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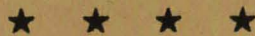
Chronicle

of the U.S. Classic Postal Issues

November, 1967 Volume 19, No. 3 Whole No. 56

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The Chronicle

of the U. S. Classic Postal Issues

November 1967

Vol. XIX, No. 3
Whole No. 56

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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.

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Editorial

When Ed Christ and I undertook the task of editing this little publication, it was with some trepidation. Ed, who, by the way, is Professor and Chairman of the Department of Sociology and Anthropology here at our College, has had some editorial experience as for years he edited the periodical of the pre-cancel group. Your editor has edited some scholarly historical works and a few annual bulletins of a historical society. But both of us lacked the confidence in our abilities to get into the U.S. Classics.

The first effort went off without too much unfavorable criticism so here we are again. The period editors and their associates are the ones really responsible for the fine material herein. In fact, some of them complain about not seeing any contributions from others and for having to "do" most of the material themselves. Your editor felt so bad that he slipped in the Don Pedro's Bar bit into Tracy's 1851 effort. It seems that our society is not coming in with enough new information so that our period editors are forced to be period authors. This has supplied us with excellent material but it seems that the well can run dry if not periodically refilled. Certainly many members can furnish interesting and informative articles about our period interests.

Because of this state and also because of the fear of getting out of hand, we would like to advise caution in adding any other periods—before (stampless, postmasters, provisionals etc.) or after (banknotes). Our limits of 1847-69 seem to be challenging enough for one such quarterly. And furthermore, don't forget that your editors are still crawling.

Beginning with Whole No. 57, *The Chronicle* will become a quarterly publication. While this change may go unnoticed by those who are not given to clock-watching, much less calendar-watching, there are repercussions: As a quarterly, we become eligible for second class mailing privileges (together with the clerical responsibilities of sorting, collating, and bundling each issue before delivery to the Postoffice). More important, to maintain the bulk-per-issue in the editorial department without sacrifice of quality, we will be even more needful of contributions of seriously researched manuscripts.

Additionally, as we speak to all our fellow Route Agents, we would be remiss if we did not call your attention to the fact that "going quarterly" will call for upward revisions in the budgets of the faithful professionals whose consistent advertising plays no small part in the financial underpinnings which make it possible to publish a quality magazine. Advertisers in *The Chronicle* deserve your patronage not just because their advertising dollars help support the vehicle! Advertisers in *The Chronicle* directly and indirectly inform our readers, in a collateral sense, concerning what's in the market, and provide guidelines concerning the relative scarcity of the advertised commodity, as they offer to sell. Other advertisers provide verification of such information as they indicate willingness to enter the market—even as you and I—in their expressed willingness to buy, or to perform as agents in bringing buyer and seller together via auction and private treaty sales.

It may be crass to lay the cards face-up on the table, but there is certainly no gainsaying that many of us would pursue the classics with considerably less intensity or fervor without evaluative data. The latent function of the professionals—buyers and sellers—is that they provide not only most useful information worthy of inclusion in our research records (how many of us are prone to read from right to left when a new catalog is "out"?), but provide a most comforting "security blanket" (with apologies to Charley Brown!). It makes symbiotic sense to patronize our advertisers whenever we can.

When next we greet you through your friendly mail-carrier we shall have scrapped an old calendar. May we anticipate a bit, and extend to each of you our most sincere Holiday Greetings and a most happy New Year.

THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

1847 Covers From New Hampshire

CREIGHTON C. HART, EDITOR

Elliott Perry in 1932 wrote, "The number of New Hampshire covers bearing 1847 stamps is estimated at less than thirty. This includes the 5¢ and split 10¢ stamps from Concord discovered some years ago in the famous Syracuse find." The present list of New Hampshire covers totals 52 and there should be other covers. I believe 70 New Hampshire '47 covers would now be a better estimate.

Elliott Perry's "Pat Paragraphs" and Mannel Hahn's "Postal Markings of the United States 1847-1850" are both convenient references for supplies of the '47's sent to the various states. The information in these two sources usually agrees, but fails to do so for '47's sent to New Hampshire. Both list 1,800 tens as having been sent, and Perry lists 24,000 fives while Hahn says 26,000. In order to get the correct figures, I wrote Stanley J. Hodzicwich, Special Assistant to the Postmaster General and Curator for the Post Office Department. Supplies of our first issue were sent to fifteen New Hampshire towns and with Mr. Hodzicwich's help the correct amounts have been established as 1,900 tens and 25,000 fives. In the list below the name of the town is followed by the date the first supply was received, then the *total* number of 5's followed by a divider ("/" after which is the *total* number of 10's. (See Note #1.)

1. Charlestown	1-29-50	1,600/-	9. Lancaster	4-23-50	800/-
2. Claremont	6- 4-49	500/50	10. Lebanon	8-15-48	1,200/50
3. Concord	8- 9-47	5,200/500	11. Manchester	10-12-49	1,500/-
4. Dover	11-13-47	2,600/450	12. New Ipswich	1-11-51	400/50
5. Exeter	5-13-48	1,440/100	13. Portsmouth	5-22-48	3,800/500
6. Fishersville	1-28-50	200/-	14. Salmon Falls	12-14-49	1,800/50
7. Hanover	11-20-49	1,600/-	15. Walpole	8- 5-48	3,200/150
8. Haverhill	1-29-50	200/-			

When discussing 1847 covers from New Hampshire, emphasis must be placed on covers with the ten-cent stamp. Only 1,900 tens were sent to New Hampshire so ten-cent covers are not expected to be common. Even this knowledge of such a small supply does not prepare us for the surprises in store.

The first surprise is that New Hampshire is responsible for so many of the very rare bisects, even though only a small number of tens was used in New Hampshire. The latest list of bisected tens totals only 62. (See Note #2.) Eight of these are postmarked either Concord or Portsmouth, New Hampshire. Concord, Portsmouth and Dover received 1,450 of the 1,900 tens sent to New Hampshire. No tens are known from Dover. The eight 10¢ bisects on cover, plus one portion of a cover, are:

Aug. 31, '50	Concord to Manchester, N.H.
Sept. 14, '50	Concord to Manchester, N.H.
Sept. 20, '50	Concord to Manchester, N.H.
Oct. 12, '50	Concord to Manchester, N.H.
Oct. 22, '50	Concord to Manchester, N.H.
Feb. 13, '51	Concord to Warner, N.H.
May 1, '51	Concord to Lower Bartlett, N.H.
Jan. 12, X	Portsmouth (Portion of cover only)
Oct. 7, ?	Portsmouth to Boston.

(A "?" is used if the year date is unknown to me, but it might be determined if the cover could be examined. An "X" means the date is definitely not evident.)

The second surprise is that I've been able to locate only two whole ten-cent stamps on cover. The two 10¢ covers are:

Sept. 3, 1947	red	Nashua to Baltimore.
Aug. 7, 1849	red	Keene to Philadelphia.

Nashua was never sent a supply of either the fives or the tens but the contents of this folded letter gives us a clue to the stamp's origin. The latter, written about family matters, tells of visiting several relatives in New Hampshire and of plans for returning home to Baltimore. This stamp was probably carried to New Hampshire from Maryland. Keene, like Nashua, never received a supply of our first stamps, so this stamp may have been carried there by a traveler. The Keene cover was formerly in the Senator Ackerman collection. Neither the Nashua cover nor the Keene cover, nor any other 10¢ New Hampshire cover with an entire stamp, has ever been offered at auction so far as I know.

The list of 5¢ covers is not long and the dates that some of the covers were used calls for a few astute observations. Frank Levitt has kindly furnished me with his list of New Hampshire covers and his information is included in the following list. The thirty-nine 5¢ covers are:

5¢ '47's from N.H.

1. Oct. 4, 1847	red	Keene to ? N.H.
2. Oct. 12, 1847	red	Manchester to Boston.
3. Oct. 18, 1847	red	Manchester to Boston.
4. Aug. 24, 1848	pen	W. Lebanon to ? Vt.
5. Jan. 5, 1849	red	Charlestown to Keene, N.H.
6. Aug. 31, 1849	red	Walpole to Brookline, Mass.
7. Oct. 17, 1849	red	Hanover to ? Conn.
8. June 26, 1850	blue	Dover to Great Falls, N.H.
9. July 15, 1850	mag.	Lebanon to Franklin, N.H.
10. July 19, 1850	red	Portsmouth to ?
11. July 29, 1850	red	Hanover to Contookcook Village.
12. Feb. 16, 1851	red	Exeter to Boston.
13. Mar. 28, 1851	pen	Nottingham to ? Mass.
14. June 4, 1851	red	Portsmouth to Boston.
15. Jan. 18, X	blue	Concord to No. Charlestown, N.H.
16. Feb. 14, X	blue	Concord to Hanover.
17. Mar. 4, X	red	Portsmouth to Columbia, Ky.
18. Apr. 21, X	red	Hanover to Concord, N.H.
19. May 8, X	green	Bath to ?
20. May 20, X	?	Portsmouth to Terre Haute, Ind.
21. May 20, X	blue	Claremont to Nantucket, Mass.
22. May 30, X	blue	Claremont to Amherst, N.H.
23. June 4, X	blue	Concord to Hanover.
24. Oct. 14, X	red	Portsmouth to Columbia, Ky.
25. Dec. 2, X	blue	Concord to Freyburg, Me.
26. Dec. 10, X	red	Portsmouth to So. Berwick, Me.
27. Dec. 26, X	red	Salmon Falls to ? Me.
28. Jan. 18, ?	blue	Concord to ?
29. Mar. 27, ?	red	Charleston to ?
30. Mar. 11, ?	red	Portsmouth to ? N.H.
31. Apr. 17, ?	red	Keene to Dover, N.H.
32. May 13, ?	blue	Concord to ?
33. Sept. 17, ?	blue	Portsmouth to ?
34. Oct. 4, ?	red	Keene to Dover, N.H.
35. Nov. ? ?	blue	Concord to ?
36. ? ? ?	blue	Dover to ?
37. ? ? ?	?	Manchester to Concord, Mass.
38. ? ? ?	red	Norwich to ?
39. ? ? ?	pen	Ossipee to Bath, N.H.

The list of five cent covers divides about one-third into covers from which the year date can be determined, about one-third where it definitely cannot be determined (as shown by an "X") and one-third where the year date is unknown to me (as indicated by a "?"). Covers with determinable year dates are essential for certain types of research and are valuable aids in expertizing.

New Hampshire covers illustrate how the year date causes us to be on the alert for a faked cover. You will notice that the first three covers are all dated 1847. From the schedule of receipts of stamps, you will see the dates that Keene and Manchester first received their stamps. You will see that the year 1847 is too early. Manchester's first supply was received on Oct. 12, 1849, and the Keene post office

was never shipped any '47's. However, Manchester is close to Concord, which received a supply on August 9, 1847; Keene is only 20 miles from Brattleboro, Vermont, and '47's were sent to Brattleboro on July 30, 1847. These stamps could have come from neighboring post offices or could have been brought by travelers. Genuinely stamped '47 covers are known from many towns that never received any stamps. However, whenever a '47 cover is postmarked earlier than the date the stamps were shipped it is wise to examine the cover extra carefully and to submit it to the Philatelic Foundation. I occasionally see a cover year dated 1847 with a stamp from a printing of 1848 or later. An obvious fake but then, fortunately for collectors, fakers are not always philatelicly knowledgeable.



GENUINE AND FAKE COVERS

The upper cover is a genuine 5¢ cover from Claremont to Nantucket, Massachusetts. The lower cover has had the stamp, with a "matching" blue grid, added. The blue "V" belongs and is for 5 cents due on a collect letter after June 30, 1851. The white card below Wilmerville is not part of the cover. It is the standard procedure used by your editor on colored slides for easy indexing of 1847 covers.

Year dates that are too late also trip forgers. A Claremont, New Hampshire cover dated August 4 is a folded letter, so the year of use, 1852, is known. The year date here tripped the faker. As of July 1, 1851, the prepaid rate was 3¢ and the collect rate 5¢. This was a collect stampless letter with a "V," indicating five cents due from the addressee. The faker placed a 5¢ '47 with a matching blue grid to coincide with the "V."

This cover has been examined by the Philatelic Foundation and a certificate issued so stating that it is a fake. It is not practical to have each cover on my list examined, but fake covers are so identified when they are known. Just because a cover is listed in these articles does not mean it is genuine and collectors should examine each cover or have it expertized to their satisfaction.

Assigning railroad or rail route markings to certain states is not possible unless the letter is complete enough to determine the place of origin. When the origin is known these covers will be identified with their respective states, although railroad '47 covers are generally considered as deserving a separate classification all their own. For New Hampshire three railroad covers are listed, being described:

Oct. 17, 1848	blue	Northern RR, Concord, N.H. to Wentworth, N.H.
Nov. 27, 1848	red	Boston and Fitchburg Railroad, Keene to Dover, N.H.
Sept. 15, 1849	blue	Eastern RR, Portsmouth, N.H. to N.Y.

Henry Spellman writes "that most if not all Northern R.R. covers are from N.H. and many Eastern R.R. covers." Covers postmarked with a Northern R.R. or an Eastern R.R. are among the commonest railroad '47 covers. On my list are nine other Northern 5¢ '47 covers, seven of which are addressed to New Hampshire addressees. There are seven other Eastern '47 covers, all 5¢, two of which are addressed to New Hampshire addressees. In order to assign a Railroad or a R.R. marking to New Hampshire, or any certain state, the origin of the cover as shown in the dateline must be known. Collectors owning a '47 cover with either a Northern R.R. or an Eastern R.R. might examine the contents and your editor will appreciate your advising him where any of these covers originated.

A fine specialized New Hampshire collection was broken up a few years ago by private treaty so no record remains of this collection for reference by future New Hampshire specialists. As far as I know there is no publication dealing with New Hampshire postal history exclusively.



"MISSENT AND FORWARDED" COVER

There is a faint red "Mobile Ala" postmark at the lower left of this cover. Above the Mobile town-mark is the red "Hanover N.H." postmark struck beside "Missent and forwarded." This letter is addressed to Haverhill, N.H., a village a railroad stop beyond Hanover, and it was inadvertently dropped off at Hanover. Because this was a post office error, the letter was forward to Haverhill without any additional postage due.

It is not generally understood that there is a difference between "forwarded" covers of this period and "missent and forwarded" covers. A "forwarded" cover had another postage fee levied against it just as if the letter were a new letter originating at the point of forwarding. These "forwarded" '47 letters with an additional 5¢ or 10¢ due from the addressee are relatively common and command little premium. This regulation requiring an additional charge for forwarding a letter remained in effect until July 1, 1866 when letters were forwarded to another address free of charge.

"Missent and forwarded" covers are quite different, are extremely rare and are examples of a fascinating and rather amusing postal regulation. No additional charge was placed against those letters which were missent to a wrong post office through a post office error. Section 99 of the 1847 regulation reads "If a postmaster observes any letters that are not within his delivery, and are missent to his office, he will put them in the proper place to be forwarded, noting on the bill the amount forwarded, and writing on the letters the words 'Missent and forwarded' with the date. They should be forwarded by the first mail." The list of New Hampshire cover, or a high bid on a bisect, which always sells well whatever the postmark. marks are on two others.

The 5¢ cover (dated ?-?-?) from Manchester to Concord, Mass. was first missent to Concord, N.H. where it was inscribed "missent and fwd" and stamped with the Concord, N.H. postmark. The second missent letter is a ten cent cover from Mobile, Alabama to Hanover, and is illustrated. The third "missent" cover with a New Hampshire postmark is the subject of an article by Stanley Ashbrook in the *American Philatelist* of Nov. 1945. This cover which Mr. Ashbrook illustrated originated at Philadelphia and is addressed to Portsmouth, N.H. It received a "Portsmouth" postmark there, when it was forwarded to Portsmouth, Va., where it received a second "Portsmouth" postmark, when it was forwarded to Portsmouth, Rhode Island. Ashbrook entitles his article "A Unique 1847 Cover." This article appeared so many years ago that many of you may not have seen it or have forgotten its contents. Your editor will be glad to send a Xerox copy of this two page article with his compliments to any Society member who sends him a self addressed stamped envelope.

New Hampshire is one of the states from which it is possible to acquire a '47 cover from the capital, Concord. However, it will require a little waiting for a 5¢ cover, or a high bid on a bisect, which always sells well whatever the postmark. I do not list any covers addressed to Canada or Europe. Covers addressed to Canada may be. I do not list any covers addressed to Canada or Europe. Covers addressed to Canada may exist because New Hampshire is a border state, but it is doubtful that any covers addressed to Europe will ever turn up. The help of members is needed to supply this void in the records.

NOTE #1. Mannel Hahn gives only the dates the first supplies were shipped; here for the first time are the dates the supplies were received, being from two to eight days later.

NOTE #2. An article by David Baker in the February 1967 *Chronicle* listed 62 bisects. Since then, through the cooperation of members of the U.S. Philatelic Classics Society, an additional 15 bisects have been reported. A second article by David Baker will be in the next issue of the *Chronicle* and will give detailed information about these additions as well as filling in some of the missing information on the covers already listed.

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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.
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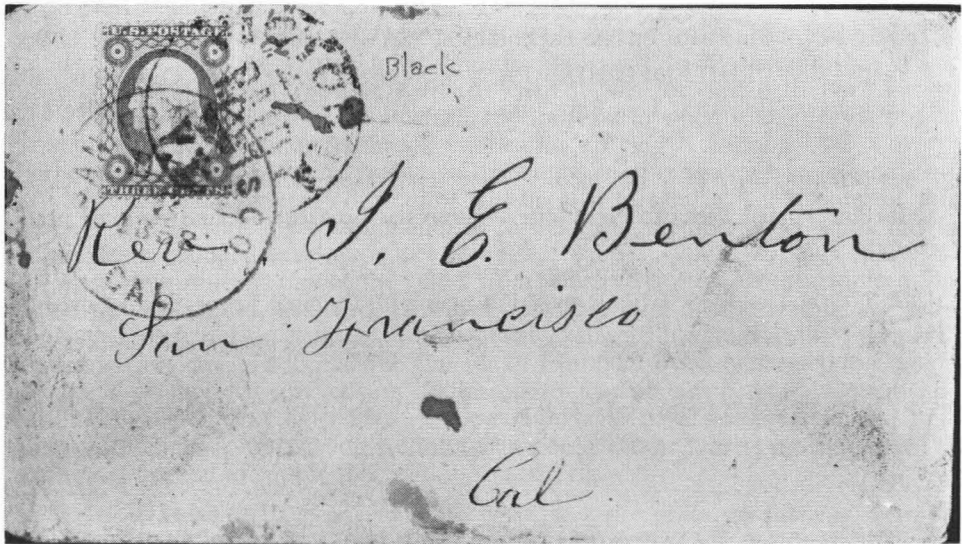


Figure 1

Some years ago the cover depicted in Fig. 1 was discovered. It bears a 3ct perf S5 cancelled by 32mm circular VICTORIA/PAID/V.I. in black (No. A) and also a San Francisco townmark of Dec. 8, 1858. The cover is addressed to San Francisco, and when first reported caused some raised eyebrows because the *rate* was different from what was generally understood to be the rate between B.N.A. Provinces and the U.S., and also because the particular PAID marking had not been noted on mail from Victoria to the U.S.

Recently Mr. J. Houser turned up a similar cover bearing the same circular Victoria PAID marking, but located at lower left of the cover. At upper right is a 10ct perf green tied by San Francisco 1858 dated townmark. The cover is addressed to Williamsburg, N.Y., and is a damaged front only. Marginal docketing indicates origin in August 1858 and delivery in mid-September.

So here we have two covers each with the Victoria marking bearing stamps that were correct for the U.S. inland portion of a through rate from Victoria to destination. The 3ct stamp obviously was applied before leaving Victoria, and from the location of the stamps on the second cover it is probable that the 10ct stamp also was applied before the letter entered U.S. Mr. Houser's cover also well establishes the authenticity of the Victoria PAID on the cover with the 3ct stamp. We also know that the U.S. postoffice recognized its stamps when applied in Canada on letters to U.S., and although cancellation of such stamps was forbidden by the Canadian postoffice (at least in 1858), there are examples to prove that such cancellation did not affect recognition by the U.S.

From Mr. Houser and from Mrs. J. C. McDonald comes word that the ex-

planation of the covers is found in *Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia*, by A. S. Deauville, which mentions a P.O. notice in the Nov. 30, 1858, *Victoria Gazette* reading, "Prepayment of postage is required in the following cases, the rate including the Colonial postage:—To Oregon, Washington, and California, etc." The list continues by mentioning the rate to eastern U.S. points of 15cts, and also rates to Great Britain and Europe, and concludes, "All of the above rates include the Colonial postage of five cents."

That the Victoria postoffice sold U.S. stamps for use on mail to the U.S. is an usual item of U.S. Postal history, but it is borne out by the following letter from Douglas, Governor of the Colony, to British Sec'y of State for the Colonial Dept., dated June 8, 1859, in reference to the difficulty of keeping a check on receipts, quoted by Deauville:

"Partly to correct the evil we have hitherto employed postage stamps of the United States. . . ."

This remark is footnoted by the author (Deauville), as follows:

"On July 8th, 1859, the Colonial Treasurer issued an advance warrant for 75 pounds for purchasing a supply of United States postage stamps, 'whereby more system and greater accuracy and check might be introduced . . . at our Stations in B.C.' Previous to that date the sale of U.S. postage stamps seems to have been confined to the Post Office at Victoria. These stamps were utilized solely for the prepayment of United States postage on letters leaving the two colonies, and were never used to cover Colonial postage."

Commenting on these early mails, the Ed Richardson article in *The Stamp Specialist* No. 8 states:

"Prior to the discovery of gold in British Columbia in 1858, the population of the two colonies was small and mails were slow, infrequent, and inadequate. . . . The new mining population required and demanded improved postal services, which resulted in the authorization of express companies to carry mails. . . . It was customary procedure for the Express Companies to take a quantity of their franked envelopes to the post office where they would pay in bulk the domestic rate of postage. These envelopes then would receive the official Post Office handstamp."

Neither of the two covers described show evidence of express-company handling. It is probable that they were sent by steamboat from Victoria to San Francisco instead of being taken across the straits to Port Townsend where they could have been postmarked and entered into U.S. mails.

Does anybody know the present whereabouts of the cover illustrated as Fig. 1? Mr. Houser would like to examine it more in detail.

U.S. Exchange Markings on Mail to Canada and B.N.A. Provinces

As noted in USPM Sched. A-24 the U.S. exchange offices at Canadian border points, or where through bags were made-up, marked each letter with U.STATES, UNITED STATES, or equivalent, along with the rate and evidence of prepayment, if any. For single letters the rate was 6d (or 10cts after July 1, 1859).

Mrs. J. C. McDonald, an authority on the subject (see her article in *Postal History Journal*, Dec., 1962) reports that No. 5 of USPM Sched A-34 is 29 × 17mm and No. 6 is 30 × 20mm instead of the listed dimensions. Also she supplied tracings B to J as additions to the USPM listing. The postoffice where the U.S. exchange marking was applied is not always known, but in a few instances its probable location is indicated by "prob." As many of these handstamps doubtless were manufactured in quantity, more than one office may have used what appear to be identical markings, though distortion after long use may provide a recognizable one associated with a single postoffice. Each office doubtless had a separate handstamp for single-rate prepaid and for collect letters as well as an un-rated stamp for other-than-single-rate letters. At some offices it also appears that the rate with or without PAID was added to the basic U.STATES handstamp. Not often does it appear, however, that the rate was applied after the basic marking was stamped on the envelope.

The W. S. Boggs book, *Postage Stamps and Postal History of Canada*, Vol. I, page 48, is another helpful reference.

Domestic Uses of the 12ct Stamp



Figure 2

In his letter accompanying the photo from which Fig. 2 is taken, Mr. M. L. Neinken mentions the scarcity of 12ct stamps on domestic mail. The 12ct stamp, he reminds us, was mostly used on foreign mail, and the scarcity of its domestic use is emphasized by the high premium placed by Scott's Specialized on a single 12ct on cover; that is, standing alone without other stamps.

The Fig. 2-use is of Oct., 1854, on a triple-rate letter to California, having two "rates" prepaid by the 12ct stamp (6cts per "rate"), the third "rate" being collect, at the 10ct-collect rate, as evidenced by the black Boston townmark containing 10cts and the mss "Due."

Other domestic uses of special interest in the Neinken collection include:

- A 12ct single paying twice the 6ct-rate from San Francisco to Boston
- A 12ct single paying quadruple rate Worcester, Mass., to Baltimore
- A 12ct single on legal envelope, Salem, Mass., to New Hampshire, tied by the 23 × 5mm Salem PAID and also by the Salem spiral-dot obliterator (see illus M)

All of these are imperf stamps. His collection also includes the 12ct bi-sect used to pay single rate between the East and California. Of the perforated stamps an interesting use is a Plate-3 stamp, Boston to San Francisco, used in Sept. 1860, as a 2ct overpayment of the 10ct rate.

S5 Research

Mr. B. E. Engstler reports a block of eleven S5's with full imprint and plate number 12 from right pane, Fig. 3. This is by far the most important S5-research discovery in recent years because it narrows the list of unidentified S5 imprints. As noted in Dr. Chase's article in the *Perfex Book*, six imprints had not been identified with a numbered plate: for 12 R, 22 L, 13 L&R, and 17 L&R. He designated the left imprints as from plates *H*, *I*, and *J*; and the right imprints as from plates *K*, *L*, and *M*. The 12R imprint does not match those of *K* or *L*, hence it must be from Dr. Chase's plate *M*—which thereby is identified as plate 12R. Dr. Chase also reported in Issue 23 that he had not seen any imprint copies from plate *M* and only six imprint copies from plate 12L. Mr. Engstler says he will send a glossy print of the block to interested collectors, at nominal cost.

Related to a similar subject, Dr. S. Dershowitz reports that there is strong evidence that imprint *J* is actually that of plate 22L. We hope to have a report of his findings for a future issue.

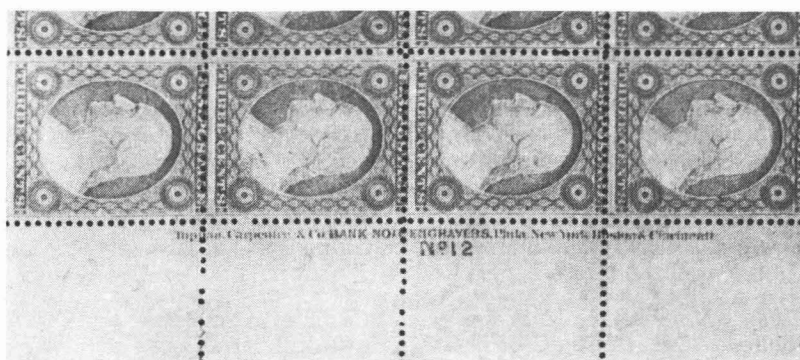


Figure 3

The imprint portion of Mr. Engstler's block.

Thanks to Mr. T. J. Alexander the plate position of the S5 cheek flaw is now known to be 48R6. He has a strip that shows the imprint of 50R26. Previously this flaw was known to have been from a 5th row.

An Early R.F.D. Marking

by HERMAN HERST, JR., R.A. No. 330

When a new item turns up, the story about it can only be obtained by seeking help from others who may have come across the same thing, or whose powers of conjecture may be greater than those of the finder.

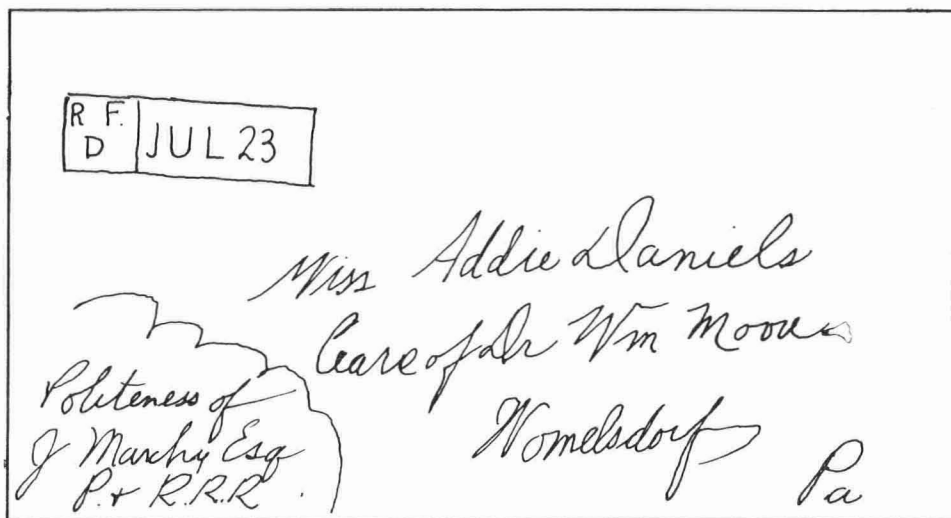


Figure 4

So must it be with the cover illustrated by Fig. 4 which certainly bears an R.F.D. marking decades earlier than one would expect to find such a marking. While the R.F.D. can hardly stand for *Rural Free Delivery* as that term was not coined for another 40 years or so, just for what does it stand?

The cover and contents shed no light on the handstamped marking. The letter inside apparently is a birth announcement; it reads:

Reading July 23/60

Friend Addie

Miss Mary Andrews sends her very best respects to Miss Addie Daniel. She arrived last evening at ½ past 11 o'clock. Alls well.

Yours, etc
John H. Andrews

The cover itself would indicate that the letter was handled outside the mail, for it bears the usual "politeness" phrase such covers usually carry. The abbreviation, of course, stands for Philadelphia & Reading R.R.

The first thing we might wonder about is whether the handstamp was applied by the railroad or the postoffice. Were it a postal marking a rate mark would have been applied. In 1860 the use of stamps was compulsory, but as we know, not all offices always had a supply of stamps, and many letters were sent without them. The cover is the property of Mr. W. S. Cummings, Bethlehem, Penna., who will appreciate comments, as will the writer.

* * *

Period Editor's Note: As the letter was given to a railroad employee, perhaps "R.F.D." means *Railroad Free Despatch*. In later years "R.R.B." was quite common (and is today), meaning *Railroad Business*.

First Day S4, and Questionable 1857 Baltimore Blue Dated Townmark

The recognized first date of use of 3c Type IIa stamp is that of plate 10(e) used July 11, 1857, two days earlier than the date mentioned in the Dr. Carroll Chase book. The book further states:

While speaking of early dates I may add that I had two entire envelopes in my collection, each bearing a 3¢ 1857 Type II stamp, cancelled Baltimore, Md. The dates are both fairly clear, and read on one stamp (which by the way is a typical 1858 shade), "Mar. 31 1857" and on the other (which does not resemble the 1857 printings) "Aug. 13, 1857." In spite of the evidence on the face of these I feel sure that neither of these cancellations was applied in 1857. Whether the clerk in the post office inserted an 1857 year date by mistake is difficult to tell, but it seems at least possible.

From Mr. S. M. Farnell what may be the Mar. 31, 1857 cover mentioned by Dr. Chase was acquired by Mr. R. E. Gillespie (bearing 51R10(e)), and Ye Editor acquired a similar one (bearing 44R10(e)), dated Mar. 29, 1857. The color of the stamps is pale rose brown. As this was not a color apparently used in early printings from plate 10(e), the postmark error would be one of year date instead of use of MAR for some later month.

There is just enough doubt about this, however, that it would help settle the matter if Maryland collectors could find other examples of the blue Baltimore townmark dated in Jan. Feb. or Mar. 1857, when from other evidence the true date was 1858.

Embossed Control Mark on S2—A "Perfin" Forerunner (?)

Mr. R. E. Gillespie reports a single canceled S2 in which is impressed upward embossed wording in three lines: S. SWAN/MONTGOMERY/ALA. The top and bottom lines of letters are about 1.8 mm high and the middle line 1.0 mm high. From the manner in which this embossed lettering affected the cancellation, it is clearly apparent that the embossing was done *before* the stamp was cancelled, and because the embossing is sharp and clear, it also seems evident that it was not done after the stamp was affixed to the letter.

Who was S. Swan? Has anybody seen this embossed control mark on a stamp? The postoffice did not regard the embossing as invalidating the stamp, because it is canceled in usual manner. Perhaps Mr. Swan embossed his stamps for the same reason that perforated initials were later authorized, as a control against misuse.

Last Day Confederate Use

Mr. L. S. Fisher reports a cover bearing a vertical pair of S5's tied with clear RICHMOND/MAY/31/1861/Va. 30 mm townmark, addressed to Norfolk, Va. After this date, the use of U.S. stamps at Richmond was illegal.

Pre-cancelled (?) "3" of Fort Des Moines, Iowa

Mr. W. Westholm reports a find of about 20 covers, all used early in 1853, each bearing the 34 mm townmark of Fort Des Moines, Iowa. A few are stampless and a few have S2 cancelled by the townmark or by a grid, but most of the covers

have the townmark at left of the cover and the stamp is cancelled by the large "3" applied to the stamp so it does not tie the stamp to the cover. On none of the covers is there any tie by the "3."

Because the covers were mailed by two attorneys and all are related to U.S. Govt. business, Mr. Westholm writes that the circumstances strongly suggest that the letters were taken to the postoffice with a request that the postmaster mail them, and that the postmaster had cancelled a sheet of stamps in advance with the "3" killer and used them as he remembered to do so. On the other hand, the postmaster may have sold the stamps bearing the "3" just as apparently was done for a limited time at Leominster, Mass. That the "3" is well centered in the stamp and in no case ties the stamp, though one cover shows the "3" doubly applied, renders it unlikely that the postmaster applied "3" to the stamp *after* the stamped letter was given him for mailing.

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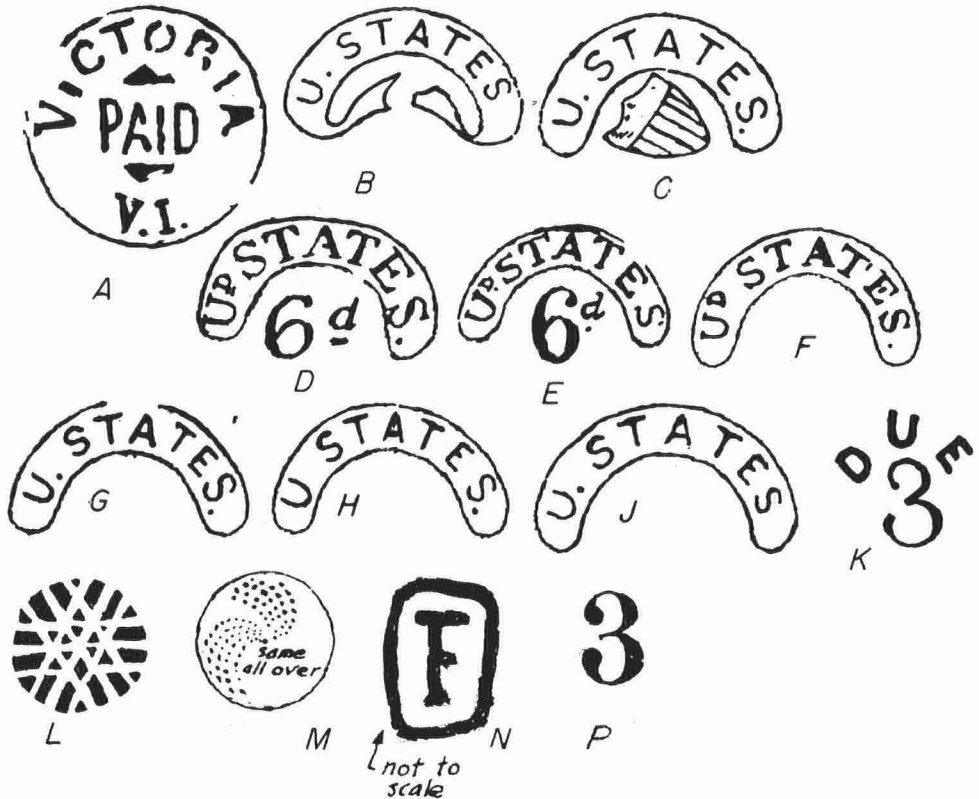
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Newly Reported Markings Associated with U.S. Mails

References to USPM in *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-34	VICTORIA/PAID/V.I. C-32 (see text article)	S5 and 10c perf	J. Houser
B	A-34	U. STATES, arch-scroll 32 × 18 Pittsford Vt. (Aug. '53) to Canada West ms "Via Montreal," back-stamped (bs) Montreal	Prepaid stampless	Mrs. J. C. McDonald
C	A-34	U. STATES, arch-shield 32 × 19 Rouses Point, N.Y. (July '55) to Mon- treal	Prepaid stampless	Mrs. J. C. McDonald
D	A-34	UD. STATES, 6d arch 32 × 18, green Painted Post N.Y. (Dec. '56) to Pel- ham, bs St. Catherines and Port Robin- son (prob. Buffalo exchg.) Looks same as Boggs Type Vd.	Collect stampless	Mrs. J. C. McDonald
E	A-34	UD. STATES, 6d arch, 28 × 18 Toledo, O. (Apr. '55) to Port Hope, green, bs Toronto and Port Hope	Short paid U9	Mrs. J. C. McDonald
F	A-34	UD. STATES, 6d arch, 28 × 18 Norwalk, O. (Nov. '51) to Port Rowan ms. "Via Lewiston."	Collect stampless	Mrs. J. C. McDonald
G	A-34	U. STATES, arch 32 × 17 Oswego, N.Y. (Jan. '53) to Hamilton bs Queenston. Has separately struck "1)" below arch	Collect stampless	Mrs. J. C. McDonald



Addendum for Issue 55: The bottom illustration M was reduced in scale so it is not full size. The true size is 33½ mm diameter.

<i>Illustration No.</i>	<i>USPM Schedule</i>	<i>Description</i>	<i>Used With</i>	<i>Reported by</i>
H	A-34	U. STATES, arch 31 × 17 Plattsburgh N.Y. (Jul. '60) to Montreal. Differs slightly from G.	S5 (short paid)	Mrs. J. C. McDonald
J	A-34	U. STATES, arch 34 × 19 Conway N.H. (Jul. '53) to Bathurst N.B. by Woodstock, St. John, and Bathurst (Houlton Me. exchanged with Woodstock N.B.)	Short paid stampless	Mrs. J. C. McDonald
K	A-27c	DUE/3 (arch) 18 × 19 Brewster, Mass.	S5	T. J. Alexander
L	A-13	Interlaced negative 6pt star in 18mm circle New Bradford, N.H.	S2	L. L. Downing
M	A-13	18mm circle filled with small diamond-shaped dots uniformly in spirals from center (Apparently from a carefully made metal handstamp) Salem, Mass.	12ct imperf	M. L. Neinken
N	A-7 A-16	"F" contained within "O" Oxford Furnace, N.J.	S5	J. R. Kesterson
P	A-14c	13mm "3" in center of stamp, Fort Des Moines, Iowa	S2	W. Westholm

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Postmaster's Revaluation of 5¢ Indian Red (Scott 28A)

ROBERT L. D. DAVIDSON

In the first volume of Lester Brookman's 1967 revision of his monumental "The United States Postage Stamps of the 19th Century" on Page 225 he writes:

Just as we are ready to go to press I have seen a very interesting cover bearing a 5¢ Indian Red that is the property of Dr. R. L. D. Davidson. It was used from "Don Pedros Bar, California" (a river bar and not a saloon), to Martinez, California, which actually called for only 3¢ postage. Apparently, or possibly, there was a postmaster at Don Pedros Bar who was out of 1¢ and 3¢ stamps but had the 5¢ stamp in stock. Now it is my guess that the party mailing the letter, whom I envision as a tough miner, simply told the postmaster that 3¢ was the rate and 3¢ was what he was going to pay. Still guessing, I think the postmaster, who likely got all the receipts of the office, decided to sell him this stamp for 3¢ but made sure, by marking a horizontal line across the top of the stamp in pen, and another at the bottom, that it would not pass as a 5¢ stamp. He then wrote a large manuscript "3" in the middle of the stamp. A good story? True? Could be!

Since my name is mentioned as the owner I feel it incumbent to amplify somewhat the information concerning this item.

"Don Pedro's Bar," a romantic name with Spanish river and gold-rush overtones, was not a drinking place but a river flat where most likely a native Californian had set himself up in business and was granted the post-office. The event may have transpired as Mr. Brookman suggests. But this cover has much more to make it glamorous for it is a "postmaster's surcharge" of a five-cent stamp. It is also a bright Indian red.

But it is not tied! (Figure 1)

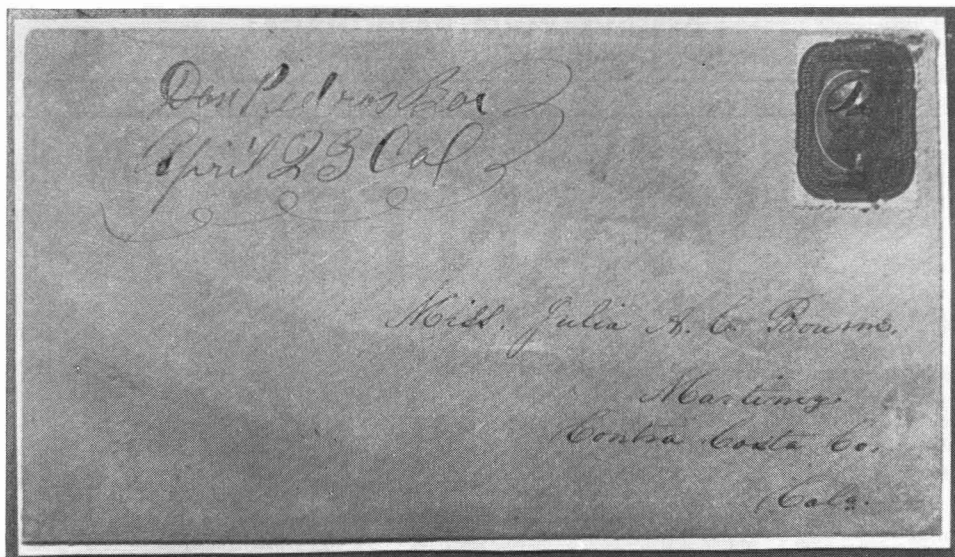


Figure 1

In order to convince myself that it was genuine, I started to look for other covers of the same or similar correspondence and usage and lo! I have found three.

The first (Figure 2) is a letter from Don Pedro's Bar to Miss Mary A. Bourne in Wareham, Massachusetts. This is dated in manuscript as July 17 and docketed in pencil at "1856." It bears a nice sheet margin copy of #33, the ten-cent type III imperforate. Could Miss Mary have been a sister to Miss Julia?

The second (Figure 3) is a small envelope with three 3¢ #11 and one 1¢ #24 paying this ten-cent rate from South Falmouth, Massachusetts to our very own addressee who was now at Don Pedro's Bar. The estimated date is August 16, 1858.

Note the similarity in handwriting and the probability of this being an ex-

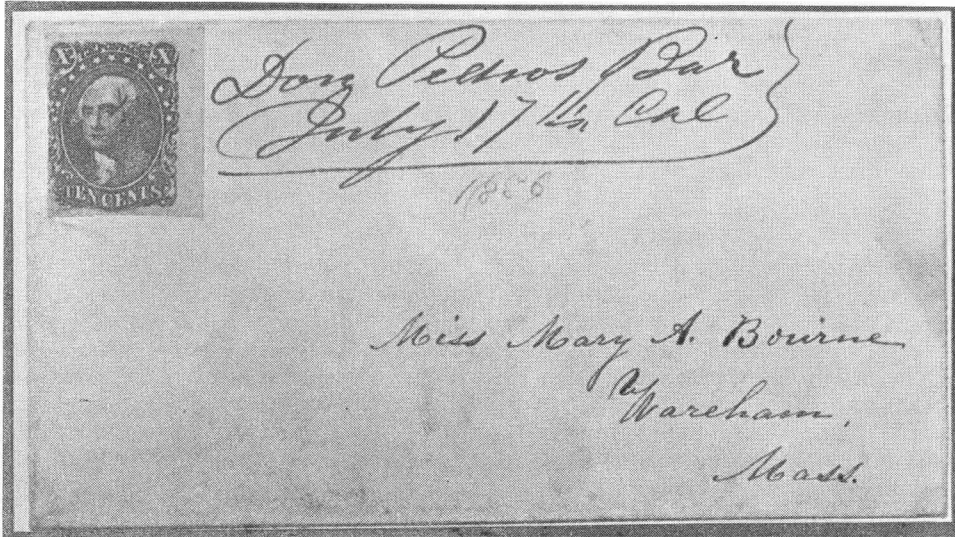


Figure 2



Figure 3

change since South Falmouth and Wareham are nearby communities at the entrance to Cape Cod.

The third item (Figure 4) is another gem. It is a very fine red brown, #28, not tied, from Don Pedro's Bar to our same young lady in Martinez. This would indicate that our postmaster did have a supply of 5¢ stamps, that he did use them to pay the three-cent rate, that when he cancelled he did not tie, and that the Bourne ladies were involved in this correspondence beyond our Indian red cover. Can anyone help me further in this interesting set-up?

Tracy Simpson, in his usual thorough way, has been able to supply some additional information:

"I have gathered the following additional data as to Don Pedro's Bar. It was in Tuolumne County, and established as a post office November 22, 1853, and discontinued April 3, 1866. The first notice of a postmaster that I have been able to find is that Richard Smith served from July 26, 1855 at least through September 30, 1859. The office does not appear in the September 30, 1853 PL&R list.

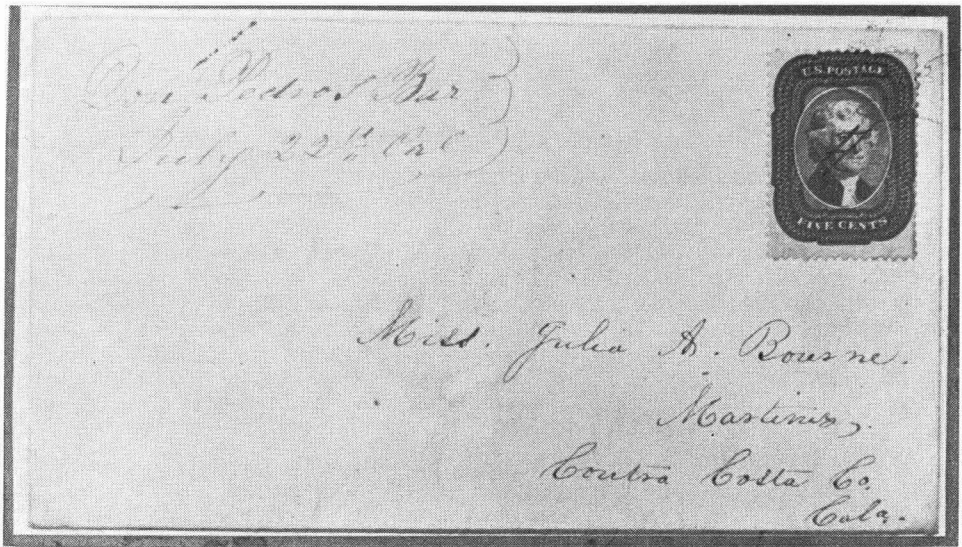


Figure 4

The compensation of the postmaster for years ending September 30 was as follows:

1855	\$109.09
1857	176.79
1859	73.52

"As to the meaning of 'bar,' as you suggest, it was a flat sandy area on the river which was a good place for the miners to pan gold by digging to the bottom of the bar and running the material through their workings. I don't know the pres-

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ent whereabouts of Don Pedro's Bar, and perhaps hydraulic mining later took place there. The miners had various ways of working such a 'bar'—rockers, crude canal washing and the like. The name of the place is part of our [California] geography now: Don Pedro Reservoir on the Tuolumne River is about six miles long, and is an important one for the irrigation districts of the valley towns. Perhaps the site of the 'Bar' is under the waters of the reservoir; but that is only a surmise. The PO lists used various ways of spelling the name: Don Pedro Bar, Don Pedro's Bar, and Don Pedros Bar."

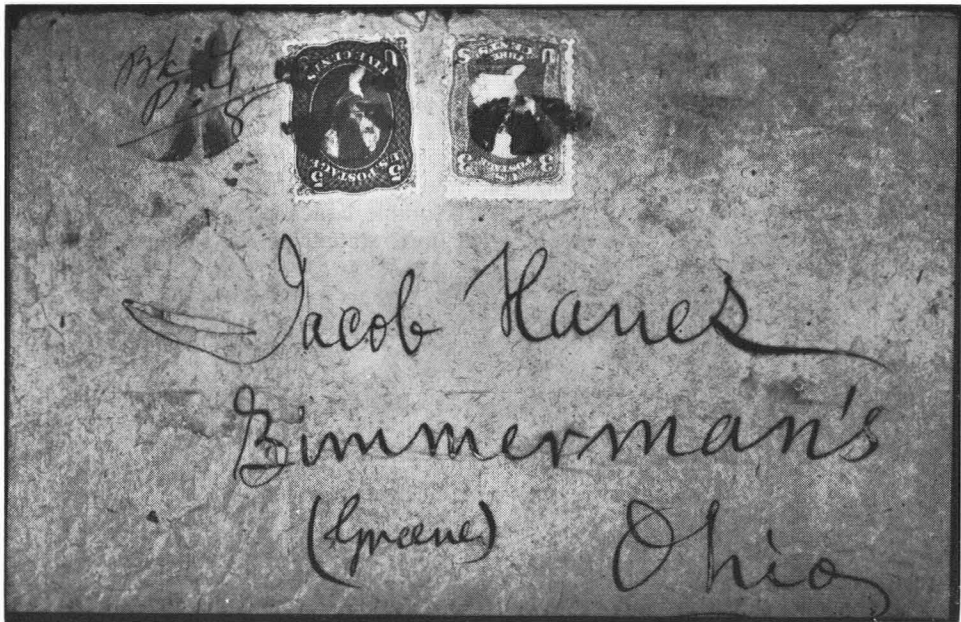
Third Class Mail

The accompanying photograph shows a cover which is a very early ancestor of the muchly cursed and discussed junk mail of today. The color of the three cent stamp indicates usage in 1866; the five cent stamp is a rather yellowish shade of Scott's No. 76, the brown of 1863. The date and also the town of origin are not known. The key to the cover—actually only part of a wrapper—is the legend Bk P 4/4 with a total shown of 8. We believe, in spite of the way this is shown, like an addition problem, that this means "Books, 4¢ per four ounces, total, 8¢." The size of the wrapper would seem about right for a small book weighing between 4 and 8 ounces, and the rates for third class mail were stated as follows in the act effective July 1, 1863:

Miscellaneous third-class matter	2¢ per 4 ounces
Books	4¢ per 4 ounces
Circulars	2¢ per 3 pieces or less; 2¢ per each additional 3 pieces

And so forth.

Does anyone reading these lines have a better explanation to offer?



An early book rate. Photo by Henry A. Meyer.

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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

Editorial

This issue of the *Chronicle* provides another new departure for this section. Mr. Jerome S. Wagshal's article about the pedigree of the 3¢ 1861(?) Scarlet will continue for the next several issues. Those reading these lines will now be entitled to a chuckle, as we herewith go against an oft-stated policy of the *Chronicle* being more a place for reports, etc., than long articles. However, we have always said an exception would be made for articles especially suitable for the *Chronicle*. Mr. Wagshal's article contains some technical points and a wealth of historic fact, philatelic research and analysis, but it will be found to be very far from the dry-as-dust technical paper such terms may imply. When we add the fact that the subject is controversial, our only excuse is that we feel the article fits the *Chronicle* like a hand in a glove.

There will be some readers who disagree with Mr. Wagshal's conclusions. Some also may desire to disagree, but will concede that the impressive array of factual data brought to bear makes argument difficult. This does not mean that new data or clues to new lines of thought will not be considered; such are always welcome. There are some chinks and gaps in the structure of data and analysis about the Scarlet which remain to be filled. However, regardless of what additional data is turned up—and even though such new data may refute some occasional details of the analysis—our own idea is that the mass of data and its organization and analysis points to a sound and well nigh irrefutable conclusion. Rather than spoil things by making a sort of “the butler killed him” statement, we invite your attention to the main feature.

RICHARD B. GRAHAM

The Three Cent Scarlet, Scott's No. 74

JEROME S. WAGSHAL

Acknowledgement: The author is deeply indebted to Mr. George Turner both for his generosity in allowing the use of his magnificent library and for his many helpful suggestions. Mr. Elliott Perry has also been most gracious in his assistance and comments, as have Messrs. Lester Brookman, Mortimer Neinken and Perry Sapperstein. The author's conclusions, however, right or wrong, are entirely his own.

No greater enigma can be found in United States philately than Scott number 74, the three cent Scarlet.

- Though the Scarlet is listed in the Scott catalog as one of the general issues of United States postage stamps, it is acknowledged by all modern authorities not to have been regularly issued for the prepayment of postage. Indeed, the Scott Specialized Catalog has stated unequivocally for more than forty years that it was “not regularly issued.”

- Though the Scarlet is unlisted in used condition in the Scott Specialized Catalog, an omission which means that the item is unknown in a used state, it is nevertheless listed directly below under “Cancellation,” as existing with pen cancellation.

● Though the Scarlet is listed in the Catalog immediately after No. 73, the Blackjack, which was issued on July 1, 1863, the evidence indicates the Scarlet was produced two years earlier than the Blackjack. The Scarlet was, in all probability, a contemporary product of Scott numbers 64 and 65, the three cent pink and rose, which were first issued in mid-August, 1861.

Finally, and perhaps most paradoxical of all, though the Scarlet has a tainted past and an illegitimate present, it has nevertheless outstripped otherwise comparable philatelic items of undoubted postal authenticity in popularity and value.

An indication of the phenomenal regard which the Scarlet enjoys among collectors is the history of its catalog value. In 1953, to pick an arbitrary base year, an unused single was listed at \$250, italicized. By 1965, the same item had risen to \$375 and in the 1966 catalog it advanced to \$425. And in 1967 it rocketed (no other word will do) to \$575, an increase of more than 35% in one year. The 1968 catalog adds another sizable increment, the price leaping to \$700. Compare, if you will, the continued increases of the Scarlet with that of the other items which were listed for \$250 in the 1953 Scott's U.S. Specialized between numbers 1 and 133—that is, up through the reprints of the 1869 issue, as given in Table I.

TABLE I

<i>Item</i>	<i>1953 Catalog price*</i>	<i>1967 Catalog price*</i>
10¢ 1847 with Canadian cancel	\$250	\$ 500
No. 6, used	250	375
No. 6b	250	300
No. 7, triple transfer, unused	250	250
No. 7, cracked plate, unused	250	250
No. 11, cracked plate	250	250
No. 12, Express Co. cancel	250	350
No. 14, used block of 4 of Nos. 14 and No. 15 in combination	250	400
No. 15, unused pair	250	400
No. 17, triple transfer	250	250
No. 19, on cover	250	350
No. 20, cracked plate, unused	250	250
No. 27, unused	250	425
No. 27, used strip of three	250	300
No. 29, unused strip of three	250	325
No. 35, on Pony Express cover	250	1,000
No. 37b, unused	250	300
No. 72, unused pair	250	300
No. 73, horiz. bisect on cover	250	350
No. 74, unused	250	575
No. 85C, unused	250	475
No. 86, used block of four	250	250
No. 97, unused block of four	250	500
No. 98, used block of four	250	275
No. 99, used pair	250	325
No. 115, used block of four	250	400
No. 117, unused block of four	250	400

* Italics used in this table when so used in the Catalog. These "indicate infrequent sales or lack of definite pricing information."

Table I presents a startling picture. The items listed cover a broad range of philatelic interests: Used singles of a major type (No. 6); unused singles (No. 27); used and unused multiples; major plate varieties, including both cracks and transfer varieties; and even a bisect. The list price of the Scarlet has shown a greater increase than all but one of these items. Only the rise of No. 35 on a Pony Express cover has exceeded that of the three cent Scarlet.

The Scarlet's current catalog quotation of \$700 is not an inflated figure and, if anything, understates the market. In December, 1966 a copy described as "Bent corner perf. Very Fine appearance," fetched \$675 at auction. The Lilly copy, described as "Fresh, o.g., two perfs nibbed and light creases," was sold by Robert A. Siegel in February, 1967 for \$600, or \$25 over the then current catalog value of \$575. A very fine copy was sold in Siegel's June 1967 sale for \$900.

As for the varieties cancelled with four horizontal pen marks, a copy described as "Extremely Fine," but with a photo showing it to be centered to one corner was knocked down for \$210 against the then catalog value of \$150 in September, 1966. The 1968 catalog price of \$225 for the pen cancelled Scarlet reflects the continuing trend of these realizations.

An item which has enjoyed such an increasingly favorable reception in the market deserves more attention than it has received from students of the classic issues. Because of this lack of attention, collectors generally know very little about the Scarlet. Most collectors are probably aware of this stamp's schizophrenic catalog listing, that is, that the Scarlet is assigned a major number in the list of U.S. general issues, but that its listing is accompanied by the statement that it was "not regularly issued." Many of these same collectors may also be aware of the opinions expressed by Stanley B. Ashbrook and others that the Scarlet is a trial color proof and not a stamp. But for most collectors, here the matter ends. Despite this general confusion and doubt, there has never been an in-depth study of the Scarlet—of when and why it was produced, and how it was brought to the philatelic market.

These questions are important to all collectors of the U.S. classic issues. No doubt, the status—and price—of the Scarlet derive from its recognition, regardless of qualification, as a major issue among regular United States postage stamps. Whether the Scarlet should command this status and the price it does ought to depend on what it is. In theory, no philatelic object has any significant intrinsic value; it is merely a small piece of paper. Accordingly, perhaps no serious philatelist who will repeatedly pay millions of times the intrinsic "paper" value of a stamp can argue that the market is wrong in its valuation of a particular item. On the other hand, there is a certain degree of logic in the philatelic market's values, based upon standards generally accepted in the market. These standards distinguish sharply between regularly issued postage stamps and such things as trial color proofs.

The men who could give the true story of the Scarlet from personal experience have long since died and any records they might have made have probably been lost. Nevertheless, there are more facts available on which to base an informed judgment about the Scarlet than is generally realized. Thus, within the last ten years, correspondence between the National Bank Note Company, who printed the Scarlets which have not been preciously published or generally known, and which light on the production of the 1861 issue. Moreover, in the course of research for this article, facts have been uncovered regarding the origin of the pen "cancelled" Scarlets which have not been previously published or generally known, and which establish the true character of these items. In addition the philatelic literature of the last century reveals a great deal about how and when the Scarlet came to the market, and this material does not appear to have been previously the subject of a thorough analysis.

The objective of this article is to draw from all these sources and others a comprehensive report about the Scarlet—what it is, and how it came to be. Hopefully, the result of this endeavor will be to achieve a consensus of opinion in the philatelic community about the Scarlet. Or, if a consensus is too much to expect, at least the material will be more readily at hand by which to focus the disagreement.

Although one approach to an analysis of the Scarlet would be strictly chronological, starting with its production and going on to the question of its alleged use for the prepayment of postage, and then to its introduction in the philatelic market, the author believes there is more to be gained by working backwards. The earliest facts relating to the Scarlet's production can probably be best understood after the more recent data about its introduction to the philatelic market has been presented. Accordingly, it is to the latter subject of how the Scarlet originally came to philately that we first turn.

The next issue of the *Chronicle* will continue Mr. Wagshal's analysis of the pedigree of the Scarlet as, *I. HOW THE SCARLET WAS BROUGHT TO THE PHILATELIC MARKET—THE MYTH AND THE MYSTERY.*

Would anyone reading these lines and who owns or knows the location of imprint copies of the Scarlet please notify the author or the period editor?

Railroad Route-Agent and Station-Agent Markings

C. L. TOWLE (R.A. No. 408), Associate Editor

In *Chronicle* No. 55 a listing was presented of outstanding railway markings on cover as offered in three auction sales during January 1967. The season continued with four more sales offering railway material providing probably the busiest year of all time for collectors of railway markings and railway corner cards with a total of 1034 lots available.

The Herman Herst, Jr. Sale on March 22 offered 16 lots of railroad covers bringing \$244 total. Outstanding items were a Remele C21—CLEVELAND & PITTSBH R.R. in superb condition at \$42 and a very fine AUGUSTA & ATLANTA R.R. in red, dated 1849, bringing \$32.50.

On April 4 Mayflower Auctions offered 22 lots of railroad covers which brought a total of \$164. Many bargains were obtained in this sale probably showing the effects of market saturation. Notable was a red boxed (14.FEB.11) showing train number on an 1858 railroad business letter which sold for \$15.50.

Part I of the Chrysler Collection, offered by Gimelson-Manning, was sold April 14. This sale contained an outstanding railroad cover collection with 176 lots offered bringing over \$3,600. Fourteen covers sold for over \$50, outstanding of which were a beautiful L.I.RAILROAD N.Y. 5 (Remele L7-a) in red with 5¢ 1847 on transatlantic cover at \$180; a BOSTON & MAINE R.R. (Remele B12-d) in blue with 5¢ 1847 at \$150; A SPUYTEN DUYVIL, HUDSON RIVER R.R. station marking in black on 3¢ brick red (S5) at \$125; a superb CAYUGA & SUSQh.R.R. (Remele C4-a) in black, dated 1854, with S1 at \$75 and a ROCHESTER & NIAGARA FALLS R.R. (Remele R10-a) in blue on cover to Canada at \$72.50. Other fine covers bringing over \$50 were ALBy. & BUFFALO R.R. (Remele A2-f) with 5¢ 1847, B.&O.ADAMSTOWN—1862 black oval, CHEMUNG R.R. (Remele C8), CHI.ST.P. & F. Du LAC R.R. (Remele C14), CONCORD & MONTREAL R.R. (Remele C25-a) with 5¢ 1847, HOUSATONIC R.R. (Remele H4-h) with 5¢ 1847, MICH. SOUTHERN R.R. (Remele M6-c), N.ORLEANS, OPELOUSAS & G.W. RAILROAD CO. (Remele N10S-a) and N.YORK & HARLEM R.R. (Remele N13) in black.

Bringing this most interesting auction season to a close was the H. Lazurus Sale on June 6 at which 47 lots were offered. Of interest in this auction were two B.&O. station marking covers with a rare MARRIOTTSVILLE B.&O. R.R. 1860 black oval selling at \$57.50 and a SIR JOHNS RUN B. & O. R.R. 1865 blue oval going at \$33.

This six month sale season certainly proved that interest in railway markings on cover is constantly increasing and that buyers are willing to pay substantial sums for fine covers with rare markings. It is hoped this interest will reflect in increased study and research on this fascinating sector of Postal History.

Railroad Postmarks of the United States

1861 to 1886

CHARLES L. TOWLE

The preparation of a comprehensive catalog of railroad postmarks covering a previously unreported period of postal history is a lengthy and difficult task with seemingly endless checking and double checking of copy and proof. Since the catalog of these markings will soon be published by the USPCS and since many months ago it was necessary to close the listing of items in the catalog to complete the copy, such railway markings as have since been reported to your Editor have been mounting up in large quantity. As was decided some time ago, these new listings will be published in the *Chronicle* as a regular feature. Such listings will also include newly reported manuscript markings of all periods before 1886, since these were not listed in Remele.

In order to keep these additional listings from becoming too great a backlog,

it has been decided to start listing the addenda to the forthcoming catalog with this issue of the *Chronicle*.

Markings are listed in the same manner as in the forthcoming catalog with the exception that only newly listed routes will have the route and agent information. In most cases, the new listings are additional markings of routes already included in the catalog which also includes the information as to rail lines and agents. Abbreviations shown will be those listed and used in the catalog. Included with these notes are a few representative examples of the listings with explanation. While these examples do not explain why some of the listings are handled as they are, the reader will be able to use these listings with these illustrations. However, a comprehensive explanation of the methods of listing will be a major portion of the introduction to the catalog.

As there is material on hand for two plates or more per issue of the *Chronicle* for the next year, readers are requested to withhold possible new markings of the period after 1861, until the catalog appears and is checked for inclusion of such markings. This is not meant to imply that the catalog will not appear until all the backlog has appeared; it should be out long before that time.

* * *

To amplify Mr. Towle's remarks concerning the railroad postmark catalog, a few statistics may illustrate the amount of labor and proof reading involved. The catalog will have some 120 plates, illustrating in exact size, nearly 2200 different markings. If we count the 100 or so markings which have been found in more than one color, then we will have records of well over 2200 markings. There will be about 40 photographs of unusual covers bearing railway markings, and some 85 maps showing the more complex of the routes listed. The book will have about 350 pages, page size being about the same as is used in the *Chronicle*. The book will be finely printed on high quality paper. We make these comments to show the book will be well worth the waiting. The authors and editors have been working hard, and meticulously to get this work finished, and so are several others making valuable contributions. We can say this, having frequent contact with those concerned.

RICHARD B. GRAHAM

How to Read the Railroad Markings Catalog Addenda

By the Period Editor

In the catalog, explanation of markings are shown on the facing page to the plates, so it was felt a restatement of the wording of the markings was not required. The following examples show the meanings of the various portions of the listings.

Example (also see marking 40-S-2 in Plate I):

40-S-2, Oval $34\frac{1}{2} \times 24\frac{1}{2}$ black, WYD 1864. Partial (Shaftsbury). 18

From left to right:

40 . . . Catalog route number, assigned by the cataloger.

S . . . Means this marking is a station marking.

2 . . . This is the second station recorded for this route. (A different marking of the same station would result in a following lower case letter, a, b, etc.)

Oval $34\frac{1}{2} \times 24\frac{1}{2}$. . . The outer measurements of the oval shaped marking are $34\frac{1}{2}$ mm horizontally and $24\frac{1}{2}$ mm vertically.

black . . . color of ink in which the marking is struck.

WYD 1864 . . . "With Year Date" of 1864. It should not be implied that only 1864 year dates may be found. Other years may or may not exist, but the marking from which the record was made has an 1864 year date logos.

Partial . . . The tracing was made from an incomplete strike, and only the part which is known to be correct is shown.

(Shaftsbury) . . . the probable wording or dimension of the missing portion of the marking is shown in brackets. While probably accurate, this information may also be somewhat speculative, particularly in the case of outer line dimensions.

18 . . . A rarity factor, on a scale ranging from 1 (commonest) to 100.

Another example:

50-D-1 and 50-D-2 (See Plate I):

50 . . . Catalog route No. 50.

D . . . refers to markings reading "Boston & Me/D/R.P.O."

1 . . . The first example recorded with this wording.

2 . . . The second example recorded with this wording.

Still another example:

119-S-1 (See Plate II):

119 . . . Catalog route No. 119.

S . . . The marking is a station marking.

1 . . . This is the first station marking recorded for this route.

D. Oval 38-27½ × 27-17½ blue. . . . The marking is a double oval. The outer circle measures 38 mm horizontally by 27 mm high; the inner circle measures 27½ mm horizontally by 17½ mm high. The marking is struck in blue ink.

WYD 1884 . . . The example from which the record was made has an 1884 year date.

In the catalog, the routes are described as follows, referring here to some new listings pertaining to the markings shown on Plate II:

Catalog Route 344: Newton, N.C. to Chester and Lancaster, S.C., via CHARLOTTE, COLUMBIA & AUGUSTA R.R. (Chester & Lenoir R.R.; Kings Mountain R.R.; Cheraw & Chester R.R.)

Route Agents: Dallas, N.C. & Chester C.H., S.C., 1877, 1879—1 Agent; Lincolnton, N.C. & Chester C.H., S.C., 1882, 1883—1 Agent (72 miles).

Markings: . . .

Meaning of the above. . . . The route ran from Newton, N.C. to Chester and Lancaster, S.C. via the railroads indicated. The railroad name appearing in capital letters was the name of the railroad in 1886; those railroads with names appearing in normal type and in brackets were previous names of the railroad on the route in earlier years.

The Dallas, N.C. & Chester, S.C. portion of the route had one route agent as listed in the 1877 and 1879 registers; the other version of the route named had one route agent as listed in the 1882 and 1883 registers. The route had 72 miles.

PLATE I

MAINE

1-S-1, D. Circle 28½-20 blue, WYD 1870. 12

6-B-1, 26 black, 1877. 8

9-H-1, 27 black, WYD 1884. 2

NEW HAMPSHIRE

26-F-1, C. & C. R.R., manuscript, Sixties. (Concord and Claremont R.R.) 15
(CCT possibly stands for Charles C. Tappan—Route Agent, 1861-77).

VERMONT

40-S-2, Oval 34½ × 24½ black, WYD 1864. Partial. (Shaftsbury.) 18

41-S-4, Oval 29 × 24½ black, WYD 1870. Partial. 12

MASSACHUSETTS

50-D-1, 27 black, Banknote. 2

50-D-2, 25½ black, 1874. 3

52-C-1, 25 black, Banknote. 3

RHODE ISLAND

70-R-1, 26½ black, Eighties. (New London and New Haven). 4

CONNECTICUT

80-I-1, 26½ black, Banknote. 4

80-J-1, 28 black, WYD 1885. 2

88-B-5, 32½ black, Sixties. Partial. (Same as Remele E4-g.) 15

NEW YORK

100-C-2, 24½ black, Banknote. Possible partial. 10

114-I-1, Showing this marking with previously unlisted duplexed "McLean" killer. Partial.

John J. McLean was a clerk on Albany to Buffalo R.P.O., 1869-81.

115-S-4, D. Circle 31-20½ blue, WYD 1884, magenta, WYD 1881. 12

ADDENDA



1-S-1



6-B-1



9-H-1

*Ex. C. R. R., Sept
C. E. T.*

26-F-1



40-S-2



41-S-4



50-D-1



50-D-2



52-C-1



70-R-1



80-I-1



80-J-1



88-B-5



100-C-2



114-I-1



115-S-4

PLATE I



115-0-1



119-S-1



120-A-1



127-E-1



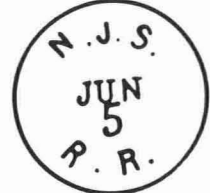
175-S-2



180-K-1



190-G-1



241-E-1



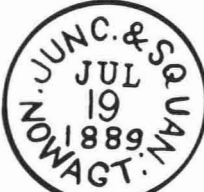
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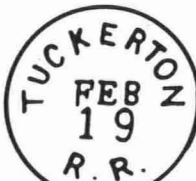
242-S-1

*N Y & Chic R R
Feb 14*

244-A-2



245-B-1



248-A-1



303-S-9



305-U-3



306-B-1



310-D-1



337-D-2



340-F-1



343-S-1



344-A-1



344-B-1



351-A-1

PLATE II
NEW YORK (Cont.)

- 115-O-1, 26½ black, WYD 1886. 2
Catalog Route 119: New York to Kingston and Albany, N.Y., via NEW YORK, WEST SHORE & BUFFALO RAILWAY.
Route Agents: None reported through 1883.
Markings: 119-S-1, D. Oval 38-27½ × 27-17½ blue, WYD 1884. 9
Catalog Route 120: New York to Brewster, N.Y., via NEW YORK CITY & NORTHERN R.R.
Route Agents: New York (155th St.) to Brewster, N.Y. 1882, 1883—1 Agent. (64 miles.)
Markings: 120-A-1, 27 black, WYD 1886. 3
127-E-1, 27 black, WYD 1886. 2

PENNSYLVANIA

- 175-S-2, Fancy Oval, blue, WYD 1886. 10
180-K-1, 27½ black, WYD 1887. 2
190-G-1, 26½ black, WYD 1886. 1

NEW JERSEY

- 241-E-1, 25 black, 1873. 10
241-S-2, D. Circle 22-14½ blue, WYD 1873. Partial (Sea Bright). 12
242-S-1, Oval 31 × 20½ black, WYD 1877. (Now Raven Rock.) 9
244-A-2, N.Y. & Phil R.R., manuscript, Forties. (New York and Philadelphia R.R.) 8
245-B-1, 26½ black, WYD 1889. Complete tracing.
248-A-1, 24½ blue, 1873. Complete tracing.

VIRGINIA

- 303-S-9, 25½ black, 1864, Confederate usage. 35
305-U-3, 27 black, WYD 1880. 1
306-B-1, 26½ black, WYD 1885. Complete tracing.
310-D-1, 29 black, WYD 1880. (Night Line.) 3

SOUTH CAROLINA

- 337-D-1, 26½ black, Banknote. 8
340-F-1, 27½ black, 1886. NDL. 2
Catalog Route 343: Greenwood, S.C. to Augusta, Ga., via AUGUSTA & KNOXVILLE R.R.
Route Agents: Greenwood, S.C. and Augusta, Ga., 1882, 1883—1 Agent (67 miles.)
Markings: 343-S-1, D. Circle 32½-21 blue, WYD 1883. Partial (Clark's Hall.) 15
Catalog Route 344: Newton, N.C. to Chester and Lancaster, S.C., via CHARLOTTE, COLUMBIA & AUGUSTA R.R. (Chester & Lenoir R.R.; Kings Mountain R.R.; Cheraw & Chester R.R.)
Route Agents: Dallas, N.C. & Chester C.H., S.C., 1877, 1879—1 Agent; Lincolnton, N.C. & Chester C.H., S.C., 1882, 1883—1 Agent (72 miles.)
Markings: 344-A-1, 27 black, WYD 1883. (Newton & Chester Court House.) 5
344-B-1, 27 black, WYD 1884. (Newton Court House and Lancaster Court House.) 5

GEORGIA

- 351-A-1, Adding "Wilson" killer in 21½ blue circle. Banknote. (S. Wilson, Route Agent, 1873—Lawton to Albany, Ga.; 1875—DuPont to Albany.)

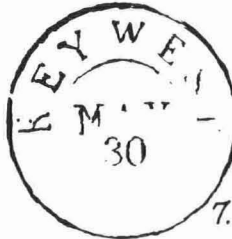
Domestic Postal Markings

Somehow or other, a gremlin got into our tracing of Item 16, Plate I of *Chronicle* No. 55. The letters "I.R." of the tracing should have been shown as "I.D." The text also made this error. Obviously, "I.D." stands for "Inquiry Department! We make no comment as for what "I.R." might stand. See item 8, Plate III, this issue for corrected tracing. In Plate I of this issue, item 5 is a new manuscript marking of an occupation town, Washington, N.C. We read the date as Aug. 1, '62, which makes sense, as Federal troops first occupied Washington in March of 1862. Perry Sapperstein, who reports this marking, seems to have turned up just about all the known examples of Washington, N.C. markings, and evidently everyone else passes over them as Washington, D.C. markings.

Item 6 is a reasonably accurate tracing of the Cumberland Gap, Tennessee occupation marking, from a cover submitted by Scott Gallagher. The date of the



*Washington DC
Sept 1863* 5.



UNCLAIMED 15a

PLATE III

Domestic Postal Markings

Domestic Postal Markings

PLATE III

Item	Description and Color*	Used With Scott No.	Reported by
1.	HARTFORD/D/VT, in blue with nine bar grid, not duplexed. 1860's.	65	J. Kesterson
2.	As shown, duplex. 1867.	65	H. Meyer, F. Risvold
3.	Brandon, Vt. with year date	65	J. Kesterson
4.	As shown; star within a star. Postwar, obviously.	65	S. Gallagher
5.	M/S Washington, N.C. See text.	65	P. Sapperstein
6.	See text.	65	S. Gallagher
7.	KEY WEST/D/Fla.—see text		R. B. Graham
8.	See text; also item 16, <i>Chronicle</i> No. 55, Plate II.		
9.	See text.	65	J. Kesterson
10.	Loudon Ridge, N.H.	65	S. Gallagher
11.	PORTSMOUTH GROVE, R.I., in double lined circle. See text.	65	F. Robichaud, H. Meyer
12.	EASTVILLE, Va. Virginia Eastern Shore occupation. See text.	65	C. E. Taft
13.	FARMERSVILLE, PA.—not certain. Confirming examples should be reported.	65	J. Kesterson
14.	BEDFORD, Pa./D/PAID—see text.	65	R. B. Graham
15.	Ottumwa, Iowa ADVERTISED/D, in circle, and backstamped UNCLAIMED.	65	J. Kesterson
16.	BOILING SPRINGS/D/PA, in double lined circle.	65	R. B. Graham
17.	CANNONSVILLE/D/N.Y.—	65	J. Kesterson
18.	NEW-BERNE/D/N.C in double circle. See text.	65	R. B. Graham

* All markings in black unless otherwise stated.

cover is almost certainly 1862, judging from the military history of the area. The "N" in a circle, which is *not* duplexed with the town marking, is on the 3¢ 1861 stamp, and probably is a monogram of John G. Newlee, then Postmaster at Cumberland Gap. This marking is believed to be quite scarce, and additional reports, particularly of those with military unit designations from either contents or soldier's letter endorsements would be welcome.

Item 7 is also an occupation marking on which we would like further data. Dates of usage and any accompanying killers of interest are wanted.

The cover which Mr. James Kesterson submits and from which items 9 and 9a were taken, is of much interest, having been forwarded twice and also advertised. The cover originated on Mar. 6, 1866 at East Canaan, N.H., where a blue star killer was applied to a 3¢ 1861, along with a blue East Canaan town marking. The letter was addressed to Lebanon, N.H., where it was advertised and finally forwarded on April 2 to Mast Yard, N.H., from whence it was again forwarded on April 6 to Boscawen, N.H. The "12," etc. in the shield was also probably struck at Boscawen, we judge because of the April 6 date, although this could be a Mast Yard marking.

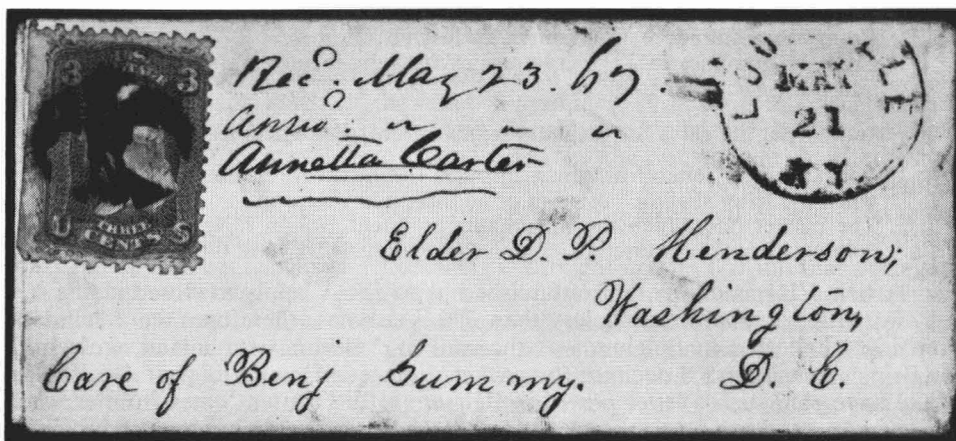
Item 11, submitted by Mr. Frederick L. Robichaud, appears mostly on mail sent from the Lovell General Army Hospital. Neither the 1861 or 1862 Lists of Postoffices show a Portsmouth Grove, so it seems a fair assumption, perhaps, that the Portsmouth Grove Postoffice was opened for the use of the hospital. This information comes from George N. Malpass and Henry A. Meyer.

Item 12, the Eastville, Va. marking, may be considered the first Virginia Eastern Shore Federal occupation marking we have seen. A Confederate cover with this same marking was illustrated and written up by Mr. David Kohn (with a foreword by Mr. Robert L. D. Davidson, *Chronicle* Editor) in the May, 1967 issue of the *Confederate Philatelist*. Judging from the shade of the stamp on the cover from which this tracing was made (courtesy of Dr. C. E. Taft), we would judge the date of usage to have been late 1863 or 64. Other covers with this same marking are solicited.

Item 18 is also an occupation marking about which more data is needed. The few examples seen by the writer or the late Robert S. Phillips, who collected New

Bern markings, all had insufficient information to be year dated. Other than that the markings were on covers mailed to Northern states; that the 3¢ 1861 stamps seemed to be of wartime shades, and that at least one example was tied by the town marking rather than a separate killer (the latter usually having been required after early 1863) which indicates 1862 usage—we have no evidence that these were actually occupation items.

Item 14 is not listed in Linn's "The PAID Markings on the 3¢ U.S. Stamp of 1861," but, oddly enough, the stamp on the cover (a patriotic) on which the marking appears is tied with Linn's "Paid 3 in Circle, Type IX." It would seem the Bedford postmaster was taking no chances someone along the line might have doubted his letters were paid.



Courtesy of Floyd Risvold. Photo by Henry A. Meyer.

Mr. Henry A. Meyer sends a photo of a very nice cover submitted by Mr. Floyd Risvold. This Cover, illustrated in the section, shows the previously unidentified Herst-Sampson #1386, a flying bird (or eagle?) to have come from the Louisville, Kentucky postoffice, in the immediate postwar period.

Mr. Floyd Harrington identifies item 34 of Plate No. II, *Chronicle* No. 55 as having appeared on a cover, mailed from Florence, Iowa to Addison, Vt. Mr. Harrington states the beast shown is said to be a deer, about which we offer no argument except to state that the intentions of a postmaster who carved such a marking a hundred years ago are not always obvious; the very similar marking, Herst-Sampson #1454, of Deerfield, Mass. is probably a deer, but Florence, Iowa does not produce any such direct suggestion.

A HISTORY OF THE CANADIAN RAILWAY POST OFFICE—1853-1967

by LIONEL F. GILLAM, F.C.P.S.

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Mails Between Belgium and the United States

Part II

GEORGE E. HARGEST

On November 27, 1849,¹ an additional postal convention between Great Britain and Belgium was signed at London. Although this convention was considered as additional to the convention of October 19, 1844, many changes in the original arrangements were made.

Article I reduced the Belgium inland postage to 2 decimes, or pence, and changed the progression for the Belgian postage to the following:

1. Under 7½ grammes, 1 single rate
2. From 7½ grammes to 15 grammes exclusively, 2 rates
3. From 15 grammes to 22½ grammes exclusively, 3 rates and so on, 1 rate being added for every 7½ grammes.

Article V set the rates for ordinary transit correspondence, as follows:

1. 4d. per single letter for transit through the territory of the United Kingdom, when the letter shall be posted in or addressed to Belgium; . . .
2. The packet rate which the inhabitants of Great Britain have to pay on letters coming from or addressed to, colonies and countries beyond the sea.

Article VIII made the rates established in Article V apply to closed mails.

For a letter that weighed less than 7½ grammes, therefore, the rate to be prepaid or collected in Belgium was the sum of 2 decimes for inland, 4 decimes for British transit, and 8 decimes for packet postages. Thus, a total of 14 decimes would have paid such a letter posted in Belgium to the United States frontier when conveyance was by a British packet. On such a letter, Belgium would have given Great Britain a credit of 12 decimes, equivalent to one shilling. After 1854, if the British Post Office had elected to send the above letter by an American packet, it would have given the United States a credit of 16 cents for the packet postage.²

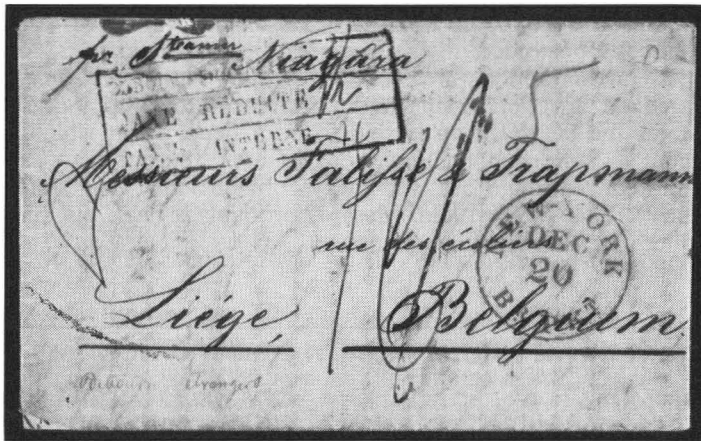


Figure 1

Figure 1 presents a letter posted in New York and addressed to Liege, Belgium. It is marked at upper right with a 5 in lead pencil, which indicated a prepayment of 5 cents (for United States' inland) for conveyance by British packet. There is (beneath this 5) a circular "NEW-YORK/BR. PKT." marking in red which bears the date of December 20. On December 20, 1853, the mails were made up at New York for a sailing from Boston on the following day of Cunard's *Niagara*. This is confirmed by the endorsement at upper left. On the reverse is a

circular mark inscribed "BA/4 JA 4/1854" in orange, probably of the London office, which shows the date the letter was dispatched to Belgium. Also on the reverse is an Ostend exchange office marking bearing the date of January 5, 1854, and a Liege receiving mark dated January 6. The Ostend office applied to the face of the letter a rectangular marking similar to that shown on Figure 2 of Part I of this article which was presented in the last issue of the *Chronicle*. There is a difference in the bottom line of this marking, however, which reads, "TAXE INTERNE," instead of "PORT BELGE." The manuscript insertions (in blue ink) in this marking are:

DEBOURS ETRANGER	1/- (inserted)
TAXE REDUITE	12 (inserted)
TAXE INTERNE	4 (inserted)

At left is a blue manuscript marking which appears to be an 8. It is suspected that this indicates the weight of the letter in grammes. A letter of this weight would have required a single rate for packet and British transit postages, but two rates for Belgian inland. The above amounts inserted in the rectangular marking show these rates, as does the black manuscript symbol for a debit of one shilling applied by the London exchange office. One shilling, which represented 8 pence sea and 4 pence British transit postages, is inserted as the foreign postage in the rectangular marking, and its equivalent of 12 decimes is brought down. The internal postage is for a letter weighing $7\frac{1}{2}$ grammes or over, which required two rates of two decimes, for a total of four decimes. The total, then, to be collected in Liege was 16 decimes, which is marked in blue ink in the center of the face of the letter.³

A new postal convention between Great Britain and Belgium was signed at London on August 28, 1857.⁴ This was between the Post Offices of the two countries and was not diplomatically negotiated. This convention was preceded by a convention signed at London on January 8, 1857,⁵ which simply gave the Post Offices of the two countries the right to make a postal arrangement. The previous conventions were signed by the British Secretary of Foreign Affairs and the Belgian minister at London, and were diplomatically negotiated, but allowed the Post Offices of the two countries to settle matters of detail. Evidently, a quirk in Belgian law required special permission for its postal authorities to make a postal convention.

Article II established Belgian exchange offices at (1) Ostend: local office and travelling office; (2) Antwerp; (3) travelling office on the railway between Ghent and Mouscron; (4) travelling office between Brussels and Quievrain. The British offices remained (1) Dover; (2) London; and (3) Hull. Others could be established by agreement between the two Post Offices.

Article VII set the international rate at 40 centimes, or 4 pence, which included Belgian postage of 20 centimes, or two pence, and British postage also of two pence, or 20 centimes, for prepaid letters. Unpaid letters were at double the above rates, and sufficiently prepaid letters by means of postage stamps were charged double the amount of the deficiency. Dr. Robert de Wasserman of Brussels has kindly submitted a copy of Belgian Post Office order No. 413 which explains by several examples how the amount due on insufficiently paid letters was to be computed. One example will suffice. It translates:

A single rate letter, addressed from Belgium to England, and prepaid by postage stamps to the value of 10 centimes, will arrive at destination marked by the Belgian exchange office for a collection of 6 pence (60 centimes), as follows:

One single rate	40
Value of postage stamps	10
	—
Insufficiency	30
	—
Double the insufficiency	60

Article VII also established the progression for both countries as that used in Great Britain. (See British progression on page 74 of *Chronicle* No. 55).

Article XI set the rates for ordinary letters to or from colonies or countries beyond the sea, as follows:

1. For transit over the territory of the United Kingdom, 2*d.* per single letter.
2. The sea rate paid by the British public upon letters originating in or addressed to the colonies or countries beyond the sea.

Article XV applied the rates of Article XI to closed mail.

By a table appended to the detailed regulations,⁶ special rates for letters between Belgium and the United States were fixed at 10 pence (10 decimes) by British packet, and 2 pence (2 decimes) by United States packet. These rates were required to be prepaid and accounted for by the Belgian office to the British office on correspondence originating in or addressed to British colonies, possessions, or foreign countries. The above rates were made applicable to unpaid letters forwarded by the British office to Belgium by Article XI of the convention.

Article XVI provided for mails which were to be sent by way of France:

"The mails which shall be exchanged in conformity with Article II of the present convention between the Belgian Post Offices established on the lines of railway from Ghent to Mouscron, and from Brussels to Quievrain, on the one side, and the British Post Offices at London and Dover, on the other side, shall be forwarded through the medium of the Post Office of France.

"In addition to the rates fixed by Article VII of the present convention the correspondence, whether paid or unpaid, which the public of the two countries may wish to send by the route of France, shall be subject to a supplementary rate of 2 decimes, or 2 pence, per single letter."

Thus, on letters posted in Belgium, addressed to the United States, a prepayment of 12 decimes, i.e., 2 decimes Belgian inland, 2 decimes British transit, and 8 decimes sea postages, would pay the letter to the United States frontier by a British packet. By an American packet the prepayment would be only 4 decimes (2 decimes Belgian inland and 2 decimes British transit postages). Letters posted in the United States addressed to Belgium would require a prepayment of 5 cents in the United States and a collection in Belgium of 12 decimes, if conveyed by British packet. If conveyance was by American packet, a prepayment of 21 cents in the United States was required, and 4 decimes would be collected in Belgium. Letters posted in Belgium prepaid with the British packet rate of 12 decimes, if sent by American packet by the British Post Office, would receive a credit to the United States from the British Post Office of 16 cents for the packet postage.

Figure 2 illustrates an open mail cover from the United States to Belgium by American packet. Posted in San Antonio, Texas, on June 10 (1859), addressed to Mons, Belgium, this letter is prepaid with 21 cents in stamps. It was forwarded from New York by the steamer *Fulton* of the Havre Line, which sailed on June 25, 1859, for Cowes (Southampton) and Havre. The letter was sent through the Southampton Office to London or Dover, and thence to Belgium. The back of the cover is not shown, but must bear both British and Belgian markings. On the face appears what looks like a 24. This is, however, two markings, a 2 and a 4. If the cover had been marked for a collection of 24 by Belgium, the marking would appear as it does in Figures 1 and 2 presented on page 76 of the last issue of the *Chronicle* (issue No. 55). The 2 in the marking on this cover is not the way the Belgians or the French would have written it, but it is the way the British would have written a 2. The 2, therefore, is the British debit of 2 pence, while the 4 indicates that 4 decimes were to be collected on delivery. The photograph of this cover is drawn from Stanley B. Ashbrook's *Special Service*⁷ and is presented here through the courtesy of Mr. Creighton C. Hart.

Figure 3 presents a cover posted in Antwerp on July 28, 1863, addressed to New York. It is prepaid by three 40 and one 20 centime perforated stamps issued in 1863, for a total of 140 centimes (14 decimes). At upper right it is endorsed "Via Calais," indicating that it was to be sent by the route of France, which re-



Figure 2

quired a supplementary prepayment of an additional 20 centimes. The 140 centimes rate is, therefore, divided: Belgian inland, 20 centimes; British transit, 20 centimes; packet postage, 80 centimes; and French transit (supplementary charge, paid to France) 20 centimes. Also at upper right is a red manuscript 10, which is the Belgian credit to the British Post Office for the British transit and packet postages. The letter arrived at the London office prepaid with the postage required for its transmission by a British packet. The London office, however, included it in a mail to be sent by an American packet, and credited the United States with the packet postage of 16 cents. This is shown by a red crayon 16 on the face. On July 29 the London office sent the letter to Liverpool, whence it was conveyed by the *Glasgow* of the Inman Line which arrived in New York on August 11, 1863. The New York office marked it for a collection of only the 5 cents United States' inland postage.



Figure 3

Bibliography

¹ *British and Foreign State Papers*, vol. XXXVII, pp. 11-19.

² Senate Executive Document No. 73, 33rd Congress, 2nd session, serial 756, p. 47. Letter from W. L. Maberly to the Postmaster General informing him that when letters were paid in advance and conveyed across the Atlantic in an American packet, it was the practice of the British office to credit the U.S. post office with the sea rate of 16 cents.

³ This cover is in the collection of Mr. James E. Schofield and is presented here with his kind permission.

⁴ *British and Foreign State Papers*, vol. LVI, pp. 989-997.

⁵ *Ibid.*, vol. XLVII, pp. 9-11.

⁶ *Ibid.*, vol. LVI, p. 611.

⁷ Ashbrook, Stanley B., *Special Service*, Issue No. 53, p. 420.

Chicago Double Circle Postmarks With Letters

In *Chronicle* No. 53, we requested data concerning these markings, such data to be sent to either Mr. Richard McP. Cabeen or the Period Editor. To date, a good deal of information has been received, but further data on those markings which carry the letters "S.B." or "X." is desired. The purpose of the reports is to learn if there is some geographical identification with the markings, so only reports of covers originating from a street address identifiable by corner card or contents or by other means are useful here.

Late Usages of the 1857 Stamps

Mr. Roger B. Cotting reports a 3¢ 1861 used over a 3¢ 1857 stamp on a cover from Rice City, R.I., Oct. 12, 1861. Blue ink pen lines tie the stamps together and to the cover. It is assumed usages of this type occurred when someone took a letter bearing a 3¢ 1857 stamp to the post office for mailing and learned the old stamps had been demonetized. Rather than remove the worthless old stamp, they simply bought a 3¢ 1861 stamp and placed it over the old stamp.

Some Interesting Postmarks on Transatlantic Mail

Marking A of Plate I was submitted by Mr. Leon Reussille, Jr., RA 401. It is on an unpaid letter from England to New York, the 24 in the marking indicating the amount to be collected. The letter was conveyed across the Atlantic by the U.S.M. steamer *Atlantic* of the Collins Line, which arrived in New York on October 15 (1853), the date shown in the postmark. One other cover bearing this marking has been seen. It bears the date "JAN 27," while a Liverpool marking on its reverse shows the year to be 1854. This cover was also conveyed by the U.S.M. steamer *Atlantic*, which arrived in New York on that date.

Marking B of Plate I is commonly seen on mail to the West Indies, South America, or the West Coast, but this is the first such marking seen on a cover to Europe. It is on a cover to France that was conveyed to Liverpool by the R.M.S. *Niagara* of the Cunard Line, which sailed from Boston on November 10, 1852, the mails from the New York office being made up on the previous day.

In *Chronicle* No. 48 (October 1964), page 32, is an article by this editor entitled, "The U.S.-Bremen Postal Convention of 1853 and the North German Lloyd Line." It is held in this article that, when the North German Lloyd Line started to run in 1858, the United States inland postage retained on prepaid letters was reduced from five to three cents, but an inland postage of five cents continued to be charged on unpaid letters. Two recently discovered covers indicate that the United States reduced its inland postage to three cents on both prepaid and unpaid letters. Marking C of Plate I appears on a cover posted in New York addressed to Bremen. The only other marking on the cover is a red crayon 10, indicating a collection of 10 grote in Bremen (1 grote equals 1 cent). The 3 in this marking shows a debit to the Bremen office of three cents for United States inland postage. The letter is endorsed "Pr NEW YORK," and on September 11, 1858, the North Ger-



A



B



C



D



E

VIA DI
P^t BEAUVOISIN

F



G



H



I



J

PLATE I

(All markings shown full size.)

man Lloyd steamer *New York* sailed on the eastern leg of her maiden voyage. This was the second sailing from New York by the North German Lloyd. Another letter bears a marking without year date, but otherwise similar to C of Plate I. The date in this marking is "Dec/16." The letter was posted in New York addressed to Saxony, bears an "AMERICA/UBER BREMEN" marking, and is rated for a collection of "6 5/10," i.e., 6½ Neu-Groschen, equivalent to 15 cents. On the reverse is a circular "BRIEF AUSGABE/31 XII" marking which means, "Foreign letter, 31 December." As is often the case with covers to Germany, there is nothing to indicate the year date. During the period in which these mail arrangements were in effect, only in 1865, however, did a North German Lloyd steamer sail from New York on December 16. This was a sailing of the *Bremen* on that date. These two covers, one as early as the second voyage of the Line and addressed to Bremen, and the other as late as 1865 and addressed beyond Bremen, indicate that the United States charged three cents for inland postage on unpaid letters it exchanged with Bremen.

Marking D of Plate I is the only exchange office marking of this type, i.e., 26 mm., seen by this editor that bears a year date. All examples seen are in red, show a restatement of the 24 cent rate on covers from Great Britain, and 1862 is the only date seen.

Some letters from the Italian states which passed in transit through France show markings inscribed "LE PT. DE BEAUVOSIN" (Le Pont de Beauvoisin). They are of the type used by the French border offices at which mail entered or left France. This editor was unable to locate Le Pont de Beauvoisin on any map available to him. Mr. Lester L. Downing, however, found it to be on the French side of the western border of Savoy, near St. Genix, and evidently on a route from Lyon, extending through the Mt. Cenis pass, to Susa, Sardinia. On March 24, 1860, by the Treaty of Turin, Savoy and Nice were ceded to France as compensation for the assent of Napoleon III to the annexation by Piedmont of Parma, Modena, Tuscany and Romagna.¹ At that time, the border exchange office was transferred from Le Pont de Beauvoisin to Lanslebourg at the northern mouth of the Mt. Cenis pass. Marking F of Plate I is struck on a letter posted in New York addressed to Genoa. A "NEW-YORK/BR. PKT." marking bears the date of March 9, while a British mark on the reverse shows the date of March 22, 1853. These dates indicate that transatlantic service was by the R.M.S. *Arabia* of the Cunard Line. A Paris marking, similar to H of Plate I, but with "PAQ. BRIT." instead of "PAQ. AM.A." shows the date of March 23, 1853. The Paris office rated the letter for a collection 17 decimes, indicating that 1 lira, 70 centesimi were to be collected in Genoa. Under a treaty signed at London on December 24 and at Turin on December 29, 1857,² Genoa is designated as an exchange office for mail between Great Britain and Sardinia, via France. It is not unlikely that Genoa was an exchange office under previous arrangements between Great Britain and Sardinia. Genoa received and sent mail by sea as well as overland. Marking F of Plate I was applied to this letter by the Genoa office to show by which route it had been received, and, of course, it is in Italian rather than in French. The only other mark applied by the Genoa office to this cover is a straight-line "26 MAR" in red, showing the date the letter was received by that office. This is the only Le Pont de Beauvoisin marking seen on mail from the United States.

During the latter half of the last century there was much railroad building in Europe. As new lines were added, or old lines extended, the French border exchange offices were shifted from place to place. Marking E of Plate I has been seen on two covers from the United States addressed to Geneva. Maury³ lists and illustrates 39 markings of this type used between 1857 and 1867, and each has a frameline of a different and characteristic shape. He heads the list (translation):

"Stamps, with a sole letter "F" and a conventional numeral, applied by the French offices of exchange on letters passing in transit through France."

The numbers in these markings range from 17 to 48, with an additional marking showing "43 bis." The "bis" in this marking is German rather than French and means, "as far as" or "up to." None of the covers seen which show these markings also show an exchange office marking of the conventional type. It is suspected that the numbers in these markings did not necessarily designate an exchange office at a particular place, but did designate the border office on a particular route, and as an office shifted its location, the marking was also taken to the new location.

Marking G of Plate I was used by the Philadelphia office at least from June 26, 1850 (earliest seen) to March 23, 1853 (latest seen). It was undoubtedly used earlier and later than these dates. It has also been seen with "5 Cts." and "10 Cts." Covers seen show it used to indicate prepayments of five and ten cents on open mail letters to Germany and France, and to indicate a restatement of the 24 cent rate on a cover from England. Has anyone seen it showing "21 Cts." or "30 Cts."?

Marking H of Plate I is also seen inscribed "ETATS-UNIS PAQ. BRIT./PARIS." This marking, which was used on mail from the United States to or through France, was introduced at the time the "COLONIES/&c. ART. 13" Paris office in red-orange ink. The "A" in the American packet version means marking was abandoned (about the middle of July 1851), and was applied by the "Angleterre" (England). The American packet version of this marking has not been seen used prior to the introduction of the decree rates (December 1, 1851).

Does anyone have a cover showing marking H of Plate I (American packet) used prior to December 1, 1851? It should be noted that covers showing this marking by either British or American service, used between the middle of July and December 1, 1851, not showing a "COLONIES/&c. ART. 13" marking, and rated for a collection of 15 decimes per single rate by France, are extremely scarce.

Marking I of Plate I was used on a cover posted in Scey-sur-Saone, France, on March 29, 1866, addressed to Boston. It is prepaid by an 80 centimes stamp (Scott #36). The letter was conveyed from Havre by the steamer *Pereire* of the French Line, which arrived in New York on April 11, 1866 (the date in postmark), on the westward leg of its maiden voyage. Very few examples of this marking have been seen.

Marking J of Plate I appears on an unpaid letter posted in Zurich, Switzerland, on August 29, 1866, addressed to Prattville, Ala. The letter passed through the border exchange office at St. Louis, whence it was sent to Havre. It left Havre on September 1 aboard the French Line's *Pereire* which arrived in New York on September 11, 1866. At upper left is a "2" in lead pencil (indicating a double rate), and also the remnants of a lead pencil "36," which was not completely removed by someone who tried to "clean up" the cover. This "36" was the debit to the United States ($2 \times 18\text{¢}$) for a double rate letter at the 21 cent rate. This "depreciated currency" marking indicates that 42 cents were to be collected if payment was made in gold or silver coin, but 59 cents were to be collected if payment was made in U.S. notes, i.e., "greenbacks" or fractional currency. Gresham's law would dictate that payment was invariably made by means of the latter. This marking and Marking I of Plate I are the only United States markings seen that show service by French packet in the postmark.

Bibliography

¹ Langer, William L., *An Encyclopedia of World History*, p. 658.

² *British and Foreign State Papers*, vol. LII, p. 1165.

³ Maury, Arthur, *Catalogue Descriptif de toutes les Marques Postales de la France*, pp. 48-50. (Available through the courtesy of Mr. George T. Turner.)

CLASSIFIED

Territorial covers, 1787-1870, wanted (including manuscript markings). David L. Jarrett, Box 1486 Grand Central, New York City 10017.

3¢ Plate 11 (late). Full-size photos of both panes of Dr. Chase's reconstructions. See Issue 54, page 11. \$3.50 total, postpaid. Tracy W. Simpson, 66 Alvarado Rd., Berkeley, Calif. 94705.

Collector wants 19th century covers bearing AMHERST, MASS. postmarks; especially interested in stampless and in stamped covers bearing the issues of 1847-1861. John Pember-ton, RFD 1, Bay Road, Amherst, Mass.

Over 6,000 19th century Connecticut town postmarks in albums—rich in stampless from 1787—many straight lines—thirty year accumulation. W. N. Warnes, 31 Indian Hill Road, Milford, Conn.

Wanted: 3 cent 1851 center line stamps. Attempting to complete common plates. Need your copy (ies) will exchange my duplicates or buy. Correspondence invited. Harry Yeager, Oak Lane, Glenolden, Pa. 19036.

Collector wants for purchase covers with Tennessee Cancels, Corner Cards, Stampless, 19th & Early 20th Century and Confederate. Dr. John B. Thomison, 21st and Hayes Medical Bldg., Nashville, Tenn. 37203.

Wanted: Information as to the whereabouts of a cover addressed to Rev. J. E. Benton, San Francisco, carrying a 3¢ 1851 tied by circular Victoria/Paid/V.I. and San Francisco postmark dated Dec. 8, 1858. J. Houser, Seahurst, Wash. 98062.

Have 19th century philatelic literature referring to U.S. Classic Issues and other topics current in the 90's. Will exchange for good classic covers. Sol Salkind, 3306 Rochambeau Ave., Bronx, N.Y. 10467.

The Cover Corner

J. DAVID BAKER, Editor

Answer to the Problem Cover in June 1967 Issue

Dr. W. Scott Pollard presents the following answer:

"The 'Problem Cover' presented by Jack Molesworth, page 80 of the *Chronicle* June 1967, was answered I believe by my article in *Western Express*, page 15, January 1965. Look at illustration #4, page 17 of this issue which has the same markings as the Molesworth cover. Although the Hong Kong Treaty was effective on November 1, 1867, the contract with the Pacific Mail Steamship Company started on January 1, 1867, and the U.S. rate was 10¢ per ½ oz. Since we had no agreement with Hong Kong the manuscript markings represent the collect charge from the addressee at the time of delivery. My cover is a first run cover (S.S. *Colorado*) as it is dated on the back, Hong Kong, January 31, 1867."

The Problem Cover for This Issue

The problem cover for this issue was posted in San Francisco, California on November 14, 1864, and addressed to Turin, Italy, then forwarded to Livorno. Can you explain the rate marks on the face of the cover?

The postal markings which are illegible or on reverse are as follows:

Two New York American packet market markings dated December 10, one giving a "3" credit and "paid only to England."

On reverse a London mark "Dec. 23 64" in red

A double circle mark "U? A TORINO 26 DIC 64" in black

A circular mark "Torino 3 S 27 DIC 64" in black

An oval marking "1st 26 DIC" in black

An oval containing "42" in black

A rectangular mark "Torino 26 DIC" in red





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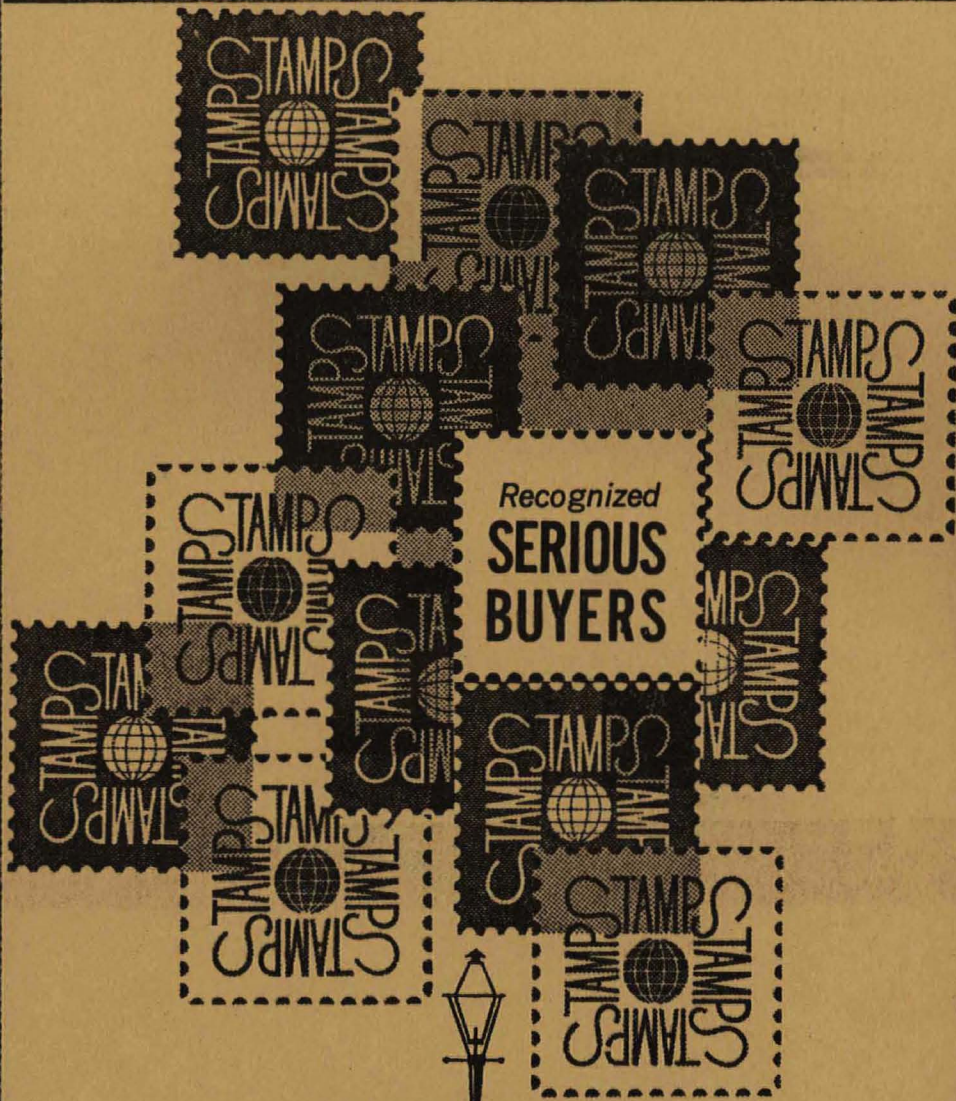
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