



ELLIOTT
PERRY
DEDICATION
ISSUE

The

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of the U.S. Classic Postal Issues

June, 1965

Volume 17, No. 3
Spring Issue

Whole No. 50

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June, 1965

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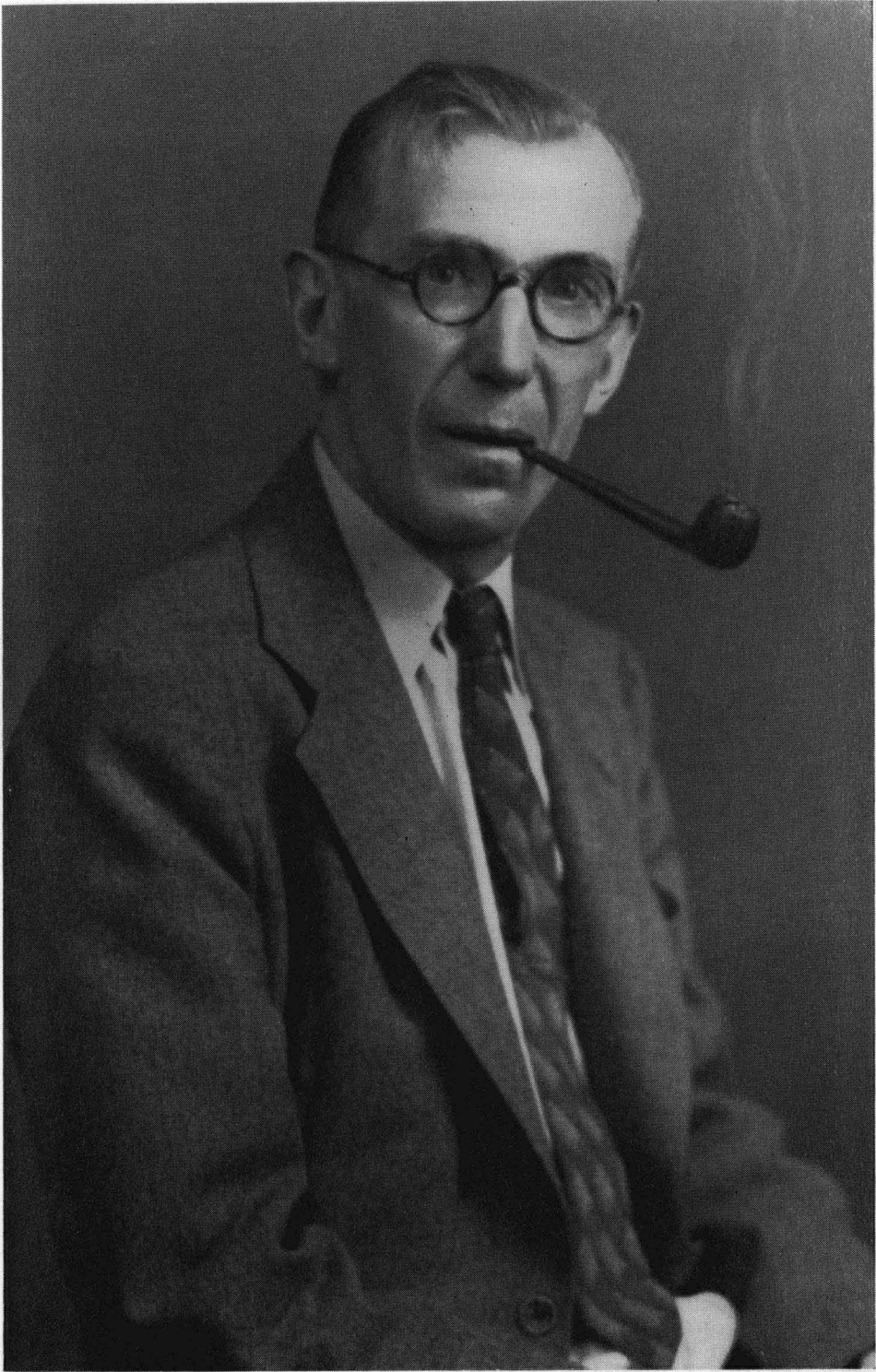
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THE ELLIOTT PERRY AWARD

The cup is awarded for significant contribution to the philately and postal history of the U.S. classic issues other than the 1851-'61 period which is covered by the Ashbrook and Chase Awards. The cup was presented by the Weill's of New Orleans. For details see the Chairman's Chatter No. 50.

In This Month



ELLIOTT PERRY

Dedication to Elliott Perry

With the advent of the Elliott Perry Cup it is appropriate that the U.S. Philatelic Classics Society and the *Chronicle* honor a man whose significant contributions to the body of philatelic knowledge have been freely given to us, piece by piece, over a period of more than two score years. During these years his influence upon the collecting of U.S. nineteenth century stamps and covers has become pervasive. It is exerted, even upon the novices and neophytes, through the use of so common a thing as a stamp catalogue. Those who read philatelic literature, even to a small extent, are certainly aware of it, for few authors dealing with this period can avoid reference to the source material contained in his *Pat Paragraphs*. Students and specialists have long found Westfield to be a font of information.

In any field of endeavor, be it science or philately, the stature of a student can be measured by the extent to which he has influenced the thinking of his contemporaries. It can be said, without equivocation, that the stature of Elliott Perry looms large indeed. It is, therefore, in recognition of his stature as a philatelist and with deep appreciation and sincere thanks for his many significant contributions to the body of philatelic knowledge that we, the members of the U.S. Philatelic Classics Society, dedicate this issue of the *Chronicle* to Elliott Perry.

While it would be physically impossible to publish all that these members are willing to write about him, comments were solicited from a few of his long-standing friends and associates:

Among the outstanding philatelic research scholars of our era, the name of Elliott Perry ranks as one of the very highest. He has been equally diligent in studying the technicalities of our classic stamps themselves, and in searching the records of the postal service as related to stamp usage. In the records of the Post Office Department, in newspaper files, and wherever there was a chance of finding information, he has searched. His voluminous writings have furnished collectors with data of great value, much of which would never have come to light but for the work of Elliott Perry. His many campaigns against every variety of fraud and sham as well as against superficiality in scholarship have made his name synonymous with thoroughness and integrity.

The characteristic which I like best to associate with Elliott Perry is his uniform spirit of helpfulness. He has never withheld knowledge for his own use, but has made it freely available to all. He has never rebuffed a student who came to him for help or advice. No matter how elementary the question, if the one asking for help sincerely wanted to learn and improve his knowledge, Elliott Perry has consistently been patient, kind, and ready to explain and instruct. Those who have had occasion to benefit by his kindness will long remember and thank him for the help they have received from him.

Henry A. Meyer

Shortly after Elliott and I met in 1913, we agreed to barter. I gave him a collection of cigar stamps, and he handed me a large stack of philatelic literature. That really started me collecting handbooks, articles and all kinds of stamp data.

Elliott has a vast and deep knowledge of stamps. He is unquestionably one of the great authorities on U.S. issues, including the difficult fields that few touch, such as Carriers, Locals and Confederates.

Besides his scholarly knowledge of the stamps themselves, he knows

their setting and background—dates of release, postal rates, the story behind each issue.

He has written several books and many articles on various aspects of our stamps, always delving deeply into his subject and coming up with an amazing array of enlightening facts. His Pat Paragraphs are not only fact-packed, but highly entertaining.

To me, Elliott is the dean of American philately. I hope he will continue to give us the benefit of his studies and his great fund of knowledge for a long time to come.

Eugene N. Costales

It is fitting that the 1847 section of the *Chronicle* give special recognition to Elliott Perry because of his contributions to our knowledge of these first two stamps. Elliott's philatelic fame is secure because he succeeded in plating the 200 positions of the ten cent stamp of the 1847 issue. This he did in the face of official affidavits from the printers that the plates which printed the stamps had 100 impressions when 200 was the actual number. Elliott's slogan on his famous "Pat Paragraphs" is, "Facts are stubborn." This is appropriate and after his dogged determination to plate the ten-cent stamp, we can change it slightly to say "Elliott Perry is stubborn about getting the facts."

My latest visit with Elliott was in February of this year. His mobility had been impaired for a few weeks by an accident last November but his vocal cords and his mind are as clear and sharp as ever. No tribute to a great man would be complete without giving credit to his lady. Mrs. Perry is a radiantly happy person, and it is easy to see why Elliott has a friendly inner self that reflects his life at home.

From 1931 to 1958, Elliott Perry edited and published periodically a philatelic booklet which he called "Pat Paragraphs." It contains a vast amount of original information and is spiced with "Perryisms" which are sometimes facetious and which often have characteristically sharp barbs. The 1847 specialist values these "Pat" issues because Elliott was the first to list the states, and the towns in each state, that were sent a supply of our first stamps. He also added some pertinent comments about each state and estimated the number of 1847 covers known from each state. Those of you who have followed the *Chronicle* articles about 1847 covers from the various states will recall that Elliott's estimates have been quoted in each. Knowing Elliott one is not surprised that some of these estimates, made so many years ago, are still quite accurate. As is to be expected, a few of his estimates are low because more information has been assembled during the intervening years.

For about ten years Elliott Perry and the late Stanley Ashbrook kept up a running feud as to whether the 1847 plates were copper or steel. Mr. Ashbrook theorized that the plates were of copper and gave his reasons. Elliott maintained they were of steel and every time a bit of new evidence was uncovered the sparks would fly. Their friendship must have become strained at times but the end result was a lively discussion which benefited all serious collectors.

My philatelic reason for seeing Elliott in February of this year was to examine the several hundred album sheets that had formerly housed Senator Ackerman's well known collection of 1847s. Our readers will be interested to know that the descriptive information for these covers was prepared by Elliott, and it is quite extensive. Elliott willingly offered to loan these original sheets to me for an indefinite period. The information from the Ackerman sheets will be incorporated into my records so that subscribers to the *Chronicle* will continue to benefit from Elliott's thoughtfulness and store of 1847 knowledge.

Creighton Hart

My stamp collecting activity began in 1939. I don't believe that I met Elliott Perry until about 1944 by which time I had become intensely interested in the U.S. 1¢ stamp of 1851. My discussions with Mr. Perry were mainly about plating and he spent many hours with me talking about line engraving processes and particularly, about transfer rolls. The information which he gave me helped tremendously in the plating work I did on the U.S. 1¢ stamp of 1851-1857 and in particular, on the 10¢ stamp of 1859. If I hadn't attended a lecture given by Mr. Perry at the Collector's Club where he showed the action of the rocking process of the transfer roll, I would never have been able to come up with the method of identification of the reliefs for the U.S. 10¢ stamp Type V.

In this work, Elliott helped me tremendously. In fact, he made a most important contribution to my 10¢ book, in reference to the theory that had been advanced that the 10¢ Type V designs had been entered on the lay-down by the transfer roll being rocked from side to side instead of top to bottom. Elliott's conclusions and mine were the same. We felt that these designs were rocked in on the lay-down from top to bottom.

Elliott has spent a great amount of time in correspondence with me in reference to various matters such as carrier rates, etc., and I am most grateful for his contribution to my education.

Mortimer L. Neinken

My acquaintance with Elliott Perry commenced early in the 1930's, two or three years after we had moved from home in Chicago to the foreign state of New Jersey. It really started at the A.P.S. convention at Boston in 1930.

This was a little late to share with Elliott Perry his elation in the plating of the 10 cent 1847, but he recounted for me some of the pleasure which he had in getting together the material for the work and how he partially finished the plating on a boat going to England. What a trial he must have been to the steward of his cabin! But it was a triumph of no mean dimension to know 125 stamps well enough to pick out the small differences in their designs in order to identify them. I mention 125 stamps, but actually there were about 2,500 necessary to furnish authentic proofs of the total of 200 positions on the plate. The remaining 75 positions were identified upon his return to the States. When he told me where he had done much of his final work, I thought: what an awful way to cross an ocean when there were so many interesting people to meet and games of shuffle board and badminton to play!

Another of Elliott's very worthwhile experiences was the arranging of the Miller collection of stamps at the Library of New York City. There is a collection which every collector should see when he comes to New York.

One of Elliott Perry's traits is his willingness to give his time and knowledge to every Tom, Dick, or Harry who has a particular problem with his stamps. The more a man knows about his stamps, the more willing Elliott is to sit down with him for whatever time it takes to discuss his problems. Maybe you think that they do not come, but they do. Let me cite a couple of examples. One drove up in a car and announced that he could stay for only two or three hours, but he left three days later. Another, to me, historic occasion occurred when Elliott and I had gone to a stamp show because there were some things on exhibition in which we were both interested. From sad experience I knew that there might be slight minor interruptions and I hoped they would end in that manner. But, no! We had not even started to look when a man from the west grabbed him and proceeded for three hours to talk to him about some of his problems with the ten cent bank notes. I really believe that they would have talked until the guards put them out for the night. When supper time was late, I rather ungraciously removed Elliott and suggested to the man that he write him a

letter about the rest of his problems. At supper I asked Elliott what his chances were to handle some of the man's business in order to pay for the time he had spent with him. "Rather slim," Elliott replied, "as he has never given me any business. However, he is a fine student." So you have it!

Another of the traits of Elliott Perry is his regard for honesty in dealing with his clients. I have known him to accept for refund, during the depression of the 1930's, material which he had sold five or more years previously—long past the time when dealers would accept responsibility for material which they had sold to their customers, and rightly so.

Early in the 1930's, Elliott sold me on the proposition of doing something with the early railroad postmarks and I spent my vacations for three years at the Library of the Post Office Department catching up on the daybooks of the years 1835 and later. It was very similar to the *crossing of the ocean* experience I referred to earlier. At any rate, Elliott Perry and I published in *Stamps* seven plates containing about 125 railroad postmarks of the 1861 period.

Soon after that I was working on the Handbook Committee of the A.P.S. with Elliott Perry and it was then that I learned, during the struggles of preparing some of the books, of another of his qualities which I have seen numerous times since: that of listening to ideas that were not necessarily held by him on a subject. If he agreed, he used them. If not, he would marshal his proofs in line to convince me that his way of presenting the question was correct. I want to say here that we have never failed to reach a mutually agreeable answer.

Arthur G. Hall



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THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

Editorial Comment

George C. Slawson, author of the article on Vermont 1847 covers which appears in this issue of the *Chronicle*, is editor of the "Vermont Philatelist." The "Vermont Philatelist" has just published a series of nine articles by Arthur W. Bingham, Jr. on 1847 covers from Vermont. These articles give in much greater detail the information on 1847 covers from Vermont. The postal history societies of other states may well use Mr. Bingham's articles as a pattern for writing in detail about 1847 covers from their own state. Copies of the "Vermont Philatelist" with Mr. Bingham's articles may be had, at the original subscribers' price, upon inquiry from Mr. Slawson, Craftsbury Common, Vermont. My thanks go to both Mr. Bingham and to Mr. Slawson for sharing their information about 1847 covers from Vermont.

1847 Covers from Vermont

GEORGE C. SLAWSON

Vermont, the fourteenth state, considered itself an independent country throughout the Revolutionary War, its inhabitants unimpressed with claims by New York, New Hampshire, King, or Congress. It organized its own postal system (5 post offices) in 1784, 7 years prior to becoming part of the U.S.—and it retained its rugged postal independence for some time after annexation. But then the number of post offices increased at a tremendous pace, and by 1747 numbered nearly 350. The majority of these

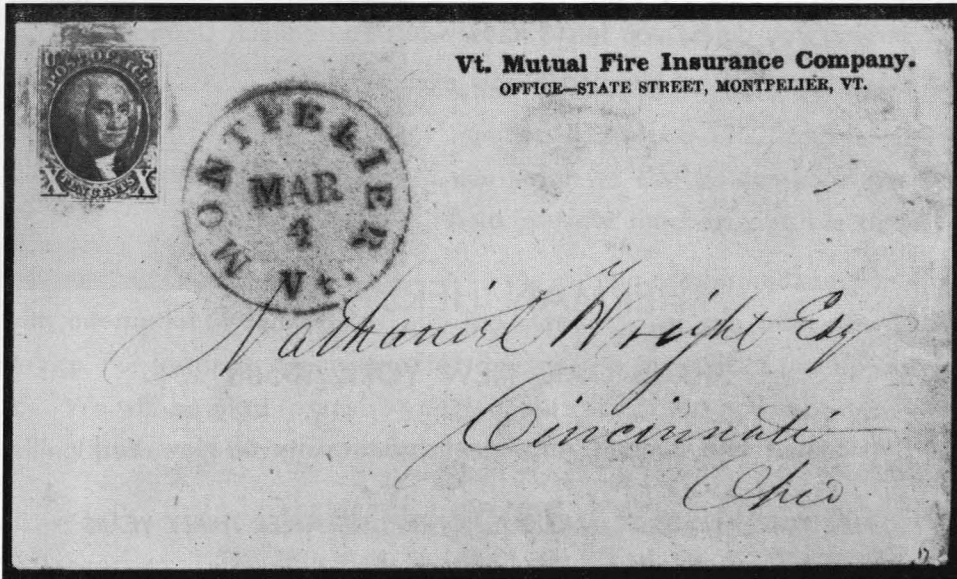


Figure 1

(Courtesy of A. W. Bingham, Jr.)

The only 10¢ cover reported from the state capitol, Montpelier.

were unbelievably tiny with many doing less than one dollar's worth of business per calendar quarter. When stamps became available few postmasters could or would invest in stamps and only 25 offices applied for 5¢ stamps (totalling 57,300), and only 21 offices applied for 10¢ stamps (totalling 3,480), the latter having 15 offices obtaining 100 or less stamps.

In 1931 Elliott Perry, in his "Pat Paragraphs, No. 6" estimated there were about 20 times as many 1847 stamps used in New York City as were issued to the entire state of Vermont. At that time he estimated that perhaps 60 Vermont covers were known to exist. An unusually comprehensive search has revealed about 107 such covers, with nearly a quarter of them from post offices which did not obtain stamps from Washington, as shown in Chart A which follows:

1847 Covers from Vermont CHART A George C. Slawson
(Compendium of Elliott Perry and Mannel Hahn, with corrections for omissions, etc.)

Name of Postoffice	5¢ Stamps Ordered	Covers Known	10¢ Stamps Ordered	Covers Known
Bellows Falls	1,500	3	50	—
Bennington	1,000*	3	—*	1†
Bradford	1,000	1	100	—
Brandon	500	1	—	—
Brattleboro	3,600**	5	300	—
Brookfield	1,300	3	25	—
Burlington	14,600	19	200	1‡
Castleton	200	—	—	—
Chester	500	—	50	—
East Bennington	1,300*	5	105*	—
East Burke	—	1	—	—
Factory Point	—	1	—	—
Fairhaven	500	—	50	—
Fayetteville	—	1	—	—
Hyde Park	200	—	—	—
Jacksonville	—	1	—	—
Johnson	—	1	—	—
Middlebury	11,400	11	600	1
Montpelier	4,600	3	300	1
Morrisville	200	—	—	—
Newbury	1,600	4	50	—
Northfield	—	1	—	—
Norwich	700	1	100	—
Orwell	700	—	100	—
Peru	—	1	—	—
Putney	—	1	—	—
Rochester	300	—	50	—
Rutland	3,800**	1	50	—
St. Albans	2,600	3***	50	—
St. Johnsbury	3,500	6	1,100	7
Saxon River	—	2	—	—
Springfield	400	—	50	—
Strafford	—	1	—	—
Sudbury	—	1	—	—
Vergennes	300	—	50	—
Wallingford	—	2	—	—
Waterbury	700	1	50	—
West Randolph	300	—	50	—
West Salisbury	—	1	—	—
Windsor	—**	5	—**	2‡
Woodstock	—**	6	—	—
Totals	57,300	96	3,480	13

* East Bennington name changed to (2nd) Bennington. Supplies could be used at either.

** Windsor probably obtained its supplies from Brattleboro, rather than on requisition. Woodstock probably obtained its supplies from Rutland, rather than on requisition.

*** Two of the three known copies are in the form of Vermont's only known pair.

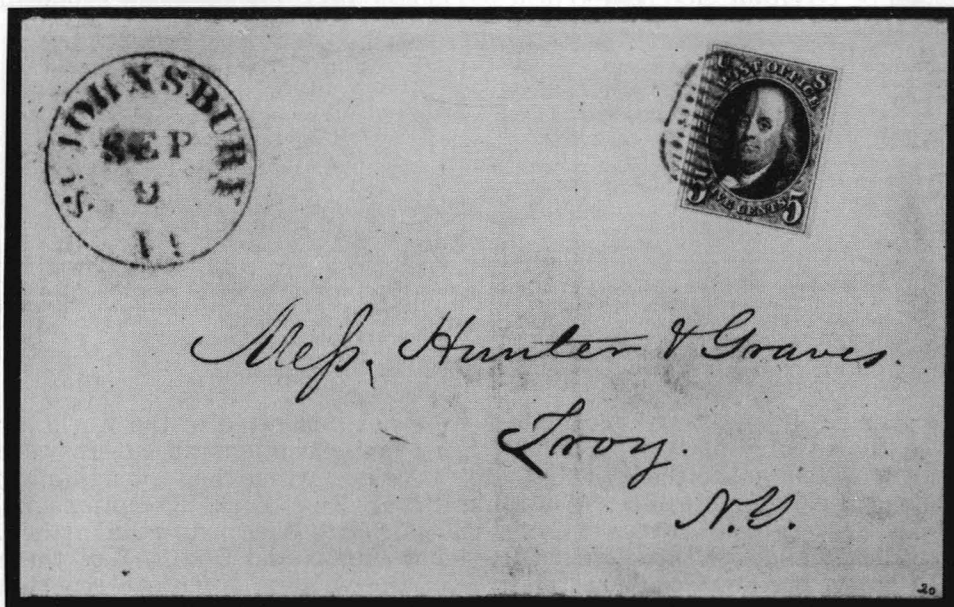
† Vermont's only known bisect of a 10¢ used as 5¢.

‡ One cover from each postoffice reported, but not verified by this compiler.

Generally speaking, Vermonters were not interested in the world, or even the country at large, and with very few exceptions all covers were addressed to points either within the state, or no further than the adjoining states of New Hampshire, Massachusetts or New York. Exceptions reported are: Three 5¢ covers to Conn., one pair 5¢ to Wisconsin (the furthest traveller); and one 10¢ each to Maryland, Illinois and Ohio. All of these wanderers are apparently to relatives of the writers. None are reported even to the adjoining country of Canada. Of course, a '47 cover from Vermont to Europe would be a great find. What is most surprising is the large number of covers originating at post offices which had no actual supplies of 1847 stamps. There were apparently three causes for this.

The cause producing the large number of covers from certain post offices (Windsor and Woodstock) was that they were undoubtedly sold at these offices. Windsor is commonly supposed to have obtained their stock from either Brattleboro, or possibly Bellows Falls, while others believe the supplies came from Claremont, N.H. There seems little question that Woodstock obtained its supplies from Rutland, where a change of postmasters in May 1850 brought into office a gentleman who did not care to have funds tied up in the "new-fangled" stamps, and who was delighted to unload them on Woodstock, a town which obtained a small supply from Rutland in 1849 and now apparently took over most of Rutland's supply. The second cause of stamps being used in post offices which did not receive a supply was a legal one. Marshalls were regularly instructed to serve papers for collection of overdue accounts, and too often the subject had moved away. This resulted in a request to a marshal in the new location to make service and/or collection, and a stamp would be included to facilitate the reply. This practice accounted for the majority of the so-called "strays"—stamps used from post offices which had not received a supply of stamps. The third use was of an amorous nature. Too often postmasters would fail to note "PAID" on the envelope when the postage was paid in cash, with the result the addressee also had to pay. Young ladies of a hundred years ago took a dim view of paying to receive love letters, an attitude that has changed little with the passage of time, so swains went to some lengths to obtain stamps for their letters. As a possible fourth reason, but not as common as formerly thought, assorted wayfarers used stamps brought with them.

Vermont has few "fancy" cancels. The famous one is the "scarab" from St. Johnsbury, known on both the 5¢ and 10¢ stamps, and unfortunately usually applied neither clearly nor in a manner that ties the stamp to the envelope. Three copies of this interesting cancel have been reported on the 5¢ denomination, and four copies using the 10¢ denomination. The only other "fancy" cancel is the cover from Sudbury which has a few fancy curlicues in the townmark and a mildly fancy "PAID."



(Courtesy of A. W. Bingham, Jr.)

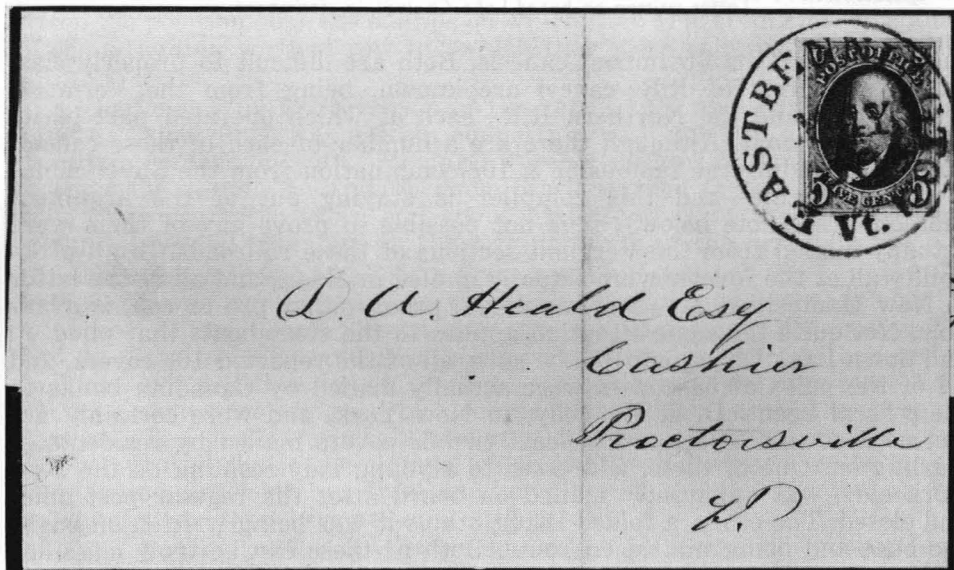
Figure 2

The famous "scarab" cancel of St. Johnsbury, clear copies of which bring fantastic prices.

Again speaking in generalities, it is rare for a cover to be known if 300 or less stamps were obtained originally, and sometimes none are now known even if the original quantity was 500 or even 700. This results in the 10¢ denomination being a scarce stamp on a cover from Vermont. Of the 11 copies actually seen, seven have been from St. Johnsbury, and 1 each from Bennington, Middlebury, Montpelier and Windsor. Their dates of usage are as follows:

- Oct. 2, 1847 Windsor Red Townmark. Red PAID, not tied.
- June 27, 1848 St. Johnsbury Red Townmark, manuscript cancel tied.
- April 14, 1849 St. Johnsbury Red Townmark, red scarab cancel, not tied.
- April 17, 1849 St. Johnsbury Red Townmark, red scarab cancel, not tied.
- Aug. 28, 1849 St. Johnsbury Red Townmark, red scarab cancel, not tied.
- Dec. 4, 1849 St. Johnsbury Red Townmark, manuscript cancel, tied.
- June 18, 1850 St. Johnsbury Red Townmark, manuscript cancel, tied.
- May 6, 1851 Middlebury, tied with Blue Townmark.
- March 4 x Montpelier Red Townmark, smear cancel tying stamp.
- July 15 x Bennington Red Townmark, bisect tied with red 7-bar grid.
- Sept. 7 x St. Johnsbury Red Townmark, red scarab cancel, tied.

A few of the 5¢ covers from either Burlington (8) or East Bennington (4), as well as the lone "stray" from Factory Point, are all "socked-on-the-nose." These make a very handsome appearance, although this is some-



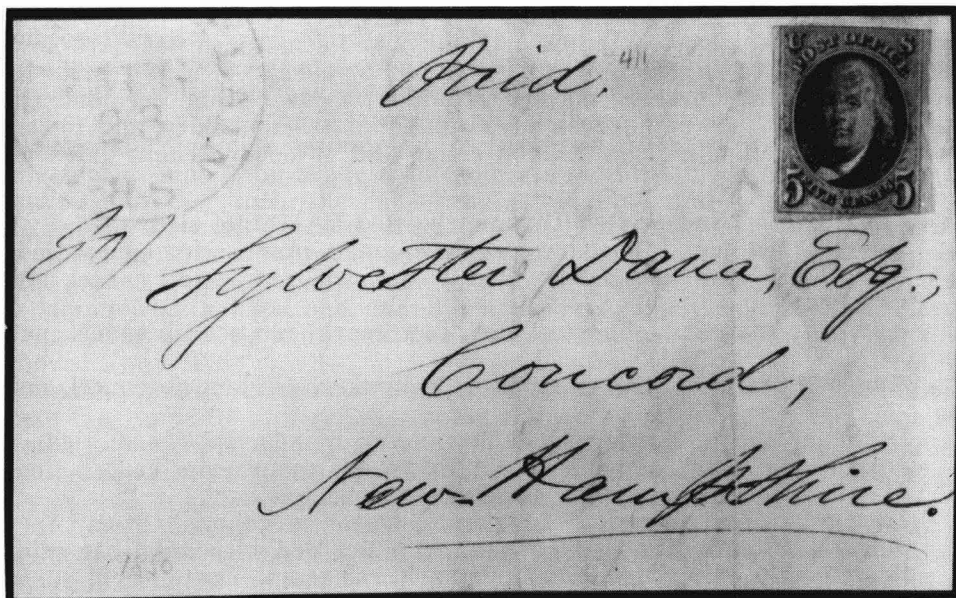
(Author's Collection)

Figure 3

One of the outstandingly beautiful "socked-on-the-nose" cancels from East Bennington.

what marred on some of the Burlington covers which have stamps with the design cut into on one or more sides. East Bennington, on the other hand, had a postmaster who was meticulous in cutting the stamps and applied his handstamp with considerable care. Needless to say, they bring fancy prices. About the only other unusual marking is on three of the five 5¢ Windsor cancels where the killer consists of a rubber stamp "PAID" applied twice on the stamp, forming a sort of "X."

Two less known types of cancels on 1847 stamps should be mentioned,



(Courtesy of F. S. Chaffee, RA 617)

Figure 4

Letter written on board Lake Champlain steamboat.

those with R.R. or Steamboat cancels. Both are difficult to properly classify. Two forms of R.R. cancel are known, being from the Vermt & Massts R.R. and the Northern R.R., each of which operated part of its route in Vermont. Although there are a number of each of these cancels known (including the famous 5¢ & 10¢ combination from the Sir Nicholas Waterhouse sale—and this compiler is staying out of the argument thereon) (see note below), it is not possible to prove any of them were actually mailed from the Vermont sections of these railroads. In all probability all of the former were actually mailed in Mass., and all of the latter in New Hampshire. However, no actual proof, either pro or con, is available. Not quite the same situation applies to the steamboats that plied up and down Lake Champlain. To be sure, all of the reported 10¢ covers, and all of the pairs of 5¢ covers were actually mailed by Canadian banks to their fiscal agent, D. S. Kennedy, in New York, and were certainly not Vermont covers. There are at least two 5¢ covers mailed by residents of Burlington. One of these, addressed to a young lady residing on the New York side, was apparently mailed on board after the regular post office had closed. The other, a folded letter, states it was being written on board the boat and being mailed en route. Both of these can be truly classified as Vermont covers.

This makes up the Vermont story of the 1847s as it is now known. Undoubtedly other copies will come to light. An opportunity to record such copies would be appreciated, and request is made that you kindly contact George C. Slawson, Craftsbury Common, Vermont.

NOTE: The "argument" Mr. Slawson refers to was caused by a difference of opinion between the late Stanley B. Ashbrook and the Philatelic Foundation about this cover. The Philatelic Foundation issued a certificate stating it was genuine. Mr. Ashbrook, in the fifth series of his "Special Service," gave his reasons for stating "I am very suspicious of this cover as I believe that originally there was only the 5c which was tied to the envelop by the railroad postmark and that some faker added the 10c and painted the marking on the stamp." *Editor*

THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

Discovery of the Guide Reliefs on the Multiple Relief Transfer Rolls of 1851-60

by ELLIOTT PERRY

In 1937 Harry Lindquist asked me to prepare and donate the Carrier Chapter (XXXXVI in Volume 2) in Stan Ashbrook's work on the 1¢ stamps of 1851-57. This study involved much original research and took much of my time for a period of eighteen months. Near the end of that period Harry Jefferys asked me to his "main line" home near Philadelphia to determine if I could suggest a way to further his plate reconstruction of the 1¢ stamps from the rare Plate No. 3, of which he had accumulated the finest and most extensive lot. Some of them I had obtained for him.

After studying his material and the problem for a day or two I came home, probably discussed it with John Sherron, and then wrote to Jefferys suggesting that by studying photographic enlargements of his stamps something might be noted which had not received attention in his examination and study of the stamps. In particular, the exact relationship between the position dots, the stamps on which they appeared, and the stamps in the adjoining vertical row for which they were believed to control the entry.

I had met Wm. L. Stevenson in Detroit in 1916 and learned from him how the "sidepoint" was used in connection with position dots, and other details in connection with "rocking in" relief designs from a transfer roll to enter the designs on a plate. From him I learned facts about "plating" (i.e., plate reconstruction) and about his discovery of the vertical strip of three inverted transfers on the original state of the first 1¢ plate.

Although by 1937 I had done little intensive study of the 1¢ stamps of 1851-57, I was not ignorant of the work of advanced students such as Ashbrook, Chase, Good, Jacobs and others who I knew personally. The first 1¢ plate to be entered from a six-relief transfer roll was believed to be Plate No. 3. Other imperforate 1¢ stamps which did not come from the first plate were assigned to a second plate which had not been reconstructed. The discovery by Jacobs of a marginal strip showing a plate number proved that some stamps which had been assigned to the second plate were scarcer stamps from another plate since called No. 3. The first six-relief plate then became—and still is—No. 4.

The fact that position dots were not always in the same location on or near stamps from any plate of the 1851-60 series had been observed and was generally known to students of these stamps. But that there was a reason for the variation apparently had not been investigated.

I noted it on the Plate No. 3 material in the Jefferys collection and on other material after my return from my visit with him. It occurred to me that after the position of the sidepoint in relation to a relief on the transfer roll was fixed, it would not be changed while any vertical row was being entered on a plate, or if the plate layout made the gutter between vertical rows of equal width, the sidepoint would not be changed while the plate was being entered. By no other way could any position dot actually control the exact position of the corresponding entry.

An examination of various 1¢ and other stamps showed that in ver-

tical rows the gutter between any two stamps did not vary, and neither did the alignment of the stamps in any such row. This held true whether any position dot was or was not in exactly the same relative position to the stamp on which it appeared. Consequently, if an entry in an adjoining row was actually controlled by a position dot, each such entry would have to agree with the corresponding dot. If the dot was placed too high or too low, or was out of alignment to the left or to the right, the entry it was supposed to control would also be out of its proper position in the same direction and to the same extent.

Suddenly it dawned upon me that the consistent uniformity of vertical spacing and alignment so often did not reconcile with the location of the position dots; that the position dots could not be the primary control for entering the relief designs from the transfer rolls to any plate. The primary control for placing each entry exactly where it belonged on a plate had to be something else. What was it?

There were facts about the multiple relief rolls, and some entries from them, which had puzzled me as early as 1919, and which had never been explained. The early 1¢, 3¢ and 10¢ transfer rolls contained three reliefs each. Many subsequent rolls contained six reliefs. Why use three or six reliefs each of the same value and substantially the same design to enter vertical rows for ten stamps? Why would not two-relief rolls used five times, or five-relief rolls used twice, in each vertical row, serve the same purpose? Whatever the reason, the use of three, six (and later four), relief rolls resulted in perfect spacing and alignment.

Any explanation also had to account for oddities such as the seventh relief ("G") in the bottom row of Plate No. 4 of the 1¢, the seventh relief in the bottom row of Plate No. 2 of the 5¢, and numerous double transfers, particularly in certain rows of the 30¢ and 90¢ stamps.

As the problem was mechanical, I asked myself, what would a mechanic do who had the skill needed for such work? When a job requires repetition of a process I knew it was common practice to employ a suitable jig, template, or some such gadget. But in this instance no gadget nor special device was required. The transferring process being repetitive, an extra relief on any roll would serve properly to obtain accurate repetition.

To obtain correct spacing and alignment in any vertical row of entries from a three-relief roll all the siderographer had to do was to enter all three reliefs successively and then drop the first relief in the 3rd-relief entry, enter the 2nd and 3rd reliefs, set the first relief again as a guide in the 3rd relief entry, and so continue. The 10th (bottom row) position would be entered by itself, and similarly. When using a six-relief roll, each vertical row on the plate was entered first from the six reliefs, and then by setting the 2nd relief as a guide in the 6th relief entry, the last four reliefs were used to enter the positions in the lower four rows.

This one simple answer gave the solution to many puzzling facts.

When the 3¢ guide relief "C" was rocked too far backward in a "B" relief entry characteristics of "B" would be changed to agree with "C." This is the real reason for the "C" entries in "B" rows which Dr. Chase believed were misplaced "C" reliefs.

On Plate No. 2 of the 5¢ Jefferson stamps the 6th relief was less complete at the bottom edge than the 2nd relief was. Consequently, the use of the 2nd relief as a guide in the 6th row entries changed their lower edge and made 6th row stamps agree with the top but not with the bottom edge of 10th row stamps, thus appearing to be entries from a 7th relief.

A somewhat similar but not identical example occurs in the 6th and 10th rows of Plate No. 4 of the 1¢ stamps. Bottom row stamps with "full ornaments" are from 6th relief entries but were thought to be from a 7th ("G") relief because 6th row entries do not have the "full ornaments."

Subsequently, and in the same connection another fact was brought

to attention. The distance between reliefs on the multiple rolls, such as the 1¢ and 3¢, was 6/10ths of one millimeter, which was also the spacing between entries in the vertical rows on a plate, and between the stamps in vertical rows on each sheet.

If a transfer roll four inches in diameter was used to enter relief lines 1/200 of an inch high, the circumference of the roll would make contact on the plate for 5/16ths of an inch (8 mm), that is, the roll-to-plate contact would be about ten times as far as the distance between reliefs on the roll, entries on the plate, or stamps on the sheet. Consequently, it was mechanically impossible to make complete—full depth—entry of the upper or lower edge of any relief design without at the same time entering the top and/or bottom lines of any adjoining relief on the multiple relief roll.

If not properly set in a prior entry a guide relief could cause a double transfer in that entry. Or, as has been shown, an edge of an entry could be changed by a superimposed entry from a guide relief. The "overlap" involves a determination of the relation between arc, chord and tangent, or the diameter of the transfer roll and the height of the relief lines (depth of the engraving) which is the distance between the chord and the arc (or the tangent). It is something like trying to envision the flat side of a circle when you know there can be no flat side. The figures may seem to be improbable but they have been checked several times and they are correct.

They can be changed by assuming a larger or smaller diameter of the transfer roll, by changing the height of the relief lines (by reckoning the engraved lines to be deeper or shallower), and the distance an entry will be affected will be different if the distance between reliefs is greater or less than .6 millimeter.

For example, the overlap can be decreased by using a three inch transfer roll (instead of 4 inch roll), and by deepening the engraved lines. But unless the space between the reliefs on the roll is greatly increased, the roll will still make circumferential contact on the plate several times as far as the distance between any two of the reliefs.

In studies of First Issue U.S. revenue stamps by Morton Dean Joyce, George T. Turner and the present writer, some 2¢ stamps were found to have been printed from plates which were entered from multiple relief transfer rolls. The reliefs were 3/32nd inch apart—about four times as far as the entries on many U.S. postage stamp plates of 1851-60. This probably explains, at least partly, why overlapping entries have not been noted on 2¢ revenue stamps from those plates.

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A



B



C



D



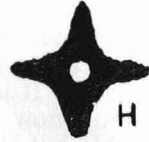
E



F



G



H



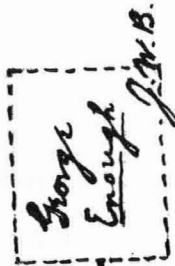
K



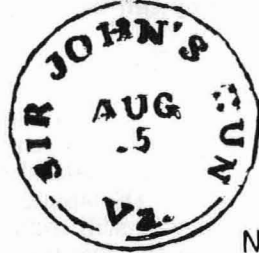
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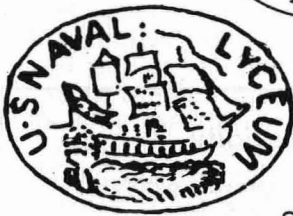
P



Q

1c

R



S



T



U

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.

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	JEFFERSON, GA. P.R. (used 1855) What does the "P.R." mean?	S2	J. A. Farrington
B	A-13	Star containing III (blue) L11-16 of Catlett, Va., apparently integral with a 37mm townmark	S5	J. A. Farrington
C	A-2	CANAAN FOUR CORNERS/D/N.Y. K3-37 dc (1861). An earlier 31mm plain style in red shows CANAAN 4 CORNERS	S5	J. A. Farrington
D	A-2	DUE WEST CORNER/msF/S.C. K3- 32 in Abbeville Co. Name later changed to DUE WEST	S2	E. C. Owen
E	A-13	Star in circ. grid, Canaan, Ct. L12-18	S5	J. R. Fay
F	A-8c	BUFFALO N.Y./D/4mm "3" C-33 (blue) listed in USPM with 5½mm "3"	S2	R. R. Hegland
G	A-2	WEST FALMOUTH/D/ME. dlc K2 Illus. shows dots each side of ME	S4	J. A. Farrington
H	A-13	Turner, Me., 4 pt Star L11-18	S5	J. P. Kesterson
J	A-13	Freehold N.J. grouped V's L14-22 (larger than USPM listing)	S5	J. P. Kesterson
K	A-27c	HELD FOR/POSTAGE in arc, 21 x 13 of Washington, D.C.	S5	J. P. Kesterson
L	A-14a	PAID in scroll 18x8 ties pair on cover to Alexandria, Va. but origin un- known	S2	L. R. Campbell
N	A-2	SIR JOHN'S RUN/D/Va K1-33 See Chron.35 for B. & O.R.R. station marking used here in 1860	S2	L. R. Campbell
O	A-14c	Terre Haute, Ind. encircled "24" M10- 19. Known on mail to England, but here used accidentally on domestic mail	S5	R. E. Gillespie
Q	A-1	SHAMOKIN PA./D oct-33 1861 use; differs from USPM listing	U27	A. H. Bond
not shown	A-2	BUCKINGHAM/D/Pa (blue) K3-37 (has 5mm letters)	S2	J. A. Farrington
T	A-13	Barrington Station, Ill rosette of V's L14-19	S5	J. A. Farrington
not shown	A-2	DETROIT/D/MAINE K2-dlc 33	S5	J. A. Farrington
U	A-2	WILLIAMSTOWN/D/VT K1-29	S5	J. A. Farrington
not shown	A-7	PERRY'S MILLS/msD/N.Y. C-29	S5	J. A. Farrington
not shown	A-7	Springhill Furnace/Pa Oct 18 in mss (pmc for 1859 was \$30)	S5	J. A. Farrington

Postal Marking Notes

STEAMBOAT and DUE 2cts. Mr. R. E. Gillespie reports the 39 × 5mm Baltimore STEAMBOAT used in combination with the DUE 2cts, supplementing the reported 41 × 5 marking of USPM Schedule A-18-5. The DUE 2cts relates to a ship-fee, but the STEAMBOAT hand-stamp was used instead of SHIP at Baltimore.

U.S. NAVAL LYCEUM. This well known but rare oval marking with picture of a full-rigged ship (plate No. S), reported on the 1861 issue, is now reported by Mr. R. B. Graham as with S5 from the William Fox auction at NAPEX, used as a forwarding marking. Mr. Graham writes: Covers were often sent to the New York Naval Lyceum, which was the

Naval Officers Club located at the Brooklyn Navy Yard, to be forwarded to officers on foreign station aboard a Navy ship. Only domestic postage was thus required. The illustration is drawn from photo by Mr. H. A. Meyer.

"George/Enough/JWB". This curious pen-written message (plate No. M) ties S5 on cover from Orwell, Ohio, addressed to a George Norris. The postmaster at Orwell was J. W. Babcock. Presumably he noted the letter going to his friend George, and instead of canceling the stamp with an X, wrote a personal message. This item is reported by Mr. H. S. Nowak.

Due 1 Ct. used Sept. 22, 1860, on cover with S5 at Philadelphia is reported by Mr. J. A. Farrington (plate No. R) as the first noted showing collection of the unpaid carrier-collection fee to the postoffice of that city. Similar markings are known from New York, Boston, and Brooklyn. The period of use at least at Boston was Aug. 22 to Oct. 20, 1860. Afterward such letters were held for postage.

Railroad Route-Agent and Station-Agent Postmarks

Compiled by W. W. HICKS, Associate Editor

Illus. P is reported by Mr. L. L. Downing as a new type SOUTHERN CAROLINA R.R. marking, assigned Remele designation S5-d. The spacing of the letters is quite different from that of the Remele S5-a, -b, or -c. Also the letter C is larger than the other letters, and presumably the S is also larger. That the R.R. shows P.P. is not significant as that part of the marking is only partly complete. The marking ties S1, is in blue, and 32 (32½) mm diameter.

Mr. R. E. Gillespie reports two interesting markings, although neither appears to be postally used. One shows two markings of *W. & P.R.R. Halltown Oct. 3, 1860* (Winchester & Potomac R.R., see *Chronicle* Issue 44) and a third marking *W. & P.R.R. Henry Brown Agent, Harper's Ferry Oct. 1, 1860*. The cover evidently originated at Baltimore or some point east of Harper's Ferry and concerned railroad business. The other cover shows an Adams Express Company, Baltimore, Md. corner card; it is addressed to *Agent, Halltown, Winchester Branch*. Evidently the Adams agent in Baltimore assumed that Winchester was a branch of the B. & O.R.R. Although the Winchester & Potomac R.R. was not a part of the B. & O., it had close relations with it from its start in 1836, but the B. & O. did not lease the road until November 1867. Appleton's R.R. Guide of 1865 lists the Winchester & Potomac R.R. as being operated by the U.S. Military R.R. Agency, so it evidently was taken over by the U.S. Government during the Civil War.

Mr. William Wyer reports several discoveries, as follows:

1. The first reported PHILADA RAIL RD (Remele P6-e) in red, previously reported in blue or black. The cover has a matching FREE also in red, is addressed to President Polk, and is documented in Polk's handwriting. Though used in the 1847 period, this addition is noted in the 1851-'60 section in accordance with editorial policy that markings also used in the latter period are assigned to the 1851-'60 section.

2. The first reported PENNSYLVANIA R.R. in 32mm circle on cover tying S2 (probably used in 1854 judging by color of the stamp). It is assigned Remele No. P2-d. Page 123 of the Remele book mentions that a 32mm marking was reported in *Chronicle* Issue 10, but he was unable to verify it. The R.R. on the 32mm type is upright; the R.R. on types P2-a, -b, and -c are upside down.

3. A superb black strike of the oval *Passenger Train/PHILADA/MAR. 13* on cover addressed to Geo. B. Lovett, care of Mr. W. Jones, Agent, Ashland, Pa. In mss in lower left corner is "P & R RR Co.", standing of course for *Philadelphia & Reading R.R. Co.* There are no contents to indicate year of use. This marking was illustrated as of another date in *Chronicle* Issue 36. Your reporter has seen one other similar cover. None of the three show any other markings, except one that bears a 1-ct stamp (for carrier use to the train). All three were carried out of the mails, presumably as company mail.

* * * * *

With regard to Mr. Wyer's 32mm Pennsylvania R.R. cover, your reporter notes that the marking shown in *Chronicle* Issue 10 was from the A. G. Hall collection, a cut square 3¢ Nesbitt; this cut-square is now in your reporter's collection.

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

MORTIMER L. NEINKEN

(Continued from last issue)

Identification of Stamps from Plate 7

Early impressions of stamps from Plate 7 show a heavy mottling and this feature is much more prominent on stamps from the right pane. As the plate wore, this mottling disappeared and later impressions are difficult to distinguish from worn impressions from Plate 8.

A Relief

Figure 17 illustrates position 10R7. Apparently, extensive plate damage occurred in this position. This damage extends into the top of 20R7 and at the left into 9R7.

Positions 3L7 to 3R7 show the Eye Curl (Fig. 18). This Curl was



Fig. 17



Fig. 18



Fig. 19



Fig. 20

discovered in 1956 by the late Morris Fortgang. It consists of a small arc to the left of the Eye of the Franklin head. On all Eye Curl positions, there is also a small plate flaw which appears as an inverted comma under the letter "T" of POSTAGE. On position 3L, only about half of this Curl is visible.

B Relief

Positions 13L to 3R7 show a small dot to the right of the center of the large lower left ornament and just off the edge of the vignette. This has not been noted on any of the B Relief positions of the other plates (Fig. 19).

D Relief

Many of the D Relief positions from this plate show a small dot under the letter "O" of ONE. (Fig. 20).

E Relief

Many of the E Relief positions from this plate show a shoulder blister over the letter "O" of ONE (Fig. 21).

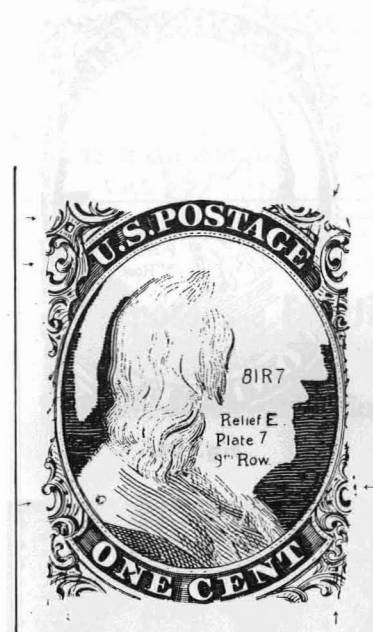


Fig. 21



Fig. 22

F Relief

Positions 51 to 56L and 91 to 97L7 show a dot in the letter "N" of ONE. Positions 51 to 53R and 91 to 94R show the so-called "O" Curl (Fig. 22). This "O" curl has also been noted on 60L7, but it does not

appear on 100L7. Positions 57 to 59R and 97 to 99R are the Curl on the Shoulder varieties. The shape of this Shoulder Curl on each of the positions is shown on Fig. 24.







59R		1 st Entry.
99R		2 ND Entry.
58R		3 RD Entry.
98R		4 TH Entry.
57R		5 TH Entry.
97R		6 TH Entry.

Fig. 24

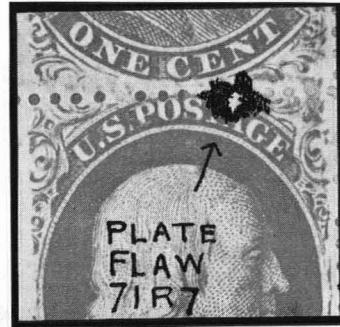


Fig. 25

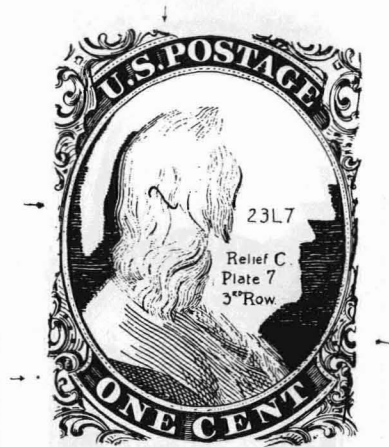


Fig. 26



67L7

68L7

69L7

Fig. 27

Some of the other positions in the plate have characteristic plating marks. Position 71R7 shows a very nice plate flaw in the letters "PO" of POSTAGE (Fig. 25). Position 23L shows an S Curl in the hair directly under "P" of POSTAGE (Fig. 26). 24R7 shows a dash in the head which is very similar to the dash on 36L8. However, 24L7 is Relief C and 36L8 is Relief D. Position 69L7 has a blur or plate flaw at the top of "T" of POSTAGE (Fig. 27).

The CENTER LINE of Plate 7 is a fine line, yet is somewhat thicker than that of the CENTER LINE of Plate 8. Fine scratch lines throughout the surface of the plate appear on a great many of the positions. Similar scratch lines appear on Plate 5, but have not been noted to any extent on Plates 8 and 9 except as noted below. The scratch lines which appear on Plate 10 are quite different in appearance from those of the scratch lines on Plate 7.

(To be continued in next issue)

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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

Soldiers' Letters

RICHARD B. GRAHAM

In *Chronicle* No. 47, page 19, the question of the details of the order regulating and establishing the soldier's letter was discussed. There was considerable doubt that officers were permitted to send letters collect, as they were apparently specifically excluded from the privilege. A good deal of information has turned up since the above was published, and, while it appears that commissioned officers were usually excluded from the privilege, the P.O.D. regulations were also changed from time to time. A review of the details of the P.O.D. regulations seems in order here, with this in mind.

The following paragraph was noted in an article by R. A. Richard McP. Cabeen, which appeared in *Stamps* on August 5, 1961, under the title *Chicago in 1861*.

On the same day (August 2, 1861) the *Chicago Tribune* published the order to govern soldier's letters which allowed them to be carried without prepayment, but postage to be collected from the addressee, provided the envelopes were endorsed "Soldier's Letter" and bore the signature of the Major or the Acting Major with his regiment indicated by number and state. This order did not apply to the letters of commissioned officers.

The major was the third ranking officer of the Civil War regimental organization. Reported by Mr. Henry A. Meyer, the following appeared in the *Evansville Daily Journal* on Nov. 1, 1861.

Washington, Oct. 31.—The following order was issued from the Post-office Department today:

"The Postmaster General orders that all letters from any acting field or staff officers in the service of the U.S. shall be forwarded in the mails without prepayment of postage in accordance with the 11th Section of the Act to employ volunteers, etc.

Approved July 22, 1861.

The exact meaning of this order is not quite clear. It probably extended the soldier's letter privilege to officers appointed but not commissioned, from among the volunteers. Applying almost entirely to lower ranking officers, the "Acting Volunteer" officers were in large numbers in both army and navy by the end of the war.

It was only a few months before more adjustments of the regulations were made. Mr. C. J. Starnes sends the following excerpts from the *U.S. Mail & Post Office Assistant* of early 1862.

From April 1862 issue of USM & POA:

SOLDIER'S AND SAILOR'S LETTERS

Letters from Soldiers, Sailors, and Marines may be mailed without prepayment, if so endorsed and certified on their face—the postage to be collected at the office of delivery.

A letter from a Soldier must bear the certificate, "Soldier's Letter," signed by the Major, acting Major, or any other field or staff officer of his regiment, who must give the number of the regiment and the state to which it belongs. A letter from a Sailor or Marine must bear for certificate "Naval Letter," signed by a Commander or Lieutenant on board the vessel, giving the name of the vessel.

All letters addressed to soldiers, sailors or marines must be prepaid, and commissioned officers, both of the army and navy, are required to prepay the postage on their letters as heretofore.

Prepaid letters to soldiers may be "forwarded" from point to point, as the location of their regiments may be changed, without extra charge.

From May, 1862 issue of USM & POA:

Post Office Department, Washington, May 1, 1862 ORDERED, That the certificate, "Soldier's Letter," when the letters are written by soldiers at detached posts or hospitals, may be signed by the Chaplain or Surgeon at each post or hospital, as well as by any field officer, and shall be equally recognized by Postmasters; postage to be collected on delivery.

John A. Kasson
First Ass't P. M. General

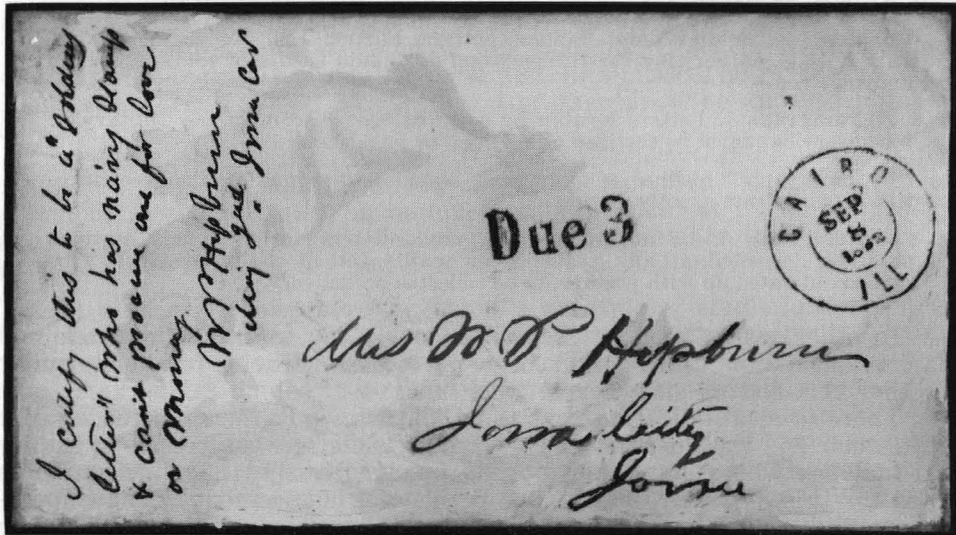


Figure 1

From the above, it may be noted that use of the soldier's letter privilege by officers was again specifically forbidden. This regulation was most generally ignored by postmasters throughout the war, however. Figure 1 illustrates such a cover. The 2nd Iowa Cavalry was between Corinth and Iuka in northern Mississippi in late August and early September of 1862. Being a well-regarded outfit (later to bear an important part of the Grierson raid in April of 1863) and rather constantly on the move at this time, that stamps were not then available is understandable. This cover is excellent evidence of the reason for an almost universal disregard except possibly, at Washington itself, of the provision barring officers from the soldier's letter privilege.

The next official review of the regulations on soldier's and sailor's letters was in the official *List of Post Offices in United States*, which included a few pages of laws and regulations in the front, and which appeared about the end of 1862, judging by listing of information in force as of Oct. 1, 1862, although the post office list was as of July 1 of that year.

Under Chapter I, Section 9:

The full postage *must be prepaid*, by postage stamps, on all letters mailed at one office in the United States and addressed to another office in the United States, except on free letters, and on duly certified soldiers' or sailors' letters, written by them, but not including letters written by commissioned officers. . . .

10. Postmasters at or near any camp or point occupied by the United States forces will mail, without prepayment of postage, any letter written by a soldier

in the service of the United States, and certified to be such by any field or staff officer in the United States service. At hospitals or detached posts this certificate may be made by the chaplain or surgeon stationed thereat. . . .

The remainder of the regulations repeat in substance, all heretofore reviewed, including naval letter regulations.

The 1862 *List of Post Offices* makes considerable reference to the 1859 P.L. & R.'s. This emphasizes the fact that there was no issue of the P.L. & R. during the war, nor until 1866, in fact. This in spite of the sweeping changes set forth in the Act of March 3, 1863. While we believe the act was summarized in a pamphlet issued to postmasters, we have not seen a copy. However, with respect to the regulations concerning soldiers' and sailors' letters, Mr. Clifton O. Smith reports the following from the 1866 P.L. & R.'s:

Chapter 16, "Soldiers' and Sailors' Letters, Section 146, Under the law of July 1, 1863, authorizing the transmission of unpaid letters of soldiers, sailors and marines—

Paragraph 1. Letters written by commissioned officers in the military or naval service cannot be certified as soldiers' or naval letters.

Paragraph 2 defines soldiers' and Naval letters and outlines certification requirements exactly as previously.

Paragraph 3.—If any military or naval letters not thus duly certified shall be deposited at any postoffice or mailing, they shall nevertheless be mailed but rated up with postage, to be collected on delivery.

In other words, if a letter was obviously that of a soldier, sailor or marine, and unpaid, it would be sent collect without further penalty whether certified as such correctly or not!

There is also indication that the 1866 P.L. & R., as reported by Mr. Smith, clarified the question of forwarding of letters addressed to sailors and marines whose ships had moved. Apparently the 1863 law had provided for this, but there had either been no announcement or many postmasters did not realize the fact.

This seems a rather long discussion for a seemingly mundane fact. However, considering the long search made by the writer (and others) for the details of the mailing of what is a very large block of Civil War postal history, it seems very worthwhile to make this a matter of record in the best possible place.

In *Chronicle* No. 47, mention is made of a soldier's letter certification on the very unusual cover belonging to Mr. Melvin W. Schuh which was illustrated as Figure 5 on page 22. The soldier's letter certification mentioned in the accompanying article does not show well in the illustration. It is in very faint pencil and is beneath the Thompson, Conn. and Washington, D.C. postmarks, reading vertically on the left edge of the cover. The actual wording is so faint as to be almost unreadable, but is probably, "Soldier letter, certified by Lt. Col. Nichols/18 C.V."

The "C.V." stands for "18th Connecticut Volunteers."

Letters Rated Due 6, Due 9, and Due 12

We are frequently asked to comment upon unpaid or partially paid domestic covers of the Civil War era with due markings. The subject is somewhat complex, and actually, each cover analyzed must be judged individually. Many covers have more than one possible answer. We make the following assumptions:

1. The marking "ship" must appear on the cover to assume that ship postage was charged.
2. The marking "U.S. Ship" means that no additional ship fee was

charged; letters bearing this marking being rated by weight as domestic letters.

3. Prior to July 1, 1863, letters rated Due 6, Due 9 or Due 12 were simply double, triple or quadruple weight letters, with postage due.
4. After July 1, 1863, the situation becomes much more confusing. Two separate portions of the Act of March 3, 1863 (12 Stat. 704-707) required double postage. These were:

a) Ship letters were to be rated double postage. While we have not seen the exact wording of the act, this was apparently true whether postage was wholly or partly prepaid. We would appreciate someone checking this statement, however. If true, then, a ship letter addressed to the port of delivery would be rated at twice the drop letter rate. A double weight "local" ship letter could be rated 8¢, for example. However the most common ship letter postage would be 6¢ or 12¢. In all cases, however, the letter should be marked "ship" and the total postage must be an even number, being double.

b) As quoted by the pamphlet *United States Domestic Postage Rates, 1799-1956*, page 57, the Act of March 3, 1863 provided "If any matter on which by law the postage is required to be prepaid at the mailing office shall reach its destination without prepayment, *double* (our italics) the prepaid rates shall be charged and collected on delivery."

In all cases where more than, but a multiple of single letter postage has been charged as due, the probability is simply an overweight letter. After all, with postage rated per ½ ounce single letter, and recalling that Civil War letters tended to be more than one page, overweight is the first thing to consider. We believe that when stamps of insufficient value were affixed to either ship or domestic letters, the value of the stamp was recognized as a partial payment, at least as far as regulations are concerned.

Generally speaking, it also should be recognized that Civil War postmasters were not very well informed as to regulations. Furthermore, the new postal laws effective July 1, 1863 were possibly somewhat ambiguously worded. For example, the writer owns a cover, with a single 3¢ 1861 stamp tied by a New York double circle "ship" marking. The marking is struck so that the denomination therein does not appear on the cover, but it was probably four cents. However, the cover is marked "Due 6." So, the total postage is 9¢ and the marking "ship" shows clearly. The date of the New York marking is July 31(?), and when acquired, the cover contained three letters, two written at Palermo, Italy on May 25 and May 26, 1863 and the other on May 6, 1864 from La Spezia. With the two 1863 letters, the cover weighs just over ½ ounce and with the other letter, weighs less than ½ ounce. As we see it, the rate is wrong in either case. If a single letter, the cover should have been rated as a ship letter at 6¢ postage, with 3¢ paid and 3¢ due. If a double letter, total postage should have been 12¢ with but 9¢ due. Whether the actual ratemarking of Due 6 is based upon non-recognition of the 3¢ 1861 stamp, certainly unheard of, particularly at New York, or double postage due of the unpaid amount, we shall never know.

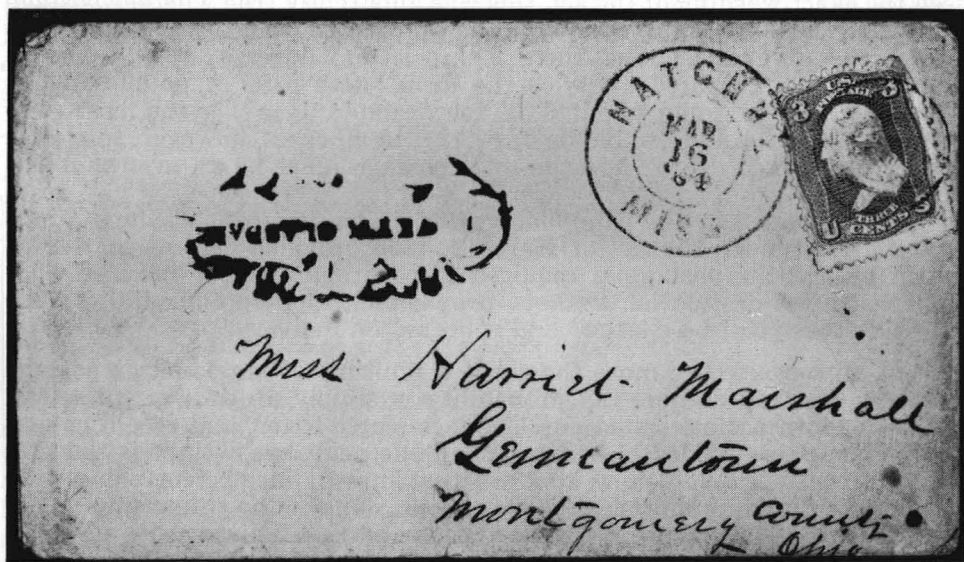
Again, here is food for thought and some original research in such as the *U.S. Mail and Post Office Assistant*, or similar sources, for those fortunate enough to have them available.

U.S. Railroad Postmarks 1861-1886

by CHARLES L. TOWLE

A word of explanation is due our readers who wondered why no installment under the above title appeared in *Chronicle* No. 49. Our Society

is working, through a committee, on plans for publishing the work, covering the entire country, in book form. It will take some months for Mr. Towle to get the manuscript ready and for Henry A. Meyer to prepare the copy for the photoengraver and the printer, but we hope soon to have an important announcement to make covering the project. In *Chronicle* No. 51 we hope to finish the New England section, after which the serial installments will probably be discontinued to allow the workers time to prepare the copy for the book.



Route Agent Donald F. Garrett submits this cover, thinking that we might be able to identify the fancy oval as a packet mark. These fancy ovals with either cherubs or harps at the top were used for at least three purposes: as purser's marks, as town marks, and as handstruck corner cards. The ink of this impression suggests by its color and its thin, runny appearance that it was writing ink rather than stamping ink. It has the familiar brownish black color so often seen in the ink of the addresses on old covers. The words of the mark are practically undecipherable. The mark is obviously inverted, or are the words inverted and the mark right-side up? The first word is simply a blot. The last word is apparently "Clasdam" or "Glasdam" or "Olasdam." This does not correspond with any name of a boat in the *Lytle List*. Can any member suggest either a town name or a Natchez family name as a clue?

Henry A. Meyer

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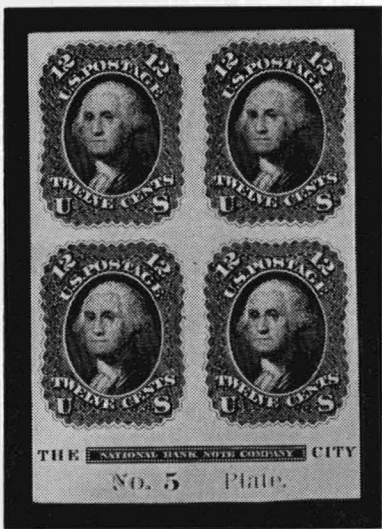
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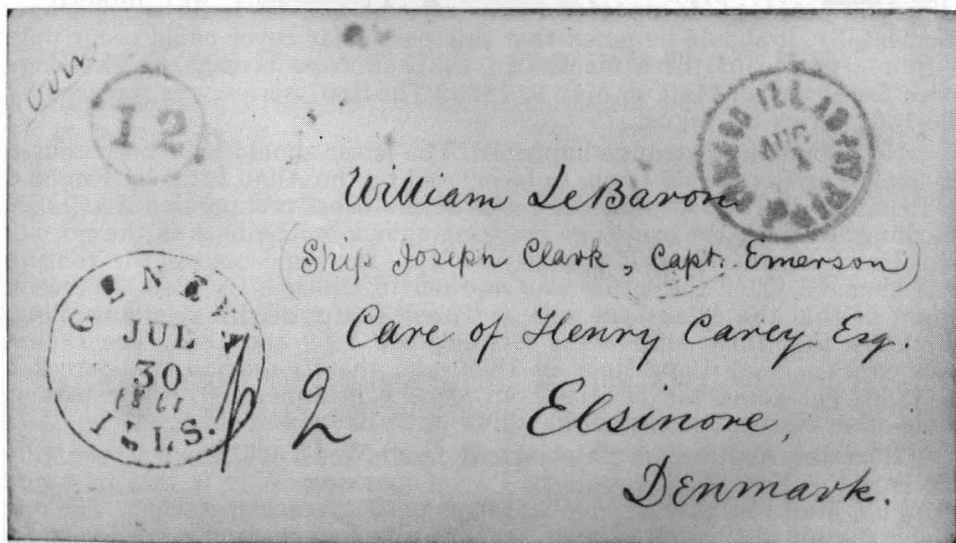
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GEORGE E. HARGEST, Editor

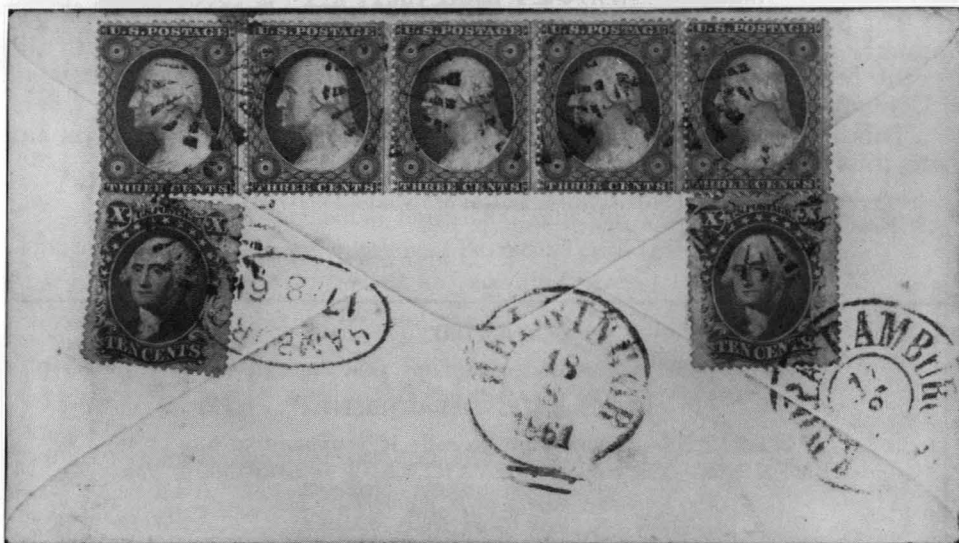
Chicago Exchange Office to Denmark 1861

MELVIN W. SCHUH

The search for an elusive rate cover is probably the factor which makes the collecting of transatlantic mail such a fascination for me. When this cover turned up in an auction, I seemed to have found two things I had been seeking, wrapped up in one small package. One was a Chicago Exchange marking, and the other, a letter to Denmark.



Front



Reverse

Letters showing Chicago Exchange markings, applied to foreign mail originating in the middle west, are rare, particularly in the period covered by the 1857 series. United States letters to all the Scandinavian countries are scarce during this period for two major reasons. There was little business mail, such as furnished the bulk of collectible covers addressed to England, France and the German States, and personal mail was at a minimum because the migration to the United States from Northern Europe had not yet occurred.

This letter was mailed in Geneva, Illinois on July 30, 1861, and was franked with a strip of five 3¢, Type II, and two 10¢, Type V, of the 1857 series. This provided the Prussian Closed Mail 35 cent rate, required for a letter weighing less than ½ ounce. The Chicago Exchange marking, applied August 1, 1861, reads, "CHICAGO ILL AM. PKT. Paid." This is in red, as is the numeral "12" in circle, indicating the credit of 12 cents to Prussia. Under the Prussian Mail Agreement, the United States retained 23 cents, made up of 5 cents internal and 18 cents sea postage. Incidentally, it should be noted that this particular cover could occur only within a period of three months in 1861. Chicago became an exchange office for Prussian Mail on May 9, 1861.¹ The 1857 series was replaced by the 1861 series in August.

Now something strange happened. The letter should have been routed to Quebec or Riviere du Loup, to be carried by the Allan Line via England to Prussia, where it would have received the usual rectangular AACHEN marking. Instead, the exchange marking shown on the back is the normal oval Hamburg marking. It is apparent that, for some reason, the routing was changed after the letter was marked in Chicago. A possible reason might be that the Allan Line was in trouble and missed a regular sailing. We know that three ships were lost between 1859 and 1861. The *Indian* was wrecked near Cape Race in 1859, and the *Hungarian* was wrecked in 1860. The *Canadian II* struck an iceberg in June, 1861.² For this or some other reason the normal handling must have been changed.

Hamburg mail was dispatched only from New York where it normally received the New York Hamburg Packet marking. Why is this missing? Prussian Mail was carried in closed bags until it reached Aachen. The bag which contained this letter must have been transferred, unopened in New York, to the Hamburg Packet, so the first opportunity for further marking was when it reached Hamburg.

The only other significant marking on the cover is the "f 2," a typical Hamburg marking representing 2 silber groschen, Hamburg's share of the 20 cent rate which would normally have been charged for Hamburg mail to Denmark.

This cover is unusual because of the conflicting markings. It is far more interesting to me than a routine one.

¹ Tracy W. Simpson, *United States Postal Markings 1851-1861*, p. 92.

² Frank Staff, *The Transatlantic Mail*, p. 133.

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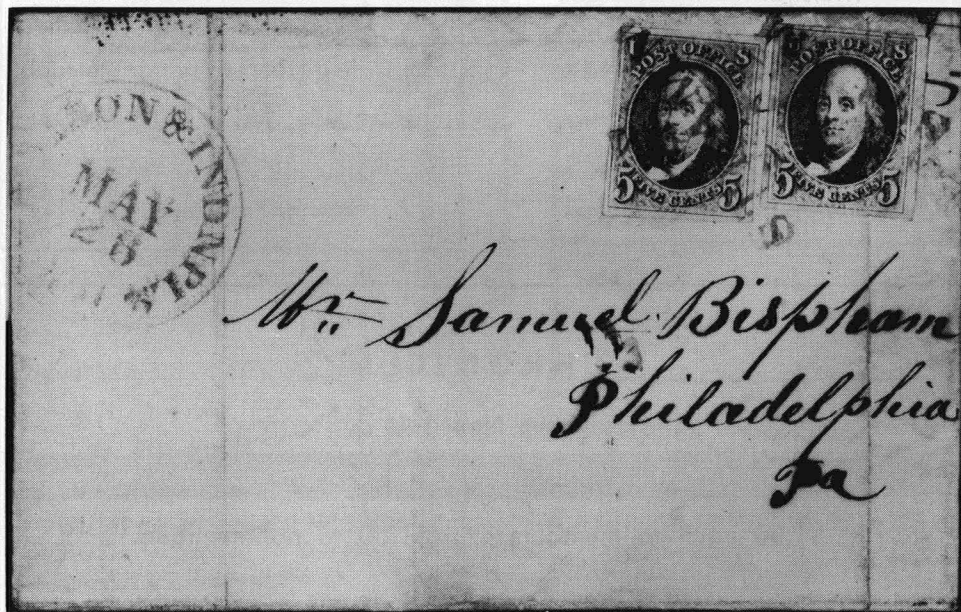
The Cover Corner

J. DAVID BAKER, *Editor*

Answer to Problem Cover Presented in Issue No. 49

This cover was received in the mail from the Key West, Florida post office, addressed to England. Since it weighed over 1 oz., the postmaster determined that it required 72¢ postage, which was applied. The New York Foreign Office recognized that at this time there was no triple rate, only double and quadruple. Since no partial payments were acceptable, this letter must become unpaid with a four times five-cent U.S. inland rate, or 20¢ debit to Great Britain. Also applied was a red SHORT PAID hand stamp. With these markings, the letter was transmitted to England where it probably was delivered to London, then to Cork and Callan. The British Foreign Office applied the 4 shillings due mark, scratched out the "20" and apparently applied the "3 shillings allowed." The "20" was scratched out because the British Foreign Office felt that the 72¢ U.S. postage collected by stamps, more than paid the 20¢ debited and, since "3/— (shillings were) allowed," the remaining shilling due would be adequate for payment to the British post office for servicing this letter.

The triple rate under the first British Treaty was not effective until April 1, 1866. It is difficult to find a correct use of this 72¢ rate during the 20-month period it was in effect.



Problem Cover for this Issue

The problem cover this issue bears two single 5¢ 1847 stamps cancelled STEAM the folded letter is postmarked "Madison & Indianapolis R.R. May 26" (1849) and datelined "Franklin" (Indiana). The letter

was received in Philadelphia on June 2, 1849, and is a request by John Herriott to buy shoes, leather, and some groceries in order to go into business.

The question is: Since the letter entered the mail with the route agent on the railroad at Franklin, Indiana, why would it have a non-contract river boat marking "STEAM" applied to the postage stamps? The manuscript marking under the stamps is "Paid 10" and there are no additional marks on the back.

Herbert A. Klee

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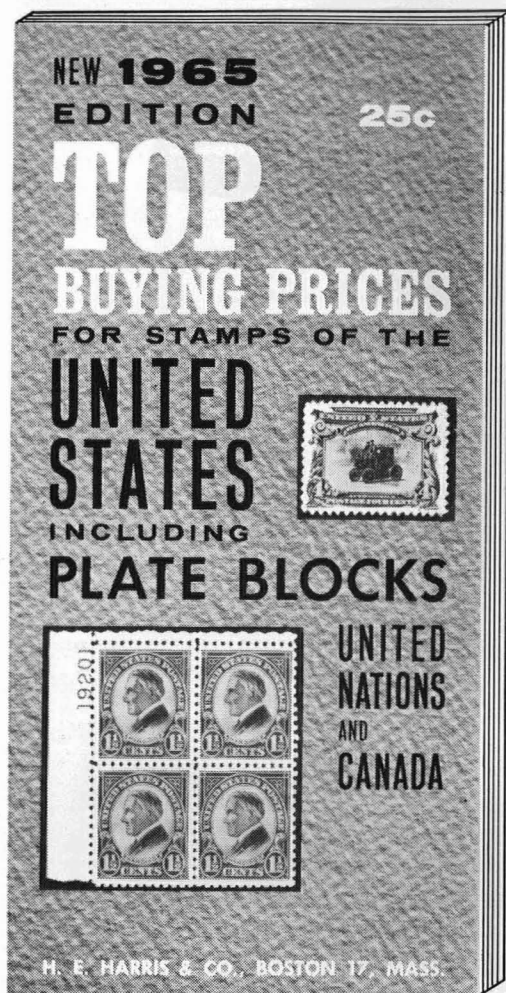
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Date	Contents	No. of lots	Realization
Sept. 21-24	United States and Foreign	2158	\$ 79,635.50
Oct. 6-7	United States and Foreign	1312	46,800.50
Oct. 13-15	Air Post and Foreign	1544	51,815.50
Oct. 20-22	British America	1260	81,482.00
Nov. 4	"Thomas A. Matthews" Air Post Collection of United States, Canal Zone & Philippines. <i>(the record price of \$15,500 for a United States stamp was obtained for the 24c inverted center at this auction.)</i>	232	87,010.50
Nov. 5, 6	United States, Hawaii & Philippines	758	69,107.50
Nov. 17-19	British Commonwealth	1362	61,482.50
Dec. 1-4	United States, Souvenir and Minia- ture sheets, Switzerland, British North America, Zeppelin, and Rocket Flights, General Foreign.	2275	101,284.00
Jan. 5-7	United States and Foreign	1802	66,479.50
Jan. 18-20	United States	977	75,366.00
Jan. 26-28	"Errazuriz" Collection of Foreign issues	1620	81,198.00
Feb. 2, 3	"Fleckenstein" United States	804	45,275.50
Feb. 24, 25	United States	907	42,384.00
March 8-11	British Commonwealth	2563	104,282.00
March 30, 31, April 1	Air Post Stamps and Covers	1462	50,181.50
April 5-7	United States and Possessions	1363	80,942.50
April 12-14	United States and Foreign	1933	92,763.00
Total to April 30			\$1,216,472.00

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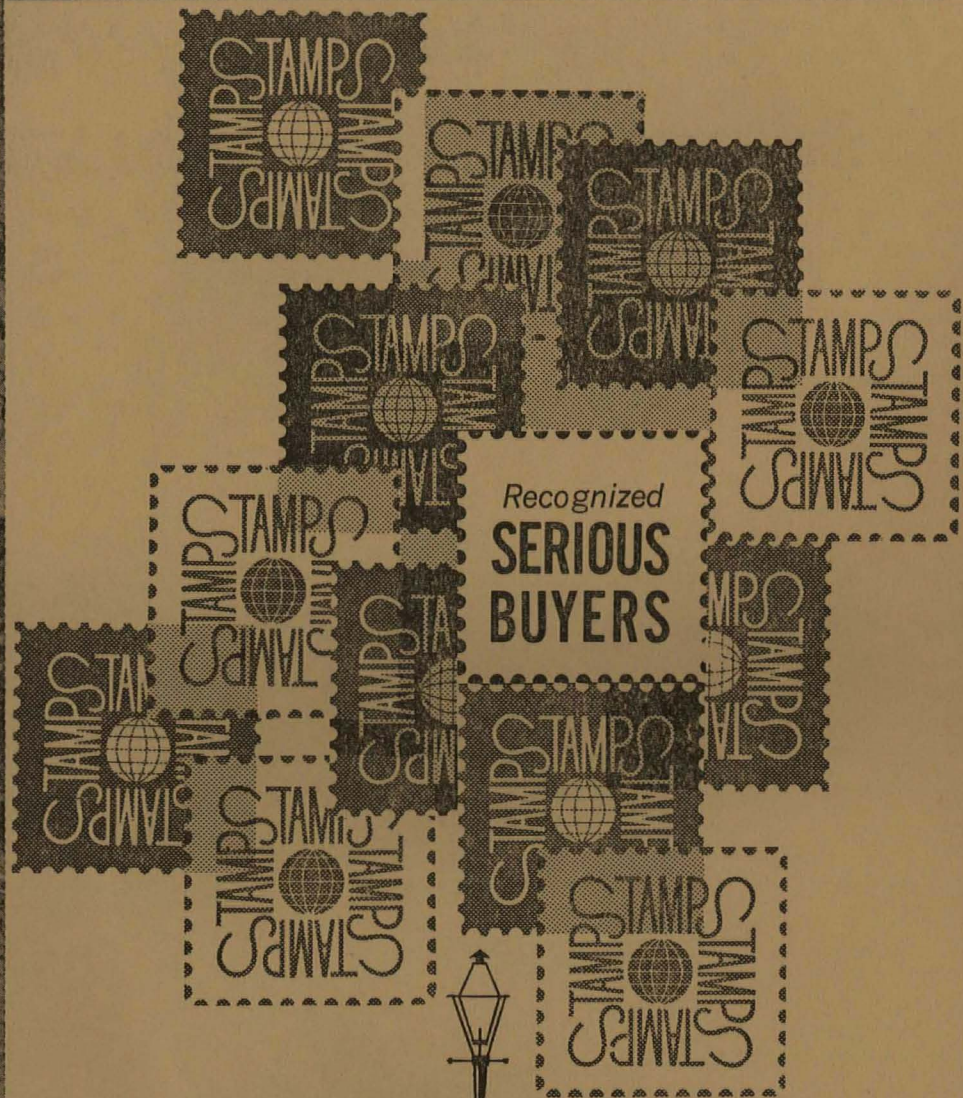
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