

The  
Chronicle  
of the U.S. Classic Issues

July, 1963

Issue No. 45

## **ADVERTISING**

**FUTURE ISSUES OF THE CHRONICLE WILL PROVIDE ADVERTISING**

**SPACE FOR 1/4, 1/2 AND FULL PAGES**

**HOW BETTER CAN YOU REACH THOSE INTERESTED IN  
THE CLASSIC ISSUES OF THE U. S.?**

**Rates furnished on request to**

**MORTIMER L. NEINKEN  
49 WEST 23RD ST.  
NEW YORK 10, N. Y.**

Since the CHRONICLE does not publish regularly, advertising having a time value is respectfully declined.

# The Chronicle

## of the U. S. Classic Postal Issues

July, 1963

Published Every Once-in-a-While

Issue Number 45

\$1.25 to  
Members

Official Publication of the U. S. 1851-'60 Unit  
No. 11, American Philatelic Society

\$2.00 to  
Non-Members

### UNIT OFFICERS

J. DAVID BAKER .....	<i>Chairman</i>
3909 N. Delaware St., Indianapolis 5, Indiana	
MORTIMER L. NEINKEN .....	<i>Vice-Chairman</i>
MELVIN W. SCHUH .....	<i>Secretary-Treasurer</i>
6 Laconia Road, Worcester 9, Massachusetts	
LESTER L. DOWNING .....	<i>"Chatter" Editor and Director</i>
10 Crescent Road, Concord, Massachusetts	
GEORGE E. HARGEST .....	<i>Director</i>
RICHARD K. MEYER .....	<i>Director</i>
EARL OAKLEY .....	<i>Director</i>
TRACY W. SIMPSON .....	<i>Director</i>
DR. GERALD B. SMITH .....	<i>Director</i>
J. RICHARD FAY .....	<i>Scribe</i>
W. W. HICKS .....	<i>Membership Chairman</i>
DR. W. F. AMONETE .....	<i>Sales Manager</i>

### EDITORIAL BOARD

GEORGE E. HARGEST, Clark University, Worcester 10, Mass. .... *Editor-in-Chief*

#### SECTION EDITORS

##### 1847-'51 Period

HUGH AND DAVID BAKER .....	<i>Joint Editors</i>
3909 N. Delaware St., Indianapolis 5, Indiana	
CREIGHTON C. HART .....	<i>Associate Editor</i>

##### 1851-'60 Period

TRACY W. SIMPSON .....	<i>Editor</i>
66 Alvarado Road, Berkeley 5, California	
W. W. HICKS, for Railroad Postmarks .....	<i>Associate Editor</i>

##### 1861-'69 Period

HENRY A. MEYER .....	<i>Editor</i>
516 Read St., Evansville 10, Indiana	
RICHARD B. GRAHAM, for Civil War Postal History .....	<i>Associate Editor</i>
CHARLES L. TOWLE, for Railroad Postmarks .....	<i>Associate Editor</i>

##### The Transatlantic Mails

GEORGE E. HARGEST .....	<i>Editor</i>
Clark University, Worcester 10, Massachusetts	

Members are invited to report new items and to submit articles for publication. It would simplify matters if these are sent to the Section Editor appropriate to the period within which the item falls. If there is uncertainty as to which is the appropriate editor, they may be sent to the Editor-in-Chief. Under no circumstances are stamps or covers to be submitted for inspection unless a member of the editorial staff requests that they be sent. While such items are in an editor's possession, they will be cared for as if they were his own, but no liability for loss or damage is assumed by an editor or by the Unit.

## IN THIS ISSUE

### THE 1847-'51 PERIOD

Editorial .....	3
1847 Covers from Various States—Delaware <i>by C. C. Hart, Associate Editor, Suite 1020, 922 Walnut St., Kansas City 5, Mo.</i> .....	4
The Cover Corner .....	6

### THE 1851-'60 PERIOD

Classic U. S. at Westpex ( <i>Reported by T. W. Simpson</i> ) .....	7
Early Locomotives ( <i>Reported by L. R. Campbell</i> ) .....	9
Newly Reported Domestic Markings .....	10
Five Corners, N. Y. ( <i>Reported by W. M. Bornefeld</i> ) .....	11
New 1853 Year Date .....	11
New Discovery of First-First Nesbitt Envelope ( <i>Reported by Oscar Salzer</i> ) ....	11
The Five Cent 1856-'60 Plate One Stamps <i>by Earl Oakley RA #113</i> .....	14
S5 Research .....	19
Research Reviews .....	19

### THE 1861-'69 PERIOD

Editorial .....	20
Information Wanted <i>by Richard B. Graham, Associate Editor, 259 E. Dominion Blvd., Columbus 14, Ohio</i> .....	21

### THE TRANSATLANTIC MAILS

The Overland Mail, Alexandria to Suez ( <i>Reported by G. E. Hargest</i> ) .....	25
Rate to Oldenburg, via Hamburg ( <i>Reported by C. J. Starnes</i> ) .....	26
Empresa Norte America .....	26
French Mail Rates <i>by George E. Hargest, Editor</i> .....	27
The 33 Cents French Mail Rates to Sweden and Norway and the "Brazils" ( <i>Reported by Melvin W. Schuh</i> ) .....	28
The Baltimore Exchange Office ( <i>Reported by Ben B. Newman and J. E. Schofield</i> ) .....	30

### LETTER TO THE EDITOR

Mr. Conrad P. Cotter RA #470, writes, "Chairman's Chatter, No. 45, April 16, 1963, invites suggestions. My suggestion is that the Unit take a good, long look at color. A glance at the membership roll leads me to suspect that the Unit is singularly fitted to undertake this. As the Unit expands to embrace the 'classics,' the problem of color identification should assume greater importance to the membership." His suggestion is a good one. Perhaps members, interested in the problem, could let the Chairman know so that a study group might be formed.

**THE 1847-'51 PERIOD**  
**HUGH and DAVID BAKER, Editors**

The Baker brothers, Hugh and Dave, have agreed to be the editors for the 1847 to 1851 Section, until others more qualified are willing to take over. Mr. Creighton C. Hart has agreed to assist us. The first of a series of his articles appears in this issue.

It has been the purpose of the CHRONICLE, up to this time, to add to the already existing knowledge of the United States stamps of a given issue. Therefore, we shall list the best known writings on the 1847 issue, which we are hoping to supplement. They are as follows:

- The articles on the 1847 issue in the April 1947 issue of the "Essay Proof Journal" by Karl Burroughs and Clarence W. Brazer. Chapters II through VI.
- The 1847 issue in "The 19th Century Postage Stamps of the United States" by Lester G. Brookman.
- Issue of 1847—pages 42 to 49—"Postage Stamps of the United States" by John M. Luff.
- Numbers 2 & 3 of Volume III, Numbers 1 to 40 of Volume IV, and Numbers 1 to 3 of Volume V, a total of 58 pages plus plates, in The Collectors Club Philatelist.
- The "Postage Stamps and Postal History of Canada" by Winthrop S. Boggs.
- Pat paragraphs by Elliot Perry (for quantities of 1847 stamps issued to Post Offices).
- Postal Markings of 1847—Mannel Hahn.

The rates applying to the 1847 period were actually established by the Postal Act of 1845 which set the rates for domestic mail at 5¢ per ½ oz. for destinations up to 300 miles and 10¢ per ½ oz. over 300 miles. If unusual stampless covers turn up, there is no reason why they should not be included in our discussions in this section. These rates were prepaid by cash or stamps or unpaid as the writer wished, with no penalty for collection. Therefore, numerous stampless covers can be found during this period. Oddly, no 2¢ stamp was prepared as a part of the issue, although this was the rate established for drop letters.

Beginning in 1845, the United States government, through Robert Morris, Postmaster at New York City, experimented with postage stamps. These stamps are known as the U. S. Postmasters' Provisionals and were issued from cities and towns of various size at the discretion of the Postmaster. The New York stamps were shipped to Boston, Philadelphia and other surrounding cities for use on mail addressed to New York City. The New York stamp was not recognized as payment for the postage until it reached the New York City post office. By the experience gained through the use of these stamps and the records which necessarily had to be kept, the post office department gained valuable experience in the problems they faced when they issued the 5¢ and 10¢ values to post offices starting in June 1847. By the Act of March 3, 1845, all Postmaster Provisionals became illegal and only the new 5¢ and 10¢ stamps could be recognized.

As of June 30th, 1847, there were 15,146 post offices in the United States. Boston, New York, Charleston, South Carolina, and New Orleans, Louisiana were the principle offices for dispatch and receipt of foreign mails. A postal treaty with Bremen was signed September 1847 and became effective March 1, 1848. Our first mail treaty with Great Britain became effective February 15, 1849. In 1849, there was a tremendous cholera epidemic extending from late June to early September. President Zachary Taylor declared Friday, August 3rd, as a day of prayer and fasting, and all public offices and post offices were closed.

During 1850 there was more and more agitation for cheaper postage.

Great Britain required that all mail to and from California be prepaid which again emphasized the high rates of postage. All of this culminated in the Postal Laws of March 3, 1851 establishing our first cheap rates of postage.

Truly we have yet much to discover about our first postal issue and the postal history which surrounds it.

## 1847 Covers From Various States

C. C. HART, RA#346

Not a year passes but what many 1847 covers are offered in stamp auctions. It is obvious, if the catalogues of these sales are examined, that many more five cent covers are offered than are ten centers. This is to be expected, since there were four times as many fives used as there were tens.

The 1847 issue has long been a favorite of mine, as it has also been with many other collectors. In order to give new direction to my 1847 collecting, I decided about 1940 that I would assemble a collection of 1847 covers from each of the areas that *officially* received a supply of the stamps of our first issue. To do this, I discovered that I must acquire covers from thirty states and three territories. In addition, I must also include the District of Columbia and covers from Panama because A. B. Corwin, who was then our official post office representative in Panama, received a supply of the ten cents stamps.

I did not include covers from California, territories or foreign countries, which did not *officially* receive a supply of the '47s. The stamps appearing on covers from these remote places were carried there by travellers or were sent there privately, hence, it is impossible to know what covers could exist. I have, however, kept a list of these extremely interesting "unofficial" covers and will give details about them in a future article.

As the years passed and many auctions became history, I discovered that I had made rapid progress for awhile and then my purchases became less and less frequent. To tally the results, I started a detailed record of 1847 covers including, when possible, a colored transparency. This detailed list now includes information on approximately 2,000 1847 covers, colored slides having been made of many of the scarcer items. My articles on the 1847 covers from the various states will be based upon this information. The detailed information I keep is so voluminous that all of it cannot be presented in these articles. I will, however, give enough information so that any collector who is interested in the 1847 issue, in general, or who is interested in 1847 covers specifically from any one state, can readily determine what covers I list.

It is my belief, that if more than 25 covers are extant from any one area, a collector will not encounter much difficulty in locating one. I, therefore, will give the detail for covers only if 25 or less are known. If more than 25 covers are known, they are too common to warrant a detailed listing.

One interesting development from my research is that a five cents cover can be quite common from a certain state yet the ten cents on cover from the same state can be extremely rare or unknown. The opposite, a ten is common and the five is rare, can also be true from a certain state, but this happens less often. Because of this, the five cents on cover and the ten cents on cover will be considered separately for each state.

Although my detailed records show the condition of the stamp, its position on the cover, the color of the cover, whether an envelope or folded

letter and a few other bits of information, I will have to limit what I give here to just enough, so that one cover will not be confused with another.

To do this, it will be sufficient for me to give (1) the date the cover is postmarked, (2) the name of the city or town in the postmark, (3) the color of the postmark and (4) occasionally the town to which the cover is addressed. All lists will be given in chronological order by date. To determine the date I use the month and day shown in the postmark. I use the year as shown in the letter date line if this is available. If this is not available I take a year date that is docketed on the cover. If a year date is definitely unknown, I use an "x." If the month, day or year date is unknown to me, I use a "?." In the last instance the date might be known if the cover could be examined.

This first article will give my information on Delaware. Using the system described above, I list the following 1847 covers from Delaware:

5¢ COVERS:—

DATE	DESCRIPTION
1. 8-13-'47	Light olive green Wilmington, tied.
2. 8-25-'47	Green Wilmington, tied.
3. 3-2-'48	Pale blue Smyrna, tied.
4. 8-1-'49	Green Wilmington, and pen, tied.
5. 1-7-'50	Black Wilmington, tied.
6. 12-2-'50	Blue Wilmington, tied.
7. 12-13-'50	Black Wilmington, not tied.
8. 12-29-'50	Black Wilmington, not tied.
9. 2-15-x	Blue Wilmington, tied.
10. 3-21-x	Olive green New Castle, tied.
11. 8-6-x	Blue Wilmington, tied.
12. ?-4-?	Black Wilmington to Frankfurt, Pa., tied.
13. ?-?-?	Black Cantwell's Bridge.

10¢ COVERS:—

1. 8-13-'47	Dark olive green Wilmington, tied.
-------------	------------------------------------

As you might expect, I depend upon many sources for my information. Principally, among my sources, are collectors who voluntarily write me about scarce covers. This is sharing information, such as I am doing with you, and represents the finest kind of fellowship among collectors.

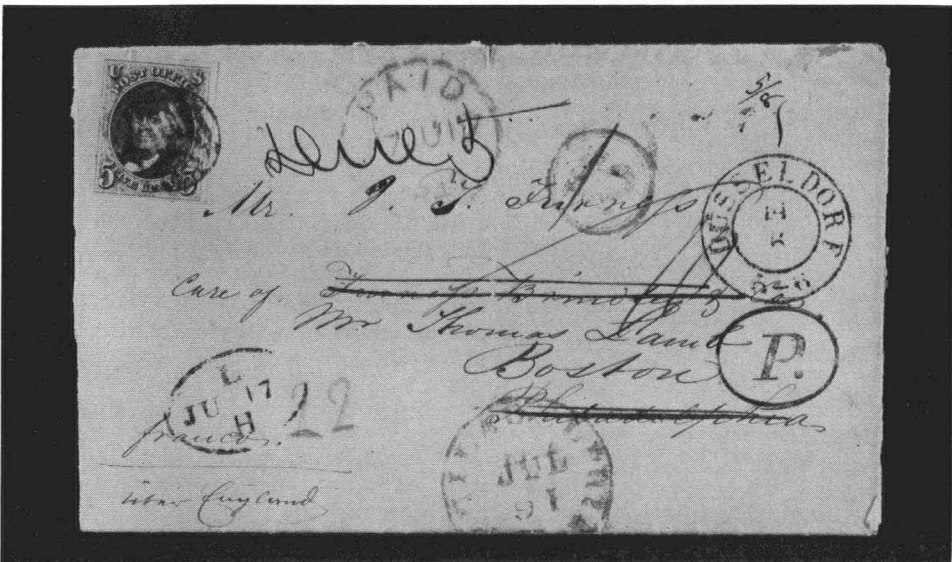
Future issues of the 1847 section of the "CHRONICLE" will carry what information I have about covers from other states. I welcome information from collectors, not only about Delaware covers but about '47 covers of other states, too.

## The Cover Corner

This corner will be devoted to an interesting cover which may present some type of problem relating to the stamps used or the rate shown on the cover. These covers will be drawn from the whole scope of our study and will not be confined to any particular period.

When a problem cover is presented, it will be illustrated and the markings on its reverse described. Each reader will have until the next issue of the *CHRONICAL* to prepare his own solution. What is believed to be the correct solution will then be published.

To start, we present our first problem cover, illustrated below. The usage in 1848. There are no marks on its reverse. The question: "Why was this particular stamp used on this cover?"





## THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

### Classic U. S. at Westpex

The San Francisco WESTPEX, held jointly with the APS Spring Meeting, the weekend of March 21-24, surpassed all previous ones. Exhibits were of better quality and came from wider sources. Things went by clock-work, and the management was highly complimented. The lighting of frames was superb, exceeding that at most larger national exhibits. Unit members scored heavily.

*Mr. B. G. Hindes* RA#381 easily won the *Grand Award and APS Gold Medal* for a spectacular showing of U. S. from postmasters through the 1869 issue, high-spotted by top-condition copies of all three 1869 inverts. The 1851-'60 part of his exhibit was described in Issue 42 as it was in the *Court of Honor* last year. Some new items were added, however.

*Mr. M. C. Nathan* RA#263 was in the non-competitive *Court of Honor* this year with Early Postal History of San Francisco. Much of it was stampless of the 40 ct. rate period. Noteworthy was the unique strip of four 10¢ '47 used at San Francisco. The stamps were carried to S. F. because none of that issue were sent to California. This was loaned by *Mr. B. C. Pearce* RA#428. *Mr. Nathan* showed a 12¢ 1851 imperf bisect of San Francisco that was recognized as paying the 6¢ rate; an S2 pair and a 12¢ imperf each with the oval VIA NICARAGUA-SULLIVAN marking; a 6¢ buff Nesbitt bearing four S2 and two R4; an S2 tied by oval Wells Fargo handstamp of Iowa Hill; and a large group of 10¢ Nesbitts with express and postal markings.

*Mr. L. Hyzen* RA#362 won a *First* with his U. S. Carriers and Locals. Most showed intra-city use, but some were in combination with adhesives. Noted were Baltimore 1LB27, 1LB27, 1LB28 (with sent), and a 1LB9—all with S2 or S5; a Philadelphia Blood's small black and gold with S2; a Charleston Honour's 4LB8 tied with S2; several Boyd's, Swarts, and Washington locals, similarly used with S2 or S5.

### SYMBOLS USED IN THIS SECTION

To conserve space the following symbols are sometimes used in this issue to designate the principal varieties. The symbol is at left of hyphen, and its Scott's U.S. Specialized Catalog number or other designation is at right of hyphen. Postal markings described are in black unless otherwise specified.

One cent: R1-5; R2-6a; R3-6a (less distinct); R4-7(pls 1(e)&2); R5-8A (pl 1(e)); R6-8(99R2); R7-7(pl 3); R8-6; R9-(pl 4, Ty1C); R10-7(pl 4); R11-8(pl 4); R12-8A(pl 4); R13-9; R14-4R1 (L). If any of the preceding is perforated, affix "perf." R15-24; R16-Ty5a(rt 14 rows pl 5); R17-20 (Ty 2, pls 11&12); R18-22; R19-18.

Three cent: S1-10; S2-11(incl pl 1(L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: I-recut vertical inner lines left and right; IA-only at left; IB-only at right; IC-without such lines.

Five cent: V1-12; V2-27; V3-28; V4-28A; V5-29; V6-30; V7-30A.

Ten cent: X1-13; X2-14; X3-15; X4-16; X5-31; X6-32; X7-33; X8-34; X9-35 (one pearl); X10-35 (2 or 3 pearls).

Twelve cent: T1-17; T2-36(pl 1); T3-36(pl 3).

The 24, 30 and 90ct stamps are designated as such.

Another *First* went to Mr. M. C. Nathan for his Early California Expresses. Omitting the stampless covers, his exhibit displayed the following—which are given in detail as reference material for those who cherish these items: (See page —).

*Mr. E. Oakley* RA#113 won *Second* with a remarkable showing of 5¢ 1856-'60 of all types and colors, mostly on cover. A feature was a group of examples with greatly enlarged diagrams and photos that proved there was a four-relief roller for entry of the Type I plate. The diagrams enable one to identify the reliefs, as per Mr. Oakley's article elsewhere herein. Perhaps unique was a cover bearing strip of three 5¢ Type I brown to France that shows NEW PAID YORK/12 red exchange marking with the "12" surcharged by an extra large "6." The reason is clear by inspection of the other postmarks: the cover was marked to allow 12¢ credit for complete British handling via Br. Pkt. However, it was placed aboard an American packet for England; hence the reduction of credit to France from 12 to 6 cents. This exhibit also included a complete showing of the 5¢ Type I stamp that has the damaged-plate error, as described by Mr. Oakley in issue 43, a strip of four red brown perf. on cover to Vera Cruz, two imperfs (one on cover) and perf. copies in brick red, red brown and brown.

*Mr. W. C. Aichele* RA#336 won a *Second* for his Colorado Townmarks. Among them was an S5 tied by concentric DENVER CITY C.T. marked "Due 3" because of use in August 1862, hence the S5 was not recognized. Another was an S5 with the Central Overland, etc., oval containing DENVER CITY K.T. Another, perhaps unique, was a mss *Golden Gate* on 3¢ Nesbitt of Dec. 22, 1860, used when it was Kansas Territory.

*Mr. H. C. Chaloner* RA#339 won a *Second* with his Stampless Covers, but being stampless, they are not described.

*Mr. W. W. Hicks* RA#3 received a *Third Award* because of exceptional competition in his classification. He exhibited 90 pages of covers associated with the Pennsylvania Railroad System and predecessors. It contained the known route-agent and Station-agent markings as well as corner cards and other memorabilia. Among the covers shown were those bearing the following numbered Remele route-agent postmarks of 1847-'60 period, some unique: B-1-b, c, and e; B-3-a; C-3a; C-21-b-c and d; C-23-a and b; C-28; I-7; I-12; L-6-a; L-7-d and e; M-2-b and c; N-15-a, b, e and f; N-17; O-3-a and b; P-2-c; P-6-a, b and c; P-7-a, b, c, d and e; P-8-a; P-9. A much admired feature of this exhibit was the series of hand-drawn maps of the routes. Mr. Hicks tells us that these are the work of *Mr. L. L. Downing* RA#117.

*Mr. R. A. Hanson* RA#309 received *Honorable Mention* for his calendar of the 366 days of the year, each on an S2. On the page for each month was also a cover for that month, some of which were unusual; among these was a Baltimore encircled "1" tying an S2. This use at Baltimore is said to indicate that the pick-up carrier fee was paid by "coin wrapped with letter." Mr. Hanson's well-known classic issues have won awards consistently in past shows, so this time he decided to put in something of popular appeal. The young people and newspaper reporters thought it was great.

Another member, *Mr. G. T. Turner* RA#58 received a *Second*, but in a classification outside of the area of our studies.

Adams & Co's. Express—Blue oval handstamp—San Jose with precancelled 3¢ '51 stamp.  
 Adams & Co's. Express—Red oval handstamp—Auburn with precancelled 3¢ '51 stamp.  
 Alta Express Co.—Printed frank and black company Jamestown handstamp tying 3¢ U5 buff.  
 Alta Express Co.—Printed frank and Stockton circle handstamp tying 3¢ U5 buff.  
 Alta Express Co.—Printed frank and small Sacramento oval tying 3¢ U5 buff.  
 Alta Express Co.—Printed frank and large Sacramento oval tying 3¢ U5 white.  
 Alta Express Co.—Printed frank and black oval Angels handstamp tying 3¢ U5 buff.  
 Alta Express Co.—Printed frank and black oval Forest Hill handstamp tying 3¢ U5 white.  
 Freeman & Co's. Express—Black oval Diamond Springs handstamp tying 3¢ U5 on buff.  
 Freeman & Co's. Express—Red printed frank and black Grass Valley oval handstamp tying 3¢ U5 on buff.  
 Freeman & Co's. Express—Red printed frank and black Volcano oval handstamp tying 3¢ U5 on buff.  
 Freeman & Co's. Express—Green printed frank and blue San Francisco handstamp tying 10¢ U7 on buff.  
 Freeman & Co's. Express—Printed frank and New York postmark May 14, 1859 tying 3¢ '57 and U5 on buff.  
 Pacific Express—2 types large San Francisco double circle handstamps on U5 on buff.  
 Pacific Express—Blue Los Angeles handstamp and precancel 3¢ '51 stamp.  
 Pacific Express—Blue Benicia handstamp and precancel 3¢ '51 stamp.  
 Pacific Express—Blue Stockton handstamp on U5 on buff.  
 Pacific Express—Black Murphy's oval handstamp on U2 on buff.  
 Pacific Express—Printed frank (pony rider) and New York postmark on 10¢ U18 on buff.  
 Pacific Express—Printed frank (pony rider) and Sacramento oval handstamp on U5 on white.  
 Pacific Express—Printed frank (pony rider) and "Chinese" oval handstamp on U5 on buff.  
 Pacific Express—Printed frank (pony rider) and Folsom blue oval handstamp on U5 on buff.  
 Copley & Co's. Miners Express handstamp and W. F. & Co. double oval handstamp tying U5 on buff.  
 Eureka Express Co. printed frank and Wells Fargo handstamp tying 3¢ U45.  
 Everts, Wilson & Co's. Express printed frank—La Porte, Cal. postmark tying 10¢ U7 on buff.  
 Everts, Wilson & Co's. Express St. Louis handstamp and Marysville postmark tying 3¢ U5.  
 Francis & Co's. Express printed frank and La Porte postmark tying 10¢ U7 on buff.  
 Gregory & English's Express printed frank and W. F. & Co. Nevada handstamp tying 3¢ U13.  
 Hall & Allen's Express—Dutch Flat oval handstamp tying 3¢ U5 Wells Fargo cover.  
 Hogan & Co's. printed frank and Wells Fargo North San Juan handstamp tying 3¢ U45.  
 Mann's Inland Express printed frank and Crescent City mss postmark on 3¢ U5 on buff.  
 N. O. Pauley's Express printed frank and Gibsonville SL handstamp tying 3¢ U13.  
 Reinking's Coast Express oval handstamp tying (2) 1¢ '57, (1) 3¢ '57 and (1) 10¢ '57 (15¢ to Canada).  
 Swift & Co. Express printed frank and Swift Bodega handstamp tying 3¢ U5.  
 Tucker's Siskiyou Express handstamp on 3¢ U5 on buff.  
 Washburn's Express—Camptonville double oval and 3¢ '51 pen cancelled.  
 Whiting & Co's. printed frank and 3¢ U5 on buff, (2) 3¢ '57 and (1) 1¢ '57—10¢ to Ohio.  
 Whitney & Co's. Express printed frank on 3¢ U45 tied by Wells Fargo handstamp.

## Early Locomotives

Mr. L. R. Campbell RA#445 writes that he has a folded letter bearing S2, addressed to Rev. E. C. Mitchell, Calais, Me., postmarked blue E. Bridgewater, Ms. of May 4 (1854). The letter contains interesting information as to what perhaps is the first locomotive built by Matfield Mfg. Co. of East Bridgewater, which built locomotives between 1854 and 1857. The letter is as follows:

East Bridgewater May 3rd, 1854.

My Dear Son,

I have been trying to make your father write to you today.

We have had quite a merry time here for two days past. Monday being Mayday all hands were invited to take a ride in the cars free to try the new Locomotive just completed by the Matfield Co. There were three passenger cars well filled during the day. They went over the road from Bridg'r to So. Abington four times and back. Most of the young folks embraced the opportunity to ride. In the evening there was a grand levee at town hall—collations—tableaus—singing and dancing. Your mother and I however did not join in any of the festivities of the day or evening. The next day, Tuesday we had an invitation to unite in the grand and last excursion, and we together with Aunt Ruth and Hope and little India took our seats in the cars at 1/2 past 2 o'clock P.M. with two or three hundred others, accompanied by our Brass Band who were seated on an open platform car fitted up for the occasion and discoursed sweetly most of the time. We went to Abington then back to So. Bridg'r then home where we left the party as your mother and aunt did not wish to ride anymore, the party however continued into Plymouth and returned home about 9 o'clock P.M., and the gentlemen wound up the day with a supper at the Hudson House.

The new engine left us today for her destination at Stonington. She has been purchased for nine thousand dollars to run the steam boat train, weighs 221 1/2 tons and is one of the hand-somest and fastest machines ever built in this country.

## Newly Reported Domestic Postal Markings

The illustrated markings, not otherwise herein noted, are as follows:

Illustration No.	USPM Schedule		Used with	Reported by
1	A-1	WESTMINSTER WEST Vt/D 44 x 6mm (Sloping letters) on cover with untied pen-cancelled stamp.	S2	S. C. Paige
2	A-2	NAPOLEON/D/MICH 26mm in red between concentric circles with ornaments. The MICH is upside down.	S2	J. B. Burke
3	A-2	GONZALES (sans serif)/D/Texas 31mm State name spelled out.	S2	W. M. Bornefeld
4	A-14	PAID between bars in blue, ties stamp in 1857 color, also tied by Baltimore townmark. The marking runs off the upper edge of cover so number of bars is not known.	S3	T. W. Simpson
5	A-2	WEBBERVILLE (sans serif)/D/Txs. 31mm on 3¢ U9 Nesbitt, cancelled with octagonal grid (see No. 5A).	Thrp 13	H. C. Greene
5A	A-13	Octagonal grid of Webberville, Texas, 16 x 14 with diagonal lines.	Thrp 13	H. C. Greene
6	A-12	S. DUYVIL/D/H.R.R.R. 28mm A station-agent marking of Spuyton Duyvil on Hudson River R.R. It is assigned Remele No. H5S-a.	S5	Bernard Harmer
7	A-2	NEW WOODSTOCK/D/N.Y. 31mm without circle.	S3	W. R. Head

WESTMINSTER WEST Vt.  
not traced Oct .12.



2



3



4



5



5A



6



7



8

References to USPM in the CHRONICLE refer to the Unit-Sponsored book *U. S. Postal Markings 1851-'61 and related Mail Services* by Tracy W. Simpson.

## Five Corners, N. Y.

Mr. N. N. Van Brunt's article in Issue 42 brought to attention the interesting post offices designated as CROSS ROADS, X-ROADS, and FOUR CORNERS, memorabilia of a quieter life in rural America a century ago. Most interesting, therefore, is No. 8, reported by Mr. W. M. Bornefeld, showing FIVE CORNERS, N. Y., on cover with S2 tied by grid; the usage is in 1852. Five Corners, N. Y., was in Cayuga County; it appears in the postoffice lists of 1853 through 1859, at least. Apparently it was a thriving place because the postmaster's compensation was nearly \$50 in 1853, and \$71 in 1859; not bad for a country-store postoffice of those days.

## New 1853 Year Date

Aside from Greenville, Me., and for a short time in July from New York, no 1853 year dates as a part of a domestic townmark have been reported. Exceptionally interesting, therefore, is the cover of Lot 111 of H. R. Harmer Sale of April 23, 1863, which shows straight-line *Green Island N. Y.*/May 7, 1853 on cover with S2 tied by a modified Star-of-David (6 points). The Green Island straight-line townmark has been known for some time, and was shown as No. 19 of Issue 43 with 1856 year date. It is assumed that the 1853 of the example noted is authentic and that it is not an 1855, '56 or '58. The cover has been examined by a careful philatelist who reports it as his opinion that it is 1853. Check of the plate position of the S2 and its color would also be useful in authenticating the date. The Star-of-David cancellation ties the stamp, and it is also interesting because it resembles the Chicopee, Mass., example, except that the outlined parts of the star overlap oppositely; that is, the bottom right intersection shows the horizontal lines *underneath* the diagonal, whereas in the Chicopee example the horizontal lines *overlay* the diagonal. A similar reversed star was reported in Issue 44 as from The Glen, N. Y.

## New Discovery of First-First Nesbitt Envelope

Mr. O. Salzer, RA #52, recently made a most important discovery which proves that the earliest envelope was the 3¢, white paper, knife 2 (approx.  $3\frac{1}{2} \times 5\frac{1}{2}$ " ) with Nesbitt seal on reverse, embossed with the Thorp Type 1-A stamp (see page 422 of Thorp catalog), and that shows watermark per Fig. a, characterized by the lettering appearing centrally located in the panel, and showing horizontally laid lines.

This information has been confirmed by Mr. P. H. Thorp who has permitted us to see an advance copy of an article that will appear in the next *U. S. Envelope World*, or perhaps has already appeared.

Mr. Thorp also suggest that these first Nesbitts were released in April, 1853, and not in June as has long been believed. Of the six covers he has seen that meet the above specification, three are postmarked in April. As the Nesbitt seal was withdrawn in July, 1853, the probability is strong that these are of 1853. As further support, Mr. Thorp quotes from *The Scientific American*, Feb. 5, 1853: "G. F. Nesbitt has shown the Postmaster-General an embossed stamp for prepaid envelopes which has been accepted, and the manufacture will at once proceed. Such, however, is the labor and care for their production, that none will be ready for delivery before the middle of next April."

Mr. Salzer's new discovery also makes it necessary to discard the long-established belief that envelopes with horizontally laid lines were abandoned because changing the placement of the cutting knives reduced the paper waste. Actually, as reference to Figs. a and b shows, a wholly new arrangement of the lettering of the watermark was made. Later, this was still further modified so the lettering was crowded toward the edge of the envelope.

The quickest way to spot this first-first Nesbitt is to look for horizontally laid paper and watermark arranged as in Fig. a.

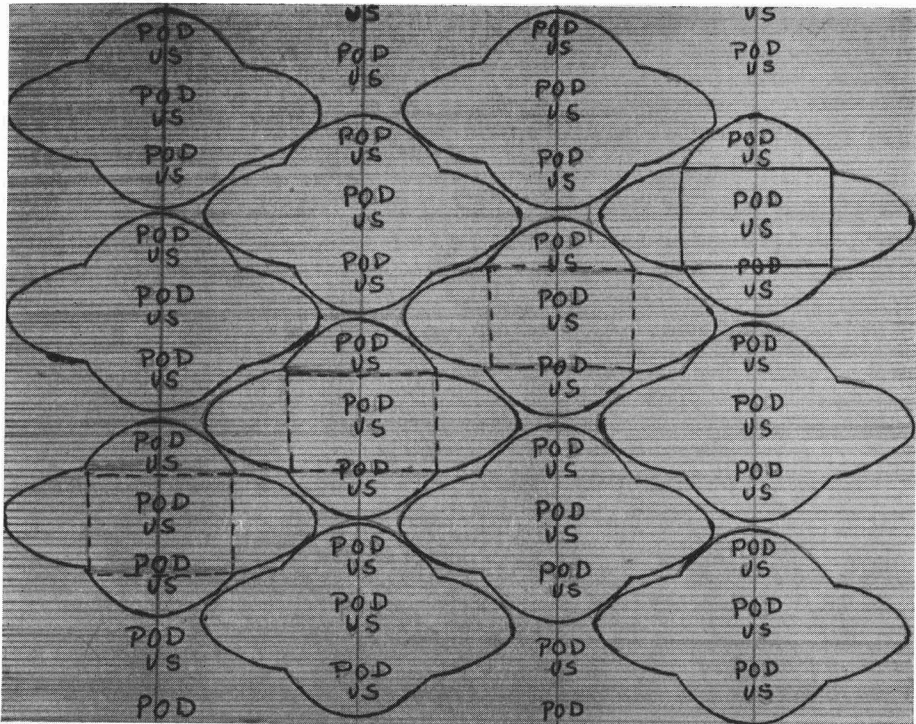
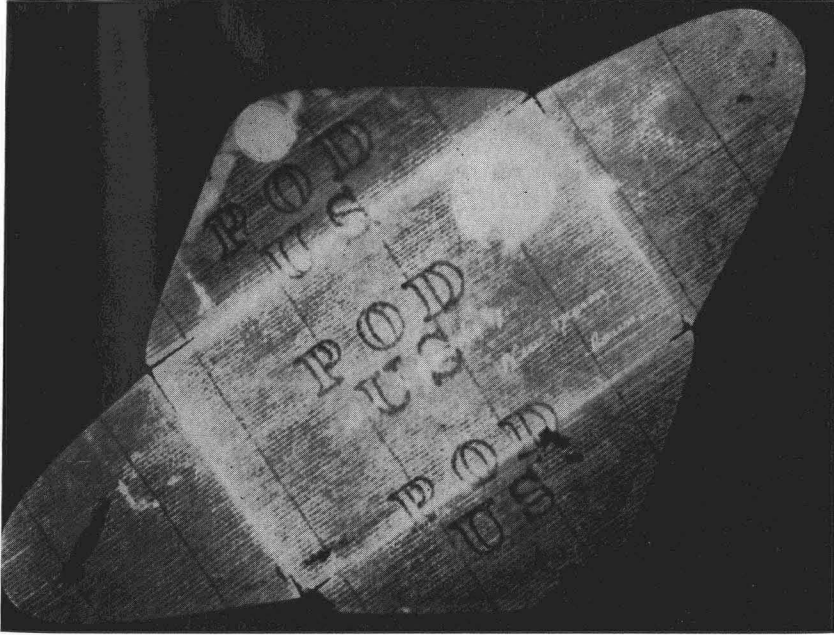


Fig. a First arrangement and method of cutting from sheet

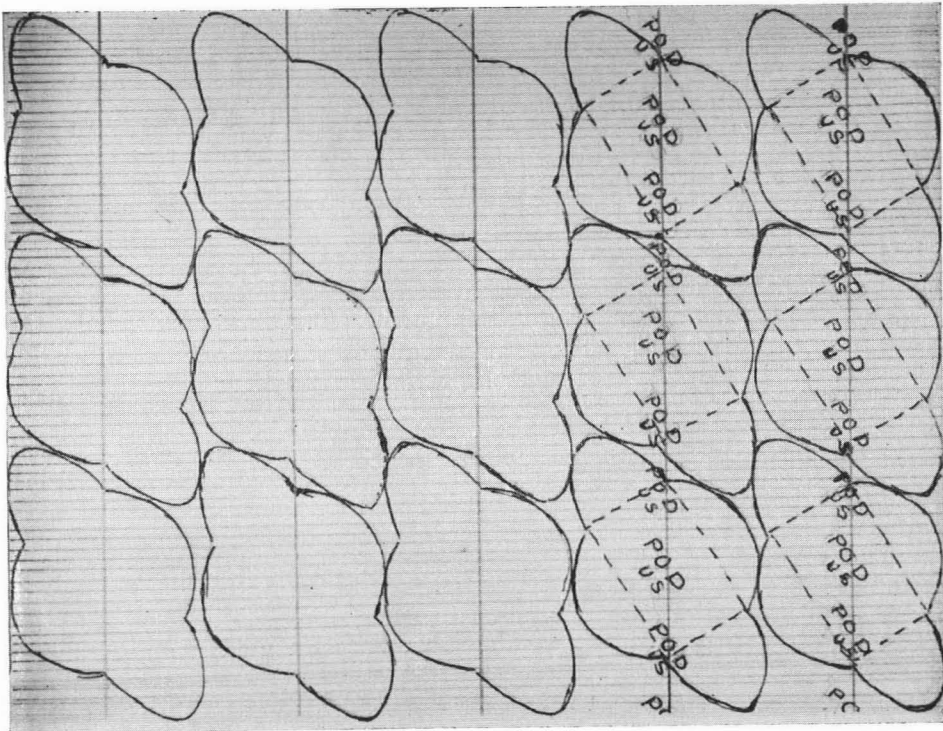
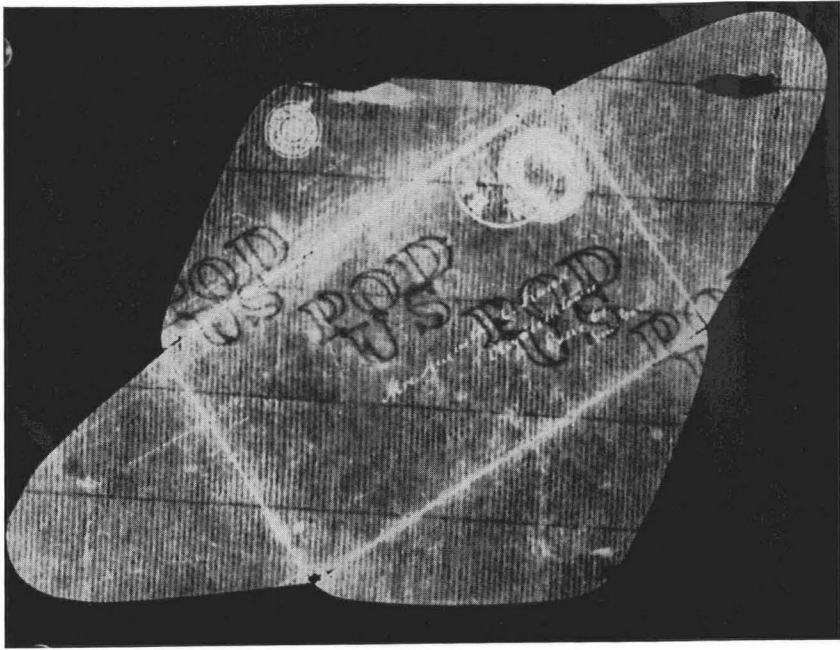


Fig. b Second arrangement and method of cutting from sheet

# The Five Cent 1856-'60 Plate One Stamps

by EARL OAKLEY, RA#113

The Five Cent Stamps issued by the United States of America during the period between 1856 and 1861, with full projections of design at top and bottom and which were printed from Plate One, remain one of the most fertile and unexplored areas of our Early or "Classic" issues for philatelic study and research.

The general design of these stamps has a central oval medallion in which appears a three-quarters face portrait of Jefferson, looking to the right, after a painting by Stuart. This oval medallion is surrounded by a colorless band beyond which is a shaded background and a lathe-work frame border containing "U. S. Postage" at the top and "Five Cents" at the bottom.

These stamps were first issued in 1856 in imperforate condition and in a red-brown color. Thereafter, stamps were printed and issued from Plate One in perforated condition and successively in these distinctively color classes or varieties: (1) Red-brown; (2) Brick-red; and, (3) Brown.

The reconstruction of Plate One of such Five Cent Stamps has never been accomplished. Moreover, heretofore the "lay-out" plan of this plate was unknown. Even the number of reliefs used to enter the plate had not been determined, nor had any relief been identified and described in the philatelic literature known to the writer. This subject intrigued the writer and prompted the study which resulted in the findings herein reported, and which findings establish the "lay-out" of such Plate One and the identification of the reliefs and their order of use in entering this plate. To follow and understand the development of such findings, it is necessary to advert to some basic and often repeated information relative to the "lay-out" of plates used for printing the imperforate stamps of this issue.

These stamps were printed in sheets of 200, divided by a center-line into two panes of 100 stamps. Each pane had ten vertical and horizontal rows of ten stamps or positions. A vertical imprint of the engraving firm appeared in the left margin of the left pane, and in the right margin of the right pane. Such imprint was similar to the imprints used on other plates made by the engravers for the One Cent, Three Cent, Ten Cent, and Twelve Cent imperforate stamps of the so-called "1851 issue," and appeared opposite the following plate positions: 31, 41, 51 and 61 in the left pane; and 40, 50, 60 and 70 in the right pane. Five-cent stamps with a position dot or dots outside of, and *at the top* of the stamp design occur and are produced only from plate positions of the top horizontal row from both panes of the plate. Five-cent stamps with a position dot or dots outside of and *at the bottom* of the stamp design come from plate positions located in the interior of the plate and, specifically as later established, from either the fourth and seventh horizontal rows of both plate panes. In passing, the writer reports that he has yet to find a double or multiple position dot at the bottom, and on the same side of any stamp.

Fortunately for the purpose of this study, most of these stamps were used on mail to France at a time when the prevailing basic postage rate was fifteen cents. Hence vertical strips of three have been available for study, helping materially in reaching the findings herein reported.

The findings herein reported have been confirmed by at least two examples in every instance. Every multiple horizontal piece seen has shown identical relief characteristics in each stamp. And every multiple vertical piece seen has shown relief characteristics in each stamp in the vertical order to be expected from the entry of the plate as herein reported. It is, therefore, assumed that the entire plate was entered in a uniform and consistent manner, and that no plate position was entered from a "mis-placed" relief.

The plates used to print the One Cent and Three Cent imperforate



stamps were entered from a transfer roll containing either three or six reliefs (excluding the possibility of use of a four-relief transfer roll in making Plate One of the One Cent Stamp). However, preliminary studies revealed that, numerically, too many stamps with position dots at the bottom were being recorded to indicate that the Five Cent Plate One was entered from a six-relief transfer roll but an insufficient number to indicate entry of the plate from a three-relief transfer roll. My friend, Winthrop Boggs, suggested the possibility of the use of a four-relief transfer roll and referred me to articles by Elliott Perry on the Thirty Cent and Ninety Cent perforated stamps of this period, in which the use of a four-relief transfer roll was reported. This reference led to the development of facts establishing the use of a four-relief transfer roll for entry of Plate One of the Five Cent Stamp.

### The Determination of the Plate "Lay-Out"

#### Step One:

Single stamps and multiple pieces with position dot or dots *at the top* were recorded and which had part of the sheet margin at the top. These established the use of position dots above stamps in the first horizontal row of the plate.

#### Step Two:

Single stamps and multiple pieces were located which had part of the sheet margin at the bottom, and without position dots *at the bottom* of the stamps.

These first two steps established characteristics of the top and bottom horizontal rows of the plate.

#### Step Three:

Position dots *at the bottom* of stamps with imprints were recorded from plate positions 31 L and 40 R, establishing that position dots were placed at the bottom of plate positions in the fourth horizontal row of the plate.

#### Step Four:

Position dots *at the bottom* of a stamp with imprint from plate position 61 L was recorded, establishing that position dots were placed at the bottom of plate positions in the seventh horizontal row of the plate.

#### Step Five:

Two vertical strips of three were recorded each showing a position dot at the *right bottom of each lower stamp*, and showing *above the top of each top stamp* and above its position area a position dot from the bottom of the stamp in the *preceding horizontal row*.

#### Step Six:

Absence of position dots at the bottom of stamps with imprints was recorded from plate positions 41 and 51 L, and 50 R.

Steps three through six establishing position dots at the bottom of stamps in the fourth and seventh horizontal rows, indicated that the fifth, sixth and seventh horizontal rows of the plate had been entered without re-setting the transfer roll, and that three reliefs existed on the roll for that purpose. Further, it was logical to assume that after an entry of fifth, sixth and seventh horizontal-row positions from such three reliefs, that the transfer roll would be re-set from the plate marking which produced the position dot at the bottom of the seventh row position, *and that these same three reliefs* would again be used in like order to enter plate positions of the next three horizontal rows, or the eighth, ninth and tenth horizontal plate row positions. Moreover, it was a logical additional assumption that the three horizontal rows above the fourth horizontal row *had been entered in a like manner* by use of the plate markings producing position dots at the top of the plate and above the top row position, but this would

require an additional relief on the transfer roll for entry of the top row position. Such assumption was not unusual as this method of plate entry (a separate relief to enter top row positions only) had been used for many of the One Cent and Three Cent stamp plates. Such method of entry of the plate positions would require a *four-relief transfer roll*. *These assumptions were later supported when the reliefs were identified*, and there can be no reasonable doubt but that the plate entry was accomplished in the manner herein described.

### The Identification of the Reliefs

The common similarity of the stamp design of the Three Cent and Five Cent and Five Cent Imperforate Stamps, in that each has a colorless oval band around a central medallion, gave a clue leading to the discovery of the relief characteristics of the Five Cent, Plate One Stamps. It is in such band that the top and bottom "breaks" occur which distinguish and identify Reliefs A and B of the Three Cent Stamps. And, it is *within the similar colorless band* surrounding the central medallion that the consistent markings occur which enable the reliefs of the Five Cent Stamps to be identified and distinguished, provided such markings are not covered by cancellation and are clearly printed. If such colorless band were assumed to be part of the face of a clock, such markings occur in the area between the "IX" and "X" hour markings, and in the vicinity of the "X" hour area.

The first distinctive and consistent marking discovered and, perhaps, the easiest to identify is the "check mark." This is in the form of a check mark with a heavy downstroke and an acute angle between the downstroke and the tail of the check mark. The consistency of such markings in horizontal multiple pieces showing these relief characteristics has been uniform in all multiple pieces seen. Likewise, horizontal multiple pieces from all other reliefs have shown their characteristics to be uniform and consistent in each stamp. The position of the "check mark" entries were the first to be located on the plate, through vertical strips from the top horizontal rows of the plate, and these showed that stamps with these relief characteristics always appeared in the *second horizontal row*, hence this relief is designated as Relief B. Then, imprint copies from positions 41 L and 50 R were found to show the "check mark" relief, as did also the top stamp in two vertical strips of three from the fifth through seventh horizontal rows, establishing that the use of Relief B was repeated in the entry of the *fifth horizontal row of the plate*. Lastly, vertical strips of three from the bottom horizontal rows of the plate showed the top stamps to have been printed from the "check mark" relief, and that the use of Relief B was again repeated in the entry of the *eighth horizontal row of the plate*.

Now, with the relief used to enter the second, fifth and eighth horizontal rows of the plate established, it was easy to place a number of stamps from vertical multiple pieces in other *known* horizontal rows of the plate, and to seek common and consistent characteristics of other reliefs.

Relief C was identified as having a "modified check mark" that was consistent in all stamps of multiple horizontal pieces from this relief. This marking does not have the heavy downstroke of Relief B and, generally, is not as strong. Also, the downstroke and tail do not form as decided and acute an angle, and, in some instances, the marking appears more as a mis-shapen arc. In every vertical multiple piece seen with a stamp below a "check mark" relief stamp, such lower stamp showed the "modified check mark" when such stamp was clearly printed and not covered by cancellation. Moreover, the use of this relief has been confirmed by examples as follows: (1) As the bottom stamp in strips of three from the top three horizontal rows of the plate, *establishing its use to enter the third horizontal row of the plate*; (2) As the middle stamp in strips of three



Relief A—The “Bulge” Relief for top row only



Relief B—The “Check Mark” Relief for 2nd, 5th, and 8th rows



Relief C—The “Modified Check Mark” Relief for 3rd, 6th, and 9th rows



Relief D—The “Long Broken Line” Relief for 4th, 7th, and 10th rows

Identification of Reliefs of Plate One of 5-ct 1856-'60 U.S. Postage Stamp

from the fifth through seventh horizontal rows of the plate, and from imprint copies from plate position 51 L, establishing its use to enter *the sixth horizontal row of the plate*; and, (3) As the middle stamp in vertical strips of three from the bottom three horizontal rows of the plate, establishing its use to enter *the ninth horizontal row of the plate*.

Relief D was identified as having a "long broken line" marking which was consistent in all stamps from horizontal multiple pieces from such relief. Again and in every vertical multiple piece seen having a stamp below a "modified check mark" relief stamp, such lower stamp showed the "long broken line" marking, when such stamp was clearly printed and not covered by cancellation. Further, the use of this relief has been confirmed by examples as follows: (1) In imprint copies from plate positions 31L and 61L and 40R, and as the bottom stamp in strips of three from the fifth through seventh horizontal rows of the plate, establishing its use to enter *the fourth and seventh horizontal rows of the plate*; and, (2) As the bottom stamp in vertical strips of three from the bottom three horizontal rows of the plate, and *in all stamps* in multiple horizontal pieces from the bottom row of the plate, establishing its use to enter *the tenth and bottom horizontal row of the plate*.

Relief A was found to have a "Bulge" marking on the outer frame line of the colorless band and extending into such band. This consistent marking begins at about the place where the lathe-work meets the outer frame line of the band (about the "XI" hour area), and extends downward approximately one-eighth of an inch. Horizontal top row multiple pieces show these relief characteristics in each stamp, as do the top stamps in vertical strips from the top of the plate, establishing the use of Relief A *to enter only the top or first horizontal row of the plate*.

This report completes the identification of the reliefs and establishment of the plate "lay-out" of Plate One of these Five Cent Stamps.

Single copies are identifiable as to relief when they are clearly printed and free of cancellation in the critical area of the relief markings.

It is hoped that the identification of the reliefs used to enter Plate One of these Five Cent Stamps and the determination of the plate "lay-out" will lead to further study of such stamps, and the discovery of additional information which could lead to their plating. The writer calls attention to the fact that marks occur in other portions of the colorless band and that abnormalities occur at the top and bottom of such band, and that study of these may develop consistent markings of importance to plating studies. Additionally, the writer has noted variations within the lathe-work portions of the design and in the area of the extreme outer line of the design which might be developed as consistent and of plating importance.

Double position dots occur at the top of some top-row positions, and it is the belief of the writer that these come from the right pane but definite proof of this has not been confirmed.

The "worn" or damaged plate position (see CHRONICLE Issue 43) has been established as coming from a third horizontal row position, through a vertical strip of three from the top of the plate and in which the "worn" plate example is the bottom stamp. The writer believes the correct plate position of the "worn plate" variety to be 23 R, based upon a horizontal strip of four in his collection with the third stamp showing the "worn" plate and which strip he believes is from the left edge of the right pane.

Much help and encouragement in my study of these stamps has come from other collectors and professionals and my thanks and gratitude go to all who have assisted me, especially to Oscar Salzer, Tracy W. Simpson, Julius Cindrich, J. David Baker, Miss Ethel Harper, Winthrop S. Boggs, Mason Letteau, Elliott Perry, Henry W. Hill, Stanley H. Waite, Sam'l C. Paige, Jack E. Molesworth, Robert A. Siegel, Bernard D. Harmer, Roger G. and Raymond H. Weill, Ezra D. Cole and Clarence L. Storch.

## S5 Research—Continued from Page 13, Issue 44

T-149 is now known as a pair at left of D3, reported by Mr. P. F. Rose. Thus it is now known that positions 5, 6, 7, 8, 9, and 10R of what is almost certainly plate 14 have been assigned (tentatively we call it plate P).

Mr. A. S. Wardwell applied T numbers above 200 to certain copies not otherwise numbered by Dr. Chase. He reports needed changes in the listings of Issue 44, pages 11 and 12, as follows:

*Plate X* (having repaired relief). Add as singles, T-202, T-203, T-204, and T-209.

*Plate Z*. The double transfer is I6, not 16.

*Plate P*. Omit T-203 and T-204. Add as singles T-205 and T-208. Change the reference to T-149 as indicated in first paragraph above.

*Plate S*. Omit T-200. Mr. Wardwell writes that he has not assigned this number to any stamp.

*Plate U*. Omit T-208.

*Plate W*. Add as single T-210.

Due to the kindness of Mr. H. T. Rich who purchased the S5 collection of the late Mr. T. K. Webster, several hundred top-row S5's are now in the process of being plated. Unfortunately none of the lot is in a pair, but undoubtedly this work, when completed, will add to our knowledge, or at least render available some plated positions for members, because Mr. Rich has said he will dispose of duplicate positions.

Research Review—**The 1851-'57 Twelve Cent Stamp** by M. L. Neinken, RA#119, Second Installment—*Collectors Club Philatelist*, March 1963, (see Issue No. 44, page 14, for details).

This Part 2 of Mr. Neinken's article includes illustrations of all recuttings, guide dots, and other plate markings on stamps of positions 1L to 42L inclusive. The art work of the illustrations is beautifully executed. Each position is depicted by an enlarged over-all view in which the identifying characteristics are shown by straightened lines. Then each lower right corner is separately shown on a still larger scale. Portions of the Ashbrook text are repeated with additional comments, according to the pattern of Part 1 (see Issue No. 44).

We shall not in future take note of the various installments of this splendid research report, but urge all members to secure the issues as published. Probably by the time this CHRONICLE is mailed, Part 3 will have been released.

Research Review—**Oliver Evans Wood's Method for Improving Mail Service from the Atlantic Side to the Pacific Area.** A Report by Dr. W. S. Polland, RA#90, appearing in the July, 1963 issue of *Western Express*, Official Journal of Western Cover Society, Care of M. C. Nathan, 15 Manderly Road, San Rafael, Calif. Price \$2.00.

We have been permitted to see an advanced copy of the above report of a new discovery relating to the U. S. Mail Service of the middle 1850's. This report is fully documented, and it indicates that in the latter half of 1856, at least, the P.O. Dept. officially sanctioned and distributed a *Pacific Coast Mail List* that contained names and addresses of persons in the Pacific area to whom letters had been mailed by Easterners. The List was sent to all (or nearly all) Pacific postmasters. They were supposed to display the list so persons traveling about would be informed that a letter was waiting for them at a specified postoffice. Apparently after a trial the P.O. Dept. dropped the project, and much of Dr. Polland's report includes details of Mr. Wood's efforts to have the service reinstated. Here is a surprising chapter of U. S. postal history, not heretofore known to any students of our Western Mails whom we have contacted.

## THE 1861-'69 PERIOD

HENRY A. MEYER, *Editor*

In this, our first conference together via the CHRONICLE, it is well to consider the nature of the problems to be discussed. The profound studies of platings and printings which confront the specialists in the 1851-'57 issues are not for us. But this will be compensated by certain other problems which are just as interesting and significant.

In the stamps themselves, there must be considered the shades of the various denominations, especially the 24 cents; the earliest known dates of the several denominations and their shades; the various grilles; and the problems posed by the "First Designs," formerly known as the "August Issue," which is now known to be wrong.

In the postal markings of the period, we should study the various types of town marks and killers; year-dated town marks; route agent and R.P.O. marks; packet marks and forwarders' marks; and the many classes of service marks, such as "Forwarded," "Due," "Advertised," "Return to Writer," "Dead Letter Office," "Missent," "Free," etc.

This period furnishes some interesting rates which are not always easily interpreted, such as the regular domestic letter rates, circular rates, drop rates, carrier rates, way rates, California rates, the unification of rates in 1863, and the rates for "Steamboat," "Ship," "Steamship," and "U. S. Ship" letters. Rates to foreign countries will be handled by Prof. George Hargest.

There are certain types of covers which have no actual postal significance, but which are very interesting and widely collected. These include Valentine covers, propaganda covers (temperance, penny postage, etc.), decorated covers, turned covers, and corner cards of steamboats, shipping lines, hotels, colleges, governmental units, lodges, and business firms.

Our really big opportunity for study will be the numerous interesting covers resulting from Civil War situations. Tracy W. Simpson chose not to include those markings on covers of the 1857 issue and the Nesbitt and Star Die envelopes arising out of secession and demonetization, except for the two famous marks "Old Stamps Not Recognized" and "Southn Letter Unpaid." By his consent, those wartime markings which he omitted may be included in our section. We shall therefore have occasion to study covers showing the following wartime uses: demonetization, very late uses of the 1857 issue and corresponding envelopes, very early uses of the 1861 issue and its envelopes, combinations of the two issues, independent state and Confederate uses; mail to and from army personnel, naval personnel, the river navy, military hospitals, military prisons, several kinds of field post office marks, the Sanitary Commission, the Christian Commission, the Sanitary Fairs, soldiers' collect letters, flag of truce covers, patriotic covers, and covers indicating Union occupation of Confederate seaports and cities. If desired, we may include postage currency and encased stamps. No distinction need be made on covers of the period, as to whether they bear stamps or not. It is planned that we shall not encroach upon the area of study of the Confederate Stamp Alliance, except where the activities of the two groups cross.

The editor of this section is ready to organize, compile, and prepare the copy for the general editor; but he must depend on you, the readers, to send in notes, tracings, photographs, and information from which to write the section. Please don't depend on the editor to supply all his own inspiration; you must do that. And please do not send any stamps or covers without having contacted the editor and received permission.

Let us take as our first subject of discussion, the matter of *demoneti-*

zation. The process began in the largest cities of the east on August 16 and 17, 1861. It was intended to allow the states from Maryland and Pennsylvania west to Missouri until September 10, the other loyal states east of the Rocky Mountains until October 1, and the states west of the mountains until November 1 to obtain the necessary supplies of new stamps and make the exchanges. But sufficient quantities of the new stamps could not be distributed so fast, so those dates had to be extended to November 1, December 1, and January 1, 1862, respectively. Will all readers please look through their accumulations of covers of both issues, on which the year date is expressed in some apparently dependable manner, and send in reports of the following cases?

(1) Uses of 1857 stamps so late that demonetization should already have taken place where the cover originated. (2) Extremely early use of 1861 stamps. (3) Covers with 1857 stamps apparently amounting to enough postage, yet with "Due 3" or "Due 6" charged. (4) Both issues side by side or as paste-overs. (5) Any other situations which you believe indicate demonetization or what should have been demonetization. Please report such cases immediately to the section editor so that a list can be compiled before the next CHRONICLE is made up.

This does not mean that discussion of other subjects will not be entertained. As it is intended to discuss all of the subjects previously enumerated, information on any and all of the subjects will be welcome at any time.

Your help toward making this section successful is urgently needed and will be greatly appreciated.

## Information Wanted

RICHARD B. GRAHAM

Our period editor, Mr. Henry A. Meyer, has outlined the scope of this period and indicated a few of the problems to be encountered and, it is anticipated, solved. Some of the problems to be discussed are among the writer's "pet projects" and have been so for a good many years. Foremost in this category is the story of the markings which read, "U. S. SHIP," with or without an accompanying rate expressed as an integral part of the marking.

There are seven basic types of this class of marking and at least one of them is the product of two or more instruments, as tiny variations have been noted in the strikes. Figure 1 is an example of the commonest type and it is noteworthy that the cover and its enclosed letter give us a great deal more information than is usually the case. The "normal" usage is without place or date of origin or anything to show where it entered the mails. In this case, the writer was kind enough to indicate that he was then at Hatteras Inlet, North Carolina, and the enclosed letter further informs us that it was written on March 3, 1863. As a matter of interest, the insignia corner card of the cover is that of the 5th Massachusetts Volunteer Militia, and the engagements so proudly noted, Goldsboro' Bridge and Southwest Creek, are listed in the Official Records as minor engagements which took place in late 1862.

The types of markings as recorded by the writer are as follows:

- Type 1. The marking shown as Figure 1 is approximately 26mm in diameter. There are two or more similar types which are products of slightly different instruments, although all are nearly identical. The much enlarged photos, Figure 2, illustrate two varieties. The type with the dent over "H" of "SHIP" originated at Ship Island, Mississippi in early 1862. The other can be roughly dated in mid- or late 1862 and originated among the troops operating against Charleston, South Carolina or, at least, in its vicinity. This is the commonest of all the types of basic markings and the writer has seen at least one hundred of these.

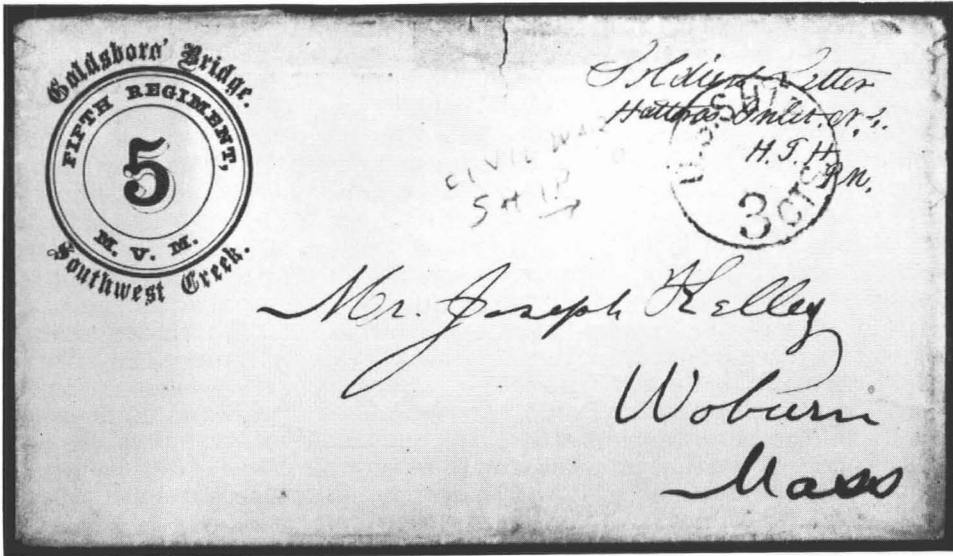


FIGURE 1



FIGURE 2

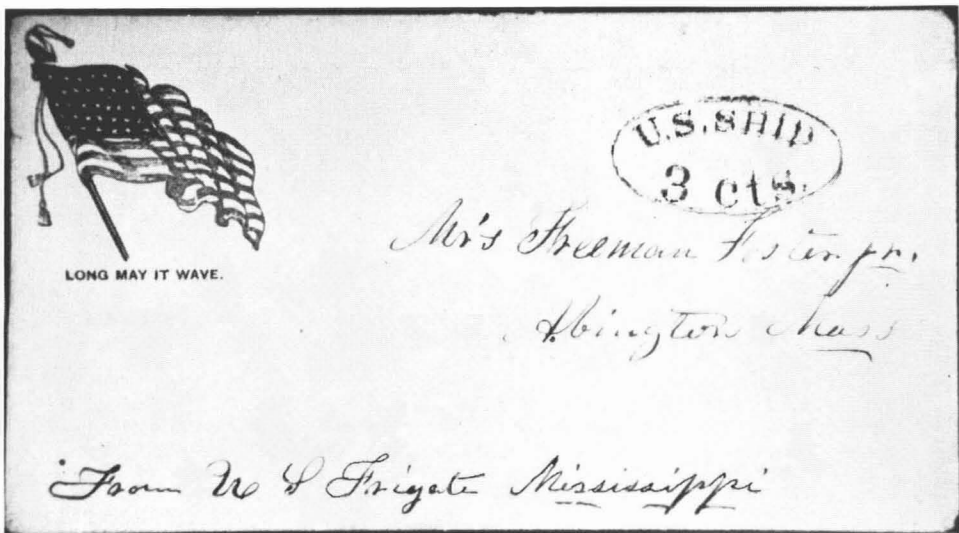


FIGURE 3



- Type 2. Basically the same as Type 1, except that the rate is 6 Cts. Less than ten of these have been seen.
- Type 3. An oval marking with the same wording, the oval being approximately 30 mm long by 15 mm high. The oval frameline is slightly irregular. Between twenty-five and fifty of these have been seen by the writer. (see Figure 3).
- Type 4. A double circle, 26 mm and 14 mm, with the wording, "U. S. SHIP," around the top and a fleuron or moustache in the lower portion. Fifteen examples of this type have been seen and recorded.
- Type 5. A straight-line "U. S. SHIP," approximately 5½ mm high x 32 mm long. This marking is usually accompanied by a Philadelphia, Pa. c.d.s. with dates from mid-1862 until after the end of the war. These dates always coincide with the arrival date at Philadelphia of the Naval Supply and Despatch Steamer assigned to visit the vessels of the South Atlantic Blockading Squadron. Usually, covers bearing this marking originate aboard a blockading vessel off Charleston, S. C., or its vicinity, although covers from blockaders at interim points, such as Wilmington, N. C., are sometimes seen. The design-



FIGURE 4

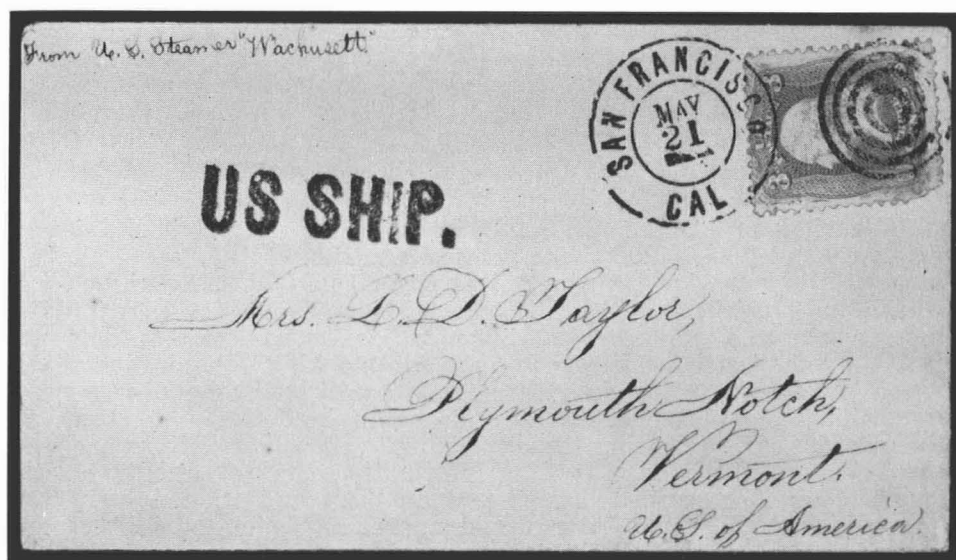


FIGURE 5

nated despatch vessel, the U. S. S. Massachusetts, or one of her "substitutes" carrying the same crew, almost certainly brought northward all covers bearing this marking and placed them in the mails. Covers bearing this marking alone are known. Covers with a Philadelphia c.d.s. and having proof or evidence of origin aboard a Naval blockader, but without the "U. S. SHIP" marking are also known. (see Figure 4).

- Type 6. A straight-line "U. S. SHIP," 27 x 5 mm, originating off Charleston, S. C., or on nearby Morris Island. All are accompanied with a red Boston c.d.s. Less than five of these have been seen by the writer.
- Type 7. A straight-line "U. S. SHIP," 27 x 9½ mm. The only example seen was accompanied by a San Francisco, Cal. double circle c.d.s., dated May 21 with an unreadable year date which ties a 3¢ 1861 stamp. The cover was endorsed "From the U. S. Steamer Wachusett" and was addressed to Vermont. (see Figure 5).

All of the markings listed above were struck in black. Those having any indication of their place of origin, were posted aboard blockading Navy ships or came from troops assaulting or occupying portions of the Confederacy which were so isolated from the North as to require that all communication be maintained by water. These areas were normally served by Government supply or despatch vessels.

As our good friend Henry Meyer once commented, ". . . for years we have stressed the fact that 'SHIP' markings are not applied aboard ships; they are applied at the post office where a cover first entered the mails." These "U. S. SHIP" markings may well be the exception to the rule. There is considerable evidence that they were not applied at Philadelphia, Boston or New York, but by Special Agents of the Post Office Department who accompanied the troops or travelled aboard the despatch vessels which visited the blockaders as well as the various shore installations held by Federal troops. Why the markings? The only justification for the marking appears in an official letter written by the commander of one of the Naval despatch vessels, the U. S. S. Connecticut, in early 1862. He suggested that the 2¢ ship letter fee, paid to captains of private vessels, but not allowed to masters of Federal ships, be applied as a credit to offset part of the expense of operating the Navy despatch vessels. In the same report he spoke of taking 600,000 letters out to the blockading Federal ships and commented that the job of sorting the letters was accomplished *en route*.

The route taken by these despatch vessels, at the time of this report, was from New York or Philadelphia down the East coast, around the Gulf coast and clear to the Rio Grande and return. The trip records may be found in volume 27 of the *Official Records of the Union and Confederate Navies in the War of the Rebellion*—for obvious reasons, usually known as ORN. The corresponding Army records (which comprise some 128 volumes) are known as ORA, or simply OR's. These trip records, especially for some of the early trips of the supply vessels, are rather interesting and sometimes letters can be traced by them. The trip records show when and where the particular blockaders were visited.

The whole problem of "U. S. SHIP" markings resolves itself, simply, into when and where and under what circumstances they were applied. Since we think we know "why," it is the above "when," "where" and "what" that must be emphasized. Some of the markings are easy to date; others are not. As to those markings which contain neither date nor place and yet must be considered an "origin marking," the only available means to "date" and "place" them may be through the discovery of circumstantial evidence that can reasonably be brought to bear. In other words, covers bearing these markings which have letters enclosed, outside endorsements or other like information, may eventually tell the story if they are recorded in sufficient numbers and studied with care. For such a study, this writer would appreciate being advised of any covers bearing "U. S. SHIP" markings of any sort, provided there is deemed to be any useful information accompanying the marking.

## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

### The Overland Mail, Alexandria to Suez

Two recently discovered documents disclose how the British mails to India were handled between Alexandria and Suez. The first agreement, between the British East India Company and the Egyptian Government, was signed at Cairo on March 30, 1852. It provided that the mails from England to India should be conveyed by the Egyptian Transit Administration from Alexandria to Suez in 75 hours. The route was from Alexandria to Cairo by steamboat, thence to Suez by camel train. On the reverse run, from Suez to Alexandria, only 65 hours were allowed, probably because the steamboats from Cairo would be traveling downstream. Provision was made to allow no more than three agents of the British East India Company to travel with the mails, but they were to pay half fare. For this service, the British East India Company paid the Egyptian Government 6,000 pounds sterling per year in quarterly installments of 1,500 pounds each. Penalties were established for the failure of either party to perform his part of the contract. The agreement became effective on July 1, 1852 for a three year period, but was renewed for a second three years. It was superseded by the second agreement on July 1, 1858.

The second agreement, now between the British Government and the Egyptian Government, was signed at Alexandria on June 16, 1858. It discloses that many changes in the handling of the mails had occurred during this six year period. Mails between Alexandria and Suez were now conveyed by railroad and only 24 hours were allowed in either direction,

“. . . But this arrangement is on the understanding that the packet from Southampton shall have arrived at Alexandria not less than 20 hours before that bringing the overland mail; and that the packet from Alexandria with the homeward mail shall sail for Southampton not less than 20 hours after that with the homeward overland mail.

Should such interval of 20 hours not be maintained, then, in every such case, the difference between 20 hours and the actual interval shall be added to the 24 hours to be allowed for each transit from packet to packet. Thus, if the interval be only 10 hours, 34 hours shall be allowed for the transit, and so on.

IV. When there is no separate arrival of the overland mail from Great Britain, or no separate despatch from Alexandria of the overland mail for Great Britain, 44 hours shall be the time allowed each way for the transit of the mails from packet to packet.”

It has been generally held, I believe, that the mail steamer from Southampton touched at Marseilles where it picked up the overland mail before proceeding to Alexandria. The 1858 agreement discloses that this was not always the case. At least by 1856, the overland mail was regularly (although not always) conveyed between Marseilles and Alexandria by separate packets plying between those two ports. Article I, section, “On the Mediterranean,” clause 2 of the Detailed Regulations for the execution of the Anglo-French postal convention of September 24, 1856, states:

“The office at Marseilles shall correspond with the office at Malta by means both of the French mail packets and of the British mail packets plying between Marseilles and Malta, and with the British office at Alexandria by means of the British mail packets plying between Marseilles and Alexandria.”

The above provides for this service by British packets, and seems to imply that it was already in operation.

The 1858 agreement also stated that warehouses were to be provided at Alexandria and Suez with accommodation for the sorting of the mails

as well as their storage. The keys to the warehouses to be in charge of the agents of the British Postmaster-General. Evidently 20 hours were required to sort and process the Southampton mail, while 24 hours were allowed for transit and the whole time interval between Alexandria and Suez was not to exceed 44 hours. This indicates that during this six year period, 31 hours had been trimmed from the time required to convey the mails from Alexandria to Suez—a remarkable accomplishment. The cost to the British Government, however, was increased to 12,000 pounds sterling per year, probably reflecting the increased volume of mail.

### **Rate to Oldenburg, via Hamburg**

The 13¢ rate to Oldenburg, via Bremen and Hamburg, was reported in issue # 44. Charles J. Starnes RA#393 sheds a little more light on these Bremen and Hamburg rates to Oldenburg. The 1857 PL&R (July) lists a Bremen-Hamburg rate of 12¢; the 1859 PL&R (April) shows the rate at 13¢ and this rate remained in effect for both of these services until February, 1867, when the U. S. Mail "Table" shows the rate, via Bremen, at 13¢ and a separate rate, via Hamburg, at 15¢. This latter rate was in effect for less than a year for, on January 1, 1868, the North German Union 10¢ direct rate became effective. Mr. Starnes's disclosure indicates that a 15¢ cover to Oldenburg between February, 1867 and January 1, 1868, would, indeed, be a desirable item. This editor has never seen one.

### **Empresa Norte America**

In issue #44, Dr. R. de Wasserman expressed the opinion that a company named Empresa Norte America handled mail between the United States and Cuba. Evidence of the existence of such a company is here presented. Below is the only marking on a cover originating in Paducah, Ky. on November 1, 1840 addressed to Mr. Dearing, Apothecary, Care of Messrs. Drake & Comp., Habana, Island of Cuba. The letter is endorsed, "per Steamer Natchez." Further evidence of the existence of this company was reported by the late Stanley B. Ashbrook in his Special Service, fourth series, p. 292. He describes a blue double circle marking which reads, "Empresa-N. America/28/Ago/1847. He states the marking was applied in Havana and "There is a large '1' in blue and this was likewise applied at Havana (Habana), and I believe this indicated the letter was a single rate. Covers to Cuba from the U. S. at that, and a later period, are apt to have a large 'NA1' meaning a single rate from North America." It would appear that Dr. de Wasserman's deductions were correct.



## French Mail Rates

The U. S.-French treaty of March 2, 1857, provided for a simple schedule of only five rates, as follows:

Posted in the U. S. addressed to	Prepayment	Limit of Prepayment	Rate per $\frac{1}{4}$ ounce or fraction thereof
1. France.	Optional	Destination	15¢
2. Great Britain, Belgium, the Low Countries, Luxemburg, Sardinia, the German States (except Austria). Spain, Portugal, Gibraltar.	Optional	Destination	21¢
3. Denmark, Austria, Servia, Tuscany, States of the Church, Parma and Modena. Ionian Islands.	Compulsory	Behobia	21¢
	Optional	Destination	27¢
4. Russia, Poland, Two Sicilies, Malta, Greece, Alexandria, Taffa, Beyrout, Tripoli in Syria, Latakia, Alexandretta, Masina, Rhodes, Smyrna, Metylene, Dardanelles, Gallipolis, Constantinople, Tunis, Tangiers, Pondicherry, Karikal, Yanaon, Mahe, and Chandernagor.	Compulsory	Trieste	27¢
	Optional	Destination	30¢
Aden, East Indies, Ceylon, Mauritius, Reunion, Penang, Singapore, Hong Kong, Batavia, and other countries whose correspondence can advantageously be sent by Suez.	Compulsory	Seaport of the Indies or the Sea of China to which the British packets ply	30¢
Other Countries beyond the sea.	Compulsory	Port of arrival in country of destination	30¢
5. Norway and Sweden.	Optional	Destination	33¢

The above were "bargained" rates and were not the result of combining two or more individual treaty rates, which was the usual procedure. Only the international rate for letters posted in France addressed to the U. S. was stated in French currency. This was 80 centimes per  $7\frac{1}{2}$  grammes, or fraction of  $7\frac{1}{2}$  grammes. The treaty shows only the total credit or debit to be made to the other country for the international rate according to different routes. No break-down of these debits or credits was set forth in the treaty. A break-down, however, has been deduced from the gross amounts and is known to most collectors familiar with the transatlantic mails. On mail prepaid in the U. S., credits were increased to include the postage in excess of the international rate. The following schedule shows how this operated.

	Direct			Via England		
	Rate	Fr. Pkt. (Credit)	Am. Pkt. (Credit)	Rate	Br. Pkt. (Credit)	Am. Pkt. (Credit)
U. S. Inland postage	3¢			3¢		
Packet postage	9	9¢		6	6¢	
British transit				3	3	3¢
French Inland	3	3	3¢	3	3	3
International rate	15¢	12¢	3¢	15¢	12¢	6¢
21¢ rate:						
Excess over Int'l rate	6	6	6	6	6	6
Rate and Credit	21¢	18¢	9¢	21¢	18¢	12¢
27¢ rate:						
Excess over Int'l rate	12	12	12	12	12	12
Rate and Credit	27¢	24¢	15¢	27¢	24¢	18¢
30¢ rate:						
Excess over Int'l rate	15¢	15	15	15	15	15
Rate and Credit	30¢	27¢	18¢	30¢	27¢	21¢
33¢ rate:						
Excess over Int'l rate	18	18	18	18	18	18
Rate and Credit	33¢	30¢	21¢	33¢	30¢	24¢

France had mail treaties, either directly or indirectly, with all the countries with whom it exchanged mail, i.e., with the country itself or with Britain, Prussia, Bremen, etc., who, in turn, held a treaty with the country in question. It is obvious that a simple schedule of four rates for mail in transit through France would not agree with the many rates these treaties contained. It is suspected that these four rates were arrived at by an averaging process.

Certain it is, that France gained on some and lost on others. For example, the rate between France and Belgium was of such an amount that only 2 decimes were added to the 8 decimes international rate, hence, only 1 franc was collected in Belgium on a single rate unpaid letter from the U. S. or on a prepaid letter addressed to the U. S. In calculating the equivalent in U. S. currency, the 8 decimes international rate is held at 15¢; the two additional decimes at 2¢ each, making a rate of 19¢ from Belgium and 21¢ to Belgium. Optional prepayment in the U. S. merely meant that the letter could be sent unpaid. On single rate letters prepaid in Sardinia addressed to the U. S., 1 lira, 20 centesimi represented a single rate; the same amount was collected in Sardinia upon unpaid letters posted in the U. S. addressed to Sardinia. Since the lira and the franc were equated, mail was rated for collection in decimes, 12 in this case. This represented a 23¢ rate in U. S. currency. France broke even on mail prepaid in Switzerland addressed to the U. S. or on unpaid letters posted in the U. S. addressed to Switzerland. The Swiss rate was 1 franc, 10 centimes or 11 decimes, equivalent to 21¢.

Since the amounts collected in foreign countries on unpaid or insufficiently paid letters forwarded by French Mail are not always equivalent in U. S. cents to the rates prepaid in this country, collectors have often been confused in their attempts to reconcile these rates. It is hoped that these notes may assist in this problem.

### **The 33 Cents French Mail Rates to Sweden and Norway and the "Brazils"**

The U. S.-French treaty of March 2, 1857, provided for only one rate higher than 30 cents per  $\frac{1}{4}$  ounce. This was a 33 cents rate to Sweden and Norway. Although, until 1905, Norway recognized as its king, the King of Sweden, it was allowed a considerable autonomy, including its own postal system. Treaties with foreign countries, however, including postal treaties, were made with the Swedish Government for Sweden and Norway. Sometime after 1859 and prior to October, 1860, a second 33 cents French Mail rate came into force. The *U. S. Mail* "Table of Postages to Foreign Countries" for October, 1860 (and all subsequent "Tables" to January, 1870), shows a 33 cents rate to "Brazils, via France, in French Mail from Bordeaux." Although still available, the 33 cents rate to Sweden and Norway was dropped from the January, 1868 "Table," probably because the newly included North German Union prepaid rate of 16 cents per 15 grammes to Sweden was less than one fourth of the French Mail rate for a letter of that weight.

Melvin W. Schuh RA#358, presents an example of each of these 33 cents rates. Figure 1 illustrates a 33 cents French Mail cover to Norway. Originating in Boston, prepaid by a pair and single of Scott #35 and a single #26, which were cancelled by Boston "Paid" grids of the type used on foreign mail, this letter was "exchanged" by the Boston office for American packet service through England. This is indicated by the credit of "24" shown in the Boston Exchange Office marking, which meant that the U. S. retained 3 cents for U. S. inland and 6 cents for sea postages. The letter went by rail to New York and there was placed aboard an American contract packet bound for England, whence it was forwarded through London to Calais. The blurred Calais travelling post

office marking appears to be a double strike made by superimposing a "Serv. Am." over a "Serv. Br." mark. On the reverse is a "Paris A Quievrain" mark, which indicates the letter was routed through Belgium. Although one cannot be certain of the exact route taken, it was probably through Belgium and Germany to Bremen or Hamburg, thence to Norway by German packet. This 33 cents rate is 18 cents in excess of the 15 cents international rate and since the Belgium, a German and the Norwegian postal administrations were involved, is probably about equal to the cost to France. The 33 cents rate paid the letter to destination.

Figure 2 illustrates the 33 cents rate to "Brazils, via France, in French Mail from Bordeaux." This letter originated in Oberlin, Ohio on January 7, 1864 prepaid by Scott #71 and #65. The letter went to New



Figure 1 The 33 cents French Mail rate to Sweden and Norway

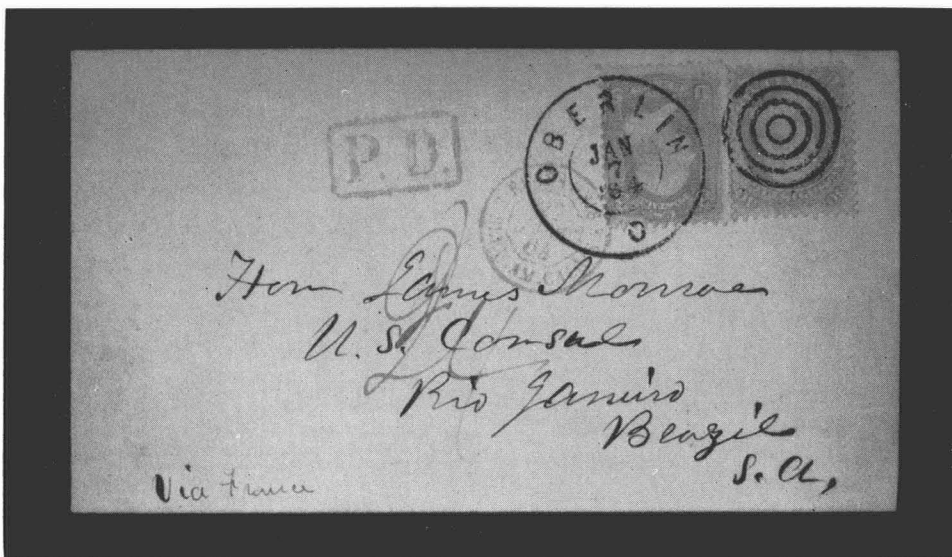


Figure 2 The 33 cents rate to "Brazils, via France, in French Mail from Bordeaux"

York and received on its reverse the exchange office marking, "N. York Am. Pkt./Paid/Jan/9." A manuscript marking of "24" in red ink was written on its face. Again, this represented the credit to France for American packet service through England. The letter was conveyed in closed mail to England, through London, and thence to Calais. The "3 Etats Unis 3/Serv. Am. Calais/22/Janv./64" marking in orange-red is the marking of the travelling post office, Calais to Paris. The octagonal center indicates that it was conveyed by a day train. There are no further markings on the cover. The rate paid the letter to destination and it is assumed that it left Bordeaux in a French packet bound for South America, perhaps Rio de Janeiro; perhaps in closed mail to a French exchange office in South America and thence to Brazil. The letter is mute on this point.

### Baltimore, Md. Exchange Office

In the boom days immediately following the Civil War, the Baltimore and Ohio Railroad availed itself of the opportunity of purchasing from the U. S. Navy four new vessels whose services the Navy would no longer require. According to Bonsor,<sup>1</sup> these ships were re-named *Somerset*, *Carroll*, *Worcester* and *Allegany* after four Maryland counties. Although built for coastal service, the Baltimore and Ohio Railroad organized the Baltimore & Liverpool Steamship Company with the view of placing these 1,250 ton, wooden, screw steamers on the transatlantic ferry and securing a mail contract.

The line appears to have secured the full co-operation of the Post Office Department for, not only was a mail contract secured, but Baltimore was made an exchange office by additional articles to the U. S.-British treaty, signed at Washington on November 11, 1865. Staff<sup>2</sup> reports a British Post Office order of April 23, 1866, which notes the establishment of the new line of packets and that sailings would be at "irregular intervals." Of greater interest, however, is the fact that all correspondence addressed to the City of Baltimore, the District of Columbia and all southern, south-eastern and central states bordering the Mississippi—19 in all—would be sent by this line, "if not specifically addressed to be otherwise sent." Evidently, it was intended that this line carry considerable mail and in so doing bolster the sagging American packet service to England.

During 1865, the *Allegany* had been temporarily placed on the New York-Baltimore run and was wrecked on Long Island on December 5, 1865. On April 25, 1866, therefore, the line inaugurated its mail service with only three ships. For a time there were sailings about three weeks apart, but the interval soon lengthened to about four weeks. In 1868, the lines ceased to operate and all three ships were sold and placed on the Boston-Halifax run, a service for which they were well suited.

Whatever was intended, the scarcity of Baltimore Exchange Office markings indicates that little mail was carried by this line. Numerous covers from Baltimore and Washington have been noted which bear the endorsement "By Steamer from New York." Evidently, the public was not impressed with the service.

But for the Baltimore and Ohio Railroad this proved to be only an initial venture in the steamship business. In 1867, it and the Norddeutscher Lloyd Line of Bremen formed the North Atlantic Steamship Company, each company supplying half the capital. The ships of this line were to ply between Baltimore and Bremen, via Havre and Southampton. The service was inaugurated in March, 1868, shortly after the U. S.-North German Union postal treaty became effective.

<sup>1</sup> Bonsor, N. R. P., *North Atlantic Seaway*, Stephenson & Sons, Ltd. Prescott, Lancashire, 1955 p. 233.

<sup>2</sup> Staff, Frank, *The Transatlantic Mail*, Adlard Coles, Ltd., London, 1956 p. 152.



There are no additional articles creating an exchange office at Baltimore for North German Union Mail or for French Mail. Nevertheless, beginning with the March, 1867, issue of the *U. S. Mail*, Baltimore was reported as an exchange office for French Mail and it continued to be so reported until the expiration of the French treaty on December 31, 1869. The *U. S. Mail* never reported Baltimore as an exchange office for North German Union or German Mail. Despite this fact, Ben B. Newman RA#131, reports the cover illustrated as Figure 3.

This cover originated in Baltimore on June 12, 1869 addressed to Rome and was prepaid by 19¢ in stamps, two Scott #113 and a single Scott #98. These stamps are cancelled in red ink with a four leaf clover killer. In identical ink is the Baltimore town mark and the "4" as indicated on the illustration. The reason for these markings are given below:

The *U. S. Mail*, "Table of Postages to Foreign Countries" for January, 1869 gives the following rates to the Roman States (not yet a part of Italy, but still independent) :

- |  |               |
|--|---------------|
| Via North German Union, Direct   | 14¢ per ½ oz. |
| The direct international rate was 10¢, to which was added the postage beyond the borders of the N.G.P.U., which amounted to 1½ silber-groschen or 4 cents. Service was by Norddeuther Lloyd Line to Bremen or by Hamburg-American Line to Hamburg.   |               |
| Via North German Union, Closed Mail, via England   | 19¢ per ½ oz. |
| The international rate, via England, was 15¢ to which was added the postage beyond the borders of the N.G.P.U., which amounted to 1½ silber-groschen or 4¢. Service was by any packet under contract to the U.S. or Britain. Closed mails passed through England, across the channel to Ostend, thence to the traveling post office, Verviers to Cologne, where the bags were first opened for distribution. |               |
| Via French Mail  | 27¢ per ¼ oz. |

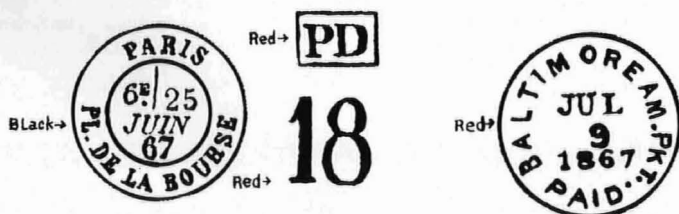


Figure 3 The 19 cents rate to Rome by North German Union Closed Mail, via England. Forwarded by the Baltimore Exchange office.

This letter was paid to go and evidently went by "closed mail, via England." It was forwarded to New York (New York Paid All/Br. Transit/-Jun 12 in dark red, on reverse), whence it left on a "Bremen" packet on the following day, Saturday, June 13th. Since the international rate (15¢) was retained by the dispatching office, only the 4¢ "beyond" postage

entered into the accounts, and this was the same amount whether direct or through England. Whether Baltimore made up its mail for Rome separately, marked each single rate letter with a "4" and forwarded it to New York or whether it sent a closed bag to New York, reporting the number of letters and the net weight of the mail is a matter of speculation. Certain it is, that Baltimore applied the red "4" credit to the face of this letter. It is also certain that New York made out the final international letter bill and awaited the "acknowledgement of receipt." Only a treaty established exchange office could perform these functions.

The remaining markings on the cover are of some interest. The letter passed in closed mail through England and Ostend to the traveling post office, Verviers to Cologne. This was a treaty established exchange office and here the closed mail bags were opened, the mail checked, and the "acknowledgement of receipt" made out and forwarded to New York. This office now rated the letter by marking it in blue crayon "fr 1½," which means, "1½ silber-groschen, paid." This office also applied the "Verviers B/23 6 III/Coeln/Franco marking. The boxed "P.D." (Paid to Destination) marking is in purple and it is believed to have been applied by the Italian railway post office that carried the letter to Rome. The diagonal pen line was used on Italian mail (and sometimes on French mail) to indicate that there was nothing to collect.



James E. Schofield RA#269 has submitted markings appearing on a cover prepaid in Paris by two 80 centimes *Empire* stamps and addressed to New Orleans. The cover bears the illustrated markings which show American packet service through England for a double rate letter. Although no treaty amendment created Baltimore an exchange office for French Mail, the *U. S. Mail* recognized it as such and the above "Baltimore Am. Pkt./Paid/D" marking is definitely that of an exchange office.

In issue #38, it was pointed out that San Francisco was listed as an exchange office for British mails in the *U. S. Mail* as early as March, 1862, yet the additional articles to the U. S.-British treaty creating it as such were not signed until October 19, 1863. Although these offices may have performed certain functions of an exchange office, it is certain that only a treaty established office could forward and receive the official letter bills and acknowledgements of receipt.

## THE U. S. 1851-'60 UNIT

Organized in 1948 as the "U. S. 3¢ 1851-'57 Group," it soon became Unit No. 11 of the American Philatelic Society. Also in 1948, issue No. 1 of the CHRONICLE appeared. Donald Lybarger, then President of the American Philatelic Society commented, "Editor Tracy Simpson has many prominent members to draw upon for articles, such as: Dr. Carroll Chase, Stanley B. Ashbrook, Leo J. Shaughnessy to mention a few." Over the years, the membership rolls of the Unit reads like a "Who's Who" of the U. S. Nineteenth Century philately, and most of the membership has, at some time, contributed to the CHRONICLE.

In 1957, the Unit broadened its period of interest to include all values of the issues, 1851-'60, and appropriately adopted its present name. Although its broadened scope attracted many new members to the Unit, it has never conducted a membership drive. It has always been felt that those who were truly interested would someday wend their way into its fold.

Again, the Unit is extending its area of interest to include the 1847 and 1861-'69 periods. It is planned to eventually include all U. S. philately to the "Bureau" issues. The Unit is also in the process of incorporating under the laws of California. With these changes, it will, undoubtedly, adopt a new name.

Because there are so many collectors who are interested in these expanded periods and are not now members of the Unit, it is felt that broad announcement of the change should be made. All should be informed that the privilege of Unit membership and the opportunity to receive the CHRONICLE is not restricted and can be theirs.

Information regarding membership in the Unit can be secured by writing

W. W. Hicks, Membership Chairman  
842 Lancaster Avenue  
Villanova, Pa.

APS and SPA members are admitted upon presentation of their Society numbers. Others who may wish to join are required to furnish references.

THIS IS ISSUE No. 45 OF THE CHRONICLE—For forty-four issues it has devoted its pages exclusively to the 1851-'60 period. It has continuously contained articles written by the foremost authorities on the stamps and postal history of these years. It is the official organ of the U. S. 1851-'60 Unit, No. 11 of the American Philatelic Society. In its pages, Unit members have been offered a place to report their findings, their doubts, their queries and their research. Edited by Tracy W. Simpson, it has gained a position of respect and authority among U. S. Nineteenth Century collectors, both here and abroad. Enlightened editorial comment has continuously added new insights to reported vignettes of information and fact.

**CAN YOU AFFORD NOT TO  
RECEIVE THIS JOURNAL**

THIS IS THE CHRONICLE OF THE U. S. CLASSIC ISSUES—Its scope has been broadened to include the 1847 and 1861-'69 periods and the transatlantic mails. It is planned to further expand its coverage to include all U. S. philately to the "Bureau" issues. The 1851-'60 period remains as before, still under the editorship of Tracy W. Simpson. As far as is possible, the same approach and editorial policy will be applied to the expanded coverage. As in the past, it will supplement the great philatelic works, such as: Chase, Ashbrook, Brookman, Neinken and Simpson—to mention only a few. It thus emerges as the only journal devoted exclusively to U. S. Nineteenth Century stamps and postal history. While some collectors who are interested in this period may fail to avail themselves of it, it is certain they will not be able to ignore what it contains.