

The
Chronicle
of the U.S. Classic Postal Issues

November 1990

Volume 42, No. 4

Whole No. 148

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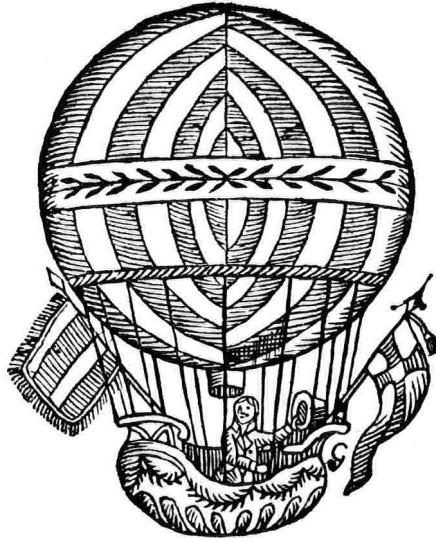
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IN THIS ISSUE

GUEST PRIVILEGE

Vignettes of Early United States Transatlantic Mail:

13. Exchange Offices for Transatlantic Letters, *by J.C. Arnell*216

THE PRESTAMP & STAMPLESS PERIOD

Cleveland, Ohio, Money Letter.....222

U.S. CARRIERS

Carriers, Private, Semi-Private and Governmental, *by Thomas F. Allen*224

THE 1851-61 PERIOD

Sailings of the United States Mail, *by Stanley B. Ashbrook*

(Continued from *Chronicle* 147:168).....234

THE 1861-69 PERIOD

Editorial.....238

Postmaster John Parker of Ship Island and New Orleans,

by Richard B. Graham238

The Oval "Soldier's Letter" Marking and the Dead Letter Office,

by Richard B. Graham241

Short Paid California Letter, *by Richard B. Graham*244

THE BANK NOTE PERIOD

Editor's Comments246

The Three Dollar Columbian Stamp, *by Richard M. Searing*.....246

OFFICIALS ET AL.

Covers Used to Mail Shipments of the Special Printings,

by Alfred E. Staubus254

First Two Reports of 5¢ Taylor POD Covers, *by Alfred E. Staubus*264

THE FOREIGN MAILS

The Australia-U.S. 37¢ Private Ship Rates via England, an Update,

by Richard F. Winter and Dale Forster.....268

THE COVER CORNER

Answer to Problem Covers in Issue No. 147276

Problem Covers for this Issue278



The One Cent Magenta

Owned by one of our clients.
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Great Collection as well.

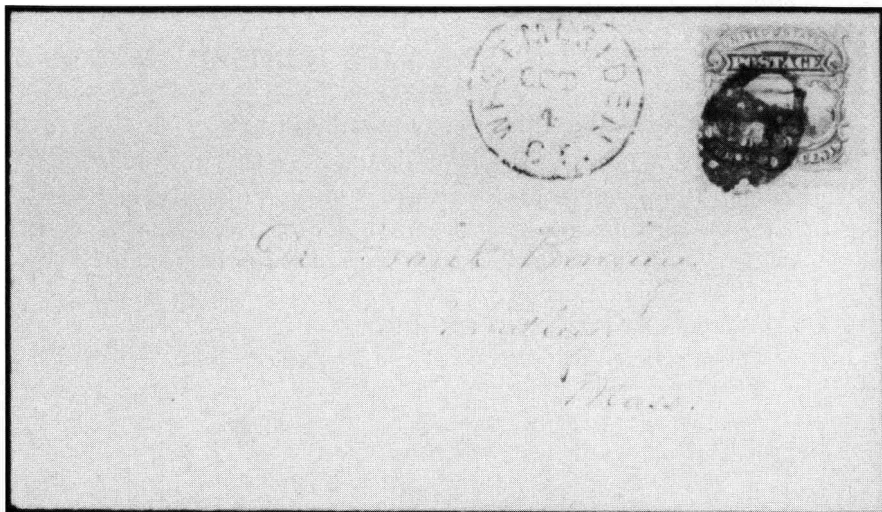
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VIGNETTES OF EARLY UNITED STATES TRANSATLANTIC MAIL

J. C. ARNELL

13. Exchange Offices For Transatlantic Letters

As long as inland postage was charged on a mileage basis, it was necessary that all transatlantic mail bags be opened by the post office at the port of arrival and each letter individually rated for the ongoing inland postage. All packet letters from Great Britain to British North America by Falmouth packets were charged at Halifax for inland postage until 1839, when the GPO London decided that mails for the Canadas would pass through Halifax unopened and be rated at Quebec City instead.

With the establishment of the Cunard Line in July 1840, the B.N.A. inland postage on transatlantic packet letters was reduced to 2d sterling or 2½ d currency (effective Sept. 4) irrespective of distance. Concurrently the Liverpool postmaster was directed to dispatch the North American Mails in six separate bags:

Halifax	All Nova Scotia
Quebec	Upper & Lower Canada
New Brunswick	All New Brunswick
Bermuda	Only the Island
Boston	All the United States, but must be prepaid
Newfoundland	Also to be prepaid

In return, the British Mails were dispatched in bags for Liverpool, London, Scotland, and Ireland.

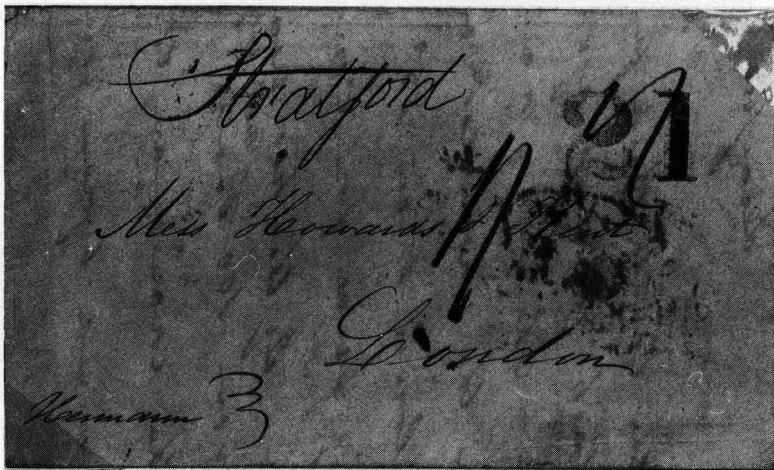


Figure 1. Unpaid letter from Edwin Bartlett, New York, dated 20 Apr 1849, marked to go by the *Hermann* of the Ocean Line, a U.S. contract steamer. Struck "21" to show the U.S. debit and put in a closed bag for London. Carried by the *Hermann* the same day, arrived at Southampton on 4 May. Backstamped London next morning, rated 1/-Stg. due.

Because there was no postal convention with Great Britain, all incoming U.S. letters by Cunard were handled at Boston, where they were entered as Ship Letters and charged the applicable inland postage plus the 2-cent ship letter fee. The 1848 U.S.-U.K. Convention established the packet postage, including the inland postage in both countries at 24 cents or one shilling sterling, together with the requisite accounting system to handle the debits and credits on prepaid and unpaid letters carried by either British or American contract steam packets. As the packets called at either Boston or New York, the convention,

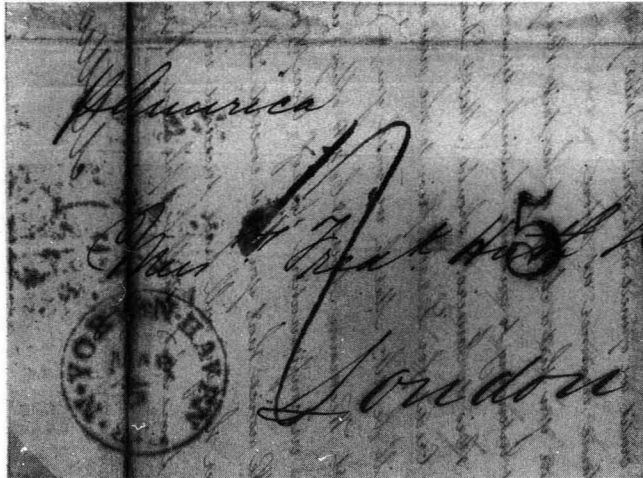


Figure 2. Unpaid letter from Moller & Sand, New York, which must have been put on the last train for Boston to connect with the next day's Cunard sailing, as datestamped "N. YORK & N. HAVEN R.R." on 5 Mar 1850. Struck with "5" at Boston to show the U.S. debit; put in a closed bag for London. Carried by *America* from Boston on 6 Mar, arrived Liverpool on 19 Mar. Backstamped at London the same day, rated 1/-Stg. postage due. while continuing the principle of a single postal distribution centre, recognized the joint nature of the two ports; and a similar distinction was made for England. This was reflected in Chapter 1 of the Additional Articles signed at Washington May 14, 1849, and at London May 31: *Regulations between the respective offices of exchange.*

ART. 1. The following shall be the regulations for the exchange of mails between the United Kingdom and the United States:

There shall be an exchange of mails between the following offices:

1. Between London and Boston, by way of Liverpool and Boston direct, and also by way of Liverpool and New York.
2. Between London and New York, by way of Liverpool and New York direct, and also by way of Liverpool and Boston.
3. Between Liverpool and Boston direct, and also by way of New York.
4. Between Liverpool and New York direct, and also by way of Boston.
5. Between London and New York, by way of Southampton.
6. Between Southampton and New York direct.

ART. 2. When the packets are despatched from Liverpool to Boston direct, the mails forwarded from the offices of London and Liverpool to the office of Boston shall comprise the correspondence for all parts of the United States, (with the exception of New York,) and for countries in transit through the United States.

The mails for New York shall comprise all the correspondence for that city.

ART. 3. When the packets are despatched from Liverpool to New York direct, the mails forwarded from the offices of London and Liverpool to the office of New York shall comprise the correspondence for all parts of the United States, (with the exception of Boston,) and for countries in transit through the United States.

The mails for Boston shall comprise all the correspondence for that city.

ART. 4. Reciprocally, when the packets are despatched from Boston or from New York to Liverpool, the mails forwarded from the offices of Boston and New York to the office of Liverpool shall comprise the correspondence for all parts of the United Kingdom, with the exception of the city of London and its suburbs. The mails for London shall comprise all the correspondence for that city and its suburbs, and for countries in transit through the United Kingdom.

ART. 5. When the packets are despatched from Southampton to New York, the mails forwarded from the offices of London and Southampton shall comprise the correspondence for all parts of the United States, and for countries in transit through the

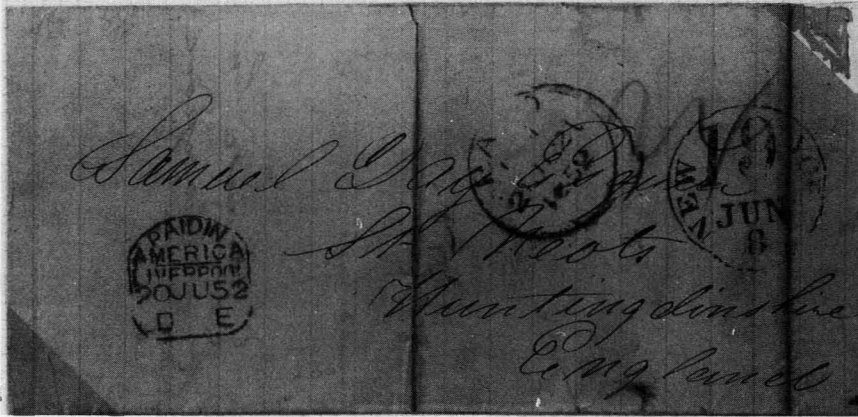


Figure 3. Prepaid letter from New York datelined 4 June 1852. Postmarked on 8 June with a "19" to show the British credit, and put in the Liverpool bag. Carried by *Cambria* from Boston on 9 June, arrived Liverpool on 20 June, where struck with a "PAID IN AMERICA" datestamp.

United States.

ART. 6. When the packets are despatched from New York to Southampton, the mails forwarded from the office of New York to the office of London shall comprise the correspondence for all parts of the United Kingdom, (with the exception of Southampton,) and for foreign countries, (France and countries on the continent of Europe addressed via Southampton and Havre excepted,) and for British colonies and possessions in transit through the United Kingdom.

The mails for Southampton shall comprise all the correspondence for that town, and for France and for countries on the continent of Europe specially addressed via Southampton and Havre.

ART. 7. If, hereafter, it should be deemed necessary to make a direct exchange of mails between other offices than those mentioned in article 1 of the present articles, other offices of exchange may be established by mutual agreement between the two offices.

The convention was extended to include Philadelphia from the beginning of 1854 under the same terms as Boston and New York.

In parallel, negotiations were going on with France to establish a similar arrange-



Figure 4. Prepaid letter from Rotterdam dated 29 Oct 1856. Struck "PAID" at London on 31 Oct, put in a closed bag for Philadelphia. Carried by *Europa* from Liverpool on 1 Nov, arrived New York on 13 Nov. Datestamped with "PHILADELPHIA BR. PKT." same day.



Figure 5. Unpaid letter mailed at Chicago 30 Nov 1859. Date stamped at Portland on 3 Dec with "AM.PKT. 21" to show the U.S. debit. Carried by the Allan *Bohemian* on her return maiden voyage from Portland the same day, arrived Liverpool on 16 Dec, where backstamped "LIVERPOOL COL.PKT." and struck 1/-Stg. due.

ment which was finally achieved in March 1857. Havre, the port of arrival of the American packets, and the Travelling Offices from Paris to Calais for mails via England, were to be the French exchange offices, while San Francisco was added to the previous three American ones.

In April 1856, the Allan Line began operations between Liverpool and Quebec/Portland under a Canadian Post Office contract. Because the St. Lawrence River was closed to navigation during the winter months, arrangements were made with the USPO for the Allan steamers to use Portland, Maine, as their winter port, with the Canadian Mails being handled the same as provided in the 1848 convention through Boston and New York.

The obvious advantage of this route for Chicago and Detroit led to Portland's being included as a U.S. exchange office in January 1859 to handle all the mails via the Allan Line, except those for Boston, New York and Philadelphia. A year later, Chicago and Detroit were included to allow their summer mails to go by the Allan Line via Quebec, for



Figure 6. Unpaid letter from Cottenham dated 26 Jan 1861, mailed at Cambridge the same day. Backstamped at London on 28 Jan, struck "3 CENTS" to show British debit and put in a closed bag for Detroit. Carried by the Allan *North America* from Liverpool on 31 Jan, arrived Portland on 17 Feb. Date stamped at Detroit on 20 Feb "AM.PKT.24" to show the postage due.

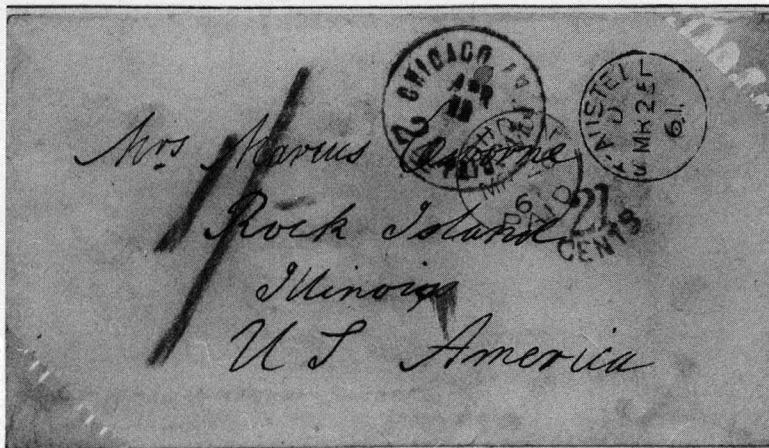


Figure 7. Prepaid letter from St. Austell mailed on 25 Mar 1861. Datestamped "PAID" at London the next day, struck "21 CENTS" to show the U.S. credit and put in a closed bag for Chicago. Carried by the Allan *Canadian II* from Liverpool on 28 Mar; arrived Portland on 8 Apr. Datestamped "AM.PKT.24 PAID" at Chicago on 11 Apr.

which arrangement of a separate agreement was made with Canada as to the transit charge and designation of Rivière du Loup as the exchange office.

In parallel with this expansion of American exchange offices, additions were made on the British side to include Dublin, Cork (Queenstown) and Galway.

With the extensive railway systems in the three countries by 1860, and with the mails travelling in closed bags to the various exchange offices, there was no delay at the ports of arrival, and addressees in most parts of the country could expect to receive their letters the day after a steamer's arrival. *One longs for those good old days!*

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Cleveland, Ohio Money Letter

(Excerpt from *19th Century Cleveland, Ohio, Postal Markings*)

Prior to July 1, 1855, the effective date of registered mail, various unofficial local systems existed to indicate, probably for delivery purposes, letters with valuable contents such as currency. Cleveland used a handstamp "Money Letter." Two Cleveland covers also show a manuscript "R," apparently in the handwriting of the sender, and one has a handstamp "R." The meaning of the "R" is debated — either recorded or registered.



Red 1852 CR3 with black Money Letter handstamp to New York City. Note manuscript "R" and "24." One other Cleveland Money Letter cover, Aug 3 1852, is known to the same firm in New York City; it also has a manuscript "R." The "24" may refer to the letter's number or date of mailing.

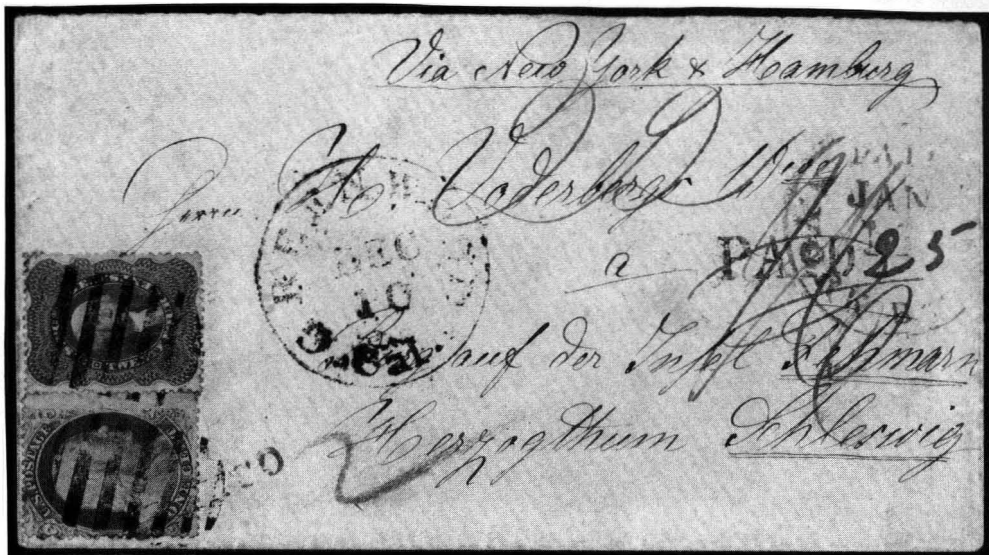
Listed are the recorded Cleveland money letters:

Date	Color	Type	Color	Townmark Other Markings
Dec 5 ??	??	C3	??	CX and PAID-C(?) to Brooklyn, N.Y.
May 27 1851	Red	C2	Red	5C
Oct 25 1851	Red	C3	Black	Red PAID-D; ms. 9 to NYC.
May 15 ??	Black	CR3	Black	Black "R"; ms. "Money" and "R" to NYC.
Aug 3 1852	Black	CR3	Red	Ms. "Paid" and "R" to NYC.
Aug 11 ??	??	C?	??	1851 3¢1 Type 1 to Erie, Penn.
Aug 24 1852	Black	CR3	Red	Ms. "R" to NYC.
Oct 11 1853	Black	C4	Black	Ms. "Register" and "Money Letter"; 3¢ stamp to Woodbury, Conn.



References

1. Stanley B. Ashbrook, *The United States One Cent Stamp of 1851-1857*, (Lindquist 1938) Vol. II, pages 352-357.
2. Delf Norona, "The Genesis of the U.S. Registry System," *The American Philatelist*, May 1934.
3. James W. Milgram, M.D. "'Registered' Versus 'Recorded' Mail," *The Chronicle of the U.S. Classic Postal Issues*, February 1989, p. 34.



One of the most interesting areas of United States Postal History is the collecting of rates to foreign destinations. Just by sheer experience, the postal history dealer or auctioneer acquires a knowledge of what is truly rare. For many years I had known of the existence of the 25c rate by Bremen Hamburg mail to the tiny German principality of Schleswig-Holstein. I recall seeing one a dozen or so years ago in a well known collection of foreign destination covers but I never "found" one or saw one come up for sale. Now, the rate was in existence from July of 1857 until February of 1867. You would think there would be a lot more than a couple of these rates known when it was in effect for almost 10 years. Last year our auction firm had the opportunity of selling the "Patrick Henry" collection of foreign destination covers. There were over 1650 lots and over 3500 foreign rate covers in the collection but only one 25c rate to Schleswig-Holstein and not in the finest of condition. The owner told me he had searched for this rate for almost 35 years and finally had succeeded in acquiring one about five years prior to the sale of his collection. You can imagine my surprise when earlier this year the above cover came up for auction with the simple description of a #37 and #24 tied on cover with no relevance to the rate. I considered myself very fortunate to have acquired the cover so that it could be placed in a collection where it will be appreciated.



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The following article is excerpted from *19th Century Cleveland, Ohio, Postal Markings*, soon to be published by the Garfield-Perry Stamp Club, under the general editorship of Thomas F. Allen. This well-illustrated 112-page monograph is priced at \$20.00 and may be ordered from Thomas F. Allen, 1800 Huntington Bldg., Cleveland, Ohio 44115. Checks payable to Garfield-Perry Stamp Club.

Carriers: Private, Semi-Private and Governmental

Thomas F. Allen

Postage rates until June 30, 1851, were high and until July 1, 1845, depended upon both the number of sheets and weight. Transportation systems, both water and railroad, were expanding. The post office did not collect or deliver mail free until July 1, 1863. Even after registered mail, July 1, 1855, the postal system did not take responsibility for letters containing currency. In Cleveland movement of the post office also played a role. The results are overlapping, but different, subjects of study known as locals, carriers, expresses, and carrier mail. The results were also opportunities for private competition with, and support for, the postal system. These subjects are treated here chronologically.

Ashbel W. Walworth, Cleveland's third postmaster, is described in William G. Rose's *Cleveland The Making of a City* (World Publishing Co., 1950) at page 70:

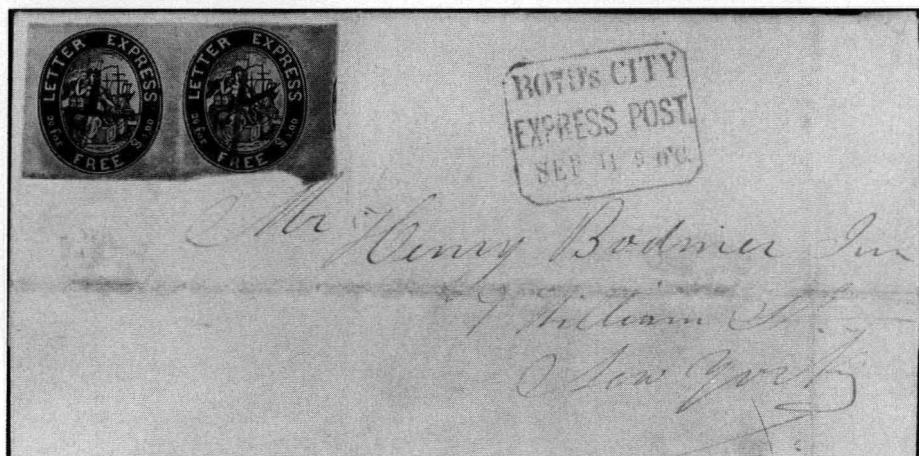
He was the first letter carrier, delivering the mail — three or four letters — from his hat at his convenience.

Prior to the free post office carrier system friends carried mail, lake steamers for a fee collected mail, express companies and freighters carried mail. A letter dated September 17, 1836, from Cleveland to Twinsburg, Ohio, is endorsed "Per Hack."

Wells & Co.

H. Wells, a partner in Pomeroy & Co., Buffalo, New York, in February 1844 organized Wells & Co. to "run a daily express from Buffalo to Cleveland and intermediate places" by Lake Erie steamer and to operate in connection with Pomeroy & Co.'s eastern, northern and southern expresses. Wells & Co. charged a fee for the entire route and remitted part to Pomeroy.

Wells & Co., had purchased Miller & Co. Express, which had operated since March 7, 1843, and which had replaced Hawley & Co. Hawley & Co. had operated the same



Two 5¢ Wells & Co. Letter Express stamps. Delivered in New York City by Boyd's City Express Post, Sep 1844.



From Cleveland Jul 31 1844, via Wells & Co. Letter Express to Buffalo and on to New York via Pomeroy's. The Letter Express stamp is the 12 $\frac{1}{2}$ ¢ (later 10¢) value; the Pomeroy stamp is a 6 $\frac{1}{4}$ ¢ (5¢) value. The issue is whether the two stamps represent a cumulative fee or whether the Pomeroy stamp reflects its share of the fee charges by Letter Express. M.C. Younglove (manager of Letter Express) advertised in the *Cleveland Herald* under the name Opposition Post Office, Aug 1 1844, and under the name Daily Letter Express, Jul 24 1844, a 12 $\frac{1}{2}$ ¢ rate to New York City and 6 $\frac{1}{4}$ ¢ rate to Buffalo to New York City (20 stamps for \$1.00). The fee charged the sender is 12 $\frac{1}{2}$ ¢, not 18 $\frac{3}{4}$ ¢; the postal rate was 25¢. Letter Express may have purchased the Pomeroy's stamp in quantities and applied both stamps to the cover.

route during 1842.

Advertisements for the "New Post Office - Postage Reduced - Daily Letter Express" appeared in Cleveland in July 1844. Ten stamps originally were sold for \$1. Half a stamp was 6 $\frac{1}{4}$ ¢; a stamp was 12 $\frac{1}{2}$ ¢. Later denominations were 5¢ and 10¢. On July 24, 1844, the following want ad appeared in the *Cleveland Herald*:

Penny Post

Boy wanted to act as Penny Post for the delivery of letters from the Express Office. One who is intelligent, can read writing accurately, and can give good recommendation as to his habits and integrity can get a good situation.

In some advertisements the name "Pomeroy's Letter Express," rather than "Daily Letter Express," was used.

The following covers are known from Cleveland:

To	Date	Stamps
New York City	Jul 19 1844	10¢ Letter Express; 5¢ Pomeroy's
New York City	Jul 23 1844	10¢ Letter Express; 5¢ Pomeroy's
New York City	Jul 31 1844	10¢ Letter Express; 5¢ Pomeroy's
New Haven, Conn	Aug 5 1844	3-5¢ Letter Express; 2-5¢ Pomeroy's and American Letter Mail (Albany) stamp
New York City	Aug 15 1844	10¢ Letter Express; Boyd's City Express Post Aug 19 handstamp
New York City	Sep 6 1844	2-5¢ Letter Express with Boyd's City Express Post handstamp
Buffalo, NY	Oct 22 1844	5¢ Letter Express
Cleveland, Ohio	Nov 20 1844	5¢ Letter Express; from Buffalo

No Miller & Co. Express or Hawley & Co. covers are known.

From Summer 1844 on express companies came under increasing government pressure as the government asserted its mail monopoly. On November 11, 1844, a notice appeared stating "In no case will any mailable matters be transported in this Express."

The Act of March 3, 1845, reduced postal rates and also prohibited the carrying outside of the mail, over a mail route, of any letter not directly related to cargo. Express companies continued to carry orders, bills, money letters and packages.

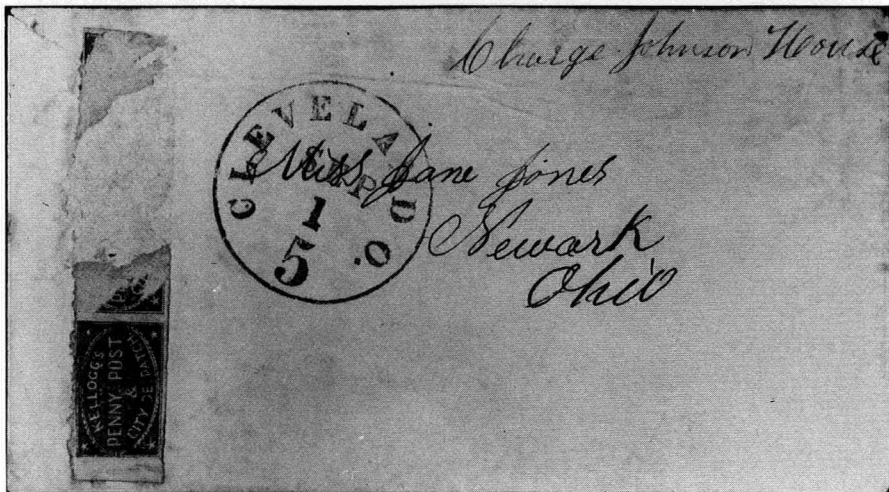
Kellogg's Penny Post & City Dispatch

J. W. Gray as postmaster moved the Cleveland post office to Water Street. The new location apparently inconvenienced many people. The *Cleveland Herald* on July 20, 1853, reported that Mr. Kellogg had established a "Penny Post," and that he charged one cent to deliver mail.

Kellogg's Penny Post has been erroneously identified as being in New Orleans, Louisiana.



1853 C4 townmark. Kellogg carried to Cleveland post office.



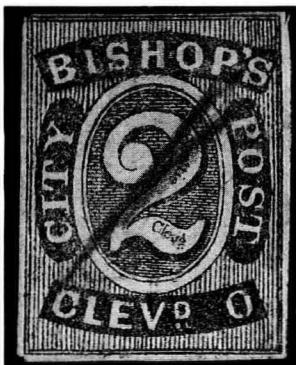
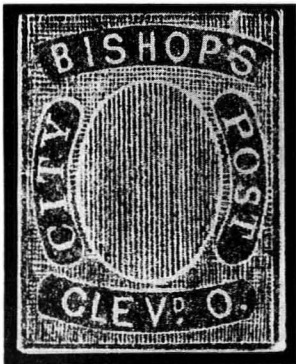
1853 CR2 townmark. Originally strip of three Kellogg stamps with two torn off, possibly by sender when told Kellogg stamps would not prepay postage to Newark.

Apparently Kellogg operated only during 1853. Kellogg is not listed in either 1853 or 1856 Cleveland City Directories. No 1854 or 1855 directories were available.

Kellogg covers known include:

Date	Townmark	Notes
Jun 28	C4	New England Hotel handstamp; 1851 3¢ stamp; to West Fairlee, Vermont. H. R. Harmer, Alfred H. Caspary Sale 8, Mar 18-21, 1957, Lot 848. Harmer Rooke & Co., Oscar A. Shenck Sale Part III, Oct 17-20, 1950, Lot 495.
Sep 1	CR2	"Charge Johnson House" to Newark, Ohio.

Bishop's City Post



1854. BISHOP'S CITY POST. 1854.

THE UNDERSIGNED having been duly appointed and commissioned by the Post Master General, to act as "POST-MAN" for this and Ohio Cities, tender my services as such.

In other cities, of much less extended limits, "CITY POSTS" have been established, to the mutual benefit of Carrier and People.

I have made arrangements through trusty Carriers, to deliver Letters, Papers, Packages, Cards and Circulars to any part of this and Ohio Cities, immediately after the arrival of Mails.

Post Boxes for the reception of Letters and Papers, for Post Office or City Delivery, will be found at:

Weddell House,	64 Ontario Street,
Waverly House,	Cor. Ontario and Pub. Square
American Hotel,	Cor. Erie and St. Clair,
St. Charles Hotel,	Cor. Erie and Lake,
New England Hotel,	Cor. Euclid and Pub. Square,
Forest City Hotel,	Commercial House, Seneca-st.
Stevens' Dining Hall, R.R. Dep.	Columbiana House, Pitts. st.,
Court House,	Cor. Marshall and Hamilton,
Franklin House,	Cor. Lake and Clinton,
Johnson House,	Cor. Clinton and Ohio,
101 Erie Street,	Cor. Parkman and Kinsman,
237 St. Clair Street,	Cor. Prospect and Erie,
125 St. Clair Street,	Cor. Kinsman and Ohio.
67½ Lake Street.	

Post Boxes will be placed at other convenient places in this and Ohio Cities, for the reception of Mail matter or City Delivery.

CITY POST RATES.

Persons desirous can arrange for the delivery of Mail matter by the week, on fair terms.

Letters for City Post Office.....	1 cent each.
Delivery Letters.....	2 "
Delivery Papers.....	½ "

Liberal arrangements made for the delivery of Cards, Circulars and Daily Papers. Stamps will be found at each Depot.

Persons wishing Letters delivered by the City Post will please advise their correspondents to address them, Street and Number, care of City Post. Stamps, Envelopes, Stationery and Periodicals furnished by giving orders to Carrier.

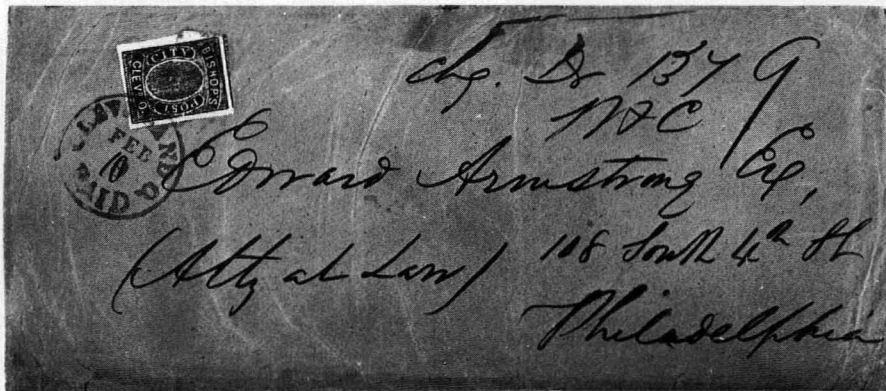
HENRY S. BISHOP City Post.
Cleveland, January 16, 1854. Jan 24-3m

Top left: Bishop one cent stamp. Bottom left: Bishop two cent stamp with "Beattie" and "Clev^d." engraved on "2." Beattie presumably is the engraver. Right: Advertisement Jan 16, 1854. Street names: Erie (now 9th Street), Lake (now Lakeside), Seneca (now 3rd St.), Pittsburgh (now Broadway), Clinton (now E. 14th St.), Ohio (now Carnegie), Parkman (now I-71 Inner Belt) and Kinsman (now Woodland).

On December 21, 1853, the Postmaster General, acting upon request of the Cleveland postmaster, contracted with Henry S. Bishop to operate a Cleveland city post. Regulations approved July 2, 1836, authorized the appointment of letter carriers. Advertisements began appearing January 16, 1854.

The duration of Bishop's City Post is unknown. Between July 1, 1854, and March 31, 1855, Bishop earned \$345 as a clerk in the Cleveland post office. Apparently Bishop acted as a letter carrier after the demise of Bishop City Post. The 1856 Cleveland City Directory lists "Henry S. Bishop, Penny Post, Superior, h[ouse] 32 Bond [now E. Sixth Street]."

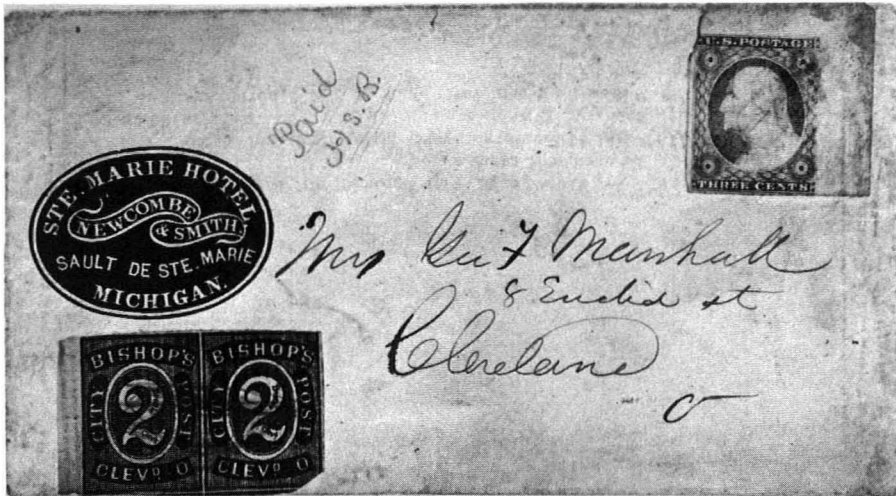
Bishop issued a blue 1¢ stamp and a black 2¢ stamp. His charges were one cent for collection from his post boxes of letters for the U.S. mails and two cents for delivery.



Carried by Bishop to post office. Triple rate 9¢ postage paid by charge to post office box.

Bishop's City Post covers reported include:

Date	Bishop	Townmark	Notes
Feb 8	1¢	C4?	1851 3¢ stamp; to New Haven, Conn.; H. R. Harmer, Caspary Sale 8, Mar 18-20, 1957, Lot 556. Harmer
			Rooke & Co., Shenck Sale, Part III, Oct 17-20, 1950, Lot 450. Parke-Bernet, Edward S. Knapp collection, May 5-10, 1941, Lot 954.
Feb 10	1¢	C4?	To New Haven, Conn.; same Huntington correspondence as Feb 8.
Feb 10	1¢	CR5	To Philadelphia.
Feb 14	1¢	C4	Valentine to Cleveland.
Feb 14	1¢	None	Valentine to Cleveland.
Feb 21	1¢	C4	1851 3¢ stamp; to West Jefferson, Ohio.
May 10	2¢	C2	Red DB10; to Philadelphia. Harmer Caspary Sale 8, Lot 557. If 1854 and genuine usage, extremely late use of DB10 and C2. No. DB10 after 1847 or red C2 after Sep 1851.
May 30	N/A	N/A	From Pittsburgh with notation "Penny Post please deliver..." 3¢ 1851 stamp and no Bishop stamp.
Aug 9	2-2¢	N/A	1851 3¢ stamp; to Cleveland from Ogdensburgh, N.Y.



Delivered by Bishop City Post. Note initials "H.S.B.," Henry S. Bishop.

Government Carriers

Letter carriers employed by local post offices could charge for collection or delivery of mail. The fee was one cent. The Franklin and Eagle Carrier stamps were issued to permit prepayment of carrier pick-up and delivery of mail. None were shipped to Cleveland; one is known used from Cleveland.

Until July 1863 the one cent 1861 stamp was used to prepay carrier fees. No listing of Cleveland carrier covers exists. It has been reported that fewer than ten examples have been identified. Unless postage equal to four or seven (if a double weight cover) cents has been prepaid, carrier covers are generally impossible to document.

Effective July 1, 1863, the fee for carrier service was abolished and the drop rate became two cents.



Black C4 townmark, presumed 1854. Only recorded Cleveland use of Eagle Carrier stamp.

On February 25, 1856, William A. Ingham and George Agar were appointed as Cleveland carriers. George Agar is listed in the 1857 *Cleveland Directory* as letter carrier and W. A. Ingham is listed without title and is the only listing for the West Side Branch Office in the former Ohio City.

The Cleveland *Morning Leader*, October 3, 1862, carried the following announcement:

BRANCH POSTOFFICE FOR THE WEST SIDE.

The application of Postmaster Cowles to the Postoffice Department, for authority to establish a branch Postoffice on the West Side having been granted, he has appointed M.Y. Hutten, to act as branch Postmaster. He will open his office at No. 149, Detroit Street, a few doors from Pearl.

Citizens on the West Side wishing their mail matter sent to the branch office, will please leave directions to that effect with Mr. Hutten or at the Postoffice. All letters mailed at the branch office will require a penny stamp in addition to the three-cent stamp. All letters delivered will be charged one cent additional postage, which will be collected by the branch postmaster. Newspapers, periodical and circulars will be delivered and received without any additional postage.

All mail matters that are directed to be sent to W.A. Ingham's store for delivery, will hereafter be sent to the Branch Office agreeably to Postoffice law.

Ingham's store mentioned in the announcement and previously Bishop's Superior Street address were "stations" for carriers and only delivered mail to the post office or to the addressee. Branches were authorized by the Act of April 16, 1862. The Branch could sell stamps and accept mail. It is uncertain whether they had carrier service. If they did there may have been a second one cent additional charge. Chicago also had a branch during 1862; what other cities had branches is unknown.

Carrier and Branch covers both have four cent rates. Without enclosures they are probably impossible to separate. One cover, with a C5a February 11 [1862] townmark, can be identified as a West Side Branch cover. The townmark (applied at the Post Office at the time of dispatch) does not cancel the three and one cent stamps; the stamps are separately cancelled by a 9-bar circle grid killer. The letter from C.C. Foote to M.F. Sweeting, South Butler, N.Y. is datelined "West Side, Cleveland, O, Feb 10, 1863" and gives as a return address "Box 42, West Side, Cleveland, O."

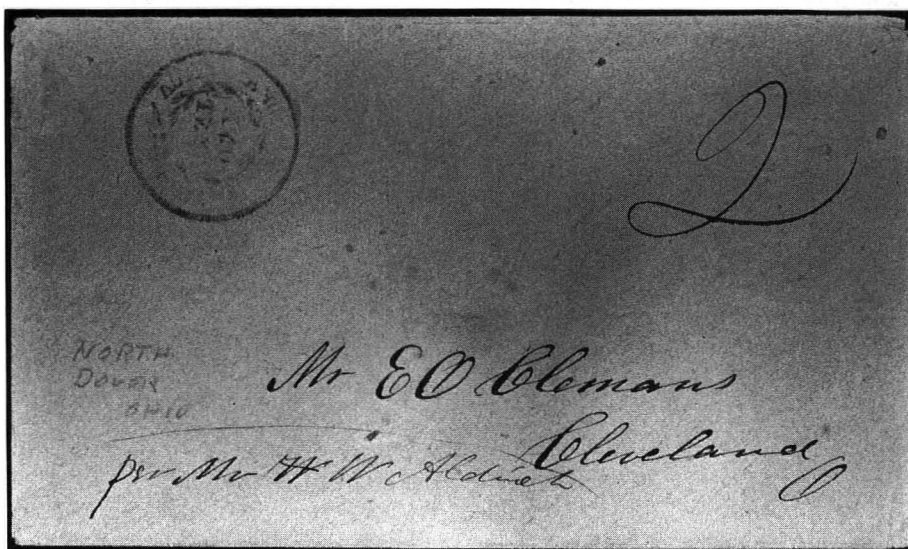
Apparently M.Y. Hutten acted as branch postmaster only in 1862. City Directories after 1862 list the following for the West Side Branch (later Station A):

	Postmaster	Local Mail Agent
1863	Charles Thomas	N.L.
1865	Charles Thomas	Geo. C. Frissell
1866	Geo. F. Bowman	Geo. C. Frissell
1867	Geo. F. Bowman	Geo. C. Frissell
1868	Geo. F. Bowman	Henry Frissell
1869	Geo. F. Bowman	Henry Frissell
1870	Geo. F. Bowman	S. Fuernell
1871	N.L.	
1872	N.L.	
1873	Geo. F. Bowman	
1874	Geo. F. Bowman	
1875	C.C. Beardsley (P.M.)	
1876	C.C. Beardsley (Superintendent)	

Agar continued as a letter carrier until replaced by Joseph W. Briggs on March 3, 1863.

Cleveland The Making of a City, page 300, cites Joseph W. Briggs, a Cleveland postal clerk, for devising a system of mail delivery and collection. A plaque in the Federal Building, Cleveland, Ohio, states, in part:

To the Honor of Joseph W. Briggs: While acting as Window Delivery Clerk ... in 1863 he conceived a system of mail delivery and collection ... and with the cooperation of the local Postmaster (Edwin Cowles) acted as the first [free (?)] letter carrier of that city ... The Postmaster-General appointed him special agent for the installation of city free delivery service throughout the country ...



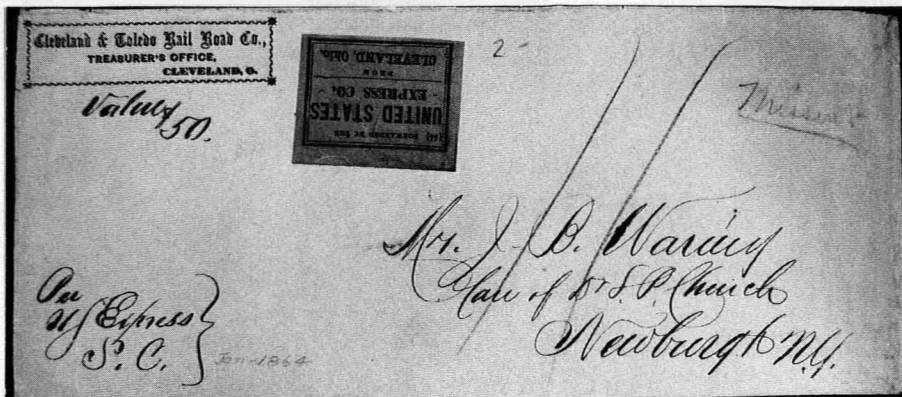
Written in North Dover, Ohio, probably 1854. After Bishop's City Post ceased operations, Bishop still apparently provided carrier service. The 2¢ rate is 1¢ drop rate plus 1¢ carrier charge. Coin impression is one cent for "penny post." See Reference #3.

The following list of carrier letters is incomplete:

Date	Townmark		Notes
	Color	Type	
N/A	Blue	C3	Piece; 1¢ 1851 Plate I early and 3¢ 1851; may or may not be carrier.
Oct 9 1862	Black	C6a	To Madrid, N.Y. 1¢ + 3¢ 1861.
Feb 11 1863	Black	C5a	To South Butler, N.Y.
Apr 8	Black	C7	To Florence Durham, Ravenna, Oh.
Apr 17	Black	C7	To Rexford Flats, N.Y.
May 13	Black	C7	To Thomas West, Care U.S. Gunboat Tuscumbia, Off Cairo, Ill. 1¢ + 3¢ 1861.
Jun 16	Black	C7	To Euclid, Oh. 1¢ + 3¢ 1861.
Jun 29 1863	Black	C7	To Florence Durham, Ravenna, Oh.



One cent "collection" fee. No year date but 1861-1863. C7 townmark.



Money letter from Cleveland via U. S. Express Co. and delivered by Savory & Co. ("S.C.") in New York.

During the 1870s two Cleveland carrier markings are known, apparently in blue and most recorded usages are on postal cards. Type 1 is 25mm with the word "Carrier". Type 2 is 27mm with the words "Cleveland O. Carrier". Both show day and time of the delivery route. The dates of recorded usage are listed below the marking and are incomplete.



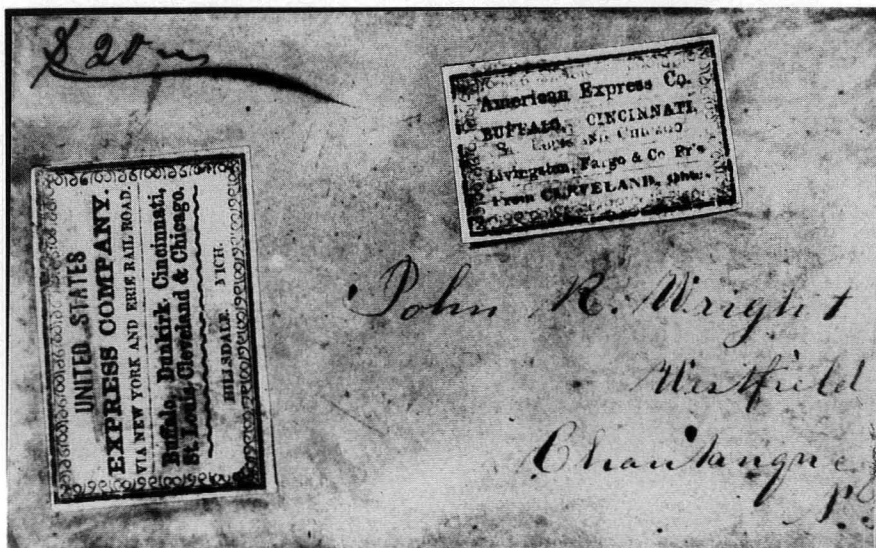
Type 1

- Dec. 28 1873
- Jul 14 1874
- Sep 14 1874
- Oct 23 1874



Type 2

- Nov 26 1874
- Nov 27 ??
- Jan 28 1875
- Sep 19 1875



Money letter from Hillside, Mich., to Cleveland via U.S. Express Co. and from Cleveland via American Express. 1860s.

Express Companies Carried Valuable Letters

During the 1850s and 1860s at least two express companies had offices in Cleveland: American Express Co. and United States Express Co. Both are listed in the 1856 *Cleveland Directory*. Both used Cleveland labels in the 1860s. Little is known about their Cleveland operations. No attempt has been made to list express company covers.

References

1. "Bishop's City Post," *The Chronicle of U.S. Classic Postal Issues*, May 1982, page 104.
2. Donald B. Johnstone, "The Eagle Carrier Stamp," *The Chronicle of U.S. Classic Postal Issues*, February 1985, page 22.
3. Robert B. Meyersburg, "A Newly-Identified Cleveland Carrier Cover," *The Chronicle of U.S. Classic Postal Issues*, November 1986, page 252.
4. Elliott Perry, *PAT PARAGRAPHS* (Bureau Issues Ass. 1981 edition) pages 253, 316 and 429.
5. Elliott Perry, *PAT PARAGRAPHS* No. 25 (1936).
6. Richard B. Graham, "Postal History: City branch and station marks of the 1860s," *Linn's Stamp News*, January 4, 1988.

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SAILINGS OF THE UNITED STATES MAIL

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(Continued from *Chronicle* 147:168)

**Advertised Sailings of Regular U.S. Mail Steamships
from New York to Panama
January 1, 1853 to December 31, 1853**

Advertisement *N.Y. Herald*, Feb. 9, 1853: Weekly Line to California. U.S. Mail S.S. Co. and Pac. Mail S.S. Co.: Satisfied that the public interests and convenience demand a weekly line between N.Y. and S.F., the Pacific and United States Mail S.S. Companies — the Pioneers in Steam Navigation between the Atlantic and Pacific ports — will at once arrange their ships in both oceans so as to extend their present semi-monthly service to a weekly line, commencing on the 20th proximo as follows: Leave New York on the 5th, 13th, 20th and 28th. Leave San Francisco on the 1st, 8th, 16th and 24th. The space tonnage of the companies and safety and regularity with which they have heretofore performed their voyages, afford the best guarantee prepared with their extra tonnage and the facilities which long experience affords them, not only fully to accommodate the public, but to do so at the most favorable price.

To California & Oregon via Havana for Aspinwall & Panama, *N.Y. Herald*, Feb. 9, 1853, U.S. Mail S.S. Co., Departure date, Feb. 12, 1853, S.S. Empire City via S.S. El Dorado from Havana, connecting with Pac. Mail S.S. Co.'s steamer from Panama to San Francisco.

For San Francisco, *N.Y. Herald*, Feb. 6, 1853, U.S. Mail S.S. Co. Departure date, Feb. 21, 1853, Steamships Ohio & Cherokee for Aspinwall direct, connecting with Pac. Mail S.S. John L. Stephens at Panama, together with the S.S. Panama to sail for San Francisco. The J. L. Stephens has been built expressly for the Pacific service.

For California via Havana, Aspinwall & Panama. *N.Y. Herald*, Feb. 24, 1853, U.S. Mail S.S. Co. Departure date, Feb. 28, 1853, S.S. Crescent City via S.S. El Dorado from Havana, connecting with Pac. M. S.S. Co.'s steamer at Panama for San Francisco.

For California. *N.Y. Herald*, Feb. 22, 1853, U.S. Mail S.S. Co.: Departure date, March 5, 1853, S.S. Georgia, connecting with Pac. Steamships Tennessee & Northerner at Panama to sail direct for San Francisco.

Advertisement, *N.Y. Herald*, March 8, 1853. Steamer Columbus. This vessel arrived at Acapulco Feb. 1, from Panama in a leaky condition and after repairing damages left Feb. 5, for San Francisco, having on board her, the passengers which left N.Y. by the Steamer United States Jan. 5, to join the Steamer New Orleans at Panama. This last named steamer not being at Panama, the passengers were taken on board the popular Columbus belonging to the Pac. M. S.S. Co. The Winfield Scott left Panama Feb. 5, for San Francisco with the passengers sent from N.Y. to meet her, Jan. 20, by the S.S. Uncle Sam.

For California. *N.Y. Herald*, Feb. 24, 1853, U.S. Mail S.S. Co.: Departure date, March 21, 1853, S.S. Illinois, connecting at Panama with the Pacific S.S. Golden Gate to sail for San Francisco.

For California. *N.Y. Herald*, March 13, 1853, U.S. Mail S.S. Co. Departure date, March 28, 1853, S.S. Crescent City, connecting with Pac. Mail S.S. Oregon at Panama to sail immediately for San Francisco. The Crescent City will be followed on the 5th of April by the U.S. Mail S.S. Georgia, connecting at Panama with Pac. Mail S.S. John L. Stephens. The Pac. Mail S.S. Co. always keep extra steamers at Panama to ensure immediate despatch.

NEWS: *N.Y. Herald*, Mar. 29, 1855. The S.S. Georgia arrived yesterday from Aspinwall whence she sailed on the 19th inst., bringing United States mails, etc. The S.S. Golden Gate arrived at San Francisco on Feb. 19; the Winfield Scott on Feb. 22; the S.S. Columbus at San Francisco on the 17th ult.

For California, *N.Y. Herald*, March 29, 1853, U.S. Mail S.S. Co. Departure date, April 5, 1853, S.S. Georgia, connecting with S.S. Tennessee at Panama for San Francisco. The Georgia will be followed on April 13, by the S.S. El Dorado, connecting at Panama with the Pac. Mail S.S. Co.'s regular steamer.

NEWS: *N.Y. Herald*, April 8, 1853. Two weeks later from California arrival of Daniel Webster at New Orleans. Anxiety for safety of Steamship Independence - total wreck of Steamer Tennessee. The Prometheus at Charleston short of coal. New Orleans, April 6, 1853. By the arrival of the S.S. Daniel Webster at this port we have dates from San Francisco to March 15th. The news by the arrival is important as it embraces the total loss of the Pac. Mail S.S. Co.'s Steamer Tennessee, which occurred near San Francisco on the 12th ult. by running ashore in the fog. All passengers were safely landed and the mails were also saved. The Daniel Webster carried the passengers and specie brought down by the S.S. Pacific, which left San Francisco, March 15th. Anxiety for the safety of the Vanderbilt S.S. Independence was felt, from which nothing had been heard, although she was 30 days beyond her time. She was to have connected with the S.S. Northern Light from N.Y. Jan. 20th and was last seen on Feb. 15, off Cape St. Lucas. Hopes were entertained that she had put into some intermediate port. The Steamer Sea Bird has gone in search of her. Another arrival from San Francisco. The S.S. Philadelphia has arrived from Aspinwall with gold and California mails and passengers. The Philadelphia reported that the "Illinois" sailed from Aspinwall for New York on the 1st inst. The latest from San Juan, Charleston, April 7, The S.S. Prometheus arrived off the Bar last night short of coal, in 6 days & 5 hrs. from San Juan, and carried the passengers & specie brought down by the Steamer Pacific which left San Francisco on the 15th.

For California. *N.Y. Herald*, April 6, 1853, U.S. Mail S.S. Co. Departure date, April 13, 1855, S.S. El Dorado, connecting with S.S. Panama at Panama for San Francisco. The El Dorado will be followed on April 20, by S.S. Illinois, connecting at Panama with S.S. John L. Stephens for San Francisco.

NEWS: *N.Y. Herald*, April 14, 1853. Arrival of Steamer Union. The S.S. Union arrived from Aspinwall last night bringing mail & correspondence, etc., up to the 5th inst. She sailed from Aspinwall on the 18th of March. The crank pin of her engine broke and cranks could not be connected, and as a heavy gale was blowing, it was found advisable to put back to Porto Bello where she arrived on the 24th, after taking on coal & water proceeded to Navy Bay, after being repaired, left as above.

To California. *N.Y. Herald*, April 14, 1853, U.S. Mail S.S. Co. Departure date, April 20, 1853, S.S. Illinois, connecting with Pac. Co.'s S.S. John L., Stephens immediately for San Francisco. The Illinois will be followed on the 28th April by the U.S. Mail S.S. Crescent City, connecting with Pac. Mail S.S. Co.'s Steamer California.

For California. *N.Y. Herald*, April 23, 1853, U.S. Mail S.S. Co. Departure date, May 5, 1853, S.S. Georgia, connecting at Panama with Pac. S.S. Oregon for San Francisco.

Advertisement: *New York Herald*, May 1, 1853. Weekly Line for California. U.S. Mail S.S. Co., connecting with the Pac. Mail S.S. Co. carrying the U.S. mail for California & Oregon via Aspinwall & Panama; also a semi-monthly line between New York, Havana & New Orleans, sailing at 2 P.M. from Warren St., Pier, North River. The U.S. Mail S.S. Co. intend to dispatch direct to Aspinwall during the month of May, the following steamers: May 5, Georgia; May 13, El Dorado; May 20, Illinois; May 28, Crescent City - connecting at Panama with the Pac. Mail S.S. Co. Through tickets, except crossing the Isthmus can always be obtained at lowest rate, on application at 177 West Street to C. A. Whitney.

For California. *N.Y. Herald*, May 31, 1853, U.S. Mail S.S. Co., Departure date, June 6, 1853, S.S. Georgia, connecting at Panama with S.S. Panama for San Francisco.

For California. *N.Y. Herald*, May 31, 1853, Departure date, June 20, 1853, S.S. Illinois, connecting with S.S. Golden Gate for San Francisco.

Advertisement. *N.Y. Herald*, June 21, 1853. U.S. Mail Line for California. The U.S. Mail S.S. Co. connected with the Pac. Mail S.S. Co., carrying the great U.S. Mail for Calif. via Aspinwall and Oregon and Panama. The U.S. Mail S.S. Co. intend to dispatch direct to Aspinwall in the month of

July the following steamships: The Georgia, July 5; the Illinois, July 20, connecting with the Pac. Mail S.S. Co. as follows: Georgia with the Northerner, Illinois with the J.L. Stephens for San Francisco.

For California. *N.Y. Herald*, July 28, 1853, U.S. Mail S.S. Co. Departure date, Aug. 5, 1853, S.S. Georgia, connecting at Panama with S.S. California for San Francisco.

For California. *N.Y. Herald*, July 28, 1853, U.S. Mail S.S. Co. Departure date, Aug. 20, 1853, S.S. Illinois, connecting at S.S. Golden Gate at Panama for San Francisco.

NOTICE: *N.Y. Herald*, Aug. 29, 1853. U.S. Mail S.S. Co. for Havana & New Orleans. The S.S. El Dorado will be dispatched in place of the Cherokee on Aug. 30, 1853, from Warren St. [I took note of this, although it relates to this particular route, because the above S.S. used to run the Calif. route.]

For California. *N.Y. Herald*, Aug. 26, 1853, U.S. Mail S.S. Co. Departure date, Sept. 5, 1853, S.S. Georgia, connecting at Panama with S.S. Winfield Scott for San Francisco.

For California. *N.Y. Herald*, Sep. 8, 1853, U.S. Mail S.S. Co. Departure date, Sep. 20, 1853, S.S. Illinois, connecting with Pac. S.S. Co.'s Steamer John L. Stephens at Panama for San Francisco.

For San Francisco, *N.Y. Herald*, Sep. 22, 1853, U.S. Mail S.S. Co. Departure date, Oct. 5, 1853, S.S. Ohio, connecting at Panama with S.S. Golden Gate for San Francisco.

For California. *N.Y. Herald*, Oct. 10, 1853, U.S. Mail S.S. Co. for Aspinwall. Departure date, Oct. 20, 1853, S.S. George Law, connecting at Panama with Pac. S.S. Winfield Scott, for San Francisco.

For California via Aspinwall & Panama. *N.Y. Herald*, Oct. 21, 1853, U.S. Mail S.S. Co. Departure date, Nov. 5, 1853, S.S. Illinois, connecting at Panama with Pac. S.S. John L. Stephens for San Francisco.

For California via Aspinwall & Panama. *N.Y. Herald*, Nov. 9, 1853, U.S. Mail S.S. Co. Departure date, Nov. 21, 1853, S.S. George Law, connecting at Panama with Pac. S.S. John L. Stephens for San Francisco.

For California & Oregon. *N.Y. Herald*, Nov. 25, 1853, U.S. Mail S.S. Co. via Aspinwall & Panama. Departure date, Dec. 5, 1853, S.S. Illinois, connecting at Panama with Pac. S.S. Winfield Scott, for San Francisco.

For California via Aspinwall. *N.Y. Herald*, Dec. 6, 1853, U.S. Mail S.S. Co. Departure date, Dec. 20, 1853, S.S. George Law, connecting at Panama with Pac. S.S. Golden Gate for San Francisco.

(To be continued)

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EDITORIAL

During the last several months, some covers and pieces of data have surfaced that, while really not adding anything new, tend to convert some speculations in these pages to either fact or at least strong probability. Most of this comes from the sales of collections at public auction with well illustrated catalogs and descriptions that call attention to unusual aspects of the lots concerned.

In addition, the *Chronicles* that had subjects such as the Dead Letter Office and registration have also brought a few useful items out of seclusion.

A few of these covers are included in this section in this issue and others will appear in future issues. Among the subjects being updated are Ship Island and New Orleans postmaster John M.G. Parker, Soldier's Letter handstamps and the Dead Letter Office, space permitting. Other subjects will also be included in later issues. In the meantime, thanks are tendered to all who have sent reports on subjects not covered in this issue of the *Chronicle*.

Richard B. Graham

POSTMASTER JOHN PARKER OF SHIP ISLAND AND NEW ORLEANS

RICHARD B. GRAHAM

Chronicle 142 (May 1989) carried articles by Dr. James W. Milgram and myself updating the continuing assemblage of new covers and information concerning the Civil War staging area of Ship Island, off the coast of Mississippi, and the attack upon and capture of New Orleans in late April and May 1862. One of the more intriguing aspects of that event was the field of postal affairs connected with the army commanded by General Benjamin F. Butler. Butler was a Massachusetts politician of immense influence in political circles but with a rather negative appeal to people outside Massachusetts. In fact, even in his home state, he was considered controversial and probably was the loser in as many elections as he won.

Butler was appointed a brigadier general in the Union Army early in the war and within a month was promoted to major general of volunteers. Considering he had no previous military schooling or experience, his qualifications for such appointments are not apparent.

Figure 1. John M. G. Parker, New Orleans postmaster.



Butler was selected to head up an expedition to capture New Orleans in late 1861 and, to provide postal service for his troops, had his brother-in-law, John M.G. Parker, a former naval officer and postal clerk, appointed to accompany the troops as postmaster. Parker, shown in Figure 1 (courtesy of the late Leonard Huber) received a regular Post Office Department appointment to be postmaster of Ship Island, Mississippi, as of Feb. 11, 1862, although he didn't arrive there until March 20th. His first postmarks there were manuscript beginning on about that date but a straight line "SHIP ISLAND/MISS" was soon put together from type on hand. Readers are referred to the previous article for further data on this marking.

In late April, Parker received a "balloon" type marking but, in the meantime, Federal naval forces passed the forts below New Orleans on the Mississippi River and Butler landed there with six regiments of troops on May 1. In the privately published *Private and Official Correspondence of General Benjamin F. Butler*, exists a transcript of a brief order from Butler to Parker dated April 30, 1862, "Let the postmaster transfer himself to near New Orleans." This led to Parker's taking over the New Orleans post office then in the Custom House (Figure 2), obviously his duty, as Federal government property recaptured. The post office was in a mess, due to a mob breaking in and rifling the place and Parker soon had the new "Ship Island" handstamp brought from that office, which, however, continued to operate using the straight line handstamp for the benefit of what troops still remained on the Island.



Figure 2. The New Orleans custom house, in which the New Orleans post office was located when Parker was in charge.

Butler apparently appointed Parker to be New Orleans postmaster, although just what his authority was for such an action has been questioned. Parker had a Post Office Department appointment, and his authority in postal matters would thus have rested on postal rather than military authorities, it would seem. So, the question became what authority did Butler have over Parker, other than that Parker was doing the right thing and was Butler's brother-in-law. We theorized that he also had a military appointment.

Recourse to military records in the National Archives confirms this guess. Parker had been appointed a Lieutenant/Quartermaster in the 30th Massachusetts Volunteer Infantry, at first known as the Eastern Bay State Regiment, on Dec. 6, 1861. This was one of

the units that accompanied Butler when he went to New Orleans. Parker had been "transferred to the regimental staff" on Dec. 10 at Lowell, Mass., after enrolling (under state jurisdiction) on Sept. 2, 1861, before the regiment was mustered into Federal service.

According to the record, he was considered a 1st lieutenant of the 30th Mass. from Dec. 6, 1861, until March 26, 1862, but apparently never either received his commission nor is any resignation on record. However, this makes obvious that Butler considered Parker subject to military orders as a staff officer of his expedition, and Butler's orders regarding the New Orleans post office thus had a solid basis. This assumes that the March 26, 1862, date his military services were considered terminated, probably by a ruling of the U.S. Pension Office circa 1868, did not result from any actions of either Parker or Butler at that time but rather from postwar considerations (or administrative error). Parker had been appointed temporary postmaster at New Orleans by Maj. Robert K. Scott of the Post Office Department under the title of "Chief Clerk" of that office in May 1862, Scott having gone to New Orleans to reestablish postal services there.

In previous articles, Parker's exact status and the date when New Orleans postal facilities were made available to the public have been discussed at considerable length, but I have just awakened to the fact that none of these *Chronicle* articles give a transcript of the order Parker posted and also inserted in local papers that had resumed publication. As given in Leonard Huber and Clarence A. Wagner's *The Great Mail* (American Philatelic Society, State College, Pa., 1949), it reads:

POST OFFICE

To accommodate the citizens of New Orleans, I have obtained the consent of Maj. Gen. B. Butler to accomplish the delivery of all letters found by me in this Post Office, on taking possession of the same.

These letters were many of them much defaced; some opened. They now have been assorted and arranged as well as it is possible to do so, and the office will be open to the Public at General Delivery on Wednesday, May 14th at 9 o'clock A.M.

Hereinafter all mail matter will be received and delivered in compliance with the laws of the United States.

Remittances of cash or valuable securities must be reported and registered.

John M. G. Parker

Postmaster at Ship Island, transferred here.

Thus, summing up, Butler, under his military authority, ordered Parker to New Orleans, but Parker still considered himself to be postmaster of Ship Island. From early May, when he arrived, he and, presumably, Army Quartermaster helpers, processed military mail and sorted out (and probably read, by Butler's orders, in a secretive ploy) all former Confederate mails found there that had been worked over by the mob. Parker's announcement shows he opened the office to the public on May 14, 1862, but he still continued to use Ship Island postmarks, both handstamped and occasional manuscripts, until new devices reading "New Orleans" were placed in service about June 2, 1862. In the meantime, he had been appointed by the Post Office Department to run the office as Chief Clerk. He subsequently received a presidential appointment as New Orleans Postmaster on Feb. 10, 1863. He continued to serve as postmaster and live in New Orleans, and, in fact, was replaced and then again reappointed postmaster after the war. Thus, he was out from under his brother-in-law's thumb (undoubtedly, not a very comfortable spot) when Butler was replaced by General Nathaniel Banks at New Orleans in late 1862.

It seems possible that the assumption, probably made by the U.S. Pension Office after the war, that he was no longer an army officer as of March 26, 1862, was quite premature, as New Orleans had not even fallen at that time. May 26, possibly being misread as "Mar.," would have been more logical as this was likely the date when Major Scott appointed him a Post Office Department "Chief Clerk" in charge of the New Orleans post office. The Ship Island appointment didn't rank as a "presidential" office appointment and

nearly all other postmasters with similar appointments made their living with other enterprises.

Parker's transfer from Ship Island to New Orleans was thus, in essence, the beginning of his transformation from military to postal employee, and also from being a citizen of Massachusetts to one of Louisiana. His story is thus an appropriate part of the even stranger saga of the Ship Island-New Orleans Civil war postal history drama.

THE OVAL "SOLDIER'S LETTER" MARKING AND THE DEAD LETTER OFFICE

RICHARD B. GRAHAM

In *Chronicles* 116 and 117 (November 1982 and February 1983) a two part article on Civil War certified soldiers' letters contained a speculation that a particular large oval marking, shown as "A" in Figure 1, was applied at the Dead Letter Office in Washington. This speculation was again aired in another two part article on handstamped and printed versions of the "soldier's letter" legend on Civil War covers that appeared in *Chronicles* 133 and 135 (February and August 1987).

Since the first article, which explained the meaning and use of the markings and cited the laws and regulations behind them, appeared eight years ago, it seems useful to review, briefly at least, the meaning and use.

The legend "soldier's letter" had postal meaning as defined by the Post Office Department. By regulations, it was an endorsement placed on unpaid letters sent by soldiers of the Civil War that permitted the letter to be sent collect at normal domestic rates without penalty when all other such unpaid letters were supposed to be sent to the Dead Letter Office. The legend had to include the words "Soldier's Letter," and also identify the military unit to which the sender belonged. This "certification," as the postal authorities termed it, was supposed to be signed in writing by an officer of the sender's unit. At first, this was supposed to be the regimental major but soon any field officer: chaplains, surgeons, etc., could also provide such endorsing signatures.

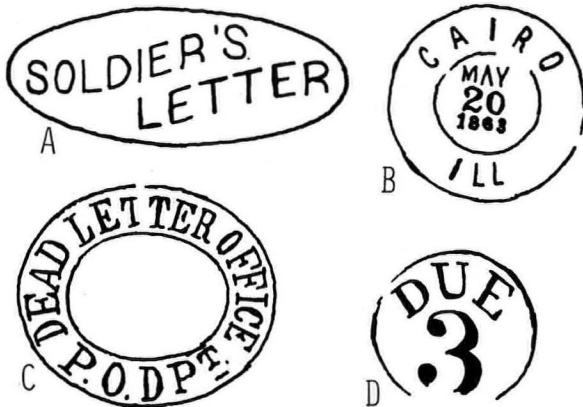


Figure 1. Tracings of the oval "Soldier's Letter" marking believed applied at the Dead Letter Office and other markings on the covers shown in Figures 2 and 3.

The process reflected a section of an Act of Congress of July 22, 1861, which also had the phrase "under such regulations as the Postmaster General may provide," but the requirement was that soldiers' letters could be sent without prepayment with postage collect from addressees. As always, many didn't "get the word" beyond knowing soldiers could send letters unpaid and consequently, the early months saw a great many unpaid letters in the mail sent by soldiers but having no certifications.

A Post Office Department order of October 1860 had required all such unpaid mail to automatically be sent to the Dead Letter Office; that office, already heavily burdened with unpaid letters, found the added influx of similar soldiers' mail more than it could

handle by the fall of 1861. In December 1861, the order of the previous October was rescinded, the Department going back to the former method of each post office holding its unpaid letters and notifying addressees to send a stamp for each letter. But, while this helped, it didn't solve the problem with the soldiers' letters.

When an addressee failed to furnish postage, the unpaid letters were sent to the Dead Letter Office, opened as provided by law and, where sender and post office of mailing could be identified, returned to the sender through the mailing office. If this also failed, the letter was again returned to the Dead Letter Office for disposition — usually destruction. However, in the case of uncertified and unsigned soldiers' letters, the sender could have been hundreds of miles from the office of mailing, nor could the office of mailing usually do more than simply return the letters to the Dead Letter Office.

As noted on pages 43-44 of *Chronicle* 117 (February 1983), an article in *U.S. Mail & Post Office Assistant* for November 1862 explained this situation and also noted that the Dead Letter Office was setting up an additional process to again try to locate addressees. As the article remarked, the Federal armies in 1862 had been engaged in a large number of bloody battles and many of the letters were from soldiers who died in those battles. Thus, such letters could contain "the last utterances of soldiers who dared to die for their country."

In that *Chronicle* article, it was theorized that the marking shown as "A" in Figure 1 was applied at the Dead Letter Office as part of that program. The suggestion was made because of the timing of the *U.S. Mail* article and also its content and because covers with the oval marking, postmarked at several different cities or towns, were from units in both east and west (where such could be identified) and were addressed to a wide range of post offices. But, however, I had no positive evidence that any of the twenty or so covers recorded with the marking had ever passed through the Dead Letter Office.

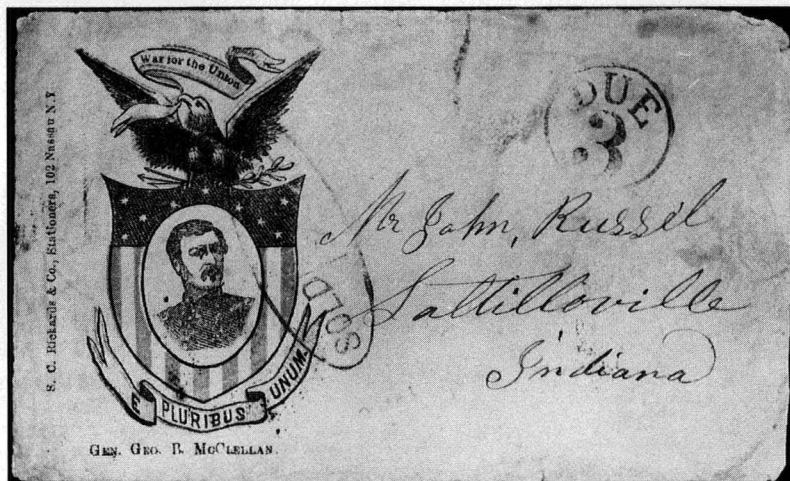


Figure 2. Cover with the oval "Soldier's Letter" and "Due/3" backstamped at Cairo, Ill., in May 1863 and also backstamped with a double oval Dead Letter Office marking without date. The cover undoubtedly originated with western troops, possibly down the Mississippi. The cover is addressed to Indiana, but is a McClellan type patriotic offered by Rickards, a New York City stationer on Nassau Street.

In the last several months, two covers have shown up bearing the marking and also having D.L.O. backstamps. One of these, shown us by Tom Wegner, who collects (and exhibits, quite successfully) the Postal History of the Dead Letter Office, is shown in Figure 2. The cover is a McClellan patriotic with the imprint of Rickards of New York, addressed to Indiana. It has a Cairo, Illinois, backstamp dated May 1863 and also a double oval undated D.L.O. backstamp. These markings are shown as "B" and "C" in Figure 1. The cov-

er has the oval "Soldier's Letter" marking on its face and also a circular "DUE/3" indicating it was sent collect at the domestic rate without penalty.

This cover is undoubtedly one of those handled by the D.L.O. procedure described in *U.S. Mail*.

A second cover came to my notice before Mr. Wegner showed me the cover illustrated. This was lot No. 251 in the Steve Ivy auction of May 22-28, 1990, and is shown in Figure 3, which photo was made from the partial illustration in color in the catalog. The description read:

251 [cover symbol] Soldier's patriotic cover with eagle and flag patriotic design in red, white and blue (Walcott #2620), bold oval "Soldier's Letter" h.s. plus "Due 3" in circle and boxed "Held for Postage", there is a Georgetown, D.C. c.d.s. on the reverse and the oval h.s. of the dead letter office, it has been speculated the oval soldier's letter h.s. was placed on letters that were sent by soldiers that did not follow the proper procedure for sending letters postage due, after the true nature of the letter was determined (perhaps at the dead letter office) this h.s. was placed on the letter and it was forwarded to its destination ... etc.

It would be useful to know the date of the Georgetown backstamp, but I consider these two covers as reasonable confirmation of the source of the marking.

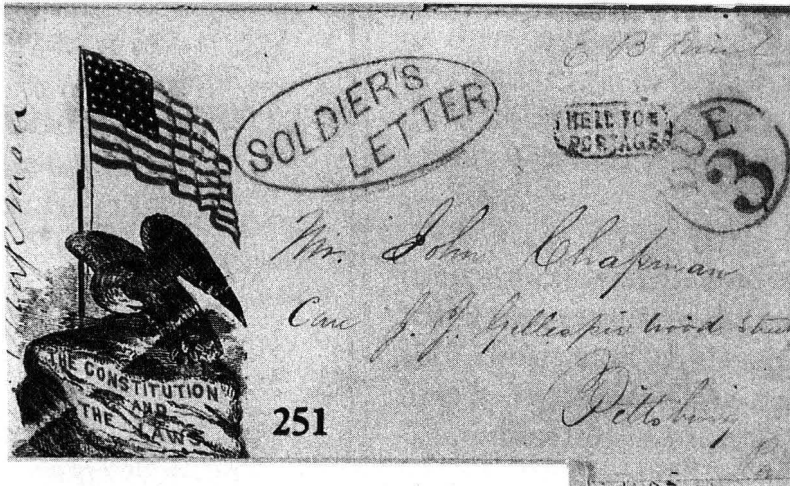


Figure 3. A patriotic cover addressed to Pittsburgh, Pa., with the oval "Soldier's Letter" and "Due/3" as offered in a recent Steve Ivy sale. Per the description, the cover bears a Georgetown, D.C., backstamp and also a Dead Letter Office backstamp.

The "Due 3" in a 21 mm circle ("D" in Figure 1) is identical on both covers and was also probably applied at the Dead Letter Office. The Ivy sale cover, from its description of a Georgetown, D.C., backstamp (this is the third such from there I've recorded with the big oval) came from one of the units in the District of Columbia or in Virginia south of Washington, and it is of interest that the cover, as may be seen faintly in Figure 3, bears a franking signature of E(zra) B(artlett) French. French was then Second Auditor of the Treasury but apparently franked the cover under the carry-over of his franking privilege as a Congressman from Maine whose term was over but whose franking privilege didn't end until "the first Monday of December after the expiration of his term." Since French's term expired on March 3, 1861, and though he was appointed as Lincoln's Second Auditor on August 3, his Congressional franking privilege carried over until December 2, 1861. As a Member of Congress, French could legally frank anything he desired as long as it didn't weigh over 2 ounces; as Auditor of the Treasury, his franking privilege was limited to the official business of his office.

The reason the Georgetown, D.C., post office sent the (obvious) soldier's letter franked by him to the Dead Letter Office may be connected with the date it was mailed,

which isn't known. It also could have been because French's frank was on a cover neither his nor from where he was present. However, Congressmen who handed out pre-franked envelopes probably noted their privilege covered letters "written under their direction" and thus accompanied their gifts with directions the recipients were to write their families!

The two examples of the oval "Soldier's Letter" marking on covers with Dead Letter Office backstamps originated at Cairo, Ill., in May 1863 and at Georgetown, D.C., at an unknown date probably prior to July 1863. These reflect the pattern: on letters from soldiers everywhere to somewhere in the Union. Who can show us more examples?

SHORT PAID CALIFORNIA LETTER

RICHARD B. GRAHAM

The cover shown in Figure A has a backstamp traced in Figure B. The envelope, loaned us by Tom Wegner for photography and tracing, is a typical brown manila style used after early 1862 when the Dead Letter Office was, by law, first required to attempt to return all letter mail to the senders who could be identified.

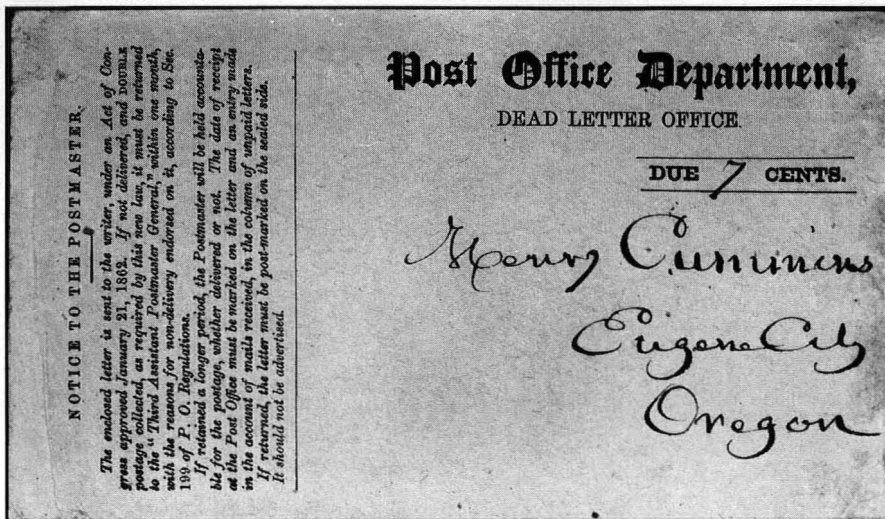


Figure A. Early return D.L.O. envelope sending letter to Oregon with 7¢ postage due.

This situation has been covered in the series of articles about the Dead Letter Office in recent issues of the *Chronicle*. Sufficient to say that the DLO printed envelope has 7¢ due in the blank space allotted for that purpose and it was sent before changes in the dead letter laws and regulations caused manuscript alterations to be made in the legend printed on the envelope. Thus, while the cover has no date at all, it had to have been sent between early 1862 and the reduction of postage from the 10¢ "over-the-Rockies" rate of 1861 to the countrywide 3¢ rate effective July 1, 1863.

Figure B. backstamp on cover of Figure A.



The interesting aspects of this cover are the backstamp traced in Figure 2 reading "Short Paid California Letter," and the fact that the cover is addressed to Eugene, Oregon.

It is possible that the addressee is the original sender of the letter, but not probable, in this writer's opinion. This is because of the 7¢ being due rather than full double postage of 20¢ which would have been due on letters sent "over-the-Rockies" at that time, and considering the law of Jan. 21, 1862. I think the backstamp is to explain why only 7¢ was to be collected and that the letter the cover enclosed had been mailed in the east addressed to Oregon with but 3¢ prepaid. Apparently the Dead Letter Office simply decided to charge only the difference between 3¢ and 10¢ as due postage to the addressee of such letters and explained this to the Eugene, Oregon, postmaster with the backstamp.

Other theories would be considered. Does anyone have other examples of this usage which will further explain the use of this marking?

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EDITOR'S COMMENTS

In my \$2 Columbian article, I correctly stated that Clarence Brazer did not list a \$2 essay in his book. However, after 40 years, his reference collection of U.S. Essays and Proofs surfaced in the estate of Morton Dean Joyce, who had purchased it from Brazer's widow some years after his death. Many lots were not listed in the original book and must have been acquired by either Brazer or Joyce at a later time. The estate, composed of 2190 lots, was auctioned by Robert Siegel on June 27-29, 1990.

One lot unlisted by Brazer was #1721 which shows a \$2 dull yellow orange sunken die essay, 86x74mm, on card of the incomplete adopted design. This is the only recorded essay of the \$2 design.

After the publication of my article on the \$1 Columbian stamps, I have received several letters in regard to the contents.

Herman "Pat" Herst wrote that he remembers that in the 1930s, the noted collector, Henry Needham, had a full set of Columbian used on individual large addressed covers which he displayed as a fan on the wall of his office. Pat doesn't remember the addressee. Do these covers survive today? Perhaps some reader can supply this information?

Route agent Norman Nicol wrote that he remembers seeing a full pane of the \$4 Columbian on display in the Smithsonian National Philatelic Collection. I don't personally remember this item in my visits, but it wouldn't be a surprise that it exists when one considers the treasures still buried in the basement of the Smithsonian. Can any other reader verify this information?

Route agent Irving Adams contributed information about the C. Witt on many of the Columbian covers. According to Adams, in 1892 Mr. Constantin Witt formed a partnership with a Mr. Rudolf Albrecht, and the two conducted business as Albrecht and Witt, stamp dealers and publishers at 90 Nassau St. in New York City. This would certainly account for the creation of so many philatelic covers using the Columbian stamps. What happened to this partnership after the Columbian era?

James Doolin, president of The Christopher Columbus Philatelic Society, sent photocopies of the \$ value covers from the Virgil Brand cover find in Texas which I mentioned and have or shall illustrate in these articles. He asks about the 10¢ Columbian Expo Registration stamp that is attached to each envelope and tied by a machine cancel. The \$3 cover is shown in the following article. Can any reader supply information on the origin and usage of this label?

I wish to thank route agents Jack Rosenthal, Ken Laurence, Porus Dhabhar, Irving Adams, Bill McDaniel, and Gerald Johnson for contributing new listings for the cover census, and to encourage others to do the same as the series unfolds.

THE THREE DOLLAR COLUMBIAN STAMP

RICHARD M. SEARING

The design for the Columbian \$3 stamp was based on a portion of the painting, "Columbus Describing His Third Voyage" by Francisco Jover y Casanova, who also provided the source for the 8¢ stamp design.¹ In many sources, the painter is stated as Francisco Jover. The painting is reported to be in the museum in Valladolid, Spain.² The painting

1. "Masterwork Checklist of U.S. Stamps," *Fine Art Philatelist*, Vol. 11, No. 3, 1965, p. 68.

2. P. Hamilton, "U.S. Columbian Stamps of Seventy Years Ago," *Philatelic Magazine*, Vol. 71, Jan. 25, 1963, p. 50.

depicts Columbus in 1500 describing his third voyage to the new world to the court of Ferdinand and Isabela.

The U.S. Post Office circular of the period officially described the color of the \$3 stamp as yellow green, but they range from pale to deep shades, with the latter as most desirable to the collector.³ The stamp was designed by Alfred S. Major, the vignette was engraved by Robert Savage, and the frame, numerals, lettering by Douglas S. Ronaldson.⁴

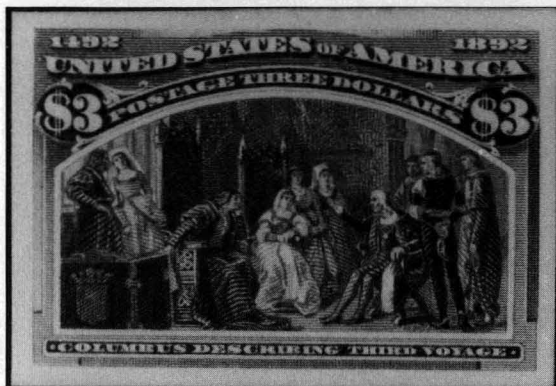


Figure 1. Plate proof of \$3 Columbian stamp.

In Clarence Brazer's study, *Essays for U.S. Adhesive Postage Stamps*, only a single essay is listed: a ferrotype metal plate 45x29 mm of the reversed design with outlines of design and vignette filled with red ink and prints of this plate on white cardboard.⁵ However, in the Robert Siegel June 27, 1990, auction of the original Brazer collection, lost to the philatelic community for 40 years, two additional essays appeared. A sunken die essay of the incomplete adopted design printed on india paper in two states (lots 1723-4). Figure 1 shows a cardboard plate proof of the final design.

According to official records, 27,650 of the \$3 denomination stamps were printed and delivered to postmasters. L.G. Brookman quotes John Luff that in June 1899, 2937 \$3 stamps, left in the Washington, D.C., post office, were destroyed by official government order. Assuming that no more were destroyed, that left 24,713 stamps sold to the public.⁶



Figure 2. Plate number imprint block of six of the \$3 stamp.

The stamp was printed from a single plate: BB106, and Figure 2 shows a plate number imprint block of six. I have been unable to locate a plate block of eight for either the \$2, \$3, or \$4 value. Do they exist and can a reader supply a photo? I also do not know the largest surviving multiple of these stamps. Your help is solicited.

3. *Postage Stamps of the U.S.*, Washington, D.C., 1957.

4. L. Schriber, *Designs, Designers, Engravers of U.S. Postage Stamps*, APS reprint, 1963, p. 16.

5. C. Brazer, *Essays for U.S. Adhesive Postage Stamps*, Quarterman, 1977, p. 151.

6. L. G. Brookman, *The United States Postage Stamps of the 19th Century*, H.L. Lindquist, 1966, Vol. III, p. 84.

No blocks of four or pairs of the \$3 stamp are known to me as used on cover or piece. I have record of three used blocks off cover. Two of these are cancelled by a bull's eye target in the middle of the block. As such, they appear cancelled-to order for philatelic purposes, rather a commercial postal usage. Such a usage would be unlikely in this era, unless it was on packages of heavy books to overseas embassies.

Figure 3. Full series used on package front, May 18, 1893.

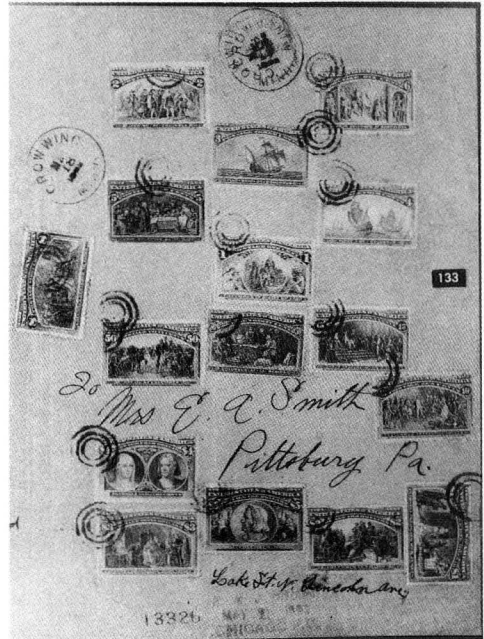


Figure 3 shows the \$3 value used on a portion of a registered package wrapper, together with the full Columbian set from Crowwing, Minn., and addressed to Mrs. E.A. Smith in Pittsburgh on May 18, 1893. Multiple uses like this were often made, but most of the stamps were soaked off and placed in albums.

This is one of the many sets of Columbian stamps purchased by individuals and mailed to relatives on letters or packages for souvenirs. The unusual point is the obscure origin of the package. Were these stamps available in Crowwing, Minn., or purchased elsewhere and carried there for usage?

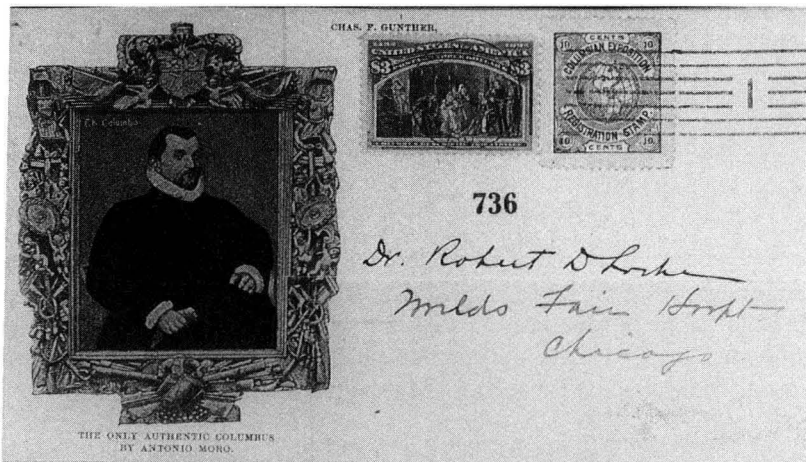


Figure 4. The \$3 stamp on cacheted cover, postmarked June 17, 1893.

The most sought-after souvenirs were those mailed directly from the fairgrounds. Figure 4 shows the \$3 cover from the Virgil Brand find. The corner card shows the only

authentic portrait of Columbus by Antonio Moro and was privately prepared for sale at the fair by Chas F. Gunther. All of these covers were addressed to Dr. Robert Lorke.

A real mystery on these covers is the meaning and origin of the Columbus Exposition Registration Stamp, placed to the right of the \$3 stamp and canceled at the same time on June 17, 1893. James Doolin, who is president of the Christopher Columbus Philatelic Society, wrote to me about this label and would like any information that is available about the origin and usage. Send any information to me and I will see that he receives it.

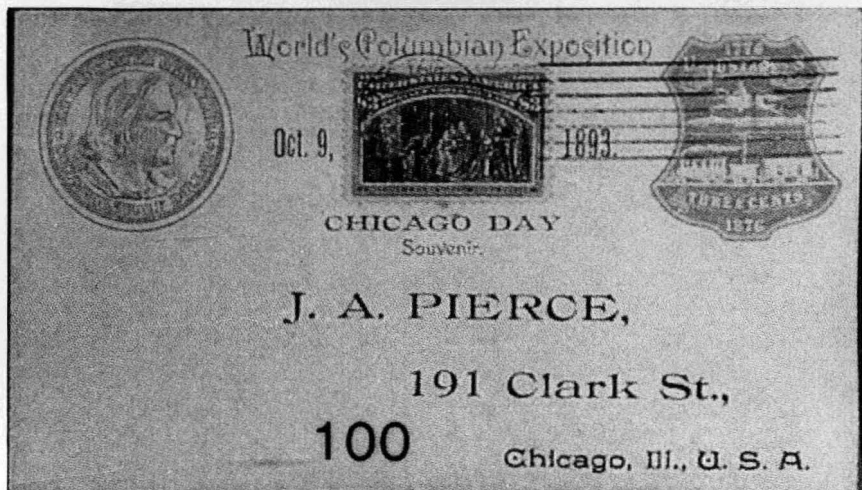


Figure 5. Chicago Day usage of \$3 stamp on Columbus corner card.

Figures 5 and 6 clearly show philatelic covers that were mailed at the fairgrounds for souvenirs. The first is one of the series addressed to J.A. Pierce and canceled on Chicago Day at the fair, October 9, 1893. This one shows the \$3 stamp used on the 3¢ 1876 Centennial embossed envelope that has been imprinted at the left with a circular image of the official Columbus half dollar.



Figure 6. Four high value Columbians used on November 10, 1893.

The cover in Figure 6 is one of the most spectacular small covers in existence and came from the Ethel McCoy collection. The \$2 through \$5 Columbians are used on the 5¢ Columbus embossed envelope and canceled on November 10, 1893, at the World's Fair Station. This may be the most valuable Columbian cover in existence.

Figures 7 and 8 show two of the many covers sent to C. Witt. These were both prepared by a Mr. John Bopp and registered at the E. 91st St. post office in NYC. The first

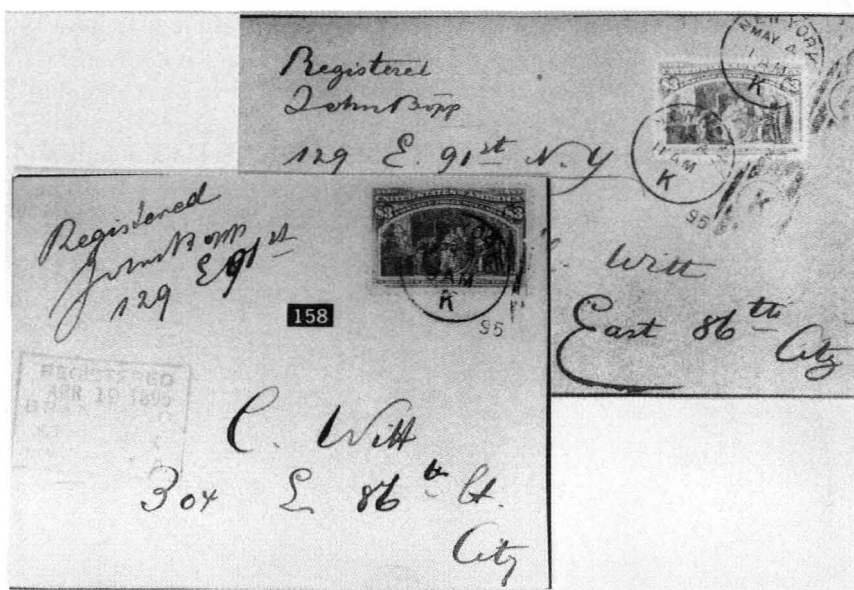


Figure 7. (left) To C. Witt, registered on April 19, 1895. Figure 8. (right) To C. Witt, registered on May 4, 1895.

was mailed on April 19, 1895, while the second was mailed on May 4, 1895, to Constantin Witt at his address at 304 86th street, NYC. John may have been Witt himself or one of his associates, as the covers are clearly philatelic in origin.

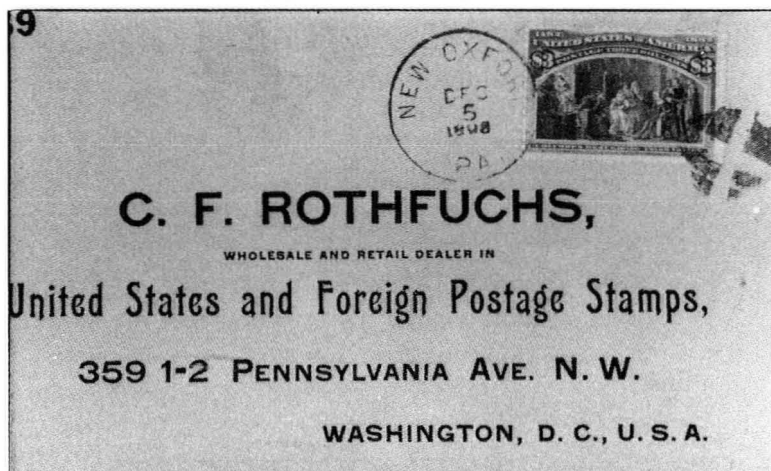


Figure 9. Overpaid usage to Washington, D.C., stamp dealer on Dec. 5, 1893.

Figure 9 shows one of the \$3 covers mailed to C. F. Rothfuchs, a Washington, D.C., stamp dealer of the era, who is known to have used all of the Columbian stamps at various times on mail from Oxford, Pa., in the 1893-96 period.

New York City was not the only city where Columbian high values were used. Figure 10 shows the \$3 stamp mailed from Los Angeles on Feb. 3, 1894, to Anacortes, Washington.

The last portion of this article continues the results of my cover census to record the surviving covers/fronts/wrappers bearing at least one copy of a dollar value Columbian stamp. The census is by no means complete and I welcome input data on covers not listed herein. The data shown record the date, origin, destination, other stamps, descriptive remarks, and the source of the listing. Most covers have a photo, but some of those early auctions have little or no data available. Present owners, please supply the missing infor-

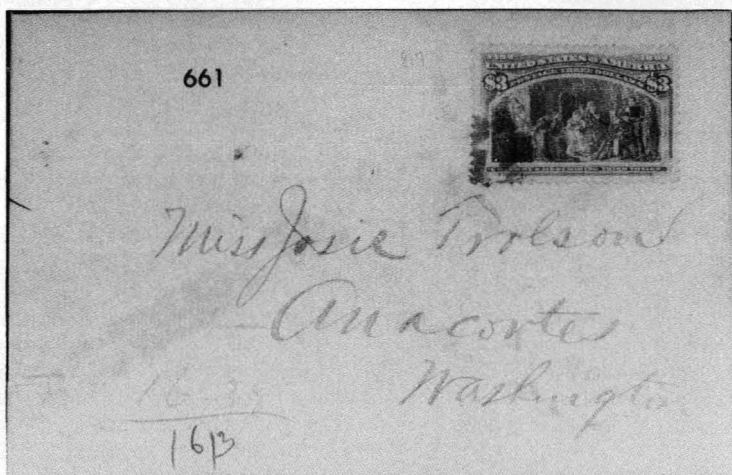


Figure 10. Los Angeles to Anacortes, Wash., February 3, 1894.

mation.

Abbreviations have been liberally used to allow the data to print on a single line per listing. The covers are filed by date with the year, month, and day. Dates shown as less than 93 are late uses and are 1900s. They appear last in the listing. At present, I have recorded 35 \$3 stamp usages on cover, but I feel that at least another half dozen covers are unrecorded. At the end of this series of studies, I will summarize the cover data for all the dollar values that are recorded, so please contribute if you have dollar value Columbian covers.

COLUMBIAN \$3 STAMPS USED ON COVER

Date	Origin	Destination	Stamps	Remarks	Source
93/04/04	NYC	Zwickau,Gmy	230-42	Ige env, T NYC oval; prpl NYC Sta K, REG lbl #18506	Collector
93/04/05	NYC	Paris	232,5,7	T oval Reg duplex;cc rtn addr.	Sgl 555/775
93/04/06	NYC	Wien, Aus	none	NYREG lbl;Siegelman Co. cc	Herst 139/3549
93/05/21	Crow Wing, Mn	Pittsburgh	230-42,44-45	T Chicago P.O., 3-ring tgts; \$5 SE top	Sgl 544/133
93/05/29	Rsebank,NY	??/Gmy	none	T on U249; NY REG lbl; Ms 128/110 UL	Hrmr 1/76-254
93/07/17	Chicago	N.Ulm,Gmy	none	T twm dated mach canc: mourning cvr	Klher 563/984
93/08/22	Chicago	NYC	none	T WFS duplex canc; SL REGISTERED; numbered	Sgl 679/270
93/08/22	Chicago	NYC	none	CWFST canc; reg #72750 & 40311 (C. Trantrelter)	Wunsch coll
93/09/22	NYC	NYC	none	T NYC sta. P duplex; O.G. Meyer & Co.	Sgl 511/1289
93/10/06	NYC	NYC	220,236,U349	T on 2c ent.; local phiatic usage	Wunsch coll
93/10/13	Chicago	Chicago	U218	T WFS canc on 10/9/93 Chicago Day cvr;Col-\$1/2 imprt cc	McCoy-100
93/10/30	Chicago	??/?	230-42,44-45,E3	T CWFS canc on Ige piece U351 ent.	Sgl 391/81
93/11/10	Chicago	Chicago	242,4,5,U350	T WFS mach. duplex lines; mostly SON	McCoy-106
93/11/28	Rsebank, NY	Soligen,Gmy	none	T blk cork on U349 ent.; REG lbl#-8592	Sgl 660/165
93/12/04	NYC	NYC	244	T by blk twm, duplex; C.Witt addr	Sgl 271/549
93/12/05	N.Oxfrd,Pa.	Wash,DC	none	T blk cork, twm; prtd addr C.F. Rochfuchs	Koibr 9/74-439
93/12/06	NYC	NYC	230-242, 44-45	T twmMDY cancels on Ige cvr (Mrs.M.Witt); REG NYC sta"K"	Sgl 679/265

Date	Origin	Destination	Stamps	Remarks	Source
93/12/13	Hoboken,NJ	Slettn,Gmy	none	T blk twn, mag. bxd REG; NY REG lbl #24819; J. Pabst cc	Sgl 410/968
93/12/13	NYC	NYC	none	T town, P.O. duplex oval	Sgl 611/553
93/12/20	Wash,DC	Wash,DC	none	T duplex canc on sm env care of Gen, US Army	Wlfrs 58/61
93/12/29	Boston	Lynn,Ma.	U351	T oval canc on 10¢ env; mag. bxd REG, date L	Sgl 372/587
93/??/??	NYC	??,NH	none	T NYC REG canc;MS registered	Sgl 421/396
94/02/03	L.Angeles	Anacortes,Wa.	none	T blk canc; reg cvr with MS 1638/1613	SPB S-56/661
94/02/07	Dover, NH	Boston	none	T lgl N.Exchg Bank env; vio SL REG	JKfmn 12/83-227
94/04/07	Pittsburgh	Mittheim,Gmy	230-3,5,41,44	T black canc to 2¢ ent.	Sgl 555/673
94/04/10	Lyman,Md.	Wash,DC	none	T blk target; red reg MS "35;MS 555	lvy 7/82-1219
94/04/10	Lyman,Md.	Wash,DC	none	T blk tgt; SL mag. REG, date L	Sgl 342/1451A
94/04/13	NYC	NYC	241,42,44-45	T-2-canc. (J Wagner Esq) full set 230-245 known	Kenedi 70-221
94/12/11	Lynn,Ma	Denver	240-2, U339	T blk twn on lge ent.;MS reg#2372	Sgl 679/276
94/12/18	Lynn,Ma	Denver	U338	T blk cir twn; MS REG#2373:mag. bxd REG, date UL	Klher 572/603
94/??/??	NYC	Milwaukee	none	T 4"x7" book wrapper; mag bxd REG; book Pub addr.	Klher 569/428
95/04/09	NYC	NYC	none	T sta.K, twn:Ms REG, prpl REG bxd; addr C. Witt	Sgl 618/158
95/05/04	NYC	NYC	none	T NYC duplex sta"K" on reg. env.	Sgl 307/615
95/??/??	S.Louis	S.Louis	none	T blk oval on Mekeel Stamp Weekly cc	Sgl 410/657
06/10/26	S.Louis	Gappngn,Gmy	none	T. purp St. L.Reg#65,NY REG label 27773	lvy 8/87-776

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COVERS USED TO MAIL SHIPMENTS OF THE SPECIAL PRINTINGS
ALFRED E. STAUBUS

Introduction

The office of the Third Assistant Postmaster General, Division of Stamps, Stamped Envelopes and Postal Cards, maintained a small room and staff to service orders from stamp collectors and dealers for the special printings which were sold from 1875 to 1884. This article shows example Postal Service covers, Scott UO17 (1877-1879) and Scott UO14 (1879-1884), which were used by the Division of Stamps, Stamped Envelopes and Postal Cards for mailing shipments of the special printings. Also shown are examples of the actual or reconstructed invoices which accompanied these shipments. The article summarizes the required and optional/confirmatory characteristics which can be used to identify the Postal Service covers used for sending shipments of the special printings to stamp collectors and dealers. The article ends with a call for readers to report additional example covers, particularly covers used during the time period of 1875-1877, prior to the advent of the Postal Service envelopes.

* * *

In a Post Office Department circular dated March 27, 1875, the Department announced that it was "... prepared to furnish, upon application, *at face value*, specimens of adhesive postage stamps" Subsequent circulars were issued to include the addition of new issues. These Post Office Department "specimens" were sold to the public via application to the Third Assistant Postmaster General, Washington, D.C., from about April 1875 through July 1884. These "specimens" were in fact the reproductions, reprints, reissues and special printings which are now commonly called, in a collective sense, "the 1875 and 1880 special printings," or more simply "the special printings."

The special printings included postage, newspaper, carrier, postage due, and official stamps. The Executive Department set, shown in Figure 1, is an example of the special printings of the official stamps. Unlike the other special printing issues, departmental special printings were overprinted with the word "**SPECIMEN**" apparently in order to ensure that the public could not use them. As a result of this overprinting, the departmental special printings have been cataloged within the "Specimen" section rather than within the "Official" section. To be consistent with catalog methods used for the rest of the special printings, catalogs and stamp albums should list the special printings-issued official stamps immediately following the listings of the normally-issued official stamps. We hope that, someday, catalog and album makers will truly recognize the proper status of these stamps by relocating their listings. A notice in the "Specimen" section of the catalogs could be printed to inform the collector that official stamps with the "**SPECIMEN**" overprint are special printings and are listed within the "Official" section.

The area of departmental special printings has been extensively researched and reported by Admiral W. V. Combs in a series in *The American Philatelist*, Volume 78, October 1964-March 1965, and in a compiled version ("U.S. Departmental Specimen Stamps") as an American Philatelic Society monograph published in 1965.

In an article in the January 1924 issue of *The American Philatelist* (Volume 37, No. 4, pages 193-196), Col. Spencer Cosby reported that during the period when they were available, there was a small room in the Post Office Department building (Figure 2) where the public could buy the special printings. In addition to the over-the-counter sales, the special printings also were sold by mail order to stamp collectors and dealers in the United States and in other parts of the rest of the world, particularly to stamp dealers in England



Figure 1. An example set of the Executive Department special printings (1875 first printing on hard paper). Departmental special printings were overprinted with the word "SPECIMEN." This overprint has resulted in their catalog placement within the "Specimen" section rather than in the "Official" section.

and Germany.

Each mail shipment of the special printings was accompanied with an invoice prepared by a clerk from the office of the Third Assistant Postmaster General. An illustration of an example invoice can be found in the October 1896 issue of *The Philatelic Californian* (Volume 3, No. 8, pages 118-120). This invoice (Figure 3) shows that the early stamp dealer E. F. Gambs was sent on June 16, 1881, a number of special printings having a total



Figure 2. The Post Office Department building in Washington, D.C., as seen from an 1881 accordion view folder by the Wittemann Brothers of New York City.

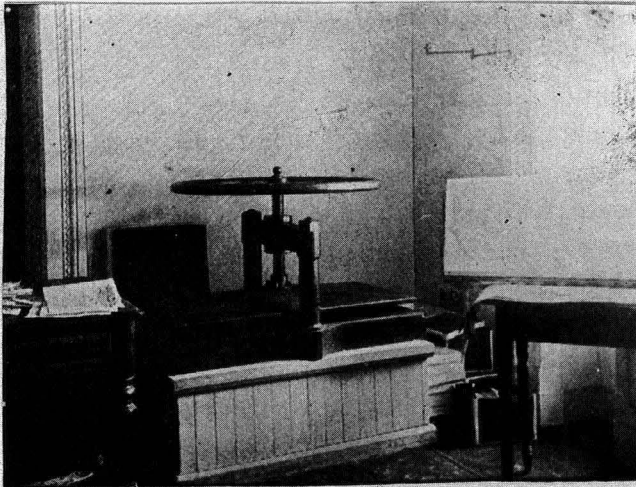


Figure 4. The Post Office Department's large letter copying press was operated by two men to make copies of requisitions filled. This photograph was taken from page 407 of *The Story of Our Post-Office* by Marshall Cushing (A.M. Thayer & Co., Publishers, Boston, Mass., 1893).

Each purchase, either in person or by mail, was duly recorded as a press copy of the individual invoice. A press copy was made by moistening a translucent paper sheet and laying the moistened sheet on top of the original page to be copied. The moistened sheet and the original page were then compressed together using a letter copying press. Letter copying presses came in different sizes. The large letter copying press (Figure 4) in the Post Office Department building was operated by two men. Under pressure, some of the ink from the original invoice would transfer by diffusion onto the moistened sheet. Problems would result from either an inadequate amount of moisture, causing little or no ink to be transferred, or an excessive amount of moisture, resulting in ink blurring. With either problem, the resultant press copy would become unreadable. Only the ink from the handwriting would be subject to transfer onto the press copy, not the ink from the printed portions of the invoice form. If properly moistened, the handwriting from the original invoice could be read from the backside of the translucent press copy.

Press copies for each of the purchases were retained and bound into a number of volumes. In preparation of his 1902 book, *The Postage Stamps of the United States*, John N. Luff apparently had access to all the press copy volumes for the nine year period of sales. Unfortunately, only one volume currently remains available in Record Group 28 of the National Archives. This one remaining volume contains the press copies of the special printing invoices from May 1879 through July 1882 and is available on microfilm from the National Archives.¹ While most of these press copies are readable, some are not.

The Post Office Department circulars which announced the availability of the special printings gave specific instructions for the applicants to include a sufficient amount of payment for return postage and registry fee. When the applicant did, in fact, include funds for return postage and registry fee, this payment was reflected by the use of stamps on the Post Office Department envelope which was used to send the shipment of special printings to the purchaser. Figure 5 illustrates the use of regular postage stamps on a Postal Service envelope from the office of The Third Assistant Postmaster General, Division of Stamps, Stamped Envelopes and Postal Cards. The cover shown in Figure 5 is a Scott UO17 entire with a 3 cent green bank note stamp (Scott 184) and a 10 cent brown bank note stamp

1. Request a positive microfilm copy of "Letters, Third Assistant Postmaster General, Stamp Division, May 7, 1879-July 26, 1882" (relating to sale of stamps). The negative microfilm (from which positive copies can be made) is currently in Record Group 28, Location 14E3, Row 12, Compartment 28, Drawer 2. The current price for the positive microfilm copy is \$16.50 (50 linear feet x \$0.33/ft.). For ordering information write to: Civil Reference Branch, National Archives, Washington, D.C. 20408.

(Scott 188), postmarked March 19, 1878, with a Washington, D.C. "REG'D" cds. While this cover lacks any enclosures and is before the time period of the existing press copies, it is one of the style of covers which served to mail orders of the special printings to stamp collectors and dealers.



Figure 5. A March 19, 1878, use of a Scott UO17 entire with 3¢ and 10¢ ordinary stamps for sending a shipment of the special printings. The three killers and the Washington, D.C., registered (REG'D) circular datestamp were applied using purple ink.

The cover shown in Figure 5 is essentially identical in its appearance to the February 25, 1878, cover having an original invoice which sold as lot C189 in the William R. Weiss, Jr., Net Price Sale No. 37 of Jan./Feb. 1983. The cover in the Weiss sale was addressed to Jos. Bitler, Esq., Camden Gas Light Co. of Camden, N.J., and has an interesting history. At one time, the cover and its invoice were in the collection of Philip H. Ward, Jr. Mr. Ward described the cover and reproduced the enclosed invoice in his column "U.S. NOTES" in the June 3, 1960, issue of *Mekeel's Weekly Stamp News*. The thirteen cents Mr. Bitler included for return postage and registry fee was properly added as 3 cent (Scott 184) and 10 cent (Scott 188) stamps on a UO17 entire.

This author has a similar UO17 cover which unfortunately has suffered at the hands of a cut square collector or a collector interested in the 10 cent bank note stamp which ap-

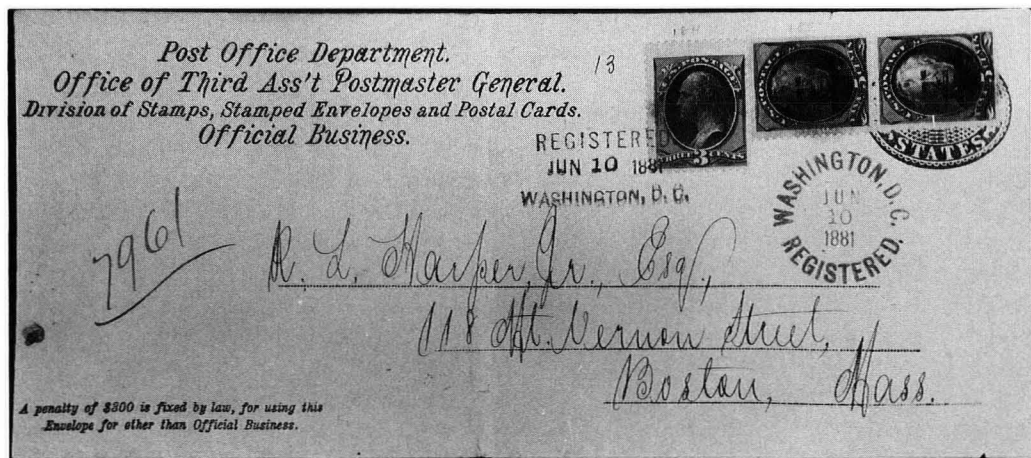


Figure 6. A June 10, 1881, use of a Scott UO14 entire with 3¢ and two 5¢ ordinary stamps for mailing an order of the special printings to R. L. Harper, Jr., of Boston, Mass. The postage stamps paid the 3¢ letter rate and the 10¢ registry fee.

parently had been placed directly over the oval Postal Service indicia. The full corner piece containing the Postal Service indicia has been removed from the rest of the cover, leaving only the 3¢ green bank note stamp in place. The butchery of this cover by some cut square/stamp collector helps to explain why cover collectors have difficulty locating Post Office Department covers which were used for mailing shipments of the special printings.

Quarterly sales of all the special printings through the quarter ending March 31, 1881, are listed in an October 15, 1881, letter (in the National Archives) to the Third Assistant Postmaster General, Abraham D. Hazen, from his Chief Clerk, Madison Davis. The letter is a separate accounting of money realized from the sales of "specimen postage stamps" (*i.e.*, the special printings) and from accumulations of dead-letter funds. When summarized, based upon fiscal years ending June 30 and adjusting for the delay in depositing funds, the following yearly sales of the special printings can be calculated:

Fiscal Year	Number of Quarters	Annual Sales	Cumulative Sales
1874-75	one	\$ 1,382.88	\$ 1,382.88
1875-76	four	2,581.44	3,964.32
1876-77	four	1,976.89	5,941.21
1877-78	four	1,143.86	7,085.07
1878-79	four	870.65	7,955.72
1879-80	four	1,252.56	9,208.28
1880-81	three	1,194.36	10,402.64

Close examination of the existing press copies reveals that George W. Wells was one of the Post Office Department clerks responsible for the special printing sales. By comparing the above annual sale figures with the annual salary figure for Mr. Wells (\$1600) reported in the 1879 *Official Register of the United States*, Volume II (the Post-Office Department and the Postal Service), one can deduce that the Post Office Department probably lost money most of the time on the sales of special printings if a clerk was employed full time for this one function. However, the press copies reveal that the number of sales per week was limited. Orders were apparently filled on an as-needed basis by a clerk having other primary duties. Consequently, the above sale figures apparently represented largely pure profit for the Post Office Department.

Figure 6 shows the cover that the author purchased from a dealer at AMERIPEX '86. The cover was subsequently described and illustrated in Michael Laurence's *Editor's Choice* column (page 3, *Linn's Stamp News*, July 21, 1986) under the title: "UNASSUMING ENVELOPE ONCE HELD TREASURES." The cover lacks the original invoice but is canceled June 10, 1881, which falls within the time period of the remaining volume of press copies. William E. Mooz of Santa Monica, California, kindly provided a photocopy of the corresponding press copy. The author has subsequently obtained a microfilm roll of the entire remaining volume of press copies. The press copy is difficult to understand because it does not include the printed information which was on the original invoice form. Using the published invoice from *The Philatelic Californian* (Figure 3), or actual invoices from other covers, it is possible to reconstruct blank invoice forms and then to superimpose a transparency of the appropriate blank invoice form onto a photocopy of the press copy to obtain the corresponding reconstructed invoice. Figure 7 shows the reconstructed invoice for this particular cover. The reconstructed invoice shows that the addressee, Mr. Harper of Boston, Mass., ordered \$2.22 worth of the 1869 reissues. The 1990 Scott catalog value of these stamps is \$17,700. Mr. Harper also included 13 cents for return postage and registry fee. The Post Office Department clerk used a 3 cent green bank note stamp and a pair of the 5 cent Taylor stamps on Mr. Harper's envelope (a UO14 entire).

Figure 8 shows a registered cover which would have made a very difficult problem cover for Scott Gallagher's *The Cover Corner* section of the *Chronicle*. How would one ex-

Letter: 27
N. 267
Vol. 31

(Form No. 3250.)

Post Office Department,

OFFICE OF THIRD ASSISTANT POSTMASTER GENERAL,

Division of Postage Stamps, Stamped Envelopes, and Postal Cards,

Washington, D. C. June 10th 1881

Sir:

In response to your application of the first, you will find herewith inclosed the following specimens of postage-stamps,

viz:

<u>June of 1869</u>	<u>5-6c</u>	<u>3-10c</u>	<u>0.60</u>
<u>" "</u>	<u>1869</u>	<u>3-24c</u>	<u>1.60</u>
.....
.....
.....
.....

ACCOUNT.

Amount of remittance - - - - -	\$ <u>2.35</u>
Amount of stamps inclosed, \$ <u>2.22</u>	
Am't of postage and registry fee, <u>13</u>	<u>2.35</u>
Balance returned herewith - - - - -

Please acknowledge receipt.

Very respectfully, &c.,

A. D. Hazen
Third Ass't Postmaster Gen'l.

R. A. Harper, Jr. Esq.
Boston, Mass.

Figure 7. The June 10, 1881, reconstructed invoice shows that the envelope illustrated in Figure 6 was used to send \$2.22 worth of the 1869 reissues. This special printing order has a 1990 Scott catalog value of \$17,700.

plain the apparent four-cent rate on a May 21, 1880, registered cover from Washington, D.C., to Boston, Mass.? Without the contents, the answer is not self-evident and would have been limited to mere speculation. However, the answer was determined definitively

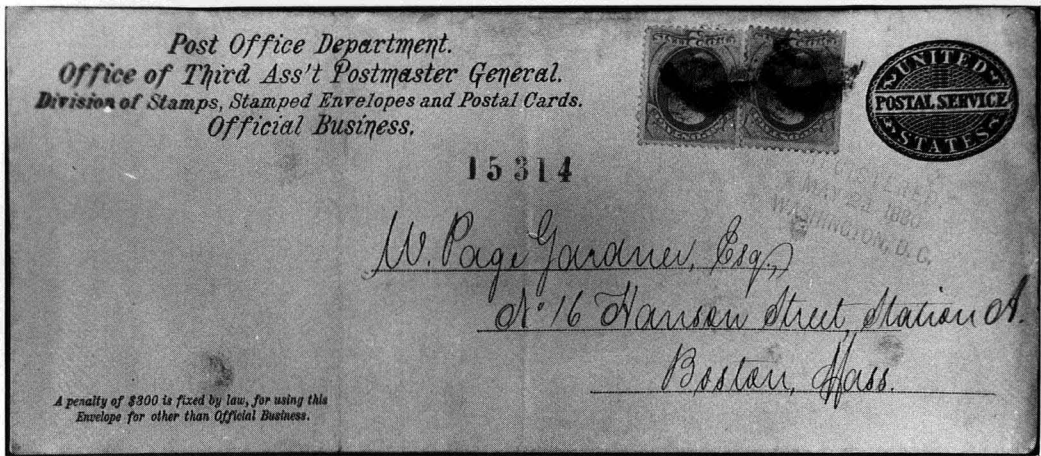


Figure 8. This registered UO14 entire was sent with only two 2¢ ordinary stamps which were tied with black smudgy cancels. The right stamp also is tied by a rather faint pink three-line registered marking (REGISTERED./MAY 21 1880/WASHINGTON, D.C. — see Figure 12 for a tracing). The postage stamps on this cover paid only a portion of the letter rate and registry fee.

by searching the National Archives' microfilm records of the press copies. The reconstructed invoice (Figure 9) shows clearly that the addressee, Mr. Gardner, remitted only 26 cents for a set of Executive Department special printings (note Figure 1) having a face value of 22 cents. Perhaps Mr. Gardner objected to paying a 13 cents handling fee on a 22 cents purchase. The Post Office clerk applied the four cent difference as stamps for the partial payment for the envelope's postage and registry fee. The balance (nine cents in this case) was noted as: "Part postage & registry fee paid with official stamps." The clerk's use of the term "official stamps" in this context actually referred to the official Postal Service envelope which had the printed penalty clause for free postage and the Post Office Department's normal free registration for Post Office Department business. Apparently, word got around to both stamp collectors and dealers that the Post Office Department would not reject orders for the special printings simply because the applicant failed to provide the proper return postage and registry fee.

Figure 10 shows a November 23, 1881, registered cover (UO14 entire) without any stamps added. This cover is addressed to Mr. R. R. Bogert, a well-known New York stamp dealer and collector. Mr. Bogert was president of the National Philatelic Society of New York, the first vice-president of the American Philatelic Association, and was active in the National Stamp Dealers' Association. He was also a co-author with John K. Tiffany and Joseph Rechert of one of the early classics in the field of postal stationery, *The Stamped Envelopes, Wrappers and Sheets of the United States*. The reconstructed invoice shows that the Post Office Department clerk did not reject Mr. Bogert's \$15.00 order when Mr. Bogert failed to provide funds for return postage and registry fee. Instead, the clerk noted along the side of the invoice: "Registration fee and postage paid with penalty envelope."

Figure 11 shows the October 17, 1882, use of a UO14 entire with two 10 cent bank note stamps for the shipment of an order of the special printings to the Berlin stamp dealer, Paul Lietzow. Because the cover lacks any contents and is outside the time period of the remaining volume of press copies, the particular special printings this cover carried will likely never be known. Despite its low catalog value, this cover fetched a high price because it was recognized as a rare foreign use of a Post Office Department cover which was used to send an order of the special printings to the well-known German stamp dealer. It is known that Mr. Lietzow was a major and frequent (15 orders between September 1879 and December 1881) purchaser of the special printings. A press copy dated May 13, 1880,

141

Letter No. 1196 Vol. 78

Post Office Department,

OFFICE OF THIRD ASSISTANT POSTMASTER GENERAL,

Division of Postage Stamps, Stamped Envelopes, and Postal Cards,

Washington, D. C. May 21st 1880.

Sir:

In response to your application of the no date you will find herewith inclosed the following specimens of postage-stamps, viz: Executive 1 set \$.22

ACCOUNT.

Amount of remittance	\$.26
Amount of stamps inclosed	\$.22
Part amt of postage and registry fee	.04
Balance returned herewith	

Please acknowledge receipt.

Very respectfully, &c.,

A. D. Hazen Third Ass't Postmaster Gen'l.

W. Page Gardner Esq. Boston Mass.

Part postage & registry fee paid with special stamps.

Figure 9. The reconstructed invoice corresponding to the cover illustrated in Figure 8. This reconstructed invoice shows that Mr. Gardner sent only 26 cents to purchase a set of the Executive Department special printings having a face value of 22 cents. The balance of the postage and registry fee was covered by the Post Office Department's penalty clause and its own free registration.

shows that Mr. Lietzow purchased a complete set of the dollar State Department special printings — one of only seven of sales of the \$20.00 State Department special printing stamp. Press copies dated December 29, 1879, and July 26, 1880, indicate that Mr. Lietzow was also the sole purchaser of the top four special printing values of the 1875 Newspapers and Periodicals issue — the purchaser of the two copies sold of both the \$24 (Scott

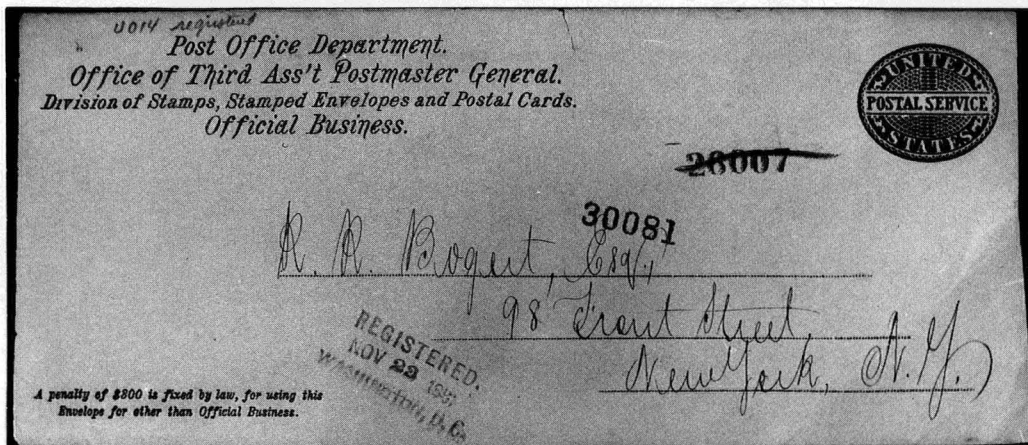


Figure 10. This registered UO14 entire is an example of a cover which was used to send an order of the special printings without any stamps paying the postage and registry fee. This cover is addressed to the New York City stamp dealer R. R. Bogert who apparently knew that his order would be filled without having to pay for the return postage and registry fee. The purple three-line registered marking reads: REGISTERED./NOV 23 1881/WASHINGTON, D.C.

PR53) and \$36 (Scott PR54) stamps and the purchaser of the only copy sold of both the \$48 (Scott PR55) and \$60 (Scott PR56) stamps.

For purposes of sending shipments of the special printings to collectors and dealers, the Post Office Department added ordinary stamps to their UO17 and UO14 entires according to the amount of (full, partial or no) payment received from the applicant for the order's return postage and registry fee. Consequently, the presence of ordinary stamps for domestic use on these types of UO17 and UO14 covers was optional and does not necessarily reflect valid postage rates for the time period of use.

In summary, covers which were used for mailing shipments of the special printings for the time period of late 1877 (or early 1878) to 1884 can be identified by the following apparent characteristics:

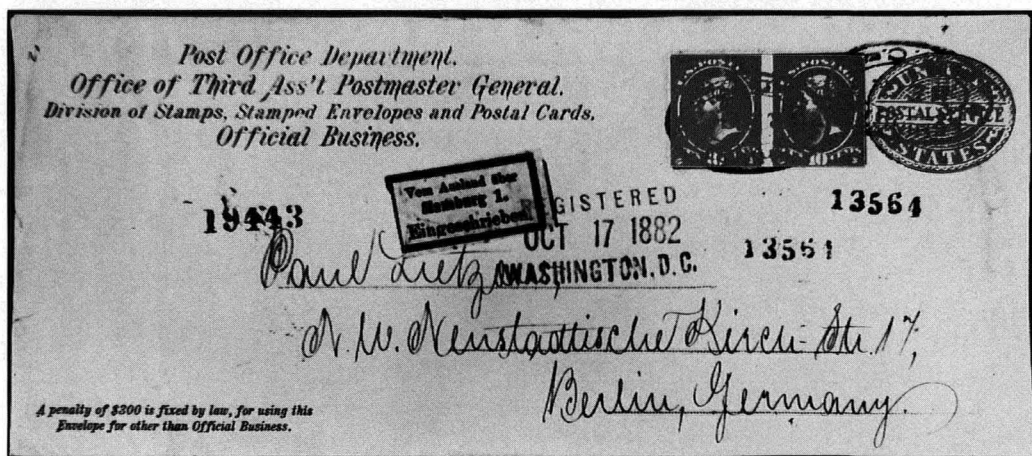


Figure 11. This registered UO14 entire (from the Dennis W. Schmidt collection) is an example of a cover which was used to send one of several orders of the special printings to the Berlin, Germany, stamp dealer, Paul Lietzow. The two 10¢ ordinary stamps apparently paid the double UPU letter rate and registry fee. See Figure 12 for a tracing of the registry marking canceling the stamps.

A. Required characteristics:

1. Postal Service covers (UO17 or UO14)
2. Corner card of the Office of the Third Assistant Postmaster General, Division of Stamps, Stamped Envelopes and Postal Cards
3. Registered
4. Addressed to private individuals, not to other Post Office Department officials in their official capacities (e.g. postmasters)

B. Optional/confirmatory characteristics:

1. Regular postage stamps
2. Original invoice
3. Press copy from the time period of May 1879 to July 1882

REGISTERED
MAY 21 1880
WASHINGTON, D. C.

Figure 12. Tracings of markings on the covers shown in Figures 8 and 11 which do not show well, if at all, in the illustrations.



The blue Postal Service envelopes (UO17) came into existence during the summer of 1877. Covers which were used to mail shipments of the special printings prior to the advent of the Postal Service envelopes are unknown to the author and would be expected to have some characteristics that differ from the above listings. Readers are requested to report any Post Office Department covers which would appear to have been used to mail shipments of the special printings to collectors or dealers. This author is particularly interested in receiving reports and photocopies of those covers used from 1875 through 1877.

In conclusion, collectors desiring collateral material to the special printings should be looking for Post Office Department covers which were used to mail orders of the special printings to stamp collectors and dealers during the period of 1875 to 1884. Such items are worth far more than their catalog values would indicate.

FIRST TWO REPORTS OF 5¢ TAYLOR POD COVERS ALFRED E. STAUBUS

In response to my request in the article which appeared in the *Officials et Al.* section of the August 1990 issue of the *Chronicle*, the first two reports have been received concerning 5¢ Taylor stamps on Post Office Department (POD) covers used during the period of April 1879 through June 1880.

The first report came from Ravi R. Vora who has a POD cover (Scott UO14) with a 5¢ Taylor stamp postmarked March 13, 1880. The corner card on this cover (Figure 1) reads: "Post Office Department./Office of Third Ass't Postmaster General./Official Business." This cover appears to have been sent to a private individual in France, a Universal Postal Union (UPU) member country. The use of a 5¢ Taylor stamp rather than the use of POD official stamps is in conformity with the UPU regulations which took effect on April 1, 1879. Since Congress had failed to provide the POD with funds to purchase stamps for correspondence to UPU countries during the fiscal year ending June 30, 1880, the question needs to be addressed regarding the types and sources of the 5¢ Taylor stamps the POD

used during this time period. This cover when examined in combination with other similar covers should help to answer this question.



Figure 1. The first reported example of a Post Office Department cover with a 5¢ Taylor stamp sent to a UPU country during the time period of April 1879 through June 1880. This POD cover (Scott UO14) was postmarked March 13, 1880, and appears to be addressed to a private individual in France. From the Ravi R. Vora collection.

The second report came from Robert L. Markovits who cited the existence of a POD cover (Scott UO14) with five 5¢ Taylor stamps postmarked May 25, 1880. This cover (Figure 2) was pictured in the Richard Wolfers's January 23-25, 1975, auction catalog (Public Auction No. 38) as lot #57. This cover appears to have been sent to a private individual in Uruguay, at the time a non-UPU country. The corner card on this cover reads: "Post Office Department./Office of Third Ass't Postmaster General./Division of Stamps, Stamped Envelopes and Postal Cards./Official Business." A portion of the upper circular date stamp (cds) is incomplete over the oval Postal Service indicia, strongly suggesting that an additional stamp is missing from this cover. Based upon the 27¢ letter rate to Uruguay (*United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU*, by Charles J. Starnes, 1982), the missing stamp was probably a 2¢ denomination, possibly a



Figure 2. A POD cover (Scott UO14) with five 5¢ Taylor stamps postmarked May 25, 1880, to Uruguay, a non-UPU country. The incomplete cds over the Postal Service indicia indicates the probability of a missing stamp — possibly a 2¢ denomination to account for the 27¢ letter rate to Uruguay. This illustration was taken from the Richard Wolfers's auction catalog of January 23-25, 1975. The current whereabouts of this cover is not known.

2¢ POD official stamp. Markovits has an interest in both official stamps and in 5¢ Taylor stamps. He is currently writing a series of articles on 5¢ Taylor stamps in the *Collectors Club Philatelist*. His records cite the auction sale but not the buyer and/or current owner of this cover. Whatever supply of 5¢ Taylor stamps was obtained by the POD for their correspondence to UPU member countries also may have been used for their correspondence to non-UPU countries. Do any readers know where this cover is now?

More examples need to be reported of 5¢ Taylor stamps on POD covers during the time period of April 1879 through June 1880 before a comparison and an evaluation of these covers can be made.

As many as 30,000 5¢ Taylor stamps could have been ordered by the POD for UPU use based upon the estimated rate of use (5,000 5¢ stamps per quarter for up to five quarters) and the remaining unused balance of 6,864 5¢ stamps which was destroyed in July 1884 along with the other remainders of the special printings. To simplify nomenclature, I will try to use the term "UPU special printing" to denote the potential "special" 5¢ Taylor special printings. Evidence from the National Archives suggests the potential for a UPU special printing but such stamps are, as yet, unknown.

Based upon archival documentation, a working hypothesis can be formed to account for the following possible supplies of the 5¢ Taylor stamps used by the POD for their UPU needs during the time period in question:

a) Ordinary hard or soft paper 5¢ Taylor stamps: There could be two sources for ordinary 5¢ Taylor stamps used on POD covers during this time period. Some ordinary 5¢ Taylor stamps apparently were purchased during the first quarter of the UPU regulations (April 1-June 30, 1879) from a portion of the \$250 allocation the POD received for this purpose. A second source of ordinary 5¢ Taylor stamps could have been provided by the American Bank Note Company in filling one or more special orders from the POD under the pretense of the special printings. Shipments of ordinary 5¢ Taylor stamps, obtained through the ordering mechanism of a pseudo-special printing, could have come directly from the American Bank Note Company's reserve stock of regular stamps. The reserve stock could have contained some of the previous Continental Bank Note Company's hard paper 5¢ Taylor regular issue (Scott 179) plus some of the then current regular soft paper stock (Scott 185).

b) Hard paper special printings of the 5¢ Taylor stamps: The POD may have "borrowed" some of the hard paper special printings of the 5¢ Taylor stamps (Scott 181) until such time shipments of either ordinary 5¢ Taylor stamps or a UPU special printing arrived. Shipments of either or both the ordinary and UPU special printings would have been available to replace the "borrowed" hard paper special printings. Some of these replacement 5¢ Taylor stamps could have then been used to fill subsequent orders from stamp collectors and dealers for the special printings.

c) Soft paper UPU special printings: If they exist, the UPU special printings would be expected to differ from the true soft paper special printings with respect to color shades. The true soft paper 5¢ Taylor special printings would not be expected on POD covers used during the period of April 1879 through June 1880 because they were delivered to the POD on July 16, 1880. One would reasonably expect that the 500 true 5¢ Taylor soft paper special printing stamps (representing only two and a half sheets of 200 stamps) were printed using a single batch of ink and, consequently, would have a uniform color. The existence of a UPU special printing would be supported *if* more than one shade existed for the known expertized copies of the soft paper 5¢ Taylor special printings (Scott 204).

While the two illustrated covers may, upon examination, prove to have 5¢ Taylor stamps which fall within the above-cited a) supply source (ordinary 5¢ Taylor stamps), some covers with 5¢ Taylor stamps from the b) and c) supply sources may exist and simply need to be located, reported and examined. Surely more than two 5¢ Taylor POD covers survived from this time period. Where are the rest of these covers?

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POSTAL HISTORY • RARE WORLDWIDE

THE AUSTRALIA-U.S. 37¢ PRIVATE SHIP RATES VIA ENGLAND
AN UPDATE

RICHARD F. WINTER AND DALE FORSTER

Charles J. Starnes discussed the 37¢ private ship rate between the U.S. and Australia in May 1980 (*Chronicle* 106:128-129). Some additional information on these rates was presented in May 1986 (*Chronicle* 130:142-144) from the studies of James C. Pratt. This article will provide an update on the recorded covers from Australia at the 37¢ rate and illustrate the known handstamps used at U.S. Exchange Offices for marking postage due. Previous writings on this subject by Hargest, Starnes, and Pratt in the *Chronicle* and by Wierenga in *Stamps* magazine are listed in the bibliography at the end of this article.

Mail from Australia to the U.S.

The British Postal Convention of 1849 established a 37¢ collect rate for letters arriving in the U.S. sent by private ship to England and contract mail ship from England to the U.S. Covers to the U.S. from Australia showing the use of this rate are listed in Table 1 and comprise 15 items during the period June 1850 and May 1855.

TABLE 1
37¢ PRIVATE SHIP RATES TO U.S. FROM AUSTRALIA

No.	Date(d)	Description	Reference
1.	2 Jun 50	Adelaide(d), S.Australia-Liverpool,8(Hs),32(ms) dr.U.S., ART-2(Hs) -New-York, 37(Ms)-Albany,NY	Robson Lowe lot 37, 15-16 Sep 82
2.	25 Jan 51	Melbourne(d),Victoria-"Ship Letter"-London, 8(Hs), 32(Ms) dr. U.S. -NEW-YORK Jun 4, 37(Ms)	Forster Coll
3.	2 Aug 52	Bendigo Creek(d), Victoria-Melbourne-London, 8(ms), 32(ms) dr. U.S. -Boston Br.Pkt. Nov 13, 37(hs),5(ms)-Ithaca, NY	McDonald Coll.
4.	1 Jul 53	Adelaide(d), S.Australia-per "Charlotta Jane"-London, 8(ms), 16(ms) dr. U.S.,-New-York Am. Packet., 37(hs)	McDonald Coll.
5.	9 Aug 53	Sydney(d),N.S.W.(3d stamp)-London, 1/4(ms), 64(ms) dr. U.S.-Boston Br.Pkt. Nov 13, 74(hs)	Forster Coll.
6.	16 Aug 53	Melbourne(d), Victoria(3 x 1d stamp)-per "Argo"-London, 32(ms) dr. U.S.-Boston Br.Pkt. Nov 13, 37(hs)	Siegel lot 2128 20-24 Sep 74
7.	17 Aug 53	Melbourne(d), Victoria-"p.Argo"-London, 32(ms) dr. U.S.-Boston Br. Pkt. Nov 13, 37(hs)	Schiff lot 2468 5-6 Dec 84
8.	7 Sep 53	Sydney(d),N.S.W. (3d stamp)-"p Victoria Steamer"-London, 8(hs), 16(ms) dr. U.S.-New York Am.Pkt. Dec 26, 37(hs)	Forster Coll.
9.	14 Oct 53	Bendigo Creek(d),Victoria-Melbourne-London, 1.28(Ms) dr. U.S., 1.48(Ms)-Boston Br.Pkt. Feb 16	Von Hake Coll.
10.	10 Jan 54	Sydney(d), N.S.W. (3d stamp)-"Per Harbinger via Southampton"-London, 8(Ms), 32(Ms) dr. U.S.-Boston Br. Pkt. May 6, 37(Hs)	Forster Coll.
11.	26 Jun 54	Melbourne(d), Victoria-"p. Eagle via Lpool"-Liverpool Ship, 8(Hs), ART-2(Hs), 32(Ms) dr. U.S.-Boston Br. Pkt. Oct 13, 37 (Hs)	Allan Levy
12.	27 Jun 54	Melbourne(d), Victoria(4 x 3d plus 1 shilling Br. stamp)-"p. Eagle via Liverpool"-Liverpool Ship, 8(hs), 32(Ms) dr. U.S.-Philadelphia Br. Pkt. Oct 13, 37(Hs)	Forster Coll.
13.	1 Aug 54	Melbourne(d), Victoria-"per Red Jacket"-Liverpool Ship, ART-2(Hs), 16(Ms) dr. U.S.-Philadelphia Am. Pkt. Oct 30, 37(Hs)	Spelman lot 891 30 Mar 84
14.	28 Apr 55	Albany(d),W.Australia (4d stamp)-London, 8(ms), 16(Ms) dr. U.S.-New York Am.Pkt. Aug 2, 37(Hs)	McDonald Coll.
15.	16 May 55	Melbourne(d),Victoria(1 shilling stamp)-"per George Marshall"-London, 16(Ms) dr. U.S.-New York Am.Pkt. Aug 22, 37(Hs)	Starnes Coll.

Note: Table I was produced from the records of C.J. Starnes and the authors of this article.

In the early 1850s private ship letters from Australia to England or destinations beyond England could not be prepaid to destination. Only the Australian charge for an outgoing ship letter could be prepaid with postage stamps or in some colonies prepaid in cash (designated with a *PAID* handstamp). Letters to the United Kingdom or the U.S. normally had a 3d stamp from New South Wales or Victoria paying the local ship letter charges, although, as will be explained later, for a short period Victoria raised its ship postage to 12d.

The 37¢ private ship rate collected in the U.S. was the sum of three parts. Private ship letters to England were charged 8d, designated with either a manuscript or handstamp "8." To this was added the 8d charge for contract mail sea postage across the Atlantic to the U.S. port of entry, totaling 16d sterling or 32¢. An additional 5¢ U.S. inland charge was added to make a total of 37¢ postage due. Three U.S. Exchange Offices, Boston, New York, and Philadelphia, had distinctive "37" handstamps. Table 2 illustrates these handstamps and lists the dates of use recorded. The New York "37" handstamp must have been supplied between mid-1851 and mid-1853 as the first two covers in Table 1 show manuscript rating there. Boston had a "74" handstamp for double rate letters, in addition to the "37" handstamp. Handstamps showing "74" from New York and Philadelphia have not been reported. Two examples of the Philadelphia "37" handstamp are recorded. Other higher multiples of rating were marked in manuscript.

TABLE 2
TOTAL DUE HANDSTAMPS

	<i>Exchange Office</i>	<i>Height of Numerals</i>	<i>Period of Use</i>
37	Boston	11.5mm (Thick numerals)	Nov 52-Oct 54*
37	New York	12mm (Thin numerals)	Nov 53-Aug 55**
37	Philadelphia	10mm	Oct 54
74	Boston	11.5mm (Thick numerals)	Nov 53

* Recorded in November 1857 on a cover from Cadiz, Spain, to Boston via England.

** Recorded in May 1857 on a cover from St. Vincent, Cape Verde, via England to the U.S.

By the 1850s Great Britain and the United States had well-developed contract mail services across the Atlantic. Australian private ship letters to the U.S. arriving in England would be routed across the Atlantic either by British or American contract mail steamships and the appropriate "packet" handstamps of the U.S. Exchange Offices normally appear on the covers. In either case, the 37¢ due charge applied, but there was a difference in postal accounting. On British Packet covers there is a "32" in manuscript applied in England representing a 32¢ debit to the U.S.; on American Packet covers there is a manuscript "16" for the U.S. debit of 16¢.

In the 1850s packet service between Australia and England was very irregular and private ships carried a good deal of the mails back to England. The names of the companies with packet contracts and the names of the vessels involved are detailed by George Molnar in *The Postal History of New South Wales, 1788-1901*, John White, editor, pages 278-287. The first contract mails from Australia were carried in sailing ships by the Toulmin Brothers from 1846-1849. Australian demands for the quicker steam service resulted in the formation of the Australian Royal Mail Steam Navigation Company in 1852, but this company experienced serious delays and had only three contract and three non-contract sailings from Australia via the Cape of Good Hope. The Peninsular and Oriental Steamship Company and the General Screw Steam Shipping Company supplied contract steam service in 1853 and 1854, but the outbreak of the Crimean War meant these ships were needed to carry British troops. Private ships took up the slack.

In the early 1850s Australian mail to England was charged one shilling for letters carried by contract packet and 8d for the normally slower service by private ship. The situation changed on October 1, 1854, when new ship and packet letter rates of 6d came into effect for the Australian colonies of New South Wales, Victoria, and South Australia. This reduction was announced by Notice of the General Post Office, London, in September 1854. Starting at the beginning of 1855, New South Wales letters to the U.S. could be prepaid to the U.S. port. The Australian postage was one shilling two pence (14d) for the route via Southampton. One might think this 14d rate to the U.S. would have been the end of the 37¢ private ship arrival fee, but Victoria reverted to the 37¢ private ship rate from June to November 1855 (see Pratt, *Chronicle* 130:144 and Starnes illustration, *Chronicle* 106:128). Pratt and Wierenga have discussed the existence of the 33¢ incoming collect ship rate for both packets and private ships. This could have existed for any ship letters sent after the creation of the 6d rate to England. Table 3 shows the ship letter rate changes for the Australian colonies during the 1850s as established by General Post Office Notices. The 33¢ rate private ship covers from Australia are quite scarce and are beyond the scope of this article.

TABLE 3
U.K. SHIP LETTER RATE CHANGES TO AUSTRALIA

Date	Colonies Affected	U.K. Ship Letter Rate
October 1, 1854	New South Wales	6d
	Victoria	
	South Australia	
	Van Dieman's Land (Tasmania) "via Melbourne" or "via Sydney"	
	Victoria	8d
June 20, 1855	Victoria	8d
November 7, 1855	Victoria	6d
July 1, 1856	Western Australia	6d

Mail from the U.S. to Australia

A 37¢ private ship rate also existed for mail from the U.S. to Australia. Pratt (*Chronicle* 130:142) indicates there were three U.S.-U.K. Convention rates to Australia early in 1854. First was the 37¢ per 1/2 oz. private ship rate made up of the 5¢ U.S. inland, 16¢ transatlantic, and 16¢ (8d) ship letter fees to Australia. Second was the 45¢ per 1/2 oz. rate via Southampton, being 5¢ inland, 16¢ transatlantic and 24¢ (1 shilling) packet fees to Australia. Third was the via Marseilles rate made up of the Southampton rate plus an additional French transit fee to make a total of 65¢ per 1/4 oz.

There are no examples known of U.S. covers to Australia before 1855 paid with 37¢ in stamps. It is suggested that U.S. postmasters could not be knowledgeable about the ir-

regular schedules of packets and private ships between the U.K. and Australia, so would instruct customers to use the Southampton or Marseilles packet rates. That way, if a letter missed a packet vessel in the U.K., it would have enough postage to be routed by private ship. But if franked with postage for the private ship rate, a letter missing connections in the U.K. would be underpaid for carriage by a packet ship and would be unnecessarily delayed until mails were sent on another private ship.

In October 1854 the 6d rate from Australia to England resulted in a lowering of the U.S. to Australia rates. An article in the Washington *National Intelligencer* of October 16, 1854 (reprinted by Theron Wierenga in the 1852 *PL&R* from a newspaper clipping in 1st Asst. PMG Horatio King's copy used for the reprint), states "We are authorized to say that hereafter the single rate of letter postage between the United States and New South Wales, Victoria, and South Australia, either by private or packet ship, via England, will be 33¢ instead of 45¢, payment required." Victoria's non-conformity with the 33¢ rate resulted in a reversion to the 8d private ship rate to England from June to November 1855.

After 1855 the rate to all of Australia (except Western Australia) returned to 33¢. The General Post Office, London, announced in June 1856 that the 6d packet and ship letter rate applied to Western Australia starting 1 July 1856. Curiously there are known at least three U.S. covers to Victoria dated in 1857 prepaid with 37¢ in U.S. stamps. One of these, Christie's March 25, 1987, Grunin Sale, Part One, lot 73 was discussed by Hargest in *Chronicle* 47:32-34, by Starnes in *Chronicle* 106:128, and by Wierenga in *Stamps* magazine of February 7, 1987. This cover shows a magenta manuscript "12" written by the New York Exchange Office which represents the credit to Great Britain for the U.K. to Victoria ship postage (converts to 6d sterling). Clearly, New York considered this letter an overpayment of the 33¢ rate. There was a second cover from the same correspondence in Christie's New York sale of July 14, 1989, lot 2706, also with 37¢ U.S. postage and a magenta manuscript "12" of New York again indicating refusal to pass on the overpayment to G.B. In the same sale, lot 2708 was another cover to Victoria, from a different correspondence, with 37¢ postage paid in stamps and a magenta manuscript "28" of the New York Exchange Office. This cover went by British packet across the Atlantic, the "28" representing credits of 16¢ transatlantic fee plus the 12¢ (6d) for the U.K. to Australia fee. This cover was similarly overpaid. Why these 37¢ frankings occur at a time when there was no 37¢ rate awaits explanation. Possibly the postmasters in Oxford, Ohio, and Knoxville, Iowa, (the towns of origin of the first two covers and the third respectively) were looking at old rate tables?

Covers

The following covers from Australia to the U.S. via England will illustrate the previous discussions. Figure 1 shows an envelope which originated in Melbourne, Victoria, on 25 January 1851 (Ship Letter Melbourne rimless oval datestamp on reverse) addressed to Glasgow, Missouri. It is franked with a 3d blue stamp of 1850 prepaying the outgoing ship letter fee. The letter was endorsed "Ship Letter" and was sent by private ship to England. Arrival at London is shown by a red CDS on reverse of 22 May 1851. The letter was marked for 8d incoming ship letter postage due, and later corrected to show a 32¢ debit to the U.S. as the letter was placed on a Cunard steamship for the U.S. Arriving in New York on the steamer *Asia* on 4 June 1851, the letter was marked in manuscript for a postage due of 37¢ at the New York Exchange Office, a proper postage due handstamp not yet being in use for this rate.

Figure 2 illustrates a double rate letter addressed to Boston which entered the post office at Sydney, New South Wales, on 9 August 1853 (Ship Letter Sydney rimless CDS on reverse). This letter was also prepaid 3d (1852 3d green) for the outgoing ship letter rate. The letter was endorsed for the General Screw Steam Shipping Company steamship *Argo* which departed Sydney on 11 August 1853 on her maiden return voyage by way of

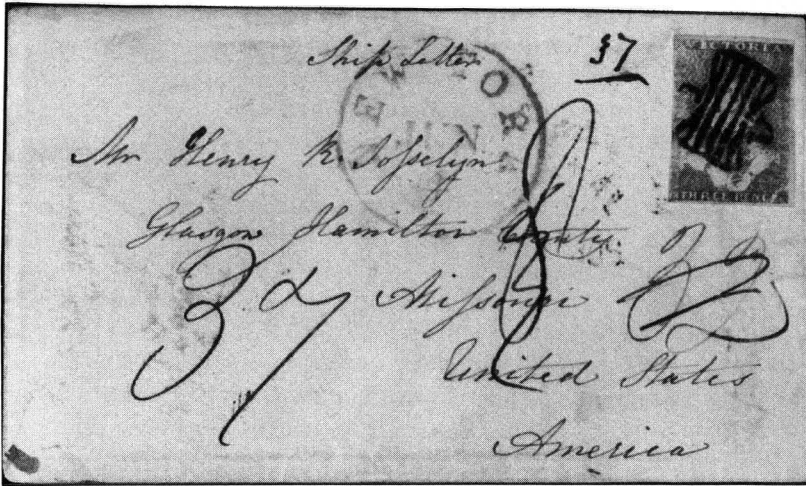


Figure 1. Melbourne, Victoria, 25 Jan 1851, to Glasgow, Missouri, carried by private ship to England where 8d ship letter charge marked. London Exchange Office marked 32¢ debit to U.S. and sent by Cunarder to New York, where 37¢ postage marked. Victoria 3d blue adhesive pays outgoing ship letter rate.

the Cape of Good Hope. While this steamship company did not yet have a contract to carry British mails, it initiated voyages to Australia in February 1853 carrying cargo, passengers, and private letters. Four voyages outbound from England and four voyages homeward carried private mails before the contract went into effect. *Argo* arrived at Plymouth on 27 October 1853. Her mails were sent immediately to London where they received a red 28 October CDS on the reverse. The letter was first marked in manuscript for 2 x 8d or 1/4 incoming ship letter charge, then later changed to a 64¢ debit to the U.S. as the letter was sent on a British steamship to the U.S. The letter arrived at Boston on 13 November 1853 on the Cunard steamer *America* and was rated by the Exchange Office for 74¢ postage due.

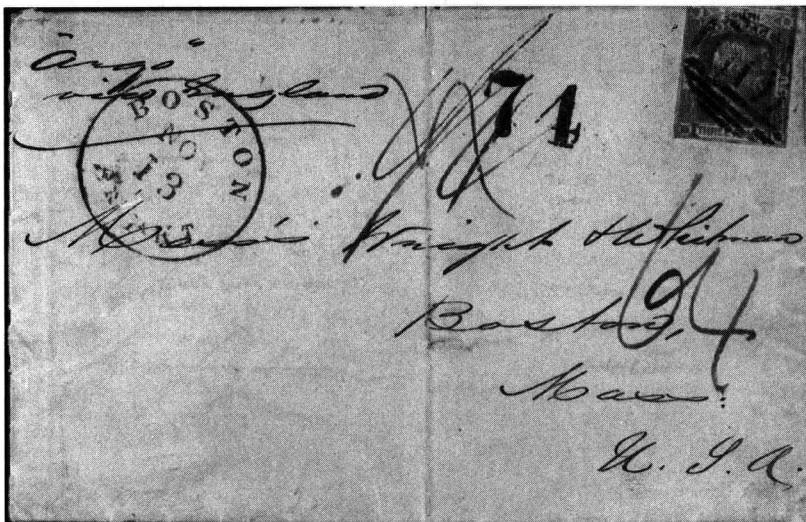


Figure 2. Double rate letter from Sydney, New South Wales, 8 Aug 1853, to Boston by non-contract steamship to Plymouth via Cape of Good Hope. New South Wales 8d green adhesive pays outgoing ship rate. London debited U.S. 2 x 32¢ and Boston marked 2 x 37¢ postage due.

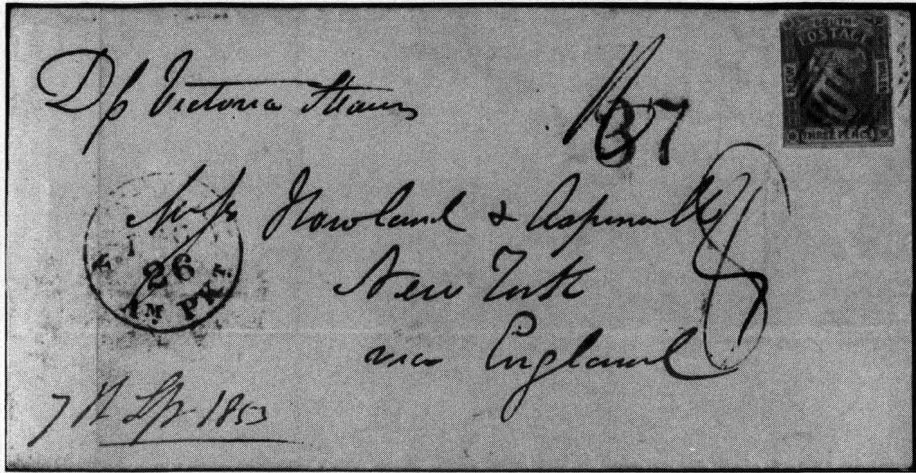


Figure 3. Non-contract steamship letter from Sydney to New York, 7 Sep 1853 prepaid with 3d green of 1852. London debited U.S. 16¢. New York marked 37¢ postage due. Non-contract steamship mails from Australia to U.K. treated as incoming ship letters and marked for 8d.

The cover illustrated in Figure 3 also originated in Sydney, New South Wales, addressed to New York. A Ship Letter Sydney rimless CDS on the reverse shows it entered the mails on 13 September 1853. The 3d outgoing ship letter fee was paid with a 3d green 1852 adhesive. This letter was endorsed for the Australian Royal Mail Company steamship *Victoria* which departed Sydney on her maiden voyage return on 17 September, four days later than scheduled. The Australian Royal Mail Company carried mails under contract for the British Government for only four outward and three inward voyages in 1852 and early 1853. Since no steamer was available for the April 3, 1853, sailing from England, the British cancelled the mail contract with the company. Three additional outward and inward voyages were subsequently made by steamers of the line in 1853, but each carried non-contract mails or private ship letters. This letter was carried on the first of the non-contract voyages from Sydney back to England, again by the Cape of Good Hope route. *Victoria* put into Falmouth short of fuel on 10 December 1853. The letter was back-

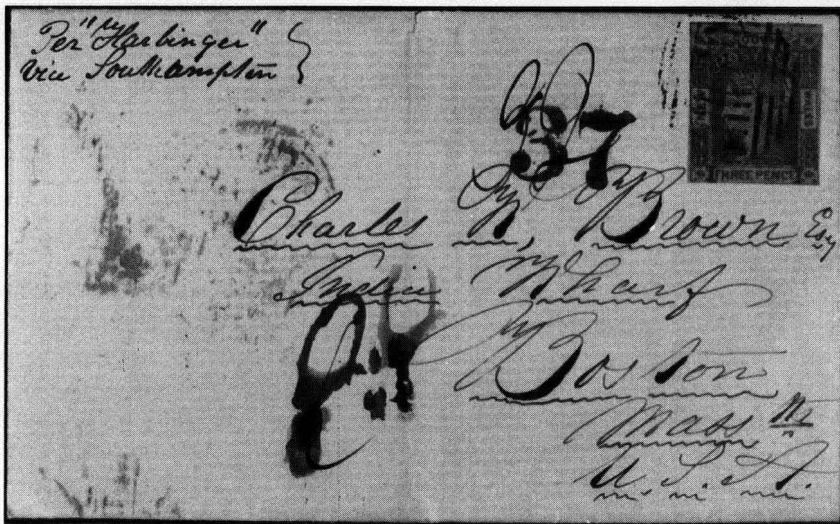


Figure 4. Three pence emerald adhesive of 1852 pays outgoing ship fee on 10 Jan 1854 folded letter to Boston. Non-contract steamship carried letter to Southampton via Cape of Good Hope. London debited U.S. 32¢ and Boston rated letter for 37¢ postage due.

stamped in London on 13 December 1853, where it was first rated for the 8d ship letter fee, then later changed to a 16¢ debit to the U.S. as the letter was to be sent to New York on an American steamship. The letter reached New York on 26 December 1853 on board the Collins Line steamer *Pacific*. The New York Exchange Office marked the letter for 37¢ postage due.

Figure 4 shows another private ship letter from Sydney to Boston carried on a General Screw Steam Shipping Company steamer just before the company received a contract to carry mails to G.B. This folded letter was posted in Sydney on 10 January 1854 (partial strike of Sydney datestamp on reverse) and was endorsed for the steamship *Harbinger*. Again, the letter was prepaid the outgoing ship letter fee with an 1852 3d emerald adhesive. *Harbinger* departed Sydney on 11 January 1854 and arrived in Southampton via the Cape of Good Hope on 18 April 1854. The letter arrived in London the next day where it received a red CDS on the reverse and was marked for 8d incoming ship letter postage. This rating was later changed to 32¢ debit to the U.S. and the letter sent to Liverpool for the Cunard steamship to depart there on 22 April. Cunard *Africa* arrived in New York on 5 May 1854 and the closed mail bag for Boston, which contained this letter, was sent on to be opened there the next day. A Boston Br.Pkt. datestamp on the reverse shows handling on 6 May 1854. The Boston Exchange Office rated the letter for 37¢ postage due.



Figure 5. Melbourne, Victoria, 27 Jun 1854, to Philadelphia by private sailing ship to Liverpool. Block of four 3d blue adhesives pays outgoing ship rate (increased to 12d in May 54) and 1s British adhesive attempts to pay transatlantic rate from G.B. to U.S. (not allowed). Liverpool rated 8d incoming ship letter due, 32¢ debit to U.S. Philadelphia marked 37¢ due.

Figure 5 is the last and most difficult of the examples to explain. The cover originated in Melbourne, Victoria, on 27 June 1854 and is addressed to Philadelphia. From 1 May 1854 an Act (17 Victoria No. 30) increased all postal rates in Victoria according to J.R.W. Purves writing in *The Postal History of the Port Phillip District 1837-1851*. Ship charges were raised from 3d to 12d (1 shilling) and remained there until late in 1855. It was this Act that caused the British to reinstate in June 1855 the packet and ship rates which had been reduced by the uniform 6d rate in October 1854. When Victoria rescinded the high rates of the 1854 Act, the British restored the uniform 6d packet and ship charge for Victoria. Apparently an attempt to pay the colonial 12d ship charge as well as the packet rate to the U.S. from England was made by using a British one shilling green 1847 and 4 x 3d blue 1850 Victoria postage stamps. All postage stamps were cancelled with the Melbourne

barred oval cancel. The letter was endorsed to go by the sailing ship *Eagle* to Liverpool. *Eagle* departed Port Phillip in late June and arrived in Liverpool on 27 September 1854 according to *The Times* of London. The letter was marked with a green Liverpool Ship handstamp on the reverse. Liverpool struck the 8d handstamp for an incoming ship letter, then crossed through this and marked a manuscript "32 cents" debit to the U.S. in the upper right as the letter was to be put on board a Cunard steamer to depart on 29 September for Boston. The 1 shilling British postage stamp was ignored. A black oval Liverpool transit marking of 29 September on the reverse shows handling by the Liverpool Exchange Office. Cunard *Europa* departed Liverpool that day and arrived in Boston on 12 October 1854 and the closed mail bag for Philadelphia was sent to the Exchange Office there, arriving on 13 October. Philadelphia marked the letter for a postage due of 37¢.

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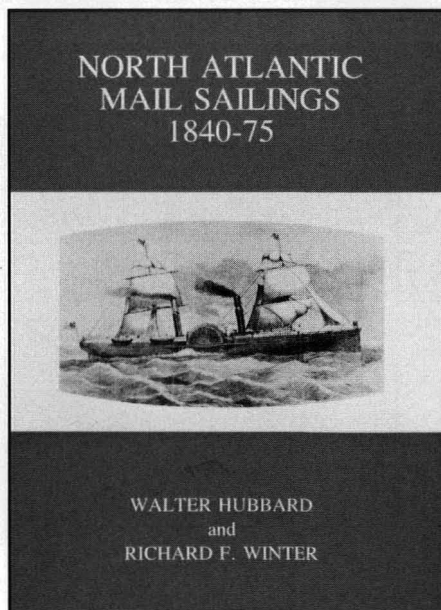
Wierenga, Theron. "U.S. Classics Column," *Stamps*, Sep 18, 1982; Mar 29, 1986; Apr 5, 1986; Apr 12, 1986; Aug 16, 1986; Oct 4, 1986; Feb 1, 1987; Jul 18, 1987.

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ANSWER TO PROBLEM COVERS IN ISSUE NO. 147

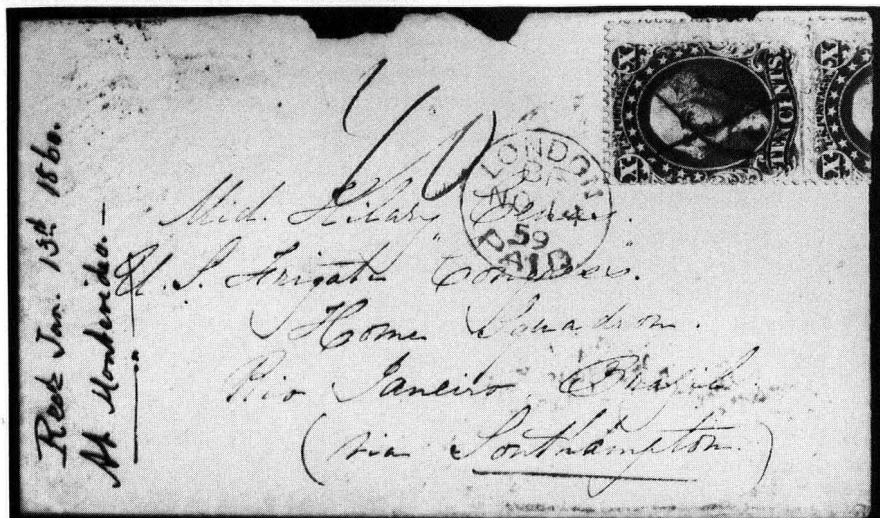


Figure 1a. Cover to Rio de Janeiro in 1859.

Figures 1a and 1b show the front and back of a newly discovered cover with an unrecorded "U.S. NAVY AGENTS OFFICE RIO DE JANEIRO" marking in green. On the front starts a strip of three of the 10¢ '57, with portions of two 10¢ stamps on the back, where there is a nice strip of three of the 5¢ brown, Scott #29, scissors-cut. This cutting was done by clerks at the New Orleans, La., post office who provided the stamps in strips for the 15¢ rate to France. The stamps on the back are slightly skewed, leaving no room for a seventh stamp. The missing portions of the New Orleans cds and New York Packet marking were on the flap which was torn off when a young collector removed, and damaged, a 10¢ stamp. Our best answer comes from member Michael Jackson of England, who writes:

The cover to U.S. Frigate *Congress* would have been sent at the 45¢ rate by British Packets. The stamps missing being another 10¢. The manuscript 40 is a credit to

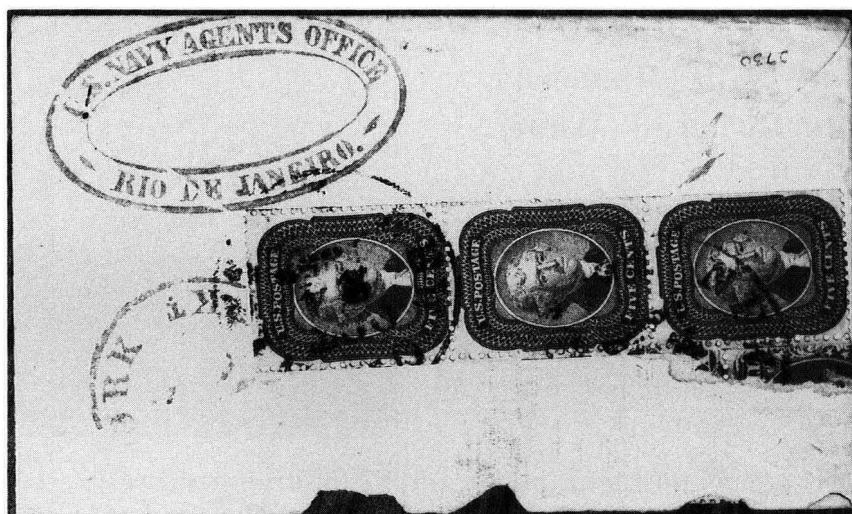


Figure 1b. Reverse of Cover in Figure 1a.

the British P.O.: 16¢ from Boston to Liverpool + 1/- or 24 cents British rate to S. America. The additional 5¢ paid U.S. internal postage charge. The cover was carried by Cunard packet S.S. *Europa* which departed Boston 2 Nov. 1859, arrived Liverpool 13 November 1859, thence by Royal Mail Steam Packet Co. S.S. *Avon* departing from Southampton December 1859, arrived Rio 4 January 1860. It was then forwarded by the U.S. Naval Agent at Rio by the same S.S. *Avon* to Montevideo (presumably the frigate *Congress* had moved on). It arrived at Montevideo on 12 Jan. 1860 and was delivered on the 13th.

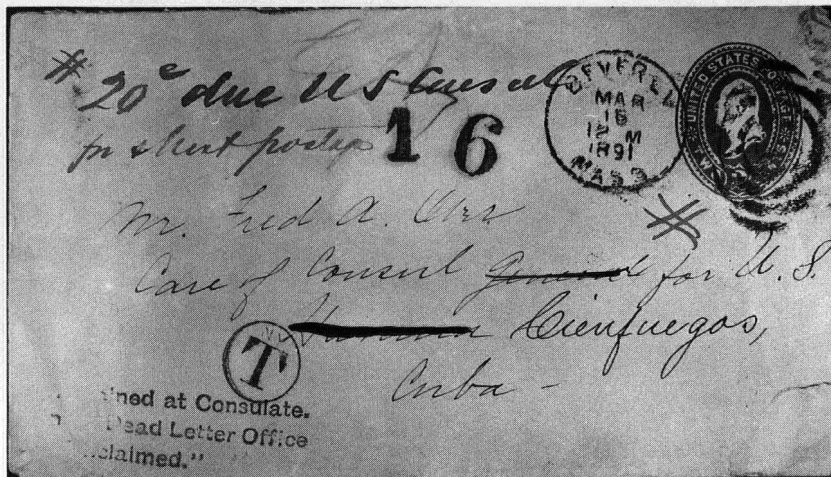


Figure 2a. Cover to Cuba in 1891.

Figures 2a and 2b show the front and back of a 2¢ stationery envelope sent in 1891 to Cuba from Beverly, Mass., obviously underpaid. An excellent analysis, appreciated, came from Warren R. Bower who writes:

It appears to be a double-weight, first class letter from the USA to Cuba, that was prepaid 2¢. As the UPU rate to Cuba in 1891 was 5¢ US per single rate = 5 centimos de peso Cuban, then the due charge was twice the 2 x 5¢ rate, less the 2¢ prepayment, or 16¢ USA (or 16 centimos de pesos).

The letter was later forwarded, likely within another cover, from Havana to Cienfuegos at a Cuban domestic charge of 2 x 2¢, or an additional 4¢ due to the forwarder, the US Consulate at Havana. The lack of any Cuban stamp, or due (4¢) markings, suggest its enclosure in another envelope that was prepaid with Cuban stamps. As Cuba used no postage due stamps at that time, we get no information aid that way.

The routing was, of course, from Beverly, Mass., to Boston PO's Foreign Division, who sent it in turn to New York City PO for ship mailing. It was received at Ha-

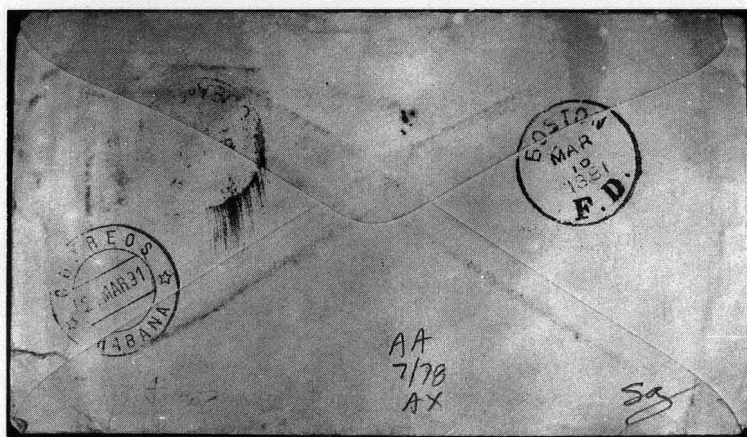


Figure 2b. Reverse of Figure 2a cover.

vana, the addressee was not known, and then apparently to the Cuban DLO, not found there and returned to the US Consulate for retention for a while. (The "DLO" marking at the lower left front appears to be a handstamp of the consulate, rather than the Cuban PO.)

The Havana Consulate perhaps contacted their various Cuban offices, via internal mail, and determined that the addressee could be found in care of the US Consul at Cienfuegos, and so mailed (apparently) the letter prepaid within another letter to that location. The Havana Consulate made the change of address notation on the cover, and also added the notation that 20¢ was due to the US Consul for short payment. That 20¢ being the 16¢ original due plus the 4¢ domestic mailing charge.

It is difficult to assign the "16" handstamp to any certain post office, as it does not indicate any city or kind of money. The "16" could indicate either US cents or Cuban centimos, but seems to be applied as two individual small handstamps suggesting it to be of Cuban origin. It is regretted that the other "Cuba" handstamps on the back of the cover was not readable, but perhaps would not tell much more anyway.

PROBLEM COVERS FOR THIS ISSUE

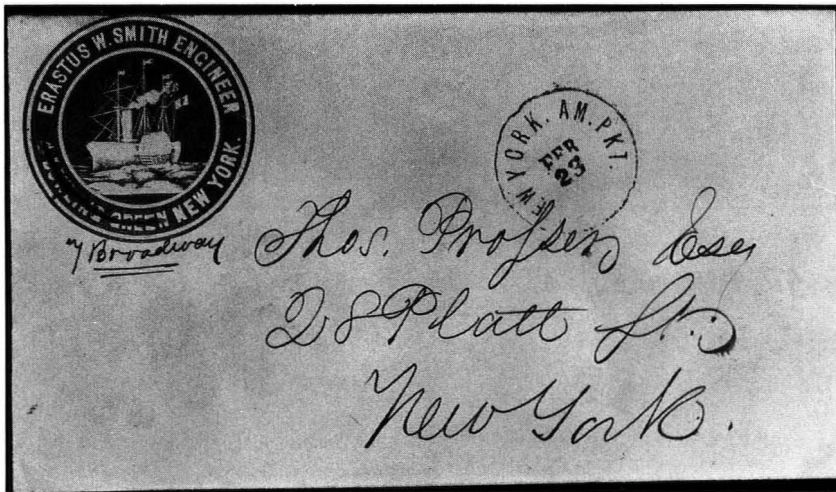


Figure 3. Envelope used in 1861.

Figure 3 shows an envelope with corner card of Erastus W. Smith, Engineer, at 7 Broadway in New York. It is addressed to Thos. Prosser of 28 Platt St. in New York also. On the front is cds "NEW YORK AM. PKT." in black dated 23 Feb. There is no evidence of a stamp having been on the front or on the back. There are no markings on the back. This item was sold by a major auction house with the top part of a letter bylined "New York Feb. 21, 61" which appears to be in the same hand as the address on the envelope. Why is there no postage rate on this cover which was apparently handled by the New York post office? Why the foreign mail marking if from one business in New York City to another? This is a strange item for which several experts have no explanation. Can any reader hazard any guesses? They would be appreciated.

This section of the *Chronicle* has not had strict guidelines other than the item be U.S. related and earlier than the Bureau Issues. The largest response to a cover concerned the early one to Korea; and this was far surpassed by the postal clerk sorter seat. Answers and comments are written, given verbally at shows and auctions, or phoned; and can be sent by FAX to 513-563-6287. All are welcome and no publicity is given to erroneous ones. Ideas for new "problems" are appreciated.

Here is one that my late philatelic friend and fishing buddy David T. Beals would have appreciated, and probably could have answered. It is an oil painting of a town or fort with an American flag. Figure 4a shows the whole painting, which is about 10 in. by 20

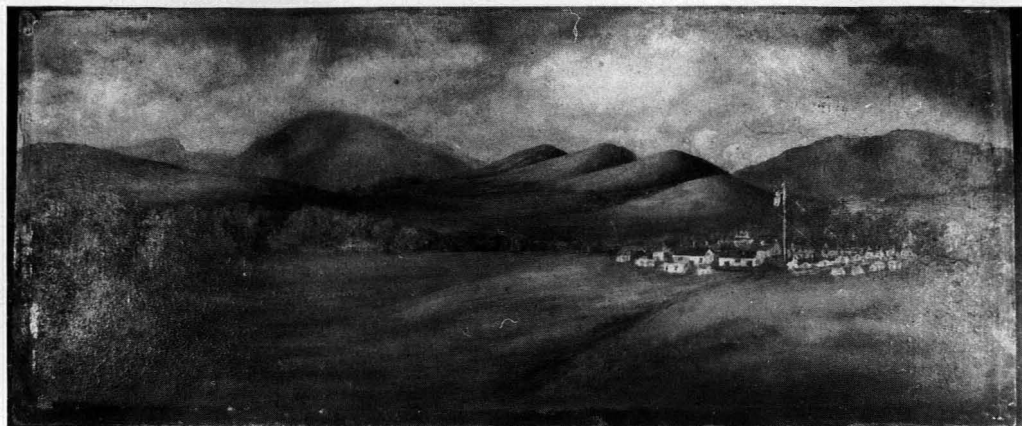


Figure 4a. Painting of a fort or town.

in., and Figure 4b shows a closeup. The rounded hills are brownish and the higher mountain in the background is bluish. The tree line indicates a river running behind the buildings. To the right of the flagpole are tents. It is unsigned and undated; but appears (from frame and nails) to be from the mid-1800s. Can any reader identify this place?



Figure 4b. Close-up of central portion of Figure 4a.

There was a good response to the contest to explain the source of the word “Navassa” which is the name of a U.S. possession in the Caribbean. The winner was Richard “Buck” Jordan, who is happy with a carved wooden flying fish from Pitcairn Island. A similarly arcane prize will be given to the first person who identifies the fort painting.

Jordan’s answer will appear in the Chatter. Please send your answer or suggestions for new material, within two weeks of receiving your *Chronicle*.

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