

The
Chronicle
of the U.S. Classic Postal Issues

June, 1967

Volume 19, No. 2

Whole No. 55

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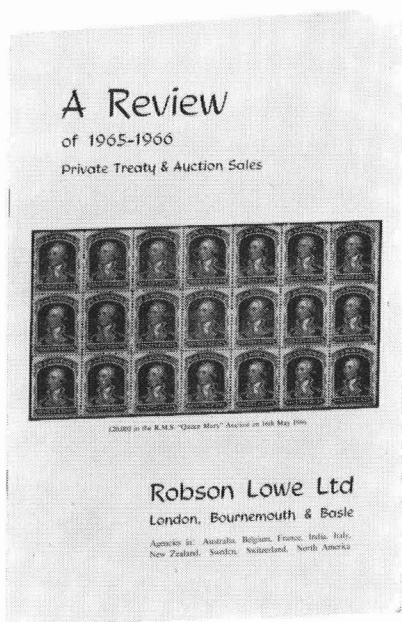
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The Chronicle

of the U. S. Classic Postal Issues

June 1967

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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.

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Classified Advertising

The *Chronicle* is prepared to accept classified advertising from the membership on a basis of 50¢ per half column line. Using 8 pt. type, this will run about 40 letters or spaces per line, give or take a few. The major purpose of the classified ads is to permit members to locate, buy or sell specialized material, rather than a purely commercial intent.

All copy should be mailed, together with a check for the ad, to the advertising manager, Mr. Sol Salkind, 3306 Rochambeau Ave., Bronx, N.Y. 10467.

Payment should be for whole lines, including names and addresses.

THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

1847 Covers from Georgia

CREIGHTON C. HART

The principal cities in pre-Civil War Georgia were Macon and Augusta. Supplies of our first issue were sent to 17 other Georgia post offices, but half of them went to these two cities. Macon received 8,500 fives and 3,400 tens and Augusta 6,700 fives and 2,500 tens, for a total of 15,200 of the 30,300 fives and 5,900 of the 10,500 tens sent to Georgia. Milledgeville, the pre-Civil War state capital, received only one shipment of 1,200 fives and 400 tens, sent on July 30, 1847. Atlanta was a small village of 2,500, and was important only because it was the terminus of the state-financed Western and Atlantic Railroad from which it derived its name. Atlanta didn't get its first and only supply until March 6, 1849 and then only 400 fives and 100 tens. The earliest Georgia 1847 cover on my list is a 5¢ cover postmarked Sparta December 1, 1847; an earlier one may exist.

The following list is of the Georgia towns that received stamps of our first issue. After the name of the post office is the date the first supply was sent then the total number of fives with a "/" after which is the total number of tens.

Clarksville	Aug.	9,	'50	400/50	Madison	Dec.	10,	'47	2,200/700
Columbus	Jan.	25,	'49	2,200/1,100	Marietta	Nov.	27,	'49	400/100
Cuthbert	Feb.	5,	'51	200/—	Monticello	Feb.	27,	'50	200/50
Dalton	March	4,	'50	1,200/50	Perry	Aug.	14,	'49	200/50
Elberton	Aug.	9,	'50	400/50	Roswell	Aug.	9,	'49	700/250
Griffin	May	26,	'49	1,000/150	Savannah	July	30,	'47	2,400/800
Knoxville	April	19,	'49	600/100	Thomaston	June	14,	'49	200/50
				Washington Aug.					18, '50 800/150

There are 17 five cent covers on my list and 22 tens, although nearly three times as many fives (30,300) were sent as tens (10,500). Elliott Perry correctly explained this difference when he wrote in his July, 1937 "Pat Paragraphs."

"If the Editor should encounter Tecumseh Sherman in the hereafter he would like to remind the General that there might be more 1847 stamps on Georgia covers for philatelists to enjoy now had there been less marching, ETC, by Sherman's soldiers in Georgia during the Confederate unpleasantness."

By noticing the cities to which the '47 covers are addressed, one can quickly see that the small number of 5¢ covers (17) are nearly all addressed to war-torn Georgia towns where many other 5¢ covers were also probably sent. Many of these were undoubtedly destroyed during Sherman's march through Georgia. Nearly all of the tens (15 or more of the 22) are addressed to uninvaded Northern cities.

Only a little more than a decade separates the first issue of United States stamps from the first issue of Confederate stamps. Georgia, more than any other Southern state, narrows this gap until the two first issues seem to merge. The August 30, 1958 issue of *Stamps* carried an article "An 1847 Cover Used in the Confederate States of America." That article illustrates a 5¢ 1847 stamp on cover used to pay five cents of Confederate postage. The 1847 stamps were not valid for postage after June 30, 1851 but uses after this date are well known. Most of the late uses occurred during the first two years after demonetization and this Confederate usage is one of the latest recorded, although there are two other '47's



Confederate 1847 Cover

Both of the above covers were postmarked at Augusta in January of 1862. Both covers were cancelled with the double circle townmark in black. The United States 5¢ Franklin was mailed on January 8; the Confederate 5¢ Davis was mailed on January 11.

known used even later. This Confederate '47 cover postally illustrates that the Civil War followed our first issue of United States stamps so closely that there were still copies of the '47's lying around unused. Because this article in *Stamps* appeared so many years ago, your editor will be happy to send (with his compliments) a Xerox copy to any member who sends a stamped self-addressed envelope.

There is only one '47 cover listed postmarked from Atlanta and only one from Milledgeville. Because so few stamps were sent to these two small towns, it is doubtful if any others will turn up. Ten of the 22 ten cent covers are from the Captain Swift correspondence to his wife in No. Fairhaven, Massachusetts. Captain

POSTAL HISTORY MATERIAL

We specialize in covers of the world. We have a comprehensive stock of Confederate covers. In United States, we stock Trans-Atlantic, Registered, Special Delivery and other special usages. We usually have a few Territorials and Westerns, and we are strong in Hawaii. We do not stock United States stamps at all.

NEW ENGLAND STAMP CO.

45 Bromfield St.

Boston, Mass. 02108



U.S.A. No. 1 and C.S.A. No. 1

The upper cover is an envelope with a 5¢ Confederate No. 1 cancelled with a sharp strike of the Atlanta postmark in black.

The lower cover is a folded letter with the 5¢ U.S. No. 1. The townmark is faintly struck in red and the stamp is tied with the common seven bar enclosed circular grid. The cover is addressed to Abbeville, South Carolina, where Jefferson Davis was captured on May 10, 1865.

Swift carried his own supply of ten cent stamps on his trips to Georgia in 1848 and in 1851. His wife kept an accurate record of the dates his letters were received and if we could examine her notations on covers 16 through 21 inclusive, we would know whether they were written on his trip in the Spring of 1848 or of 1851.

In the following list of 5¢ '47 covers from Georgia the date in the postmark appears first. The year of use is obtained from the dateline of the letter or by a docketed date thereon. An "X" is shown when no year date is evident; a "?" is shown if the year might be determined could the cover be examined.

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5¢ Covers from Georgia

1. Dec. 1, 1847	blue	Sparta to Warrenton, Ga.
2. Mar. 23, 1848	red	Macon to N.Y.
3. Jan. 30, 1849	red	Savannah to ?
4. Oct. 30, 1849	red	Macon to ?
5. Dec. 16, 1849	red	Atlanta to Abbeville, S.C.
6. Feb. 15, 1850	red	Savannah to France
7. Nov. 28, 1850	red	Macon to Augusta, Ga.
8. Dec. 28, 1850	red	Roswell to ? Ga.
9. Jan. 28, 1851	red	Savannah to France
10. Jan. 8, 1862	black	Augusta to Eatonton, Ga.
11. March X X	red	Decatur to Savannah, Ga.
12. Oct. 29, X	red	Macon to ? Ga.
13. Dec. 8, X	red	Macon to Greenville, S.C.
14. July 6, ?	red	Savannah to ?
15. Oct. 1, ?	blue	Milledgeville to ?
16. Dec. 19, ?	red	Roswell to ?
17. ? ? ?	black	Marietta to ?

Included in the above list are two covers to France. Covers to France from New Orleans are frequently encountered, but '47 covers to France with any other townmark are quite unusual.

The 22 ten cent covers are:

10¢ Covers from Georgia

1. Apr. 4, 1848	ms	Columbus to No. Fairhaven, Mass.
2. Apr. 7, 1848	red	Savannah to Philadelphia
3. Oct. 19, 1848	red	Macon to Charleston, S.C.
4. May 19, 1849	red	Savannah to Boston
5. June 11, 1849	red	Macon to Washington, D.C.
6. Feb. 15, 1850	red	Macon to Philadelphia
7. Oct. 16, 1850	red	Augusta to ?
8. Jan. 2, 1851	ms	Olive Grove to No. Fairhaven, Mass.
9. Jan. 28, 1851	ms	Olive Grove to No. Fairhaven, Mass.
10. Feb. 18, 1851	ms	Olive Grove to No. Fairhaven, Mass.
11. Apr. 11, 1851	ms	Savannah to ?
12. Jan. 3, X	red	Roswell to Darien, Ga.
13. Jan. 8, X	red	Roswell to Darien, Ga.
14. Jan. 8, X	red	Augusta to Great Falls, N.H.
15. Feb. 25, X	red	Roswell to ?
16. Apr. 8, X	ms	Ft. Gaines to No. Fairhaven, Mass.
17. Feb. 25, ?	ms	Olive Grove to No. Fairhaven, Mass.
18. Mar. 21, ?	ms	Olive Grove to No. Fairhaven, Mass.
19. Mar. 27, ?	ms	Olive Grove to No. Fairhaven, Mass.
20. Apr. 12, ?	ms	Olive Grove to No. Fairhaven, Mass.
21. Apr. 15, ?	blue	Columbus to No. Fairhaven, Mass.
22. Nov. 21, ?	red	Roswell to ?

Attention must also be called to the fake 10¢ bisect postmarked Augusta, Georgia which is still at large. This cover was described and illustrated in the February 1967 *Chronicle*. It has since changed hands and remains a philatelic menace. It is not to be assumed that all covers listed in these articles are genuine. Fake covers are so identified when known but it is impossible to examine each cover. Collectors must satisfy themselves about each cover they buy, or should have it expertized by the Philatelic Foundation of New York. Your editor will appreciate hearing from anyone who has a Georgia cover that is not listed here. The Confederate Stamp Alliance will hold its annual meeting in Atlanta in October of 1967. Between now and the Confederate Convention would be a good time to check your Georgia '47 covers.

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#1, Superb, "On Nose" Sharp Red Grid Cancel, Tied by Rate Marking to Immaculate Cover Front Only to "BREMEN" with Sharp Red "U.S. STEAMSHIP—POSTAGE NOT PAID" & "BALTIMORE R.R." & Transit Markings, A Gem! \$300

#1, VF, Tied by Blue Green "WILMINGTON, DEL.—Feb. 15" Pmk. to Superb Gold Gilt VALENTINE Cover (3½ x 5½"), A Gem! \$500

#2 (10¢ 1847) F-VF Tied Bright Orange Red Grids to Clean Sound Folded Letter with Partly Readable "U.S. EXPRESS MAIL—Boston" Pmk., Nice \$250

#2, HOR. PAIR, Design 99% Intact, Slightly Creased by Letter Fold, Tied by Square Red Grids on Fine Folded Letter to Canada, Very Scarce \$400

#2, 2 Copies, F-VF Designs Intact—Barely, Tied Black Grids to Fine Cover with Red "PAID 20" Marking, Boston to Mobile, Attractive \$450

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MASS." Pmk to Superb Cover, "Curl" in "C" VAR., Beauty, Cat. \$350 \$225

#27 (5¢ Brick Red—Closed Tear) & #32 (10¢ Green—Pair) & #35 (10¢-Ty. 5) Tied by Bright Blue "CINCINNATI, O." Pmk. to Fine Folded Letter to Switzerland, All Rich Bright Colors, Striking Cover \$185

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#64a (3¢ "PIGEON BLOOD" PINK) VF Rich Color Copy, Neatly Tied by Black Target Cancel to Immaculate Cover, "Philadelphia, Pa.—Jan. 24, 1862" Pmk., PF Cert., Rare Gem \$400

#98 (15¢ Grill—Pair & Strip 4) & #117 (12¢ 1869) Off Center Copies, Several Defects, Tied to VF Cover, "ROCHESTER, N.Y." to "PERU," with Red "48" Transit Marking (3 x 16¢ Credit to England), Triple 34¢ Rate, Rare & Attractive \$350

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THE 1851-60 PERIOD

TRACY W. SIMPSON, *Editor*

SYMBOLS USED IN THIS SECTION

To conserve space, the following symbols for the 3¢ stamp of the 1851-'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.

Plate-Variety "Discoveries"

The philatelic press generally, except *Stamps* magazine, published earlier this year an illustration of a pair of 12ct 1857 perf stamps of Plate 1 purporting to depict a new variety that produced an unusual "cast" in Washington's eye. The accompanying press release mentioned some of the background research about the stamp, but Mr. M. L. Neinken's classic book was not mentioned; apparently it was not known to the writer. Eventually Mr. Neinken inspected the stamp and found it to be a normal variety of known plate position, and the "variety" was the result of an unnoticed overlap of a part of the black cancellation on a black stamp.

Those of us who are thought to be well informed regarding certain stamps, are often sent stamps that appear to be out of the ordinary in the expectation that something new and perhaps valuable has been discovered. None of us wishes to discourage such submissions, but perhaps a few words regarding them may be helpful.

For a plate variety to be listed as such, there must be a *consistent* variation from the normal design, even though a reading glass is required to find it. By *consistent* is meant that it should appear on more than one copy, though in the case of a cracked plate, stamps from the same position may show no crack or the crack in various stages of its development. The variety may be purposely made, such as by normal or exceptional recutting by the engraver before he regards the plate as complete, or it may be what remains as evidence of some repair or plate alteration. Among these are double transfers, re-entries, misplaced relief-entries, varieties which result from an article dropped on the plate, and the like.

During the printing process the plate may wear so that late impressions are faint compared with early ones. Also, after printing, the stamp may show evidence that the plate was wiped too much, not enough, or unevenly as sometimes occurred near the edge of a plate, though well-wiped elsewhere. Smears of ink accidentally may appear because of dropping of ink where it should not be. The pull-off of the paper also may result in streaks or small lines of ink that resemble cracked-plate varieties.

Many of these accidental printing varieties are interesting and collectible, and some really freak items appear now and then that add interest to an album page. Then collector, however, should endeavor to determine whether what he has discovered is a consistent plate variety or is merely an accidental result of the printing process, and unless the latter is desired as typical of a certain kind of printing error, it has little or no unusual significance.

More Earliest Dates

Mr. T. J. Alexander reports T-149 of S5, a top-row copy that is now almost surely known to be 5R14 as cancelled Mar. 20, 1858, whereas the previous early date for plate 14 (taken from an imprint copy) is Oct. 1, 1858. When it is considered that plate 15 was used as early as Oct. 1857, the new date for plate 14 is consistent. Dr. G. B. Smith, whose first-day covers of S1 and S2 of the various plates take honors wherever exhibited reports two new earliest dates: July 19,

1951 for plate 5(e), canc. Mansfield, O., and Aug. 1, 1851, for plate 2(e) with the oval Fairmount, N.Y. on the cover.

Sailing Dates from San Francisco

Mr. A. H. Bond reports an error in the sailing dates listed on page 3 of *Chronicle* Issue 36 which shows the *Panama* sailing both April 8 and May 16, 1852, obviously unlikely. He has a cover postmarked SAN FRANCISCO/16 MAY/10 in 33mm circle, marked *mss* "pr Oregon," docketed "San Fco, May 15, 1852," thus indicating that it was the *Oregon* that sailed on May 16, 1852, not the *Panama*.

Collect-Fee at Philadelphia in 1857 by 1ct perf Stamp

Mr. R. E. Gillespie reports a cover bearing S5 and a 1ct perf Ty IV both tied by Philadelphia townmark, of Sept. 28 and the 1ct stamp also tied by a circular grid on cover to Baltimore, Md., *mss* dated twice with 1857 rec'd and ans'd markings. This is a new listing for USPM Sched A-22.

PAID ALL on Covers with stamps of 1851-'60 Issue

For many years the Scott catalog has listed a PAID ALL cancellation on the 3ct Nos. 26 and 26a. Ye Period Editor has never seen one, or noted it in an auction. From Prof. G. E. Hargest it is learned that the PAID ALL marking is known on a few covers to Europe via the Bremen Route mailed before 1851; it is also well known on covers to Europe while the 1861-'68 issue was used, and later, but apparently it was not used when the perforated stamps of 1857-'61 were used. Has anybody a record of such use?

S5 Cracked Plate Variety

Mr. R. McP. Cabeen's article on S4 and S5 varieties in Issue No. 6 (reprinted from *The Stamp Specialist* No. 4), plate A, depicts an illustration, No. 6, of what appears to be an irregular crack extending vertically from margin through lower right rosette center of S5. Though the Cabeen article stated that a duplicate had not been seen, Dr. Chase later reported that he had seen two copies. Mr. J. S. Wagshal supports this finding by sending a vertical pair with full sheet margin at bottom having the crack, Figure 1. The plate position is unknown, but it is in the bottom row and the crack extends considerably into the sheet margin, though not to the edge of the plate.



Figure 1
Cracked plate in bottom row of unknown plate of S5

Collecting Townmarks

Editor's Note: The following is a description of a rating-record being compiled by Mr. R. E. Gillespie relating to Maryland Post Offices and Their Postal Markings for the 1851-'61 Period, in the hope it will interest those who face similar problems in other geographical areas.

Mr. Gillespie asks that members who have postmarks of the medium and smaller Maryland towns send him a description and year of use, so his rating list may more nearly reflect scarcity.

* * *

Philatelic groups more and more are collecting covers from as many post-offices in a geographical area and time-period as possible. If the postmark indicates a special service, or a town with special connotation, it is also so indicated in the rating list. The report states that the basis of the rating system is as follows:

1. Relative *potential* scarcity among postmarks is inversely proportional to the gross proceeds of the postoffice (net proceeds plus postmaster's compensation) as obtained from Federal Registers of 1853, '55, '57, '59, and '61. As the amounts vary from report to report, he averages them to obtain probable gross proceeds per year.
2. The postoffices are then grouped by rank, but the basis of ranking is not an equal division of the gross proceeds; rather the ranking is purposely unequal as a means of emphasizing the scarcity of townmarks from small postoffices; thus, his Maryland list has 20 ranks; postoffices having over \$5000 average proceeds are in rank 1, whereas those having \$100 to \$150 are in rank 10, and those having \$15 to \$20 are in rank 16, and so on.
3. The rank of the postoffice is then appended to its name in the master list, and beside it is a usage-number; that is, the number of examples known to the compiler. Any special class group is also similarly appended to the postoffice name.

For example, a few postoffices shown in his list are as follows:

<i>Postoffice</i>	<i>Townmark</i>	<i>Description</i>	<i>Class</i>	<i>Usage</i> (ITEMS REPORTED)	<i>Rating</i> <i>Rank</i>
Alborton	HS	C-34 Md.	County	(3)	12
Clear Spring	HS	C-32 Md.		(6) 55-56	6
College of St. James	HS	C-32 Md.	College	(12) 52-60	6
Emmorton	ms			(2) 60	12
Sandy Spring	HS	DC-29 MARYLD.	Quaker Fancy	(11)	8
Triadelphia	-HS	C-30 Md.sans s		(2)	12
Triadelphia	-HS	C-30 Md		(1)	14

In the above, *HS* denotes handstamped; *Md.* indicates the manner of showing State designation; a hyphen preceding *HS* indicates that there is more than one townmark.

The method used also employs other statistical features that are explained in a descriptive paper that will be sent to any officer of a philatelic group that is faced with the task of preparing a rating schedule for townmarks and other postal markings of an area and/or period.

More About the Unofficial 12½ Chicago Perforation of 1856-'57

Mr. D. A. Card reports further in regard to this subject, supplementing his comments in Issue 54, that the Chicago perforation apparently did not accomplish its purpose. Most copies examined were cut apart with scissors on one or more sides. Mr. J. S. Wagshal also supplements his request in Issue 54 by asking particularly about known copies of the *1 ct* perf stamp, Types II and IV having this 12½ Chicago perf. Send him description and if possible a photo of any 1 ct items you have. He promises a report when all returns are in.

U.S. and Local Combinations

Schedule A-33 of our Society-sponsored book *USPM* lists the D. O. Blood & Co. Philadelphia local, 15L14, with singles of Scott Nos. 11, 24, 25, and 26. No

listing with the 1 ct has been made, perhaps because not reported, as the Blood stamp was supposed to do the work of the 1 ct stamp (as a single in Philadelphia). Mr. H. M. Thomas now reports it on cover to Canada, dated October 18, 1857,

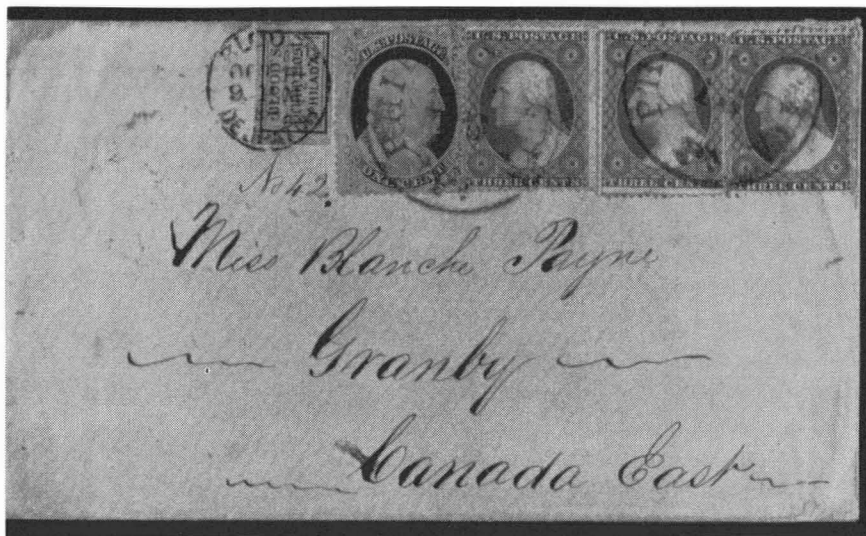


Figure 2

Figure 2, with the 10 ct rate prepaid by a 1 ct Type IV and three 3 ct Type II's (S5). The local, of course, paid for delivery to the postoffice. The Blood's Despatch circular cancellation ties the local; which is not acid cancelled, as usual.

U.S.A. STAMP CO.

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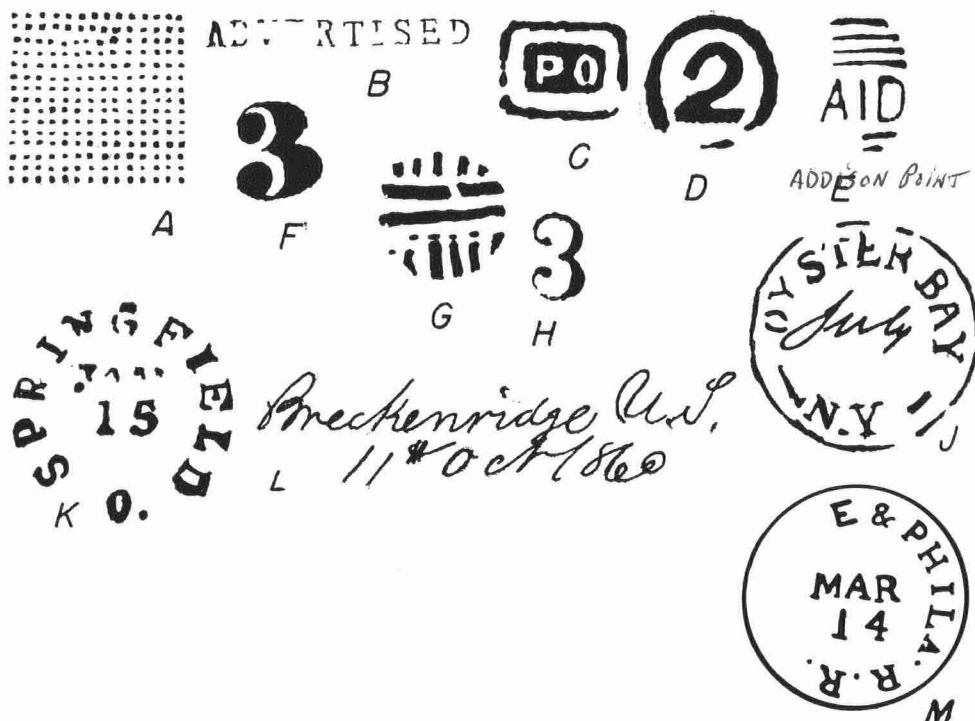
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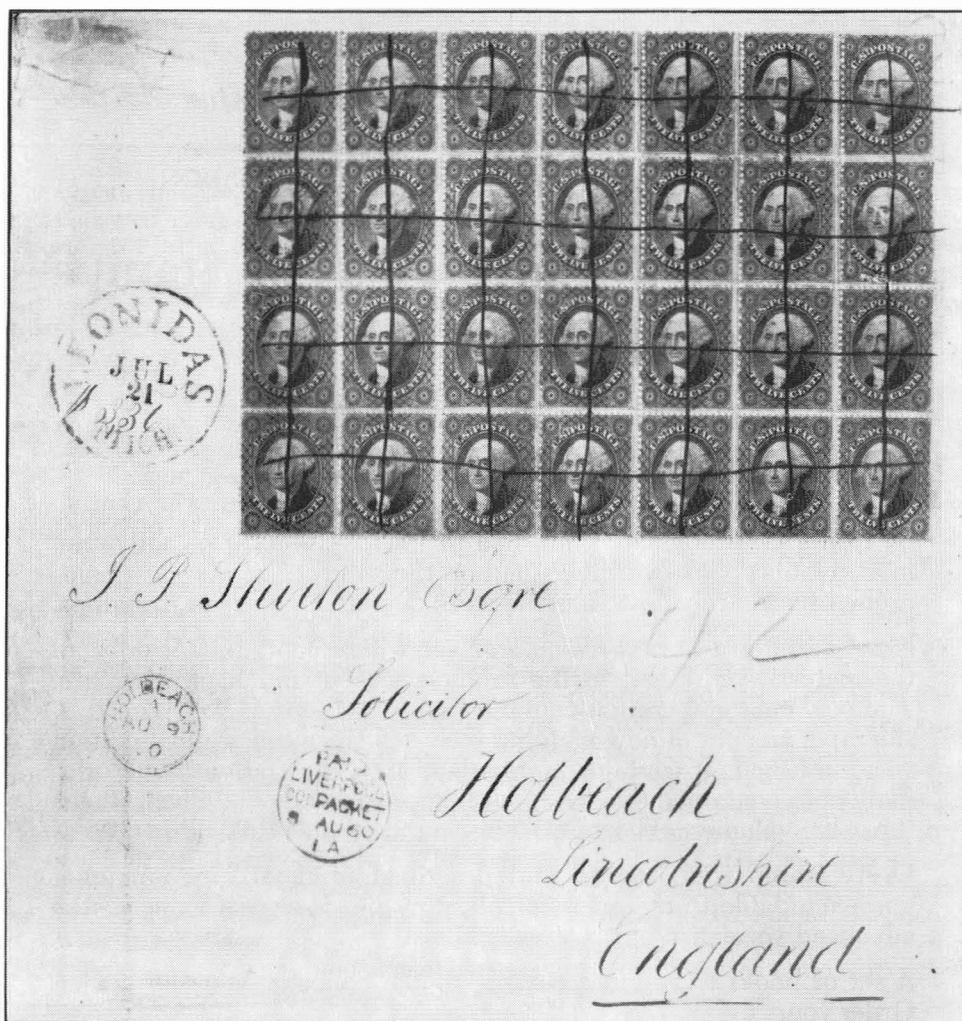
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Newly Reported Domestic Postal Markings

References to USPM in the *Chronicle* refer to the Society-sponsored book *U.S. Postal Markings and Related Mail Services* by Tracy W. Simpson

Illustration No.	USPM Schedule	Description	Used With	Reported by
A	A-13	Multi-dot square obliterator of Mount Clemens, Mich., 22 × 22 Mr. Downing writes that each dot is a small square, hence it appears as if the obliterator were made of metal	S5	L. L. Downing
B	A-27a	ADVERTISED (Keokuk, Ia.) 34 × 3	S5	J. S. Wagshal
C	A-16	Framed reverse P O (Oxford, N.Y.) 17 × 13 Listed, but not previously identified	S5	J. R. Kesterson
D	A-19	Encircled "2" (Philadelphia) C-17 For payment of ship fee	S2	L. R. Campbell
E	A-14b	PAID in grid (Addison Point, Me.) 14 × 20 (incomplete on example noted)	S5	W. O. Bilden
F	A-14c	"3" (Abingdon, Va.) 13 × 11 Previous reference to its being No. 2 on USPM Pl.15c not correct.	S1	R. A. Siegel
G	A-13	Modified grid L7 (Danvers, Mass.) C-17	3c Nesbitt	T. W. Simpson
H	A-14c	"3" (Macedon, N.Y.) 11 × 7	S5	T. W. Simpson
Not illustrated	A-8b	RICHMOND, Va. 3 PAID C-32 (infrequently used)	3c Nesbitt	H. E. Sheppard
J	A-2	OYSTER BAY/msD/N.Y. in red C-30	U-10	R. E. Gillespie
K	A-2	SPRINGFIELD/D/O rimless C-30	S2	R. E. Gillespie
L	A-28	Breckenridge U.T. 11th Oct 1860 (manuscript) The discovery copy of this townmark for the period when it was in Utah Territory, before formation of Colo. Territory. Note early spelling "en"; was later "in."	U-10	D. L. Jarrett
M	A-11	(BALT)E & PHILA R.R. C-33½ (See Mr. Towle's Report)	S1	Wm. Wyer
Not illustrated	A-7	Ohio REID'S MILLS C-37 (1859 use)		J. R. Kesterson





Largest Reported Block of 12ct From Plate 1

Mr. M. L. Neinken sends the above photo of a cover recently sold in an H. R. Harmer auction in England. The cover is unique in that the previous largest known used block was 9×2 , whereas this one is 7×4 , used to prepay 14 times the 24ct rate from U.S. to England. The plate positions are from 4L—34L to 40L, Scott No. 36, perforated. Cancellation is by pen-lines, as shown, with also "3.36" written across one of the stamps and also in the postmark.

The postal markings show town of origin, Leonidas, Mich., Jul. 21, also red Colonial packet date stamp of Liverpool of Aug. 8, 1860, and a blue Holbeach receiving stamp of Aug. 9, and a red mss "42," which being 14 times a 3ct credit rate, indicates that this cover went by a steamboat under contract to U.S. as an American Packet. The cover also is backstamped with a London marking in red of Aug. 8, which suggests that instead of being routed direct from Liverpool to destination, the cover was sent via the London distributing office.

Three facts suggest that this cover probably was routed through the U.S. Detroit exchange office via Riviere du Loup (in summer) to Liverpool on the Allan Line steamships under contract to carry U.S. mail as American Packets. First, that letters to England from Michigan usually traveled that route (and if to France that route was specified); second, that it is rated American Packet as evidenced by the 3ct credit per rate to England; third, that the port of entry was Liverpool. Prof. Geo. E. Hargest in confirming this diagnosis reports that most probably the letter was carried by the *Nova Scotian* that sailed from Riviere du Loup 7/28/60.

(Continued on page 72)

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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

Again, this issue, we are attempting to pick up some loose ends from reports and data that came to hand, in some instances, some time ago. Probably as many reports have been submitted on the subject of fancy cancels and killers than on any other three subjects combined. Consequently, there are two plates of markings this issue, one of markings with a postal meaning and the other of purely fancy killers. In some cases both markings on a cover are illustrated, one on each plate.

Border States Covers

A few issues back we asked for reports on Missouri covers of the Civil War era, and in *Chronicle* No. 54, we added Kentucky and West Virginia covers to the list. To complete the subject, as we were reminded by a few Maryland markings of interest being submitted, that probably Maryland covers should be added to the list. Maryland was never considered to be a part of the Confederacy by anyone, but much of the war was fought in and from Maryland, and many campaign covers of interest may be found with Maryland markings. If these are reported they will be recorded.

Plate I shows three interesting Maryland markings, all of which have been seen on campaign covers. Item 3 illustrates a Sandy Spring marking with Quaker date. Both Scott Gallagher and Jim Kesterson reported this item, although only the former noted it on a soldier's letter. The Point of Rocks balloon marking Item 6, appears on many soldiers' letters but we have yet to see the other, later, Point of Rocks marking on such. Point of Rocks is on the north bank of the Potomac south and slightly west of Fredericksburg. It was frequently the site of camps of Federal soldiers. Sandy Spring does not exist on present-day maps that we could locate. The 1862 List of Postoffices indicates location in Montgomery County, Maryland, and the only map, old or new, on which we could find the name was one of the set recently reprinted by Scott Gallagher and Leonard Hartmann, which indicated Sandy Spring to have been just north of Washington. So, the particular soldier's letter undoubtedly came from one of the camps of either transient troops or troops guarding the capital city.

Late Carrier Usages

With reference to the note on late carrier usages in *Chronicle* No. 54, Prof. Donald B. Johnstone reports a New York carrier usage dated June 29, 1863 and addressed to Rhinebeck, N.Y. Prof. Johnstone also reports another June 27, 1863 usage, also from New York, and this cover is illustrated in Figure 1. Since the carrier fee payment came to an end on Wednesday, July 1, 1863, it is still quite possible that a June 30 usage exists.

Pigeonblood

Mr. Elliott Perry's comment regarding this well-known stamp color on page 31 of *Chronicle* No. 54 indicates the name dates back many years. We refer here, of course, to the color designation of Scott No. 64a, the shade of the 3¢ 1861 pink. As Mr. Perry indicated, the color name of this stamp describes neither the pigment of the ink nor the color of the stamp in a term which we can relate to anything familiar to us today.

In the opinion of the Period Editor, who has some familiarity with antique glass, the name was taken from the designation of a type of antique glass, well-known in the latter part of 19th century. Called "Pigeonblood Glass." This glass appears to us as a very deep pink with a definite bluish tint when held to the light. No doubt experts on antiques will disagree with this description—just as do many



Figure 1

A very late usage of the 3¢ plus 1¢ carrier rate, used in New York, on a letter addressed to Bangor, Maine, on Saturday, June 27, 1863. Prof. Donald B. Johnstone, who furnished this photo, also reports a June 29th carrier usage. Can anyone show us a later carrier cover of this type?

people on stamp colors—but to us the colors of the glass and stamp are suggestive of one another.

Stencil Markings

Items 7 and 9 of Plate I are stencil markings. The method by which such markings are applied is apparently much misunderstood, according to Mr. Jim Kesterson, who has been collecting such items long enough to attest to their rather considerable scarcity. Mr. Kesterson comments,

“It will be noted that both lettering and frame lines must be broken. Also, in markings requiring dates the date is normally in manuscript. These conditions arise since the markings were applied in exactly the same way as today’s crates and boxes for freight shipment are labeled; that is, by using an inked brush and a punched- or cut-out card. The letters having inner portions which must be ‘tied’ or kept a part of the card, such as ‘O’ and ‘P’ must show breaks where thin portions of the card extended into the ‘inner’ areas.

“Usage noted to date is from 1820-1865, with most being on stampless covers. The Willowdale marking and the fancy ‘PAID’ (origin unknown but possibly Framingham, Mass.) are the only examples reported so far in the 1861 period.”

Mr. Kesterson and the period editor would much appreciate reports of further examples of stencil postmarks and killers.

Covers Bearing Markings With “I.R.” and “Ex’D” Notation

Items 16 and 17 of Plate I both appear on the same cover. This cover was reported to the period editor by Mr. and Mrs. Frank Stultz as a possible prisoner-of-war cover, originating from one of the forts in New York harbor. If true, this would have been a very rare item, and the idea was certainly very logical, judging from the manuscript notation “Ex’d/A.R.G.” penned on the cover just to the left of the stamp. After making a rather comprehensive examination of what Civil War official records and other references were available, we were unable to locate any officer among those assigned to the forts in New York harbor who had these initials and who might have been assigned censorship of prisoner-of-war mails. Noting the cover had a second marking which we didn’t quite understand, a photo of the cover was sent to Mr. Arthur H. Bond, a long-time student of New York City domestic postal markings and also an excellent postal historian. Mr. Bond came up with what we believe is the correct answer to this puzzle cover, and a most interesting cover it turns out to be.

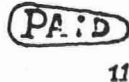


PLATE I

Photo by Henry A. Meyer

(All markings shown full size.)

Domestic Postal Markings

PLATE I

<i>Item</i>	<i>Description and Color*</i>	<i>Used With Scott No.</i>	<i>Reported by:</i>
1.	WASHINGTON/D/*MILLS*, Industrial town- mark with fancy stars. Note m/s "N.Y."	65	Leonard Turley
2.	MARTINSVILLE/D/ILL, No outer circle; Manuscript killer; patriotic letter-sheet enclosed.	U35	David Jarrett
3.	SANDY SPRING/7 M ^o 5/MARYL ^d , double circle with Quaker date; see text. Blackish blue. See Plate II, item 28.	65	Scott Gallagher and Jim Kesterson
4.	OVID/D/MICH, no outer circle. Blackish blue. See item 27, Plate II.	65	Jim Kesterson
5.	WEST SPRINGFIELD/D/Pa, balloon marking, blue; see Plate II, item 11.	65	Jim Kesterson
6.	POINT OF ROCKS/D/Md, balloon marking, on 1861 patriotic (Walcott No. 486—this cover is shown in Walcott)—see text.	Soldiers Letter	R. B. Graham
7.	WILLOW DALE/ms D/O., in dotted circle, stencil marking, see text.	65	Jim Kesterson
8.	POWHATAN, O. with m/s date, blue straight- line.	65	Jim Kesterson
9.	PAID, with fleurons above and below; stencil marking on loose stamp. Town of origin un- known. Listed in Linn as "Fancy Paid Type VI," not being recognized as a stencil marking. See text.	65	Jim Kesterson
10.	"PAID" in fancy scroll. Oswego, N.Y., Aug. 1862. Unlisted Linn.	65	Jim Kesterson
11.	"Paid," in fancy banner. Probably Niantic, Conn. Unlisted in Linn.	65	Jim Kesterson
12.	POINT OF ROCKS/D/YD/MD, in circle in- side octagon c.d.s. Probably 1862. See text.	65	Jim Kesterson
13.	NEW LONDON/D/N.H. in double oval.	65	Jim Kesterson
14.	EAST PLAINFIELD/ms D/N.H., in nonstock double circle; See item 35, Plate II.	65	Jim Kesterson
15.	OIL CITY/D/PA, industrial townmark; see item 21, Plate II.	65	Jim Kesterson
16.	N.Y. POST OFFICE/D/IR; see text.	65	{ Frank and Josie Stultz A. H. Bond; F. & J. Stultz
17.	NEW-YORK CITY/D, with duplexed killer. See text.		
18.	Large "3," and "3" in double circle. Springfield, Vt.; see text.	—	George Slawson
19.	H O • U • S • T • O N / D / TEX, fancy marking; post- war occupation (1866).	65	R. B. Graham
20.	"P" and U.S.D.L.O./D/186?, Dead Letter Office markings in light blue, on cover with hand- stamped word "FICTICIOUS," addressed to Porter & Co., Tauncey Court, New York City. The "P" is evidently the first initial of the ad- dressee, under which the D.L.O. filed the letter in 186?. From Troy, Ohio, Dec. 13 year?; both the Troy marking and word "FICTICIOUS" are in black, the latter apparently having been ap- plied at New York.	U58	H. C. Greene
21.	DEAD LETTER OFFICE/D/YD/U.S., in bright rose red. On reverse of cover from Fort Independence, Mo., Feb. 19 to Marshall, Mo. On front, "ADVERTISED and UNCLAIMED."	U59	H. C. Greene
22.	LOCKPORT/D/YD/ILL, in double circle. Ex- tremely small year date logos-measures about 1.2 mm high.	65	George N. Malpass

* Black unless otherwise stated.



1.



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3.



4.



5.



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9.



10.



11.



12.



13.



14.



15.



16.



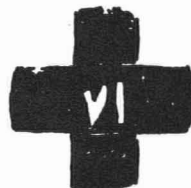
17.



18.



19.



20.



21.



22.



23.



24.



25.



26.



27.



28.



29.



30.



31.



32.



33.



34.



35.

PLATE II

Photo by Henry A. Meyer
(All markings shown full size.)

Domestic Postal Markings

PLATE II, FANCY KILLERS

<i>Item</i>	<i>Description and Color*</i>	<i>Used with Scott No.</i>	<i>Reported by</i>
1.	Relief "R" in circle, Russell, N.Y.	65	Jim Kesterson
2.	"M.P.," from Clarksburg, W.Va.	65	Jim Kesterson
3.	Geometric star within a star, in blue, from Portsmouth, Va. (1865 or later).	65	Jim Kesterson
4.	Relief "S" in a star, from Corinna, Me. Postmaster's name was Spaulding.	65	Jim Kesterson
5.	Six lobed geometric, Alexandria, Va., 1868.	65	Jim Kesterson
6.	Cloverleaf, Burlington, Iowa.	65	Herbert F. Wiese
7.	Cloverleaf, in blue. LaPorte, Ind.	65	Herbert F. Wiese
8.	"U.S." in shield, from Albany, N.Y.	65	Herbert F. Wiese
9.	Leaf, in bright green, town unknown.	114	Walter Hubbard
10.	Relief "3," Aug. 63, from Lee, Mass.	65	R. B. Graham
11.	"O.K.," in light blue. Goes with Item 5 of Plate I, from West Springfield, Pa.	65	Jim Kesterson
12.	Bird (pheasant?) in frame, in light blue. Evanston, Ill.	65	Jim Kesterson
13.	Cross in oval set eccentric (or double strike of two different markings) (please advise if you have this marking), in a geometric design in a circle, East Lebanon, N.H. Cover is addressed to Lowell, Mass. Note Herst-Sampson 1050.	65	Jim Kesterson
14.	Spiral (or coil of rope for traitors?) Baltimore, Maryland (1864 or later).	65	Jim Kesterson
15.	"3" in relief, set in double octagon. Fort Plain, N.Y.	65	Jim Kesterson
16.	Shaded star, in pale blue. Lodi, N.Y.	65	Jim Kesterson
17.	Geometric, from Brattleboro, Vt. Sept., 1864 on U.S. Sanitary Comm. cover.	65	?
18.	"67" in relief in quadrilateral, in light blue; Horseheads, New York.	65	Jim Kesterson
19.	Fancy "V," Valparaiso, Ind.	65	Herbert F. Wiese
20.	A greek cross with Roman numeral VI in relief in center. This was the emblem of the Federal Sixth Corps, adopted in 1863. Used from Saratoga Springs, N.Y.	65	Jim Kesterson
21.	Oil barrel, used from Oil City, Pa. where Drake's well was drilled. See Plate I, item 15.	65	Jim Kesterson
22.	Is this a crescent and a star or a star in an incomplete circle? New York, N.Y.	65	Jim Kesterson
23.	Star within a star in a circle. From Ludlow, Vermont.	65	Herbert F. Wiese
24.	Relief star with a broken circle or a "C" in center. Emporium, Pa.	65	Herbert F. Wiese
25.	Relief six pointed star in circle, in blue. Louisville, Ky., 1864.	65	Henry A. Meyer
26.	"O.K.," from Saratoga Springs, N.Y.	U58	H. C. Greene
27.	Geometric design, with small "O.S.?" From Ovid, Mich. See Plate I, item 4.	65	Jim Kesterson
28.	Hollow circle of hollow hexagons, geometric, used from Sandy Spring, Md. See Plate I, item 3. Blackish blue killer.	65	Jim Kesterson
29.	"U.S." in relief in a square set diagonally in another square. Light greenish blue killer from St. Joseph, Mich.	U59	H. C. Greene
30.	"U" in relief in a hexagon in a six pointed star, from Steubenville, Ohio. Addressed to a Federal soldier at Louisville, Ky.	U34	H. C. Greene
31.	Relief star in a circle, used from Northfield, Minn.	94	Walter McKean
32.	Relief "P" in an oval, in bright blue. Used from Louisville to Keene, Ky.	U59	H. C. Greene
33.	Relief "N" in a circle, New Berne, N.C.	U59	H. C. Greene
34.	Mule, in 18 mm circle. Origin unknown. This is NOT Herst-Sampson #1454.	65	Floyd Harrington
35.	Roman "III" in a circle—something like the Civil War silver 3-cent piece. Used from East Plainfield, N.H.	65	Jim Kesterson

* Black unless otherwise stated.

The probable date of the cover is near the end of or after the war, as Mr. Bond states the earliest date he has recorded of the marking "New York City" (25.5 mm. diameter) is in July, 1864. At this time and in the years just after the war, cleaning and reusing of postage stamps became such a problem that the Post Office Department finally resorted to the grilled stamps in an effort to end the practice. Mr. Bond commented, "I suspect the key to this cover is the other marking, which reads 'N. Y. Post Office /D/ I.R.,' meaning 'Inquiry Department.' . . . On the cover in question, there seem to be some small spots of ink above the grid cancellation. My hunch is that this drop letter with three cents postage prepaying the two cents rate was cancelled low, purposely, then referred to the Inquiry Department for examination as to whether the stamp had been previously used and cleaned, was examined, and then passed as O.K."

On the tracing in Plate I, the outline of the stamp and approximate position of the "3's" is noted, and the several small black irregular dots are the spots referred to by Mr. Bond. In our estimation, the explanation offered is certainly logical and probably correct. The usage is a very interesting and unusual one; in fact, so much so that we consider the cover of far more interest than as an unprovable and nebulous censored cover.

U.S.Ship

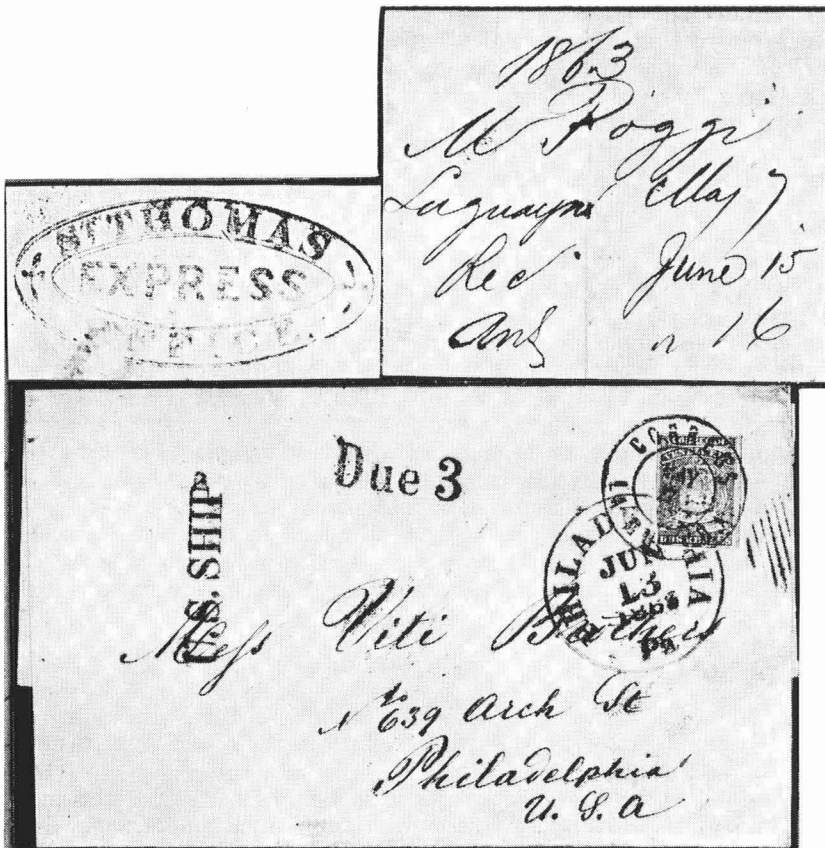


Figure 2

The "Philadelphia" U.S.SHIP marking on a folded letter from La Guaira, Venezuela to the United States, received June 15, 1863. The forwarding backstamp and docketing on the back are also shown. The Venezuela first issue stamp paid Venezuelan postage (plus, possibly, carriage to St. Thomas, D.W.I.?). At St. Thomas, the forwarding agency, St. Thomas Express Office, apparently turned the letter over to the U.S. Navy for transmission to the United States. The letter was then carried to the United States aboard Naval despatch steamers. Cover shown through courtesy of Floyd Risvold. Photo by Henry A. Meyer.

Both front and parts of the back of a cover reported to us by Floyd Risvold are shown in Figure 2. Actually a folded letter on a commercial subject, this cover originated in Venezuela and traveled via St. Thomas, D.W.I., to Philadelphia where there was applied the Philadelphia marking and, either at Philadelphia or elsewhere, the straight line U.S.SHIP marking. We say at Philadelphia or elsewhere because there is some evidence that these markings may have been applied by a route agent aboard a Government (probably Naval) dispatch vessel off the South Atlantic Coast. Since, at present, we have insufficient data to draw a solid conclusion, no other comments on this subject will be made here other than to ask for data on covers with this marking but without the Philadelphia datestamp.

The cover shown in Figure 2 actually originated at LaGuaira, a port immediately north of Caracas, Venezuela, and the copy of Venezuela No. 6 paid only Venezuelan postage. The most direct route, as may be noted from the map, for the letter to be sent north was by way of Havana or St. Thomas, Danish West Indies. The Venezuelan postal authorities apparently sent the letter to St. Thomas by private vessel, where it was turned over to a forwarding agent, whose backstamp (St. Thomas Express Office) is also shown. The forwarder probably turned the letter over to the clerk or purser of the U.S.S. *Vanderbilt*—then lying in the harbor of St. Thomas. The *Vanderbilt* had been taken over as flagship of the West Indies Blockading Squadron by Admiral Charles Wilkes of the U.S. Navy (well-known from the *Trent* affair) in defiance of orders for her to pursue the C.S.S. *Alabama* wherever the latter went, which action led to Wilkes soon being relieved. However, the fact that Wilkes had poor communications permitted him several months of “grace” before his relief arrived. In any case, the fact that communications between the West India Squadron and Washington were haphazard makes tracing the route the subject cover followed to Philadelphia purely guesswork. We do know it arrived by “U.S.Ship” and consequently was charged but 3¢ due rather than the normal ship rate of 3¢ plus 2¢ ship fee.

Covers from vessels of the West Indies Blockading Squadron are known which came north via Port Royal and Key West, via California steamer (Steamship “10” and “20” rates), via U.S.Ship and by “Ship 5” into Boston, New York and other ports.

The cover was about five weeks in transit which was probably quite good time considering the mode of travel. It is also worth noting that this cover is possibly unique in being an example of the first issue of Venezuela on a cover to the United States.

Sometimes it is of interest to consider what didn't happen, and in this case it may be questioned as to why this cover did not travel by the existing packet route between La Guaira and St. Thomas. The reason may be that the packet route was possibly British and the sender of the letter declined to use British services. The presence of the *Alabama*, *Florida* and many British-sponsored blockade runners had, at that time, strained British-American relations in the West Indies area rather severely.

Fort Smith, Arkansas

Some issues ago, we requested to see an example of the Fort Smith, Arkansas straight-line occupation marking. Figure 3 illustrates a cover with this marking, courtesy of Floyd Risvold.

Fort Smith was, before the war, a post on the Southern Overland mail route to the west coast. When the war closed the route, which led through Texas and Arkansas, the route was shifted farther north. Federal troops moving down from Missouri carried the war into western Arkansas in 1862, and Batesville and Van Buren were occupied at times by the Union. Permanent occupation of Fort Smith finally came in September, 1863 by troops under General Blunt, and the post-office was officially reopened, according to the records in the National Archives, in February, 1864. The earliest recorded cover of this occupation was in July, 1864, according to our present record, although it would seem that earlier covers should exist.

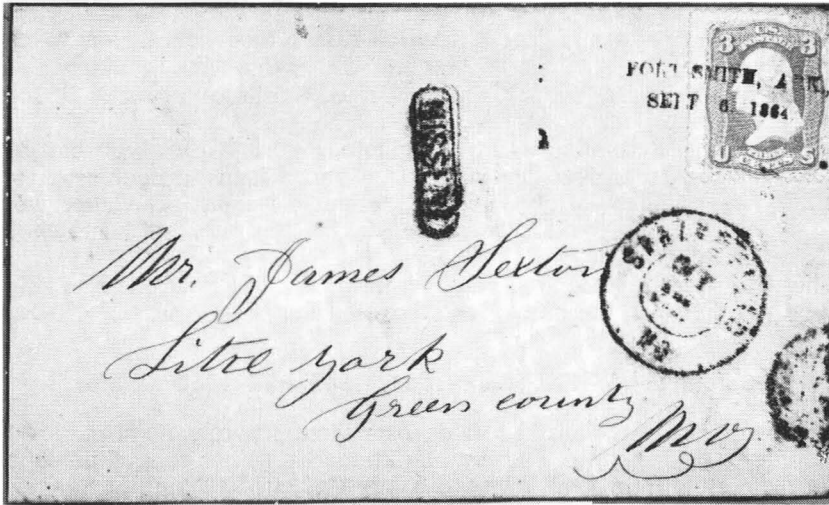


Figure 3

The Fort Smith, Arkansas straight line occupation marking. Cover addressed to Missouri, but missent before reaching destination. Submitted by Floyd Risvold. Photo by Henry A. Meyer.

Soldier's Letter Markings

In *Chronicle* No. 52 there was illustrated (Figure 4, page 73) a cover with a large fancy oval marking reading "Soldier's Letter" and the idea was stated that this marking was probably applied at the Dead Letter Office. Many different town datestamps have been noted backstamped on various of these covers. Mr. James H. Kesterson now adds such a cover with a Rockford, Ill. small double-circle blue backstamp dated April 29, with the year not distinguishable but evidently either 1862 or 1863. As usual the "Soldier's Letter" marking and "Due 3" are in black.

Double Postage Ship Rates After July 1, 1863

In *Chronicle* No. 50, page 113, the subject of ship letters dated after July 1, 1863, where the longstanding ship letter rate of regular postage plus 2 cents was

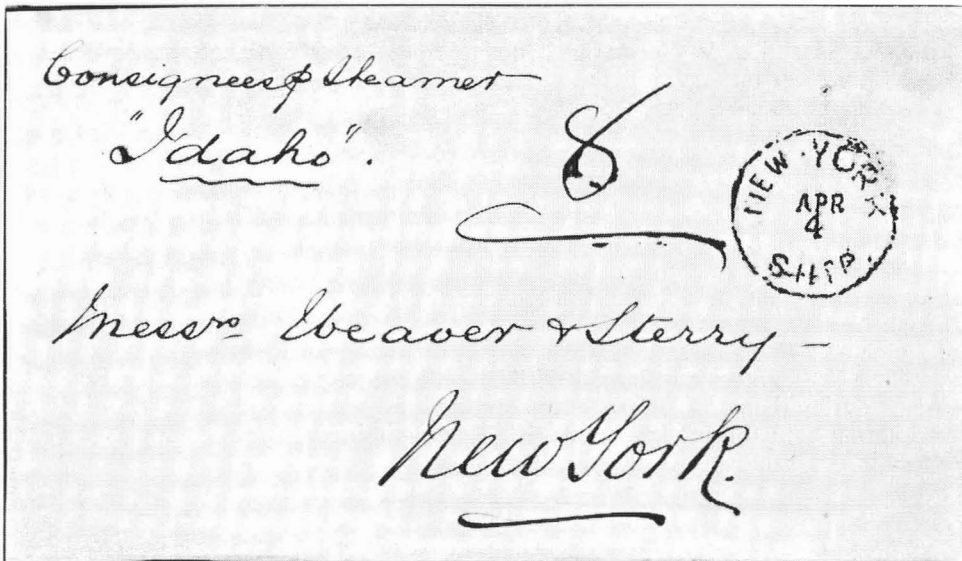


Figure 4

A double weight ship letter addressed to port of entry, from the period after July 1, 1863. Courtesy of William A. Peterman.

changed to double postage was discussed. We then stated, as an example, that a normal weight letter—single letter, that is—would thus be rated at 6 cents, a double weight letter at 12¢, etc. It was noted that ship letters addressed to the port of entry would be double 2¢, the local rate, and in multiples of 2¢ for overweight letters.

Mr. William Peterman has sent us a photo, Figure 4, showing what probably is considerably harder to find than many high priced items, a double weight local ship letter. The normal postage for such a double weight local letter would be $2 \times 2\text{¢}$, or 4¢. Here, this is doubled again for the ship rate, and hence the rate is $2 \times 2 \times 2\text{¢}$, or 8¢.

The writer recently acquired another ship rate oddity, a triple rate ship letter addressed to other than the port of entry so that the postage was $3 \times 3 \times 2\text{¢}$, or 18¢ due.

Colors of the Five Cent 1861, 1862 and 1863 Stamps

The Scott U.S. Specialized catalog lists three separate numbers for the 5¢ stamps of the 1861 period. The major differences (other than thin paper) for some of the early printings, all relate to color. The earliest stamp of 5¢ denomination, No. 67, is listed as buff, with an "(a)" listing of brown yellow and a "(b)" listing of olive yellow. We have no quarrel with these designations, as the differences, while not invariably such that we are always certain of single stamps, are still different enough so that there is no real difficulty in picking out these varieties when stamps are placed side by side for comparison.

The 1862 issue, Scott No. 75, lists two more shades, red brown and, although apparently not considered important enough to be listed as an "(a)" variety, dark red brown. The late Stanley B. Ashbrook mentioned at times in his *Special Service*, a third shade of this class which he called "chestnut." He stated (pages 311-312) this shade to be rather more yellowish than the normal red brown shade, and also mentioned it matched with a Ridgeway color known as "Kaiser Brown." On page 579 he noted the colors of the red brown as existing in "the following distinctive colors—red brown, light red brown, dark red-brown, and a very rare color I call 'chestnut.' . . . The earliest use I have recorded of a cover with the 5¢ chestnut shows a horizontal pair used from San Francisco Dec. 20, 1862."

The writer recently examined a cover with a pair of 5¢ 1862 stamps used from San Francisco on Dec. 23, 1862, addressed to South Dartmouth, Mass. The stamps are undoubtedly the color described by Mr. Ashbrook and are certainly distinctive in shade. While we have no argument as to whether these should be listed or not, in our opinion the chestnut differs from the normal red brown at least as much as does the pigeonblood from the pink. Both are distinctive shades of an already elusive color. Does anyone reading these lines own a stamp on cover that he feels fits the "chestnut" description?

The most common color of the 5¢ stamps of the 1861 period is the brown, listed by Scott's U.S. Specialized Catalog with two minor shades of dark brown and pale brown, plus an "(a)" variety, black brown.

One of the more common usages of the 5¢ stamp of the 1850's was in triples to pay the 15¢ rate to France. Most of these usages were from New Orleans. Although New Orleans was Confederate territory for about 16 months (during four of which, the Federal mail service was still operating in the South) the advent of the Civil War apparently largely "killed off" the correspondence from there to France during the early 1860's. Probably the most common use was to prepay the 5¢ internal rate for foreign mails via Great Britain or to pay, with a pair, the domestic 10¢ rate from Coast to Coast.

The 1869 Issue

In response to the editorial request made in *Chronicle* No. 54, a few 1869 items of considerable interest have been submitted. Among these are two covers shown with this section, which were reported by Mr. Millard H. Mack. Mr. Mack's covers illustrate an idea, which while appealing, probably has not been mentioned

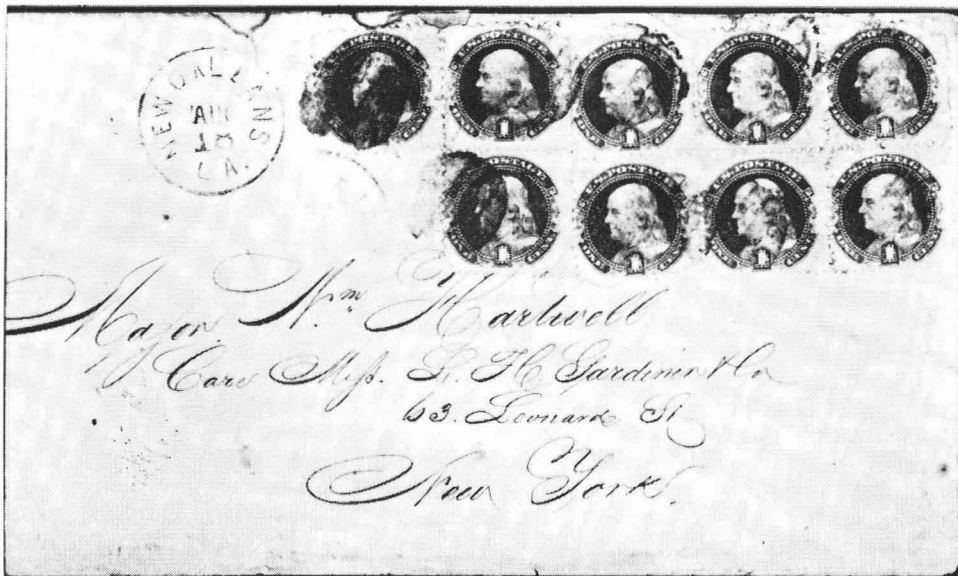


Figure 5

A triple domestic rate ($3 \times 3\text{c}$) franked with a block of six, a vertical pair, and a single of the 1¢ 1869 issue. The cover originated in New Orleans, is postmarked August 18 (1869) and is addressed to New York. Photo courtesy of Millard H. Mack.

in these pages. This is the collecting of unusual frankings or mixed frankings to pay relatively common or at least uncomplicated rates.

The cover illustrated as Figure 5 is simply a triple domestic rate and could have been more easily paid with three 3¢ stamps. Certainly the large block of 1¢ stamps is about the last way we would expect 9 cents to have been paid.

Figures 5 and 6 speak for themselves, and other similar items would be much appreciated so that they may be shared with the other members of the Society. We are interested not only in high rates and mixed frankings, but the many other interesting usages of this era. Usage in Japan and the West Coast of South America are of special interest.



Figure 6

A domestic rate cover sent from Greensboro, Alabama to Demopolis in the same state. It is franked with a strip of six of the 6¢ 1869 and a single Banknote 3¢ stamp. (Would this have been a nicer cover with a single 24¢ or 30¢ 1869?) This paid a $13 \times 3\text{c}$ domestic rate. At 3¢ per $\frac{1}{2}$ ounce, the letter weighed between 6 and $6\frac{1}{2}$ ounces, logical with a legal size envelope. Photo courtesy of Millard H. Mack.

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

Collecting Foreign Rates—Both Ways

MELVIN W. SCHUH

To the collector of foreign mail rate covers, the stamps and many postal markings tell a fascinating story. They identify the postal treaty by which a letter has travelled. They tell the routing and the steamship line which has carried it. In many cases the date of the exchange office marking establishes the name of the mail packet. The amount of postage indicates the weight limits—whether single, double or triple rate.

It is natural for the U.S. collector who becomes interested in foreign rates, to confine himself to covers originating in the United States. These may be directed to many countries all over the world. Such a collection is fascinating, but it tells only half of the story. To complete it, he should also collect covers originating abroad which are addressed to the United States. This two way collecting gives one a much better understanding of the postal markings, the operation of the treaties and other postal agreements we held with foreign countries.

Our most important treaty was that with Great Britain which became effective in 1849. This treaty made it possible for us to send mail to all parts of the world without having direct contact with the many countries involved. We simply turned our foreign mail over to the British, who delivered it for us under our open mail agreement with them.

The United States had no postal arrangement with France until 1857. Thus, in the early fifties, we were largely dependent on Great Britain to handle our mail to France. Except for a small amount of mail carried direct to French ports, all mail to France went through England.

There were three ways a United States letter could get to France or a French letter to the United States. These were as follows:



Figure 1

New Orleans to Paris, December 19, 1857

(1) By British Packet from New York or Boston (Cunard Line), via Liverpool and London, across the Channel to Calais and on to destination, or vice versa.

(2) By American Packet (usually, the Collins Line) following the same route.

(3) By American Packet from New York direct to Le Havre, France. (The New York and Havre Steam Navigation Company), and thence to destination, or vice versa.

The major problem, by any of these routes, was that full postage could not be prepaid, nor could a letter be sent wholly unpaid. The sender in the United States was required to pay postage as far as the United States jurisdiction extended; the balance of the postage was paid by the recipient on delivery in France. The same rules applied, in reverse, to mail from France, addressed to the United States. The sender paid for the service rendered by France and Great Britain, and the charge for U.S. service was collected on delivery.



Figure 2
Paris to Philadelphia, January 28, 1852

The rates which applied prior to January 1, 1857 were as follows:

Route	Prepaid or Collected in U.S.	Collected or Prepaid in France
	PER ½ OUNCE	PER 7½ GRAMMES
British Packet via England	5 cents	130 centimes or 13 decimes
American Packet via England	21 cents	80 centimes or 8 decimes
American Packet direct to Le Havre	20 cents	30 centimes or 3 decimes in Le Havre
		60 centimes or 6 decimes beyond Le Havre



Figure 3
Milford, Massachusetts to Paris, August 2, 1855



Figure 4
Paris to Lowell, Massachusetts, December 13, 1855

On British Packet mail, U.S. jurisdiction extended to the U.S. port, and the 5 cent charge was for the U.S. inland postage only. On American Packet mail, an additional amount was included for packet postage. This was 16 cents to England, or 15 cents to Le Havre.

The covers pictured herewith are examples of these three rate combinations, applied both ways, from the United States to France and from France to the United States.



Figure 5
New York to Lyon, France, August 23, 1851

Figures 1 and 2 illustrate the British Packet rate. Figure 1 is prepaid 5 cents, while Figure 2, in the New York exchange marking, indicates that 5 cents must be collected on delivery. Figure 1 shows postage due in France of 26 decimes (large numerals), or 260 centimes. Since the letter weighed over $7\frac{1}{2}$ grammes, this was a double rate. Figure 2 is prepaid 130 centimes, a single rate. Also of interest is the double circle marking in Figure 1, which reads "ETATS-UNIS PAQ. BRIT. B. A. CALAIS" (United States British Packet, Travelling Post Office-Calais). These letters were carried by the *Africa* and the *Canada* of the Cunard Line.

Figures 3 and 4 illustrate the American Packet rate, via England. Figure 3 is prepaid 21 cents. In Figure 4 the exchange marking reads "21/N. YORK AM. PKT." This indicates American Packet service with 21 cents due. Figure 3 also shows American Packet service in the faint New York exchange marking, and also in the French transit mark reading "ETATS-UNIS PAQ. AM. A. CALAIS." The manuscript numeral 8 indicates that 8 decimes or 80 centimes must be collected on delivery. Figure 4 shows a prepayment of 80 centimes. These two covers were carried by the steamers *Atlantic* and *Pacific* of the Collins Line.

Figures 5 and 6 illustrate the American Packet rate direct to or from Le Havre, France. In Figure 5 the 20 cent rate is overpaid 1 cent. Figure 6 shows American Packet service in the New York exchange marking with the numeral 20 indicating postage due of 20 cents. Figure 5, in the manuscript marking, shows 6 decimes or 60 centimes to be collected. This is a single rate to a point beyond Le Havre. Figure 6 shows 60 centimes prepaid, double the 30 centimes rate for a letter originating in Le Havre. The French marking on each of these covers is distinctive. "OUTREMER/LE HAVRE" was applied to incoming overseas mail and "BUREAU MARITIME/LE HAVRE" to outgoing overseas mail. As specified in manuscript, these letters were carried by the *Humboldt* and the *Union* of The New York and Havre Steam Navigation Company.

These six covers illustrate one short period of our postal relations with France. Equally interesting is the French Treaty period from 1857 through 1869, and the period of four years and seven months that followed, when we were again without a treaty with France and, therefore, dependent upon England.



Figure 6
Le Havre, France to New York, March 13, 1855

THE 1851-'60 PERIOD (continued)

Railroad Route-Agent and Station-Agent Markings Compiled by C. L. TOWLE (R.A. No. 408), Associate Editor

Although some items mentioned in the following article are related to other periods than 1851-'60, the majority are of that period, hence the article is made a part of this section, as splitting the data would be impracticable.

The first months of 1967 have been of great interest to collectors of Railway markings and Railway corner cards as more outstanding material has been offered at auction than in any similar period in the past thirty years.

The initial event was the John Fox Sale of Jan. 6 in which 161 lots of railroad items brought \$2,054. Outstanding items in this Sale were an H.R.R.MAIL (Remele H4b) in red on 1847 stampless which sold at \$80 and a SCIOTO & HOCK.VAL.R.R. (Remele S2) tying 3¢ 1857 which sold at a rather low price of \$75, considering the extremely fine condition.

The second Sale of the season was the Robert Siegel Sale of Jan. 11 and 12 featuring an outstanding collection of illustrated railroad covers. The 190 railroad lots in this Sale brought \$6,636. Sales of interest included LOU. & FRAN. & LEX. & FRAN. CROPPERS—VF blue circle tying US 65 at \$115; ALBY. & BUFFALO R.R. (Remele A2b) in blue with US 11 on Scott Campaign cover at \$75; VIRGINIA CENTRAL R.R. (Remele V3b), clear strike with US 11 at \$57.50 and F.C. & R. & B. MAIL LINE—black circle tying US 65 at \$65. From the corner-card collection an illustrated NORTHERN CROSS R.R. with US 11 in very fine condition brought \$90; an illustrated MARIETTA & CINCINNATI R.R. Co. on cover with US 11 tied Athens, Ohio realized \$60, and an illustrated PHILA.WILM. & BALT.R.R.Co. on US 11 postmarked Port Deposit, Md. brought \$75.

The most outstanding railroad cover sale of recent years and this season was the Robert Siegel Sale of Jan. 13 offering the fine collection of our late member, Wm. W. Hicks. This Sale contained 422 railroad lots which brought a total of \$21,351 or an average of \$56 per lot representing a high point in the sale value of fine railroad covers.

Many fine covers with rare markings brought top value, among them \$1,050

for black circle NEW YORK & PHILA. R.R. (Remele N15a) tying a rare US 17a—12 cent black bisect on 1852 cover; \$500 for a red circle HOUSATONIC RAILROAD 10 (Remele H4f) on 1849 stampless cover in VF condition; \$450 for HOUSATONIC RAILROAD 5 (Remele H4e) in red circle with US 1; \$400 for red straight line BALTIMORE R.R. (Remele B1b) on 1850 letter with US 2 and \$320 for U.S. EXPRESS MAIL, BOSTON, MASS. (Remele U1b) in red circle with vertical pair US 1.

Other high prices were realized by SOMERSET & KENB. R.R. (Remele S4) black circle with US 26 at \$290; ALBANY & RUTLAND R.R. (Remele A3b) in black circle with US 11 at \$260; RAILROAD in Old English type red straight line (Remele R4a) dated Dec. 5, 1837 brought \$250 and PHILADA. RAILROAD (Remele P6a) in red straight line with US 2 at \$210.

Twenty-four other lots topped the \$100 figure including MIC. CENTRAL R.R. (Remele M5b) with US 1, IND. CENTRAL R.R. (Remele I2) with US 11 and BALT. & OHIO RAIL RD. (Remele B2a) with US 1—all at \$180. DETROIT & TOLEDO BR. R.R. (Remele D4) with US26 went at \$170; HEMP-FIELD R.R. (Remele H3½) with US 26 and the New York-Philadelphia marking '5' in circle (Remele N1) with US 1 sold at the \$160 level and C.Z. & C. R.R. (Remele C23a) with US 11 and HOUSATONIC R.R. (Remele H4g) in green with US 11 both reached \$140 level.

* * *

The partial strike of the (BALT)E & PHILA. R.R. marking, Fig. M, is new to the record and assigned Remele No. B 2½. It is an inversion of P-7-d, on cover with S1 to Boston. The cover was formerly in the Rubel and Hicks collections.

The first example of ORANGE & ALEXA. R.R. marking 32mm (Remele A4) was reported in Issue 48. A second example is now reported by Mr. S. M. Fingerhood on U4 Nesbitt to Millwood, Va.

1847-1869 ISSUES

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Mails Between Belgium and the United States Part 1

GEORGE E. HARGEST

On October 19, 1844, a postal convention between Great Britain and Belgium was signed at London.¹ This convention governed the exchange of mail between the United States and Belgium, via England, until after the U.S.-British treaty became effective in 1849. During this period, mails to or from the United States were sent in the ordinary or "open mail." The rates to be charged in Belgium on letters to or from "colonies and countries beyond the sea" were set forth in Article XXIV, as follows:

"1. 8 pence per single letter, for transit through the territory of the United Kingdom.

"2. The packet rate the inhabitants of Great Britain have to pay on letters coming from or addressed to colonies and countries beyond the sea."

The detailed regulations, in an appended table,² specifically provided a rate for the United States of one shilling, eight pence, which was to be prepaid in Belgium on letters sent, or collected there on letters received. Since this rate covered only British transit and packet postages, it paid the letter no farther than the frontiers of the two countries. Inland postage in either country was required to be prepaid on letters sent, or collected on letters received. The inland postage to be prepaid or collected in Belgium was set by Article XIX at 4 decimes, or 4 pence.

Article X of the detailed regulations established the progression of the Belgian postage, as follows:

"1. Under 10 grammes, 1 single rate;

"2. From 10 grammes to 15 grammes inclusively, 1 rate and a-half;

"3. From 15 grammes to 20 grammes inclusively, 2 rates;

"4. From 20 grammes to 30 grammes inclusively, 2 rates and a-half;

"5. And so on; 1 half rate being added for every 10 grammes."

The British postage was calculated upon the progression then in force in Great Britain, which was:

"1. For every letter not exceeding half an ounce in weight, one single rate;

"2. Above half an ounce, but not exceeding one ounce, two rates;

"3. Above one ounce, but not exceeding two ounces, four rates; . . . And so on, two rates being added for every ounce, or fraction of an ounce."

Article I of the detailed regulations required that the Belgian office at Ostend exchange mails with the British offices at Dover and London. The Belgian office at Antwerp was to exchange mails only with the British office at London. By additional articles signed at London on June 18, 1845,³ the office at Antwerp was also to correspond with a new British office at Hull.

The advent of the American contract packets of the Ocean Steam Navigation Company in June 1847 created a number of problems for the British Post Office. It was the desire of the United States Post Office that letters conveyed to Great Britain by American packets be delivered to the British Post Office at Southampton to be forwarded from that office as letters originating in the United Kingdom.⁴ Had the British Post Office acceded to this American wish, the inhabitants of Great Britain would have paid no packet postage on letters conveyed by the American steamers. Under Article XXVI of the Anglo-Belgian convention (quoted above), no packet postage, under this circumstance, would have been levied in Belgium on letters conveyed by the American line. Implementing Article XXIV of the convention, the detailed regulations, however, had provided a sole rate of one shilling, eight pence for mail to or from the United States. This provision would have required amendment so that it applied only to mail conveyed by British packets, and an additional rate of eight pence for letters by American

packets would have had to have been introduced. As was the situation with Belgium, so was it also with Prussia and France, for Britain's postal conventions with these countries⁵ provided for sole open or closed mail rates between the frontier of the United States and the frontiers of these countries.

On June 9, 1847, the British Post Office solved its problem. It issued a Post Office order stating that "Letters conveyed by these (American) packets between Great Britain and the United States, will be liable to the usual British Packet Postage of 1s. for a Letter not exceeding $\frac{1}{2}$ an Ounce. . . ."⁶ Thus, there was no alternation in the rate between the United States and Belgium for letters conveyed by American packets. By requiring the inhabitants of Great Britain to pay the one shilling packet postage, the Belgians were also required to pay it, and the sole rate of one shilling, eight pence prevailed.

In issuing this order, the British Post Office was primarily, and avowedly,⁷ motivated by a desire to protect the Cunard line of contract packets. It cannot be doubted, however, that a desire to maintain the existing mail arrangements the British Post Office held with the corridor countries on the continent was also an influencing factor.

The British order was immediately protested by George Bancroft, United States minister at London. He objected to it as being "contrary to equity"; it violated the spirit on the commercial convention of July 3, 1815 between the United States and Great Britain, which placed the United States on a footing of the "most favored nation." The United States alone was being discriminated against. That it was a protective tariff in its most objectionable form.⁸ That Great Britain was demanding pay for work that the United States had performed.⁹ The British took the position that the charge they imposed as packet postage on American packet letters was a revenue duty; a ". . . tax to be levied equally on all letters brought into the United Kingdom by foreign or Home packets. . . ."¹⁰

The dispute initiated negotiations for a postal convention between the United States and Great Britain. Negotiations, however, made little progress until after the United States passed a "retaliatory" act. This act was signed by President Polk on June 27, 1848, and authorized the Postmaster General to levy the same rates of charge on letters conveyed in foreign packets as the foreign country to whom the packet belonged levied on letters conveyed in American packets. The phraseology of the act carefully avoided mention of British packets. Since the United States was protesting the British order as imposing a discriminatory charge in violation of the "most favored nation" clause of the commercial treaty of July 3, 1815, Congress was careful not to commit the same offense. Because the only foreign packets then plying the North Atlantic were those of the Cunard line, the effect of the act, however, was the same as if British packets had been specifically mentioned.

The U.S.-British treaty was signed on December 15, 1848, and was proclaimed on February 15, 1849.¹¹ A British Treasury Warrant.¹² effective on December 29, 1848, and a United States Post Office order issued on January 3, 1849,¹³ terminated in either country the sea postage charge levied on letters conveyed by packets of the other country, thus, restoring the original rates. From June 9, 1847 until December 29, 1848, therefore, the British charged a 1s. packet rate on letters conveyed by the American *Ocean* line, while from June 27, 1848 until January 3, 1849, the United States imposed a packet charge of 24¢ on letters conveyed by the British *Cunard* line.

Between December 29, 1848 and February 15, 1849, therefore, the one shilling packet charge on mail between the Belgian and United States frontiers, when conveyed by American packets, should have been dropped. Since there were no sailings by the American *Ocean* line between November 20, 1848 and February 20, 1849,¹⁴ the British Post Office did not have to face this issue. From 1844 until the U.S.-British treaty became effective on February 15, 1849, therefore, there was a sole rate of one shilling, eight pence between the United States and Belgian frontiers, whether the letter was conveyed by a British or an American packet. When the U.S.-British treaty became effective in Great Britain, the packet rate

was reduced to eight pence, and the single rate between the United States and Belgian frontiers became one shilling, four pence by British packet, and eight pence by American packet.

On November 27, 1849,¹⁵ a new Anglo-Belgian convention was signed at London. The effects of this treaty on mail between the United States and Belgium will be discussed in a future issue of the *Chronicle*.



Figure 1

Figure 1 illustrates a letter posted in Charleston, South Carolina, on February 21, 1848, addressed to Gand, Belgium, and endorsed to the steamer *Hibernia*. The inland rate from Charleston to New York, a distance of over 300 miles, was ten cents, which was prepaid by use of a pair of five cent stamps of the 1847 issue. The letter was conveyed by the Cunard steamer *Hibernia*, which sailed from New York on February 26, and arrived in Liverpool on March 11, 1848. Since Liverpool was not an exchange office for Anglo-Belgian mail, this

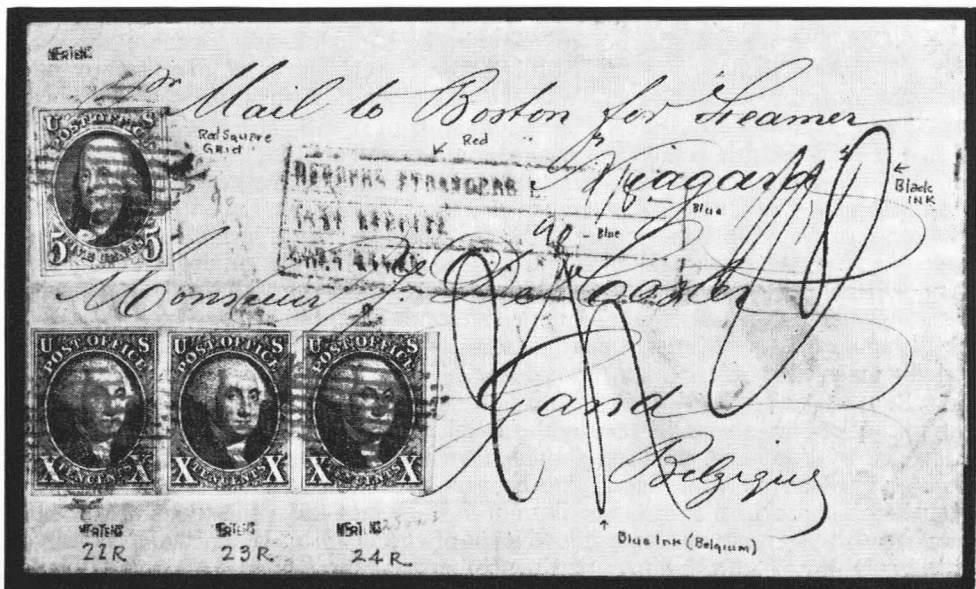


Figure 2

letter was sent directly to the London or Dover office, probably the foreign office at Lombard Street, London. The back of the cover is not shown, but it should bear a British exchange office marking showing a date of March 11 or 12. The British exchange office debited Belgium with one shilling, eight pence, which is indicated by the manuscript $\frac{1}{8}$ on the face at right. The letter was then forwarded to either the Ostend or the Antwerp office, which marked it for a collection in Belgium of 24 decimes. This is shown by the manuscript marking in blue which looks something like 9N, but is the way the Belgians and the French wrote 24. One shilling, eight pence, of course, was equal to 20 pence, or 20 decimes, to which was added 4 decimes for Belgian inland postage.

Figure 2 presents a cover to which Stanley B. Ashbrook devoted considerable space in his *Special Service*.¹⁶ As Mr. Ashbrook points out, this letter originated in Charleston, South Carolina, on October 28, 1848, during the "retaliatory" period, and required a prepayment of ten cents inland (for a distance over 300 miles), and a packet postage of 24 cents, for a total of 34 cents. This amount was prepaid by use of a strip of three of the ten cent and a single five cent, stamps of the 1847 issue. Thus, the letter was overpaid by one cent. The letter was conveyed, in some manner not apparent on the cover, to New York, where it was posted and the stamps cancelled with the well-known square grid. It is endorsed to the steamer *Niagara*, which sailed from Boston on November 1 and arrived in Liverpool on November 13, 1848. Mr. Ashbrook illustrated the back of the cover (not shown here), and this bears what appears to be a London marking with the date of November 14, 1848, indicating the date it was dispatched from that office. Also shown is an Ostend marking dated November 15, and a Gand receiving mark bearing the date of November 18. On the face of the cover is a manuscript $\frac{1}{8}$ in black ink, indicating the British debit to Belgium. Also on its face is a rectangular box marking bearing three lines of type. Because the impression is somewhat blurred, these cannot be read from the photograph, but Mr. Ashbrook was able to decipher them from the original. They read (with a literal translation), as follows:

DEBOURS ETRANGER (Foreign disbursement)	$\frac{1}{8}$ (inserted).
TAXE REDUITE (Tax brought down)	20 (inserted).
PORT BELGE (Belgian postage)	4 (inserted).

This, of course, shows the British postage of one shilling, eight pence, and its equivalent of 20 decimes brought down. The Belgian postage of four decimes indicates that the letter weighed under ten grammes. This marking was undoubtedly developed to assist in computing and explaining the amount to be collected, which, because of the differences in the British and Belgian progressions, would become complicated on letters above ten grammes in weight. Also on the face is a manuscript 24, which indicated that 24 decimes were to be collected from the addressee in Gand.

Both covers illustrated as Figures 1 and 2 show the same rate to be collected in Belgium, as would any cover sent to Belgium via England, and whose weight was under ten grammes, between 1844 and February 15, 1849. The photographs of these covers were drawn from Stanley B. Ashbrook's *Special Service*, and are presented here through the courtesy of Mr. Creighton C. Hart.

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The Cover Corner

J. DAVID BAKER, *Editor*

The Problem Cover Presented in Issue No. 53

Mr. C. W. Christian of La Habra, California, called my attention to an article by Stanley Ashbrook in the January 1943 issue of the *American Philatelist* (Volume No. 56, Number 4, Pages 226 and 227) which illustrates two covers posted after July 1, 1863 bearing 3 cents plus 2 cents postage and comments "the postmark is 'New York, July 24, 1863.' Please note that date, and recall the fact, as above, that the Act of March 3, 1863, effective July 1, 1863, provided that the ship letter rate be fixed at 'double the rate of ordinary postage.' There is no evidence as to the actual origin of this envelope, and I am convinced it is a prepaid 'ship rate' of 3 cents plus 2 cents, and was recognized as such at the New York Post Office. Naturally, this cover does not prove a single thing, and I merely submit it as a bit of evidence that in all probability that on 'prepaid ship letters' it was not always the custom after July 1, 1863 to rate them at 'double postage.' Some have called this a 'Carrier' but they forget that carrier fees were abolished as of July 1, 1863."

Perhaps someone else has some additional ideas on the subject.

The Problem Cover Presented in Issue No. 54

An elder statesman of our society, Tracy Simpson of Berkeley, California, presents the following explanation for the manuscript marking "Paid to Liverpool 74¢" on a stampless cover to London postmarked Honolulu January 11, 1851, handstamped "San Francisco February 15th," showing a handstamp "Paid" red "59" and "19" and British receiving mark.

1. The "Paid of Liverpool—74¢" was put on at Honolulu in accordance with H. M. Whitney's instructions of Dec. 25, 1850 quoted on page 16 of the Meyer-Harris book, which states that the charge is ten cents for Honolulu to San Francisco "in addition to any postage imposed by the U.S. post office laws."

The Whitney notice also says that letters for England may have the postage between New York and Liverpool prepaid or not and the postage for that part of the trip would be 25¢.

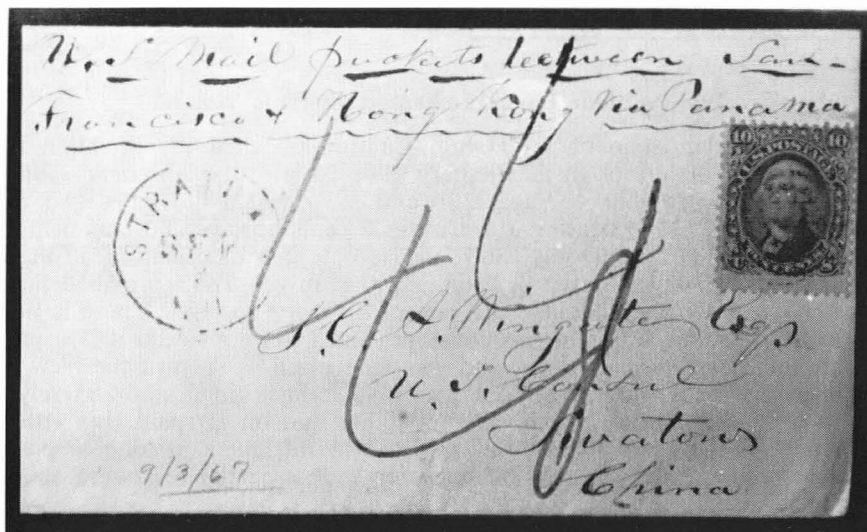
Thus, you have 10¢ plus 25¢ plus 40¢, or 75¢ prepayment. Now, Whitney was wrong about the 25¢ rate, as it was 24¢. He must have been notified of this and revised his instructions from 25¢ to 24¢. This makes the 74¢ for the prepayment.

2. The fact that the endorsement reads "Paid to Liverpool" is a clear indication that the Whitney instructions were followed, because actually the 24¢ rate from New York would prepay to London, the destination of the letter.

Furthermore, as we know, the 24¢ rate from New York to England included a 5¢ inland amount, and the Atlantic transit plus British inland was only 19¢, but Whitney did not know this at the time he wrote his instructions.

3. The other cover you mention with the "82," and those mentioned in the Meyer book all appear to be collect letters. These must have had 10¢ cash paid on them to the Honolulu postoffice in order to get into Whitney's closed bags for San Francisco. On arrival at S.F. the collect rating mark to U.S. destination of "40" or "80" was added, plus a 2¢ "ship fee," because the U.S. postal laws permitted it. Whether or not the ship captain ever got this 2¢ per letter on letters in the closed bags which bore the Honolulu postmark can only be surmised. Presumably the ship was compensated in some way from the 10¢ collected in Honolulu.
4. The big "19" was not put on in San Francisco but in New York; it is the well-

known typical "19" of New York. The S.F. postoffice could not know whether the letter would go by American packet or British packet; that is, whether to put a "3" or a "19" as the credit to England.



The Problem Cover for This Issue

This Problem Cover was presented by Jack Molesworth, being one of a number of covers he has, all from the Wingate Correspondence. Those covers prior to the one pictured here were sent to China across the Atlantic to England and via Southampton. They are stamped as paying the 45¢ rate. Two covers, the one pictured and another dated October 31 both bear the 10¢ 1861 stamp and the manuscript markings seen on the face of this cover. Each cover bears a Hong Kong and Swatow receiving mark on reverse. The Hong Kong mark is dated November 14, and the Swatow mark November 18, for the cover pictured here.

Since no mail could travel across the Pacific under the terms of the Treaty with Hong Kong signed August 10, 1867, until the effective date, November 1, 1867, how do you explain the rate on the cover pictured here?

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Stencil markings. Postmarks. Killers. Corner Cards 1820-70. An example is Herst-

Sampson #39. Please write regarding your holdings. J. R. Kesterson, 628 Pennsylvania Ave., Delaware, Ohio 43015.

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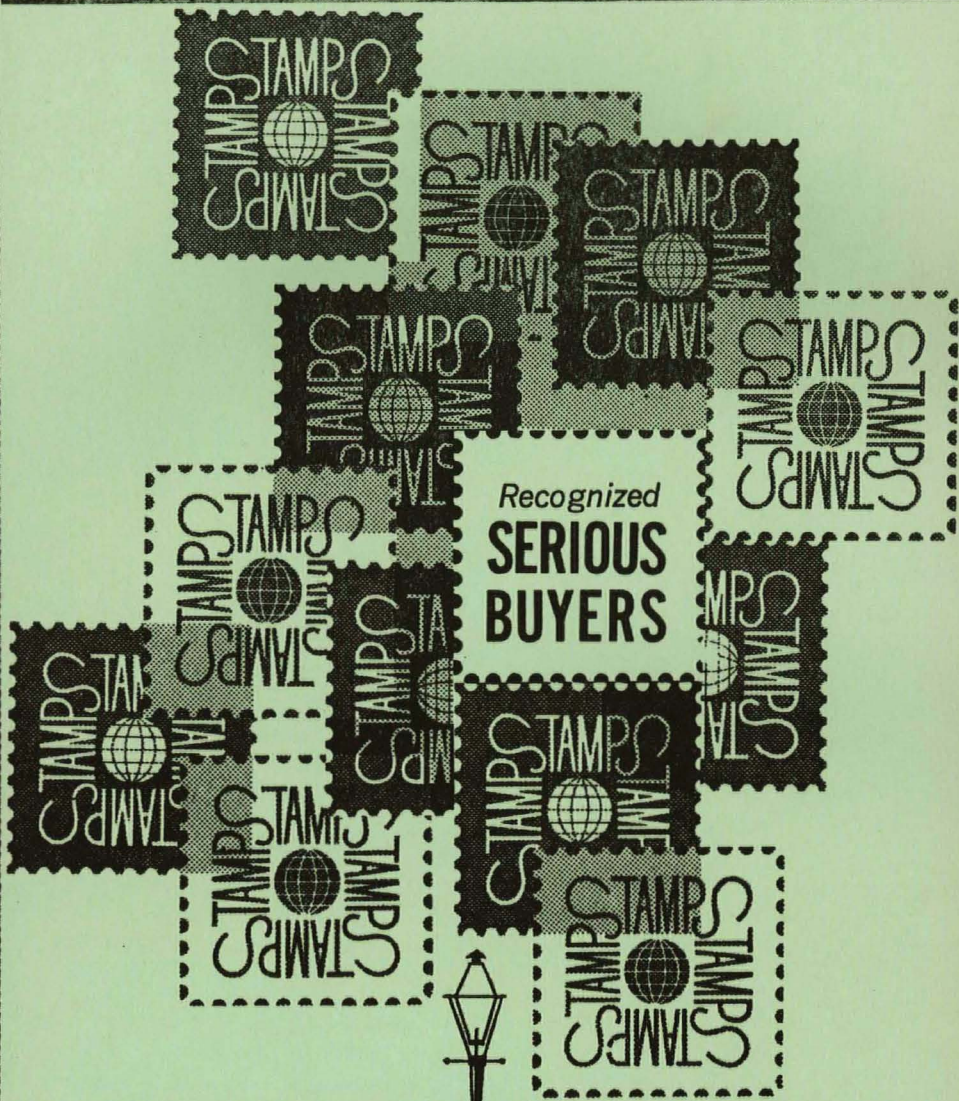
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