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The
Chronicle
of the U.S. Classic Postal Issues

February, 1968 Volume 20, No. 1 Whole No. 57

UNITED STATES

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In the American section there are approximately eighty lots of *UNITED STATES* which commence with 19th Century envelopes. The best of these are 1853 New York to Leipzig with a superb and attractive strip of the 1857 10¢ green type I, a most unusual early pictorial envelope entitled "Birds Eye view of Alexandria V.A. No. 1a." published by Chas. Magnus of New York and bearing an 1861 3¢ rose-red and a large entire from Yokohama endorsed "Ship letter Pr Sh America from Yokohama" with Shanghai transit marking on face and an 1861 24¢ used with eight 1869 2¢. There is also a fine and rare 1870 entire from New Orleans used to Italy with an 1869 15¢ used with two 2¢.

The section of stamps off cover includes some fine 1893 Columbus values to \$5. The rarity in this section is an 1901 Pan American Exposition 4¢ black and brown error centre inverted which is accompanied by a Philatelic Foundation certificate. Thirty-four lots are devoted to 20th Century stamps and the 1930 Graf Zeppelin set is represented by the three values in unmounted mint blocks of four.

There are two rare Confederate covers, one with a New Orleans 5¢ and the other with a Petersburg 5¢. Illustrated on the front of the auction catalogue is the attractive envelope used from Honolulu to Illinois with Hawaii King Kamehameha 5¢ blue on white used in combination with U.S.A. 12¢ black (ex the Gibson collection).

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CLASSIC COVERS—No. 3

- #3X3 (5¢ on Bluish) V.F., Tied by Blue "PAID" to Immaculate Cover, *A GEM, Rare, With P.F. Cert. Cat. \$2,850++* \$3,500
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- #8XU3R—Blue Prov. on Manila Cover, Superb \$25.00
- #8XU1R—Red Prov. on Manila Cover, with "DUE 5" \$35.00
- #8XU1R or U3R—Red or Blue Prov. on Superb Cover with "Means" Booklet on N.H. Prov. Enclosed (Contains Reprint Cut Square), Set \$50.00
- #9X1 (5¢ N.Y. Prov.) V.F. Appearing Copy, Just Cut to Frameline at L.R., Tied by Pen Can. to V.F. Folded Letter to "LONDON, ENG.," *Most Attractive & Very Scarce* \$250
- #9X1, Superb Copy, Tied by Pen Can. to V.F. Folded Letter, *Nice* \$135
- #9X1, V.F.—Superb Copy, Pen Can., on V.F. & Clean Folded Letter to "PARIS," *Attractive Transit Markings, Striking & Very Scarce* \$250
- #9X1, F.-V.F. Copy, Tied by Red "PAID" to V.F. Folded Letter With Part of Address Replaced, *Pmk. "BOSTON, MASS." TO N.Y., Rare Use Outside N.Y.C.* ... \$350
- #10X1 (5¢ Providence Prov.) Superb Copy, Tied to Small Piece of Cover by Town Pmk., *RARE—only 2 or 3 known so tied, Cat. \$2,750 on Full Cover* \$900
- #11X1 (5¢ Greenish—ST. LOUIS "BEAR" Prov.) Fresh Small Margined Copy (Inner Framelines Intact) Bit Cut In, Barely Tied by Mss. "Paid 5," on Fine Appearing Slightly Creased Folded Letter, *Very Scarce, Cat. \$1,400* \$850
- #11X6 (20¢ Gray Lilac) (Ty. I) 3½ Margins, Outer Line at Bot. Left Just Cut In, Pen Can. & Tied by Red Pmk. on V.F. Slightly Creased Cover, *Very Rare—Only Few Known on Cover, P.F. Cert., Cat. \$7,000+* \$7,500

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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.

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THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

Early Transatlantic 1847 Covers

CREIGHTON C. HART

The thrill of owning a transatlantic cover of the Classic period is only surpassed by the story behind these popular covers. This article presents the story behind the earliest transatlantic covers bearing 1847 stamps. Transatlantic covers with stamps of later issues also have interesting stories to tell and fortunately there are more of them.

Nearly all of the 1847 transatlantic mail was carried by the British Cunard line which, during the last six months of 1847, departed from Boston *only*, as the accompanying illustration shows. Boston did not receive any 1847 stamps until July 2 so it was impossible for any covers to have been mailed with U.S. '47's in time to make the sailing of July 1. The first ship that could have carried letters stamped with the first United States issue was the "Caledonia" which left Boston on July 16, 1847. My records show that there are three covers known which went on that first crossing. Two of the three are to England, a 5¢ and a 10¢ cover; the other one went to Ireland, a 5¢ cover.

All transatlantic covers of this period have manuscript instructions by the sender about the ocean carriage. Many covers show the name of the ship and the port of departure as do the covers in the illustration from the first and second crossings. Other covers may bear only the port and the date of departure, without the name of the ship, as does the cover from the third crossing (see the illustration). When the name of the ship is missing it is possible to learn it by referring to a schedule of departures. As the illustration shows, the 10¢ '47 cover from Wilmington has the port and date only so by referring to the sailing schedule we see it was carried on the "Hibernia."

Transatlantic 1847 covers are not scarce but they are popular. Every year several are offered at eastern auctions. The Cunard liners made 160 crossings while the 1847 issue was current, i.e., beginning in July 1847 and ending in June 1851. These 160 crossings were made by eleven liners and covers bearing the names of all eleven are known. Here is a list of the Cunard liners and beside each name in parentheses is the number of crossings made from the United States to England.

Acadia	(7)	Britannia	(9)	Europa	(21)
Africa	(5)	Caledonia	(12)	Hibernia	(17)
America	(21)	Cambria	(22)	Niagara	(20)
Asia	(9)	Canada	(17)		

Carrying the transatlantic mail was very profitable and the 24¢ ocean carriage fee went to the post office of the country whose ship carried the mail. The United States wanted a share of this profitable operation so Congress agreed to subsidize the construction of the steamer "Washington." On June 1, 1847, the "Washington" left New York with U.S. mail (all stampless covers) and a few passengers. While the "Washington" was at sea on her maiden voyage, the English post office ordered that the usual "Packet Postage" (one shilling sterling) be collected on mail carried by American steamers. Obviously, this was to discourage the United States from subsidizing additional steamers "with greater speed to the distance than is performed by the Cunard line of steamships" as Congress had specified.

Prepayment of ocean postage was required on letters carried by U.S. ships but prepayment was not required if letters were directed to go via the Cunard line. The public was quick to see this meant double ocean postage on letters carried by U.S. ships. The result was that mail carried by U.S. ships was penalized until June 1848. At that time Congress authorized the United States Postmaster Gen-

eral to retaliate and charge the same rates on mail carried by English ships as British charged for mail carried in American ships. So far slightly over six months from late June through December 1848, transatlantic letters were charged double ocean postage whether carried by English or American steamer. This is known as the "retaliatory rate" period.

The time prior to June 1848 is known as "the pre-retaliatory rate" or "pre-treaty" period and the three covers illustrated here are "pre-retaliatory rate" covers on which the single ocean rate (one shilling sterling) was charged because they

First Trans-Atlantic 1847 Covers

1st Crossing

SAILINGS OF THE CUNARD LINE

ALL FROM BOSTON

SHIP	SAILING FROM U. S.	ARRIVAL IN LIVERPOOL
Cambria	7/1/47	
Caledonia	7/16/47	7/29/47
Britannia	7/31/47	8/14/47
Hibernia	8/16/47	8/28/47
Cambria	9/1/47	
Caledonia	9/16/47	
Britannia	10/1/47	10/15/47
Hibernia	10/16/47	10/30/47
Cambria	11/1/47	11/15/47
Caledonia	11/16/47	11/30/47
Acadia	12/1/47	12/15/47
Britannia	12/16/47	
Hibernia	12/27/47	
* Hibernia	1/1/48	1/15/48

(NOTE: * Departures from New York City began on January 1, 1848 when the Hibernia stopped at New York en route to Liverpool.)

2nd Crossing

3rd Crossing

The 1847 stamps on these three covers paid the U.S. inland rate from city of origin to the port of departure. New York is less than 300 miles from Boston so 5¢ postage was required; Wilmington, Del. is more than 300 miles from Boston so 10¢ was required. The wiggly black line on each cover is the English shilling mark and it means that one shilling sterling was due from the addressee to pay for both ocean carriage and British internal postage.

were carried via the Cunard line. Covers with '47 stamps carried during the approximately six months of the "retaliatory rate" period are greatly prized. They usually have thirty or thirty-five cents in '47 stamps frequently with combinations of both the 5¢ and 10¢ denominations. The wiggly one shilling mark, of course, is also on the covers in addition to the stamps. Covers posted from February 15, 1848, the effective date of the U.S.-British postal treaty, are referred to as "post-retaliatory" or "post-treaty" or just "treaty" '47 covers.

Few '47 covers are known carried by steamers other than the Cunard line and there are none on my list carried by the "Washington" or its sister ship the "Hermann" whose maiden voyage was March 20, 1848. If any such covers exist, they are extremely important postal history items. I'd appreciate hearing from any collector who has a '47 cover carried by either of these steamers.

Next issue: "1847 Covers From Panama."

Additional 1847 Bisects

J. DAVID BAKER

The previous list published in the February 1967 issue of *The Chronicle* can now be increased by fourteen additional bisects for a new total of seventy-six. This increase is possible by the cooperating efforts of Eugene N. Costales, Frank Levi, Jr., Sidney A. Hessel, Scott Gallager, and Marc Haas.

Ezra Cole has reached back into his memory and given us a delightful story about the Gardiner, Maine, bisects. In the 1930's when Ezra's two oldest youngsters were small and his wife Jean wanted a vacation, he rented a farm in West Brattleboro, Vermont (spelled Brattleborough as late as 1851) where they spent the whole summer. While there Ezra visited his friend Dana Stafford who lived on a farm a couple of miles away. Dana invited him to attend several meetings of the Brattleboro Stamp Club. At one of them, who should appear but H. A. Robinette, the well known Washington, D.C., dealer. "Robbie" was a wonderful person and a close friend of Ezra's. It was rather mysterious about "Robbie's" being in Vermont but he explained he was on a vacation trip with his wife.

Before he left Vermont, he visited Ezra at his farm and showed him a package of covers, a package of twenty-eight 10¢ 1847 bisects postmarked Gardiner, Maine, addressed to Mrs. George Evans. As Ezra recalls, six or seven were damaged, torn or had parts of the bisected stamp missing, and he believes they were destroyed as they talked about destroying them.

Ezra bought three matching pairs, six bisected covers for \$600 a pair, and two other bisected covers for \$250 each; all of which he sold. Ezra believes Mr. Robinette sold all the remainder during his lifetime.

Ezra does not recall whether all the covers were addressed to Mrs. George Evans, but he does know they were all postmarked Gardiner, Maine, and were addressed to Brattleborough, Vermont. (The writer may have written the lady before he married her.)

Ezra comments, "Robbie had a nice vacation trip, all expenses paid. He must have made the find within a few miles of our farm. Dana Stafford's hair turned gray. He cut it short in a crewcut and he damned near pulled it all out thinking about Robbie's find. I even quit fishing for some days, trying to find out where Robbie found the covers. It didn't cost me anything that year to rent the farm, either."

On the new list are four more Gardiner, Maine, bisect covers to be added to the original nine listed, making a total of fourteen of the twenty-one or twenty-two Ezra thinks exists. So we need your help to locate and record the additional eight or nine not listed. Auction pictures of some of these covers show an 1851 year date penciled on the face of the cover. Whether the correspondence is all from late April and May of 1851 can only be surmised.

Ezra also mentions that Clarence Brazer made a list of these bisects. The whereabouts of this list is unknown to me and it has not been checked against this listing. Can someone furnish it?

Genuine and Fake Bisect Covers

CREIGHTON C. HART, EDITOR

Ever since the first genuine bisects were discovered, collectors have been plagued with fake covers. David Baker did a masterful job when he listed 62 bisects in the February 1967 *Chronicle* and gave considerable detail about nearly all of them. David Baker and your editor feel that the members of the U.S. Philatelic Classics Society as a group can render an additional valuable service to all collectors and especially to future collectors if we will report in *The Chronicle* which of the known bisects have been expertised.

If the owners of bisect covers will write Mr. Baker, P.O. Box 892, Indianapolis, Indiana 46206, telling him whether or not the bisect covers in their collection have been expertised, this information will be included in Baker's next report. Each owner should tell who expertised his cover(s), for example, the Philatelic Foundation, or one of the stamp societies, or Stanley Ashbrook, or a dealer, etc. The date on which the opinion was rendered and any qualifying comments should also be reported.

In addition to reporting the genuine bisects a special list of known fakes will be included. The fact that a bisect cover has been known for years is no guarantee that it is genuine. John Luff in 1902 listed five bisects, three of which are now known to be fakes. In 1916 Dr. Carroll Chase wrote "Counterfeit bisects are known. I have seen some that had been put on the cover and cancelled with a forged handstamp, and have also seen them made by cutting away half of the favorably cancelled whole 10 cent stamp really used on the cover, and 'fixing' the cancellation to cover the cut." In 1946 Lester Brookman illustrated a bisect from Boston, dated Sept. 28, 1847, which Elliott Perry described as a "horrible example" of a fake. Dr. Chase had listed this same bisect in 1916 as one which he had seen and considered genuine. When fakes are so well done that they can fool the eyes of experts, it is self-evident why the very latest scientific equipment is needed in addition to philatelic knowledge, when passing on these premium covers of the 1847 issue.

The next bisect report is planned for *The Chronicle*, two or three issues from now. At that time fourteen bisects will be added to the original list, plus any others that are reported. Our thanks to those members who have already helped so much.

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THE 1851-'60 PERIOD

TRACY W. SIMPSON, *Editor*

SYMBOLS USED IN THIS SECTION

To conserve space, the following symbols for the 3¢ stamp of the 1851-'60 issue are used according to the practice of specialists in this stamp for many years. The symbol is at left of hyphen, and its Scott's U.S. Specialized number or other designation is at right of hyphen. Postal markings are in black unless otherwise specified.
Three cents: S1-10; S2-11 (incl. plate 1 [late]) in orange brown; S3-25; S4-26A; S5-26.

FREE on Letters Bearing Stamps (or Nesbitts)

Can one who does not collect stampless letters obtain covers that bear FREE markings? Normally this would appear to be impossible because the FREE marking indicates delivery without payment of postage. However, FREE markings sometimes are applied accidentally; also they are used legitimately on letters on which postage was paid by stamps for part of the transit, as when the letter was forwarded to a recipient entitled to receive FREE mail.

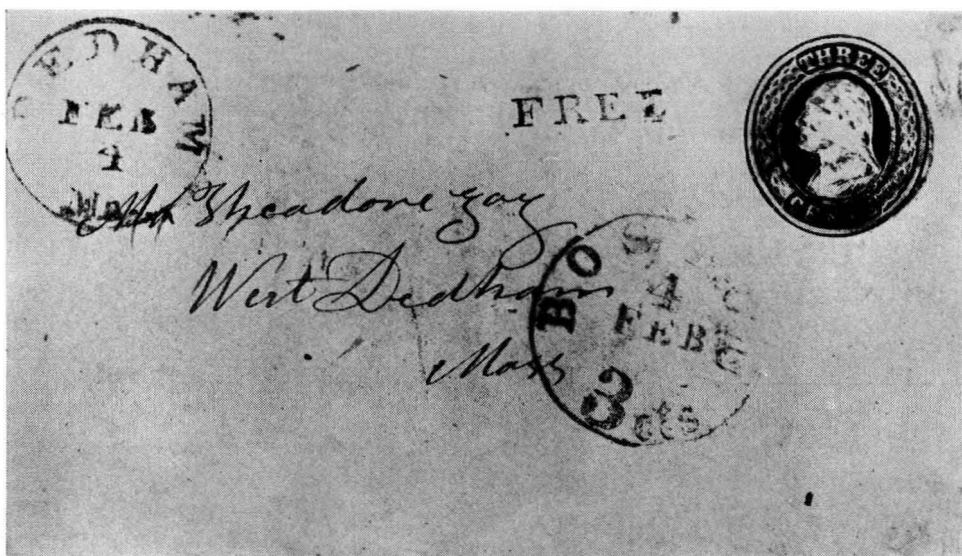


Figure X

A fair number of covers are known upon which it is evident that the FREE marking (either as FREE or as FREE in a townmark) was applied accidentally; it was easy for the postal clerk to pick the wrong handstamp to cancel a stamp. Examples of the correct use of FREE on forwarded letters are scarcer. Thus, Fig. X depicts a 3ct U2 Nesbitt from Boston to Dedham, Mass. On arrival the word *West* was added to change the town to West Dedham; FREE was added, and the Dedham townmark applied. Legitimate? Yes, because the addressee, Theodore Gay, was the postmaster at West Dedham, as the PMG reports indicate.

A second example is Fig. Y, a letter prepaid by stamp to J. W. Denver, San Francisco. When it was forwarded to him in Washington the San Francisco townmark including FREE was applied, instead of altering the rate to reflect the 10-ct rate to the east, because Denver was a California representative in Congress, entitled to receive free mail as one of those "who enjoy the right as a personal privilege," in the quaint wording of the day. Denver later became Governor of Kansas Territory; Denver, Colo., was named for him.



Figure Y

Regulations governing FREE mails and the franking privilege are based on early Postal Laws that underwent little revision in the 1851-'60 period. Thus, the letter of Fig. X was forwarded under regulations designated (1859 PL&R) as Secs. 22904 and 239, extracts from which are as follows:

Sec. 229-4: Every postmaster whose commissions for the previous fiscal year . . . did not exceed \$200 (has the right to receive letters free of postage), restricted to sending letters written by himself on his private business, and receiving written communications addressed to himself not to exceed half an ounce in weight. (Then follows a long and precise list of things he may *not* do.)

The postmaster at Dedham forwarded the letter *free* without knowing its contents, according to the following PL&R section:

Sec. 239: It being impracticable in all cases to determine what postmasters are entitled to receive their private communications free, a manuscript letter addressed to a postmaster should not be detained in the mailing office for the reason that the postage is not prepaid, except in cases where it is known that the postmaster addressed is not entitled to receive his private letters free.

And as a protection of the revenue where the postmaster is not entitled to receive free mail, the following applies:

Sec. 249: Any postmaster receiving a letter free which should have been charged with postage, is bound by his oath of office to charge himself with such postage in his account with the Department.

First-Week Use of S1 Stamp with Cleveland STEAM-BOAT Marking

Mr. H. T. Yeager reports a cover bearing S1 (82R1(e)) tied by 9-bar red grid on cover addressed to Cleveland, O., bearing a clear red 52 x 5 mm STEAM-BOAT, the kind known used at Cleveland. The letter is dated at Sandusky, Ohio, July 5th, 1851. Perhaps the letter was not mailed until a day or two later, but in any event, it is a most unusual early use—in first week at a point as far west as Sandusky.

The letter is interesting, listing rates via Erie Canal and connections on wool from Buffalo to Albany, New York, and Boston. The letter was written to promote wool shipments by the steamboat(s) of Davis and Sutton who operated boats on Lake Erie.

Railroad Route-Agent and Station-Agent Postmarks

Compiled by C. W. TOWLE, ASSOCIATE EDITOR

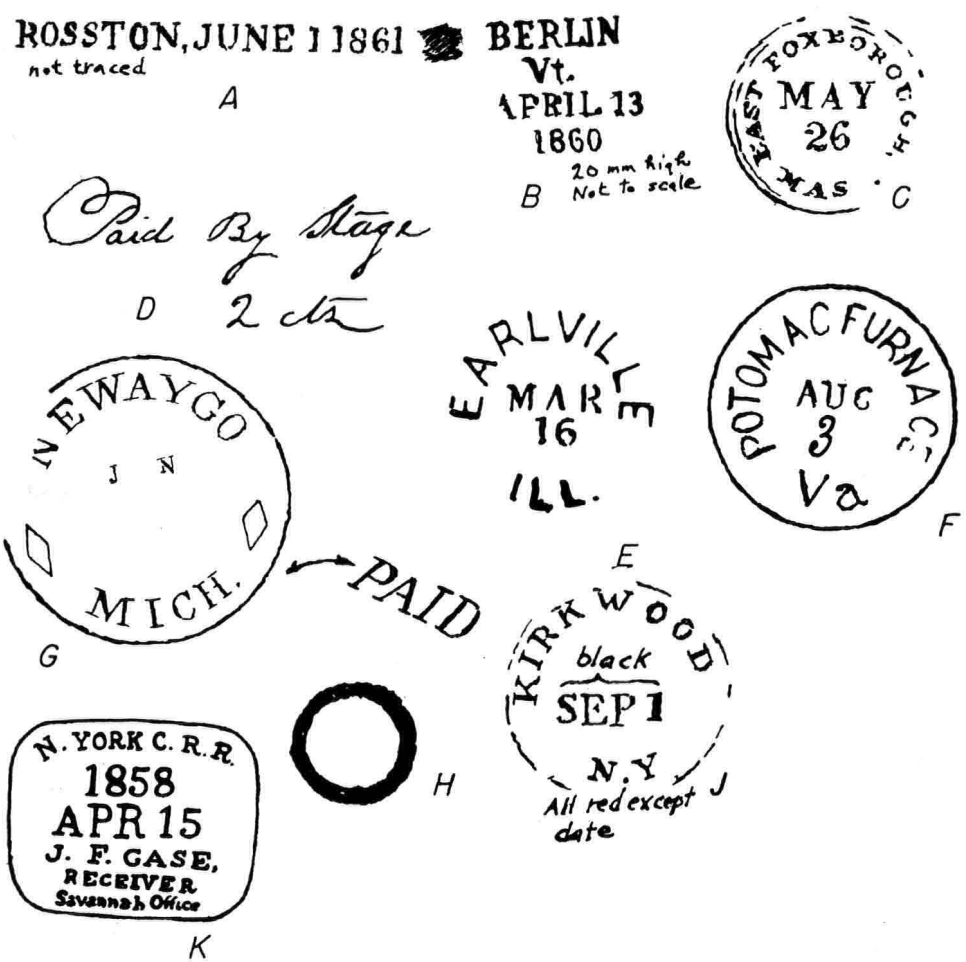
Mr. H. C. Lee reports an example of Remele N4-b New Haven & Bellows Falls R.R. in black on an 1857-61 period cover with periods after the R R, thus varying from the tracing shown in the Remele book. While the marking corresponds very closely with N4-b the late usage would indicate a new type of cancel for this. Readers are requested to examine their copies of N4-b and report any examples showing periods and a very clear strike so a close study can be made for a possible new variety.

Mr. William Wyer submits a new railroad-station cancel in black on a beautiful cover with S5 tied by Cancel and addressed to South Berlin(?) N.Y. See K on plate. Savannah was a station on main line of the New York Central 32 miles west of Syracuse, N.Y. This station cancel is assigned Remele number N11½-S.

Research Notes

Ye Period Editor reports a new early date for plate 11(L) of June 10, 1858, from a single bearing complete year-dated postmark. Another from the same plate is dated June 14, 1858. Both stamps were plated by Dr. Chase. The former early date for this plate was July 8, as reported by Dr. Chase in 1957.

Mr. D. A. Card, who bought the Chase reconstructions of S1 and S2 and



who acts as a plating consultant, reports that the omission of a line on a stamp is not proof that the line is not on the plate. An improperly cleaned plate that is out of service may have hardened ink in some of the recessed lines. When new ink is applied and the plate is subsequently wiped in the customary manner, the hardened original ink remains in the recess instead of adhering to the paper. Akin to this phenomenon is a line that appears as a series of dashes or becomes faint in parts. Several puzzling plating problems are resolved if this condition is remembered.

Mr. E. J. McGrath reports a Bucyrus, O., circular postmark with clear July 7, 1856 year date, tying S2. It is believed that this town does not appear in former lists of those using an 1856 year-dated postmark.

Mr. C. C. Hart reports a new early date for the 11-bar black square grid obliterator of New York, tying S1 on cover with red New York townmark of July 18, and red PHILADA RAIL ROAD straight-line marking. The year is 1851. The former earliest date reported was July 19 on a cover of same description. Not only is this the record early date for the 11-bar square grid, but it is also believed to be the earliest use of a *black* square grid on letter mail at New York. The usual New York 13-bar square grid at this date was in red.

The KIRKWOOD N.Y. bi-colored postmark (J on plate) is most unusual. Apparently the postmaster did not want to bother to insert the day date in the marker, but instead applied the date afterward. The style of letters in the town name suggests that the marker was not obtained from customary sources, and perhaps it did not even have a slot into which the date could be inserted.

Paid All

Issue 55, page 51, the question was raised as to the validity of a PAID ALL marking on Scott Nos. 26 and 26A that appears in its Specialized catalog. Members were requested to report any such use. Only one reply was received. Mr. W. Hubbard reports PAID ALL in red (about 42 × 6mm) on folded printed circular sent under the Hamburg Mail arrangement from New Orleans to Germany, leaving New Orleans Aug. 2, 1859, and arriving Frankfurt-on-Main, a month later. The stamps on the circular are a pair of 1ct Type 5, just tied by the New Orleans postmark.

As mentioned in Issue 55, PAID ALL on foreign mail was much used while the 1861-'68 issue was used, and also later. So far, however, nothing definite has appeared to justify the listing with S4 or S5 stamps, though Mr. Hubbard's example with the 1ct stamp indicates that "it could be." Certainly, however, the nominal Scott pricing should be withdrawn for the items; also any reported use should be checked by the Foundation.

Photos of 3 Cent 1851 Reconstructed Plates

The Smithsonian Institution have in their possession the negatives of Dr. Carroll Chase's reconstructed plates of the 3 cent 1851 issue. They will be glad to supply prints of each pane at \$2.00 or \$4.00 for the plate. There were 13 plates consisting of a left and right pane. To order all 13 plates at \$4.00 per plate would be \$52.00 plus a service charge. The service charge is 25¢ per order in the United States. Whether you order 1 pane at \$2.00 or 2 plates at \$8.00 the service charge remains the same on all orders. DO NOT SEND MONEY FIRST. It is necessary to write for an Order Form. Write to: Mr. Carl H. Scheele, Division of Philately & Postal History, Smithsonian Institution, Washington, D.C. 20560.

Vancouver Island to United States 8ct and 15ct Rates

Regretfully an error occurred in the article in last issue that should be corrected for evidence that the 8ct rate was official. On the 5th line of page 93, the "etc." should have read "8 cts."

Mr. J. Houser reports that the whereabouts of the illustrated cover is now

known, and further details of it are as follows: It is a complete yellow envelope with nothing on the reverse except a few scribbled numerals of no postal significance. Postmarks are in black, and the shade of the stamp is one of the lighter brownish-reds characteristic of S5 printings before 1858. The owner did not specify whether the stamp is S4 or S5.

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 (dimensions in mm)	Used With	Reported by
A	A-1	ROSTON/D s.l. 57 × 3 State is Pennsylvania. Perhaps PA is covered by the smear at right.	S5	S. Colby
B	A-1	BERLIN/Vt/D s.l. approx. 20 × 20 in four lines.	S2	R. A. Siegel
C	A-2	EAST FOXBOROUGH/D/MAS. C-26. Unusually small letters K16	S2	E. Oakley
D	A-34	<i>Paid by Stage/2cts</i> (mss) on letter from Orford N.H. to Norwich Vt. Apr. 14, 1853. Perhaps the notation refers to a 2ct Way fee paid to or by the stage.	S2	E. Oakley
E	A-2	EARLVILLE/D/ILL C-27 K7 rimless.	S5	E. Oakley
F	A-7	POTOMAC FURNACE/Va C-32. A rare one: pmc's were 1855-\$39; 1857-\$2; 1859-\$9; not listed in 1853.	S2	E. Oakley
G	A-2	NEWAYGO/D/MICH. C-38, K1, K5, shown with associated PAID.	S2	E. Oakley
H	A-13	Circular ring L24-16 of Tinton Falls, N.J.	S2	L. R. Campbell
J	A-2	KIRKWOOD/D/N.Y. C-29, bi-colored (see text).	S2	L. R. Campbell
Not illustrated	A-7	TARBORO/D/N.C. Perhaps associated with the tar and turpentine industry. The p.o. list shows Tarborough.	S2	D. A. Card
K	A12	N. YORK C.R.R./D/Savannah. See Mr. Towle's report.	S5	W. Wyer

More on Don Pedro's Bar

The article by Dr. Davidson on the 5¢ Indian Red, surcharged 3¢ in *Mss.* and used from Don Pedro's Bar, in the last issue (No. 56), brought some valuable comments from Dr. W. Scott Pollard:

"I thought you might like to know that in addition to the covers noted by you in your article on Don Pedro's Bar, I have personally seen about 15 others and owned about 10 or more. They are all from Mrs. Nye to her sister at Suisun, or to her sister at Wareham, Mass. I have many original letters. It is a tragic story 1852-1862, a young couple full of hopes and ambitions running a hotel and toll bridge, some prosperity at first, then gradual failure, alcoholism, separation and total failure, with Mrs. Nye returning to her family home, and Mr. Nye heading for a new mining adventure at Austin, Nevada.

"One of the best articles on Don Pedro's Bar was written by Wiltsee in *Stamps*, September 13, 1934 and reprinted by Basil Pearce in *Western Express*, April 1959. Don Pedro's Bar is behind the dam about 5 miles back of it and under 100 feet of water most of the time."

The article referred to in *Stamps* (September 15, 1934), is reprinted herewith:

Don Pedro's Bar

In the summer of 1848, there was a general exodus of the few inhabitants of "Upper California" to the various mountain rivers following the discovery of gold by James W. Marshall on January 24. Among the fortunate ones in that early rush was Pierre Sainsevain, a Frenchman who had arrived in California in 1839 and known to the natives as "Don Pedro." Guided, we know not how, he ascended the Tuolumne River, a few miles above where it emerges from the foothills just above the historic camp of La Grange, passed above Morgan's Bar and struck gold in great profusion in a huge gravel bar formed in a narrow long little valley named after him "Don Pedro's Bar." How long he remained in the then wilds we do not know; but he established a basis for a fortune and was afterwards prominent as a wine grower and dealer in San Francisco.

But his bar became a favorite spot for miners and was soon occupied by hundreds of men. The writer has two letters from Don Pedro's Bar—one in 1850 of a miner who was taking out an ounce a day, and was willing to pay \$50.00 for a letter from home! The other written in 1858, described among other things a Christmas dinner where they had apples which cost 50 cents apiece! The camp was never large, although a bank existed there as a banking receipt shows. Its postmarked letters are rare and always in manuscript. La Grange, the then county seat, was only 6 miles away in a most favorable location, and that militated against the growth of Don Pedro's Bar as a town.

When the writer, with others, acquired Don Pedro's Bar in 1905, there was not a vestige of a human habitation remaining. Even then it was absolutely "ghost." However, it should be preserved to fame as the birthplace of a characteristic slang expression, namely "a leadpipe cinch." Like other such expressions which remain in the language after their origin has been long forgotten.

Surrounding the bar the hills are of a curious formation termed Calaveras Slate. Which stands upright on edge and usually offers no opportunity for springs. Only one spring existed in all this immediate vicinity high on the north bank of the river.

Below, the thousands of miners were washing gold in the river for miles, and also above on every creek and gulch that flowed into it, so that the water was always impossible to drink. Some wide-awake Yankees "located" the spring, sent below to San Francisco for some small, curious lead pipe, of which the writer possesses a small piece, led the water from the spring down to the bar, sat in the shade and sold it for 50 cents a bucket. And the news went up and down the river that "those Yankees have a leadpipe cinch on all the water at Don Pedro's Bar."

But misfortunes grew apace and its end was not yet. The small valley with an entrance through a narrow, rocky gorge, made a marvelous reservoir site. The rich county of Stanislaus in the fertile valley below, needed stored water for its Irrigation Districts. Don Pedro's entire valley was acquired, including the site of the old camp; and today Don Pedro's Bar lies under 284 feet of water; and the spring itself under 100 feet.

Don Pedro's Bar! First the wild rush of red shirted miners for years tore up your golden gravels and muddied your tranquil stream. Then your town disappeared and silence reigned on the peaceful hillsides of the Tuolumne, and once more you slumbered in the warm foothills' sun.

But now, alas, worse misfortune has befallen you. Covered with a lake, shut off from the sun, the blue sky and all the world, you lie with a heavy pall above you. But forever? No, for the works of Man are not eternal. And someday once again you will recover your lost heritage, and once more your peaceful valley surrounded with its lovely encircling hills, will again bask in the noon-day sun.

—ERNEST A. WILTSEE

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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

Editorial

Further installments of Mr. Jerome S. Wagshal's fine article on the 3¢ scarlet have been postponed until the next issue. However, with regard to a request made in *Chronicle* No. 56 to see or at least learn of Plate Number copies of the scarlet, there has been no response. If anyone reading these lines owns, has seen or has even heard of an example of this item, will they please advise either Mr. Wagshal or the Period Editor?

Mr. Henry A. Meyer requests that further reports of waterways markings which would normally be made to him, be held up until appearance of the Towle Book on railway markings. While it is anticipated that the book will not appear before *Chronicle* No. 57 appears, it should follow soon after.

Reports of Markings and Cancellations

Plate I illustrates several interesting items which require further comment than has been made in the description.

Item A is unusual in that year dated town markings of the type shown are not often encountered. Mrs. Frank (Josie) Stultz reports a 3¢ 1869 cover bearing a copy of No. 114 with a marking smaller than but similar to the marking of Item A. The marking on Mrs. Stultz' cover is of Liverpool, N.Y., and is clearly dated Mar. 15, 1869. The marking is faint but clear, and would indicate a usage of this stamp some twelve days before the date previously recorded and which appears in the Scott catalog.

Item C is another Eastern shore Virginia occupation marking, and is from the same correspondence as the item listed in *Chronicle* No. 56. While there is no evidence to confirm the idea, these are probably soldier's letters.

Item H is another of those unexplained carrier markings which appeared in the years after carrier fees were abolished. In a previous issue of the *Chronicle* it was requested that such items be reported to Mr. Roger B. Cotting, and this request is still in effect. Has anyone seen an earlier example of this marking than the one shown?

Item M is reported by Mr. Arthur H. Bond as being a marking struck, possibly, by an instrument made by Edmund Hoole, engraver, of New York City. In an advertisement dated 1857, Mr. Hoole illustrated a similar hyphenated marking of Mount Vernon, N-Y. Mr. Bond would like to know of other examples of the hyphenated state initials in similar markings.

Items S, T and U are the three types of Chattanooga straightline marking used in late 1863, just after the retreat of the Federals into Chattanooga after the Battle of Chickamauga, until early in 1864. We would like to establish the early and late usages of each version. The first two types are possibly identical except for the style of type used in the date logos. It is also possible that more than one style of type was used simultaneously; we simply do not know. A clearly struck example of the first style would be useful, also. Will members please report dates of usage of these types and also, if available, regiments or units to which senders belonged?

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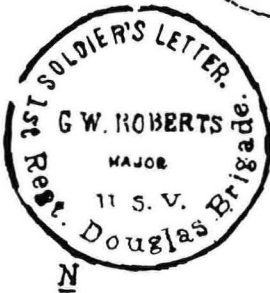
PLATE I

<i>Item</i>	<i>Description</i>	<i>Used With Scott No.</i>	<i>Reported by</i>
A	TAUNTON Ms/DYD, in 31¼ mm circle, in blue (single circle year date).	94	J. Kesterson
B	SUSQUEHANNAH DEPO/D/PA.—unusual spelling of Depot.	65	J. Kesterson
C	EASTVILLE/Va.—Occupation marking, no date. Larger than and later (?) than Item No. 12, page 113, <i>Chronicle</i> No. 56.	65	C. E. Taft
D	Middlefield/MS date/N.Y., with "10" used to cancel stamp (not duplexed). From the locations of Middlefield and Hudson, N.Y., to where the cover is addressed, neither would appear to have been U.S.-Canadian exchange points. The reason for the existence of the 10 is therefore not certain.	94	J. Kesterson
E	U.STATES used to cancel 3¢ 1861 stamp at Island Pond, Vt. (not duplexed). Island Pond was probably an exchange point for Canadian-U.S. mail.	65	J. Kesterson
F	Cumberland Gap/(Tenn) July 12, 1862 manuscript occupation marking, on a patriotic addressed to Ohio, with pen cancelled 1861 3¢ stamp.	65	Howard Woodruff
G	NEW-YORK CITY/D/PAID 1 CT Struck in red on a 1¢ No. 63, probably June 28, 1863, according to Mr. Bond. A very late carrier usage.	63	Arthur H. Bond
H	Backstamp on letter addressed to Charlestown, Mass from Wachusett Village, Mass. A very early use of this type?	65	Arthur H. Bond
J	Barboursville, Kentucky, struck tying a 3¢ 1861. Soldier's letter from Kentucky.	65	Howard Woodruff
K	SOUTH DEERFIELD/D/Ms., in blue, with double bar killer, not duplexed.	94	J. Kesterson
L	Carrier usage, after July 1, 1863.	73	R. de Wasserman
M	ALLENTOWN/D/N-J., with hyphen. This type instrument possibly made by Hoole. See text, and Norona article.	65	Arthur H. Bond
N	Handstamped soldier's letter legend, in blue, and with certifying officer's signature accompanying. On soldier's letter from 11th Illinois Vols.	—	Scott Gallagher
P	On a cover from Chillicothe, Ohio, directed to & Philadelphia. In addition to the "ADVD / 1 Ct." on the face, there is also a script style handstamp, "Not called for/No such person can be found," which is too blurred to trace. Item "P," the PHILADELPHIA PA/D/DEAD is a backstamp.	65	Mrs. Frank Stultz
R	ROSSTOL PA AUG 5 1862 straight line.	65	R. de Wasserman
S, T, & U	These are the three types of the so-called "Chattanooga Army" straight line markings, used from late Nov., 1863 until in Jan., 1864. See text.	65	R. B. Graham and H. Meyer

Note: All markings in black unless otherwise noted.



*Cumberland Gap.
July 14, 1862*



- ROSS TOL PA AUG 5 1862

**ADVANCE
1 Ct.**

CHATTANOOGA TENN
December 11

CHATTANOOGA, TENN.
December 25, 1863.

CHATTANOOGA, TENN
JAN 6 1864

3¢ Pink of 1861—Experimental Shade?

GEORGE E. HARGEST

The following item appeared in the September 1861 issue of the *U.S. Mail and Post Office Assistant*:

"We learn from the Department that the three cents stamp is not quite satisfactory or what was required of the contractors. It is understood that they will experiment until they get a good, decided carmine, or dark pink—similar to the color of the stamp on the new white envelopes. On the buff envelopes the color shows imperfectly."

The *U.S. Mail and Post Office Assistant* was distributed to subscribing postmasters about the first of each month. The above information, therefore, must have been received from the Department sometime during the month of August.

The scarcity of the three cent *pink* and *pigeon blood pink* stamps leads one to suggest that one phase, at least, of the experimentation carried on by the National Bank Note Company consisted of developing ink formulae and testing them in small batches used for the actual production of the stamps.

The above item raises several questions to which there are no ready answers. When the contractors produced the *pigeon blood pink*, which must have been very close to the color they were trying to achieve, why was this color not used on all subsequent printings? Was it because there was at that time no known method by which the basic ingredients of ink could be standardized so that a formula, precisely compounded a second time, would produce the exact same color as had been produced a first time? If this is so, did the National Bank Note Company unsuccessfully attempt to hold the *pigeon blood pink* color? How, then, were the contractors for the stamped envelopes able to produce these in so consistent a shade of pink?

While one might continue to speculate about the implications of the above item, the only facts it contains are that the National Bank Note Company was experimenting, and that the color they were attempting to achieve was similar to the color of the stamp on the 3¢ white envelopes. Those who have made an intensive study of the colors of the three cent stamp of the 1861 issue may find this information useful.

Postmarks of the 1861-'69 Era

DEL F NORONA

There is an implied challenge or suggestion by Period Editor Graham in the February, 1965 *Chronicle*, pp. 64-71, that a start be made in a comprehensive study of domestic postal markings of the 1861-'69 period, holding up as a shining example the work of Tracy Simpson in his USPM 1851-1861.

The writer, a couple of years ago commenced a study of domestic townmarks on Blackjack covers in an attempt to identify those used primarily on drop letters and circulars, the usages for which the Blackjack was issued.

In the course of time, it was realized that since such a study would be but a subdivision of the entire field of townmarks of the 1861-69 era, it might be well first to make a general study of all those of the period from certain standpoints which tie in with the circular and drop letter markings. This study would include only domestic markings. While foreign mail, route markings and other subsidiary postal markings have, of course, a most important place in commatology, consideration of such would not be necessary for the proposed study.

In such a study, one should delve into the 1851-61 period and note townmarks introduced before August, 1861, but which continued in use into our period; likewise those introduced during our period and which continued in use into the 1870 and later Banknote era.

Instead of proceeding on a random hit or miss fashion, and as a start has to be made somewhere, we commence by asking a basic question; *Who made the postmarking stamps or instruments?* Also, under what authority and how were these supplied to postmasters?

Let us discuss these questions in reverse order.

Townmarks Used at Presidential Post Offices

The act of July 2, 1836, Sec. 33 had provided that the President of the United States shall appoint "a deputy postmaster for each post office at which commissions allowed to the postmaster amounted to \$1,000 or upwards in the year ending the 30th day of June. . . ." Thus, these offices were defined as "Presidential offices."

Postmasters in smaller offices were appointed by the Postmaster General. This regulation was repeated in the August and other issues of 1863 of the *U.S. Mail and P.O. Assistant*, as well as in the P.L. & R. (as of March 1, 1866) in Sec. 14 of the regulations. Thus, this definition of a Presidential office continued throughout the 1861-'69 era.

Now, for a quotation from p. 2 of the April, 1863 issue of the *United States Mail and P.O. Assistant*:

LETTER STAMPS—Proposals for furnishing Letter Stamps for the various post offices were opened at the Department on the 20th ult. There were only nine competitors, and the specimens of stamps offered, it is said, did not exhibit a very wonderful degree of inventive genius. The contract for supplying all offices excepting that what are called Presidential offices, numbering less than 500, has fallen to the lot of E. S. Zevely, of Cumberland, Md., whose stamps, manufactured from box wood, are not unknown among gentlemen of letters. Offices, the gross receipts of which do not exceed \$100, are not furnished by the Department with rating stamps, but they can readily be obtained on application to Mr. Zevely. See his advertisement.

The contract for Presidential offices goes to the well-known firm of Fairbanks & Co., of New York. These stamps are to be made of steel, and so constructed as that both the post marking and stamp cancelling can be done at one blow—similar to the process now adopted in some of our largest offices.

So that offices at which postmasters received \$1000 "salary" and over were supplied with duplex postmarking stamps supplied by Fairbanks & Co., some of such stamps having been previously used in some of the larger post offices. From an article by Mr. Arthur H. Bond, *Time-saving, Duplex Handstamp; Its Invention, Use and Manufacture*, in the June 1963 issue of the *Postal History Journal*, we learn that the instruments supplied by Fairbanks & Co. were probably made under contract by one Edmund Hoole of New York City. These particular instruments are probably the source of the markings which appeared in 1863, and which may be called the large double circle types, to distinguish from smaller double circle markings used previously. The large double circle type usually has an outer circle of 28 to 31½ mm (which is to say, 1⅛ to 1¼ inches) and an inner circle of 15 to 17 mm. The duplexed killer was usually a four ring target, although, as the components were not always integral pieces, other designs could be used. See Fig. 1 for examples.

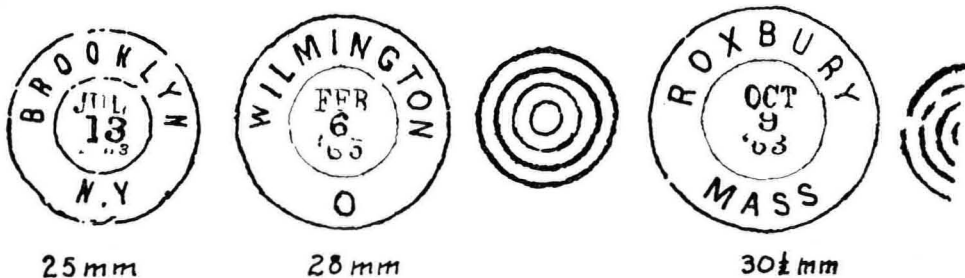


Figure 1

The 25 mm handstamp at left had first appeared before 1861. A few examples are known with duplexed killer, although such are not common. The two larger double circle markings, with duplexed killers are typical of the markings used from, roughly, mid-1863 until in 1865. Obviously, there are many "carryovers" and exceptions.

Postmarks Used in the Smaller Offices

The smaller offices used the wood handstamps without a duplex killer. This does not mean that all duplex markings were from larger offices or that individual markings were not used occasionally from the large offices. There were undoubtedly many exceptions.

In the August, 1863 issue of the *U.S. Mail*, p. 3 (repeated verbatim in Sec. 14 of the 1866 P.L. & R., issued showing such data as of March, 1866), it was provided:

Post offices, the gross receipts at which are over \$1,000 per annum, will be furnished with circular marking and rating stamps of class No. 1; less than \$1,000 and over \$500, with stamps of class No. 2; less than \$500 and over \$100, with stamps of class No. 3, and exchange post offices with stamps of class No. 4. Application for these stamps should be made to the Appointment Office.

The only hint as to what townmarking stamps were used at the end of 1869 is indicated by a provision in the 1873 P.L. & R., p. 162, that:

Post offices where "the gross receipts per annum are less than \$50 per annum are not furnished with circular office-stamps; . . ."

Exceeding "\$50 per annum, marking stamps of wood will be furnished; . . ."

Exceeding "\$500 per annum an iron marking stamp will be furnished; . . ."

Exceeding "\$1,000 per annum, a first-class steel stamp and canceler combined will be furnished."

Can any Route Agent supply the date and source of information as to whether this regulation went into effect before the end of 1869 or not? Also, information as to whether any of these postmarking stamps are in existence today will be greatly appreciated.

This information is summarized in Table I for ready reference. The boxwood

TABLE I
POSTMARKING STAMPS ISSUED BY THE P.O.D. TO POSTMASTERS
1861-69

<i>Per April, '63 USMPOA</i>		<i>Per Aug '66 USM and 1866</i>		<i>Per 1873 P.L. & R.</i>	
POSTMARKS	TO P.M.'S WITH	POSTMARKS	TO P.O.'S WITH	POSTMARKS	TO P.O.'S WITH
Steel stamps with duplexed cancels, from Fairbanks	\$1,000 salary or more	Class 1, circular markings and rating stamps	Gross receipts \$1,000 per annum, or more	First class steel stamp and canceler combined	Gross receipts over \$1,000 per annum
		Class 2 stamps	Gross receipts \$500 to \$1,000 per annum	Iron mark'g stamp	Gross receipts over \$500 per annum
Boxwood stamps from Zevely	Gross receipts over \$100 and salary under \$1,000	Class 3 stamps	Gross receipts \$100 to \$500 per annum	Wood mark'g stamps	Gross receipts over \$50 per annum

marking stamps, which were made by E. S. Zevely, were probably somewhat less uniform than the steel marking instruments used at the Presidential offices, although they should still exhibit much uniformity. For this reason, it seems logical to suggest that most of the unusual handstamps were either local products or secured from someone not normally a source of supply for these instruments. Also, most unusual markings were probably used in offices not eligible to receive the "standard" instruments from the Post Office Department. Consequently, the unusual townmarks are probably the scarce items.

The numbers of Presidential offices may be of interest. As of June, 1861, there were 28,586 post offices, of which 434 were Presidential; toward the close of our period, as of June 30, 1869, there were 27,106 post offices, of which 980 were Presidential, and thus entitled to receive steel duplex marking stamps. Detailed figures are available for each year from 1861 to 1869.

The Register of Officers and Agents . . . in the Service of the United States, issued in odd numbered years, lists post offices by states, giving the names, compensation, and other data about postmasters. From this series it would be possible to determine what class of townmark the postmaster of any given office was entitled to use at any given time.

In late 1864, the "large" double circles began to be replaced or at least there appeared upon the scene a smaller (usually 25 mm or less) series of single circle markings, usually duplexed from the larger offices. As, according to Bond (previously cited), Benjamin Chambers, Jr., of Washington, took over the Fairbanks sub-contract in 1865, and in 1867 became the direct supplier, these may have been his product or may have been furnished by someone else.

From historical research, it may be possible to learn just when the various contracts to supply the various classes of marking stamps changed hands, and then correlate various types of markings with each manufacturer. If this can be done, than a "standard" type marking may be established for each of the classes of office for definite periods, although that most markings were not replaced immediately (if at all) by new types must be recognized.

Trial runs have already been made in listing post offices of a couple of states, giving in tabular form the names of post offices (a) with gross receipts of \$1,000 and more, and (b) those over \$500 and less than \$1,000, which latter had been entitled to the Zevely "boxwood" stamps from April, 1863, and with Class 2 stamps from about August, 1863, through 1869.

Regarding the boxwood stamps, considerable information as to these has already appeared in print, Mr. Edwin Mayer having written on the Zevely activities in the *Postal History Journal* for May 1957, April 1958 and June 1960. The unusual postmarks made by Mr. Zevely when he was postmaster of Pleasant Grove, Allegany County, Maryland, in the 1850's are well known.

Many problems come to mind in attempting to classify markings as suggested. Questions, suggestions, critical comments will be welcomed from members of the U.S.C.P.S.

We would like to thank Mrs. Mildred Gibson and Mrs. Josephine Stultz for calling the references cited in the bibliography to the author's attention.

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- Articles in the *Postal History Journal*, issues as noted.
Mayer, Edwin, and Zevely, E. S., *Postmaster of Pleasant Grove, Allegany County, Maryland*, May, 1957, page 45.
Same, April, 1958, page 25.
Same, June, 1960, page 48.
Bond, Arthur H., *Time-saving, Duplex Handstamp; Its Invention, Use and Manufacture*, June, 1963, page 59.

U.S. GOVERNMENT PUBLICATIONS

- Postal Laws & Regulations, 1866.*
Register of Officers and Agents . . . in the Service of the United States, 1861, and other odd-numbered years through 1869.

SEMI-OFFICIAL PUBLICATION

- The United States Mail & Post-Office Assistant*, J. Holbrook, publisher.

* * *

Little Rock, Arkansas, Occupation Covers

Mr. Warren R. Bower advises of the Little Rock, Arkansas occupation cover shown in Figure No. 2. This is only the fifth or sixth such seen by the writer. The earliest recorded was submitted by Mr. Phillip E. Baker, and bears a datestamp of Nov. 16, 1864. Earlier dates should exist. Little Rock was occupied by Federal troops in September, 1863, and, according to the records of the National Archives, the Little Rock post office was officially reopened on Sept. 29, 1864 with Calvin G. Gribbs as postmaster.

It would not be unexpected to find covers bearing the Little Rock marking with dates earlier than September, 1864, in spite of the "official" date of the post office having been reopened. Such procedures were not unusual among Federal

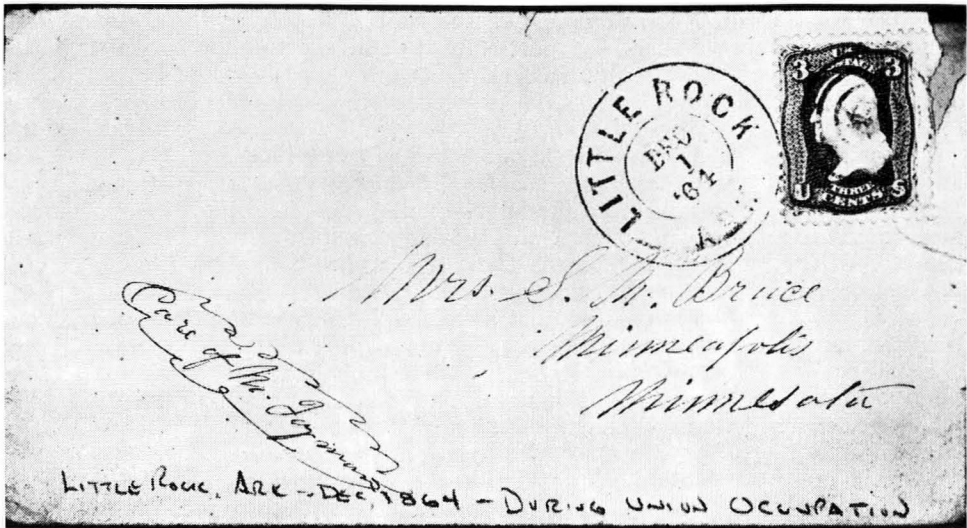


Figure 2

From the collection of Warren R. Bower. Photo by Henry A. Meyer.

occupation offices; apparently the offices were first operated by the army, who used whatever instruments were available, and the opening was made official later in such cases. Possibly the reason for this was that the reopening was made official only when it seemed fairly sure that Federal occupation would be permanent.

None of the Little Rock occupation covers reported to date have been certified soldier's letters. Reports of such covers or covers with contents indicating origin with troop units would be appreciated.

The Columbus, Ohio "Prison Bar Grid" Killers

These markings, illustrated in Simpson's *U.S. Postal Markings, 1851-'61*, in Plate 14, page 58, as Ohio 3, have often been described as noted above. This description has sometimes been amplified to imply that these killers were used from the Camp Chase military prison, which idea is interesting but incorrect. The idea probably stemmed from the fact that covers, addressed to Confederate prisoners at the prison, were sometimes addressed in care of Capt. Tiffany, Postmaster. Actually, Tiffany was the regimental postmaster, presumably delegated to handle prisoner's mails, and had no official connection with the Columbus, Ohio post office, where Postmaster John Graham held sway.

The grid marking first appeared in March, 1861 or perhaps earlier. It last was seen in June, 1864. The marking was usually struck in black, but appeared in a gorgeous green in early February, 1862, which continued until about the end of that month. From October until early December of that same year, the grid was struck in blue.

In spite of these comments, and similar lines written by others, the appearance of the marking, with its resemblance to horizontal bars set into a recessed window, will probably always carry the "Prison Bar Grid" moniker and from time to time, be offered as a product of the Camp Chase prison.

We wish to thank Rendall Rhodes for use of data, some of which appeared in *U.S. Cancellation Club News* a few years ago.

1863 Revision of Laws Relating to the Post Office Department

This publication was printed but never sent to postmasters because some of the regulations included were not approved by Congress. To clarify some items covered in the new act effective July 1, 1863, the Period Editor would appreciate an opportunity to see a copy of these unissued P.L. & R.

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1861-'69 Covers Bearing 90 Cent Stamps

Mr. J. David Baker published a list of known 1861-'69 period covers bearing 90¢ 1861 stamps, in *The Chronicle* some time ago. Would anyone owning such a cover which was not included in the original list or, to the owner's knowledge, a cover of which Mr. Baker is not aware, please advise Mr. Baker of the details? Data desired is the date mailed, stamps on the cover, point of origin and all postal markings, including any backstamps, point to which addressed, and anything else of interest.

PLATE II

<i>Item</i>	<i>Town</i>	<i>Notes and Date</i>		<i>Used with Scott No.</i>	<i>Reported by</i>
1.	Lima, Ohio	Blue	Sep., '67	65	J. Kesterson
2.	Mittineague, Mass.		May, 186?	U35	J. Kesterson
3.	Seymour, Conn.		Jul., 186?	88	J. Kesterson
4.	New Bedford, Mass.		Sep., '68	94	J. Kesterson
5.	Chattanooga, Tenn.	Duplex	May, '65?	65	J. Kesterson
6.	Chattanooga, Tenn.	Duplex	June, '65?	65	J. Kesterson
7.	Thomaston, Me.	Duplex	Sep., '6?	65	R. de Wasserman
8.	Waterbury, Conn.	Duplex	Mar., 186?	114	R. de Wasserman
9.	Watkins, N.Y.		Oct., 186?	114	R. de Wasserman
10.	New York, N.Y.		1860's	65?	H. F. Wiese
11.	East Kingston, N.H.		1860's	65?	H. F. Wiese
12.	Wethersfield, Conn.		1860's	94	H. F. Wiese
13.	Maumee, Ohio		July, 186?	U59	H. C. Greene
14.	Richmond, Ind.	Blue	Mar., 186?	U52	H. C. Greene
15.	Almont, Mich.		Oct., 1864	U34	H. C. Greene
<p>Comment: This marking was said to be a carrier marking, per the endorsement on Mr. Greene's cover. Neither Mr. Greene or the Period Editor have any further information. Does anyone have any data on this one?</p>					
16.	Syracuse, N.Y.		Mar., 186?	U54	H. C. Greene
17.	South Danvers, Mass.		May, 186?	U58	H. C. Greene
18.	New York, N.Y.		Dec., 186?	U59	H. F. Wiese and
19.	through 22. All New York, N.Y.			65	H. C. Greene
			Oct., 1862	65	A. H. Bond
<p>All in year dated duplex strikes. Please report exact dates where known. Experimental patents; see text.</p>					
23.	Buffalo, N.Y.	Patent	1863-5	65	A. H. Bond
24.	Petersburgh, Va.		Nov., '65?	65	J. Kesterson
25.	Cavendish, Vt.		Mar., '6?	65	J. Kesterson
26.	Boston, Mass.	See text	Mar., '67	65	J. Kesterson
27.	Zanesville, Ohio		June, 186?	U59	H. C. Greene
28.	New Boston, Conn.		Sept., 186?	65	J. Kesterson
29.	Hillsdale, N.Y.		Jan., 186?	65	J. Kesterson
30.	High Point, N.C.	(post war)	Jan., 186?	65	J. Kesterson
31.	Cambridge, Mass.		Jan., 186?	65	R. de Wasserman
32.	Cambridge, Mass.		May, 186?	65	R. de Wasserman
33.	Austinburg, Ohio		Feb., 186?	65	R. de Wasserman
34.	Boston, Mass.	(not shown)	Sep., 186?	73	R. de Wasserman
<p>This listing indicates BPM Nos. 1042 and 1077 (small single circle and relief heart in circle) together. This combination is not listed on page 208 of <i>Boston Postal Markings</i>.</p>					

Note: All markings listed are in black unless otherwise stated.

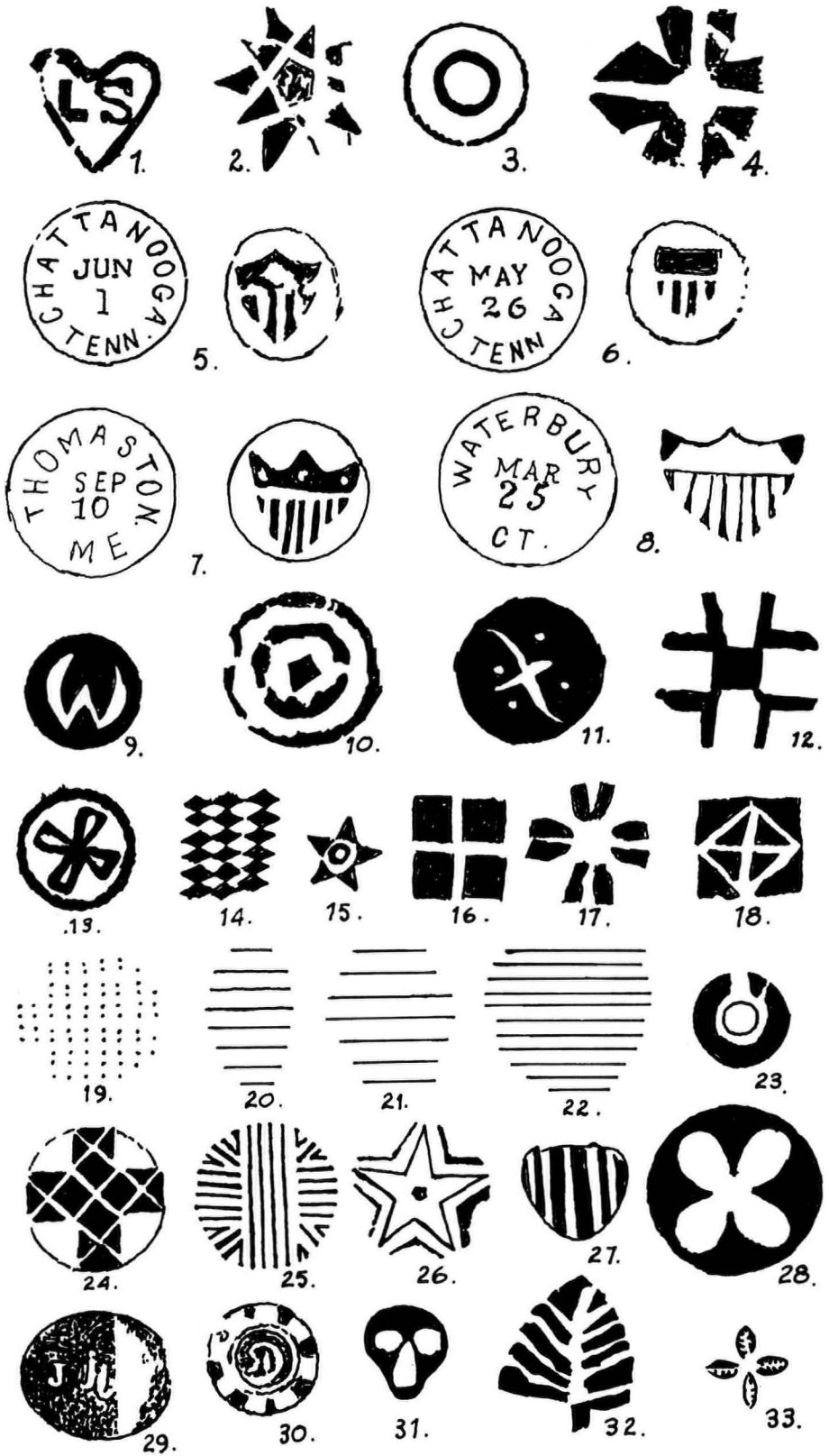


PLATE II

Addenda

PLATE III

MARYLAND

274-H-1, 26 blue, Banknote (Baltimore, Washington & Grafton). 2
274-S-7, Oval 34½ × 26 black, WYD 1861. 35
274-S-27, D. Oval 29½-20½ × 23½-15 blue, WYD 1875
(Metropolitan Branch). 10

GEORGIA

355-A-4, 32½ red, Sixties. Confederate usage. Partial. 40
(Augusta & Atlanta R.R.). Partial. 40
360-K-1, 26½ black, WYD 1884. 2

FLORIDA

380-D-1, 26½ black, Banknote. ND. 6

MISSISSIPPI

423-C-1, Miss. & Tenn. R.R., manuscript, Fifties (Mississippi & Tennessee R.R.). 12

LOUISIANA

439-C-1, Shreve. & N.O. Agt., manuscript, WYD 1877 (Shreveport and New Orleans Agent). 6

ARKANSAS

456-G-1, 27 black, Eighties (N.D. for Northern Division). 1

TEXAS

483-E-1, 27 black, WYD 1882 (Texarkana & Houston). 3

TENNESSEE

500-H-1, 25 black, Banknote. 2
501-B-1, 26½ black, 1880. 10

Catalog Route 503: Columbia to Fayetteville, Tenn. via DUCK RIVER VALLEY R.R.
Route Agents: Columbia and Petersburg, Tenn. 1882—1 Agent
Columbia and Fayetteville, Tenn. 1883—1 Agent (49 miles)
Markings: 503-A-1 Col. & Peters. Agt., manuscript, WYD 1880
(Columbia and Petersburg Agent). 10

KENTUCKY

524-S-1, 34½ blue, Sixties (same as Remele L10S-b). 30
526-S-5, D. Circle 22½ × 13½ black, WYD 1866. Partial (Shelby Station). 24

Catalog Route 530: Huntington, W.V. to Lexington, Ky. via CHESAPEAKE & OHIO RWY.
(Elizabethtown, Lexington & Big Sandy R.R.)

Route Agents: Huntington, W.V. and Lexington, Ky. 1882, 1883—2 Agents (140 miles).

Markings: 530-A-1, 27 black, Eighties. 4

Catalog Route 538: Paducah, Ky. to Memphis, Tenn. CHESAPEAKE, OHIO & SOUTH-
WESTERN R.R. (Memphis, Paducah & Northern R.R.-Paducah & Memphis R.R.)

Route Agents: Paducah-State Line, Ky. 1863—1 Agent

Paducah, Ky.-Union City, Tenn. 1865, 1867, 1869, 1871, 1873—1 Agent

Paducah, Ky.-Trimble, Tenn. 1875, 1877, 1879—1 Agent

Paducah, Ky.-Dyersburg, Tenn. 1882—2 Agents

Paducah, Ky.-Memphis, Tenn. 1883—3 Agents (166 miles.)

Markings: 538-A-1, 26 black, 1874. 12

OHIO

559-K-1, 25½ black, Banknote. 2
559-K-2, 25½ black, Banknote. 2
559-L-1, 27½ black, Banknote. T.N. 1



274-H-1



274-S-7



274-S-27



360-K-1



355-A-4



380-D-1

*Sherr - or o. Agt.
11/11/77-*

439-C-1

*Mrs + Temp R.R.
Mch 1*

423-C-1



456-G-1



483-E-1



500-H-1

*Col + Peter Agt
11-8-80*

503-A-1



501-B-1



524-S-1



526-S-5



530-A-1



538-A-1



559-K-1



559-K-2



559-L-1

PLATE IV

OHIO

560-K-1, 26½ black, WYD 1885. 1
563-C-1, 27 black, 1885. 3
571-D-2, 27½ black, WYD 1882. 1

Catalog Route 598: Toledo to Findlay, Ohio via TOLEDO, COLUMBUS & SOUTHERN R.R. (Toledo and Indianapolis Rwy.)

Route Agents: Toledo and Findlay, Ohio 1883—1 Agent (46 miles.)

Markings: 598-A-1, 27½ black, WYD 1886. 3

MICHIGAN

617-G-1, 27 black, WYD 1887 (Mackinaw City & Detroit). 2
624-G-1, 27½ black, Banknote. Partial (Port Huron and Valparaiso-Western Division). 5

ILLINOIS

698-D-1, 26 dark blue, 1885 (Galva and Burlington). 3
708-J-1, 26 black, Banknote. E in rectangle killer (Chicago and Centralia). 3

Catalog Route 710: Lake Station, Ind. and Joliet, Ill. via JOLIET AND NORTHERN INDIANA RAILROAD

Route Agents: Joliet, Ill. and Lake, Ind. 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1882, 1883—1 Agent (46 miles.)

Markings: 710-A-1, 25½ magenta, Banknote. 18

721-B-1, 27 black, WYD 1886. 3
732-B-1, 22 black, Banknote (Illinois Farmers Railroad). 40
691-M-1, 26 black, 1871 (Clinton & Council Bluffs). 2

IOWA

748-F-1, 26½ black, WYD 1886 (Cedar Rapids and Watertown). 1

MISSOURI

809-G-1, 26½ black, Banknote (Hannibal and Denison). 3
810-G-1, 26 black, Sixties, NDL. 12

WISCONSIN

853-B-1, 27½ black, WYD 1884 (Gunderson and Hudson). 6

MINNESOTA

869-G-1, 27 black, Banknote (Breckenridge and St. Paul). 4
870-D-1, 25½ black, Banknote (St. Paul and Sioux City). 5
874-K-1, 26½ black, Banknote. 4
874-L-1, 27½ black, WYD 1883 (Bismarck and Billings). 8

OREGON

894-D-1, manuscript, WYD 1873 (Oregon and California R.R.). 15

KANSAS

907-G-1, 26 black, Banknote (Kansas City and Denver). 4

Errata—1861 Section

The Chronicle No. 56.

The item and photograph on page 103 belongs in the 1861-'69 section.

The items on page 120, titled *Chicago Double Circle Postmarks With Letters*, and *Late Usages of the 1857 Stamps* both belong to the 1861-'69 section, rather than under Transatlantic Mail.

Page 106. 4th paragraph. 6th line. "Preciously" should be "previously," and other portions are omitted. To clarify, this paragraph should read as follows starting with the third sentence:

. . . Thus, within the last ten years, correspondence not previously published or generally known between the National Bank Note Company, who printed the stamps, and the Post Office Department has been discovered. This correspondence throws new light on the production of the 1861 issue and, particularly, on the origin of the Scarlet. Moreover . . .



560-K-1



563-C-1



571-D-2



598-A-1



624-G-1



617-G-1



698-D-1



710-A-1



708-J-1



721-B-1



732-B-1



691-M-1



748-F-1



809-G-1



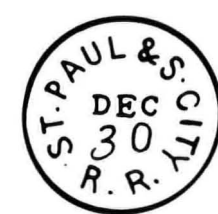
810-G-1



853-B-1



869-G-1



870-D-1



874-K-1



874-L-1

00622
6-29-73

894-D-1



907-G-1

Mails Between Belgium and the United States

Part III

GEORGE E. HARGEST



Figure 1

The photograph of the cover here illustrated as Figure 1 was requested too late to be included in Part II of this series. The following should be inserted after the description of the cover conveyed by British packet (Figure 1) on page 117 of the last issue of *The Chronicle* (issue No. 56):

Prepaid 21 cents for American packet service by a single one cent, type IV, and a pair of ten cent, type II, stamps of the 1851 issue, this letter was posted in Deep River, Connecticut, on April 28, 1856, addressed to Antwerp. It was sent to the New York exchange office which forwarded it on May 3, 1856, to Southampton by the *Arago* of the Havre Line. From Southampton it was sent to the London office which applied a straight-line "U. S. PKT" marking in black and debited Belgium in black manuscript with "4" pence transit postage. The Ostend exchange 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 appeared in *Chronicle* No. 55. The manuscript insertions (in blue ink) in this marking are:

DEBOURS ETRANGER	4 (inserted)
TAXE REDUITE	4 (inserted)
PORT BELGE	2 (inserted)

Below this marking is a blue manuscript "6" which indicates a collection of 6 decimes (4 decimes transit and 2 decimes inland postages). The inland postage of 2 decimes was for a letter that weighed under $7\frac{1}{2}$ grammes.¹

The U.S.-Belgian Convention of December 21, 1859

As early as 1854 the United States and Belgium were attempting to form a postal arrangement.² Satisfactory progress toward this end was not made until the railway lines connecting Antwerp with the principal cities of Belgium, the Netherlands, and of the western countries of Germany had been completed in 1855.³ The attractiveness of Antwerp as a trading port for goods and emigrants led to the formation of the *Compagnie Transatlantique Belge* for the purpose of operating a line of steamships between Antwerp and New York. Two iron screw steamers were ordered from the Van Vlissingen yards at Amsterdam, a firm with little experience in building this class of vessel.

In his annual report for 1855, Postmaster General James Campbell stated:

“In view of the establishment of a line of steamships between New York and Antwerp, I have intimated my readiness to conclude the pending convention with Belgium by fixing the rate of postage for letters between any part of the United States and any part of Belgium at fifteen cents, which rate shall combine five cents United States to two cents Belgium inland, and eight cents sea postage.”

This convention, however, was not concluded. The poor performances of the *Belgique*, and the *Constitution*, both of which had to be extensively rebuilt, forced delays and irregularities in sailings. Between November 1856 and September 1857, the above two steamers and the *Leopold I* made about ten round voyages for the Line before the service was withdrawn. The firm, having suffered heavy financial losses, went into liquidation.⁴

Belgium and the United States finally concluded a convention on December 21, 1859,⁵ which provided for closed mails through England as well as for a direct service in the event that a direct line of steamers should be established between the two countries. The principal features of this convention are excerpted, as follows:

Article I provided for a regular exchange of mails between the United States and Belgium in closed mails, via England, or by the direct route. All mail between the two countries was to be sent in the closed mails, via England, unless the letters were endorsed to be sent by a different service.

Article II provided that Belgium was to pay Great Britain the charges for transit over British territory in conformity with the Anglo-Belgium convention of August 14/28, 1857, while the United States was to bear the expense of sea transportation across the Atlantic by United States or British packets (closed mail provisions, Articles VIII and IX, of the U.S.-British treaty of 1848).

Article III established United States exchange offices at New York and Boston; Belgian offices were set up at the local office at Ostend, the travelling Ostend office, and at Antwerp. By Article IV, others could be established by mutual consent.

Article V provided for optional prepayment of postage, but no account was to be taken of a payment of less than the whole rate.

Article VI established the progression at a single rate for letters not exceeding 15 grammes (half an ounce); over half an ounce (15 grammes), but not over an ounce (30 grammes), 2 rates; over 30 grammes (one ounce), but not over 60 grammes (two ounces), 4 rates; and so on, adding 2 rates for every 30 grammes, or one ounce, or fraction of an ounce.

Article VII set the closed mail postage for prepaid or unpaid letters for a single rate at one franc, forty centimes in Belgium, or twenty-seven cents in the United States, divided as follows:

United States postage	5 cents
Sea postage	15 cents
British transit postage	4 cents
Belgian postage	3 cents
	<hr/>
	27 cents

Article IX provided that each office account to the other office for letters exchanged in closed mails for the actual postage set forth in Article VII and according to the progression set by Article VI, “letter by letter.”

Article X provided for transit mail through Belgium or through the United States.

Article XXIII provided that “in the event of a direct line or lines of steamships between the United States and Belgium being established . . .” the postage for a single rate, according to the progression set by Article VI, was to be fifteen cents, divided as follows (Article XXIV):

United States postage	5 cents
Sea postage	7 cents
Belgian postage	3 cents
	<hr/>
	15 cents

It will be noted that Article IX required that the accounting between the two offices was to be on the basis of the individual letter, and not on the basis of the bulk weight of mail. This was made necessary because Belgium paid Great

Britain for the British transit postage on the basis of the individual letter, but it destroyed the advantage of simplified accounting procedures usually associated with closed mails. The Prussian closed mail convention, on the other hand, did provide that accounts be settled on a bulk weight basis. This may point to the reason for the United States not availing itself of the transit mail privileges offered by Article X. While much transit mail passed through Germany in the Prussian closed mail, until the expiration of this convention on December 31, 1867, the only transit mail exchanged under Article X was mail to the Netherlands after July 1866.

Although this convention was made between the Post Offices of the two countries, the formalities of exchanging ratifications and of proclamation (usually associated with treaties) were observed. Article XXVII stated that it was to be placed in operation one month after the exchange of ratifications. Dr. Robert de Wasserman of Brussels has called the editor's attention to the fact that it was placed in force at an earlier date. While the ratifications were not exchanged until October 19, 1860, and it was proclaimed in the United States on October 20, 1860, he finds in the "*Recueil Administratif des Lois, Arretes et Decisions concernant Les Cheman de Fer, Postes & Telegraphes*" No. 472, that it was placed in force in Belgium on March 1, 1860. According to the annual report of Postmaster General Holt for 1860, it was placed in operation in the United States on January 24, 1860. This was the date the mails were made up in New York for the sailing on the following day of the R.M.S. *Europa* of the Cunard Line from Boston. It is, therefore, possible that covers sent in the first mail under the convention would bear a Boston marking dated January 25, or a New York marking dated January 24. The exchange office accounting for Belgian closed mail letters is presented in Table I.

TABLE I
EXCHANGE OFFICE ACCOUNTING FOR BELGIAN CLOSED MAIL

Postage	Rate	Letters From U.S.		Letters From Belgium	
		PREPAID	UNPAID	PREPAID	UNPAID
U.S. inland	5¢	*	5¢	5¢	*
Sea	15	*	15	15	*
British transit	4	4¢	†	†	4¢
Belgian inland	3	3	†	†	3
Total	<u>27¢</u>				
U.S. credit to Belgium (red)		<u>7¢</u>			
U.S. debit to Belgium (black)			<u>20¢</u>		
Belgian credit to U.S. (red)				<u>20¢</u>	
Belgian debit to U.S. (black)					<u>7¢</u>

* Retained from prepayment or collection by the U.S.

† Retained from prepayment or collection by Belgium.

Prussian closed mail service was never made available to Belgium. A rate by Bremen/Hamburg mail was not introduced until February 1867. The rate by this latter route was 18 cents per half ounce, prepayment optional, and no cover showing it has been seen by this editor. French mail between Belgium and the United States became available on April 1, 1857, at a rate of 21 cents per quarter ounce in the United States and of one franc per 7½ grammes in Belgium. The British open mail rates of 5 cents by British packet, or of 21 cents by American packet, remained in effect until January 1, 1868. Letters sent at the 21 cent French mail rate were not to be forwarded by that route unless they

were endorsed in such a way as to indicate that French mail service was desired. The *U.S. Mail and Post Office Assistant*, in repeated editions, admonished the public that such endorsement was necessary:

“It is important that letters addressed to Germany and other European countries, via France, where the single rate per quarter ounce is 21 cents, should be plainly marked to be sent via France; otherwise they may be missent in the open mail to Liverpool by United States packet, the 21 cent rate per half ounce being also chargeable on letters thus forwarded.”

While covers by any route addressed to Belgium appear to be scarce, very few showing French mail service have been seen by this editor. What effect, if any, the requirement for endorsement may have had on the use of French mail has not been determined.

On July 31, 1863, the United States and Belgium signed a new postal convention in duplicate at Brussels.⁶ This convention provided a rate for ordinary letters of 20 cents per 15 grammes in the United States, and of one franc in Belgium. Registration of letters was also provided for by an extra charge (in addition to prepayment of ordinary postage of 10 cents in the United States, or of 50 centimes in Belgium. According to Article XXV of this convention, it was not to come into operation “until the British office shall have reduced the amount of its charges for territorial transit, and sea conveyance, to a rate not exceeding 14 cents for a single letter.” The British did not make such a reduction until January 1, 1868, and on that date a new U.S.-Belgian convention came into operation, therefore, the letter rate established by the convention of July 31, 1863, never became operative. It is not known, however, that the provisions for registration of mail did not come into force.

According to the tables of postages to foreign countries published in the *U.S. Mail and Post Office Assistant*, the 15 cent direct rate included in the U.S.-Belgian convention of December 21, 1859, never became available on mail from the United States. Beginning in July 1866 the Ruger Brothers began running a line of steamships between New York and Bremen, and also a line between New York and Antwerp. Their fleet was made up, for the most part, of ancient and obsolete paddle steamers, some of which had been laid-up for years. The service to Antwerp was entrusted to two worn-out steamers, the *Circassian* and the *Ericsson*. The Ruger Brothers were evidently given a mail contract for this service, for the *Shipping and Commercial List and New York Prices Current* lists them as “U.S.M.” steamers. While no rate to Belgium is given for a direct service by this line, the October 1866 edition of the *U.S. Mail and Post Office Assistant* contains the following announcement:

“We are requested to state that letters and printed matter of every kind posted in the United States and addressed to the Netherlands may be transmitted to destination, via Belgium, in the mails made up at New York and despatched by means of the new line of American steam packets, plying between New York and Antwerp.

Netherlands letters, direct	17¢
via England	*27¢”

Note: The 27¢ rate is by Belgian closed mail; * indicates optional prepayment.

The first sailing was taken by the *Circassian* which left New York on July 18, 1866.⁷ The *Ericsson* was scheduled to sail on July 27, but did not make it; it was re-scheduled for August 16, and was again delayed. It finally sailed on August 23, 1866. The *Circassian* was scheduled for a sailing on September 12, but did not arrive back in New York until September 19, badly in need of repair. It was rescheduled to sail on September 26, October 6, October 10, and finally sailed on October 11, 1866. The *Ericsson* arrived back in New York on October 16, and was not again scheduled to sail. The run to Antwerp by the Ruger Brothers steamers was thereafter abandoned. In the following year the Inman Line began a service between New York and Antwerp with the steamers *City of Cork* and *Kangaroo*, which was continued intermittantly until 1869.⁸ During 1867 the

City of Cork made one round voyage, sailing from New York on October 2, 1867, and arriving back in New York on November 15, 1867. The extent of mail between Belgium and the United States carried by these lines, if any, is not known. The fact that the United States was willing to develop a direct rate to the Netherlands for the Ruger Brothers' ships, but did not announce a direct rate to Belgium, leads one to conclude that Belgium may not have wished the United States to dispatch mail to Antwerp by the ships of this line.

Regarding Covers

Although the Belgian closed mail operated between January 24, 1860, and December 31, 1867, covers showing its use are relatively scarce. Covers showing the 27 cent rate prepaid by stamps of the 1857-'60 issues are rare. In "*U.S. Postal Markings 1851-'61*," by Tracy W. Simpson, page 101, is illustrated a cover franked with a 24¢, 1860, and a 3¢, type II, of the 1857 issue. Since this combination of stamps could have been used for only fourteen months, covers showing it are seldom seen.



Figure 2

Figure 2 presents a Belgian closed mail cover franked with stamps of the 1861 issue. It is prepaid by a 3 cent rose and a 24 cent lilac. Posted in Philadelphia on August 31, 1865, this letter was sent to the New York exchange office where it received the "N. YORK AM. PKT./7 PAID" marking bearing the date of September 2 (1865), the New York office giving Belgium a credit of 7 cents (see Table I). On September 2, 1865, the *City of Baltimore* of the Inman (Dales) Line sailed from New York conveying this letter to Liverpool, whence the closed bag containing it was sent directly to Ostend. The Ostend office marked the letter on the reverse with a circular "ETATS-UNIS PAR OSTENDE/8-11/16-9" marking applied in black and showing that it arrived at that office between 8 and 11 o'clock on September 16. Also applied in black by the Ostend office is a straight-line "AM. PACKET" marking.

The letter is addressed: "Lieut. B. J. Cromwell/U.S.S. Shawmut/Care American Consul/Antwerp Belgium. Evidently, Lieutenant Cromwell had departed for Rio de Janeiro, Brasil, before this letter arrived in Antwerp. The American consul, evidently, re-addressed it and started it on its journey to Rio de Janeiro. The double circle "BELG. A QUIEVRAIN" marking on the face, as well as several markings on the reverse of the letter relate to its transit to Bordeaux, and thence by the *Navarre* of the Messageries Imperiales to Rio de Janeiro. While these markings are extremely interesting, they are not pertinent to the current discussion.

Figure 3 illustrates a cover posted in New York addressed to Brussels. It is prepaid 21 cents by a pair and single of the 3¢, type II, and a 12 cent, Plate I, of the 1857 issue. The 3 cent stamps had been a strip of three, but the right

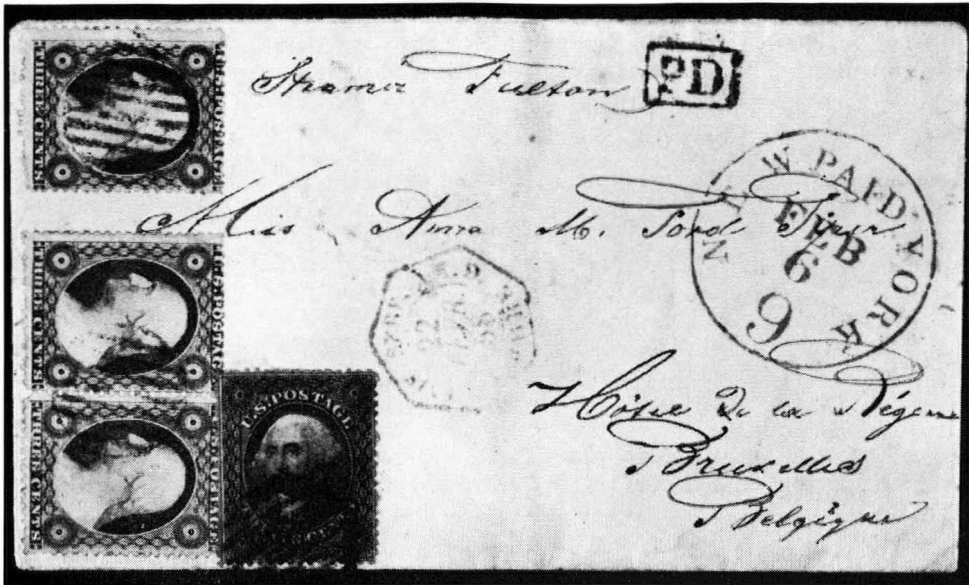


Figure 3

stamp was separated so that the address would not be obscured. The letter is endorsed to the "Steamer Fulton," a vessel of the Havre Line which ran directly to Havre, and evidently was considered as indicating the intention of the mailer to send it by French mail. The New York office credited France with 9 cents (3 cents French inland plus 6 cents postage beyond France). The Havre office applied an Heptagonal (seven-sided) marking in dark blue (indigo) inscribed "ET. UNIS SERV. AM. D./HAVRE" with the date of February 22, 1858, the "D" in this marking abbreviates "direct." The Havre office also applied in red a small boxed "PD" marking, which indicated the letter was paid to destination. These markings are characteristic of French mail covers by direct service.⁹

Bibliography

- ¹ Photograph through the courtesy of John A. Fox. This cover is now in the collection of Lester L. Downing.
- ² Senate Executive Document No. 1, 33rd Congress, 2nd session, serial 747, p. 631.
- ³ Bonsor, N. R. P., *North Atlantic Seaway*, p. 107.
- ⁴ *Ibid.*, p. 108.
- ⁵ 16 *Statutes-at-Large* 931.
- ⁶ 16 *Statutes-at-Large* 944.
- ⁷ All sailing data taken from appropriate issues of the *Shipping and Commercial List and New York Prices Current*.
- ⁸ Bonsor, N. P. R., *op. cit.*, pp. 63-64.
- ⁹ For markings on the reverse of this cover see *Chronicle* No. 44, Plate I, markings 19e through 19i.

Comments on Postal Markings

This editor is extremely gratified at the spirited response from the membership regarding the postmarks appearing on Plate I reproduced on page 121 of the last issue (*Chronicle* No. 56).

Mr. Calvet M. Hahn sends Xerox copies of three covers bearing postmark A, of which one was used in July of 1851, while Mr. James E. Schofield reports the marking used in 1856. The long life of this marking and the number reported would seem to indicate that it is not scarce.

Mr. Clifton O. Smith reports a French packet marking on a letter prepaid in France by an 80 centimes stamp. It is 25mm in diameter, applied in red,

and the marking is inscribed "N. YORK FR. PKT./PAID" with the date of June 22 (1866). Mr. Leon Reussille, Jr. reports a letter prepaid 80 centimes in France bearing a French packet marking. This marking is also 25mm in diameter, applied in red, but is inscribed "N. YORK Fr PKt/PAID" with the date of July 31 (1867). The letters in the inscription in the marking on Mr. Roussille's cover are larger than those shown on Mr. Smith's cover. Mr. Calvet M. Hahn has called this editor's attention to a French packet marking traced years ago by Elliott Perry. The editor finds this in Pat Paragraphs No. 20, page 480. This marking is similar to I of Plate I, but is inscribed "Fr PKt" instead of "FR. PKT." Mr. M. C. Nathan reports that he has cover posted in Paris on July 17, 1866, addressed to San Francisco, and bearing marking I in red.

Mr. William C. Coles, Jr. has sent to this editor Xerox copies of four covers bearing marking G of Plate I. In each case, the "24 Cts./PAID" was used to indicate a single rate prepayment on covers addressed to England. It was previously reported as being used for a restatement of rate on incoming mail. Another cover, addressed to France, shows a marking similar to G, but with "5 Cts./PAID." On this cover in heavy, black manuscript, "21" is written over the "5." This seems to indicate that the Philadelphia office did not have this marking bearing "21 Cts./PAID."

Mr. M. C. Nathan reports marking H used prior to December 1, 1851. When in 1960 this editor published in *Chronicle* No. 37, pp. 2-4, his translation of a French decree of November 19, 1851, effective on December 1, 1851, it was felt that December 1 marked the date upon which French postage on mail between the United States and France, via England, was reduced from 15 decimes per single rate to 8 decimes by American packet, and to 13 decimes by British packet. It is now known that a French "circulaire" (instructions to postal agents) No. 67 was issued on September 1, 1851.¹ This circular reduced the French postage on mail conveyed, via England, by American packet from 15 decimes to 8 decimes per 7½ grammes. It also replaced the "COLONIES/&c. ART. 13"² marking with H of Plate I, to be used by the Paris office, and with a double circle marking inscribed, "ETATS-UNIS PAQ. AM./B.A. CALAIS" with date in center, to be used by the travelling postoffice, Calais to Paris. Although the rate by British packet remained at 15 decimes, the "COLONIES/&c. Art. 13" marking was also replaced on this mail. A marking similar to marking H, but inscribed, "ETATS-UNIS PAQ. BRIT./PARIS" for use by the Paris office was introduced. Also, a marking inscribed "ETATS-UNIS PAQ. BRIT./B.A. CALAIS" was to be used by the travelling office. The decree of November 19, 1851, merely repeated the existing rate by American packet, but reduced the British packet rate from 15 to 13 decimes.

Covers by British packet arriving in France between September 1 and December 1, 1851, bear no "COLONIES/&c. ART. 13" marking, bear one of the above described markings for British packet service, and a French due marking of 15 decimes, or multiple of 15 decimes. Since there were only thirteen sailings by the Cunard Line during this period, it is not strange that covers showing this combination of markings are difficult to find.

Mr. M. C. Nathan's cover is illustrated in an article by Dr. W. Scott Polland (as illustration II) which appeared in the July 1967 issue of *Western Express*. This cover shows marking H of Plate I bearing the date of September 26, 1851, and a French due marking of 8 decimes. The cover also bears the "error" rate of 22 cents prepaid at the San Francisco office. Those who have not read this important article by Dr. Polland should make every effort to secure it.

Mr. M. C. Nathan also reports marking D with the year date of 1863.

Bibliography

¹ Salles, Raymond, "*La Poste Maritime Francaise Historique et Catalogue*," vol. IV, pp. 280 and 285-286 (available through the courtesy of J. David Baker).

² For the reason for abandoning the "COLONIES/&c. ART. 13" marking—see *Chronicle* No. 52, p. 96.

The Cover Corner

J. DAVID BAKER, *Editor*

Answer to the Problem Cover in November 1967 Issue

Our problem cover in the November, 1967 *Chronicle* was posted in San Francisco, November 14, 1864, addressed to Turin, Italy and forwarded to Livorno.

George E. Hargest, the editor of our Transatlantic mails section provides the following analysis:

"I have been to the library to look up the Anglo-Italian treaty related to your cover to Italy. I find the 1863 Anglo-Italian treaty deals only with printed papers, but was additional to the Anglo-Sardinian treaty of December 12, 1857, indicating that the treaty was still in effect.

(The San Francisco post office knew that 24¢ could prepay the letter to England. Although the additional articles to the British Treaty signed October 13, 1863, created San Francisco as an exchange office, this letter did not go through the foreign section of the San Francisco post office.

It was carried as regular mail on the central overland contract mail route by stagecoach to St. Joseph, Missouri and by railroad to New York City. THE EDITOR.)

"The 24¢ prepayment evidently confused N.Y., for it was first rated as an Am. Pkt. letter to England, then the error was discovered. The preferred route was by French mail, but the letter weighed over 7½ grammes. N.Y. forwarded it in the open mail to Liverpool. It went there by the Inman liner *Edinburgh*, which sailed from N.Y. on December 10, 1864.

"The 1857 Anglo-Sardinian treaty specifically provided for open mail to or from the U.S. The rates were set forth in Table G appended to the detailed regulations. Briefly, this provided that Sardinia pay Britain for unpaid letters 1d. or 10 centimes per 7½ grammes when conveyed by Am. Pkt., or 8d. per ½ oz. plus 1d. per 7½ grammes when conveyed by Br. Pkt. On letters sent through France, Sardinia also paid Britain 1 franc per 30 grammes for French transit. After July 1, 1863, the *per letter* rate for French transit was 4d. or 40 centimes per ½ oz. (This is the same rate as it was via Marseilles on mail to China.) The treaty provided that London make up a closed mail which was sent through France to a Sardinian exchange office, in this case, Turin. Sardinian inland postage was 20 centimes per 7½ grammes. Sardinia belonged to the Latin Monetary League which tied the lira to the franc, so the treaty expresses the Sardinian rates in francs and centimes and not in lira. Letters were rated in decimes as they were in France.

"The London office at first intended to send this letter via the Southampton steamer instead of through France. London marked the letter 'Per Steamer Mail' and rated it (at left) '8/2' to show the total rate as per the treaty. The 8d. included in the treaty, of course, is the U.S.-British treaty packet rate. This indicated 8 pence over 2 pence, and is nothing more than a memo. London then debited Sardinia with 20 centimes. Evidently they changed their mind about sending the letter by steamer and sent it through France. The London mark (on reverse) shows a date of December 23 and the Turin receiving mark, December 26th. The steamer took much longer. This is borne out by the division of the postage made by Turin directly under the pair of 10¢ stamps. The 'Tasse Inghilterra O, 60' means 'Tax English' or 'English Postage.' This was 20 centimes (2 × 10¢) Anglo-Sardinian treaty rate plus 40 centimes French transit. I can't read the next line, but it sets forth the Sardinian inland of 2 × 20 centimes, or 40 centimes, for a total of 1 lira. If I could see the cover, I might be sure, but it looks to me

as if the Turin office marked it for a collection of 10 decimes at left under the '20.' There are two carrier marks on the reverse, so they are trying to deliver it. It was then forwarded (at no extra postage) to Livorno where it was marked again for a collection of 10 decimes with the large 10 in center. As is indicated in the treaty, the French transit was paid for separately, so there was no additional British debit for it."

The Problem Cover for This Issue

The new problem cover was posted as a stampless cover at Halifax, Nova Scotia, August 4, 1864 addressed to Portland, Me. and forwarded to Boston, Mass.

All postal markings can be seen in the illustration since no markings appear on the reverse of the cover.

Can you explain all the rates and postal markings?



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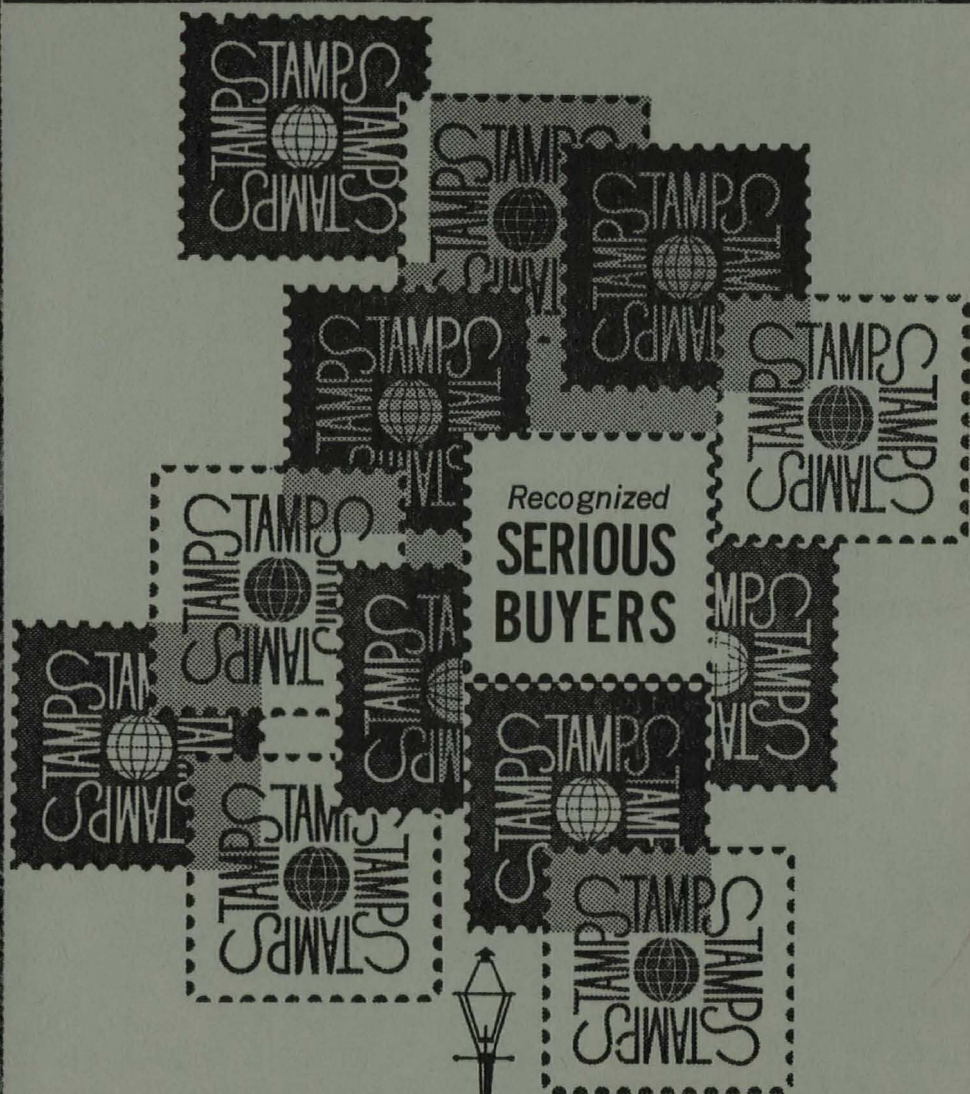
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