

The  
Chronicle  
of the U.S. Classic Postal Issues

October, 1964

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Fall Issue

Whole No. 48

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# The Chronicle

## of the U. S. Classic Postal Issues

October, 1964

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## THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

### Editorial Comment

In issues Nos. 45 and 46 of the *Chronicle*, a list of the best-known writings on the 1847 issue was started. Additional references to be included in this listing are contributed by Richard B. Graham, as follows:

- Notes by Phil Ward in *Mekeel's* of March 18, 1962. These are mostly duplicated elsewhere.
- Herst, Herman, Jr., "A Most Remarkable Cover," *American Philatelist*, December, 1946, p. 234.
- Ashbrook, Stanley B., "A Unique 1847 Cover," *American Philatelist*, November, 1945, p. 153.
- Ashbrook, Stanley B., "An Unusual 1847 Cover," *Stamps*, January 13, 1945.
- Ashbrook, Stanley B., "Our First Postage Stamps," *Stamps*, July 19, 1947.
- Boggs, Winthrop S., *Ten Decades Ago, A Study of the Work of Rawden, Wright, Hatch and Edson*, American Philatelic Society, Inc., State College, Pa.: 1949. (While this pertains largely to Canadian stamps, there is a great deal of data about the beginnings of the U. S. 1847's, particularly in the second part).
- Chase, Carroll, *Classic United States Stamps, 1845-1869*. Herman Herst, Jr., *Sloan's Column*, Miscellaneous notes, pages 229-232.
- Hart, C. C., "Our 1847 Stamps or Illegal Cancellations," *Scott's Stamp Journal*, May, 1962.
- Hart, C. C., "Intriguing Uses of the Five Cent 1847 Issue of the United States," *Postal History Journal*, March, 1959.

### Early Use of 5¢ 1847 on a Cover to England

Walter Hubbard, RA479 reports a cover—a letter sheet—bearing a 5¢ 1847 tied with a red square New York grid, addressed to Liverpool, marked in manuscript "PER CALEDONIA" and handstamped 1/- in black. The letter sheet is an invoice dated July 7th.

Mr. Hubbard comments, "According to the *General Register and Record Office of Shipping and Seamen* at Llandaff, Cardiff, the *Caledonia* sailed from Boston on July 16, 1847, whilst *The Times* of July 28, 1847 reported her arrival at Liverpool from St. Johns, New Brunswick on July 27th. The letter sheet is backstamped, 'Liverpool JY 28 1847.'"

### 1847 Covers From Texas

CREIGHTON C. HART

The great state of Texas was bigger geographically in 1847 than it is now, but this fact is not reflected in the small number of Texas covers bearing 1847 stamps. No stamps were sent to Texas until December 10th of 1847, more than five months after they were first issued. The total supplies were modest, with 7,900 fives and 6,650 tens being sent to eight post offices.

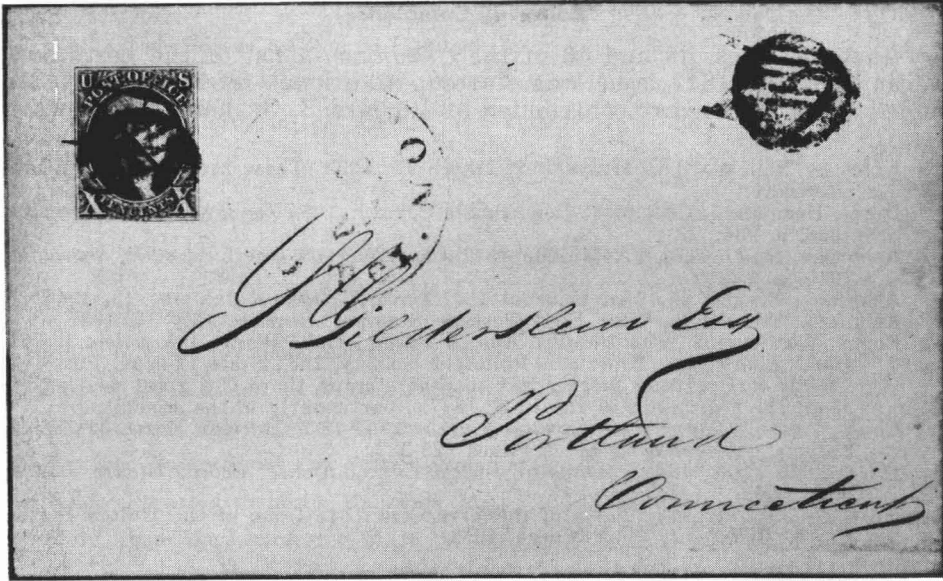
Elliott Perry in Pat Paragraphs #11 writes, "The number of Texas covers in existence bearing 1847 stamps is estimated at less than 12." And so I have found it to be. I list four 5¢ covers including one cover front, and five 10¢ covers including another cover front. This is a total of only nine '47 covers including the two cover fronts.

Several of the Texas '47 covers are interesting but none of them are spectacular unless simply having a Texas postmark puts them in that class.

To many subscribers who follow stamp auctions, even this many '47 covers from Texas will come as a surprise. Of the nine covers listed only

two of them have ever been offered in past auctions to the best of my knowledge. The 5¢ cover from Brownsville was sold in the Knapp auction in 1941, and the 10¢ cover cancelled "Way 11 cents" is from the William Moody III sale in 1950.

The eight Texas towns which received 1847 stamps are Brownsville, Columbia, Galveston, Houston, Huntsville, Palestine, San Antonio, and San



#### Story of a Galveston Cover

This Galveston cover is of more than passing interest because it tells a story of the mail habits during the period when stamps first came into use. By reading the postmarks we can reconstruct what happened in that post office on March 22, 1850. The town postmark, the "10," and the grid on the stamp as well as the grid over the "10" are all in the same blue ink. The pen cancellation tying the stamp is in black. We should remember that most of the mail during this period was sent both stampless and collect.

Here is what happened. Because most of the mail was stampless and with postage due, the postmaster from habit first handstamped the Galveston postmark and then automatically struck the "10" to show ten cents due from the addressee. After doing this he noticed the 10¢ '47 stamp. The stamp made the letter prepaid and there was no longer "10" cents due, so he cancelled the stamp "with a good grade of black printers ink" as the postal regulations requested. It was then also necessary to void the "10" cents due. To do this he took his seven bar circular grid and cancelled out the "10," at the same time and with the same grid, cancelling the stamp again just for good measure. Covers are more interesting when one sees all they have to tell.

Augustine. Of the eight I list covers from Brownsville, Galveston, Houston, San Antonio and San Augustine, but none from Columbia, Huntsville or Palestine. Texas is among a number of states from which no '47 cover is known from its capital, Austin. If a collector were to try for a '47 cover from the capital of each state, there would be many many blank spaces.

The five-cent covers are:

- May 17, 1850, Brownsville to New Orleans, tied by "10s."
- March 21, 1851, pen cancelled San Augustine to Centre, Texas.
- May 10, ?, red Houston, cover front.
- Dec. 27, x, tied by red Houston and red grid to Austin.

The ten-cent covers are:

- Nov. 11, 1848, tied "Way 11 cents," date lined Galveston.
- March 22, 1850, blue Galveston, blue grid and pen-tied.
- April 6, x, brownish black San Antonio and cancelled same grid.
- July 29, x, brownish black San Antonio and tied same grid.
- ? ? ? brownish black San Antonio, front only.

(In the above list of dates "x" means the missing date is unknown; "?" means the missing date is unknown to me but might be determined if the cover could be examined.)

Mannel Hahn reports a Houston cover dated July 1, 1847, with a black cancellation. This is in error somehow. The year date is wrong or it is a stampless cover. I suspect the latter because of the manuscript month and day in the postmark which he illustrates.

My first 1847 article in the *Chronicle*, on state uses, gave information about covers from Delaware. The second article discussed Michigan covers and this one on Texas is the third. The plan for this series of articles is to skip from one section of the country to another. Now that a state in the east, one in the 1847 northwest and one in the 1847 southwest have been used, next will be a southeastern state, then to New England. Any collector who has a specialized collection of 1847 covers from any state is urged to write the editor of this section of the *Chronicle*. Each state or territory is to be the subject of a separate article, except that covers from New York City, Philadelphia, Boston and possibly Baltimore will be considered separately. Your help in preparing any of these articles is solicited and in so doing you will be evidencing the finest kind of philatelic fellowship.

## Unknown and Unique 1847 Covers

### CREIGHTON HART

*The following notes were read by Hugh Baker at the request of Creighton C. Hart at the Saturday Workshop at NAPEX. They are repeated here in the hope that some of our readers will be able to answer some of the questions raised by Mr. Hart—G. E. Hargest, Editor-in-Chief.*

In a series of articles about uses of 1847 covers from the various states (which articles I am writing for the *Chronicle*), each denomination of our first issue is considered separately. Thirty-five areas officially received a supply of the five and ten cent stamps of the 1847 issue. These thirty-five areas include thirty states, three territories, the District of Columbia and our postal agent in Panama.

Each of the articles currently appearing in the *Chronicle* concerns only one state and the Saturday Workshop might be interested in considering unknown and unique 1847 covers from all the areas.

Based upon my records, there are three areas from which covers remain unknown to me:

- 5¢ '47 cover from Wisconsin Territory
- 10¢ '47 cover from Iowa
- 10¢ '47 cover from Minnesota Territory

From the following six areas, only one cover is known to me:

- One 5¢ '47 cover from Arkansas
- One 5¢ '47 cover from Mississippi
- One 5¢ '47 cover from Minnesota Territory
- One 10¢ '47 cover from Delaware
- One 10¢ '47 cover from New Hampshire
- One 10¢ '47 cover from Wisconsin Territory

#### DATA

*Re: New Hampshire*

Perhaps ten or more 10¢ 1847 bisect covers are known to pay the 5¢ rate. However, only one cover is known with an entire 10¢ stamp.

*Re: Minnesota Territory*

A 5¢ '47 cover postmarked St. Paul is reported as having been "seen" in 1928. I'd like to find out if this was a vision or if the cover really still exists. A 10¢ '47 cover has never been reported although a supply of tens was sent to St. Paul.

*Re: Wisconsin Territory*

Postmarks are not helpful in determining territorial uses. Here we must rely on date lined letters or docketing to determine if the cover was used prior to May 29, 1848, the date of statehood.

(continued on page 39)

## THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

### Some Thoughts About the Colors of the 3¢ 1851 (S1 and S2) Stamp

D. A. CARD, RA#238

The reader will recall that Dr. Chase began his chapter, *Varieties of Color*, as follows: "I fear that this is the most difficult of all chapters of this hand-book, because satisfactorily to describe colors and variations of color in words is almost impossible." This statement is still true and, unfortunately, these notes can do little to improve the situation.

Dr. Chase, from his own knowledge, could have expanded his chapter on color. That he did not do so is evidence that he sought to write about *all* phases of the stamp. Several of the things noted below were known to Dr. Chase, although not specifically mentioned by him. The writer knew Dr. Chase, both personally and through many letters, for over twenty-five years. Our letters frequently dealt with problems of plating rather than of color; we are certain, however, that he would have welcomed serious discussion about any phase of the stamp.

Two things assist greatly in identifying the color of 3¢ 1851 stamps: dated covers and plate identification. It is obvious that the stamp had to be printed *before* it could be used on a letter. There was, however, no obligation to use the stamp immediately or shortly after it was printed. We do find that most 3¢ 1851 stamps were used within a few months after being printed; it is, perhaps, unusual to find such use as much as a year after printing. Records survive which seem to show that the printers were frequently unable to keep up with the demand for stamps; that is, they did not accumulate a surplus stock.

When we identify a plate from which a stamp was printed, we have a somewhat similar check on stamp color. The approximate date when each plate was made is known and recorded. For example, plate 6 was made early in 1856. It is obvious, therefore, that plate 6 stamps cannot be found in colors which are typical of 1851, '52, '53, '54, or '55.

These notes include, among other things, some theories or suppositions for which the writer is solely responsible. Some slight explanation is also supplied of certain colors noted in the Chase classification. The addition of one printing (color) not mentioned by Dr. Chase is included, also a change of one color designation, and the addition of a color to replace it. This

#### 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 cents: S1-10; S2-11(incl pl 1(L) ob); S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: 1-recut vertical inner lines left and right; 1A-only at left; 1B-only at right; 1C-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.



change was made by Dr. Chase, but, we believe, has not been published. First, some of the suppositions are stated:

1. Based upon the wide range of colors which were accepted for distribution and use, it seems probable that there existed no exact specification for a *required* color.
2. The orange-brown ink, typical of most 1851 printings, was apparently not satisfactory. About January 1, 1852, this ink (and color) was abandoned and not again used. Two suggestions have been made: that the pigment, *vermilion* (mercuric sulfide), may have been thought corrosive to the plate; or that being imported from England, this pigment, *vermilion*, may have been abandoned in the interest of economy.
3. It is possible that the only intentional and planned color change was that between orange-brown and the subsequent colors. The pigment, *Venetian red*, is exceedingly variable. Present available supplies of this pigment range from a very orange-red through red browns, reds, and varying degrees of purple reds. There seems to be no shade of the stamp (after January 1, 1852) which cannot be premised upon variation of this pigment. It is possible that this change (from orange-brown to later colors) was not planned as a *color* change, but was made because of some undesirable characteristic of the orange-brown ink.
4. The period, October through December, 1851, is of special interest as regards stamp color. Apparently, experimentation was being carried on, leading about January 1, 1852, to the abandonment of the orange-brown ink. Seemingly, plates 2 early, 5 early and plate 0 continued to produce stamps in the usual orange-brown color. At least, we have never seen a stamp from these plates which is other than predictable as regards both color and impression. It is highly probable that during these three months, plate 1 late was intentionally used, perhaps even reserved, for experimentation with new inks (and colors). This much is supposition. It is not supposition, however, that plate 1 late produced, during late 1851, three varieties of color (or impression) which are certainly not typical of other 1851 printings. These are: *experimental orange-brown*, *brownish carmine* (varying shades), and *claret*. More about these later.

Perhaps the best way to continue these thoughts about stamp colors is to restate the Chase classification, with notes inserted at pertinent points.

**1851** *Orange-brown*, very pale to very deep.  
*Yellowish orange-brown* (India paper?).  
*Bright orange-brown*, reddish.

Note: It is obvious, from examination of stamps from plate 1 early, that early printings average considerably paler and yellower than later printings. I have been unable to find a stamp from plate 1 early which can be described as *deep orange-brown*.

Note: I have been unable to determine that the India paper printing is *yellower* than some other printings of the same period.

Note: I have been unable to identify the printing mentioned by Dr. Chase as "*bright orange-brown*, reddish." Certainly many orange-brown stamps are *reddish*, while others are predominantly *yellowish* or *brownish*.

*1851 colors either not mentioned by Chase, or mentioned only incidentally.*

*Coppery orange-brown.*  
*Experimental orange-brown.*  
*Brownish carmine*, several shades.  
*Claret.*

Note: The *coppery orange-brown* is a rich, deep shade, usually heavily inked. It is said to resemble metallic copper, or perhaps more accurately, tarnished metallic copper.

Note: The *experimental orange-brown* is, perhaps, more properly a variety of impression than of color. The impression may be called soft, vague or fuzzy. The ink may have been an orange variety of Venetian red, with considerable reduction in the percentage of vermilion.

Note: The color, *brownish carmine*, was used as early as October 22, 1851. (dated cover). I have seen copies on 1851 covers which are *brownish carmine*, brownish; *brownish carmine*, usual shade; and *brownish carmine*, reddish. These when *off cover* cannot be separated from 1852 printings.

**1852** *Brownish Carmine* (varying shades).  
*Claret* (late 1852).

Note: Brownish carmine is considered to be the characteristic shade for 1852,

although we have already noted that it was used in late 1851. Brownish carmine stamps may be divided, if desired, into gradations, pale to deep, and also on the basis of varying proportions of brown or red.

Note: The 1852 *claret* is a delicate shade; it seemingly does not exist in dark or deep examples. This color has a very slight suggestion of pink, which I am unable to perceive in 1857 clarets. The certain check is to select 1852 clarets from plate 1 late, which was discarded before the 1857 clarets were printed.

**1853** *Pale dull red* (about the first six months).

*Dull rose red* (about the last six months).

Note: It is possible, but difficult, to find pale dull reds which show a fine, sharp impression. Seemingly some deterioration in quality of impression began in 1853 and continued through 1854 and 1855.

Note: the dividing line between *pale dull red* and *dull red* is very indefinite. Colors may be found which may be placed in either group.

**1854** *Dull rose red* (all of 1854).

Note: This is the same color used during the latter part of 1853. It varies considerably as regards depth of color.

**1855** *Dull orange red*.

Note: Again, the borderline between *dull rose red* and *dull orange red* is indefinite, although the true dull orange red has no suggestion of rose. The quite poor impressions frequently help in selecting 1855 printings.

**1856** *Dull yellowish rose red* (first half of 1856).

*Brownish carmine* (last half of 1856).

Note: Dr. W. F. Amonette has divided the *dull yellowish rose reds* into three divisions, based on the proportion of yellow, or rose, or red. I believe that Dr. Chase knew of this division, but whether he approved of it I am unable to say.

Note: The deepest and most yellow of the dull yellowish rose reds are, apparently the color which Dr. Chase called "near orange-brown."

Note: The certain check for 1856 brownish carmines is to select examples from plates 4, 5 late, 6, 7, or 8. From the date when these plates were made, they could not have produced 1852 brownish carmines.

**1857** *Dull rose claret*.

*Brownish claret*.

*Plum*.

*Dull yellow brown*.

*Dull rose brown*.

*Additional color not mentioned in the Chase chart*.

*Purple claret*.

Note: The claret shades have a wide range from pale to deep. One suggested test for claret is the color shall have some slight element of blue. There is perhaps more confusion about this color than any other.

Note: The Chase classification reads, "The deepest colors" (clarets) "are called plum." During his lifetime, but after publication of his book, Dr. Chase changed his identification of the plum color. During his later years, he applied the term *plum* to a color which is described as dull brown or perhaps dull grayish brown. At the same time, Dr. Chase used the term purple claret for very deep clarets which have some trace of red. Dr. Chase called the plum color (grayish brown) the rarest 1851-'57 shade.

Note: Fine examples of dull yellow browns are of considerable rarity, perhaps nearly as rare as the plum.

Note: The dull rose browns, apparently, vary considerably between rose and brown.

Attention should be given to Dr. Chase's statement that the various colors often merge gradually into each other; that is, certain stamps are found that are on the borderline between two named colors.

Matching of colors can be done only under favorable light conditions, preferably north light during mid-day hours. It is desirable to match colors only when the stamps are cancelled in black; also it is obvious that faded or sulphureted stamps are not suitable as examples of color.

*Period Editor's Note:* Dr. W. F. Amonette owns the original color chart of Dr. Chase, and he reports his willingness to identify the color of any '51 or '57 3-ct stamp for 25-cts per stamp.

### Plate Varieties

Figure 1 shows a prominent recutting slip of right line of an S5 stamp from bottom row of an unknown plate; it is probably a 91L position. Ye Section Editor has had this in his collection for many years but was not sure of its being a verifiable variety because no mention of it occurs in the writings of Dr. Chase or of Mr. Cabeen. However, Mr. R. E. Gillespie sent two stamps having this slip for inspection, and from Mr. J. A. Farrington, a student of these varieties, comes word that it is surely a bottom-row copy. Curiously one of the three known copies bears a clear SEP. 15, 1857, year date and another bears an 1861 year date. Commenting on this wide time variation of usage, Mr. Farrington writes, "This is so prominent a slip that I wonder if the 1861 use may not be an exceptionally late usage. A very minor slip from a common long-in-use plate could remain unreported for a long while, but it seems to me that anything as obvious as this, if heretofore unknown, must be from a scarce short-lived plate."

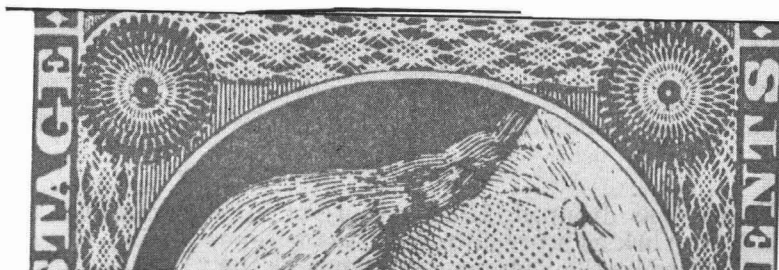


Figure 1

The right-hand recut line of the stamp is directly adjacent to the diamond blocks, as illustrated, and the bottom of the line ends as shown. The left-hand recut line (not shown) is similarly quite close to the blocks, but not as close as is the right-hand line.

### Buffalo N.Y. Provisional Envelope (?)

Mr. R. H. Miller sends for examination a stampless cover addressed to Albany, N.Y., that bears the oval marking, illustration A, at upper left and the usual 32mm circular BUFFALO N.Y./D/3 PAID at upper right. Both markings are in blue, but the one at upper left is of a different shade and has the earmarks of having been applied at a different time. As there was no reason for duplicating the information of the markings it looks very much as if the envelope was one of a batch that the postmaster hand-stamped in advance and sold as a convenience to his customers. When the letter was finally mailed, the regular dated handstamp was applied.

### Imperf S4

Mr. W. M. Bornefeld sends for inspection an S4-imperf which plates as 37R10(e) showing townmark with date of Aug. 1857. Margins are 1 mm at top, 0.8 mm at right, 1.3 mm at left, and 0.5 mm at bottom—which only could occur by trimming an exceptionally freak perf copy. That this comes from central location in the plate also favors its authenticity; the usual fake is from a trimmed marginal copy. Similar imperf S4s from plate 10(e) have been reported by others, but it is believed that no pair has turned up.

### Exceptional East-to-West Covers

Figure 2 reported by Mr. R. E. Gillespie shows both the 6-ct rate in effect prior to Apr. 1, 1855, and the 10-ct rate in effect after that date as being on the same cover. This unusual combination came about because the 6-ct stamp prepayment was applied in New York on Mar. 31, the day







Figure 4

## Railroad Route-Agent and Station-Agent Postmarks

Compiled by W. W. HICKS, Associate Editor

Mr. L. L. Downing reports a previously unknown Orange & Alexandria R.R. (illustration K) in black used Jan. 9, 1854, on cover from Culpepper C. H. Va., to Standardsville, Va., bearing S2 rose red pen-cancelled. The marking does not tie the stamp, but is exceptionally clear. The final "R" does not appear to be followed by a period. The marking is assigned Remele No. 0-4; it is an inversion of the similar ALEXA & ORANGE R.R. (Remele A-4). The official name was Orange & Alexandria.

Mr. R. E. Gillespie ran down data as to whether the station agents and postmasters were the same persons at various B. & O. R.R. towns listed in USPM Sched. A-12. Because of the Baltimore fire the railroad records for that period are not in existence. However, Scarff's History of Western Maryland, published in 1882, records names of postmasters who were also station agents or on duty at the railroad station and in railroad employ. This occurred for Ijamsville, Araby (Frederick Jct.), Monrovia, Mount Airy, Sykesville, Hood's Mills, Woodbine, Monacacy, and Berlin. Thus it was general custom and sustains the belief that the B. & O. ovals were applied by the postmaster who was also a railroad employee, often the station agent.

Illustrated Figure 4 is a cover difficult to explain. The New York & Erie R.R. marking in 34mm circle is in a yellowish-gold ink, previously unknown with any R.R. marking of the period; also the style of type does not correspond with prevailing styles. It is assigned Remele No. N12-k. The origin of the cover, Fredonia, N.Y., is a few miles from Dunkirk, but not on the Erie R.R. It probably was carried in regular mail from Dunkirk to Binghamton, both on the Erie R.R. for transfer to the Syracuse & Binghamton R.R. for Homer. Why the N.Y. & Erie marking? Evidently it had something to do with the "Missent & Forwarded." This cover was lot 125 of R. A. Siegel's August auction through whose kindness the illustration was sent.




A



B



C

*Enon College Feb 20 1861* 

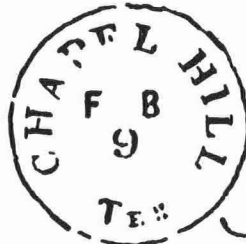
D



E



F



G



H



I



J



K

### Newly Reported Domestic Postal Markings

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.

Illustration No.	USMP Schedule		Used with	Reported by
A	A-1, A-8	BUFFALO/N.Y./PAID/3 Cts in 30 x 23 oval, blue	Stpls	R. H. Miller
B	A-2	ROSLYN/mssD/N.Y. with N.Y. inverted and in reverse	S2	R. R. Hegland
C	A-2	LEIPERVILLE/mssD/PA. de-28 with ornaments	S1	A. H. Bond
not shown		BRICK MEETING HOUSE/D/MD. C-30	U-1	H. C. Greene
not shown		QUAKER STREET/D/N.Y. C-30	U-10	H. C. Greene
D	A-6	Enon College Feb. 20, 1861 mss (was in Sumner Co. Tenn., a postoffice)	U-27	H. C. Greene

E	A-2	RED BANK/D/N.J. C-30 with ornaments	S2	R. E. Gillespie
F	A-13	Grid in 29mm circle, Foxboro, Mass.	S5	R. E. Gillespie
G	A-13	16mm 5-pt star, of Chapel Hill, Te? Is this Tex. or Ten.? Both states had a Chapel Hill.	U-9	L. L. Downing
H	A-13	21mm Maltese Cross of East Smithfield, Pa.	S5	L. L. Downing
J	A-13	16mm geometric, blue, of Central Village, Conn. (reported in Issue 10 but not identified)	S2	R. E. Gillespie
K	A-11	ORANGE & ALEXA./D/R.R. C-32 (Remele 0-4)	S2	L. L. Downing

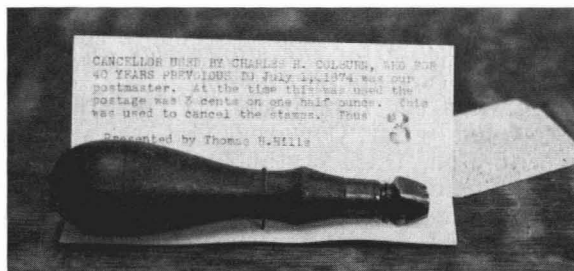
*The following article bridges the 1851-'60 and the 1861-'69 periods and has been edited by Tracy W. Simpson and Henry A. Meyer.*

### **More About the Leominster, Mass. "3"**

by **LESTER L. DOWNING, RA #117**

The following information has been gained from the large collection of Leominster covers assembled by Mr. Carl W. H. Cowdrey RA #396. His help in preparing this article is gratefully acknowledged.

The Leominster library has a report by Thomas A. Hills which deals with the history of the Leominster postoffice during the period, 1833 to 1914. This discloses that Charles H. Colburn was appointed postmaster at Leominster in 1833 and, with the exception of an eight day period in 1854, continued to serve in that capacity until 1874. During this eight day hiatus, a Mr. John Heard was appointed postmaster, apparently against the wishes



**Figure 5**

of the citizens of Leominster. From 1874 to 1914, Thomas A. Hills, author of the report, was postmaster. He had been Colburn's assistant during the later years of latter's term. Depicted as Figure 5 (about half size) is the Leominster "3" handstamp as it reposes in the museum of the Leominster library. The "3" was cut from a piece of metal about three-eighths inch thick and affixed to its metal base and wooden handle. There is no indication of where or by whom it was made. The following are quoted from Mr. Hills' report:

"Mr. Colburn used to have a lamp burning all the time over which he would heat his metal canceller, one of the old-fashioned kind, until it would get warm. He would strike it against the thick printer's ink pad, make a postmark and then after making three or four impressions, would have to heat the iron again. He would then have to take another little hand puncher, heat that and cancel the stamps. This would mean the stamping of three or four or perhaps five or six letters a minute.

"He could not go very fast if he had to do the stamping with the kersene lamp as he first did. He finally secured a hammer arrangement that would postmark the letter and cancel the stamp at the same time and thought that was a great improvement."

From the above it would seem clear that Postmaster Colburn struck the "3" on the stamp while the stamp was on the letter as no mention is made of any precancelling of stamps, an innovation Mr. Hills would have undoubtedly mentioned if it had been done. Some one might say that Postmaster Colburn struck the "3" on an entire sheet of stamps and later applied one of these stamps to a letter handed in to him for mailing without a stamp, but paid for in cash. Although we doubt this was done, this still could not be considered a true precancel as it never left the *official business*

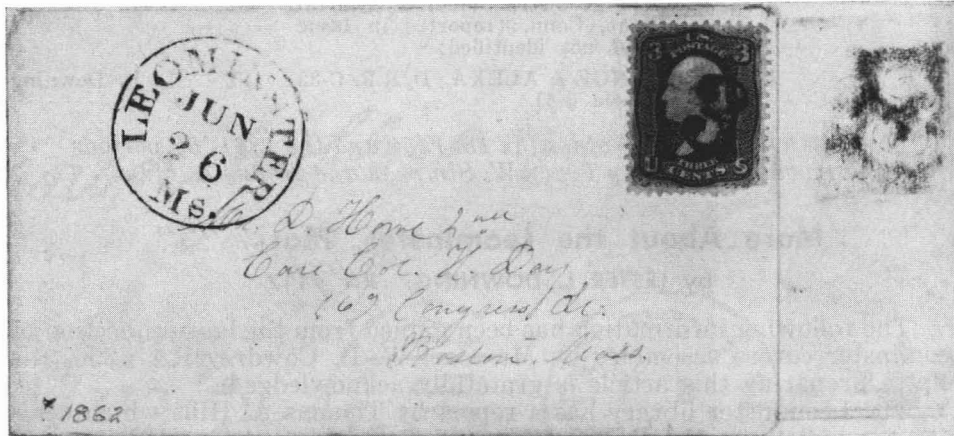


Figure 6

part of the postoffice until the postmaster applied the Leominster postmark and placed the letter in the outgoing mail. Figure 6 illustrates a 3¢, 1861 cover. Its enclosure has been withdrawn from the envelope and is pictured at right. A carbon rubbing of the upper right portion of this enclosure discloses the impression of the "3" as it appears on the stamp. *Clearly this "3" was struck after the stamp was affixed to the cover or the enclosure would not bear this impression.*

It is uncertain when the Leominster "3" was first used. Figure 7 illustrates a cover owned by Mr. Cowdrey. This is a stampless cover from Leominster to Washington, D.C., postmarked November 4, with the enclosed letter dated November 4, 1851. There are two separate handstamps on this cover, one showing a "PAID" and the other the Leominster "3". The writer has a Leominster cover with a 3¢ OB, Plate R 2 early, dated December 29, probably 1851, which shows a 7 bar circular grid as an obliterator with the same "PAID" struck vertically just to the left and quite parallel to the stamp (see *Chronicle* Issue 21, page 12). In view of Postmaster Hills' report, we are now sure it was not a duplex cancel. It is, however, typical of the precise care Postmaster Colburn used in applying his handstamps. Another cover in Carl Cowdrey's collection is a stampless cover, 1851-1855, in which Colburn struck the "3" in the upper left hand corner of the cover, then carefully struck the "3" in the upper right hand corner, struck his townmark on another piece of paper, carefully cut out around that postmark and struck it over the "3" he had misstruck in the upper left hand corner. Very precise. We believe the use of the duplex hammer must have marked the end of the use of the "3" as an obliterator. We have seen it on a 3¢ envelope of the Reay issue of 1870 used from Leominster.

We are here concerned with the question of the use of this "3" as a precancel. It should be remembered that in 1847 the basic rates of postage were 10, 5 and 3, the 3 being the circular rate, and that some postmasters obtained handstamps of these values, the use of which is known on the 1851 stamps. The only possible use of a "3" as a precancel without evidence of having been applied in Leominster, that has been recorded is one reported in



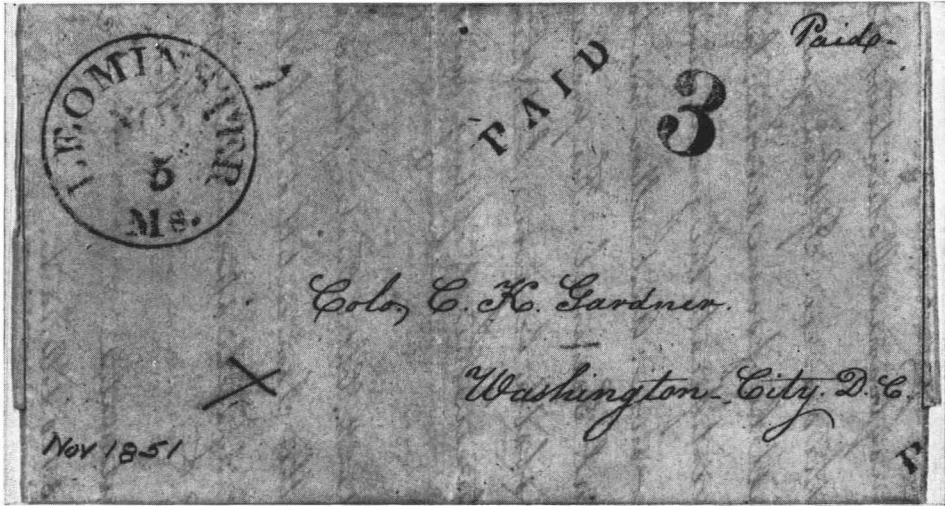


Figure 7

Issue 44 of the *Chronicle* by Mr. A. H. Bond. This cover was postmarked at Williamsburg, Mass., July 31, probably in 1853 as shown by a pencil notation on the back of the cover and is addressed to Savannah, Georgia. Normally such a cover would go to the most direct distributing office, in this case, New York, by way of Northampton, Springfield, Hartford and New Haven. The other distributing postoffice would be Boston, whence it would also go to New York. While on this route the cover would pass through Leominster, but there would be no occasion for the bag to be opened in that town. Williamsburg is at least 45 miles westerly from Leominster on a straight line, and the usual course of travel at that time between the two towns would be by stage from Williamsburg to Northampton, from Northampton to Greenfield by the Connecticut River R.R., from Greenfield to Fitchburg by the Vermont & Massachusetts R.R., and from Fitchburg to Leominster by the Fitchburg R.R., a distance of some 85 miles involving several transfers. A rather long distance for a precancel to stray from Leominster. Furthermore, the Postmaster at Williamsburg would need some assurance that this obliteration was a precancel and not an attempt to again use a stamp which had already done duty. In the absence of such assurance he would be required to treat it as an unpaid letter, and forward the letter collect, Due 5. There are covers known, however, which have some connection with Leominster. They are postmarked at nearby towns but they have the Leominster "3" as an obliterator. Such covers would surely be ones where the dispatching postmaster had failed to cancel the stamp either entirely or faintly, and on its arrival at or passage through Leominster the postoffice there applied the "3" obliterator as required by the Act of March 3, 1851, Section 4.

PAID  
3

Figure 8

We are of the opinion that this "3" was a stock pattern obtained from some local print shop as some of the other covers which show the Due Adhesives that Postmaster Colburn applied, show a similar "3" but much smaller, not over half size, with the same down stroke in the center of the "3."

(continued on page 40)

## A RECORD YEAR

31st August, 1963—1964

### FOR THE "BURRUS" AUCTIONEERS

Robson Lowe Limited, 50, Pall Mall, London S.W.1

ENGLAND

**\$4,970,644 sold under the hammer.**

- OCT. 1, 1963 *in London:* the unique Mauritius 1847 cover bearing both One Penny orange-red and Two Pence deep blue—realised \$78,400.
- NOV. 26, 1963 *in London:* a British Guiana entire bearing a magnificent horizontal pair of the 2¢ rose "cotton reel"—realised \$71,400.
- APR. 16, 1964 *in Basel:* the mint block of six 1843 Swiss Double Geneva—realised \$121,800—the highest price ever paid for a single philatelic item.
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## THE 1861-'69 PERIOD

HENRY A. MEYER, *Editor*

### Announcements

#### Carrier Mark Project

Route Agent Roger B. Cotting, P.O. Box 271, Fairbanks, Alaska, 99701, writes that he has already had some helpful reports of the mark "CARRIER" (usually a backstamp) on covers addressed to Washington, D.C. Please look up the announcement of his project in *Chronicle* No. 47, page 15. One serious omission in the announcement is the fact that Mr. Cotting's year coverage includes also the 1861-69 period, in which the use of the mark began. The scope of the study extends from July 1, 1863 through the Bank Note period, on covers addressed either to government offices or to private individuals in Washington, D.C. Please give Mr. Cotting any reports which seem helpful.

#### "Earliest" Project

Member Bob Markovits is undertaking to update a study begun in 1912 by Messrs. Ashbrook and Chase, concerning the earliest known dates of use of ALL U.S. stamps and their various plates, legitimately used on cover. In addition, he is recording all first day cancellations known on stampless covers. The study is going up to 1920, when first day records are more in order. In the near future lists will be published by our fellow member, of the OLD and ACKNOWLEDGED earliest dates of use, but he wants new listings to bring the facts up to date. If you own what YOU believe to be an earliest cover, communicate with Robert L. Markovits at P.O. Box 431, Middletown, N.Y., 10941.

To date, two valuable finds have come out of the newly undertaken study, namely, a cover bearing the 12c 1861 issue dated Sept. 15, 1861, more than a month earlier than Ashbrook lists, and a copy of No. 77, the 15c Lincoln mourning stamp used July 2, 1866, also more than a month earlier than the Ashbrook listing of August 4, 1866. Can you top these or any other listed dates?

Notes by the Period Editor:

In the near future we hope to give Bob space for a longer announcement in which he amplifies considerably on the scope of his project. Meanwhile, please begin by reporting to him any revisions of first day recordings which you have.

The final report on Demonetization in this issue lists three covers with the 3c 1861, not pink, plainly dated August 18, 1861. This is about as much advancement as we can expect in the earliest date of this stamp.

#### "Red Cancellation" Project

The Period Editor hopes that you have all saved your *Stamps* magazine of July 25, 1964. On pp. 141 and 142, Abe Boyarsky (unfortunately not a route agent) has an article on "Red Cancellations on the U.S. 3c 1861-67." He asks for additions to the list. The list presented is much too long to reprint here, but we should all search out our red postmarks and report them to Mr. Boyarsky. In writing to him, please mention this notice in the *Chronicle*. This is exactly the type of study we need in our period.

# Demonetization

## Final Reports from Our Route Agents and Summary by the Period Editor

In *Chronicle* No. 46 we began a study of the Demonetization of the 1857 issue. After skipping one issue because of an abundance of other copy, we herewith conclude the study. We can now see the pattern of operation from the data on hand, and will not need further reports unless a member discovers a cover which completely upsets accepted theories or which settles a controversial question.

In *Chronicle* No. 47 Richard McP. Cabeen supplied us the dates of the exchange period in Chicago, which are utilized in this issue. We also have further evidence that the statement that "the 1857 issue was never demonetized in New York City" is somewhat of an exaggeration. In List V we have two covers in 1862 on which the 1857 issue was not accepted, just as we had one in No. 46.

We now proceed to the tabulations, which will be followed by a summary and a few illustrations which may prove useful to our readers.

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
Hallowell, Me.	Aug. 19 (1861)	Pair 3¢ 1857	N. E. Stamp Co.	Not Available	
Hallowell, Me.	Aug. 26 (1861)	3¢ 1857	N. E. Stamp Co.	Not Available	
Hallowell, Me.	Sept. 16 (1861)	3¢ 1857	N. E. Stamp Co.	Not Available	1
Westfield, N.Y.	Sept. 21 (1861 or later)	Strip of 3 1¢ 1857	M. L. Neinken	Not Available	
Hallowell, Me.	Sept. 22 (1861)	3¢ 1857	N. E. Stamp Co.	Not Available	
Rochester, N.Y.	Sept. 23, 1861	10¢ 1857	W. C. Peterman	Aug. 21-27	2
Vernon Springs, Iowa	Sept. 28 (1861)	3¢ 1857	George Wolters	Not available	
Eddyville, Iowa	Oct. 3 (1861)	3¢ 1857	George Wolters	Not available	3
Bunker Hill, Ill.	Oct. 5 (1861)	3¢ 1857	George Wolters	Not available	3
Rockport, Pa.	Oct. 7 (1861 or later)	Strip of 3 1¢ 1857	M. L. Neinken	Not available	
Viola, Ill.	Oct. 8 (1861)	3¢ 1857	George Wolters	Not available	3, 4
Northfield, Conn.	Oct. xx (1861 or later)	Strip of 3 1¢ 1857	M. L. Neinken	Not available	
Adeline, Ill.	Jan. 2 (1862 ?)	3¢ 1857	George Wolters	Not available	3
Philadelphia, Pa.	Mar. 16, 1862	4 singles 1¢ 1857 type V	M. L. Neinken	Aug. 19-25	5
New York, N.Y.	Feb. 12, 1864	3¢ 1851 No. 11	Arthur H. Bond	Aug. 16-22 Ext. 23-30	6
Strawberry Plains, Tenn.	Oct. 25, 1865	3¢ Nesbitt	H. C. Greene	Not available	

**Footnotes**

1. "Due 3" for overweight.
2. To Canada.
3. Patriotic cover.
4. Large "PAID" cancels stamp.
5. Very late for Philadelphia. Carrier collection rate.
6. Addressed to Gen. E. A. Hitchcock, U.S. Volunteers, c/o Adjutant-General, Washington, D.C. Note on cover says handwriting of Gen. Winfield Scott. Was shown in Robert J. Stets' exhibit at Sepad, 1963.

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

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Philadelphia, Pa.	Aug. 17, 1861	3¢ Nesbitt	M. L. Neinken	Aug. 8-14	1
Philadelphia, Pa.	Aug. 22, 1861	3¢ Star Die env.	M. L. Neinken	Aug. 8-14	2
Richmond, Me.	Sept. 5 (?), 1861	3¢ 1857	? Note missing	Not available	3
Chicago, Ill.	Dec. xx (1861?)	3¢ 1857	Perry Sapperstein	Aug. 21-27	4
Boston, Mass.	Jan. 10 (1862)	2 5¢ 1857 dark brown	J. David Baker	Aug. 21-27	5
Philadelphia, Pa.	Oct. 31, 1863	3¢ 1857	C. W. Christian	2 years past	6
New Orleans, La.	Dec. 28 (1863 or later)	3¢ 1857	M. L. Neinken	Stopped May 31, 1861	7

**Footnotes**

1. Handstamped "Old Stamps Not Recognized" (probably earliest use) and "Due 3."
2. Handstamped "Old Stamps Not Recognized" (probably earliest use on Star Die envelope).
3. Stamp cancelled "old" in ms.; cover marked "3 Due" in ms.
4. Tied by "Old Stamps Not Recognized," Chicago type, in blue.
5. Handstamped large "10" meaning "Due 10."
6. Handstamped "Old Stamps Not Recognized" (rather late use).
7. Letter passed through New Orleans bound for New York during the Union occupation. 1857 stamp cancelled "ILLEGAL STAMP." Cover bears notations "Ship 6" in ms., and "Mexico" in ms. in same handwriting as address. Filing memo reads "Mrs. Gen. Stevens/Vera Cruz Dec. 15/Recd. 16 January." Double postage because unpaid.

List III. Early Uses of 1861 Issue.

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Baltimore, Md.	Aug. 17, 1861	1¢ 1861	Many publications	Aug. 17-23	1
Baltimore, Md.	Aug. 18, 1861	3¢ dark rose	Perry Sapperstein	Aug. 17-23	2
Stonington, Conn.	Aug. 18, 1861	3¢ 1861	W. E. Wilson, M.D.	Not available	3



Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Nashua, N. H.	Aug. 18, 1861	3¢ 1861	Perry Sapperstein	Aug. 20-26	4
Philadelphia, Pa.	Aug. 20, 1861	3¢ 1861	Perry Sapperstein	Aug. 19-25	
Kalamazoo, Mich.	Aug. 21, 1861	3¢ pink	Roger B. Cotting	Not available	
Hartford, Conn.	Aug. 22, 1861	3 1¢ 1861	Elliott Perry	Aug. 19-25	5
Philadelphia, Pa.	Aug. 22, 1861	3¢ 1861	Arthur H. Bond	Aug. 19-25	6
Chicago, Ill.	Aug. 22, 1861	24¢ violet	Walter Hubbard	Aug. 21-27	
Brattleboro, Vt.	Aug. 22, 1861	3¢ pink	Charles J. Starnes	Aug. 22-28	
Philadelphia, Pa.	Aug. 23, 1861	3¢ 1861	Robert L. Markovits	Aug. 19-25	7
Baltimore, Md.	Aug. 23, 1861	3¢ rose-pink	Perry Sapperstein	Aug. 17-23	
Frederick, Md.	Aug. 24, 1861	3¢ rose-pink	Perry Sapperstein	Not available	
Springfield, Ill.	Aug. 24, 1861	3¢ 1861	Perry Sapperstein	Not available	
Davenport, Iowa	Aug. 24, 1861	3¢ 1861	Perry Sapperstein	Aug. 23-29	
New Britain, Conn.	Aug. 26, 1861	3¢ pink	Perry Sapperstein		
Adams Express Co. & Louisville, Ky.	Aug. 24 or 26, 1861	3¢ 1861	Elliott Perry	Aug. 22-25	
Adams Express Co. & Louisville, Ky.	Aug. 26, 1861				
Jackson, Mich.	Aug. 26, 1861	3¢ rose-pink	Perry Sapperstein	Aug. 22-25	
Buffalo, N.Y.	Aug. 27, 1861	3¢ 1861	Perry Sapperstein	Not available	
Sing Sing, N.Y.	Aug. 29, 1861	3¢ pink	Perry Sapperstein	Aug. 19-25	8
Lynn, Mass.	Aug. 29, 1861	3¢ 1861	Perry Sapperstein	Not available	
Dubuque, Iowa	Aug. 29, 1861	3¢ pink	Perry Sapperstein	Not available	9
Lowell, Mass.	Aug. 30, 1861	3¢ 1861	Perry Sapperstein	Aug. 21-27	
Detroit, Mich.	Aug. 31, 1861	3¢ rose-pink	Perry Sapperstein	Aug. 19-25	9
Portland, Me.	Sept. 4, 1861	3¢ pink	Charles J. Starnes	Aug. 24-30	
Philadelphia, Pa.	Sept. 5, 1861	10¢ "August shade"	Arthur H. Bond	Aug. 19-25	5
Rochester, N.Y.	Sept. 9, 1861	10¢ 1861	Wm. C. Peterman	Aug. 21-27	10
Reading, Pa.	Sept. 15, 1861	12¢ 1861, 3¢ pink	Robert L. Markovits	Not available	11
Rochester, N.Y.	Sept. 30, 1861	10¢ "first design"	Wm. C. Peterman	Aug. 21-27	10
Rochester, N.Y.	Oct. 7, 1861	3¢ 1861, 5¢ buff, 12¢ 1861	Wm. C. Peterman	Aug. 21-27	10

*Footnotes*

1. The well known copy, widely publicized.
2. Perry Sapperstein reports having seen this, an early shade, on piece. He has heard of another, off cover. Perhaps the next listing?
3. Off cover. Perhaps the copy Perry Sapperstein has heard of?
4. Perry Sapperstein is quoting Elliott Perry in this listing. Elliott Perry says Luff listed the earliest date of the 3¢ pink from this copy, but this isn't even a rose-pink. Not on cover.
5. Was shown in Robert J. Stets' exhibit at Sepad 1963.
6. Flag patriotic to Lynn Norfolk, England. Only two days later than Fleckenstein cover.
7. With Blood's Penny Post stamp and postmark on cover; earliest recorded case of this combination.
8. Mourning cover.
9. On piece.
10. Used to Canada.
11. New early date for 12¢ 1861.

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

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
New York, N.Y.	Sept. 4, 1861	1¢ 1857 type V, pair 1¢ 1861	M. L. Neinken	Aug. 16-22 Ext. 23-30	
New York, N.Y.	Nov. 16 (1861)	1¢ 1857 type V, 3¢ 1861	M. L. Neinken	Aug. 16-22 Ext. 23-30	1
Springfield, Mo.	Feb. 26, 1862	1¢ 1857, pair 1¢ 1861	C. W. Christian	Not available	
San Francisco, Calif.	May 4, 1862	1¢ 1857 type V, strip 3 3¢ 1861	M. L. Neinken	Not available	
Portland, Me.	Oct. 15, 1862	3¢ 1857, 2 3¢ 1861	N. E. Stamp Co.	Not available	2
New York, N.Y.	Oct. 29 (1862?)	1¢ 1857 type V, 3¢ 1861	M. L. Neinken	Aug. 16-22 Ext. 23-30	3
New York, N.Y.	May 19 (1863)	1¢ 1851, 3¢ 1861	Ashbrook Special Service, Item 198	Aug. 16-22 Ext. 23-30	4
"POST OFFICE/ VICTORIA, V.I."	Oct. xx, 1863	1¢ 1857, pair 10¢ 1861, on 3¢ pink emb. env.	Walter Hubbard	Town of use of U.S. stamps not known.	5

*Footnotes*

1. Mourning cover to Baltimore. Carrier collection or branch post office rate.
2. Middle stamp (1861) previously pasted on something else and trimmed out. All three stamps have one or more sides trimmed straight. All three firmly tied together and to cover.
3. 1861 is possible, but Mr. Neinken believes 1862 based on shade of 3¢.
4. Carrier collection or branch post office rate. Extremely late for imperf. stamp.
5. Wells Fargo franked envelope. Oval Victoria mark under stamps. To Coventry, England, receiving mark Nov. 10, 1863. No address; was stuck to larger envelope or package.

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

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Philadelphia, Pa.	Aug. 28, 1861	3¢ 1857, 3¢ 1861	Perry Sapperstein	Aug. 19-25	1
Albany, N.Y.	Sept. 9 (1861?)	3¢ 1857, 3¢ 1861	Perry Sapperstein	Aug. 19-25	
Wheeling, Va.	Sept. 10, 1861	3¢ 1857, 3¢ 1861	Perry Sapperstein	Aug. 26—	2
Baltimore, Md.	Sept. 17, 1861	3¢ 1857, 3¢ 1861	Perry Sapperstein	Aug. 17-23	3

Town Mark	Date of Postmark	Stamps	By Whom Reported	Exchange Period	Footnote
Lewiston, Me.	Sept. 28, 1861	3¢ 1857, 3¢ 1861	Perry Sapperstein	Not available	
Chicago, Ill.	Oct. 22 (1861) Oct. 23 (1861)	3¢ 1857 3¢ near pink	J. David Baker (?)	Aug. 21-27	4
Pittsburgh, Pa.	Nov. 27 (1861 ?)	Nesbitt Env. U10, 3¢ pink	Perry Sapperstein	Aug. 16-22	5
Limerick, Me.	Dec. 5 (1861 ?)	3¢ 1857, 3¢ 1861	Perry Sapperstein	Not available	6
New York, N.Y.	Feb. 21 (1862 ?)	1¢ 1857, 3¢ 1857	Ezra D. Cole	Aug. 16-22 Ext. 23-30	7
Queechey, Vt.	Feb. 28 (1862 ?) June xx (1862 ?)	3¢ 1861 3¢ 1857, 3¢ 1861	C. W. Christian	Not available	6
New York, N.Y.	Aug. 6 or 8 (62) Aug. 18, 1862	3¢ 1857 3¢ 1861	Ezra D. Cole	Aug. 16-22 Ext. 23-30	7
Little Rock, Ark.	July 6, 1866	3¢ 1857, 3¢ 1861	Perry Sapperstein	5 years past	8

*Footnotes*

- Both stamps tied by same dotted grid. Partially turned cover, other side Blood's Penny Post stamp and "Due 1."
- 1857 not cancelled, 1861 tied.
- Both stamps tied by same town mark.
- "Old Stamps Not Recognized" (Chicago type) and "Held For Postage" in oval. Printed corner card, sender evidently notified. Credit to J. David Baker from memory, notes misplaced.
- 3¢ pink covers three-fourths of Nesbitt envelope stamp.
- 3¢ 1861 pasted over uncanceled 3¢ 1857.
- "Held For Postage" on back.
- Label on flap of envelope states that letter was detained in post office; some person realizing importance supplied postage.

**Conclusions**

A study of our lists as published in *Chronicle* No. 46 and in this issue leads to the following observations:

1. There was not a complete correspondence between the lists of states to be supplied in the first, second, and third groups and the manner in which the 1857 issue was declared invalid and the 1861 issue was put into use. In general, the states in the first group (the states bordering on the Confederacy) were supplied early, but some states in the second group were supplied equally early.

2. In each group of states the larger post offices were supplied first, and the smaller post offices followed a little later, perhaps in many cases getting their supplies by turning in their 1857 remainders to the larger offices in exchange for the 1861 issue, as they were directed to do.

3. A few uses of the 1857 stamps in early 1862 may have been because the 1861 issue was exhausted and resort was had to the old stamps; but may we not reasonably suppose that by the early part of 1862 most of the post offices had turned in their old issue for credit, and that the late uses were cases which slipped through?

4. No inferences of any importance can be drawn from extremely late uses of the 1857 issue in 1863, 1864, and even after the war was over. We

**MARKS ASSOCIATED WITH DEMONETIZATION**

**OLD STAMPS**  
NOT RECOGNIZED

OLD STAMPS NOT RECOGNIZED

3

ILLEGAL STAMP

**OLD STAMPS**  
*Not recognized*

4

**Held For Postage**

2

5

1—Philadelphia. 2—Chicago. 3—Harrisburg, Pa. 4—New Orleans. 5—New York City. Tracings 1-4 by courtesy of Tracy W. Simpson. All tracings are approximately actual size.

must suppose that in such cases the attempts to use the old issue had become so seldom that they were considered relatively unimportant and were permitted to go through rather than take all the trouble to notify either the senders or the addressees and demand a good stamp. The farther into the background the demonetization period receded, the less important its enforcement probably seemed. Such extremely late uses are interesting curiosities, but of no postal history significance.

**MARKS ASSOCIATED WITH SUSPENSION OF MAIL  
WITH THE CONFEDERACY**



**SOUTH: LETTER  
UNPAID.**

8



9

6, 7, 8—Louisville, Ky. 9—Post office not known. Please report any covers which might give us a clue. All tracings by courtesy of Tracy W. Simpson. All tracings are approximately actual size.

**The Two-Cent Jackson, "Atherton Shift"**

**J. DAVID BAKER**

Every so often, as I visit my friends around the country, I have the opportunity to see, in addition to some very beautiful items, occasionally an unusual one. For many years I have read about the famous Atherton Shift of the two-cent Jackson, and the Knapp Shift of the ten-cent 1847, but until very recently, I had never seen the real thing.

During a recent visit to Chicago, Tony Russo, a well known Chicago dealer and collector of the two-cent Jackson, greeted me with a big smile, indicating that he had something unusual to show me. Indeed he had, for he had recently become the proud owner of the cover whose picture you see below. Some years ago, Stan Ashbrook had sent Tony a photograph of this cover which he had taken on August 28, 1922, saying it had been sold in the Emerson sale and he did not know its whereabouts. Using a priced catalog of the Emerson sale from Hugh J. Baker's library, I find that this cover was sold as lot 166 to Mr. Brigham for \$63.00. A notation of "\$175" on the reverse apparently was Mr. Emerson's cost.

You will notice that the shift is in the left-hand stamp on the cover. On reverse is also the notation "Only three singles known." Two of these singles are illustrated on pages 211 and 212 of Brookman's *The 19th Century Postage Stamps of the United States*. This is the first time, to my knowledge, that this cover has ever been illustrated in a philatelic publication.



The "Atherton Shift"

The Atherton Shift is a double transfer and can certainly be classed with the famous 89R2 of the one-cent 1851, type 2 in the size of the shift. Many more copies of the one-cent 89R2 are available, and therefore that stamp is much better known.

It is believed that this variety came from a first condition of the plate. After the large double transfer was discovered, the position was erased and a fresh entry made, hence possibly not many sheets containing the shift ever reached the public.

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# United States Railroad Postmarks 1861-1886

by CHARLES L. TOWLE

(Editor's note: In *Chronicle* No. 47 the listings ended with Massachusetts partly completed. In this issue we finish Massachusetts, list all of Rhode Island, and begin Connecticut.)

## 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

### MASSACHUSETTS—continued

*Catalog Route 54*: HARTFORD, PROVIDENCE & FISHKILL R.R.; BOSTON, HARTFORD & ERIE R.R. (NEW YORK & NEW ENGLAND R.R.)

*Route Agents*: (1) Providence, R.I. to Waterbury, Conn. 1861, 1863, 1865—2 agents; 1867, 1869—3 agents; 1871, 1873—4 agents; 1875-77, 5 agents.

Providence, R.I. to Willimantic, Conn. 1879, 1881—2 agents; 1882, 1883—1 agent. 58 miles.

(2) Boston to Southbridge, Mass. 1869, 1871, 1873—3 agents.

Boston, Mass. to Willimantic, Conn. 1875, 1877—3 agents.

Boston, Mass. to Waterbury, Conn. 1879, 1881, 1882, 1883—6 agents. 150 miles.

(3) Boston, Mass. to Willimantic, Conn. 1882, 1883—2 agents. 86 miles.

(4) Boston, Mass. to Hopewell Junction, N.Y. 1882, 1883—10 agents. 215 miles.

*Markings*: 54 C 1, P. H. & FISHKILL/D/R.R., 26 black, Early, Banknote.

54 D 1, B. H. & E./D/R.R., 25½ black, Early.

54 D 2, B. H. & E./D/R.R., 25½ black, 1871.

54 E 1, BOSTON, HART. & ERIE/D/R.R., 24 black, 1879.

54 F 1, B. HARTFORD & ERIE/D/R.R., 24 black, Early.

54 G 1, PROV. & WAT'Y./D/AGT., 26 black, blue, Banknote.

54 H 1, PROV. & WILLIMTK./D/AGT., 26½ black, WYD 1880.

54 H 2, PROV. & WILLIMTK./D/AGT., 26½ black, 1885.

54 I 1, BOSTON & WATERBURY/D/AGT., 26½ black, 1884.

54 J 1, BOSTON & WILL./D/AGT., 25½ black, 1877.

54 K 1, BOS. & HOPE. JUNC./D/R.P.O., 26 black, WYD 1886.

54 S 1, N. Y. & (N. E.) R.R./D/ELMWOOD, CONN., d. circle 30½-21½ blue, WYD 1879, asterisks at sides. *Partial*.

54 S 2, N. WRENTHAM/D/B. & N. Y. C. R.R., 33½ black, Banknote. (Boston & New York Central R.R., later New York & New England R.R.)

*Catalog Route 55*: OLD COLONY (CAPE COD) RAIROAD.

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

Boston & Orleans, Mass., R.P.O. 1869—4 clerks.

Boston & Wellfleet, Mass., R.P.O. 1871—5 clerks; 1873, 1875, 1877, 1879—6 clerks; 1881—7 clerks; 1882—6 clerks; 1883—8 clerks. 106 miles.

*Markings*: 55 A 1 (Remele B 10), BOSTON & FALL RIVER/D/R.R., 31½ red, black, Early.



55 B 1, BOSTON & CAPE COD R.R./D, 26 black, Banknote.  
 55 C 1, BOST. & CAPE COD R.R./D, 25½ black, Early.  
 55 D 1, BOSTON & WELLFLEET/D/R.P.O., 24½ black, 1881.  
 55 E 1, BOST. & WELLFLEET/D/R.P.O., 27 black, WYD 1885.  
*Catalog Route 56*: Lowell to Ayer, Mass., via BOSTON & LOWELL R.R. (Stony Brook Branch).  
*Route Agents*: Lowell to Ayer, Mass. 1882, 1883—1 agent. 17 miles.  
*Markings*: 56 A 1, LOWELL & AYER/D/AGT., 26 black, 1890.  
*Catalog Route 57*: Lowell to Mansfield, Mass., via BOSTON, CLINTON & FITCHBURG (FRAMINGHAM & LOWELL) RAIROAD.  
*Route Agents*: South Framingham to Lowell, Mass. 1873, 1875—1 agent.  
 New Bedford to South Framingham, Mass. 1875—1 agent.  
 Lowell to Mansfield Junction, Mass. 1879, 1881, 1882, 1883—2 agents. 52 miles.  
*Markings*: 57 A 1, F. & L./D/R.R., 25 black, Banknote.  
 57 B 1, LOWELL & MANSF./D/AGT., 25½ black, Banknote. Negative "S" killer.  
 57 C 1, LOW. & TAUNTON/D/R.P.O., 26 black, 1886.  
*Catalog Route 58*: BOSTON, BARRE & GARDNER R.R., MONADNOCK R.R.  
*Route Agents*: Worcester, Mass. to Peterborough, N.H. 1875, 1877, 1879—1 agent; 1881—2 agents; 1882, 1883—1 agent. 54 miles.  
 Boston to Winchendon, Mass. (Boston to Worcester via Boston & Albany R.R.) 1877—1 agent.  
 Worcester to Winchendon, Mass. 1882, 1883—1 agent. 38 miles.  
*Markings*: 58 A 1, B. B. & G./D/R.R., 26½ black, Banknote.  
 58 A 2, B. B. & G./D/R.R., 25 black, Banknote.  
 58 B 1, WIN. & WORCESTER/D/AGT., 27 black, WYD 1881.  
 58 C 1, WINCH. & WORC./D/AGT., 25 black, Banknote. Negative "S" killer.  
 58 D 1, PETERBORO & WOR./D/AGT., 27 black, 1881.  
 58 E 1, LOW. & TAUNT./D/R.P.O., 25 black, WYD 1886.  
 58 S 1, B. B. & G. R.(R.)/D/BROOK, d. oval 28-(19) x 22½-(13½), blue, WYD 1881.  
 Partial.  
*Catalog Route 59*: Winchendon to Palmer, Mass., via WARE RIVER (BOSTON & ALBANY) R.R.  
*Route Agents*: Palmer to Winchendon, Mass. 1875, 1879, 1881, 1882, 1883—1 agent. 50 miles.  
*Markings*: 59 A 1, WARE RIVER/D/R.R., 25½ red, black, Banknote.  
 59 B 1, WINCH. & PALMER/D/AGT., 27½ black, Eighties.  
*Catalog Route 60*: Springfield to Athol, Mass., via SPRINGFIELD, ATHOL & EASTERN R.R.  
*Route Agents*: Springfield to Athol, Mass., 1875, 1877, 1879—1 agent; 1881—2 agents; 1882, 1883—1 agent. 48 miles.  
*Markings*: 60 A 1, S. A. & N. E./D/R.R., 26 black, 1877.  
 60 B 1, ATHOL & SP'GF'D./D/AGT., 25 black, Eighties.  
*Catalog Route 61*: North Adams to Pittsfield, Mass., via BOSTON & ALBANY R.R.  
*Route Agents*: North Adams to Pittsfield, Mass. 1882, 1883—1 agent. 21 miles.  
*Markings*: 61 A 1, N. AD. & PITTSF./D/AGT., 26½ black, 1884.  
 61 B 1, NO. ADAMS & PITTS./D/R.P.O., 26 black, WYD 1886.

## RHODE ISLAND

*Catalog Route 70*: Boston, Mass. to Providence, R.I., New Haven, Conn., and New York, N.Y. (Shore Line) via BOSTON & PROVIDENCE R.R., STONINGTON & PROVIDENCE (N. Y. P. & B.) R.R., NEW HAVEN & NEW LONDON R.R., and NEW YORK, NEW HAVEN & HARTFORD R.R. (See also Catalog Route 80.)  
*Route Agents*: (1) Boston, Mass. to Providence, R.I. 1861, 1863, 1865, 1867—1 agent; 1879—3 agents; 1881, 1882, 1883—2 agents. 44 miles.  
 (2) Providence, R.I. to Stonington, Conn. 861, 1863, 1865—1 agent.  
 Providence, R.I. to New London, Conn. 1867, 1869, 1871, 1873, 1875, 1877, 1879—1 agent; 1881, 1882, 1883—2 agents. 62 miles.  
 (3) New London to New Haven, Conn. 861, 1863, 1865—1 agent; 1871—2 agents; 1873, 1875, 1877, 1879—1 agent; 1881, 1882, 1883—2 agents. 52 miles.  
 (4) New Haven, Conn. to New York, N.Y. 1861, 1863, 1865—2 agents; 1867—3 agents; 1869—2 agents; 1871, 1873, 1875—4 agents; 1877—5 agents; 1882—1 agent. 73 miles.  
 (5) New York, Providence & Boston R.P.O. 1869, 1871, 1873, 1875, 1877, 1879, 1881—see Catalog Route 80 for number of clerks on both routes; 1882—12 clerks; 1883—16 clerks. 231 miles.  
*Markings*: 70 A 1 (Remele B 13), BOSTON & PROVIDENCE R.R./D, 36½ black, Early.  
 70 B 1 (Remele P 15), PROV. & STONINGTON/D/R.R., 32 black, Early.  
 70 D 3 (Remele N 14 c), N. YORK & N. HAVEN/D/R.R., open circle 30 black, WYD Early. Partial.  
 70 E 1, N. Y. & N. H./D/R.R., 25½ black, Banknote.  
 70 F 1, BOS. & PROV./D/AGT., 25 black, 1883.  
 70 G 1, BOSTON & PROV./D/AGT., 25½ black, 1878.

70 H 1, PROV. & NEW HAVEN/D/AGT., 25½ black, 1878. (Route uncertain.)  
 70 I 1, PROV. & NEW LONDON/D/AGT., 26½ black, Banknote. Negative "W" killer.  
 70 J 1, PROV. & N. LONDON/D/AGT., 25 black, Eighties.  
 70 K 1, N. LONDON & N. HAVEN/D/AGT., 25½ black, 1880.  
 70 L 1, N. Y. & N. HAVEN/D/AGT., open circle 21, black 1879. (Also seen with portion of 24½ mm. outer ring.)  
 70 M 1, BOSTON & PROV./D/R.P.O., 25 black, Banknote.  
 70 M 2, BOSTON & PROV./D/R.P.O., 27 black, WYD 1885.  
 70 N 1, BOS. PROV. & N. Y./D/R.P.O., 25 black, Banknote.  
 70 N 2, BOS. PROV. & N. Y./R.P.O./D/T. B. E., 26 black, WYD 1883.  
 70 N 3, BOS. PROV. & N. Y./R.P.O./D/T. A. W., 26 black, WYD 1884.  
 (Note: T. B. E. and T. A. W. are probably R.P.O. clerks' initials.)  
 70 P 1, N. Y. & BOS./D/R.P.O., 25½ black, Banknote.  
*Catalog Route 71*: Providence to Pascoag, R.I., via PROVIDENCE & SPRINGFIELD R.R.  
*Route Agents*: Providence to Pascoag, R.I. 1881, 1882, 1883—1 agent. 23 miles.  
*Markings*: 71 A 1, PROV. & PASCOAG/D/AGT., 26 black, Banknote. T.N.  
*Catalog Route 72*: PROVIDENCE & WORCESTER RAILROAD.  
*Route Agents*: Providence, R.I. to Worcester, Mass. 1861, 1863, 1865, 1867, 1869, 1871—1 agent; 1875, 1877, 1879, 1881, 1882, 1883—2 agents. 44 miles.  
*Markings*: 72 D 1, PROV. & WOR./D/R.R., 25 red, blue, Banknote; black, 1869, Banknote.  
 72 D 2, PROV. & WOR./D/R.R., 27 blue, Banknote.  
 72 E 1, WOR. & PROV./D/AGT., 26 blue, Banknote.  
 72 F 1, WORCESTER & PROV./D/AGT., 26½ black, WYD 1880.  
 72 G 1, WORC. & PROV./D/AGENT, 27 black, Banknote. Also WYD 1887.

### CONNECTICUT

*Catalog Route 80*: Boston to Springfield, Mass. and New York, N. Y. via BOSTON & ALBANY R.R., NEW YORK, NEW HAVEN & HARTFORD R.R. (See also *Catalog Routes 53 and 70*.)  
*Route Agents*: New York, N. Y. to Boston, Mass. 1861, 1863, 1865, 1867—6 agents.  
 New York, Springfield & Boston R.P.O. 1869—26 clerks; 1871—28 clerks; 1873—38 clerks; 1875—36 clerks; 1877—37 clerks; 1879—44 clerks; 1881—52 clerks; 1882—32 clerks; 1883—43 clerks. 234 miles. (Some of the clerks listed were employed on the New York, Providence & Boston R.P.O. through 1881.)  
 New York, N. Y. to Boston, Mass. 1879—13 agents; 1881—18 agents.  
 New York, N. Y. to Springfield, Mass. 1879—8 agents; 1881—4 agents.  
 New York, Springfield & Boston Short Run R.P.O. (New York to Springfield) 1882, 1883—8 clerks. 136 miles.  
*Markings*: 80 B 1, N. Y. & BOSTON R.R./WEST, d. circle 24½-13, black, Early. NCS.  
 80 C 1, BO(S)TON & N. Y./D/R.P.O., 25 black, Banknote. Partial. (This mark may have been used on the Shore Line route.)  
 80 C 2, BOSTON & N. Y./D/R.P.O., 25½ black, Banknote. (Possibly used on Shore Line Route.)  
 80 D 1, B. & N. Y./D/R.P.O., 27 black, WYD 1884. Negative "E" killer.  
 80 E 1, BOS. SP'G'FD. & N. Y./D/R.P.O., 25½ black, 1881. "W" killer.  
 80 F 1, B. S. & N. YORK/D/R.P.O., 27 black, 1884.  
 80 F 2, B. S. & N. YORK/D/R.P.O., 26½ black, WYD 1884.  
 80 G 1, N. Y. & BOSTON/D/R.P.O., 24 black, Early. (Possibly used on Shore Line Route.)  
 80 G 2, N. Y. & BOSTON/D/R.P.O., 24 black, Early. (Possibly used on Shore Line Route.)  
 80 G 3, N. Y. & BOSTON/D/R.P.O., 26 black, 1873.  
 80 G 4, N. Y. & BOSTON/D/R.P.O., 26 black, Banknote.  
 80 G 5, N. Y. & BOSTON/D/R.P.O., 26 black, 1879.  
 80 G 6, N. Y. & BOSTON/D/R.P.O., 26 black, Banknote. (Possibly used on Shore Line Route.)  
 80 H 1, SPRINGFIELD & N. Y./D/AGT., 26½ black, WYD 1881.  
*Catalog Route 81*: NORWICH & WORCESTER RAILROAD.  
*Route Agents*: Worcester, Mass. to Norwich, Conn. 1861, 1863—1 agent; 1865—2 agents; 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1882, 1883—1 agent. 61 miles.  
*Markings*: 81 A 1 (Remele N 23), NORWICH & WORCESTER R.R./D, 33 black, Early. Shown with two fancy killers occasionally found with this mark—a star and script "N. & W."  
 81 B 1, NORWICH & WOR./D/R.R., 26 black, Early, 1872.  
 81 C 1, NOR. & WOR./D/R.R., 25½ black, Banknote.  
 81 S 1, N. & W. R.(R)/D/WEST THOMPSON, oval 30½ x 25½, blue. WYD 1884. Partial.  
*Catalog Route 82*: NEW LONDON NORTHERN (CENTRAL VERMONT) RAILROAD.  
*Route Agents*: Palmer, Mass. to New London, Conn. 1861, 1863, 1865, 1867, 1869, 1873, 1875, 1877, 1879, 1881, 1882, 1883—1 agent. 65 miles.  
*Markings*: 82 C 1, N. LON. & NORTH./D/R.R., 26 black, Early.

82 D 1, N. LOND. NORTHN./D/R.R., 24 black, Banknote.  
 82 E 1, PALMER & N. LONDON/D/AGT., 25½ black, Banknote.  
 82 F 1, PALMER & N. LONDON/D/R.P.O., 25½ black, WYD 1886.  
*Catalog Route 83*: Springfield, Mass. to Hartford and Saybrook, Conn., via CONNECTICUT CENTRAL R.R., CONNECTICUT VALLEY R.R.  
*Route Agents*: Hartford to Saybrook, Conn. 1873, 1875—1 agent.  
 Springfield, Mass. to Saybrook, Conn. 1877, 1879—1 agent.  
 Hartford to Saybrook, Conn. 1881, 1882, 1883—1 agent. 43 miles.  
 Springfield, Mass. to Hartford, Conn. 1883—1 agent. 33 miles.  
*Markings*: 83 S 1, CONN. VAL. R.R. CO./D/GOODSPEED'S, shield, blue, WYD 1872.  
 83 S 2, CONN. VAL. R.R. CO./D/SO. WEATHERSFIELD, shield, black, WYD 1878.  
 Partial.  
*Catalog Route 85*: NEW HAVEN & NORTHAMPTON (N. Y., N. H. & H.) RAILROAD.  
*Route Agents*: New Haven, Conn. to Northampton, Mass. 1861, 1863, 1867—1 agent.  
 New Haven, Conn. to Williamsburg, Mass. 1869, 1871, 1873—2 agents; 1875—4 agents; 1877, 1879—3 agents; 1881—2 agents; 1882, 1883—3 agents. 85 miles.  
*Markings*: 85 A 1 (Remele C 1), CANAL RAILROAD/D, 33 black, Early. Partial.  
 85 B 1, N. H. & N./D/R.R., 24½ black, 1876.  
 85 B 2, N. H. & N./D/R.R., 24½ black, Banknote.  
 85 C 1, WMSBG. & N. HAVEN/D/AGT., 25½ black, 1887.  
 85 C 2, WMSBG. & N. HAVEN/D/AFT., 25½ black, 1878.

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B. H. & E.  
JUN  
15  
R. R.  
54D2

BOSTON HART & ERIE  
APR  
22  
R. R.  
54E1

B. HARTFORD & ERIE  
MAR  
23  
R. R.  
54F1

PROV. & WATY  
AUG  
5  
ACT.  
54G1

PROV. & WILLIMT  
SEP  
21  
1880.  
ACT.  
54H1

PROV. & WILLIMT  
OCT  
29  
ACT.  
54H2

BOSTON & WATERBURY  
MAY  
24  
ACT.  
54I1

BOSTON & WILL.  
SEP  
25  
ACT.  
54J1

BOS. & HOPE UNG  
JUN  
15  
1886.  
R. P. O.  
54K1

\* N. Y. C. R. R. \*  
JUL  
24  
1879  
ELMWOOD, CONN.  
54L1

N WRENTHAM  
APR  
16  
B & N. Y. C. R. R.  
54M2

BOSTON & FALL RIVER  
AUG  
26  
R. R.  
55A1

BOSTON & CAPECOD R.  
AUG  
10  
55B1

BOST. & CAPECOD R.  
AUG  
29  
R. R.  
55C1

BOSTON & WELLELEY  
AUG  
5  
R. P. O.  
55D1

BOST. & WELLELEY  
JUL  
20  
1885  
R. P. O.  
55E1

LOWELL & AYER  
JU  
18  
ACT.  
56A1

F. & NOV. L.  
18  
R. R.  
57A1

LOWELL & MANSE  
SEP  
18  
ACT.  
57B1

LOW. & TAUNTON  
MAY  
17  
R. P. O.  
57C1

B. B. & C.  
MAR  
30  
R. R.  
58A1

B. B. & C.  
AUG  
15  
R. R.  
58A2

WIN. & WORCESTER  
OCT 11 1881  
ACT.  
58B1

WINCH. & WORC.  
SE 10  
ACT.  
58C1

PETERBORO & WOR.  
APR 20  
ACT.  
58D1

LOW. & TAUNT.  
OCT 25 1886  
R.P.O.  
58E1

B.B. & G.R.  
MAY 24 1881  
BROOK. P  
58S1

WARE RIVER  
MAR 28  
R.R.  
59A1

WINCH. & PALMER  
FEB 23  
ACT.  
59B1

S.A. & N.E.  
JAN 23  
R.R.  
60A1

ATHOL & SP. CTY.  
DEC 19  
ACT.  
60B1

N. AD. & PITTSF.  
SEP 25  
ACT.  
61A1

W. ADAMS & PITTSF.  
16 JUN 1886  
R.P.O.  
61B1

BOSTON & PROVIDENCE  
DEC 12  
R.R.  
70A1

PROV & STONINGTON  
5 MAR  
R.R.  
70B1

N. Y. & N. H. AVE.  
1 MAR 18  
R.R.  
70D3

N. & N. H.  
2 SEP 2  
R R  
70E1

BOS. & PROV.  
OCT 11  
ACT.  
70F1

BOSTON & PROV.  
JAN 26  
ACT.  
70G1

PROV. & NEW HAVEN  
APR 13  
ACT.  
70H1

PROV. & NEW LONDON  
DEC 11  
ACT.  
70I1

PROV. & N. LONDON  
JAN 19  
ACT.  
70J1

N. LONDON & N. HAVEN  
12 JAN  
ACT.  
70K1

N. Y. & N. HAVEN  
SE - J  
ACT.  
70L1

BOSTON & PROV.  
JUN 25  
R.P.O.  
70M1

BOSTON & PROV.  
JUN 24 1885  
R.P.O.  
70N2



BOS. PROV. & N.Y.  
NO 28  
R.P.O.  
70H1

BOS. PROV. & N.Y.  
R.P.O.  
DEC 9 83  
T B E  
70H2

BOS. PROV. & N.Y.  
R.P.O.  
MAR 21 84  
T A W  
70H3

N.Y. & BOS.  
NOV 9  
R.P.O.  
70P1

PROV. & PASCOAC  
AUG 7  
TR35  
ACT.  
71A1

PROV. & WOR.  
MAR 17  
R.R.  
72D1

PROV. & WOR.  
JAN 18  
R.R.  
72D2

WOR. & PROV.  
FEB 12  
ACT.  
72E1

WORCESTER & PROV.  
NOV 10  
1880.  
ACT.  
72F1

WORC. & PROV.  
AUG 1  
AGENT  
72G1

NY & BOSTON R.R.  
WEST  
80B1

BOSTON & N.Y.  
MAR 5  
R.P.O.  
80C1

BOSTON & N.Y.  
AUG 13  
R.P.O.  
80C2

B. & N.Y.  
APR 14  
1884  
R.P.O.  
80D1

**W**

BOS SP'G'FD. & N.Y.  
JAN 20  
R.P.O.  
80E1

B.S. & N.YORK  
APR 7  
R.P.O.  
80F1

B.S. & N.YORK  
MAY 28  
1884  
R.P.O.  
80F2

N.Y. & BOSTON  
APR 4  
R.P.O.  
80G1

N.Y. & BOSTON  
APR 3  
R.P.O.  
80G2

N.Y. & BOSTON  
DEC 31  
R.P.O.  
80G3

N.Y. & BOSTON  
SEP 27  
R.P.O.  
80G4

N.Y. & BOSTON  
MAY 19  
R.P.O.  
80G5

N.Y. & BOSTON  
JUN 22  
R.P.O.  
80G6



81A1



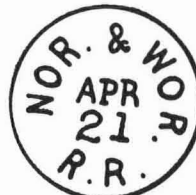
81A1



80H1



81B1



81C1



81S1



82C1



82D1



82E1



82F1



83S1



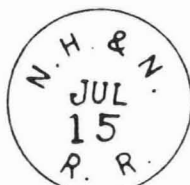
83S2



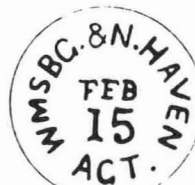
85A1



85B1



85B2



85C1



85C2

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## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

### The U. S.-Bremen Postal Convention of 1853 and the North German Lloyd Line

GEORGE E. HARGEST

At the time the first postal arrangement between Bremen and the U. S. was signed in 1847, there were no German steam packets plying to the U. S. Until 1853 all direct mail service under the arrangement was performed by the U. S. packets *Washington* and *Hermann* of the U. S. owned and subsidized Ocean Steam Navigation Company (Ocean line). Advertisements in the U. S. Postal Guide disclose that one of these two vessels was scheduled to sail from New York on the 20th of each month during 1850; by 1856, however, sailings were scheduled on every fourth (occasionally, fifth) Saturday. For a decade the regular sailings of these two ships constituted one of the more dependable arms of the U. S. packet service to Europe.

After the North German Confederation navy was disbanded in 1849, two of its ships were purchased by the Bremen firms of W. A. Fritze & Co. and Karl Lehmkuhl and refitted as merchantmen.<sup>1</sup> Admiral Brommy's flagship *Hansa* (formerly, s.s. *United States*) was allowed to keep its name, but the other (formerly, Cunard's *Acadia*) was renamed *Germania*. Early in 1853 the proprietors of the "line" offered to carry mail between Bremen and New York for the postage, and the Bremen postal administration opened negotiations with the U. S. postoffice for a new postal convention.

In order to cover an early sailing, the two postoffices signed a temporary arrangement on July 6, 1853, and the final convention became effective on August 15th of that year. It provided for an international rate of 10¢ per  $\frac{1}{2}$  oz. from or to any point in the U. S., to or from the Free Hanseatic Republic of Bremen. The rate was divided: U. S. inland postage, 5¢; packet postage, 4¢; and Bremen inland postage, 1¢.

Two principles, one of which was set by Congress and the other by precedent, were observed by the U. S. in making the agreement. A joint resolution of Congress of June 15, 1844 had pointed to optional prepayment as the American policy for agreements made with "Foreign Commercial States." Hence, it was provided in the agreement that prepayment would be optional, but ". . . It shall not, however, be permitted to pay less than the whole rate. . . ." A precedent regarding the U. S. inland rate to be included in the international rate developed by a postal convention was set by George Bancroft in negotiating the U. S.-British treaty of December 15, 1848. At that time, the powers held by U. S. Postmaster General for the making of a postal convention had not been settled. As summarized by Hunter Miller,<sup>2</sup> Bancroft's concept of the authority of the Postmaster General was as follows: Inland rates of postage were fixed by law. A postal convention between the postoffice of the U. S. and the postoffice of a foreign country that incorporated these existing lawful rates in the international rate established by the convention was clearly within the authority of the Postmaster General under section 34 of the Act of March 3, 1825. On the other hand, an agreement that varied those lawful rates, or reduced them below the figures of the statute, would require the signature of the President and the concurrence of two-thirds of the Senate—in other words, a

<sup>1</sup> Bonsor, N. R. P., *North Atlantic Seaway*, p. 79-80. Information regarding the packet lines included in this article is largely drawn from this work.

<sup>2</sup> Miller, Hunter, Editor, *Treaties and other International Acts of the United States of America*, vol. V, p. 502. Department of State (Document #133), United States Government Printing Office, Washington: 1937.

full-fledged treaty. Bancroft sought a treaty rather than an agreement between the two postoffices, because a single rate of 5¢ for U. S. inland postage had been negotiated instead of the currently existing dual rates of 5¢ for distances under 300 miles and 10¢ for greater distances. While Bancroft felt that the Postmaster General had no authority to alter or reduce the lawful inland rates set by Congress, he also felt that a treaty was superior to the laws of Congress. As Miller<sup>3</sup> points out, "This convention is thus an illustration of the well-settled principle that a treaty as the 'supreme Law of the Land' may supersede . . . an earlier and conflicting statute."

Section 2 of the Act of March 3, 1851<sup>4</sup> gave the Postmaster General power to modify rates ". . . for purposes of making better postal arrangements with other governments or counteracting any adverse measures affecting our postal intercourse with foreign countries." This measure was evidently intended to avoid the difficulty encountered by Bancroft, i.e., to allow the adoption of a single rate at a time when dual rates were in effect, or to make modest modifications in the inland rates. At least, it was interpreted in that manner, for it was not until 1868 that a postal convention completely abandoned the lawful inland rate.

In 1853 the inland rates were 3¢, if prepaid, and 5¢, if unpaid. Postmaster General James Campbell was faced with a situation similar to that which had confronted Bancroft, but he was now able to negotiate a single inland rate under the authority granted him by the Act of March 3, 1851. Since optional prepayment was a required condition, the U. S. and Bremen agreed that the highest rate, 5¢, be adopted. The rate for distances over 3,000 miles was ignored, as it also was in all other postal conventions except that made with Great Britain. This same reasoning had been used in the preceding year when the Prussian Closed Mail convention had been framed. In 1855 the 5¢ unpaid rate expired, but no adjustment was made in either the Bremen or Prussian Closed Mail conventions.

It is not usual for a postal convention to include a provision for the payment of the steamship line that is to perform service under it. It must be remembered, however, that negotiations for this convention were initiated because the owners of the Bremen steamers offered to carry mail for the postage. Provision for paying the proprietors of the "line" was, therefore, included in Article VI, as follows:

"It is understood and agreed that, of the portion of the postage for which the United States office is to account to Bremen, as well as of what Bremen may collect, all but one cent a single letter is to go to the benefit of the proprietors of the Bremen line of steamers."

The flexibility of the above statement seems to indicate that the possibility of a change in the packet postage was considered. Had this not been so, the statement would have been precise in stating the amount of postage allowed the proprietors of the line. It should be noted that this clause was omitted from the 1857 agreement with Hamburg.

The "line" opened its service with the sailing of the *Germania* from Bremen on August 3, 1853. For a little over a year, monthly sailings were maintained with fair regularity, the ships calling at Southampton or Falmouth on the eastward run. In the spring of 1855 both vessels were chartered by the British Government to serve as Crimean War transports. They were returned to their owners in early 1857. The *Germania* was considered to be unseaworthy and was scrapped. The *Hansa* made one round voyage to New York before tendering her services to the British East India Company for use as a troop transport to India during the Mutany. Upon her return she was renamed the *Indian Empire* and on June 19, 1858 sailed from Galway, Ireland, carrying the first mail conveyed by the Galway line. It is doubted that between 1853 and 1857 more than a dozen round transatlantic voyages were made by these two ships. As

<sup>3</sup> Ibid. p. 503.

<sup>4</sup> 9 Statutes-at-Large, 637.



has been mentioned earlier, continuous direct service between New York and Bremen was maintained by the American packets *Washington* and *Hermann* of the Ocean line.

In 1857 Congress went on a rampage against mail packet subsidies. In August of that year the Collins line subsidy was decreased by \$500,000.00, and in February, 1858 the line closed its operations. The U. S. Postmaster General was now able to offer the packet companies only the U. S. postage as compensation for conveyance of the mails. In June, 1857 the Ocean Steam Navigation Company's contract was to expire and they announced that their sailings would be discontinued. Unless other arrangements were speedily made, American packet service to Europe would be reduced only to that of the Havre line, while foreign mail packet service would be maintained only by the vessels of the Cunard line.

A new line of steamers, however, was now plying between Hamburg and New York. It had been organized in 1853 as the Hamburg-American line and, after many delays, had inaugurated its service with the sailing of the *Borussia* from Hamburg on June 1, 1856, followed by the sailing of the *Hammonia* on the first of July. The stringency in packet service made it desirable that this new line carry mail, but before this could be done, a convention between the U. S. and Hamburg was necessary. An agreement identical with that existing between Bremen and the U. S. was offered to Hamburg, probably through expressions of willingness by the U. S. and Bremen postoffices to allow her accession to the U. S.-Bremen convention. If this had been accomplished, Hamburg would have been treated as if she had been an original signatory or contracting party to that agreement. However, the clause regarding the method of paying the proprietors of the Bremen line was not to be included, which indicates that Hamburg made a different kind of financial arrangement with the Hamburg-American line. The omission of this clause and the inclusion of a clause setting the sailing days of steamers necessitated that an otherwise verbatim copy of the U. S.-Bremen convention be signed. Although accession was, thus, technically precluded, it was, nevertheless, regarded as the accession of Hamburg to the Bremen convention, and the U. S. subsequently treated the Bremen-Hamburg mail as if it were a single service. This new convention became effective on July 1, 1857, a very short time after the expiration of the Ocean line's contract.

In 1855 Commodore Vanderbilt had unsuccessfully tried to secure a mail contract and subsidy to operate a fortnightly service between New York and Liverpool, to alternate with Collins line sailings. Although he was not, at this time, awarded a contract, he, nevertheless, placed two steamers, the *North Star* and *Ariel*, on the run between New York, Southampton and Havre. Early in 1857 the Postmaster General signed a contract with the Commodore's *Vanderbilt European Line* for thirteen round voyages between New York and Bremen. Undoubtedly this contract was made so that American packet service to Bremen would not be interrupted when the Ocean line discontinued its sailings. The Vanderbilt line was to receive the U. S. postage, *both packet and inland*, as compensation. The *Ariel* sailed with the first mail under the contract in April, 1857, followed by the *North Star* sometime in May. These two vessels ran between New York and Bremen, via Southampton and Havre, until November of 1858. Prior to discontinuance of the Bremen run, the Commodore had given notice that he would no longer carry mail to Bremen for the postage. With the expiration of this service only the Hamburg-American line would be maintaining a monthly direct service between Germany and the U. S.

The North German Lloyd line had been plying between Bremen and London since 1856. In 1858 they announced a service between Bremerhaven and New York. Whether negotiations with the Bremen postoffice preceded or followed the announcement is not known. The line did, however, operate under the U. S.-Bremen convention, for which the permission of the Bremen postoffice was necessary. Considering the stringency in packet



(Melvin W. Schuh Collection)

The above cover shows a retention by the U. S. of 5¢ from the 15¢ rate. It was conveyed to Bremen by either the steamer "Hansa" or the "Germania. This is the only cover known to the author that shows a retention by the U. S. of 5¢ on prepaid Bremen packet mail.

service that would exist when the Vanderbilt line ceased to run to Bremen, both the U. S. and Bremen postal administrations had reason to offer the North German Lloyd line every inducement within their power to grant to persuade the line to carry mail. The Vanderbilt line was then carrying the U. S. mail for the U. S. inland and packet postages. If the inland postage received was the convention rate of 5¢, the line's compensation was 9¢ per  $\frac{1}{2}$  oz. letter. On the other hand, if the line was receiving the lawful inland rate of 3¢, it was being paid only 7¢ per  $\frac{1}{2}$  oz. letter. Under the U. S.-Bremen convention, the North German Lloyd line could receive only 4¢, since the U. S. retained 5¢ and "all but one cent" of the remainder of the 10¢ rate was ". . . to go to the benefit of the proprietors of the Bremen line of steamers." If Bremen were also willing to forego its inland postage, the compensation could have been increased to 5¢.

It is suspected that the Vanderbilt line was receiving only the lawful inland postage of 3¢; it is also suspected that the North German Lloyd line refused to enter into an agreement with Bremen that would allow them a compensation that was less than that being received by the American line. Additionally, it is suspected that the U. S. Postmaster General agreed to reduce the U. S. inland postage retained from the whole rate, to the lawful rate of 3¢ on prepaid letters, by reverting to the inland rates in effect at the time the convention was drawn in 1853. This merely involved his willingness, at this time, to accept a rate for prepaid letters different from that of unpaid letters, which he had previously been unwilling to do. This did not involve a change in the whole rate, but only in the amount retained by the U. S. No additional articles to the convention were necessary and none exists. Since reversion to the rates existing at the time the convention was framed was entirely within the authority of the Postmaster General under section 2 of the Act of March 3, 1851, the matter could have been easily settled by correspondence between the two offices. By this simple expedient, the U. S. Postmaster General was able to contribute toward the payment of foreign mail packets—something that would have been very difficult for him to do by overt agreement.

That the U. S. inland postage was reduced to 3¢ on prepaid letters while it remained at 5¢ on unpaid letters is attested by numerous covers. If all the reductions outlined above were carried out, the compensation of the North German Lloyd line would have equated that of the Vanderbilt line on prepaid letters. Since Hamburg had made a different kind of financial arrangement with the Hamburg-American line, there evidently was no reason to alter the amount retained on Hamburg mail. At least,

the U. S. postoffice continued to retain 5¢ inland postage on all Hamburg mail until the middle 1860's.

It is, therefore, concluded that the reduction from 5¢ to 3¢ in U. S. inland postage retained by the U. S. on prepaid Bremen mail became effective with the eastward leg of the maiden voyage of the *Bremen*, which sailed from Bremerhaven for New York on June 19, 1858. It is also concluded that the only covers that show a retention of 5¢ on Bremen prepaid letters are those which were conveyed by the *Hansa* and *Germania* prior to 1855, or on the single voyage of the *Hansa* in 1857. These conclusions are predicated upon the sequence in time and facts as outlined above. A cover carried on the maiden voyage of the *Bremen* could settle the matter. The only cover seen by this writer that bears a credit indicating a retention of 5¢ for U. S. inland postage was reported in *Chronicle* No. 40, page 9. Since this cover is dated December 3, 1853, it was conveyed by either the *Hansa* or the *Germania*. This editor would be very much interested in hearing from any reader who has a prepaid Bremen cover showing a retention of 5¢ for U. S. inland postage.

## 1847-1869 ISSUES

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## The 90 Cent Stamps of 1860, 1861, and 1867

By J. DAVID BAKER

The number of 90¢ 1860 and 90¢ 1867 grills issued were approximately the same, 29,000 or 30,000, while almost 14 times this number, or approximately 389,000 of the 90¢ 1861 were issued. We know of at least 5 90¢ 1860 covers. Using the 14 to 1 ratio, we might speculate that about 70 90¢ 1861 covers should exist. Also we should be able to record 4 covers with 90¢ grills. However, the lower postal rates to the Far East during and following 1868 may rule out the comparison.

How many more covers can be added to this list? In reporting, please state the denominations of the stamps, the origin, destination, the date at origin (day, month, and year), the name of the correspondence. All additions will be reported in future issues of the *Chronicle*.

## LISTING OF KNOWN 90¢ 1861 COVERS

Abbreviations used:

- B v M British Mail via Marseilles  
 (1) Under ¼ oz. (2) ¼-under ½ oz. (3) ½-under ¾ oz. (4) ¾-under 1 oz.  
 B v S British Mail via Southampton  
 (I) not over ½ oz. (II) over ½, not over 1 oz.  
 PCM Prussian Closed Mail  
 FM French Mail  
 BM British Treaty Mail  
 B v E British Mail via England

Cover No.	Date	From	To	Addressee	Stamps-Denominations	Route	Rate
1.	11/27/61	Boston	Hong Kong	Heard & Co.	3, 5, 10 (Ty 1) 90	B v M	\$1.08-(3)
2.	4/2/62	San Fran.	Norway	Kister	1, 1, 90	PCM	92¢ (2 x 46¢)
3.	6/21/62	New York	Shanghai	Nixon, Jr.	3, 3, 12, 90	B v M	\$1.08-(3)
4.	7/29/62	Boston	Shanghai	Nixon, Jr.	24, 90	B v M	\$1.14-(4)
5.	12/11/62	Boston	Shanghai	Heard & Co.	24, 90	B v M	\$1.14-(4)
6.	12/26/62	New York	Bordeaux	Name removed	5, 10, 90, 90	FM	\$1.95 (13 x 15¢)
7.	9/29/62	New York	Hong Kong	Archer & Co.	3, 5, 10, 90	B v M	\$1.08-(3)
8.	5/7/63	?	Shanghai	Nixon, Jr.	90	B v S	90¢-(II)
9.	7/6/63	Washington	Sydney	Hoyan, Jr.	90	B v S	90¢-(II)
10.	9/12/63	Boston	Shanghai	Heard & Co.	3, 3, 10, 90	B v M	\$1.06 (2 x 53¢)
11.	11/7/63	Boston	Shanghai	Heard & Co.	3, 3, 10, 90	B v M	\$1.06 (2 x 53¢)
12.	12/24/63	New York	Hong Kong	Archer & Co.	2, 30, 90, 90	B v M	\$2.12 (4 x 53¢)
13.	4/26/64	New York	Hong Kong	Archer & Co.	3, 3, 10, 90	B v M	\$1.06 (2 x 53¢)
14.	8/8/64	Washington	N. S. Wales	Unknown	90	B v S	90¢-(II)
15.	1/3/65	New York	Hong Kong	Archer & Co.	3, 3, 10, 90	B v M	\$1.06 (2 x 53¢)
16.	3/28/65	New York	Hong Kong	Heard & Co.	10, 10, 12, 90, 90	B v M	\$2.12 (4 x 53¢)
17.	4/7/65	New York	Edinburgh	Unknown	3, 3, 90	BM	96¢ (4 x 24¢)
18.	6/3/65	Unknown	Montevideo	Unknown	90, 90	B v E	\$1.80 (4 x 45¢)
19.	7/1/65	New York	London	Kendall	24, 30, 90	BM	\$1.44 (6 x 24¢)
20.	10/14/65	New York	Hong Kong	Heard & Co.	2, 30, 90, 90	B v M	\$2.12 (4 x 53¢)
21.	11/5/65	New York	Liverpool	Bank of Liverpool	1, 5, 90	BM	96¢ (4 x 24¢)
22.	5/19/66	New Orleans	Paris	Unknown	3, 12, 90	FM	\$1.05 (7 x 15¢)
23.	6/20/66	Baltimore	Shanghai	Heard & Co.	90	B v S	90¢-(II)
24.	10/2/66	Washington	Sydney	Hoyan, Jr.	12, 30, 90	B v S	\$1.32 (4 x 33¢)
25.	12/29/66	New York	Paris	Andries	90	FM	90¢ (6 x 15¢)
26.	2/6/67	Washington	Leicester, England	Unknown	3, 3, 90	BM	96¢ (4 x 24¢)
27.	?/24/76	Salem, Mass.	Zanzibar	Goodhue	90	B v S	90¢-(II)



Is this the only 90¢ 1861 cover known used to Norway?  
 The rate is the double 46¢ rate via Prussian Closed Mail.

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### The Cover Corner

J. DAVID BAKER, *Editor*

#### The 10¢ 1847 Stamp on the Marysville Problem Cover—Issues 46 and 47

Dr. W. S. Pollard sends supplementary data that sheds a somewhat different light on the solution given on page 35 of Issue 47. He reports that the Marysville Paid-by-Stamps handstamp was in use in 1854—before the stampless rate was dropped. He also reports that the particular Marysville handstamp used on the cover was in use only during the 1851-'53 period, which pin-points the original cover as having been used during those three years. He agrees, however, with the conclusion stated in the solution; viz., that the cover is actually an unpaid letter of the period.

#### Answer to problem cover presented in issue No. 47

This letter was mailed on Tuesday, November 6th, (1860) at Augusta, Georgia. The New York Foreign Office Clerk dispatched the letter on Saturday, November 10th by American Packet. It is here that the comedy of errors begins. Most of the mail to Geneva went by France, and the rate for the letter weighing between 1/4 and 1/2 ounce was 42¢. The clerk noting that only 36¢ was paid, struck "SHORT PAID." Afterward, he noticed that it was routed "Per Prussian Closed Mail," thus 35¢ would be enough. Instead of striking the entire postage due, as he would have on a "Short Paid" letter, he struck it with a "7 PAID" in red. However, letters beyond the Austro-German Postal Union should have been struck "12 PAID."

Arriving at Aachen, November 24th, the Prussian Post Office Clerk noted that Prussia had not been credited with the 5¢ (7¢ plus 5¢ = 12¢) due from Switzerland, wrote in manuscript the numeral "0/6" (6Kr = 5¢) in blue, tying the left stamp. He then struck the cover with the Franco-Pruss exchange marking in red, and turned it over to the Aachen Post Office, which struck the red boxed "Aachen 24/10 Franco," tying the middle and right stamps to the cover. The Aachen hand stamp had the wrong month! The letter arrived in Geneva the morning of November 27th, 1860. Red crayon "20" is 20 centimes (5¢) collected by the Swiss Post Office to pay the Prussian Post Office.

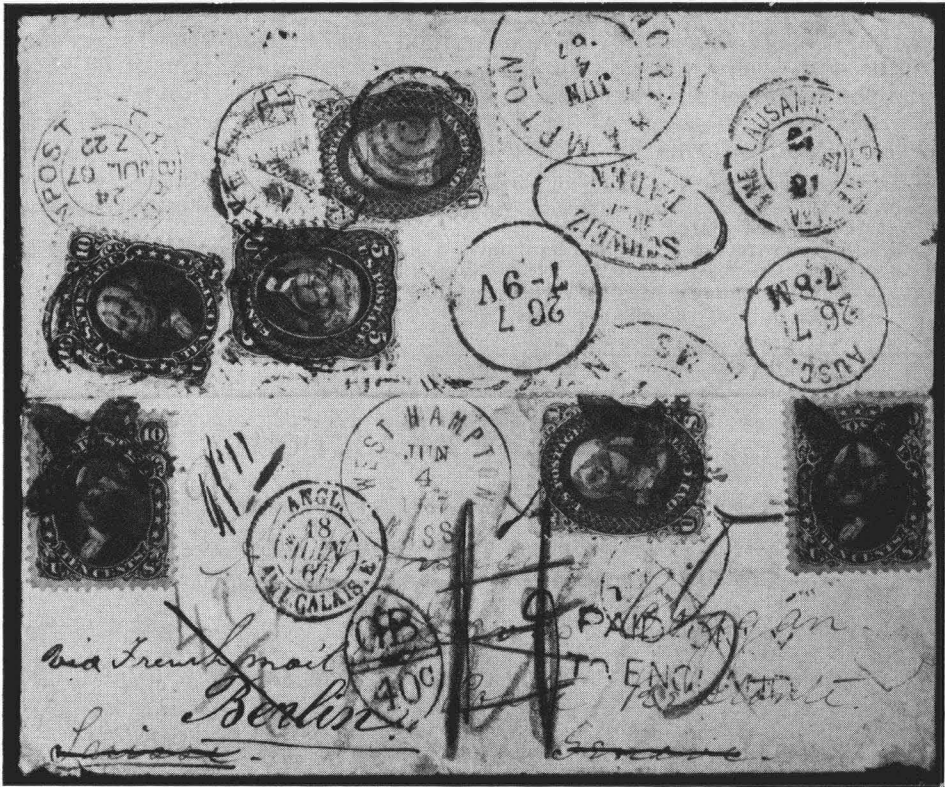
Notes: Examples of "7" struck in error for "12." See Tracy Simpson "U. S. Postal Markings 1851-57," page 4, bottom. See also, Lot 175 in Gibson Sale.

Examples of Correct Ratings, the United States to Switzerland, see Gibson Sale Lots 164 and 174; West Sale Lot 921; also Ashbrook "One Cent Stamp of 1851-57," Volume II, Fig. 56nn.

Example of several errors on same cover, see Neinken, "The United States Ten Cent Stamp of 1855-59," Fig. M, page 166.

(This analysis prepared by Winthrop Boggs)





**Problem Cover for this Issue**

This Issue's problem cover bears stamps of the 1861 Issue. It is a tiny cover bearing stamps on both the front and reverse. The cover has been opened so both the front and reverse are shown in the photograph.

A 5¢ stamp is missing. It was originally placed to the left and in a similar position as the 5¢ stamp shown.

There is one mark that is obscured under the 5¢ stamp shown, even though the stamp is accurately replaced to its proper position on the cover. The mark is a circular blue London, Ju 17 67.

## **Unknown and Unique 1847 Covers** *(continued from page 5)*

Any additional information that collectors now have, or will learn about in the future, should be passed on to Creighton Hart for his records.

(NOTE: '47 covers are known from California, New Mexico and Oregon but no '47 stamps were ever officially sent there.)

### **QUESTIONS FOR THE SATURDAY WORKSHOP**

The second condition of the 5¢ 1847 plate probably poses the most unanswered questions of our first issue. It is now believed that the 5¢ plate was reconditioned by thorough cleaning, probably with strong chemicals, but the date this was done is unknown.

Panes of stamps from the "cleaned" plate, as it is generally referred to, probably were included in the 5,000 panes delivered by the printers on March 20, 1849, or were included among the 5,000 panes delivered on February 5, 1850.

Five-cent covers dated from March 20, 1849, to a few months after February 5, 1850, should be re-examined carefully to see if they have stamps with a sharp clear impression. This is especially true of 5¢ covers from the larger cities where the turnover of stamps was rapid.

Specialists in the 1847 issue would like to learn from these covers several bits of information such as:

1. What were the first shades used on the cleaned plate?
2. Do types of the fairly common, A and B, occur in colors of both the original and the cleaned plate?
3. Do the rare types C & D occur only in colors of the cleaned plate?
4. Is the rare "red orange" a color only of the original or the cleaned plate?
5. Were the equally rare, if not rarer, "dark olive brown" stamps printed in the shades only of the cleaned plate?

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## More About the Leominster, Mass. "3"

(continued from page 15)

Also a different "3" appears on at least two covers in the Cowdrey collection, both from Leominster, one a stampless cover, the other a cover with a 3¢ 1851 stamp, plate 1 late, 1852 shade, cancelled Leominster July 27, (1853). It is a two line handstamp, "PAID" over "3" as shown in Figure 8. Here the middle stroke of the three is horizontal, showing no down stroke. This three is but 8½ mm tall whereas the one we term the Leominster "3" with the down stroke, is 12½ mm tall.

Our conviction is that this down stroke is not an infallible indicator of the Leominster "3" alone. Reference to various plates of the *Chronicle* and to page 63 of the U. S. P. M. will show similar threes with a down stroke. Probably the best method of determination is from a good tracing of a known Leominster "3".

We believe that the solution is that the Williamsburg Postmaster had a similar handstamp.

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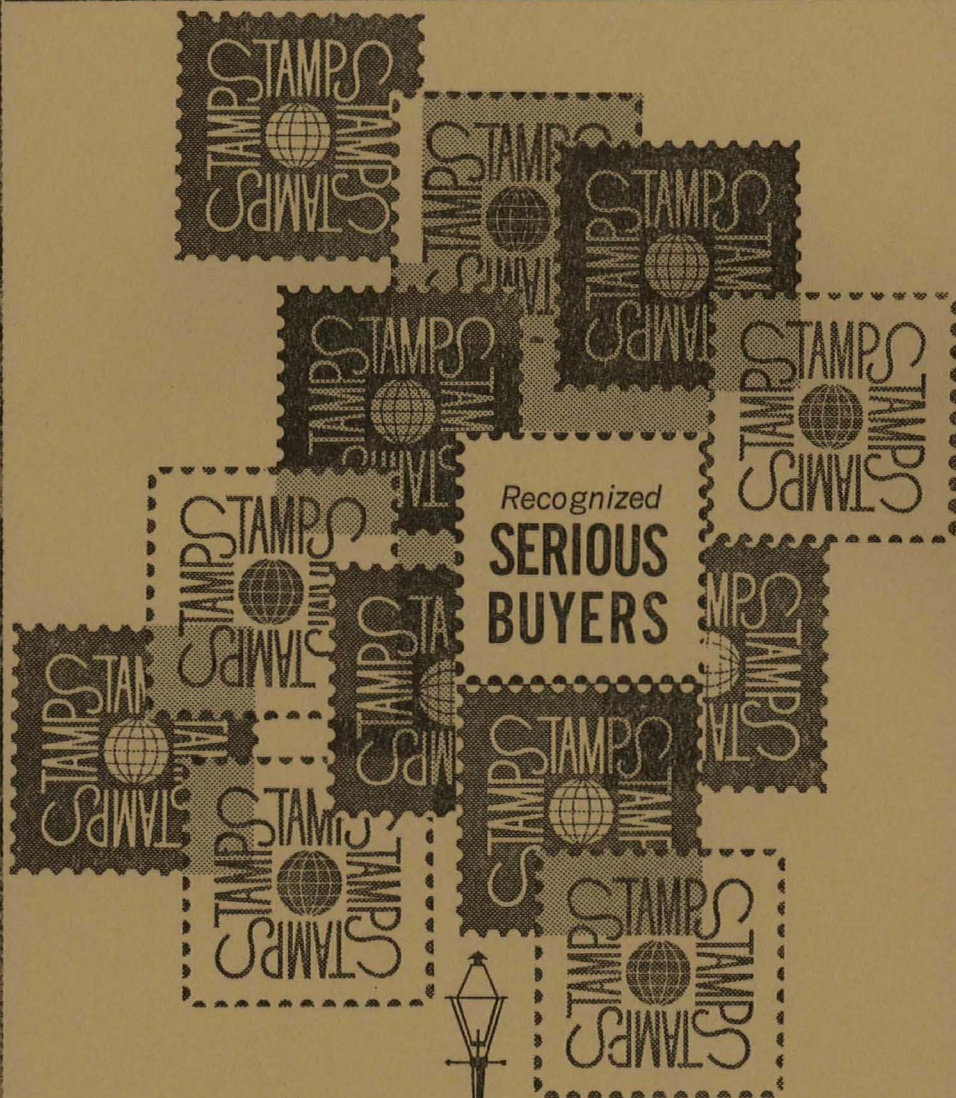
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