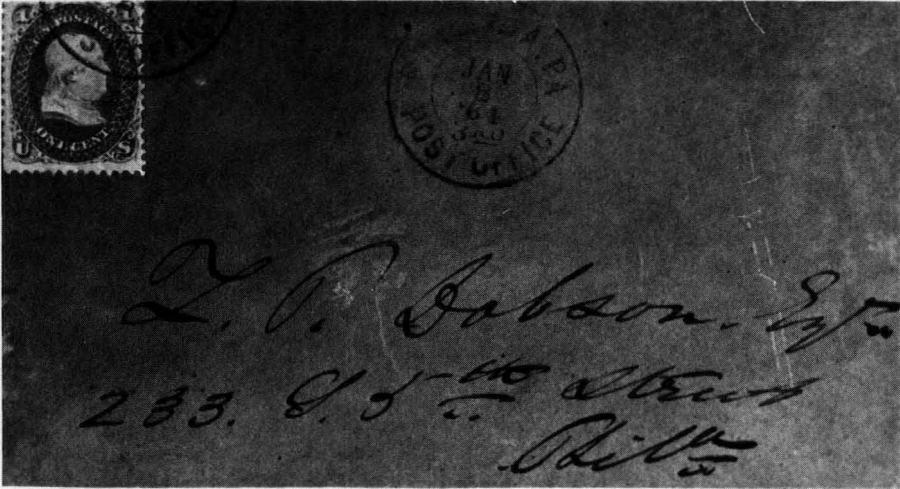


Figure 2. Example with earliest reported d.c. carrier marking, Jan. 8, 1864 (collection of Frank Mandel).

icals and circulars for delivery by carrier, within his district, at agreed upon rates, subject to approval of the Postmaster General.

Section 36 set the rate on second class matter issued less frequently than once a week, from a known office of publication, to regular subscribers, at 1¢ per 4 oz.

Since none of the five reported examples have the contents, we cannot be absolutely certain which pertains. The simple unsealed envelopes strongly suggest Section 15 as the more likely explanation. Because all of the examples contain carrier markings, and free delivery by carrier was well established in the area served by the Phila. P.O. by 1865, the following provision in the Act of March 3, 1865, is obviously not applicable:

That the prepayment postage on drop letters in all places where free delivery is *not* established



Figure 3. 1¢ Carrier delivery dated April 14, 1865 (collection of Steven M. Roth).

shall be one cent only.

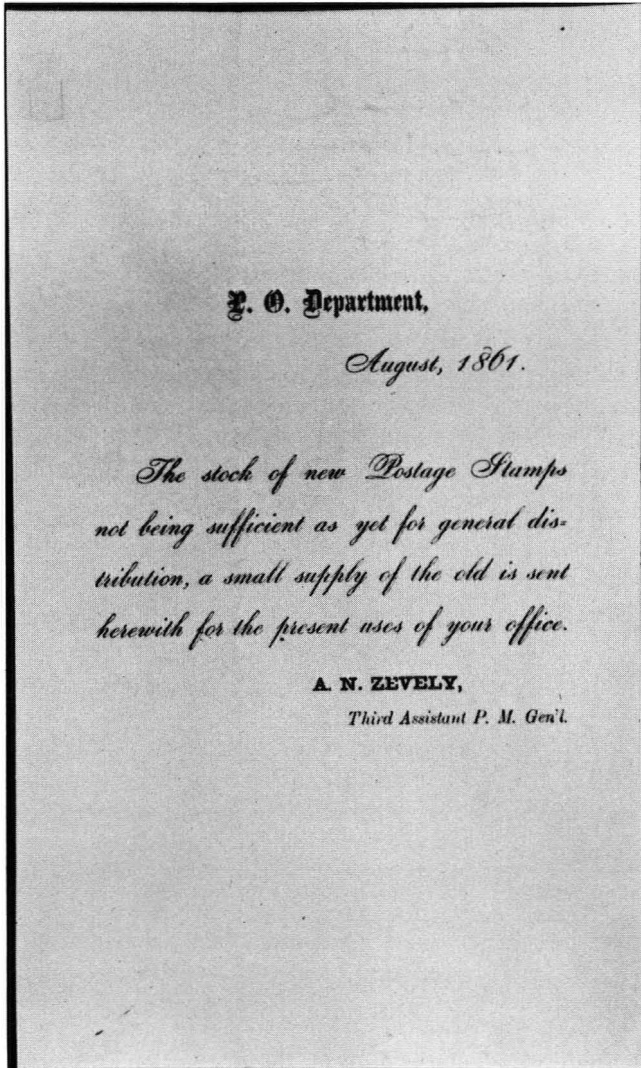
Even though only five examples have been found to date, it is likely that many more exist, but perhaps have not been recognized as contract carrier rate covers. Further, it would be of interest to know if cities other than Philadelphia that had developed carrier systems, such as New York, Boston, Baltimore, Brooklyn, N.Y., Cincinnati, Washington D.C., etc., implemented Section 15 of the Act of 1863. Any input on this subject would be appreciated.

The help of those listed in Table 1 is gratefully acknowledged.

NEW DEMONETIZATION-CONNECTED NOTICE COMES TO LIGHT

In *Chronicle* 122 (May 1984) the notices and circulars sent out by the U.S. Post Office Department in 1861 when the 1857 stamps were demonetized and replaced by the 1861 stamps were discussed. The key item in that article was a copy of one of the styles of letters sent out with the 1861 stamps when they were sent to post offices for the first time. The letter, reported by T. J. Alexander, instructed postmasters on what basis the stamps of 1857 would be exchangeable for the new 1861 stamps and how the latter would be demonetized.

Actually, the 1857 stamps were demonetized and replaced at each different post office in the country individually when it first received a supply of the new stamps. Since the



National Banknote Co., then the new stamp printer for the 1861 issue, could not supply stamps fast enough to supply all the offices in the country at once, the replacement was done on a gradual basis over two or three months or more. The large offices (except for New York City) were supplied first beginning in mid-August but some of the small post offices didn't have supplies of stamps until in October.

The illustration with these notes shows a second style of circular that was sent out with supplies of stamps to post offices during this period, but rather than telling how to replace the old stamps, it explains why a supply of the 1857 issue was sent rather than the new, 1861 issue.

The previous article cited above noted several references showing the supply available of 1861 stamps during August and September 1861 was not adequate to meet the heavy demand caused by the Civil War and many people being away from home. An article in the *U.S. Mail & Post Office Assistant* for September 1861 (Collectors' Club of Chicago reprint edition, page 46) explained what postmasters should do when they ran out of the new stamps before further stocks they had ordered were received. The postmasters were told that in such situations they should again resort to the old, 1857 issue of stamps (presumably by borrowing them from other offices if none were on hand) rather than accept cash for prepayment of letters. Use of postage stamps to prepay postage was the law, and a notice on the opposite page of the *U.S. Mail* advised postmasters that any letters arriving at their offices not prepaid by stamps were to be charged due postage even though the post office at the mailing end had marked them "PAID."

We also noted that the late Elliott Perry, in his *Pat Paragraphs* No. 50 (page 117 of the BIA reprint edition) had published a newspaper item evidently taken from a Post Office Department circular sent out in September 1861, of which no copy has been reported as surviving. This notice informed all that postmasters should continue to use the old stamps and accept all letters mailed with them until they received a supply of the new (1861) issue. The notice, however, said nothing about the Post Office Department's continuing to supply the old stamps to some post offices while they were supplying the new issue to other offices, larger, but in the same area and at the same time.

For this is the message conveyed by the notice illustrated here, which was evidently sent out with a stock of the 1857 stamps to Orwell, Ashtabula County, Ohio, in August or September 1861. And, per the *U.S. Register* for 1861, Orwell postmaster John W. Babcock received compensation of \$137.76 with \$129.56 due the United States in fiscal 1860-1, so that office wasn't all that small.

Acknowledgements go to Charles J. Molnar for providing the notice!

Richard B. Graham

MORE HANDSTAMPED "SOLDIER'S LETTER" CERTIFICATIONS

Chronicle 133 (February 1987) contained an article in this section regarding the use of handstamps to provide the certifying legends on Civil War soldiers' letters, to go with the signatures of officers faced with the task of endorsing large numbers of letters sent by the men of their regiments or units.

The certifying legend was required under PMG regulations so that the letters could be sent with postage due in the domestic mails, although all other domestic letters, except for a few waterways types, had to be prepaid. This regulation, stemming from the Congressional mustering act of July 1861, remained on the books until well after the Spanish American War.

In the previous article, a few "ground rules" were laid down for listing this kind of handstamp. The handstamp has to include the words "Soldier's Letter" so that it was something made up to comply with postal regulations and not just the normal handstamp that every army regiment had made up for its routine paperwork. Many of the latter exist on

soldiers' letters with an officer's signature and, usually, the "soldier's letter" in manuscript.

Reports of additional markings have been given us by Richard C. Frajola, John R. Biddle, Labron Harris, and Kenneth Schoolmeester.

One of the items is a postal marking; all the others are the normal handstamps applied by the military to speed their processing of their outgoing mail.

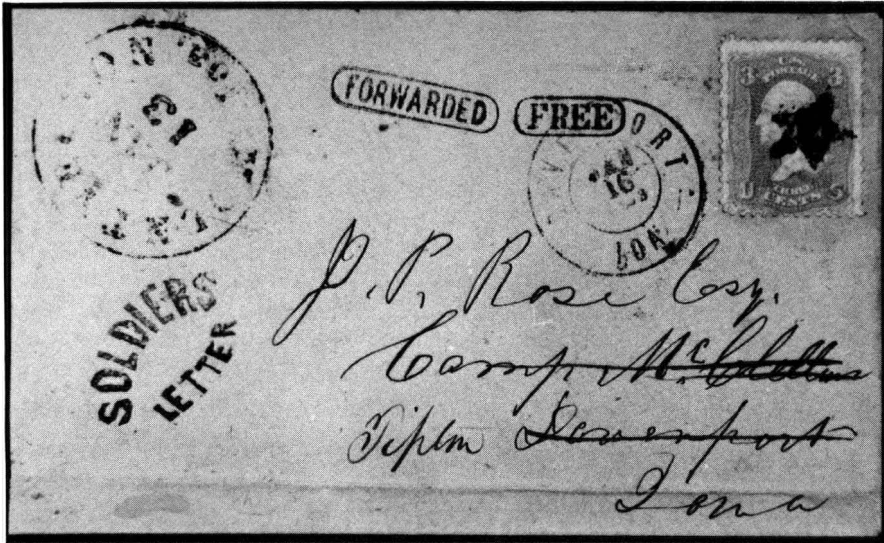


Figure 1. Post office use of a "soldier's letter" marking at Davenport, Iowa, in 1863 to identify a "follow the regiment" free forwarding usage.

Figure 1 shows the cover with the post office marking, an oval, rimless "SOLDIER'S / LETTER" on a cover forwarded from Davenport, Iowa, in 1863. Another act in 1861, announced in *U.S. Mail & Post Office Assistant* for August 1861 (page 42 of the Collectors' Club of Chicago reprint) had provided free forwarding of mail addressed to soldiers when the units to which they belonged were sent elsewhere. The *U.S. Mail's* notice is shown as Figure 2 and it should be observed that the Post Office Department was careful to remind all that the forwarded letters had to have been prepaid at their original point of mailing!

Figure 2. The announcement of the regulation permitting free forwarding of mail addressed to soldiers who had been moved to other areas.

SOLDIERS' LETTERS.—In conformity with a recent Act of Congress, the Post Master General instructs postmasters to demand no extra postage upon letters addressed to officers and soldiers enlisted in the army, when such letters are forwarded from one point to another, owing to a change of locality of the parties addressed. When originally mailed, however, these letters are subject to prepayment of postage, the same as other correspondence, unless they are legally franked.

At that time, an additional rate of postage was charged every time a letter was forwarded, and while domestic letters had to be prepaid at origin, forwarding charges were normally collect. Thus, the act benefited the soldiers who would otherwise have had to pay collect postage or not receive their letters.

This regulation, known to many as the "Follow the Regiment" usage, is apparently the reason for the "SOLDIER'S / LETTER" and other markings on the cover shown in Figure 1. The letter originated at Mount Vernon, Iowa, on Jan. 13, 1863, prepaid by the 3¢ 1861 stamp and addressed to a soldier (although no military title or unit was given — often the case for letters to soldiers who had just entered the army) at Camp McClellan, Davenport, Iowa.



Figure 3. The markings on the cover shown in Figure 1.

Evidently the soldier and his unit had been sent to Tipton, Iowa, before the letter arrived, thus the letter was so endorsed at the Camp, I suppose, and returned to the Davenport post office for forwarding. There it was marked with the black oval “SOLDIER’S/LETTER,” “FORWARDED” and “FREE” and also with a Davenport postmark dated Jan. 16, 1863. These markings, applied at Davenport, are shown as tracings in Figure 3.

Figures 4 and 5 show two more covers with “soldier’s letter” handstamps that took a bit of research to explain. Both bear somewhat “cobbled up” or homemade “soldier’s letter” handstamps and neither cover bears a handwritten signature although both were accepted readily by post offices handling large volumes of soldiers’ mail at the time.

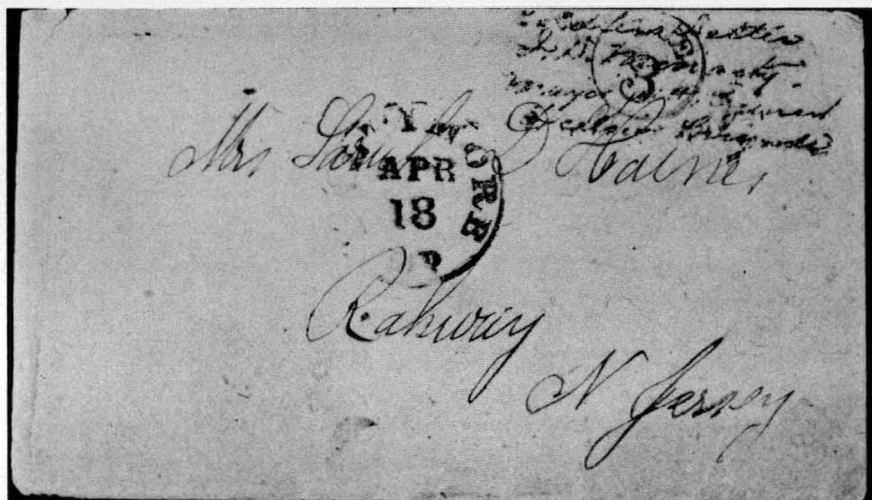


Figure 4. With handstamp reading “Soldier’s Letter/ J. D. Moriarty/ Major 4th Regiment/ Excelsior Brigade” in a facsimile manuscript in black, this handstamp on this cover would probably be difficult to read even though perfectly and cleanly struck!

The marking on the cover in Figure 4 is both a weak strike of what appears to be a “manuscript facsimile” style handstamp in that it duplicates a written certifying legend, including signature. It is traced as “A” in Figure 6 (from the cover in Figure 4 plus a second example shown us by photocopy) and reads: “Soldier’s Letter/ J.D. Moriarty/ Major 4th Regiment/ Excelsior Brigade,” which posed a mild problem in identifying the regiment in terms that could be used with our other references.

The “Excelsior Brigade” was otherwise known as “Sickles Brigade” after N.Y. Congressman (and General) Daniel Sickles who organized the brigade at Staten Island in early 1862. The 4th regiment was the 73rd N.Y. Volunteer Infantry and, judging from the history of the regiment and the blue Baltimore datestamp of April 18 with a matching “Due 3” in a circle, the cover dates from the Peninsular Campaign of 1862 when the Excelsior Brigade was part of the forces besieging Yorktown, Va.

The cover shown in Figure 5 has no town datestamp or any other date, with only the fancy “horse collar” style “SOLDIERS LETTER/ 141.N Y./ L.B. PM.” handstamp and a “Due 3” (struck in the first line of the address), traced as “C” and “D” in Figure 6, to provide

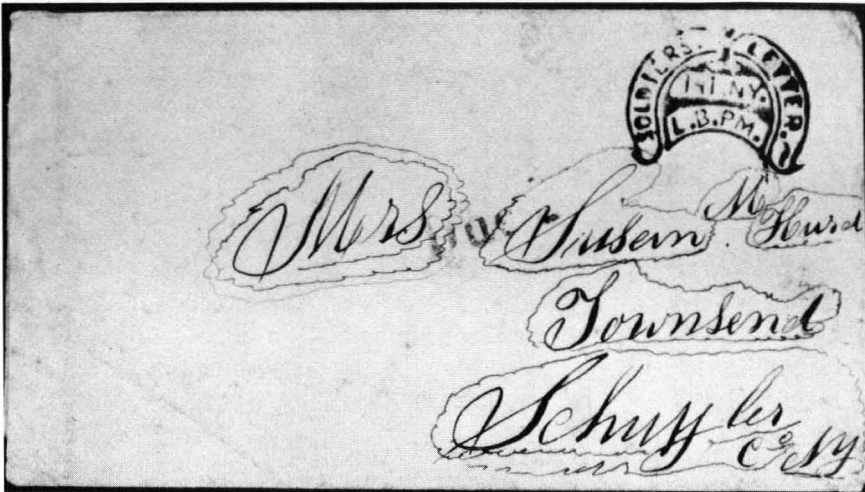


Figure 5. Soldier's letter handstamp, in a fancy horseshoe shape, of the 141st New York, probably used from near Yorktown, Va., in 1863 on this cover mailed at Old Point Comfort.

us with data. Fortunately, the "Due 3" is a type peculiar to Old Point Comfort, Va., being readily distinguished by the odd "D" of "Due" which has a flat spot and a "hump" on the back curve that gives it a slightly characteristic look of Old English type. This marking is common on military covers fetched into Old Point Comfort during the war and is known on covers without the town datestamp about as often as with it.

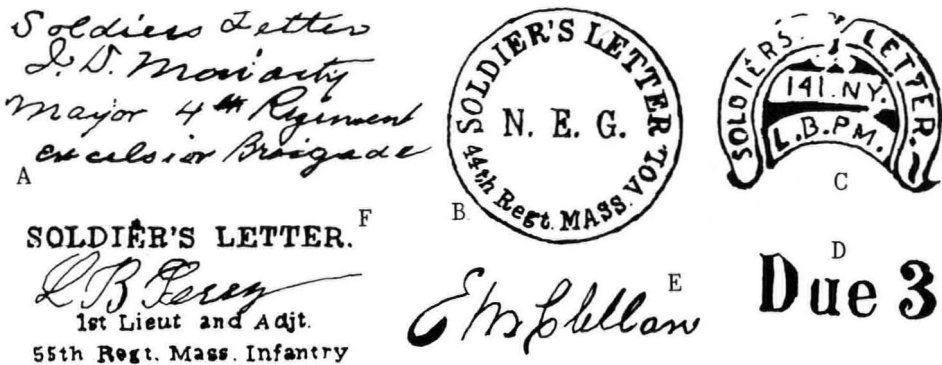


Figure 6. Tracings of soldiers' letter markings of regiments, with (D), the Old Point Comfort post office's distinctive "Due 3."

The 141st N. Y. was organized at Elmira, N. Y., in Sept. 1862 and was promptly sent to Washington, D. C., where it remained until April 1863. It was then sent to Norfolk, Va., and then was in a siege of Suffolk, Va., before being sent to Yorktown, Va., where it was on May 12. It remained in the vicinity until it was sent back to Washington in July and then, in September, to the armies in the west, so that the cover in Figure 5 almost certainly was sent from Old Point Comfort, April-July, 1863.

In the article in *Chronicle* 133, a group of "soldier's letter" tracings (Plate I on page 49) showed as "B" a shield shaped handstamp used by the Louisville, Ky., post office on Dec. 18, 1862. Frank Mandel has reported a second example, recently sold in a New York area auction, used on Dec. 14, four days earlier than our first example.

In the same plate, "G" was an incomplete tracing of the "soldier's letter" handstamp of the 44th Massachusetts of the "N. E. G." (New England Guard), and I requested that someone provide a photocopy of a complete tracing. Dr. Ken Schoolmeester provided a copy of a cover with a brilliant strike, traced in Figure 6 as "B" which was used on a cover postmarked

at New Bern, N.C., on Feb. 17, 1864.

Figure 7 shows the cover from which tracing "F" in Figure 6 was taken. This somewhat waterstained cover is a Howell patriotic, printed in gray, used from Port Royal, S.C., on May 19, 1864. The soldier's letter handstamp of the 55th Massachusetts Infantry, struck in black has a blank space for the certifying signature of the "1st Lt. and Adj(utant)" of the regiment, in this case, one L.B. Perry. Of interest here is that the identity of the adjutant might change but the officer would still normally be a first lieutenant.

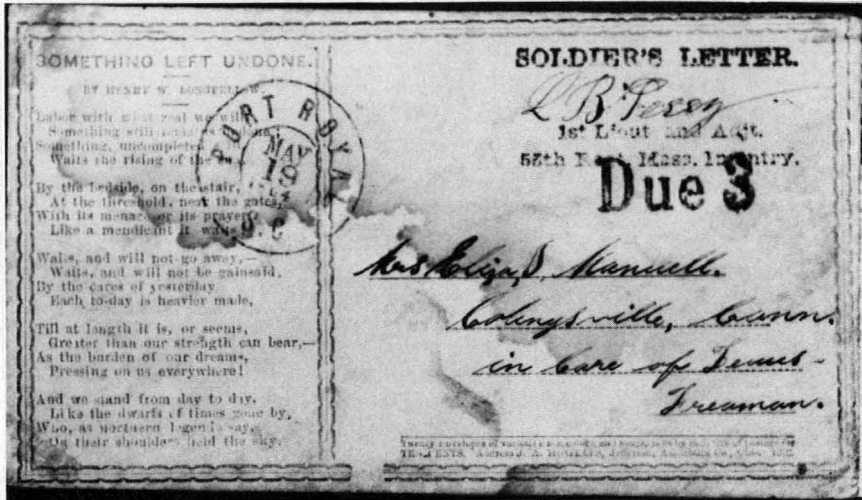


Figure 7. "Soldier's Letter" handstamped certification of the 55th Mass. Infantry on a Howell patriotic mailed at Port Royal, S.C., in May 1864.

The signature "E. McClellan" traced as "E" in Figure 6 has been seen on several covers bearing Old Point Comfort markings and the handstamped signature usually has the "Soldier's Letter" in manuscript with "Ast Surg(eon)., U.S.A." Thus, while the handstamped signature does not fully qualify to be reported here under our ground rules, it does need to be explained. In fact, reading of E(ly) McClellan's name was verified only from the lists of army officers in the *U.S. Register* for 1863!

The McClellan handstamped signature is a complete switch from the normal if we assume the cover shown in Figure 7 shows the correct version of soldier's letter endorsement using a handstamp to save time — with a written signature.

Reports of handstamped soldier's letter endorsements of this type are still solicited, but probably the next effort in this field will deal with the printed styles. These, also, have to contain the legend "Soldier's Letter" and a signature!

Richard B. Graham

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THE 1869 INVERTS: PART ONE

SCOTT R. TREPEL

The U.S. Post Office Department issued its first major postage error sometime shortly after the March release of the 1869 Pictorial issue. The error stamps — 15, 24 and 30-cent 1869 Inverts — were created by the inadvertent turning of the sheets to the wrong direction before the second stage of the bi-color flat plate printing process. This misprinting had a remarkable effect: the framed portion of the 15¢ and 24¢ designs was upside-down relative to the central vignette; and, in the design of the 30¢, the draped flags surrounding the Eagle and Shield emblem were “hanging” up instead of down.

Other printing and manufacturing errors had been issued prior to 1869 — missing perforations, sheets printed on both sides, and other philatelic varieties — but these could hardly have drawn serious concern from postal officials. On the other hand, the Inverts must have been an embarrassment to the U.S. Post Office Dept., which was already facing public ridicule over the irregular 1869 designs and gum problems (they would not stick, so the newspaper editorials claimed). The high-value 1869s were a first attempt at bi-color postage stamp production; over 30 years would pass before the U.S.P.O. Dept. tried its hand again at bi-color stamps. Ironically, their second effort — the 1901 Pan-American issue — was marred by the same problem.

The 1869 Inverts are not the world’s first invert errors. That title goes to the famous Western Australia “Inverted Swan,” which was printed in 1854 from a mis-entered cliché in the lithographic stone. At about the same time (but not discovered until 1874), the India 4-annas “Inverted Head” appeared. This latter error, like the 1869 Inverts, was a printing mistake during a two-stage press run.

News of the 1869 15¢ and 24¢ Inverts reached the philatelic press within 18 months of release. The *American Journal of Philately*, December 1870, reported the 15¢ and 24¢ Inverts (not the 30¢, which was discovered later). Included in this report was the statement that a “few” of the stamps in “each sheet” had inverted vignettes, meaning that the errors were the result of a plate production flaw, not a printing error. While this possibility that the first 15¢ and 24¢ printing plates contained inverted transfers can be argued with the selection of certain evidence (see Hahn, “The 15¢ Type I Printing”, *Chronicle*, Feb. 1983), the author’s opinion is that *all surviving* 1869 Invert stamps were the result of a *printing error*, not any type of plate flaw. This opinion is supported by the Lichtenstein story of the 15¢ “quarter sheet” purchased at a New York City post office, and by the existence of the 24¢ block and pair.

Sheets of the 1869 bi-color stamps were printed from plates of 100 subjects, divided into two panes of 50 stamps, each with the National Bank Note Co. imprint and plate number. The vignette and frame plates bore the same number at the time of production, but the numbers were changed for new plates and combinations of frame and vignette plates were sometimes used. Figure 1 illustrates the 15¢ vignette and frame plate designs separately, as one might see them in proof form if such a thing existed (the author mechanically separated the frames and vignettes from reproductions of proof sheets on India paper, circa 1875).

The first printing of the 15¢ 1869 stamp (Type I, without the diamond above the vignette) was made from plate 19 (the singular noun is used hereon for readability). The first printing of 24¢ stamps came from plate 20; the 30¢ and 90¢ from plates 21 and 22, respectively. No one knows with certainty, but it seems unlikely that any issued first printing stamps were Inverts, despite some of the circumstantial and hearsay evidence to the contrary. Any 15¢ stamp from the first printing must be Type I, and no example of a Type I Invert has

TABLE A
Plates Used for 1869 Bi-Color Stamps
in Chronological Order

PLATE #	DENOMINATION	PRINTING/TYPE
19	15¢	1st; Type I Frame
20	24¢	1st
21	30¢	1st & 2nd
22	90¢	1st & 2nd
23	15¢	2nd; Type II Frame
24 (Vignette)	24¢	2nd (Presumably used with frame plate 20)
31 (Frame)	15¢	c. 1875 (Proof only); Used with vignette plate 23
32	15¢	c. 1875 Re-issue; Type III Frame

Note: the second printing of 1869 bi-colors has been dated to about May 15, 1869. It is believed that the second printing produced inverts, therefore involving plates 20 & 24 (for the 24¢), plate 23 (15¢) and 21 (30¢).

been seen. There is currently no method of assigning 24¢ and 30¢ Inverts to a particular printing, unless a dated piece can be produced which pre-dates the second printing (circa May 15, 1869).

The second printing, which the author believes was responsible for all issued Inverts, involved the production of new plates for the 15¢ and 24¢ stamps. Vignette and frame plates for the 15¢ were assigned #23 (the frame plate containing Type II designs). At least a new vignette plate of the 24¢ was made (#24). The reason for assuming the old frame plate (#20) was used again for the second printing, in combination with vignette plate 24, is that the same #20/24 combination plates were used for the subsequent (c. 1875) re-issue printing.

Sequentially (which, as Elliott Perry argued, means *chronologically* when referring to assigned plate numbers), plates 23 and 24 followed the 1869 90¢ plate (#22) and preceded the new 3¢ plates necessary for expanded production (#25-30). This sequence indicates a need for new plates just before the time of the second printing of 15¢ and 24¢ stamps. This unexplained need for new plates of only these two bi-color values is a key circumstance supporting the theory that the first printing plates contained errors, *i.e.*, the inverted transfers. While it is true that philately has yet to explain why new plates were made, it is highly speculative to infer from the National Bank Note Co.'s actions that positions on the earlier plates were entered with the vignette or frame upside-down, and, further, that these errors were printed and issued to the public. Such an error has never been issued by the U.S., and the only remotely related mistake was the mis-entering of the 5¢ transfer on the 2¢ Washington plate in 1917 at the Bureau of Engraving & Printing.

The 15¢ proofs (c. 1875) are found with a third frame plate (#31, Type II) used with vignette plate 23. This frame plate 31 exists only as a proof. For reasons not known, a fourth and final frame plate (#32) was made for the 1875 Re-issue, creating Type III, which closely resembles the original Type I without diamond.

Table A summarizes this information on 1869 bi-color plates.

Relating the approximate number of surviving Invert stamps to the plates of 100 subjects, the survival rate for Inverts is extraordinarily high if one assumes that only two or three 15¢ and 24¢ sheets and one 30¢ sheet of Inverts were issued. This estimate of sheets issued has been the consensus of opinion for many years; however, in the case of the first two values, the author believes that as many as five sheets might have been issued. Further, in the case of the 15¢ Invert, the variety of cancellations indicates that the sheets were issued to or used at cities other than New York City exclusively.

For the 15¢ Invert, there is a record of three unused copies and at least 90 used copies. The author's continuing census is likely to increase the number of used stamps to 100 or



Figure 1a. Vignette of 15¢ (from proof sheet).

more. Of the 24¢ Invert, there are four unused copies and another 77 used. Again, a 15-20 percent increase in the used copy count is probable. The 30¢ Invert, justifiably considered the rarest of the three 1869 Inverts, is recorded with six unused and another 34 used. It is improbable that the number of 30¢ Inverts will increase by more than a few in used condition.

To formulate an accurate estimate of Inverts issued based on surviving examples is impossible. The normal survival rates do not apply to 1869 bi-colors, because their unusual nature greatly increased their chances of being saved. The designs were distinctive at the time and quite popular with collectors abroad, where most of the covers franked with 15¢, 24¢ and 30¢ stamps were destined. Further, much of the mail emanating from New York City's trade district (bearing 1869 bi-colors paying postage to England, France, Germany, Switzerland or Italy) consisted of folded letters of instruction, which would be saved in the course of business. When news of the Inverts reached the stamp collecting public, the search for used copies on letters probably resulted in a massive saving of copies sent through the mails. It is indicative of the collecting preferences of the times that not a single foreign mail usage of the 1869 Inverts has survived on cover.

Unused 1869 Inverts

Relative to used Inverts, the unused copies represent a reverse order of rarity. The 30¢,

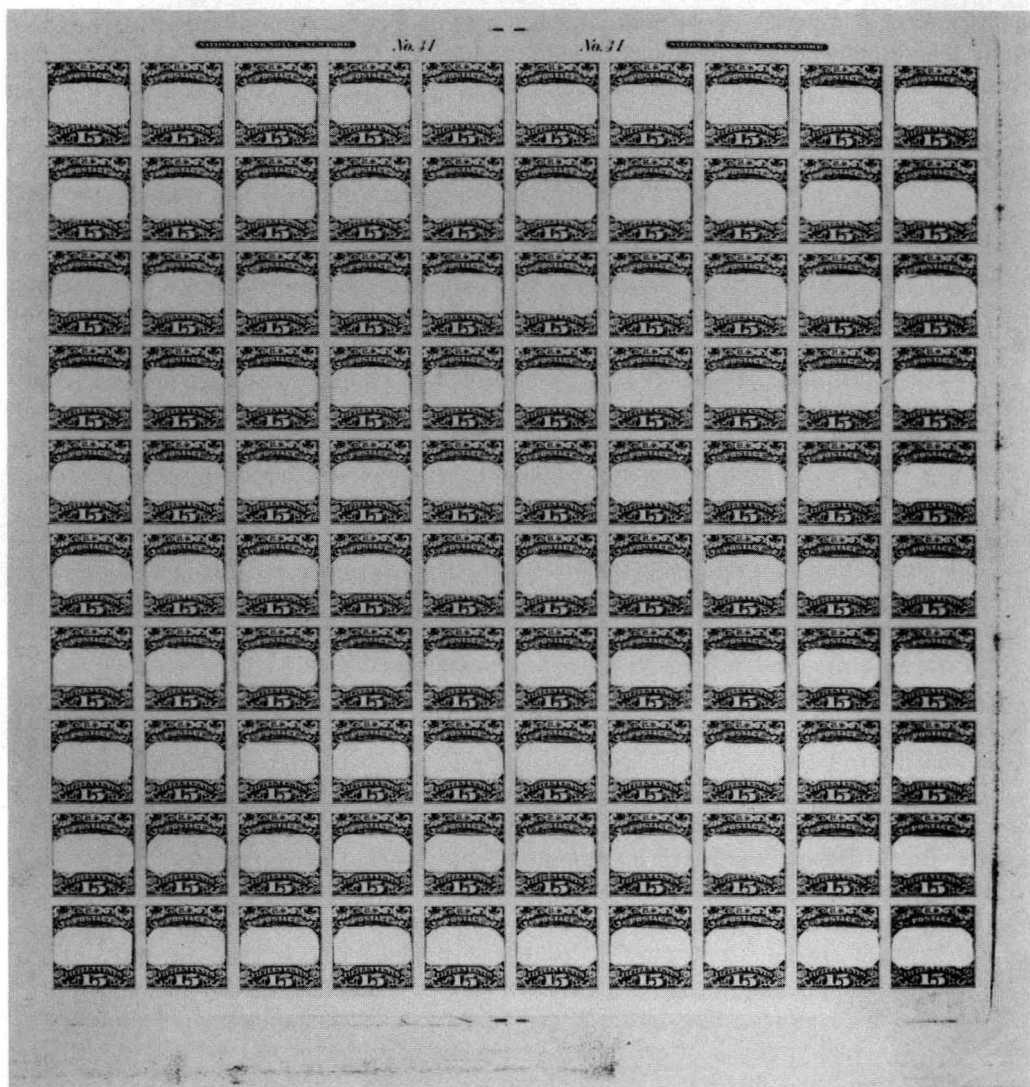


Figure 1b. Frames of 15¢ (from proof sheet).

which is the rarest used Invert, is the most common unused, with six confirmed examples. The 24¢ is the second rarest, with four confirmed copies, one of which is forever entombed in the British Library's Tapling collection. The 15¢, with three confirmed unused copies, is technically the rarest; however, without the Tapling 24¢ available in the market, the two Inverts are comparably rare. Only three collectors in the world can own a set of unused 1869 Inverts.

All but two unused 1869 Inverts (the Tapling 24¢ and one 30¢) have Philatelic Foundation certificates. Of the thirteen unused Inverts, only one (the 15¢) has original gum; the others are uncanceled, without gum. Because high-value stamps used in foreign mails were typically well canceled, in order to prevent re-use, and because the 1869 stamps have embossed grills, it seems certain that the Inverts without gum were really never used.

A list of unused 1869 Inverts is given in Table B. A corresponding group of photographs is labeled with P.F. certificate numbers; the one missing photo is of 30¢ No. 2.

At the top of the list is the 15¢ Invert with original gum, considered by some to be the most important unused classic U.S. stamp extant. This stamp is the Lichtenstein find, the story of which was published by George Sloane. As told by Sloane, the stamp was part of a

"quarter sheet" purchased by Alfred Lichtenstein's father in the year of issue, when he was a young man employed as a junior clerk with the banking firm, Balzer & Tharx, located in lower Manhattan. The youthful Lichtenstein, a stamp collector, purchased the quarter sheet from the old Dutch Church post office on Nassau Street. Observing that the vignettes were inverted, Lichtenstein retained one copy (paid for with his lunch money of 19¢), and returned the rest to the window clerk for another correctly printed quarter sheet, which he believed necessary for the use of his employer. Another version of this story has the firm using the remaining 24 stamps on mail. The Invert stamp remained in Lichtenstein Sr.'s collection until one evening when a family friend succeeded in exchanging other stamps for the single 15¢. According to the story, the juvenile Alfred "got out of bed" to watch over the proceedings, but was dismissed when he objected to the exchange.

The history of the Lichtenstein 15¢ Invert is a bit hazy until Worthington's ownership. Sloane records it as selling at a Staten Island Philatelic Society auction for \$285 "and eventually to Europe," where it was subsequently acquired by a dealer for George Worthington at a price of \$1,200. The stamp sold publicly for \$4,100 in the Morgenthau sale of Worthington's collection, reported by Sloane to be the highest price ever paid at auction for a U.S. stamp up to that time. The stamp passed into the Arthur Hind collection, and, in 1933, it was sold at the Hind auction for \$7,000 to Elliott Perry. Sloane wrote that Perry bought the stamp "for the account of a New England collector," while Lester Brookman published his own account that Perry stated the stamp was "bought for stock." Brookman was probably wrong, because the unidentified New England collector was Arthur Brigham.

At one point, Warren H. Colson handled this 15¢ Invert with gum, because it bears his "W.H.C." backstamp guarantee mark. The author does not know when this was applied and what Colson's role was.

From Brigham, the stamp passed to the Weill's, who have tended to its well being on and off for the past 35 years. Recollecting their involvement in the stamp, Raymond Weill placed it after Brigham as being in an important Pennsylvanian collection until the late 1960s when they purchased the entire collection for \$4-million. The Weills then sold the 15¢ Invert to Josiah K. Lilly, whose taste for unused classics must have been satisfied by the addition of this only known example with gum. Lilly probably intended to acquire the 24¢ and 30¢ Inverts unused, and he might have at the Barrett Hinds sale in 1968, if he had not died first. Lilly has the distinction of having the briefest period of ownership of the 15¢ Invert.

The Lilly collection was offered in several auctions beginning in 1967. The 15¢ Invert was sold for \$35,000 at the first sale, held February 2, 1967. The buyers were the Weills of New Orleans, who subsequently placed the stamp in a Texas collector's album. After acquiring that collection in late 1979, the Weills remained as owners of the 15¢ Invert. The stamp did make an auction appearance at Robert A. Siegel's "Rarities" sale of 1982, where it was knocked down for \$198,000, but nothing is known about the consignor or buyer.

In 1987, the 15¢ Invert with gum, combined with the two other 1869 Inverts, was placed with Ryohei Ishikawa through a private transaction negotiated by agents representing the buyer and seller. The unused set now rests on a page bearing a used set and the 24¢ Invert block, which was part of Ishikawa's Grand Prix d'Honneur exhibit at Capex.

The Philatelic Foundation certificate issued to Ezra Cole in the 1960s still accompanies the stamp.

The history of the two other unused 15¢ Inverts is not nearly so fascinating. The second copy listed in Table B was Ferrari's. It is recorded as having been part of collections formed by Wharton Sinkler, M. Heathcote, and Barrett Hinds. Following the 1968 Hinds sale, the stamp, along with Hinds's 24¢ and 30¢ Inverts, appeared in a 1974 Daniel F. Kelleher sale conducted by Stanley J. Richmond. The set sold as a unit, and as far as is known, remains intact today.

The third known unused 15¢ Invert has no recorded history. It was certified by The Philatelic Foundation in 1958, when it was part of the Houghton Phillips collection. Phillips,

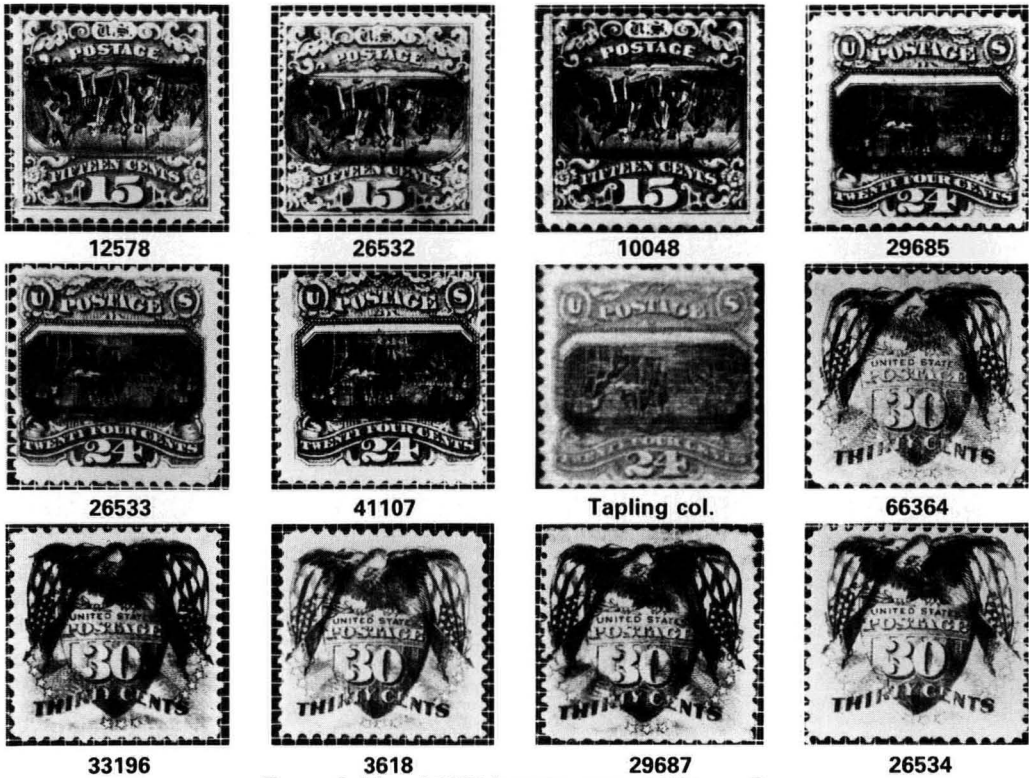


Figure 2. Listed 1869 Inverts, except 30¢ no. 2.

a Texas collector, owned a complete set of unused 1869 Inverts. The Weills acquired this collection privately, and today still have the Phillips copy of the 15¢. It is of exceptionally rich color, and the centering matches the Lichtenstein find copy.

The 24¢ Invert, apart from its rarity (three known outside institutions), is the worst centered. The best of the four unused copies, with perforations clearing the design, is the first on the author's list. This copy, ex Phillips and now part of the Ishikawa set, is worthy of a grade "fine" by normal standards; it has a thin spot. The ex Hindes 24¢, which is part of the set sold at Kelleher in 1974, is touched at left and has two short perfs; still, it is an attractive stamp. The third on the list is centered to the extreme upper right; it was Worthington's copy, then appearing in John Fox (1953), Lambert Gerber (1954) and, subsequently, H.R. Harmer sales. If one were to attempt assembling a complete set today, this off-center stamp would be the only 24¢ Invert left, assuming that the others will be kept as parts of sets.

The Tapling 24¢ is centered strongly to the upper right. Further, the vignette is far down on the frame, just touching the "Four" of the value label. It most likely came from the same sheet as the others, which also show the low vignette position.

If a stamp of which six copies exist can be considered "easy" at all, then the 30¢ Invert may be categorized as the easiest of the three 1869 Inverts to acquire in attractive condition. Three of the six unused copies have small faults (one of these is re-perforated). Of the three sound copies, two tie for centering, the third is centered just slightly to the left.

The re-perforated copy is ex Phillips and is now part of the Ishikawa set. The sixth 30¢ on the list is part of the ex Hindes set, which is still intact. Ferrari's unused 30¢, the fourth in the list, last appeared at auction in 1960. The three other 30¢ Inverts are not part of sets and are held privately.

Considering the many affluent collectors who have attempted to form complete unused U.S. stamp collections, it is noteworthy that perhaps a half dozen have succeeded in assembling the 1869 Inverts.

(To be continued)

TABLE B
Recorded Examples of Unused 1869 Inverts
15-CENT

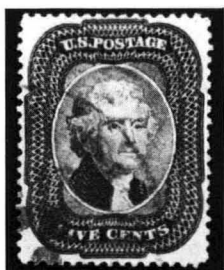
1. PF 12578, with original gum
 Ex Lichtenstein (purchased at N.Y.C. post office, 1869)
 Staten Island Philatelic Society, auction sale (\$285), per G. Sloane
 European owner (unidentified) per G. Sloane
 "W.H.C." guarantee mark
 Worthington (at \$1,200) per G. Sloane
 Hind (from Worthington auction at \$4,100)
 Brigham (from Hind auction at \$7,000, Perry as agent)
 Weill
 Penn. collector (purchased from Weill)
 Weill (purchased from Penn. collector)
 Lilly (purchased from Weill)
 Weill (from Lilly auction at \$35,000)
 Texas collector (purchased from Weill)
 Weill (purchased from Texas collector, 1979)
 Siegel "Rarities" sale, 1982 (\$198,000)
 Weill
 Ryohei Ishikawa (purchased through representatives)
2. PF 26532 "with soiling in margin"
 Ex Ferrari
 Sinkler
 Ward
 M. Heathcote
 Hindes (H.R. Harmer sale, 1968)
 Kelleher sale, 1974
3. PF 10048
 Ex H. Phillips
 Weill (purchased from Phillips)

24-CENT

1. PF 242; 29685 "small thin in grill"
 Ex H. Phillips
 Weill (purchased from Phillips)
 Ryohei Ishikawa (purchased through representatives)
2. PF 26533
 Ex Scott Stamp & Coin. Co.
 Ward
 Sinkler
 M. Heathcote
 Hindes (H.R. Harmer sale, 1968)
 Kelleher sale, 1974
3. PF 37170; 41107 "with 2 tiny margin creases between perforations"
 (revised) "with margin crease"
 Ex Worthington
 John Fox sale, 1953
 L. Gerber sale, 1954
 H.R. Harmer sale
4. Tapling Collection (British Library)

30-CENT

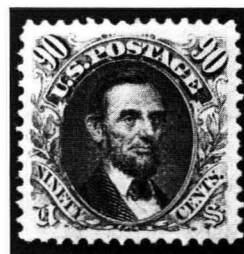
1. PF 66364 "thin spot, corner perf strengthened"
Ex Green (Harmer, Rooke sale VIII)
Private collector
2. No Certificate
Ex U.S. Trust, Siegel sale, 1972
Rarities sale, Siegel 1975
3. PF 33196
Ex Rarities sale, Siegel 1970
Texas collector
Weill (purchased from Texas collector, 1979)
Rarities sale, Siegel 1981 (\$125,000)
4. PF 3618
Ex Ferrari
Green (Harmer, Rooke sale)
John Fox sale, 1954
H.R. Harmer sale, 1960
5. PF 29687 "defective, reperfdrated at left"
Ex H. Phillips
Weill (purchased from Phillips)
Ryohei Isikawa (purchased through representatives)
6. PF 26534 "faint staining"
M. Heathcote
Ex Hindes (H.R. Harmer sale, 1968)
Kelleher sale, 1974



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THE BANK NOTE PERIOD

RICHARD M. SEARING, Editor

THE ONE CENT COLUMBIAN STAMP

GEORGE B. ARFKEN

The December 5, 1892, Post Office Department CIRCULAR TO POSTMASTERS said: "One-cent. — 'Columbus in Sight of Land,' after the painting by Wm. H. Powell," and "Color, Antwerp blue." This would be the second most used stamp of the series (following the 2¢ Columbian) and the Post Office assigned to it the second most important picture.

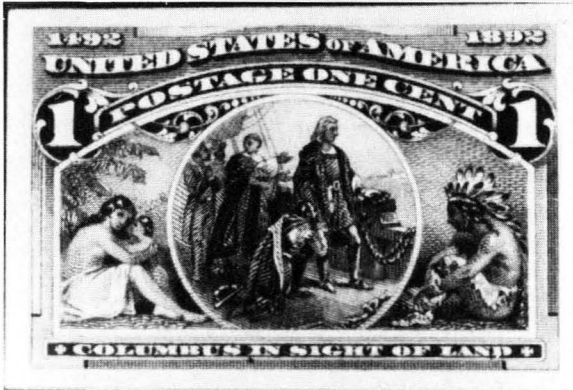


Figure 1. "Columbus in Sight of Land" from a plate proof on card.

Fourteen of the 16 Columbians show scenes from the life of Columbus. Of these 13 were adapted from paintings or engravings. The design on the 6¢ Columbian was taken from one of the panels of the bronze doors of the U.S. Capitol. Taking the stamps in order of increasing denomination, the scenes depicted are not in chronological order. Actually "Columbus in Sight of Land" is number seven in a chronological sequence. Figure 1 presents a plate proof on card of the 1¢ Columbian design. The official description included the statement "This reproduction [of Powell's painting] is inclosed in a circle. On the left of it is represented an Indian woman with her child, and on the right an Indian man with head dress of feathers — each figure in a sitting posture."

This 1¢ Columbian and all of the other Columbians were produced by the American Bank Note Company. They are the last of the 19th century U.S. stamps to be printed by the private bank note companies. The vignette was engraved by Alfred Jones and Charles Skinner. The frame and lettering were done by D.S. Ronaldson.¹ In his book, *Essays for Adhesive U.S. Postage Stamps*, Clarence W. Brazer listed three full essay drawings and two central portrait essays of the 1¢ motif.

The Post Office issued 449,195,550 1¢ Columbians.² To put this large number in a better perspective, there were very close to 8,000 1¢ Columbians for every \$1.00 Columbian issued.³ This is why the 1¢ Columbian remains one of the very few 19th century U.S. stamps that can be purchased (used) for less than a dollar. This number, 449 million, represents about 22 percent of all the U.S. Columbians printed. The initial printing of the 1¢ Columbians available January 1, 1893, was nearly 43 million.⁴

1. Craig J. Turner, "The Early United States Bank Note Companies," *Am. Phil. Congress*, vol. 38, pp. 11-47, 1972.

2. 1894 *Report of the Postmaster General*, p. 472. Brookman (*The United States Postage Stamps of the 19th Century*, Vol. III, p. 55) listed 440,195,550 1¢ Columbians. Typographical error?

3. For these and the other Columbians the American Bank Note Co. was paid 17¢ per 1,000 stamps. The price for the 1890 Small Bank Note definitives was 7.47¢ per 1,000 stamps. 1893 *Report of the Postmaster General*, p. xxx.

4. John Luff, *Postage Stamps of the United States*, (1902).



Figure 2. Used plate block eight with full imprint of 1¢ Columbian stamps. Courtesy of William Weiss.

Figure 2 shows a very scarce example of a used plate block of eight with full imprint of the issued stamp. Thirty plates were used, each of 200 subjects.⁵ The 1¢ plate letters and numbers were: J: 46-50; K: 51-55; P: 65-69; MM: 149-153; OO: 159-163 and VV: 194-198. Used plate blocks of any number are far scarcer than their mint counterparts.

The uses of the 1¢ Columbian were many and varied. Here we run through the U.S. mail classes and then look at overseas mail. We start with domestic first class mail. The Post Office, facing competition from private letter carriers, had introduced free delivery some three decades earlier, beginning with the most populous cities. Over the years free delivery had been extended to smaller and smaller cities and towns. However, in 1893 there were still many small towns without free delivery. At these small post offices lacking free delivery the postal rate for drop letters was 1¢ per 1 oz. Figure 3 shows such a drop letter from Greenfield, Ohio, a small town that had not yet received free delivery. The envelope contains a written acceptance of a wedding invitation.

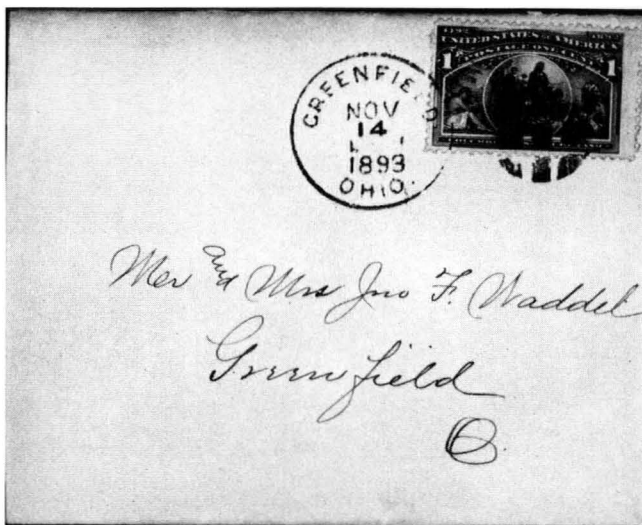


Figure 3. A 1¢ drop letter, no free delivery. GREENFIELD, OHIO, NOV 14, 1893.

The regular domestic rate for letter mail had been 2¢ per oz. since October 1, 1883. This offered two opportunities for the use of 1¢ Columbians. The stamp could be used to rate up a 1¢ stamped envelope. Or, a pair of 1¢ Columbians could be used to pay the 2¢ domestic rate as shown in Figure 4. The advertisement on this cover was a popular way of advertising in the late 1800s and early 1900s.

5. F. L. Ellis, "Columbian Plate Numbers," *The Bureau Specialist*, vol. 35, pp. 232-234, June 1964.

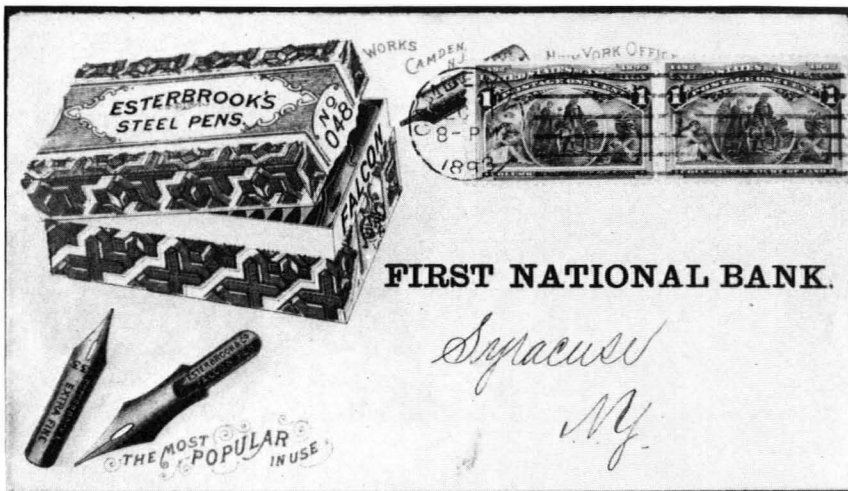


Figure 4. Two 1¢ Columbians paid the 2¢ domestic letter rate. CAMDEN, N.J., DEC 11, 1893.

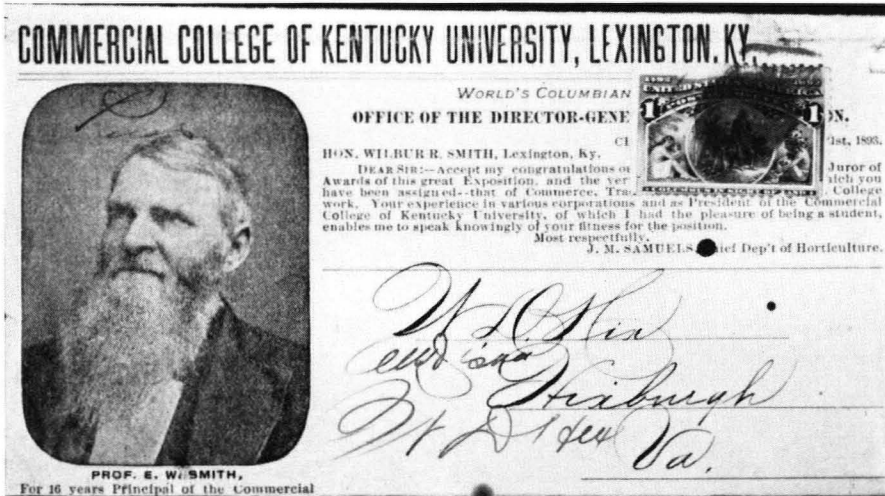


Figure 5. Third class mail, a wrapper. 1893.

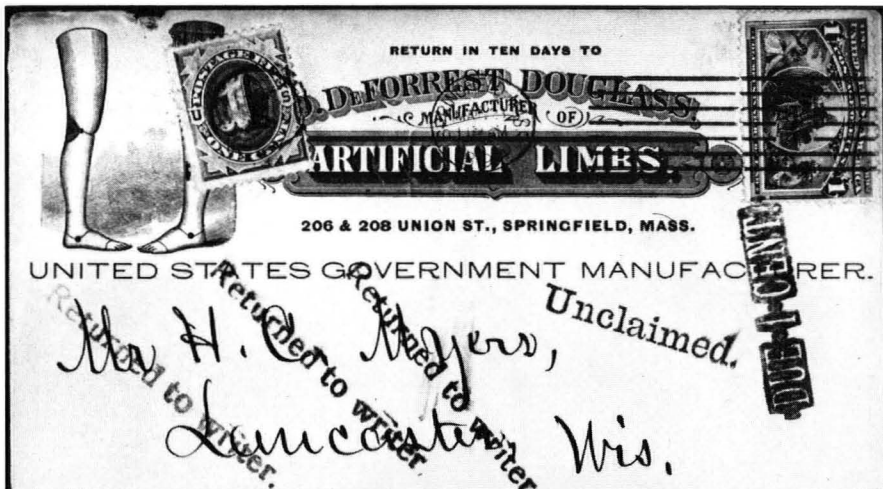


Figure 6. Third class mail. Unsealed envelope with a printed enclosure. SPRINGFIELD, MASS., MAR 23, 1894. "Returned to writer" cost 1¢.

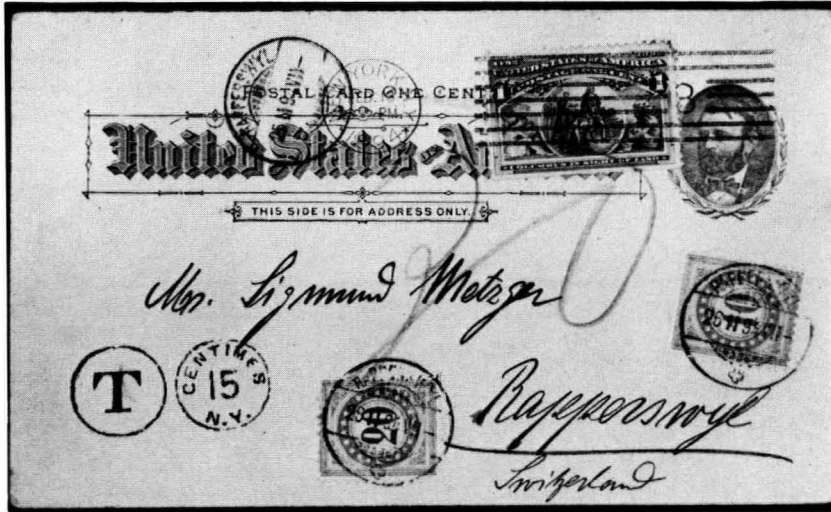


Figure 7. A domestic postal card that was not a UPU postal card. Oversize, charged UPU letter rate. Postage due 30 centimes (6¢). NEW YORK, N.Y., FEB 13, 1894.

Second class mail included newspapers and periodicals. The rates were low and the restrictions were complex. Typical rates were 1¢ per pound for newspapers and periodicals when mailed by the publisher from his office of publication and 1¢ per 4 oz. when mailed by someone else.

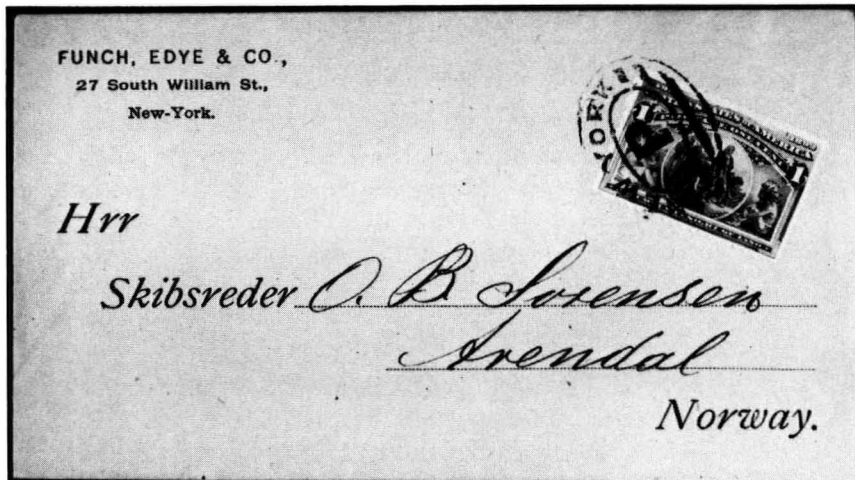


Figure 8. Prices current (printed matter) to Norway. NEW YORK, N.Y., FEB 2, 1894.

The primary use of the 1¢ Columbian appears to have been in third class mail: books, circulars, printed matter, etc. The rate was 1¢ per 2 oz. Figure 5 illustrates a wrapper from the Commercial College of Kentucky University franked with a 1¢ Columbian. Perhaps the wrapper held a catalog or a brochure of the college. Figure 6 shows an unsealed envelope that presumably contained a printed notice or circular. The 1¢ Bank Note due was affixed because there was a charge for returning this cover to the writer. Return of undelivered first class mail was free; return of third class mail was not.

Finally for domestic mail, fourth class mail (parcel post) was charged 1¢ per oz.

Turning to uses of the 1¢ Columbian on overseas mail, the Universal Postal Union rate for post cards was 2¢. Figure 7 exhibits a Grant postal card rated up to the 2¢ UPU rate. Unfortunately the Grant postal card was over the $5\frac{3}{8} \times 3\frac{3}{8}$ inch limit and was too big to pass as a post card. Many Grant postal cards did get by for 2¢. This one did not. Under UPU

regulations the card was forwarded at the letter rate (5¢ per ½ oz.). The “T” was the international symbol for underpayment, here 3¢. The 3¢ (15 centimes) deficiency was doubled as a penalty. The Swiss postal workers collected the 30 centimes due and affixed the two Swiss postage due stamps.

A second and significant overseas use of the 1¢ Columbian was on printed matter. The UPU printed matter rate was 1¢ per 2 oz. Figure 8 shows an unsealed envelope posted to Norway. The envelope still contains a printed price list for shipments of grain, cotton, and petroleum.

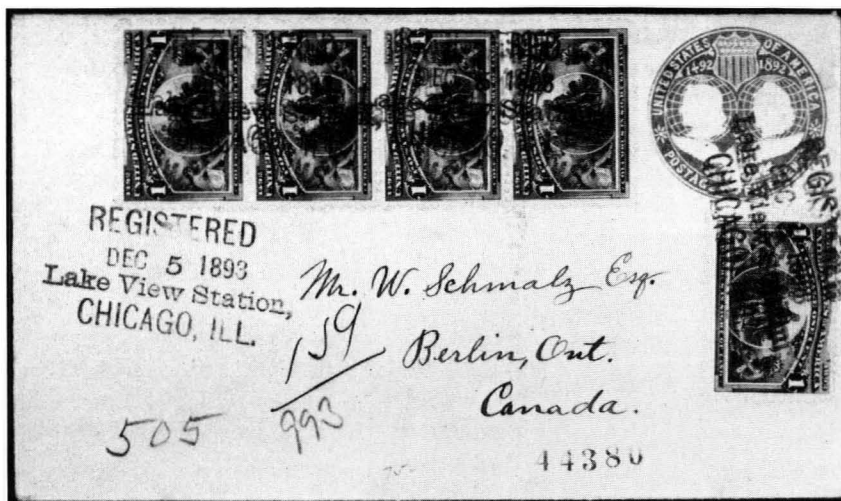


Figure 9. Registered to Canada. CHICAGO, ILL., Dec 5, 1893.

Finally the 1¢ Columbian could be and often was used to make up higher rates. Examples include multiple usage, combination with other Columbians and mixed franking (Columbians and other issues mixed). Figure 9 displays a strip of four and a single 1¢ Columbian on a 5¢ envelope paying the 2¢ per oz. letter rate and the 8¢ registry fee to Canada. (The U.S. had extended its domestic rates to Canada and to Mexico.) The 5¢ stamped envelope was designed for overseas letter mail but was not restricted to that usage.

Numerous examples of the 1¢ Columbian used with higher value Columbians and other U.S. issues will be included in subsequent articles.

Summarizing postal usage of the 1¢ Columbian, it was used for all classes of domestic mail and for all forms of overseas mail. A 1¢ stamp was required for a variety of 1¢ rates such as circulars not over 2 oz. As multiples and in combination with other stamps the 1¢ Columbian helped pay a wide variety of higher rates.

A FIVE CENT GARFIELD PLATE VARIETY

RICHARD M. SEARING

Examples of a plate variety of the 5¢ indigo issue of 1888 are shown in Figures 1 and 2. A deep scratch or tool mark enters from the bottom of the design cutting a vertical line through the ribbon at the left and ending in the lower part of the panel framing the portrait.

This scratch is too large to be considered a flyspeck variety, yet the unused stamp in Figure 1 was offered twice during 1986 by a major auction company without mention of the scratch, even though it shows clearly in the catalog illustrations.¹ Interestingly, the used stamp shown in Figure 2 was offered in an unpretentious mail bid only sale without illustration, but with a lot description that mentioned the scratch.²

1. Daniel F. Kelleher sale 571 of January 1986, lot 380; sale 572 of May 1986, lot 526.

2. Dale Enterprises mail sale 35 of December 1986, lot 202.

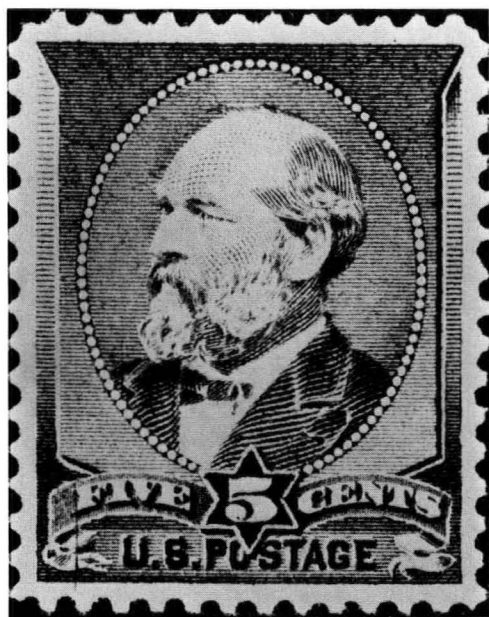


Figure 1. A five cent stamp of the indigo issue of 1888 showing a plate scratch at the lower left.



Figure 2. A used example of the 1888 issue showing the same scratch as in Figure 1.

This variety was once discussed in Sloane's column, but very little was known.³ He speculated that the variety might also be found among stamps of the yellow brown issue of 1882. This is certainly possible as new plates were never made after the color change of 1888.

The existence of the yellow brown strip overprinted "SAMPLE A" shown in Figure 3 provides some previously unreported information about this variety. As Figure 4 shows, we can determine the plate position of this scratch as being 6R537. However, even though this strip is in a brown shade, it proves nothing about the variety existing on stamps of the 1882 issue as this strip is from a special printing made in 1889. It should be noted that the scratch does not seem to show up as well in brown.



Figure 3. Imprint and plate # strip of the special printing of 1889 with "SAMPLE A" overprint.

The existence of this variety on stamps of the 1882 issue depends on when plate 537 was scratched. There are four possibilities. First, the plate could have been scratched at the time it was made for the steam press in 1885. This seems unlikely as new plates were normally scrutinized carefully for flaws and attempts were made to remove any found.

A second possibility is that the plate was scratched after being made, but before the color change of 1888. If the first possibility is true, then all upper right plate blocks or strips of the 1882 issue from plate 537 would show this scratch in position 6. The second possibility could

3. George Sloane, *Sloane's Column*, Bureau Issues Association reprint, page 258.



Figure 4. Closeup of the rightmost stamp from the strip in Figure 3, showing the plate scratch variety.

be proven by the existence of these multiples both with and without the scratch in position 6. Given the fact that no examples have been reported on any stamps of the 1882 issue during the last 100 years, this author feels that neither possibility is likely. Can anyone show an example?

A third possibility is that the plate was scratched at precisely the time of the color change of 1888. If we assume that this scratch was accidental, then the mathematical odds against this are enormous.

A fourth possibility is that the plate was scratched after the color change but before the special printing of 1889. This seems the most likely by process of elimination. If the third possibility is true then all upper right plate blocks or strips of the 1888 issue from plate 537 would show this mark. Possibility four could be proven by the existence of these multiples both with and without the scratch.

There are problems with all this conjecture about multiples from plate 537. No plate blocks or strips of the 1882 issue have survived from plate 537 according to John Chapin's useful book on classic plate blocks.⁴ And unfortunately his book stops with the 1882 issue. The existence of the desired multiples of the 1888 issue is unknown to this author. Can anyone provide information on their existence?

Regardless of when plate 537 was scratched, stamps showing this variety are undoubtedly rare. If only the steam press plates K537-541 were used on the 1888 issue (which is probable), and if plate 537 was scratched at the time of the color change (it most likely happened later), then one could still only expect to find this plate variety on 1 in 1,000 of the indigo or blue 5¢ Garfield stamps.

4. John C. Chapin, *A Census of U. S. Classic Plate Blocks 1851-1882*, 1982.



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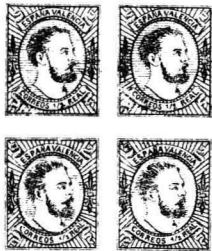
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Phone _____ Best time to call is _____



THE FOREIGN MAILS

CHARLES J. STARNES, Editor

RICHARD F. WINTER, Assoc. Editor

THE ORIGINS OF FREIGHT MONEY

RICHARD F. WINTER

The *Letter Books of the Postmaster General of the United States*¹ contain a series of letters which provide interesting new information related to the origins of freight money covers. Much of the incoming correspondence to which the PMG wrote these answers is also available.² Combined, these letter files contain sufficient details to suggest the origins of an unusual scheme which used the Post Office Department to collect and forward private charges on letters carried by the early, non-contract steamships and sailing packets.³ Additionally, these letters suggest the earliest possible dates for the collection of freight money fees and in which cities the charges were first collected. The revelation of these details is important because examples of freight money covers from some of the cities have yet to be recorded. This article will examine the facts as described and ordered by the PMG.

To review, freight money refers to a fee imposed by the shipping companies upon each letter carried privately by the early transatlantic steamships and sailing packets from New York to England. A uniform fee of 25¢ for steamships and 12½¢ for sailing packets was established by practice for each single letter rate. In 1956, Frank Staff provided the first published information on freight money fees.⁴ Staff expanded somewhat on this early reference in an October 1959 article for *The Philatelist*⁵ in which he quotes a 26 December 1838 Notice issued by the Deputy Canadian Postmaster General, T.A. Stayner, with the title "Freight Money." This Notice alerted the Canadian public to the 12½¢ ship fee for letters carried on the New York sailing packets to Europe. Charles Hahn picked up on the "freights money" term in a lengthy article published in the August and November 1978 issues of the *Chronicle*.⁶ The Hahn article described letters for which the additional ship charge was collected by postmasters as "freight money covers," a term which has become accepted and popular with collectors of these interesting covers. This article also provided Hahn's first listing of known freight money covers. Hahn made additions to his freight money cover listing in the May 1980 *Chronicle*⁷ based upon reader response to his original article. The last update to this listing appeared in the May 1985 *Chronicle*⁸ and added four new cities of origin of these covers. In none of the letters to or from the U.S. PMG, reported in this article, is there any reference to the term "freight money." Mostly, the terms "ship charges," "steamship

1. *Letter Books of the Postmaster General of the United States*, volumes H-1 and I-1, Record Group 28, Post Office Department, The National Archives, Washington, D.C.

2. *Letters Received, Postmaster General, 1815-1908*, Record Group 28, Post Office Department, The National Archives, Washington, D.C.

3. Americans used the word "Packet" in the 1830s to describe vessels that sailed on regularly scheduled dates with cargo and passengers. This differed from those vessels that sailed at irregular intervals when sufficient cargo became available to set a sailing date, the mode of operation of most sailing vessels of the time. Often the sailing packets from New York carried letter bags as private mails, but they had no contract to carry letters for the U.S. Government. In Great Britain, the word "Packet" had an entirely different meaning. Here it was applied to all vessels, whether sail or steamship, that were employed by the Government to carry mails to and from places abroad.

4. *The Transatlantic Mail* by Frank Staff, Part II, Section E titled "The Carriage of Letters by Pioneer Steamships . . ."

5. *The Philatelist*, October 1959, pp. 10-13.

6. *Chronicle* 99:156-165 and *Chronicle* 100:228-235 and reprinted in *The American Philatelist* in September 1979.

7. *Chronicle* 106:80-81 and reprinted in *The American Philatelist* in August 1980.

8. *Chronicle* 126:92-94.

charges” or “freight charges” are used. It would appear that Deputy Postmaster General Stayner of Quebec coined the term “freight money” in his December 1838 Notice.

To encourage foreign correspondence, PMG Amos Kendall supported an unprecedented plan to have selected post offices collect private ship fees as well as the U.S. inland postage to New York and send these fees to the Postmaster of New York to pay the agents of the shipping companies their required ship charges. In effect, the U.S. postmasters were acting as a collecting agency for private tariffs! In those offices that were permitted to implement these procedures, the postmasters were required to mark letters to show the collection of the additional charge. This led to a variety of interesting and often confusing rate markings⁹ on early transatlantic covers.

The Postmaster of Philadelphia was the first postmaster to request and receive approval to collect the British steamship carrying charge along with the inland charge he would normally collect.¹⁰ Responding to a 1 August 1838 letter from Postmaster Page of Philadelphia, PMG Kendall agreed on 9 August that the Post Office Department revenues would be increased if postmasters would facilitate the foreign correspondence by receiving the steamship charge as well as the American postage, using the Postmaster at New York to pass the steamship charges over to the agents of the steamships. This was undoubtedly based upon the fact that private express companies were taking revenues from the Post Office Department by offering to accept all fees necessary to get the letters to the steamers, including the prepayment of the steamship charges. He went on to say, however, that he had no authority in Post Office laws to order this collection. He considered the collection of the steamship charge as a private service rendered to individuals for which there was no legal requirement or regulation to perform and that its collection was not a service to the U.S. PMG Kendall, on the other hand, had no objection to the voluntary collection by the Postmaster of Philadelphia of the steamship charge as a service to his own community and the separate transfer of these monies to the Postmaster at New York to be paid to the steamship agents there. He wrote that it would be necessary to “enter the Steam Ship charge on each letter, and also *separately* on Your way bills.” With this, PMG Kendall requested the Philadelphia PM to communicate his intentions.

The reply from Philadelphia, dated 10 August, was received on 13 August enthusiastically agreeing to the separate collection and accounting of the steamship charge. On the same day PMG Kendall sent instructions to the New York PM which enclosed the affirmative decision from Philadelphia. PMG Kendall directed Postmaster Coddington of New York to pay the agents of the steamship the amounts received from Philadelphia as shown on the way bills and to return those way bills to the Auditor’s Office (in Washington, D.C.) with the quarterly accounts as vouchers upon which a credit to his account would be made. On 14 August, PMG Kendall sent additional instructions to the Philadelphia PM to separately package steamship letters sent to New York, each package to contain two way bills, one for land postage and the other for ship charges only.

Since the decision to collect freight money fees in Philadelphia was made on 10 August 1838, there was time to put the practice into effect for the third return voyage of *Great*

9. Freight money covers from Philadelphia can present difficulty in an evaluation of the inland and freight money fees because the Postmaster combined all the fees into one rate marking on the letter. Most other cities that accepted freight money fees separated the inland and freight money amounts with rate markings in different places on the letter.

10. A 10 August 1838 letter from PMG Kendall to a New York City lawyer, in response to an inquiry made on 23 May 1838 on the matter of collection of the steamship fees, transmitted a copy of the correspondence to Philadelphia. While the possibility exists that the ship charge collection plan may have been advanced as early as late May 1838, it was not responded to until the Philadelphia PM recommendations were submitted and accepted. Since the 23 May 1838 letter has not been found, there is no way to be certain that it made the same suggestion.

Western, a steamer of the Great Western Steam Ship Company¹¹ which departed New York on 16 August for Bristol, England. It can be concluded that the earliest freight money covers would have originated in Philadelphia in the few days before that sailing. New York is not considered as a freight money post office since the New York PM did not collect these fees; instead the individuals writing letters took them to the agent office where the steamship charge was paid directly to the agent. Figure 1 shows a scarce example of a cover originating in Philadelphia on 22 September 1838, carried "out of the mails" to New York, and taken to Hale's Foreign Letter Office for the 4 October 1838 sailing of *Great Western*. This cover shows the 25¢ extra charge written on the back in pencil, probably by the forwarding agent as the letter never entered the U.S. postal system. A total of 2 shilling 10 pence was collected in London for a double ship letter rate (2x8d ship fee plus 2x9d British inland postage from Bristol to London.) The letter had originally been rated as a single rate letter and later corrected, probably at London. Note the inspector's initials alongside the new rating.

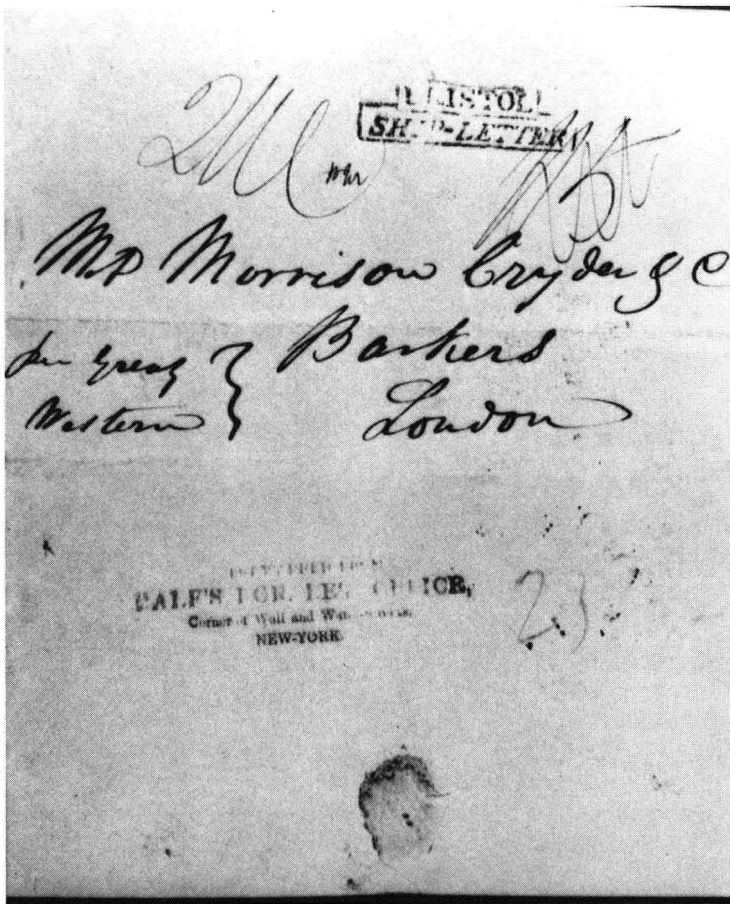


Figure 1. Philadelphia, Pa., 22 September 1838, carried privately to New York and placed in *Great Western's* letter bags by forwarding agent, Hale's Foreign Letter Office of New York. Pencil notation of 25¢ freight money fee alongside forwarding agent red, 4-lined handstamp on back of cover.

11. Staff reported a 30 June 1838 *New York Albion* newspaper announcement of a 25¢ per single sheet steamship fee for letters to be carried on the second voyage of *Great Western*, the first having had no extra letter charge. The collection of this fee was the reason that the Philadelphia PM had submitted his request to the PMG.

The earliest Philadelphia steamship freight money cover¹² known to the author is shown in Figure 2. This folded letter was posted in Philadelphia on 19 October 1838 endorsed “By the Royal William Steamer via Liverpool” and addressed to Paris, France. The letter was prepaid \$1.50, marked in the upper right corner and later crossed through by clerks at London, for a quadruple inland rate and freight money fees (4x12½¢ plus 4x25¢.) *Royal William* departed New York on 20 October and arrived in Liverpool on 5 November. Upon arrival at the G.P.O. in London, the Inland Office section rated the letter for 4 shilling 9 pence postage due, which was later crossed out in the Foreign Office section that handled the mails for France. The Foreign Office then marked in the upper right corner 4 shilling 6 pence, the debit against France under the Anglo-French Treaty of 1836¹³ (3x1/6, the private ship rate via England under the Treaty.) Paris marked the letter for a postage due of 8 Francs 4 decimes which provided 54 decimes payback to Great Britain (4 shilling 6 pence) and 30 decimes French inland postage as the letter actually weighed 20 grams and was so marked in manuscript in the upper left corner.



Figure 2. Philadelphia, Pa., 19 October 1838, to Paris prepaid \$1.50 for quadruple inland and freight money fees by *Royal William* steamer. Paris marked 8FR 4 postage due (8 Francs, 4 decimes or 84 decimes).

The first PMG letter on the subject of collection of steamship fees in a city other than Philadelphia was sent on 6 September 1838 to the Postmaster of Charleston, S.C. Acknowledging an 11 August request, PMG Kendall sent copies of his correspondence with the Philadelphia PM and indicated that he had no objection to Charleston’s adopting the same arrangement. This time he went further in stating that the service had to be performed without a charge of commission by the postmaster. If Charleston agreed, PMG Kendall would issue the requisite orders to the New York office. On the same day PMG Kendall also sent a similar letter to the Postmaster of Baltimore, John S. Skinner, who had made the same request on 17 August, six days after the Charleston PM. The Baltimore PM advised the PMG that New York had told him the steamship charges had to be paid in advance. Left unsaid was the fact that without the prepayment the letters would be sent out by any other available means, surely

12. The Hahn listings of known freight money covers show two August 1837 covers from Philadelphia carried by sailing vessels. The PMG correspondence cited in this article does not support Hahn’s conclusion that there were freight money covers this early.

13. See “Mails from U.S. to France via England: 1836-1849” by Richard F. Winter in the *Fiftieth American Philatelic Congress Book*, September 1984, for a detailed explanation of the rating of covers under this treaty.

not the desired steamship. On 11 September 1838, the Charleston PM, Alfred Huger, accepted the Philadelphia plan and agreed to collect no commission charge for the service. PMG Kendall directed New York in a letter dated 19 September to advance steamship charges from Charleston to company agents as was being done for Philadelphia. The Charleston PM was advised the same day. The date of acceptance from Baltimore is not known but an early October 1838 letter shows that Baltimore was among the three cities approved for the freight money collection plan at that time.

In late September 1838, the PMG had an awkward problem to deal with. Without consulting the Post Office Department, Abraham Bell & Company, the agents of the Transatlantic Steam Ship Company which owned the steamships *Royal William* and *Liverpool*, sent circulars to the postmasters of a number of port cities telling the postmasters that they should collect steamship fees on letters carried by the company's steamers. But, the PMG had approved only three cities — Philadelphia, Charleston, and Baltimore — to collect these charges. S.R. Hobbie, Acting PMG for Amos Kendall, sent a sharply worded letter on 4 October to Abraham & Bell Co. He stated that the law gave the PMG no power to request postmasters to collect ship fees, as the circular had stated, and that if done at all it would be done on a voluntary basis. He also stated that the PMG had no intention of making this a generally accepted arrangement, that only three cities were voluntarily collecting ship charges without commission, and that the other cities would have to make application with the PMG at which time the Post Office Department would decide. Undoubtedly, there was great concern in Washington for a burdensome accounting problem and with confusion that might be created if Washington didn't specifically authorize and provide instructions for sending ship fees collected to New York. On 9 October 1838, Abraham Bell & Co. wrote back to Acting Postmaster General Hobbie apologizing for their having misunderstood information they thought they had on good authority that a general permission would be given to the postmasters of all commercial cities to receive ship charges for the Atlantic steamships.

Other postmasters made inquiries of the PMG on the arrangements to collect the 25¢ steamship charge. They were Rochester, N.Y., on 24 September 1838, Savannah, Ga., on 27 October 1838 (the postmaster writing from Philadelphia where he was detained by illness), Columbia, S.C., on 31 October 1838 and Portsmouth, N.H., about the same time. Postmaster Henry O'Reilly of Rochester "cheerfully" accepted on 10 October 1838. Writing for the second time from Philadelphia, Postmaster George Schley of Savannah accepted on 5 November 1838. Postmaster Abner Greenleaf of Portsmouth accepted on 13 November 1838. The Postmaster of Columbia was sent information on 6 November 1838, but no acceptance letter is known. On 24 November 1838, Postmaster Coddington of New York asked the PMG for a summary of offices that agreed to collect steamship postage. A reply was sent from Washington in the name of the PMG that the following cities were approved: Philadelphia, Portsmouth, Rochester, Baltimore, Charleston, and Savannah. To date, no examples of freight money covers have been reported from Portsmouth, Rochester or Savannah. In the years to follow more cities must have been approved for the collection of the freight money fees because covers have been reported from Auburn, N.Y., New Orleans, La., Alexandria, D.C., Memphis, Tn., and Norfolk, Va.¹⁴

The PMG received a complaint from Edward Brown, Postmaster of Evansville, Indiana, on 5 December 1838 stating that he and neighboring postmasters frequently sent letters and newspapers for Europe prepaid the inland postage to New York and this should have ensured their being placed on vessels there. However, sailing packets were refusing the letters without the 12½¢ ship fee prepaid. He wanted to know what to do. Unfortunately, the reply to this inquiry is not available. From the small numbers of sailing packet freight money covers showing the payment of the extra 12½¢ ship fee, it must be assumed that arrange-

14. Hahn, *op.cit.*

ments were worked out with some of the sailing companies to carry ship letters without this fee.

Apparently, the method of accounting for the credits due to ship charge transfers became more of a burden than was acceptable. On 2 February 1839, PMG Kendall wrote to the Philadelphia PM and adopted a plan submitted by him of paying the ship charges directly to the steamship company agents, eliminating the Post Office accounting altogether. PMG Kendall wrote that it was "in fact a private matter and it is better that it should be so in form." While this got the Post Office out of the business of officially handling the funds collected, the practice of collecting private ship charges went on for many years thereafter. Hahn has reported freight money covers carried by steamships as late as 22 February 1847 and by sailing ships as late as 29 January 1848.

The Post Office records also offer some new information on the origin of the collection of the steamship charge on letters mailed in Canada¹⁵ and sent to New York overland to go by steamer from that port. On 9 August 1838, the Deputy Postmaster General for British North America, T.A. Stayner of Quebec, wrote to PMG Kendall that Canadian citizens were anxious to send their letters to Europe by way of the steamships from New York, but that there was a question that this could happen because of the "additional postage or freight exacted by the proprietors of the vessels." He advised the PMG that it would suit the interests of both Post Office Departments well to devise a plan enabling use of these steamships to carry the mails. PMG Kendall wrote on 11 September that he had no authority in law to require that the Postmaster of New York perform duties of an arrangement of the kind desired by Stayner. PMG Kendall was interested in any practical accommodation that could be extended to Stayner's office and indicated that he had written to PM Coddington expressing his wish that the New York PM should voluntarily act as an agent to the Canadian Post Office. He went on to encourage Coddington to settle an arrangement with William Griffin, the agent of the Canadian Post Office in New York, for handling the Canadian mails by steamship from New York. On 17 September 1838, Griffin wrote to PMG Kendall that an arrangement with PM Coddington and the steamship agents had been concluded. He advised that the Postmasters at Montreal, Lower Canada, Kingston, Upper Canada, and Queenston, Upper Canada, were to make up mails for the New York steamships addressed to the care of the respective steamship agents and accompanied by special letter bills to be retained and checked by PM Coddington. After checking the contents of the bags, the New York PM was to hand the letter bags to the steamship agent to be placed on board the vessel by the agent. Griffin requested that PMG Kendall instruct the U.S. Postmasters at Lewiston, N.Y. (exchanged mails with Queenston) and Cape Vincent, N.Y. (exchanged mails with Kingston) to permit these mails to pass through to New York with the PMG's authority. Normally, the mails would have been opened at these exchange offices. Griffin also went on to say that "monies demanded by the steamships for freight of letters and newspapers will be collected in Canada and remitted by Mr. Stayner direct to the Agents without passing thro Mr. Coddington's hands, who will be exempt from any pecuniary responsibility or performance of any non-official duty." On 19 September, PMG Kendall advised Griffin that the Postmasters at Lewiston and Cape Vincent had been instructed that same day "to pass unopened all packets from Queenston and Kingston for New York, marked Steam Ship." Based upon the arrangements concluded and reported in these letters, it may be assumed that freight money covers from Canada through the U.S. to New York will not be found before 19 September 1838.

From the inspection of over three dozen letters in the Post Office records and from the listings of covers reported by Charles Hahn, the following table of U.S. cities collecting ship

15. "Freight Money from Canada" by Allan L. Steinhart in the February 1984 issue of *The American Philatelist* provides a detailed article on mails from Canada during the short period (approximately 27 months) that freight money was collected there.

charges, or freight money fees, can be constructed:

<i>City</i>	<i>Earliest authorized use*</i>	<i>Earliest reported cover</i>
Philadelphia, Pa.	10 Aug 38	19 Oct 38
Charleston, S.C.	11 Sep 38	27 Feb 39
Baltimore, Md.	mid Sep 38	1 Oct 38
Rochester, N.Y.	10 Oct 38	---
Savannah, Ga.	5 Nov 38	---
Portsmouth, N.H.	13 Nov 38	---
Richmond, Va.	?	21 Aug 39
Auburn, N.Y.	?	28 Aug 39
New Orleans, La.	?	2 Jun 39
Alexandria, D.C.	?	26 Jun 40
Memphis, Tn.	?	2 Aug 40
Norfolk, Va.	?	29 Oct 40

*The "Earliest authorized use" is based upon acceptance letters by the postmasters. Actual first uses are probably a few days later in all cases.

A special note of appreciation is due to Route Agent Tom Stanton who located much of the correspondence discussed in this article in the National Archives. For many years Tom has been diligently searching the files of Post Office records for information on the early railroad mail transportation. In the process, he uncovered many of the letters used in this article, notifying the author to examine them for possible content value.

POSTAL PECULIARITIES III — OVERPAYMENT VIA MARSEILLES

CHARLES J. STARNES

Several explanations of the overpayment for current foreign postage (the officially "correct" U.S. Foreign Office rates) have been advanced in the literature: franking at higher obsolete rates,¹ adding the U.S. domestic rate,² and paying for all applicable rates.³ The first two surplus postages were often due to the frequent delay of new changes from the Washington Foreign Office (first sent to exchange offices and a few newspapers).

For some time we have been perplexed by a slightly different type of overpayment. Effective 1 Jun. 1863 the French debit to Britain for transit of their mails through France to Marseilles was reduced from 3d./¼oz. to 4d./½oz. This reduction of 2d./½oz. was stated in a London official notice⁴ which also gave the new rates to various destinations from England:

On the 1st June next, and thenceforward, the whole of the postage upon letters forwarded, via Marseilles, to the East Indies, China, Australia, or any place to the eastward of Suez, will be charged by the English scale of weight, instead of, as at present, by the British scale for the British inland and sea postage, and by the French scale, advancing by steps of ¼ oz. for the French transit rate. The following will be the amount chargeable upon such letters from the date specified:

To; India, Ceylon, Mauritius, Australia, Tasmania, New Zealand, 10d./½oz., 1sh.8d./oz., + 1sh.8d./oz. additional or part thereof.

To; Penang, Singapore, Hong Kong, China, Java, Labuan, Japan, Borneo, The Moluccas, Philippine Islands, 1sh.4d./½oz., 2sh.8d./oz., + 2sh.8d./oz. additional or part thereof.

1. Covers to China paid at 57¢/½oz. Br. v M (12/61-6/63) after 53¢ was in effect (6/63-1/68).

2. Examples show 3¢ extra.

3. Letters to France, 7/51-4/57, with directive "per First Steamer" franked at 21¢, which could pay the 20¢ Am. Pkt. direct or the 21¢ Am. Pkt./5¢ Br. Pkt. v England open mail.

4. G.P.O. Notice No. 14, 23 May 1863. Furnished through the courtesy of Colin Tabcart, one of our English members and an avid student and collector of Mauritius.

The notice divided the reduced rates into two categories, the first at 10d./½oz. and the second 1sh.4d./½oz. From the oft-quoted Article 12 of the U.S.-U.K. 1848 convention, the *total* rate of letter postage via England was 5¢ U.S. inland + 16¢ transatlantic + “the rate which is now, or which may hereafter be, taken by the British post office upon letters to or from such colonies or possessions, or foreign countries . . .” From this simple formula the two reductions should result in a fully prepaid U.S. postage to destination of 41¢ (10d. + 21¢) and 53¢ (1sh.4d. + 21¢).



Although Malta does not appear in the G.P.O. notice, the change evidently applied there. This cover from Malta 11 March 1866 illustrates the 41¢ rate inbound: 6d and 1/- in stamps (36¢) plus 5¢ U.S. Carried by Cunard *China* from Liverpool 17 Mar, arrived Boston 29 Mar. Ex-Pratt.

But, for some reason, the U.S. Post Office Department in their subsequent rate reduction notice entirely omitted the changes required for the first group, only listing the required 53¢/½ oz. destinations:

Notice has been given by the British Post Office, that on the 1st of June 1863, and thence forward, the whole postage upon letters forwarded from the United Kingdom, via Marseilles, to Java, China, Labuan, Borneo, Japan, the Moluccas and Philippine Islands, will be charged by the British scale of weight instead of, as previously, by the British scale for the British inland and sea postage, and by the French scale, advancing by quarter ounces, for the French transit rate; and that, to cover the payment made to France for the transit of the letters over the French territory, there will be levied the sum of 4d. (8¢) up to the weight of half an ounce, instead of levying 3d. (6¢) for each quarter ounce.

In future, therefore, upon letters posted in the United States, and deposited in the mails to the United Kingdom to be forwarded, by way of Marseilles, to any of the places above mentioned, the following rates of postage (United States and British) must be prepaid at the mailing office, viz.:

On a letter not exceeding ½ oz. in weight	53¢
On a letter above ½ oz. and not exceeding 1 oz.	\$1.06
On a letter above 1 oz. and not exceeding 2 oz.	\$2.12
and so on, making an additional charge of \$1.06 for each additional oz. or fraction thereof.	

This Washington notice appeared in the Jul. 1863 issue of the *U.S. Mail & P.O. Assistant* and the above changes made in the foreign postage table; Penang, Singapore, and Hong Kong

U.S. - INDIA POSTAL CHARGES BY BRITISH OPEN MAIL, 1857 - 1868

<i>U.S. prepay</i>	<i>London debit to India</i>	<i>India collect</i>	<i>India retains</i>	<i>Total charge and route</i>	<i>Effective</i>
21¢, Am.Pkt. to U.K.	5d.	4a.	1d.	33¢/½oz. v S	1/56-1/68
21¢, Am.Pkt. to U.K.	8d.	6a.	1d.	39¢/¼oz. v M	1/57-6/63
21¢, Am.Pkt. to U.K.	11d.	8a.	1d.	45¢/½oz. v M	1/57-6/63
42¢, Am.Pkt. to U.K.	1sh.7d	14a.	2d.	84¢/¾oz. v M	1/57-6/63
5¢, Br.Pkt. to U.K.	1sh.1d.	9a.4p.	1d.	33¢/½oz. v S	1/56-1/68
5¢, Br.Pkt. to U.K.	1sh.4d.	11a.4p.	1d.	39¢/¼oz. v M	1/57-6/63
5¢, Br.Pkt. to U.K.	1sh.7d.	13a.4p.	1d.	45¢/½oz. v M	1/57-6/63
10¢, Br.Pkt. to U.K.	2sh.11d.	24a.8p.	2d.	84¢/¾oz. v M	1/57-6/63
21¢, Am.Pkt. to U.K.	9d.	6a.8p.	1d.	41¢/4oz. v M	6/63-1/68
5¢, Br.Pkt.	1sh.5d.	12a.	1d.	41¢/½oz. v M	6/63-1/68

1 rupee equivalent to 2sh., 16 annas, or 48¢.

1 anna equivalent to 1½d., 12 pies, or 3¢.

were not in the notice, but were included in the August table. No further changes appear in the Br. v M listings for the first group; the obsolete 39/45¢ rates remained, as far as the U.S. sender knew, until Jan. 1868.

It is believed that the 41¢ rate should have been listed. There is corroboration in the postage changes for Ceylon⁵ from 15 Jul. 1863: to U.K., from 9d./¼oz. to 10d./½oz.; to U.S. port, from 1sh.5d./¼oz. to 1sh.6d./½oz. Likewise, the rates from India⁶ show from 1 Jun. 1863: to U.K., from 6a./¼oz. to 8a./½oz.; to U.S. port, from 11a.4p./¼oz. to 12a./½oz. A table of British open mail charges is appended. To conclude this minor exposé, it is probable that the 4¢ discrepancy in published vs. calculated U.S.-U.K. convention rates was the result of the Washington clerical staff omission.

5. L.L. Shenfield, *The London Philatelist*, Oct. 1967, 216,218; Nov. 1967, 237.

6. D.R. Martin & N. Blair, *Overseas Letter Postage from India, 1854-76*, 44, 56.

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THE COVER CORNER

SCOTT GALLAGHER, Editor

ANSWER TO PROBLEM COVERS IN ISSUE NO. 134

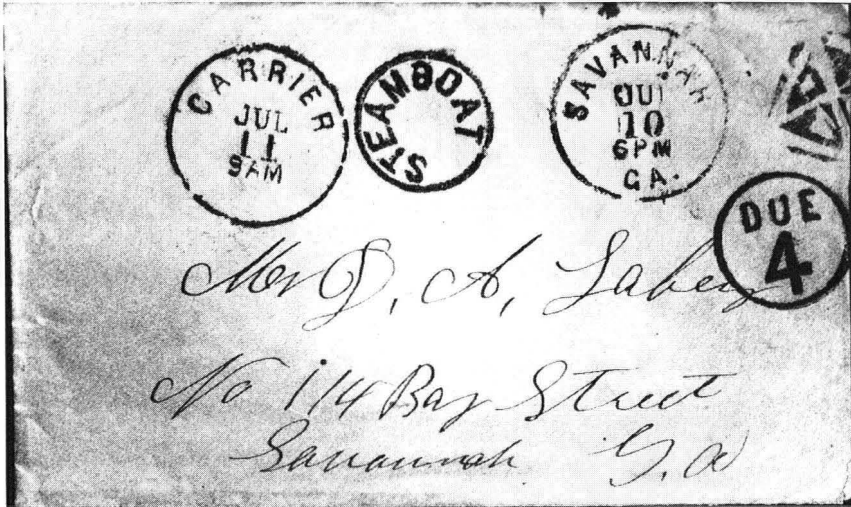


Figure 1. Cover with multiple markings.

Figure 1 shows the first problem cover from the CAPEX issue. One responder suggested that the postmaster at Savannah was testing his devices and checking the inking. However, Dr. James W. Milgram, who collects and studies arcane philatelic items has given our readers a cogent answer:

This is an unpaid steamboat letter sent during the 1870s. The use of a time-dated town marking establishes that time period. Note too that there was a fancy geometric killer attached to the town mark. The "Steamboat" marking denoted the origin and also permitted the unpaid usage. The rate 4¢ was double the regular rate of postage which was 2¢ for a drop letter. This was the steamboat rate. The unusual marking is the carrier mark. This is dated next morning at 9 A.M. after the 6 P.M. town mailing of the day before. It denotes service by a carrier to the addressee. After 1863 there was no charge for carrier service so no carrier fee was added to the four cents postage. I doubt that there was any foreign usage because of the steamboat usage. Listing No. 302 for the steamboat "Countess" in *Vessel-Named Markings on United States Inland and Ocean Waterways 1810-1890* shows a late 1860s usage of New Orleans with a

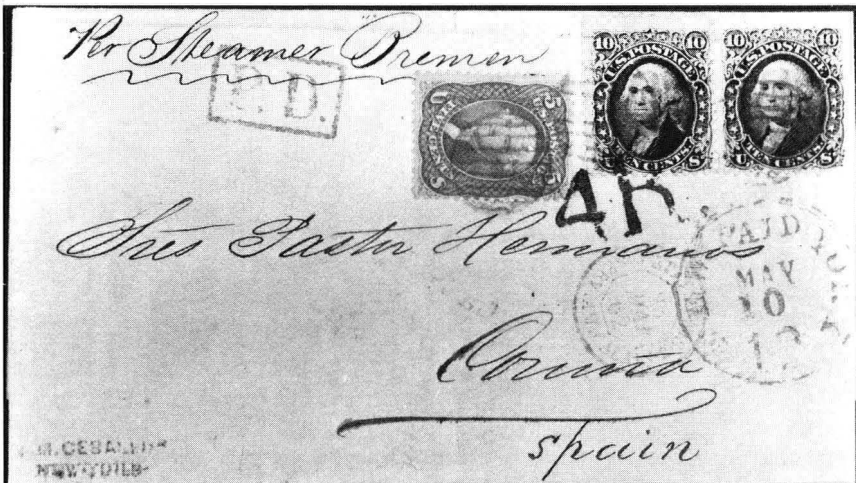


Figure 2. Cover to Spain in 1862.

“SHIP 4” and New Orleans town mark on a cover addressed to New Orleans. This is a ship rather than steam usage showing the same rate for a ship’s letter delivered to port of entry, thus requiring twice the 2 cent drop rate. There is also a “DUE 4” postmark from New Orleans which can be found on unpaid letters with a straight line “DROP LETTER,” also during the 1860s.

Figure 2 shows an attractive cover to Spain in 1862. The owner, when submitted (it has been sold twice since), said the 5¢ stamp is Scott #67a, and the pair each #68. This totals 25¢ and he was having trouble finding this rate. His problem is understandable, as both Hargest and Starnes in their books give a rate of 21¢ per ¼ oz. by French mail. This indicates an overpayment, and nobody has written in with any other explanation. Even though the boxed “P.D.” marking indicates full payment to the destination, Spain collected 4 Reals as an internal charge. This cover was owned years ago by Dr. Otto Bacher of London, and it, and a similar one have sold for four figure prices.

PROBLEM COVERS FOR THIS ISSUE

Figure 3 shows unused, original gum, stamps of the 1861 issue. The excited dealer who offered them had dozens more in similar defective condition and felt that the lot was very valuable. It might have been; but . . . what happened to these stamps?



Figure 3. Where are those battered stamps from?

Figure 4 shows a cover to the Caribbean with a St. Thomas transit marking on the back dated 30 May 1872. The crossed out “4” is in blue crayon and the “5” in black ink, and the New York cds in red. The odd killers are blackish. The submitter points out to the readers that this is an unusual item because the left stamp is the expensive grilled Scott #139, and the

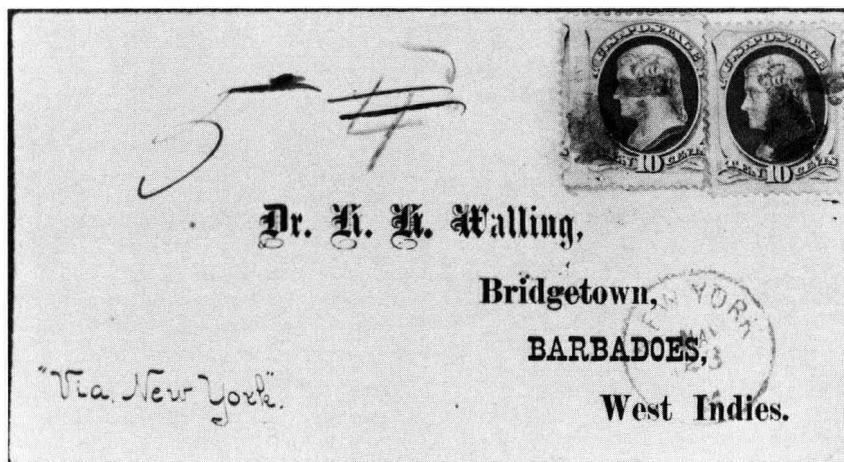


Figure 4. New York to Barbados, 1872.

right one the common #150. However, the question concerns the rates. Can a reader explain them?

Please send your comments and any suggestions or new candidates to the Cincinnati P.O. box within two weeks of receiving your *Chronicle*.

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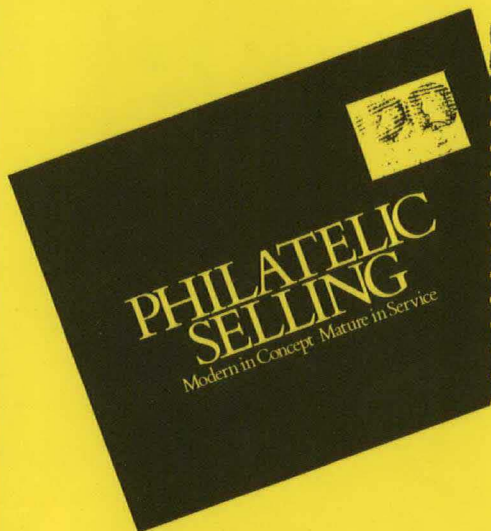
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