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Chronicle
of the U.S. Classic Postal Issues

December, 1965

Volume 18, No. 1
Fall Issue

Whole No. 51

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The Chronicle

of the U. S. Classic Postal Issues

December, 1965

Published in the Winter, Spring
and Fall of each year.

Vol. XVIII, No. 1
Whole No. 51

\$1.25 to
Members

Official publication of the *U. S. Philatelic Classics Society, Inc.*
(Unit No. 11, American Philatelic Society)

\$2.00 to
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THE 1847-'51 PERIOD
CREIGHTON C. HART, Editor

EDITORIAL COMMENT

Since the first article on state uses of the 1847 appeared in the *Chronicle* of July, 1963, many collectors have reported on 1847 covers in their collections. So far, additional 5¢ covers have been reported for three states of the four states about which articles have been published. The list of covers from Delaware and Vermont is increased by three for each and the list of Michigan covers now totals eleven more. The number of Texas covers remains unchanged. Sometimes these reports on additional covers come to me many months, even more than a year, after an article has appeared. Please do not let the passage of time prevent you from reporting covers, which are not listed, that you have or may acquire.

The reason no individual acknowledgments have been given in any of these articles has not been told. Because this is unusual, the reason should be made known to our members. The material for these articles has been assembled over many years and this could not have been done without the help of an unknown number of collectors, dealers and auction houses. During the years I was casually listing this information for my own pleasure, I was lax in making memos as to who sent it. This information, sometimes even about a single cover, came piecemeal from several sources. If I were now to mention the names of collectors that I remember and if I were to omit the ones I've failed to note, it would be giving proper credit to some and doing an injustice to others. To avoid offending some I've not mentioned any names. I consider these articles the joint endeavor of many collectors with my records a central clearing house for all of us.

Compiling these statistics accurately is important and time-consuming. Presenting them so they will be interesting reading to all collectors is also important. Although many collectors have given little or much help, from time to time, there is one who has diligently assisted with all of my articles. Elizabeth C. Pope (Mrs. John D. Pope III) has given unstintingly of her time and I am indebted to her for proofreading and improving the readability of each one. Mrs. Pope is not new as an author or an authority on the 1847 issue. Among the articles she has written is one about 1847 Valentines that appeared in "The American Philatelist." That article was praised by the late Stanley B. Ashbrook in his "Special Service" where he called her one of our knowledgeable young collectors. While I give a special "thank you" to Mrs. Pope, I also want to thank those of you who have helped in the past years, those of you that are helping now and those whose assistance will be needed in the future.

1847 Covers from Arkansas

CREIGHTON C. HART, Editor

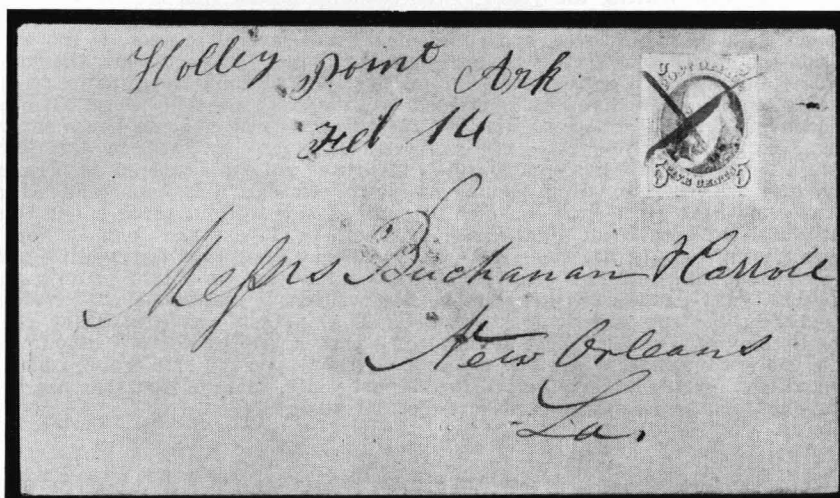
The post office records show that supplies of the 1847 stamps were sent to three Arkansas post offices, Little Rock, Arkadelphia and Doakesville. The first two are in Arkansas, but Doakesville was about fifty miles across the state line in the Choctaw Nation of Indian Territory. It is now in Oklahoma. Indian Territory was attached to Arkansas for postal administration during the entire four years our first issue was valid and for many years thereafter. This has caused some misleading information to be published in the philatelic press when quoting the official post office records. Covers with "Arkansas" or "Ark." in the town postmarks but from Indian Territory will be the subject of a separate article to be published later.

During the 19th century Arkansas had the reputation of a backward state and this is reflected in the very few stamps sent to Arkansas with the resulting scarcity of covers. Elliott Perry in "Pat Paragraphs" of November 1937 comments about the few stamps sent to Arkansas, "This is the lowest ratio of 1847 stamps to population found in any state." Not only are 1847 covers rare but this low rate of letter writing carried forward through the Civil War. Scott's United States Specialized Catalogue lists a

premium, of from two to four times the regular value, for Confederate stamps on cover with an Arkansas postmark.

The 1847 stamps had been printed more than two years before a supply was sent to Little Rock on August 9, 1849. This first and only shipment consisted of 600 fives and 1,300 tens indicating that most of the letters would be sent out of the state. Covers are known postmarked Little Rock but none are known to me from Arkadelphia. The capital of Arkansas is, of course, Little Rock so here is another state with a '47 cover known from its capital, although it would be next to impossible to acquire one for a state capital collection.

The only five-cent 1847 cover I list is postmarked "Holley Point" and is illustrated. The Holly Point post office was established January 13, 1851, and was located at a ferry crossing on the Bayou Bartholomew. This cover is dated "Feb. 14," probably 1851, soon after the name was changed from De Bastrop, having been established in 1842 under that name. However, it could have been used after 1851 even though the 1847s were declared void for postage after June 30, 1851. Such late uses are well known. (See the Collectors Club Philatelist, July 1962).



Henry C. Dade, postmaster at Holly Point, was a poor speller, misspelling the first name of the town where he was postmaster. Holly Point was a typical Mississippi River post office that was in and out of existence during the nineteenth century. The railroads made permanent ghost towns of many of them including Holly Point.

Holly Point was close to the Louisiana border and Minden, Louisiana, is about 100 miles west of Holly Point. Minden received a supply of both denominations and 1847 covers are known from there. It is probable that this 5¢ stamp was carried from Minden by a river-boat traveler going upstream. This cover is part of the well-known and extensive Buchanan & Carroll correspondence. The Holly Point post office was discontinued in 1858, re-established in 1872 and was finally terminated in 1874. A resident of Arkansas wrote me in 1964 that the former site of Holly Point is now a cotton patch.

From information I have I believe there are at least three ten-cent covers from Arkansas. Two of these covers are postmarked Little Rock and the third Hot Springs. In Lester G. Brookman's "The 1847 Issue of United States Stamps", he quotes a letter from Dr. Chase, "Mr. Perry writes me that he has a record of but one 1847 stamp used in Arkansas and that one came from Hot Springs." In August of 1964 Mr. Perry answered my inquiry about this cover by writing that it had been a long

time ago and his old records are not readily available. He recalls that the cover had a 10¢ stamp and was purchased at auction in the 1920s.

The information on two of the following three ten-cent covers is sketchy and more details from their owners will be welcome. It will be appreciated if the month, day and year is sent to me as well as the color of the postmark.

Feb 22, 1851, blue Little Rock to Cincinnati, Ohio.
?—?—? Little Rock to Virginia
?—?—? Hot Springs (the E. Perry cover)

Mannel Hahn's "Postal Markings of United States 1847-1851" is indispensable and reliable as a list of post offices that received supplies of 1847 stamps. The added chapters on townmarks, grids, rating marks, etc. are also interesting but contain too many errors to be dependable. In these added chapters a single Little Rock cover is referred to three times, once as having a '47 stamp and twice as stampless. It is described as a ten-cent cover, postmarked June 25, 1849, at Little Rock in black with a "PAID" and an "X" also in black. The first stamps were not shipped to Little Rock until August 9, 1849, so June 25th is too early for a stamped cover. For these reasons I consider it stampless.

To the best of my knowledge there has not been any postal history publication about Arkansas covers although its comparatively few 19th century covers offer a challenge to a student who is a loyal son or daughter of Arkansas.

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THE 1851-'60 PERIOD
TRACY W. SIMPSON, Editor

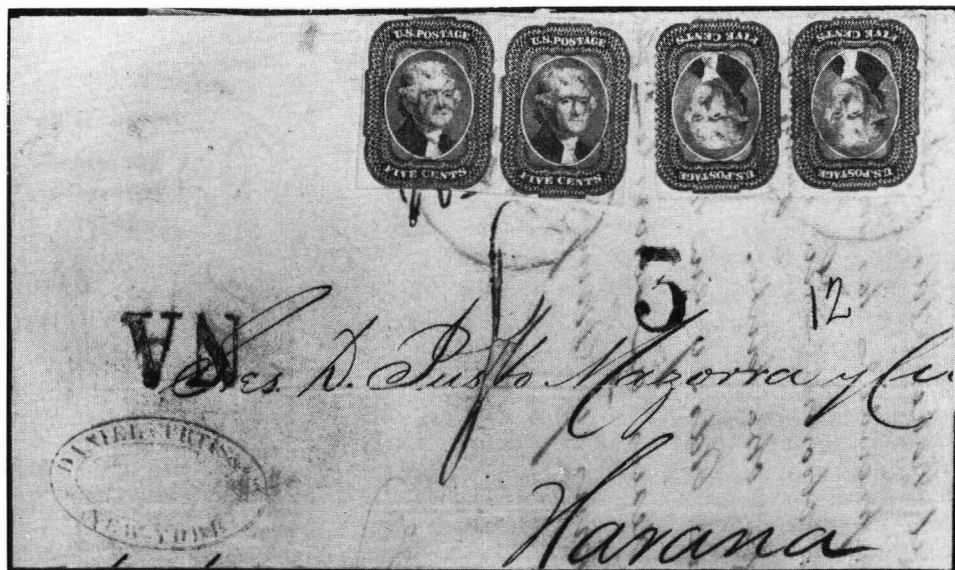


Figure 1

5ct IMPERF and PERF PAIRS on SAME COVER

Mr. F. J. Salichs sends photo of what is believed to be a unique cover, Fig. I, bearing two pairs of 5ct red browns, one imperf and the other perf. Mr. J. D. Baker writes that he believes this combination has not been heretofore reported. The item is a folded letter from New York to Havana bearing red New York townmarks, without PAID or numeral. The cover also bears the usual black NA characteristic of NY-to-Cuba mail, as well as a separate black 3 (which is not the usual 3 of the New York exchange office). As noted in issues Nos. 44 and 45 (page 26) the NA refers to mail received from North America (the U.S.) and the "3", by analogy with other covers bearing 1 and 2, implies a triple rate, or a delivery charge locally of three times that of a single-rate letter.

However, the U.S.-to-Cuba rate was 10cts per 1/2-oz. by U.S. Pkt to dockside in Havana, hence the postage on the cover implies a weight of less than 1-oz. Perhaps the weight basis for local delivery in the Havana

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: I-recut vertical inner lines left and right; IA-only at left; IB-only at right; IC-without such lines.

Five cent: V1-12; V2-27; V3-28; V4-28A; V5-29; V6-30; V7-30A.

Ten cent: X1-13; X2-14; X3-15; X4-16; X5-31; X6-32; X7-33; X8-34; X9-35 (one pearl); X10-35 (2 or 3 pearls).

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

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

postoffice differed from that used in U.S. for establishing the *rate to Cuba*. Any light that can be shed on this subject, or on mails to Cuba generally, will be appreciated.—Tracy W. Simpson

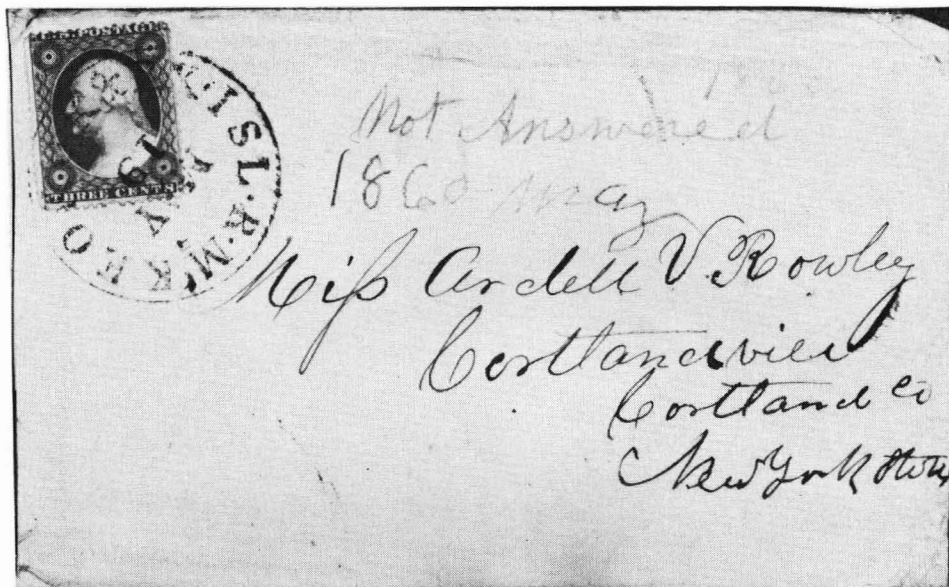


Figure 2

KEOKUK & ROCK ISLAND RIVER MAIL

Figure 2 shows the discovery copy of the 36mm KEOKUK & RK. ISL. R.M. marking tying S5, as listed in USPM, Sched A-10. The USPM listing was tentative because of strong probability that the marking, though known on 1861-issue covers, was probably used in the 1850's. Confirmation of the correctness of this assumption is the photo sent by Mr. H. A. Meyer, showing use on May 19, 1860. This route first appears in Sept. 30, 1856, list as route 9436, 140 miles, 6 trips weekly, and similarly in the 1857 list. The route number was changed to 10903 in the 1858 list and terminus at Rock Island was changed to Davenport, Ia., across the river. This number and destination continued through 1859, 1860, and 1861, and presumably thereafter. The 1860 and 1861 lists show only three trips per week.

Railroad Route-Agent and Station-Agent Postmarks

Compiled by W. W. HICKS, Associate Editor

Illustrations C, E, and F are described as follows in the manner employed in the C. W. Remele book:

N18½ NORTH MO. R.R. 25mm Black 1857-61
Postal route—

St. Louis to Hudson, Mo. 168 miles 1861

The only marking so far reported ties a 3ct '57 stamp. As the road was completed to Montgomery in 1858 and to Hudson in 1859, it seems likely that the mail route was established prior to 1861, although not listed in the PMG reports before then. At Hudson it connected with the Hannibal & St. Joseph for a through route to St. Joseph, Mo. The marking is extremely rare.

History of the road. Chartered in Missouri Mar. 3, 1857, the road was another land grant railroad and was prominent in developing the whole area of northern Missouri. It expanded extensively in the 1860's, although with numerous financial emergencies and reorganizations. It finally became a part of the Wabash R.R. System.

Station list. 1859. St. Louis, Bellefontaine, Jennings, Ferguson, Graham, Bridgton, Section 16, Ferry Landing, St. Charles, Dardenne, O'Fallon, Perruque, Wentzville, Millville, Wrights, Warrenton, Jonesboro, High Hill, Florence, Montgomery, Wellsburg, Martinsburg, Jeffstown, Mexico, Centralia, Sturgeon, Renick, Allen, Jacksonville, Hudson.

C1½ CANANDAIGUA & YOUNGSTOWN R.R. 32mm Blue 1851-57

Postal routes—

Canandaigua to Batavia, N.Y.	50 miles	1853	12 trips per week
Canandaigua to Niagara Falls	97 miles	1854	6 trips per week
Canandaigua to Batavia	50 miles	1855-61	12 trips per week
Batavia to Niagara Falls	47 miles	1855-61	6 trips per week

This marking is reported tying a 3ct '51 stamp on cover with mss date Sep.8, 1855. It is a route-agent marking, but there was no railroad of this name, and curiously the PMG's reports show no mail route of this name, but instead show it as "Canandaigua—Niagara Falls." Presumably the route extended by R.R. from Canandaigua to Niagara Bridge, and thence via the Lewiston R.R. to Lewiston (6 miles) and via stage coach or river boat to Youngstown, another 6 miles. Youngstown is a small town at juncture of the Niagara River and Lake Ontario and has never had a railroad, then or now. We know of no other route-agent railroad marking that did not coincide with the designation of the route in the PMG reports or the name of a railroad. The famous Fort Niagara is at Youngstown, which may explain why the postmark shows it as the route terminal. The marking is extremely rare.

History of the road. The Canandaigua & Niagara Falls R.R. was incorporated Mar. 18, 1851, and opened as far as Batavia Jul. 1, 1853, and shortly afterward extended to Niagara Bridge. It was sold under foreclosure Nov. 6, 1857, and reorganized as the Niagara Bridge & Canandaigua R.R. Aug. 25, 1858, and leased to the New York Central R.R. a few days afterward. It was one of the earliest acquisitions of the New York Central R.R. after its formation in 1853. Unflatteringly it was called the "Peanut R.R." by New York Central people, and reports indicate that it was acquired not because it was needed, but for fear the New York & Erie R.R. might buy it. The C. & N. Falls R.R. had 6-ft. gauge tracks, and connected at Canandaigua with the Erie-controlled Elmira, Jefferson & Canandaigua, which in turn met the Erie mainline at Elmira—all 6-ft. gauge. Shortly after acquiring the railroad, the New York Central changed the track gauge to standard 4.8 ft.

Station list. 1858. Canandaigua, East Bloomfield, Miller's Corner, West Bloomfield, Honoye Falls, West Rush, G.V. Junction, Caledonia, LeRoy, Stafford, Batavia, East Pembroke, Richville, Akron, Clarence Center, Tonawanda, Niagara Falls, Niagara Bridge, Lewiston, Youngstown.

N2½S N & D. R.R. (?) REYNOLDS 34½ x 25½ oval Black 1857-61
A station-agent marking of the Nashville & Decatur R.R.

The only marking so far seen is reported by Mr. W. Wyer on cover with 3ct '51 from plate 6 or 7, and shows two incomplete strikes, one tying the stamp, but the R.R. name is not legible. The cover is addressed to Memphis, Tenn., and the oval matches the one used by the Nashville & Chatanooga (N2S-a or -b), except apparently there is no year date. The only route in in this period between Reynolds and Memphis was via the Nashville &

Decatur R.R. Reynolds was on the Central Southern R.R. portion of the route. The marking is extremely rare.

History of the road. The Nashville & Decatur R.R. was made up of three small railroads between these two towns: the Tennessee & Alabama (Nashville to Columbia Tenn.); the Central & Southern (Columbia to State Line); and Alabama Central (State Line to Decatur). Total distance between Nashville & Decatur was 119 miles. The three roads were completed by 1859 and 1860, and according to Appleton's Guides were operated as a single road from the beginning, although not officially consolidated until 1868. The road was leased to the Louisville & Nashville in March, 1871.

Station list. 1862. Nashville, Brentwood, Franklin, Thompson, Spring Hill, Carter's Creek, Duck River, Columbia, Hurricane, Pleasant Grove, Campbell's, Lynnville, Buford, Reynolds, Wales, Pulaski, Richland, Prospect, State Line, Elkmont, Athens, McDonalds, Foots, Hobbs Junction, Decatur.

N.HAVEN & SPRINGFIELD R.R. (Remele No. N7) The C. W. Remele book lists this as *not particularly scarce*, based on an estimate of between 21 and 40 known, stamped and stampless 1845 to 1861. However, the marking is at least rare on 1851-'60 cover with stamps. In the late 1850's most of the R.R. mail bore the N.HAVEN & GREENFIELD or the N.HAVEN & BELLOWS FALLS markings. As evidence of scarcity with stamps, at least one R.R. specialist has been seeking it on cover tying an S2 or S5 stamp but without avail at last report.

C.Z. & C. R.R. (Remele C23-a). The Remele book says that Dr. Chase's record of this marking of the Cleveland, Zanesville, and Cincinnati R.R. was from an off-cover strip of three of S2. The illustration in the Remele book, however, is from a cover. Mr. Walter Hubbard reports owning what is probably the off-cover discovery strip of three (83,84,85 R2) of JUN. 16 date; the strip has four margins all around except for outer-line cut-in at corner of one stamp.

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.

<i>Illustration No.</i>	<i>USPM Schedule</i>		<i>Used with</i>	<i>Reported by</i>
A	A-34	NAVAL LIBRARY & INSTITUTE/ picture of ship/U.S. NAVY YARD/ BOSTON C-36	S5	R. B. Graham

Regarding this marking, Mr. Graham writes that it is on cover from Manhattanville, N. Y. addressed to a Navy person on *USS Mystic*, African Squadron, West Coast of Africa via Charleston Navy Yard, Mass. Of the three reported uses of this forwarding marking, this is believed to be the only one on cover with stamps. The African Squadron was principally engaged in stopping the slave trade.

B	A-13	8-bar cross grid 18mm of Farmingdale, Me.	S2	W. W. Hicks
---	------	---	----	-------------

Many "cross-grids" are suspect as superposed regular grids. This example is okay, however.

C	A-11	NORTH MO/D/R.R.	C-25	S5	W. W. Hicks
		See report in Mr. Hicks' section			
D	A-2	SABINE CITY/D/TEX Rimless and sans-serif	C-32	Stampless	D. L. Jarrett
E	A-12	REYNOLDS/D/(N & D) R.R. O-34½ The "N & D" is uncertain; believed to stand for Nashville & Decatur		S2	W. Wyer



A



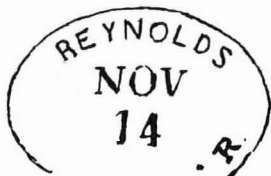
B



C



D



E



F



G



H



J



K



L



M

Illustration No. USPM Schedule

Used with

Reported by

F A-11 CANANDAIGUA & YOUNGSTOWN/D/R.R. C-32 S2 W. W. Hicks

See report in Mr. Hicks' section

G A-2 JACKSON C H (Courthouse)/D/O C-29 U-10 H. C. Greene

Not A-2 REEDS FERRY/D/N.H. C-29 U-10 H. C. Greene

illus. A-2 RIMERSBURG/D/Pa. C-28 U-10 H. C. Greene

Both of the above have short horizontal lines at each side of the abbreviation for the state. Lettering is serif type.

H A-2 FAWN GROVE/msD/PA C-28 S-5 D. L. Jarrett
Rimless, sans-serif, hand made

J A-13 Two-bar canc. 24mm in very faint circle which may be only rim of hand-stamp. Who knows town of origin? S-2 W. F. Amonette

K GEORGETOWN/D/N.J. C-30 S-2 J. R. Kesterson
Probably stencil cut; the lines under the date are distinct; the "1" is mss.

L A-13 Collinsville, Ct. waffle-18 S-2 J. R. Kesterson

M A-13 Salem, Ohio fancy-21 S-5 J. R. Kesterson

ADDENDA AND CORRIGENDA

Issue 50, page 100, Item S—U.S. Naval Lyceum marking: Change “reported on the 1861 issue” to read “reported used from 1836 to 1853 or ‘54.” The cover from which the tracing was made was put in the postoffice of a New York town and addressed to a Naval officer or seaman at Rio de Janeiro; it traveled through U.S. Navy channels.

Issue 47, page 13, *WOODBINE/B & O R.R. CO.* Assign Remele No. B2S-M.

Issue 50, page 101, Item A—Mr. R. E. Gillespie reports that the “PR” is a part of “APR,” as is confirmed on page 88 of the Konwiser book on stampless markings.

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 8

Early impressions do not show the engravings to be as finely cut as those on Plate 7. Mottling is found to some extent on the Right Pane, but there is very little on the Left Pane. This mottling, although very similar to that of the stamps on Plate 7, is much less pronounced. Very few of the positions show the polishing scratches which appear on Plate 7. Quite a number of positions show fine straight horizontal lines running through the designs at different places.

Relief A

The stamps from positions 4R to 10R8 show a rather heavy dot on the shoulder just above the “N” of ONE on a line with the left small semi-circular ornament (Fig. 28). Positions 8R and 10R show pronounced double transfers (Fig. 29). Position 6R shows a minor double transfer in the top lettering which is indicated by short dashes in the letters “O” and “S” of POSTAGE (Fig. 28). Position 2R shows a diagonal dash running in a northwesterly direction over the letters “PO” of POSTAGE. Position 3R shows a similar dash which ends over the “P” of POSTAGE (Fig. 30). Each of the positions in the top row of the left pane has at least one characteristic plating mark, and it is hoped that in future articles, these positions may be illustrated.



Fig. 28

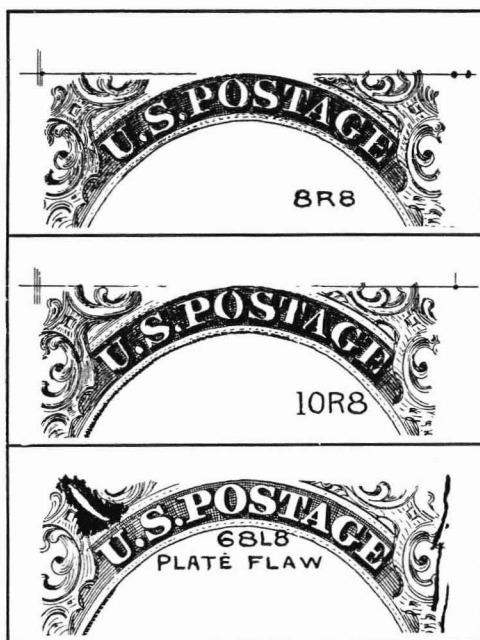


Fig. 29

Relief B

Many of the B Relief Positions show the short, fine horizontal lines going through various parts of the designs (Fig. 30). Position 14L8 has a pronounced dot in the upper left corner of the "O" of ONE. Position 16R has a dot in the head under the letter "S" of U.S. and also a dot on the shoulder (Fig. 30).

Relief C and D

These positions do not have any particular characteristic by which the stamps can be recognized as coming from Plate 8 except for individual plating marks. The specialist who works on these stamps constantly, can usually separate stamps from Plates 5, 7 and 8 by shade and impression. Position 22R8 has a small curve on the Shoulder (Fig. 31). Position 34R has a pronounced diamond-shaped dot in the head under the S of U.S. and to the left of Franklin's nose (Fig. 31). Position 36L has a short dash in the head (Fig. 32). Positions 39 and 79L have a small 'moon' in the head (Fig. 33). Between position 71 and 81R there is a small, almost horizontal dash starting at the center line and going to the right for about four millimeters (fig. 34). Position 68L8 has a plate flaw over the 'U' of U.S. (Fig. 29).

Relief E

Positions 42, 43 and 82 and 83R have a dot in the head, under the period between the 'U' and the "S" of U.S. Positions 41 and 81R have a curl through the letter 'E' of CENT. Positions 47 and 88R have a short dash under the letter 'S' of POSTAGE (Fig. 35). In the left pane, positions 47 and 48L8 have the right side ornaments almost complete and are sometimes confused with the E Relief stamps of Plate 5. 84L has a fine vertical guide line through the upper right ornaments. In the margin between Positions 81 and 82L8 there is a pronounced blurring which starts at the top of Franklin's shoulder and continues to the bottom of the stamps. There are also numerous scratch markings, therefore 82L is sometimes incorrectly assigned to Plate 5. The upper right side ornament is almost complete and might give this impression, but the lower right side ornament is quite incomplete.

Relief F

Position 51R8 has two dots under the letters 'PO' of POSTAGE and a small dash under ONE. Position 52R is known as the double curl variety with a curl through the letter 'C' of CENT ascending into the shoulder, also a long curl on Franklin's head. This curl running through

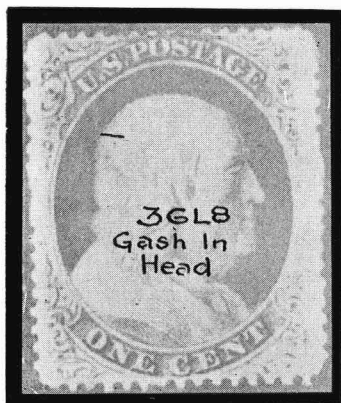


Fig. 32

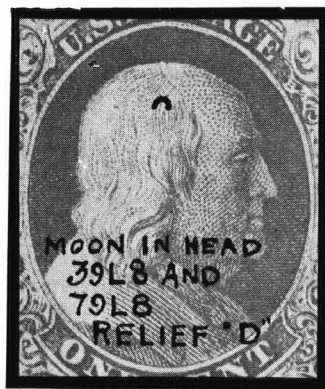


Fig. 33



Fig. 34



Fig. 30



Fig. 31



Fig. 35



Fig. 36

the letter C is repeated on position 92R and early impressions of 92R also show a curl similar to that of the long curl in the head of 52R (Fig. 36). Position 57R8 shows two dots on the shoulder over and slightly to the left of the 'O' of ONE (Fig. 31). Position 97R has a single dot on the shoulder in the same place. Position 59R has a small circular flaw in the head under the letter 'S' of POSTAGE and position 100R shows a curl running in a southeasterly direction under the letter 'S' in U.S. extending under the "P" of POSTAGE. In the left pane, 53L has a dot in the letter "N" of ONE, very similar to that of the dots in the F Reliefs of Plate 7, also a blurring through the letter "E." 59L8 has three scratches which are almost vertical in the right side of the letter "O" of ONE. Plating marks on some of the other positions are also illustrated.

(To be concluded in next issue)

WE used to list the names of the journals that we print but the list is growing so fast that we don't dare list them at the moment.

For those who would like to see the present list we will be glad to try to keep you up to date.

We invite your inquiry.



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

Editorial Comment

Response to several items appearing in this section of the *Chronicle* has been rather extensive, and several useful contributions will be used as soon as space is available.

Mr. Walter McKean has shown us a 3¢ '61 rose with what is apparently a "confirming" copy of variety "D", shown on page 63 of *Chronicle No. 49*. The appearance of the confirmation copy proves this to be a constant plate variety. The confirming copy is of a different state of the plate, probably later. The second example is not so irregular and does not show the portion to the left of the dot. Our idea is that this variety stemmed from a surface crack in the plate, and the appearance changed due to wear and abrasion of the ink. Mr. McKean has shown us several other varieties, which will appear in a later issue of the *Chronicle*.

The Editor is wondering . . .

Does the 1¢ 1861 stamp actually exist in a truly ultramarine shade, as has been listed in Scott's U.S. for many years? Several route agents have been exploring this question. Any ideas? We might mention that reports of someone else having or having sold an ultramarine isn't much help, but if you believe you have this item in your collection, a report would be appreciated.

Who knows the exact meaning of the term "Mail Direct" which sometimes appears upon covers of the 1860's and earlier? The following explanation has been given us and may be right: During the period of our interest, mail addressed to travel a considerable distance was made up for various distributing offices where it would be resorted for distribution in the area serviced by the distributing office. Under this system, a letter from outside of the area serviced could pass through the town to which it was addressed to the distributing office and then have to be sorted and returned. Covers marked "Mail Direct" were intended to be held outside the mail pouch intended for the distributing office of the next zone and dropped off at the office to which they were addressed in route. Obviously, the latter office had to lie on the direct route between the distributing offices. For example, Columbus, Ohio and Indianapolis, Indiana were both distributing offices, as given in the 1862 "List of Post Offices in the United States". A letter sent from Indianapolis and addressed to Springfield, Ohio would, by our interpretation, have been placed in the pouch for the Columbus distributing office when mailed from Indianapolis and been carried on the National Road (now U.S. 40) right through Springfield to Columbus where it would have been sorted out and returned some 50 miles back to Springfield, thus losing at least a day. If the letter were marked "Mail direct" it would have been simply dropped off at Springfield, not having been placed in the Columbus pouch.

Were route agents permitted to order their own postmarking devices, as smalltown postmasters did, or were the devices supplied to them by the Post Office Department? Can any reader help us find a reference?

Henry A. Meyer

Has any member actually seen a cover which shows evidence of non-recognition of 1851-60 stamps at the receiving office? If so, please send a description.

Does any member own a cover with the straight line FORT SMITH, ARK. marking of the Civil War era, either on a due soldier's letter or with a 3¢ 1861 stamp? The editor would appreciate a photo or tracing of this marking.

Item 11 on page 66 of *Chronicle No. 49* has been verified as reading "Mott Haven". The 1862 "List Of Post Offices" lists this town in Westchester County, New York. ^{don't own}

Occupation Usages

On May 27, 1861—or at least that is the date of the one copy of the order which we have seen—Postmaster General Montgomery Blair issued a directive to all postmasters which read:

Post Office Department
Washington, D.C.
May 27, 1861

All postal services in the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Texas will be suspended from and after the 31st instant.

Letters for offices temporarily closed by this order will be forwarded to the Dead Letter Office, except those for Western Virginia, which will be sent to Wheeling.

(Signed)

M. Blair
Postmaster General

Several items come to mind in reviewing this order. Tennessee was not included as that state did not secede until June 8, 1861, over a week after the issuance of the order. Whether another order was issued to cover that State is not known; we do know that both the Memphis and Nashville postoffices are listed in the records in the National Archives as having been officially discontinued on June 10, 1861.

The order discontinues mail service, but does not ban private or mail service via the Express companies. Actually, the official prohibition of private communication with towns in the seceded states did not take place until in August.

The order is rather vague as respects the limits of Western Virginia.

The purpose of the above discussion is to show that by May 31, 1861 all postoffices in all the seceded states except Tennessee were officially discontinued. As the Northern armies moved southward and occupied southern towns and cities, covers were sent home by the Union soldiers bearing the usual 3¢ 1861 stamps and with markings of certain southern cities. Except for a few towns in northern Virginia, Western Virginia—presumably defined as being composed of the counties which later became West Virginia—and a few Florida points which remained in Federal hands, then all town markings such as described actually constitute occupation usages.

This subject was discussed rather briefly at the Napex workshop, and the writer believed he detected considerable interest in the idea. Actually, it has been a pet project of the Period Editor for some years. The project as it will appear in these pages, is actually in several phases. Some of these are:

1. Listing of all postoffices in the seceded states from which covers of Civil War date exist, bearing Federal stamps of the 1861 issue and with markings of those offices.
2. The record as to postmaster appointments, opening and closing, etc., has been or will be secured from the National Archives for each of the postoffices from which a proven cover is seen, as stated in (1).
3. The markings used by the postoffices of these occupied towns will be recorded, together with dates of usage. This is in process and, in fact, a great deal of data has been accumulated.
4. Further steps will be taken as such appear useful.

To start the ball rolling, following is our list of former Confederate towns from which we have seen occupation covers. No doubt, this is not complete and it is requested that the Period Editor be notified of any additions to the list. The status of a few towns and areas is stated separately, being somewhat ambiguous.

VIRGINIA

Occupied, after being held by the Confederacy:

Norfolk
Manassas (was Tudor Hall).
Winchester

Became West Virginia territory, but was occupied by Confederate forces at times:

Harpers Ferry
Martinsburg

Huttonsville
New Creek Station, Piedmont
Always held by Federals and apparently the postoffices were never closed, in spite of the Blair order of May 27, 1861.

Alexandria
Old Point Comfort

NORTH CAROLINA

New Berne (also spelled Newbern)
Beaufort, Washington

SOUTH CAROLINA

Port Royal
Beaufort

Note: The South Carolina town is pronounced "Boōfort", the North Carolina town of the same name is called "Bowfort", per R.A. Bob Phillips.

GEORGIA

We have none recorded. Fort Pulaski may have had an Army post office, but there is not any record of any post office establishment or postmaster appointments in the National Archives' records for this location. We do not know the reopening date of the Savannah office, although it was possibly post war.

FLORIDA

- a) Remained in Federal hands throughout the War.
Key West
- b) Same; post offices established during War.
Fort Jefferson
Fort Pickens
- c) Occupied towns
Pensacola
St. Augustine
Warrington (?)
Jacksonville

ALABAMA

Mobile.

MISSISSIPPI

Vicksburg
Natchez
Ship Island (P.O. established for Federal occupation).

LOUISIANA

New Orleans

ARKANSAS

Fort Smith
Little Rock (?)

TEXAS

None recorded.

TENNESSEE

Nashville
Memphis
Gallatin
Clarksville
Cumberland Gap
Knoxville
Chattanooga
Dayton
Murfreesboro
Columbia

Our own study has covered only the wartime usages, and we have done little with the idea of the post war occupation which merged into the reconstruction era. Actually, just where to draw the line insofar as to the exact date of the ending of the war is uncertain. Presumably the dates of the surrender of Lee (April 9, 1865), Johnson (April 26, 1865), Taylor

(May 4, 1865—troops in the Alabama and Mississippi areas were surrendered, Kirby-Smith (Trans-Mississippi Department—surrendered May 26, 1865) and finally, Galveston, Texas fell on June 2, 1865 which certainly should mark the end of the war, apply to various areas.

Probably the reconstruction era could be said to have commenced with the beginning of civilian control. In this case, we have a guide in the form of the new postmaster appointments after the war. Most of these were in 1866 or 1867. Letters originating in the south during 1865 and 1866 therefore have their points of interest, also.

Richard B. Graham

Fancy Cancellations

Probably the 1861 period produced, comparatively, as many fancy designs of obliterators as any period. We refer here, by "fancy designs" to those odd and unusual products of the imagination of postmasters of the 1860's who were handy with the knife and had the leisure to whittle out all sorts of designs.

The field of fancy cancellations presents quite a problem to the Period Editor. The field is important and should not be minimized and yet, probably sufficient designs exist that if the attempt were made to classify and illustrate all of them, several complete volumes of the *Chronicle* would be required. Plate I illustrates some 30 of these items, selected at random from those submitted. Prior to identifying these, a few rules of thumb for submitting and listing should be discussed.

1. Several works exist which illustrate and list large numbers of fancy cancellations of this period. Anything which has been listed and fully described in any of the following works will not be illustrated in the *Chronicle*. If the marking is listed therein as used in a period other than 1861-69, however, it should be reported when found used during this period.

- a) Herst-Sampson, *19th Century United States Fancy Cancellations*
- b) Blake-Davis, *Boston Postal Markings to 1890*

And, possibly others will be added later.

2) Where markings have been listed in Simpson's USPM as used during the 1851-60 period, and are found used during 1861-69, they should be listed but will not be illustrated.

3) The town of origin and date of use, color of strike and stamp or postal stationery upon which struck should be reported.

4) The marking should be sufficiently striking and clear as to add significantly to the value of the stamp or cover. Here, the Period Editor reserves the right to be rather arbitrary at times. For example, he sees no advantage in listing large numbers of haphazard crossroads cancellations. When markings are on stamps, with origin unknown, only markings of considerable interest will be included.

Route Agent Roger B. Cotting has initiated a project of listing these items in far greater detail and more extensively than can ever be achieved in the *Chronicle*. Fancy cancellations of unknown origin or when possibly questionable *Chronicle* material should be submitted to him whether sent to this editor or not.

Fancy Cancels

Plate I illustrates some thirty of this category which either do not appear in Herst-Sampson or about which there is some question. Anyone having data which will fill in any of the missing columns will oblige us by so doing.



1



2



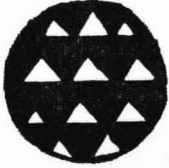
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UNION.

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Plate I

<i>Plate I</i> No.	<i>Town</i>	<i>Date or Note</i>	<i>Used with</i> <i>Scott No.</i>	<i>Reported by</i>
1	Windsor, N.Y.	July 30, 186?	65	Floyd Harrington
2	Mobile, Ala.	Nov. 16, 18? (post war)	U58	H. C. Greene
3	Cortland Village, N.Y.	Feb. 3, 186?	65	Floyd Harrington
4	Whitestown, N.Y.	Nov. 14, 186?	88 or 94 (?)	Floyd Harrington
5	Norwich, Conn.	Nov. 8, 1863	65	Roger Cotting
6	New York, N.Y.	?? Local use; in red.	73	Floyd Harrington
7	Fort Wayne, Ind.	Sept. 7, 1864	U35	H. F. Wiese
8	Westfield, N.Y.	Dec. 25, 1866	65	H. F. Wiese
9	Rhinebeck, N.Y.	Dec. 7, 1863	65	H. F. Wiese
10	Triangle, N.Y.	Sept. 5, 186?	65	??
11	?? Similar to H.S. 1820 and 1821.	In red. Pair	63	J. D. Baker
12	New Haven, Conn.	??	U58	H. F. Weise
13	?? Similar to H.S. 1174 or 1209		65	R. L. Markovits
14	?? Similar to H.S. 1285		65	R. L. Markovits
15	Greenville, Ala.	Dec. 13, 186? (post Civil War)	U58	H. C. Greene
16	New York City	June 26, 186?	U59	same
17	Hartford, Conn.	Aug. 12, 186?	U35	same
18	Carrollton, Miss.	Mar. 22 (post war)	U58	same
19	New York City	Apr. 23, 186?	U59	same
20	Cleveland, Ohio	Oct. 14, 186?	U59	same
21	Lockport, N.Y.	Apr. 13, 1867	U59	same
22	Kennebunkport, Me.	Aug. 1, 186?	U59	same
23	New York, N.Y.	Oct. 12, 186?	U59	same
24	Lafayette, Ind.	Dec. 6, 1864	U58	same
25	Youngstown, Pa.	May 19, 186?	U59	same
26	Brooklyn, N.Y.	Feb. 8, 1865	U35	same
27	Bridgeport, Conn.	Dec. 18, 186?	U58	same
28	New York, N.Y.	Mar. 9, 186?	U58	same
29	Acton, Mass.	May 25, 186?	U34	same
30	Wooster, Ohio	Feb. 9, 186?	U58	same

(All markings listed above are in black unless otherwise stated.)

Future occasional pages of fancy cancels will be shown. When reporting such markings, please give all available data to complete the columns shown above. Tracings of any sort or photos or clear Xerox copies are all satisfactory; just so that enough can be seen that the Editor can either use the tracing "as is" or can make an india ink copy. One contributor traces using a blue ink ball point pen on the outside of a glassine envelope in which the cover is enclosed. This is quite satisfactory and also, in our opinion, rather ingenious.

The late George Devlin of Columbus, Ohio, who collected fancy cancels as early as the 1920's often remarked that a good imagination was required to see many of them. With this, we agree and also trust that tracings submitted will not be partly imagination. In other words, if you have an incomplete strike of what appears to be an interesting marking, please trace and submit it just as it is struck, without "guestimating" any details. The postmasters of the 1860's were great whittlers, but no collector can outguess slips of the knife made by them!

Demonitization and the 10¢ 1861 Types

(Photos by Boutrelle)

Mr. William C. Peterman sends photos of a delightful sequence of five covers, all of a single correspondence from Rochester, New York to Toronto, Canada.

Illustrations of the five covers accompany these comments. The sequence tells a very vivid story of the hectic summer and fall of 1861. Mr. Peterman's comments follow:

"The first cover was sent collect on July 30th. This was allowable at this time for letters to Canada. The rate markings are all in black. In view of the way all the other covers were prepaid with stamps it could be possible that no 10¢ stamps were then available at the Rochester postoffice and no one bothered to put on a combination to amount to 10¢.

The second cover was sent on September 9th and carries the new 10¢ stamp of the 1861 issue. According to *Pat Paragraphs* (#29, I believe) the first of the new 1861 stamps were received at Rochester on August 21st.

The third cover was sent on September 23rd and carries the 10¢ 1857 stamp!!! It would appear that the Rochester postoffice had run out of the new stamps and again accepted or supplied the 1857 issue. It is not likely that it just slipped through.

The fourth cover was sent on September 30th and carries the 10¢ "First Design" stamp. Thus, these stamps appear to have been received at Rochester after they ran out of the regular issue. This use of the "First Design" stamp is in more or less its usual time relation to the issuance of the regular design. (In other words, the Postoffice Department being unable to keep up with the demand for 10¢ stamps of the new issue, pressed into use the "First Design" plate until the temporary shortage was caught up.—Ed. note)

The fifth cover was sent on October 7th and carries the regular issues to pay a double rate of 20¢, this being done with singles of the 3¢, 5¢ and 12¢ stamps. Again, it would seem that the Rochester postoffice was out of the 10¢ stamps. This is a very early use of the 12¢ 1861 stamp.

Top to bottom (at right):

- A. Unpaid, July 30, 1861. All markings in black, with Great Western Railway and Toronto backstamps, the latter showing receipt August 1, 1861. The "10" is probably a U.S. due marking, and the "UNITED STATES/ 6. D.", also struck in black, is the marking of the U.S. exchange office. Under the provisions of the U.S.-Canadian agreement of 1851, exchange offices were to state the postage, with the country name, in the currency of the other. In 1851, Canada used the British type pound, but changed to decimal currency in 1859. The "6 D." is a "residue" from the former period. The agreement also required that such rate markings be struck in black for unpaid letters and in red for prepaid, with partial payments not to be recognized.
- B. Prepaid by a 10¢ regular 1861 stamp. Markings similar to those of "A", except for the exchange office marking, struck in red, of "UNITED STATES/PAID 6 D.", as was correct for a prepaid letter. This cover, although erroneously addressed to Toronto, NEW YORK, apparently reached its intended designation.
- C. Prepaid by a 10¢ stamp of the 1857 issue, presumably demonitized when the new stamps were placed in use at Rochester, as noted by the cover "B", above. The red exchange office marking indicates the letter was considered by that office to have been prepaid. However, the exchange office could have been Rochester or Buffalo, the former exchanging with Coburg, Ontario by steamer and the latter via through bags with Toronto, Hamilton and Queenston.
- D. Prepaid with a "First Design" 10¢ 1861 stamp, on Sept. 30, 1861. Markings similar to other covers, showing receipt in Toronto on Oct. 3, 1861.
- E. A double rate, prepaid with 3¢, 5¢ and 12¢ 1861 stamps to make up the 20¢ double rate. The U.S. exchange office marking is not clear, as was often the case with markings struck in red (prepaid letters). The lower part of the marking reads "PAID 12" or "PAID 20", probably the former, although the latter is possible, due to Canada's change to decimal currency in 1859.

UNITED STATES



L. A. Deshons Esq

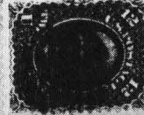


L. A. Deshons Esq
Toronto
N.Y.

Immediate



L. A. Deshons Esq



A. Deshons Esq
Toronto
C.N.

UNITED STATES

United States Railroad Postmarks 1861-1886

By CHARLES L. TOWLE

(Editor's note: After an absence from two issues of the *Chronicle*, we now complete the section on New England, including a sizable addendum. No more sections will appear in the *Chronicle*; the author and the former period editor will now devote their energies to preparing the manuscript for the book which will cover the entire country.)

Code of Abbreviations

D (in wording of a mark): date.

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

tr: triple.

WYD: with year date in marking.

NCS: no date or center slug in marking.

T.N.: train number in marking.

/: new line or change of direction.

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

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

Oct.: octagon or octagonal.

R.R.: railroad.

AGT.: agent.

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

S.R.: short run.

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

Routes and Postmarks

Connecticut—continued

Catalog Route 86: New Hartford to Farmington, Conn., via NEW HAVEN & NORTH-AMPTON R.R. (N.Y., N.H. & H. R.R.)

Route Agents: New Hartford to Farmington, Conn. 1882, 1883—1 agent. 14 miles.

Markings: 86 A 1, NEW HART. & FAR'GT./D/AGT., 25½ black, Banknote. "S" killer.

Catalog Route 87: Bridgeport to Winsted, Conn., via NAUGATUCK R.R.

Route Agents: Bridgeport to Winsted, Conn. 1861, 1863, 1865—2 agents; 1867, 1869, 1871—1 agent; 1873, 1875—2 agents.

West Winsted to Bridgeport, Conn. 1877, 1879—3 agents; 1881, 1882, 1883—2 agents. 62 miles.

Markings: 87 B 1, NAUGATUCK/D/R.R., 26 black, 1877.

87 C 1, W.W. & BRIDG'PT./D/AGT., 25½ black, 1884.

87 C 2, W.W. & BRIDG'PT./D/AGT., 26 black, Banknote.

87 D 1, WIN. & BRIDGE'PT./D/AGT., 26 black, Banknote.

Catalog Route 88: Bridgeport, Conn. to Pittsfield, Mass., via HOUSATONIC R.R.

Route Agents: Bridgeport, Conn. to Pittsfield, Mass. 1861, 1863, 1865, 1867, 1869, 1871, 1873—2 agents; 1875, 1877—5 agents; 1879, 1881—6 agents; 1882—3 agents; 1883—4 agents. 111 miles.

Markings: 88 B 6 (Remele H4-h), HOUSATONIC R.R./D, 34 black, Early.

88 B 7, HOUSATONIC/D/R.R., 25 black, Banknote.

88 B 8, HOUSATONIC/D/R.R., 25 black, Banknote.

88 C 1, PITTS. & BRIDG'PT./D/AGT., 26 black, 1883.

88 D 1, PITTS'F'D. & BR'P'T./D/AGT., 26 black, 1878.

88 E 1, PITTS. & BRIDG'PT./D/AGT., 26 black, 1882.

88 F 1, PITTS. & BRIDGEPORT/D/R.P.O., 26½ black, WYD 1885.

88 S 2 (Remele H4S-b), BROOKFIELD/D/HOUSATONIC R.R., oval 34½ x 25, green, Early.

88 S 3, BROOKFIELD/D/HOUSATONIC R.R., oval 33 x 25, red, 1862.

88 S 4 (Remele H4S-c), HAWLEYVILLE/D/HOUSATONIC R.R., oval 34 x 25½ black, Early, Banknote.



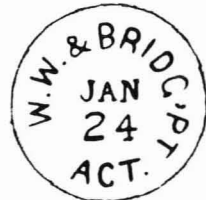
86A1



87B1



87C1



87C2



87D1



88B6



88B7



88B8



88C1



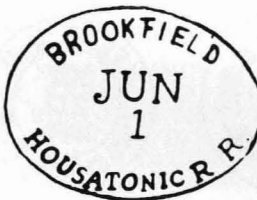
88D1



88E1



88F1



88S2



88S3



88S4



88S6



88S9



88S12



88S13



88S14



89A1



89B1



89C1



90B1



91A1



91B1



91C1



91C2



91C3

Additional Markings



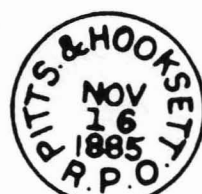
4N2



22B1



24H2



27C1



29C1



3501



41M1



41S14



51L6



53S3



5702



62A1



70Q1

88 S 6 (Remele H4S-e), KENT/D/HOUSATONIC R.R., oval 34 x 25, black, Early.
 88 S 9, H.R.R./D/KENT, d. circle 21½-13½, blue, WYD 1867.
 88 S 12, NEWTOWN/D/HOUSATONIC R.R., oval 34 x 25, black, Early. Partial.
 88 S 13, H.R.R./D/NEW(TO)WN, d. circle 22-13½, black, WYD 1866. Partial.
 88 S 14, H.R.R./partial D/STEPNEY, d. circle 21½-13½, black, Early.
Catalog Route 89: Litchfield to Bethel, Conn., via SHEPAUG R.R., DANBURY & NORWALK R.R. (SHEPAUG VALLEY R.R.)
Route Agents: Litchfield to Georgetown, Conn. 1873—1 agent.
 Litchfield to Bethel, Conn. 1882, 1883—1 agent. 39 miles.
Markings: 89 A 1, SHEPAUG VALLEY/D/R.R., 25 black, Banknote.
 89 B 1, LITCH. & BETHEL/D/AGT., 26 black, Banknote.
 89 C 1, LITCHF. & BETHEL/D/R.P.O., 26 black, WYD 1885.
Catalog Route 90: Danbury to South Norwalk, Conn., via DANBURY & NORWALK R.R.
Route Agents: Danbury to South Norwalk, Conn., 1873, 1875, 1877, 1879, 1881, 1882, 1883—1 agent. 24 miles.
Markings: 90 B 1, DAN. & NOR./D/R.R., 24½ black, 1873.
Catalog Route 91: Hartford, Conn. to Millerton, N.Y., via CONNECTICUT WESTERN R.R.
Route Agents: Hartford, Conn. to Millerton, N.Y., 1873—1 agent; 1875, 1877, 1879, 1881, 1882, 1883—2 agents. 70 miles.
Markings: 91 A 1, CONN. WESTERN/D/R.R., 25½ black, Banknote.
 91 B 1, HARTFORD & M./D/AGT., 25½ black, Banknote.
 91 C 1, HART. & MILLERTON/D/AGT., 25½ black, Banknote.
 91 C 2, HART. & MILLERTON/D/AGT., 26½ black, WYD 1881.
 91 C 3, HART. & MILLERTON/D/AGT., 26½ black, Eighties.

Additional Routes and Postmarks

4 N 2, AUGUSTA & PORT./D/AGT., 25 black, 1879.
 4 S 2, additional color and date, blue, WYD 1868.
 4 T 1, see *Chronicle* No. 47, pp. 26, 30.
 9 F 1, see *Chronicle* No. 47, pp. 26, 30.
 22 B 1, PORTS. & MANCHES./D/AGT., 26½ black, WYD 1888. (Relisted because of acquiring a complete strike for better tracing and data.)
 24 H 2, BOS. & ST. A./D/R.P.O., 25½ black, Banknote.
 24 J 1, see *Chronicle* No. 47, pp. 26, 30.
 27 C 1, PITTS. & HOOKSETT/D/R.P.O., 26 black, WYD 1885.
 29 C 1, KEENE & SPRINGFD/D/AGT., 27 magenta, WYD 1883.
 35 O 1, RICH. & SPRING. R.P.O./D/DAY, 27 black, WYD 1886. (Richford & Springfield.)
 41 M 1, ESSEX JUNCT. & BOSTON/D/AGT., 25½ black, 1884.
 41 S 14, KEENE. N.H./D/CHESHIRE R.R., d. circle 23-14, black, WYD 1866.
 51 L 6, BOSTON & TROY/D/R.P.O., 26½ black, WYD 1884. "E" killer.
 53 S 3, MILFORD./D/B.&A.R.R., oval 31½ x 20½, blue, WYD 1887.
 57 C 2, LOW. & TAUNT./D/R.P.O., 25 black, WYD 1886.
Catalog Route 62: Nashua, N.H. to West Concord, Mass., via NASHUA, ACTON & BOSTON R.R.
Route Agents: None listed for period.
Markings: 62 A 1, N.A.&B.R.R./D/WESTFORD, d. oval 30-20½ x 24-15½, blue. WYD 1879.
 70 Q 1, N.H. N.L. & S./D/R.R., 24½ black, Banknote. (New Haven, New London & Stonington.)
 72 E 1, additional color, black.

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

Short Paid Letters to France 1857-1858

MELVIN W. SCHUH

To a foreign rate collector, a change in rates for a particular service is likely to produce covers which are of more interest than normal ones. If the rates have been increased, it is quite likely that underpaid letters will be found which have been mailed at the former rate. The handling of these sometimes produces an unexpected philatelic gem.

Prior to our treaty with France we had to depend on Great Britain to act as "go between". We had been dealing with Britain by treaty since 1849, and since Britain also had a treaty with France, they accepted our French mail and forwarded it to France under the terms of their treaty. There were two rates available to U.S. writers on this mail, which was routed via Britain. 5 Cents if it was carried by a British packet (paying U.S. domestic postage only), or 21 cents if carried by an American packet (paying U.S. domestic and sea postage). In either case, the balance of the postage was paid on delivery in France. France paid Britain for transit service, and on British packet mail, sea postage also.

On January 1, 1857, three months before our French treaty became effective, Britain and France made some changes in their postal agreement. The postage collected in France on U.S. British packet mail was reduced from 13 decimes to 8 decimes, and on American packet mail from 8 decimes to 5 decimes, per 7½ grammes. At the same time Britain inaugurated the use of "tray" markings which indicated to the French postal authorities the rate basis on which the mail was delivered to France. There were many of these markings of which two were applicable to United States mail exchanged during this three months period.

A rectangular marking, GB/1F60C, was used on mail dispatched by Britain to France subject to a charge for sea postage as well as British transit postage (mail carried from the United States by British packets).



Figure 1

France accounted to Britain at the rate of 1 franc, 60 centimes per 30 grammes of mail. The other tray marking, a pointed ellipse reading GB/40C, was used on mail subject to British transit postage only (mail carried from the United States by American packets). On this mail France accounted to Britain at the rate of 40 centimes per 30 grammes. These rates and markings were in use for only three months on United States mail and letters showing them are not common. Only three examples of the GB/40C marking, used on American mail, are known at this time. It should be noted, however, that the same marking was used again from 1870 to 1874 when the service through Britain was revived following abrogation of the United States-France treaty.

Figure 1 illustrates a letter sent late in the three months period in question. Mailed from New Orleans to Paris on March 29, 1857, it weighed less than $\frac{1}{2}$ ounce, so required the minimum British packet rate of 5 cents. The Boston British Packet exchange marking appears on the back, as does the London transit marking. Britain also applied the GB/1F60C tray marking and France collected 16 decimes (two rates because the letter weighed over $7\frac{1}{2}$ grammes). Actually this letter was in transit when the new treaty became effective, but since it was mailed prior to the effective date, the old system applied. Of particular interest is the early use of the perforated 3 cent Type I stamp on this letter. The earliest known use of this stamp is February 28, 1857, only one month and three days prior to the date of the treaty.

The implementation of the postal treaty with France on April 1, 1857, brought about important changes in handling the mail. It established a new rate of 15 cents per $\frac{1}{4}$ ounce which could be prepaid or paid on delivery. This was the first time it was possible for the sender to pay the full postage. Partial payment was not recognized and underpaid letters were subject to collection of the full postage on delivery. Most of the mail continued to be routed via England as before, but British markings no longer appeared on letters to France because the mail traveled in closed bags until it reached the French port of entry. The United States accounted directly to France, the division of the rate between the two countries being shown in the exchange debit and credit markings on the letters. France settled with Britain for any transit services rendered.

Although the total rate of postage decreased, the amount payable by the sender on British packet mail increased from 5 cents per $\frac{1}{2}$ ounce to 15 cents per $\frac{1}{4}$ ounce. Figures 2 and 3 show letters which were prepaid on the old basis, 5 cents and 6 cents respectively. In each case the writer must have been unaware of the change in rate though many months had elapsed.



Figure 2

Figure 2, a letter from New London, Connecticut to Paris, dated June 29, 1858, illustrates correct handling of an underpaid letter. It was marked "SHORT PAID" and 8 decimes (15 cents U.S.) was collected on delivery in France. 12 cents of this was the United States' share (note the New York debit marking) since the letter was carried by an American packet direct to Le Havre, France was entitled to retain 3 cents domestic postage.



Figure 3

Figure 3, a letter mailed from Boston to Paris on February 24, 1858, received most unusual treatment. Instead of being sent by French Mail collect, as provided in the treaty, it was sent by British Open Mail, a service still available for letters to other European countries. Under this service the 6 cents prepaid covered the 5 cents U.S. domestic charge on British packet mail. The letter arrived in Liverpool and was forwarded to London where a transit marking was applied to the back. The GB/1F60C tray marking, the ANGL/AMB. CALAIS (Calais-Paris Ambulant Post Office) receiving mark and the 8 decimes collect marking are exactly the



Figure 4

same as those in use immediately prior to the treaty when this routing was normal. Incidentally, the 8 decimes collected was the same amount which would have been collected if the letter had been sent properly by French Mail collect.

Figure 4, a letter from Princeton, N.J. to Paris mailed August 17, 1857, was prepaid 21 cents (a strip of seven 3 cent imperforates folded around the envelope on both ends). This was a double rate letter (over 1/4 ounce) and correct postage was 30 cents. Therefore, it was underpaid and should have been sent by French Mail collect. Instead, this letter also was sent by British Open Mail. The 21 cent prepayment covered the American packet rate to Great Britain including sea postage. The letter has a London transit backstamp, the tray marking GB/40C, the ANGL/AMB. CALAIS receiving mark, and a 16 (decimes) collect marking. Under the Anglo-French treaty, the French collect on this cover should have been 10 decimes (twice the 5 decimes rate on mail charged with transit postage only). France, however, exercised her right to charge the higher amount, 16 decimes, which would have been due on a collect French Mail letter.

Here are two letters which were handled abnormally. In either case, the incorrect prepayment might have been the reason for missorting in the U.S. exchange office. 5 Cents and 21 cents were still common rates available on mail to several foreign countries. The result was two interesting covers with markings entirely foreign to French treaty mail. The writer would appreciate information on any similar covers of the early treaty period.

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The Cover Corner
J. DAVID BAKER, Editor

Answer to Problem Cover Presented in Issue No. 50

No definite answer has yet been determined, however, several things could have happened. The first is that the route agent had no stamps and took the letter to the Madison Post Office which applied the two stamps and mistaking the delivery from a non-contract source applied the "STEAM" handstamp.

A second explanation might be that the regular contract river mail boat somehow was delayed and in order to keep the mails moving the Madison Postmaster decided to send the mail by a non-contract steamer which took it, in turn, to the Cincinnati Post Office where the "STEAM" marking was applied. Henry Meyer has commented that "the 'STEAM' mark is very nearly identical with the known Cincinnati mark, but the 'M' is slightly different. It is not a difference from use or age, but different formation. Yet Cincinnati is the only place where the letter could have entered the mail."



Problem Cover for this Issue

The problem cover for this issue bears a single 90¢ 1861 stamp. It entered the post office at Baltimore, Maryland on July 20, 1866, and was routed "Via Marseilles" to the Augustine Heard and Company Shanghai, China. All the markings of any moment are on the face of the cover except a receiving mark at Shanghai dated September 26. The manuscript markings "68" and "48" are in purple ink while the large "2" and "96" are in red crayon.

The question is: since the rate *via Marseilles* to Shanghai was 53¢ per quarter ounce, how could a single 90¢ stamp pay double this rate?



We have recently purchased a rather small but choice collection of the 1¢ stamps of 1851 and 1857. The collector who formed it was a very careful one, and the stamps for the most part are nicely cancelled with good margins and well-centered. A partial list follows . . .

1851

Type II—Plate 1 ^E			
"T" relief—1R1 ^E	\$127.50		
"T" relief—6L1 ^E —sheet margin at top	52.50		
"B" relief—bottom row	52.50		
Type II—Plate 2			
"T" relief, probably IR2	51.50		
"T" relief, top row	51.50		
"B" relief, 83 and 84 R2 pair	62.50		
"A" relief	51.50		
"B" relief, plate scratch	51.50		
"A" relief, Oct. 4, 1856	42.50		
"B" relief, bottom row	50.00		
Type III—Plate 4			
Cover—Relief "E"	300.00*		
Type IIIA—Plate 1 ^E			
"A" relief—break in top line	100.00		
"A" relief—pair	177.50		
Type IV—			
"B" relief—49L1 ^L	32.50		
Type IV—Plate 1 ^L			
"A" relief—SSL1, 1857 cancellation	36.50		
Pair—"B" relief—69 & 70L1	55.00		
Used "B" relief—91L1 triple transfer, one inverted	\$187.50		
"B" relief—100L1, corner copy	95.00		
Type IV—Plate 1 ^L			
"T" relief—3R1 ^L	46.50		
"B" relief, horizontal strip of 3, 21, 22, 23R1 ^L	77.50		
"B" relief—30R1 ^L	31.50		
"A" relief—32R1 ^L	36.50		
"A" relief—38R1 ^L	47.50		
Type IV—Plate 1 ^L			
"B" relief—47 & 48R1 ^L —pair	56.50		
"B" relief—49 & 50 R1 ^L —pair	77.50		
"B" relief, 91 & 92R1 ^L —pair	115.00		
"B" relief—96R1 ^L	52.50		
Type IV—P1 ^L			
Vertical pair—			
"B" relief—22L1 ^L			
"A" relief—32L1 ^L	62.50		
Type IV—Plate 1 ^L			
Cover—"A" relief—78L1 ^L	47.50		

* Large break in top line—small break in bottom line. See Fig. 20U Ashbrook, Vol. 1, p. 241. Stamp must be one of 4—61L4, or 41 or 81 R4.

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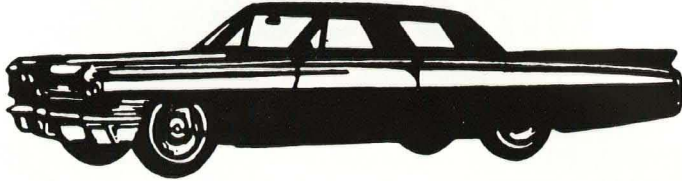
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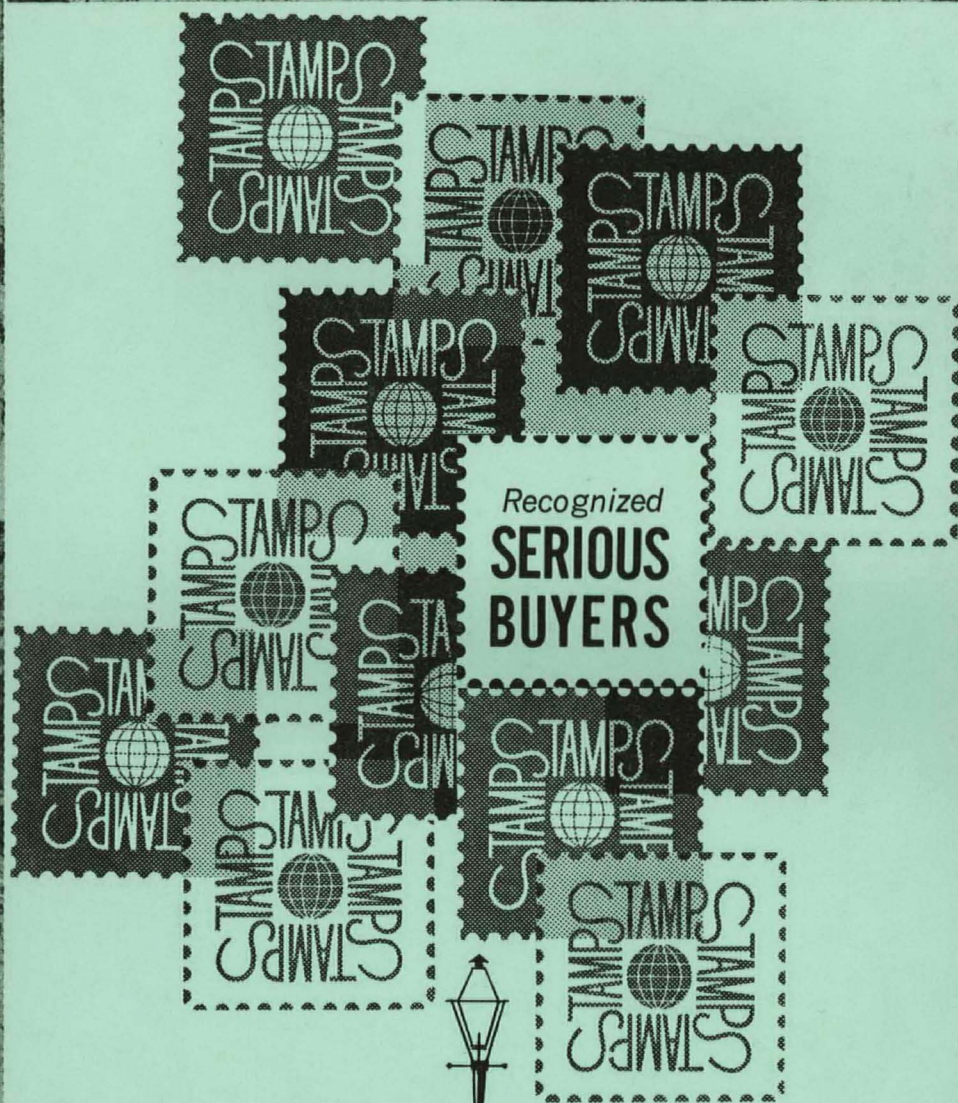
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