

THE CHRONICLE November 1996 (No. 172)

The

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of the U.S. Classic Postal Issues

November 1996

Volume 48, No. 4

Whole No. 172

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ISSN 0009-6008

November 1996	Published Quarterly, in February, May, August, and November	Vol. 48, No. 4 Whole No. 172
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\$4.50 Members	Official publication of the U. S. Philatelic Classics Society, Inc.	Annual dues
\$6.00 Non-Members	(Unit 11, A. P. S.)	\$22.50

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IN THIS ISSUE

THE EDITOR'S PAGE

An Apology to Leonard Piszkiwicz.....	223
The S.C.R.A.P. Corner	224
New Literature of Interest	224

IN MEMORIAM

Allan L. Steinhart	227
--------------------------	-----

U.S. CARRIERS & INDEPENDENT MAILS

Long Day's Journey Into Locals, by Gordon Stimmel.....	229
--	-----

THE 1847 PERIOD

"Fancy Cancels" on the 1847 Issue, tabulation and illustrations by Roger D. Curran, introduction by Roger D. Curran and Jerome S. Wagshal	235
---	-----

S.C.R.A.P. CORNER

Introduction to S.C.R.A.P., by Michael J. Brown	244
10¢ 1847 with Troy & New York Steamboat Cancel, by Dr. James W. Milgram.....	244

OFFICIALS ET AL.

A Land Office Story, by Warren S. Howard.....	247
---	-----

THE FOREIGN MAIL.....

Early Mail to Mexico by U.S.-British Convention, by Richard F. Winter	259
New York Exchange Office Markings - Update, by <i>Richard F. Winter</i> (continued from Chronicle 171:205).....	266

THE COVER CORNER

Answer to Problem Cover in Issue 170.....	280
Answers to Problem Covers in Issue 171	281
Problem Covers for this Issue.....	285

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THE EDITOR'S PAGE

An Apology to Leonard Piskiewicz

The August 1996 issue of *The Chronicle* (Whole No. 171) carried an exceptional article by Leonard Piskiewicz on "Chicago Postmarks of 1863 with Initials." The only problem is that his name was spelled incorrectly, both over the article and in the Table of Contents. While this kind of error can be dignified by quotes from Shakespeare or from other noble sources, the plain fact is that I should have caught and corrected this mistake and I didn't. My apologies to Mr. Piskiewicz for an unintended but nonetheless grievous oversight.

This is perhaps an appropriate point at which to comment on article submission and the editing process. With some exception, all articles for publication in *The Chronicle* should start with the appropriate Section Editor, who can put them into perspective, ensure knowledgeable peer review, and do the initial technical editing for language/style, illustrations/captions, use of tables or annexes, footnotes and bibliography, etc. The Editor-in-Chief's role in this process is to review for general soundness and significance of content, catch any errors or ambiguities, scale illustrations to the sizes that will actually appear in the journal, edit and size [and, where necessary, design from scratch] charts and tables, and convert the entire set of submissions into a hard-copy and computerized package for our printers. After the individual entries are set by the printers, there's the work of proof-reading, layout and final review.

This works most smoothly if the article can be submitted on computer disk at the outset—and *The Chronicle* has been blessed by a high percentage of computer-assisted authors. Obviously, the fewer re-typings or changes there are, the less likelihood of typographical errors creeping in. But if we assume that what goes in on disk will come out the other end of the process unchanged, we are being overly optimistic.

In the first place, there will probably be some deliberate changes along the editing chain. These may also bring with it some unintended consequences, such as a dropped word or phrase. There are further problems if the computer formats differ along the route: I use Windows95™, with a preference for WordPerfect™ software, although I can convert from Mac [if provided on a 1.44 HD disk] and from most standard word processing applications. However, an older 5¼-inch floppy disk is technologically no different to me than a handwritten manuscript; they both require me to retype the entire submission. The problem is undoubtedly similar, if not exacerbated, at the Section Editor level.

Even more insidious is what I call "the tyranny of the machine." Computer spell checkers are great, but most definitely not a total substitute for human proofreading. They can advise that a given spelling is not in their list of recognized words, but they provide no guarantee that an acceptable spelling is in fact the right word. (I reviewed a monograph last week which referred to the Ten Commandments as being "craved" in stone.) The newer applications go one step further, by *changing* what was written to comply with their own view of correctness (especially if the capitalization rules are left as a default).

So imagine, if you will, a 100% computerized process, from author through Section Editor and Editor-in-Chief to printer, and you will still have countless opportunities along the way for changes to occur. This is why there is no excuse for failure to proofread at each stage, and why my apology to Mr. Piskiewicz is personal as well as institutional.

The S.C.R.A.P. Corner

The article on page 144 is an initial submission on the "bad 'uns" which have been received in the USPCS S.C.R.A.P. endeavor. As program chairman Michael J. Brown advises in his introduction to the article, it, and proposed future submissions, are designed as

short advisories. The intent is to place these reports immediately after the subject or issue section most appropriate to the item being discussed—firstly, so that they get the immediate attention of readers most interested in that particular issue/period/subject, and secondly, to avoid confusing these reports with our highly popular Cover Corner. [Such placement, by the way, by no means imputes any responsibility for content to the regular Section Editor for that issue/period/subject.]

Since this is a new venture, we request your reaction and recommendations (to either Michael J. Brown or myself). Is it interesting? Useful? Should there be more/less detail? Appear regularly or sporadically? Agree with the placement? Other??

New Literature of Interest

No reviews received, and not enough room here for a last-minute treatment by the Editor-in-Chief, but these are two important, “don’t miss” references for the student of classic U.S. material:

Spreading the News: The American Postal System from Franklin to Morse, by Richard R. John (Cambridge, MA: Harvard University Press, 1996), \$49.95 + \$4.00 postage/handling from the publisher; advertised by Leonard Hartmann at \$52.00 postpaid.

The Introduction of Adhesive Postage Stamps in Iowa 1845-1853, by James S. Leonardo [Iowa Postal History Society Monograph #1](Des Moines, IA: James S. Leonardo, 1996), edition of 260 copies, \$15 postpaid from the author, 1222 39th St., Des Moines, IA 50311.

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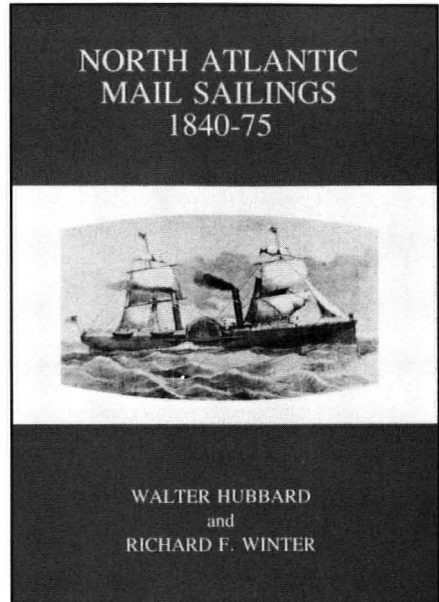
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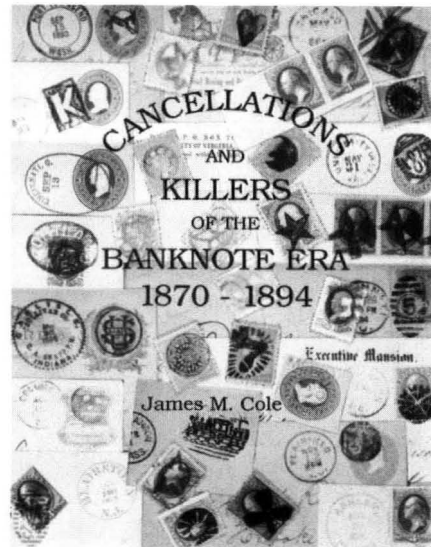


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IN MEMORIAM

ALLAN L. STEINHART

To: U.S. Philatelic Classics Society

It is with deep regret that we announce the sudden death of Allan L. Steinhart, FRPSC

Allan was only 56 when he died apparently instantly in his rooms.

He was Canada's leading dealer in BNA and Canadian postal history. His encyclopedic knowledge of the subject enabled him to routinely identify rarities. There are few if any collectors of this field who have not benefited by his assistance.

His collection of BNA Postal History, which was awarded a Gold medal with Special Prize at CAPEX 96 contained many rarities, "earliest in private hands," "earliest recorded," "only known" and so on.

He was a member of most prestigious Societies in the United States, Great Britain and Canada and will be missed by his many friends for a long time. He is survived by his mother and sister.

Fred Stubens

The short note above, preceded by a very unexpected telephone call from Fred, brought home very dearly how fragile is human existence. So unexpected was Allan's death on the evening of 6-7 September 1996, that two weeks after the fact I still can't believe that he is no longer available to respond to postal history inquiries.

Allan was widely known in the philatelic community. Whether for his off-color stories, or his sometimes abrasive character, or for his untiring efforts to share information and help students understand the complexities of British North America postal history, he has left an indelible mark on everyone with whom he came into contact. He will, as Fred wrote above, be missed by his many friends and for a long time. Two short, anecdotal remembrances will serve to paint a portion of his very complex character.

A few years ago, I had the occasion to purchase a few stampless covers from overseas to British North America. I kept one item, for it was carried by an Allan Line steamer to the United States, but I desired to sell the others. I called Allan and asked if he would be interested in the covers. In a very calm voice, which didn't reveal his excitement in the covers, he said that he was interested and asked the price that I wanted for the covers. When I told him, he immediately retorted that he would take the covers, but at twice the price I had quoted. As a dealer, he knew far better than I the value of the covers and had no desire to purchase them unfairly. That really surprised me. As time went on, however, I realized how true to his character was that incident. The covers, incidentally, went into his personal collection.

Before I moved to North Carolina, I was very actively involved with the Baltimore-Washington Chapter of the U.S. Philatelic Classics Society. I organized the programs for our monthly meetings, most of which were provided by the local members who faithfully attended the meetings. Allan contacted me and indicated that he would like to visit and speak at one of our meetings if we were interested. There was no question that we would be interested in hearing him speak about British North America postal history. His reputation as the leading expert in this area was well known to us all. A date was agreed upon

and Allan was invited to attend one of our Friday evening meetings. Many of his friends knew that he disliked travel by air and would drive whenever possible regardless of the distance. Such was the case this time. He left Toronto very early the day of his talk and drove to Washington, D.C. for his talk that evening. He brought along, in his usual enthusiastic but sometimes overpowering style, a couple hundred covers. Each cover had an important story to tell about the very early postal history of British North America. And, he told the stories for hours. Late in the evening, we had to call it quits even though he was just warming up and had another trunk full of covers to show. His talk was absolutely wonderful. His enthusiasm for the subject and his depth of knowledge was apparent from the start and never waned. About midnight we broke up, upon which Allan collected all his covers, got in his car, and drove back to Toronto that night. We thought he would drive a few miles up the road and find a place to stay, but that was not his style. He had traveled over five hundred miles to talk to friends about postal history for a few hours, then traveled all the way back. *That* was his way.

Yes, Allan will be missed by all his friends.

Richard F. Winter □

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Section Editor's Note: The following article was written at my request by Gordon Stimmell. It is the first instalment in a series of primer studies which will be written by various students concerning the private mail operators and their adhesives. These primers will be interspersed in this Section among more scholastic articles.

For those of you who do not know Gordon, he is one of the leading living authorities on the local posts, the Independent Mail Companies and also government carriers. Gordon is the celebrated Editor of *The Penny Post*, the award winning quarterly journal of the Carriers and Local Society.

LONG DAY'S JOURNEY INTO LOCALS GORDON STIMMELL

We veteran collectors of local stamps often receive querulous stares from dealers as we make the rounds of bourses, all-knowing facial expressions that plainly telegraph: "You've got to be kidding." But we have tough skins. We're used to it. After all, the world of locals and carriers is rife with forgeries . . . some so good that they fool even the top experts.

We are often asked how we can be so masochistic. Who in his right mind would engage in so perilous a collecting passion? And above all else, why *would* anyone engage in such a pursuit? What is the fatal attraction?

I will not pretend to answer for everyone. But I can share with you a few of the reasons, by way of a local primer, why I was ensnared by this invidious field of collecting and study.

* * * *

As a collector from a family of stamp dealers dating back to the 1870s, I thought that I was well versed in philately. From the time I was six years old, I helped soak mission mixtures at our family's summer cottage on rainy days for our Scots grandfather, who was a dealer.

As a young boy, I was attracted to and collected back-of-the-book United States stamps, pioneer post office rings of Scandinavia, early German States and many other arcane collecting areas. Of course, I believed that I was somewhat knowledgeable about the areas I chose to assemble. As an adult, I resided in, and specialized in collecting, every European country. When I lived in the Middle East, I fell in love with and collected Ottoman postal history and Islamic town handstamps.

One day I bought from a dealer in Toronto three hundred of the most bizarre stamps imaginable. The dealer told me that they were United States local stamps, and that they came from the holdings of a German war exile who had died recently in Guatemala. He said that they probably were all fakes. But a quick check in the Scott's *U.S. Specialized* showed that more than thirty catalogue illustrations matched my stamps. The lot I had purchased, I was astounded to discover, had a catalogue value of nearly \$100,000—if the stamps were genuine.

It took me six months of intensive networking with local post authorities around the world to determine that, alas, all of my stamps were forgeries created by the Founding Father of the bible of philately, John W. Scott. He and many dealers of the 1860s, '70s and '80s created counterfeits to feed the voracious appetites of collectors who were unable to find the all-too-rare real things.¹

¹**Section Editor's Note:** There are two very good recent articles which deal with this subject in depth. One is C. Hahn, "The Incunabula of Philatelic Literature on Local and Carriers,"

Through the efforts of members of the Carriers and Local Society and an enlightened current Scott's leadership, the Scott's *U.S. Specialized* has now been corrected to reflect the photographs of genuine local stamps.² The dangerous illustrations have nearly all been purged. Hopefully, what initially had happened to me will be less likely to occur to other collectors or to dealers.

But why didn't I give up when I discovered that my furtive treasure trove consisted not of genuine local stamps as the catalogue had led me to believe, but was merely an accumulation of "worthless" counterfeits? Once burned, hadn't I learned?

What happened was that my many months of research into this trove had uncovered so many new things and had raised so many questions that I was hooked for good. Aside from the complexity of the study and collecting topic, I was also entranced by the very antiquity of the adhesives since most of them were issued in the 1840s and '50s.

As we grew up as young collectors, we were taught the gospel that the classic 5¢ 1847 Franklin stamp was the first stamp ever issued in the United States. Oh sure, there were some odd postmaster provisional adhesives issued in 1845 or so, but these were "shots in the dark," not intended for use outside their immediate geographic area. The first true appearance of a U.S. stamp, we were taught, officially happened in 1847 when the Post Office Department issued U.S. #1. But was it in fact the first official U.S. stamp? Well . . . yes, and . . . well, no.

There were many "firsts" wrought by the raft of local stamps that preceded the first United States official issues.³ For example, the first stamp of the United States actually was the City Despatch Post adhesive (#40L1) which appeared in February 1842. The local post which issued this stamp was so successful (and such a threat) and caused the New York City Post Office so much lost revenue that the government purchased the Post in August and re-tooled it as an official government carrier operation. At first the government used the stamp issued by the private local post, but then it replaced this with its own, officially issued adhesive.

The revolution had been ignited. Private enterprise began issuing stamps in several major cities. Some were strictly local, printed by small businesses, such as tobacconists, to offer additional service to their regular customers. Others became large postal operations, severely competing (often very favorably) with the government postal system. A handful became the Independent Mail Companies, delivering mail between cities and towns, operating in a massive grid from 1844 to 1845. These businesses were so successful that they could only be dealt with by an Act of Congress which rendered them illegal beginning July 1, 1845.

Meanwhile, the local posts (which operated within a town or city, but not between towns or cities) marched on, creating a whole string of "firsts," including a first type of

Collectors Club Philatelist (May-June 1993), p.181ff; (July-Aug. 1993), p.213ff; (Sept.- Oct.1939), p. 295ff; (Nov.-Dec.1993), p.359ff; (Jan.-Feb.1994), p.17ff; and (Mar.-April 1994), p.85ff. The other is H.Trenchard, "Deceit and Dispersal: Hussey and Taylor and Their Products," *The Penny Post*, Vol.6, No.3 (July 1996), p.22ff.

Section Editor's Note: Perhaps as a result of his experience in attempting to match his stamps against the illustrations of counterfeits masquerading as genuine emissions in the U.S. *Specialized*, Gordon eventually wrote and published an invaluable article in which he suggested and offered replacement photographs for some of the catalogue illustrations that reflected forgeries or which were too distorted to be useful even though they were photographs of genuine stamps. "Lifting Ancient Veils: A Photographic Assessment of Changes a Century Overdue in the Scott U.S. Catalogue," *The Penny Post*, Vol.4, No.3 (July 1994), p.4ff. All of Gordon's suggestions were incorporated into the 1996 edition of the U.S. *Specialized*.

³In this article I will use the term "local" to refer both to the intra-city local posts and the inter-city Independent Mail Companies, as the context requires.

illustrated stamp. It is these precedents which beguiled me as a fledgling collector and which keep me motivated and collecting local to this day.

The postal innovations, usages and rates of the local posts have been studied and written up extensively by scholars. But let us look at local posts—especially the stamps—from a different perspective than has been published before. Let's look at the stamps from the point of view of topical pioneering by the local posts.

* * * * *

Architects and collectors of buildings on stamps are always amazed to discover that a local stamp featured the first ever depiction of an actual building on a stamp. In 1843, Robertson & Co. in Philadelphia issued a stamp [#15L3] sporting a messenger with mail-bag striding over the Merchants' Exchange Building at Third and Dock Streets (Figure 1). The irony implicit in this illustration was probably not lost on Philadelphia citizens of that day since the subject building housed the Philadelphia Post Office on which Robertson & Co. was trying to gain a leg up. When Daniel O. Blood took over the Post on July 7, 1845, he continued the Merchants' Exchange building motif although he caused several minor revisions to be made to the design [see #s15L5 & 15L6].

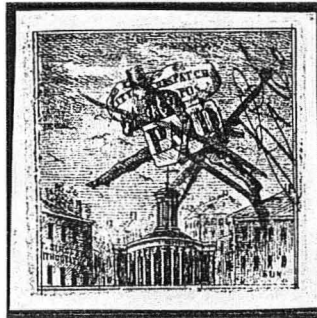


Figure 1. 1843 Robertson & Co. local issue depicting Merchant Exchange Building, Philadelphia

Later architectural elements on local stamps include Messenkope's 1847 emission with the Mermaid Fountain at Union Square in New York City [#106L1], Hussey's 1854 depiction of the Greek-temple bank building [#87L1 *et seq.*], and Joseph Grafflin's 1856 rendering of the War of 1812 War Memorial in downtown Baltimore [#73L1].

The messenger motif was picked up in 1844 by the proprietor of the Hartford Mail Route in Connecticut. This stamp [#s80L1 & 80L3] showed a giant postman striding over a river between cities perched on both banks. Below this messenger's legs is a tiny ocean steamer, one of the earliest representations of a ship on a stamp, if not the first one (Figure 2).

Later local posts, such as the East River Post Office in New York City, in 1852-1860, used stamps with ships [#s62L1, 62L3 & 62L4], as did Essex Letter Express which utilized a schooner in its design in 1856 [#65L1]. Another popular ship stamp was issued by Prince's Letter Dispatch for mail carried by its steamers between Boston and Portland, Maine in 1861 [#122L1].

In terms of topical representation of postal history, in 1844 the Independent Mail Company Hale & Co. issued red and blue adhesives [#s75L1 - 75L5] which were the first stamps in the world to show envelopes—in this case, the folded letters of the day (Figure 3). This letter-in-a-pile theme was replicated in Boston in 1847 by Cheever & Towle [#37L1]; the single folded letter device was used by A.H. Cummings in New York City from 1845-1847.



Figure 2. 1844 Hartford Mail Route local issue, "ships on stamps" pioneer

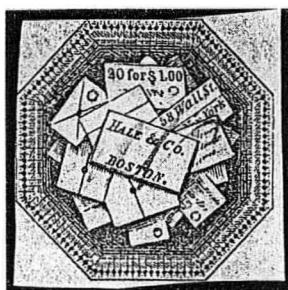


Figure 3. Earliest "envelopes on stamps" issue: 1844 Hale & Co. local

For bird topicalists, avian fantasy took wing in the local area with several posts contending for first honors in 1844. These included the bald eagles on the American Letter Mail Company small (January-September 1844) and large (Fall of 1844-June 1845) stamps [#s5L1 & 5L2], Boyd's City Express eagle-on-a-globe [beginning with #20L1] (Summer of 1844), and Overton's flying dove Independent Mail Company stamp [#113L1] (Fall 1844).

Train enthusiasts (who include among their ranks these days many German collectors) are usually shocked to learn just how early the images of locomotives appeared in U.S. local stamps. A classic 5¢ adhesive was issued and used [#149L1] by William Wyman of Boston Independent Mail Company fame in late July 1844 until his death in 1845. This was the earliest pre-paid train adhesive ("20 stamps for One Dollar" is on the panel below the train)(Figure 4).



Figure 4. Boston Independent Mail Company local, earliest pre-paid "train" adhesive

Another Independent Mail operation, Pomeroy's, issued a non-denominated train adhesive (which, as far as we can determine, was really an express advertising label, not a stamp reflecting prepayment) in late 1843, depicting an oncoming locomotive viewed from the front.

Other well known local posts followed suit using the train motif. There is the elegant Broadway Post Office stamp [#s26L1 & 2] of the early 1850s, and the very famous Bronson & Forbes City Express Post full-frontal train stamp [#s27L1 & 2] of 1855.

The first beehive on a stamp appeared on Dupuy & Schenck's stamp of 1846 [#s60L1 & 2], and was later emulated as the central element of its adhesive by the Chicago Penny Post on 1862 [#38L1]. These probably were not reflective of an apiarist's dream, but were possibly meant to be a representation of the post's energy ("busy as a bee"). However, as I can attest, it is difficult to quibble when one is bidding more than \$1,000 for a cover against a persistent collector who just happens in real life to be a bee keeper!

People who know me know that I hate politics, so I am reluctant to inform you that the first depiction of a presidential candidate on a stamp was on Bouton's City Dispatch Post in 1848, which portrayed "Old Rough and Ready" himself,⁴ with stylish sideburns [#s18L1 & 2], fresh from his Mexican War successes that played a part in propelling him to the presidency (Figure 5). The design probably was intended to curry political favor for the private post with the then possible incumbent. This design was later picked up in 1849 by Aaron Swarts, the subsequent owner of Bouton's, and issued in several colors [#s136L1-8], briefly becoming the first stamp to depict a living President.

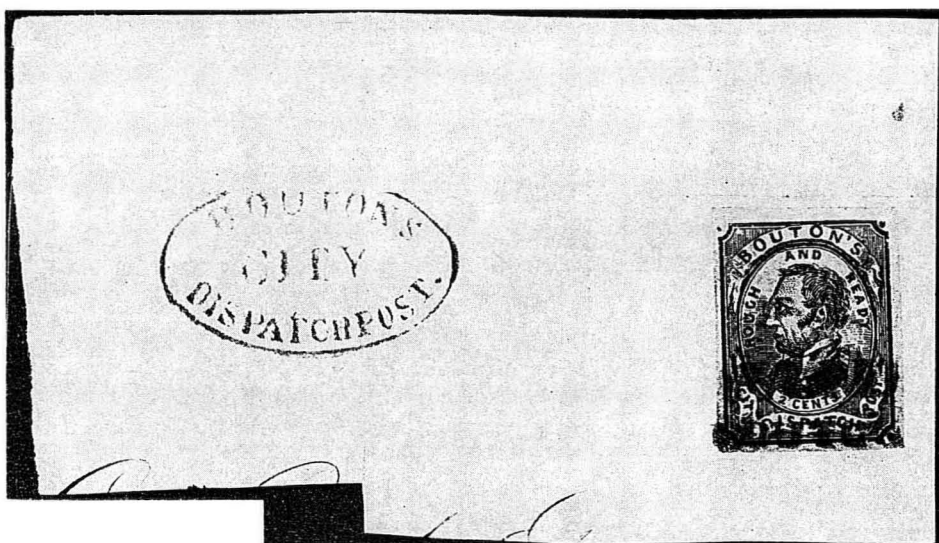


Figure 5. First depiction of presidential candidate on stamps: 1848 City Dispatch Post local featuring Zachary Taylor

The first examples of a post rider (replete with European style post horn) came with John Hanford's Pony Express in New York City in 1845 [#78L1] and in 1848 Spence & Brown Express Post in Philadelphia [#159L2]. This popular local post subject culminated in the famous Wells Fargo Pony Express stamps [#s143L1-5, 7-9] of 1861, and the exquisite stage coach-and-four Humboldt Express stamp of 1863 [#86L1]. It took the United States Post Office 23 years to catch up with this popular design in the 2¢ value of

⁴Zachary Taylor.

the 1869 series, a series which also featured officially the train and boat as major postal vehicle motifs.

Everyone knows that the Columbian Exposition issue of 1892 marked the beginning of commemorative stamps in the United States. But I have often wondered about the stock design employed on Henry Wells' #s96L3-4, which shows a soldier brandishing a saber and also displays a lake schooner in the background (Figure 6). This 1844 Independent Mail Company stamp vies with the Hartford strider (by only a few weeks) as the earliest adhesive in the world to show a ship. But who was the soldier? Was he just a symbolic Revolutionary War warrior or was he, as the uniform might indicate, from the War of 1812? Or, since Wells' post served patrons from Buffalo west to Detroit and beyond, was this actually a commemorative depiction of the Battle of Lake Erie? If so, this stamp would be the world's first commemorative stamp. Admittedly, this is a stretch, but it is the kind of historical grist that collectors love to sink their teeth into.

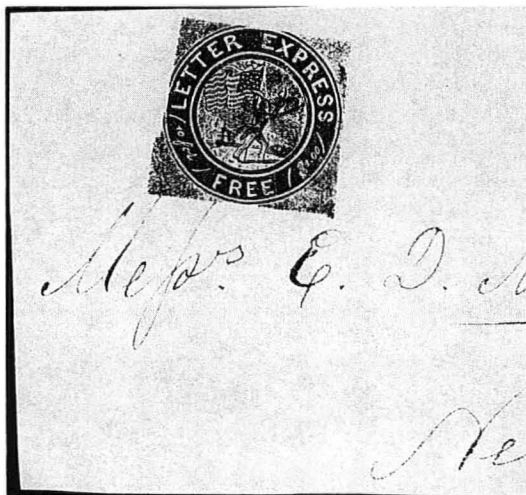


Figure 6. 1844 Independent Mail Company issue showing soldier and ship

Another early commemorative contender would be Grafflin's One Cent Despatch stamp [#73L1] which shows the Battle Monument built to honor Baltimore's defenders who were killed on September 15, 1812 in the battle of North Point, an heroic action which repelled British invaders. This stamp was issued in 1856. Admittedly, both War of 1812 references were not the driving motives for the stamps' issuance, nor were the adhesives issued at a temporally proper distance (*i.e.*, 100 years) after the event. So they would fail to qualify in the strict commemorative sense, although they do allude to real occurrences.

* * * * *

These, then, are the *topical* reasons I plunged into the bottomless world of local post stamps. The challenge of separating the genuine from the forged stamps (there are more than 10,000 known forgeries and bogus emissions inspired by local posts) and sorting postal usages, tracking down the real mystery operators of the posts (some of which operated for only a few days, exploiting Valentine's day, or for a few weeks) and the thrill of landing a cover which is genuine and is rarer than the Inverted Jenny, all conspired to make me the private post fanatic I am today.⁵ □

⁵The author would be delighted to hear from collectors who wish to share data on local post pioneering, as this topical article only grazes the surface of the subject. If I have erred in the treacherous realm of ascribing firsts, I would like to be enlightened, as well, by readers.

"FANCY CANCELS" ON THE 1847 ISSUE

TABULATION AND ILLUSTRATIONS BY ROGER D. CURRAN
INTRODUCTION BY ROGER D. CURRAN AND JEROME S. WAGSHAL

Introduction

The purpose of this article is to add to the previously published compilations of obliterations on 1847 issue stamps.

As used here, the term "obliterations" is limited to cancellations consisting of designs without numerals or lettering having postal significance, and intended solely to obliterate the stamp. Markings which had other intended uses and meanings, and which happened to have also been used to perform the canceling function, including townmarks, rating numerals, and other postal information, such as "STEAM," "PAID," etc., are left for future listings, as are manuscript cancels.

In short, the scope of this presentation is identical to the section in the Alexander-Simpson compilation of the 1851 through 1861 decade, entitled "Obliterations without Numerals or Lettering."¹

What "Fancy Cancel" Means In "1847 Speak"

As collectors, we are particularly interested in obliterations which can be considered "fancy cancels." There is a major difference between the term "fancy cancel" as used in connection with the 1847 issue and the same term when applied to later issues. That difference is the lesser degree of esthetic quality necessary to qualify as "fancy" when dealing with the 1847 issue.

During the four-year period of valid postal service of the 1847 issue the use of fancy obliterations was in its infancy, and the first few tentative steps taken by postal workers in creating such markings were, as might be expected, rudimentary. For example, no known flags, shields, faces, figures, or Masonics were used to cancel stamps of the 1847 issue. All these appeared later. For example, during the period of the next issue, the 1851-1861 decade, postmasters and their clerks gave broad rein to their artistic and whittling abilities by the manufacture and use of a wide variety of imaginative designs, including the aforementioned varieties and more. And with the next issue, beginning in 1861, the use of these interesting designs expanded still further by even more elaborate designs, many of which are well known as philatelic rarities.

The star design provides a good example of the difference between the 1847 issue and later issues as to what may be considered "fancy." For the 1851-61 decade, Alexander-Simpson's section on "Obliterations without Numerals or Lettering" lists more than fifty stars of five and six points, some of which are highly ornate. On the 1861 issue, post offices throughout the country used a veritable galaxy of stars as canceling marks, and these appeared in a rainbow of colors. Even the most modest collector can acquire an example or two of a star cancel on the 3¢ 1861 stamp.

In contrast, on the 1847 issue, only one post office is known to have used a star cancel, the blue Trenton, N.J. five-point star,² and only three covers are recorded with that star

¹Thomas J. Alexander, ed., *Simpson's U.S. Postal Markings 1851-61*, 2nd rev. and enlarged edition (Columbus, Ohio: U.S. Philatelic Classics Society, Inc., 1979), p. 127 *et seq.*

²Another town, Huntsville, Alabama, had a five-point star containing a numeral "5" with tiny negative stars in the tip of each point of the large star. Although this was originally a stampless marking, one 5¢ 1847 surfaced in the 1966 Siegel Rarity sale with this marking used as a cancellation. However, use of this star as a cancellation on the 1847 issue has also been faked. Collectors of

used to cancel an 1847 stamp.³ The Trenton star thus ranks high among 1847 “fancy” cancels. The three known examples on cover are therefore considered major 1847 philatelic pieces. The best of these three known covers was sold at auction in 1992, and fetched \$8,250 when the Scott Catalogue price for a used single on cover was \$500.⁴ The buyer was a dealer and presumably intended to make a profit on resale.

All this means that collectors of the 1847 issue use a far less demanding esthetic standard for what qualifies as a “fancy cancel” on that issue than on the later issues. Thus many of the primitive grids illustrated below would not qualify as “fancy” by the standards applied to later issues, but they are unusual and some may be considered “fancy” by the standards applicable to the 1847 issue.

Past Compilations

Listings and compilations of, or which include, 1847 issue “fancy cancels” have previously been published on several occasions. Prominent among these are the approximately 30 illustrated cancels in Perry’s *Pat Paragraphs*,⁵ and various cancels in Skinner-Eno.⁶ A number of journal articles and state and city postal history publications also cover 1847 period cancels. One or more of these references illustrate most of the well known 1847 “fancy” cancels, such as the Binghamton, N.Y. herringbone, the Hudson River Mail 17-bar wavy grid, the St. Johnsbury scarab and the previously mentioned Trenton star.⁷ At some future time, it will certainly be appropriate to bring all known varieties together into a unified compilation of 1847 cancellations.

However, the more limited purpose of this presentation is to add to already well known 1847 obliterations by illustrating others which are not generally as familiar to the collecting public, including some that may be appropriately termed “fancy cancels.”

The standards used in this compilation are stricter than those generally used in the philatelic market. In 1995, an outstanding group of 1847 issue cancels went on the block when the Robert A. Siegel Auction Galleries auctioned the Henry Stollnitz collection. The catalogue of that sale represents a valuable reference for collectors interested in this subject. However, in one respect the Stollnitz collection extended beyond the borders of the listing presented below, and that is that the Stollnitz collection included off-cover stamps which bore unusual and “fancy” cancellations which appeared to be genuine but nevertheless were unidentified as to the post office of origin. Although there is no intention here to cast doubt on the authenticity of any of those markings, at the same time the lack of a confirming cover is a bar to complete authentication because there have been so many

the 1847 issue are so avid about any form of “fancy” cancels that even when this star is used as a forwarding marking on the same cover as a 5¢ 1847 stamp, but separately from the stamp itself, it is considered a major postal marking rarity.

³Brad Arch, ed., *Illustrated Directory New Jersey 1847 Issue Covers* (Clifton New Jersey: New Jersey Postal History Society, Inc., 1987).

⁴Robert A. Siegel sale of the Kapiloff collection, June 9, 1992, lot 39.

⁵See the 1981 BIA compilation: Elliott Perry, *Pat Paragraphs*, comp. and arranged by George T. Turner and Thomas E. Stanton (Takoma Park, Maryland: Bureau Issues Association, Inc., 1981), pp. 29-30.

⁶Hubert C. Skinner and Amos Eno, *United States Cancellations 1845-1869* (State College, Pennsylvania and New Orleans, Louisiana: American Philatelic Society and Louisiana Heritage Press of New Orleans, 1980). Fancy cancels pertaining to the 1847 period include: SD-G8, SD-G44, SD-G53, SD-G72, SD-G74, SD-G75, SD-G71, SD-G93, SD-G110, SD-G120, SD-G125, SD-T10, SD-T19, GEP5, CR-M1, ST-01, PN-D13, PN-D25 and LS-X2.

⁷For example, Creighton C. Hart, “1847 Covers from New York - Binghamton,” *Chronicle* 95:156-60 (the “herringbone”); George C. Slawson, et al., *The Postal History of Vermont* (New York: Collectors Club of New York, 1969), pp. 168-69 (the “scarab”); *Ashbrook Special Service*, pp. 630-33 (Hudson River 17-bar wavy grid).

instances of fake cancellations applied to 1847 stamps over the decades. Therefore this presentation is limited to markings verified by known covers. This may be a strict standard, but we believe not unreasonably so.

Grids

The most common handstamp canceling design in the 1847 period was the seven-bar round grid, except in New York City which generally used the familiar diamond grid. New York City's use of that latter design makes it the second most common. Generally, neither of these cancels commands a premium among collectors.

In later issues, variations on the seven-bar round grid are generally regarded with almost no more interest than the standard seven-bar round grid itself. Thus, the Alexander book declines to list cancels which "are merely modifications of common grids," because they "add little, if anything to value." In contrast, almost any modification of a grid on the 1847 issue evokes philatelic interest and may well add to value. For example, the St. Johnsbury, Vt. postmaster flattened two sides of a grid, and thereby created the "fancy" scarab cancel for the 1847 issue, which is highly prized and valuable although this design type barely rates a second glance when found on the later Bank Note issues.

Organization of This Listing

This listing divides the cancels which have been selected for illustration into two sections: (1) variations of the standard grid, whether by shape, number of parallel bars, or otherwise, and (2) non-grid cancels.

This first section, listing grids, contains by far the greater number of examples, and this reflects the predominance of grids generally on the 1847 issue.⁸ Many of the illustrated cancellations are crude grids, doubtless done on corks or other soft wood. Although their desirability depends on their esthetic appeal to the individual collector, we believe all of them are noteworthy under the standards applicable to the 1847 issue.

One caveat: many of the illustrations were made from photographs and have been mathematically adjusted to what is believed to be proper size. Also there were variations in the quality of catalogue illustrations and the strikes themselves. The illustrations must therefore be considered approximations, rather than precise reproductions.

As with all such efforts, this listing is a work in progress and communications which add to the listing will be acknowledged and appreciated. In the May 1995 *Chronicle*, a call was made by the Editor for information about 1847 fancy cancels, and there were no responses. Hopefully the listing presented below will serve to encourage wider participation in this effort. □

⁸In Perry's listing, 15 of the illustrated markings were more or less circular grids and another five examples were grids in other shapes, all of which accounted for well over half of the markings which did not contain letters or numerals.



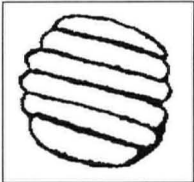
Cancellations Found on 1847s Produced by Handstamps Designed as Obliterators

1. Grids

	Description	Color	Origin	Date	Reference	Notes
	"rectangular frame surrounding 8 tiny bars"	??	Cape Vincent NY	3/4/50	RAS 6/9/92 #115	probably blue
	approx. 8-bar round framed grid	Blue	Eastern RR	3/27/?	R. Kaufmann 4/30/90 #205	heavy frame, Ashbrook note that obliterator also used on covers bearing Eastern CDS
	8-bar unframed round grid	Red	Housatonic RR	1/29/?	RAS 5/20/69 #193	larger than standard grid
	6-bar unframed square or rectangular grid	Red	Housatonic 5 RR	1848	RAS 6/9/92 #69	

(continued)

Cancellations Found on 1847s Produced by Handstamps Designed as Obliterators (p. 2)

	8-bar square grid	Blue	Maysville	8/15/49 KY	R. Kaufmann 10/11/89 #174	8 diagonal bars
	approx. 6-bar unframed grid	Green	Mic. Central RR, Mic.	7/9/?	RAS 5/20/69 #195	thickish bars, bold, cancel appears round
	6-bar unframed oval grid	Blue Green	Mic. Central RR, Mic.	6/6/?	RAS 5/20/69 #196	appears to differ slightly from #195
	4-bar framed round or oval	Red	Norwich CT	?/?/49	RAS 5/20/69 #155	widely spaced and rather thick bars
	5-bar round framed grid	Red	Norwich CT	11/?/49	R. Kaufmann 10/11/89 #171	slightly larger than standard grid, wider spaced bars


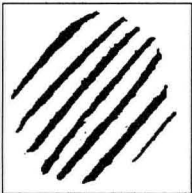

(continued)

Cancellations Found on 1847s Produced by Handstamps Designed as Obliterators (p. 3)

	4-bar round framed grid	Blue	Norwich & Worcester RR	?	RAS 6/9/92 #75	larger than standard grid, widely spaced bars
	approx. 5-bar framed round grid	Red	Norwich & Worcester RR	6/2/?	RAS 10/31/57 #270	larger than standard grid and wider spaced bars
	9-bar round framed grid	Red	Nunda NY	2/10/?	RAS 10/31/57 #35	larger than standard grid, break in middle bar
	8-bar round grid	Bluish Green	Oxford NY	3/12/51	RAS 5/20/69 #77	larger than standard grid, may be unframed, perhaps hand cut
	4-bar rectangular grid	Blue	Rathbun's Hotel (NYC)	3/11/48	RAS 6/9/92 #63	Matching blue Rathbun's/Hotel/New York marking, also NYC CDS and tied by square grids

(continued)

Cancellations Found on 1847s Produced by Handstamps Designed as Obliterators (p. 4)

	<p>8/9 bar round grid</p>	<p>Red</p>	<p>South Coventry, CT</p>	<p>5/8/?</p>	<p>RAS 5/20/69 #97</p>	<p>larger than standard grid, probably unframed and hand cut</p>
	<p>approx. 7-bar round or oval unframed grid</p>	<p>Black</p>	<p>South Hampton MA</p>	<p>?</p>	<p>RAS 10/31/57 #155</p>	<p>larger than standard grid, spacing between bars uneven</p>
	<p>6-bar framed round grid</p>	<p>Red and Blue</p>	<p>Waukegan IL</p>	<p>6/13/50 & 1/17/?</p>	<p>RAS 5/19/94 #26</p>	<p>larger than standard grid</p>
	<p>9-bar "square" unframed grid</p>	<p>Red</p>	<p>West Stockbridge MA</p>	<p>1/11/48</p>	<p>RAS 5/20/69 #162</p>	<p>thin bars applied vertically</p>

(continued)

Cancellations Found on 1847s Produced by Handstamps Designed as Obliterators (p. 5)

2. Other than Grids

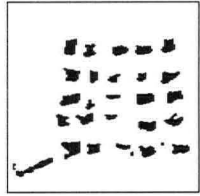


4 wedges

Blue

Albany &
Buffalo RR

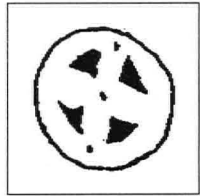
?

R. Kaufmann
10/11/89
#2255-bar
"checkerboard"

Blue

Eastern RR

5/30/?

R. Kaufmann
10/11/89
#234rather square cancel,
horizontal bars
with breaks"small quartered
cork with 3 dots
in a circle"

?

Ellicottville
NY8/1/49 &
8/2/49RAS 6/9/92
#42

appears to be black

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INTRODUCTION TO S.C.R.A.P.

The Stamp & Cover Repository & Analysis Program is a USPS effort to get philatelic fakes, frauds, and forgeries off the market while retaining them for study and reference. With this issue of *The Chronicle*, we begin a series that will feature selected covers from the S.C.R.A.P. Reference Collection. We do this with several goals in mind: to educate those of us who may be serious collectors but cannot claim the status of "expert," to enlighten members on how some fakes are commonly revealed, and to note the insidious potential damage of the faker's art to our hobby. This will not be a technical discussion on how fakes are produced. We have no wish to make the faker's task any easier. Rather, we shall try to shed a little light on what some have called "philately's dirty little alley."

About two years ago we began asking various volunteer experts to analyze and write monographs on some of the key items in the S.C.R.A.P. Reference Collection. Each monograph was then reviewed by a second expert. The results have been interesting and worth sharing with the Society membership. The following excerpt is taken from a monograph written by **Dr. James W. Milgram** and reviewed by **Van Koppersmith**.

10¢ 1847 WITH TROY & NEW YORK STEAMBOAT CANCEL (S.C.R.A.P. Number 79-009-02)

DESCRIPTION: A folded letter sheet franked with a single 1847 issue 10¢ stamp, postmarked with a blue Troy, NY circle date stamp, handstamped with a blue 2 cts. in double circle marking, and canceled with a blue rectangular *Troy & New York Steamboat* marking, addressed to Baltimore.

APPARENT USAGE: Single rate, over 300 miles, prepaid letter from an unknown origin to Baltimore carried initially to Troy by steamboat where it entered the mails, with two cent fee paid to steamboat captain by the Troy postmaster and subsequently due from the addressee on delivery at destination.

ANALYSIS: This cover, shown at figure 1, is a folded, one page sheet without contents bearing an address to Baltimore with a 10¢ 1847 issue stamp. The front of the cover has three matching blue markings: one a dated Troy, NY town postmark; one a 2 cts. in double circle handstamp; and one a well-known *Troy & New York Steamboat* in rectangular frame handstamp used as a cancellation. It also bears on the front a pencil price "\$2000" and on the back in pencil "March 24 1963/PWW" and "79-09-2," as well as a handstamp "1847 J Waldo Sampson" in triangular format. The paper is old laid, slightly blue with rag content consistent with the alleged period of usage. Also, the inked address seems contemporary to the period and genuine. The lack of a letter is not rare for covers of this period, but it does raise suspicions, as no letter could be one factor indicating the cover might have had other origins.

The stamp has four large margins and no discernable defects. There is a light, but perceivable, pen marking similar to a pen cancel, present in the stamp's upper right corner, that may indicate a prior use. Some covers are known with both handstamp and manuscript stamp cancellations. However, given the fact that three separate handstamps are present on this cover, it is unlikely the postmaster would have also used a manuscript marking.

With respect to the handstamped impressions themselves, the Troy Post Office often produced well-struck markings on covers of this period. In this case, the lettering of all three markings is fat and fuzzy, not sharp and thin like the genuine period markings. This is particularly true of the rectangular mark. It is slightly larger in both

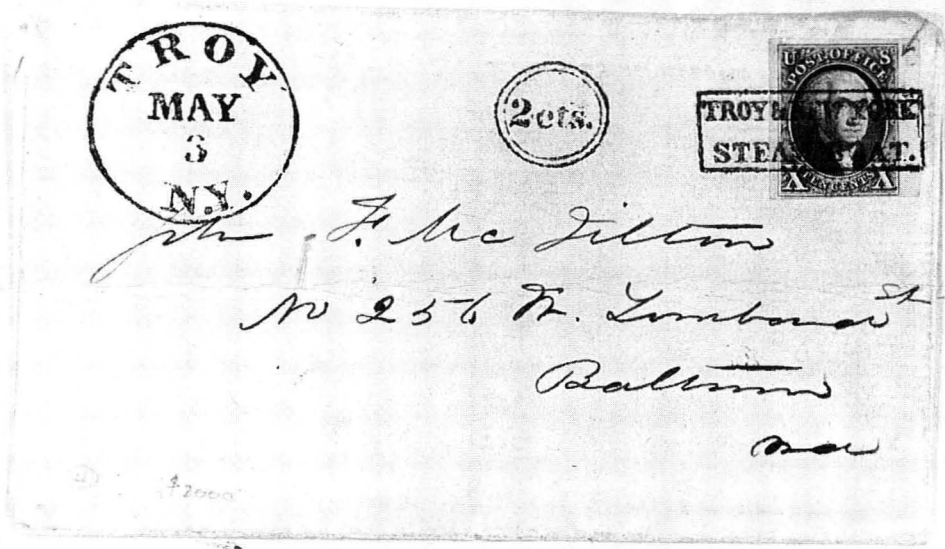


Figure 1. S.C.R.A.P. Number 79-009-02, with faked Troy & New York Steamboat markings.

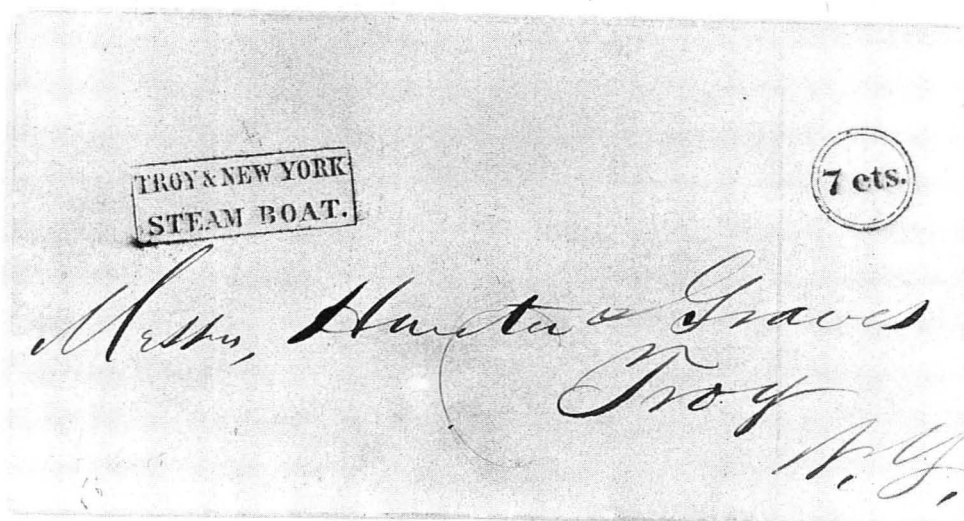
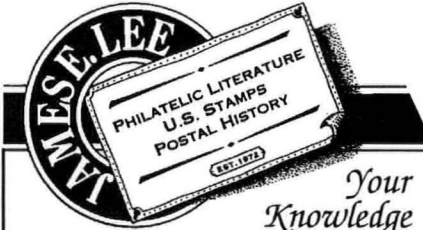


Figure 2. Example of genuine Troy & New York Steamboat markings on stampless cover.

dimensions with lettering thicker than all other genuine copies known. All genuine markings seen, such as the one shown in figure 2, have contained finer and more delicate letters than found on this cover. The larger letters cannot be explained away as being a strong, as opposed to glancing, strike. None of the letters appears out of place or alignment. With respect to their color, the blue is not quite right, being a bit too much toward Prussian blue than genuine examples.

Section 1 of the Act of Congress approved March 3, 1845 modified postage rates on a single letter to five cents per half ounce if *conveyed in the mail, for any distance under three hundred miles . . . and for any distance over three hundred miles, ten cents*. The post road distance from Troy to Baltimore was over 300 miles in 1847, so the letter is properly rated at ten cents. The markings taken together would indicate this letter was initially carried to Troy by steamboat. The same Act of 1845 specifically stated that the section (6) on steamboat mails in the 1825 Act was to remain in effect. The 1825 Act required the local postmaster to pay a steamboat captain *two cents for every letter or packet so delivered [on time], unless the same shall be carried or conveyed under a contract with the Postmaster General*. The **2 cts.** in double circle handstamp marking would mean that the letter must not have been carried on a contract steamboat to Troy where it entered the mails. The indicated two cents paid at Troy to the steamboat captain was to be collected due when the letter was delivered, thus, completing a clever matching of faked markings similar to a genuine usage.

CONCLUSION: Although the stamp, cover paper and address seem genuine, the stamp did not originate on this cover, and all three postal markings are spurious and have been added. □



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A LAND OF ICE STORY **WARREN S. HOWARD**

The years 1879-1884 are the twilight period of the Departmentals, when official letters prepaid with official stamps and official letters in postage-free penalty envelopes traveled through the mails side by side throughout the country. This article explores a small part of that twilight period, as reflected in mail sent by the Department of the Interior's land office in Marquette, Michigan to a resident of Mackinac Island named Benoni Lachance. The correspondence gives an unusual glimpse into the last years of the Department of the Interior official stamps, and raises questions about the official mail of other departments during these years.

Elements in this story include the Marquette land office, which handled nearly 90% of Federal land sales in Michigan during the early 1880's;¹ the Department of the Interior, which supplied the office with envelopes and official stamps; Congress, which gave almost all Federal officers the right to use penalty franks on March 3, 1879; and the Attorney General, who interpreted the meaning of Congressional statutes. But the heart of this story is the land office covers, which fall into two groups separated by an opinion of the Attorney General.

Before the Opinion

Benoni Lachance's Marquette land office covers begin with a small mystery: a 6¢ Interior official stamp on a legal cover with the cryptic postmark "MARQUETTE MICH. APR 11." The Marquette postmark contains no year, and Mackinac applied no receiving postmarks before 1883. We can guess that the missing year is "1880."² If that is true, the April 11 postmark closely dates the introduction of a year-dated postmark at Marquette. For Lachance's second cover, also with a 6¢ official stamp, is clearly postmarked April 20, 1880 (Figure 1). This cover establishes that the Marquette land office was still using official stamps on its ordinary mail more than a year after passage of the Act of March 3, 1879.

That was soon to end. On August 12, 1880, the land office wrote Lachance using a penalty envelope, with no official stamp. Another, with a better-struck postmark (Figure 2) followed on August 24, and a third on September 25, 1880.

Between September 25 and October 24, 1880, the Marquette post office created a minor postal history disaster by replacing its year-dated postmark with its older device. Lachance's OCT 24 penalty cover can be dated by a note on its reverse, but its successors DEC 3 and MAR 3 offer no clues to their years of use. Still another penalty cover cannot even be assigned to a month, since a postal clerk struck most of its postmark onto a tabletop or another piece of mail. We must suppose that these undated covers extend at least well into 1881.

¹*Report of the Secretary of the Interior*, House Executive Document 1: 1880, 46-3, #1959, pp. 617-18; 1882, 47-2, #2099, pp. 167-71. To simplify references to Congressional documents, the document, session and serial set numbers are given only in the first reference to a particular document. The session number is abbreviated to digits (e.g., "46-3" identifies the Third Session of the Forty-sixth Congress), and the serial number is preceded with a pound sign (e.g., #1959).

²Lachance's correspondence includes a September, 1879 cover from the small land office at Ionia, Michigan. This is his only land office cover not from Marquette. All the Marquette covers which can be dated were used in 1880 or later, so it seems likely that Lachance's land office dealings started at Ionia, and shifted to Marquette early in 1880.

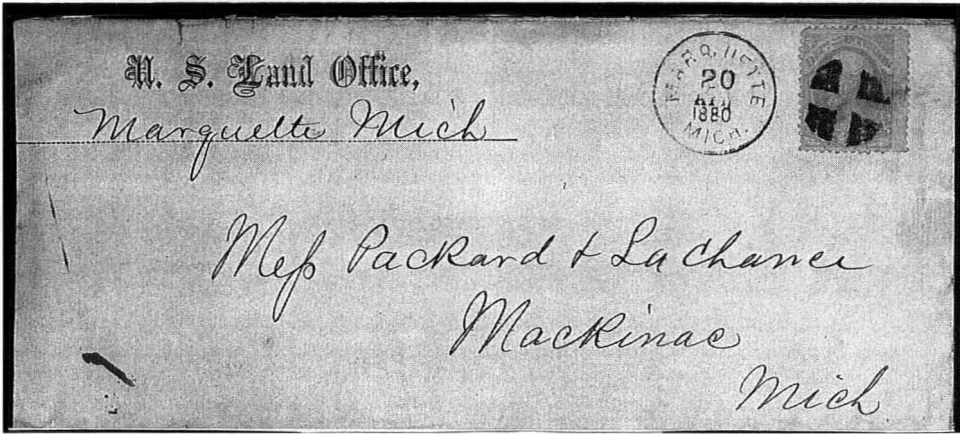


Figure 1. Double rate cover, April 20, 1880, from the Land Office at Marquette to Mackinac, Michigan.

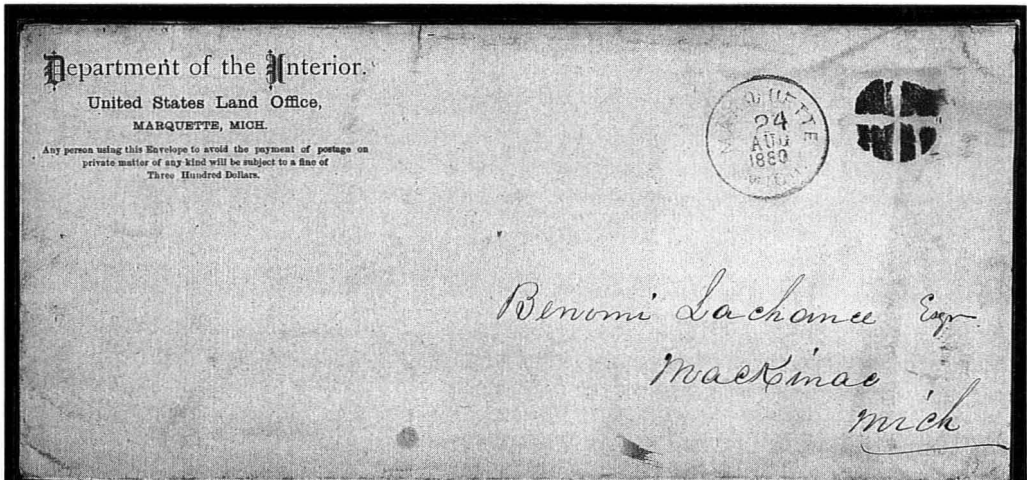


Figure 2. Penalty envelope, August 24, 1880, from the Land Office at Marquette to Mackinac, Michigan.

None of these seven penalty envelopes has any indication of postage paid or postage due. The Marquette and Mackinac post offices accepted them as valid uses of the recently expanded penalty mail privilege. But during 1881 clouds were gathering over all the land office penalty envelopes, and the Attorney General of the United States would soon intervene.

The Opinion

Far from the forests of northern Michigan, the Secretary of the Interior had been receiving questions about how his field offices were using their penalty envelopes. For the Act of March 3, 1879 contained an important qualification. While it allowed almost all Federal officers to use penalty franks, it also specified that they were to use them for "official mail-matter transmitted between any of the officers of the United States, or between any such officer and either of the executive departments." The act did not mention mail sent by officers of the United States to private citizens.³

Other covers in Benoni Lachance's correspondence indicate that he was, at various times, a Sergeant Major in the 7th Michigan Volunteer Infantry; commander of the Grand Army of the Republic post on Mackinac Island; and a probate judge. He was not, however, an officer of the United States, and Marquette land office mail to him was not transmitted between officers of the government. Put more bluntly, the seven penalty envelopes enumerated above should not have passed through the mails free of postage.

Three days before the Christmas of 1881, Secretary of the Interior Samuel J. Kirkwood wrote Attorney General Benjamin Harrison Brewster about penalty envelopes. Kirkwood posed three questions:

1. Whether Department of the Interior officers stationed outside Washington, D. C., such as Indian agents and the registers and receivers of land offices, were legally part of the Department of the Interior, and (like the department itself) could use penalty franks for correspondence to private citizens as well as to government officials;
2. If his field officers were not legally part of the department, what use could they make of penalty envelopes; and
3. If they could not use penalty envelopes for some of their official mail, could they use official stamps on that mail?

Brewster replied to Kirkwood on January 10, 1882. After reviewing an 1877 opinion which held that Federal officers stationed outside the District of Columbia were not members of their departments, he examined the text of the Act of March 3, 1879, and concluded:

In my opinion, the officers are entitled to use the penalty-envelope for the transmission of mail matter between themselves and other officers of the United States . . . but are not entitled to use such envelopes for the transmission of mail matter to private persons.

Brewster advised that they be issued official stamps for such mail.⁴

The Response

Each fall, the Department of the Interior made an estimate for Congress of the money it needed to purchase official stamps during the next year. The department had cut its appropriations request for official stamps from \$22,500 for fiscal year 1882 to \$15,000 for fiscal year 1883, as it phased out official stamps and phased in penalty franks. Confronted with the Attorney General's opinion, it increased its next appropriations request

³*The Statutes at Large of the United States of America*, vol. 20, chap. 180, sec. 29, p. 362.

⁴*Official Opinions of the Attorney General*, vol. 17, pp. 255-57. The 1877 opinion, by Attorney General Charles Devens, is in vol. 15, pp. 262-69.

(December 1882, for fiscal year 1884) by 87%, to \$28,000. Finding that this was insufficient, it asked for \$40,000 the following December.⁵ Meanwhile, the department sent large quantities of stamps to its field offices. The annual reports of the Post Office Department tell the story. In all of fiscal 1881, the Department of the Interior purchased only 180,000 official stamps. In fiscal 1882—almost half of which passed after Brewster's opinion—it purchased 497,000. In 1883, it purchased 807,000, followed by 1,022,000 in 1884.⁶

These stamps were accompanied by revised penalty envelopes with the inscription "This envelope, without postage stamps, can only be used for correspondence with Executive Departments and officers of the United States." prominently displayed across their left margins (Figure 3).

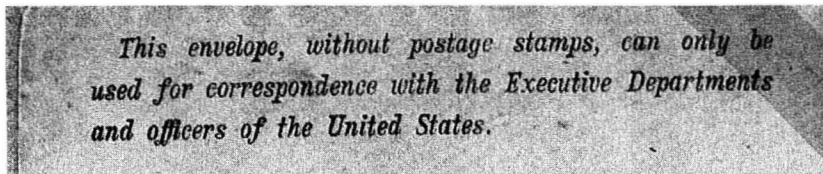


Figure 3. Enlarged detail of restricted use clause on a penalty envelope from the Independence, Kansas land office, postmarked April 3, 1882, courtesy of Lester C. Lanphear III.

At the end of June 1883, perhaps, Benoni Lachance received and saved one of these restricted-use penalty envelopes, with a 3¢ Interior stamp affixed alongside its penalty statement. He received another, with a pair of 2¢ Interior stamps, on November 16, 1883, as dated by a receiving postmark from the Mackinac post office on the reverse (Figure 4).

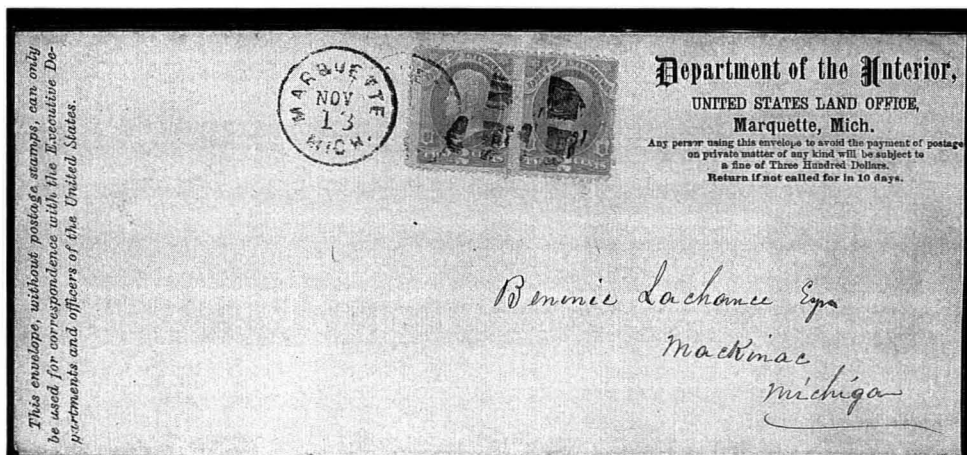


Figure 4. Penalty envelope, November 13, 1883, with double rate supplemental official postage added, from the Land Office at Marquette to Mackinac, Michigan.

⁵Letter from the Secretary of the Treasury Transmitting Estimates of Appropriations for the Fiscal Year ending June 30 . . . , House Executive Document 5: 1882, 46-3, #1965, p. 44; 1883, 47-1, #2024, p. 46; 1884, 47-2, #2186, p. 56; 1885, 48-1, #2196, p. 56.

⁶Annual Report of the Postmaster General, House Executive Document 1: 1881, 47-1, #2016, p. 383; 1882, 47-2, #2098, pp. 364-65; 1883, 48-1, #2189, pp. 618-19; 1884, 48-2, #2285, p. 550.

Lachance's land office covers end at this point, and we have to fill in the final pieces of the story by supposition: the halt of official stamp usage at Marquette after passage of the Act of July 5, 1884; use of penalty envelopes with the restriction crossed out or omitted; and the dispersal of the Marquette land office's unused official stamps, which may rest unrecognized in some of our albums.

In general, it appears that the new restricted use penalty envelopes were printed up only for the Department of the Interior land offices, since no covers with this clause have been reported from any of the Indian agencies. Figure 5, from the exhibit collection of Lester C. Lanphear III, shows an 1883 penalty cover from the Indian Agency at Fort Berthold, Dakota Territory with a 3¢ official stamp added. In this case, the supplemental postage was unnecessary, since the letter was addressed to the Assistant Attorney General in Washington, D. C.

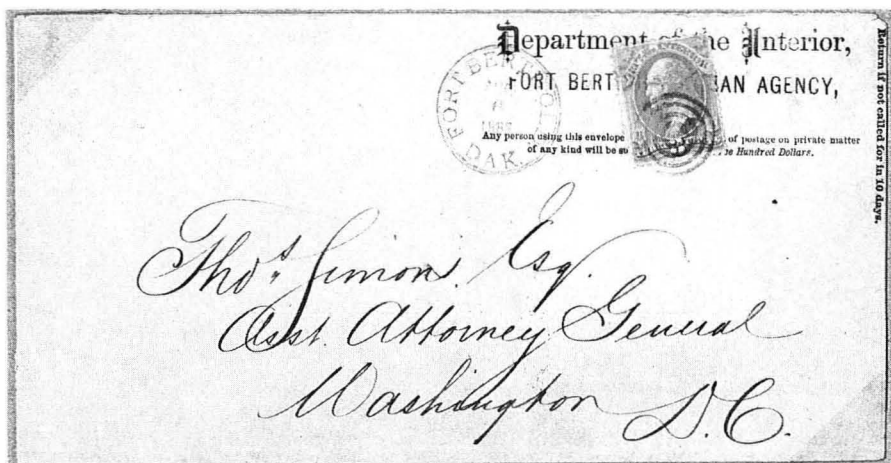


Figure 5. Penalty envelope, August 6, 1883, with supplemental official postage unnecessarily added, from Fort Berthold Indian Agency, Dakota Territory to Washington, D.C., courtesy of Lester C. Lanphear III.

Some Questions

When Attorney General Brewster's opinion was published, the person who wrote its abstract described it as applying to Indian agents and the registers and receivers of land offices. But Kirkwood's letter had specified them merely as "examples" of officers stationed outside Washington, and Brewster's reply plainly applied to all Department of the Interior field officers. More than that: both the statute and the opinion clearly covered all Federal officials outside Washington, D. C. The officers in customhouses, forts, post offices, dockyards, internal revenue offices and all the other far-flung activities outside the District of Columbia should have been bound by the statute and the opinion, just as much as Indian agents and land office registers and receivers.

As we have seen, the Department of the Interior's appropriations request for fiscal year 1884 was sharply increased over its 1883 level, because many official letters now required official stamps. Also, its requisition of official stamps from the Stamp Agent increased sharply. One would expect to find the same events in other departments. There is a trace of this in the Department of Justice's 1884 appropriations request, which, for the first time since 1881, included money for official stamps.⁷ But the sum asked was minuscule: \$100, or hardly enough to allow each of its attorneys, marshals and judges to send an

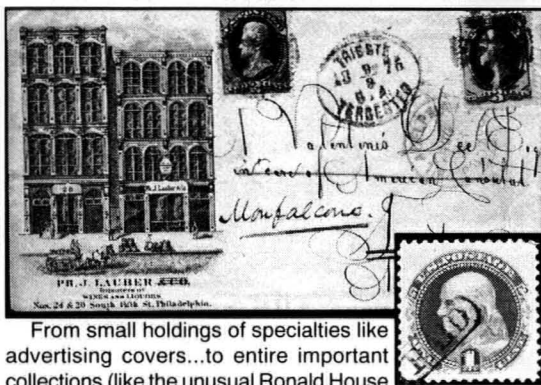
⁷*Letter from the Secretary of the Treasury . . .*: 1881, 46-2, #1916, p. 63; 1882, pp. 59-63; 1883, pp. 60-65; 1884, pp. 70-77.

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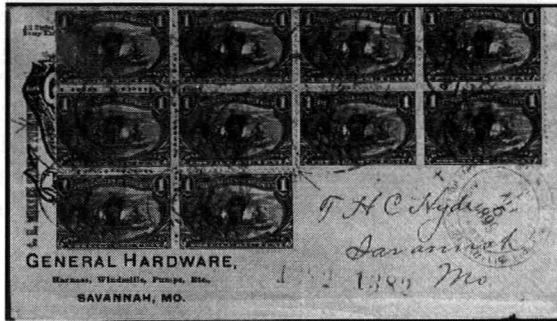
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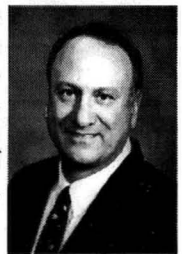
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average of one letter to a private citizen each two weeks. Having gotten the appropriation, the Department of Justice spent only \$50 of it—for one thousand 2¢ and one thousand 3¢ stamps.⁸ This is a shadowy response to Brewster's opinion. If any 1883-1884 covers from Department of Justice field officers to private citizens exist, they might answer what these stamps were used for.

When we go to other departments, Brewster's opinion becomes still less visible. The Navy Department's actions have some resemblance to the Department of the Interior's, since its purchases increased from no official stamps whatever in fiscal year 1881 to 27,000 stamps in 1882, and 75,000 in 1883. But this parallel abruptly collapsed in 1884, when the Navy again purchased no official stamps. Perhaps it had enough left from its 1883 purchases. Figure 6, from the exhibit collection of Lester C. Lanphear III, shows a Navy penalty cover, with two 2¢ official stamps added over the penalty clause. The corner card indices that this letter originated from the Captain's Office of the *New Hampshire*, the flagship of the Naval Academy's training squadron. The Newport, Rhode Island postmark contains no year date, but since the new 2¢ per half ounce domestic letter rate was adopted in October 1883, this was presumably a double rate cover, posted on July 5, 1884, the same day that Congress stopped the use of official stamps. Two similar Navy usages from Newport, Rhode Island have been reported.

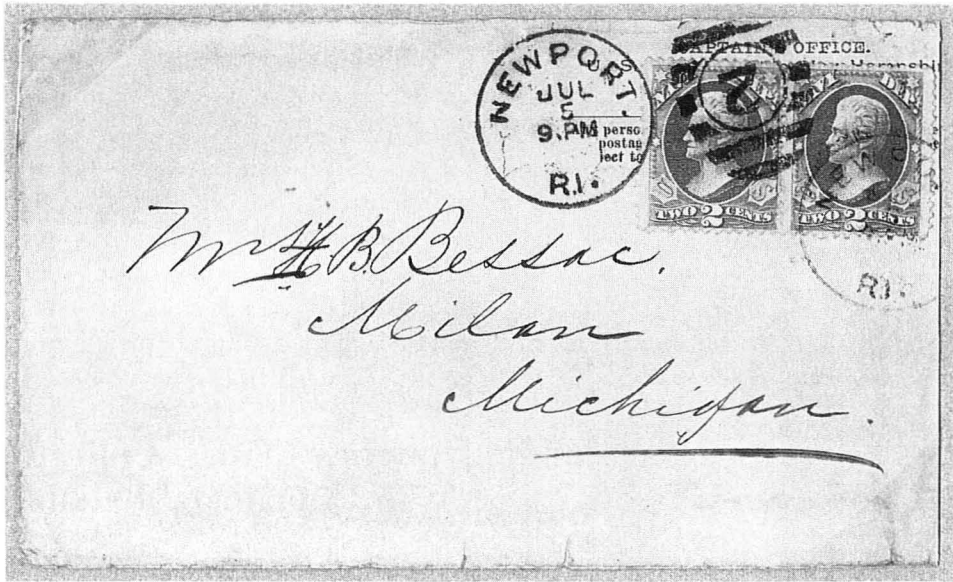


Figure 6. Navy penalty envelope, July 5, 1884, with double rate supplemental official postage added, from the Captain's Office, training ship *New Hampshire*, to Milan, Michigan, courtesy of Lester C. Lanphear III.

The War Department operated in a world of its own during fiscal years 1880-1884. It submitted large annual estimates to Congress, and used the appropriations to purchase an average of nearly four million stamps a year. While many of these were intended for use on weather report wrappers, the department obtained all denominations, including generous quantities of the higher values and almost ten thousand copies of the 7¢ Stanton, a denomination which no longer served any purpose. This department was apparently alone in concluding that it would be cheaper to continue using official stamps and stamped

⁸*Annual Report of the Postmaster General . . .* 1884, p. 550.

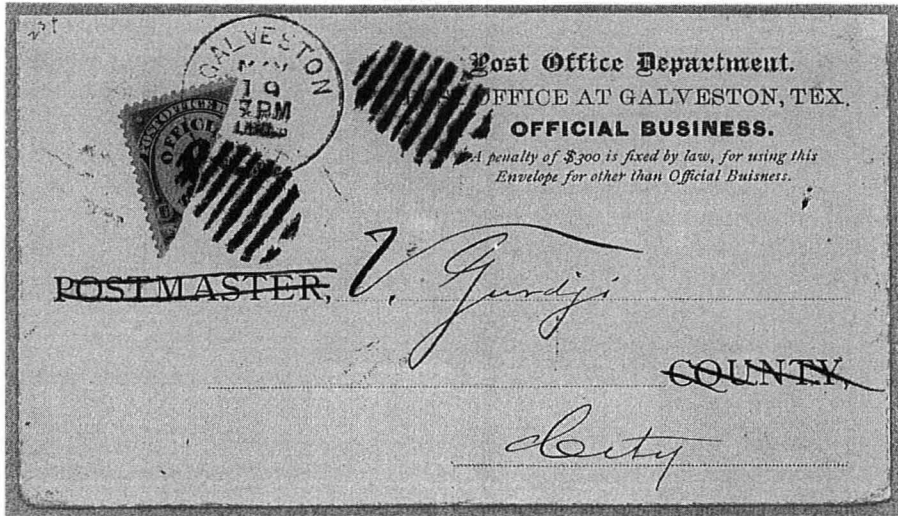


Figure 7. Post Office penalty envelope, with bisected official postage overpaying the local rate within Galveston, Texas, courtesy of Robert L. Markovits.

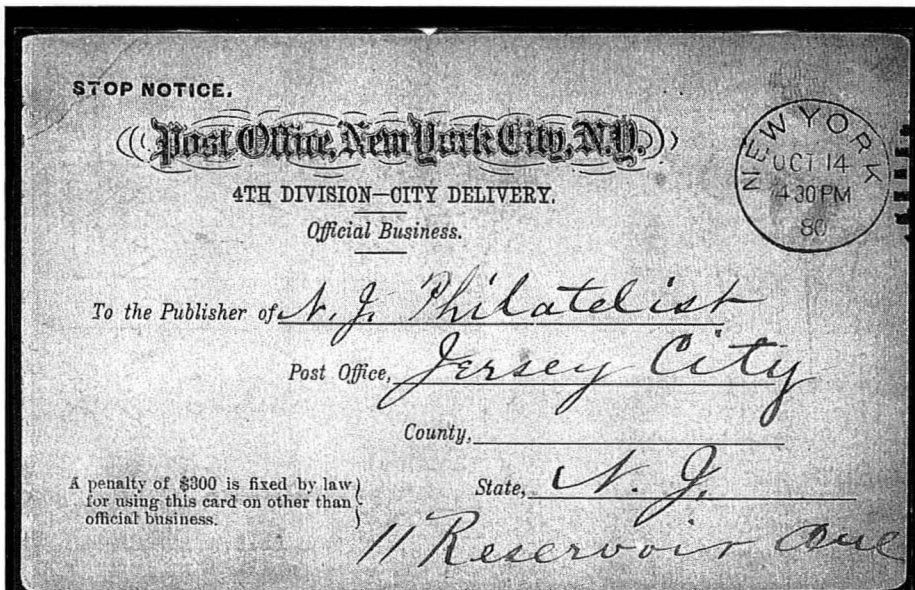


Figure 8. Post Office penalty card, October 14, 1880, from New York, New York to Jersey City, New Jersey.

envelopes than to have new penalty envelopes especially printed up for all its many field officers. In this sort of world, Brewster's opinion had little meaning.

Figure 7, from the exhibit collection of Robert L. Markovits, shows an intriguing gem from the Galveston, post office. Someone went to the trouble of bisecting a 6¢ official stamp to pay postage on a penalty envelope sent a private citizen. Although the year date in the postmark is illegible, this letter, being a local rate usage within the city, was clearly overpaid by 1¢. It is not clear how often such supplemental postage was paid, or how severe the shortage of official stamps could have become in particular post offices. The Post Office Department requisitioned no official stamps for its own use after 1879. Figure 8, a stampless penalty card from the New York City post office in 1880, seems more typical of how the Post Office handled its own official mail to private citizens after 1879.

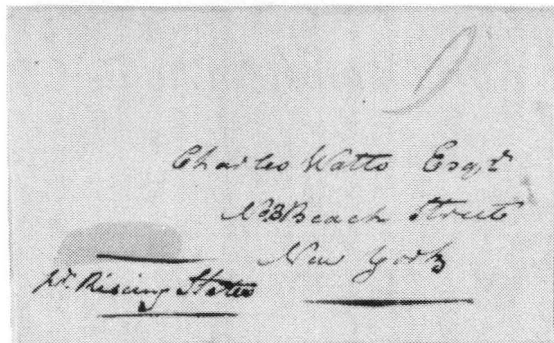
Continuing on through the departments, it is difficult to see anything in the estimates or purchases of the Agriculture, State and Treasury departments which would indicate a response to Brewster's opinion.⁹

The writer is somewhat uncomfortable with all this, since it depicts a central government so loosely administered that its departments could pursue radically different official mail policies, and ignore opinions of the Attorney General which they had not solicited. In an overview of 465 official covers in the collections of Alan C. Campbell, Rollin C. Huggins, Jr., Lester C. Lanphear III and Robert L. Markovits, the Navy and Post Office covers illustrated above constitute the only two non-Interior penalty covers with supplemental postage added for field office correspondence with private citizens.¹⁰ In the same survey, no non-Interior penalty envelopes with the new restricted use clause were found. However, Mr. Lanphear also reviewed his extensive collection of nineteenth century penalty mail from the time of Brewster's opinion (January 10, 1882) onwards, and discovered only two examples of field office correspondence with private citizens where supplemental official postage ought to have been added: a penalty card from the Galveston, Texas post office seeking 2¢ supplemental forwarding postage from the addressee in Toronto, post-marked January 30, 1884; and a penalty envelope from the Boston, Massachusetts Custom House, forwarded from Boston through Salem to New Haven, Connecticut. From these limited findings, it is impossible to conclude which of the other departments, if any, were scrupulously complying with the Attorney General's ruling, or were even aware of it. Therefore, we need more studies of the mail of individual departments in the years 1880-1884, to clearly define the role of official stamps during the twilight years of the Departmentals. □

⁹*Report of the Postmaster General . . .*: 1880, p. 358; 1881, p. 383; 1882, pp. 364-65; 1883, pp. 618-19; 1884, p. 550; *Letter from the Secretary of the Treasury . . .*: 1880, 46-2, #1855, p. 40; 1881, p. 42; 1882, p. 39; 1883, p. 41; 1884, pp. 15, 24, 46, 55, 72; 1885, p. 40.

¹⁰This survey, conducted by the section editor, yielded one other noteworthy supplemental franking: in the Huggins collection, a 3¢ War on an early field office penalty envelope from Santa Fe, New Mexico Territory, postmarked December 1, 1879. This usage, addressed to the *Army and Navy Journal*, nicely foreshadows covers from the post-Brewster opinion era, 1882-1884.

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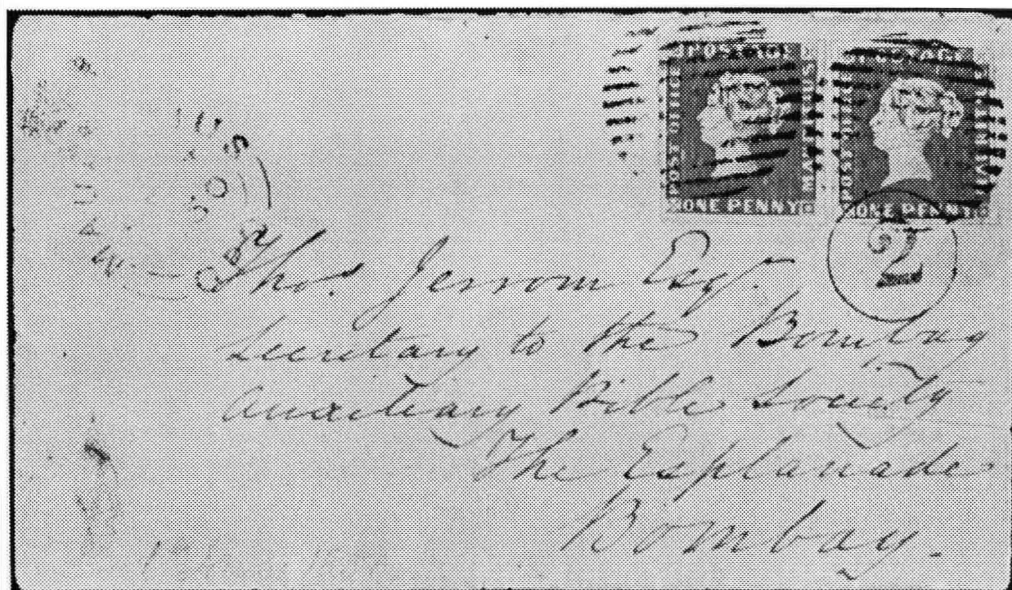
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EARLY MAILS TO MEXICO BY U.S.-BRITISH CONVENTION

RICHARD F. WINTER

Two unusual covers have been submitted by Floyd E. Risvold. Rate explanations for these covers have been elusive for many years. Even with the postal history information available today, we can not answer all of Floyd's questions. But, I think sufficient information is now available to better understand these very outstanding items and the information is well worth sharing.

Figures 1 and 2 illustrate the two covers. Each was addressed to Mexico and originated in the United States. Each suggests British handling of some sort and transit through Kingston, Jamaica. The letters originated in late 1851 and early 1852. As far as I know, these are the only two covers which have been reported showing the red oval "BRITISH/25" marking. In order to understand these covers, it is first necessary to examine the conditions that existed in 1851-52 for sending letters to Mexico.

Postal History Background

The United States-Great Britain Postal Convention of 1848, signed on 15 December 1848 in London and effective in the United States on 15 February 1849,¹ had provisions under Article XII which allowed letters arriving in Great Britain to use the British mail system to foreign countries. In addition to paying the transit postage to Great Britain, it was also necessary to prepay the same rates as the citizens of Great Britain would pay to send the letter from Great Britain to the foreign countries. The specific rates from the United States to these countries were not published until agreement was reached on the Detailed Regulations to the original Convention, which were completed by May 1849 and placed into effect on 1 July 1849. The lists which were published, however, did not show a rate to Mexico, only to a number of other locations in the Caribbean. In the Detailed Regulations, the rate from the United States to Cuba via England, for instance, was the very high fee of 75¢, which included transit fees to Great Britain and from Southampton to Cuba by British contract mail steamship. Since the rate from Great Britain to Mexico at this time was the same as from Great Britain to Cuba, had the rate to Mexico via Southampton been specified, it would also have been 75¢. On the other hand, from 3 March 1847, a Congressional Act established certain post routes and rates to the Caribbean directly from the United States. Specifically, a 12½¢ rate was established to Havana, a 20¢ rate to Chagres, and a 30¢ rate to Panama. Again, there was no provision for a general letter rate to Mexico, except for mails to the Army fighting at that time in Mexico.² Postmaster General Jacob Collamer, in his instructions to postmasters of 19 June 1849 related to the new United States-Great Britain Postal Convention,³ discussed another possible route for the conveyance of letters to the Caribbean, a route from New York and Mobile to the West Indies by British contract vessels. Royal Mail Steam Packet Company steamships were operating between Mobile and Havana or Vera Cruz, and between New York, Bermuda and the Caribbean.⁴ He said that only the United States inland postage to the steamship departure port could be paid (either 5¢ or 10¢ depending on the whether the distance was greater or less than 300 miles), and that "English and foreign postage [was] unknown, the service not being embraced in the treaty."

¹Richard F. Winter, "The Start of the U.S.-British Postal Convention," *Chronicle* 154: 133-44.

²*Postal Laws and Regulations of the United States of America 1847*, Wierenga Reprint, pp. 87-91.

³*Report of the Postmaster General 1849*, Wierenga Reprint, pp. 836-41.

⁴Theron Wierenga, *United States Incoming Steamship Mail 1847-1875* (Muskegon, Michigan: Theron Wierenga, 1983), pp. 93-108.

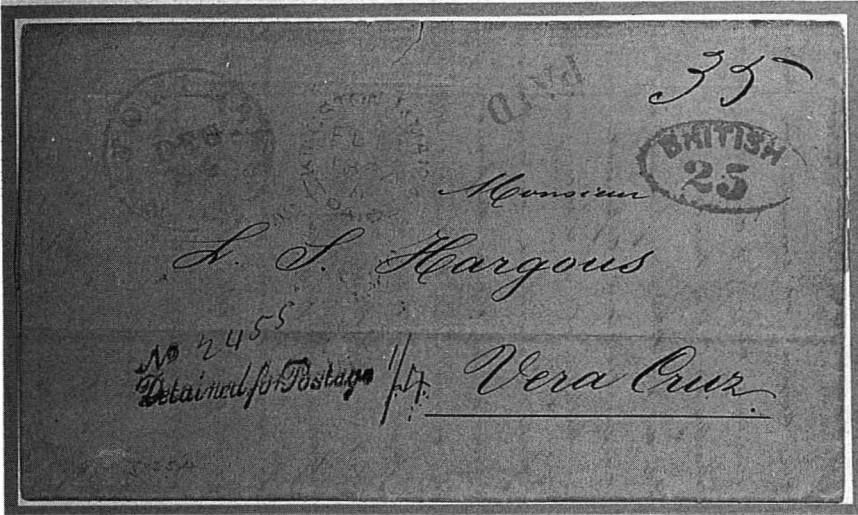


Figure 1. New York, 3 December 1851, carried "out of the mails" to forwarder in New Orleans, where letter posted for Vera Cruz, Mexico. American and British contract steamships service to Havana, Kingston and Vera Cruz. Rare "Detained for Postage" handstamp of Kingston. Letter prepaid 35¢ in New Orleans and 1/4d in Kingston for onward transit to Vera Cruz. Red "BRITISH/25" marking probably applied at Kingston (see text).



Figure 2. Boston, 8 January 1852, prepaid 35¢ for rate to Durango, Mexico by American steamship to Cuba and British contract steamship to Kingston and Vera Cruz. Letter paid additional 1/4d in Kingston, with 4 reales postage due in Durango. Only other reported cover showing red "BRITISH/25" marking, believed to have been applied at Kingston by U.S. Consul, appointed as Post Office Resident Agent in Kingston.

Major changes to the U.S. letter rates occurred on 1 July 1851 as a result of the Congressional Act of 3 March 1851.⁵ Letters to foreign countries traveling distances of under 2,500 miles were to be charged 10¢, and for distances over 2,500 miles, 20¢. This applied only in those cases where postage rates had not already been provided by postal treaties or conventions. Related to the new United States rates, in May 1851, the Post Office Department started to place into effect new procedures for handling mails to the Caribbean islands and to ports in the Gulf of Mexico. United States distribution offices were instructed to send letters for these destinations to New York, Charleston, Savannah and New Orleans, where the postmasters were to secure the earliest passage to the intended addresses.⁶ Each of these ports at the time was being used by American steamships to carry mails to and from the Caribbean. Soon, new arrangements for mails to the West Indies, Mexico and South America were advertised in leading commercial newspapers by order of the Postmaster General. An excerpt from the 16 June 1851 *New Orleans Commercial Bulletin* follows:

We are authorized to state that the Postmaster General has made arrangement by which, after the first of July, letters to any of the West India Islands, Mexico, ports or points in the Gulf of Mexico, and to places on the Atlantic Coast of South America, can be sent through the United States postoffices, when directed to any points in the countries above named, *in British possession*; and on payment of United States postage, *with the British postage added*, when destined to any port or place in the possession of other Governments.

The United States letter postage, single rate, to any point not over 2500 miles, from the mailing office, is 10 cents.; and if over 2500 miles 20 cents. Newspapers 2 cents each.

The British letter postage, single rate, to any country named, is 25 cents. Newspapers 2 cents each.

The aggregate postage required to be prepaid upon a single letter not exceeding half an ounce, to any port or place in the countries named, *not in British possession*, is 35 cents when the distance does not exceed 2500 miles; over 2500 miles 45 cents. Newspapers 4 cents each, without regard to distance.

The rate required to be prepaid upon a letter not exceeding half an ounce to any place aforesaid *in British possession*, is the United States postage of either 10 or 20 cents, according to distance, the British postage to be paid by the receiver of the letter. Newspapers to be prepaid 2 cents each, and 2 cents British postage to be paid by the receiver.

The Postmasters of New York, Charleston, New Orleans, Savannah, San Francisco, Monterey and San Diego will make up mails as above to the United States Consul at Havana, who will deliver the same to the British Consul; to be forwarded thence to the several points of destination by Royal West India mail steam-packets. Other offices receiving prepaid matter as aforesaid, will mail for distribution to the nearest point of the above named dispatch offices.

All letters and papers from other countries aforesaid to any place in the United States, will be conveyed to Havana, and then dispatched through the British and United

⁵*Postal Laws and Regulations of the United States of America 1852*, Wierenga Reprint, pp. 104-11.

⁶*The United States Postal Guide and Official Advertiser, Volume I July 1850-June 1851*, Wierenga Reprint, pp. 338-39.

States Consuls to their address, providing the British postage of twenty-five cents per single rate on letters, and two cents per newspaper, be prepaid at the mailing office, leaving the United States postage to be collected at the office of delivery.

We also understand that Allen F. Owen, United States Consul at Havana, has been appointed resident agent at Havana, for the Postoffice Department, to carry into effect the foregoing arrangement.

I can find nothing which reveals with whom the United States Postmaster General made these arrangements. There is strong evidence that the British Government, and through them, their agency in Kingston, Jamaica was not a part of the arrangement as we shall see later. In any case, this new arrangement provided for a prepaid rate of 35¢ for letters to Mexico from the United States, using both the American steamships to Cuba and the British steamships to Mexico from Cuba. From the announcement it is clear that the Postmaster General considered the 10¢ or 20¢ portion of the prepayment to be sufficient payment for letters to British possessions in the Caribbean and the additional 25¢ portion sufficient for the British packet fee to the non-British location.

Postmaster General Nathan K. Hall sent orders to Allen F. Owen, United States Consul at Havana, on 6 June 1851 appointing him a Resident Agent for the Post Office Department, starting 1 July 1851.⁷ He advised the Consul of the new mail arrangements and directed him to deliver mails forwarded to him to the British Packet Agent (British Consul) at Havana. On 30 October 1851, Postmaster General Hall revised his instructions. He decided to dispense with the services of Allen F. Owen in Havana and to let the exchange of mails be made between the United States Consul and the British Packet Agent at Kingston, Jamaica.⁸ On the same day he instructed the postmasters of New York, Charleston, Savannah, New Orleans, San Francisco, Monterey and San Diego to send mails addressed to the West Indies &c. to the United States Consul at Kingston, Jamaica. The letters were to be sent in sealed mail bags to the Consul in Havana, who would forward them through the British Packet Agency at Havana to Kingston.⁹ By requiring the letters to be in sealed mail bags addressed to the United States Consul in Kingston and sent to the Consul in Havana to be forwarded through the British Packet Agency in Havana, Postmaster General Hall did not expect to incur further transit charges between Havana and Kingston. I suspect that he expected the privileges of free exchange of consular mails. Had the British Government been involved with this new arrangement, undoubtedly the matter of transit within the Caribbean would have been resolved and Kingston appropriately instructed.

Further, Postmaster General Hall ordered:

Instruct the U.S. Consul at Kingston to take the acknowledgements of the British Packet Agent, or Postmaster there, *showing the postage accruing to the Royal W.I. Steam Packet Company*, and return said acknowledgements to the Auditor of the Post Office department, the letter bill being retained by the British Packet Agent. At the close of each P.O. quarter, or oftener, as the case may be let the Auditor procure from said British Packet Agent a statement of the amount against the U.S. showing the amount the British Packet Company, which when examined and checked will be paid by the Auditor on the order or draft of the person authorized to receive it. If this arrangement is declined by the British Packet Agent, *let the U.S. Consul at Kingston*

⁷*Orders ("Journals") of the Office of the Postmaster General*, Record Group 28, Post Office Department, The National Archives, Washington, D.C., Volume 26, p. 240. Most of the "Orders" related to this article may also be found transcribed in Theron Wierenga, *The Gold Rush Mail Agents to California and Their Postal Markings, 1849-1852* (Muskegon, Michigan: Theron Wierenga, 1987), pp. 248-56.

⁸*Ibid.*, Volume 27, p. 78.

⁹*Ibid.*

settle with the Postmaster, or British Packet Agent there in the same manner as is authorized in the case of the mails for the South West Coast of the Pacific.¹⁰ [emphasis added by the author]

Since the United States Consul at Kingston had to validate that the British Packet Agent in Kingston acknowledged the postal credits to the British steamship company, which were accounted for in the letter bills accompanying the sealed mails from the United States mail despatch ports, it is not unexpected that he would devise a system to show these credits on an individual letter basis to make his job easier. The postage accruing to the British Packet Agent was the extra 25¢ paid in the United States for each single letter rate. Postmaster General Hall's instructions also placed the burden of settling any unpaid forward transit charges by British steamships squarely on the shoulders of the Consul in Kingston, especially if the British Packet Agent would not prepare a statement for the Post Office Department Auditor. Since the Kingston post office required prepayment of the British transit fees beyond Jamaica before allowing mails to be despatched, it seems apparent that they had not been told that the 25¢ extra prepayment on the American letters to Mexico was to satisfy those transit fees. Whether Kingston considered none of the forward transit fees prepaid, or an insufficient amount prepaid, they held the letters until the forward transit fee was actually received.

Analyzing the Two Covers

The cover illustrated in Figure 1, addressed to Vera Cruz, originated in New York on 3 December 1851 and was sent "outside the mails" to the forwarding agents, Voigts & Jeanrenaud of New Orleans. The agents placed their red handstamp on the reverse of the cover and dated it 11 December 1851. A mail steamer had just left New Orleans for Havana and they had to await the next steamer.¹¹ They posted the letter in New Orleans on 24 December 1851, paying the required 35¢ fee to Mexico via the United States and British mail steamships in the Caribbean. Another United States Mail Steamship Company steamship was preparing to leave for Havana.¹² New Orleans struck the red PAID handstamp and wrote the manuscript "35" in black ink, indicating that 35¢ had been prepaid. Upon arrival in Kingston on 30 January 1852 (circular datestamp in black on reverse), by steamships of the United States Mail Steamship Company to Havana and Royal Mail Steam Packet Company from Havana to Kingston, the letter was marked "*Detained for Postage 1/4*," ignoring the fact that British steamship postage had already been paid. By 13 February 1852 (red circular datestamp on the cover face), the forward transit fee of 1 shilling 4 pence had been paid by the United States Consul, marked in red manuscript at the right side of the letter, and the letter sent on its way to Mexico. This value must have been the British transit fee from Kingston to Mexico.¹³ Since the letter was addressed to the port of arrival of the British steamer, Vera Cruz, no additional postage due was required. This cover, by the way, also shows the only recorded example of the "*Detained for Postage*" marking, which was sent to Kingston from London on 26 August 1845.¹⁴

¹⁰*Ibid.*

¹¹Theron Wierenga, *The Gold Rush Mail Agents to California and Their Postal Markings, 1849-1852* (Muskegon, Michigan: Theron Wierenga, 1987).

¹²*Ibid.*, p. 182.

¹³The British rate to Mexico at this time was 2/3d by Royal Mail steamship from Southampton to the Caribbean. The fee by the same service to Kingston, Jamaica was 1/-, leaving 1/3d for onward transit. This approximates the 1/4d charged at Kingston for British packet service to Vera Cruz, which may have included a one penny Jamaican charge.

¹⁴Thomas Foster, *Jamaica, The Postal History 1662-1860* (London: Robson Lowe Ltd, 1968), p. 122.

The cover illustrated in Figure 2 shows similar handling. This letter was posted in Boston on 8 January 1852, addressed to Durango, Mexico. Boston struck both the circular datestamp and PAID in red, with a manuscript red crayon "35" alongside to show a prepayment of 35¢. The letter was undoubtedly sent to New York, which had been identified by the Postmaster General as a dispatch office for mails to the Caribbean. The letter arrived in Kingston on 2 March 1852 and received a red circular datestamp indicating it was paid the same day. This letter also received a red manuscript rate mark of 1/4d, the required fee for a letter from Kingston to Mexico by British steamship. This time the letter was not detained, having probably been paid the same day it arrived by the United States Consul. Since this letter was going beyond the port of Vera Cruz in Mexico, an additional 4 reales postage due was marked in Vera Cruz.

The United States Consul in Kingston was Robert Monroe Harrison. On 20 January 1852, he was appointed the Resident Post Office Department Agent at Kingston and placed on the same \$500 per year salary as had been Allen F. Owen in Havana.¹⁵ A 9 March 1852 order of the Postmaster General allowed him \$258.16, "being the amount, including exchange, paid over by him to the Kingston office as postage on letters prepaid in the U.S. but remaining there because the postage had not actually been received by said office."¹⁶ Further orders of the Postmaster General during the remainder of 1852 authorized similar expenses for Robert Harrison. The Consul was obviously paying the additional transit fees on these letters so they could continue transit to Mexico.

In December 1852, the United States and Great Britain agreed upon additional articles to the 1848 Postal Convention which would go into operation on 15 January 1853.¹⁷ Exchange offices were established at the British packet offices in St. Thomas and Kingston. Mails forwarded from New York, Charleston, Savannah, New Orleans and San Francisco to St. Thomas and Jamaica comprised not only mail for those islands but also for all the British and foreign ports at which the British mail packets in the West Indies called. The specific British credit for a one half ounce letter addressed to one of the foreign ports at which the British mail packets in the West Indies touched was set at 24¢. This lowered the rate for letters from the United States to Mexico, carried by British mail steamships in the Caribbean, from 35¢ or 45¢ to 34¢ or 44¢ depending on overall distance of less than or greater than 2,500 miles. While the Additional Articles did not achieve a significant cost reduction, they eliminated the practice used at Kingston of charging higher British transit fees, as we have seen on the covers in Figures 1 and 2. They also resulted in the elimination of the practice of the Kingston Packet Agent not allowing the mails to be forwarded unless payment was in hand. The services of Robert Harrison as Resident Post Office Agent in Kingston were concluded on 14 December 1852, later modified to 31 January 1853.¹⁸

The 35¢ rate to Mexico existed only from 1 July 1851 until 15 January 1853. The Figure 1 and 2 covers are the only examples that I have seen showing this rate. Although replaced by a 34¢ rate in January 1853, examples of the new 34¢ rate are also seldom seen. This was probably due to the fact that three months later, on 14 April 1853, the Post Office inaugurated a new steamship service from New Orleans to Vera Cruz with the steamships Texas and Orizaba, operated by E.H. Carmick.¹⁹ The importance of this new mail route, on which steamships operated twice per month, was that it was a direct American steamship route to Mexico requiring only the 10¢ or 20¢ prepayment with no extra fee to the British.

¹⁵*Orders ("Journals") . . . , op. cit., Volume 27.*

¹⁶*Ibid.*

¹⁷*Report of the Postmaster General 1853, Wierenga Reprint, pp. 746-50.*

¹⁸*Orders ("Journals") . . . , op. cit., Volume 29.*

¹⁹*Report of the Postmaster General 1853 . . . , op. cit., pp. 714 and 779.*

Where Was the Oval "BRITISH/25" Applied?

To date, proof of the answer to this question has not surfaced. I can make an educated guess, however, based on information assembled for this article. On the two covers illustrated, the "BRITISH/25" marking could have been applied at New York, New Orleans or Kingston. The original owner of the Boston cover thought that the marking was applied at New York, until the second cover from New Orleans became known. At first, the marking appears to be a United States credit to Great Britain, and would logically have been struck at the United States dispatch office. While it is possible that the Post Office Department made similar markings and sent them to each of the dispatch offices authorized to send these letters to Havana and to Kingston, it is highly unlikely they did. From overlays it appears that the markings on these two covers were made by the same device. Originally, I did not think it made sense that the Post Office Agent at Kingston would use such a marking as the British fees had already been paid, therefore he had no reason to indicate this on the letter. But the order of Postmaster General Hall, which I cited earlier and italicized, indicated the Kingston Resident Post Office Agent had responsibilities to acknowledge the postage accruing to the Royal West Indies packet agency. I believe that he created this marking, which showed the 25¢ British charge, to assist in that task. If I am correct, then this was a United States marking used in Kingston. Presumably, its use was to reduce the amount charged by the Kingston office of 1/4d (32¢), making the difference the only amount out of pocket by the American Consul. The earlier cover showing the *Detained for Postage* marking, however, would suggest that he had some convincing to do before finally settling with the British Packet Agent in Kingston. The 9 March 1852 entry in the Postmaster General's Order Book, cited earlier, indicated the American Resident Post Office Agent had to pay postage for letters remaining in Kingston because the postage had not actually been received by the Kingston office. Orders issued later by the Postmaster General indicated that the fees, for which he was being reimbursed, were for postage on letters prepaid in the United States and sent to be forwarded from Kingston, suggesting compensation for the difference in the prepaid British portion and the actual transit fee charged at Kingston. No matter where the "BRITISH/25" markings were struck, they are decidedly rare markings. □

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NEW YORK EXCHANGE OFFICE MARKINGS - UPDATE RICHARD F. WINTER

(continued from *Chronicle* 171, p. 205)

This concludes my update of the information published in *North Atlantic Mail Sailings 1840-75*, which began in *Chronicle* 170. It provides new information for 213 of the markings which were identified in the book, and adds 151 new markings to the listing.

The same conventions have been used throughout this update. All new data is shown in ***bold italics***. If there is no new information on a particular marking, the marking is not shown. For completely new markings, **all** the data is listed in bold italics. New markings have sub- numbers (such as "8a"), or completely new numbers (such as "220") where the number was not previously used. All tracings are actual size.

Many collectors and dealers have contributed new information since *North Atlantic Mail Sailings 1840-75* was published. I gratefully acknowledge those individuals listed below who either sent me photocopies or allowed me to examine their exhibits or stock from which I recorded information on the markings. These contributors are in addition to those acknowledged in *North Atlantic Mail Sailings 1840-75*.

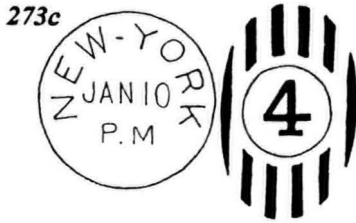
William J. Ainsworth
Brad Arch
Edward S. Bedell
Gerald Bennett
Bernard Biales
Jeffrey C. Bohn
Alfred Bohneblust
Michael J. Brown
Raymond W. Carlin
C.W. Christian
Heinrich Conzelmann
Robert J. Cooley
John B. Donnes

Mark Fuller
Erin R. Gunter
Edward Hines
Leonard Kapiloff
Malcolm Lacey
Eliot A. Landau
Frank Mandel
Georg D. Mehrtens
John T. Nugent
Harry G. Parsons
Barbara Ray
Lee C. Scamp
Walter Senchuk

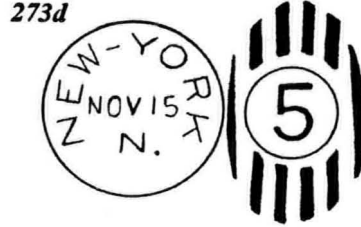
Hubert C. Skinner
Harry Snarvold
Henry M. Spelman
Thomas E. Stanton
Gregory F. Sutherland
Richard A. Thalheim
Peter Thompson
Steven C. Walske
Martin Wilcocks
E. Bryan Wood
John W. Wright
Al Zimmerman

I hope that our readers will continue to submit new data from which tracings may be made or information updated. Photocopies are the best sources so long as the markings are readable in the photocopies. Since it is important to be able to determine the date a marking was struck, the photocopies must also provide year date evidence whenever possible, or be marked with a year date if the information is available from within the cover. Please send your data to me at the address shown on the masthead at the beginning of the journal. □

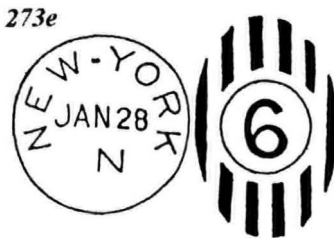
Miscellaneous (post 1 Jan 68)
 (begins on page 366)
 [continued]



23 mm., duplex
 Blk: 10 Jan 77
 30 Sep 85
 also w/wo yd



23 mm., duplex
 Blk: 15 Nov 75
 6 Jul 80
 also w/wo yd



23 mm., duplex
 Blk: 10 Aug 77
 12 Mar 84
 Also, w/wo yd



23 mm., duplex
 Blk: 10 Aug 78
 17 May 84



23 mm., duplex
 Blk: 8 Feb 79
 23 May 88

Registered
(begins on page 368)

275



20 mm.
Blk: 27 Nov 67
5 Dec 67
Red: 12 Sep 68
6 Dec 71

Also, w/wo yd

276



25 mm.
Red: 13 Oct 66
13 Jan 72

276a



25 mm.
Red: 12 Feb 70
22 Mar 75

276b



25 mm.
Red: 11 Dec 75

277



25 mm.
Blk: 3 Mar 75
2 Dec 76
Red: 22 Mar 73
1 Jul 76
Mag: 24 Apr 75
6 Oct 76

278



32x11 mm.
Red: 29 Jul 57
24 Aug 57

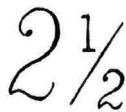
Numerals
(begins on page 369)

278a



Red: Jan 57-Dec 60

279



Red: Apr 70-May 70

280



Red: Apr 49-Oct 69
Blk: Jan 68-Dec 70

280a



Blk: Dec 70-May 71

282

4

Blk: Sep 70-Dec 71
Red: Apr 68-Dec 70

283

5

Red: Jan 49-Apr 73
Blk: Feb 49-Apr 63

283a

5.1/2

Red: Feb 57-Mar 63

284

6

Red: Mar 51
Blk: Nov 55-Apr 73

284a

6

Blk: Sep 72

285

6

Red: Aug 47-Feb 49
Blk: Jun 50-Jan 60

287a

7

Blk: Apr 74

287b

7 1/2

Red: Jun 68-Jul 69

288

8

Red: Mar 70-Oct 71
Blk: Apr 71

290

10

Red: Jan 49-Jan 69
Blk: May 49-Mar 61

290a

10

Blue: May 76-Aug 76
Blk: Jul 65-Jun 67

291

12

Red: Nov 46-Apr 56

292a

13

Blk: Jun 64-May 66

292b

14

Red: Jul 63-Dec 63

293

15

Red: Sep 59-Nov 69
Blk: Sep 62-Dec 75

294a

18

Red: Nov 68
Blk: Apr 68

298

21

Red: Dec 49
Blk: Sep 49-Apr 50

299

21

Blk: Jul 50-Jan 68
Red: May 67

299a

21

Red: Jun 51

299b

21 1/2

Red: Feb 58

299c

22 1/2

Red: Feb 68-Mar 68

301

24

Red: Jul 48
Blk: Apr 49

302

24

Red: Nov 47-Jul 49
Blk: Mar 49-Mar 50

303

24

Red: Aug 51-Jun 70
Blk: Apr 70-Jun 74

304

24

Red: Aug 54
Blk: Feb 50-Apr 63

305

24

Red: Jan 55
Blk: May 57-May 60

305a

25

Blk: Dec 56-Aug 70

305b

25

Blk: Oct 75

305c

25

Blk: May 58-Oct 67

306

26

Red: Jul 68
Blk: Jul 54-Apr 61

306a

26

Blk: Dec 74

307

27

Blk: Apr 54-May 66

307a

28

Red: Sep 56-Sep 60

307b

29

Red: Sep 48-Nov 48

308

30

Blk: Oct 52-Dec 65

308a

31

Blk: May 61

308b

31

Blk: Feb 72

309

32

Red: Aug 65-Jul 69

309a

33

Blk: Mar 55-Dec 60

309b

33

Blk: Sep 72-Dec 72

310

34

Blk: May 63-Aug 67

310a

34

Blk: Jul 64-Apr 69

311

35

Blk: May 63-Jun 64

311a

35

Blk: Jan 63-Apr 64

312

36

Red: Apr 57
Blk: Apr 59

312a

36

Blk: Aug 70

314

38

Red: Sep 58-May 59
Blk: May 60

314a

38

Red: Apr 49-Jan 50

315a
39

Blk: Feb 70

316
40

*Blk: May 63
Red: Nov 67*

317
40

Blk: Jun 50-Apr 52

317a
41

Blk: Jun 63

318a
43

Blk: Apr 65

318b
44

Blk: Oct 67

319
45

Blk: Apr 57-Jan 66

319a
45

Blk: Nov 63

320a
46

Blk: Sep 61-Aug 63

320b
47

Blk: May 71-May 72

322
48

*Blk: Apr 51-Sep 61
Red: Feb 70*

322a
50

Blk: Dec 74-Sep 75

322b
51

Blk: Mar 68

323
65

Blk: Dec 52-Jul 53

324
68

Blk: May 63-Oct 69

324a
72

Blk: Jan 68

325
75

Blk: Oct 52-Jun 54

326
84

Blk: Jun 58-Jan 59

327a
90

Blk: Aug 64

328
96

Blk: Dec 55-Feb 56

Auxiliary Markings
(begins on page 371)

330

PAID

Red: Jan 41-Mar 67

330a

PAID

Red: Jun 51

332a

PAID ALL

Red: Sep 69-Apr 89

333

**PAID
SHIP**

Red: Apr 49-Feb 59

334

SHORT PAID

Blk/Red: Nov 58-Apr 74

335

NOT PAID

Blk/Red: Sep 48-Dec 59

336

TOO LATE

Blk/Red: May 40-Apr 70

337

UNPAID

Blk: Jan 74-Dec 75

341

Br Service

Red: Aug 57-Jun 60

343

DUE

Blk: Oct 74-Nov 75

344

Due 4cts

Blk: Oct 69-Dec 69

344a

Due 6

Blk: Jan 69

344b

Due 8

Blk: Jan 76-Mar 76
(3-28)
Numeral alongside
or below

345

**BRITISH
PACKET.**

Red: Aug 52-Oct 52
Blk: Aug 52-Apr 53

345a

**AMERICAN
PACKET.**

Blk: Sep 52

346



Red: Sep 52-Mar 55

347a

NOT CALLED FOR

Blk: 1861

348

INSUFFICIENTLY PAID

Blk: Mar 68-Jul 74

348a

INSUFFICIENTLY
PREPAID

Blk: Feb 75

348b

2ND DELIVERY

Red: Feb 28-May 40

348d

N.Y.P.O.
ONE RATE
SHORT PAID

Blk: Apr 78-Jul 86

348c



27 mm.

Blk: 1872

349



15 mm.

Blk: Aug 75-May 78

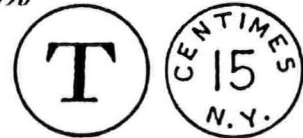
349a



15 mm.

Blk: Mar 80-Jun 80

349b



17 mm., double

Blk: May 86-Jan 89

349c



25 mm.
Blk: 26 Mar 70-5 Apr 70

349d



25 mm.
Blk: 11 Jun 70

349e



25 mm.
Blk: 19 Mar 70-10 May 70

349f



25 mm.
Blk: 29 Sep 69

Regulations for the execution of the Postal Convention between the United States and the North German Union, effective 1 January 1868, required the amount of deficient postage for insufficiently paid letters to be "expressed in figures (black) on the face in the money of the receiving office." This requirement was the basis for these unusual circular rate markings used in New York which show the silbergroschen currency "SGR."

Ship Markings

(begins on page 372)

350



34 mm.
Blk: 24 May 55
29 Jun 57

351



34 mm.
Blk: 25 Aug 49
26 Dec 51
Red: 8 Nov 45
27 Apr 51

353



34 mm.
Blk:
Red: 5 Mar 47-6 Apr 50

353a



34 mm.

Blk: 13 Aug 51

354



34 mm.

Blk: 3 May 52-30 May 52

357



34 mm.

Blk: 4 Sep 49

11 Apr 51

Red: 9 Jul 48

4 Jan 49

357a



34 mm.

Blk: 12 Mar 50

358



25 mm.

Blk: 22 Sep 63-26 Sep 65
1863 yd not removed
in later years

359



25 mm.

Blk: 8 Dec 67

29 Jan 75

360



24 mm.

Blk: 18 Mar 66-31 Oct 67

362



25 mm.

Blk: 11 Jul 60
3 Nov 62

Also w/yd 1862

366



24 mm.

Blk: 13 Mar 65

6 Jan 68

367



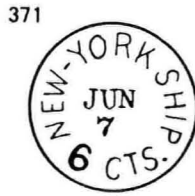
24 mm.

Blk: 6 Jul 63
6 Nov 65

Also w/yd 1863;
Portions of 1863 yd
appear after 1863



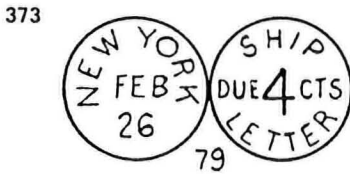
25 mm.
Blk: 4 Apr 70
16 Sep 72



22 mm.
Blk: 1 Feb 66
7 Jun 66



24 mm.
Blk: 30 Jan 76
2 Apr 77



19 mm., double
Blk: 12 Nov 78
5 Apr 86

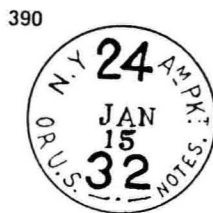


19 mm., double
Blk: 14 Oct 77
26 Feb 81

Depreciated Currency (begins on page 374)



28 mm.
Blk: 5 Apr 67
(17)



25 mm.
Blk: 3 Feb 64
11 Nov 67
(29-60)



25 mm., Type II A^M
Blk: 21 Aug 66
30 Dec 67
(32-55)



28 mm.
Blk: 17 May 64
29 Jul 67
(50-74)



25 mm.
Blk: 22 Aug 65
26 Aug 67
(52-59)



28 mm.
Blk: 28 Dec 65
(59)



26 mm.
 Blk: 19 Aug 67
 23 Nov 67
 (27-28)



25 mm.
 Blk: 9 Dec 63
 4 Dec 67
 (29-60)



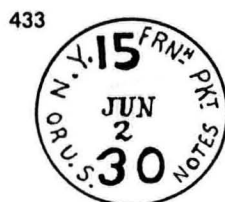
25 mm.
 Blk: 26 Jul 63
 10 Jan 68
 (28-58)



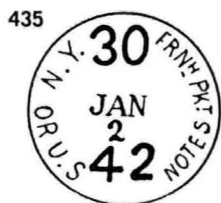
25 mm.
 Blk: 23 Jul 63
 26 Nov 67
 (36-75)



28 mm.
 Blk: 28 May 67
 4 Jul 67
 (49-50)



25 mm.
 Blk: 30 Jan 66
 5 Jan 68
 (20-30)



25 mm.
 Blk: 6 Sep 64
 5 Jan 68
 (38-71)



25 mm.
 Blk: 25 Sep 63
 5 Jan 68
 (13-22)



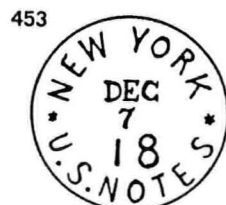
25 mm.
 Blk: 11 Aug 63
 4 Nov 67
 (18-38)



29 mm.
 Blk: 3 May 66



32x17 mm.
 Blk: 7 Jun 63
 17 Oct 67
 (13-225)



25 mm.
 Blk: 17 Jan 72
 1 Jan 74
 (11-36)

455



25 mm.
Blk: 16 Jan 68
12 Dec 69
(10-97)

455a



24 mm.
Blk: 25 Nov 69
No. 455 w/"U.S. Notes"
removed

456



25 mm.
Blk: 10 Jul 75
20 Aug 77

457



25 mm.
Blk: 3 Aug 75
11 Sep 77

458a



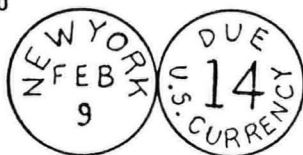
25 mm.
Blk: 26 Jul 75
12 Nov 76

459



25 mm.
Blk: 8 Jan 74
15 Dec 75
(3-31)

460



19 mm., double
Blk: 23 Oct 75
14 Nov 79
(3-30)

461

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TO
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.35 Cents

Blk: 24 Jan 76
26 Nov 78
(3-56)

462

Due .69

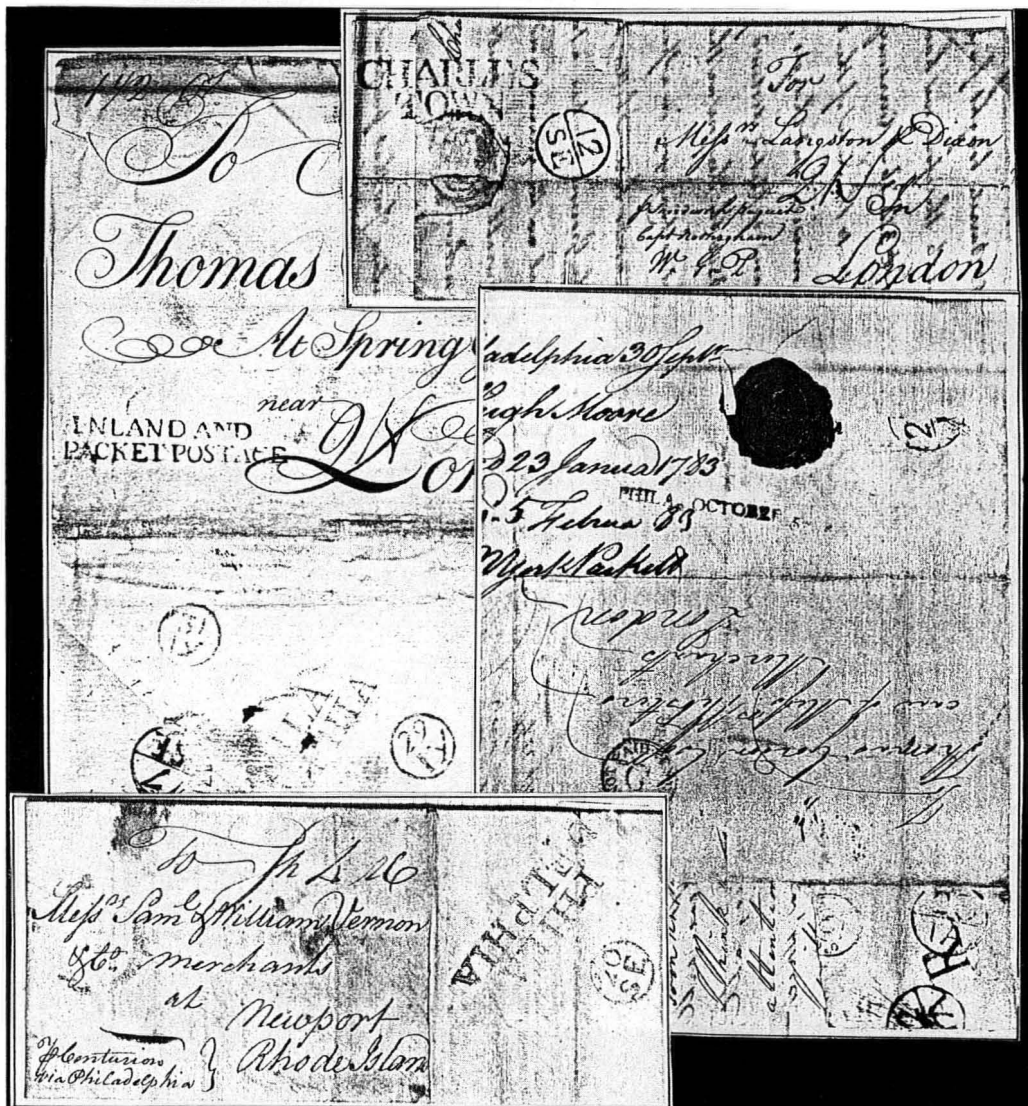
Blk: 10 Jul 75
10 Jan 77
(12-69)

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ANSWER TO PROBLEM COVER IN ISSUE 170

The cover in Figure 1, from the Leeward Islands to San Francisco via New York, is franked with both Leeward Islands and U.S. stamps. It is endorsed "Per Fontabelle / 27.8.97." Explain why and where the 2¢ U.S. stamp was added, and identify the ship *Fontabelle*.

Dick Winter was able to find that the *Fontabelle* was a steamship owned by the Quebec Steamship Co. Ltd. which carried passengers and contract mails between New York, Bermuda and the West Indies. It left Antigua on 30 August 1897, arriving in New York on 4 September. These dates fit the endorsement (the cover could have originated at a previous port on 27 August), as well as agreeing with the New York cds of "SEP 4."



Figure 1. Leeward Islands cover to San Francisco via New York "Per Fontabelle"

The explanation of why and where the 2¢ U.S. stamp was added is open to debate. The cover apparently did not enter the mail carried by the *Fontabelle*, although it was properly paid at the UPU rate of 2½¢, but instead was carried out of the mail, perhaps by a passenger to New York. It then required a 2¢ U.S. stamp, which was paid by the passenger when the cover was presented at the New York Post Office to enter the U.S. mail.



Figure 2. 1861 letter from Huntsville, Ala., "Paid 5" and "Due 3"

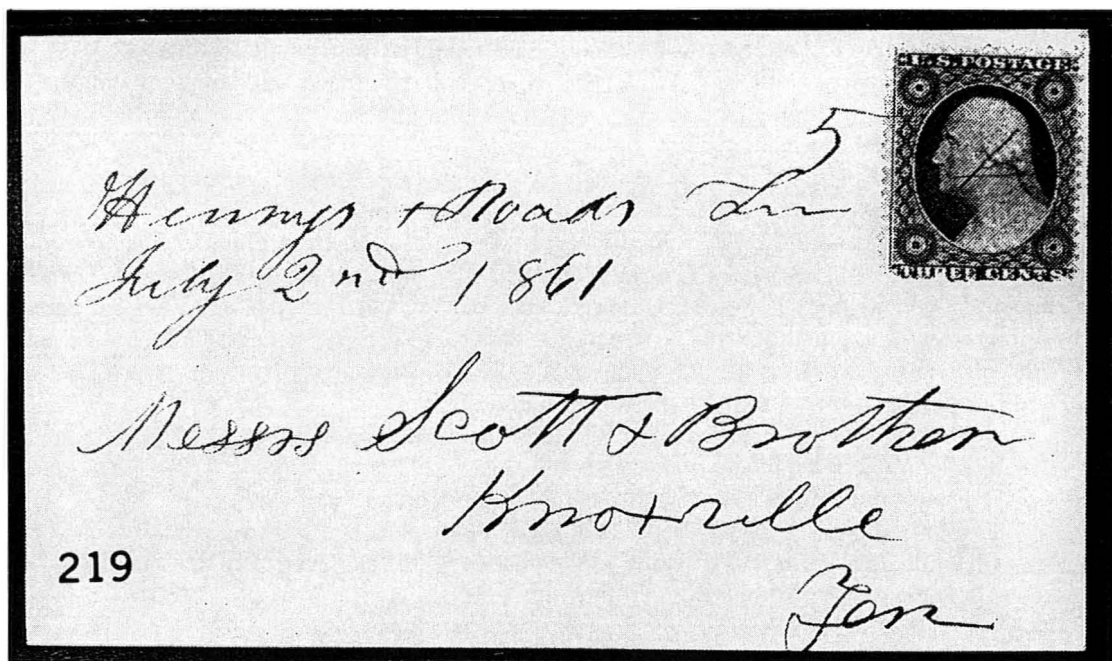


Figure 3. 1861 cover from Henrys Crossroads, Tennessee to Knoxville rated (due) "5"

ANSWERS TO PROBLEM COVERS IN ISSUE 171

Figure 2 shows a cover with a Huntsville, Ala. cds clearly dated "JUN / 15 / 1861" to Jonesboro, Tennessee. Explain the "PAID / 5" handstamp and manuscript "Due 3" rate markings.

This cover has elicited considerable response from R.M. Arndt, Eliot Landau, Mike McClung, Robert Stets and Benjamin Wishnietsky. All agree that the "PAID 5" is the Confederate States of America postage for a letter under 1/2 ounce traveling less than 500 miles, and that the "Due 3" is the Federal postal charge.

The CSA postal system started on 1 June 1861, and Alabama was then one of the Confederate states. Tennessee had voted on 8 June 1861 to join the CSA, but was an "Independent State" from then until 2 July 1861. During that period, some postmasters, mostly in central to western Tennessee, used Confederate postal rates. Others, mostly in eastern Tennessee, continued to use Federal postal rates.

Our problem cover is addressed to Jonesboro in Washington County, Tennessee, which had voted two to one to stay in the Union. By the end of July 1861, almost all Tennessee postmasters were using Confederate rates, even on letters carried by express companies going north, until 25 August.

A related cover is shown in Figure 3, from Christie's 1987 auction of D. Scott Gallagher's "Tennessee Postal History During the Civil War." It was mailed from Henrys Crossroads with a manuscript date "July 2nd 1861" and a 3¢ 1857 adhesive. Addressed to nearby Knoxville, it was rated (due) "5" there, possibly on 3 July. If so, it would be a "First Day [of Rate] Cover" at Knoxville; but other Tennessee postmasters had been using CSA postal rates since early June.

Figures 4 and 5 show the reverse of a postal card and an envelope, both addressed and properly paid to Germany, the envelope directed "via England." Both items have a curious marking 'NEW YORK / BRITISH TRANSIT,' the postal card a central letter "D" and the envelope an "N." What is the meaning of the letters "D" and "N"?

This problem has not been solved; no Route Agents have responded with even a hint. Telephone discussions with Dick Winter and Greg Sutherland have only come up with the suggestion that they might stand for Day and Night. But this does not seem probable since no date is included in the markings!

So these problem covers will be assigned to the mystery file until additional information is reported. Please respond if you have a possible solution.

The inside heading of the folded letter in Figure 6 is shown in Figure 7. The cover entered the mails in London on February 17, 1857. It was addressed to San Francisco and endorsed "per steamer via United States" with British and U.S. postage paid by one shilling three pence in stamps. The letter was docketed "recd p Steamer 'Golden Age' / 12th April 1857." There is a faint manuscript "433" on the face of the cover plus a clear handstamp "20" in black. Explain the following:

- a. The one shilling three pence in British postage: what did it cover?
- b. Why no U.S. exchange markings?
- c. The steamer *Golden Age*: who was the owner/operator?
- d. What does the "20" represent? Is this a San Francisco due marking?

Unfortunately, no one responded to the challenge of this cover. A telephone discussion with Dick Winter resulted in the following:

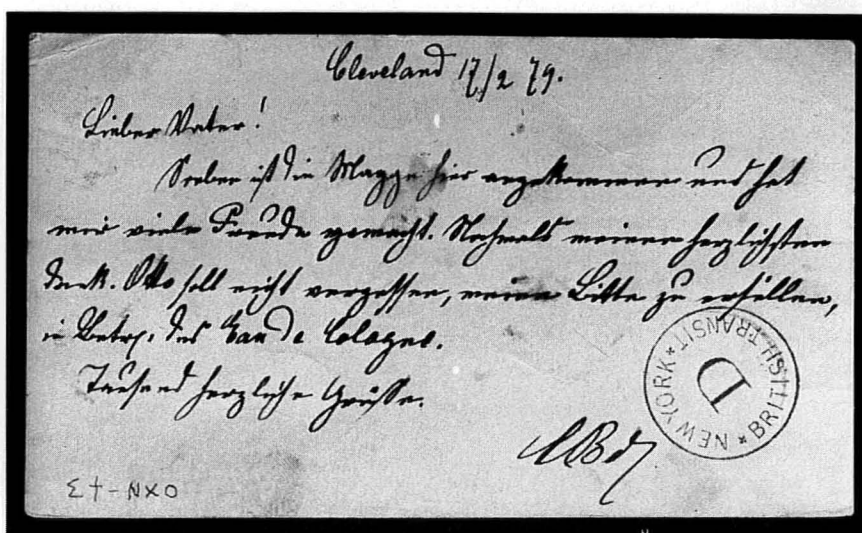


Figure 4. Reverse of postal card to Germany showing "British Transit / D"

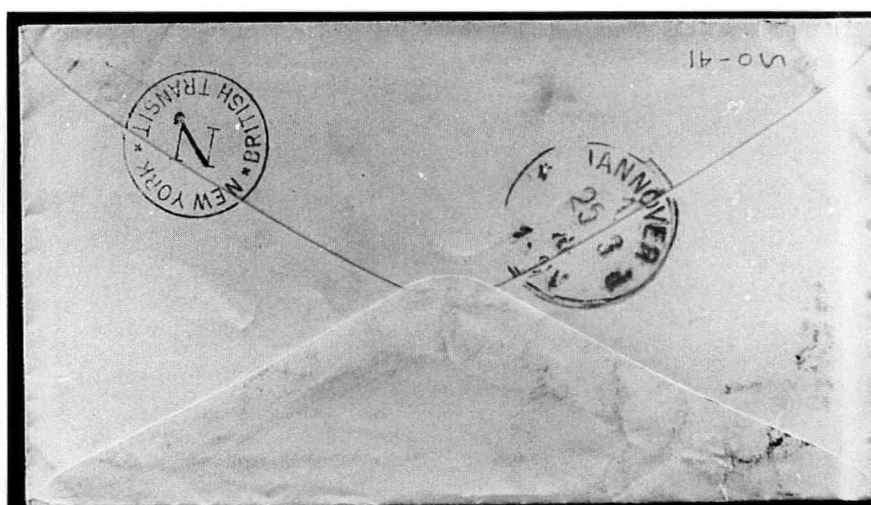


Figure 5. Reverse of cover to Germany showing "British Transit / N"

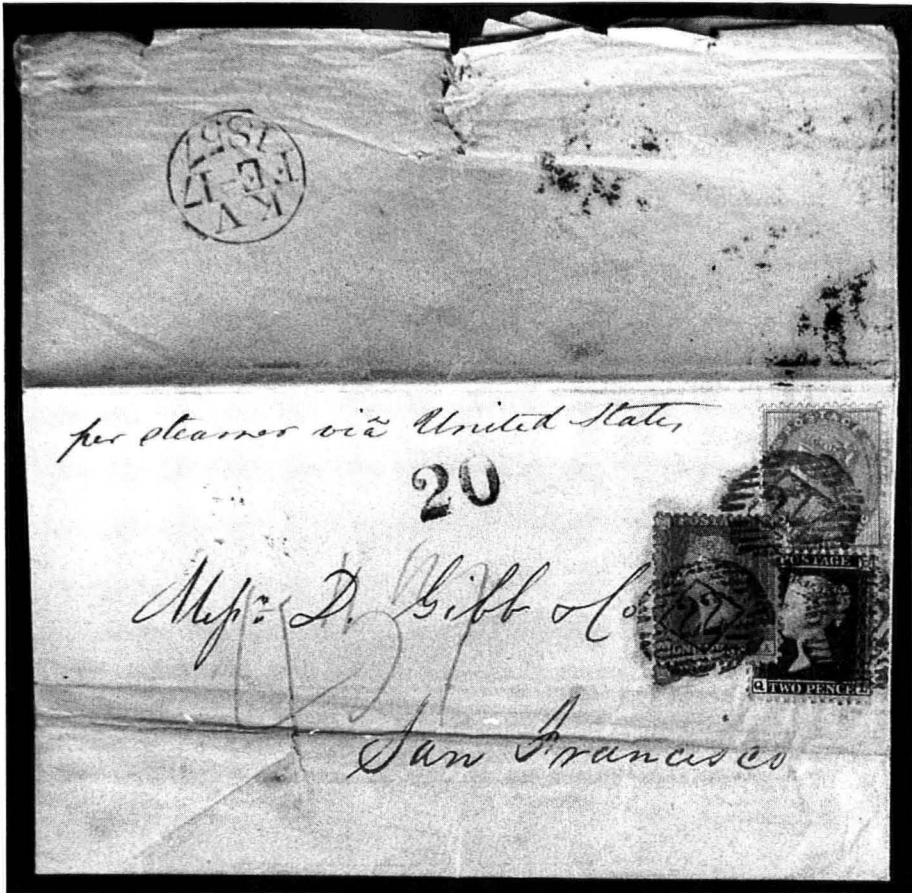


Figure 6. Front and back of 1857 folded letter posted in London to San Francisco

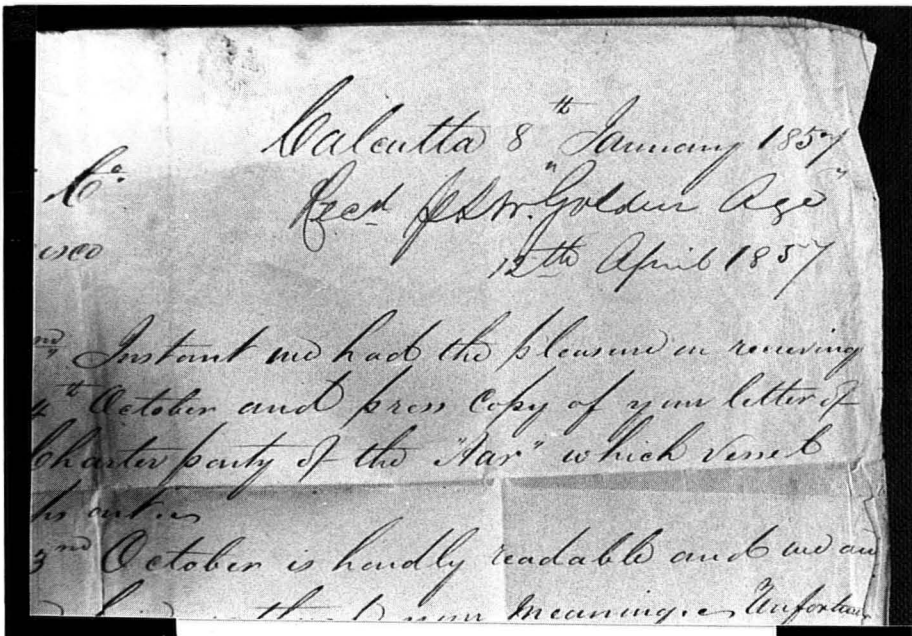


Figure 7. Heading of folded letter in Figure 6 showing "Recd p Str. 'Golden Age'"

a. The one shilling three pence in British postage fully paid the one shilling two and one half pence treaty rate between England and the west coast of the United States, when directed via the U.S. The reason for the one half pence overpayment is that England had no 1/2d stamps until 1870.

b. Letters from England to the west coast of the U.S.A. were sent in closed mail bags to San Francisco. Therefore no exchange office markings of New York or Boston appear.

c. The steamer *Golden Age* was launched in 1852 for the New York & Australian Navigation Company. It was sold to the Pacific Mail Steamship Company in 1854 for carrying passengers and contract mail between Panama and San Francisco.

d. The black "20" is a San Francisco due marking. Usually paid mail arriving at the San Francisco Post Office received a "PAID" handstamp or a "San Francisco / Paid" cds. However, this cover was judged in error to be not fully paid, resulting in the application of the "20" due marking. (If this cover had been paid only to Panama, the "20" due marking would be correct.)

e. Dick Winter was able to identify the manuscript "433" marking as the San Francisco P.O. Box number of the Gibb Company, of which he has other examples.

PROBLEM COVERS FOR THIS ISSUE

A Confederate flag in full color adorns Figure 8. Addressed to Bristol, Rhode Island, it is franked with a 3¢ stamp canceled at Baltimore on ?? 12, and docketed as received on "Apr 12 / 61." What is wrong with this cover?



Figure 8. 1861 Confederate flag cover to Bristol, Rhode Island

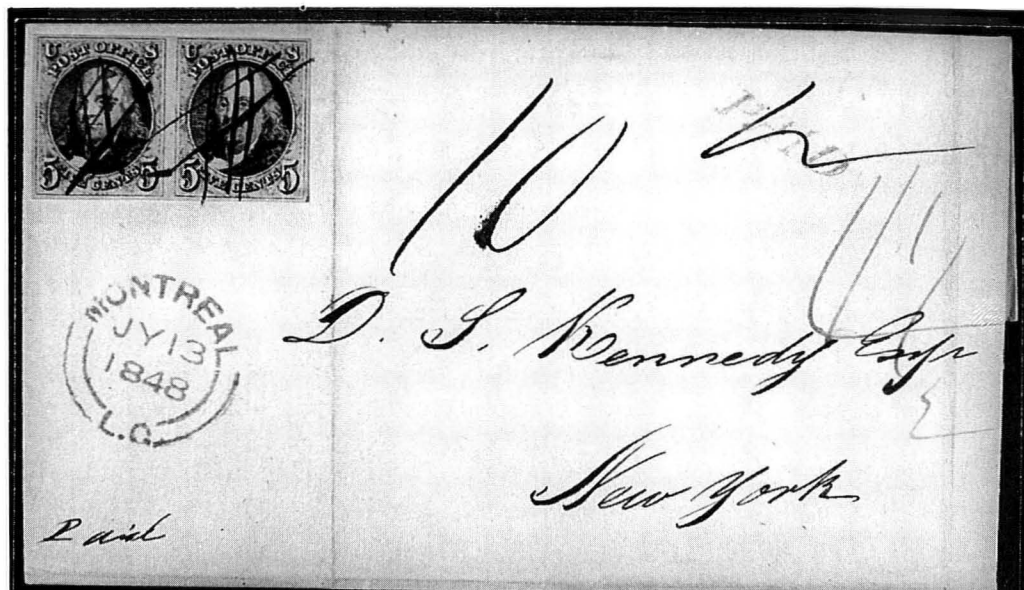


Figure 9. 1848 cover from Montreal to New York with two U.S. 5¢ 1847 stamps

The cover in Figure 9 is part of the well-known D.S. Kennedy correspondence. Originating in 'MONTREAL / JY 13 / 1848 / L.C.," it is addressed to New York, and marked "Paid" in manuscript. There is a "4 1/2" and a "10" in manuscript and a crossed-out handstamp "PAID." A pair of 5¢ U.S. 1847 stamps are canceled and just tied to the cover by multiple pen strokes. Please explain the U.S. and Canada rates and where the U.S. stamps were applied.

Please send your answers to these problem covers, and any further discussion of previous answers to other problem covers, within two weeks of receiving your Chronicle. We can receive mail at P.O. Box 42253, Cincinnati, Ohio 45242, as well as by Fax at (513) 563-6287.

Ray Carlin and Scott Gallagher □

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ADVERTISER INDEX

Christie's Robson Lowe.....	226
Guido Craveri.....	258
Charles G. Firby.....	279
Leonard H. Hartmann.....	265
Edward Hines.....	217
Steven Hines.....	246
Huys-Berlingin AG.....	228
Ivy & Mader Philatelic Auctions Inc.....	Inside Back Cover
Victor B. Krievins.....	220
James E. Lee.....	246
Andrew Levitt, Philatelic Consultant.....	252-53
Jack E. Molesworth, Inc.....	Inside Front Cover
Regency Stamps, Ltd.....	222
Brad Sheff.....	257
Shreves Philatelic Galleries, Inc.....	243
Robert A. Siegel Auction Galleries, Inc.....	218
Taylor Made Company.....	286
Raymond H. Weill Co.....	Back Cover
USPCS Publications	
Cancellations and Killers of the Banknote Era 1870-1894.....	225
North Atlantic Mail Sailings 1840-75.....	225



Statement of Ownership, Management, and Circulation (Required by 39 USC 3685)

1. Publication Title THE CHRONICLE OF U.S. CLASSIC POSTAL ISSUES	2. Publication Number 56080	3. Filing Date September 30, 1996	
4. Issue Frequency QUARTERLY	5. Number of Issues Published Annually 4	6. Annual Subscription Price \$24.00	
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4) c/o Patricia Stiuell Walker Briarwood, Lisbon MD 21765		Contact Person Patricia S. Walker Telephone (410) 442-1034	
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer) c/o Patricia Stiuell Walker Briarwood, Lisbon MD 21765			
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank) Publisher (Name and complete mailing address) U.S. Philatelic Classics Society, Inc., c/o Patricia Stiuell Walker Briarwood, Lisbon MD 21765 Editor (Name and complete mailing address) Charles J. Peterson, Editor-in-Chief P.O. Box 5659, Laurel, MD 20726 Managing Editor (Name and complete mailing address) None			
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13. Publication Title The Chronicle of U.S. Classic Postal Issues	14. Issue Date for Circulation Data Below August 1996
15. Extent and Nature of Circulation	
	Average No. Copies Each Issue During Preceding 12 Months
	Actual No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)	1,450
b. Paid and/or Requested Circulation (1) Sales Through Dealers and Carriers, Street Vendors, and Counter Sales (Not mailed) (2) Paid or Requested Mail Subscriptions (Include advertiser's proof copies and exchange copies)	0 1,247
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d. Free Distribution by Mail (Samples, complimentary, and other free)	57
e. Free Distribution Outside the Mail (Carriers or other means)	0
f. Total Free Distribution (Sum of 15d and 15e)	57
g. Total Distribution (Sum of 15c and 15f)	1,304
h. Copies not Distributed (1) Office Use, Leftovers, Spoiled (2) Returns from News Agents	146 0
1. Total (Sum of 15g, 15h(1), and 15h(2))	1,450
Percent Paid and/or Requested Circulation (15c / 15g x 100)	95.6%
Percent Free or Other Distribution (15f / 15g x 100)	4.4%
16. Publication of Statement of Ownership <input checked="" type="checkbox"/> Publication required. Will be printed in the November 1996 issue of this publication. <input type="checkbox"/> Publication not required.	
17. Signature and Title of Editor, Publisher, Business Manager, or Owner CHARLES J. PETERSON, EDITOR-IN-CHIEF Date 30 September 1996	
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