

X

The
Chronicle
of the U.S. Classic Postal Issues

May, 1968

Volume 20, No. 2

Whole No. 58

WATERLOW

SAMPLE STAMPS

Waterlow & Sons Ltd. (who no longer produce postage stamps) in the past printed many millions for a large number of postal administrations all over the world. As samples of their work, when attempting to secure printing contracts, they mostly used *proofs printed in colours and with line-perforations which were not used for the issued stamps*. They are mostly printed with exceptional care in distinguished colours and include many striking pictorial designs of thematic interest.

Our Private Treaty Department has been instructed to sell a wonderful "find" of these sample stamps. Nearly all are overprinted "WATERLOW & SONS LTD./SPECIMEN" (there are some eighteen overprint types), they are mostly punched with small holes as an additional measure of security, and they are mostly printed on unwatermarked paper which is sometimes ungummed.

In addition to printings made from plates which were used for the issued stamps, many are printed in charming *miniature sheets*, usually of nine, from plates which were specially laid down from stamp rollers. An interesting consequence is that many of these proofs show re-entries or other plate varieties which are not to be found on the issued stamps. Some of the miniature sheets are printed from composite plates of several different denominations. Many of these items have not been recorded before.

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Classified Advertising

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

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

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

THE END OF AN ERA

This was the title of Henry A. Meyer's Christmas card this past Christmas. Sadly, this was more prophetic than we knew. He died very suddenly of a heart attack on March 25, just two days after his 74th birthday.

Henry had been engaged in editing and putting together the Meyer-Towle book of railway postmarks, covering the era 1861-1886. This work, although very much delayed by his having to take care of his mother, who had a severe fall in their home about a year ago and again a few days ago, was nearly complete. Only a few pages remained to be set, plus the index.

Henry had complained a few times lately of shortness of breath, but a visit to a doctor had indicated merely that he was somewhat run-down, with no signs of a coronary or other problems. Henry stated to the writer in a telephone conversation earlier the day he died that he felt much improved. Later he went out for groceries with a young friend in the neighborhood. Upon returning, he commented that he didn't "feel very good," sat down in a chair and was gone.

He had been a collector since the early 1900's. He also was an authority on Ohio River steamboats, Evansville history and a few allied fields. He had been a teacher of mathematics at Evansville Central High School for some 47 years until his retirement a few years ago, and was the local "depository" on Evansville history, holding an unofficial chair at the Evansville Museum.

In philately, he was an authority on the stamps and postal history of Hawaii, and the Meyer-Harris book is the authoritative text. He was quite expert on Brazilian Bulls-Eyes and early Greece, and had collected Cape triangles knowledgeably for years. His collection of German postal history of the Napoleonic war era was most comprehensive and unusual. In United States material, he was the authority on domestic steamboat and packet markings, and had assembled a book on the markings STEAM, STEAMBOAT, SHIP, STEAMSHIP, WAY and allied items which, however, has never been offered for publication because he was not fully satisfied with it.

His collection of Civil War Postal History, exhibited widely during the Centennial of that event, won numerous prizes wherever shown. This exhibit really reflected very well Henry's approach to postal history. While most exhibitors concentrate upon the "high-powered" as to spectacular or superb conditioned items, Henry's idea was to show representative items that told a story. He preferred covers that were within the reach of the average serious collector and each item shown told a part of a story—and told it well.

The Meyer-Harris and Meyer-Towle books will permanently attest to Henry's meticulous care in editing and assembling publications with large quantities of detail. His cover photography, at which he was extremely adept, also will serve to tell collectors of his ability. All these accomplishments will assure lasting memory of him in philately.

None of his very real accomplishments are needed to assure a lasting and pleasant memory of him by those who did know him. This includes a large number of people who never actually met him face to face but only by correspondence. He loved writing and receiving letters and spent much of his time in letter writing. His gentle integrity, simplicity and generosity were as obvious to correspondents as to those meeting him in person. When he attended stamp shows, he was given no peace as he was a favorite with everyone.

Of all the people we have known, he probably fitted an old and much abused description most perfectly. Good-Bye, Henry Meyer, Scholar and Gentleman!



—R.B.G.

THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

1847 Covers From Panama

CREIGHTON C. HART

When our first stamps were issued, the Post Office Department in Washington sent supplies to post offices in thirty states (Note 1), and to post offices in three territories as well as to post offices within the District itself . . . and then to our surprise we learn that '47 stamps were shipped to a foreign country, to Panama. Sending United States stamps to Panama would create even more of a surprise for today's collector if they were not accustomed to seeing United States stamps overprinted "Canal Zone," so that they may erroneously think these '47 stamps from Panama are merely forerunners of these surcharged stamps which came 54 years later.

Actually, there is a great difference between '47 stamps used in Panama and United States stamps overprinted "Canal Zone," and if the French had been successful in building the Panama Canal in the 1880's, the difference would be clearly evident. When the French failed to complete the canal, the United States' desire to take over the project was undoubtedly whetted because of our mail treaty with Panama made in 1848, and the very successful transmission of mail by this route to California, which had joined the Union in 1845. The importance of this mail route was again emphasized by the flood of United States citizens who traveled it after the discovery of gold in 1849.

In 1847 there was no Canal Zone and the United States despatch agent in the country of Panama was A. B. Corwine, who was in charge of the mail crossing the Isthmus from Chagres on the Atlantic to Panama City on the Pacific. Here is an instance of United States mail's being carried in a foreign country with postage paid by United States stamps. Of course, as was expected, most of the "via Panama" mail was between the east and west coasts of the United States. However, an unexpected "Believe It or Not" postal fact is that quite a few of these letters were carried by the United States mail in a foreign country (Panama), from another foreign country (Peru) to yet a third foreign country (Mexico). At no time was this portion of the Panama mail transmitted over United States soil.

It is a great pity that these fascinating '47 covers from Panama are so scarce. Supplies of the ten cent stamps were sent twice to our mail despatch in Panama. The first shipment went on June 22, 1850 arriving there on July 16; the second shipment went on January 17, 1851 arriving there on March 21. No five cent stamps were required because the rate from Panama City on the Pacific side of the Isthmus to the United States was 30¢ and the rate from Chagres on the Atlantic was 20¢. A single ten cent stamp on cover is a costly item, a pair on cover is quite rare and expensive, and a choice strip of three on cover ranks as a philatelic masterpiece.

There are seven Panama '47 covers on my list all with 10¢ stamps and all paying the 30¢ rate from the Pacific side. In addition to the seven covers I also list two strips of three on pieces. The complete list is:

| <i>Date</i> | <i>From</i> | <i>To</i> | <i>Cancellation</i> |
|------------------|----------------------------------|------------------|---------------------|
| 1. Nov. 27, 1850 | Lima, Peru | San Blas, Mexico | Red grids |
| 2. Dec. 11, 1850 | Lima, Peru | Mazathon, Mexico | Pen & grids |
| 3. April 2, 1851 | Panama | Orange, Va. | Pen |
| 4. Dec. 4, 1851 | Lima, Peru | Tepic, Mexico | Red grids |
| 5. X X X | Panama | Philadelphia | Pen |
| 6. ? ? ? | Panama | Plainfield, N.H. | Pen |
| 7. ? ? ? | Lima, Peru | Tepic, Mexico | Red grids |
| 8. X X X | (Part cover) | | Red grids |
| 9. X X X | Strip of three—formerly on cover | | Red grids |

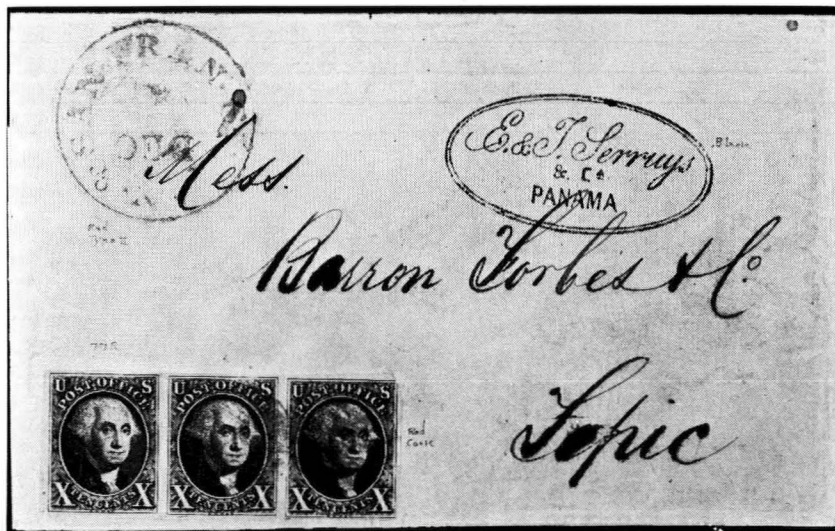
Each of these covers has an interesting history and deserves more than the brief description given above.

The first cover was formerly in the Judge Emerson collection and has a fine strip of three at the top. There is a sheet margin at the left and the stamps plate as R 31-32-33. The left stamp (R31) is the big "Post Office" shift. Your editor bought this at the Karl Burroughs' sale in 1944 and in 1962 traded it to the late Captain Barrett Hinds. When the Hinds collection was sold January 23, 1968, this important cover realized \$2,700. It is now in the extensive specialized "Via Panama" collection of Colonel James DeVoss.

The second cover was formerly in the Senator Ackerman collection which was assembled and dispersed by Elliott Perry. On the album page where this cover was mounted, Perry has given the pertinent information about the cover. The cover is described as having a horizontal strip of three of the ten cent which is plated as R 51-52-53. The present owner is not known to me.

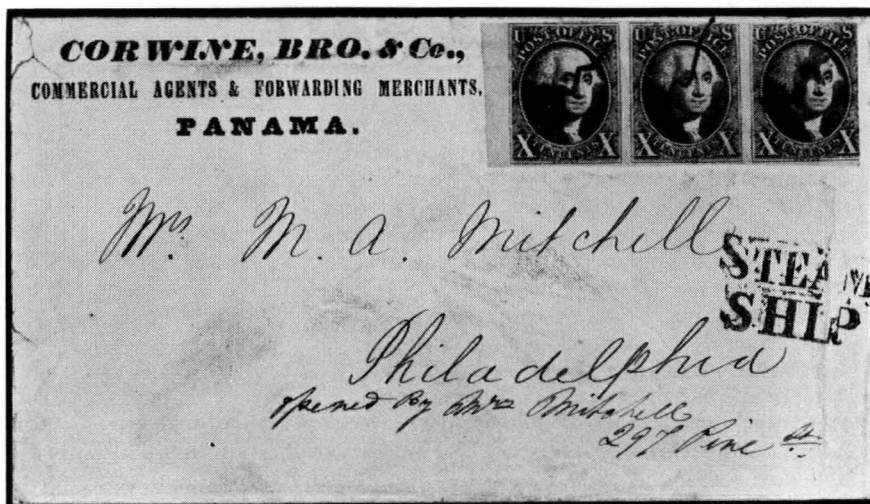
The third cover was in the Charles A. Shierson collection and is a folded letter datelined Panama and was written on shipboard by a sailor to his mother. The son tells of his slow recovery from "Panama fever" and his still weakened condition. The stamps are a vertical strip of three with part of the side margins missing and are pen cancelled. A black two line "STEAM SHIP" is the only postal marking. This is the same black "STEAM SHIP" that is on cover #5 and the ship marking which is frequently seen on incoming ship letters to New York. This cover is in your editor's collection.

The fourth cover, like the third cover, was last sold by H. R. Harmer, Inc. in the Shierson auction in 1961. A comparison in price because of condition and postal markings is clearly evident here. Whereas, the third cover is one of the poorest of the Panama covers, this fourth cover is undoubtedly the finest. The third cover realized only \$270 and the fourth exactly ten times as much, \$2,700 in the same auction. The fourth cover has a fine strip of three but instead of being pen cancelled, it is cancelled with red grids. Instead of the rather common black "STEAM SHIP," it has the desirable and rare red "PAN. & SAN FRAN. S. S.," this being the abbreviation for "Panama and San Francisco Steam Ship." This is the only "PAN. & SAN." cover known with 1847 stamps. (Note 2.) When this cover was acquired by Mr. Shierson, it had an accompanying letter showing the origin of the cover to be Lima, Peru and the text of the letter related to the shipment of silver bars. When the cover was auctioned in 1961 the letter was missing. This cover is also in your editor's collection.



This cover dated December 4, 1851 is a use of the 1847 stamps after they had been demonetized as of July 1, 1851. The "PAN. & SAN FRAN. S. S." marking is in red; the handstamp of the Panamanian agent is in black.

The fifth cover is noteworthy because it has the business corner card of "Corwine Bros. & Co." and it is an envelope rather than a folded letter. Corner cards on 1847 covers are almost unknown and for this to have the business corner card of the United States despatch agent is most fortunate. This cover has a horizontal strip of three with a sheet margin at left. The stamps are pen cancelled as are the stamps on three other covers. There is a black "STEAM SHIP" on this cover as there is on the third cover. This cover is in a prominent eastern collection.



A. B. Corwine was the U.S. despatch agent in Panama and this envelope has the business corner card of his firm. The stamps were probably pen cancelled when the black "STEAM SHIP" was struck at the New York post office.

The sixth cover was formerly in the Senator Ackerman collection and the data there shows that the stamps are plated as R 91-92-93. There is a nice strike of "PANAMA" directly below the stamps which are pen cancelled. This cover is now in the collection of Basil Pearce.

The seventh cover is addressed to "Baron, Forbes & Co. Tepic, Mexico" and has nine 10¢ '47's being two horizontal strips of three and three singles. The 90¢ paid the triple rate and the stamps are cancelled with red grids. One of the single stamps is badly damaged with the upper half missing. There is no evidence of year use. To the best of my knowledge this cover has never been exhibited or illustrated in a philatelic magazine. Its present owner is unknown to me. (Note 3.)

A word about the two other Panama strips is in order to complete the report. The horizontal strip listed as number eight is on a small piece and was offered in a John A. Fox auction in 1964. The stamps are in poor condition having nearly all of the bottom frame line missing. There is a clear strike of "PANAMA" in red below the strip. This same piece was again offered in September, 1965 at a Mayflower auction.

The strip of three listed as number nine is one of the finest off cover 10¢ 1847 items in existence. It is a superb strip with a complete sheet margin at the top. This strip was last sold in the sixth Newbury auction by Robert A. Siegel in 1962 when it realized \$3,500. Prior to that it had been in the Judge Emerson collection. Because the cover was ragged, Judge Emerson removed the strip and kept it as a lovely off cover piece. Going back a bit further it was sold in 1911 by the Nassau Stamp Co. where it was described as,

"10¢ 1847—A magnificent strip of three showing top margin of sheet on entire original cover from Peru, cancelled in red forwarded by Corwine Brothers & Co., Panama, a wonderful cover." The realization was \$46.50.

The Panama Route

The story of the Panama Route is a fascinating one but it is much too long to be told here. *The Panama Route 1848-1869* by John Haskell Kemble published in 1943 is an excellent historical report. Unfortunately this 316 page handbook is now a collector's item and seldom available. The late Stanley B. Ashbrook wrote two articles for the *Stamp Specialist* both discussing the postal history of the Panama Route. In Volume 1, Part 2 (1940) is "New York Post Office, Some 'Early Steamship' Markings." This article illustrates the 20¢ postal markings from Chagres at the Atlantic end of the postal route and the 30¢ rate markings from Panama City on the Pacific side. In the White Book printed in 1944 is his article, "PAN. & SAN FRAN. S. S." in which this steamship marking is discussed at length with several illustrations.

Col. James T. DeVoss is writing a book "Via Panama" which will include the postal history of the mails that crossed the Isthmus of Panama 1800-1869. Colonel DeVoss' book will also again make available Panama history which is pertinent to the period and which has long been out of print.

As was stated earlier all of the known Panama covers with '47 stamps pay the 30¢ rate which was for letters mailed on the Pacific side of Panama. The rate from Chagres on the Atlantic was 20¢ and there are no '47 covers known mailed from there. Even stampless covers showing the 20¢ rate from Chagres are very rare. The Chagres of 1848 was a very small cluster of native mud huts and surely there was no reason for postal communication between residents of Chagres and the United States. What few covers that exist from there, during this very early period, must have been posted by travelers crossing the Isthmus either as they started up or after they came down the dangerous Chagres River.

Although Chagres was a primitive village during most of the time the 1847 stamps were current, it changed quickly when the 1849 gold seekers stopped there on their way to California and later when the fortunate ones with gold lined pockets returned going back east. It became a gaudy midway spot . . . a "last chance" joy place for those going and a chance to let off pent-up energy for those returning. Hotels, saloons, and gambling halls with dancing girls sprang up to make Chagres a typical wide open, no holds barred, wild western American town. Its reputation is remembered as a colorful part of early Panamanian history just as the many wild west towns are part of early American history.

Poor Chagres faded and died as the gold fields played out and as overland transportation to the west became safer and faster. The site of old Chagres lies within the present Canal Zone but no visible ruins remain. A new Chagres, located about ten miles away in Panama, has only the similarity of name to remind us of this formerly lively spot on the Panama mail route. Fortunately, we also have these 1847 Panama covers to remind us of this once gay midway point on the way to Cal-i-FOR-ni-A.

Notes and References

¹The thirty states include all those presently east of the Mississippi River except West Virginia. West of the Mississippi River the states of Louisiana, Texas, Arkansas, Missouri and Iowa. California was not shipped any '47 stamps. The three territories were Indian, Minnesota and Wisconsin (prior to May 6, 1848).

²See Ashbrook, "Special Service," pp. 70 and ill. #37; also *Western Express*, April 1967.

³Probably from Lima, Peru. See Ashbrook, "Special Service," pp. 71, ill. #38.

Next issue: "1847 Covers From Chicago," by Dr. Harvey M. Karlen.

**Tell Our Advertisers
You Saw It In
The Chronicle**

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.

Some Observations on the 1851-60 United States One Cent Stamps From Plate One Late

EARL OAKLEY, R.A. No. 113

Plate One was used for the longest period of time of any of the plates of the One Cent United States Stamps of the issues of 1851-60, and it had the most varied history of all such plates.

This plate printed all the one cent stamps which were first released on July 1, 1851. Late in 1851 or early 1852 it was re-entered and all but one of the plate positions were recut. In 1857 the Government perforated stamps from this plate and shortly thereafter issuance of stamps from this plate stopped. In the late state of the plate, before issuance of the perforated stamps, it developed a number of cracks, assumed to be and with all appearances of a surface character. Moreover, late printings from the plate showed rather extensive wear. It is in regard to such late usage that these observations are directed.

While stamps from late printings of the plate usually do not come in the pleasing or rich colors of some of the earlier printings, and are not as clear and distinct impressions as those coming from the plate before it became worn, they present material that is most interesting for philatelic studies, as I hope to show by this article. In other words, while they may be the "ugly ducklings" of the family, they present stamps with the most interesting characters.

It is in examples of late printings from the "inverted transfer" positions of this plate that portions of the first and "inverted" entries are most pronounced and discernable. These appear to me to be the most interesting of all philatelic curiosities and varieties, and a study of the effect of wear on the "inverted transfer" positions is most fascinating. Almost as interesting is the study of the development of the "surface" plate cracks, beginning with early printings from the cracked plate positions which show no evidence of a plate crack and continuing with examples showing the development of such cracks to the point where they are very pronounced and distinct.

Another unusual example of wear of the plate concerns the well known plate position 89 R 1(L). (Hereafter, plate positions will be referred to only by their numerical designations.) The bottom line under the label on this plate position was not recut when the plate was re-entered and recut. Examples from this plate position in early printings after the plate was recut show the bottom line complete. As the use of the plate progressed, the bottom line disintegrated until it became broken and partly disappeared. Examples of stamps from this plate position showing the progressive deterioration of the bottom line are shown in Fig. A.

For years I have felt that these very late printings from plate one had many interesting and hidden philatelic facets which were awaiting discovery through study and research. Some years ago, my good friend, Dr. Dinsmore Alter, told me of his discovery of a late printing from 90 R 1(L) which showed the bottom line broken from plate wear, similar to late printings from 89 R 1(L). Fig. B shows the Alter discovery strip of three with the right stamp showing the broken bottom line in 90 R 1(L).



Fig. A. Stamp 89 R 1(L) in three stages of bottom-line break. Underneath: early condition, no break. Middle: some wear, clear break. Top: late condition; large break.

Courtesy Dr. Dinsmore Alter

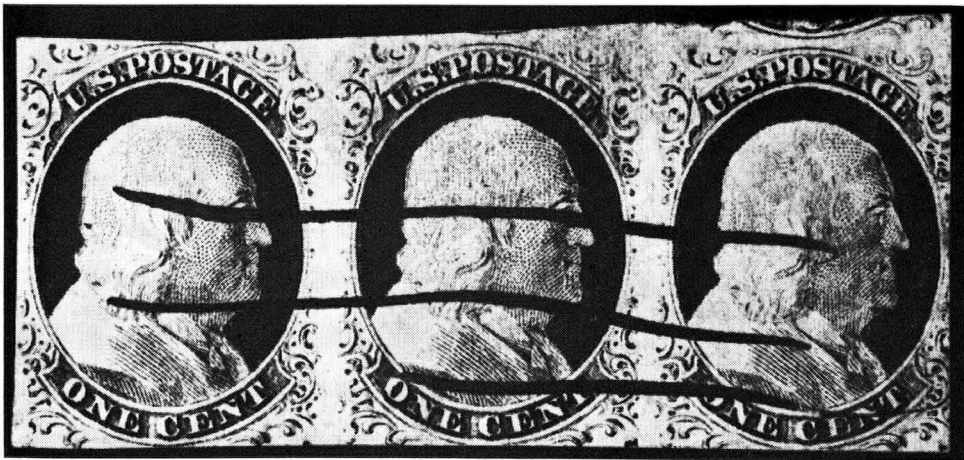


Fig. B. Strip of three 88-90 R 1(L) of late printing, showing break in bottom line of 90 R 1(L).

Both 89 R 1(L) and 90 R 1(L) are plate positions entered from the B relief.

Recently I acquired a strip from 98, 99 and 100 R 1(L) (all A-relief stamps) which, I discovered, had a large break in the bottom line of 99 R 1(L) extending from the middle of "C" to the "E" of "Cent." This break is about as strong and long as any example I have seen from 89 R 1(L), which is the classic and reported example of a bottom line break from the late state of this plate. Examples of early printings from this plate position after the recutting show the bottom line rather well entered and strong. Fig. 3 C shows my discovery strip with the strong bottom line break in 99 R 1(L) (the middle stamp in the strip). I have overlaid an example of an early printing from this plate position to show how distinct and complete the bottom line appears in early printing examples from the recut plate. **THIS PLATE POSITION WAS ENTERED FROM A RELIEF.**

All the plate positions heretofore mentioned 89, 90 and 99 R 1(L) had been recut once at the top and not at the bottom. There were forty plate positions so recut on this plate, inclusive of those already mentioned, and I have examined



Fig. C. Strip of three 98-100 R 1(L) late printing showing break in bottom line of 99 R 1(L). Also singles of 99 and 100 R 1(L) of early printing that shows absence of break.



Fig. D. Strip of three 28-29-30 L 1(e) and overlaid 30 L 1(L) showing weakly entered bottom line of 30 L 1(e) and light break in 30 L 1(L).

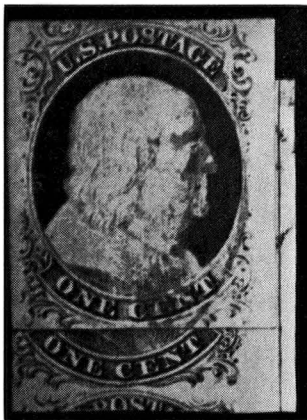


Fig. E. 50 L 1(L) two copies. Bottom stamp shows strong bottom line in early printing. Top stamp is late printing, showing near break in line.



Fig. F. 67 R 1(L) two copies. Bottom stamp shows moderately weak bottom line of early printing. Top stamp shows near-break of late printing.

examples from all these plate positions. From the material available to me, I found evidence of serious weakness approaching the breaking point in the bottom line, or a small break therein, in stamps from the following plate positions:

1. 100 R 1(L) (right stamp), entered from the A relief, bottom line appears to be strongly entered in early printings but is weak in the strip shown in Fig. C, on which example an early printing is overlaid for comparison.
2. 30 L 1(L), entered from the B relief, the bottom line appears to be weakly entered in a printing from the early state of the plate, and about to break in a late printing. See Fig. D in which a late-state printing is overlaid on a printing from the early state of this plate position.
3. 50 L 1(L), entered from the B relief, the bottom line appears to be strongly entered in an early print and about to break in a late printing. See Fig. E.
4. 67 R 1(L), entered from the B relief, the bottom line appears to be weakly entered in an early print, and about to break in a late printing. See Fig. F in which an *early* printing is overlaid on a *late* printing from this plate position.

In late printings from other plate positions which were recut only at the top there is evidence of a weakening and tendency to break in the bottom line, while in late printings from still other plate positions similarly recut the bottom line shows strong and complete with no appreciable wearing or tendency to break.

In summary, I have now seen late printings from three plate positions of Plate One Late (89, 90 and 99 R 1(L), each with a distinct break in the bottom line caused by wear of the plate; and stamps from four additional plate positions (30 and 50 L 1(L), and 67 and 100 R 1(L), which show a serious weakness and tendency to break in the bottom line. Of these seven plate positions, two are in the left pane at its right edge, and the remaining five are in the right pane with four being in the right bottom corner. Only two of these plate positions were entered from the A relief (99 and 100 R 1(L), all others were entered from the B relief.

It is curious that three of these plate positions (89, 99 and 100 R 1(L) are identical in location to positions on Plate Two on which the engraver had entry trouble. 89 R 2 was entered with both reliefs A and B and shows great doubling of design at bottom. 99 R 2 was entered either with a short transfer and/or being thereafter partially erased so that distinct breaks appeared in *both* the top and bottom lines. And 100 R 2 had the bottom line so weakly entered that it wore badly and became broken in late printings. Could it be that the engravers were careless or insufficiently experienced when they entered these first four positions at the bottom of the plate, with the result that on these positions from both plates the bottom lines were weakly entered?

These observations are from a single collector's experience and are not held out as exhaustive or conclusive on the subject. Rather, they are intended to be provocative to other collectors with the hope that their further studies may lead to other similar discoveries; or, to findings limiting the plate positions to those mentioned in this article on which breaks in the bottom line occurred. Only by such further study, cooperation and reporting by fellow philatelists can final conclusions be reached as to which plate positions produced stamps with bottom line breaks.

My deep gratitude and acknowledgment goes to my friend, Dr. Dinsmore Alter, for permission and approval of the use of his findings as to the break of the bottom line of 90 R 1(L), and for permission to use the illustration of the strip containing his discovery example of this variety (Fig. B).

Complete Panes of 1ct 1851-'60 Stamp

The two-volume monograph by the late Stanley B. Ashbrook, and the many articles by other specialists on this stamp, particularly those of Messrs. M. L. Neinken,* M. Fortgang and Earl Oakley (see his article elsewhere herein), are evidence that this stamp is perhaps the most studied of any of the U.S. classic

* Particularly see Mr. Neinken's articles in *Chronicle* issues 49, 50, 51, and 52.

issues. Of particular interest, therefore, is the following information received from Mr. Neinken that summarizes what is known today about complete panes.

There is a complete right pane of Plate 1 (late) illustrated in Mr. Ashbrook's book (page 143), the only one known; also a complete right pane from plate 2 depicted on page 209. Additionally there is a complete perforated left pane of plate 4, but the imprint and plate number are missing. Undoubtedly this is the most valuable complete pane of any of the U.S. 19th century stamps; it has been appraised at \$35,000 (considered only as *pairs* per Scott's Specialized). There is no complete pane known from plate 5; the largest block known is of 21 stamps, unused. As for plate 6, there has never been seen an imprint or part of an imprint which definitely could be assigned to this plate, and of course No. 6 has never been seen.

No complete pane is known of plate 7, but there is a block of 72 from right pane illustrated in the Ashbrook book on page 274. A similar block of 80 (8 x 10) is also known. Both blocks show right imprint and plate number. Of plate 8, a complete left pane is known with plate number. The Ashbrook on page 285 also shows a block of 99 from right pane. Of plate 9 the Ashbrook book, page 294, shows a complete left pane with imprint and plate number. A complete right pane is also known but without imprint or plate number. Of plate 10 there are about 20 complete panes known that show imprints and plate numbers.

The largest block known of plate 11 is believed to be a block of 9 unused, showing three stamps each in top, 2nd, and 3rd rows. Of plate 12 the largest block known is one of 78 from the left pane; it is described in the Ashbrook book on page 323.

The S. Swan Embossed Corner-Card Placed Upon S2

Mr. R. E. Gillespie's inquiry in Issue 56 regarding the embossing of S.SWAN/MONTGOMERY/ALA on S2 has been completely answered by Mr. H. A. Meyer who sends Fig. 1, which depicts not only the lettering but also the ornamental vertical side panels that were embossed with the lettering, and are so arranged as to form a frame for the stamp. Additionally interesting is that the embossing extends through the paper of the envelope; that is, it was applied *after* the stamp was attached to the envelope.

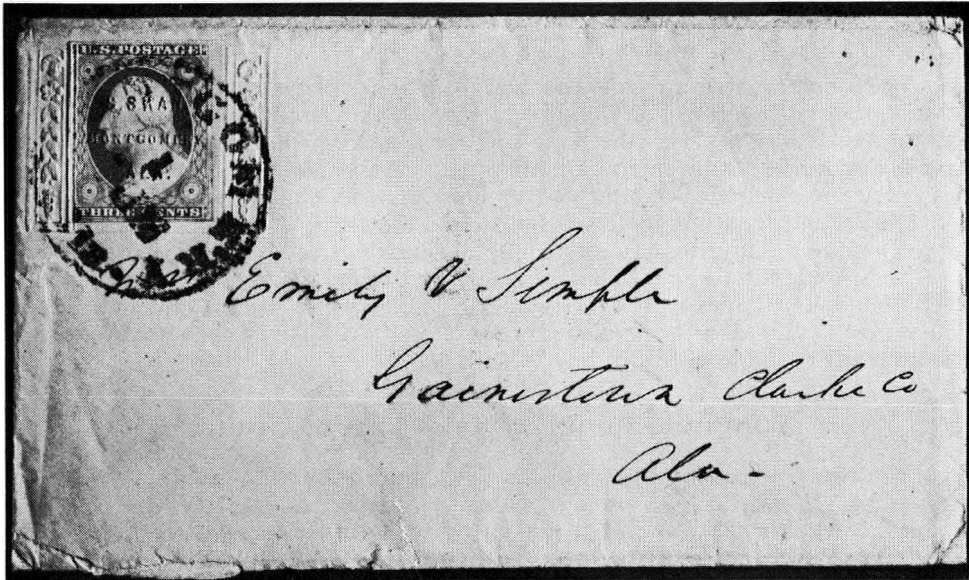


Figure 1

It is thus clear that the post office accepted the embossed stamp as valid, when from strict interpretation of Regulations it should not have done so, because the embossing mutilated the stamp. The postmaster doubtless regarded the embossed lettering as the same as a return address corner card, and attached no significance to its being over the stamp.

From the Alabama Department of Archives and History Mr. Meyer obtained a complete historical run-down on S. Swan who was a publisher and also a conductor of lotteries in Montgomery, having left there about 1860 for Wilmington, Del. A résumé of the S. Swan biography and background will be sent by Mr. Meyer to readers who wish to pursue the subject further.

Perforated Stamps With Plate Number

Highly elusive, to say the least, is any stamp of the 1851-'60 issue to which the margin strip with plate number is still attached, and particularly is this true of *used perforated* stamps—because the narrow edging that contained imprint and plate number was almost always removed.

Thus, for example, Dr. Carroll Chase (Issue 23) reported knowing of only three left-pane and two right-pane numbers from plate 15. This plate was extensively used, though its sheets generally were not returned from Southern post offices after demonetization.

Exceptionally noteworthy, therefore, is the illustrated used pair of 10ct



Type V, reported by Mr. L. J. Mason, 51-52L2, the right-hand stamp showing curl in E of CENTS. Mr. M. L. Neinken comments as follows as to the scarcity of No. 2P plate numbers on the 10ct stamp:

I have no record of seeing this number on *used* copies of the 10ct perforated stamp. Imprint numbers, either used or unused on stamps of the 1857 issue, are exceedingly rare. On the 10ct stamp from plate 1 and on the 12ct stamp from plates 1 or 3, it is difficult to find a copy that shows even a small part of the imprint, much less the plate number. An illustration of a 2P plate number on the edge of a strip of 10ct Type V (unused) is in the Ashbrook book on the 10ct stamp, and reprinted in my revised edition of 1960.

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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 (dimension in mm) | Used With | Reported by |
|------------------|---------------|--|-----------|--------------------|
| A | A-14a | PAID 17 × 4 with large P. Proctorsville, Vt. | S2 | L. R. Campbell |
| B | A-2 | OSWEGO,/D/N. York. C-31. Unusual to have such full punctuation (note comma after town name—also unusual abbreviation for State). | S5 | H. S. Nowak |
| C | A-13 | 4-bar grid C-24 (blue). Worcester, Mass. Examples have also been seen showing all bars nearly complete. | S2 | W. Wehmann |
| D | A-13 | 10 point pin-wheel C-9½. Howells Depot, N.Y. (exceptionally small). | S5 | W. Wehmann |
| E | A-8b | PASSUMPSIC/D/PAID/3 cts C-30 (Vermont). Delete the similar marking in Sched. A-8c because it is PAID above the 3 cts; not a straight line. | S2 | H. M. Spelman, III |

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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

The various markings shown in previous issues of *The Chronicle* have, as usual, produced a good deal of response and reports of similar items. There are also a few errors to correct.

Mr. C. W. Christian reports usage of one of the New York patent killers, No. 21, page 27 of *Chronicle* No. 57. This, Mr. Christian notes, is used on a 3¢ plus 1¢ carrier cover, struck twice with the killer and a clear New York town-mark dated Oct. 22, 1862. Mr. J. Kesterson and Mr. Louis R. Campbell both reported markings with hyphenated state abbreviations. Mr. Kesterson's example is item 2 of Plate I; Mr. Campbell reported a Troy, N-Y marking on a 3¢ 1857 stamp.

Mr. C. E. Taft reported a Washington carrier dated Sept. 25, 1865 on an incoming cover, the marking being a backstamp similar to item H of Plate I, page 19 of *Chronicle* No. 57.

The article by Mr. Delf Norona in *Chronicle* No. 57 has aroused some discussion regarding methods of classification of postal markings for the 1861-69 period. Obviously, Mr. Norona's article covered the reasons why the normal, routine markings of the larger cities during this period follow a pattern of similarity. Since the instruments which produce the markings were furnished by the Post Office Department and bought on contract from specific manufacturers, it follows that products of a manufacturer would be made about the same. While these may be not standardized to the point where we can simply say "Type A, B or C," they are only useful for approximate dating of covers. In this respect it might be interesting to know when various cities first used certain types.

However, neglecting the fact that the first effort in attempting to produce a catalog of markings of a period is to record enough markings to classify, the major interest probably lies in those markings which are not standard products. It is these which the Period Editor has attempted to record and encourages readers to send for record. In this respect, one word of caution; many readers have submitted Xerox or other similar copies of covers, markings, etc. These are fine, as long as they are the same size as the original. However, many of today's copying machines produce a slight—perhaps 10% or so—reduction in size. If the item includes a stamp, then the Period Editor can usually detect this reduction.

Item 4 of Plate I is a forwarded marking. While we have not normally recorded these unless unusual, this is noteworthy because apparently no due fee was charged for the cover being forwarded. The Act of Congress approving free forwarding of domestic mails was passed on June 12, 1866, although such forwarding had to be "upon request of the party addressed."

Item 5 is a part of a date, Dec. 12, apparently applied at Harrisburg, Pa. Pencilled on the cover is a comment of some previous owner to the effect that the cover was advertised. The cost of such advertising was 1¢ per letter per insertion; the number of insertions was limited by the size of the office, but in no case oftener than once a week. Consequently, a fee of 12¢ for advertising would mean that such a cover had been advertised 12 times in a space of 12 weeks; this also assumes that the Harrisburg post office had exceeded \$7,500 per quarter. If receipts were from \$1,000 to \$7,500 per quarter, then advertising of unclaimed letters could only be done twice a month. This is covered in the 1859 P.L. & R., Secs. 181-184. Generally, advertised letters are so marked, also.

Item 15 is of interest, being, in effect, a "forerunner" of the more standardized markings used at Point Lookout (the lists of post offices call it Point Look Out) after this place was made into a large Federal prison for Confederate prisoners of war.

Item 16, although it reads "ACO," is almost certainly Macon, Ga., with the first and last letters not showing.



1



2



3



4

12
5



6

OCT
4
7



8

POSTAGE PAID

NOT CALLED FOR.



9



MAY
1



10



11



12



13



14



15



16



17



18



19



PLATE I

(All markings shown full size.)

Domestic Postal Markings

PLATE I

| <i>Item</i> | <i>Description*</i> | <i>Used With Scott No.</i> | <i>Reported by</i> |
|-------------|--|--------------------------------|--|
| 1 | FRANKLIN/D/TEN in 25½ mm circle. Occupation usage; may be post war. Addressed to Ohio. | 65 | Dr. John B. Thomison and Scott Gallagher |
| 2 | CLIFTON/D/N-Y with "O" (not duplexed) killer. Both in gray-blue. | 65 | J. Kesterson |
| 3 | KEY WEST/D/FLA, occupation marking, on cover from aboard <i>U.S.S. Stars & Stripes</i> . | 65 | Mrs. Josie Stultz |
| 4 | FORWARDED used at Danville, Va. No due marking, so this is very early usage of free forwarding of mail. | 65 | J. Kesterson |
| 5 | "12" used as an receiving(?) marking at Harrisburg, Pa. Cover mailed from Towanda, Pa. on Dec. 11 (year?). | 65 | J. Kesterson |
| 6 | SHIP, in boxed oval. See text. | — | R. B. Graham and L. Persson |
| 7 | "Oct/4" on cover from Cromwell, Conn. to Pittsfield, Mass. This is receiving date, stamped on front by Pittsfield post office. | 65 | Mrs. Josie Stultz |
| 8 | POST OFFICE/FREE/BUSINESS with balloon marking of LaFargeville, N.Y. Why the stamp used with this marking? | 65 | R. de Wasserman |
| 9 | BOYDTON/D/VA with POSTAGE PD (or "10"?) used as a killer. This is on a folded letter (a business letter!) from Mecklinburg, Va. dated July 1, 1867. Note the last letter of JUN being altered to JULY in m/s. That both the type of town marking and the folded letter seem to date from 20 years previous indicate that reconstruction times were hard times. | 65 | J. Kesterson |
| 10 | WEST BOXFORD/D/MASS., "NOT CALLED FOR," "5" in circle (used to cancel the stamp) and "May 1," on cover addressed to Manchester, N.H., which is struck on back, dated Jun. 16. All the markings save the one were applied at Manchester, where the cover was evidently advertised. | 65 | J. Kesterson |
| 11 | CHESTERFIELD/D/Ms., 35½ mm balloon marking. | 65 | A. H. Bond |
| 12 | ADVERTISED/D/PORT ROYAL S.C. in double circle, on letter from Norwich, Conn., rec'd Jun. 15, 1865. | 65 | George N. Malpass |
| 13 | PAVILION/D/N.Y. with fancy leaf killer (not duplexed). | 65 | David Skowland |
| 14 | MIAMIVILLE/D/O. in double circle, double lined outer circle town marking, on cover (soldier's letter) from Camp Dennison, O., Feb. 14, (1862). Fore-runner of Camp Dennison markings. | None | R. B. Graham |
| 15 | POINT LOOKOUT/MD carved provisional hand-stamp. With m/s date of Aug. 18 (1862). From attendant at Hammond Hospital, prior to establishment of P.W. camp. | 65 | R. B. Graham |
| 16 | MACON/D/GA. (probably; no "ACO" is listed in either lists of post offices or atlases) and shield with stars killer. Post war, reconstruction period usage. | 65 | R. de Wasserman |
| 17 | VICKSBURG/AUG 22, 1863 DYD/MISS.—very early usage of Federal occupation marking; Vicksburg fell on July 4, 1863. On soldier's letter from member of 83rd Ohio. | None | R. B. Graham |
| 18 | MIAMIVILLE P.O./D/CAMP DENNISON, O. in large double circle. Contains letter datelined April 3, 1865 from Dennison U.S.A. General Hospital. Camp Dennison was primarily a mustering center and training camp, near Cincinnati. | 65 | Mrs. Josie Stultz |
| 19 | SOMERVILLE/D/N.Y. with fancy star killer (not duplexed). | 65 | J. Kesterson |

* Note: All markings in black unless stated otherwise.

The Ship 3 Rate of Civil War Days

RICHARD B. GRAHAM

In *Chronicle* No. 45, under the heading, "Information Wanted," the Period Editor discussed the various markings including the legend "U.S.SHIP," some being with a statement of 3¢ or 6¢ rate as an integral part of the marking. Additional data was requested which would show points where covers having these markings originated. The problem was indicated as being somewhat difficult, as most covers bearing these markings have no indication of when they were sent or where from; or at what port, if any, the marking was applied; or at which the cover arrived. This has been a "slow" project, and the real reason is that so few covers containing letters or other endorsements providing additional data than the markings exist.

However, the opinion of the Period Editor is that the U.S.SHIP covers represent a means of sending mail of soldiers or sailors in U.S. service, and at points such as Hilton Head, S.C., Fort Pickens, Fla., Ship Island, Miss., etc., or aboard blockaders off Confederate ports. These people were generally without postoffice service and the only communications with the north was by the government steamers and despatch vessels. Those sending letters often had no place to buy stamps—and probably no money to buy such if available. At the outset of the Civil War, sending domestic letters unpaid had only been illegal about five years, and the age-old practice of sending mail collect had been hard for the Post Office Department to stamp out. Consequently, in 1860, regulations stating that unpaid domestic letters would not be delivered but were to be sent to the Dead Letter Office were announced and enforced. Consequently, the only way letters could be sent legally without prepayment by the aforesaid soldiers and sailors was as ship letters, which were sent collect, but at a rate of the regular domestic rate plus 2¢ ship fee. The latter fee was paid to the private shipmaster who turned in such letters to the post office. So, apparently to give these in service a "legal" means of sending mail home, such letters were considered ship letters so that they could be sent collect, but apparently regulations of the War and Navy Departments were issued so that the masters of the government despatch vessels could not accept the 2¢ ship letter fees. Consequently, such letters were marked "SHIP," but the rate was 3¢ rather than 5¢ due, there being no ship letter fee.

Although some of the above is speculation, there is evidence in the Official Records in the form of a statement of the commander of one of the Navy steamers who suggested that the 2¢ ship fees which he was not permitted to collect be credited to the expenses of operating the despatch steamers.

From this, the "U.S.SHIP" markings undoubtedly stem. However, concurrent with and probably before the U.S.SHIP markings appeared, covers bearing simply a "SHIP" and "Due 3¢" rate appeared. Unlike the U.S.SHIP markings, these simply bear normal town or port of entry markings, and such have been seen from such places as Philadelphia, Old Point Comfort, Key West and a few other points. Some of these SHIP markings are known identified with the same town marking on normally rated covers, and there is no doubt where they were applied. However, there are two possible exceptions. One of these is the "SHIP" in a round ended box depicted as item 6 in our plate of postal markings. Figure 1 shows an example of this usage from aboard the *U.S.S. Hartford*, and on this basis, the marking would seem to have been a New Orleans product. However, the same marking is known on covers from such places as Old Point Comfort, Va., New London, Conn., Boston, Mass. and on many covers with no town marking but with origin associated with other points.

The second such marking is known to Mr. Henry A. Meyer and the writer as the "condensed" SHIP, and the cover of Fig. 2 illustrates this marking. This same identical marking is known on covers bearing the datestamp of such places as Philadelphia and Boston, as is shown in Figs. 3 and 4.

The only conclusion we can draw about the latter marking is that it was

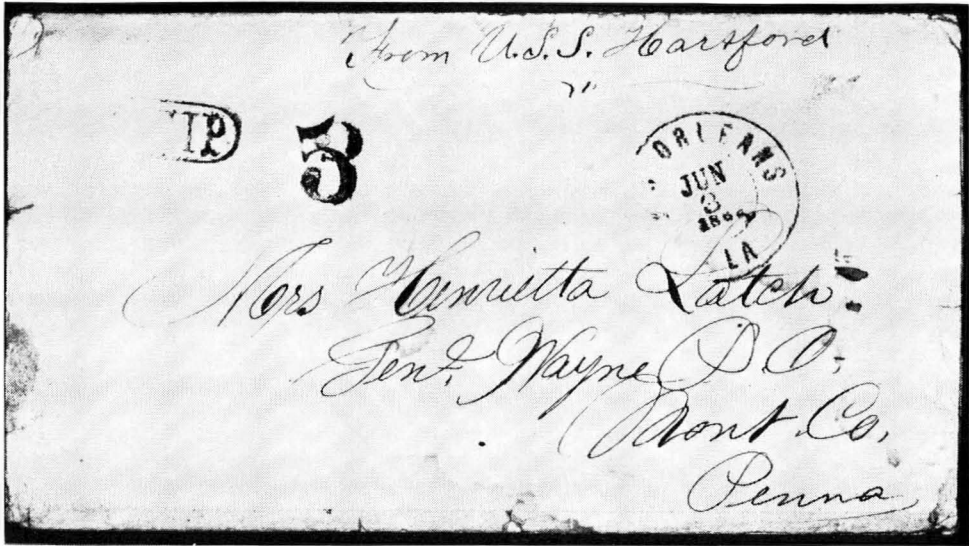


Figure 1

From aboard the U.S.S. Hartford, at New Orleans, June 3, 1862. Bears boxed SHIP and either a "3" cancelling a "5" or vice-versa. The earliest recorded Federal usage of the reopened New Orleans post office is June 2.

Collection of Capt. H. F. Rommel, USN

Photo by Henry A. Meyer

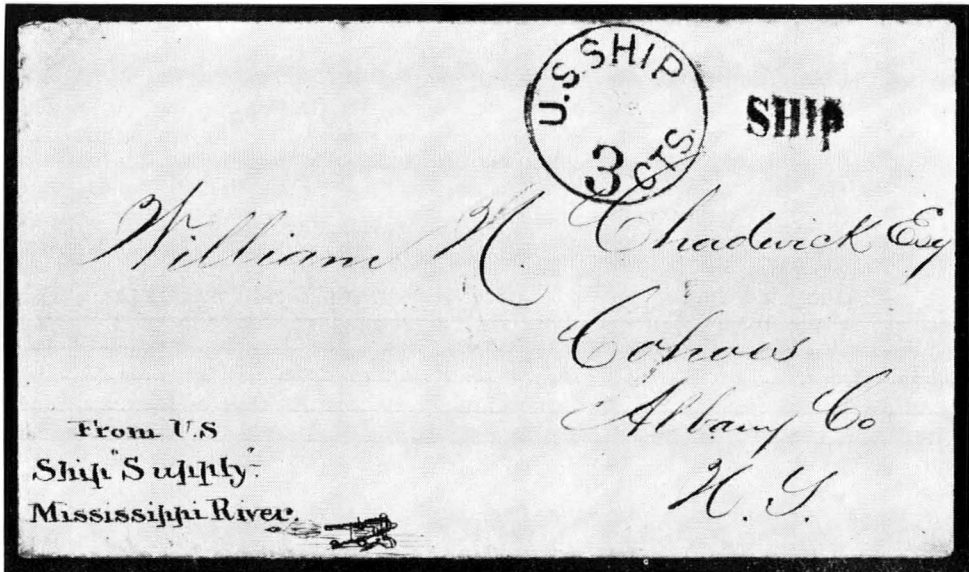


Figure 2

From aboard the U.S.S. Supply, a storeship, in the river below New Orleans. Noted as written May 3rd, 1862.

Photo by Henry A. Meyer

applied by a sea going route agent who travelled aboard the despatch steamers. The marking presumably was applied so that the covers would be rated as ship letters and thus avoid the Dead Letter Office. Nearly all—but not all—these covers are rated with but 3¢ due. Regarding the cover of Fig. 1, we are uncertain whether the "5" is corrected to a "3" or vice-versa.

The problem of the marking on the cover of Fig. 1 isn't so clear. The marking is also known on covers that clearly entered the mails at Hampden Roads, bearing (usually) no markings, but an identifiable "Due 3" known to

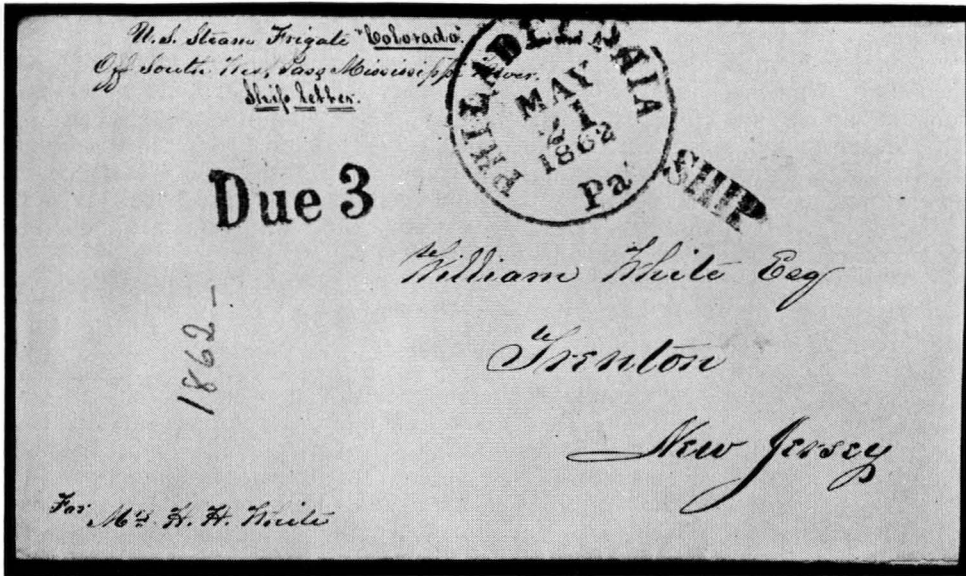


Figure 3

From aboard the U.S.S. Colorado. Probably brought into Philadelphia aboard the naval despatch steamer U.S.S. Rhode Island.

Collection of Floyd Risvold

Photo by Henry A. Meyer

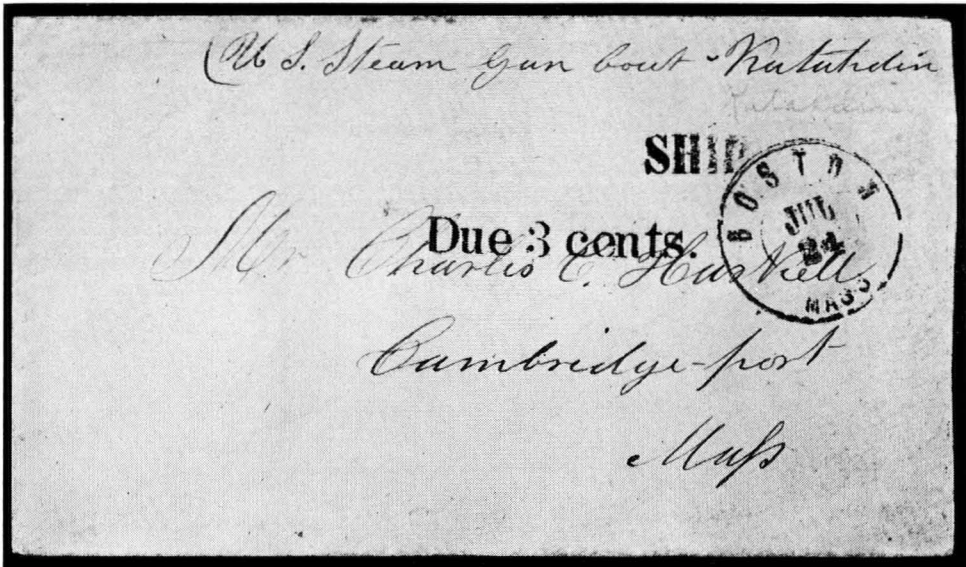


Figure 4

From the U.S. Gunboat Katahdin, then at New Orleans.

Collection of Capt. H. F. Rommel, USN

Photo by Henry A. Meyer

have been used by the Old Point Comfort mail clerks who received mails from troops and blockaders that arrived by despatch steamers. The few markings seen with this "SHIP" have been either Norfolk or Old Point Comfort, although both are very rare, on covers known to have arrived at this point.

The same SHIP is also known used after the war from New Orleans and also post war usages from Old Point Comfort may exist. The conclusion here is that the marking may have been used by mail agents at various points, but ultimately wound up at New Orleans and Old Point Comfort—except that this

doesn't explain the New London and Boston usages with the same marking too well!

The problem of duplicate markings has been considered, and if duplicate, then the instruments are exactly that. Mr. Henry A. Meyer and the writer once rounded up all the covers with the "boxed" SHIP that we could locate and Mr. Meyer took a series of very careful exact size photos. Superimposition of the negatives indicated the markings were apparently the product of the same or instruments identical down to the proverbial gnat's eyelash! This is quite possible, of course, although extremely unusual, considering the methods used to manufacture such instruments in the 1860's.

We would be much interested in other covers bearing these markings, particularly those showing origin.

With Stamps Added . . .

Figure 5 shows two covers, deliberately illustrated at much reduced size, which show how far the efforts of a faker to produce a rare and unusual item can miss, when offered to the postal historian. These two covers both originated aboard the Flagship of Farragut at New Orleans, as the writer, Fireman Fraser, was a member of the crew of the *U.S.S. Hartford*. The upper cover is a nice example of the boxed SHIP with due 3, and the stamp (3¢ 1857) added with its PAID and tied with blue crayon, conflicts entirely with the facts of origin and the Due 3 marking. In the 1857 period, the amount due should have been 2¢ to have been a partially prepaid ship letter, at least in 1861 and 1862!



Figure 5

The lower cover, without any tie between stamp and cover, is very similar to the cover illustrated in Fig. 1, but was probably brought into New Orleans by private ship, judging by the "5." We also may note that the New Orleans post office invariably used a target killer during this period; that the stamp would be pen cancelled is absurd in view of the other markings.

The Period Editor suggested to the person submitting these items that he remove the stamps and would thus have a pair of nice postal history items.

IF YOU WERE NOT A MEMBER OF THE U.S. PHILATELIC CLASSICS SOCIETY, WOULDN'T YOU APPRECIATE IT IF SOMEONE HANDED YOU THE ENCLOSED BLUE APPLICATION FORM?

An Early Printing of the 90c 1869 Stamp

Plate II illustrates, in skeleton form, layout lines as found on a 90¢ 1869 stamp submitted by Mr. Len Mason. This must be an extremely early printing in that the lines show so sharply. Mr. Mason also showed us a proof of the same stamp with the lines at the side but not those horizontally through the center of the design.

That Mr. Mason's stamp is an issued stamp and not a scraped proof with a faked cancel is attested by a Foundation certificate. In addition to the guide lines in red and black, there are two small black lines at the right edge of the design, possibly tool scratches although it is impossible to say whether these are on the die or just on the plate. Somehow or other, when we think of plate varieties, we think of stamps with extensive usages such as require recutting of worn plates. Here is an example that plate varieties are apt to be found on any 19th century U.S. stamp.

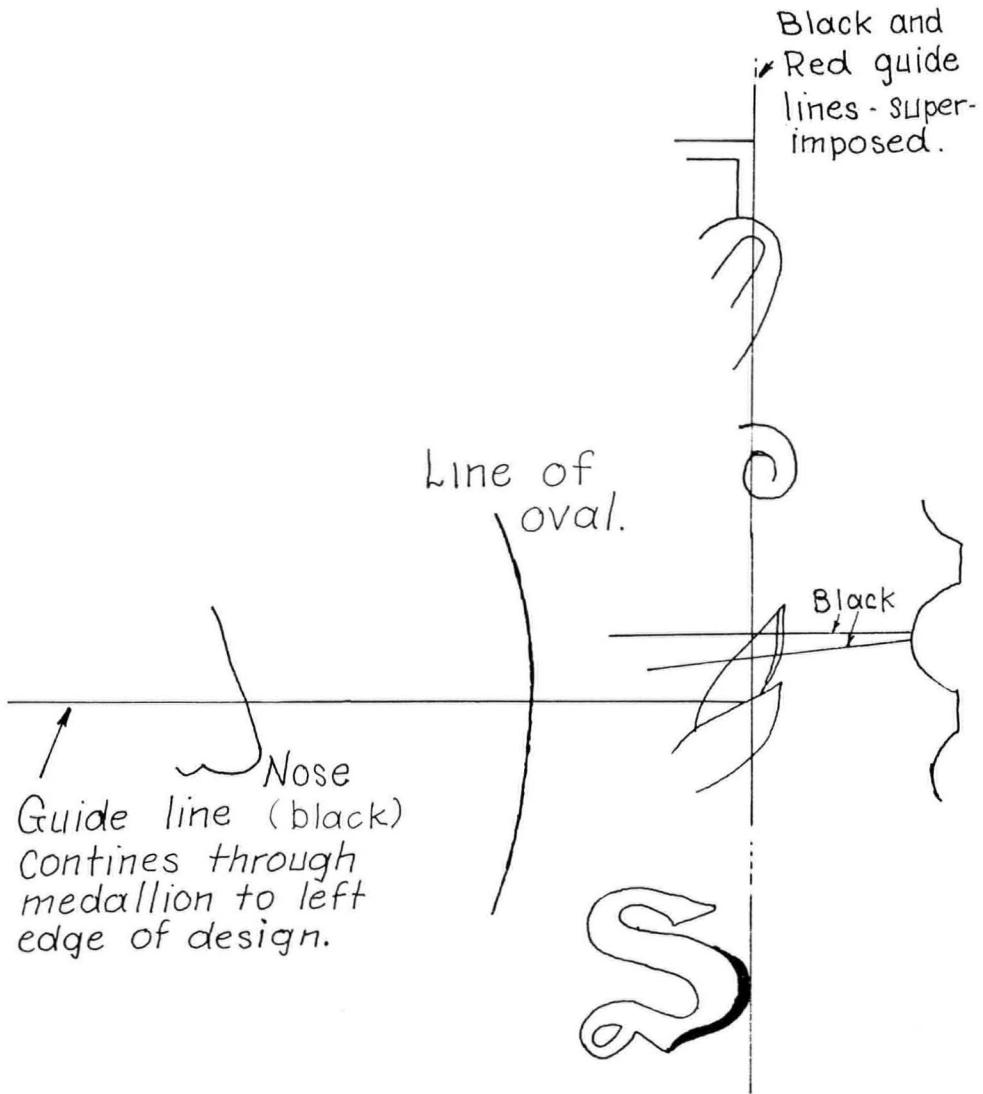


PLATE II

From a drawing by C. E. Taft

Additions to the Listing of Known 90c 1861 Covers Volume XVII, No. 1, October, 1964

FRANK S. LEVI, JR., and J. DAVID BAKER

Mr. Levi keeps complete files of clippings from auction catalogues from which most of these additions were made.

Corrections and additions to the original list will be listed first, and then the additions to the list starting with No. 28 will follow.

Your help is needed to identify the auction catalogue and through this, the description and complete details on covers, Nos. 45, 46, and 47.

Abbreviations used:

| | |
|-----|---|
| BvM | British Mail via Marseilles (1.) Under ¼ oz., (2.) ¼-under ½ oz., (3.) ½-under ¾ oz., (4.) ¾-under 1 oz. |
| BvS | British Mail via Southampton (I.) Not over ½ oz., (II.) Over ½ oz., not over 1 oz. |
| PCM | Prussian Closed Mail |
| FM | French Mail |
| BM | British Treaty Mail |
| BvE | British Mail via England |

| Cover No. | Date | From | To | Addressee | Stamps Denominations | Route | Rate |
|-----------|----------|----------------|---------------------|---------------------|----------------------|----------|--------------|
| 4 | | | | Heard & Co. | | | |
| 7 | 12/29/62 | | | | | | |
| 11 | 11/24/63 | | | | | | |
| 14 | | | | Hoyan, Jr. | | | |
| 17 | 4/16/65 | Illegible town | | Jas. Stewart | | | |
| 18 | | Philadelphia | | Morgan | | | |
| 21 | 11/5/67 | | | | | | |
| 22 | 5/9/66 | | | | | | |
| 23 | 7/20/66 | | | | | | |
| 26 | 4/9/67 | | | Thornton | | | |
| 27 | 11/24/67 | | | | | | |
| 28 | 3/19/62 | New York | Shanghai | John Nixon | 3+3+12+90 | BvM | 1.08(3) |
| 29 | 9/9/62 | New York | Shanghai | Heard & Co. | 24+90 | BvM | 1.14(2×57¢) |
| 30e | 7/31 | Stockton, Cal. | Rockport, Mass. | Choat | 10+10+30+90+90+90 | | 3.20 |
| 31 | 3/4 | New York | Corisco, W. Africa | Jas Mackey | 24+30+30+90+90 | BvS | 2.64(8×33¢) |
| 32 | 7/ /63 | Boston | Hong Kong | Heard & Co. | 3+3+10+90 | BvM | 1.06(2) |
| 33 | 7/8/65 | San Francisco | England | — | 3+3+24+24+90 | — | 1.44(6×24¢) |
| 34 | 11/25/65 | New York | Canton, China | Carlowitz & Co. | 90¢ shield cancel | BvS | .90(2) |
| 35 | 11/15/65 | New York | Hong Kong | John Middleton, Jr. | 3+3+10+90 | BvM | 1.06(2) |
| 36a | 1/ /64 | New York | Shanghai | Heard & Co. | ?+24+90 | Bv | 1.14(2×53¢) |
| 37 | 5/19/68 | Boston | Ahmednug-gur, India | Rev. Bissell | 10+12+90 | BvS | 1.12(4×28¢) |
| 38 | 8/6/68 | Salem, Mass. | Zanzibar | Goodhue | 3+3+90 | PCM | .96 |
| 39 | | | England | Hodges, Esq. | 3+3+90 | BM | .96(4×24¢) |
| 40 | 2/3 | San Francisco | France | | 3+24+24+24+90 | FM | 1.65(11×15¢) |
| 41 | 10/28 | Boston | Honolulu | Allen | 90¢ | via S.F. | .90(9×10¢) |
| 42 | 7/11 | New York | Leipzig | Schall | 90¢ | PCM | .90(3×30¢) |
| 43 | 10/ | New York | Shanghai | Heard & Co. | 10+24+90 | | 1.24 |
| 44 | 10/ /66 | New York | | Lyon | 30+30+90+90+90+90 | FM | 4.20(28×15¢) |
| 45b | ? | ? | Zanzibar | Goodhue | 90 | BvS | 2×45¢ |
| 46c | ? | ? | ? | ? | 3+3(pair)+90 | — | 96¢ |
| 47b | ? | ? | ? | ? | 90+90 pair | — | 1.80 |

a. Harmer Rooke 4/25/62 L21 notation by S. B. Ashbrook on cover reverse reads "There was no such rate as \$1.14 in January 1864 'Via Marseilles.' The correct rate was 53¢ per ½ oz. or \$1.06, double rate. If this cover is genuine, the rate was over paid by 8¢."

- b. ? Sale lot 1031.
- c. ? Sale lot 1032.
- d. ? Sale lot 117.
- e. Front only.

P. L. & R.

The absence of an issue of the P. L. & R. between 1859 and 1866 was during a period when the country was at war, which in itself required a great many changes in the postal system, and also when the liberal attitude of Postmaster General Montgomery Blair brought on a great many more important changes. Most of these changes were probably covered by bulletins to the postmasters throughout the country. The extent of these will need to be recorded by someone better informed on the subject than the writer. However, it is noteworthy that the *List of Post Offices in United States* (no "the" before "United States") embraces, as titled, "certain important regulations, and other postal information." This was said to have been revised and corrected by the P.O.D. up to July 1, 1862, although that the list of distributing offices contained in the preface is dated October 1, 1862 may be significant. Some of the items mentioned in the preface were peculiar to the war years, and some merely represented changes required by other circumstances. We list some of these.

Chapter I, Sec. 9. The full postage on domestic letters was required to be prepaid by postage stamps, except for franked letters, to go free, and soldier's and naval letters, to go collect.

Chapter II covered the franking privilege. The franking privilege travelled with the person so privileged. He was specifically excluded from "leaving his frank behind him to cover his correspondence in his absence." Letters or papers bearing the frank of a privileged person who had not been in the vicinity (of the mailing office) for several days were to be rated up by weight and sent collect, with due markings. The word "free" was required to be written with the franking signature.

Chapter III. 24. "Letters mailed in the cars can be prepaid only by using postage stamps or stamped envelopes; and when thus not prepaid, it is the duty of postmasters to treat all such letters unpaid, although marked 'Paid'—no route agent being permitted to receive prepayment in money."

Chapter V. 26. The last clause (in italics) of Regulation No. 397 (edition of 1859) is repealed and postmasters are prohibited from using the marking or rating stamps to cancel the postage stamps, it being found very imperfect; and a distinct *canceller must be used.*

Chapter VIII. List of distributing offices on the 1st of October, 1862.

| <i>Office</i> | <i>State</i> | <i>Office</i> | <i>State</i> |
|---------------|----------------------|---------------|--------------|
| Boston | Massachusetts | Cleveland | Ohio |
| Portland | Maine | Toledo | Ohio |
| Hartford | Connecticut | Detroit | Michigan |
| New York | New York | Indianapolis | Indiana |
| Albany | New York | Cairo | Illinois |
| Buffalo | New York | Chicago | Illinois |
| Philadelphia | Pennsylvania | St. Joseph | Missouri |
| Pittsburgh | Pennsylvania | St. Louis | Missouri |
| Baltimore | Maryland | Louisville | Kentucky |
| Washington | District of Columbia | Dubuque | Iowa |
| Wheeling | Virginia | San Francisco | California |
| Cincinnati | Ohio | Sacramento | California |
| Columbus | Ohio | | |

The list of postmasters and post offices included all the states. Where a post office was listed, but no postmaster's name given, as with most (but not all) offices in the seceded states, this was indicated to mean the office had been suspended.

ISN'T THERE SOMEONE YOU KNOW WHO'D APPRECIATE KNOWING ABOUT THE U.S. PHILATELIC CLASSICS SOCIETY? HAND HIM THE BLUE APPLICATION FORM ENCLOSED WITH THIS ISSUE OF THE CHRONICLE.

Addenda

PLATE V

NEW YORK

- 115-P-1, 26 blue, 1876 (Buffalo and Toledo). 1
115-Q-1, 25½ black, Banknote. 1
127-F-1, 27 black, WYD 1884 (Oswego & Binghamton). 2
132-B-1, 26 black, Banknote (Cayuga & Ithaca). 5

PENNSYLVANIA

- 178-B-1, 26 black, Banknote. 12
199-C-1, 26 black, WYD 1886 (Montandon & Bellefonte). 4
235-S-3, D. Oval 28½-20½ × 23-15 blue, WYD 1876. 12

DELAWARE

- 260-C-1, 27 black, WYD 1885 (Philadelphia & Wyoming). 4

MARYLAND

- 272-S-3, D. Oval 28½-19½ × 23-13½ blue, WYD 1885 (Washington County Br.). 9
274-S-28, D. Oval 30½-21½ × 24-14 blue, WYD 1887. 8

WEST VIRGINIA

- Catalog Route 279: Clarksburg to Weston, W.V. CLARKSBURGH, WESTON & GLEN-VILLE R.R.*
Route Agents: Clarksburg and Weston, W.V. 1882, 83—1 Agent (26 miles)
Markings: 279-B-1, 27 black, 1885. 6

VIRGINIA

- 303-L-1, 26½ black, 1875 (Richmond & Huntington, Eastern Division). 4

NORTH CAROLINA

- 322-E-3, 25½ black, Banknote. 9
328-D-1, 25½ black, Banknote (Raleigh & Fayetteville). 7 (See also Catalog Route 326)

SOUTH CAROLINA

- 339-F-1, 26½ black, 1881 (Spartanburgh and Union). 8
339-G-1, 27 black, WYD 1882 (Hendersonville & Alston). 3
350-L-1, 25½ dark blue, 1879 (Charleston & Savannah). 3

MISSISSIPPI

- 424-C-2, 25½ black, Banknote (Meridian & Vicksburg). 4

ARKANSAS

- Catalog Route 455: Memphis, Tenn. to Little Rock, Ark. MEMPHIS & LITTLE ROCK R.R.*
Route Agents: Memphis, Tenn. and Little Rock, Ark. 1873-2 Agents, 1875, 77, 79, 82, 83—
3 Agents (179 miles)
Markings: 455-A-1, 26½ black, WYD 1882. Negative E killer. 5

TENNESSEE

- 510-E-2, 25½ black, 1887 (Nashville & Chattanooga). 2

KENTUCKY

- 530-B-1, 26½ blue, 1874 (Elizabethtown, Lexington & Big Sandy). 15

INDIANA

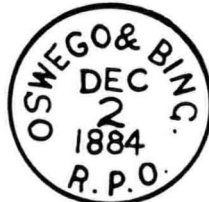
- 654-I-1, 25½ black, Banknote (Indianapolis & Louisville). 2
654-I-2, 26 blue, Banknote. 2



115-P-1



115-Q-1



127-F-1



132-B-1



178-B-1



199-C-1



235-S-3



260-C-1



272-S-3



274-S-28



279-B-1



303-L-1



322-E-3



328-D-1



339-F-1



339-G-1



350-L-1



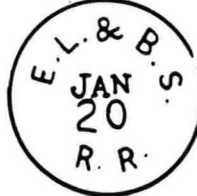
424-C-2



455-A-1



50-E-2



530-B-1



654-I-1



654-I-2

The 1861 Period; Scott's Specialized U.S. Listings of Cancellations on the Various Stamps

The Period Editor is frequently approached regarding possible new listings of various markings on stamps of the 1861 period in the Scott Specialized U.S. catalog. Although such listings are obviously up to the Editors of the catalog, and we have no intention of attempting to influence any decisions regarding listings they make, we are willing to serve as a "sounding board" for various of our members as to what should and should not be listed. For example, Mr. Henry S. Nowak wrote some time ago suggesting that the 3¢ pink should be listed with 1861 year date. When Mr. Nowak suggested this, the Period Editor was quite surprised to note that there was no such listing, but recommended this matter be brought to the attention of the Editor of the Scott Catalog.

The Editor of the Scott Catalog has responded, stating that he recollects seeing pinks with 1861—and doubtless, 1862 year dated postmarks in the past, but still required positive evidence from which to make a listing. In other words, memory or a simple report isn't enough, and we will certainly applaud this objectivity.

In this case, we believe positive evidence is being furnished of the existence of the 3¢ pink with 1861 year dated cancellation in the form of a Xerox of a Foundation Certificate.

We wonder if similar evidence could not be found of the same stamp with 1862 year dated cancellation?

We also note several other listings of which we are aware and which would seem to be desirable to be listed in the Scott's Specialized U.S. Among these are the various Banks' Division markings on the 3¢ pink, the pigeonblood, No. 64a on patriotic cover and the separation of the cancellations on rose pinks and pinks. No doubt this latter would be quite difficult, as separation of these stamps is not easy. However, no doubt the Foundation Certificate could serve very well as the necessary evidence that the marking exists on the correct stamp, as such certificates picture the item and attest to the color of the stamp or which particular variety it happens to be.

In the Period Editor's opinion, there are many items which could readily be listed in the Scott Catalog but which are not, simply because the Editors of the Catalog do not have clear, positive evidence of the existence of the item. Many owners of such material do not trouble to have it listed, feeling that they don't want to part with their "treasure" for the necessary length of time required for the Editors to inspect it. Also, many collectors are uncertain what steps are required to bring items to the attention of the Editors for possible listing. While in the past, there has often been question of why the editors did or did not list items offered, this writer feels that if an item fits in well with other listings in the catalog, and, obviously, there is clear and positive proof the item is O.K. and exists, and, lastly, the item is significant enough to list, then it probably will be listed.

We'd like to applaud Mr. Nowak for taking the trouble to attempt getting this listing made.

DO YOU WANT TO BUY, SELL, OR SWAP?

Try a "Classified" advertisement in *The Chronicle*. Send your copy to the advertising manager, Mr. Sol Salkind, 3306 Rochambeau Ave., Bronx, N. Y. 10467.

Remit at the rate of 50¢ per line (40 letters or spaces) when you send your copy. Deadline, March 15, 1968 for next issue.

CLASSIFIED ADVERTISING

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.

Need plating material on the One Cent 1851. Would appreciate loans of pairs or strips from Plate 3 and Plate 11. Needed to complete plate reconstructions. Mortimer L. Neinken, 200-5th Ave., New York City 10010.

Wanted to purchase, private perfs tied on cover such as Farwells, Schermacks, etc. Please send priced or will make offer. Sol Salkind, 3306 Rochambeau Ave., Bronx, N.Y. 10467.

Collector will pay premium prices for Chicago covers, stampless to 1880. Must be good to fine collectible condition. Chester C. Peterson, 3651 No. Damen Ave., Chicago,

Ill. 60618. Member of SPA CPS USCC FCS UPSS and USPCS.

U.S. 19th Century Covers stampless, 1851-61, Civil War patriotics, fancy cancels and illustrated advertising—Send for monthly net priced lists. W. R. Gibson, 88 Hollins Lane, East Islip, N.Y. 11730.

Wanted: Civil War covers such as Camp Chase or other Columbus, Ohio Civil War examined covers; Covers showing occupation usages—ie, U.S. stamps or stampless soldier's letters bearing postmarks of towns in Confederate states, 1861-65; also "Ship 3" or "U.S. Ship" rates. Richard B. Graham, 259 E. Dominion Blvd., Columbus, Ohio 43214.

Wanted: New York City year date July 12, 20 and 26, 1853. Would like to purchase or see for research. Hunter M. Thomas, Jr., 2723 So. Veitch, Arlington, Va. 22206.

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APS
VSPCS
CSA

THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

Mails Between Belgium and the United States

PART IV

GEORGE E. HARGEST

Addenda to Parts I and II

Dr. Jacques Stibbe, Brussels, Belgium, has sent some detailed and interesting information regarding the handling of mail between Belgium and the United States by the Belgian post offices. His information is as follows (translation):

The postal convention between Great Britain and Belgium of October 19, 1844 became effective in Belgium on December 1, 1844.

The reduction in rate following the convention between the United States and Great Britain was not applied to Belgian mail until after March 29, 1849.

The Belgian postal administration issued a "circulaire" (instructions to postal agents):

"A new convention between Great Britain and the United States of America has reduced the rate on correspondence exchanged, by way of England, between the United States and the continent. This correspondence must be sent by British or American packets, at the choice of the sender. Always, those to be transmitted by the latter must bear in the upper part of the address the words: 'Par paquebot des Etats Unis' (By United States packet), followed by the postage to the benefit of Great Britain."

This circular was not received by the postal employees until March 30 or April 1, 1849.

Figure 1 presents a cover showing that these instructions evidently remained in force after the convention of August 28, 1857 became effective. This letter is prepaid 40 centimes, 20 centimes for Belgian inland and 20 centimes for British transit postages, according to the Anglo-Belgian convention of August 28, 1857 (see *Chronicle* No. 56, p. 117). This cover bears at upper right the endorsement "Pr. paquebot Americain." It was rated for a collection of 21 cents, and the September 26 date in the New York marking indicates that it was conveyed from Southampton to New York by the *Vanderbilt* of the Vanderbilt European Line.¹ This cover is the complement of that illustrated as Figure 2 in Part II of this series of articles which was presented in *Chronicle* No. 56.

Dr. Stibbe suggests that the term "Taxe reduite" which appears in the rectangular markings (Figure 1 of Part I; Figure 1 of Part II; and Figure 1 of Part III of this series of articles) also means "to convert" (as in foreign exchange).

The Anglo-Belgian convention of November 27, 1849 became effective in Belgium on February 1, 1850, and that of August 28, 1857 on October 1, 1857.

Belgian legislation affected the postage of letters addressed to foreign countries as follows:

The postal reform law of April 22, 1849:

"Article 6. The Government is authorized to regulate the postage on letters originating in or destined for foreign countries according to the circumstances and according to the provisions of the conventions."

Thus, a simple decision of the ministry could fix international rates, while domestic rates were to be fixed by law.

Until the beginning of 1857 the postage of letters for the United States could not be prepaid by postage stamps, but had to be prepaid in money. After the beginning



Figure 1

of 1857, letters prepaid by stamps which were found in the boxes were tolerated, if the prepayment was correct. Insufficiently prepaid letters for the United States (upon which prepayment was compulsory) were sent to the dead letter office. This may explain the rarity or non-existence of letters for the United States bearing the first issue of Belgium.

Beginning June 1, 1864, all letters, ordinary and registered, were required to be prepaid by postage stamps, the payment of postage in money being suppressed.

Of Figure 3 of *Chronicle* No. 56 he notes that this letter was deposited in the station at Antwerp in the box of the travelling post office North No. 1 (from Antwerp to Brussels). This office applied the name of the station of departure, Anvers (Antwerp) in a frame and cancelled the stamps "N 1," and applied the mark "P.P." which in the relations with England (beginning in 1857) signified "Port payé partiellement" (postage partially paid), or for part of the transit, since the American inland postage was not paid.

In the relations with England, the Belgian office indicated the postage to the benefit of England in black ink, in shillings and pence, on the back of the letter (March 29, 1850), then in red ink (April 25, 1853), and finally, in red ink on the face from July 7, 1854.

Finally, letters originating in Belgium to be sent only by American packets required that the senders endorse the letter on the address to be sent by American packet. Otherwise letters were to be paid to be sent by British packets up to the port of debarkation in the United States. If the English office should utilize an American packet (it indicated on the face of the cover), the sea postage to the benefit of the American office.

This editor is very much indebted to Dr. Stibbe, as are readers of the *Chronicle*, for his kindness in sending this authoritative information.

The New Postal Conventions Effective in 1868

During 1867 the United States signed new postal conventions with Great Britain (June 18, 1867),² Belgium (August 21, 1867),³ Netherlands (September 26, 1867),⁴ North German Union (October 21, 1867),⁵ Switzerland (October 11, 1867),⁶ and Italy (November 8, 1867).⁷ John A. Kasson, Special Commissioner of the U.S. Post Office Department, represented the United States in the negotiation of all of these conventions. Kasson had been First Assistant Postmaster General, and had represented the United States at the Paris postal conference

in 1863. The principles developed and adopted by that conference⁸ are clearly reflected in the articles of these conventions. Although each of these conventions has articles which adapt themselves to the peculiar conditions of the country with which it was negotiated, many of the articles are common to all of these conventions. It would, therefore, be misleading to segregate the convention made with Belgium and treat it separately without reference to the others. The common articles of these conventions will, therefore, be considered as a unit.

While none of the countries was willing, at that time, to go as far as to allow each country to retain the postage it collected, the reciprocal nature of international mail was, nevertheless, recognized. As Postmaster General Alexander W. Randall succinctly expressed it in his annual report for 1867:

“The postage collected in each country upon international correspondence, written and printed, to be equally divided (between the post offices of the two countries), on the principle that every letter receives an answer, and that the labors of each office are substantially equal.”

Although it was not always provided that the division be equal, this principle was included in all of the conventions signed by the United States during 1867.⁹ Thus, after the effective dates of these conventions, debit or credit markings were no longer necessary on international letters. They did, however, continue to be used on transit letters.

In all of these conventions the United States adopted 15 grammes (metric system) as the standard weight for a single rate letter, and a progression of one additional rate for each additional standard weight, or fraction thereof.¹⁰ Before this provision could be included in these conventions, however, it was necessary that Congress pass a law authorizing the use of the metric system of weights in the United States, which it did on July 28, 1866.¹¹ Since the local post offices in the United States were not equipped to weigh in grammes, all of these 15 grammes rates were stated as rates per half-ounce when they were published to postmasters and to the public. Although the half-ounce weighs only 14.18 grammes, the discrepancy, in relation to these conventions, caused no difficulty because all of the conventions provided that the weight stated by the despatching office be accepted, except in the case of manifest mistake.¹²

All of the conventions made during 1867 required that each office make its own arrangements for the despatch of mail, and at its own cost, pay the expense of intermediate transportation.¹³ This necessarily assumed that each country would furnish about the same amount of service. It should also be noted that this article made it possible for the United States to despatch mail by steamship lines that were not used by the Europeans, and *vice versa*.¹⁴

All of the conventions provided for optional prepayment of postage on international letters, but unpaid letters were to bear a fine, and insufficiently paid letters were to be subject to the unpaid letter fine as well as deficient postage.

The conventions with Belgium, the Netherlands, Switzerland, and Italy provided that the single rate of postage on direct correspondence exchanged between the two administrations be 15 cents in the United States on prepaid letters. The wording of this provision varies slightly in each convention, but all speak of *direct* correspondence. Formerly, the term *direct* referred to mail conveyed by direct steamer between New York and a European port without passing through England. The term *direct* as here used takes on a new meaning. The tables of postages to foreign countries included in the *U.S. Mail and Post Office Assistant* for January 1868 show the rates to Belgium and the Netherlands, as follows:

| | |
|-------------------|-----|
| Belgium | *15 |
| Netherlands | *15 |

The asterisk indicates that prepayment is optional, and the rates are for letters not exceeding one-half ounce. While the Belgian and Netherlands conventions became effective on January 1, 1868, the conventions with Switzerland and Italy

* Optional prepayment

did not come into operation until April 1, 1868. Among other rates, the June issue¹⁵ of the table of postages to foreign countries of the *U.S. Mail and Post Office Assistant* lists the convention rates as follows:

| | |
|--|-------|
| Italy (direct closed mail via England) | *15 / |
| Switzerland (direct closed mail via England) | *15 / |

According to the previous terminology "direct closed mail via England" is a contradiction. It now meant that the bags were closed in the United States and were conveyed in closed condition through England and the other intermediate countries until they reached their destination in Switzerland or Italy. In regard to mail to Belgium and the Netherlands, that, too, was sent in closed bags directly to the corresponding exchange office in Belgium or the Netherlands, but the United States could select the route. Actually, the mail to Belgium was sent via England, and the mail to the Netherlands, via England and Belgium.

Articles Relating Only to U.S.-Belgian Mail

Exchange offices in the United States were established at New York and Boston; and in Belgium at Antwerp, Ostend (Travelling Office), and Ostend (local Office). A table appended to the detailed regulations,¹⁶ however, provided that New York and Boston correspond only with the offices at Antwerp and Ostend (Travelling Office). The exchange of mails was to be effected by means of the steamship lines plying between Liverpool and New York, Bremen and New York by Southampton, Hamburg and New York by Southampton, and by Canadian packets. While the convention allowed either country to select its route for the despatch of mail, these regulations limited the choice to specific lines, all of which conveyed the mail via England.

While Article V set the single rate on prepaid letters from the United States at 15 cents, and on prepaid letters from Belgium at 80 centimes, Article VI provided:

"Whenever there shall be established a direct line of steam communication between the ports of the United States and of Belgium . . . it is agreed that the international single letter rate applicable to this route shall be reduced to 10 cents in the United States and 50 centimes in Belgium.

After the Ruger Brothers abandoned the run to Antwerp in 1866, only the *City of Cork* and the *Kangaroo* of the Inman line were plying between Antwerp and New York. The steamship lines listed in the annual reports of the Postmaster General do not show service to Antwerp by the Inman Line, nor do the tables of postages to foreign countries of the *U.S. Mail and Post Office Assistant* show a 10 cent direct rate to Belgium. It is not known, however, that Belgium did not despatch mail to the United States by this line.

The fine on unpaid and insufficiently paid letters was set at 5 cents in the United States, and at 30 centimes in Belgium. These fines were per letter and not per rate, and all such fines were retained by the office collecting them.

On March 1, 1870 additional articles to the convention of August 21, 1867 were signed at Washington.¹⁷ These articles, which became effective on March 15, 1870, reduced the rate on prepaid letters from the United States to 10 cents, and on prepaid letters from Belgium to 50 centimes. For conveyance across the Atlantic, the United States was to receive six cents per ounce or per thirty grammes. This reduction was the result of a new convention between the United States and Great Britain which had become effective on January 1, 1870.¹⁸ By that convention the sea postage on letters sent in closed mails through the United Kingdom was also set at six cents per ounce or per 30 grammes. It had been agreed that the country who secured the best pecuniary arrangements was to pay for the service and be compensated by the other country.¹⁹ The United States

* Optional prepayment

/ indicated a fine on unpaid or insufficiently paid letters.

was, therefore, to pay Great Britain for all sea service, and Belgium compensated the United States for mails despatched from Belgium.

When this convention between the United States and Great Britain became effective on January 1, 1870, all of the packet companies except the Canadian (Allan) Line refused to carry the United States mails for the sea postage. In the House of Commons²⁰ the British complained bitterly about the reduction in the mail service from the United States. The stalemate was finally broken by the Liverpool & Great Western Steamship Company, Ltd. (Guion Line) which signed a contract on February 23, 1870,²¹ for a weekly service, sailing from New York on Wednesdays for Queenstown and Liverpool. With this breaking of the ice, both the North German Lloyd and the Hamburg American Line signed contracts on April 15, 1870.²² Because of the Franco-Prussian War, the German lines stopped running in July 1870 and did not resume regular service until February 1871. To replace the service of the North German Lloyd, the Postmaster General signed a contract with the Inman Line on October 10, 1870.²³ This may explain why covers posted in the United States during the early months of 1870 are so hard to find.

On May 9, 1873, second additional articles to the convention of August 21, 1867 were signed at Washington.²⁴ These articles reduced the rate on direct mails, via Great Britain, to 40 centimes for prepaid letters originating in Belgium, and to 8 cents for prepaid letters originating in the United States. Rates by direct steamship plying between the United States and Belgium of 6 cents in the United States, and of 30 centimes in Belgium, were also provided. Article 3 provided that when the two administrations considered it advisable to exchange closed mails with foreign countries by direct packets plying between the two countries, the maritime rate was to be three cents (15 centimes) per 30 grammes for letters. This convention became effective on July 1, 1873.

In 1872 the White Cross Line began to ply between New York and Belgium.²⁵ The annual reports of the Postmaster General supply lists of the packet lines by which the United States mails were despatched. None of these show that mail was carried by this line. On January 19, 1873, the *Vaderland* of the Red Star Line²⁶ opened a service between Antwerp and Philadelphia. While the annual report of the Postmaster General for 1873 does not list this line among the mail carriers, the report for 1874 shows that the Red Star Line made 14 trips from Philadelphia to Belgium, and the value of the sea postage on mails conveyed amounted to \$17.74.²⁷ In 1875 the line also made 14 trips, but the value of the sea postage increased to \$42.51.²⁸ It is not strange that this editor has not seen a cover prepaid 6 cents in the United States addressed to Belgium.

Belgium was an original signatory of the Treaty of Berne, and on July 1, 1875, the General Postal Union rate of 5 cents in the United States, and of 25 centimes in Belgium, became effective.

Regarding Covers

It has been noted that covers to Belgium bearing stamps of the 1869 and Bank-note issues are more difficult to find than those bearing the 1861 issue. This is not only true of mail to Belgium, for when 6 cent rates to England and Germany, and 10 cent rates to France and Germany are excluded, covers bearing these stamps, particularly the Banknotes, addressed to other European destinations, range from barely scarce to very rare.

This editor is not able to show a cover to Belgium used between January 1, 1868 and March 15, 1870, prepaid with the 15 cent rate. Neither is he able to show a cover used between July 1, 1873 and July 1, 1875, at the 8 cent or 6 cent rates. The former rate should be easily available, but a long search for one, and enquiries made of collectors who would be likely to have it, have not produced one.

Figure 2 illustrates a cover from Buffalo, N.Y., addressed to Belgium. It bears a 10 cent 1869 stamp, and a "NEW YORK PAID ALL/BR. TRANSIT/MAY/3" marking in red (the "3" in the date is inverted). On the reverse in black is an "ETATS-UNIS PAR OSTENDE/14/MAI/7-8 M" marking, which

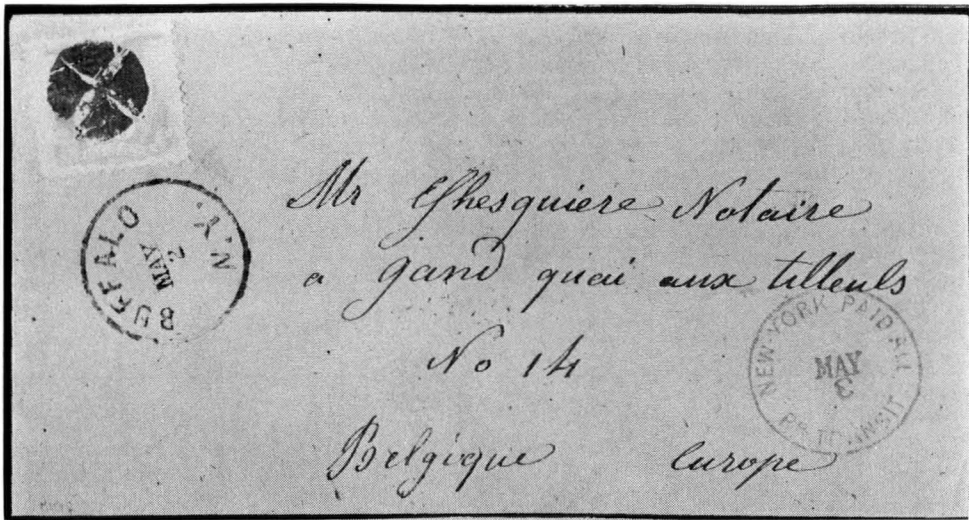


Figure 2



Figure 3

does not show a year date. The May 3 date in the New York marking indicates that it was conveyed to England either by a ship of the Hamburg-American Line which sailed from New York for Plymouth on Tuesday, May 3, 1870, or by a ship of the Guion Line which sailed from New York for Liverpool on Wednesday, May 3, 1871. Since this letter passed in closed mail through England, it bears only United States and Belgian markings.²⁹

Figure 3 presents a cover posted in Liege, Belgium, on May 22, 1874, addressed to New York. It is prepaid 30 centimes in Belgian stamps to be sent by a direct steamer of the Red Star Line from Antwerp to Philadelphia. This is the complement of the six cent direct steamer rate. While this editor does not have the report of the auditor of the Treasury for the Post Office Department for 1874, he does have, however, such a report (which was appended to the annual

report of the Postmaster General) for the fiscal year ended June 30, 1875. It is here disclosed that the total letter postage of mail conveyed from Belgium to the United States for that year amounted to \$331.94.³⁰

While no official record of Philadelphia having been made an exchange office for U.S.-Belgian mail has been found, this cover bears a circular "PHILA PAID ALL/JUN/12" marking in red, which indicates that Philadelphia must have been made an exchange office for mail conveyed by the Red Star Line.

Bibliography

- ¹ *Shipping and Commercial List and New York Prices Current*, issue of September 28, 1859, p. 1.
- ² *British and Foreign State Papers*, vol. LVII, pp. 152-162.
- ³ *16 Statutes-at-Large* 923-926.
- ⁴ *Ibid.*, pp. 1063-1066.
- ⁵ *Ibid.*, pp. 979-982.
- ⁶ *Ibid.*, pp. 1031-1034.
- ⁷ *Ibid.*, pp. 1009-1012.
- ⁸ For the 31 rules adopted see Annual Report of the Postmaster General for 1863, pp. 11-13.
- ⁹ *U.S.-Belgian convention*, Article XI.
- ¹⁰ *Ibid.*, Article IV.
- ¹¹ Kull, Irving S. and Nell M., *An Encyclopedia of American History*, p. 231.
- ¹² *U.S.-Belgian convention*, Article IV.
- ¹³ *Ibid.*, Article III.
- ¹⁴ *Report of the Auditor of the Treasury for the Post Office Department* appended to the Annual Report of the Postmaster General for 1875, p. 253, shows \$31,288.09 in letter postage on mails sent to England by the Guion Line, but no mail received from England by this line.
- ¹⁵ On the tables for April and May the mail services are listed, but the figures for the rates, obviously through error, are omitted.
- ¹⁶ *16 Statutes-at-Large* 152-153.
- ¹⁷ *Ibid.*, p. 951.
- ¹⁸ *British and Foreign State Papers*, vol. LIX, pp. 375-376.
- ¹⁹ *16 Statutes-at-Large* (Article III), p. 923.
- ²⁰ *Hansard's Parliamentary Debates*, vol. CCI, p. 631.
- ²¹ *Annual Report of the Postmaster General for 1870*, appendix, pp. 147-148.
- ²² *Ibid.*, pp. 149-152. The Hamburg-American Line to convey the mails from New York on Tuesdays for Plymouth, Cherbourg, and Hamburg; the North German Lloyd on Saturdays from New York for Southampton and Bremen.
- ²³ *Ibid.*, p. 153.
- ²⁴ *18 Statutes-at-Large* 795.
- ²⁵ Bonsor, N. R. P., *North Atlantic Seaway*, pp. 276-278.
- ²⁶ *Ibid.*, pp. 284-293.
- ²⁷ *Loc. cit.*, p. 14.
- ²⁸ *Loc. cit.*, p. XIII.
- ²⁹ This cover is in the collection of Mr. Lester L. Downing and is presented here through his kindness.
- ³⁰ *Loc. cit.*, p. 256.

Some Interesting Postmarks on Transatlantic Mail

Mr. John R. Green, II, RA 636, reports a cover bearing marking A of Plate II. This is an unpaid letter posted in New York addressed to Bavaria. It bears a New York marking similar to C of Plate I (*Chronicle* #56, p. 121), with the date of "AUG/3," but without year date. On August 3, 1861, the *New York* of the North German Lloyd sailed from New York for Bremen. Since this is the only August 3 sailing from New York by the North German Lloyd prior to January 1, 1868, it is presumed that the *New York* conveyed this letter to Bremen, and that the year of use was 1861.

Marking A was applied in blue by a German office, the "22" in its center indicated a 22 kreuzer rate to Bavaria. The kreuzer was worth about two-thirds of a United States cent, and the 22 kreuzer rate was the complement of the 15 cent rate between the United States and Bavaria, via Bremen or Hamburg mail. The cover bears a manuscript "22" in blue ink, which indicated that 22 kreuzer were to be collected from the addressee.

An exhaustive study of Bremen markings by Karl Knauer and Arthur Salm was published in the June issue of the *Postscript*, organ of the Society of Postal



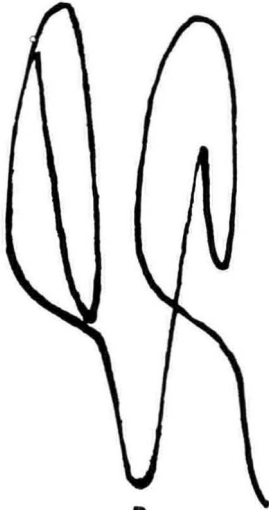
A

PAID XX

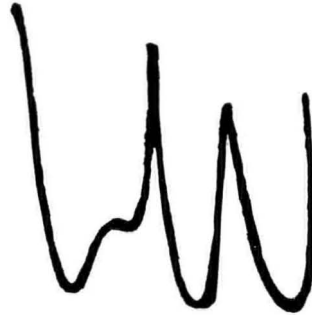
B



C



D



E

PLATE I I

Historians (British), with the notation that it was reprinted from the 1963 American Philatelic Congress Book. Marking #142 of this work is similar to marking A of Plate II, except that it has "6½" in its center instead of "22." Since the 15 cent Bremen or Hamburg rate was 22 kreuzer in the southern German states and 6½ silbergroschen in the northern German states, the significance of these two markings is the same. Both of these markings state the whole rate, and could be intended to indicate the amount to be collected on unpaid letters from the United States. Marking A of Plate II is the first such marking seen by this editor.

Marking B is on a cover posted in New London, Conn., on May 6, 1853, addressed to Paris. A "NEW-YORK AM. PACKET/MAY 7" marking indicates that the letter was conveyed to Havre by the *Humboldt* of the New York-Havre Line. It bears an "OUTRE-MER/LE HAVRE" marking with the date of May 20, 1853, and a French due marking for a double rate collection of 12 decimes. Marking B was applied in magenta, and is indeed an unusual way of showing a prepayment of the rare 20 cent rate by Havre packet to France.

Marking C is on the reverse of a cover addressed to Dublin, Ireland. A "N. YORK BR. PACKET/PAID 19" marking shows the date of January 27 (1864). On that date the *Scotia* sailed from New York for Liverpool. The Cunard steamers were calling fortnightly at Queenstown, but on this trip the *Scotia* did not stop there. The mail for Ireland was sent across the Irish sea by a packet of the "City of Dublin Steam Packet Co." which maintained a twice-a-day service

between Holyhead, England, and Kingstown, Ireland (near Dublin).¹ Marking C, therefore, abbreviate "Holyhead and Kingstown packet." Since the letter bears no Irish marking, it is presumed that the mail was sorted aboard these packets en route. When the United States mails for England were put off at Queenstown, they were sent by rail to Kingstown, and thence by packet to Holyhead. By this route there was a saving of about twelve hours over the mail conveyed by steamer to Liverpool.²

Some of the due markings appearing on open mail letters from the United States addressed to the Netherlands are inscribed in manuscript numerals that bear no resemblance to those made by the English, French or Germans. These are generally seen in large, scrawling figures which make the covers unsightly. This editor has enquired of many collectors as to what numerals were represented in these markings, but has been unable to secure an answer. He has, therefore, decided to reconstruct the amounts that should be collected on these letters and determine what relationship these manuscript markings bear to these amounts.

An Anglo-Dutch convention of October 14, 1843³ provided for, on mail between the United States and the Netherlands, a packet postage of 1 shilling, or 60 Dutch cents; British transit postage of 8 pence, or 40 Dutch cents; and Dutch postage of 20 cents. Covers during this period show a British debit of "1/8" and a collection by the Dutch of "120." These markings are legible and present no problem.⁴

During 1849 the packet postage (U.S.-British treaty) was reduced to 8 pence, and covers show a British debit of "1/4," and a Dutch collection of "100." These are also easily read.⁵

An additional postal convention signed at The Hague on October 10, 1854,⁶ provided for a packet postage of 8 pence, or 40 Dutch cents; a British transit postage of 4 pence, or 20 Dutch cents; and a Dutch postage of 20 cents. Covers from the United States by British packet should show a British debit of 1 shilling, and a Dutch collection of 80 cents. American packet covers show a British debit of 4 pence, and should show a Dutch collection of 40 cents. Several of these American packet covers show a marking similar to E of Plate II. Does this marking indicate a due of 40 Dutch cents?

Further additional articles became effective on October 1, 1864.⁷ These provided for a packet postage of 8 pence, or 40 Dutch cents; a British postage of 2 pence, or 10 Dutch cents; and a Dutch postage of 5 cents. A cover from the United States by British packet, therefore, shows a British debit of 10 pence, and should show a marking indicating a collection of 55 Dutch cents. Such a cover bears marking E of Plate II. Does this marking indicate a postage due of 55 Dutch cents?

Bibliography

¹ Rainey, Thomas, *Ocean Steam Navigation and the Ocean Post*, D. Appleton & Co., New York: 1858. Appendix, p. 193. (Available through the courtesy of James E. Schofield.)

² Bonsor, N. R. P., *North Atlantic Seaway*, p. 16.

³ *British and Foreign State Papers*, vol. XXXI, p. 89, et. seq.

⁴ Ashbrook, S. B., *Special Service*, First series, Photograph 14.

⁵ *Ibid.*, Photograph 13.

⁶ *British and Foreign State Papers*, vol. XLIV, p. 67, et. seq.

⁷ *Ibid.*, vol. LIV, pp. 168-170.

POSTSCRIPT . . .

With this issue of the CHRONICLE you will find what appears to be a light blue half-sheet of paper of inconsequential appearance. Actually, it is not so much a piece of paper as it is a figurative doorway—a means of access to membership in the U.S. Philatelic Classics Society. Gathered in the room beyond the doorway are over 600 Route Agents, for whom a light blue half-sheet of paper provided access to a wealth of good fellowship, research materials, and honest friendship. The question is: Who will you bring through the doorway as the newest Route Agent?

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COLLECTIONS

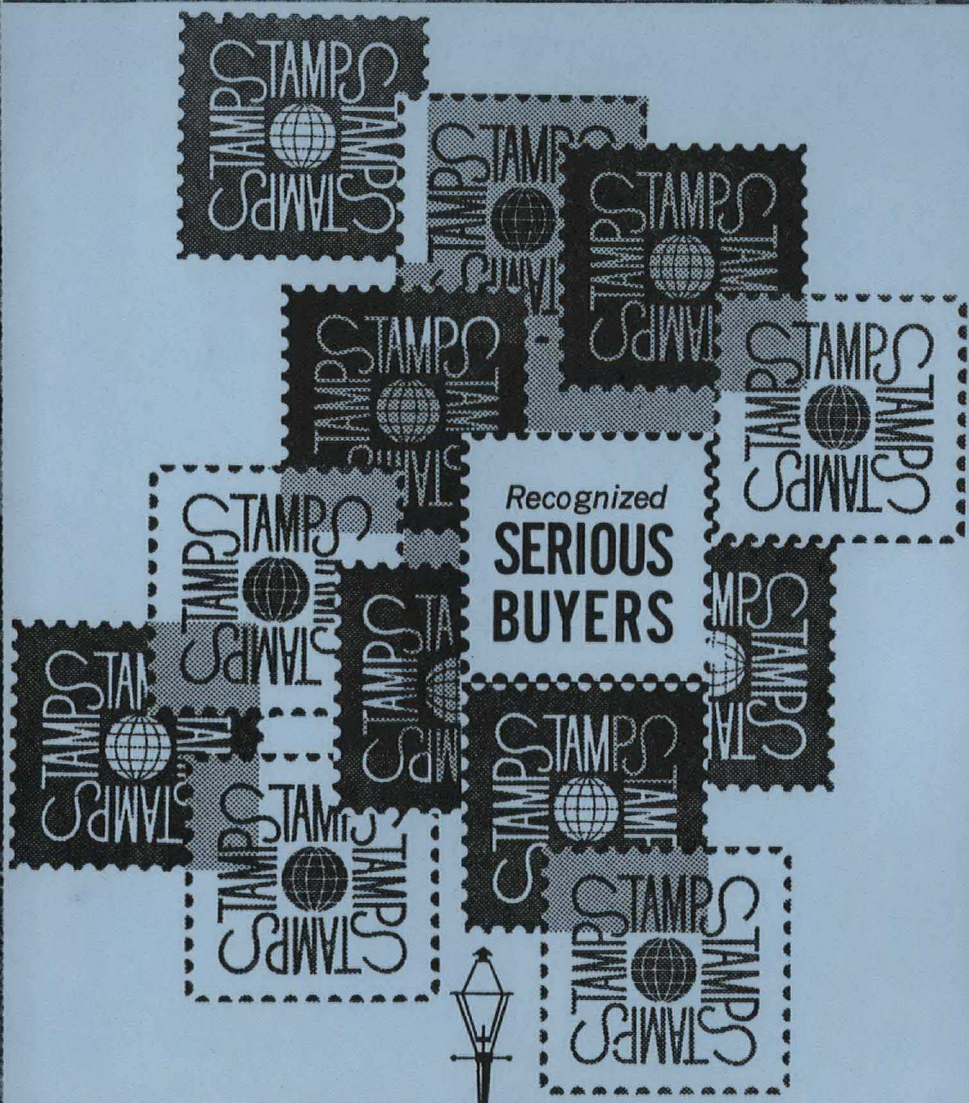


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