

The  
Chronicle  
of the U.S. Classic Issues

December, 1963

Issue No. 46

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# The Chronicle

## of the U. S. Classic Postal Issues

December, 1963

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## THE 1847-'51 PERIOD

HUGH AND DAVID BAKER, Editors

### Editorial Comment

In the last issue of the *Chronicle* (No. 45), a list of the best-known writings on the 1847 issue was started. With the help of Phil Baker and Creighton Hart, the following periodical articles should be added to that listing:

- Chase, Carroll, "The U.S. 1847 Issue", *Philatelic Gazette*, May, 1916 through January, 1917. (Reported by Phil Baker).
- MacBride, Van Dyk, "Valentines Used with Stamps of the 1847 Issue", *American Philatelist*, February, 1948.
- Pope, Elizabeth C., "1847 Valentine Cover", *American Philatelist*, February, 1957.
- Hart, C. C., "A First Day 1847 Cover", *Collectors Club Philatelist*, July, 1962.
- Hart, C. C., "Dr. Carroll Chase and the 1847 Issue", *Collectors Club Philatelist*, July, 1963.
- Fairbanks, A. Graham, "Classic Covers" (serial), *SPA Journal*: "5¢ 1847 Philadelphia RR", March, 1960; "10¢ 1847 to Canada", April, 1960; "5 and 10¢ Combination Cover", August, 1962.
- Ashbrook, Stanley B., "The U.S. 1847's" (serial), *Stamps*, topics included: (Dot in "U"), February 28, 1948; (Invalidation; 1847 contract; transfer rolls; 1851 contract), April 3, 1948; (Invalidation-uses after 1851), June 5, 1848; (U.S.-Canadian postal relations, 1792-1847; British monopoly; Retaliatory Act; settlement of dispute), June 19, 1948; (U.S.-Canadian postal relations, 1847-'51; U.S.-British treaty of 1848; new Canadian rate of April 6, 1851; U.S.-Canadian postal agreement of 1851), July 24, 1948; (More about the U.S.-Canadian postal agreements), August 21, 1948; (More about demonitization—recognized and unrecognized uses), December 11, 1948; (Copper plates, the Rawdon circulars), January 15, 1949; (Plates and plating), March 12, 1949.
- Brazer, Clarence W., "Plates" (1847), *Stamps*, June 11, 1949.
- Hart, C. C., "How Many 1847 Covers", *Stamps*, November 19, 1955.
- Hart, C. C., "1847 Cover Survey", *Stamps*, June 15, 1957.
- Hart, C. C., "Confederate States of America 1847 Cover Use", *Stamps*, August 30, 1958.
- Hart, C. C., "1847 Cover to Ireland", *Stamps*, March 10, 1962.
- Kenworthy, W. V., "Notes on the 1847 Issues of the United States", *Stamps*, October 22, 1955.
- Wilkinson, Raymond, "A. P. T. Barnum Letter", *Stamps*, June 14, 1952.
- MacBride, Van Dyk, "Valentine Collecting Stirs the Imagination", *Covers Magazine*, February, 1952.
- Pope, John, "Paid to the Lines", *Stamp Lovers Magazine* (Published by British Philatelic Society, 3 Berners Street, London W.1., England), October-November, 1957.
- Pope, John, "Anglo-American Rate War", *Stamp Lovers Magazine*, February-March, 1961.

Can you add to this list?

## 1847 Covers from Delaware

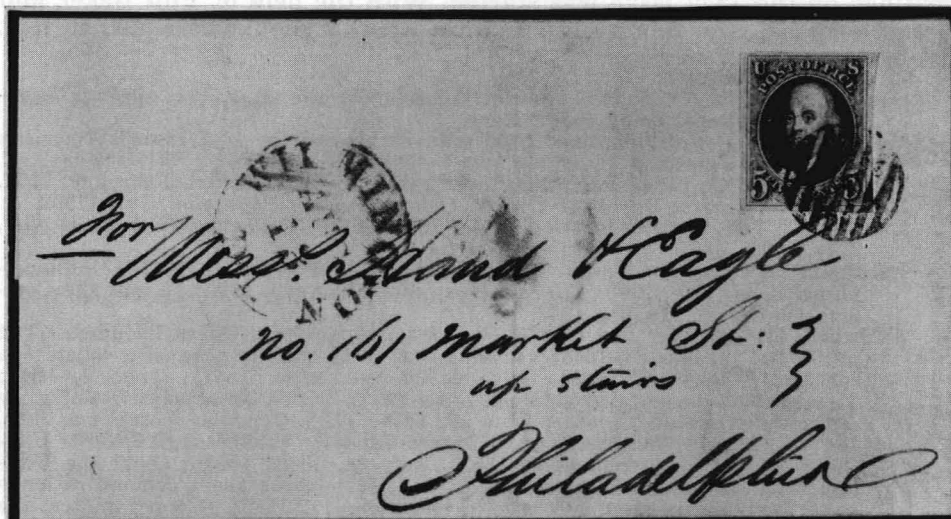
C. C. HART

Known covers bearing stamps of our first issue, from the second smallest of our states, are not the least in number but are few enough to be neatly listed and easily remembered.

Supplies of the 5¢ and 10¢ denominations were sent to only two post offices, Wilmington and New Castle. Delaware received 14,800 fives and I list 13 five cent Delaware covers. All except three of these are from Wilmington.

Four of the ten Wilmington 5¢ covers are cancelled with black ink, three with blue ink, and three with green. The green is an olive green varying from light to dark. The blue is a dark royal blue. Only one of the Wilmington covers on my list is pen cancelled. I believe at least eight of these ten covers are genuine. On two of the ten I must withhold my opinion. The stamps on these two are cancelled with black grids which do not tie the stamps and I have never examined these covers.

I list one cover each from New Castle, Smyrna and Cantwell's Bridge. The New Castle postoffice received only 400 fives, so covers from this



AUGUST 13, 1847

This pair of folded letters are both datelined 1847. The 5¢ stamp paid the internal postage rate for less than 300 miles. Even though the 10¢ cover is to Europe, the 10¢ stamp also paid only the U.S. internal rate, but for postage over 300 miles. The letter was carried "via Boston Steamer" and it is over 300 miles from Wilmington to Boston.

The wavy black line beside the 10¢ stamp is the English marking for one shilling which was the amount due from the addressee for both ocean and British internal postage.

These are the two earliest and finest 1847 covers known from Delaware. The 5¢ cover was formerly in the Saul Newbury deluxe collection. The 10¢ cover was formerly in the collection of the noted philatelist Barrett G. Hinde.

fashionable colonial seaport town are extremely rare. The stamp is cancelled and tied with the popular 7-bar enclosed circular grid. The grid and the town postmark are both in a light olive green.

The Smyrna post office did not receive any '47 stamps so this five center was probably carried there by a traveler. The stamp is cancelled with a grid of 5 wide bars which is in a light blue as is the town postmark. The only reference I have seen to the cover from Cantwell's Bridge is the listing by Mannel Hahn in his indispensable handbook, "Postal Markings 1847-'51". He states that the postmark is in black, as is a "5" also on the cover.

In the Gunther sale there was a "Wilmington, Delaware R. R." cover cancelled in blue. This railroad ran between Philadelphia and Baltimore so the cover may or may not have originated in Delaware. Perhaps some reader can give me the place of origin.

There is only one 10¢ 1847 cover known from Delaware according to my records. This puts the 10¢ Delaware cover in exclusive company. Of all the states and territories to officially receive a supply of the 1847 stamps, I list only two states and one territory from which only one ten cent 1847 cover is known. However, in addition I list one state and one territory from which no ten cent '47 cover is known. This unique Delaware cover is to England and is dated August 13, 1847, and all the cancellations are in a dark olive green. The first supplies of stamps were not sent to Wilmington until July 30, (1847), so this is an early usage. This cover, together with a 5¢ cover also postmarked August 13, (1847), are the earliest known uses from Delaware.

Philatelic literature about Delaware postal history is quite limited. Harvey Cochran Bounds authored "A Postal History of Delaware" published in 1938. Elliott Perry devoted part of Pat Paragraphs #23 (1925) to 1847 covers from Delaware. At that time he wrote, "They are not common and such records as are available indicate not more than 12 to 15 covers, good, poor and indifferent". Mr. Perry wrote this nearly forty years ago and it is still an accurate statement. After keeping a detailed record of Delaware covers for many years, I list a total of 14 covers including two questionable ones.

### The Cover Corner

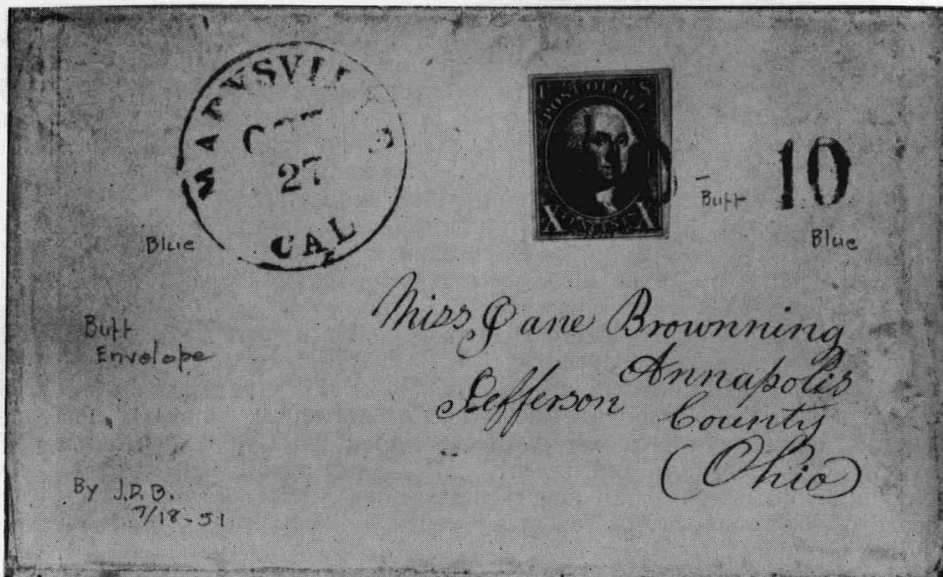


Problem Cover Presented in Issue No. 45

Your Editor gave no credit to John Fox, who supplied the photograph of the cover which was sold in his June sale to Mr. C. C. Hart. Our thanks to both for its use.

THE QUESTION: "Why was this particular stamp used on this cover?"

ANSWER TO THE QUESTION: The 5¢ stamp was applied at Philadelphia in payment of the forwarding postage from Philadelphia to Boston. However, the distance from Philadelphia to Boston exceeded 300 miles and the "Due 5" was added to complete the 10¢ postage required. This cover has much more to offer than this very simple explanation of the use of the 5¢, 1847 stamp, as is evidenced by the article entitled, "Dark Brown, the Earliest 5¢ Shade" in this section and a discussion of its foreign rate and routing in the "Transatlantic Mails" section.



**Problem Cover for this Issue**

Covers to or from California bearing stamps of the 1847 issue are rare. Above is pictured such a cover. The "Marysville/Cal." postmark and rate marks "10" are both in blue. There are no markings or information on the reverse of the cover.

QUESTION: What function did the stamp perform on this cover?

### **Dark Brown, the Earliest 5¢ Shade**

**CREIGHTON C. HART**

The explanation of the routing for the Dusseldorf cover and its postal markings appears in this issue of the *Chronicle*. You will want to read this because the story is of unusual interest. In addition to the postal markings, there are two features about the 5¢ stamp itself that will be news to some students of the 1847 issue.

The stamp on this cover is dark brown. Dr. Carroll Chase, a great many years ago (about 1920), prepared a color chart for the five-cent 1847 stamp. The chronological use of the colors during the last six months of 1847, according to his report, is "orange brown, bright orange brown, dark brown and black brown". Here is a stamp from Philadelphia with the very early use of July 16, 1847, and the color is not "orange brown" or

(Continued on page 36)



## THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

### Long-Distance Fiscal Management from Pleasant Spring, Calif.—1857

The cover, Figure 1, bearing X3 was recently turned up by Mr. R. A. Hanson, and is one of only three or four known bearing this townmark.

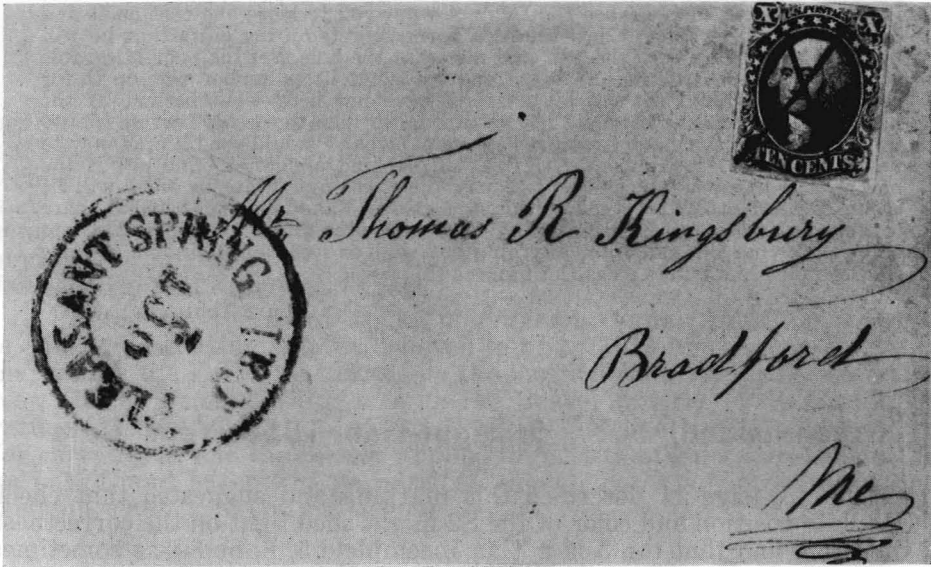


Figure 1

Pleasant Spring was  $7\frac{1}{2}$  miles east of Mokelumne Hill in the California gold country. The postoffice was established Mar. 16, 1855, and continued until Oct. 17, 1857, when its name was changed to Rich Gulch. Curiously no cover bearing a Rich Gulch townmark has been seen.

#### 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.

Mr. Hanson journeyed to the site of Pleasant Spring but found only a trace: the stone-cellar foundation of the store that housed the postoffice is now beneath an old dwelling of the 1880's or '90's. The pleasure of acquiring this unique cover of gold-rush days, reports Mr. Hanson, was also much enhanced by the letter it contained—a typical pioneer's letter setting forth some of the difficulties of being far away from one's base. The letter is reproduced exactly as spelled.

Pleasant Springs Sept. 27, 1857

Mr. Kingsbury Dear Sir

I hope that you will excuse me for neglection to write to you before this time but my business has been such that I could not help it. I received your letter also the draft by the last mail and am very much obliged to you for your kindness also for your trouble that you have been to hope that you will make yourself safe out of the place for I do not want you to loose one cent on it and I hope that my Brother in law the next farm he gets on the halves that he will be willing to put up with the half and not want the hole, but the poor Miserable scamp all is too little, he had to go and cut what little lumber was on it for feare that he would not get his share, I have not herd what became of the hay while he had it or if he did not get enough to pay the taxes I wrote him to pay the taxes and if he did not get hay enough that I would send him Money to pay them Now Mr. Kingsbury if you will be kind enough to find out if the half of the hay was not suficient to pay the taxes and write to Me I will be oblige to you for I will try and get him to settle or Make him some trouble, thare is friend of mine going home in four or five Months and intend to get him to settle it for me I do not want anything but what is right and I intend to have that or make him truble please let him see this letter

Yours Truly

HUGH LIDDLE

### **Green Island, N.Y., Straight-Line 1853 Year Date**

Issue 45, page 11 described this marking and suggested that check of the plate position and color of the S2 might shed light on the correctness of the 1853, and that the 3 is not an incomplete 5, 6, or 8—as sometimes happens. Ye Section Editor would like to see the cover or have the stamp position and color checked by a plating authority because the Green Island postoffice does not appear in the June 30, 1853, list, though it is shown in the 1855 list and thereafter. The date on the marking is May 7th. If the owner will permit this checking, the marking with 1853 date doubtless can be listed in USPM, thereby greatly increasing its value, as only one town, aside from New York, has been reported using that year date.

### **Early Duplex Handstamps**

These handstamps that combine a townmark and a grid obliterator on a single block are known used from New York, Chicago, Cincinnati, and St. Louis in the late 1850's. Mr. A. H. Bond's research has been reported in Issues 38 and 43 as to the patentee Norton and his efforts to secure wide adoption of the device. No report has as yet been received so far as Ye Sub-Editor knows as to a tracing of the use at Troy, N.Y., where Norton had authority to use it experimentally on about 3000 covers. However, in a lot of the Dr. Carroll Chase material two covers from Albany were noted which are in this category (see No. P). A memo by Dr. Chase on the two examples states "town and killer on same handstamp". Both covers bear S5 and dates are May 25 and June 22 (1861). The two examples match perfectly. Unlike the other known examples, this one has the bars of the grid at a slight angle.

## Filing Identification at Washington Dead-Letter Office

Mr. H. C. Greene calls attention to several covers of the 1851-'60 period that bear extra-large decorative single letters that appear to have no relation to the address or origin of the letter. He has one with a large red M, another with a large manuscript D, and has seen a C. Ye Editor reports one with a giant F. All have Dead-Letter-Office markings. The mystery of these appears to be solved by the fact that each giant letter is the initial letter of the surname of the addressee. Apparently one letter at top of a pile grouped by surname was marked with the extra-large single letter—boondoggling of a century ago to aid quick-reference to the pile.

## Canal Boat Mail

No postal routes of the 1851-'60 period are known upon which route-agents traveled on canal boats, though some mail was carried on the boats, but whether on a regular route or out-of-the-mail has not been wholly determined. The cases noted so far have been out-of-the-mail; that is, the postmark was applied at the postoffice where the letter was received from the canal boat. The WAY/6 applied at Lynchburg, Va., for example, was almost certainly applied to some mail received via the canal boats of the James River and Kanawha Canal.

Interesting, therefore, is the manuscript "Canal/Agt 5" No. C that is on a cover bearing what is believed to be an 1853 impression of S2 pen-marked by the same ink that made the mss marking. The addressee is at New Castle, Penna., which was on the Beaver & Erie (Pa.) Canal. The rating of this cover is not certain. Perhaps the canal agent collected 5 cts for carrying it, and the S2 was applied to meet the then requirements that an out-of-mail letter was permissible, though not legal, provided it bore a stamp (later a Nesbitt envelope).

*See  
issue  
47  
P. 14*

## Plate Varieties

Mr. J. A. Farrington, Jr. reports a plate flaw in top-row S5 stamp T-52 (10L of unidentified plate "Z"). There is a distinct dot just below the stamp under the left-hand vertical stroke of the H of THREE. See illustration No. M. It is similar to but stronger than the tiny flaws in margin above 9 and 10 R15.

## More Cross Roads and Combinations

Reference to Cross Roads, etc., in recent issues is supplemented by the following reported by Mr. R. E. Gillespie:

GEO. TOWN X ROADS/D/Md.	C-32	1854 use, stampless
HALLS CROSS ROADS/D/Md.	C-37	ties S5

Mr. Gillespie also reports interesting combinations that are perhaps on the border-line of the industrial-townmark group:

PITTSTON FERRY/D/Pa.	C-34	on U-10 Nesbitt
ELKRIDGE LANDING/D/Md.	C-30	with S4
WARREN TAVERN/D/Pa.	C-38	ties S5 (1859 use)



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.

### Newly Reported Domestic Postal Markings

Illustration No.	USPM Schedule		Used with	Reported by
A	A-1	CONSTANTIA O./ D ol-ac 29 x 18 This entry and illustration super- sedes that of Issue 44.	S5 patriotic	N. L. Persson
B	A-13	21mm 4-ring and center-dot target of Jersey Shore, Pa. This target does not appear in the extensive list of Issue 27.	S5	N. L. Persson
D	A-13	Crude cross with holes in bars 25 x 18 of Camden, Miss.	U-10 Thrp-15	H. C. Greene

G	A-2	CHESTER/ M C-25 The large M stands for Michigan	U-10	K. M. Priestley
O	A-13	Six-pt star 21mm ties stamp used at Archbald, Pa.	S-5	J. W. Milgram
H	A-27	ADVERTISED 39 x 5 and encircled "1" C-19 applied at Bloomington, Ill.	S2	L. R. Campbell
J	A-27	Advertised One Cen(t) 54 x 4 applied at Worcester, Mass.	S2	L. R. Campbell
I	A-14a	Two interlaced strikes of "3" on off-cover single; town unknown	S2	R. E. Gillespie
K	A-16	Str-line I. FIELD with underline on off-cover single (of Harrison Square, Mass.)	S2	R. E. Gillespie

Mr. Gillespie writes, "Is it probable that the postmaster I. Field used this name cancellation prior to his adoption of the fancier encircled one that he used on S5 (No. 9, USPM Sched A-16)?"

L	A-21	21 x 6 FREE of Brookville, Md.	S2	R. E. Gillespie
---	------	--------------------------------	----	-----------------

This is noted because it is another legitimate use on a cover with stamps. The addressee of the place to which the cover was forwarded was the postmaster of the receiving town. Compare Issue 42, page 8.

N	A-13	Single-bar (broken) 24 x 5 applied three times on one cover at Canton, Miss., perhaps from part of canceller of the Canton cross.	S2 U-4	R. E. Gillespie
Not shown	A-21	WASHINGTON D.C. / 1856 yr D/FREE on stampless, but reported because all USPM examples show either "CY" or "CITY."	C-32	R. E. Gillespie <i>see issue 46, p. 14</i>
E	A-34	FORWARDED BY/G. W. OLIVER & CO./NEW ORLEANS oval 27 x 20, blue. Used on letter to New York, July 1857, mailed at New Orleans	S2	R. E. Gillespie
None	A-2	WEST WATERVILLE/D/MAINE K2-25 in sans serif letters	S5	R. E. Gillespie
None	A-8a	Str-line PAID in townmark, infrequently used LYNN Ms (1858 yr D)	S5	R. E. Gillespie
None	A-8b	Str-line 3 PAID in townmark, infrequently used ALLEGHANY CITY PA.	S2	R. E. Gillespie

## Railroad Route-Agent and Station-Agent Postmarks

Compiled by W. W. HICKS, Associate Editor

C.M. & L. R.R. (Concord, Manchester, & Lawrence). Reported by Mr. L. L. Downing is the cover of Figure II that has many unusual features. First, it is a late use of S5 (Nov. 14, 1861), after demonetization. Second, the railroad handstamp contains the numeral "3" which implies a rating of 3 cts. Third, the railroad handstamp and the postoffice townmark (of Hooksett, N.H.) both bear the same date, Nov. 14, and it is also unusual that both should be on the cover. Ordinarily when a station-agent R.R. handstamp is on a cover the R.R. marking takes the place of a postoffice townmark.



Figure 2

Is there a logical explanation of this odd combination of markings? Let us examine the circumstances. The "C.M. & L. R.R." undoubtedly is a combination of initials of two small railroads in New Hampshire; namely, the Concord R.R. between Concord, N.H., and Manchester (18 miles), and the Manchester & Lawrence R.R. between Manchester, N.H., and Lawrence, Mass. In 1861 they were operated as the Concord, Manchester & Lawrence Railway. Per Pool's R.R. manual, the Concord R.R. owned 60 percent of the Manchester & Lawrence R.R. Both later became part of the Boston & Maine R.R. The 1859 Appleton R.R. Guide lists the road as having two connections to Boston, one Concord to Boston via Lawrence, Mass., connecting there with the Boston & Maine R.R., and the other via Nashua, N.H., and from there via the Boston & Lowell R.R. to Boston.

The C.M. & L. R.R. was too small to have a mail contract to which a route agent was assigned. Instead it was part of a mail route covered out of Boston over several railroads. Hooksett, N.H., is nine miles from Concord on the Concord R.R., and it is probable that the postmaster at that town was also the railroad agent. The cover is addressed to Epsom, N.H., which is about 15 miles northeast of Hooksett and about the same distance east of Concord. It is conjectured that the postmaster applied the C.M. & L. R.R. marking to indicate that the letter should travel on that railroad north to Concord and thence east to Epsom in preference to some alternate route, perhaps by stage directly from Hooksett to Epsom. As to the significance of the rating "3" in the R.R. marking, perhaps it had to do with railroad-business mail, having no bearing on the case illustrated. Other possibilities suggest themselves: the marking may be a receiving mark or a designation of origin, and it may be only a coincidence that the "3" implies 3 cts. Information is requested.

Mr. K. H. Priestley reports what is apparently a unique DETROIT & MILKE. R. W. route-agent marking (No. F) that exactly resembles the Remele D-3 except that R.W. is used instead of R.R. Undoubtedly R.W. stands for RAIL WAY. The railroad was originally incorporated as "Railway." Remele designation of D3-b is assigned to this new marking, and the former D3 is changed to D3-a. So far as known this is the only railroad route-agent marking containing an abbreviation for *Railway*, though it was a common term. The marking ties S5 on cover to Grand Rapids, Mich.

Although a few early railroad markings read RAIL ROAD or RAIL Rd, it was the contention of the late Stanley B. Ashbrook that the usual

"R.R." did not stand for RAIL ROAD but for RAILROAD ROUTE. The PMG's reports designated them as "Routes". So many railroads had a corporate name ending in Railway that it would have been unusual for the P.O. Dept. to have presumed to rename the *Railway* as a *Rail Road*. It is an interesting suggestion that may never be resolved.

Mr. T. W. Simpson reports SOUTH SIDE R.R., Remele S6-a in blue, tying S2. Although the Dr. Chase list shows it in black and blue, the Remele listing reports it only in black because of inability to confirm the blue.

*Cincinnati, Ohio, and New Castle.* More light is shed by a report recently received from Mr. L. L. Downing concerning this marking and usage described in the C. W. Remele book, *U.S. Railroad Postmarks 1837 to 1861* and the uncertainty expressed by Mr. Remele. Mr. Downing has come up with a very logical explanation. Mr. Remele referred to the only known example of the above marking *CINCINNATI .O. AND NEW CASTLE* as on a letter from Kokomo to Logansport dated May 4, 1854, when the railroad in 1854 was only completed to New Castle, some 60 miles from Kokomo, the origin of the cover.

Mr. Downing reports correctly the following: The PMG's report shows route No. 10284 as of June 30, 1854, Cincinnati to New Castle; as of 1855, route No. 14783, Richmond to Anderson; as of Sept. 30, 1856, Richmond to Logansport. Thus the road was completed through Kokomo to Logansport sometime in 1856. As Mr. Downing points out, as I'm sure all of us have noticed, some individuals during that period wrote "4's" in a way so that it was difficult to know whether the figure was a "4" or a "6", and vice versa. He is convinced, and it seems most logical to your reporter, that a mistake was made in noting the date on the only known cover as being May 4, 185(4) when it was actually May 4, 1856. An 1856 date would make the notations on the cover completely correct and in order, and verifies the marking as a route-agent marking.

## Early Philadelphia-New York Railroad Mail

by WILLIAM W. HICKS, RA #3

see Chron # 47  
P. 3

One of the few inaccuracies in the C. W. Remele book *U.S. Railroad Postmarks, 1837 to 1861* is its description on page 112 of the handling of mails between Philadelphia and New York in the early period. Through the good offices of Mr. A. J. Hall, a long-time student and authority on railroad postmarks, the writer secured a copy of an official report to the Board of Directors of the Camden & Amboy R.R. of October 1846 entitled "Transportation of the Mails Between New York and Philadelphia." The report explains certain conditions that existed then and prior to 1846, and gives a legalistic explanation of the railroad's position in its long-standing dispute with the P.O. Dept. The following points are clearly brought out:

(1) All mail between Phila and Trenton up to 1846 was transported by the Philadelphia & Trenton R.R. which though a separate entity was controlled by the same powerful group that also controlled the Camden & Amboy R.R. and also owned a large part of the N.J. Railroad & Transportation Co., thereby giving the group working control of all the railroads between Phila and New York. One of this group, Richard F. Stockton, had negotiated the first mail contract with the P.O. Dept. in 1836 for the entire Phila-N.Y. route. He was made president of the Phila & Trenton R.R. and served as such through the early 1840s, at the same time being part owner and a director of the Camden & Amboy R.R. The report expresses indignation that the P.O. Dept. has "continued to refuse" the Camden & Amboy R.R. a contract for transporting the mails between Camden, N.J., and Trenton, N.J.

(2) When offering a renewal of the 1840 contract in 1844, the P.O. Dept. had demanded: (a) space on the cars for a mail agent of the Dept.; (b) earlier departure of the morning train from Phila to N.Y. in winter months; and (c) the P.O. Dept. refused to increase compensation above the maximum \$300-per-mile annual rate, as authorized by Congress.

(3) The report explains why the companies refused to accept these demands, and emphasizes that in spite of there being no contract the P.O. Dept. continued to deliver mails to the railroad, and the railroads continued to handle the mails in the same manner as under the 1840 contract. The report points out that the railroad conductors had adequately handled the mails as well as any P.O. Dept. mail agent could do. Also they were unable to see why an agent of the P.O. Dept. should not *buy a ticket*, just as any private mail agent did who regularly traveled on the trains. They feared that a mail agent of the P.O. Dept. would abuse a "free ride" privilege by contracting—in addition to carrying the mails—for handling merchandise, money packages, etc., without any control by the railroad or means of preventing such conniving.

As a result of the controversy outlined in the report, a new contract with the P.O. Dept. finally was negotiated which became effective in 1848. The contract has not been seen, but from what happened afterward it appears that the railroad permitted the P.O. Dept. to assign route agents without need of a ticket, though when this changeover took place we do not know; possibly it was on some sort of gradual basis. It is also surmised, based on the amounts paid to the railroads for transporting the mails (as stated in Postmasters General reports) that the Phila & Trenton R.R. and the "Joint Companies" of N.J. were appeased in some way by extra compensation above the \$300 per mile per annum allowed by Congress. However, apparently the P.O. Dept. continued to refuse a separate mail contract with the Camden & Amboy R.R. itself during the whole 1851-'57 period, at least, because no route-agent markings of that route are known to exist prior to 1861.

This situation of the railroad conductor's handling the mails on the Phila-N.Y. run at least to 1848 and for a time thereafter explains some of the postal markings used on mail picked up over this run. We are, of course, speaking of loose mail handed to the conductor at the towns on the route—mail that had not gone through a postoffice at town of origin. Such loose mail could not have been cancelled or rated until the conductor delivered it to a postoffice (or to a P.O. clerk who met the train as it arrived). The pouched mail, of course, has no interest to us because all of it was rated and cancelled before delivery to the train.

We illustrate in exact-size the known R.R. postmarks used on the Phila-N.Y. route during the period up to 1861, with comments based on a survey by the writer of such available collections of these markings as could be located, as well as those listed in auctions of recent years. The illustrations and their numbered designations are from the aforesaid C. W. Remele book.

## PHILADA RAIL ROAD

(P6-a)

This marking (P6-a) is only known used on *northbound* mail from Phila to New York. It is rarer in black than in red. Undoubtedly it was used on conductor-handled mail that was delivered to the P.O. Distributing Office upon arrival at New York, where it received this marking to indicate origin. The regular N.Y. postal townmark was also added, and the stamp, if any, was cancelled. Mr. C. L. Towle reports a stampless cover with this marking dated Aug. 11, 1845, the *earliest reported* Phila-N.Y. marking so far recorded. It would appear that there should be earlier usages of this marking since the P.O. Dept. awarded the Phila-N.Y. mail contract in 1836, nine years earlier. The writer would greatly appreciate



reports of any earlier usage. The *latest reported* use is in his collection, on a cover with S1 bearing the regular N.Y. P.O. townmark of Sept. 5 (1851). This cover indicates that the train conductor handled some mail as late as that date.

It is also interesting to note that the earliest reported use of the 11-bar N.Y. square grid appears on a cover with this P6-a marking, used July 19, 1851, tying S1, thus indicating that the 11-bar grid was first used at the Distributing Office, later superseding the 13-bar grid at other postal stations in New York.



P6-b



P6-c



P6-e

The above markings, P6-b, c, and e, have the same wording as P6-a but are circular with date. Perhaps these also are southbound counterparts of P6-a; that is, applied at Philadelphia to mail picked up en route from N.Y. to Phila addressed to Philadelphia or points south thereof. However, the writer has not seen any of these on mail addressed to Philadelphia, but knows of their use on southbound mail addressed to Baltimore and Washington. The writer has one used June 12, 1839, and another used as late as Aug. 18, 1851, tying S1. The period of use of these markings corresponds almost exactly with that of P6-a.



N15-a

V  
5



N15-c



N15-d



N15-e



N15-f

PAID

5



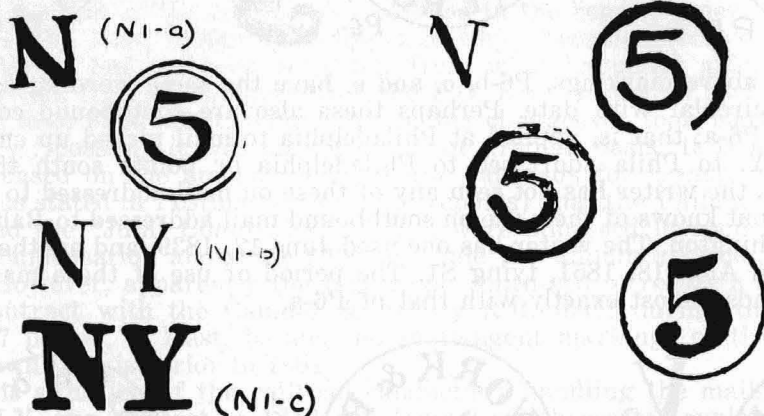
N15-b



P9

The above markings, N15-a, etc., and P-9 are normal New York and Phila R.R. markings used both northbound and southbound. Only N15-a and N15-b are known used in the pre-stamp period and neither one before early 1847. N15-c is known used in the 1847-'51 period. The other types appear only during the 1851-'57 period. On pre-stamp covers and on some covers used after July 1, 1847, it is important to note that covers from N.Y. to Phila usually received the well-known Phila "5" numeral alongside the N15-a; the numeral also came in either a single or double-lined circle, whereas northbound covers *from* Phila to New York received the well-known New York P.O. numeral "5" as shown adjacent to N15-b. The small numeral "5" adjacent to N15-f is the style used at Trenton post-office. It is thus apparent that some of these markings were used during the period of conductor-handled mail. The others were doubtless applied by route-agents. As previously stated, it is probable that the change-over from conductor-handling to route-agent handling was gradual.

N. (OR N. Y.)



It is controversial as to whether the markings illustrated above are railroad markings. What else can they be, based on the following reasoning? They are known only on covers from New York southbound to Phila, and the covers bear no other markings except the Phila style "5" numeral in single- or double-lined circle. It is interesting to report that these are known used as early as Sept. 25, 1845 (N1-c) and as late as July 23, 1847 (N1-b). Thus, since no normal N.Y. & Phila R.R. postmarks have been reported earlier than 1847, and the straight-line Philada RAIL ROAD (P6-a) was used only at New York on northbound covers, these markings (N1, b, and c) were undoubtedly the first markings used on conductor-handled mail from New York southbound. The latest use of these markings overlapped by a few months in 1847 the earliest reported use of N15-a.

Other conductor-handled covers, undoubtedly are those with no other markings than the usual Phila numeral "5", including also "10" and "20" on overweight letters, or the N.Y. numeral "5" or "10", known used between 1847 and 1850. These perhaps superseded the N1-a, b, c markings, which seemed to show decided wear in late usages.

**W**

Another unusual marking, previously unreported, is the 9 mm "W" illustrated above. Two examples have been reported, each with the Phila "5" rating mark. Only one of these covers has contents indicating origin (New York, Mar. 13, 1846). It is addressed to Phila with no other marking, other than the rating "5", on the cover. Has anybody a suggestion

(Continued on page 36)

## THE 1861-'69 PERIOD

HENRY A. MEYER, *Editor*

### The Editor Has Been Wondering . . .

(The student of postal history often encounters questions and situations which puzzle him, yet there is nobody to whom he can turn for an authoritative answer. The editor of the 1861-69 section will, from time to time, state a few questions which have been bothering him or which have been sent in by correspondents. If you *know* the answer, know where to find it, or are willing to undertake the research necessary to solve the problem, please write to the editor. Please do not send in guesses.)

1. In connection with railroad station marks, such as "MONROVIA/B. & O. R.R." or "FROM CARBONDALE./ILL. C. R. R." we often hear or read the statement, "The station agent, who was also the postmaster, postmarked the letter with his ticket stamp." Has anybody ever taken the trouble to verify the fact that the station agent was, in any considerable number of cases, the postmaster? Or are we merely repeating what we have heard someone say? Can any of our readers cite specific cases, with names and dates, in which the station agent *was* or *was not* also the postmaster? This would be a rewarding research project.

2. We have for many years accepted May 31, 1861, as the date on which the U.S. Post Office Department discontinued performing the postal functions in the seceded states. (It is definite that the Confederate Post Office Department began its duties on June 1.) Karl Jaeger of Columbus, Ohio, has lent us a manuscript original copy of an order issued by P.M.G. Montgomery Blair, specifying the date of May 31 for the discontinuance. Yet the late Stanley B. Ashbrook, in a pamphlet entitled "Some Notes on the Postal Legislation of the Confederate States of America," reprinted in 1946 from *The Stamp Specialist*, makes out a case for May 28 rather than 31. He bases his inference on an article by Dr. Don Preston Peters (deceased even at the time of the Ashbrook article) who quoted from the Lynchburg *Virginian*. He also quotes from a report by Montgomery Blair, but the key sentence quoted is ambiguous. Can any readers supply us references for further study, from which an article might be written?

### Demonetization

#### A Tabulation of Reports Received From Our Route Agents

By the Period Editor

One feature of the *Chronicle* in its original form which encouraged members to report stamps, postmarks, and covers under discussion was the fact that it was not deemed necessary to give the complete background for an article which would be necessary in writing for the general public. Realizing that most of our Route Agents had copies of the basic reference works covering our period, and were familiar with them from much use, a person reporting could get down immediately to the facts which he had to contribute.

This report will be based upon the same premise: that our readers understand the basic idea of demonetization as ordered in 1861, that they know the reason for it and in a general way, how it was handled. We need therefore only mention a few matters which may have been overlooked

or which are not generally available, and then go directly to the late, early, and combination usages which have been reported in response to our request in CHRONICLE No. 45.

### Sources for Reference Reading

As most of our readers well know, our best sources of information on demonetization are the following:

- Ashbrook, Stanley B.: *The United States One Cent Stamp of 1851-57*, Vol. II (1938), pp. 28-40.  
Chase, Dr. Carroll: *The 3¢ Stamp of the United States, 1851-57 Issue* (1929, 1942), pp. 205-209.  
Luff, John N.: *The Postage Stamps of the United States* (1902, 1941), pp. 63-66 of the *Gossip* reprint edition of 1941.  
Perry, Elliott: "Demonetization of Stamps in 1861" in Norona, Delf: *Cyclopedia of United States Postmarks and Postal History*, Vol. I (1933), Article 10.  
Perry, Elliott: "Seventy Years Ago" in his private magazine, *Pat Paragraphs*; reports of original research appear in almost every issue.  
Tiffany, John K.: *The History of the Postage Stamps of the United States* (1887), pp. 122-125.

Since most of our readers either own these works or have access to them, it may be assumed that the discussions contained in them are fairly familiar to most of us.

### What Postal Paper Was Demonetized?

All regular postage stamps of the 1857 issue; also 1851, if any were still on hand. These included the denominations of 1, 3, 5, 10, 12, 24, 30, and 90 cents.

The Franklin and Eagle Carrier stamps.

The 3¢, 6¢, and 10¢ Nesbitt envelopes.

The 3¢, 6¢, and 10¢ Star Die envelopes.

Not the 1¢ Star Die envelope, 1¢ Star Die newspaper wrapper, nor 3¢ plus 1¢ Star Die compound envelope. These three items continued to be supplied to postoffices and used until they became useless on July 1, 1863.

### Schedule of Demonetization

It was the original plan that the new stamps should be supplied and the old stamps withdrawn first in the states bordering upon the Confederacy: Kentucky, Missouri, Illinois, Ohio, Indiana, Maryland, and Pennsylvania; next, in the other Union states east of the Rocky Mountains; and last in California, Oregon, New Mexico, Utah, and Washington. The schedule published by the Post Office Department was as follows:

First group of states, replacement to be completed by Sept. 10; extended to Nov. 1.

Second group of states, Oct. 1, extended to Dec. 1.

Third group of states, Nov. 1, extended to Jan. 1, 1862.

Elliott Perry's tremendous amount of research in newspaper files of 1861 in many parts of the country, with the assistance of some valiant co-workers, has revealed the fact that the replacement did not follow that pattern at all. He finds that the process was carried out in this manner:

In many different parts of the country, almost simultaneously, the new stamps were supplied to the larger cities first. The smaller towns had to await their turn; but small town and country postmasters were permitted and encouraged to exchange their old stamps for new at nearby city postoffices, if the city postmasters had a sufficient supply to accommodate their waiting colleagues, and thereby to institute the replacement program at their offices more promptly. City and village newspapers ex-

amined by Mr. Perry and his co-workers show that this was the order of procedure in all parts of the country thus far studied.

However, the dates published in the original order and its follow-up order were useful to postmasters as terminal dates for accepting the 1857 issue as valid on mail arriving at their offices from other states.

### Offices Supplied Very Early

The envelopes were ready about ten days ahead of the stamps. At some offices the envelopes were on sale and ready for exchange two weeks before the stamps. So for many offices we have to consider two first days and two exchange periods. The exchange period was ordered to be six days from the date of receipt of either the stamps or the envelopes, but some postmasters took the responsibility of extending the time because of local circumstances. Some also gave "final warnings."

The first postoffice to receive the envelopes was Philadelphia, Aug. 8; the next was Nashua, N.H., Aug. 10. Then followed Bangor, Maine, Bridgeport, Conn., Cincinnati and Detroit, all on Aug. 12. The first adhesives were on sale at Baltimore, Aug. 17; Springfield, Mass., Providence, R.I., Wilmington, Del., Philadelphia, Cleveland, and Detroit all received them Aug. 19. After these dates they become too numerous to be listed in this casual manner. If a considerable number of our readers have real use for a systematic list, we can ask Elliott Perry for permission to reprint his list. The roster for August, as far as the dates have been ascertained, is printed in *Pat Paragraphs* No. 19.

### Exchanging Stamps for Small Offices

In reading the newspaper announcements of the receipt of the new issue and the setting of an exchange period of six days, one observes that a good many of the notices from fairly large towns, especially county seats or regional commercial centers, contain a statement that postmasters of smaller offices may exchange their stock of stamps for a period of one month. The notice in the *New Hampshire Telegraph* of Nashua under date of Aug. 10 was worded as follows:

Small Offices in this neighborhood, which may not be able at once to obtain a supply can exchange what they may have at this office within a month.

Under date of Aug. 20, Nashua Postmaster Albin Beard again inserted a notice in the *Telegraph* of Aug. 24:

To Postmasters

#### EXCHANGE YOUR STAMPS

Postmasters of the neighboring towns, who would not ordinarily receive their supply of Stamps from the Department are notified that they can exchange them at the Nashua Post Office, any time previous to the 20th. of September next.

From the frequency of such statements, it had been inferred that some notice authorizing such exchange among postmasters had been issued. It remained for A. B. Orem of Houston, Texas, to discover the only known copy of a circular from the Finance Office of the Post Office Department, which was inserted in full in the *Gossip* reprint of the Luff work, in which we find the following paragraph which does not appear in the hitherto known circulars:

You are particularly requested to aid in disseminating the new and suppressing the old stamps, by exchanging with the smaller offices in your neighborhood, which may not, in the ordinary course of business, be able immediately to obtain a supply of the new issue from the Department; and, so far as such offices are concerned, the time for exchanging may be extended to one month.

As the then editor of Weekly Philatelic Gossip pointed out, there had been three circulars issued by the Finance Office, instead of the hitherto known two. The two which have been widely quoted are the first and third of the circulars, and Mr. Orem's discovery is the second. So we now have the authority for exchange among post offices established.

### An Apparent Contradiction

Although planned to take place by large state groups, circumstances forced the Post Office Department to implement demonetization very differently. It was put into effect at each individual post office six days after the new stamps went on sale at that office. This was a Department order, intended to be followed strictly; but some postmasters gave their clients a few days of grace, and at least one (Louisville) cut the time for the stamps to three days. Postmasters were expected to honor the old stamps on incoming mail on the assumption that if they were accepted and post-marked at the office of mailing, they were still valid there. Each postmaster had control over the stamps on *outgoing* (and local) mail only.

Let us consider two statements in Elliott Perry's article in the *Norona Cyclopaedia*:

It should be borne in mind that no postmaster had authority to demonetize stamps arriving on incoming mail. Either such stamps had already been demonetized at the office where the mail originated or else they were still good for postage there. (Art. 10, p. 11.)

Compare this statement with the following:

Old stamps used at a mailing office where they had already been demonetized and which happened to pass unnoticed were not validated thereby, for under his instructions incoming mail bearing old stamps and originating in a group of states where demonetization had been completed was to be treated as unpaid. (Art. 10, p. 6.)

Have we here a contradiction, on the part of either the Post Office Department in wording its orders, or of Elliott Perry in interpreting them? To be fair to Elliott Perry, we must mention that in the second quotation he was writing of the terminal dates for state groups, Sept. 10, Oct. 1, and Nov. 1, extended to Nov. 1, Dec. 1, and Jan. 1. But knowing that in some areas replacement of the old stamps with the new ran somewhat behind schedule, how could a postmaster, for example in Vermont, know whether an old stamp arriving on a letter from a country post office in Missouri had been recognized at origin as valid because the new stamps had not yet been made available there, or whether it had "passed unnoticed"?

If readers who have the complete article in the *Cyclopaedia* available see some meaning which harmonizes these two statements, will they please report it to the period editor?

### The Handling of Postage Due Mail

Since prepayment of letters became compulsory on April 1, 1855, the regulations concerning letters deposited unpaid or short-paid by accident or design have been changed many times. The compilation of an article explaining these regulations would be a project in itself. The changes involved in the handling of letters bearing demonetized stamps, briefly stated, were as follows:

*Order of Oct. 8, 1860*: "The practice of notifying the parties—which has been one involving much labor and expense—has within a few weeks been abandoned, and this class of letters are now sent at once to the dead letter office."

But the new order, when applied to the great amount of mail involved in demonetization, caused such a deluge in the dead letter office that a change-back had to be ordered.

*Order of Nov. 26, 1861*: "Postmasters will therefore notify the persons addressed that such letter is held for postage, and that upon his writing and prepaying the postage on his letter and enclosing a stamp to be placed on the letter held for postage, the same will be forwarded to his address." (Editor's comment: What should a "person addressed" do if he lived in a small town where the new stamps were not yet available? Send three of the big pennies then still in common circulation?)

*PL&R, 1863*: Postmasters were instructed to use a "liberal discretion" in deciding whether to send an unpaid letter to the dead letter office, or to forward it to the addressee with double postage due charged.

Letters whose addressees were notified that a letter was being held because of bearing a demonetized stamp, and who responded with a new stamp, are the source of the listings in List V of this report.

### The New York Problem

Our late esteemed Route Agent, Morris Fortgang, noticed a total absence of covers mailed at New York during the last months of 1861 with the 1857 issue, held for postage because of demonetization. He prepared an article with many appropriate illustrations, which appeared in *Stamps* of Dec. 1, 1956 in which he suggested the thesis that the old issue was never demonetized at New York. He shows covers as late as November and December with the 1857 issue accepted. The article is much too long to permit extensive quoting, and it should be read in conjunction with an article of source quotations in *Pat Paragraphs* No. 47, pp. 1519-1525. If any of our readers have serious need of the information, we can ask for permission to reprint one or both articles.

To summarize briefly, New York Postmaster William B. Taylor received the new stamps on Aug. 18, but did not announce them, although he had announced the new issue of stamped envelopes as early as Aug. 7. His pretexts were many and varied. The two articles quote much correspondence between Mr. Taylor and the postmaster at Philadelphia; also between Mr. Taylor and the Department; and a number of newspaper notices and editorials. Finally on Sept. 16 he announced the new adhesives; he repeated it several times, and the *Evening Express* of Oct. 2 still carried it. Mr. Fortgang's inference was that the old issue was never actually refused recognition at New York.

We have a record of a cover owned by Dr. Robert L. D. Davidson, president of Westminster College, which we wish Mr. Fortgang had seen. It is postmarked New York, July 19, 1862, bearing both a 3¢ 1857 and a 3¢ 1861, and the handstamp, "Held for Postage." This indicates that eventually a time came when the 1857 issue was no longer accepted by Postmaster Taylor. Can any of our readers supply descriptions of New York covers between Dec. 16, 1861, and July 19, 1862, which will help us to establish the date on which Postmaster Taylor finally saw fit to enforce the Postmaster General's order?

### The Lists

To save further discussion, the lists of covers reported by our readers have been made, as far as possible, self-explanatory. Further reports are desired.

### Illustrations

Since this report is chiefly concerned with dates of use of very familiar stamps, it was not thought necessary to show many illustrations. We show only a few examples of covers with the old stamp not accepted and a new stamp supplied, and one with the handstamp "Old Stamps Not Recognized," Philadelphia type. There is also a Chicago type of the same wording.

List I. Late Uses of 1857 Issue. Stamps Either Accepted or Slipped Through.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
New York, N.Y.	Aug. 21, 1861	3¢ 1857	H. A. Meyer	Indefinite	
New York, N.Y.	Aug. 21, 1861	3¢ 1857	Clarence E. Taft	Indefinite	1
Lima, N.Y.	Aug. 28, 1861	3¢ 1857	R. H. Lounsbury	Not available	
Martinsville, Ind.	Sept. 2, 1861	3¢ 1857	H. A. Meyer	Not available	2
Fulton, Ill.	Sept. 5, 1861	3¢ 1857	H. A. Meyer	Not available	
Northport, N.Y.	Sept. 6 (1861)	3¢ 1857	H. A. Meyer	Not available	
Greene, N.Y.	Sept. 6, 1861	3¢ 1857	R. H. Lounsbury	Not available	
Mechanicsburg, Pa.	Sept. 6, 1861	3¢ 1857	Dr. R. L. D. Davidson	Not available	
Cortlandville, N.Y.	Sept. 17, 1861	Strip of 3 1¢ 1857	R. H. Lounsbury	Not available	
Banks Division (Army Field P.O.)	Oct. 8 (1861)	3¢ 1857	H. A. Meyer	Not available	
Banks' Division (Army Field P.O.)	Oct. 20 (1861)	3¢ 1857	Richard B. Graham	Not available	
Grandview, Ind.	Oct. 30 (1861)	3¢ 1857	H. A. Meyer		3
Terre Haute, Ind.	Oct. 31 (1861)	3¢ Star Die env.	H. A. Meyer		3
Ellsworth Falls, Me.	Nov. 20, 1861	3¢ 1857	H. A. Meyer	Not available	
New York, N.Y.	Dec. 11 (1861)	1¢ 1857	Morris Fortgang	Indefinite	
Canton, Mass.	July 17 (1862)	3¢ 1857	Richard B. Graham	Not available	
Banks' Division (Army Field P.O.)	Nov. 2 (1862)	3¢ 1857	Richard B. Graham	Not available	4
Charleston, S.C.	Sept. 13 (1865 or later)	3 1¢ 1857	Mortimer L. Neinken	Not involved	5

Footnotes

1. Forwarded with "Due 3," perhaps for overweight letter; not for demonetization.
2. Twice forwarded, once because missent, once with "Due 3." No additional stamps.
3. Last day by original plan, Sept. 10, extended to Nov. 1; see "Schedule of Demonetization."
4. Earliest recorded date of this particular type of Banks' Division mark.
5. Post-war use. On letterhead with printed date line "..... 1865." Stamps probably slipped through.

List II. Late Uses of 1857 Issue. Stamps Not Accepted as Valid.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Boston, Mass.	Aug. 29 (1961?)	2 3¢ 1857	H. A. Meyer	Aug. 21-27	1
Philadelphia, Pa.	Aug. 29, 1861	3¢ 1857	Dr. Carroll Chase	Aug. 19-25	2
Philadelphia, Pa.	Sept. 9, 1861	3¢ 1857	Morris Fortgang	Aug. 19-25	2
Gallipolis, Ohio	Nov. 14 (1861?)	3¢ 1857	H. A. Meyer		4
Boston, Mass.	Jan. 10 (1862?)	Pair 5¢ 1857	John David Baker	Aug. 21-27	5
Philadelphia, Pa.	Apr. 23 (1862 or later)	3¢ 1857	John David Baker	Aug. 19-25	2
Philadelphia, Pa.	Dec. 20, 1862	3¢ 1857	Kenneth E. Keister	Aug. 19-25	2
New Orleans, La.	Illegible; 1862 or	1¢ 1857	Morris Fortgang	Use stopped May 31, 1861	6
Worcester, Mass.	Aug. 30 (1864)	3¢ 1857 (?)	H. A. Meyer	Not involved	7
Chandler Springs, Ala.	Oct. 13 (1864)	3¢ 1857 and 10¢ Confed. No. 12	John David Baker	Use stopped May 31, 1861	8
Philadelphia, Pa.	Aug. 30, 1861	3¢ 1857	Kenneth E. Keister	Aug. 19-25	3

Footnotes

1. Stamps not cancelled. Cover handstamped "Due 6 cts."
2. Cover handstamped "Old Stamps Not Recognized" and "Due 3."
3. Cover handstamped "Old Stamps Not Recognized" and marked "Due 3" in pencil.
4. Stamp pen-cancelled. Cover handstamped "3 Due."
5. To San Francisco. Cover handstamped large "10" for "Due 10."
6. Drop letter during Federal occupation. U.S.P.O. at New Orleans re-established May 14, 1862. Cover handstamped "Illegal Stamp."
7. Stamp removed. Cover marked "Old issue" in ms. and handstamped "Due 6."
8. Confederate letter to prisoner at Rock Island Prison. Postmarked Old Point Comfort and "Due 6." U.S. stamp not cancelled.

List III. Early Use of 1861 Issue.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Lowell, Mass.	Aug. 20, 1861	24¢ No. 60	J. G. Fleckenstein	Aug. 21-27	1
Philadelphia, Pa.	Aug. 21, 1861	3¢ 1861	Robert L. Markovits	Aug. 19-25	2
Philadelphia, Pa.	Aug. 21, 1861	3 1¢ 1861	John David Baker	Aug. 19-25	
Rochester, N.Y.	Aug. 22, 1861	3 1¢ 1861	John David Baker	Aug. 21-27	
Philadelphia, Pa.	Aug. 23, 1861	3¢ env. U35 1¢ 1861	John David Baker	Aug. 8-14 (env.) Aug. 19-25 (stp.)	3
Cleveland, Ohio	Aug. 23, 1861	3¢ 1861	Robert L. Markovits	Aug. 19-25	
Milwaukee, Wis.	Aug. 30, 1861	3¢ 1861	H. A. Meyer	Aug. 23-29	4
Milwaukee, Wis.	Sept. 3, 1861	3¢ 1861	H. A. Meyer	Aug. 23-29	4
Chicago, Ill.	Sept. 6, 1861	Pair 3¢ pink	Dr. R. L. D. Davidson	Not available	
Chicago, Ill.	Sept. 11, 1861	3¢ 1861	H. A. Meyer	Not available	

Footnotes

1. Flag patriotic to England. This is the cover from which the earliest known date of No. 60 was established.
2. Cover also bears a Blood's local. Very early date for this combination.
3. Carrier use.
4. Final warning in *Sentinel* of Sept. 7 set deadline evening of Sept. 10.



List IV. Combination Covers, 1857 and 1861 Issues Used Together, Both Accepted.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Foot-note
Philadelphia, Pa.	Aug. 20, 1861	1¢ 1857, 3¢ 1861	Morris Fortgang	Aug. 19-25	1
Hartford, Conn.	Aug. 22, 1861	1¢ 1857, pair 1¢ 1861	Morris Fortgang	Aug. 19-25	
Chelsea, Mass.	Aug. 26 (1861)	1¢ 1857, 2 10¢ 1861	R. H. Lounsbury	Not available	2
Philadelphia, Pa.	Sept. 9, 1861	1¢ 1857, 3¢ 1861	John David Baker	Aug. 19-25	1
New York, N.Y.	Sept. 16, 1861	1¢ star die env., 3¢ 1857	John David Baker	Indefinite	3
New York, N.Y.	Sept. 17 (1861)	1¢ 1857, 3¢ 1861	John David Baker	Indefinite	3
New York, N.Y.	Sept. 19 (1861?)	1¢ 1857, 1¢ 1861	John David Baker	Indefinite	4
New York, N.Y.	Oct. 3, 1861	3¢ 1857, 3¢ 1861	Morris Fortgang	Indefinite	5
New York, N.Y.	Nov. 11 (1861)	3¢ 1857, 1¢ 1861	John David Baker	Indefinite	3
New York, N.Y.	Nov. 18 (1861)	1¢ 1857, 3¢ 1861	Morris Fortgang	Indefinite	6
New York, N.Y.	Dec. 16, 1862	1¢ 1857, 3¢ 1861	Morris Fortgang	Indefinite	7
Cincinnati, Ohio	Sept. 8, 1863	3¢ star die env., 24¢ No. 37, 3¢ 1861	Mortimer L. Neinken	2 years past	8
Silver Mountain, Calif.	1868	10¢ 1857, 2¢ Black Jack	James W. Milgram	7 years past	9

Footnotes

- Carrier rate.
  - Wrapper contained drawings and sketches.
  - Carrier or branch post office rate.
  - Circular for local delivery. Reason for 2¢ not apparent; certainly not 3 oz.
  - Double weight letter.
  - Carrier or branch post office rate. University of New York corner card.
  - Carrier or branch post office rate. Credited by Morris Fortgang to E. C. Krug.
  - To France. Stamps probably slipped through.
  - To London. Stamp probably slipped through.
- General note concerning New York City: Original exchange period announced was Sept. 16-21, but was extended several times.

List V. Combination Uses. 1857 Issue Not Accepted, 1861 Issue Supplied.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Foot-note
Washington, D.C.	Aug. 18 (1861?)	3¢ 1857, 3¢ 1861	James W. Milgram	Not available	1
Mayville, N.Y.	Aug. 20 (1861?)	3¢ 1857, 3¢ 1861	Richard B. Graham	Not available	2
Des Moines, Iowa	Sept. 18, 1861	3¢ 1857, 3¢ 1861	H. A. Meyer	Aug. 24-30	3
Keeseville, N.Y.	Sept. 26, 1861	3¢ 1857, 3¢ 1861	H. A. Meyer	Not available	4
Louisville, Ky.	Oct. 11 (1861)	3¢ 1857, 3¢ 1861	H. A. Meyer	Aug. 22-25	5
South Manchester, Conn.	Oct. 14 (1861)	1¢ 1857, 1¢ 1861, both strips of 3	John David Baker	Not available	6
St. Louis, Mo.	Oct. 25, 1861	3¢ 1857, 3¢ pink	Dr. R. L. D. Davidson	Aug. 22-28	7
Morganfield, Ky.	Nov. 20 (1861)	3¢ Nesbitt, 3¢ 1861	H. A. Meyer	Not available	8
Brooklyn, Conn.	Jan. 14 (1862)	3¢ 1857, 3¢ 1861	H. A. Meyer	Not available	9
Chicago, Ill.	June 13, 1862	3¢ 1857, 3¢ 1861	John David Baker	Not available	10
New York, N.Y.	July 19, 1862	3¢ 1857, 3¢ 1861	Dr. R. L. D. Davidson	Indefinite	11
New Orleans, La.	June 14 (1865 or later— after reunion)	3¢ star die env., 3¢ 1861	H. A. Meyer	Not involved	12

Footnotes

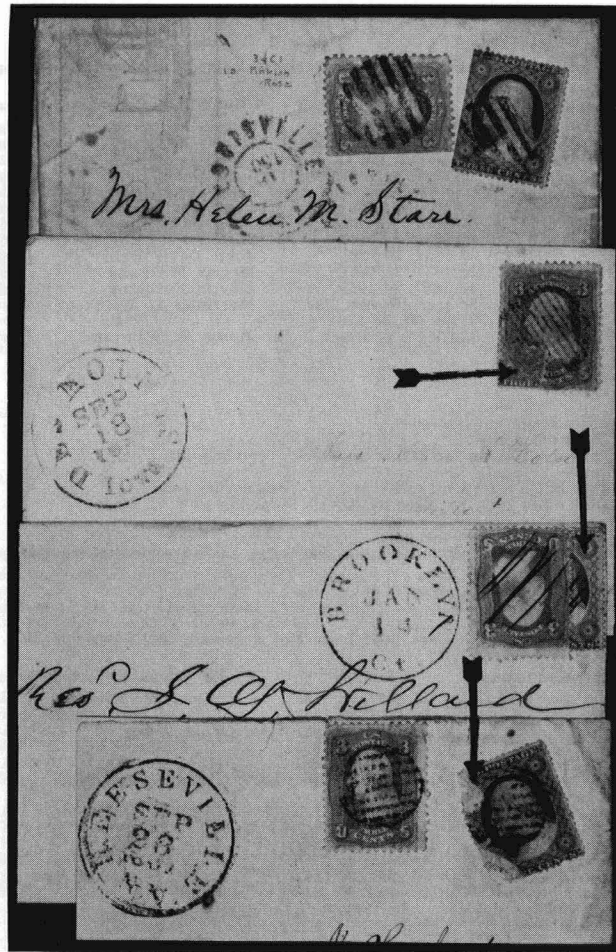
- Patriotic cover. 1861 pasted over uncanceled 1857. The exchange period was certainly nowhere near ending on Aug. 18, which makes it possible that the year was 1862.
- 1861 pasted over uncanceled 1857. The exchange period in Mayville was certainly nowhere near ending on Aug. 20, which makes it possible that the year was 1862.
- 1861 pasted over uncanceled 1857.
- Stamps side by side, both cancelled. 1857 mutilated by peeling.
- Stamps side by side, both cancelled. Note short exchange period. Cover made of an unused steamboat freight bill inside out.
- 1861 cancelled "PAID," pasted over uncanceled 1857.
- 3¢ pink pasted over uncanceled 1857.
- 1861 pen-cancelled, pasted over uncanceled Nesbitt embossed stamp.
- 1861 pasted partly over 1857, both pen-cancelled.
- Stamps affixed in opposite corners. 1857 not cancelled; 1861 cancelled with Chicago "SUPPLEMENTARY MAIL" mark. Also "Old Stamps Not Recognized," Chicago type.
- Both stamps cancelled. Cover handstamped "Held For Postage."
- 1861 cancelled with cork killer, side of star die stamp, which is invalidated with vertical and horizontal pen strokes. New Orleans town mark is a late war and postwar type. To Montgomery, Alabama. Used after restoration of normal mail service in the south, to avoid wasting an envelope.

List VI. Forwarded Covers Bearing Both Issues.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
{ Haverhill, Mass.	Aug. 18, 1861	3¢ 1857	Morris Fortgang	Not available	
{ Portland, Me.	Aug. 20, 1861	3¢ 1861		Not available	
{ Philadelphia, Pa.	Aug. 20, 1861	3¢ 1861	Morris Fortgang	Aug. 19-25	
{ Alton, Alabama	Aug. 26, 1861	3¢ 1857		Not involved	1
{ St. Louis, Mo.	Aug. 22 (1861)	3¢ 1857	John David Baker	Aug. 22-28	
{ Philadelphia, Pa.	Aug. 30, 1861	3¢ 1861		Aug. 19-25	
{ San Francisco, Cal.	Sept. 19, 1861	2 10¢ 1857	John David Baker	Not available	
{ New York, N.Y.	Oct. 17, 1861	3¢ 1861		Indefinite	2
{ Candor, N.Y.	Oct. 1, 1861	3¢ 1857	Morris Fortgang	Not available	
{ Varna, N.Y.	Oct. 1, 1861	3¢ 1861		Not available	

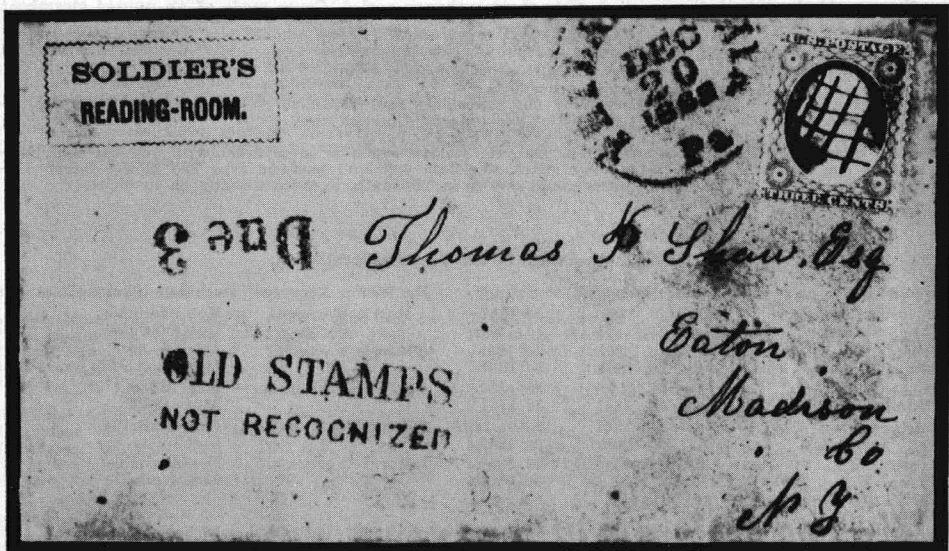
Footnotes

- Morris Fortgang's description reads, "Forwarded to Staunton, Ala." Obviously both Alton, Ala. and Staunton, Ala. are an error on interpreting unclear handwriting. Mail from Philadelphia to Alabama and use of U.S. stamps in Alabama in August, 1861 were both impossible. The cut from which the data was taken is not sharp enough to study further the unclear state abbreviation.
- The 10¢ 1857 stamps are a pair. The New York postmark is a duplex town mark with very small circular grid killer.



**Figure 1**

Several ways of applying the 1861 stamp supplied by either the sender or the addressee upon notification that the 1857 stamp used was no longer acceptable.



**Figure 2**

Cover from Philadelphia after demonetization, with the familiar handstamps of that post office, "Old Stamps Not Recognized" and "Due 3." (Collection of Kenneth E. Keister.)

## United States Railroad Postmarks 1861-1886

by CHARLES L. TOWLE

This listing will comprise principally railway cancellations used in the period from the close of the Remele listing in 1861 to the end of 1886. A few markings from the Remele period which have thus far been unlisted are shown to add to the information for certain routes. These are usually manuscript markings used prior to normal cancellations.

The type of markings with the letters "R.R." in the wording were used in general to about 1875 when they were replaced by the "AGENT" markings. By the end of 1886 the "AGENT" markings had mostly been replaced by "R.P.O." handstamps, although a few later usages of "AGENT" marks are listed. "R.P.O." marks are first known about 1863 and were used principally on routes with heavy mail load until about 1882. On August 1, 1882, an order was issued by the Postmaster General making all routes Railway Post Offices, but many "AGENT" markings continued in use until 1886 or later.

Station markings are listed throughout the period and for several years later. Generally such markings had no relation to agent or R.P.O. routes and may be found from any point where the station agent had or assumed the duties of postmaster. It has not yet been explained why such markings tend to be found in greater use on certain lines, such as the Baltimore & Ohio Railroad, Housatonic Railroad, Illinois Central Railroad, etc.

Markings have been divided into state groupings as much as possible, although naturally there are many interstate routes which have been arbitrarily assigned. From the *U.S. Official Registers*, published biennially, route agent, local agent, and R.P.O. clerk assignments have been obtained for 1861-1879. Starting with the 1882 issue of the *Annual Report of the Postmaster General*, routes operated were listed but prior to this report, only contracts were listed.

A catalog route number has been assigned to each route operated in each state but routes are listed at this time only if markings have been recorded from such routes. In only a very few cases where a route agent appointment was of less than two years' duration will routes exist not listed by this method and additional numbers have been allotted for these.

Provision has been made for eventual incorporation of markings listed by Remele into this uniform system of catalog numbers and it can also be used for later periods, resulting in a catalog system which will not be rendered obsolete as new markings are located.

Although this system may seem difficult for locating and identifying markings, it is believed from long experience with various types of listings that the grouping by routes and states will associate the various types of markings for the collector, will create local interest by state or railroad groups and above all will create a usable catalog system for numbering. From time to time alphabetical listings of "AGENT," "R.R.," "R.P.O." and station markings will be issued with catalog route numbers for reference and quick identification.

Information is at hand showing all contracts, railroad history, agents' and clerks' names, station lists, etc., for this entire period but for the sake of brevity this listing will show only route number, railroad names, agent or R.P.O. route operated with number of agents or clerks and markings. In the past there has been much confusion created by listing mail contracts with an implication that there was a connection between contract and marking.

Although a contract was required for payment to a railroad or boat operator for the transportation of mail, in all cases no marking will exist unless an agent, R.P.O. clerk, or in a few cases a railroad employee was appointed to handle and sort or distribute the mail in some manner. Route agents and R.P.O. clerks very often operated over routes involving two or more contracts (in some cases up to five or six) and consequently contract information is of little value if route agent and R.P.O. clerk routes can be obtained as is the case beginning in 1861. Over many contract routes mail was carried in charge of a railroad employee or Post Office Department employee known as a mail route messenger who only accompanied locked mail bags and was not authorized to handle, sort, or postmark mail. Except for a very few cases, probably unofficial, no route markings will be found except where route agents or R.P.O. clerks were employed. Naturally this does not apply to station markings for reasons previously mentioned.

The method of listing shows catalog route number, name of railway or railways in the route, points between which route agents or R.P.O. clerks operated and number of agents or clerks listed in the *U.S. Official Register*. Note that in many cases more than one agent route was in effect at the same time over portions of many routes.

Markings are listed under the new numbering system with provisions for earlier markings to be added. In cases where markings reported by Remele carried over into 1861 or later, reference is made to Remele catalog numbers but illustrations are omitted for brevity. All station marks carry the suffix letter "S"—for example, "24 S 4" means catalog route 24, station cancel, type 2.

Actual wording of the cancellation is shown in capital letters or capitals and lower case as in the mark, and all dimensions are in millimeters. In case of double ovals the horizontal outside and inside diameters are listed first followed by vertical outside and inside diameters, such as "30-20 x 24-14." Form of cancel (shield, oval, etc.) is listed if other than single circle.

Use of directional killer ("N," "S," "E," "W") or agent name or initial in killer as well as special fancy killers found on railway covers are noted.

Year date of use is shown if occurring on the cover from which the listing was made. Otherwise date period listings are used:

*Early*: 1861-70, including all U.S. No. 114 usages;

*Banknote*: 1870 to 1883 including all 3 cent usages;

*Eighties*: U.S. 210, 212, etc., from 1883 on;

with equivalent periods for envelopes and postal cards.

#### Abbreviations Employed

*WYD*: with year date in marking.

*D.*: double.

*Tr.*: triple.

*NCS*: No date or center slug in marking.

*T.N.*: Train number in marking.

*Partial*: Tracing made from incomplete or possibly incomplete strike.

*E.D.*, *W.D.* etc.: Eastern Division, Western Division, etc.

*Oct.*: octagonal.

*AGT.*: Agent.

*S.R.*: short run.

*R.R.*: railroad.

*P* (on illustrations): Partial (from incomplete strike).

Other abbreviations will be listed as they occur.

## Routes and Postmarks

### MAINE

*Catalog Route 1: EUROPEAN AND NORTH AMERICAN RAILWAY.*

*Route Agents:* Bangor to Lincoln Center, Me. 1869, 1871—1 agent.

Bangor & Vanceborough R.P.O. 1875, 1877, 1879—4 clerks; 1882—6 clerks; 1883—8 clerks. 115 miles.

*Markings:* 1 A 1, B. & VANCEBORO R.P.O., 25½ black, 1875.

*Catalog Route 3: EASTERN MAINE R.R.*

*Route Agents:* Bangor to Bucksport, Me. 1882, 1883—1 agent. 19 miles.

*Markings:* 3 A 1, BAN. & BUCKSPORT AGT., 26 black, Banknote.

*Catalog Route 4: EASTERN R.R., MAINE CENTRAL R.R.*

*Route Agents:* Boston, Mass. to Portland, Me. 1861—3 agents; 1863, 1865, 1867—4 agents.

Boston & Portland R.P.O. 1869—8 clerks; 1871—7 clerks.

Boston & Bangor R.P.O. 1873—22 clerks; 1875, 1877—24 clerks; 1879—26 clerks; 1882—20 clerks; 1883—24 clerks. 247 miles.

Boston & Bangor Short Run R.P.O. (Boston, Mass. to Portsmouth, N.H.) 1882, 1883—3 clerks. 56 miles.

Portland to Waterville, Me. (via Lewiston). 1861, 1863—2 agents.

Portland to Bangor, Me. 1865, 1867, 1869, 1871—3 agents.

Portland to Skowhegan, Me. 1861, 1863, 1865—2 agents; 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1882—3 agents; 1883—2 agents. 103 miles.

Portland to Augusta, Me. 1865, 1873, 1875, 1877, 1879, 1882, 1883—1 agent. 63 miles.

*Markings:* 4 A 1 (Remele E 3 a), black, Early.

4 B 1 (Remele E 3 c), black, Early.

4 D 1 (Remele A 6 b), black, Early.

4 G 1 (Remele K 1 d), black, 1861.

4 I 1 (Remele P 3), black, Early.

4 J 1, S. & K. & K. & P. R.R., 25½ black, 1869.

4 K 1, ME. CENTRAL R.R., 25½ black, Early.

4 L 1, ME. CEN. R.R., 26 black, Banknote.

4 M 1, PORT. & AUG. M. C. R.R., 26 black, Banknote.

4 N 1, AUGUSTA & PORT. AGT., 25½ black, Eighties.

4 O 1, SKOW. & PORT. AGT., 25 black, 1882.

4 P 1, BOSTON To PORT. R.P.O., 25½ black, Early.

4 Q 1, BANGOR & BOSTON R.P.O., 25½ black, 1878.

4 Q 2, BANGOR & BOSTON R.P.O., 25½ black, 1878.

4 Q 3, BANGOR & BOSTON R.P.O., 26 black, 1879.

4 R 1, BOSTON & BANGOR R.P.O., 24½ blue NCS, Banknote.

4 S 1, EASTERN R.R. ELLIOT, D. oval 30-20½ x 24-14½ blue, WYD 1875—Partial.

4 S 2, MAINE CENTRAL R. R. Waterville, D. circle 23½-15 black, WYD 1870.

*Catalog Route 5: BELFAST & MOOSEHEAD LAKE R.R.*

*Route Agents:* Belfast to Burnham, Me. 1882, 1883—1 agent. 34 miles.

*Markings:* 5 A 1, BELFAST & BURNHAM R.R., 26½ black, Banknote.

5 B 1, BEL. BR. ME. CEN. R.R., 25 black, Banknote.

5 C 1, BELFAST & BURNHAM AGT., 26½ black, Eighties.

*Catalog Route 7: ANDROSCOGGIN R.R.*

*Route Agents:* Leeds Junction to Farmington, Me. 1861, 1863, 1865—1 agent.

Brunswick to Farmington, Me. 1869, 1871, 1873, 1875—1 agent.

Farmington to Lewiston, Me. 1877—1 agent; 1879—2 agents; 1882, 1883—1 agent. 47 miles.

Lewiston to Bath, Me. 1873, 1875, 1877, 1879, 1882, 1883—1 agent. 24 miles.

*Markings:* 7 A 1, Androscoggin R.R. Manuscript WYD, 1858.

7 B 1, LEWIS. TO BATH R.R., 26 blue, Banknote.

7 C 1, BATH & LEWISTON R.P.O., T.N. 27 black, Eighties.

*Catalog Route 8: KNOX & LINCOLN R.R.*

*Route Agents:* Brunswick to Rockland, Me. 1873, 1875, 1877—3 agents; 1879—1 agent; 1882—3 agents; 1883—2 agents. 58 miles.

*Markings:* 8 A 1, KNOX & LINCOLN R.R., 24½ blue, 1876.

8 B 1, K. & L. R.R., 26½ black, Banknote.

8 C 1, ROCK. & BRUNS. AGT., 25½ black, 1880. "E" killer.

8 D 1, ROCKLAND & BRUNS. AGT., 26 black, Eighties.

*Catalog Route 9: GRAND TRUNK RAILWAY.*

*Route Agents:* Portland, Me. to Island Pond, Vt. 1861, 1863—2 agents; 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879—3 agents; 1882—4 agents; 1883—3 agents. 150 miles.

Portland to South Paris, Me. 1865—3 agents; 1879, 1883—1 agent.

Portland, Me. to Gorham, N.H. 1873, 1875, 1877, 1882, 1883—1 agent. 92 miles.

Portland, Me. to Shelburne, N. H. 1879—1 agent.

*Markings*: 9 C 1, PORT. TO GOR. G.T. R.R., 26 black, 1876.  
9 D 1, PORT. & SHELBURNE AGT., 26 black, Banknote.  
9 E 1, PORT. & ISLAND AND POND AGT., 26 black, 1881. "E" killer. Partial.

*Catalog Route 10*: RUMFORD FALLS & BUCKFIELD R.R.

*Route Agents*: Mechanic Falls to Canton, Me. 1882, 1883—1 agent. 28 miles.

*Markings*: 10 A 1, CANTON & MEC. FALLS AGT., 27 black, WYD 1888.

*Catalog Route 11*: PORTLAND & OGDENSBURGH R.R.

*Route Agents*: Portland, Me. to North Conway, N.H. 1873—3 agents.

St. Johnsbury to Hyde Park, Vt. 1873—1 agent.

Portland, Me. to Bartlett, N.H. 1875—3 agents.

West Concord to Johnson, Vt. 1875—1 agent.

Portland, Me. to Swanton, Vt. 1877, 1879—5 agents; 1882, 1883—4 agents. 232 miles.

Portland to Fryeburg, Me. 1882, 1883—1 agent. 49 miles.

*Markings*: 11 A 1, PORT. & OG. R.R., 26 black, Banknote.

11 B 1, P. & O. R.R., 26½ black, Banknote.

11 C 1, VT. DIV. P. & O. R.R., 26 magenta, 1876.

11 C 2, VT. DIV. P. & O. R.R., 26 black, blue, 1875, 1877.

11 D 1, PORT. & SWANT. AGT., 25½ black, Banknote.

11 E 1, PORT. & FRYEBURG AGT., 26 black, 1880.

11 S 1, P. & O. R.R. LINE VT. DIV. NO. CONCORD, 28 blue, WYD 1881.

## NEW HAMPSHIRE

*Catalog Route 20*: PORTSMOUTH, GREAT FALLS & CONWAY R.R.

*Route Agents*: Brock's Crossing to Conway, N.H. 1873, 1875, 1877—2 agents.

Boston, Mass. to North Conway, N.H. (via Eastern R.R.) 1879—3 agents.

Portsmouth to North Conway, N.H. 1882—3 agents; 1883—2 agents. 82 miles.

*Markings*: 20 A 1, P. G. F. & C. R.R., 26 black, Banknote.

20 A 2, P. G. F. & C. R.R., 25 black, Banknote.

20 B 1, NO. CON. & BOSTON AGT., 25½ black, Banknote.

*Catalog Route 21*: WORCESTER & NASHUA, NASHUA & ROCHESTER, PORTLAND & ROCHESTER R.R.'s.

*Route Agents*: Worcester, Mass. to Nashua, N.H. 1861, 1863, 1865, 1867, 1882, 1883—1 agent. 47 miles.

Worcester, Mass. to Wilton, N.H. (Nashua to Wilton, N.H., via Nashua & Lowell R.R.) 1869, 1871, 1873, 1875—2 agents.

Portland, Me. to Rochester, N.H. 1873—2 agents; 1875—3 agents; 1882, 1883—1 agent. 55 miles.

Nashua to Rochester, N.H. 1875—1 agent.

Worcester, Mass. to Portland, Me. 1877, 1879, 1882, 1883—6 agents. 151 miles.

*Markings*: 21 A 1 (Remele W 8 a), black, Early.

21 B 1 (Remele W 8 b), black, Early.

21 C 1, WOR. & NASHUA R.R., 26 black, Early.

21 C 2, WOR. & NASHUA R.R., 26 blue, 1879.

21 D 1, NASHUA & WORC. AGT., 26½ black, Banknote.

21 D 2, NASHUA & WORC. AGT., 26½ black, WYD 1886.

21 E 1, PORT. & NASHUA AGT., 25½ black, Banknote. Negative "W" killer.

21 F 1, PORT. & WORCESTER AGT., 25½ black, 1877.

21 G 1, PORT. & WORCESTER R.P.O., 27 black, WYD 1885.

*Catalog Route 22*: CONCORD & PORTSMOUTH R.R.

*Route Agents*: Portsmouth to Concord, N.H. 1863, 1865, 1867, 1869—1 agent; 1871—2 agents; 1873, 1875—1 agent.

Portsmouth to Manchester, N.H. 1879—2 agents; 1882—2 agents (1 to Concord); 1883—1 agent. 41 miles.

*Markings*: 22 A 1, PORTS. & CON. AGT., 25½ black, Eighties.

22 B 1, PORTS. & MANC. . . AGT., 26½ black, 1881—Partial.

*Catalog Route 23*: DOVER & WINNIPISEOGEE R.R.

*Route Agents*: Dover to Centre Harbor, N.H. 1871, 1873, 1875—1 agent (by steamboat Alton Bay to Wolfeboro and Centre Harbor).

Dover to Alton Bay, N.H. 1879, 1882, 1883—1 agent. 28 miles.

*Markings*: 23 A 1, DOVER & WIN. R.R., 25 black, Banknote.

*Catalog Route 24*: Boston, Mass. to Burlington, Vt., St. Alban's, Vt., or Rouses Point, N.Y., via BOSTON & LOWELL R.R., NASHUA & LOWELL R.R., CONCORD R.R., NORTHERN R.R., CENTRAL VERMONT R.R., and VERMONT & CANADA R.R.

*Route Agents*: Boston, Mass. to Burlington, Vt. 1861, 1863, 1865, 1867—4 agents.

St. Albans, Vt. to Boston, Mass. 1869—8 clerks; 1871—6 clerks; 1873—8 clerks; 1875—11 clerks; 1877—13 clerks; 1879—17 clerks; 1882, 1883—16 clerks. 267 miles.

Burlington, Vt. to Rouses Point, N. Y. 1861, 1867—1 agent.

Burlington to St. Albans, Vt. 1863, 1865—1 agent.

Burlington, Vt. to St. Armand, Canada. 1869, 1871—1 agent.

Boston, Mass. to Nashua, Keene, N.H. 1883—2 agents. 97 miles.

*Markings:* 24 A 1 (Remele N 20 a), black, Early.  
 24 C 1, NORTHERN R.R. N.H., D. circle 31-17 black, 1867.  
 24 D 1, VT. CENT. R.R., 24½ black, Banknote.  
 24 E 1, B. To ROUSES POINT R.P.O., 24 black, 1869.  
 24 E 2, B. To ROUSES POINT R.P.O., 24 black, Early.  
 24 F 1, BOSTON & ST. A. R.P.O., 25½ black, 1874.  
 24 G 1, BOSTON TO ST. A. R.P.O., 27 black, 1874.  
 24 H 1, BOS. & ST. A. R.P.O., 25½ black, Banknote.  
 24 I 1, ST. ALB. & BOSTON R.P.O., 25½ black, Banknote.  
 24 J 1, ST. ALB. & BOS. R.P.O., 25½ black, 1876.  
 24 K 1, ST. ALB. & BOSTON NIGHT R.P.O., 27 black, 1883.  
 24 S 1, CENTL. VT. R.R. MILTON, D. oval 31-21½ x 23-13 blue, WYD 1882.  
 24 S 2, WEST HARTFORD VT. CENTRAL R.R., D. oval 28-19 x 22½-14 blue, WYD 1877.  
 24 S 3, B. & L. R.R. NORTH BILLERICA, D. circle 28½-20 blue, WYD 1881.  
 24 S 4, Boston, Lowell & Nashua Railroad NORTH BILLERICA, 29 blue WYD 1867, 1868.  
 24 S 5, B. & L. R.R. WILMINGTON, 28½ blue, WYD 1885.  
 Note: Marks 24 E 1 and 24 E 2 may also have been used on Catalog Route 41.

*Catalog Route 25:* Boston to Lancaster, N.H., via BOSTON & MAINE R.R., MANCHESTER & LAWRENCE R.R., CONCORD R.R., BOSTON, CONCORD, MONTREAL & WHITE MOUNTAINS R.R.

*Route Agents:* Boston, Mass. to Lancaster, N.H. 1861—2 agents; 1863, 1865, 1867, 1869—3 agents; 1871—4 agents.

Boston, Mass. to Groveton Junction, N.H. 1873—4 agents; 1875—3 agents; 1877—4 agents; 1879—5 agents.

Boston, Mass. to Lancaster, N.H. 1882—4 agents; 1883—8 agents. 209 miles.

Concord to Plymouth, N.H. 1873, 1875, 1877, 1879, 1882, 1883—1 agent. 51 miles.

Richford, Vt. to Concord, N.H. 1882, 1883—4 agents. 191 miles via Newport, Wells River, Vt. and Plymouth, N.H.

*Markings:* 25 B 1, PLYM. TO CONC. R.R., 26 black, 1883, 1884. Negative "S" in circle.

25 C 1, B. C. & M. R.R., 25 black NCS, Early.

25 D 1, B. C. & MONTREAL R.R., 26 black, Early.

25 E 1, B. C. M. & W.M. R.R., 25 black, Banknote.

25 F 1, B. & LANCASTER N.H. R.R., 25 black, Banknote.

25 G 1, LANC. & BOSTON AGT., 26 black, 1889.

25 G 2, LANC. & BOSTON AGT., 25 black, Eighties. Negative "N" killer.

25 H 1, LAN. & BOSTON AGT., 26 black, Banknote. Negative "N" killer.

25 I 1, RICHF. . . & CONCORD AGT., 26½ black, WYD 1882. Partial.

25 J 1, LANCASTER & BOS. R.P.O., 27 black, WYD 1880.

25 S 1, B. C. & M. R.R. LITTLETON 148, oval 33½ x 20 blue, WYD 1870.

25 S 2, CASHIER'S OFFICE B. C. & M. R.R. PLYMOUTH, N.H., D. circle 28-20 blue, WYD 1869.

25 S 3, B. C. & M. R.R. WENTWORTH 138, shield blue, WYD 1877.

25 S 4, B. C. & M. R. (R.) BATH (DEPOT), oval 30 x 14 blue, WYD Early. Partial.

*Catalog Route 26:* CONCORD & CLAREMONT R.R.

*Route Agents:* Bradford, N.H. to Lawrence, Mass. (via Concord R.R. and Manchester & Lawrence R.R.) 1861, 1863—1 agent.

Bradford to Manchester, N.H. 1865—1 agent.

Bradford to Concord, N.H. 1871—1 agent.

Newbury, N.H. to Lawrence, Mass. 1873—2 agents.

Claremont Jct., N.H. to Lawrence, Mass. 1875, 1877—3 agents; 1879—1 agent.

Claremont to Concord, N.H. 1882, 1883—1 agent. 55 miles.

Hillsborough Bridge to Contoocook, N.H. 1863, 1865—1 agent.

Peterborough to Manchester, N.H. 1879, 1882, 1883—1 agent. 63 miles.

*Markings:* 26 A 1, H.B. & L. R.R., 25 black, Early, Banknote. "B" in circle killer. (Route Agent Walter Bean.)

26 B 1, LAW. & BRAD. R.R., 25 black, blue, Early, Banknote.

26 C 1, CON. & CLARE. AGT., 26 magenta, Banknote.

26 D 1, LAW. & CLARE. JUNC. AGT., 25½ blue, 1877.

26 E 1, MAN. & PETERBORO AGT., 26 black, 1880.

*Catalog Route 27:* SUNCOOK VALLEY R.R.

*Route Agents:* Pittsfield, N.H. to Lawrence, Mass. (via Concord R.R. and Manchester & Lawrence R.R.) 1879, 1882, 1883—1 agent. 56 miles.

*Markings:* 27 A 1, SUN. VAL. R.R., 25½ black, Banknote.

27 B 1, PITTS. & LAW. AGT., 25½ black, 1880.

27 B 2, PITTS. & LAW. AGT., 25 black, Banknote. "S" killer.

*Catalog Route 29:* ASHUELOT R.R.

*Route Agents:* South Vernon Jct., Vt. to Keene, N.H. 1865—1 agent.

Springfield, Mass. to Keene, N.H. (via Connecticut River R.R., Springfield, Mass. to So. Vernon, Vt.) 1875, 1877, 1879, 1882, 1883—1 agent.

*Markings:* 29 A 1, ASHUELOT R.R., 24½ blue, Early.

29 A 2, ASHUELOT R.R., 26 black, 1881.

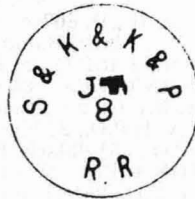
29 B 1, KEENE & SO. VERNON R.P.O., 26½ black, 1886.



1A1



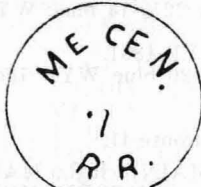
3A1



4J1



4K1



4L1



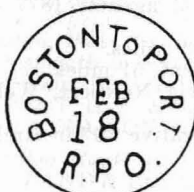
4M1



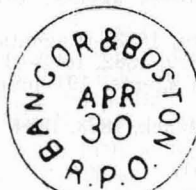
4N1



4O1



4P1



4Q1



4Q2



4Q3



4R1



4S1



4S2



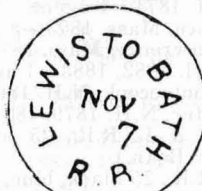
5A1



5B1



5C1



7B1



7C1

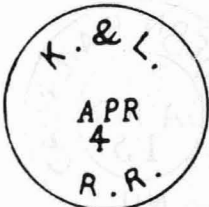
*Androscoquin R.R. Dec. 13/58.*

7A1



8A1





8B1



8C1



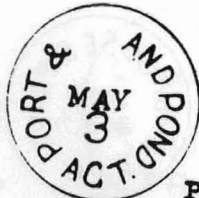
8D1



9C1



9D1



9E1



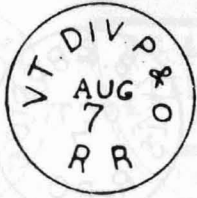
10A1



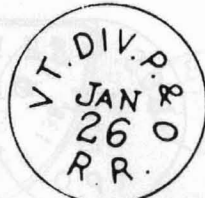
11A1



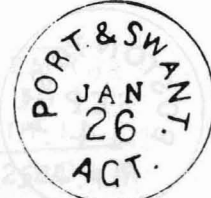
11B1



11C1



11C2



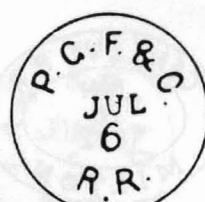
11D1



11E1



11S1



20A1



20A2



20B1



21C1



21C2



21D1



21D2



21E1



21F1



21G1

PORTS. & CON.  
SEP  
12  
ACT  
22A1

PORTS. & MANC.  
MAY  
11  
ACT.  
22B1 P

DOVER & MIN.  
MAR  
1  
R.R.  
23A1

NORTHERN RAILROAD  
APR  
15  
NH  
24C1

VT CENT  
NOV  
10  
R R  
24D1

B. TO ROUSES POINT  
AUG  
14  
R.P.O.  
24E1

B. TO ROUSES POINT  
JUL  
23  
R.P.O.  
24E2

BOSTON & ST. A.  
AUG  
11  
R.P.O.  
24F1

BOSTON TO ST. A.  
SEP  
14  
R.P.O.  
24G1

BOS. & ST. A.  
JUL  
2  
R.P.O.  
24H1

ST. ALB. & BOSTON  
OCT  
7  
R.P.O.  
24I1

ST. ALB. & BOS.  
MAY  
17  
R.P.O.  
24J1

ST. ALB. & BOSTON  
MAR  
22  
R.P.O.  
24K1

CENT. LVT. R.R.  
JUN  
26  
1882  
MILTON  
24S1

WEST HARTFORD  
JAN  
16  
1877  
VT CENTRAL R.R.  
24S2

B. & L.R.R.  
JAN 30 1881  
NORTH BILLERICA  
24S3

Boston, Lowell & Nashua  
Railroad  
OCT 22 1867  
NORTH  
BILLERICA  
24S4

B. & L.R.R.  
MAY 18 1885  
WILMINGTON  
24S5

PLYM. TO CONG.  
APR  
17  
R.R.  
25B1

B. C. & M. R.  
R. R.  
25C1

B. C. & MONTREAL  
OCT  
25  
R.R.  
25D1

B. C. M. & W. W.  
JUN  
19  
R.R.  
25E1

B. & LANCASTER  
JAN  
9  
R.R.  
25F1

& BOSTON  
FEB  
4  
ACT  
25G1



25G2



25H1



25I1



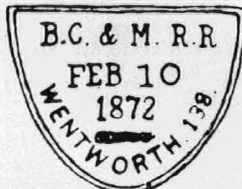
25J1



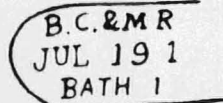
25S1



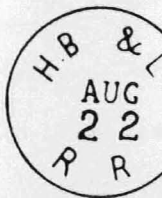
25S2



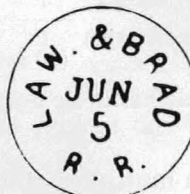
25S3



25S4 P



26A1



26B1



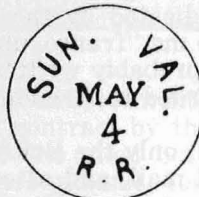
26C1



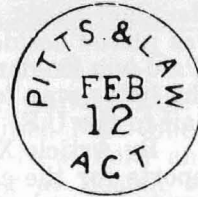
26D1



26E1



27A1



27B1



27B2



29A1



29A2



29B1

## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

### Analysis of Foreign Rate and Route for Problem Cover

Mailed in Dusseldorf, Prussia on June 14, 1847, this letter was forwarded through Belgium and England to the U.S. under articles of the Anglo-Prussian treaty of October 1, 1846, which specifically provided for mail to or from the U.S. The treaty provided that one loth (Prussian) was equal to one half ounce (British). The letter was weighed at Dusseldorf and marked in manuscript at upper right, "5/8", indicating that it weighed  $\frac{5}{8}$  loth—over  $\frac{1}{4}$  oz., but under  $\frac{1}{2}$  oz. Prepayment of postage was compulsory on a letter addressed to the U.S. and the full rate to the U.S. frontier was paid. The amount of this payment does not appear on the cover but either Dusseldorf or the Prussian exchange office marked the letter with the large "P." in oval. Dusseldorf then forwarded the letter to either Aix-la-Chapelle (Aachen) or Cologne, exchange offices for Anglo-Prussian mail, via Belgium.

The rate prescribed for this route is set forth below:

	To be paid by Prussia to Great Britain							
	Under $\frac{1}{4}$ oz.		Over $\frac{1}{4}$ , Under $\frac{1}{2}$ oz.		Exactly $\frac{1}{2}$ oz.		Over $\frac{1}{2}$ , Under $\frac{3}{4}$ oz.	
	s.	d.	s.	d.	s.	d.	s.	d.
Basic international rate (per $\frac{1}{2}$ oz.)	0	6	0	6	0	6	1	0
Belgian transit (British expense)	0	2	0	4	0	6	0	6
Transatlantic packet postage (in- cluded British transit or inland)	1	0	1	0	1	0	2	0
Total (Credit by Prussia to Britain)	1	8	1	10	2	0	3	6
	(20 pence)		(22 pence)		(24 d.)		(42 d.)	

The following facts should be noted:

By Article XXXIV of the treaty, one penny (British) was equal to 10 pfennige (Prussian).

Prussia rated letters in multiples of 10 pfennige, virtually in pence.

Since this letter weighed over  $\frac{1}{4}$  oz., but under  $\frac{1}{2}$  oz., either the Aachen or Cologne exchange office credited Britain with 22 pence (or 220 pfennige). This is indicated by the red crayon "22" at lower left which was placed beside the ms "franco/uber England", an instruction meaning "Paid/via England", probably written by the person who mailed the letter. The letter was forwarded to London, the only British exchange office for mail to the U.S.

By Article XXXI, only the British office was to make out the monthly reports for the closed mail, and after examination by Prussia, settlement was to be made. Since mail via Hamburg or Holland was direct mail, this only pertained to the closed mail, via Belgium. This meant that Britain performed the accounting necessary for the preparation of these reports. This accounting is shown on the cover. It will be noted that there is a manuscript marking in red ink reading, "1-10". The dash after the "1" is very faint and just touches the lower margin of the upper part of the "2" of "12" in the marking superimposed over the manuscript "1". This might at first appear to be a 1 shilling, 10 pence mark of the usual type. However, there is a domed line over the "10", separating it from the "1-". This is, in reality, 1 shilling *over* 10 pence and shows the breakdown of the total rate, setting forth the 1 shilling packet postage and the 10 pence Anglo-Prussian international rate as separate items. Since the 1 shilling

packet rate entered into the accounts only as an amount to be collected by Prussia and was not otherwise involved in the treaty arrangements, it undoubtedly required a separate accounting.

London also applied the orange-red circular "PAID/ 17 JU 17/ 1847" marking and forwarded it to Liverpool where it received the black oval "L/JU 17/H" marking.

**British Mail to Tunis, Via the Galway Line** 1/4 oz issue 47

Dr. Robert de Wasserman RA383, reports a 33¢ rate, via Marseilles, by French packet to Tunis. In August, 1860, there were two available rates to Tunis, namely:—a British Mail, 33¢ per 1/2 oz. rate, via Marseilles, by French packet to Tunis, prepayment compulsory; a French Mail rate of 30¢ per 1/4 oz., prepayment optional. Figure 1 illustrates a cover which the Boston exchange office forwarded by the British Mail route. It is properly paid by 33¢ in stamps and on the reverse is a black "BOSTON BR PKT/AUG/7" marking (Blake/Davis No. 711). On the face is a red crayon "28", which indicates British packet service, 5¢ U.S. inland postage being retained and Britain being credited with 16¢ packet and 12¢ British postages. If this letter had been forwarded by French Mail, the U.S. would have retained 3¢ and credited France with 27¢ for each 1/4 oz.

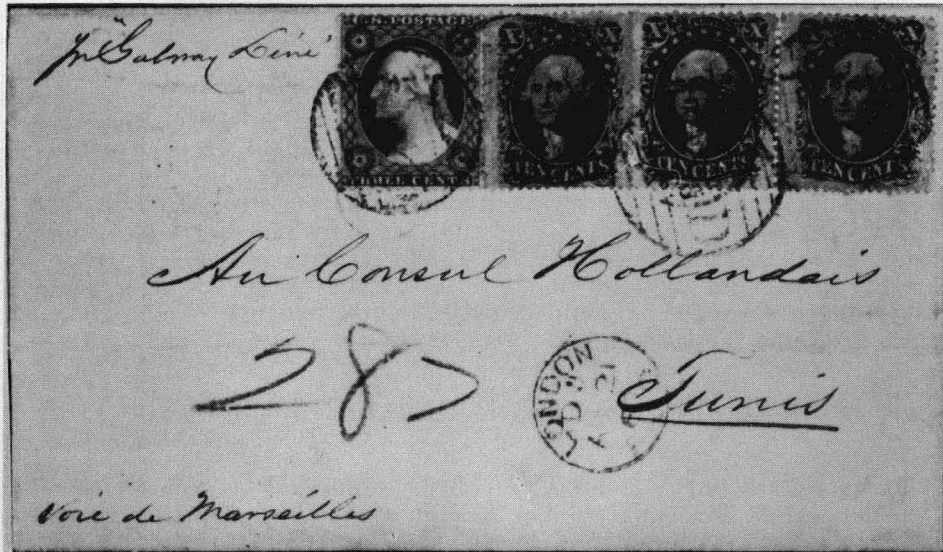


Figure 1

Interest, however, centers on the endorsement, "pr Galway Line". The Galway Line was granted a mail contract by the British Post Office, effective in June, 1860. Ships of this line plied between New York and Galway, Ireland, via St. Johns, Newfoundland, touching at Boston on alternate runs. The line was to maintain a schedule of fortnightly sailings from New York on alternate Tuesdays. When the ship touched at Boston, the sailing from that port was scheduled on a Tuesday and from New York on a Monday. Because of many and almost inconceivable difficulties, the schedule was not maintained. The *U.S. Mail* shows only one scheduled sailing in each of the months of October, November and December, 1860. During January, 1861, the British Postmaster General suspended the line's mail contract and there were no further sailings until the line and its mail contract were revived in 1863.

No French Mails were made up for the Galway sailings in 1860. The U.S.-French treaty was specific in the routings available from each of the exchange offices. From Boston, these routings were:—New York to Havre;

issue 47

New York to Bremen, via Southampton; New York to Liverpool; Boston to Liverpool; River de Loup, or Portland to Liverpool. In 1860, the Galway Line did not run to Liverpool and French mail was not available to it. If the endorsement on this letter were heeded, the Boston exchange office had no alternative to sending it by British Mail.

No Cunard sailings were scheduled from Boston in a week in which there was a Galway sailing. The date in the Boston packet marking, August 7 (which was a Tuesday) seems to indicate Galway Line service. Very few covers that were unquestionably carried by this line have been noted.

### Dark Brown, the Earliest 5¢ Shade

*(Continued from page 6)*

"bright orange brown" but the third shade on Dr. Chase's list, "dark brown". In addition I have another 5¢ '47 cover from New York even earlier, dated July 7, 1847, and this stamp too is dark brown. I also have a 5¢ cover from New York dated July 15th. This last cover is Dr. Chase's orange brown which incidentally is a distinctive and pleasing color. I'm quite sure that Dr. Chase's color table should be slightly revised to read July through December 1847, "dark brown, orange brown, bright orange brown, black brown". The impression for all of these shades is very sharp.

Of less importance, but nevertheless it should be reported, is the fact that the paper for this stamp is white. It has been generally accepted that the 1847 stamp paper was bluish, but this does not hold true for all of the earliest printings, at least.

In addition to the philatelic aspects of the stamp, the folded letter itself offers some interesting speculation. It is written by Emanuel Leutze, the artist who painted the famous picture of "Washington Crossing the Delaware" now in the Metropolitan Museum in New York. In this letter artist Leutze mentions having painted pictures entitled "Columbus" and "Knox". He also says the price of the picture which he is painting for James T. Furness, the addressee, is \$1,000. He asks that Mr. Furness pay him by a draft on England and writes that the picture will be sent via Havre in ten days. Do you suppose artist Leutze was just finishing "Washington Crossing the Delaware"?

### Early Philadelphia-New York Railroad Mail

*(Continued from page 16)*

as to the significance of this "W"? Does it imply Way, and if so why?

The writer earnestly solicits receipt of any information that members may have relating to any of the markings described in this article, for it will be noted that answers to some of the questions have not been as yet fully resolved.

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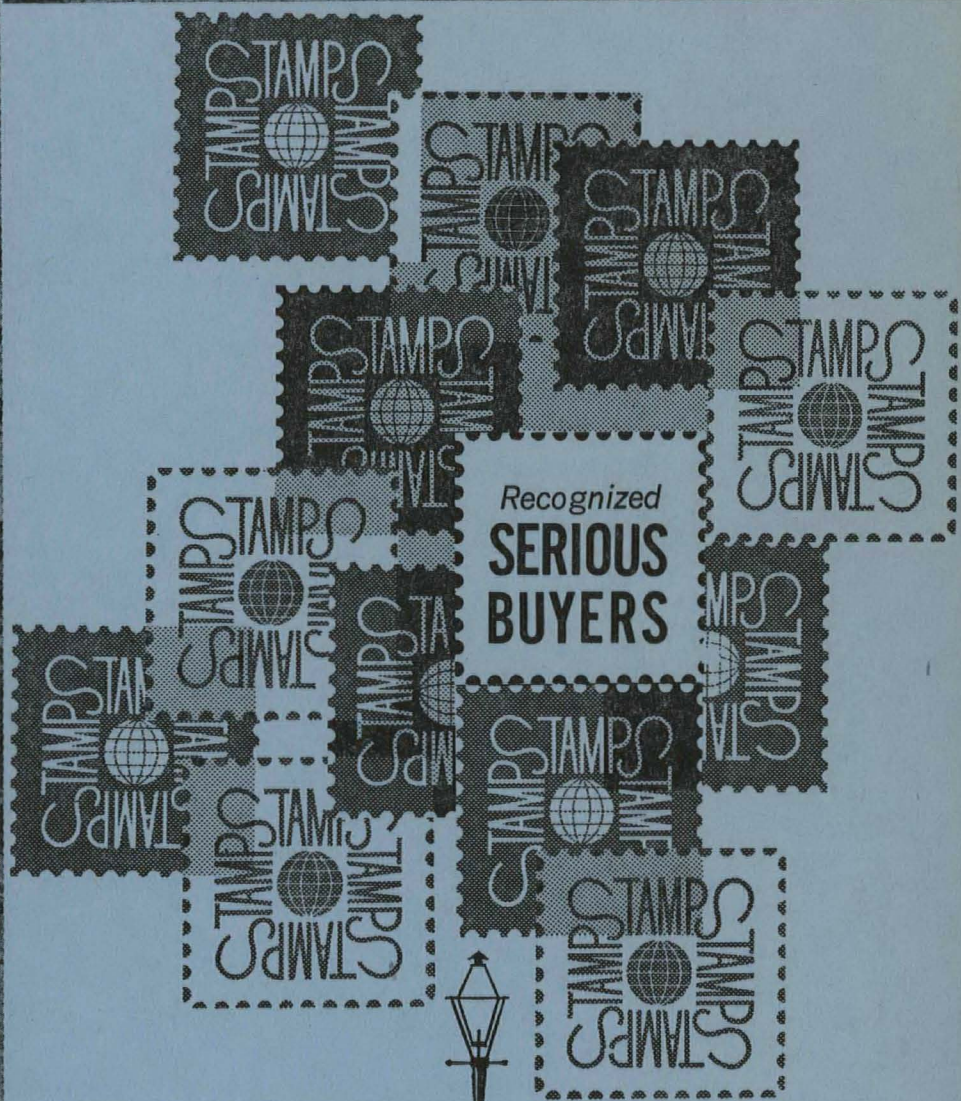
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