

The
Chronicle
of the U.S. Classic Postal Issues

February, 1965

Volume 17, No. 2
Winter Issue

Whole No. 49

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% compound interest or more between the date of purchase and sale. Of course fashions have changed and one cannot see into the future but there are trends that are constant. The ever growing demand for mint classics in singles and blocks that will fit comfortably on an album page, the increasing popularity of superb used imperforate classics, both in singles and multiples. Covers with character are booming and some which we sold in quantities thirty years ago for £1 to £2 each are fetching £70 to £100 to-day.

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IN THIS ISSUE

THE 1847-'51 PERIOD

Editorial Comment	45
1847 Covers from Maryland <i>by Creighton Hart</i>	45

THE 1851-'60 PERIOD

The United States One Cent Stamp of 1857-Type V-Shortcuts to Plating <i>by Mortimer L. Neinken</i>	49
A New Ohio River Packet Marking <i>by Dr. James E. Winter</i>	57
Newly Reported Domestic Markings	58
Postal Marking Notes	58
Railroad Route-Agent and Station-Agent Postmarks <i>by W. W. Hicks</i>	62

THE 1861-'69 PERIOD

Editorial Comment	63
Varieties of the 3¢ 1861	63
Domestic Postal Markings	64
Year Dated Townmarks <i>by Arthur H. Bond, R.A. #431</i>	71

THE TRANSATLANTIC MAILS

Four Cent Part-Payment Rate to France <i>by Millard H. Mack</i>	72
The Stepwise Reduction in the Prussian Closed Mail Rate <i>by Charles J. Starnes</i>	73

THE COVER CORNER

Answer to Problem Cover Presented in Issue No. 48	77
Problem Cover for this Issue	77

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THE 1847-'51 PERIOD
CREIGHTON C. HART, Editor

Editorial Comment

In issues Nos. 45, 46 and 48 of the *Chronicle*, a list of the best-known writings on the 1847 issue was started. Here is one additional reference.

Dr. O. Bacher, "The U.S.A. 1847 Issue" (Four combination 5¢ & 10¢ covers). The British Philatelic Assn. *Philately* March, 1947.

1847 Covers from Maryland

CREIGHTON HART, EDITOR

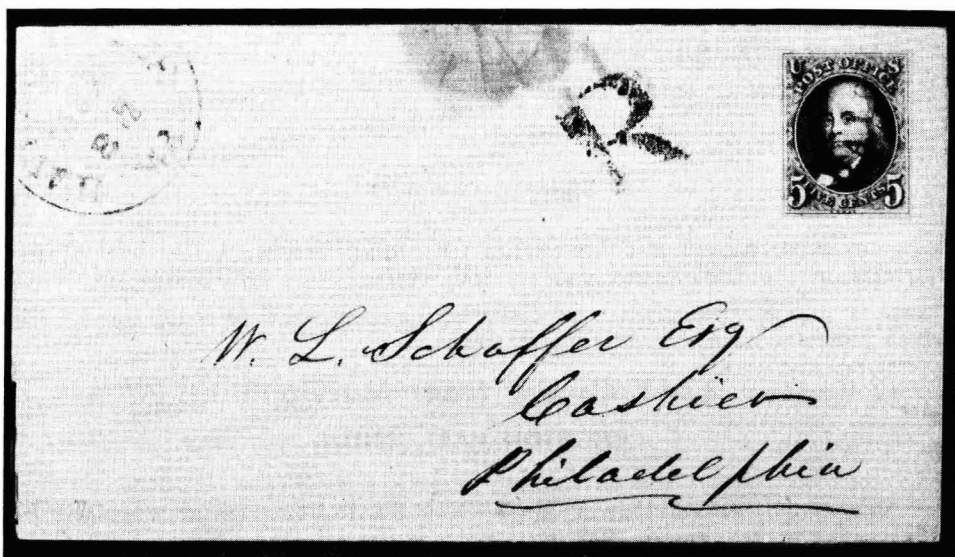
New York, Pennsylvania, Massachusetts and Maryland were the big four states in so far as 1847 stamps were concerned. These four states received more than two-thirds of all stamps that were shipped during the entire four years the stamps were valid. (See Note #1) It is to be expected then, that two of every three covers offered for sale by dealers or by auctions are postmarked from one of these four states. Actually, I think the percentage of '47 covers offered with these postmarks is even greater because collectors tend to hold on to covers with state postmarks that are rarely seen.

Just as the big four states dominate state postmarks, covers from four cities in these four states predominate. New York City, Philadelphia, Boston and Baltimore are the postmarks most frequently found with either denomination of the stamps. This is not surprising when we realize that over half of the 1847 stamps ever printed were shipped to these four cities. (See Note #2)

Baltimore received over 90% of all the stamps sent to Maryland. (See Note #3) Although covers from Baltimore are fairly common, it is easy to see why Maryland covers other than from Baltimore are quite rare. Annapolis, the capital of Maryland, was sent stamps at various times all during the four year period, so covers from there probably exist. I do not keep a special list for Maryland covers, and my general list which is filed by dates only has not yet been transferred to IBM cards. Covers from Maryland to Europe and Canada probably also exist because Baltimore was an important port. After data from my large general list is transferred to IBM cards I will be able to locate this sort of special information for all states. In the meantime I hope anyone having an Annapolis cover or a Maryland cover addressed to a foreign country will please write me. I will appreciate it if you will give me the town postmark and also the month and day in the postmark. The year logo is never in the postmark on 1847 covers, but frequently it can be determined from the date line of the letter or by a docketing notation made by the addressee.

The first shipment of stamps went to Baltimore on July 16, 1847. The earliest cover I list is September 30, 1847, which date is not as early as would be expected from such a large city. I hope that anyone having an earlier date or knowing of an earlier date will please write me.

This is the first article to appear in the *Chronicle* about '47 covers from a state that includes a city that was a major user of our first issue. Although it is quite easy to find a cover postmarked from New York City, Philadelphia, Boston or Baltimore, it is very difficult to find one with a strike that is both clear and sharp. The Boston post office did a



This cover is postmarked "Harve de Grace, Md." although this post office was not officially sent a supply of the 1847s. Several 5¢ covers with this postmark are known, and the postmaster may have purchased his stamps from either Baltimore or Philadelphia. All the postmarks are in blue including the "PAID" on the stamp and the large "R". All the postal markings were applied at Harve de Grace except the large "R". The "R" was stamped at Philadelphia as was done to letters containing valuables addressed to residents of that city. The "R" stands for "recorded" or "registered" letter. "R"s in various sizes and shapes are known used at Philadelphia for this purpose.

fair job of keeping its postmark clean and clearly struck. The familiar Philadelphia postmark is always identifiable but I seldom see one that is clear and I've never seen one that was sharp. Possibly because Philadelphia and Baltimore have more letters in their names, the postmark got dirty easily and stayed that way. New York postmarks are frequently clear but never really sharp.

Elliott Perry, in "Pat Paragraphs" of April 1932, writes that very few covers are known with Maryland postmarks except from Baltimore. He goes on to say, "An estimate of 150-200 covers bearing the 5¢ stamp, and 30-40 bearing the 10¢ may be considered liberal." My opinion is that there are more than Mr. Perry estimated, perhaps as many as 50% more.

"The Maryland Postal History Catalogue" was published in 1960 and has excellent illustrations of all Maryland townmarks from 1766-1855. In addition to the townmarks, supplementary postal markings are illustrated. These supplementary postmarks include "Paid" markings, rating numerals and the "Way" over "5" found in red and blue on covers bearing Baltimore townmarks. The postmarks of Maryland railroads and rail route agents are also illustrated. "The Maryland Postal History Catalogue" is recommended as a valuable addition to a postal history library.

Besides Baltimore and Annapolis five-cent stamps were sent to Chestertown, Cumberland, Darlington, Elliott's Mills, Mt. Savage and Williamsport. Tens were sent to all of the same post offices except Darlington and Mt. Savage.

NOTES: (1) New York: 1,410,990 fives and 366,800 tens.
 Massachusetts: 523,800 fives and 45,200 tens.
 Pennsylvania: 523,900 fives and 88,530 tens.
 Maryland: 167,500 fives and 34,500 tens.
 The totals to these four states were 2,626,190 fives and 535,030 tens of the grand totals shipped of 3,712,000 fives and 891,000 tens.

(Continued on page 78)

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THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

The United States One Cent Stamp of 1857—Type V Shortcuts for Plating

MORTIMER L. NEINKEN

The imperforate One Cent stamp of the 1851 issue offers almost limitless opportunity for research and investigation for the specialist, and many students have confined their studies to the imperforates. Actually, the perforated One Cent stamps issued during 1857 and later are far more interesting. Reconstruction of the plates becomes very engrossing. New varieties are being discovered from time to time. The difficulty lies in obtaining new and additional material to continue these studies.

In 1857, the presses were still printing sheets of the One Cent stamp from Plate 1, in its late stage, Plate 2 and Plate 4. These sheets were placed in the newly acquired perforating machinery, but it was found that the perforations cut into the designs and the stamps presented a mutilated and unsightly and generally unsatisfactory appearance. Actually, Plate 4, which had been completed early in 1856 had been prepared for perforation by shortening the stamp designs top and bottom, but the perforations cut into the sides.

The same problem developed to a lesser extent for the Three, Ten and Twelve Cent stamps of the issue as well as for the One Cent.

Four new one-cent plates were completed with the designs shortened top, bottom and sides. These plates were given the numbers 5, 6, 7 and 8 and the stamps from these plates were issued to the Post Offices in the late Fall of 1857 (with the possible exception of Plate 6). In the summer of 1859 another plate was made which was known as Plate 9 and in the late spring of 1860 the final type V Plate was sent to press. This plate was known as Plate 10. All of the plates consisted of 200 subjects usually divided by a center line into two panes of 100 stamps each consisting of 10 vertical rows of 10. Stamps from Plates 7, 8, 9 and 10 are all Type V and those from Plate 5 are Types V and Va.

A six relief transit roll was used to transfer these plates and if we call the first relief A, the vertical transfers were made as follows: A, B, C, D, E, F and then C-D-E-F. On a 200 subject plate, this would produce 20 stamps Relief A, 20 Stamps Relief B, and 40 stamps each for Reliefs C, D, E, and F.

The purpose of this article is to assist in more readily assigning a stamp which is under study to the proper plate. Each plate has plating marks which are peculiar to the plate itself and which are different from the markings of other plates. It is the purpose to record some of these plating marks from Plates 7, 8, 9 and 10. Inasmuch as Plate 5 was transferred from two transfer rolls, it is a subject for study unto itself, and it will be discussed in a subsequent article. At the time of this writing, nothing is known about Plate 6, except that undoubtedly such a plate was made but it has not been definitely established that it ever went to press. In all probability, all of the stamps from this plate were Type V.

Figures 1 to 6A illustrate the various Reliefs A, B, C, D, E and F. Figure 1 illustrates the guide dots of the A relief of Plates 5, 7 and 8. Un-

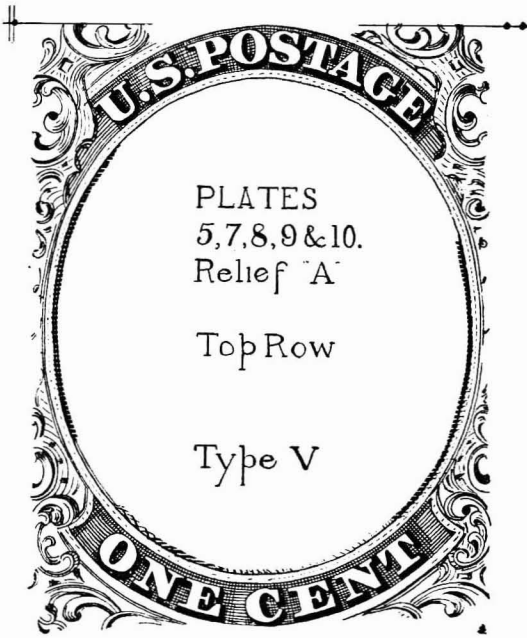


Fig. 1

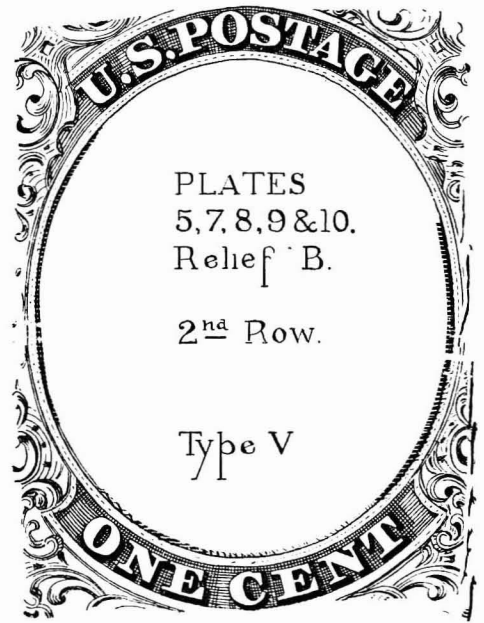


Fig. 2

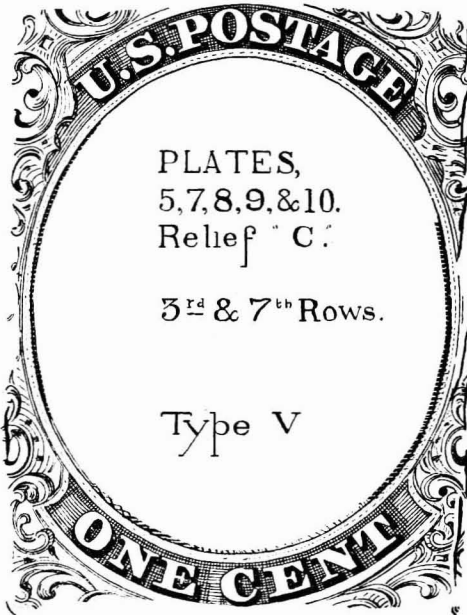


Fig. 3

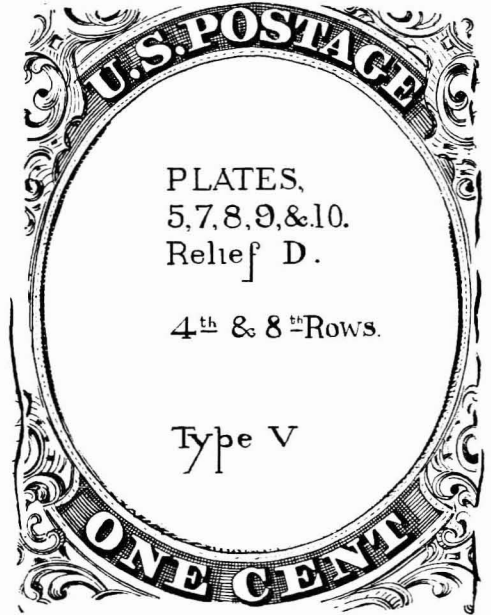


Fig. 4

doubtedly they were the same on Plate 6. Figure 7 illustrates the guide dots of Plates 9 and 10. None of the other reliefs have these guide dots at the top, and in cases where the perforations cut through the top of the design, the two small vertical lines to the left of the top ornament are usually visible at least in part.

It is easy to distinguish the difference between Reliefs B, C and D. On Relief B, the left outer curved line at the bottom extends to the right under the middle of "E" of ONE. On the C and D Reliefs, the outer curved line extends only under the left edge of the letter "E" of ONE. Note the side scratches on Reliefs B, C, and D. On Relief B, the side scratch on the right side starts at the bottom of the upper ornament and extends down to the plume (Fig. 2). On Relief C, the side scratch on the right starts at the top of the top ornament and extends down, and ends at the top of the plume (Fig. 3). On Relief D, this side scratch starts somewhat lower and continues down to the bottom of the right plume (Fig. 4). There are no side scratches on the left, on Relief B. On Relief C, the left side scratch is very short. On Relief D, however, there is a side scratch that extends from about the center of the stamp down to the top of the left plume. Relief E is identified by a relief damage, which is noticeable just above the "T" of POSTAGE, as part of the top label background is missing at this point. The left outer curved frame line, at the bottom, ends to the left of the letter 'E' of ONE, as on Reliefs C and D (Fig. 5). There are no side scratches on Reliefs E or F.

Relief F has two outstanding features. The first is a flaw or damage which occurs just above "OS" of POSTAGE and the second, is the extension of the bottom outer curved frame line at the left, to the middle of 'E' of ONE, as on the B Relief (Fig. 6). The Relief F positions of the sixth row show a guide dot just under and to the right of the right plume. Often times, this has been obliterated by the perforations. The bottom ornaments of the sixth row of the Relief F positions are somewhat shorter than those of the tenth row Relief F positions. (Fig. 6A)

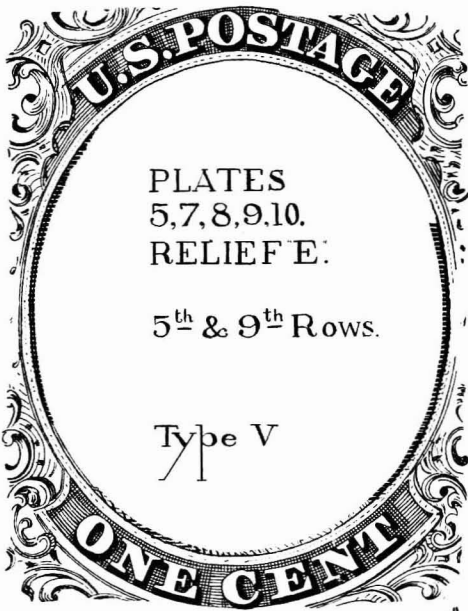


Fig. 5

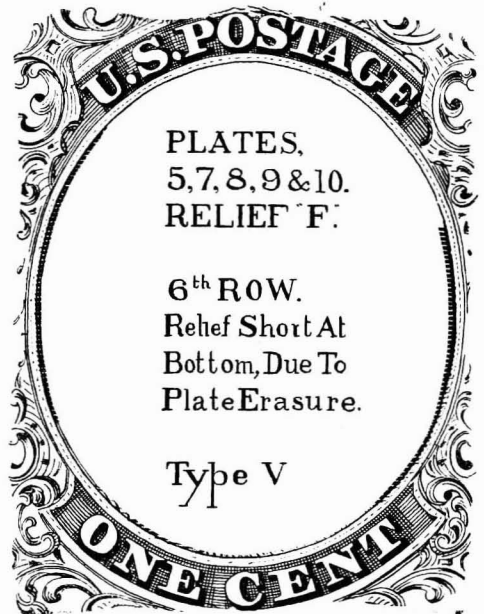


Fig. 6

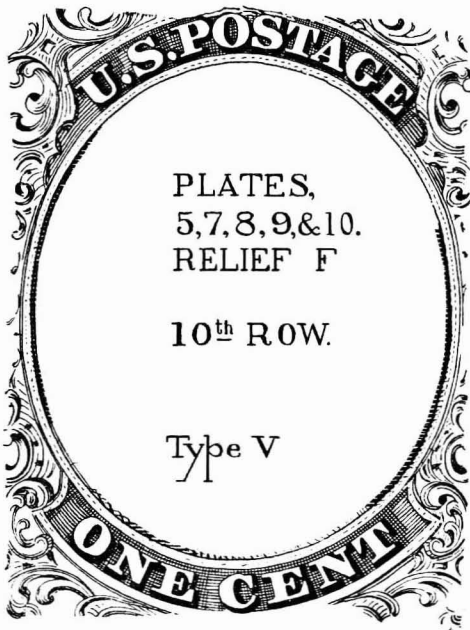


Fig. 6A



Fig. 7

Imprint

The Imprint on all the plates reads (with slight variations) Toppan, Carpenter & Co. BANK NOTE ENGRAVERS, Phila., New York, Boston and Cincinnati and on a separate line the Plate number followed by the letter P, thus 7P, etc.

The Imprint on the left pane began opposite the left lower large ornament on 31L and ended at about the center of 61L. The Imprint on the right pane ended at about the center of 40L and began opposite the right, upper large ornament of 70L. On Plate 7 left pane, Cincinnati is spelled Cincinnati.

On Plate 9 the name Carpenter is misspelled Carpenterar on both panes.

The Imprint of the left and right panes of Plates 7, 8, 9 and 10 are illustrated in Figs. 8 to 15.

(To be continued in next issue)

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Fig. 8

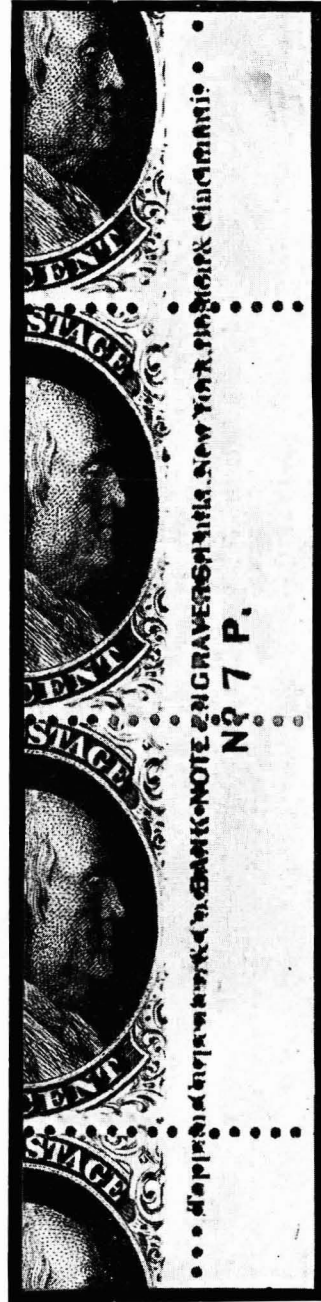


Fig. 9

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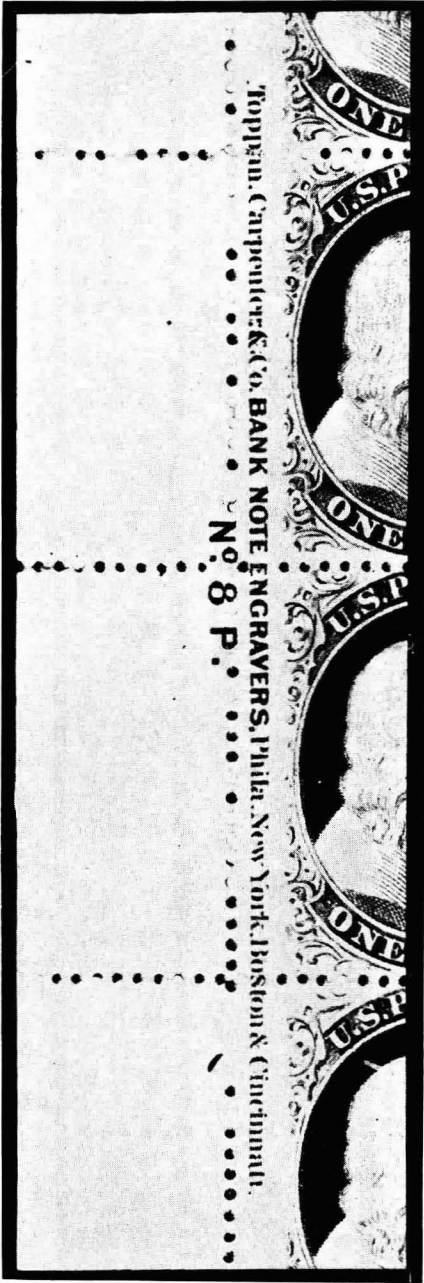


Fig. 10

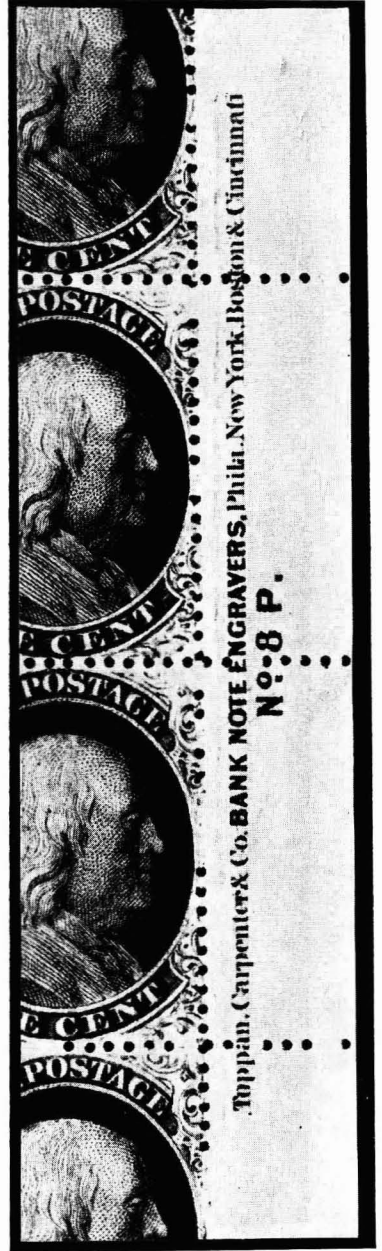


Fig. 11

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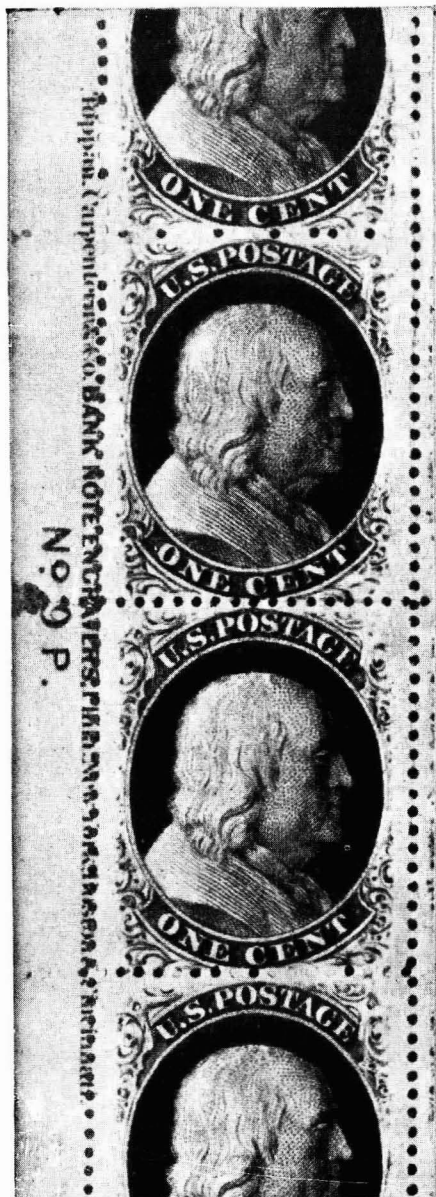


Fig. 12

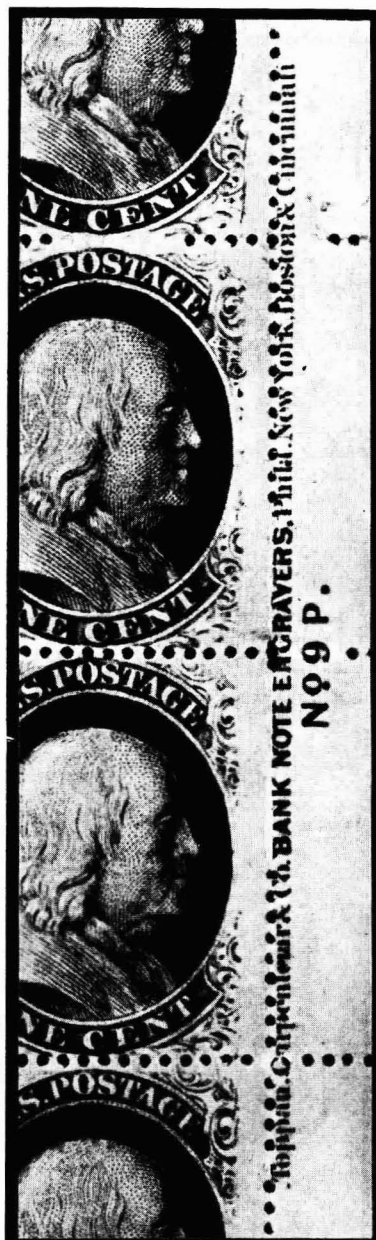


Fig. 13

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Fig. 14

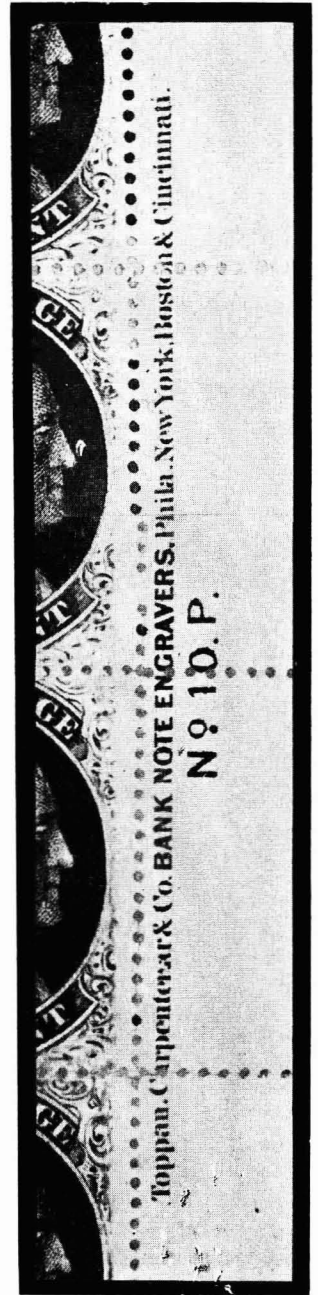


Fig. 15

UNITED STATES POSTAL MARKINGS

and Related Mail Services 1851 to 1861

by Tracy W. Simpson

publication sponsored by the USPCS

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A New Ohio River Packet Marking

by DR. JAMES E. WINTER

One of the thrills of stamp collecting is the finding of something, which as far as one knows, is a previously unrecorded item.* There was a time years ago when new things turned up frequently, but as time rolls on the discoveries occur less often, and hence are more exciting.

Recently I acquired such a cover—bearing a new packet marking. The cover has a black circular marking in upper right corner and no evidence of postal use. The letter is addressed to C. W. Toleman Esq., Augusta, Ky. In the lower left corner there is a directional marking in the writer's handwriting, "Per Kentucky." The letter is a business letter written by I. O. Prather & Co. dated at Cincinnati, O., Jan. 4th, 1858, concerning a shipment of 100 bushels of barley.

The C. M. & P. Mail Line is an abbreviation of the Cincinnati, Maysville and Portsmouth Mail Line. This company was organized in 1848 as the Cincinnati and Maysville Packet Company. In 1855 or 1856 the name was changed to the Cincinnati, Maysville and Portsmouth Packet Company and operated as such until 1859 when it was dissolved and the boats sold to the individual members of the company. The boats continued to operate independently. There were several steamboats named KENTUCKY, the last operating into the 1930's under the Louisville and Cincinnati Mail Line. According to the Lytle List, the boat related to this marking was built in Cincinnati in 1852; its home port was Cincinnati and its displacement 375 tons. It was sold to the War Dept. in 1864.

Information regarding the company was obtained from Gould's "History of River Navigation," first published in 1889. I am greatly indebted to Mrs. Dorothy Powers, curator of the Inland Waterways

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department of the Cincinnati Public Library, and to Mr. Henry A. Meyer for help in unearthing the history of this boat.

* Mr. H. A. Meyer reports two covers bearing the KENTUCKY marking that are identical with the one reported by Dr. Winter. Both of Mr. Meyer's covers were used in December, 1857, one a cargo letter and one with S2 addressed to an eastern address.

Period Editor's Note: The cover legitimately traveled outside of the mail because it related to a shipment that was a part of the cargo. Otherwise, it would have been delivered to the Augusta post office, postally marked, and a steamboat fee paid to the captain, if demanded.

Newly Reported Domestic Postal Markings

<i>Illustration No.</i>	<i>USPM Schedule</i>		<i>Used with</i>	<i>Reported by</i>
A	A-2	LEEDS/D/N.Y. K1-28	S2	B. A. Edwards Jr.
B	A-2	DUDLEY/D/MASS K1-29 with 23mm grid	S5	B. A. Edwards Jr.
C	A-2	ST. CHARLES COURT HOUSE/-msD/LA. blue dlc-K16-28	U-10	B. A. Edwards Jr.
D	A-2	NEW-MARKET/ms D/MO. dc K1-36	S5	B. A. Edwards Jr.
E	A-6	MAR (YD AG)RL COLLEGE/msD/-Md dc-37 letters in () uncertain	S5	R. T. Powers
H	A-27a	ADVERTISED 1 CT. 39x3 New London	S2	B. A. Edwards Jr.
K	A-2	N.BRUNSWICK N.J./D K3-26	S1	J. A. Osterlund
M	A-27c	A-27c DUE/3 C-18 Baltimore	S5	B. A. Edwards Jr.
N	A-2	TOLLAND/D/MASS. K15,18-28 previously reported on stampless	U2	A. H. Bond
Not shown	A-2	ROMULUS/D/N.Y. in blue K7-28	U-10	H. C. Greene
Not shown	A-14c	The "3" of illus. 2 is of Abingdon, Va.	S1	T. W. Simpson
P	A-14c	12mm "3" in blue, Greensborough, N.C.	U-10	H. F. Wise
Q	A-13	solid triangle, 16x9, Lyons, N.Y. 1860	U9	R. B. Graham
Not shown	A-2	SACO/D/MAINE K2-31	S2	R. B. Graham

Postal Marking Notes

Type A SUPPLEMENTARY MAIL. 22x12 octagon of New York: Mr. M. L. Neinken reports this in black on 1ct TyV. Usual references show this marking only in red and of an earlier usage. Please report to Mr. Neinken any other black markings known and circumstances of use.

MOORE'S CROSS ROADS/D/TENN. C-35 Mr. B. A. Edwards Jr. reports this, to be added to other X-road data (Issues 42, 46, etc.)

TARGETS. Mr. R. B. Graham reports the stock 4-ring target used on S5 at Medford, N.J.

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).

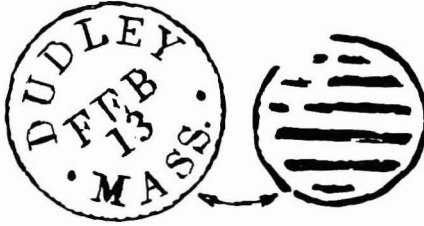
Twelve cent: T1-17; T2-36(pl 1); T3-36(pl 3).

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

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.



A



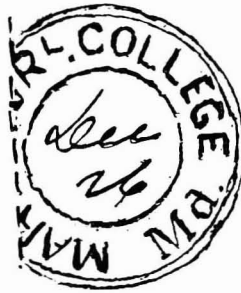
B



C



D



E



F

VIA JACKSON R.R.

G

ADV RTISED 1 CT.

H



J



K



L



M



N

3

P



Q



R

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ODD NAME. Mr. N. N. Van Brunt reports red *N. ENG. VILLAGE/D/Ms.* C-30 used with S5, an abbreviation of New England Village, once a part of Worcester, Ms. The marking is much scarcer than indicated by the pm's compensation, which was \$200 in 1859.

PART COLLECT—PART PREPAID. Illus. R depicts a red Portland Me/5 collect townmark on cover with S1 sent by Mr. R. B. Graham who explains that the "due" written alongside the "5" was to assure that 5cts would be collected on a two-rate letter, one-half prepaid by stamp. "An arrangement according to the best traditions of Yankee terseness and frugality," writes Mr. Graham.

Plate Varieties

Referring to Fig. 1, page 9, issue 48, Mr. R. McP. Cabeen reports having a copy that Dr. Carroll Chase marked "Slip H not identified." He confirms that it is a bottom row position; also that in addition to the slip his copy shows a very faint trace of the right outer relief line above the slip, about opposite the rosette.

Railroad Route-Agent and Station-Agent Postmarks

Compiled by W. W. HICKS, Associate Editor

Illus. F was on a cover in the Robert A. Siegel Sale of Dec. 8, 1964. It is a new type of the *Tuscarawas Branch, Cleveland & Pittsburgh R.R.*; the other type is Remele C21-d, *Clev. & Pitts. R.R.T. Br.* Note the inversion of name of the railroad to PITTS & CLEAV (also note misspelling). The marking ties a U-10 Nesbitt. The origin of the cover is not known, but it is addressed to Huron, Erie Co., O. It is assigned Remele No. C21-e. The cover sold for \$220.

Reported by Mr. Wm. Wyer is marking illus. G, *VIA JACKSON R.R.* on cover to Cambridge, Mass., bearing two S5s tied by New Orleans townmarks. The railroad was officially the *New Orleans, Jackson & Great Northern R.R.* The Huber-Wagner book *The Great Mail* describes the Jackson route which ran in 1858 as far north as Canton, Miss., with a 98-mile stage gap north of Canton, which was soon closed. For such letters as it was desired to go by this rail route instead of by steamboat, some correspondents had the word RAILROAD printed or handstamped on the envelopes, or specifically handstamped as in this case. It is not certain whether this was a postally or privately applied marking.

Mr. D. A. Card reports the marking, Illus. L, a fragment that must surely *MONTREAL & CONCORD R.R.* C-34, an inversion of Concord & Montreal R.R., Remele C25-a. The marking ties S2 on cover to Concord, N.H. The railroad never reached Montreal; its northern terminus was Wells River, Vt. The marking is assigned Remele No. M13½.

The writer reports a very clear Remele L5, *Lexington & Covington R.R.* tying S2 of 1856 shade. This is the first seen complete on cover.

First-Week Use—New York Express Mail

Mr. H. M. Thomas Jr reports a folded letter bearing S1 (100 R1(e)) tied by red grid alongside of which is a red U.S. EXPRESS MAIL-N.YORK 30 mm marking dated JULY 5. The letter also bears the same date plus "1851," thereby establishing this as first-week use. The letter is addressed to Boston. Is this the earliest use of this marking in the period of S1?

THE 1861-'69 PERIOD
RICHARD B. GRAHAM, Editor

Editorial Comment

In *Chronicle* No. 45, our predecessor, associate and, above all, good friend, Mr. Henry A. Meyer, outlined certain policies to be followed in this section.

In *Chairman's Chatter*, (page 2, Issue No. 49) these policies were amplified, as prepared by Mr. Meyer and presented by Mr. Hargest. Needless to say, this section will continue to follow these policies, not only because they are announced as being established notions, but because the Period Editor heartily agrees with them. While we are not adverse to publishing occasional short articles, particularly where new ideas or data is presented, the section will be mostly made up of short reports, discussion and presentation of questions.

Varieties of the 3¢, 1861

Figure 1 illustrates several interesting varieties on the 3¢ 1861 stamp. All are on stamps of the rose shades, *Scott* No. 65. Both A and B

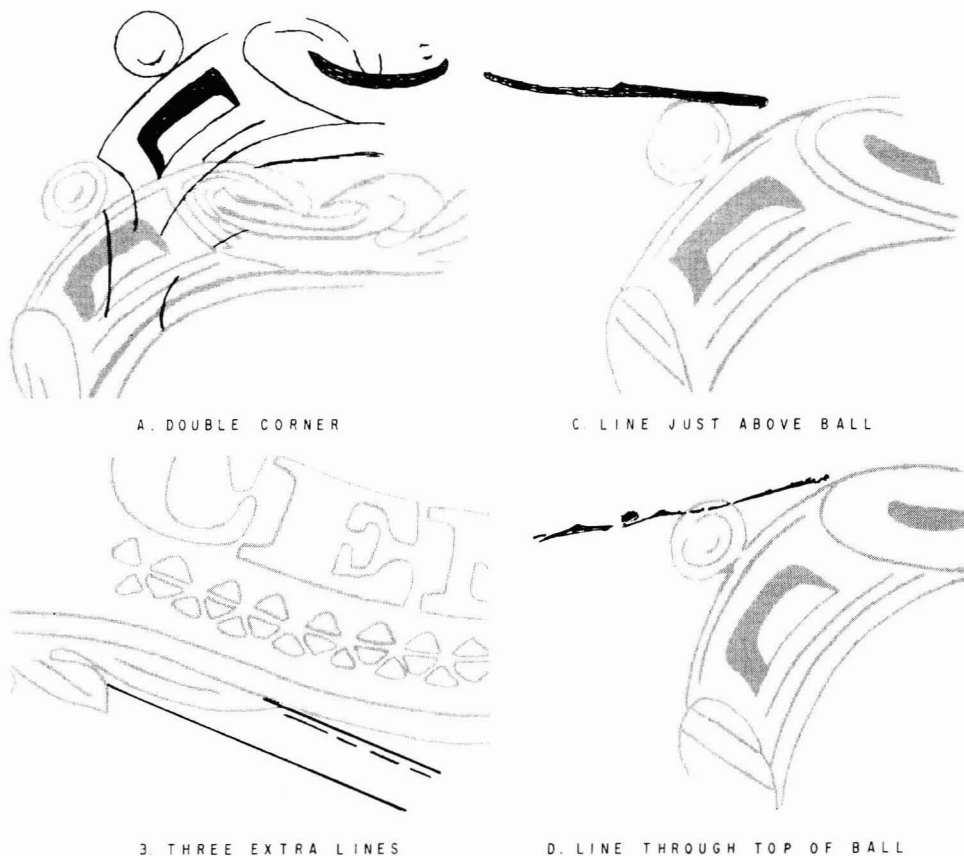


Figure 1

Varieties of the 3¢ 1861 rose. Items A, C, and D located in upper left corners; B in lower margin left of center.

were submitted by Mr. Perry Sapperstein and the drawings made under a microscope using a camera lucida attachment. This was done at the Period Editor's request by Mr. C. E. Taft and is, frankly, an experiment in an effort to find a way to more effectively present this sort of thing on a printed page, where screens, etc. often much reduce the effect of delicate lines or high magnification photography.

Items C and D are recent discoveries by Mr. Taft and the Period Editor and the illustrations were done in the same way. At this time, we make no attempt to explain the status of these varieties. They may all be plate varieties or some may not. However, the first order of business in attempting to understand or claim such items as these to be plate varieties is to attempt to find a confirming copy. If this can be done, then the fact of the item being a plate variety is proven; there only remains to explain what type variety we have and how it occurred.

So, the first question; will anyone who has an identical copy or something close to any of the items illustrated please report it to the Period Editor?

Regarding the illustrations, we believe all interested readers are sufficiently familiar with the design of the 1861 3¢ stamp that explanation beyond that given with Figure 1 is not required.

Domestic Postal Markings

Plate I illustrates domestic postal markings, tracings of which have been sent in with reports. The markings shown are only part of the material received; the rest will have to be held over for future issues. Those used are typical, being rather picked at random, and represent quite well what should be reported and recorded for this period.

It is expected to eventually subdivide domestic postal markings of this period about as has Mr. Tracy Simpson in his USPM. For the present, however, for purposes of record and illustration, we shall simply record markings as being with or without significance insofar as origin, rate or routes are concerned. This is to say that purely fancy cancellations will be considered separately.

There are several standard references which illustrate many of the markings used during the 1861-69 period. Among these are Linn's *The PAID Markings on the 3¢ U.S. Stamp of 1861*; Blake and Davis' *Boston Postal Markings to 1890*; Herst-Sampson's *19th Century United States Fancy Cancellations*; and Dr. H. K. Thompson's *U.S. County and Postmaster Postmarks*. This later work is encompassed in Billig's *Philatelic Handbook, Volume X*, and, we understand, is also available as a separate work as *Billig's Philatelic Catalog No. 8*. Many of the markings of the 1861-69 period are holdovers from the previous era and hence are shown in Simpson's USPM. As far as we know, all the above except *Boston Postal Markings* are still in print and available.

Although the rule will not be inflexible, markings reported which have been illustrated in one of the above will not usually be illustrated in the *Chronicle*. Exceptions will occasionally be made due to unusual circumstances. However, markings shown elsewhere still should be reported here so that detail data may be made a matter of record. Also, markings shown in USPM but which are noted as used during the 1861-68 period should be reported. When reporting markings, tracings are required only when markings have not been illustrated in one of the works cited, or when the Route Agent reporting same considers the existing illustration incorrect or incomplete. Full data, as far as is known, should accompany the tracing or report together with a statement as to whether a check has been made against all or any of the noted references. This latter would be much appreciated.



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Domestic Postal Markings



1



2



3



4



5



6



7



8



9

GAHANNA. O. .APRIL 1.

10

MOUTHAVEN
JUL 19 '64

11



12



13



14

Plate I

Reports of Domestic Postal Markings

The markings shown in Plate I were reported as follows:

(All in black unless otherwise noted)

Item	Description	Used with Scott No.	Reported by
1	An "imitation" Boston PAID, used from Profile House, N.H. hotel postoffice, Aug. 11, year unknown. Addressed to a member of the 10th R.I. Volunteers, then at Washington, D.C. Mr. Downing reports this hotel postoffice was probably only open during the summer months. The marking is listed in Linn as type XVI, source unknown.	64b	L. L. Downing
2	Double circle with ornaments. Year unknown.	65	A. H. Bond
3	With ornaments. In red. Year unknown.	65	A. H. Bond
4	No outer circle. Year unknown.	65	A. H. Bond
5	Octagon; year unknown.	65	A. H. Bond
6	19mm circle. Fort Schuyler postoffice operated 1862-66.	65	A. H. Bond
7	With ornaments, hyphenated "New-York". Used 1867-68.	65	A. H. Bond
8	Year uncertain. Mr. Bond, who has recorded New York City domestic markings for many years, reports this as the only example he has seen.	65	A. H. Bond
9	A very early "Registered" marking. Used Feb. 6, 1869 on cover addressed to Hon. Wm. H. Seward, Secretary of State, Washington, D.C. Mr. Bond reports this to be the earliest example of this marking in his records.	65,76,96	A. H. Bond
10	Used on patriotic cover, Walcott #1891 (red and blue design on white). Marking ties stamp.	65	R. B. Graham
11	Origin uncertain. First letter of first word not clear; no state designation in marking. Town may be "Mott Haven". With 7 ring killer tying stamp, addressed to Long Island.	65	R. B. Graham
12	No outer circle. Year unknown.	U35	H. C. Greene
13	An 1866 usage. This marking has been reported on loose stamps as "IKE", which received considerable publicity during the Eisenhower administration.	U59	H. C. Greene
14	Used Sept., 11(?), 1862 from notation on cover.	U35	H. C. Greene

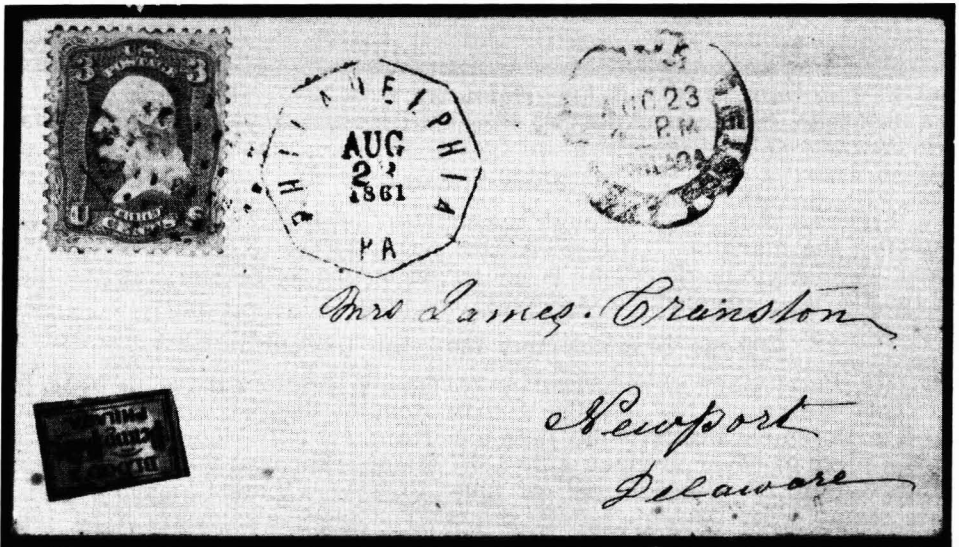


Figure 2

Very early use of 3¢ 1861 stamp with Blood's Local. (Reported by Robert L. Markovits.)

Mr. H. C. Greene also reports USPM marking No. 18 of Schedule A-27b (Errors of the mail service), the straight line "TOO LATE", attributed to New York City, on a 4th type pink Nesbitt envelope, Scott U58, addressed to San Francisco, Cal. The postmark shows that the cover entered the mails at Painesville, Ohio on August 13, year unknown, but has to be 1864 or later. The exact meaning of the marking "TOO LATE" isn't known; perhaps, as used at times on 19th century Canadian and British empire mails, the marking was used to indicate that it arrived on the day a mail was despatched but still *too late* to have been included in the mail bags. This, however, is speculation.

Mr. Robert L. Markovits reports the cover shown in Figure 2. Mr. Markovits believes that this cover represents the earliest known combination of the 3¢ rose 1861 and any local. The usage is from Philadelphia, Pa., August 23, 1861—certainly very early for the 3¢ 1861 stamp. The local is Scott's type L40 and hence is Scott No. 15L14, 15L15 or 15L16, all of which were originally issued in the years of 1853 or 1854. Scott's specialized catalog does not list any of these locals as being used with stamps of the 1861 issue.

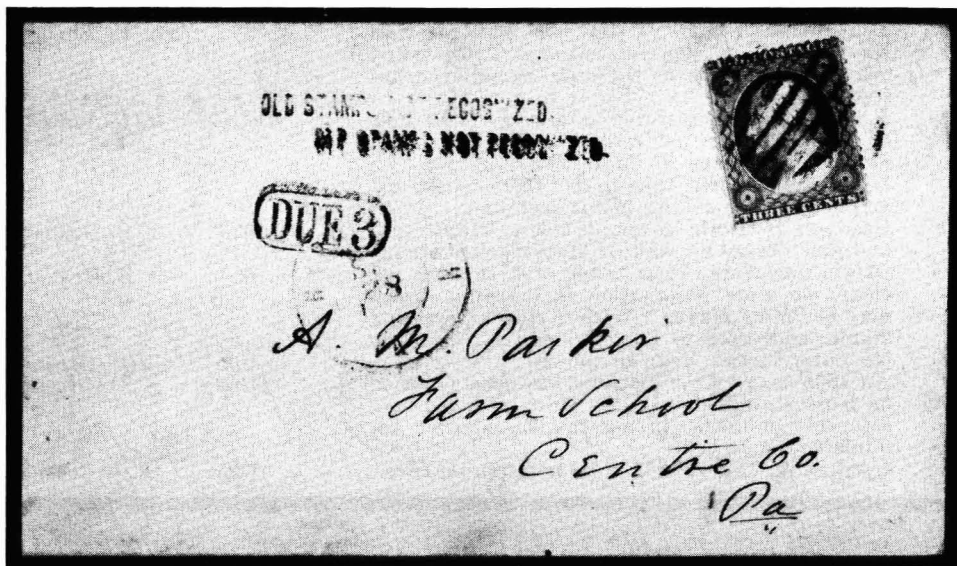


Figure 3

The Harrisburgh, Pa. version of the "Old Stamps Not Recognized" marking, with "Due 3".
(Courtesy of Jack E. Molesworth.)

Demonitization

Figure 3 illustrates, through the courtesy of Jack Molesworth, a cover showing the marking "OLD STAMPS NOT RECOGNIZED" of Harrisburgh, Pennsylvania. The year is not given but could be 1861, as the date of the Harrisburgh marking is Sep. 28.

Chicago Supplementary Mail and Demonitization

Mr. Perry Sapperstein reports concerning the item listed in page 18, LIST II, *Chronicle* No. 48. The fourth item in the list, shown as being used in December but with day date uncertain, actually belongs in LIST V. It is a piece of cover, bearing a 3¢ 1857 stamp, cancelled with the Chicago "Old Stamps Not Recognized" in blue. Part of a blue Chicago circular date stamp with December date shows. The piece also bears a 3¢ 1861 stamp tied with the big blue Chicago Supplementary Mail marking, dated December 6. The year could be either 1861 or later; there is nothing to indicate anything the year at all here and we cannot even guess. The

thing that strikes the Period Editor here is the question of why is there more than one example of this odd combination? Figure 4 shows a cover previously listed in List V of *Chronicle* No. 46, being submitted by Mr.



Figure 4

Why do at least two examples of this odd combination exist? Certainly, there seems no obvious reason why a cover with "Old Stamps Not Recognized" which had been "Held For Postage" over a week should always be forwarded by Supplementary Mail.

(Courtesy of J. David Baker.)

J. David Baker. Here we have the same combination of markings as are on the piece of cover reported by Mr. Sapperstein, except that we are aware of an additional marking, "Held for Postage", also in blue, on the back flap of the cover. A manuscript number, "373" also appears on the cover. The date of this cover is given as June, 1862, although the year date of the marking is not certain from the photograph. This cover was illustrated and discussed at the workshop at Napex, in September, 1963 and considerable discussion of the details of its handling took place. The writer's version, which probably doesn't agree with the ideas of others, is that the June 13, 1862 c.d.s., "Held For Postage", "Old Stamps Not Recognized", and the number "373" were all applied when the cover was found in a post box with the 1857 stamp affixed. The "373" was probably a number under which the cover was filed for ready reference. Then, a notice (referring to the number) was either inserted in the local paper, stating that a letter addressed to the Hotel Pelham, Boston, was being held for postage or the addressee was notified by official mail. In either case, there was a response, a stamp was received by the postoffice at Chicago, who removed the letter from the file, affixed the stamp, cancelled it with the supplementary mail marking and sent it on its way. Now, the question—why the supplementary mail marking on *two* covers? Was this

a standard practice or simply a coincidence due to the particular timing of incoming and outgoing mails? Does anyone have any ideas which they desire to express on this?

At Napex, the comment was made that the Chicago supplementary mail marking was known only on covers addressed to the east. At Washington, Mr. George Turner showed us two covers with this marking, both addressed westward. Can any one shed any light on this one?

Double Circle Markings

The common town marking in the 1850's was the single circle, known in medium to very large sizes. During the Civil War, the common marking was the double circle town marking, either with or without year date. The earliest known to Mr. Henry A. Meyer is that of Mobile, Alabama in September (?) 1859. Does anyone have any such markings of 1859 or an earlier year date?

In 1863 or '64, the smaller (25 or 26 mm outer circle) double circle markings were often replaced with similar instruments with a 30 mm outer circle.



Figure 5

New York to San Francisco. Where was the stamp cancelled and why are there no origin markings? (Submitted by Roger B. Cotting.)

The New York to San Francisco Route

Route Agent Roger B. Cotting submits the cover shown in Figure 5, which is a puzzler. The cover travelled from New York to San Francisco in 1867; this much seems clear. The directive, "Pr. Stmr. H. Chauncey" refers to the *Henry Chauncey*, a 2,600-ton steamer which operated out of New York 1865-82. The absence of a New York town mark suggests that the letter was handed to the captain of the *Chauncey* at shipside. The cover should normally bear a San Francisco town mark, but its absence is a frequent occurrence on ship letters to many different ports. Why is there no mark "Ship" and "Due 3" or "Due 6" (ship letters required double postage due after July 1, 1863) or, alternatively, the beautiful oval mark "Steam Panama" and a due rate, will, of course, never be solved after passage of 98 years. One question remains which some of our members may be able to answer. Does anybody recognize the heavy circular grid, of 13 roughly parallel lines, 24-25 mm, struck in black, as a San Francisco, or, for that matter, killer of any other port?

—Henry A. Meyer

Year Dated Townmarks

by ARTHUR H. BOND, R.A. #431

For some indication as to the frequency of year-dated townmarks through the 1861-69 period, 250 covers, collected without regard to this feature, were examined. These covers had the following characteristics:

- A) All were handstamped.
- B) Practically no duplication of townmarks.
- C) Origin predominately northeastern States.

- | | | | |
|-----------------------------|--|------------------------------|--|
| 1861 (1861 stamps only) (1) | | 1865 (3) | |
| Pawtucket, R.I. | | Buffalo, N.Y. | |
| 1862 (8) | | Middletown, Conn. | |
| New York, N.Y. (3 types) | | South Hadley, Mass. | |
| Greenfield, Mass. | | 1866 (2) | |
| Milford, Mass. | | Barre Plains, Mass. | |
| Amherst, Mass. | | Warren, Mass. | |
| Westhampton, Mass. | | 1867 (8) | |
| Adams, Mass. | | West Chester, Pa. | |
| 1863 (6) | | Olean, N.Y. | |
| New York, N.Y. | | Shelburne Falls, Mass. | |
| Mt. Morris, N.Y. | | Clinton, Mass. | |
| Fairhaven, Mass. | | E. Templeton, Mass. | |
| New Bern, N.C. | | Eau Claire, Wis. | |
| Philadelphia, Pa. | | Profile House, N.H. | |
| Fort Schuyler, N.Y. | | Athol, Mass. | |
| 1864 (16) | | 1868 (3) | |
| New York, N.Y. (2 types) | | Fishersville, N.Y. | |
| Springfield, Mass. | | Glendale, Mass. | |
| Nashville, Tenn. | | Lyndon, Vt. | |
| Gt. Barrington, Mass. | | 1869 (1867 stamps, only) (2) | |
| Phelps, N.Y. | | Ludlow, Vt. | |
| North Adams, Mass. | | South Hadley, Mass. | |
| Webster, Mass. | | | |
| Northbridge, Mass. | | | |
| Lee, Mass. | | | |
| Pittsfield, Mass. | | | |
| Amherst, Mass. | | | |
| Milford, Mass. | | | |
| Norristown, Pa. | | | |
| Burlington, Vt. | | | |
| Burlington, N.J. | | | |

This totals 48 covers of the 250 examined, with year dates, or just under 20%. Of interest is the fact that just a third of the year dated covers are 1864 dates, of what significance this is, is uncertain.

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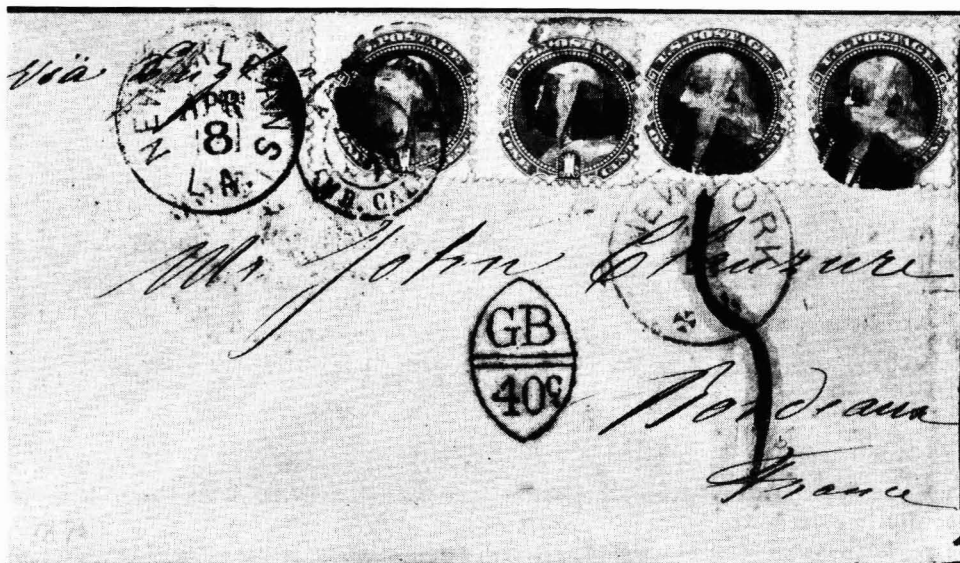
THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

Four Cent Part-Payment Rate to France

MILLARD H. MACK

Covers showing the four cent part payment rate to France, which was in use from January 1, 1870 until August 1, 1874 are far from common. During this period there was much confusion concerning the rates to France. The four cent part payment rate per $\frac{1}{2}$ ounce was by Open Mail via England. Our postal officials had made arrangements to send mail to England and then the mail was sent to France under the terms of the Anglo-French Treaty. Most often this rate is found paid by a pair of 2¢ 1869 stamps or a pair of the 2¢ Banknote stamps. Occasionally covers are seen showing the rate paid by a 1¢ 1869 in combination with a 3¢ Banknote.



The above illustration shows a choice cover in the collection of Karl Jaeger. Here the single four cent rate is paid by two horizontal pairs of the 1¢ 1869. The use of four copies of the 1¢ 1869 must be considered scarce. A study of the Krug, Gibson, and Knapp Auction catalogues indicates only one cover (Krug lot #692) franked with four copies of the 1¢ 1869 and this illustrates the same rate. Each of these collections contained in excess of 120 covers franked with stamps of the 1869 issue.

The above cover was postmarked April 8, (1870) and went from New Orleans, La. to Bordeaux, France. The wormy like marking is the French due marking of "5" (decimes) and it indicates the letter weighed less than $\frac{1}{4}$ ounce. The U.S. rate was 4¢ per $\frac{1}{2}$ ounce—prepaying the letter to the British frontier. The letter then went as an unpaid letter originating in England. France collected its postage (5 decimes or 9 $\frac{1}{2}$ cents) from the addressee. The "GB 40c" marking was applied by the British.

The 1¢ 1869 stamp is generally found paying the drop rate or a pair to pay the carrier rate. Covers showing three copies, either individually or in strips of three, paying the single weight domestic rate are seen

frequently. So the above cover has two elements contributing to its desirability: (1) a scarce rate, and (2) an unusual franking.

Surely there are covers in collectors' albums showing the use of four or more copies of the 1¢ 1869. There must be some covers with six copies showing a double weight domestic cover or perhaps there is a foreign rate paid entirely by the appropriate number of 1¢ 1869 stamps. I would appreciate hearing from collectors about these covers so that I may include the information in my records. Also there must be covers showing the 4¢ Rate to France paid by four copies of the 1¢ Banknote. Such a cover would be a wonderful companion piece for the illustrated cover.

The Stepwise Reduction in the Prussian Closed Mail Rate

CHARLES J. STARNES

(Figures in parentheses refer to appended references)

The terms of the United States Postal Convention with Prussia (1), effective October 1852, should be reasonably familiar to members of the Society. A general summary is given in the *Chronicle* (2) and *United States Postal Markings* (5), together with listings to 1861 of exchange markings (3,6) and a few covers (4, 7). Two further interesting examples of usage of the first Prussian closed mail rates (from October 1852), one to Rome (Fig. 1) and one to St. Petersburg (Fig. 2) are illustrated.



Figure 1

Newport, R.I., 28 Feb. 1858—New York City, 3 Mar.—Aachen, 16 Mar.—Rome, 23 Mar. The R17, X1, and two T2s prepay the PCM rate of 35¢/½ oz. to the Papal States (Oct. 1852 thru 1859). The irregular "PAID 35" was handstamped at the Newport office to state total postage. Backstamped "New York Br. Pkt.," and credited with red "12" on front, the proper Prussian credit—2¢ Belgium transit plus 5¢ GAPU plus 5¢ transit to the Papal States.

Although certain changes in Prussian closed mail rates to countries beyond the limits of the German-Austrian Postal Union had been made previously, the rate to the Union itself remained at 30¢/½ oz., prepayment optional, until September 1861, when the prepaid rate to twelve of its sixteen German independent postal administrations (8) was reduced to 28¢. The announcement, given in the U.S. Mail and Post Office Assistant for October 1861 (9), was copied from Post Office Department instructions sent 10 September 1861 to the New York Office:

"A reduction of one penny (2¢) the single rate having been made by Great Britain on prepaid letters mailed in the United Kingdom and addressed to Prussia, Austria, Bavaria, Saxony, Wurtemberg, Mecklenburg-Strelitz, Oldenburg, Luxemburg, Brunswick, Lubeck, Hamburg,



Figure 2

Washington, D. C.—New York City, 2 Jul.—Aachen, 17 Jul.—St. Petersburg. The R15 plus strip of three T2s prepay the PCM rate of 37¢/½ oz. to Russia (Oct. 1852-May 1863). Magenta "14" is the credit to Prussia—2¢ Belgium plus 5¢ GAPA plus 7¢ transit to Russia.

and Bremen, the British Office has consented to extend the benefit thereof to the *paid* correspondence between the United States and these countries respectively, transmitted through England in the United States and Prussian closed mail, by reducing the British territorial transit rate in respect to such prepaid letters, from 8¾d. to 6¼d. per ounce.

"This reduced rate is confined to *prepaid* letters, and to those only which are addressed to the several States enumerated above. Therefore all unpaid letters to whatever part of Germany they may be addressed and all prepaid letters addressed to any other German States than those mentioned, will continue to be chargeable with the existing rates of 30¢."

It is interesting to note that the United States Post Office must have had reasonably good data on the average weight of letters sent through England in the Prussian closed mail, for the break-even point figures 0.4 oz. for a single-rate and 0.8 oz. for a double-rate letter. At the stated reduction of 5¢/oz. in bulk transit rate, the United States would lose money if letters averaged under the above weights.

The next step in reduction (presumably based on extension of the British bulk reduction) to the 28¢ rate occurred eight months later, May 1862, excluding only Baden (10) :

"Post Office Department. Washington, May 17, 1862.

Postmaster, New York:

With reference to my letter of Sep. 10, 1861, informing your office of a reduced rate of 28¢ upon prepaid letters per U.S.-Prussian closed mail, addressed to Prussia, Austria, Bavaria, Saxony, Wurtemberg, Mecklenburg-Strelitz, Oldenburg, Luxemburg, Brunswick, Lubeck, Hamburg, and Bremen, I have to inform you that in future the same rate of 28¢ will also be extended to the *prepaid* correspondence by Prussian closed mail addressed to Hanover, Mecklenburg-Schwerin, and the postal districts of the Princes of Thurn and Taxis.

"The German States and Districts under the postal administration of the Thurn-Taxis post office are: Frankfort on the Main, Hesse (Electoral), Grand Duchy of Hesse, Hesse-Cassel, Hesse-Darmstadt, Duchy of Nassau, Duchies of Saxe-Coburg-Gotha, Saxe-Meiningen, and Saxe-Weimar-Eisenach, and the Principalities of Reuss, Lippe, Lippe-Detmold, Hohenzollern, and Schwartzburg.

"All *prepaid* letters, therefore, addressed to any of the German States (except Baden), per Prussian closed mail, are chargeable in future with the reduced rate of 28¢.

John A. Casson
First Ass't. P. M. General."

Finally, in May 1863, the 2¢ reduction was announced effective on all Prussian Convention mail (11):

"We are requested to state that the reduced postage charge of 2¢ the single rate on prepaid letters, will, in future, be extended to the entire correspondence exchanged in the United States and Prussian closed mails, so that letters to or from Baden, Russia (including Poland), Sweden, Norway, Denmark, and all other countries beyond Germany, will have the benefit of the reduced prepaid rate.

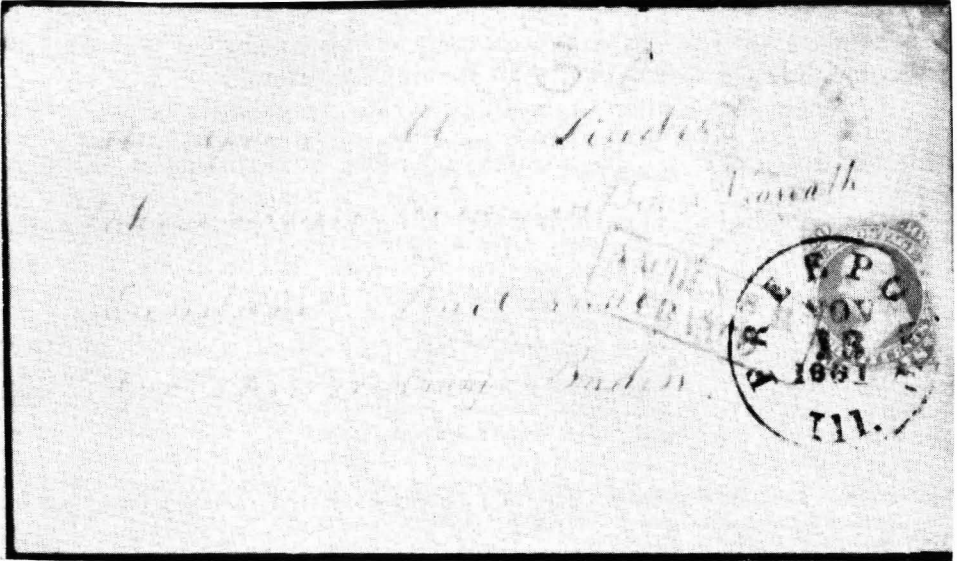


Figure 3

Freeport, 13 Nov. 1861—Chicago—Aachen, 8 Dec.—Karlsruhe, Baden, 9 Dec. The PCM rate to Baden (Oct. 1852-May 1863), credited through Chicago (two strikes of CHICAGO ILL AM PKT 7 PAID).

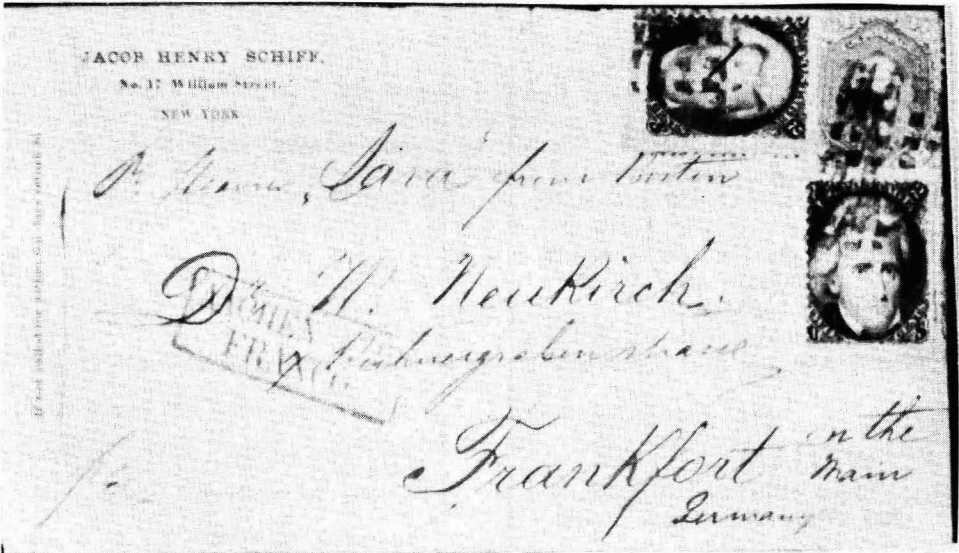


Figure 4

New York City, 20 Nov. 1866—Aachen, 2 Dec.—Frankfort a M., 2 Dec. The 28¢/½ oz. PCM rate to Frankfort (May 1862 thru Dec. 1867). The credit to Prussia (N.YORK BR. PKT. 7 PAID) remained the same, since reduction was only in bulk charge paid by the United States to Britain.

“The single rate of letter postage by the Prussian closed mail will therefore be as follows, viz.:

	Prepaid	Unpaid
To Prussia, Austria, and the German States	28¢	30¢
To Russia (including Poland)	35	37
To Denmark	33	35
To Sweden	40	42
To Norway	44	46

“And so on with respect to all other countries beyond Germany, 2¢ less being charged for prepaid than for unpaid letters.”

To conclude this minor exposition of rate complexities of the period, two covers are illustrated. The first (Fig. 3) is an early usage from Chicago, which only became an exchange office for Prussian closed mails in May 1861.

The second (Fig. 4) cover is a typical example of the reduced 28¢ rate.

REFERENCES

1. *United States Statutes at Large*, 16, 963-75.
2. *The Chronicle*, 31, 10-11.
3. *Ibid.*, 40, 10, P17-19, P22: 43, 5, P25: 44, 9, P15.
4. *Ibid.*, 41, 10, 11: 47, 35: 48, 37.
5. Simpson, T. W., *United States Postal Markings*, 92.
6. *Ibid.*, 100, 106, 107.
7. *Ibid.*, 4.
8. Patton, Donald, *Hamburg*, Chap. IV.: Robson-Lowe, Ltd., London, 1963.
9. *United States Mail and Post Office Assistant*, Vol. 2, No. 1, Oct. 1861.
10. *Ibid.*, Vol. 2, No. 9, June 1862.
11. *Ibid.*, Vol. 3, No. 8, May 1863.

1847-1869 ISSUES

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The Cover Corner

J. DAVID BAKER, *Editor*

Answer to Problem Cover Presented in Issue No. 48

This might be called the Great Backside Mystery. The answer presented was prepared by Winthrop Boggs after consultation with other experts.

We begin by asking a question. How many U.S., or Western European covers (not Registered), have you seen with stamps on the back? Herein lies the solution of this cover's travels and markings.

This is what happened:

The cover left Westhampton, Mass., June 4, 1867, bearing on the front a 1¢ and two 10¢ 1861's. On the back was a 1¢, two 5¢ and a 10¢, all 1861's. The Westhampton Clerk did not notice the stamps on the back, but they were seen by the clerk at Northampton who cancelled the stamps on the back, as his duty, the cancel also serving as transit marks. From there it went to either Boston or New York, there being no Exchange Office mark to indicate. Arriving in London, the British clerk seeing only 21¢ on the face and 11¢ on the back, struck "Paid Only to England", and the circular "G.F. London Ju 17 67". He then noticed two loose 5¢ stamps which he replaced, and sent the letter onward to Switzerland. It received the French "Amb. Calais 18 Juin 67", and the "G.B. 40¢" accountancy mark. Upon arrival at "Geneva Ju 19 67", the Swiss clerk crayoned "lf 5", that is 21¢ due, as it was a double rate letter. Upon turning it over, he saw the other stamps and then crossed out the blue crayon lf.5. So far, so good—the U.S. stamps had done their duty.

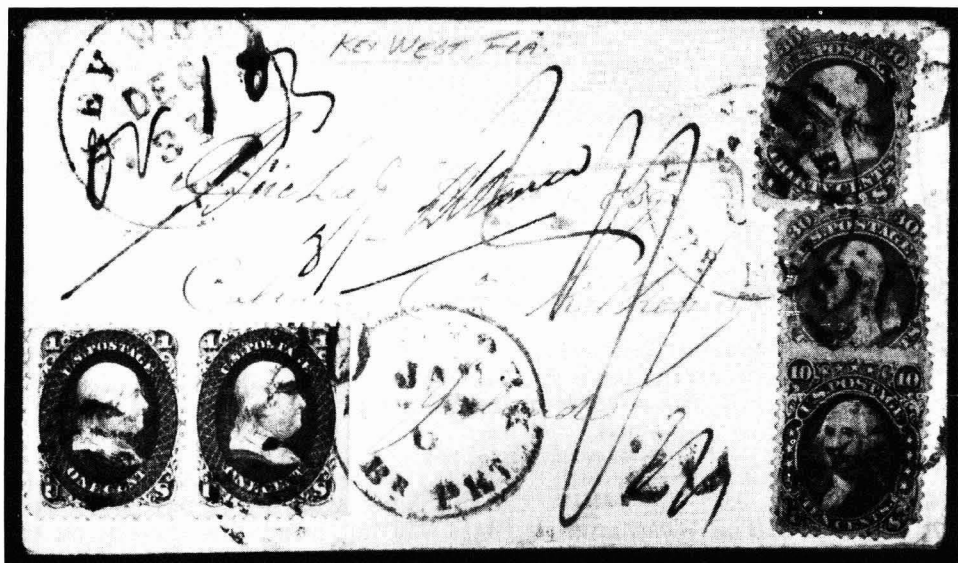
The letter lay in the Geneva General Delivery for about a month, when no doubt upon instruction, it was forwarded to Berlin. The Swiss clerk crossed out "Suisse" and "Geneve", and wrote Berlin. It then went by train on the "Amb.Lausanne-Berne No. 1 21 Jul. 67" to Olten, the exchange point with the Baden Railways; here the Swiss clerk, in blue ink, wrote over the other blue crayon lfr, and crossed out the "Via French Mail". The lfr was the amount due the Swiss Postoffice. The Baden Railways struck it "Gr. Bad Bahnpost 24 Jul 67", that is, Grand Duchy of Baden Railway Post Train 22. In Prussia it received the oval "Schweiz uber Baden", that is Switzerland through Baden. In Berlin the blue circular "26-7 7-9V" was struck, and in the Berlin General Delivery the same day, it received the "Ausg 26-7 7-8 N", that is, delivery of 7-8 in the morning. Between Geneva and Berlin, one of the 5¢ stamps fell off again, but as it had done its duty, this did not matter at the time. It occupied the place where the blue "26-7 7-9V" mark is. The Prussian clerk also wrote the red crayon 4gr/6 due, which was crossed out when the party paid the fee and received the letter.

Moral of this: Don't put stamps on the back of letters to confuse the clerks and letter handlers then, and the philatelists a century later. Also, stick your stamps on so they stay!

(This analysis prepared by Winthrop Boggs)

Problem Cover for this Issue

This Issue's problem cover is from the 1861 Period. It travelled in the Trans-Atlantic Mails. The problem presented results from a lack of knowledge of multiple rates to England during this Period. Dick Graham, after examining this cover, says that very probably it is a letter from a



citizen of the British Empire who was aboard a Blockade Runner which was captured by a ship of the Blockade Squadron. These individuals who were British subjects, were quickly transferred to ships bound for New York. The action of intercepting the ship was very displeasing to the British Government, who frequently made protest to Secretary of State Seward through diplomatic channels. The question posed here is with 72¢ of postage—why was the cover marked partially due and “three/allowed”? The markings are as follows:

1. Posted Key West—December 31, 1862
2. “20” applied to all stamps
3. Red rectangular SHORT PAID
4. The manuscript marks are “over 1 oz.”, “4/-” and “3/-allowed”
5. Of the three postal markings on the reverse, the only legible one says “CAL-LAN JA 19 63”.

Members are invited to submit to the editor of this corner photos of problem covers. Those that are deemed appropriate will be used in future issues.

1847 Covers from Maryland

(continued from page 46)

- (2) New York City: 930,000 fives and 295,000 tens.
Philadelphia: 462,000 fives and 77,000 tens.
Boston: 401,000 fives and 41,000 tens.
Baltimore: 155,000 fives and 32,800 tens.
Totals to the four cities 1,948,000 fives and 445,800 tens.
- (3) Maryland received 167,500 fives of which 155,000 went to Baltimore;
Maryland received 34,500 tens of which 32,800 went to Baltimore.

Coming Attractions

Maurice Blake is preparing an article on 1847 covers from Boston, George Slawson an article on 1847 covers from Vermont, and Arthur Van Vlissingen one on 1847 covers from Wisconsin. If any member has information that will be helpful to any of these three gentlemen, we hope that you will forward it to the editor of the 1847 Section.

Remele Type A2-c in Black

Mr. W. W. Hicks reports a Remele Type A2-c, *Alby & Buffalo R.R.* used in 1848 on stampless cover from Utica on the Utica & Schenectady R.R. It is in black ink, which color has not previously been reported as used in the 1847 period with this type of marking.

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August Dietz, Sr.
2100 STUART AVENUE
RICHMOND 20, VIRGINIA

April 27, 1964

H. R. Harmer, Inc.
6 West 48th Street
New York, 36, N. Y.

Dear Mr. Harmer:

Attached is the sixth note that my sister and I have found among Father's many, many boxes of stamps, covers and papers. This one must have been written in his ninety-fourth year when he was no longer able to do the beautiful lettering for which he was known. It is our answer to friends who ask: "What are you doing with your father's stamps?" We reply "We haven't had to think - he told us repeatedly to send them to Mr. Bernard Harmer and now we find little notes written to us to be sure that we carry out his wishes."

*In case of sale or auction of my
collections of stamps contact
Mr. Bernard Harmer, of H. R.
Harmer, Inc. (see other side of card)
personally, or by letter, and be gov-
erned entirely by his advice.
Both Frieda and I met him per-
sonally at Home of Award of Lieutenant's
medal by Collectors Club, in New York.*

This letter is to thank you again for the two checks for part of Father's U.S. collection and the private sale of his German States and Colonies; for the three catalogs since, listing more of his U.S. and foreign held, and to tell you that you are going to receive another big batch of covers which we have just found. We especially appreciate the immediate attention you have given the collections and we really appreciate the the nice checks!

Most sincerely,

Frieda Mersdith Dietz
Frieda Mersdith Dietz

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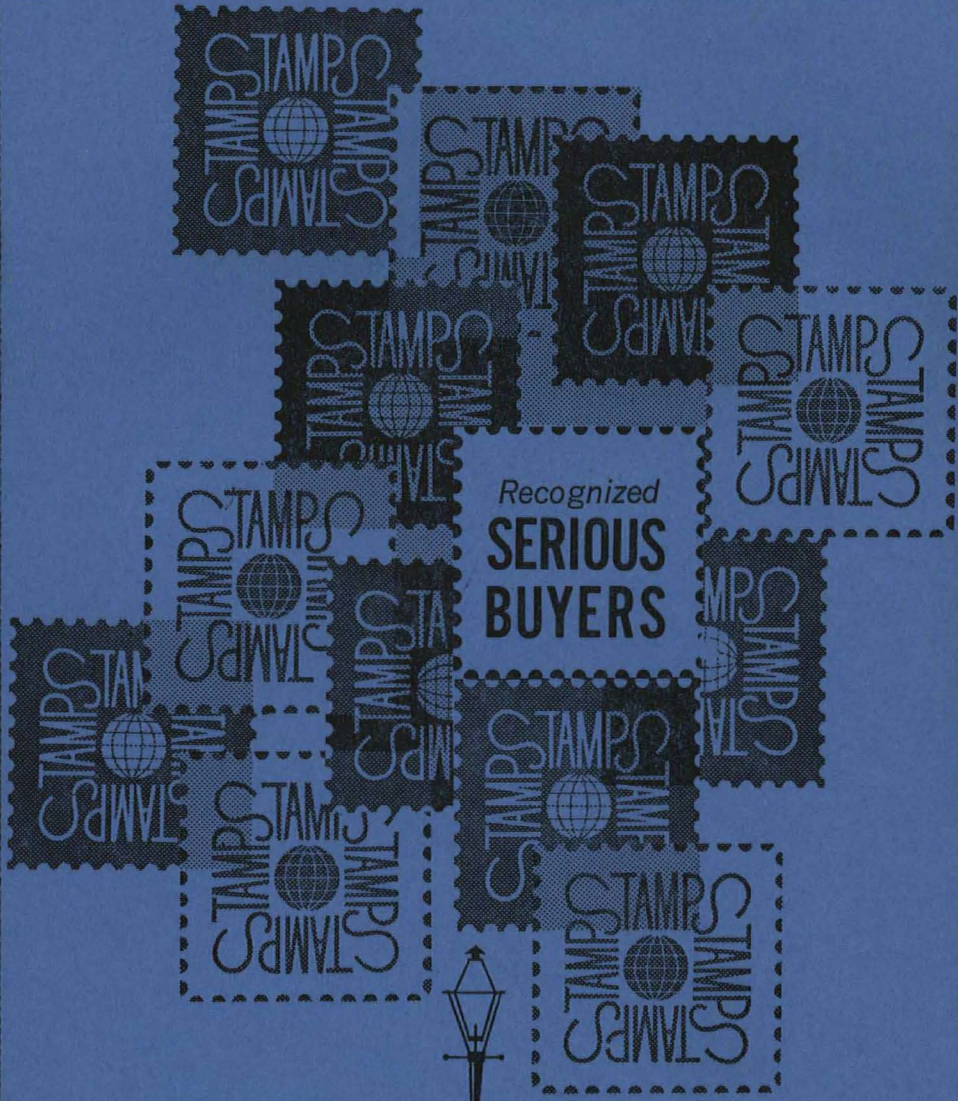
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U. S. POSTAL MARKINGS 1851-'61

ADDENDA AND CORRIGENDA -- XI

January, 1965

Page 64, Sched. A-14c. Illus. No. 3 is of Abingdon, Va. (blue) rarity No. 7.
 Page 108, Sched. A-23. Pre-treaty to France via Havre; increase rarity to 9.
 Page 114, Sched. A-26. Dimensions of item 1 should be 43x12 and item 5, 56x16.
 Page 156. Earliest date of 5ct perf red brown should be Aug. 23, 1857.

Additions to schedules for markings in Issues 47, 48, and 49 of CHRONICLE

Schedule A-2	Rarity	Schedule A-13 cont'd	Rarity
<u>Maine</u>		<u>Mississippi</u>	
SACO/D/MAINE K2-31 Ch49	3	Canton 8 bl paddle wheel L14-16	
<u>Massachusetts</u>		Ch47	5
DUDLEY/D/MASS. K1-29 Ch49	4	<u>New York</u>	
TOLLAND/D/MASS K 7, 18-28 Ch49	6	Painted Post 5-Vs L14-20 Ch47	4
WEST SUTTON/D/MASS K1-32 Ch47	5	Lyons, solid L15 16x9 Ch49	3
<u>Missouri</u>		<u>Pennsylvania</u>	
NEW-MARKET/msD/MO.dc K1-36	6	East Smithfield L16-21 Ch48	4
<u>Louisiana</u>		<u>Tennessee or Texas</u>	
ST. CHARLES COURT HOUSE/msD/LA. dlc K16-28 Ch49	6	Chapel Hill L11-16 Ch48	6
<u>New Jersey</u>		Schedule A-14c	
N. BRUNSWICK N. J. /D K3-26 Ch49	3	<u>Illinois</u>	
RED BANK/D/N. J. K1-30 ch48	4	Chicago M10-enc 3 C-14 Ch47	5
<u>New York</u>		<u>North Carolina</u>	
LEEDS/D/N. Y. K1-28 ch49	4	Greensborough M10 3 12mm Ch49	6
ROMULUS/D/N. Y. K7-28 Ch49	3	<u>Schedule A-21</u>	
ROSLYN/msD/N. Y. K3, 18-26 Ch48	5	NEW-YORK/D/str line FREE C-29	6
<u>Ohio</u>		Ch47	
EAST ROCHESTER/D/O K7-32 Ch47	4	Schedule A-24	
<u>Pennsylvania</u>		Same as No. 16 but without PAID/6d	
LEIPERVILLE/msD/PA. dc K1-28	7	Ch47	4
Ch48		Schedule A-27a	
Schedule A-6		ADVERTISED/D Albion N. Y. 23x2	4
MAR (YL AGJRL COLLEGE dc-37 Ch49 10		Ch47	
Enon College (Tenn) mss Ch48	8	ADV 1 19x10 Auburn N. Y Ch47	4
THEO SEMINARY/D/VA C-31 Ch47	7	ADVERTISED 1CT 39x3, New London, Ct. Ch49	4
Schedule A-11		Schedule A-27c	
MONTREAL & (CONCORD)R. R.		DUE 5 in scroll 12x18 Ch47	6
(M13-1/2) C-34 Ch49	9	DUE/3 C-18 Baltimore Ch49	4
ORANGE & ALEXA. /D/R. R. C-32		<u>Schedule A-28</u>	
(O4) Ch48	9	<u>Nebraska Ty</u>	
TUSC. BRANCH PITTS & CLEAV. R. R.		Table Rock N. T. mss Ch47	6
(C21e) C-37 Ch49	10		
Schedule A12		Note: Letters in () are uncertain.	
B & O R. R. Co. WOODBINE Ch48	10		
Schedule A-13			
<u>Connecticut</u>			
Central Village L24-16 Ch48	3		
<u>Maine</u>			
Weld L1-17 Ch47	4		
<u>Massachusetts</u>			
Chicopee L15-15 Ch47	4		
Foxboro L5-29 Ch48	3		
Williamsburgh L12-20 Ch47	6		