

The
Chronicle
of the U.S. Classic Postal Issues

May, 1966

Volume 18, No. 2
Sipex Issue

Whole No. 52

EXCITEMENT

There is an undeniable excitement about an international stamp exhibition. It is difficult to say just what causes this; perhaps it is the fact that an international show gathers the best of philately under one roof. The most prominent collectors, the best collections, a multitude of dealers—a melange of factors all contribute. At any rate, we will be at SIPEX and we hope you will be. And we plan to contribute to the excitement by bringing our extensive stock of United States stamps and covers, classic stamps of the world, and foreign covers with us.

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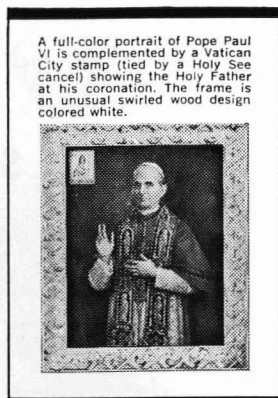
he made upon assuming the Presidency. Beneath the portrait is a White House Flag stamp cancelled with the special January 20, 1965, "Inauguration Day" postmark.

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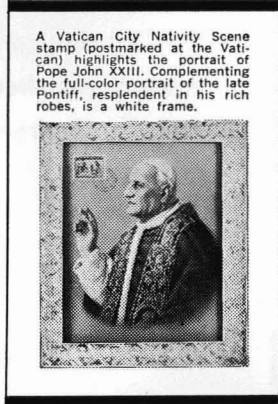
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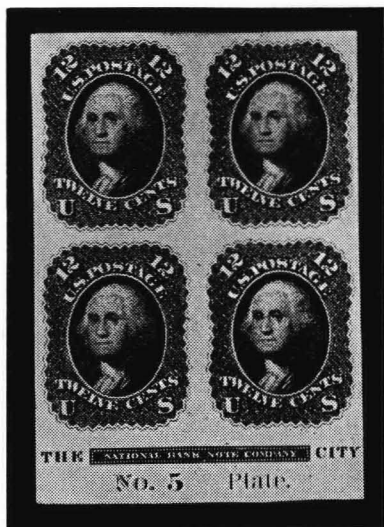
Within the rich-looking black and gold frame is an Artcraft engraved portrait of the late President Kennedy. Beneath his facsimile signature and credo is a JFK memorial stamp postmarked on its first day of issue.



A Vatican City Nativity Scene stamp (postmarked at the Vatican) highlights the portrait of Pope John XXIII. Complementing the full-color portrait of the late Pontiff, resplendent in his rich robes, is a white frame.

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On May 12th, 1966, the *QUEEN MARY* leaves Southampton and Cherbourg for New York arriving there on the 17th. Travelling en route for *SIPEX* in Washington will be many visitors from Europe.

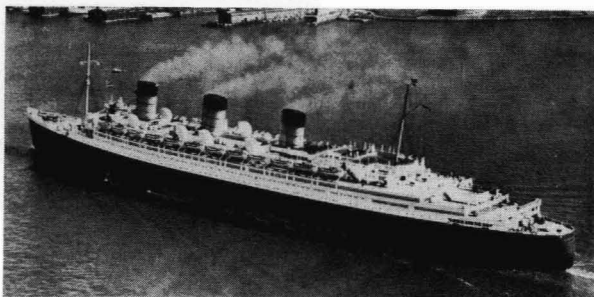
This will be the first time that a trans-Atlantic mail ship has catered specifically for philatelists; there will be a series of talks and displays during the four days as well as

AN AUCTION ON THE HIGH SEAS

which will be held at noon on Monday, May 16th. A hundred valuable philatelic items will be offered under the hammer. This auction is being organised by Robson Lowe of London whose international auctions hold practically every record for rare classic stamps. A special auction catalogue is in preparation (\$2 including airmail postage) and as no item is worth less than \$300 and many are worth over \$2,500, it is hoped that every piece will be illustrated in colour.

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May, 1966

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Members are invited to report new items and to submit articles for publication. It would simplify matters if these are sent to the Section Editor appropriate to the period within which the item falls. If there is uncertainty as to which is the appropriate editor, they may be sent to the Editor-in-Chief. Under no circumstances are stamps or covers to be submitted for inspection unless a member of the editorial staff requests that they be sent. While such items are in an editor's possession, they will be cared for as if they were his own, but no liability for loss or damage is assumed by an editor or by the Society.

SALUTE TO SIPEX

The directors of the U.S. Philatelic Classics Society and the editors of the *Chronicle of the U.S. Classic Postal Issues* salute SIPEX. As an expression of the Society's sincere thanks to all of those who have given so much of themselves to make SIPEX possible, this issue of the *Chronicle* emphasizes the postal history of the host city, Washington. In this modest way, the Society recognizes this great endeavor. Particularly, it recognizes the deeply appreciated opportunity offered to so many people from every walk of life, of every economic and social stratum, and from all over the World, to gather in one place and find that they have a common bond in their interest in Philately. It recognizes the signal opportunity of viewing some of the finest collections extant on exhibition. And above all, the opportunity of meeting old friends, of renewing old acquaintances and of making new ones. SIPEX, we salute you!

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THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

District of Columbia—1847

A good picture of life in the District of Columbia, when the first United States postage stamps were issued, can be put together from the census reports of 1840 and 1850. James K. Polk was president in 1847, and in a few respects the District was the same then as it is in 1966, the year of SIPEX. Let's see the few ways it is similar, and let's see a few of the many ways it has greatly changed.

Geographically, the boundaries are now as they were in 1847. Georgetown and Tenleytown were then in existence, and each had its separate post office and town postmark. Tenleytown formerly was Tenallytown. Washington in 1847 was officially called Washington City.

Referring to the 1840 census we find that there were 264 farms in the District having 881 horses and mules. Farm hands averaged \$10.00 a month plus board. The population was 43,712 with the males outnumbering the females by the happy ratio of 10 to 9. Indians were not counted "because they are not taxed." The population included 15 pensioners of the Revolutionary War and other military service. There were 224 students attending two colleges.

With civil rights so much in the news it is interesting to read of the colored population in the 1840's. Of the 43,000 residents, 13,000 were colored, about 8,000 being "free" and about 5,000 were slaves. Curiously, a tabulation was made of the males and females over 100 years old. Although two-thirds of the population were whites, there were only two white males and one white female over 100; whereas the colored, who numbered only one-third of the population, had 17 males and 18 females over 100.

The last of our silver coins have recently been minted so it is interesting to read about the U.S. Mint in the 1850 report. For some unknown reason the census report of 1850 (published in 1854) gives the minting done in 1820 then skips to 1852. Gold coins greatly predominated in 1852 as would be expected because we were on the gold standard until 1934. In 1852, gold coins were minted in the amount of \$56,205,638; silver coins were \$847,310; and copper, \$51,620.

Also very much in the current news of 1966 is President Johnson's "War on Poverty" program. The 1850 report listed paupers for the first time, but none were listed as residents of the District. There were so few paupers elsewhere that any such program was obviously never considered.

Politically, Washington was Democratic, as it is now. In the House of Representatives there was a Democrat from Tennessee by the name of Johnson who was to become our first President Johnson, after Abraham Lincoln's death.

Philatelically, 1847 covers from the District enable us to assign the additional shade of "chocolate" for the 5¢ stamp to the first printing. The postal history of the '47's from the District is the subject of the following article.

1847 Covers from the District of Columbia

CREIGHTON C. HART

In 1847, as in 1966, Washington was the headquarters of the Post Office Department, and it was also the home of the Postmaster General. For these reasons we give it our special attention to see how the District residents received our first issue of stamps and how its postal employees observed the regulations concerning their use.

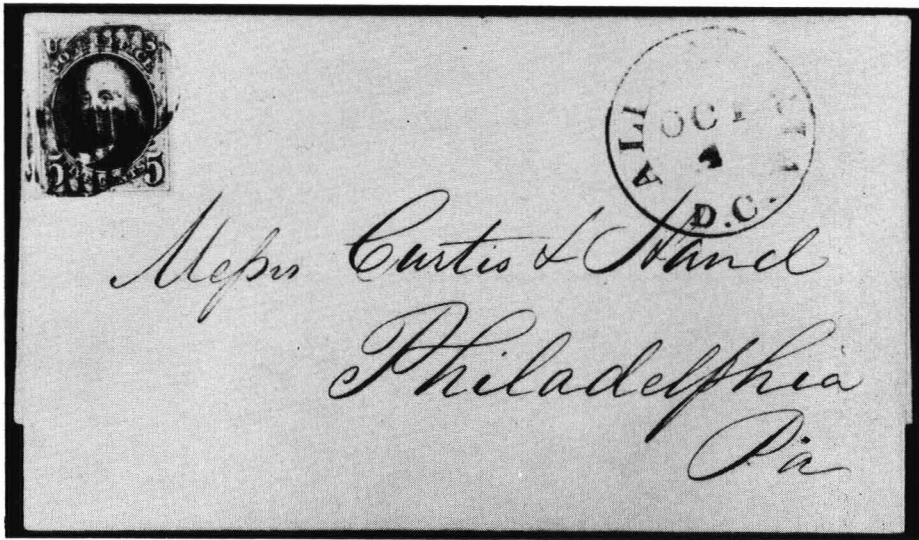
When considering the reception of the 1847 issue by the residents, we must first define the area that constituted the District and the conditions that existed within its boundaries. The District was created by land ceded by the states of Maryland and Virginia, including the county of Alexandria in Virginia. The district remained this size until mid-1846 when Alexandria was retroceded to Virginia. However, the Alexandria postmaster continued to use his "Alexandria D.C." postmark until mid-June of 1848 and several '47 covers are known with this postmark in black. (See Note #1). Although "Alexandria D.C." postmarks properly should be listed only under Virginia '47 covers, all Alexandria postmarks both "D.C." and "Va." will be included here because Alexandria had so recently been a part of the District.

The administrative offices of our government did not move to Washington until shortly after 1800 so Washington was as young as well as a small town of 43,000 population when the 1847's were issued. However, the District in 1847 was still large enough that it had several small towns within its boundaries. Postmarks are known with "D.C." on '47 covers from Washington City and Georgetown as well as from Alexandria. Stampless covers of this period are known from Tenallytown postmarked in black but this postmark has yet to turn up on a cover bearing an 1847 stamp. No covers, either stamped or stampless, are known from the small post office of Good Hope later changed to Anacostia.

Members of Congress and many other holders of public office had the privilege of sending their mail free by franking the address leaf with their signature and title. These free letters account for many of the letters postmarked from the District. Even with this large amount of free mail, the District still received 65,300 stamps of our first issue. Massachusetts, of all the states, used the most '47's per 1,000 population followed next by New York. The average use of '47 stamps in Massachusetts was 572 stamps per 1,000 population. In the District of Columbia, the average use per 1,000 population (excluding slaves) was 1,718, so three times as many '47 stamps were used in the District as was the average used in Massachusetts. Perhaps the compact area of the District should not be compared equally to the states many times larger, but the comparison does serve to show that the new procedure, of prepaying postage with a stamp, was well received by residents of our Capital.

When appraising how the District postal employees observed the postal regulations, we should remember that the simplified postage rates had gone into effect July 1, 1845. How best to cancel the new stamps must have been a question in the minds of postal employees everywhere. The "Laws and Regulations" published by the Post Office Department in 1847 stated that, "Stamps so affixed are to be cancelled in the office in which the letter or packet may be deposited, with an instrument to be furnished to certain of the post offices for that purpose. In post offices not so furnished, the stamps must be cancelled by making a cross X on each with a *pen*." (Author's italics).

Since the post office is not known to have furnished any "instruments" for cancelling purposes, the '47 stamps should have been pen-cancelled. All of the cancelling instruments used by many of the post offices are believed to have been purchased privately by each post office.



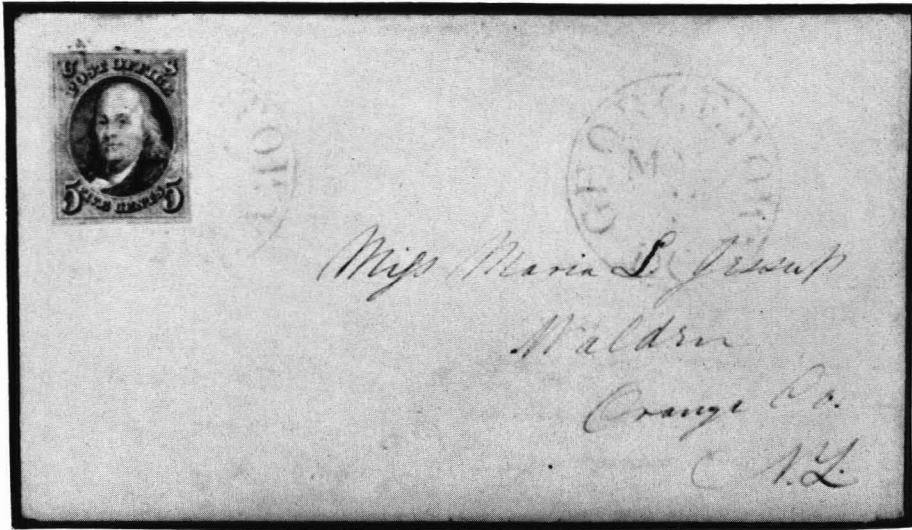
This cover is docketed 1847. Even if the year date were not evident, we would know the year of use is 1847 because "D.C." is in the Alexandria postmark only during the last half of 1847 and the first half of 1848. See Note #1.

The employees in the Washington post office seem to have been more conscientious about following the regulation about pen cancelling than were the employees in other large post offices. When a pen was used for cancelling (as is shown in the list of '47 covers postmarked from the District), an excellent grade of ink was used at the Washington City post office, but the ink of the pen-cancelled copy from Georgetown must have been a watered-down version because it is so faded that it is now barely visible.

On June 11, 1851, the Postmaster General issued an order that after June 30, 1851, the 1847 stamps would no longer be valid for postage. This order was so widely ignored by postal employees that some postal historians have wondered if it might have been rescinded. Two 1847 covers, one mailed *from* and the other *to* the District, show that postal employees there followed the practice permitted elsewhere and allowed the '47 stamps to pay postage. The illegal cover postmarked *from* Washington is dated September 9, 1851, and is listed here. The other illegal cover addressed *to* Washington is dated July 14, 1854. The 1847 stamps in both cases were recognized as valid for postage notwithstanding the Postmaster General's order invalidating the 1847 issue. (See Note #2).

The following sixteen covers are on my list of 5¢ '47 covers mailed from the District of Columbia. The date in the postmark appears first. The year of use is obtained from the date line of the letter or by a docketed date thereon. An "X" is shown when no year date is evident; a "?" is shown if the information might be determined if the cover could be examined.

October 3, 1847	red Washington City to Port Tobacco	Grid cancelled
October 16, 1847	red Washington City to Port Tobacco	Grid cancelled
November 1, 1847	red Washington City to Port Tobacco	Grid cancelled
December 5, 1847	red Washington City to Bookelley, Pa.	Grid cancelled
August 23, 1849	red Washington City to Upper Marlboro, Md.	Grid cancelled
August 1, 1849	red Washington City to Baltimore	Pen cancelled
December 22, 1849	red Washington City to ?	Pen cancelled
June 14, 1850	red Washington City to Baltimore	Pen cancelled
March 25, 1850	red Washington City to Boston	Pen cancelled
April 25, 1850	red Washington City to N. Y. C.	Pen cancelled
September 29, 1851	red Washington City to Annapolis	Grid cancelled



The Georgetown postmark is the only District townmark known on a cover bearing an 1847 stamp other than Washington City.

January 8, X	red Georgetown to Charleston, Va.	Pen cancelled
March 7, X	red Georgetown to Mildon, NY	Pen cancelled
March 16, X	red Washington City to Burton, NY	Pen cancelled
April 25, X	red Washington City to Bentiogles, Va.	Grid cancelled
September 29, X	red Washington City to Baltimore	Pen cancelled

The first three covers are from the same correspondence, and they come from the first printing order for the 1847 stamps. Dr. Carroll Chase identified the shades of the five-cent stamp by year of use (rather than by printings) and assigned to the year 1847 four shades; orange brown, bright orange brown, dark brown, and black brown. The stamps on the first three covers must have come from the same sheet and are an additional shade called "chocolate" which is between dark brown and black brown. In Ridgeway's "Color Nomenclature" this shade is also conveniently called "chocolate." The "chocolate" 5¢ 1847's have the sharp impressions expected of the first printings from a new plate.

There are ten 10¢ covers from the District on my list. The last cover on the list, with the blue Washington cancellation, will excite collectors who seek the unusual. This is the only '47 cover known from Washington with this postmark which includes the word "PAID" and which is in blue. All other postmarks are in red. This cover was formerly in the Senator Ackerman collection which was dispersed in the late '20s, and later was sold in the Wharton Sinkler auction of 1940. Specialists may well make a mental note of this cover which has not reappeared on the auction market since that time. Because of the type of postmark and the blue color, I believe this to be an illegal late use after June 30, 1851. The cover is unique and its choice condition adds to its desirability. (See Note #3).

The 10¢ covers are—

July 15, 1847	red Washington City to Columbus, Ohio	Grid cancelled
May 14, 1849	red Washington City to Boston	Grid cancelled
April 7, X	red Washington City to Philadelphia	Grid cancelled
June 15, X	red Washington City to ?	? cancelled
August 6, X	red Washington City to Salem, Mass.	Grid cancelled
August 20, X	red Washington City to Salem, Mass.	Pen cancelled
December 25, X	red Washington City to N. Y.	"5" cancelled
November 29, X	red Washington City to St. Louis, Mo.	Town cancelled

September 19, X	red Washington City to N. Y.	Grid cancelled
? ? ?	blue Washington City to ?	Town cancelled

All of the Alexandria postmarks are in black and have "D.C." in the postmark except for the ten-cent cover and three of the fives.

The seven 5¢ covers are—

October 4, 1847	Alexandria, D. C. to Philadelphia
November 28, X	Alexandria, D. C. to ? , Va.
March 25, 1848	Alexandria, D. C. to ? , Va.
April 29, 1848	Alexandria, D. C. to Philadelphia
September 1, 1848	Alexandria, D. C. to New York
November 10, 1848	Alexandria, D. C. to Stanton, Va.
April 27, 1849	Alexandria, D. C. to Philadelphia

(The second cover above does not have a year of use evident but 1847 is the correct year because "D. C." is in the postmark. See Note #1 and the illustration.)

The 10¢ cover is—

February 16, ? Alexandria, Va. to ?

Covers with 1847 stamps cancelled "Washington Railroad" are scarce and are valued by those specializing in railroad covers. The Washington Railroad ran only between Washington and Baltimore and the four covers I list all are datelined Washington City and three are pen-cancelled.

The 5¢ covers are—

April 20, 1850	Black Washington RR. to Phil.	Pen cancelled
September 7, X	Blue Washington RR. to Phil.	RR. cancelled
The 10¢ covers are—		
April 21, 1849	Blue Washington RR. to ?	Pen cancelled
May 5, 1849	Blue Washington RR. to Concord, Mass.	Pen cancelled

Because Washington had many foreigners in residence such as ambassadors and their compatriots, one would expect 1847 covers to several foreign countries. So far, no covers to any foreign country, not even Canada, have been listed. Perhaps all foreign mail went by diplomatic pouch.

There are several specialized collections of District covers but so far no book has been published on District postal history. The list here of 1847 covers is undoubtedly incomplete. The editor will appreciate hearing from anyone who has an 1847 cover, from the District or from Alexandria, which is not listed here.

Note #1: Thomas O. Taylor of Drexel, Pa., who specializes in District postmarks, writes that a stampless cover dated June 12, 1848, has "D.C." after Alexandria; whereas a cover dated June 26, 1848, changes the "D.C." to "Va."

Note #2: An article in the July 1962 issue of the "Collectors Club Philatelist" described all illegal uses reported to that date. Since then the number listed has increased from 33 to 47.

Note #3: Thomas O. Taylor writes that the only District postmark similar to this blue townmark is one dated Dec. 24, 1853, which further indicates an illegal late use. The blue ink, he says, is "unfamiliar" to him during the period 1845-60. Neither Mr. Taylor nor your editor have examined the cover.

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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 . . .

1857

Type II—Plate 12

"A" relief, top row, plate scratch \$42.50
 Patriotic cover "A" relief 77.50

Type IIIA—Plate 11

"B" relief 32.50

Type IV—Plate 1^L

Cover—"T" relief—5R1^L 36.50

Type V—Plate 8

mint sheet margin block of 6,
 Plate positions 8, 9 10 and
 18, 19, 20R8 77.50

Type V—Plate 8

Cover—"B" relief 13R8 16.50

Type V—the six reliefs used for plates 5, 7, 8, 9 & 10

Vertical strip of 3—"B" "C"
 "D" rel. 22.50
 "E" relief 3.50
 Horizontal strip of 3
 "F" relief 10.00

Type V—Plate 7

"F" relief—51L7 \$16.50

Type V

"D" relief 5.50
 Horizontal strip of 3 "F" relief,
 square & compass cancellation 115.00

THE 1851-60 PERIOD

TRACY W. SIMPSON, *Editor*

Potomac Steamboat and Successor

The well-known 30mm circular waterways route-agent marking "POTOMAC STEAMBOAT" was applied on the contract-mail route No. 2401 on the Potomac river between Washington, D.C. and Aquia Creek, Va., as late as 1855 when the mail between Washington and Richmond was routed under another (all rail) contract. The Potomac river route was reinstated in 1857 as No. 4801 (later as 4101), but the marking disappeared. Perhaps the route agent traveled through Richmond on the railroad south from Aquia Creek, and if so, he may have used his "RICHMOND R.R." handstamp (Remele R7-c) on mail given into his care.

Associated with this route is the oval steamboat marking, Fig. C, in blue, discovered by Mr. E. Oakley; it is the usual style used on steamboat way bills, etc. The upper line is not clear, but doubtless refers to the steamboat line. "MT. VERNON" is at bottom. The letter apparently was written aboard the boat and given to the route agent or purser for mailing, for it is headed "Potomac near Aquia Creek." It says, "I tried to write from Baltimore but could not. I got there at 5. Put my baggage at the National Hotel close to the Washington Depot." It can thus be inferred that he traveled by the Washington R.R. and thence on the Potomac steamboat. The marking is to be listed in Schedule A-32 USPM. It ties S5.

Mr. H. M. Thomas, Jr. reports that the *Washington and Fredericksburg Steamboat Co.* (competing with the old Bay Line) owned four boats carrying the Great Mail between Aquia Creek, Va., and Washington, D.C. The company was owned by the *Richmond, Fredericksburg & Potomac R.R.*, and in 1855 the steamboat subsidiary was re-named *Potomac Steamboat Company*. The four steamboats were the *Mt. Vernon*, the *Powhattan*, the *Baltimore*, and the *Maryland*.

Letters Inscribed "Mail Direct"

The query, page 24, issue 51, as to the significance of this term is best answered from part of Sec. 41. PL&R, 1859, as follows:

"Every postmaster will mail and post-bill *direct* to the place addressed, 1st, all letters for his own State or Territory; 2nd, all letters for post offices in other States and territories which should not pass through a distributing office on their proper route to the office of delivery; and 3d, all letters on which the instruction '*mail direct*' shall be written."

The section then designates all other mail as to be sent to a distributing office, and also gives instructions as to whether that office is to forward it direct or through still another office.

Mr. C. W. H. Cowdrey reports that the substance of this regulation as related to an individual's marking a letter *mail direct* is mentioned in *Ten Years Among the Mail Bags*, by J. Holbrook, published in 1856. Mr. Cowdrey encloses photostats of several covers bearing this wording. The scarcity of the inscription doubtless is due to the fact that the specified duties of the postmaster in this regard appear to be adequate, so why would an individual want to tell the postmaster what to do, unless he knew of some special circumstance?

Early Carrier and Local Uses

Mr. W. Hubbard reports a candidate for the Scott Specialized listing: a cover bearing HONOUR'S CITY POST 2 Cent (Scott 4LB8) used July 25 (1851) with S1. This carrier stamp is listed as with Scott No. 11, but not with No. 10. The S1 is tied with red grid and townmark is the usual red Charleston S.C. with "3" at bottom. The Honour's is cancelled as usual by penmarks.

Also from Mr. Hubbard comes a photoprint of a cover that may be the earliest SL used with local: Blood's 15L13 on letter sheet dated July 3, 1851, from Philadelphia to Virginia. The cover bears S1 and the stamp is penmarked with a large WAY; it bears no Philadelphia postmark. The 3¢ is 71L1(e), and the cover bears notation by Dr. Carroll Chase, "The Blood's messenger evidently put it on the train instead of taking it to the postoffice." The local is tied with the usual chemical cancellation.

55 Research—Continued from Issues 43 and 44

Dr. S. Derschowitz reports that from notes of Dr. Chase T-142, 102 and 103 as a group are 8, 9, 10L, and that T-104, 105, the Q-recut, T93, 91, 92 as a group are matching 1, 2, 3, 4, 5, 6R of same plate (designated as plate U, issue 44). This is further confirmed by Dr. Derschowitz's copy of the Q-recut that shows lower part of stamp at left consistent with T-105. Also in issue 44, Dr. Derschowitz indicated the possibility that plate U might be plate 19; however, he now reports that other information makes this assumption appear quite doubtful. He also reports Dr. Chase's notes stating that T-131 is 5L; hence the group on plate S of C3, G4, B3, T-34, T-131 is 1, 2, 3, 4, 5L.

Ye period editor has three Q-recuts in his collection, and all are of light dull yellowish brown color (in two shades, one a bit deeper than the other), and his adjacent copies are in the same color. This indicates that plate U was used only a short time when the ink was altered only slightly. All show delicate thin recut lines.

Large Locally Applied Numerals on Letters to Cuba

The large "3" on the F. J. Salich cover, page 9, issue 51, was described as implying that it refers to a triple rate or a delivery charge locally of three times that of a single-rate letter. A member who wishes to remain anonymous, and whose opinion is highly regarded by all, writes that he does not agree, because he, Ashbrook, and others for years tried to tie these numerals to stamps on cover and probable weight, and found no relationship.

Townmarks

Mr. L. R. Campbell reports black TROY N.Y./D/FREE, Fig. F, tying S2. Aside from those of Washington, D. C., New York, and San Francisco, this is the only townmark containing FREE known to the Period Editor as used with stamp.

Mr. M. M. Kessler reports WHATCOM/D/W. T., Fig. G, tying 10¢, type V on large piece. The Chase-Cabeen book lists this town name in manuscript used in 1858 and a small circular townmark used in 1883. The town is now Bellingham.

Large Sheet Margin

Mr. R. E. Gillespie reports 3¢ 21L(e) with left-hand sheet margin of 201½ mm, 3mm wider than the widest noted by Dr. Chase for left margin on an imperf stamp.

VIA N.O.JACKSON & G.N.R.R.

A



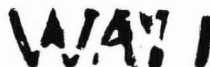
B



C



D



E



F



G

SYMBOLS USED IN THIS SECTION

To conserve space, the following symbols for the 3¢ stamp of the 1861-'60 issue are used according to the practice of specialists in this stamp for many years. The symbol is at left of hyphen, and its Scott's U. S. Specialized number or other designation is at right of hyphen. Postal markings are in black unless otherwise specified. Three cents: S1-10; S2-11 (incl plate 1 (late)) in orange brown; S3-25; S4-26A; S5-26. Note: S1, S2, and S3 types are: I—has recut vertical inner line at left and right; IA—has such line only at left; IB—has such line only at right; IC—without such lines.

Railroad Route-Agent and Station-Agent Markings

Compiled by W. W. Hicks, Associate Editor

References herewith as far as possible follow the style of the Remele book.

United States Railroad Postmarks 1837 to 1861

03-c OHIO & PA. R.R. 3mm Black 1851-57
(R.R."—4½mm high)

This marking was suggested as a possibility by Mr. Remele (page 120 of his book), but he was unable to confirm its existence. Mr. A. B. Speer now reports it struck twice on cover over three 1¢ imperf Type II. He had the kindness to send the cover for measuring, and it shows the 33mm size exactly.

L3½ LEEDS & FARMINGTON R.R. 32mm Black 1857-61
Postal routes—

Leeds Junction, Me., to Livermore Falls, Me. 20 miles 1853-58 6 trips per week.

Leeds Junction, Me., to Farmington, Me. 38 miles 1859-61 6 trips per week.

This is a terminal marking for this period, as there was no railroad by this name until 1865. The marking, Fig. B, is reported by Mr. L. L. Downing. The first letter at left of "R.R." appears to be L, and the only railroad in the PMG reports of the period that matches this marking is as above. Mr. Downing will appreciate hearing from anyone who can supply additional information. This marking is extremely rare.

History of the road. The Leeds & Farmington R.R. was chartered August 10, 1848, as the Androscoggin R.R. It was opened to Livermore Falls in 1853, and to Farmington in 1858. In 1861 the Androscoggin R.R. extended 34 miles south to Brunswick, Me., near Bath. The Leeds & Farmington R.R. was formed later (May 11, 1865) by mortgage foreclosure on part of the Androscoggin R.R. between Leeds Jc. and Farmington. Both roads became part of the Maine Central R.R.

Pacific Coast Mail via Tehuantepec—One Year Starting Oct. 1858

In April issue of *Western Express*, Dr. W. S. Polland illustrates six covers, five bearing X6 or X7, which with the one reported in the Stanley B. Ashbrook book on the one cent stamp, vol. II, comprises most of the known covers over this route across the Isthmus of Tehuantepec. The items pictured are:

<i>Item</i>	<i>Owned by</i>
Sonora to St. Louis—Jan. 4, 1849—single 10¢ stamp	W. S. Polland
Yankee Jims to Burlington, Vt.—May 4 (1859) single 10¢ stamp	B. C. Pearce
San Francisco to Forkland, Ala.—May 20 (1859) single 10¢ stamp	B. C. Pearce
New Orleans to San Francisco—Mar. 11, 1859 four 10¢ stamps	W. S. Polland
——— to Big Bar, Calif. single 10¢ stamp	B. C. Pearce
New Orleans to Sachill,—stampless	W. S. Polland

The accompanying text includes the data in the Ashbrook article plus photos of early ads and printed notices. Dr. Polland mentions that the two east-to-west covers are the only ones he has seen.

Western Express, the journal of the Western Cover Society, is obtainable from M. C. Nathan, 94 Biscayne Drive, San Rafael, Calif. for \$2.00. All those named are members of our society.

Stage-Coach Way (?)

The WAY, Fig. E, is reported by Mr. J. A. Farrington on cover with S5 having Willimantic, Ct., townmark, addressed to Manchester, Ct.; from the color, apparently an 1858 use. Willimantic is inland, hence only a stage-coach route carrier or a railroad conductor on a train without route agent brought the cover to the postoffice. Both railroads entering Willimantic had mail contracts, and it was not the practice for them to collect a 1¢ way fee when a route agent was absent, hence it is probable that this cover was brought in by a stage-coach route carrier who collected the one cent, which was added to the letter postage per Secs. 105 and 222 of the 1859 PL&R.

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 9

Plate 9 stamps can often time be identified by the impressions, which are not as sharp as those of Plate 7 or 8, and particularly because of the fact that the right side ornaments usually are quite short.

A Relief

It is to be noted that the guide dot at the right is in a different position on Plates 9 and 10 than that of Plates 7 and 8 (Fig. 7). All top row positions on Plate 9, except 8, 9 and 10R have a dot on the shoulder over the letter "O" of ONE (Fig. 7).

Position 10L is the so-called Earing Variety illustrated in Fig. 37.

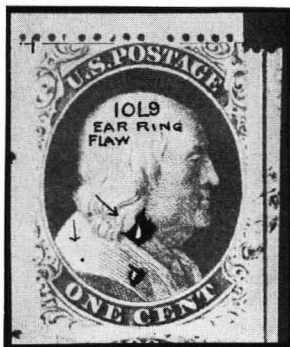


Figure 37

Its origin was evidently a flaw in the surface metal of the plate. This illustration shows the heavy center line of the plate and the thickness of this line makes center line positions from this plate readily identifiable.

One of the most prominent features of Plate 9 is the fine plate scratch lines which are found in various parts of both panes. These lines run in all directions. A group of these positions are illustrated on Fig. 38. A rather heavy scratch line runs from 50L9 across the Center Line to the vignette of 41R (Fig. 39).

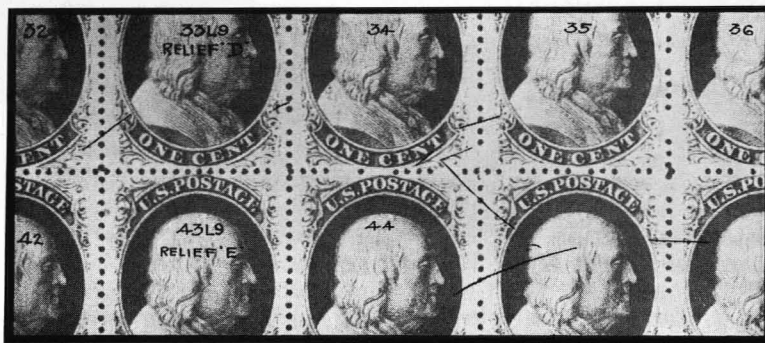


Figure 38

C Relief

Six positions in the left pane and four in the right pane produce stamps with a small dash in the head (Fig. 40). These positions are 28, 29, 30, 68, 69, 70L and 21, 22, 61, 62R9. 28, 68 and 69R have a dot northeast of the "E" of POSTAGE (Fig. 41).

D Relief

Positions 33, 34, and 74R show a horizontal curl in the head (Fig. 42). 38L has a plate flaw over the lower right ornaments (Fig. 43).

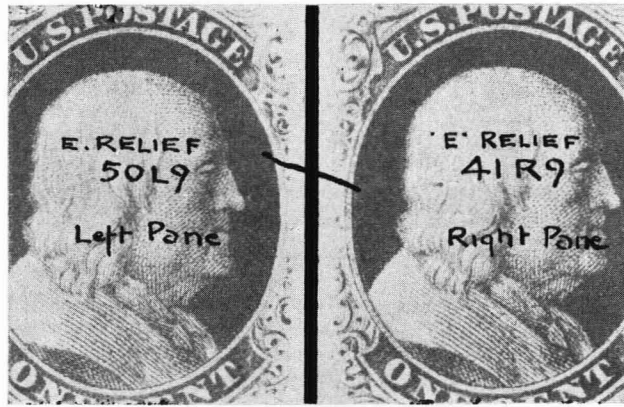


Figure 39



Figure 40

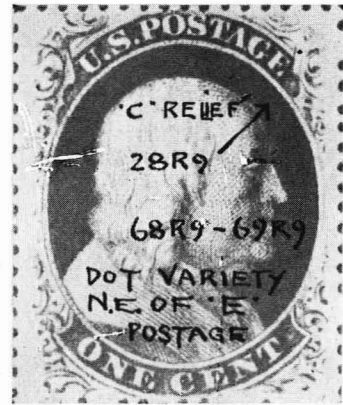


Figure 41

F' Relief

There is a strong dash between positions 55 and 56R9. This dash begins at the bottom of the upper left ornament of 56R and runs in a southwesterly direction to 55R. 52R is the position with the largest double transfer on the Type V Plates (Fig. 44).

Perforations along the Center Line have been noted for many years on Plates 7 and 8. Up until recently, it has been believed that no copies from Plate 9 existed showing perforations along the center line. In recent years, at least three copies have been discovered that show such perforations, but undoubtedly, perforated copies from this plate are very rare.

Identification of Stamps from Plate 10

The guide dot arrangement of Plate 10 was the same as used on Plate 9. The single dot at the upper right being placed in the same position. This plate had no center line, a dash was placed between the tops of "IOLIO" and "IRIO" (Fig. 45). Through error the left stamp on the illustration is marked 9LIO. A similar dash was placed at the bottom between 100L and 91 R. Top row copies from Plate 10 can easily be distinguished from those of Plate 9 because they do not have the shoulder dot over the "O" of One (except for 8-9-10R9). The printed sheets were

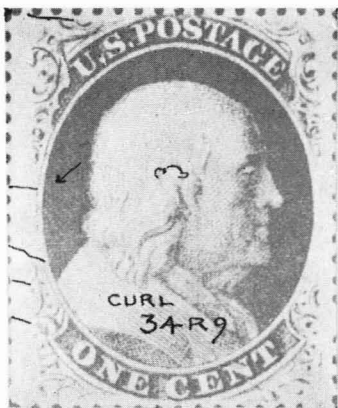


Figure 42

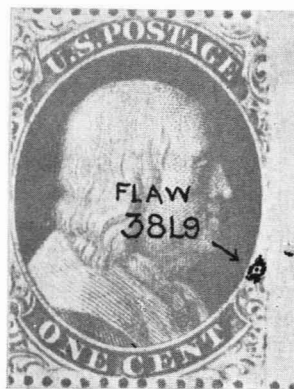


Figure 43

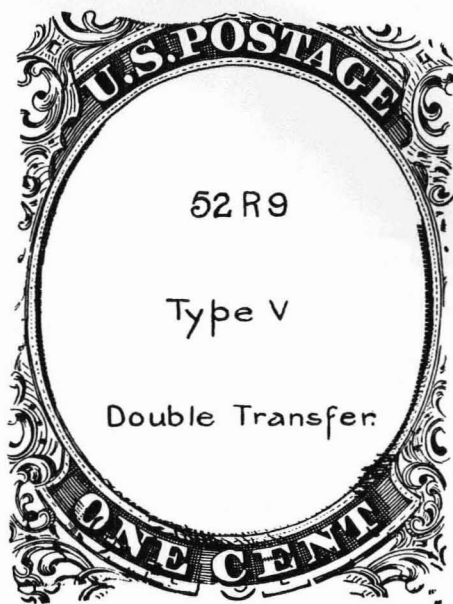


Figure 44

divided into panes of 100, using these dashes as guides. No stamps of the right row of the left pane, or the left row of the right pane are known perforated.

Due to the wear of the transfer rolls, the side scratches on the B, C and D Reliefs are less prominent on this plate than any of the others. Few polishing scratches or lines appear anywhere.

Some deep scratches are noted between 1R and 2R10 (Fig. 46). There are rather strong blurry scratches between 97 and 98L extending above between 87 and 88L. 98L has a strong scratch in the upper left ornament. Stamps from the left pane show the Imprint with the name Carpenter misspelled as Carpenterer.



Note: The left-hand stamp is 10L10; not 9L10.

Figure 45



Figure 46

The gracious permission of Mr. Henry L. Lindquist in permitting the use of illustrations and material from the United States One Cent Stamp of 1851-1857 by Stanley B. Ashbrook is gratefully acknowledged. In this article, information which has been discovered since the publication of this book has been added, particularly on the left pane of Plate 7. The practical completion of the plating of the left pane of Plate 7 by the author and previously known complete platings of Plates 8, 9 and 10, made it possible for the late Morris Fortgang and the author to practically complete the plating of Plate 5 and makes possible the future assignment of stamps to Plate 6. Despite extensive research, there is no definitive evidence that Plate 6 stamps were issued to the Post Offices or that stamps were ever printed from this Plate. It is still a subject for extensive investigation.

The End

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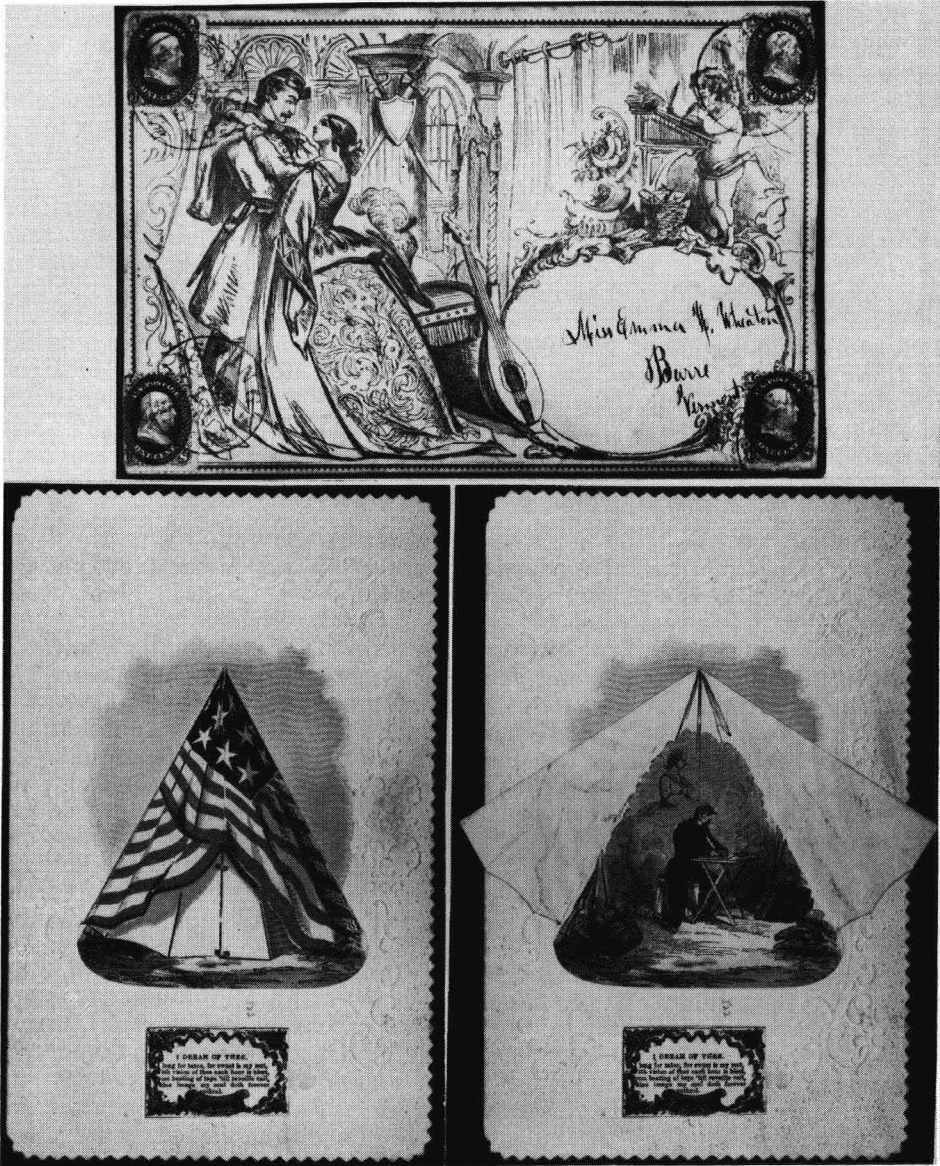
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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, Editor



Tent flaps closed

Figure 1

Tent flaps open.

Many patriotics bear Washington markings, probably because they were sent by soldiers who bought the stationery from Army sutlers. Here is a beautiful patriotic valentine, in orange and blue, with red and blue enclosure, from the J. David Baker collection. The probable date is Feb., 1863 and the 4¢ rate is probably a carrier, prepaid in Washington. Hence, the cover probably originated there rather than with troops in the field. The cover is large, measuring approximately 4" by 6".

Editorial

This issue of the *Chronicle* is devoted primarily to Washington, D.C. and its postal history. Necessarily, other items which might normally appear must be delayed for future issues. However, perhaps a word of reassurance to those who submitted items some time ago and have not yet seen them appear, would be in order.

The 1861 issues of stamps and succeeding issues have many points of interest. However, unlike the previous issues, they have not been plated in any case, and such an event for any stamp of the era seems very doubtful. Neither are there the large volume of types and plate varieties that appeared on the stamps of Toppan, Carpenter and Co., although it is also believed that a much larger volume of this sort of thing exists than many presently suspect.

However, the point we wish to make is that this section of the *Chronicle* has attempted to rotate subjects; there have been occasional plates of domestic postal markings; a good deal about soldier's letters—this for a reason to be noted shortly—something on the "U.S. Ship" markings and a rather complete run-down on demonitization. However, we are still in the throes of a "first round" whereby we wish to at least touch upon as many subjects as possible. Yet to be covered are such items as the 1869 stamps, the colors of the 1861 issue, the status of the 1861 "First Designs", ship, way and steam markings of the period, and many other subjects. Data is welcome on all of these or short articles on any will also be welcome.

Washington During the Civil War

Whether we like it or not, the big news of the 1860's was the Civil War. One of the oddities of modern day postal history is the fact that the Confederate end of the postal history has been worked out in great detail and yet but little has really been done as regards the Federal end. Yet, there is much of interest there; for example the simple Federal soldier's letter is still in very plentiful supply and yet nearly every cover of this nature has something of interest. It may well have the occupation marking of a southern town; it may have been written a thousand miles from where it actually entered the mails, insofar as the postmark is concerned, for example.

The official center of the Army mail service was the Washington, D.C. post office, according to the historian, Benson J. Lossing (many covers exist, addressed to this man) in a chapter in his book, Vol. 2, *The Civil War in America*, published in 1874. He commented, that, early in the war, the Washington postoffice was assigned the responsibility of handling the mails to and from the armies. He remarks, "The mails for these armies . . . were all distributed in the Post-Office at Washington City, where they were assorted into regiments, batteries and independent commands. Rosters, for the guidance of the postmasters at Washington, were furnished when troops changed localities. In his office, boxes were prepared and labeled for the respective regiments; and at one time no less than eight hundred regiments and batteries, which extended over the seaboard to New Orleans, and the entire Shenandoah Valley, had the mail matter for them thus prepared for distribution. After being thus sorted, these mails were delivered to authorized military agents, who attended to their transmission." A letter from the Washington postmaster, S. J. Bowen, is quoted stating that the Washington postoffice received and sent an average of 250,000 military letters per day.

In 1860, the population of Washington had reached in excess of 60,000. Unquestionably, the war saw an enormous jump in this figure. At the beginning of the war, the city was still a city of "enormous distances", as someone put it; meaning that the public buildings were a long walk apart through the dust or the swamps or the mud. Outside of the construc-

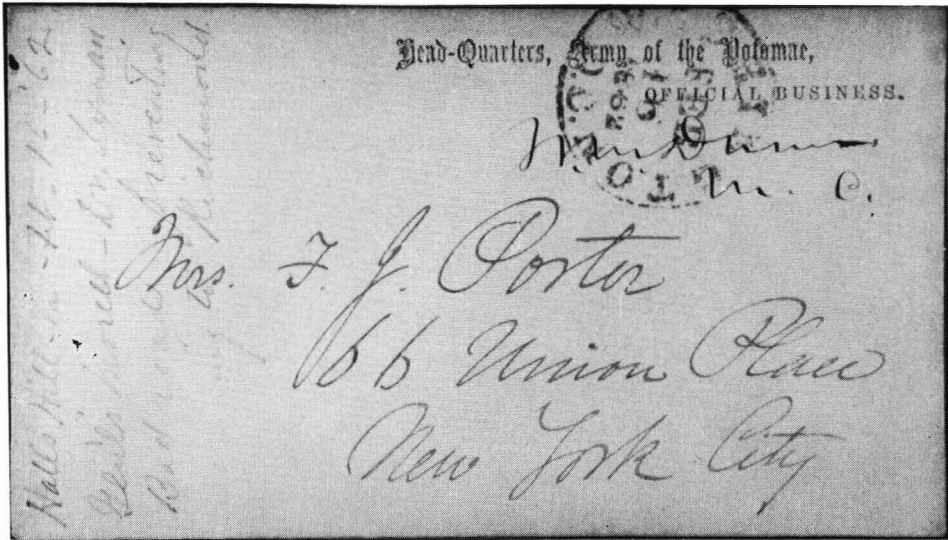


Figure 2

Illegal franks of congressmen and other government officials, often appear on soldiers' letters, early in the war. The soldiers usually had neither stamps nor money, and no postoffice available, to boot. General Fitz John Porter's way around the situation was to use the frank of Indiana Congressman, William McKee Dunn, by a coincidence also a member of Porter's military staff.

tion of the rather ramshackle rooming houses (Congressmen still did not usually bring their families to Washington, unless they were wealthy and wished to entertain) and several hotels, there were but few worthwhile buildings in Washington other than the six major public buildings. The Capitol (many patriotic cover designs to the contrary) was incomplete, with a partially finished dome. The Washington monument was still incomplete, and the White House was neither surrounded by a park or with wings as it is now, and was open to the public just as is any normal public building, today.

When the war opened, troops were rushed to Washington to protect the capital, and were quartered in the Capitol itself. One story of the time told how the soldiers held mock congressional sessions, etc., and also used franked envelopes of congressmen which were found in the desks in the halls of Congress. This is an interesting story, but not particularly believable, as it assumes that the printed congressional frank, as is used today, existed then. However, other than a very occasional handstamped frank, nearly all franks were then handwritten. Figure 2 illustrates a cover which may explain why so many soldiers' letters bore congressional franks, although this is something of a special case. The franker, William McKee Dunn, was a congressman from Indiana and was also an Aide-de-Camp to General McClellan at one time. During early 1862, Dunn was on the staff of General Fitz-John Porter of the Army of the Potomac, and the cover shown contained a letter from Porter to his wife, written and addressed by Porter but franked by Dunn. Although postal regulations, and, indeed, the law of the land, required that those with the franking privilege frank only their own letters, this was normally ignored, especially early in the war. In fact, it is probable that a few minor government officials, notably Second Auditor of the Treasury (and Republican stalwart and former congressman) Ezra Bartlett French of Maine and Chief Clerk of the Pension Office, William Helmick (also a former congressman), were requested to frank soldiers' letters early in the war before passage of the soldiers' letter law, which permitted such letters to be sent unpaid. Prob-



Figure 3

Addressed to a member of a (probably) Pennsylvania Regiment, the indicated shuttling of this cover between Washington military hospitals and the "UNCLAIMED" marking indicate a sad tale. The addressee probably died before the letter ever reached him.

ably the most common frank of all on soldiers' letters is that of Congressman Charles Van Wyck of New York; he also organized a regiment and apparently used his franking privilege with vigor throughout the war. Most congressmen confined their franking of soldiers' letters mainly to letters from troops from their own states.

Figure 3 shows a cover which probably tells a sad tale. Most such covers addressed to Washington, to a soldier, and after being forwarded to several hospitals, being marked "UNCLAIMED" indicate the soldier had died. This also illustrates, of course, the fact that the regimental records and rosters (muster-rolls) were the only records kept of a soldier's existence or what happened to him and once he was separated from his regiment, often his family only learned that he had died by his never coming home.

Figure 4 illustrates a cover with a large oval "Soldier's Letter" marking and a Washington, D.C. c.d.s. of July 30, 1862, the cover being a patriotic design in red. Covers exist with this same oval marking, another marking; "Held for postage", and often with the backstamp of another city. Nashville is the most common of these and Memphis and Georgetown, D.C. are also known. The most important point, however, is that all the cities of which backstamps have been recorded by the Editor as on these covers, have been towns where a large volume of soldiers' letters entered the mail. Just as with the cover illustrated, these covers are all unpaid and not properly certified as a soldier's letter. A few of the covers bearing the oval marking have enclosed letters, and these have invariably been soldiers' letters.

The Baker Column in *Stamps*, for Jan. 29, 1966, contained a run-down on these covers and some interesting responses were obtained, mostly in the form of additional listings of covers. However, no clear and authoritative explanation of the covers has yet been found. However, the following idea, strictly a guess, has been formed from data given us by Mr. John O. Johnson, Mr. Tracy W. Simpson, and others.

Most of the covers seen are dated between July, 1862 and June, 1963. When contents, docketing information or other means of dating as to post-

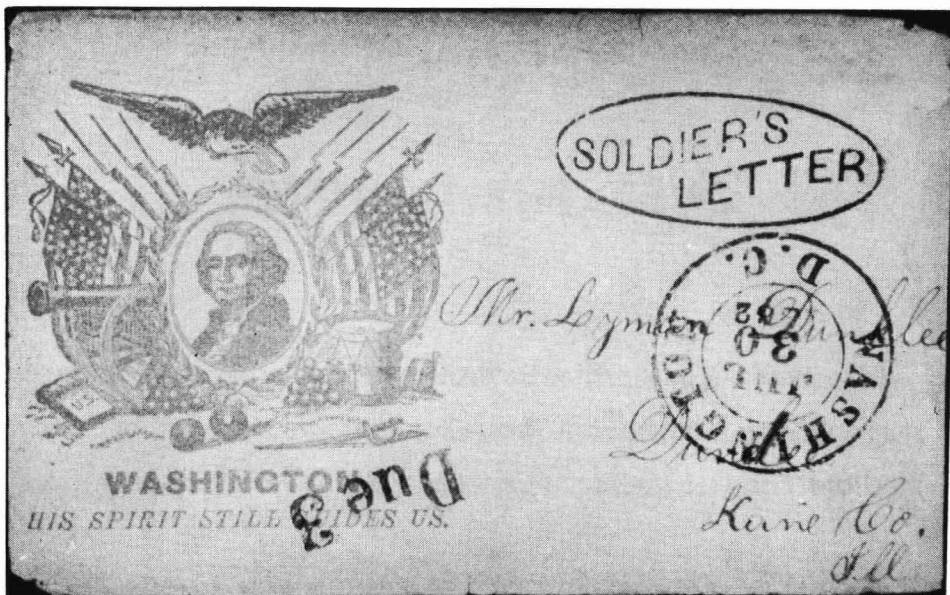


Figure 4

Oval "Soldier's Letter" and Washington c.d.s. and "Due 3" of July 1863 on a red patriotic design.

ing and receiving exist on these covers, usually three or four months have elapsed between posting and receipt. The fact of so many of these covers bearing backstamps—always the normal town c.d.s.—is deemed significant. Such backstamps on domestic letters normally imply a delay at the least and a letter being sent to the Dead Letter Office at the most. All these letters were sent during a period when all unpaid domestic letters were supposed to be either held for postage and be sent to the D.L.O., if such postage was not received from the addressee. Only on July 1, 1863 and after, could such letters be sent unpaid collect with double postage due.

In any case, it is believed that all these letters were sent to the D.L.O.; then, at a later date, the nature of the letters being obvious and the government wishing to expedite soldiers' mails as much as possible, a top level Post Office Department decision was made and the covers were all hand-stamped with the oval "Soldier's Letter", marked "Due" with correct rates of postage and mailed just as was any certified soldier's letter.

The subject is not considered settled and further reports to the Period Editor would be appreciated.

As has been stated, Washington was a major point for handling of soldiers' letters throughout the war, as, in addition to the mails of the Army of the Potomac, mail destined to or from troops in several other areas passed through Washington at one time or another. This subject has been variously written up, and the following references may be found useful:

Graham, Richard B., *The Capitol Isolated*, pp. 585-91, *S.P.A. Journal*, April, 1964.
Graham, Richard B., *Mail for the Army*, pp. 325-331, *S.P.A. Journal*, January, 1964.

For a definitive history of Washington in the War, several illustrated volumes have been placed upon the market in recent months. However the following will both be found quite interesting:

Leech, Margaret, *Reveille in Washington*, Harper and Brothers, New York, 1941.
Parker, David B., *A Chautauqua Boy in '61 and Afterward*, Small, Maynard and Co., Boston, 1912.

OVER THE COUNTER

Direct sale is the preference of most collectors, and understandably so. The advantages of an immediate offer and immediate cash payment cannot be overemphasized.

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From a Soldier to a Soldier; Forwarded by the U.S. Sanitary Commission

By ALVIN R. KANTOR

The United States Post Office Department, undoubtedly reflecting the desires of upper government echelons, made every possible effort to see, during the Civil War years, that the Union soldier in the field could send and receive his mail. Insofar as mail to or from the soldier and his home, or in correspondence with other civilians, the systems and regulations set up worked well. However, there was one exception; this was in the case of letters from soldiers to soldiers or unpaid letters from official army agencies to soldiers. As, frequently, these latter contained important documents, the non-delivery of which could cause soldiers absent from their units on business or for legitimate reasons to be charged as deserters, this situation became somewhat bothersome. The following notices and letters, taken from page 554, *The Sanitary Commission Bulletin*, Vol. 1, No. 18, New York, July 15, 1864, explain this well.

Prepay Your Letters

We wish to call special attention to the necessity of prepaying the full amount of postage on letters intended for soldiers. As will be seen by the accompanying communication (Ed. note—Mr. Kelly was Ass't Special Agent of the P.O.D., in charge mails for the Army of the Tennessee, and later occupied the position indicated) from Mr. Kelly, and the circular he has issued, no letters can be allowed to go to officers or soldiers in the field, unless the entire postage is paid. No matter how valuable they may be, the postmaster has no discretionary power. The law in this respect is absolute. The entire postage must be paid before letters are suffered to leave the nearest post-office for the front. More than this, if a fraction only of the amount due on a letter is pre-paid, double the remaining fraction must be paid when the letter is taken from the office. If the wife of a soldier, thinking her husband in the field with Sherman is of single weight, happens to drop it into the office with only a single three cent stamp upon it, and it should be a grain heavier than half an ounce, the letter must lie in the office at Chattanooga until, not three, but six cents additional are paid for



Figure 5

"Soldier's letter to a brother soldier", from Washington, Feb. 26, 1865, addressed to a member of the 4th Army Corps via Nashville. Postage paid by the Sanitary Commission at Army H.Q. in the west to prevent delay or possible nondelivery of the letter.

Courtesy of Harold R. McMahon



Figure 6

A similar cover from Grand Rapids, Michigan. A "deep purple" colored envelope.

postage due on it. It is not carried to the soldier in the regimental post-bag and the opportunity given him of paying the postage due on seeing it, but he must be notified of the letter by the postmaster at Chattanooga, must answer the notification with requisite postage, and then be obliged to wait days and perhaps weeks in his various movements before the letter can overtake him. Meanwhile, what anxiety and disappointment must have been endured by the wife and family at home, because of this carelessness or ignorance.

There certainly can be no excuse for the failure of officers to pre-pay postage on letters to soldiers. It must come from gross carelessness and indifference. No one knows how many waiting and suffering men in hospitals and at home are longing for "descriptive rolls" and "discharge papers", which are lying with "postage due" marked upon them at some distant office. With so much good and so much evil necessarily dependent upon so small a matter as an additional postage stamp or two, those writing to soldiers cannot be too careful to pre-pay the full amount of all their letters.

The number of unpaid letters accumulated at Nashville and Chattanooga a short time ago was very large. The Sanitary Commission has recently undertaken to discharge this debt of so many soldiers to the Government, and it cannot be doubted that the amount of comfort thus promoted, to say nothing of the material gain, in really valuable letters, will be proportionate to the hundreds of dollars expended.

Louisville, Ky, May 20, 1864

Dr. J.S.Newberry:

Dear sir— I am Special Agent of the Post Office Department for the Military Department, and have just returned from a tour of inspection to Chattanooga. I found at Nashville and Chattanooga quite an accumulation of mail for the soldiers under General Sherman, detained for unpaid postage.

Under his oath of office, the postmaster has no discretion; he cannot permit unpaid mail to pass from his possession without the money due is first paid. Both offices sent notices to the front, but for some cause only a small proportion of this mail ever reaches the soldier.

Under these circumstances I determined to appeal to that great charity with which you are connected, to add one other to its many claims upon the gratitude of the army and the people, by paying these unpaid letters.

It is needless for me to tell you what joy, what faith, what courage, you will thus be the means of imparting to many a war-worn soldier, by sending promptly forward the letter from wife or child, which, otherwise, would be left to await the tardy process of notification.

I am, very respectfully yours,
Wm L. Kelly.

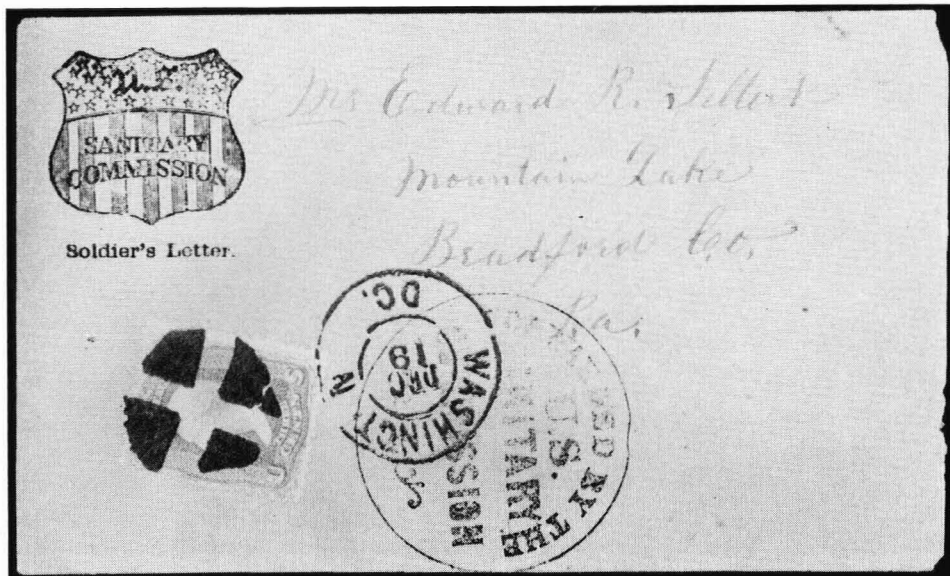


Figure 7

Forwarded by the U.S. Sanitary Commission, at or via Washington, D.C.

POST OFFICE CIRCULAR

Surgeons in charge of hospitals, and officers of posts and barracks, having occasion to address official communications to officers and others in the field, will be careful to prepay in full the postage when intended to be sent by mail.

Failure to do so subjects such matter to double charges, and causes its detention at the post office until the persons addressed shall pay the amount due, and in many cases result in its total failure to reach its destination.

Wm. L. Kelly

Special Agent, P.O. Department
In charge of mails, Military Division of the Miss.
Nashville, Tenn., May 31, 1864.

Covers illustrating such forwarding by the Sanitary Commission must necessarily be quite scarce. Fig. 5 illustrates an example of such forwarding, mailed from Washington, D.C., Feb. 26, 1865, and addressed to a soldier of the 4th Army Corps, via Nashville, Tenn. The rather obscure marking, in an oval, reads "Paid BY / U.S. / SANITARY COMM." The "Due 3," probably applied at Washington, has written near it a word which may or may not be "cancel," which if true, would indicate the due charge was paid. Across the extreme left hand edge of the cover is written "Soldier's letter to a brother soldier."

Figure 6, showing a cover mailed from Grand Rapids, Mich. on Jan. 7, '65, and addressed to a soldier of the 1st U.S. Volunteer Engineers, via Chattanooga, is due 6 cents postage and this was also paid by the U.S. Sanitary Commission as evidenced by the same marking as on the cover of Fig. 4. These two covers prove that the marking of the Sanitary Commission was applied at neither Grand Rapids nor at Washington, but was applied at the mail headquarters of the army at either Chattanooga or Nashville.

Figure 7 shows a typical cover bearing a Sanitary Commission forwarding marking. This cover was probably written on Sanitary Commission stationery, perhaps at a field hospital, and then taken to Washington by the Commission, who possibly also supplied the stamp.

Postal History—Washington and the District of Columbia

By THOMAS O. TAYLOR

The District of Columbia was established under the 17th clause of the eighth section of Article 1 of the Constitution. Formed from territory ceded to the United States by the Maryland legislature's act of Dec. 23rd 1788, and by the Virginia legislative act of Dec. 3rd, 1789, these cessions were accepted by Congress by Act of July 16th 1790. The lines and boundaries were established by proclamation of President Washington on March 30th, 1791.

The 100 square mile area included two older communities. Georgetown, Maryland had been laid out in 1751 and Alexandria, Va. in 1743. Both were very important tobacco ports. Postoffices for the two towns had been established in 1776, operating under the respective state systems.

At first, the area was called "Federal City" or "Capitol City," but the first commissioners bestowed the name of "Washington" to the city-to-be. Washington laid the cornerstone of the first capitol on Sept. 18, 1793, but Congress did not convene there for the first time until Nov. 17th, 1800.

The authorization for a postoffice for the District of Columbia grew out of the same acts which founded the city. However, until 1795, there were not enough people in the city area to warrant a postoffice. Early residents of Washington complained bitterly, in letters, of the poor accommodations and of the scale upon which the city had been laid out. The White House, itself, although the cornerstone had been laid in 1792, was not at all comfortable when the John Adams family, the first President to live there, moved in on a November day of 1800. They had been part of a group of 140 that had transferred with the government to Washington from Philadelphia, beginning the previous May. So small was the country, that only a few sloops of modest size were required to transfer all the government records and archives from Philadelphia to Washington. This group represented all the heads of bureaus and their clerks.

One of the first letters written by Mrs. Adams from the White House gives interesting sidelights on the condition of the new capitol and its buildings. She said: ". . . but woods are all you see from Baltimore until you reach the city, which is so only in name. Here and there is a small cot, without a glass window, interspersed among the forests, through which you travel miles without seeing a human being. In the city, there are buildings enough, if they were compact and finished, to accommodate Congress and those attached to it, but as they are, and scattered as they are, I see no great comfort in them." She went on to complain of the incompleteness of the White House, which had no bells to summon servants, and although the area was surrounded by woods, she could get no one to cut it for firewood. The upstairs being incomplete, she used the East Room to hang up clothes to dry.

Oliver Wolcott, Secretary of the Treasury when the government was transferred, was also unhappy. He wrote, "I do not perceive how the members of Congress can possibly secure lodging, unless they will consent to live like scholars in a college or monks in a monastery, crowded ten or twenty in one house . . . There are, in fact, but few houses, most of them small, miserable huts, which present an awful contrast to the public buildings. The people are poor, and, as far as I can judge, they live like fishes, eating one another."

The grand style of the city had been conceived and laid out by Charles L'Enfant, a French Engineer. He did not get on well with George Washington and other government officials, so the job was completed or at least carried on by Andrew Ellicott. Possibly the fact that Washingtonians and members of Congress resented the huge scale of the city, as envisioned by

L'Enfant accounted for their continuous refusal to do anything for him in later years when he was destitute.

Most of the early mail from Washington was official and most of this was carried under free franks. There was no place for anyone else to live, and so government officials went home when Congress was not in session. Even the early mayors were government officials, the first mayor being Robert Brent, who was also paymaster of the Army, and his frank is known under that capacity. Members of the House sat with covered heads, this practice lasting until 1828. Steel pens were preceded by quills, and the government employed an official penmaker, whose duty was to mend and maintain the goose quills of the members of Congress.

The members also wore wigs, and one of the early Washington professions was that of barber and wigmaker. In these shops, behind glass doors, reposed the freshly dressed wigs of the members of Congress in the early days, waiting for the daily morning visit of the legislator, who would exchange for the fresh headpiece on his way to the Capitol.

From June 24th, 1795, until Dec. 1800, a postoffice operated in the hamlet as "Washington in the State of Maryland," of which records can be found in the Maryland registers. The office came under the jurisdiction of Philadelphia. Four postmasters served in the Capitol during the period under Philadelphia jurisdiction. These were Thomas Johnson, Jr., from July 17th to Dec. 31st, 1795; Chris Richmond from Jan. 1 to Sept. 30, 1796; Lund Washington from Oct. 1, 1796 to Jan. 29, 1799, and Thos. Munroe from Jan. 30, 1799 until the establishment of the independent office in December 1800. Munroe then served as Washington City postmaster until June 30th, 1829.

The locations of the office for the first (nearly) eighty years, and the early postmasters were as follows:

Washington City Office

"F" Street, between 13th and 14th	June 30, 1799 to June 10, 1800
9th and "E" Street	June 11, 1800 to June 30, 1801
"F" Street between 14th and 15th	July 1, 1801 to March 31, 1802
Southwest Exec. Bldg.	April 1, 1802 to June 30, 1810
Pennsylvania Ave., West of White House	July 1, 1810 to Oct. 31, 1812
Blodgett's Hotel	Nov. 1, 1812 to June 30, 1829
Extension; Blodgett Bldg., 7th and "E" Streets.....	July 1, 1829 to Dec. 15, 1836
Seavers House, 7th between "D" and "E" Sts.	Dec. 16, 1836 to Dec. 30, 1837
Masonic Hall; 4½ St. and Louisiana Ave.	Dec. 31, 1837 to June 28, 1839
Pennsylvania Ave. and 12th St., N.W.	June 29, 1839 to Sept. 30, 1841
Carusi's Saloon at 11th and "C" Streets, N.W.	Oct. 1, 1841 to Sept. 22, 1843
7th between "E" and "F", near old P.O.D.	Sept. 23, 1843 to July ??, 1857
1st Floor, F St. Wing, old P.O.D. Bldg.	July 1857 to Nov. 1879

Postmasters:

Thomas Munroe	from Jan. 30, 1799	to June 30, 1829
William Jones	from July 1, 1829	to June 28, 1839
James Gunnell	from June 29, 1839	to Sept. 30, 1841
William Jones	from Oct. 1, 1841	to March 31, 1845
Chas. K. Gardner	from March 31, 1845	to June 28, 1849
William A. Bradley	from June 28, 1849	to May 27, 1853
James G. Berret	from May 27, 1853	to March 30, 1858
William Jones	from March 30, 1858	to May 10, 1861

The Alexandria and Georgetown postoffices were also operating in the District continuously during those years. A new office was established at the new Columbian College sometime between 1822 and July 1824. The founder and college president, Luther Rice, was named the first postmaster. This school is now George Washington University, and the office was designated as the College Hill office, which operated until soon after Columbian College failed, the date of closing being January 1, 1842.

In December, 1846, an office was opened at Tennallytown, a small com-

munity located near what is now the intersection of Wisconsin and Nebraska Aves.

In 1829, the population of Washington had grown to 19,000. In 1840, it was only 23,364 with 7,312 in Georgetown and 8,459 in Alexandria. After 1840, the population of Washington grew by almost 1,600 people per year. Postal revenue of the Washington postoffice in 1829 was \$27,000, and in 1845, receipts at the Washington City office were \$47,130.20 in spite of the recently reduced postal rates of the time.

Alexandria was retroceded to Virginia on July 9, 1846, the reason for this action being largely financial. Alexandria's debt, including mostly funds needed to build the Alexandria Canal (the eastern end of the Chesapeake and Ohio system) was large. When other parts of the canal system were not finished on schedule, traffic revenue on the Alexandria portion was too small to support the debt. Congress would grant no additional financial help so Alexandria approached the state of Virginia for help. Virginia welcoming them, Alexandria asked for its release from the District of Columbia, which was granted. It is interesting to note that Georgetown tried to rejoin Maryland about this time, also, but Maryland rejected the attempt.

Between 1847 and 1860, seven postoffices were operating in the District. These were Washington City, Georgetown, Tennallytown, and Congressional, plus three new offices. These were Anacostia (called Good Hope and Uniontown at various times), Alexandria Ferry, and Oak Grove which had its name changed to Brightwood in 1860.

Markings of the various District of Columbia offices are shown in the accompanying plates. The sketches are not exact but are close and there should be little trouble in identifying the markings from them, except, possibly for some types used during the 1830's, where many nearly identical markings were used. Colors are listed more by families than otherwise. Many of the inks on early covers were originally red or black, but have become brown through oxidation. Markings not shown should be reported to the author.

Acknowledgment should be made to Theodore A. Stevens who permitted use of material from his book, "Anecdotes About 101 Famous Americans," and which contains much material about the early Washington officials and their franks on covers.

Plate 1

<i>Illustration No.</i>	<i>Circle Size</i>	<i>Letter Height</i>	<i>Colors</i>	<i>Dates</i>	<i>Notes</i>
1.	26½	—	Blk.	1799-1800	No "N" on "Wash."
2.	26½	—	Br.	1801	No "N"; "Slot"
3.	29	—	Blk.; Br.	1802	High "N"
4.	28	—	Red	1804	High "N"
5.	26	—	Red	1804	High "N"
6.	28½	—	Red	1804-5	High "N"
7.	26½	—	Red	1810	High "N"
8.	25	—	Br.; Blk.	1814	High "N"
9.	26½	—	Red	1806	Full spelling; fancy
10.	30	—	Blk.; Br.	1817	High "N"; fancy
11.	30	—	Red	1821	High "N"; fancy
12.	29½	—	Red; Blk.	1822-5	High "N"
13.	29½	—	Red	1824	High "N"; fancy
14.	32	—	Red	1825	High "N"
15.	31	—	Red	1826	High "N"; fancy
16.	32	4½	Red	1828	High "N"
17.	34	5	Red	1827-8	High "N"
18.	33½	—	Red	1828	High "N"; diamond
19.	33½	—	Red	1829	High "N"; no diamond
20.	32½	—	Red	1832-5	Large "OF"
21.	31½	—	Red	1832-3	Small "of"
22.	31	3¾	Red	1837	Large date numeral
23.	30	3	Orange	1837	Large date numeral

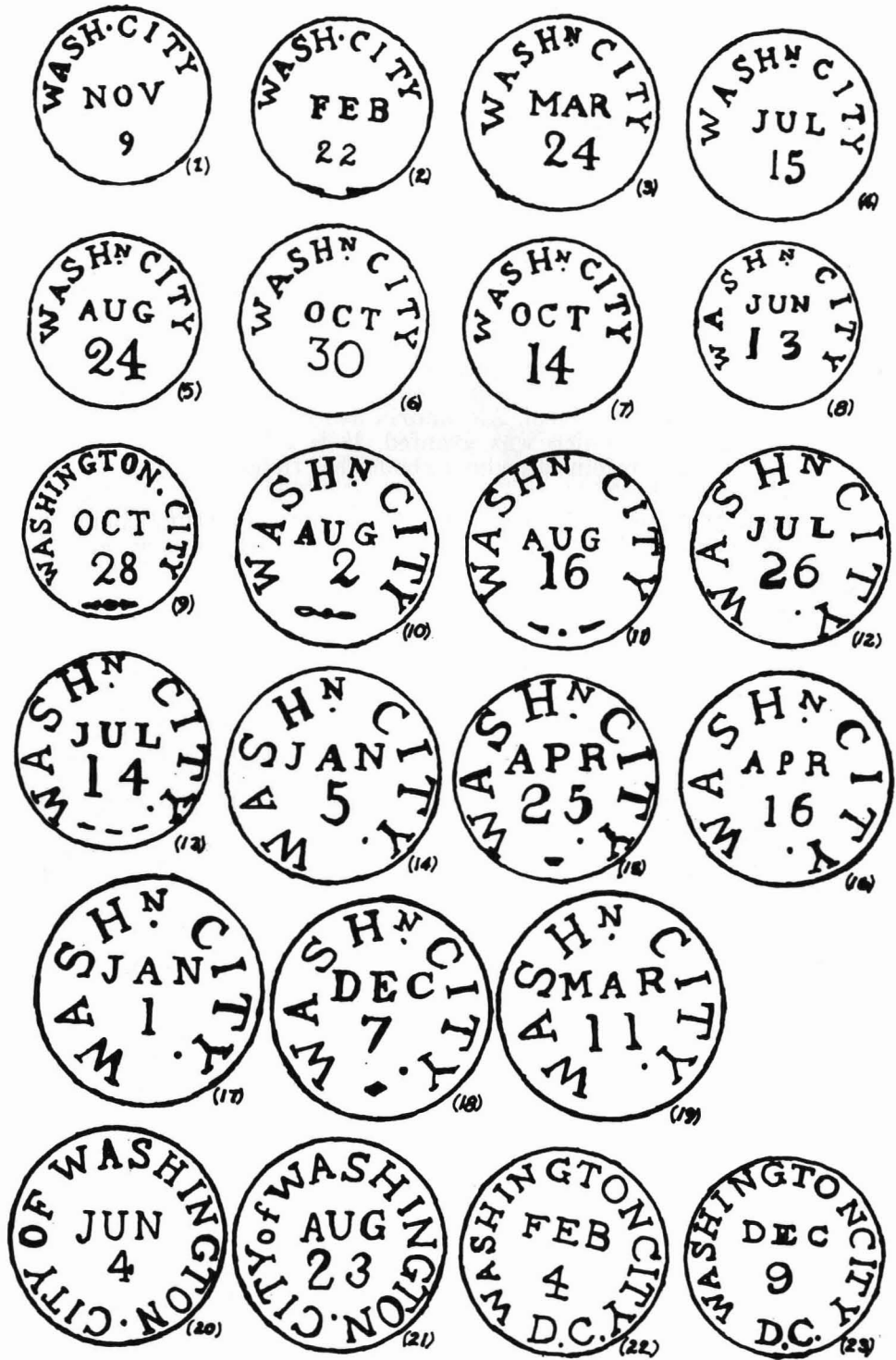


Plate 1

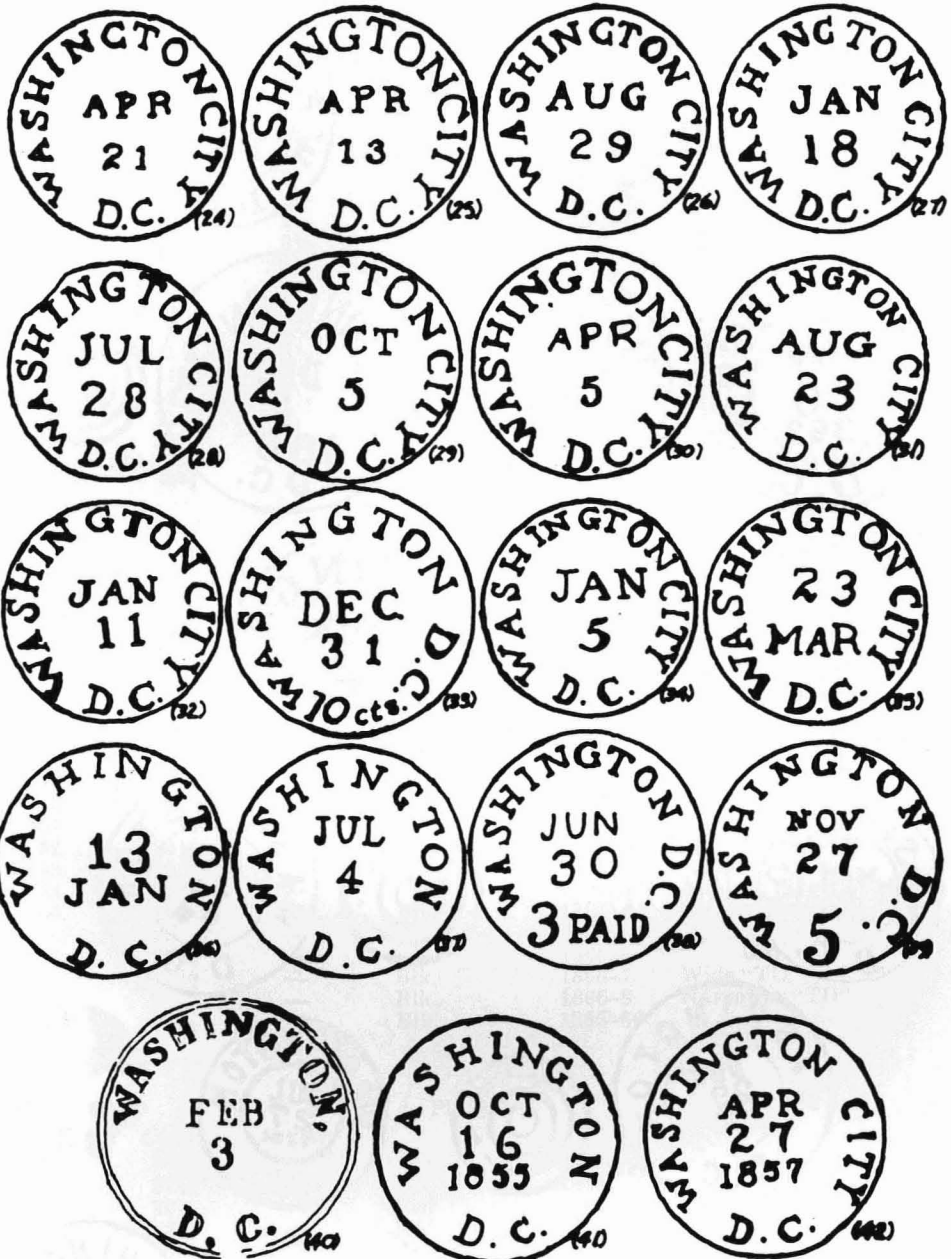


Plate 2

PATRONIZE OUR ADVERTISERS



Plate 3

Plate 2

<i>Illustration No.</i>	<i>Circle Size</i>	<i>Letter Height</i>	<i>Colors</i>	<i>Dates</i>	<i>Notes</i>
24.	30	3	Red	1837-9	1 mm spacing "D.C."
25.	31	3½-4	Bl; Gr.; Red	1840-44	2 mm spacing "D.C."
26.	30	3½	Red	1845	same as #25
27.	30	3	Red	1845-6	1 mm spacing "D.C."
28.	29	3	Red	1846	same as #27.
29.	31	—	Red	1847-8	2 mm spacing "D.C."
30.	31	4	Red	1847-9	1½ mm spacing "D.C."
31.	29½	3½	Red	1849	
32.	30½	3½	Red	1851	
33.	33	—	Red; Blk.	1850	Rate Incl.
34.	29	3½	Blk.	1852	
35.	30	3½	Blk.	1852	Logos reversed
36.	31½	3½	Blk	1853	Wide "D.C."
37.	31½	3½	Blk.	1854	Close "D.C."
38.	32	3½	Blk.	1854	Rated
39.	31	4	Blk.	1854	Rated
40.	35	—	Blk.	1854-5	Double lines
41.	32½-33	—	Blk.	1855-60	1855,6,9; 1860 seen.
42.	32½	—	Blk.	1858-9	

Plate 3

<i>Illustration No.</i>	<i>Circle Size</i>	<i>Letter Height</i>	<i>Colors</i>	<i>Dates</i>	<i>Notes</i>
43.	34½	4	Blk.	1860-1	Shaded letters
44.	32½	4	Blk.	1861-2	Also with inverted date
45.	30½	—	Blk.	1862-3	
46.	32½	—	Blk.	1862	
47.	30½	—	Blk.	1863-8	But not seen in interim
48.	35½	—	Blk.	1862	Probably 1862
49.	32½	3½	Blk.	1863	
50.	29	3	Blk.	1863	
51.	31½	—	Blk.	1863	
52.	24½	—	Blk	1864?	Gothic letters
53.	25	—	Blk.	1863	Serifed letters
54.	29½	—	Blk.	1864	Duplex; target on right
55.	29	—	Blk.	1863-4	Duplex; normal
56.	25	—	Blk.	1864	Duplex
57.	23½	—	Blk.	1865-6	
58.	21½	—	Blk.	1866-7	Wide "TO"
59.	21	—	Blk.	1866-8	Narrower "TO"
60.	25½	—	Blk.	1865-66	

Plate 4

<i>Illustration No.</i>	<i>Circle Size</i>	<i>Letter Height</i>	<i>Colors</i>	<i>Dates</i>	<i>Notes</i>
63.	27½	—	Blk.	1845	
64.	29	—	Red	1846	
65.	32½	—	Red	1850	
66.	34½	3½	Blk.	1851	Hollow letters
67.	31	3½	Blk.	1852	
68.	30	3½	Blk.	1853	
69.	32	3	Blk.	1854	
70.	31½	3½	Blk.	1856-8	Various year dates
71.	32½	—	Blk.	1860-1	Gothic letters
72.	29	—	Blk.	1863-5	Abrev. year
73.	29	—	Blk.	1866	Full year date
74.	23	3½	Blk.	1865	
75.	26½	—	Blk.	1870-2	
76.	22	2½	Blk.	1867-68	
77.	23	2½	Blk.	1868	
78.	23½	—	Blk.	1863-4	
79.	25	—	Blk.	1872-3	
80.	30	—	Blk.	1869	
81.	24½	—	Blk.	1872	

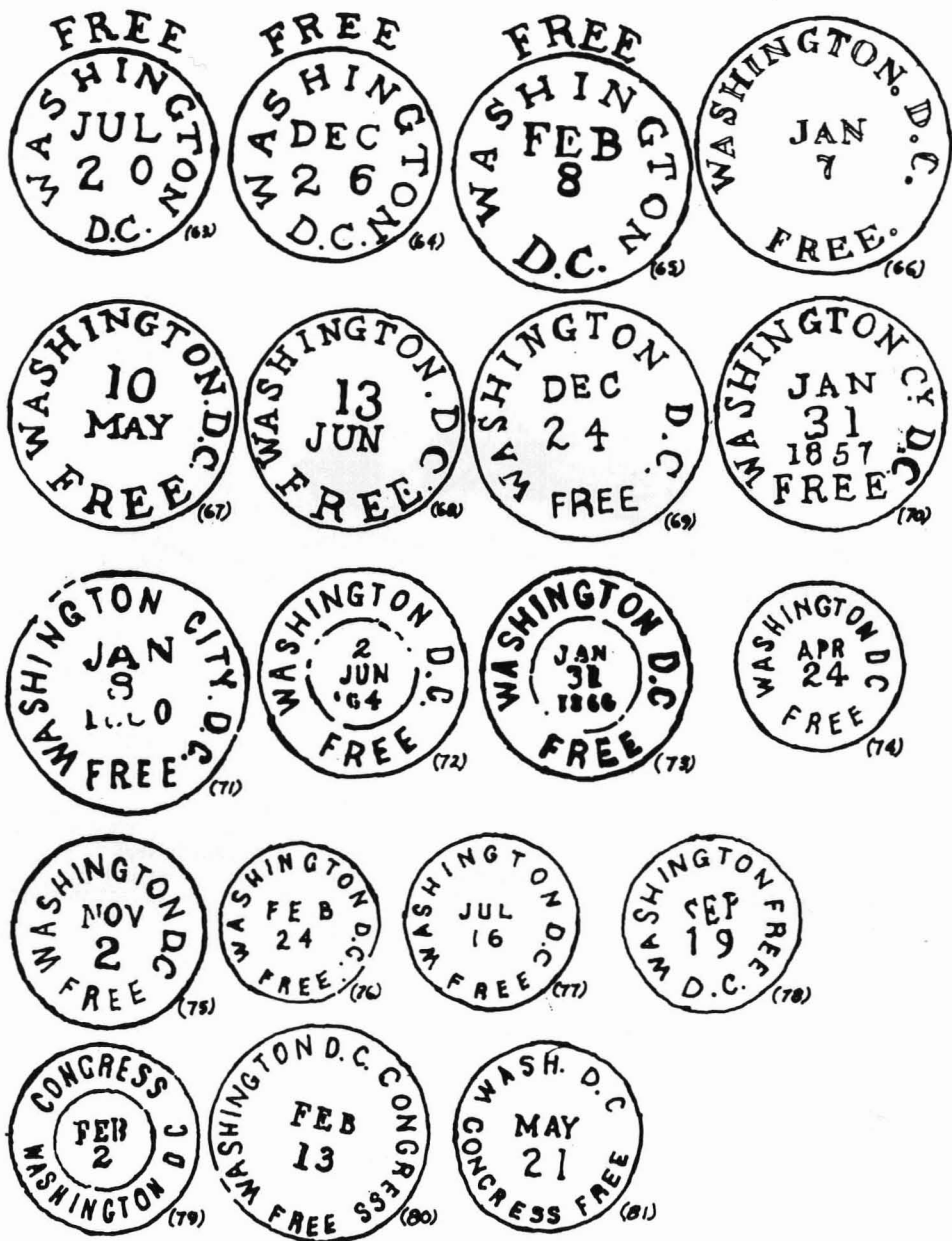


Plate 4

Illustration No.	Circle Size	Letter Height	Plate 5		Notes
			Colors	Dates	
82.	—	—	—	1790	
83.	—	—	—	1790	
84.	—	—	—	1792	
85.	—	—	—	1795	
86.	26	—	Br.	1806	Two high "A'S"
87.	24½	—	Br.	1807	same
88.	25	—	Br.	1809	same
89.	26	—	Red	1802-13	High period
90.	30	—	Br.	1816	"Ca.", with line.

ALEX FEBY 26
(82)

ALEX A AUGT 6
(83)

ALEX FEB 3
(84)

ALEX Feb 19
(85)

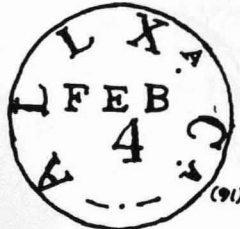
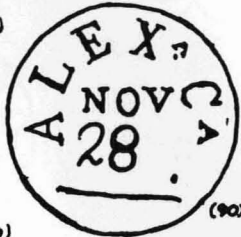


Plate 5

Illustration No.	Circle Size	Letter Height	Colors	Dates	Notes
91.	29	—	Blk.	1823-25	"Ca" with fancy.
92.	32	—	Blk.; Red	1827-29	High "A'S"
93.	31	—	Red	1830-34	same
94.	29½	4	Gr.; Blk.	1837-46	Rt bar of "X" heavy
95.	30	3½	Red; Blk.	1846-7	Left bar of "X" heavy

Plate 6

Illustration No.	Circle Size	Letter Height	Colors	Dates	Notes
96.	—	—	—	1790	
97.	—	—	—	1790	
98.	—	—	—	1791	
99.	26½	—	Blk.	1800	"Potomac"
100.	27	—	Blk.	1803-14	
101.	29	—	Blk.; Red	1816-17	
102.	28½	—	Red	1819	
103.	28½	—	Blk.; Red	1819-21	
104.	29½	—	Red	1823-27	
105.	30	—	Red; Blk.	1828-30	
106.	31½	—	Blue	1830-31	
107.	—	—	Blue	1831-2	
108.	30½	—	Various	1832-50	
109.	32½	—	Blk.	185?	
110.	25½	—	Blk.	1863	
111.	29½	—	Blk.	1864-5	

Plate 7

Illustration No.	Circle Size	Letter Height	Colors	Dates	Notes
61.	—	—	Blk.	1830's	M/S
62.	—	—	Blk.	1832-42	M/S
112.	25½	—	Blk.	186?	
113.	23½	—	Blk.	186?	

GEO: TOWN SEP 3
(96)

GEO. TOWN, NOV 5
(97)

GEO. TOWN, Oct. 19
(98)



Plate 6

College Hill D.C.
22nd July (61)

East Hill D.C.
Oct. 5 (62)



Plate 7



The San Francisco Rose

Henry Meyer sends the photo of the front of an unused example of this item. Most of us have seen examples of the popular patriotic design called the "Rose of Washington" and other similar items such as the "Union Rose" exist. The item illustrated, the "San Francisco Rose" certainly must be scarce.

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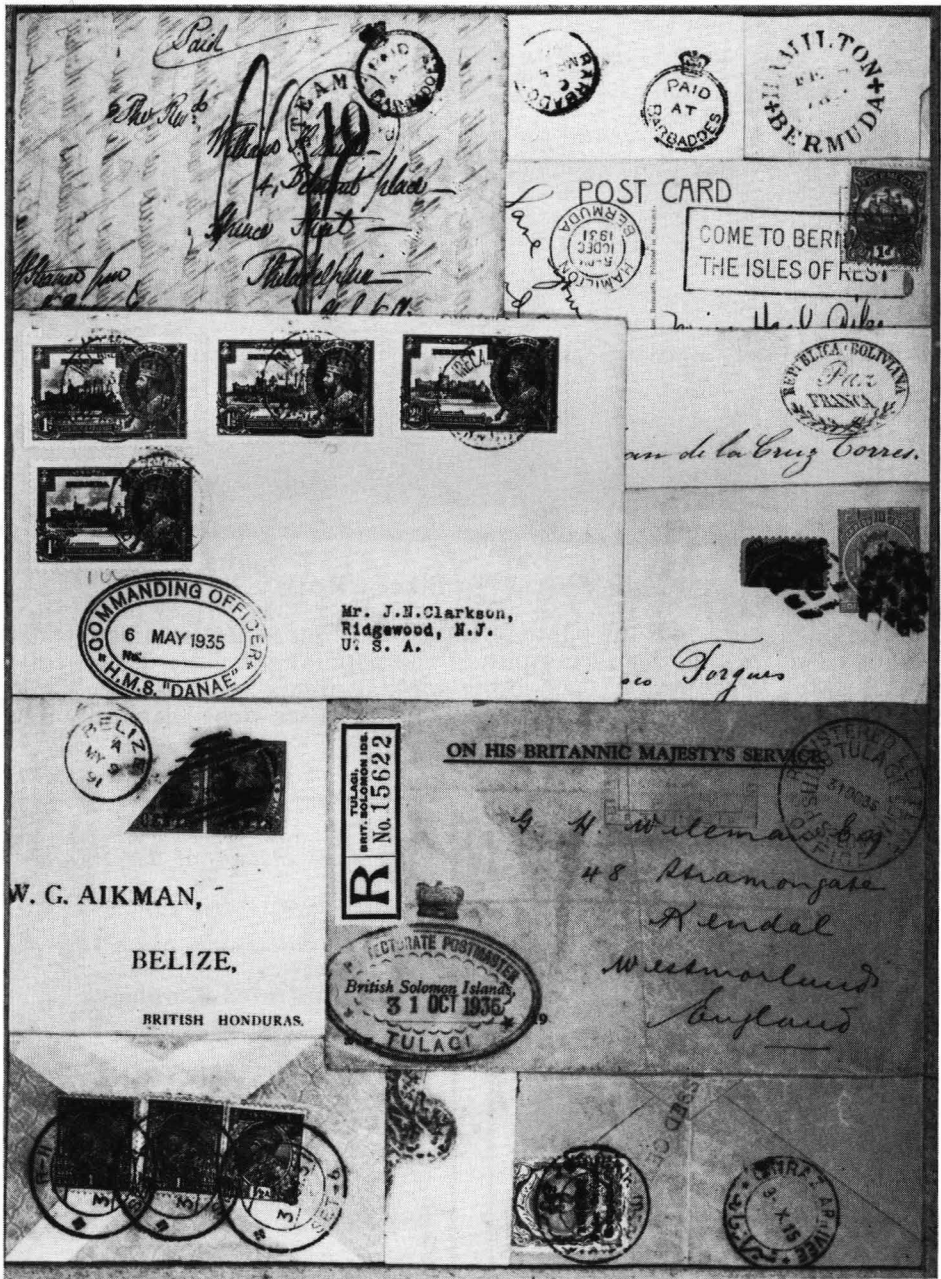
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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

Washington and the Transatlantic Mails

Because Washington was not an exchange office for mail from or to any foreign country, there are no rate markings that can be attributed to Washington alone. All law governing the international carriage of mail, of course, originated in Washington, but this fact is not reflected on covers to or from the city itself or the District of Columbia. While Washington was not a port for any of the transatlantic steamers, upon one occasion such a steamer did come to Washington and anchor in the Potomac. Although no mail was carried, this voyage had a profound influence upon the transatlantic conveyance of mail by American packets.

During 1852 E. K. Collins, a past-master of the art, was lobbying for an increase in the mail subsidy of the Collins line. In February of that year he sent the steamer *Baltic* around to the Potomac. The purpose of the call was to acquaint Washington officialdom with the comfort and luxury of the steamers of his line. Aboard, he gave a rip-snortin' party which the capital would long remember. He entertained the President, the Cabinet, the Senators, the Congressmen, and others, to a total of 2,000, who were brought down to the *Baltic* by steamboat loads from Washington. He outdid anything Willard's Hotel had been able to offer. The over-ornate, carved-wood paneling, the plush upholstery, the velvet draperies, the bathrooms, and even the barber-shop, were all greatly admired. Although it was mid-winter, the new steam heat kept everyone comfortable. As Albion¹ points out, the heavy liquor bill proved to be a good investment, for Congress in the following summer raised the line's subsidy from \$385,000 to \$853,000 a year.

1. Albion, Robert G., *The Rise of New York Port*, p. 327-328.

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Figure 1

Covers to or from the District of Columbia

Washington to New South Wales

Mr. J. David Baker, our Vice-President, reports the cover illustrated as Figure 1. Posted in Washington on July 6, 1863 addressed to Sydney, New South Wales, this letter is endorsed "Per Steamer/via England/ & Marseilles." It bears a 90¢ stamp (Scott No. 72), a red crayon "80/2," and a red "LONDON PAID/MA/JY 20/63" on the face. On the reverse are red "BOSTON BR. PKT. PAID/JUL 8" and black "SHIP-LETTER SYDNEY D SP 13 1863" markings. Supplementing his analysis of the rate, Mr. Baker sends some interesting notes on Australian mail to which the editor has added a line or two.

When the U.S.-British treaty became fully effective on July 1, 1849, mail between the United States and Australia was conveyed across the Atlantic by British or American contract packets. Letters between Britain and Australia, when conveyed by private ship, were charged 37¢ per ½ ounce in the United States (see *Chronicle* No. 47). The British mails by the *via Southampton* and *via Marseilles* routes were combined into one mail at Alexandria and forwarded to Bombay, via Suez, by ships of the British East India Company. The rates between Bombay and the United States were: *via Southampton*, 45¢ per ½ ounce; *via Marseilles*, 65¢ per ¼ ounce and 75¢ per ½ ounce. To these rates were added 4d. (8¢) for Bombay-Australia transit, making the *via Southampton* rate 53¢ per ½ ounce and the *via Marseilles* rates 73¢ per ¼ ounce and 83¢ per ½ ounce.

In 1852 the British Post Office contracted with the P & O line for eight years for a bi-monthly service from Singapore to King George Sound, Adelaide, Melbourne and Sydney. Also contracted was the Australian Royal Mail Steam Navigation Company for a bi-monthly service to alternate sailings with the P & O line. The ships of the Royal Mail travelled to Australia from Plymouth, England, via Cape of Good Hope. At least by April, 1854, a 45¢ per ½ ounce rate to New South Wales, *via Plymouth*, was established for mail by this line.

The Royal Mail line was unsuccessful and was superseded in 1854 by the General Screw Steam Navigation Company running from Plymouth,

via Cape of Good Hope to Australia, and via Cape Horn to England. At the advent of the Crimean War, the P & O and General Screw ships were commandeered as troop transports, forcing a suspension of their services. During this period and later (1854-'59) the steamship *Great Britain* carried quantities of ship letters between Australia and Liverpool at the 37¢ rate on letters from or to the United States. Also in 1854, the P & O line superseded the British East India Company service, Suez-Bombay, and the 4d. (8¢) Bombay-Australia transit was dropped.

In 1855 the British reduced their "Colonial" rate from one shilling to 6 pence and a 5 pence charge for Mediterranean transit was eliminated on *via Marseilles* mail. This reduced rates by 12¢ and 22¢, respectively, hence, the *via Plymouth* rate to New South Wales became 33¢ per ½ ounce, and the *via Marseilles* rates became 43¢ per ¼ ounce and 53¢ per ½ ounce.

The P & O line lost the Australian mail contract to the European and Australian Royal Mail Company in 1856, but after a little over a year of unsuccessful operation by this line, the contract was returned to the P & O.

With the signing of the Anglo-French treaty of September 24, 1856, effective on January 1, 1857, the French transit rate per ¼ ounce was reduced from 10¢ to 6¢. This reduced the *via Marseilles* rates by 4¢ per ¼ ounce. The January 1, 1857 British mail rates were *via Southampton* (since the contract was returned to the P & O), 33¢ per ½ ounce; *via Marseilles*, 39¢ per ¼ ounce and 45¢ per ½ ounce. These rates remained in effect until January 1, 1868. Also on January 1, 1857 the United States dropped the 37¢ rate by private ship from its published tables of postal rates to foreign countries.

New mail arrangements made by the U.S.-British treaty, effective on January 1, 1868, allowed the United States a 10¢ per ½ ounce share of the postage to any foreign country, via England. The British continued the 6d. (12¢) rate. Thus, the rate *via Southampton* became 22¢. The French transit postage remained at 8¢ per ½ ounce (since July 1, 1863), making the rate *via Marseilles* 30¢ per ½ ounce. Also effective on January 1, 1868 was a rate *via Panama* of 22¢ per ½ ounce. This rate was set to accommodate the mail conveyed by the Panama, New Zealand and Australia Royal Mail Company, plying between Sydney and Panama. Mail was sent across the Isthmus by the Panama Railroad to Colon, whence it was conveyed to Southampton by ships of the Royal Mail Steam Packet Company. The Panama line ceased operations in December, 1868.

On January 1, 1870 a new U.S.-British treaty became effective which reduced the United States share of the postage to 4¢ per ½ ounce, thus reducing the *via Southampton* rate to 16¢ and the *via Marseilles* rate to 24¢ per ½ ounce. When the Franco-Prussian War caused discontinuance of the *via Marseilles* route, mail was sent by the Italian route, *via Brindisi*, therefore, the *via Marseilles* route was discontinued for United States mail on October 1, 1871. The British charged 3d. (6¢) extra on mail *via Brindisi*, hence, the rate by this route became 22¢ per ½ ounce, the additional 6¢ being added to the 16¢ *via Southampton* rate.

The cover illustrated as Figure 1 bears a 90¢ stamp sufficient to pay the double rate of 45¢ per ½ ounce *via Marseilles*. The "80" represents the 2 × 40¢ credit to England for sea carriage across the Atlantic and transportation to destination including the payment to France of 6¢ per ¼ ounce. The red "2" below indicates a double rated letter.

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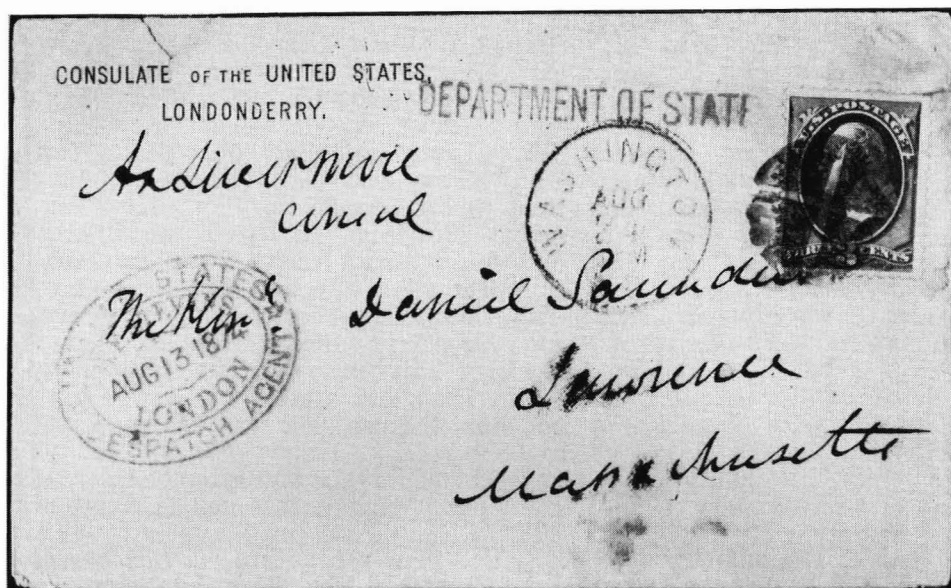


Figure 2

"Official" Bootleg Cover to Washington

Figure 2 illustrates a cover that was carried from London to Washington "out of the mails" and upon which no postage was paid. It originated with the American Consul at Londonderry, Ireland, a Mr. A. Livermore, who endorsed it. Since the handwriting is the same, Mr. Livermore also addressed the letter to "The Hon. Daniel Saunders, Lawrence, Massachusetts." The letter was by some means conveyed to B. F. Stevens, United States Dispatch Agent at London. (see articles by Richard B. Graham, *Postal History Journal*, whole Nos. 11 and 12). B. F. Stevens evidently forwarded it in diplomatic pouch to the State Department in Washington. There it was marked "DEPARTMENT OF STATE" in blue, a three cent stamp was affixed and it was placed in the mail on August 24, 1874. It is interesting to note that the State Department did not use a free franked envelope to forward the letter to Lawrence, Mass., but actually paid the postage by use of a three cent stamp. This leads one to suspect that the letter was not concerned with official business and carriage in a diplomatic pouch may have avoided payment of postage that legitimately should have been paid.

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The Retaliatory Post Office Order of 1853

GEORGE E. HARGEST

The following article is drawn from information that is to be presented in a book about the transatlantic mails now being written by the editor. This information is here presented as succinctly as possible, and without some documentation. Those who may wish to know the sources from which the information here contained is drawn are respectfully requested to await publication of the book, which will be completely documented.

When the U. S.-British treaty of 1848 was framed, France was excluded from Article XII. Article XII, in effect, stated that the transit rate between Great Britain and foreign countries was to be the rate that was then being taken, or would thereafter be taken from British subjects for the same service when the letters were delivered in the port of arrival or the port of departure of the vessels conveying the mail. The British contended that France had to be excluded from this provision because of the existence of Article LII of the Anglo-French treaty of 1843. By that article, France paid Britain 40 pence per ounce for sea conveyance and British transit of letters to or from "colonies and countries beyond the sea, wherever the same may be situated." No difference could be made in this rate for service by British or American packet. The bulk rate of 40 pence was divided by four to arrive at a single letter rate of $7\frac{1}{2}$ grammes in France, or one-fourth ounce in the United Kingdom. Thus, a rate of 10 pence (British) or 10 decimes (French) paid the single letter rate between the French and American frontiers. To this 10 decimes rate the French added their inland postage of 5 decimes, making a total single rate of 15 decimes. This amount was prepaid in France on letters sent and collected there on letters received from the United States.

George Bancroft, who represented the United States in the treaty negotiations, accepted the exclusion of France from Article XII only after the British assured him that they would be willing to apply the principle of the twelfth article to France, but for this, the agreement of France was necessary. Therefore, the United States and Great Britain were to invite France to enter into negotiations for the formation of a tripartite agreement for the mutual exchange of closed mail.

When the treaty arrived in the United States and was studied by the Post Office Department, it did not take them long to discover that the reciprocal principles negotiated by Bancroft did not lead to a reciprocal treaty. While the British were to pay the United States only $12\frac{1}{2}$ cents per ounce for transportation of the British closed mails between Boston or New York and Canada, the British charged 30 cents per ounce for conveyance of letters between London and Cuxhaven, and 25 cents per ounce for transit between England and France. Since the twelfth article seemed to open the door for negotiations between the United States, Britain and France, the United States proposed, or rather, demanded, that the British reduce their transit rate between England and France to 6 pence per ounce. The United States rested its case upon the fact that the transit rate to Canada was $6\frac{1}{4}$ pence per ounce, hence, it was only just and equitable that the transit rate to France should be about the same amount. Since this offer set a rate that had no foundation in any treaty provision, the British rejected it. The British, as they had said they would do, offered rates both to France and to the United States that were arrived at by applying the principle of the twelfth article to closed mail between the United States and France, via England. By Article VIII of the U. S.-British treaty, each country had the privilege of sending closed mails over the territory of the other. By Article IX, the closed mail rate per ounce was to be computed at two single letter rates plus 25 per cent. The British, therefore, offered a sea rate of one shilling, eight pence per ounce, or 40 cents in United States currency. This was computed by taking two sea rates of 8 pence and adding one-fourth, making a total of 20 pence, or one shilling, eight pence. The transit rate between England and France included in the

Anglo-French treaty of 1843 (Article XXXIII) was 5 pence for a single letter of one-half ounce. The formula of Article IX was also applied to this rate ($2 \times 5d.$ plus $\frac{1}{4}$) and resulted in a transit rate of one shilling, one-half pence per ounce. As the British stated it, their offer was a rate per ounce of two shillings, eight and one-half pence by British packet, and of one shilling, one-half pence by American packet. This offer was summarily rejected by the United States. Later, the British were willing to drop one-half penny from each rate. This was made as an offer to France and to the United States. It was immediately rejected by the United States, who continued to insist that the British reduce their transit rate to France to 6 pence per ounce. The French, however, accepted this British offer.

By April 26, 1850 (effective May 1st), France and Britain had agreed to send mail *from* France to the United States as closed mail through England at the rates offered by the British and accepted by the French. Thus, the absence of British markings on letters from France, noted by many collectors, is explained. Since the United States had rejected the British offer, mails from the United States *to* France were continued to be sent in the open mail. In the absence of an agreement with the United States, Britain had no alternative to forwarding the mails to France under the rate of Article LII of the Anglo-French treaty of 1843. France continued to charge 15 decimes per single rate on all mail to or from the United States. Since this rate included transatlantic conveyance, double sea postage was being charged on letters conveyed by American packet. The United States complained bitterly about this, evidently expecting some kind of unilateral action on the part of Britain.

About the middle of 1851, Britain and France made a provisional agreement by which the rates offered by Britain, and already being used on closed mail from France, were applied to the open mail sent from the United States to France. At the time this agreement went into effect, mail ceased to be forwarded under Article LII of the Anglo-French treaty of 1843. The rates of treaty Article LII fell under Article 13 in the "Articles in the Accounts," and it was required that each letter be marked with a handstamp reading, "COLONIES/&c. ART. 13." When the provisional agreement became effective, mail was no longer forwarded under Article LII, or accounting article 13, and the "COLONIES" marking was dropped. The latest "COLONIES" marking seen is dated July 15, 1851.

On November 19, 1851, France issued a decree (effective December 1st) which developed the rates of the provisional agreement as presented in Table I. These rates were to be prepaid in France on letters sent to the United States and collected there on letters received from the United States.

TABLE I
Rates Established by French Decree of November 19, 1851

<i>British Packet</i>		
U. S. inland postage (prepaid or collected in the United States)		5¢
Sea postage ($\frac{1}{4}$ of 1/8 <i>d.</i> or 40¢)	5 decimes	10¢
Transit postage ($\frac{1}{4}$ of 1/— or 24¢)	3	6
French inland postage	5	10
Prepaid or collected in France	13 decimes	26
Total postage		31¢
<i>American Packet</i>		
U. S. inland postage		5¢
Sea postage (U. S.-British treaty, Article I)		16
Prepaid or collected in the United States		21¢
Transit postage ($\frac{1}{4}$ of 1/— or 24¢)	3 decimes	6¢
French inland postage	5	10
Prepaid or collected in France	8 decimes	16
Total postage		37¢

It should be noted that the 6 cents differential in rates is due to a reduction in sea postage. All rates were those established by the provisional agreement and were a result of a direct application of provisions of the U. S.-British treaty.

Neither France nor Britain notified the United States Post Office Department of the provisional agreement or of the decree rates. In this regard, the United States was completely ignored. The Post Office Department learned of these arrangements in a peculiar way.

In January, 1853 Postmaster General Hubbard was unaware of the provisional agreement or of the decree rates. He thought double sea postage was still being charged by Britain and decided (at the wrong time) to do something about it. On January 26, 1853, the following appeared in the *New York Tribune*:

"FOREIGN POSTAGE"

The following official notice and order in relation to foreign postage has been issued by the Postmaster-General:

Post-Office Department, Jan. 24, 1853

Pursuant to authority vested in the Postmaster-General, and by and with the advice and consent of the President of the United States, (which advice and consent more fully appear by an instrument in writing this day filed in the Department) it being understood that the British Post-Office charges the same rate of postage on letters and newspapers to and from France, through England, whether the same are conveyed across the Atlantic by British or United States packets: thus making a discrimination of 16 cents (sea postage) in favor of the British line,

It is hereby ordered, That on all letters to or from France, through England, the single rate of United States postage be *twenty-one cents* and on all newspapers transmitted *four cents* each, from and after the date hereof, such postage to be collected in and retained by the United States.

S. D. Hubbard, Postmaster-General."

According to a letter from Postmaster General Campbell to Secretary of State Marcy, the above order, at the earnest solicitation of the French minister, Count de Sartiges, was suspended for two months on February, 10, 1853.

No order of suspension was found in the *New York Tribune*, or in the *Weekly New York Times*. However, the following news item appeared on February 26, 1853 in the *New York Recorder*:

"Transatlantic Postage—The Washington papers contain an official notice from Postmaster General Hall (?), suspending for three (?) months, at the request of the French Minister, the order equalizing the rate of postage on all letters between the United States and France, via England."

The above is, of course, somewhat inaccurate. Nathan K. Hall had not been Postmaster General since September 14, 1852, and Postmaster General Campbell reported the suspension for two, not three, months. The significant aspect of this news item is that its source was the Washington newspapers. Evidently, broad publicity was not given the suspension of the order.

Any letter addressed to France and posted in the United States between January 24th and February 10, 1853, which shows a prepayment of 21 cents and bears a British packet marking, would be an example of a cover falling under this "retaliatory" Post Office order. Unfortunately, none has been seen, but it is hoped that this information may bring one forth. The influence of the original order probably extended beyond the suspension date. The order of January 24th appears to have been sent to the newspapers in the large cities, while the notice of suspension seems to have been published only in the Washington papers. Of course, the exchange offices would have been notified, and any person taking a letter for mailing to the general postoffices of New York or Boston would, undoubtedly, have been informed of the order of suspension. However, a few persons placed postage stamps upon their letters and posted them



Figure 3

This cover is endorsed to a British packet and prepaid 21¢, normally the American packet rate. It is suspected that the prepayment in this amount was influenced by the "retaliatory" Post Office order of January 24, 1853, which required the prepayment of 21¢ on all letters addressed to France, via England. Although this order was suspended on February 10, 1853, notice of such suspension was only published in the Washington newspapers.

without taking them to the postoffice window and these persons may not have learned of the suspension of the order.

Figure 3 presents a cover posted in Philadelphia on April 5, 1853 addressed to Mr. Charles Toppan in Paris. The letter is signed by Samuel Carpenter. These gentlemen were members of the firm of Toppan, Carpenter, Casilear & Co., which printed the stamps appearing on this letter. These stamps represent a prepayment of 21 cents, normally the required prepayment for a letter sent by American packet. However, Mr. Carpenter endorsed the letter, "Pr Steamer/Asia/April 6th." This indicates that reference was made to one of the notices of mail sailings, which would also have informed him that the *Asia* was a British packet. The New York British packet marking also bears the date of April 6th, the date upon which the *Asia*, according to the Cunard records, sailed from New York. Since other letters in this correspondence are endorsed to British packets and prepaid with 5 cents, normally the required prepayment on British packet letters, the only logical explanation for the prepayment of 21 cents on this letter is that Mr. Carpenter thought it necessary to prepay it in that amount.

This was not the only occasion upon which Mr. Carpenter prepaid a letter to Mr. Toppan in Paris with 21 cents and endorsed it to a British packet. Lot No. 51 of the Bruce G. Daniels sale of November 24, 1959 is illustrated in the sale catalogue. This cover is similar to the one described above, except that it is endorsed, "Pr Steamer/23 Feby" and bears a British packet mark of the same date. The records of the Cunard line show that the *Niagara* sailed from New York on that date. The French receiving mark clearly shows the year to be 1853. Again, the prepayment of 21 cents, as well on this cover as on the one described above, is suspected to have been influenced by the Post Office order of January 24, 1853.

On February 18, 1853 Colonel Maberly, Secretary of the British Post Office, addressed a letter to the United States Post Office Department explaining the provisional agreement. Thus, over a year and a half after the fact, the United States Post Office learned of these arrangements between Britain and France. The Count de Sartiges also wrote the Department explaining that there was only a 6 cents, not 16 cents, difference in the American and British packet rates. He further explained that the difference was a result of the lowering of the sea postage to 10 cents on British packet letters. This irked the United States Post Office and State Departments, since a lower sea rate would throw more mail to the Cunard line. The suspended Post Office order of January 24, 1953, however, was not revived.

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The Cover Corner
J. DAVID BAKER, *Editor*

Answer to Problem Cover Presented in Issue No. 51

Baltimore, Maryland became the exchange office for U.S. Packets under the amended articles of the British Treaty of November 11, 1865. Since this letter was received eight months after this office was established it may not have become too familiar with foreign rates or a new employee may have become involved.

This letter was probably intended to be carried by the Baltimore and Liverpool Steamship Company operated by the Baltimore & Ohio Railroad from 1865 to 1868 which started carrying mail April 25, 1866.

The "68" was an error as it should have been 64¢ which added to the 42¢ U.S. equaled \$1.06 or two times the 53¢ rate per ½ ounce Via Marseilles.

Noticing the error because the 90¢ stamp was insufficient to pay \$1.06 postage the clerk revised the credit to 48¢ which added to the 42¢ equals 90¢ or two times the 45¢ rate per ½ ounce Via Southampton.

What happened here is quite uncertain. Perhaps the Baltimore Steamship had trouble and the letter was actually forwarded to New York or Philadelphia where it was re-rated "2" for double rate and "96" credit for British Packet at the two times 53¢ rate Via Marseilles. The U.S. would only retain 10¢ of this rate for inland postage.

It is evident that the letter went Via Marseilles so the U.S. Post Office Department paid out 6¢ more than it received and lost a total of 16¢.



Problem Cover for this Issue

Our cover this time is presented by Creighton Hart. It was purchased by him in the Harmer-Rooke & Company auction on Wednesday, September 22, 1965, and was described as follows:

5¢ brown, tied with triple magenta PAID on cover from Montreal to New York. Red Canada and black "6" Canadian stamp has been removed.

The lower left hand postmark is red Quebec, April 6, 1853. The cover is backstamped Montreal, April 8, 1853, in red.

QUESTION: What stamp was missing—Canada or United States? The denomination of the missing stamp? Why the red curved "Canada"? Why the "6" and why in black?

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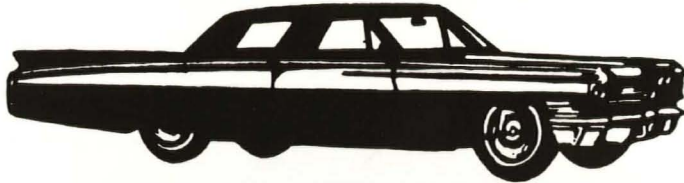
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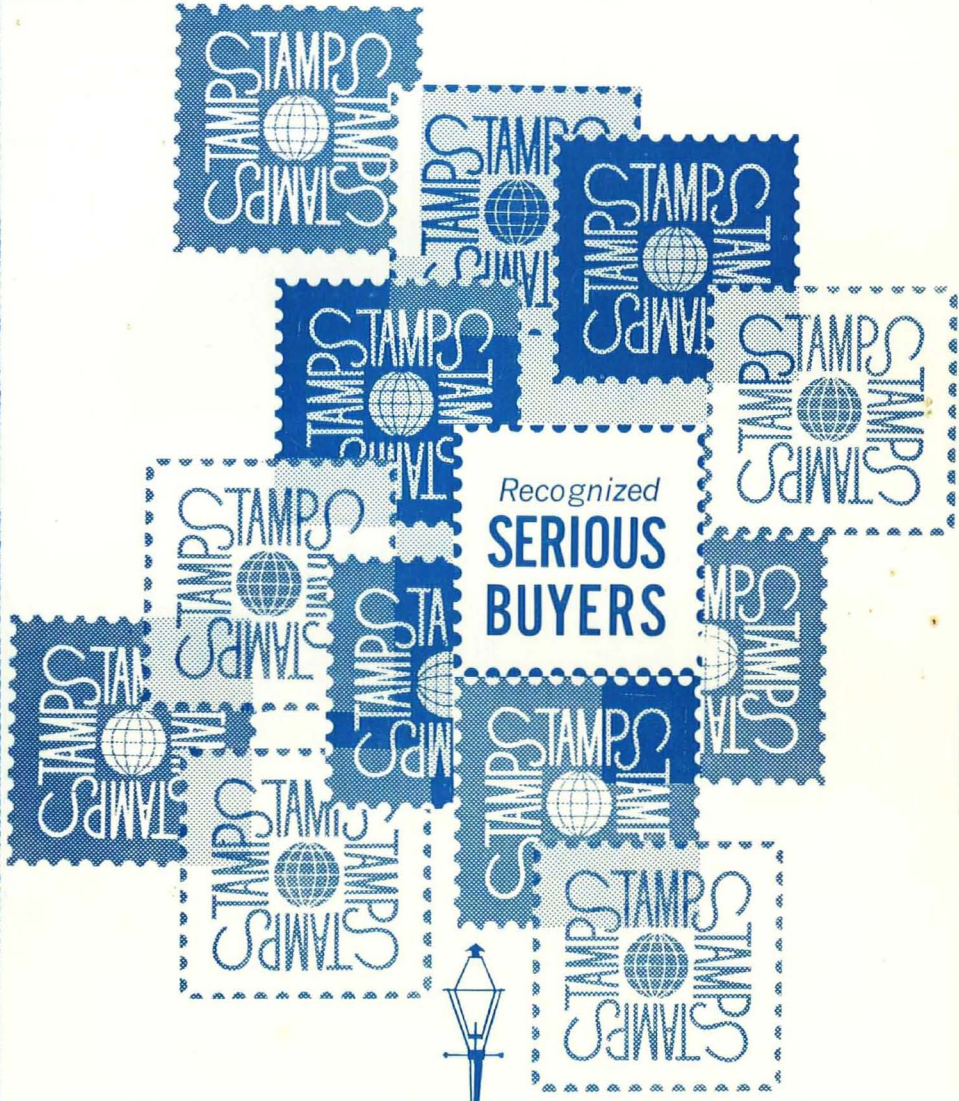
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