

The
Chronicle
of the U.S. Classic Issues

June, 1964

Issue No. 47

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THE 1847-'51 PERIOD
IN THIS ISSUE
THE 1847-'51 PERIOD
Newly Reported
W. S. 1847

The Chronicle

of the U. S. Classic Postal Issues

June, 1964

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Mortimer L. Neinken

49 West 23rd St.

New York 10, N. Y.

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

Newly Reported Railroad Markings

Mr. Eugene M. Funk reports an item to be added to the Phila-New York Mail listing in the article by W. W. Hicks in *Chronicle* No. 46. A stampless folded letter bearing only a mss "W" and "5" marking. Inside the letter is dated New York, April 29, 1848 and is addressed to Richmond, Virginia.

Mr. E. T. Harvey reports a cover dated in New York, September 18, 1844 addressed to Philadelphia, bearing a blue script "R. R." and "12½" in the same color, with no other postal marking. This is the earliest reported marking on mail going south from New York to Philadelphia. Mr. Hicks would appreciate hearing from anyone who can report an earlier date.

Mr. William Wyer reports a new major type of the straight-line RAILROAD (37½ x 4¼ mm). It is on a stampless cover which originated on December 22, 1841 in Canandaigua, N. Y., on the Auburn & Rochester R. R. and is addressed to Albany. There is a hyphen between RAIL and ROAD. After comparing it with tracings of all other types of straight-line RAILROAD markings, it was found that its letter spacing differed from all other listed types. Mr. Hicks has given it Remele book designation # r4-h.

1847 Covers from Michigan

CREIGHTON C. HART

The collecting of 1847 covers is an exciting adventure. Covers bearing Michigan postmarks represent examples of many of the most interesting postal features of our first issue. This, no doubt, is one reason why Michigan covers are so popular. Another reason for their popularity is the fact that Michigan is now one of our most populous states whereas on July 1, 1847, it was a sparsely settled frontier state, the most north-westerly state in our union. Michigan has long had many active collectors and several of them have amassed valuable collections. Once a Michigan cover gets into a collection it is very likely to stay there for a great many years. For these reasons Michigan '47 covers, although they are scarce, are very apt to appear rarer than they really are.

My list includes 31 five-cent covers and 12 tens, including three covers that are probably fakes (one five and two tens). Of the 30 genuine five-cent covers 12 are from Detroit and 8 from Ann Arbor. Of the 11 genuine tens, 7 are from Detroit, but there are none from Ann Arbor. There are enough covers known from Detroit and Ann Arbor so that we can get a pretty good idea of the postmarks and the color of ink used during the four year period that the stamps were valid. This can be a help in determining whether or not a cover is genuine.

Detroit apparently used red ink only from September 1847 until early 1850 when the post office changed to blue ink. The blue was usually a decided blue but at times it must have shaded into a green, as I list two covers that were described by an auctioneer as "blue-green" and one as "green," but I do not have the year dates on these.

Ann Arbor used red ink from 1849 to February 1850. Black ink was

used from March into May of 1850. After that Ann Arbor also used blue. Perhaps the same ink salesman called on the postmasters at both Detroit and Ann Arbor, because the dates of usage of red and blue inks nearly coincide. When Ann Arbor made a change in color, it was as of a definite date and there was no overlapping use of colors. I list one Detroit cover with a red town postmark and two 5¢ singles with blue grids. The blue grids do not tie. If these stamps belong, there was an overlapping of red and blue inks at Detroit. I do not have the year of use for this cover but evidence indicates it should be during 1850.

Covers with 1847 stamps addressed abroad are eagerly sought after. I do not list any Michigan covers sent to a foreign country. Surely a Michigan cover addressed to Canada or Europe would be greatly prized by Michigan collectors. Does anybody have one?

There are too many 5¢ Michigan covers on my list for them to be described individually in this article. Besides 5¢ covers from Detroit and Ann Arbor, I list 5¢ covers from Kalamazoo, Marshall, Battle Creek, Ypsilanti, Eagle River and Jackson. I list neither a 5¢ nor a 10¢ from Lansing, the capital, although Mannel Hahn reports that 600 fives and 200 tens were sent there February 6, 1850. Does anyone have a '47 cover postmarked from the capital of Michigan?

On my list are 12 ten-cent covers. This list includes covers from Kalamazoo and Ypsilanti which are probably not genuine. The ten-cent covers are listed in chronological order and I use an "x" where the year date is definitely unknown and a "?" where the date might be determined if the cover could be examined.

- Sept. 17, 1847 red Detroit tied with red grid.
- Aug. 15, 1848 red Detroit used with 5¢ and tied black pen.
- July 22, 1849 red Detroit tied with red grid.
- Jan. 26, 1850 red Kalamazoo tied by 13 bar square grid.
- April 1, ? red Detroit and red "10" in oval ties.
- April or Aug. 10—X red Detroit to Pittsburg.
- June 9,—X Detroit to Rockton, blue grid, not tied.
- Aug. 31,—X Monroe, cancelled blue grid.
- Nov. 23,—X Monroe, tied blue grid.
- ? ?—X red Detroit to Mackinaw, tied red grid.
- ? ?—? red Pontiac, tied by red dots.
- ? ?—? red Ypsilanti, tied by pen.

The 10¢ cover, dated Sept. 17, 1847, is the earliest usage on my list for either the 5¢ or the 10¢ stamp. The first shipment of stamps was sent to Detroit on August 5, 1847, so it is doubtful if a cover dated earlier will turn up. The gem of Michigan '47 covers is the 10¢ Detroit cover with the small "10" in an oval used April 1st. This cover was sold by John A. Fox when he sold the Fred R. Schmalzriedt collection in May 1957. The Detroit cover dated August 15, 1848, with both a 5¢ and a 10¢ stamp is of special interest. This cover not only has our entire first issue on one cover but it paid the triple rate for less than 300 miles. The single rate was per half ounce so this letter weighed three times a half ounce, and postage was three times five cents or fifteen cents. This rating was changed after March 15, 1849. After that date, letters weighing over an ounce were charged for a full ounce, for each additional ounce or fraction thereof. One-half ounce 5¢, one half to one ounce 10¢, one to two ounces 20¢, two to three ounces 30¢, etc., so that postage on this cover after March 15, 1849, would have cost 20¢. There was no triple rate in effect from March 15, 1849, until July 1, 1851.

In the first sentence I say that collecting 1847 covers is an exciting adventure. Two Michigan covers are not only exciting but are also unique examples of 1847 postal history. Around 1850 Kalamazoo was a small village yet both of these important covers came from this small village.

The 1847 issue of stamps was not valid for postage after June 30, 1851. However, the postmasters were instructed to redeem for cash the 1847 stamps until October 1, 1851. The postmasters were also notified by the Postmaster General that stamps of the 1847 issue would not be received for postage after that date. However, several 1847 covers are known used after that date. In an article for the Collectors Club Philatelist of July 1962, I list 33 late use '47 covers that have survived. There undoubtedly were many, many others from which the stamps have been removed. These late or illegal covers are known used during every remaining month of 1851 and to a lessening degree for a few years thereafter. All of these illegally used stamps were recognized as valid by the postmasters except in just one case. Yes, that is the 5¢ cover from Kalamazoo (Figure 1). The

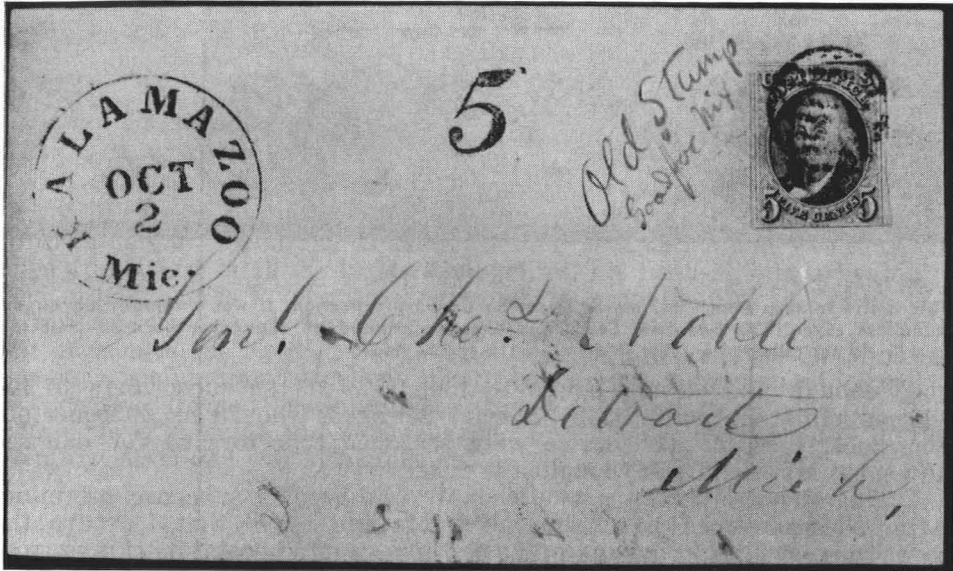


Figure 1

"Old Stamp, Good for Nix" is the picturesque notation written on this cover by the Kalamazoo postmaster to show that the 5¢ 1847 stamp was no longer valid for postage. This cover front is dated Oct. 2nd. It was probably mailed in 1851 some 90 days after the '47 issue was demonetized.

Kalamazoo postmaster made this colorful notation on the cover, "Old Stamp, Good for Nix" and struck a '5' to indicate 5¢ due from the addressee.

The other unique cover from Kalamazoo is a 10¢ cover that was formerly in the Alfred Caspary collection (Figure 2). When I received the Caspary catalogue, I immediately spotted this cover and considered it the most desirable offered, from a postal history standpoint. Here is a lovely cover and with a red 13-bar square grid. Here, surprisingly, was the familiar New York City square grid superbly used, for the first time, from a post office other than New York City. Eureka! A discovery!

After I was the proud possessor of this cover, I quickly sent it to Stanley B. Ashbrook for his opinion. Sure enough, Mr. Ashbrook at first thought it was genuine and on the back he had written that it was the "rare Kalamazoo grid." Isn't it a honey? Hadn't it been in the great Caspary collection? Hadn't Mr. Ashbrook said it was o. k.? How could it be anything but genuine?

But something was wrong and knowledge of state postal history provided the first hint and then helped prove it a fake. Mr. Ashbrook was one of the most knowledgeable and honorable philatelic students that we have ever had. He was a recognized expert. He had exposed many fake covers and many fakers. He often said that the professional fakers were

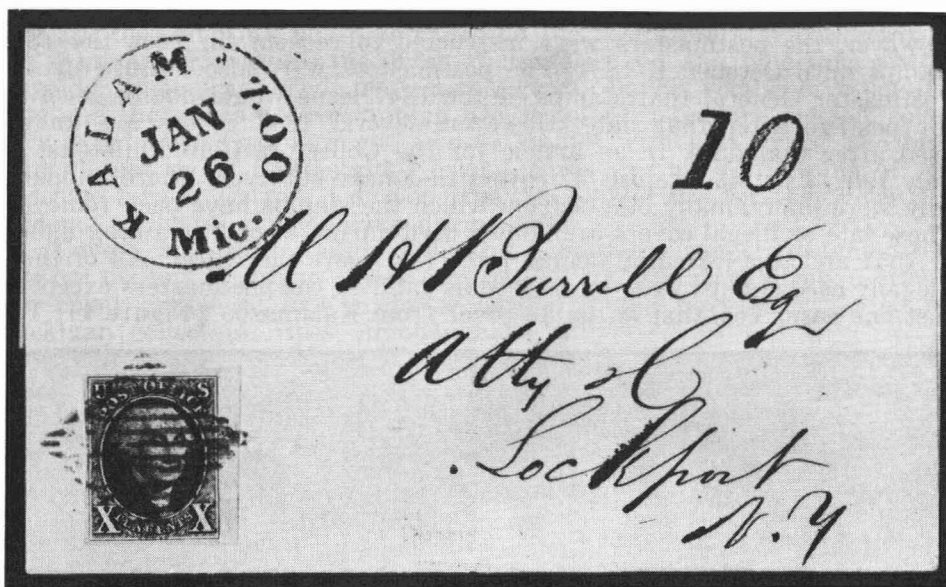


Figure 2

This is the famous fake 1847 cover from the Caspary collection. It was originally an unpaid stampless cover. The beautiful "tie" was expertly painted on the cover because collectors usually do not question a cover if the stamp is nicely tied.

good enough and clever enough to fool 90% of the subscribers to his learned philatelic publication "Special Service." The 28 or 30 collectors who subscribed to this service were seasoned collectors so you can see how good Mr. Ashbrook thought the fakers were.

This cover must have troubled Mr. Ashbrook's subconscious mind. After several weeks Mr. Ashbrook wrote and asked that I return the cover for him to examine again. He had investigated postal markings from Kalamazoo and none of them had this rare Kalamazoo square grid. There are two other 1847 Kalamazoo covers and it's true they are both cancelled with a red grid but it is vastly different from the square grid. Both

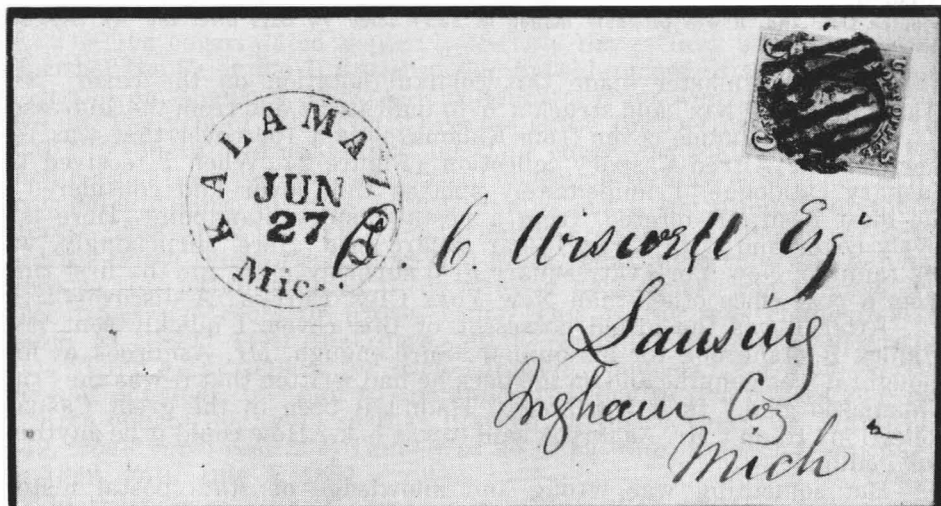


Figure 3

This cover is genuine. The stamp is also tied and this 8 bar oval grid was really used at Kalamazoo. The 13 bar square grid in figure (No. 2) was never used in any post office except New York City.

Kalamazoo covers have an open oval grid with wide bars as is shown on the cover dated June 27, 1851 (Figure 3).

Mr. Ashbrook made extensive studies of the texture of the ink and compared the exact shades of the ink on the stamp with the ink in the town postmark. He concluded that the stamp did not belong, as he had at first thought, and that the highly desirable "tie" had been painted on the cover. This was originally a stampless unpaid cover!

This article on Michigan 1847 covers also carries an Ashbrook moral or warning that bears repeating, "Don't be fooled that a stamp belongs just because it is tied." There is no substitute for knowledge. Postal history information is valuable information. It is most useful if it is exchanged and shared.

My list has a total of forty-three 1847 Michigan covers (including 3 fake or questionable covers). Elliott Perry in his "Pat Paragraphs" #15 writes, "As 50 probably would be a liberal estimate of all Michigan covers known to exist bearing 1847 stamps, the scarcity of covers from some of the towns can readily be appreciated." Mr. Perry says that 50 covers is a liberal estimate but I expect that 50 is conservative and that there are actually a few more.

Some of our general philatelic publications give a little information about Michigan postmarks, but the only publication dealing exclusively with Michigan postmarks is Maurice F. Cole's "Michigan Postal Markings" published in 1955. As Mr. Cole states, his book is only a beginning and although it is a very fine beginning, it is not helpful as far as 1847 covers are concerned. The sale catalogue published by John A. Fox for the auction of the Fred R. Schmalzriedt specialized collection of Michigan covers contains many excellent illustrations. It is a permanent record of a collection formed by an intelligent and discriminating collector. This catalogue is valuable and indispensable to the collector interested in 19th Century Michigan postal history.

This is the first attempt to consider 1847 covers from Michigan in detail. I hope that collectors, who have 10¢ 1847 covers that are not itemized in this article, will report them to me. When reporting a cover, it will enable me to avoid duplicates if the owner will give me the month and day of use in the postmark. If there is a year date in the date line or by docketing, I need this information also. If there is no year date, please so indicate by using a "x." The "?" in my records indicates the information is unknown to me and I hope some collector can supply it. In reporting covers, it is also of postal history interest to report the color of the town postmark, grid or other postal markings.

At some future date, another article which will bring to date this list by including 10¢ '47 covers reported to me after the publication of this article.

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THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

Plate-Reconstruction Progress—One Cent 1851-'60

Mr. M. L. Neinken reports the present status of these reconstructions, taking into account everything to date as completed by himself and other students of the issue. Those who are familiar with the difficulties of plate reconstruction agree that this is an astonishing record of research, particularly when it is considered that only Plate 1 (late) had any recut lines. Mr. Neinken's record is as follows:

Plate 1(e)—200; Plate 1(L)—200; Plate 2—200; Plate 3—165; Plate 4—189; Plate 5—197; Plate 6—none;* Plate 7—198; Plate 8—200; Plate 9—200; Plate 10—200; Plate 11—30**; Plate 12—154.***

* Have a number of pairs, a strip of 3, and a block of 4 which I believe are from plate 6, but positions are not identified.

** Very little material available. From it not even the top row has been reconstructed.

*** The left pane is complete except for 5 positions. Top row right pane has been almost completed. Most missing positions are from 2nd to 5th rows right pane. Mr. E. N. Costales has a print of a half pane, 1st to 5th rows, but it is not possible to identify plating marks from it.

Paper Containing Silk Fibers Used for the United States 3¢ 1851-1857 Issue

by CLARENCE E. TAFT, RA #411

Dr. Carroll Chase in his memorable book, "The 3¢ Stamp of the United States 1851-1857 Issue", did not mention the stamp on paper showing silk fibers in his chapter "Varieties of Paper". He discussed what he called the usual paper, then mentioned papers such as soft and porous, glazed surface, and paper varying in color from yellowish to light brown. He considered the latter types as accidental and explained them as such. A statement of his, "Paper is occasionally found that shows a foreign substance embedded in it, but because of really excellent quality used this happened but rarely", may offer a clue that he had seen examples of paper with silk fibers. This is not assured because occasional stamps do have bits of nondescript foreign material embedded in the paper.

Dr. Chase ended the chapter on paper by stating, "While the study of paper used for the 1851 and 1857 stamps may be comparatively unimportant, it offers certain interesting features which will appeal particularly to the advanced specialist." The important discoveries that Dr. Chase made

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 description 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-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.

concerning the 3¢ stamp does cause the paper to seem comparatively unimportant. However any unresolved problem is worthy of study in its own right, or because of the bearing the solution may have on other comparatively important problems.

The discovery of paper with silk fibers on which some of the 3¢ stamps were printed was quite by accident. A copy of Scott #11, found in a dealer's "penny" box, had five red and blue fibers embedded in the paper. A single fiber would likely have been passed over as foreign matter, but five fibers indicated a possible paper variety. Examination of other copies disclosed a few with similar fibers. This, as well as the subsequent examination of a larger number of copies, has shown that any one stamp seldom has more than one or two fibers. A remarkable exception to this is a recently acquired copy which has more than twenty individual fibers and two masses of tangled fibers that were not evenly distributed in the pulp. The fibers, which are more often blue than red, vary from 1 to 4 mm. in length and may or may not be completely embedded among the basic fibers of the paper. Some occur only on the face of the stamp, or only on the back, while some extend completely through the paper. There is no question about their being an integral part of the paper. While the fibers often can be seen with a 3X lens and any usual source of artificial light, a 7X or 10X handlens is usually necessary to detect those that are shorter, or those that are embedded.

The discovery copy was submitted to Mr. W. W. Hicks for his opinion. Via a violet lamp, he verified the presence of the fibers in this 3¢ stamp and in a number of other 3¢ '51s chosen at random. He then also discovered them in copies of the 1¢ 1851 and the 5¢ 1847 from the collection of Donald M. Steele. The writer has recently found similar fibers in the paper of a 12¢ Continental Bank Note Co. printing. The reader is referred to pages 91 and 92 of "The 19th Century Postage Stamps of the United States" by Lester G. Brookman, where this, or a similar paper variety is mentioned in a discussion of the 24¢ Continental printing. This is not the commonly known silk paper used by the Continental Company.

Mr. T. W. Simpson informs me that the paper for the 3¢ stamps classifies as rag paper and that he has no evidence that paper containing silk fibers was deliberately made and used for these stamps. This would seem to indicate that silk fibers were accidentally included with the cotton rags and remained in the pulp after the processing of the cotton. This is a problem that should be studied by someone who is well versed in paper chemistry.

A summary of structural features and chemical tests shows that the fibers embedded among the cellulose fibers of the 3¢ stamp are protein rather than cellulose, and therefore presumably silk.

	Known silk fibers	Fibers from 3¢ stamp	Known cellulose fibers	Cellulose fibers from 3¢ stamp
Structure of fiber	Fibers not tubular	Fibers not tubular	Fibers tubular	Fibers tubular
Chlorozinc iodide	No color change	No color change	Red-purple	Red-purple
Concentrated Nitric acid	Yellow	Yellow	No color change	No color change
5% aqueous Sodium hypochlorite	Soluble	Soluble	Not soluble	Not soluble

The proportion of paper with silk fibers used for printing the 3¢ imperforate stamps is indicated by figures compiled from a total of 2258 copies examined. Of this number, 2006 of which 201 showed silk fibers were plated copies, while 252 of which 13 showed silk fibers were not

plated copies. The 214 copies printed on paper with silk fibers is slightly more than 9.4 percent of the total copies examined. Ten percent is probably a fair estimate of the quantity of paper having silk fibers, as some copies may not have been detected because of completely embedded fibers, or because some parts of a sheet lacked the fibers. The scarcity of copies available for examination for some plates may also change the figure. However I doubt that these possible errors have resulted in a significant deviation from an approximate 10 percent usage. Although only about 20 copies of the orange-brown stamps were examined, the 2 copies on paper with silk fibers still represent 10 percent of the total.

The plate number, the number of copies showing silk fibers seen from that plate, and the number of copies from that plate for each year of printing, when known, are tabulated. The year of printing for copies from plates 4, 5L, and 6 is represented by a question mark.

Plate No.	Number of copies on paper with silk fibers	Year during which copies were printed						
		'51	'52	'53	'54	'55	'56	'57
1 (E)	1	1						
1 (L)	43		6	1				
2 (E)	1	1						
2 (L)	52		9	2	1			
3	82		2	2	5			
4	16					?	?	?
5 L	3					?	?	?
6	3						?	?

No copies showing silk fibers from plates 7 and 8 have been seen. However there is no reason to believe that they do not exist. Copies from plate 4 and plate 5L extend the use of paper with silk fibers to 1855 or later. Those from plate 6 show that it was used during 1856 or 1857. One copy of the 3¢ Type IIa perforated stamp on very thin paper with silk fibers has been seen. This certainly extends the occurrence of silk fibers into 1857.

Early and Late Dates

Mr. H. A. Meyer reports Aug. 23, 1857, as a new earliest date of use of the 5ct red brown perf stamp. There are three on cover from New Orleans to Paris. The date is faint but Mr. Meyer checked with various filters and photo timing, stating "I assure you that the date is Aug. 23. There is no other digit that could be following the 2."

Mr. R. E. Gillespie reports Aug. 26, 1851, as a new latest date of use of the fat bar New York slug (USPM Sched.A-2), one day later than previously reported.

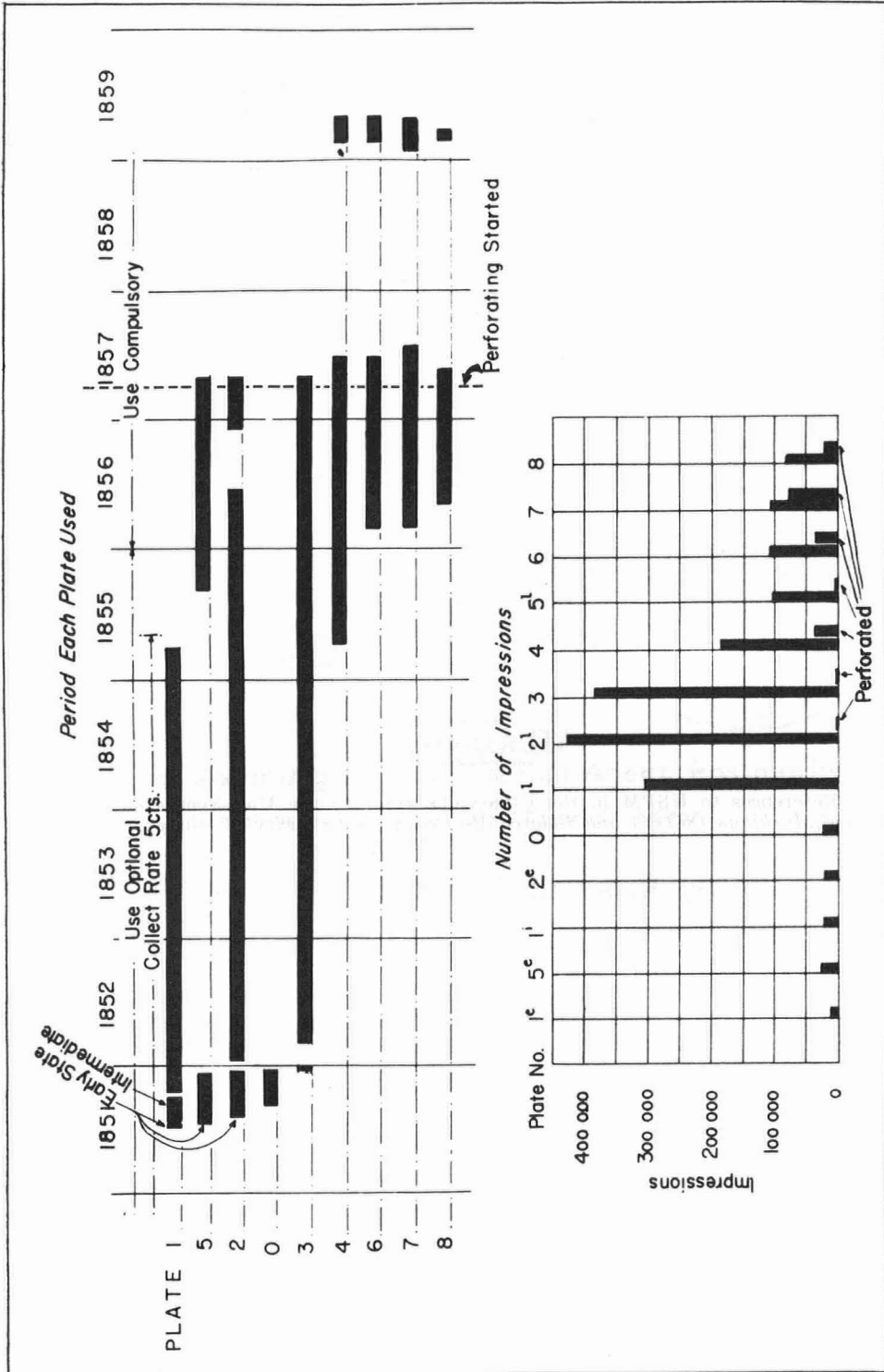
Plate Varieties

Mr. J. A. Farrington Jr. reports identifying marks on the following S5 top-row stamps: T-63 has faint upper-left triangle recut; T-53 has consistent dot in center of upper right diamond block; T-56 has consistent dot near top of vertical stroke of E of CENTS.

Time-Quantity Chart of Stamps Produced from the "Imperf Plates" of 3-Cent 1851-'57

Below is a chart prepared by Ye Editor some years ago. A few members have it, but not many. The comparative periods of use and number issued of S1, S2, and S3 are depicted. The rarity of the S3 stamp with recut

inner lines, for example (only from plates 2(L), 3, and 5(L)) is clearly shown. Dr. Carroll Chase estimated that less than 3,000 sheets from each of these plates were perforated. The amounts shown are those stated in the Carroll Chase book on the 3ct stamp.



DUE 10



DUE 5

3

A

B

C

D

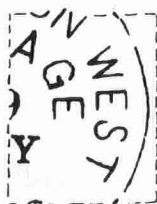


Table Rock N.Y.
June 21

E

F

G



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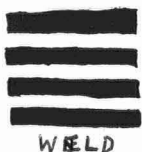
K

ADV 1

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O

P

ALLROAD

Q

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-27c	DUE 10 13x35, applied at San Francisco on cover with 6cts prepaid, for collection of extra rate as stampless letter for overweight. Also used after Apr. 1, 1855, for collection of extra rate on 10ct prepaid cover.	S2 pair	S. Ockun
not shown	A-2	EAST ROCHESTER/D/O C-32 rimless.	S5	R. E. Gillespie
B	A-13	8-blade paddle-wheel obliterator of Canton, Miss., 16mm. Imperfectly shown because traced from double strike.	S2	R. E. Gillespie
C	A-27c	DUE 5 in scroll 12x18, previously reported on stampless.	S2	W. Hubbard
not shown	A-24	Arch-type UD STATES 32x18 of Buffalo, N.Y. Apparently same as	X10	P. L. Shumaker

		No. 16 on USPM plate 21 after removal of PAID/6d.		
D	A-14c	Encircled "3", C-15, in blue used at Chicago to show forwarding rate.	S5	R. Weil
E	A-21	NEW-YORK/D/FREE C-29. Probably with undecipherable year date.	S5	R. E. Gillespie
F	A-13	Patriotic shield design, town unknown.	S5	R. E. Gillespie
G	A-28	mss <i>Table Rock N.T./D</i> and "3". In Nebraska Ty, but not listed as a known marking in the Chase-Cabeen List.	U-10	R. E. Gillespie
H	A-2	CUMMINGTON WEST/VILLAGE/D/(MASS). The fragment on single shows VILLAGE centered as a second line; most unusual.	S2	W. W. Hicks
I	A-13	Triangle obliterator of Chicopee, Mass. 15mm.	S2	L. R. Campbell
J	A-2	WEST SUTTON/D/MASS C-32 with ornaments. Formerly noted in Issue 37, but ornaments there shown as single dots instead of as rosette design of 4 dots.	S5	A. S. Wardwell
K	A-27	ADVERTISED/D of Albion, N.Y. with 2mm letters.	S5	A. S. Wardwell
L	A-27	ADV 1 of Auburn N.Y. Unusual condensed letters.	S5	A. S. Wardwell
not shown	A-6	THEO SEMINARY/D/VA C-31. Same as in USPM except that the "A" of VA is a capital letter.	S2	R. E. Gillespie
N	A-13	Square grid, Weld, Me., 17 mm.	S5	B. Edwards Jr.
O	A-13	Star with dot, Williamburgh, Mass. 20mm.	S5	B. Edwards Jr.
P	A-13	Five V's, Painted Post, N.Y. 20 mm.	S5	B. Edwards Jr.

Railroad Route-Agent and Station-Agent Postmarks

Compiled by W. W. HICKS, Associate Editor

Information as to pre-1851 use of markings used in 1851-'61 is included in this section as background, but if a marking was used only in the pre-1851 period it is reported in the 1847-'51 section.

WOODBINE/yr D/ B. & O. R.R. Co. 35 x 26 oval (Illus.M) used Jul. 13, 1860, is reported by Mr. H. Reinhard on stampless. Though this marking is known for the 1861 period, this is its first noted use in our period.

Mr. Wm. Wyer reports the *Virginia & Tennessee R.R.* (Rem. Ty.V4-a) in black, tying S2, previously noted only in blue. He also reports the new type *Michigan Central R.R.* (see Issue 41) as used in green, Dec. 2, 1850, on stampless. As this extends its use, the previous designation as Rem.M5-b-2 is being changed to M5-d.

Mr. L. L. Downing reports in *Western & Atlantic R.R.* (Rem. W4-a) in red on stampless, previously noted in blue.

The writer reports *Morris & Essex R.R.* (Rem. M14-a) tying S2 in distinct gray ink; not black.

Mr. C. W. H. Cowdrey reports both an earlier and later use of the straight-line *PHILADA RAILROAD* (Rem. P6-a). He has it on stampless cover from Phila to So. Lee, Mass., of Jun. 19, 1844; and another P6-a from Phila to Providence, R.I., dated Sep. 20, 1851, with the usual N.Y. townmark tying S1. Both covers went through the distributing office of the P.O. at New York. Mr. E. T. Harvey also reports a P6-a in red ad-

dressed to New York, with letter inside from Phila dated Sept. 17, 1845, but without the usual N.Y. townmark. Such use is not rare, as possibly indicating that these covers for New York did not go through the distributing office. However, we have seen no P6-a covers from Phila addressed to some point *beyond* New York that do not have the N.Y. townmark.

A long-time friend and college classmate of the writer, Mr. H. F. Round, is a keen student of mail handling in Virginia during the *Classic* period. Issue 40, page 4, quoted from his writings as relates to the Remele chapter on the *Richmond Railroad*. In further amplification he reports that the R.F. & P. R.R. lost the mail contract for 1855 and 1856 not so much because of a dispute as because it was underbid by the Orange & Alexandria and Virginia Central R.R.'s as a combined route. Part of the mail returned to the R. F. & P. R.R. on June 1, 1857, and the remainder on Dec. 1, 1857. In Remele page 8, the stated postal routes of the Alexandria & Orange and the Alexandria & Richmond for 1858-'59 was for local mail between these cities; not for through mail. (*Continued on page 36*)

Addenda and Corrigenda

Issue 46, p. 9: Mr. R. E. Gillespie reports that the *Canal Agt 5* may be a townmark of Canal, Pa., in Venago Co., not far from Newcastle, the the *Agt* may be an abbreviation for August, and that the *5* is date of month. This sounds reasonable, but if so it is the result of three simultaneous coincidences: (1) The abbreviation *Pa.* was omitted, which was contrary to PL&R; (2) *Agt* was not a usual abbreviation for *August*; (3) The day-of-use numeral happens to have rate significance.

Issue 46, p. 10: Mr. B. C. Oakley Jr. reports through Mr. Gillespie that marking *N* was made by the vertical bar of the Canton "cross" canceller that apparently became broken.

Issue 46, p. 7-8: Mr. W. S. Polland reports that Mr. F. C. Burns has a *Rich Gulch, Cal.* in mss on cover having three S5 and one R-15.

Issue 46, p. 13: Mr. Hall's initials are "A. G.," not "A. J."

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THE 1861-'69 PERIOD

HENRY A. MEYER, *Editor*

"Carrier" Project

Unit member Roger B. Cotting wishes to undertake a study of the use of the backstamp "Carrier" as used in Washington, D. C. in the Bank-note period. Unit members, please search through all your cover accumulations for letters addressed to Washington, D. C. with the mark "Carrier" so used. Send Mr. Cotting the following information about each cover separately:

Town of origin; any evidence of a date; *exact address* in Washington (this is very important in this study); wording, measurements and color of the "Carrier" mark; any other information which might be useful in the study.

Address your information to Mr. Roger B. Cotting, Box 271, Fairbanks, Alaska, 99701. It will be greatly appreciated.

Crowded Out

Further data on Demonetization must be omitted from this issue because of other material which must be published at this time. This includes listings of late uses of 1857's, early uses of 1861's, and combination uses. The listings will probably be resumed in *Chronicle* No. 48. A great amount of such data has been submitted by various readers. The period editor can use more if sent in at once.

Fancy Killers on the 1861 Stamps

Several readers have sent the period editor very nice exact-size tracings of fancy and significant killers on the 1861-69 stamps. When enough have accumulated to justify the work and space, a group of them will be published. If you have such markings, either on or off cover, and are sure that they do not appear in either the new Herst-Sampson book or George W. Linn's book of "PAID" markings, please send clear black india ink tracings, together with the data to identify them. If you cannot trace, as this editor cannot, send him the stamps or covers for photographing. One of our collaborators will then make the tracings.

Demonetization in Chicago

In *Chronicle* No. 46, when the exchange period for Chicago was involved, we said, "Not available," which was all we could do at the time. Route Agent Richard McP. Cabeen supplies us the needed dates. The exchange period for the envelopes was Aug. 14-20; for the stamps, Aug. 21-27. Mr. Cabeen had an extremely informative article entitled "Chicago in August 1861" in *Stamps* for August 5, 1961. He gathered much of his information from the files of the *Tribune*, whose editor, John L. Scripps, was postmaster of Chicago during the transition period in our postal history and who kept his public very well informed.

Two Covers Sought

Shortly before the death of Route Agent Jos. A. Herbert, the period editor had on loan from him two covers which he needs to borrow again for study and which so far elude locating. One is postmarked Evansville, Ind., and has the manuscript date-line "Office of the Evansville & Illinois Railroad" in 1850 and the signature of John Ingle, Jr. The other is written

by a professor who is on a lecture tour and is travelling on a steamboat which is hung up on a sandbar. Both are stampless. The covers may have been sold in the Herbert sale in a large bulk lot and thus lost to view. If any of our readers have one or both of them, will you please lend them once more to the period editor?

Station Master and Postmaster

Richard E. Gillespie and Tracy W. Simpson have cited cases in which the postmasters of towns on the B & O and the Housatonic Railroads were also the station agents or members of their staffs. This is the sort of evidence that the period editor hoped to receive. On the other hand, we know of a few cases in which the postmasters had no connection with the railroads—Vincennes, Ind., for example.

Civil War Military Postal History

by **RICHARD B. GRAHAM**

Letters from Civil War military and naval personnel can involve a great many classifications and variations. These will be taken up in turn in detail as time, space and material permits. Two of the most important will be discussed preliminarily at least, in this issue of the *CHRONICLE*.

Before this is done, however, a brief look at a very large subject—that of Civil War military organization—seems worthwhile. Indeed, a good knowledge of this subject is essential to work out some of the puzzles that covers of the period can present.

The basic Civil War organization of both the Union and Confederate armies was the volunteer regiment, although it is with the former army that these articles are mostly concerned. The vast majority of the Union army was volunteer, the small number of regular troops being absorbed in the mass of volunteers. The common routine of organization was that a prominent local man, usually with some sort of authority but not necessarily so, formed as large a unit as the size of the community permitted. The organizer would be the commanding officer. If the unit were a company, he would be a captain; if a battalion, he would be a major and if he managed to form a full regiment which would be made up of about a thousand men, he would become colonel. The smallest unit acceptable, except for other than infantry units, was the regiment so organizers of smaller units such as companies would get together or make arrangements to form the larger unit. In such cases, and also for other commands than organizers, officers were elected.

When a regiment was formed, the governor of the state (provided the officers were not too unacceptable politically) would commission the officers and the roll of the regiment would be entered upon the muster rolls of the state. The newly formed regiment would then be designated with a number, referring to the order of acceptance upon the state rosters, such as the 26th Massachusetts Volunteer Infantry.

This accounts for some of the confusion sometimes evident in attempting to decipher a scribbled unit designation upon an envelope, such as perhaps trying to decide whether a cover was from a member of the famous New York 7th Regiment or whether it was the 7th New Jersey.

After being formed and mustered into Federal service, a regiment was usually sent to the area where it was expected to serve. There the regiment was assigned or brigaded along with other regiments into a brigade under the command of the senior colonel or a brigadier general. In turn, brigades could be organized into divisions, the divisions into corps and corps into armies. As an example (hypothetical), a soldier could belong to Company A, 51st New York Volunteer Infantry, of the first brigade, 3rd division of the 12th corps, assigned to the Army of the Potomac.

The basic unit, however, to repeat, was the regiment and usually a man served a full term or enlistment with a regiment and transfers were nearly unknown. Regimental designations seldom changed although a regiment might be assigned to several different brigades or divisions and corps were always being dissolved to be replaced by other newly created corps.

Units were usually designated in another manner, albeit unofficially, in the Federal army, at least. This was by the name of the commanding officer or a famous commander who had gone on to better things, or, rarely, by a geographical or other such designation, such as the Iron brigade. Probably the most famous example of the unit retaining the name of a famous commander was the Stonewall brigade, the Confederate army unit which was so named at First Manassas along with its then commander, Brigadier General Thomas J. Jackson. The brigade retained this name throughout the war.

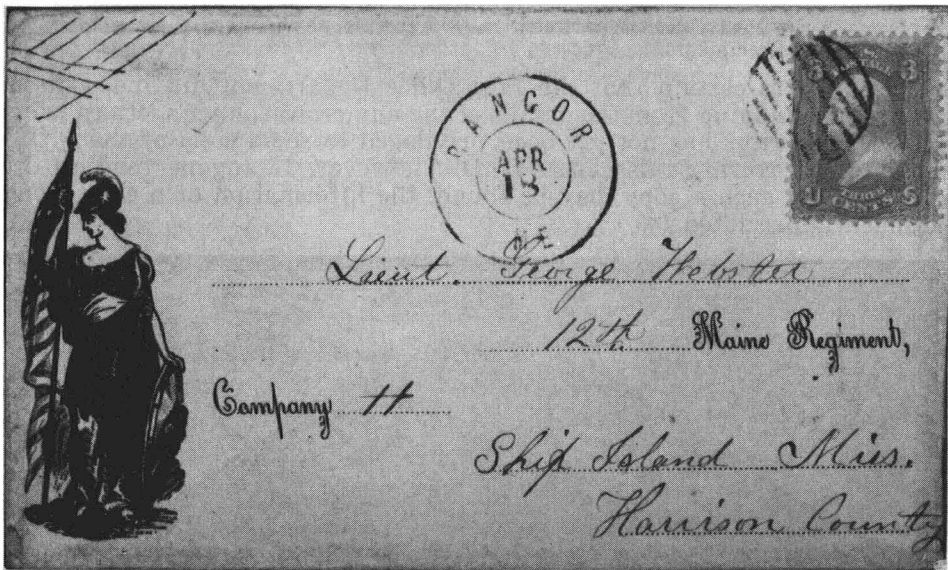


Figure 1

Cover directed to a member of a Maine Regiment. Note printed legend of patriotic cover.

Letters were usually addressed with the addressee's name—often without rank and titled “Mr.”,—his company and the regiment. Sometimes a division would be given, more often not. The remainder of the address was the location of the unit. An example of this is shown in Figure 1. The cover is addressed to a lieutenant of the 12th Maine, Company H. The 12th Maine Volunteer Infantry was still on Ship Island—this was the staging point for the troops who were to occupy New Orleans—but left for New Orleans to arrive there on about May 5th, so the letter of Figure 1 probably reached Lt. Webster there.

At that time, the 12th Maine was part of the 3rd Brigade (Col. Shepley) of the Department of the Gulf (Major General Benjamin F. Butler).

Civil War Due Soldier's Letters

The Civil War unpaid due soldier's letter, with certification as to its nature, is one of the most common items of Civil War postal history. It is certainly the most misunderstood in regard to being confusing as to its nature. The signatures which this class of cover bears almost always cause confusion with better known—and also much more rare and valuable—classes of mail.

The term "soldier's letter" as used here refers to a specific class of unpaid domestic letter, as defined by postal regulations. The covers of this type bear the signature of an officer, attesting to the nature of the letter and the words "Soldier's letter" and also the identification of the military unit to which the writer of the letter belonged. All this permitted the letter to pass unpaid but collect, through the mails without additional postage other than that normally required on domestic letters.

The enabling legislation was passed by Congress on July 2, 1861 and was announced through official orders of the Adjutant General's Department of the War Department to the troops. An example of this, dated about a month after the bill was passed may be found in the O.R.'s,¹ Series III, Vol. 1, page 383, as follows:

POSTAGE, SOLDIER'S LETTERS, General Order No. 49, Aug. 3, 1861. War Dept., Adj. General's office. . . . Section 11. "And it be further enacted, that all letters written by soldiers in the service of the United States may be transmitted through the mails without prepayment of postage, under such regulations as the Post Office Department may prescribe, the postage thereon to be paid by the recipients."

It appears certain that the Post Office Department did indeed issue regulations, judging from the details of the numerous soldier's letters which exist. This writer has not yet been privileged to see a copy of the P.O.D. regulations covering this class of mail, however. If anyone reading this knows where such a copy may be found, the information or a copy would be much appreciated.



Figure 2

Certified as a soldier's letter, and bearing the most common of the Bank's Division markings.

Fortunately, a guess—probably a fairly accurate one—can be made as to the details and even the wording of the P.O.D. regulations on soldier's mail by examining a copy of the similar regulations for Naval letters which appeared in the *Navy Register* for 1862. The fact that most soldier's letters correlate quite well, with one possible exception, with the naval letter regulations seems to indicate these latter were patterned after the previous directive.

The naval letter regulations were passed by Congress in early 1862 in compliance with a request made by Postmaster General Montgomery

¹ *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies*—in four series, 128 volumes, War Dept. Publication, 1881-1901.

Blair in his annual report. As announced on page 110 of the *Navy Register* dated July 1, 1862, these regulations read:

AN ACT IN RELATION TO THE LETTERS OF SAILORS AND MARINES
IN THE SERVICE OF THE UNITED STATES.

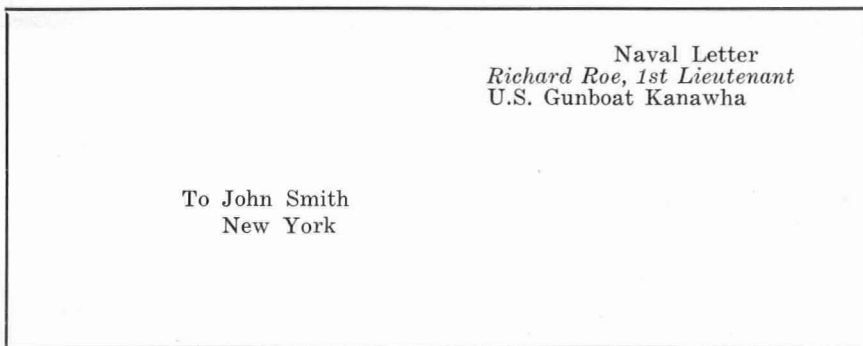
BE IT ENACTED by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of the act of July twenty-second, eighteen hundred and sixty-one, authorizing soldiers to send letters through the mails of the United States without prepayment of postage, is hereby extended to the sailors and marines in the actual service of the United States, under such regulations as the Post Office Department shall provide, the postage thereon to be paid by the recipients. Approved January 21, 1862.

(The following are the regulations of the Post Office Department governing the transmission of letters of sailors and marines):

Post Office Department
Appointment Office
February 8, 1862.

Under the act of Congress, approved January 21, 1862, sailors and marines in the actual service of the United States have the same privilege with soldiers of sending letters without prepayment of postage.

All postmasters are instructed to mail without prepayment of postage all such letters when certified as follows: The envelope must bear the certificate "Naval Letter," signed by the commanding officer or lieutenant on board the vessel, with the name of the vessel. Thus:



This privilege does not extend to commissioned officers.

All such certified letters must be rated with postage at the mailing office, to be collected at the office of delivery. Letters addressed to such sailors and marines must be prepaid as before.

JOHN A. KASSON
First Assistant Postmaster General

This fits soldier's letters quite well with the possible exception that a provision of the naval letter regulation states that the privilege does not extend to commissioned officers. A good many exceptions to this rule, if it is actually a part of the P.O.D. regulations, have been noted, among soldier's letters.

Figure 2 illustrates a typical soldier's letter. It bears the legend, "Soldier's letter/C. E. Tuthill Adjutant/9th N.Y.S.M." The unit designation stands for "9th New York State Militia" and as a matter of interest, the term of service for this unit having run out, they left for home within a few days after this letter was written. This unit is not to be confused with the 9th New York Volunteer Infantry, otherwise known as Hawkins' Zouaves, who were then serving with the Burnside Expedition on the North Carolina Coast. As may be noted, this cover originated at Winchester, Virginia and was rated "Due 3" at the Banks' Division field post office. The Banks' Division markings will be discussed shortly.

The address of the cover of Figure 2 is also of interest. It is directed to "Mrs. E. Perry (?)/Townners Station/Putnam Co./NY H. R.R.," which latter portion probably means "New York and Harlem R.R.," and indicates that the town was on the railroad.

To return to our subject, the soldier's letter certification is not exactly



Figure 3

Certified to be a naval letter, although not quite in agreement with the "letter of the law".

in accordance with the regulations or as we imagine that they were worded. However, this is better agreement than is usually the case.

Figure 3 illustrates a naval letter. It, too, does not comply exactly with the letter of the regulations. The major exception is that the cover is endorsed "Ship letter" rather than "Naval letter." Under then current postal laws, this would have called for an additional 2¢ ship letter fee, provided, of course, that the mailing office paid out the fee to the captain of a private ship which had turned the letter over to the post office. However, the Port Royal, S.C. office, located at the large military and naval base which the Federals had established there after the fall of Port Royal to the Union assault of November 1861, accepted the letter as a naval letter without question. The endorsement in the upper right hand corner is that of the executive officer (first lieutenant) of the *U.S. Barque Ferdinandina* which name is inscribed along the left hand edge of the letter.

Naval letters are quite rare, particularly when correctly certified and accepted and rated properly. Soldier's letters are very common although the vast majority of such probably show at least some small deviation from the letter of the law as we think that it existed. All this points, of course, to the fact that postmasters accepted letters when the intent was shown and didn't worry about details too much.

The cover of Figure 3 also illustrates one of the points where either naval or soldier's letters are often confused with something of another nature—censored covers. The legend "Ex officer" could be taken to mean "examining" rather than "executive" officer. Actually, of course, there was no censorship involved whatsoever in the case of this cover or at least something more than what is shown would be required to indicate such. The certifying signatures appearing on soldier's letters are often mistakenly interpreted to indicate censorship, in fact, even without such a legend. Certifying signatures are also often spoken of as franks and while they are undoubtedly closer to being franked than censored covers, certified soldier's or naval letters are still not that, either. A franking signature serves in lieu of postage; the signature actually carries the letter. This was not true of soldier's or naval letters; the postage was still due at destination.

We have not made any previous attempt to determine the latest and

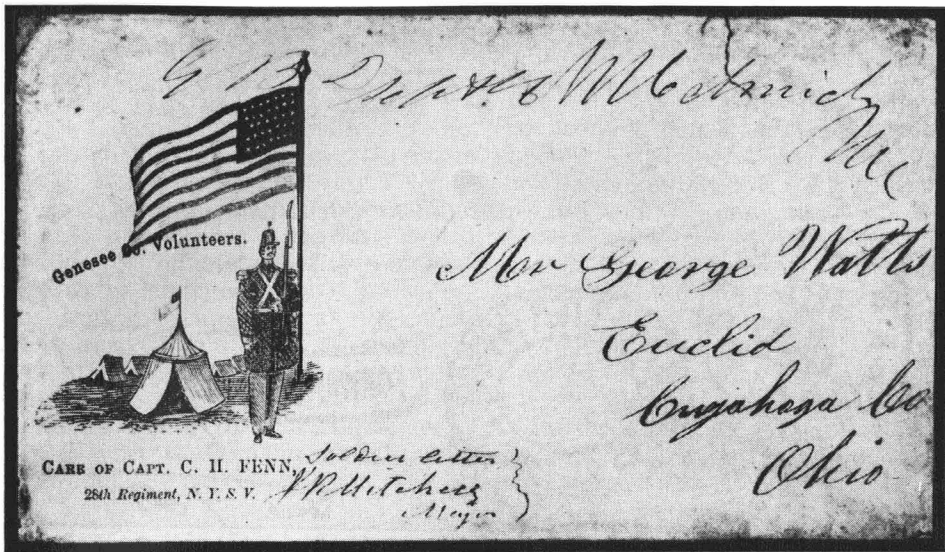


Figure 4

A very early soldier's letter certification, although made unnecessary by a government official's frank. A manuscript "G B D" marking.

earliest dates of soldier's letters. In our own collection, the earliest endorsement of a soldier's letter (Sept. 16, 1861) is the cover illustrated in Figure 4, although the cover was actually carried by the frank of William Helmick, former Ohio Congressman and then chief clerk of the Pension Office in Washington. This cover will be discussed in greater detail at another time. The latest soldier's letter endorsement seen appears on a cover with a Memphis, Tennessee c.d.s. of July 16, 1865. This and other soldier's letters which passed through the mails without penalty other than normal postage after July 1, 1863 indicate that the new postal law which took effect on that date did not affect the soldier's letter regulation. Under the new law, domestic letters with short or unpaid postage were to have double the unpaid postage assessed upon delivery.

Soldier's letters with dates of August, 1861 should exist. Record of covers which extend either the late or early dates would be appreciated.

The earliest naval letter seen by the writer (Dec. 2, 1862) is the cover illustrated in Figure 3. The latest is a cover from aboard the *U.S.S. Chicopee* which was endorsed "U.S. Gunboat Chicopee/E. A. Walker/Lieutenant (:) and Executive Officer," and was rated "Due 6" when it entered the mails at New York on Jan. 16, 1864. Whether the due 6 was because the letter was overweight, as is rather suspected, or whether the double postage on unpaid letters regulation was applied is not known. The former is suspected mainly because the New York postoffice is on record of never refusing to accept anything and of rating in accordance with the letter rather than the spirit of the regulations when unpaid letters were involved. This applied to letters with old stamps, civilian letters and soldier's letters and there is no reason why naval letters should have been an exception.

Further discussion and reports of covers of interest pertaining to this subject will appear in subsequent issues of the *CHRONICLE*.

Interesting Civil War Cover

Mr. Melvin W. Schuh reports a most interesting Civil War letter, illustrated as Figure 5. The letter enclosed is written by one L. Holbrook,

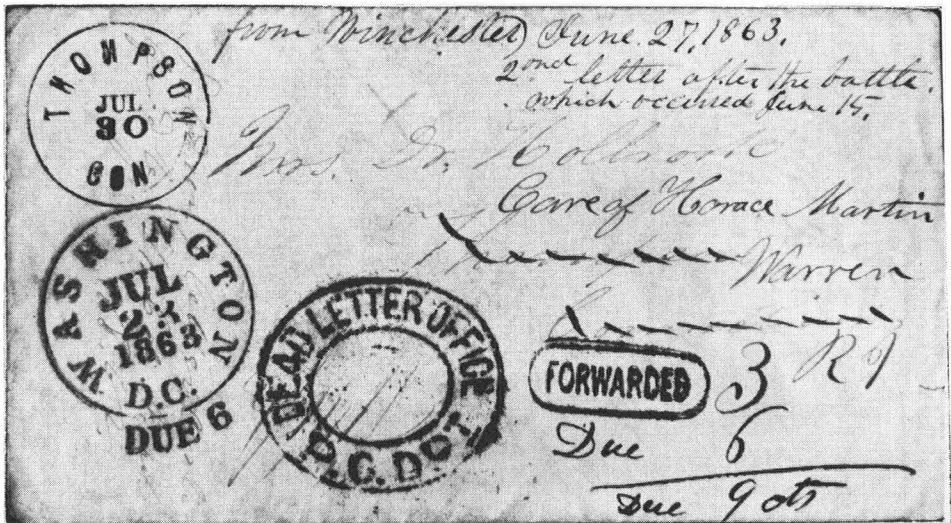


Figure 5

who was evidently the regimental surgeon of the 18th Connecticut Volunteer Infantry. The letter reads:

Winchester, Virginia
June 27th, 1863

My dear wife.

I write a line just now which I intend to let Mr. Nichols try to send to you from Richmond as he thinks he can do. You will hear of the reverses of our arms in this quater and that most of the 18th are taken prisoners, but I am not a prisoner but am detained for a few days while my services may be needed with the sick. I think I shall be able to return to our lines & possibly to reach home in a week or two.

Till them give yourself no uneasiness on my acct. I am well and shall try to obtain leave of absence as soon as I get to our lines.

Your affectionate husband,
L. HOLBROOK

The markings on the cover and an indorsement on the back indicate that the letter was carried to Richmond, presumably by Lt. Col. Nichols of the 18th Connecticut as a prisoner of war. It travelled from there through the usual prisoner of war letter channels, probably by way of Fortress Monroe, to Washington, where the letter was held up for some reason, upon which some speculation shall be given directly. The inscription on the front indicates an attempt to certify the letter as a soldier's letter by Lt. Col. Nichols. The letter is marked with the Dead Letter Office marking—page 121, U.S.P.M., type 3—and was apparently forwarded from Washington after some delay with 6¢ due. The letter was forwarded again from Washington, Connecticut to Warren, Rhode Island, for which an additional 3¢ postage was due.

This cover is a souvenir of one of the many times that the town of Winchester, Va. saw an action and changed hands during the war. This particular time, the division of the Union General Milroy failed to withdraw in time from the path of Lee's Army, in the persons of General Richard S. Ewell (Stonewall Jackson's successor) and his entire corps on its way north in the invasion of Pennsylvania which ended at Gettysburg. In the action at Winchester, Ewell's much larger force brushed aside Milroy's Division and evidently captured part of it which didn't move out quickly enough. Of course, prior to Gettysburg, the Confederates with the censorship of such letters, would certainly be in no hurry to forward letters which might reveal any part of their intentions. Neither would the Federals be much interested in seeing bad news of the type of this go too far, although after Gettysburg such wouldn't be very important.

The letter was sent on June 27th, 1863, and by the time its bearer reached Richmond and Libby prison and the letter passed through the usual channels to Fortress Monroe, considerable time could have elapsed. Whatever the reason, the letter was not sent from Washington until nearly a month later. Perhaps it had just arrived there; perhaps it was held a while. We shall never know. A possible reason why the letter was sent to Washington and why it was forwarded from there, as it was, is revealed by the amounts of postage due and some consideration of the possible regulations regarding certification of soldier's letters. Also, the new law just effective on July 1, 1863, stated that letters deficient in postage were to be charged double postage. The letter could have been sent to Washington because it was not considered a prisoner of war letter—Surgeons and Chaplains were usually not considered to be prisoners and were often returned promptly. It also could have been sent to the D.L.O. because the certification as a soldier's letter was not considered valid, the letter being that of an officer. In any case, the D.L.O. apparently agreed with the reason and forwarded the letter with double postage due, under the new regulation. (*Continued on page 36*)

United States Railroad Postmarks 1861-1886

by CHARLES L. TOWLE

(Editor's introduction to this installment: Charles L. Towle's listings of the railroad markings of Maine and New Hampshire appeared in *Chronicle* No. 46. We now proceed with Vermont and Massachusetts. We hope to have a similar installment in each number until the country has been covered. Beginning now, we introduce a few minor revisions in our code of abbreviations and in our manner of expressing the wording of a mark, in order to be more nearly in accord with the system of descriptions used by C. W. Remele and Tracy W. Simpson. We shall now use the solidus or slash (/) to signify either a new line or a change of direction in words around the border of a circular or oval mark. We shall insert a capital "D" for "date" between the clockwise words at the top of a mark and the counter-clockwise words at the bottom of the mark. The reader is therefore urged to make liberal use of the code of abbreviations following this introduction.)

Code of Abbreviations

D (in wording of a mark) : date.

d (before "circle" or "oval") : double.

tr: triple

WYD: with year date in marking.

NCS: no date or center slug in marking.

T.N.: train number in marking.

/: new line or change of direction.

Partial (in description): tracing made from incomplete or possibly incomplete strike.

P (on illustrations): partial, from incomplete strike.

Oct.: octagon or octagonal.

R.R.: railroad.

AGT.: agent.

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

S.R.: short run.

Concerning killers: Killers listed with markings are not necessarily the only type of killer found with those markings and may vary as to type, usage, period, etc. Only unusual types, such as directional, fancy, or initials of some significance are listed in this catalog.

Routes and Postmarks

VERMONT

Catalog Route 35: Springfield, Mass. to Newport, Vt. via CONNECTICUT RIVER R.R., CENTRAL VERMONT (V. & M.) R.R., VERMONT VALLEY R.R., SULLIVAN R.R., CENTRAL VERMONT R.R., and CONNECTICUT & PASSUMPSIC RIVERS R.R.

Route Agents: Springfield, Mass. to Barton, Vt. 1861, 1863, 1865—3 agents. Springfield, Mass. to Newport, Vt. 1867—4 agents; 1869—5 agents; 1871—7 agents; 1873—6 agents; 1875—7 agents; 1877—8 agents; 1879—7 agents; 1882, 1883—8 agents. 233 miles.

New Haven, Conn. to Bellows Falls, Vt. 1861, 1863, 1865, 1867—3 agents.

Springfield, Mass. to Bellows Falls, Vt. 1869, 1871—1 agent.

Springfield, Mass. to White River Jct., Vt. 1873, 1875, 1877, 1879, 1882, 1883—2 agents. 128 miles.

Markings: 35 F 1 (Remele S 10 a), black, Early.

35 G 1, Conn. R. R.R./D, Manuscript (pencil), 1851-57.

35 H 1, CONN. & PAS./D/R.R., 25 black, Banknote.

35 H 2, (CO)NN. & PASS./D/(R).R., 26 black, 1873. Partial.

35 I 1, S. & B. F./D/R.R., 25 black, Banknote.

35 J 1, S. & W. R. JUNC./D/R.R., 26 black, 1868, Banknote.

35 K 1, NEWP. & SPRINGF./D/AGT., 26 black, magenta, Banknote.

35 L 1, W. R. & SPRINGF./D/AGT., 25½ black, 1877.

35 M 1, W. RIV. JUNC. & SPG./D/AGT., 27 black, 1883.

35 N 1, NEWPORT & SPRING./D/R.P.O., 26½ black, WYD 1885.

35 S 2, CONN. & PASS. RS. R.R./D/THETFORD, d. oval 30½-20½ x 24-14½ blue, WYD 1879.

35 S 3, CONN. & PASS. RS. R.R./D/BRADFORD, d. oval 30-20½ x 23½-14½ blue, WYD 1874.

35 S 4, CONN. & PASS. RS. R.R./D/McINDOES, d. oval 30½-20½ x 23½-14½ blue, WYD 1873.

35 S 5, CONN. & PASS. RS. R.R./D/SOUTH NEWBURY, d. oval 30½-21 x 23½-14½ black, WYD 1874.

35 S 6, Conn. Riv. R.R./D/Willimansett, oval 28½ x 19 black, WYD 1862.

35 S 7, CONN. & PASS. RS. R.R./D/NORRISVILLE, d. oval 30-20½ x 24-15 blue, WYD 1877.

(Name changed to McLerans Dec. 14, 1877; now East Barnet.)

Catalog Route 36: Newport to Richford and St. Albans, Vt. via CENTRAL VERMONT (MISSISQUOI VALLEY) R.R. and SOUTHEASTERN (MISSISQUOI & CLYDE RIVER) RWY.

Route Agents: Newport to St. Albans, Vt. 1875, 1877, 1879—1 agent.

Richford to St. Albans, Vt. 1882, 1883—1 agent. 29 miles.

Markings: 36 A 1, NEWP. TO RICHF./D/R.R., 26½ black, Banknote.

36 B 1, NEWP. TO ST. ALB./D/AGT., 25½ black, 1878.

36 S 1, SOUTH EASTERN R.R./D/GLEN SUTTON, d. oval 29½-28½ x 24½-23½ blue, WYD 1886.

Catalog Route 37: Brattleborough, Vt. to Palmer, Mass. via CENTRAL VERMONT (NEW LONDON NORTHERN) R.R.

Route Agents: Brattleboro, Vt. to Palmer, Mass. 1869, 1871—1 agent; 1873, 1875, 1877—2 agents; 1879, 1881, 1882, 1883—1 agent. 56 miles.

Markings: (See also Catalog Route 51).

37 A 1, NO. BR. N. L. N./D/R.R., 25½ black, 1880. (Abbr. for Northern Branch New London Northern R.R.)

37 B 1, BRAT. & PALMER/D/AGT., 25 black, Banknote.

37 C 1, BRATTLEBORO & PALMER/D/R.P.O., 27½ black, WYD 1886.

Catalog Route 38: Wells River to Montpelier, Vt. via MONTPELIER & WELLS RIVER R.R.

Route Agents: Wells River to Montpelier, Vt., 1882, 1883—1 agent. 39 miles.

Markings: 38 A 1, W. R. & MONTP./D/AGT., 26 black, Banknote.

38 B 1, W. RIV. & MONTPELIER/D/AGT., 26½ black, WYD 1890.

38 S 1, M (& W.R. R.R.)/D/PEABODY'S, d. circle 24-25½ in box, blue, WYD 1874—Partial. (Charles K. Chadwick was both station agent and postmaster Mar. 16, 1874 to Aug. 20, 1877.)

Catalog Route 39: South Londonderry to Brattleborough, Vt. via BRATTLEBORO & WHITEHALL R.R.

Route Agents: Brattleboro to South Londonderry, 1882, 1883—1 agent. 36 miles.

Markings: 39 A 1, BRAT. & SO. LONDONDERRY/D/AGT., 26 black, Banknote.

39 B 1, SO. LOND. & BRAT./D/AGT., 26 black, Banknote.

39 B 2, SO. LOND. & BRAT./D/AGT., 26 black, WYD 1885.

Catalog Route 40: Rutland to Bennington, Vt., Hoosick Junction and Chatham, N.Y.,

via WESTERN VERMONT (BENNINGTON & RUTLAND) R.R., LEBANON SPRINGS (HARLEM EXTENSION) R.R.

Route Agents: Rutland to Bennington, Vt. and Troy, N.Y. 1861, 1863, 1865, 1867—2 agents; 1869—1 agent.

Rutland, Vt. to Chatham Village, N.Y. 1871, 1873, 1875—2 agents.

Rutland to Bennington, Vt. 1877—1 agent.

Rutland, Vt. to Hoosick Junc., N.Y. 1879, 1881, 1882, 1883—1 agent. 60 miles.

Bennington, Vt. to Chatham, N.Y. 1877, 1879, 1881, 1882, 1883—1 agent. 59 miles.

St. Albans, Vt. to Hoosick Junc., N.Y. 1883—3 agents. 157 miles.

Markings: 40 B 1, HAR. EXT./D/R.R., 25 black, blue, Banknote.

40 C 1, BEN. & CHAT. VIL./D/AGT., 25½ black, 1880, 1883.

40 D 1, RUT. & HOOSICK JUNC./D/AGT., 26½ blue, 1879.

40 E 1, ST. A. & HOOSICK JUN./D/R.P.O., 27 black, 1884.

40 S 1, DANBY/D/T. & B. R.R., oval 34½ x 25, black, WYD, Early.

(Note: In the illustrations in the compiler's file, this marking has a center slug which shows the date in most cases. The example from which the tracing was made happened to be incomplete in this respect, but it normally has the date, including year date.)

Catalog Route 41: Burlington, Vt. to Boston, Mass., via CENTRAL VERMONT (RUTLAND & BURLINGTON) R.R., CHESHIRE R.R., and FITCHBURG R.R. (See also Catalog Route 51.)

Route Agents: Boston, Mass. to Burlington, Vt. 1861, 1863, 1865, 1867, 1869, 1871, 1873—4 agents; 1875—6 agents; 1877—8 agents.

Boston, Mass. to Burlington and Essex Junction, Vt. 1879, 1881, 1882, 1883—8 agents. 243 miles.

Markings: 41 D 1, BOS. TO ESS. JUNC./D/R.R., 26 black, Banknote.

41 E 1, BOS. & ESSEX JUNC./D/R.R., 25½ black, 1871.

41 F 1, F. C. & R./D/R.R., 24½ black, Banknote. Negative "N" killer.

41 G 1, F. C. & R. B./D/R.R., 25 black, Banknote.

41 H 1, F. C. & R. & B. R.R./D/MAIL LINE, 30 black, 1867.

41 I 1, R. C. & F./D/R.R., 25 black, Banknote.

(Abbreviations: F-Fitchburg, C-Cheshire, R-Rutland, B-Burlington.)

41 J 1, ESSEX JUNC. & BOS./D/AGT., 25½ black, 1880.

41 K 1, ESSEX JUNC. & BOSTON/D/AGT., 25½ black, 1883.

41 L 1, ESSEX JC. & BOS./D/R.P.O., 27 black, WYD Banknote. "S" killer.

41 S 2, CENTRAL VT. R.R./D/CLAREN (DON), d. oval 32½-21½ x 23½-13 blue, WYD 1877—Partial.

41 S 3, CENTRAL VERMONT R.R./D/GASSETTS, d. oval 31½-21½ x 22½-14 blue, WYD 1874.

41 S 4, CENTRAL VERMONT R.R./D/GASSETTS, d. oval 29-21 x 24½-15½ blue, WYD 1877.

41 S 5, CENT'L VT. R.R./D/GASSETTS, d. oval 31½-21½ x 23-13 blue, WYD 1884.

41 S 6, R. & B. R.R./D/BARTONSVILLE, oval 34½ x 24½ black, WYD, Banknote.

41 S 7, CLARENDON/D/R. & B. R.R., oval 29 x 24 black, WYD 1871.

41 S 8, CUTTINGSVILLE/D/R. & B. R.R., d. oval 26½-18½ x 22-14½ black, WYD 1869.

41 S 9, CUTTINGSVILLE/D/R. & B. R.R., 27½ black, WYD 1865.

41 S 10, GASSETTS./D/R. & B. R.R., oval 34 x 25 black, WYD 1870—Partial.

41 S 11, GASSETT'S STATION/J. A. SPAFFORD/D/R. & B. R.R., oval 34 x 25½ black, WYD 1863. (Agent's name.)

41 S 12, SUTHERLAND FALLS/D/R. & B. R.R., oval 29 x 24½ black, WYD 1865.

41 S 13, WHITING/D/R. & B. R.R., d. circle 22½-14 blue, WYD 1869.

Catalog Route 42: Burlington to Cambridge Junction, Vt. via BURLINGTON & LA-MOILLE R.R.

Route Agents: Cambridge Junction to Burlington, Vt., 1877, 1881, 1882, 1883—1 agent. 34 miles.

Markings: 42 S 1, B. & (L) R.R./D/JEFFERSONVILLE, d. oval 28-18½ x (21½)-14 blue, WYD 1880—Partial.

Catalog Route 43: Leicester Junction, Vt. to Ticonderoga, N.Y. via CENTRAL VERMONT R.R. (Addison Branch). 16 miles.

Route Agents: None listed for years shown in *U.S. Official Register*. Either this marking was applied by a mail route messenger, or a route agent operated only for a short period.

Markings: 43 A 1, ADDISON/D/R.R., 24 black, Banknote.

Catalog Route 44: Rutland, Vt. to Eagle Bridge and Troy, N.Y., via RUTLAND & WASHINGTON (DELAWARE & HUDSON) R.R.

Route Agents: Rutland, Vt. to Eagle Bridge and Troy, N.Y. 1861, 1863, 1865, 1867—2 agents; 1869—3 agents; 1871—2 agents; 1873, 1875, 1877—3 agents; 1879—2 agents; 1881—1 agent; 1882, 1883—2 agents. 94 miles.

Markings: 44 D 1, RUT. & WASH./D/R.R., 25 black, Banknote.

44 D 2, RUT. & WASH./D/R.R., 26 black, Banknote.

44 D 3, RUT. & WASH./D/R.R., 25 black, Banknote.

44 E 1, RUT. SALEM & TROY/D/AGT., 25½ black, 1886.

MASSACHUSETTS

Catalog Route 50: Boston, Mass. to South Berwick and Portland, Me. via BOSTON & MAINE R.R.

Route Agents: Boston, Mass. to South Berwick, Me. 1861, 1863, 1865, 1867—3 agents. 1869, 1871 R.P.O.—3 clerks.

Boston, Mass. to Portland, Me. R.P.O. 1873—6 clerks; 1875—9 clerks; 1877—10 clerks; 1879—8 clerks; 1881, 1882, 1883—10 clerks.

Markings: 50 A 4 (Remele B 12 d), BOSTON & MAINE R.R./D, 32 black, 1862.

50 B 1, B. & S. B./D/R.P.O., 25 black, Banknote.

50 C 1, PORT. & BOSTON/D/R.P.O., 26 black, 1881.

Catalog Route 51: FITCHBURG RAILROAD. (See also Catalog Route 41.)

Route Agents: Boston, Mass. to Brattleboro, Vt. 1861, 1863—1 agent; 1865—2 agents; 1867—1 agent.

Fitchburg to Hoosac Tunnel, Mass. 1869—3 agents; 1871—2 agents; 1873, 1875—3 agents.

Boston to Fitchburg, Mass. R.P.O. 1869, 1873, 1875, 1877, 1881—1 clerk.

Boston to Fitchburg, Mass. 1879—1 agent.

North Adams, Mass. to Troy, N.Y. 1869, 1871, 1873, 1875—1 agent.

Boston, Mass. to Troy, N.Y. 1877—4 agents; 1879—1 agent; 1881—4 agents.

Boston, Mass. to Troy, N.Y. R.P.O. 1879—26 clerks; 1881—22 clerks; 1882—24 clerks; 1883—21 clerks. 191 miles.

Boston, Mass. to Mason Village, N.H. 1875, 1877, 1879, 1881—1 agent.

Boston, Mass. to Greenville, N.H. 1882, 1883—1 agent. 60 miles.

Markings: 51 C 1, BOSTON & BRATTO. R.R./D, 25 blue, Early.

51 D 1, FITCHBURG RAILROAD/D, 28 black, WYD 1885.

51 E 1, TROY & BOSTON/D/R.R., 25½ black, Early, Banknote.

51 F 1, VT. & MASS./D/R.R., 25½ black, Early.

51 G 1, V & M. & (T. & B.)/D/R.R., 25 black, Banknote. Partial.

51 H 1, BOSTON & TROY/D/AGT., 25½ black, 1877.

51 I 1, BOSTON & GREENVILLE/D/AGT., 26½ black, 1885.

51 J 1, GREEN. & BOSTON/D/AGT., 26 black, Banknote.

51 K 1, BOS. & GREENV./D/R.P.O., 27½ black, WYD 1885.

51 L 1, BOSTON & TROY/D/R.P.O., 25½ black, Banknote.

51 L 2, BOSTON & TROY/D/R.P.O., 25½ black, Banknote.

51 L 3, BOSTON & TROY/D/R.P.O., 25½ black, Banknote.

51 L 4, BOSTON & TROY/D/R.P.O., 25 blue, 1881.

51 L 5, BOSTON & TROY/D/R.P.O., 26 black, Banknote.

51 M 1, P. & S. BR. FITCH./D/R.R., 26 black, Banknote. (Peterborough & Shirley Branch, Fitchburg Railroad.)

51 S 1, FITCHBURG R.R./D/ATHOL, d. circle 29-20 blue, WYD 1878.

Catalog Route 52: BOSTON, CLINTON & FITCHBURG R.R. (Boston to Framingham, Mass., via BOSTON & ALBANY R.R.; Framingham to Fitchburg, Mass., via B. C. & F. R.R.)

Route Agents: Boston to Clinton and Fitchburg, Mass. 1879, 1882, 1883—1 agent. 57 miles.

Markings: 52 A 1, B. C. & FITCHBURG/D/R.R., 25½ black, Banknote.

52 B 1, B. C. & FITCHBURG/D/AGT., 27 black, WYD 1882.

Catalog Route 53: Boston, Mass. to Albany, N.Y. via BOSTON & ALBANY R.R. (See also Catalog Route 80.)

Route Agents: Boston, Mass. to Albany, N.Y. 1861, 1863, 1865, 1867—3 agents.

Boston, Mass. to Albany, N.Y. R.P.O. 1869—12 clerks; 1871—15 clerks; 1873—21 clerks; 1875—26 clerks; 1877—35 clerks; 1879—22 clerks; 1881—18 clerks, 6 agents; 1882, 1883—24 clerks. 202 miles.

Boston to Springfield, Mass. (Boston & Albany Short Run R.P.O.) 1882, 1883—4 clerks. 99 miles.

Markings: 53 C 1, BOSTON & ALB./D/R.P.O., 25 purple, 1876.

53 C 2, BOSTON & ALB./D/R.P.O., 25 black, 1884.

53 D 1, BOST. & ALBANY/D/R.P.O., 26½ black, WYD 1883. Negative "W" killer.

53 E 1, BOSTON & ALBANY/D/R.P.O., 26½ black, 1879.

53 E 2, BOSTON & ALBANY/D/R.P.O., 26½ black, 1873.

53 S 1, WEST BRIMFIELD./D/B. & A. R.R., oval 32½ x 18½ blue, WYD 1888.

53 S 2, CANAAN/D/B. & A. R.R., d. circle 22½-13½ blue, WYD 1869.

SUPPLEMENT

The following listings are to be added to the Catalog in *Chronicle* No. 46:

4 T 1, BANGOR & BOS./D/R.P.O.N.L., 26½ black, WYD 1883.

9 F 1, GRAND TRUNK/R.P.O., 24½ black, NCS, Banknote.

24 J 1, ST. ALB. & BOS./D/R.P.O., 25½ black, Banknote. With "PIKE" killer 20½. (For John Pike, R.P.O. clerk 1869-1881.)

Conn R.R. 2
Aug 3
35G1



35H1



35H2



35I1



35J1



35K1



35L1



35M1



35N1



35S2



35S3



35S4



35S5



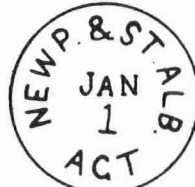
35S6



35S7



36A1



36B1



36S1



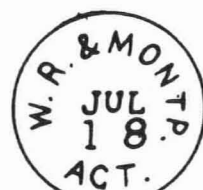
37A1



37B1



37C1



38A1



38B1



38B1



39A1



39B1



39B2



40B1



40C1



40D1



40E1



40B1



41D1



41E1



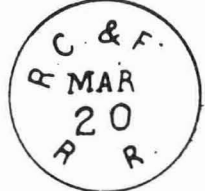
41F1



41G1



41H1



41I1



41J1

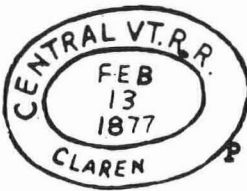


41K1

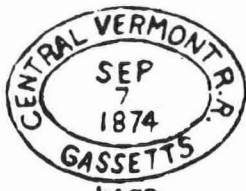


41L1

S



41S2



41S3



41S4



4185



4186



4187



4188



4189



41810



41811



41813



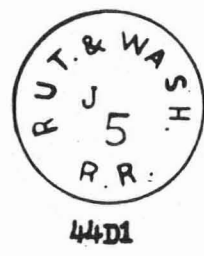
41812



4281



43A1



44D1



44D2



44D3



44E1



50A4



50B1



50C1



51C1



51D1



51E1



51F1



51G1



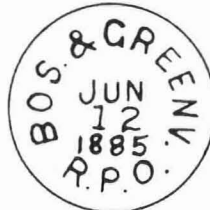
51H1



51I1



51J1



51K1



51L1



51L2



51L3



51L4



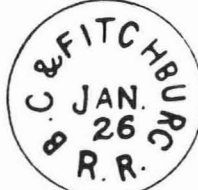
51L5



51M1



51S1



52A1



52B1



53C1



53C2



53D1



53E1



53E2



53F1



53F2

SUPPLEMENT



4T1



9T1



24J1



THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

French Mail by American Packet through England and the Allan Line

GEORGE E. HARGEST

The Allan Line of Canadian packets plying between Portland, Me., or River du Loup and Liverpool was under contract to the U. S. Postoffice for American packet service to England. According to the annual report of the Postmaster General this line carried mail to the value of \$169,803.42 during the year ended June 30, 1861—more than that carried by any other except the Cunard Line. On March 8, 1861, Portland, Detroit and Chicago were made exchange offices for French Mail and all mail serviced by them was to be conveyed by the Allan Line. From these facts one would deduce that all French Mail from or to the above offices would be rated as by American packet through England, i. e., if prepaid, bear a single rate U. S. credit to France of 6¢, or a French credit to the U. S. of 9¢, respectively, and should be relatively plentiful.

It is, therefore, somewhat nettling to find that all British Mail covers seen from or to the above offices are rated as by American packet; all Prussian Closed Mail covers seen from or to these offices are marked as being conveyed by American packet; *but* all French Mail covers seen from or to these offices are rated and marked as being by *British packet*. It has also been observed by students (particularly, Schuh and Simpson) that until early in 1862, French Mail covers showing American packet service through England are much scarcer than had been previously presumed. Mr. Simpson accordingly increased his rarity rating of covers by this route from 5 to 7 in the tenth addenda and corrigenda to his volume, "U. S. Postal Markings, 1851-'61."

Here, then, are two phenomena inconsistent with the above facts, i. e., the scarcity of French Mail covers by American packet through England and French Mail covers showing British packet service to or from the offices or Portland, Detroit and Chicago. The existence of these inconsistencies prompted a critical review of all available original sources and it is believed an explanation has been found.

The additional articles that created these offices and altered the original treaty to allow service by the Canadian (Allan) Line were re-read and disclosed a statement that does not agree with the above facts. The first two articles are quoted below. An editorial note is inserted in parentheses and italics are used for emphasis:

"Article I. Independently of the correspondence which shall be exchanged between the post-offices of the two countries by the routes pointed out in Article I of the convention of March two, one thousand eight hundred and fifty-seven, those offices shall mutually forward from one to the other letters, newspapers, and printed papers of all kinds, by Canadian Mail packets plying between Liverpool and Portland, or between Liverpool and River du Loup.

Article II. The provisions of Articles II, VI, VII, VIII, IX, X, XI, XII, XIV, XV, and XVI of the convention of March two, one thousand eight hundred and fifty-seven, concerning letters exchanged between the French Post-Office and the United States Post-Office by means of *British packets and other British steam-vessels* (Note:—Not American packets, via England) performing regular service between the ports of Great Britain and the ports of the United States, shall apply to letters which shall be exchanged between the two post-offices by the route pointed out in the preceding article."



Figure 1

From Fond du Lac, Wis., through the Detroit exchange office by French Mail. (See CHRONICLES Nos. 36, pp. 8-9; 42, pp. 15-16). Until now, the British service markings on this cover have not been understood.

The application of British packet arrangements to mail conveyed by the Allan Line meant that the sea postage was to be at French expense and that the U. S. was to credit France with 12¢ per $\frac{1}{4}$ oz. for letters conveyed by this line. This is in contradiction to the procedures prescribed for similar routing by British Mail and Prussian Closed Mail. It also contradicts the generally held concept that French Mail through the offices of Portland, Detroit and Chicago was rated as by American packet through England.

How was this situation created? Was there an agreement between the Allan Line and Great Britain? Did France make an agreement with the line? While the answers to these questions will be sought, until additional information is found, it is futile to speculate. Suffice it so say for the present that French Mail to or from the offices of Portland, Detroit and Chicago was conveyed by the Allan Line and was rated as by British packet.

The fact that French Mail conveyed by the Allan Line was rated as by British packet may account, in part, for the scarcity of covers showing service by American packet through England. Service by this line was weekly and considerable mail was forwarded by the other exchange offices to Portland to be conveyed to Liverpool. These covers show Boston, New York or Philadelphia exchange office markings. Because the *U. S. Mail* did not publish sailings from Portland, endorsements to the Allan Line or to its ships are rare. It has been noted on the few covers seen from the Boston office showing endorsement to Allan Line ships that dates in the exchange office markings are on Saturdays. Since these markings bear a credit of 12¢, it has, until the present, been thought that they were conveyed by the Cunard Line and that the endorsements were ignored.

The 37¢ Rate by Private Ship to Australia

During the early period of the U.S.-British treaty of December 15, 1848, there was a 37¢ rate to "Any British Colony or Foreign Country, when conveyed to or from the United Kingdom by private ships". This rate was provided for by the Articles of Execution for carrying the treaty into effect and was included in appended Table D, which specifically applied the rate to Australia, New South Wales and New Zealand.

Table D listed the amounts to be paid by the U.S. post office to the British post office on letters to or from designated countries when conveyed by British packet (one list) or by American packet (a second list). These amounts were stated in the currencies of both countries and represented the credit to be made by the U.S. post office to the British post office on letters sent (in cents), or the debit to be made by the British post office to the U.S. post office on letters received (in pence). Since only the U.S. paid Britain, full prepayment of postage was required on letters posted in the U.S. and the full rate was collected in the U.S. on letters received. The amounts shown in Table D for this rate were:—By British packet, 1 shilling, 4 pence and 32¢; By U.S. packet, 8 pence and 16¢.

This rate was peculiar in that it coupled a treaty "packet" rate with the British uniform charge for letters conveyed to or from Britain by private ships. The division of the rate was as follows:—U.S. inland postage (per U.S.-British treaty), 5¢; "packet" postage (per U.S.-British treaty), 16¢; British uniform 8 pence (16¢) ship-letter rate, established in 1840. This rate included British inland postage.

The Articles of Execution were signed in duplicate at Washington on May 14, 1849, and so far as they were not already in force, were to come into operation on July 1, 1849. The American Almanac for 1850, presented a table of postal rates to foreign countries as of 1849. Included in this table is a 37¢ rate by private ship to Australia. Tables of postages to foreign countries included in the Post Office Directory (July 1, 1856) and the American Almanac for 1857 (rates as of October, 1856) continued to list the 37¢ rate by private ship to Australia. This rate, however, is not included in a table presented in the Postal Laws and Regulations for 1857 (rates as of September 1, 1857), and does not appear in subsequently published tables. It is suspected that this rate was discontinued at the time the 6 pence "Colonial" rate was included in the British Mail (via Southampton and Marseilles) rates between the U.S. and all of Australia. The "Colonial" rate was gradually introduced. As early as 1855, it was applied to letters addressed to New South Wales, reducing the rate to that country from 45¢ to 33¢, via Plymouth. The table of rates as of October, 1856, however, still included a 45¢ rate to Victoria, while the table for 1857 presents 33¢ rates, via Southampton, to all of the Australian crown colonies. Robertson¹ states that 1857 ". . . was about the end of the general period of the 8d. ship-letter charge. By that year a standard "Colonial" rate of 6d. per ½ oz. (by Post Office contract steamers) extended to most of the Empire: and the carrying of letters by private vessels had almost ceased." The 37¢ rate by private ship, therefore, ceased to be operative sometime between October, 1856 and September 1, 1857 and at the time of its discontinuance, the 33¢, British Mail rate, via Southampton, was introduced.

Figure 2 presents a cover bearing 37¢ in stamps that were undoubtedly intended to prepay the 37¢ rate by private ship to Australia. The cover was posted in Oxford, Ohio on July 20, 1857, addressed to Melbourne/Australia/British/Colleny (only 50% for the spelling!). Australia, at that time, was a geographical rather than a political designation and Melbourne was the capital of the crown colony of Victoria. George G. White,² then postmaster at Oxford, apparently presided over a medium-sized office, since his compensation for the year of 1856 amounted to \$612.37. At least, his postoffice appears to have been provided with recent information regarding postal rates to foreign countries. Either White or a clerk endorsed the letter (in a hand quite different from the one that penned the address), "By British Packet via England". This seems to indicate that it was known that the 37¢ rate by private ship was no longer operative

¹ Robertson, Alan W., "The Maritime Postal History of London", Robson Lowe Limited, London: 1960, p. 64.

² Leech, D. D. T. (compiler), "Post Office Directory", J. H. Colton and Company, New York: 1856, p. 133.



Figure 2

and that the 37¢ prepayment in affixed stamps was sufficient to prepay the letter by the endorsed route. It is also indicated that these rate changes occurred sometime between October, 1856 and the date this letter was mailed, i.e., July 20, 1857.

On the reverse of the cover is a "NEW YORK/JUL/25/AM. PKT." marking in red. On the face of the cover is a manuscript "12" in red ink, placed there at the New York exchange office. These two markings show that the letter was forwarded by American packet at the 33¢, via Southampton, rate. That rate was divided as follows:—U.S. inland postage, 5¢; Packet postage, 16¢; British postage—the 6d. "Colonial" rate (12¢). On an American packet letter, the U.S. inland and packet postages were retained and Britain was credited with 12¢. If this letter had been forwarded by New York at the 37¢ rate by private ship, the credit would have been 16¢ and the letter would have received a "Ship-Letter" marking at a British office.

Since the letter was forwarded, via Southampton, it was actually overpaid by 4¢. This, however, is the only cover known to me that shows an attempt to prepay the 37¢ rate by private ship by stamps. I would greatly appreciate hearing from any of our readers about any covers showing this 37¢ rate from or to any country, with stamps or stampless.

A word about the cover itself. It was once in the collection of William C. Michaels and is illustrated on page 349 of volume II of Stanley B. Ashbrook's "The United States One Cent Stamp of 1851-1857". Ashbrook commented that there was a 37¢ rate to Australia "by private ship" listed in a table of rates as of April 3, 1852, which he presented on page 324 of that work. The strip of three of the twelve cent stamp shows positions 47, 48 and 49RI. Neinken³ classifies position 49RI as a re-entry and a Class "C" stamp, i.e., not recut in lower right corner. The one cent stamp is Type II, position 71L2.

Addenda and Corrigenda

Issue 46, p. 35, *British Mail to Tunis, via Galway Line*. British Mail rate should be 33¢ per $\frac{1}{4}$ oz.

Issue 46, p. 36, French Mail routings—delete "River du Loup, or Portland to Liverpool." This routing was not available until March 8, 1861.

³ Neinken, Mortimer L., "United States—The 1851-57 Twelve Cent Stamp", *The Collectors Club Philatelist*, May, 1963, p. 171.

The Cover Corner

Answer to problem cover presented in issue No. 46

Stanley Ashbrook photographed and studied this cover, prepared enlarged photographs of the stamp and its markings and compared the inks used for the markings under a black light. Because the inks did not match, he concluded that the stamps were added to the letter at some later date.

It was not necessary to use Stanley Ashbrook's excellent talent for photography and analysis to prove this to be a *fake* cover. Prior to July 1, 1851, the California postal rate was 12½¢ per half ounce, while the rate between the East and California was 40¢ per half ounce. True, after July 1, 1851, the single *unpaid* rate between the East and California was 10¢, but no stamp would be used on an unpaid letter. The 10¢ stamp could have been intended to pay the single 6¢ prepaid rate, but why the "10" marks?

Mr. C. C. Hart suggests that this might appear to be a 10¢ 1847 stamp used after demonitization during the 10¢ rate period after April 1, 1855. Fortunately, the *faker* disclosed his fraud by using a cover from Marysville, California. Shortly after the 10¢ rate became effective, Marysville used a handstamp on covers prepaid by stamps, which read: "Marysville Cal. April 30 Paid by stamps." This cover is actually an unpaid letter of the period, July 1, 1851-March 31, 1855.

The cover no longer exists in this form. The 10¢ stamp was removed and sold at auction and the cover was, thus, restored as an unpaid stampless item.



Problem Cover for this Issue

Our last two problem covers bore stamps from the 1847 issue. This time we move along to the 1857 issue; the problem presented here is one of conflicting rates. All information necessary for analysis can be seen in the photograph, except the following:

- 1) The cover originated at Augusta, Ga., on November 6, 1860.
- 2) On the reverse is a double circle French marking, indistinct at top, but showing the initials "J.P.M." at bottom and the date, August 25.
- 3) Also on the reverse are two Geneva marks bearing illegible dates.

Railroad Route-Agent and Station-Agent Postmarks

(Continued from page 14)

Mr. Round also mentions some discrepancies between spellings of some town names as given by Remele (who got them from time tables) and correct names according to maps. Thus *Acquia* Creek probably should be *Aquia*; *Culpeper* C.H., not *Culpepper*.

The page-160 description of the *Virginia & Tennessee R.R.* refers to Bristol and Goodson. In explanation Mr. Round advises that both names apply to the same town. On Oct. 1, 1856, when the V. & T. reached Bristol, a large banner showed GOODSON, as a compliment to Col. Sam'l Goodson, a representative in the Virginia General Assembly. The railroad listed the town as Goodson, but it reverted to Bristol after a few years. The town was partly in Virginia and partly in Tennessee. Another item is that the terminus of the railroad was at Knoxville, Tenn., not Nashville.

Mr. Wm. Wyer reports that he has examined his only known cover with the *Cincinnati, O. and New Castle* marking and that the date of use definitely is 1854 and not 1856 as suggested by Mr. L. L. Downing in Issue 46, page 13. As the cover contained a R.R. certificate of stock and bore a label, *Money package by American Express Co. from Kokomo, Ind.*, the express company must have had means of getting mail from Kokomo to the railhead, possibly by stage. The cover appears definitely to have been postally used; the strike appears twice and ties the stamp.

Mr. C. E. Taft reports a new type of straight-line RAILROAD in black on an S2 single in 1852 shade. The letters (see Illus. Q) are framed in rectangular frame. The stamp is off-cover so it is not possible to determine the origin. This new marking is assigned Remele book designation as R4-i.

Interesting Civil War Cover

(Continued from page 23)

This all is indicated by the fact that the cover had 6¢ due when forwarded from Washington, and yet, when the Thompson, Connecticut, postmaster forwarded the letter again to Warren, Rhode Island, he rated the letter with an additional 3¢, only, thus indicating it to be only a single letter.

A very interesting cover and we can only speculate as to part of the history of this item. Does anyone else have any ideas on this one?

R. B. GRAHAM

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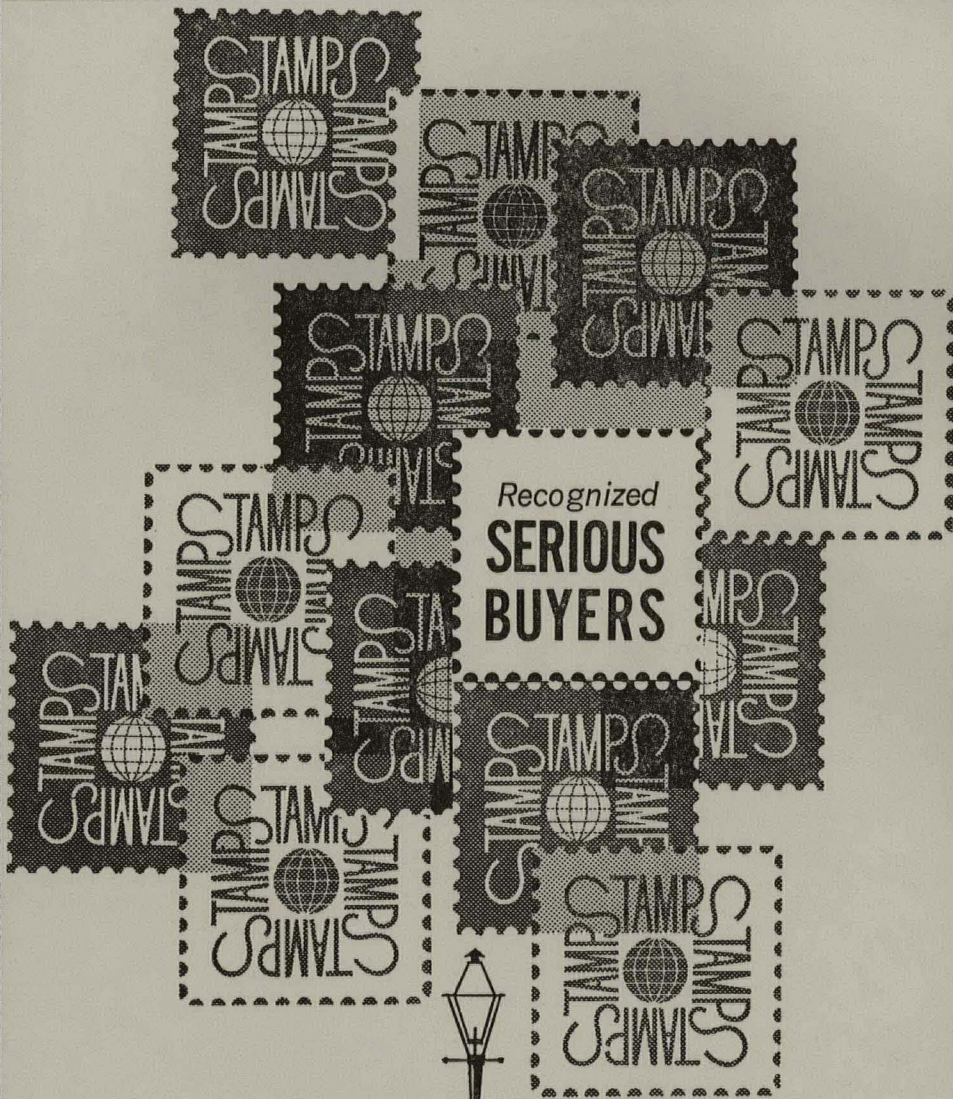
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