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The

# Chronicle

of the U.S. Classic Postal Issues

May, 1969

Volume 21, No. 2

Whole No. 62

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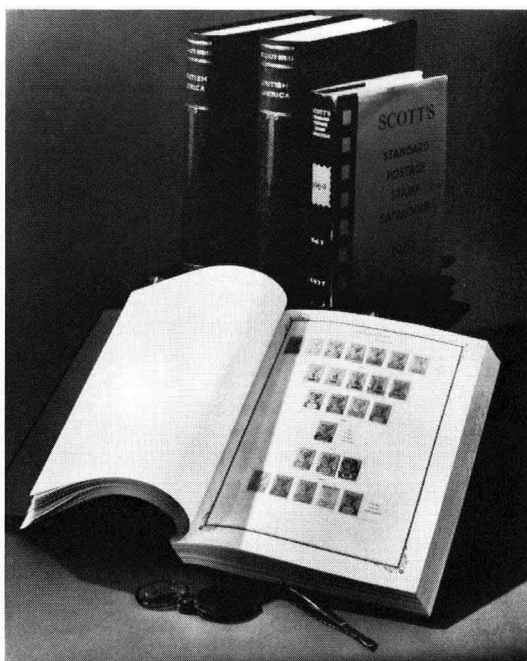
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**THE EDITOR'S PAGE**  
**ROBERT L. D. DAVIDSON**  
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With this issue of *The Chronicle*, Tracy Simpson concludes a long and brilliant career as editor of the 1851-'61 Period section. One of the founders of the forerunner of the Classics Society, the "1851-'61 Group," and a long-time student of U.S. philately, Tracy's contributions are along side those of other great names in our avocation. Certainly he has no peer in knowledge of the period he has edited.

It is then with great reluctance that we see him retire from this superior effort. Our society has always been proud of having such an authority to lend his talent to our studies. We will miss his precision, his research, his dogged search for the truth. All honor to his name.

Tom Alexander of Kansas City will now take over. While he finds big shoes to fill we have high hopes that he will. The editors promise him full support—and then Tracy is only a phone call away.

We all wish you the best, Tom. And to Tracy we tender our affectionate thanks.  
... R.L.D.D.

In last *Chronicle* it may be that we started something when we allocated to ourselves "The Editor's Page." Admittedly, it was more than a page, it did not intend to be a territorial imperative, and what we called it came tripping to the tongue and trapped in type in an appalling moment of unthinking haste.

We have, it appears, a clear case of serendipity. Having created "The Editor's Page," we discovered that *Chronicle* needs instead a "Route Agents' Hitching Post." A hitching post, to our mind, is something where things of the same breed, but not necessarily closely matched, are tied up together. Consider that what we have here in this issue—a book review and a critique of terminological abuse in philatelic writing. Not-so-strange hitching-post-fellows?

What's in a name? Shall we call this "The Editor's Page"? Or do you wish it to be called "The Route Agents' Hitching Post"? Some of you Route Agents may wish to say neigh (Oh, Lord!) and suggest other titles. So we shall conduct a contest: Each entry should be typed clearly on a postcard, prepaid with a 5¢ 1847 . . . decision of the Editors will be final.

About serendipity? Well, you can look it up in your Webster's 3rd, or take the word of the Associate Editor for it—serendipity is the unanticipated consequences of purposive social action.  
... E.A.C.

### BOOK REVIEW

Van Vlissingen, Arthur, (RA 701), and Waud, Morrison, (RA 702), "New York Foreign Mail Cancellations," published under the auspices of the Clarence W. Hennen Memorial Fund of The Collectors Club of Chicago. Obtainable from dealers or directly from The Collectors Club of Chicago, Room 1430, 33 South Clark Street, Chicago, Ill. 60603. Price of regular edition, \$17.50.

There is little doubt that this book will become the standard reference work for these markings. It is, therefore, a "must" for the library of any collector interested in cancellations, or in the postal history of the foreign mails during the period, 1870-76. Profusely illustrated and excellently edited, this volume presents the story of these beautiful markings in a straight-forward and logical manner.

Until now, collectors of these cancellations have relied upon a handbook by Edwin Milliken and published in 1942. The present work does far more than bring the Milliken book to date. Not only does it present newly discovered markings and delete or note those that have not been proved on cover, but it also has developed a system of classification which should well serve the collector. Markings



are classified as stars, geometric designs, wheels, sunbursts and spokes, conventional designs, and a section containing a few that are not sufficiently distinctive to qualify as separate types. In numbering the designs included in each classification, a mnemonic system (consisting of a letter followed by a number) has been used, which should greatly assist the collector in memorizing and recognizing numbers.

The text pays tribute to the late J. Murray Bartels, who first recognized the peculiar nature of these markings, and to Edwin Milliken for his later study of them. Consideration is given to the colors of the inks in which these markings appear, supplementary mail uses, and the destinations of the mails bearing these markings. Postmarks associated with the cancellations are also considered, and some attempt is made to relate postmarks with the cancellations. Throughout, information regarding their relative rarity is given.

Perhaps the weakest chapter of the book deals with the matter of postal rates. While a few errors in the table presented on pages 98-103 are noted, they are largely not the responsibility of the authors, but, rather, occur in the sources from which they indicate their information was drawn. As regrettable as are these errors, they are not deemed of sufficient importance materially to affect the over-all quality of the book, or its value to the collector.

*George E. Hargest*

#### LETTER TO THE EDITOR

Dear Dr. Davidson:

In looking through *Chronicle* No. 61, my attention was aroused by the title of an article: "The U.S. Express Mail Cancellation."<sup>1</sup> A hasty but thorough perusal of the article showed that the error of the title was not modified, but instead frequently repeated in the text. Hence these remarks.

The U.S. Express Mail marking is primarily a postmark, to show place of origin and date of mailing, and it is properly so designated. Its use to cancel a stamp must necessarily be secondary, and when it performs both functions, it is still a postmark, additionally "used as a cancellation."

These distinctions seem so obvious that it would be embarrassing to belabor them, except that similar examples of sloppy usage can be found in all our national philatelic journals. It is no excuse that the reader knows what the writer really intends to convey; by condoning inaccuracy we encourage further erosion of philatelic terminology.

For the record, it should be noted that the statement that "only the basic postage rate for the distance between New York and Boston applied . . ." is in error. A great many 1847 covers postmarked "U.S. Express Mail Boston" were addressed to Philadelphia, at the rate of 10¢ per single letter for over 300 miles.<sup>2</sup>

Some of the confusion in the use of "cancellation" may be attributed to the listing procedure in *Scott's Specialized*, which uses a double column, the left hand side headed "Cancellations" and the right hand side without a heading. This ambiguity appears to be deliberate. For example, in the listings for the 10¢ 1847 stamp, the entries in the left hand column are all clearly in the class of cancellations, while the markings on the right include some that could function as origin, regulatory, or instructional markings, depending on the individual case. Some entries, such as "Canada" and "Panama," can refer only to covers with stamps. The prices for some other categories coincide with valuations quoted in auction catalogs for covers with these markings; this is true for the U.S. Express Mail listing. The number of 1847 covers with the U.S. Express Mail postmark is fairly large; however, the 1847 period editor, Creighton C. Hart, cannot recall an instance of the Express Mail postmark's being used to cancel an 1847 stamp. Therefore it does not seem possible to make any valid comparison of the rarity of this marking on the 1847 issue with the 1851 and 1857 issues on the basis of the information in *Scott's Specialized*.

The present catalog listing procedures are misleading and should be clarified, but they do not relieve the individual writer of responsibility in the use of words.

<sup>1</sup> p. 12. (Ed.)

<sup>2</sup> *ibid.*, p. 13. (Ed.)

(Continued on page 53)

## THE 1847-'51 PERIOD

CREIGHTON C. HART, *Editor*

### 1847 Covers From Wisconsin (After Statehood, May 28, 1848)

ARTHUR VAN VLISSINGEN

Wisconsin is known as "The Badger State" and contrary to common belief, four-footed badgers were never numerous in Wisconsin. Until the late 1820s the only white inhabitants in what then was the western half of Michigan Territory were fur traders and soldiers. Then up the Mississippi came hundreds of Southerners and Cornishmen to dig for lead ore in what are now Wisconsin's three southwesternmost counties.

The traders and the military scoffed at this heavy work. When badgers dig, they make dirt fly, and so did the miners. Hence "Badger" was a natural epithet to toss at these earth-stained men who burrowed into the hillsides. The nickname spread as settlers swarmed into the territory to farm the rich land. Since then, everyone who lives in Wisconsin proudly calls himself a Badger.

Two of the handful of post offices established in the lead mining district before Wisconsin Territory was split off from Michigan on July 4, 1836 are Mineral Point (1829) and Dodgeville (1831). Dodgeville was never issued any 1847 stamps; Mineral Point's first shipment came on August 2, 1849. These two small offices provided the four ten-cent bisects now known on Wisconsin covers.

It is apparent that five-cent stamps were lacking at the Mineral Point post office for parts of May and June of 1851. Two of the bisects are dated respectively May 21, 1851 and June 3, 1851. The third has no year date but is dated May 27, which places it midway between the other two. The period of the five-cent stamp shortage can be rather accurately bracketed because two Mineral Point covers with five-cent singles exist, dated respectively April 10, 1851 and June 11, 1851.

The April 10, 1851 cover is shown in Figure 1. It is one of three from the same legal correspondence, and is signed by Cadwallader C. Washburn, subsequently elected governor. Although the town postmark reads "Mineral Point, Wis.T.," Wisconsin had been a state for nearly three years. Several Wisconsin postmasters thriftily kept on using their territorial handstamps long after statehood. In the territorial years a good many postmarks read merely "Wis." with no mention of territorial status. The only proof that a cover is territorial is the date of use, irrespective of how the postmark may read.

Each of the three Mineral Point bisects is a diagonal half and each is from a different correspondence. Two are upper right halves, one is upper left. No two of them match, and so there must have been at least three other bisects which conceivably may still exist.

Besides the bisects from Mineral Point there is the Dodgeville bisect. This is a vertical left half pen canceled on September 3, 1849, a month after Mineral Point received its stamps. This cover is something of a puzzler, for no other Dodgeville 1847 issue cover is listed. But Dodgeville is not far from Mineral Point, and the stamp very possibly came from there. The four Wisconsin bisects are the only bisects on entire covers known used west of the Allegheny Mountains.<sup>1</sup>

Another unusual aspect of Wisconsin postal history is the relatively large number of 1847 issue covers recorded as compared with some states previously reported in this series of articles. It might be supposed that the number of 1847 covers surviving from any state would be in approximate proportion to its population in 1847-1851, with due allowance for such catastrophes as the Civil War which left only 39 covers from Georgia's white population of close to 1,000,000.



Figure 1

Wisconsin covers carrying a single five cent 1847 stamp are scarcer than covers with the 5¢ stamp used in multiples to pay the 10¢ rate. The "Wis. T." in the postmark is a carry over from Territorial days. This is not a Territorial cover.

Wisconsin entered statehood in 1848 with slightly over 200,000 inhabitants; it lists 37 covers, only 2 fewer than Georgia. Delaware, half as populous as Wisconsin, lists 14 covers. Michigan, with almost double Wisconsin's population, can tally only 41 covers. Texas, with some 375,000 people, lists 9 covers.

If only because of the high catalog value of the ten-cent on cover, collectors generally assume that a ten-cent cover is materially scarcer than a five-cent cover. This is not true of Wisconsin. The listings below show 18 covers with ten-cent stamps and 19 with five-cent stamps—almost a dead heat. Single five-cent stamps on cover paying the rate for less than 300 miles are far scarcer than ten-cent. Of the 19 covers with five-cent stamps, only 8 show the five-cent single rate, and of these three came from a single find. This was legal correspondence from Washburn & Woodman in Mineral Point, the seat of Iowa County, addressed to Lawyer John A. Bingham at Monroe, the seat of adjoining Green County.

It is possible that the tally of Wisconsin covers carrying five-cent stamps may in the future be substantially increased. This depends upon when and if there ever comes to light a hoard that was reported in 1957 by a reliable collector who has since died. He then claimed to have 29 covers with five-cent horizontal pairs, all from Milwaukee to Boston. If they still exist, they could eventually boost the state total to a whopping 65. Also it is known that a few other Wisconsin 1847 covers exist. These are for all practical purposes lost to sight because they are on folded letters bound into the dusty volumes of manuscripts in the archives of the State Historical Society at Madison.

Despite the comparatively large number of Wisconsin 1847 covers existing, they are not readily available. Whenever one is offered at auction it stimulates brisk bidding. The absence of Wisconsin covers in auction catalogs attests to their scarcity in the marketplace. When the important 1847 collection of Edward A. Ring was sold by H. R. Harmer in December 1968, there was not even one Wisconsin item among its 49 covers. A partial explanation for such scarcity might be that 18 of the 41 covers listed below are known to be in two collections which are seldom publicly exhibited.

Fifteen Wisconsin post offices were sent supplies of our first issue stamps, as tabulated below with the date when the office *received* its first shipment and the

total number of each denomination—fives first, then tens sent before July 1, 1851.<sup>2</sup>

Appleton	1- 3-51	200/50	Madison	8-18-49	1,400/500
Baraboo	12- 5-50	400/100	Milwaukee	10-15-47	600/200
Beloit	8-23-49	400/100	Mineral Point	8- 2-49	800/600
Delavan	2-17-51	400/100	Racine	5-18-48	600/200
Fond du Lac	1- 1-51	200/200	Sheboygan	10-12-49	600/200
Geneva	9-18-50	400/100	Sheboygan Falls	12- 3-50	400/100
Hazel Green	12-19-50	300/100	Waukesha	12- 2-50	400/100
Kenosha	3- 1-51	1,200/400			

The following list of covers with five-cent stamps shows them in chronological order of use. Use from a post office that did not receive or had not yet received a supply of stamps is indicated by an asterisk. In the date a “?” means: Year might be determined if cover could be examined. An “X” means: Year is definitely unknown.

#### Covers With 5-Cent Stamps

1. 7-12-48 blue Milwaukee to Buffalo, N.Y. Pair. Tied. Also 10 in small circle.
- \*2. 2- 8-49 red Mineral Point to Madison, Wis. Single. Tied pen cancel.
- \*3. 6- 7-49 black Monroe to Galena, Ill. Single. SL PAID. Tied pen cancel.
4. 8-13-49 red Mineral Point to Monroe, Wis. Single. Pen cancel.
5. 11-21-49 black Beloit to Troy, N.Y. Two singles. Tied black grid.
6. 7-29-50 black Sugar Creek to Cohoes, N.Y. Single. (See figure #2.)
7. 8-20-50 red Ozaukee to Ludlow, Vt. Two singles. Tied pen cancel.
8. 10-26-50 blue Milwaukee to N.Y. City. Horizontal pair tied.
9. 12-19-50 red Racine to Twinsburg, Ohio. Horizontal pair. Tied townmark.
10. 2- 7-51 red Beloit to Kenosha, Wis. Single. Tied circular grid.
11. 3- 5-51 blue Milwaukee to N.Y. City. Horizontal pair. Tied grid and townmark.
12. 4-10-51 grey blue Mineral Point to Monroe, Wis. Single. Tied town circle.
13. 4-17-51 black Kenosha to Columbus, Wis. Single. Tied town circle and pen. Forwarded to Portage City, Wis., postmarked also Columbus, Wis., 26 Apr.
14. 5-17-51 blue Milwaukee to N.Y. City. Two singles. Tied grid.
15. 6- 7-51 blue Milwaukee to N.Y. City. Pair. Tied.
16. 6-11-51 grey blue Mineral Point to Monroe, Wis. Single. Tied grid, also SL PAID.
17. 4- 4-X Berlin to Vermont. Not tied. Ms. “Paid” on each stamp.
18. 12-29-X red Racine to Wisconsin. Single. Tied grid.
19. 2-27-? black Wycocena to Syracuse, N.Y. Tied two 5s in circle.

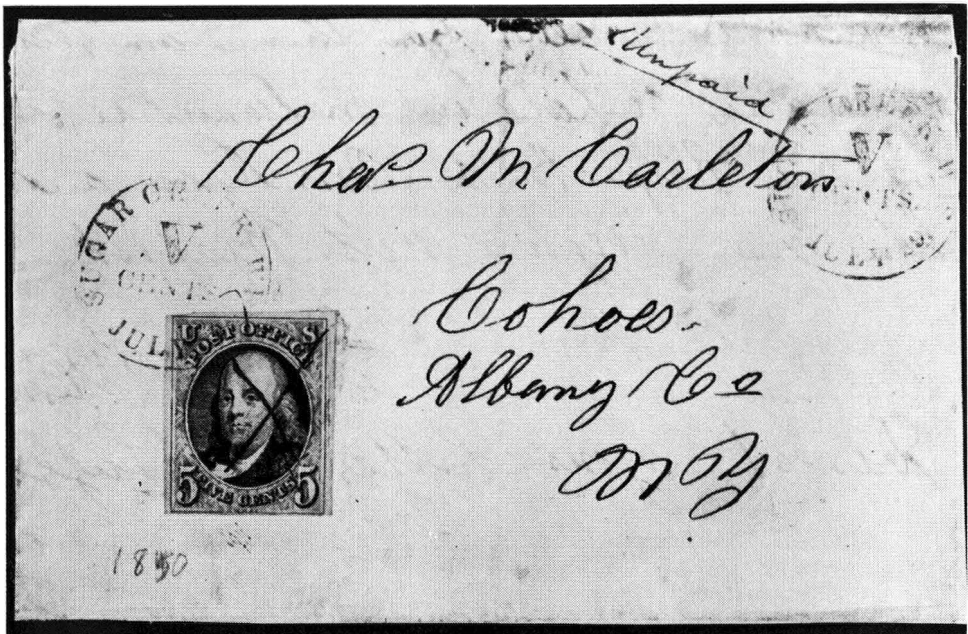


Figure 2

Notice the unusual Sugar Creek townmark used once as a canceller and once to signify postage due “V cents.” This cover is also of interest because the postage on this one cover is paid in two ways, half by a stamp and half by cash.



Where did those stamps originate which were used from post offices that had not received a supply? Mineral Point's five-cent used February 8, 1849 and Monroe's used June 7, 1849 are mysteries. Only Milwaukee and Racine in all Wisconsin had stamps on those dates. Covers with 1847 stamps from towns that never received a supply, or before a supply was received, should be expertized by the Philatelic Foundation. Although some of these covers have had stamps added, most of them are quite genuine. The stamps on such covers were either carried there by travelers, or purchased from the local postmaster who had acquired them from a neighboring postmaster.<sup>3</sup>

The secret of the stamp on the Sugar Creek cover to Cohoes, N.Y. can be deduced from the letter itself. The writer had been to Milwaukee a day or two previous and had encountered there an old acquaintance from New York State. The Sugar Creek man was writing to a mutual friend to learn what attitude the folks back in Cohoes, and most particularly the Milwaukee man's wife, now held toward him. It may be presumed that the Milwaukeean had left home under a cloud of public and private disapproval.

It also is a fair guess that he provided the stamp when he asked the other fellow to write the letter. The single five-cent stamp was only half enough for the destination. The Sugar Creek post office canceled the stamp with its very unusual 23 mm. town circle that included "V Cents" and then wrote on the cover "Unpaid," placing a second strike of the "V Cents" circle alongside to indicate the amount of postage due, see Figure 2.

The Ozaukee cover's two five-cent stamps present no major difficulties. Ozaukee (now named Port Washington) was approximately midway between Mil-



Figure 3

A 5¢ cover and a 10¢ cover both from Beloit, two covers that "just belong together." The 5¢ cover inquires, "Shall I send the 51¢ interest in Post Office stamps?"

waukee and Sheboygan, both of which had 1847 stamps. Similarly, Wyocena is not far from Madison and Baraboo.

A single phrase in another letter deserves passing mention. Writing from Beloit in November 1849, C. C. Hillman inquires of Joseph Hillman in Troy, N.Y., "Shall I send the 51¢ interest in Post Office stamps?"

A fit mate to that Beloit cover with its two five-cent singles is a Beloit cover with ten-cent stamp dated nearly six months later. The cover is unusual in that it is addressed to Ohio, whereas most other ten-cent covers went either to New England or New York. The two Beloit covers are illustrated, in Figure 3.

The list of 18 ten-cent covers<sup>4</sup> nearly equals the 19 covers with five-cent stamps. Unless otherwise specified, the ten-cent stamp in the following list is a single and the bisects are so noted.

#### Covers With 10-Cent Stamps

1. 12-22-49 black Southport to Westport, Conn. Tied 10 in octagon.
2. 2-28-49 blue Milwaukee. Several FREE marks. Plated R 18.
3. 9- 3-49 green Dodgeville to Potosi, Wis. UL diagonal bisect tied by pen.
4. 4-21-50 blue Milwaukee to N.Y.C. Pen canceled.
5. 4-30-50 blue Milwaukee to N.Y. City. Red pen cancel.
6. 5-11-50 black Beloit to Akron, Ohio. Tied.
7. 5-23-50 red Lake Mills, W.T. to Vergennes, Vt. Tied pen cancel.
8. 3-13-51 Kenosha to Cabot, Vt. Tied 10.
9. 3-30-51 blue Milwaukee to N.Y. City. Tied. Canceled grid.
10. 5-21-51 grey blue Mineral Point to Madison, Wis. UL diagonal bisect, tied grid.
11. 5-27-51 Mineral Point to Hampton, Ill. UR diagonal bisect. Tied grid.
12. 5-30-51 blue Madison. Two stamps. (Plated by E. Perry as 71-35R.)
13. 6- 3-51 grey blue Mineral Point to Madison. UR diagonal bisect. Tied.
14. 6-10-X red Milwaukee to Detroit, Mich. Tied two red 10s.
15. 9-24-X red Sheboygan to Kennedyville, N.Y. Tied grids. MS "Due 10."
16. 1-10-? Red Milwaukee. Tied blue grid.
17. 4-13-? blue Milwaukee to Detroit, Mich. (N.Y. Public Library).
18. 5-30-? blue Madison to N.Y. City. Horizontal pair. Tied grids.

## 1847-1869 ISSUES

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COVERS

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STRONG IN ALL PERIODS FROM  
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BAMA TO WYOMING. WHAT  
WOULD YOU LIKE TO SEE?  
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**HENRY M. SPELMAN III**

P. O. Box 488  
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APS  
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Only three covers with ten-cent stamps came from post offices which had not yet received a supply. All three towns are close to offices with 1847 stamps. Southport (now Kenosha) is only 11 miles from Racine. Dodgeville is 9 miles from Mineral Point. Lake Mills is some 11 miles from Madison.

Even though many of the miners in Southwestern Wisconsin were Cornishmen who had emigrated from England, and though a substantial immigration of Germans and Hollanders had already occurred before the 1847 issue was demonetized, no 1847 stamps are listed on Wisconsin covers to foreign counties, not even Canada. Of the 22 covers requiring the ten-cent rate to known destinations, 14 went to New York, 4 to Vermont, 2 each to Detroit and Ohio.

Wisconsin had its strong family and commercial ties with New York and New England because of water transportation. Most new settlers arrived after a long trip that included an Erie Canal boat and a steamer on the Great Lakes. Most shipments of merchandise followed the same route.

The postal history of Wisconsin has been the subject of intensive organized study ever since founding of the Wisconsin Postal History Society in 1942. The society has published eight handbooks, most of which are available from the secretary, Charles J. Peirce, 1312 Ontario St., Oshkosh, Wis. 54901. The society also publishes *Badger Postal History*, a quarterly journal devoted to research in this specialized field.

NEXT ISSUE: "The Gardiner, Maine Bisect Puzzle" by Susan M. McDonald. "1847 Covers from Iowa" by Creighton C. Hart.

NOVEMBER ISSUE: "1847 Covers from Wisconsin Territory" by Arthur Van Vlissingen.

#### Footnotes

<sup>1</sup> There is a fake cover with a vertical right bisect postmarked Cincinnati, Ohio, Feb. 3. There is also an upper horizontal bisect "on a piece" canceled with a red New Orleans, Louisiana postmark. The Philatelic Foundation does not expertize a bisect "on a piece," only on cover.

<sup>2</sup> The dates given here are the dates the '47 stamps were first received by the various post offices. For the date supplies were sent see Mannel Hahn's "Postal Markings of the United States 1847-1851." Milwaukee received its first supply more than 9 months before statehood, May 28, 1848; Racine, only 10 days before.

<sup>3</sup> See "Robert Morris, Postmaster of New York" by Winthrop S. Boggs, still available from the Collectors Club of New York. In a letter dated September 25, 1847, Morris writes to an upstate New York postmaster, "The smaller offices I am informed purchase the Stamps from the larger offices, remitting the money with their order" (Letter 84).

<sup>4</sup> In addition to the list given here for covers postmarked after statehood, there are two complete folded letters postmarked Milwaukee, one date-lined 1847 and postmarked Dec. 29, and the other date-lined 1848, postmarked Jan. 18. Another 10¢ cover is an address leaf only with a Milwaukee postmark Jan. 19 and "1848" docketed. The three covers will be described and discussed in the November article about '47 covers from Wisconsin Territory.

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(Continued from page 47)

I have no desire to make an isolated example of Mr. Wagshal, or even to make an issue of the particular error involved, but I do want to draw attention to the specific problem of language as one aspect of the larger problem of philatelic scholarship.

The value of a body of philatelic terminology with constant and unequivocal meaning can hardly be overemphasized. By encouraging careful and exact use of philatelic terms, all of us who are concerned as editors, authors, critics, or mere readers of philatelic articles can promote more meaningful and consequently more lasting communication through the printed page. *The Chronicle*, representing a group of serious and dedicated collectors and students, should try not just to maintain a high standard of philatelic writing, but to raise that standard yet higher—high enough to serve as signpost out of the wilderness.

Sincerely,  
Susan M. McDonald  
RA # 672

## 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.

### The 1853 New York City Year-Date Cancel

HUNTER M. THOMAS, JR., *Route Agent 93*

This postal marking has intrigued philatelic students for years and it is surprising, to say the least, that so few facts are available. I have attempted, after many hours of research, to present the story, with the hope that some of the readers may be able to add a few more facts.

The cancel is a 32-mm circle as measured from the center of one line through the diameter to the center of the other line. It was applied, using black ink, usually with a distinct strike. In nearly every instance the cancel was applied so as to tie the postage stamp.

During this period handstamps were frequently made of wood. It is obvious from the kind of impression that the 1853 year-date cancel was wood and I might add that it was a cheap, poor quality marker.

On July 11, 1853, the first day of use, it appears to present a very distinct impression. We have evidence of gradual wear starting with July 14, in the outer circle above EW of NEW YORK. The line continues to get thinner in this area until it is actually broken in places near the end of its use. In applying the handstamp the clerk would cancel the stamp probably with the initial impact being on the outer circle above the EW. This could very easily account for the cancel losing the outer line, and due to the wear could be the reason it was discontinued after July 25, 1853.

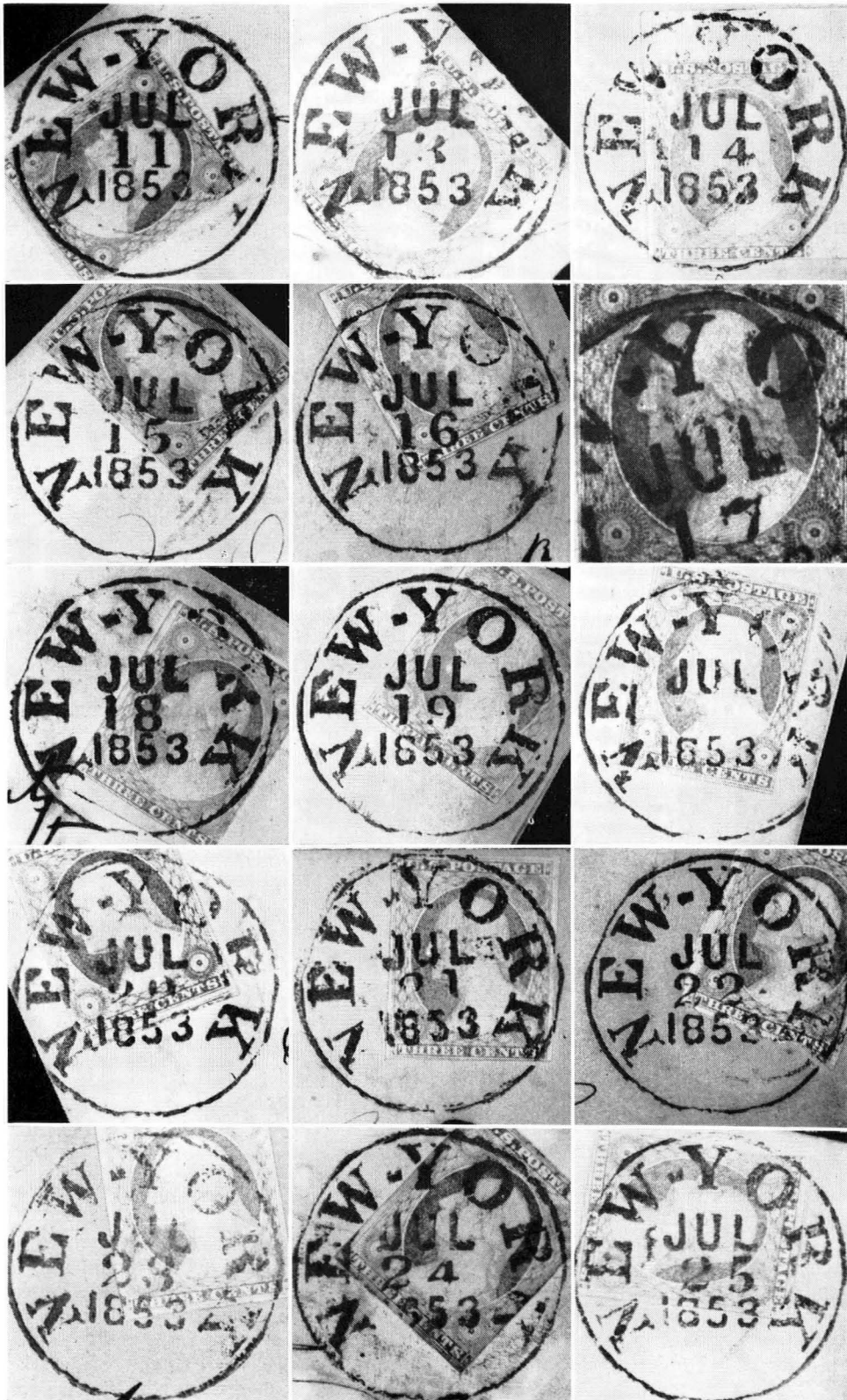
New York used an 1853 year-dated circular cancel for 15 days starting July 11, a Monday, at least through July 25, Monday. Although one report says the last date was July 26, my search for many years fails to verify this July 26 date. The year-date cancel appears mostly on mail sent by commercial establishments, although it has been seen used on non-business mail to a limited extent. The post office was located at Nassau and Liberty Streets and the Postmaster was Isaac V. Fowler, serving from April 1, 1853 to May 16, 1860.

*The New York Times* for July 11, 1853, carried this notice. "The Crystal Palace will be opened to the public every day, Sunday excepted, after the 14th inst., between the hours of 10 o'clock A.M. and 7 o'clock P.M., until further notice. Single admission .50. Children under 12 years of age .25. Season Tickets 10.00." There has been much speculation that the year-dated cancel was prepared for this event. The correspondence bearing this cancel does not allude to the year-dated handstamp nor is there any mention of the Crystal Palace Exhibit. I feel there is absolutely no connection between the New York City year-date cancel and the exhibit. The first day the cancel was used was July 11 and the exhibit did not open until the 14th of July. The cancel apparently was discontinued on July 25 while



A fake 1853 year-date. The "53" has differently shaped figures than any used in the period. Also a different ink is used than that of the main part of the postmark.





THE NEW YORK 1853 YEAR-DATE POSTMARK

Used only 15 days. The missing July 12 is known. The one with blank date is from a folded letter dated July 20, 1853.

the exhibit continued open. It has also been speculated that a sub-station was established at the Crystal Palace and that the year-date cancel was used to postmark its mails. The cancel was applied on Sunday, July 17 and July 24 while the exhibit was closed on these days. Official records show that six sub-stations were opened in 1857 and there were none prior to that date.

It is fortunate that envelopes were not extensively used at this time. The folded letter, usually sealed by wax, therefore was the principal method of correspondence. In most instances the date of the correspondence is always the same day as that appearing in the cancel. Based on that hypothesis the day slug was left out of the cancel for at least part of July 20. The strike appears with Jul , blank, 1853. The cancel with the complete July 20, 1853, was also used, possibly indicating that the omission of the day slug was discovered before the work day was over. However, it might also be speculated that the "20" slug was used until it broke off or dropped out of the canceler. You will note, in the illustration, that only the upper half of 20 appears while Jul and 1853 are very distinct. There are only two known instances of use without the day slug.

During this era there were very few people who had to work on Sunday, and commercial establishments were usually closed. The volume of mail was light and it is easy to understand why the year-date cancel is very rare showing use during either of the two Sundays, July 17 or July 24.

I have seen only one New York 1853 FAKE year date, as illustrated. The cancel appears on a folded letter dated March 10, 1853. The New York cancel is 32 mm in diameter and was applied, using black ink, dated March 11. Up to this point we have a legitimate cancel. 53 has been added at the bottom so as to appear as a part of the cancel. Fortunately, the perpetrator did not enter the 53 with distinct strike and the figures are unlike any used in the period, nor is the ink the same. The rest of the cancel has a very distinct impression. However, to the un-informed collector this cover could easily pass as a genuine 1853 year date.

I have looked over official records of the post office department and there is no mention of the year date New York cancel. I am of the opinion that the cancel was probably the whim of a postal employee at the Post Office. It was used, at his desk, by himself or his relief during the period of use and was discontinued when the postmark became broken or was misplaced, or the postal clerk was ordered by the New York postmaster not to use it.

Although this 1853 year-date cancel has great recognition among philatelists there was no significance attached to it by postal authorities or the newspapers of the period. We may never know all the facts concerning the inception and discontinuance of the 1853 New York City year-dated postmark.

## **Some Comments on the U.S. Express Mail Cancellation**

**M. L. NEINKEN**

In *Chronicle* # 61 an article appeared by my friend Jerome Wagshal in which there were comments on the frequency or rarity of the use of the U.S. Express Mail cancellation or postmark on the various denominations of the 1851-1857 issue. In the article, however, there is a statement which requires clarification, or correction, and I quote from Par. B. on Page 13 (*Chronicle* # 61). "Only the basic postage rate for the distance between New York and Boston applied to letters with this marking."

I quote from a letter from Mr. Tracy Simpson: "The marking was a regular route-agent marking at the time the 10 cent stamp was used. Anybody could take a letter addressed to any place in the U.S. or abroad, give it to the express-mail messenger, and it would go into the mails just as any other mailable item. I have a cover with a pair of imperf 3's (about 1854 shade) addressed to Oregon City, O.T. This went 6,100 miles to destination. It bears the usual Boston express-mail marking (ties the pair in fact). Though the very early express mail denoted a special use and service, the New York-Boston Express Mail marking of the 1851-1857 period

merely indicated regular route-agent service, just like occurred on hundreds of other routes. Nearly all of the 1851-1857 markings were applied on mail that originated on the New York-Stonington-Boston combination route (steamboat-plus-rail). A few went by the New York-Norwich-Boston route, but so far as I know, mail that went all rail via New Haven-Hartford-Springfield to Boston did not use it."

This statement is confirmed by the exhaustive studies of Mr. Elliott Perry of the use of this postmark or cancellation from 1842 to 1857 in Pat Paragraphs Nos. 21, 23, 24, 32 and 53; the comments of Dr. Chase on Page 262 of the revised edition of the *3 Cent Stamp of the U.S. 1851-1857*; of Stanley B. Ashbrook on Page 239, Vol. II of the *U.S. One Cent Stamp of 1851-1857*; and of C. W. Remele on Page 156 of *U.S. Railroad Postmarks 1837-1861*. These authorities further state that both New York and Boston markings were succeeded in December 1857 by the N.Y. & Boston Stmb. & R.R.R. markings.

This cancellation was not limited to mail traveling exclusively between Boston and New York, as evidenced by its use on circulars and letters to destinations outside of this route. For example, in the writer's collection there is a cover postmarked with the U.S. Express Mail N. York in black April 27 (1852), with a pair of 1 Cent from Plate 1 Early and a 3 Cent, paying the 5 Cent inland rate to France. The stamps are cancelled with black circular grids and the express-mail marking appears as a postmark on the cover, to the right of the stamps.

In all probability, the 10 Cent stamp, which is the subject of Mr. Wagshal's article, was originally on a letter addressed to the West Coast. The earliest known use of the 10 Cent stamp is May 12, 1855. The 10 Cent rate became effective April 1, 1855, for any distance exceeding three thousand miles, but apparently no 10 Cent stamps were distributed to the Post Offices until May.

### S-1 Plate Variety

Mr. H. Yeager reports a distinct irregular line that appears to be the result of a plate scratch on 22R1(e). It extends from the upper tip of the lower left triangle downward into the white center of the diamond block, as illustrated. The scratch does not show on the intermediate or late states of the plate, indicating it disappeared because of re-entry of the relief. It is a permanent variety, having been seen on various copies of this position, though unless clearly printed the upper extension into the triangle can hardly be seen. 22R(e) is a listed double transfer, but the transfer shows mostly in the upper right rosette center, though several dots between the bottom line and the lower label probably are remains from the doubling.

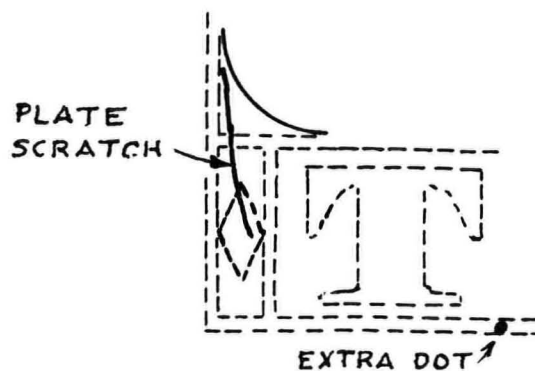
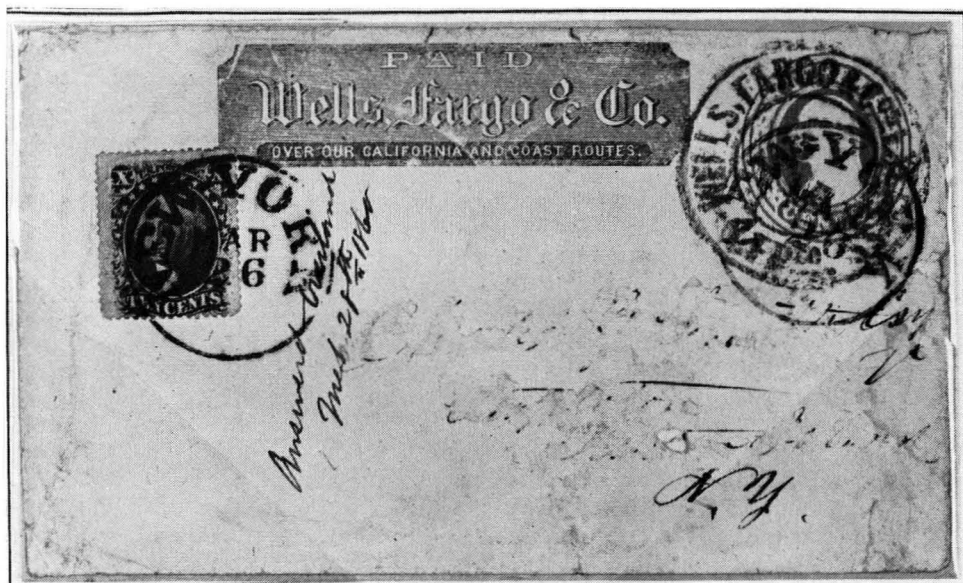


Plate Scratch on 22R1(e)

**West-to-East Combination Postal Service  
Wells Fargo Express Co. and U.S. Mail**



Reported by Mr. L. J. Mason is the unusual cover, illustrated, being a Wells Fargo E-frank on 3ct U-10 Nesbitt tied with blue concentric WELLS, FARGO & Cos. EXPRESS S. FRco, dated Mar. 5 (Leutinger's Type II-4) addressed to Stapleton, Long Island, N.Y. The cover also bears a 10ct green Ty. V, pos. 48 R2, postmarked black NEW YORK/ Mar. 26 in circle. This postmark is also repeated over the 3ct Nesbitt.

This cover originated in or near San Francisco and was put into the regular west-to-east Wells Fargo closed mail bag for transmission to New York via Panama steamship. The sequence of dates Mar. 5 to Mar. 26 corresponds with U.S. Mail steamship transit time.

However, according to the Act of 1852, full U.S. Postage by use of a U.S. stamped envelope was required on such mail for the total distance, hence a 10ct Nesbitt envelope should have been used, or 7cts in U.S. stamps should have been applied to the 3ct Nesbitt (partial use of U.S. stamps was permissible, if a Nesbitt of required denomination was not available). Perhaps the 10ct green stamp was applied at San Francisco, but in the opinion of Dr. W. S. Polland, long a student of these mail services, if this had been the case, a Wells Fargo postmark would have been applied to the 10ct. In Dr. Polland's opinion the 10ct stamp was applied by the Wells Fargo agent in New York who wanted to have the journey from New York to Stapleton made by U.S. mail service. He put the letter in the U.S. mails at New York where it was duly postmarked and delivered to destination where the recipient wrote on it "Answered—Overland Mar. 28, 1860."

The addressee's name and address is obliterated by scratching, a practice often found on early covers in philatelic hands, perhaps because of a belief that the addressee's name is private. Covers "lifted" from early lodge correspondence are often obliterated in this manner.

#### **Plate 4 Perforated**

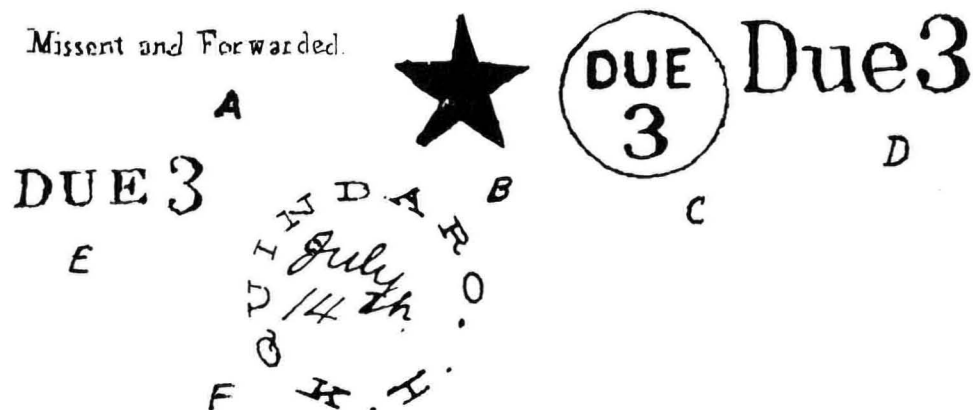
Mr. T. J. Alexander reports a new earliest use of the perforated 3ct Type I from plate 4 of Aug. 25, 1857, the previous "early" being Sept. 2. It is on a cover from Belfast Ms tying 100 L4. The cover is also penmarked "Answered Sept. 1, 1857" which is further authentication of the date.

## 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.

*Addendum USPM* page 35: The d-c SANDY SPRING MARYLD townmark is 29 mm in diameter; not 33 mm as stated (reported by G. J. Bernadt).

Illustration No.	USPM Schedule	Description (dimensions in millimeters)	Used with	Reported by
Not illustrated	A-2	HEMPSTEAD/D/TEX C-39 K5 (1858 used)	U9	G. J. Bernadt
Not illustrated	A-2	BROCKETT'S BRIDGE/D/N.Y. C-38 K5	S5	G. J. Bernadt
A	A-27b	Missent and Forwarded 40 x 3 (Milwaukee, Wis.)	S2	G. J. Bernadt
B	A-13	Star (18mm) Chateaugay, N.Y.	S2	G. J. Bernadt
C	A-27c	DUE 3 C-22 blue, Keene, N.H.	S5	G. J. Bernadt
D	A-27c	DUE 3 29 x 10 New York	U9	G. J. Bernadt
E	A-27c	DUE 3 25 x 8 Albany N.Y.	S5	G. J. Bernadt
F	A-2	QUINDARO/msD/K.T. K7, K3 C-30	S2	D. L. Jarrett
	A-28	rimless (The Chase Cabeen book shows a similar one with rim, and Mr. Jarrett confirms that both types exist)		



I started collecting stamps when the 1897 Canadian Jubilee stamps were issued, from which it is easy to see that I long since should have passed the baton of section editorship to younger and more vigorous hands. However, I hope to make a contribution now and then, and of course stand ready at all times to assist the new editor and his associate in any way they request. Particularly do I acknowledge the splendid cooperation of the membership in supplying copy for the section. It has been a warm pleasure and heartening experience to work with you.

TRACY W. SIMPSON

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## THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

### The Three Cent Scarlet, Scott's No. 74

JEROME S. WAGSHAL

Having examined the question of how the Scarlet was brought to the philatelic market, and the circumstances which may have accounted for its production by the Bank Note Company, we now take a close look at the Scarlet itself.

#### IV. THE PHYSICAL CHARACTERISTICS OF THE SCARLET

The physical characteristics of the Scarlet lend support to the conclusion that it is a trial color proof, produced sometime in September of 1861 as a possible substitute for the then current pink-rose pink shades.

##### *A. Quality of Impression*

The degree of wear of a 3 cent 1861 plate can best be judged by the fine lines in Washington's face and hair. In very early impressions, these lines show throughout the upper part of the head, but they were not very deeply engraved and wore rapidly. For this reason, in most of the issued stamps if an imaginary horizontal line is drawn through Washington's head at a point just above his eyebrow, the dome above the line will usually show considerable evidence of plate wear. This characteristic plate wear is shown in *Figure 14*, which is a plate number single of Plate 19, the plate which Luff states was used to print the Scarlets. The stamp shown in *Figure 14* must have been printed after the plate had seen a fair amount of use.

All of the Scarlets, however, are sharp, clear impressions in which the fine lines of the design show in great detail. This detail gives the Scarlets a noticeably different appearance from the regularly issued stamps, quite apart from the difference in color. This can be seen by comparing the stamp shown in *Figure 14*, with the illustrations of Scarlets shown earlier in *Figures 3, 4, 5 and 8*.

Some Scarlets do show evidence of slight plate wear in the area of the top of the head. This point was vividly illustrated in the catalog of the Siegel rarity sale of March 28, 1968. Two Scarlets, lots 79 and 80, are pictured side by side, with the former item showing markedly greater detail in the head. It is obvious that if these two items were printed from the same plate, they must have been printed at distinctly separated points of time, leading again to the conclusion that there was more than one lot of the Scarlets. It should be emphasized, however, that the degree of plate wear shown in any Scarlet is very small compared to that exhibited by the average issued stamp.

In addition to their unworn impressions, the Scarlets appear to be very carefully printed. All in all, the Scarlets have what can only be described as a proof-like quality.

##### *B. The Paper of the Scarlets*

I believe the Scarlet was printed on a special high-quality stock of paper which the National Bank Note Company used for finished proofs. When held to the light this paper shows a higher degree of translucence than the paper used for the issued stamps, and it is also less porous. This special paper was probably used especially for submitting samples to the Post Office in order to show the company's engravings to the best advantage.

It must be emphasized that my judgment about the paper of the Scarlet is a subjective one. The technical aspects of paper rank high on the list of neglected philatelic studies, and the paper of the 1861 issue is no exception. Nevertheless, after having examined many Scarlets and many of the unissued Premieres Gravures over the years, I have come to believe that all of these items, and the Lake, Scott No. 66, were printed on this special paper.

The common impression about the paper used for the 1861 issue is that stated in the Scott Specialized Catalogue:

The paper of Nos. 55 to 62 inclusive is thin and semi-transparent, that of the following issues is usually thicker and more opaque.

This statement is incorrect insofar as the thickness of the paper is concerned. I have tested 3 cent Premieres Gravures and found no significant difference in thickness between them and the stamps of the regular 1861 issue.<sup>47</sup> The Scarlets I have examined have tested out to about the same thickness as the Premieres Gravures and the regular issue.

The catalogue description is correct in stating that the paper of the regular issue is more opaque. The paper of the Premieres Gravures transmits much more light than the paper of the regular issue, and when held to the light the paper of the former gives the impression of being whiter and less porous. This greater translucence is probably the reason that it came to be erroneously believed that the Premieres Gravures paper is thinner. The Premieres Gravures paper, incidentally, differs from the paper of the 3 cent Pink and the 10 cent Type I, Scott No. 58, both of which have the reputation of being on thin brittle paper. However, the only paper which I have seen which has the translucence and lack of porosity of the Premieres Gravures is the paper of the Scarlet and the Lake. I do not think that this paper was used for issued stamps.

### C. The Plate Number

Luff reports that the Scarlets were printed from Plate No. 19.<sup>48</sup> There has been no confirmation found of this. However, Luff is still generally accepted as an authority on the plate numbers of the early issues. If Luff was correct about the Scarlet's plate number, this constitutes further evidence that the Scarlet was produced, not in 1865 or 1866, but in 1861, sometime after the 3 cent value was issued in August of that year. Unlike the preceding 1851-57 issue, in which a separate series of plate numbers was established for each denomination, the plate numbers of the 1861 series were assigned consecutively for the series as a whole.<sup>49</sup> Accordingly, the time of manufacture of a particular plate of the 1861 issue can be better related to the other plates of the series.

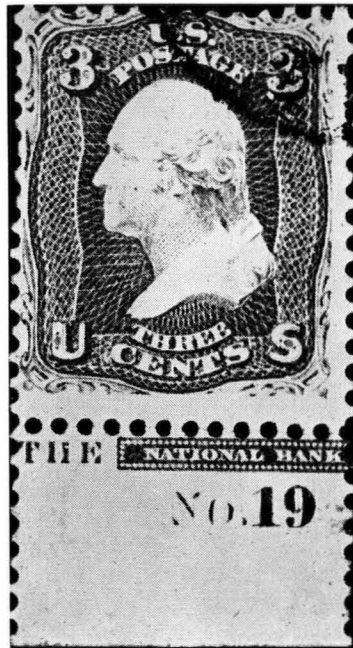


Figure 14

A plate number single (not a Scarlet) printed from plate 19. (Courtesy of George T. Turner)

The series of plates of the 1861 issue began with the National Bank Note Company's being awarded the 1861 contract. The first 18 plates were made before the August 16 issue date. The first eight numbers were assigned to the Premieres Gravures plates in the order of denomination, as follows:

<i>Plate Number</i>	<i>Denomination</i>	<i>Plate Number</i>	<i>Denomination</i>
1 .....	One Cent	5 .....	Twelve cents
2 .....	Three cents	6 .....	Twenty-four cents
3 .....	Five cents	7 .....	Thirty cents
4 .....	Ten cents (Type I)	8 .....	Ninety cents

These eight plates were surely made in June of 1861 or, at the latest, in early July. However, only three of these plates were ever used to print postage stamps, these being Plate No. 4 (10¢), No. 6 (24¢) and No. 7 (30¢).

Following the original group of eight plates, a group of ten plates was made, this time all in the issued designs as follows:

<i>Plate Numbers</i>	<i>Denomination</i>	<i>Plate Numbers</i>	<i>Denomination</i>
9 and 10 .....	One cent	16 .....	Twelve cents
11 thru 14 .....	Three cents	17 .....	Five cents
15 .....	Ten cent (Type II)	18 .....	Ninety cents

It is evident from the numbering of the plates relative to the denominations, and to the circumstances of the Premieres Gravures, etc., that this group of ten plates, together with the previously made plates 4, 6 and 7 served as the full original set of plates which were put to press in August, 1861 to produce the initial deliveries of the 1861 issue. (Plate 4, the ten cent type I, Scott No. 58, may have been put to press in early September, judging by its earliest known date of use.)

It follows that Plate 19, from which the Scarlet was printed, was most probably made after the initial production of the 1861 issue in mid-August of that year. However, it was probably not made very much later. There were a total of nineteen additional three cent plates produced after Plate No. 19, so that Plate 19 was in all likelihood made fairly early in the 1861 period. And, as previously noted, the sharp engraving of the Scarlets indicates they were printed when the plate was new.

What could well have happened is this: The National Bank Note Company had to submit color samples of the 3¢ stamp to the Post Office Department in September, 1861. The first four plates of the 3¢ denomination, Plates Nos. 11, 12, 13, and 14 had all been used to print considerable quantities of the original run in July and August of 1861. Thus, these plates should have been somewhat worn by September. Consequently, in order to have sharp, proof-like impressions from a completely unworn surface after August 15, 1861, the Company either made up a new plate, or used a new plate which had already been made in anticipation of need.

In short, the fact that the Scarlets were printed from Plate 19 tends to support the theory that the Scarlets were trial color proofs offered by the National Bank Note Company to the Post Office Department in September or October of 1861, and were rejected by the Post Office in favor of the colors which first appeared in November, 1861.

One curious aspect of the 3 cent plate numbers of the 1861 issue is that, if Luff is correct as to the numbers, the order of catalogue listing of the Scarlet and the Lake is reversed. According to Luff, the 3¢ Lake, No. 66, was printed from Plate No. 34. This would indicate that the Lake was printed not earlier than 1863, after the Black Jack was issued, since the first four plates of the Black Jack were numbers 28 through 31, and the Black Jack was issued on July 1, 1863. (Plate Nos. 32 and 33, as well as 34, were 3¢ plates.)

Ignoring for a moment the fact that neither the Lake or the Scarlet should be listed among the United States general issues of postage stamps, their catalogue listings would, from the evidence of their plate numbers, seem to have been chronologically reversed. The Scarlet, printed from Plate 19 in 1861, is now listed after the Black Jack, which was first printed and issued in 1863. The Scarlet's listing, still

assuming it should be listed at all, should follow the 3 cent pink, No. 64, and precede No. 65, the 3 cent rose. The Lake should replace the Scarlet as No. 74 following the Black Jack under the 1863 date of issue.

Could Luff have reversed the plate numbers applicable to these two shades? On the basis of the present evidence the likelier answer seems to be that the plate numbers are correct as reported by Luff, and that the fact of the Scarlet and Lake listings being reversed is just another vagary of the Scott catalogue, which, like Topsy, just "grewed that way." It will be recalled that Scott first listed the Scarlet in his catalogues under the year date of 1868, and then moved it back to 1866. These incorrect and inexplicable dates probably were the reason for the incorrect order of listing in the Scott Catalogues.

## V. SUMMARY OF CONCLUSIONS

To sum up, based on present knowledge, the following are reasonable conclusions regarding the Scarlet:

1. The Scarlet was probably produced by the National Bank Note Company sometime in September of 1861, or, at any rate, shortly after the 1861 issue was first put on sale in mid-August.

2. The National Bank Note Company produced the Scarlet as a trial color proof, as part of a process of experimentation to arrive at a satisfactory color, after the pink shades in which the 3 cent 1861 stamp was originally issued proved unsatisfactory to the Post Office Department.

3. The National Bank Note Company submitted one or more sheets of the Scarlet, fully gummed and perforated, to the Post Office Department, probably in September 1861, at which time the Post Office Department rejected the scarlet color and the National Bank Note Company went on to develop the issued rose color.

4. The National Bank Note Company retained several of the Scarlet color proof sheets in its own files, including perhaps an imperforate sheet as well as various other types of proofs.

5. The Scarlets were not printed on the ordinary paper used for issued stamps, but on a special whitish paper of high translucence which was used by the National Bank Note Company to show printing samples to the best advantage.

6. The Scarlets were never issued by the Post Office Department for prepayment of postage, and they were never used for the prepayment of postage in the period of use of the 1861 issue, that is, during the years of 1861 through 1868. It is unknown on a cover of the period of its alleged use. It is unknown with a cancellation of the period of its alleged use.

7. Sometime in the 1870's, but not before, J. Walter Scott acquired some of the Scarlets which had been retained by the National Bank Note Company.

8. In the late 1870's Scott began to sell the Scarlets as an issued variety of the issued 3 cent 1861, although knowing full well they were only trial color proofs, and at some point Scott had to concoct a story about how he discovered them, which was the New Orleans fable.<sup>49A</sup>

9. The earliest known printed reference to the Scarlet is in J. Walter Scott's auction catalogue for the sale of March 11, 1878.

10. The first listing of the Scarlet in any stamp dealer's price list is in J. Walter Scott's 1880 Catalogue (38th Edition).

11. When Scott first listed the Scarlet, he listed its year of issue as "1868," but there is no evidence to support this date and it was probably a figment of Scott's imagination.

12. After listing the Scarlet as issued in "1868" for seven editions of his Catalogue, Scott changed the listing to show its year of issue as "1866." There is also no evidence to support this date, and it is also probably a figment of Scott's imagination.

13. In the late 1870's and early 1880's, Scott had several of the Scarlets cancelled by putting them on envelopes mailed at the New York Post Office. These copies bear typical standardized machine cancels of the Banknote period which

were unknown in the 1860's, which Scott claimed was the period of use of the Scarlet.

14. The pen marked Scarlets originated with Carl Rothfuchs. Sometime in late 1892 or early January 1893, the Post Office Department gave a sheet of the Scarlets, probably a sheet of 100, to Rothfuchs. All the stamps in this sheet were invalidated against possible postal use (not cancelled), by four horizontal pen strokes on each stamp, and this was done at the Post Office Department before the sheet was given to Rothfuchs. Rothfuchs was probably given this sheet as payment or part payment for his services in arranging the Post Office's stamp exhibit for the Columbian Exhibition held in Chicago in 1893.

15. In addition to the Scarlets put on the market by Scott and Rothfuchs, there may have been other Scarlets introduced to philately from other non-Post Office sources, such as other dealers. One or more imperforate sheets of the Scarlet held by the National Bank Note Company may have been privately perforated and put on the market, but nothing definite is known of these.

\* \* \*

Based on all that is known about the Scarlet, I conclude that:

THE SCARLET, SCOTT NO. 74, IS NOT A POSTAGE STAMP.

IT IS A GUMMED AND PERFORATED TRIAL COLOR PROOF.

If a rational conclusion is to be drawn from the facts presently known, it must be this one.

## VI. THE CATALOGUE LISTING OF THE SCARLET

When Scott started his catalogues they were simply price lists, comparable to the well-known Brookman and Gibbons lists of today. The original listing of the Scarlet was obviously based on the simple fact that J. Walter Scott had these items for sale. It is significant to note the difference between *Figure 2*, the 1880 Scott Catalogue page which states that the listed stamps "can be obtained of the publishers," and the present non-dealer status of the publishers. In the 1880's there were many other price lists in addition to Scott's, so that his action in listing the Scarlet was not definitive.

As Scott's lists prospered and became the encyclopedic standard reference works of philately, the listing of the Scarlet which he began for commercial purposes was continued as a non-commercial and irrational tradition long after Scott left the company and his Scarlets had all been sold. By tradition this listing is still continued although it violates the definitions of the Catalogue itself. In the Catalogue, "Proofs" are defined as "trial printings of a stamp made from the original die or the finished plate," and "Color Trials" are defined as "printings in various colors made to facilitate selection of color for the issued stamps." By these definitions, the Scarlet belongs in the Trial Color Proofs section of the Specialized Catalogue, and not among the general issues where it is now listed.

The regard which the Scarlet enjoys in the philatelic market is clearly based on its continued listing in the Scott Catalogues. The "not regularly issued" statement in the Catalogue is patently insufficient to correct the basic error of the Scarlet's listing among the general issues. As Ashbrook stated, "the mere inclusion in the section [of the Catalogue] devoted to legitimate stamps is very apt to be misleading, in spite of small type notations of warning."<sup>50</sup> One of the advantages of its listing among the general issues is that the Scarlet is included in the Standard Catalogue, whereas it would not be if it were correctly listed, since that reference work does not list trial color proofs. The Scarlet's listing among the U.S. general issues also gives it a space in printed albums which provide spaces for all general issue Scott numbers. Perhaps most important, all philatelic auctioneers offer the Scarlet in their catalogs by the Scott number and without the "not regularly issued" statement. A moment's reflection will permit any experienced collector to recognize the enormous influence exercised by such auction descriptions continued year after



year. It is obvious that under these circumstances the Catalogue's "not regularly issued" statement must be frequently unnoticed and generally misunderstood.

The prices realized by Scarlets in recent auctions are clear testimony that many U.S. collectors with more money than scholarship are seeking to acquire a copy of the Scarlet as part of their effort to have a copy of each Scott number in their collection.

The principal argument against revision of the catalogue seems to be that since the Scarlet has been listed among the general issues for so many years, it would be unfair to those who have bought it on the strength of that listing to delete it from the general issues section at this late date. (Indeed, a nationally prominent dealer refused to assist in this article on the ground that it might harm the status of the Scarlet.) The answer to the argument is that even if the Scarlet were properly classified as a trial color proof, its romantic history would probably prevent any serious devaluation. An even better answer is that any loss which the relatively few owners of the Scarlet would incur would be more than offset by the benefit to philately generally of having its chief reference book treat the Scarlet correctly.

Almost all modern authorities agree that the Scarlet's catalogue listing should be changed. Lester G. Brookman, the leading treatise writer of our day, has recommended the change for the last twenty years.<sup>51</sup> Ashbrook put the matter this way:<sup>52</sup>

I believe that certain things are either right or wrong and that all the apologies and arguments in the world cannot make a right out of a wrong. As sure as the sun rises and sets, the day will come when all the apologies, excuses, arguments, etc., will be disregarded and proper adjustments will be made in the catalog and printed albums. . . .

Since the editors of the catalogue have withstood such broadsides for so many decades, perhaps they will yield to the more gentle blandishments of verse:

## THE CALF-PATH

By Sam Walter Foss<sup>53</sup>

### I

One day through the primeval wood  
A calf walked home as good calves should;  
But made a trail all bent askew,  
A crooked trail as all calves do.  
Since then three hundred years have fled,  
And I infer the calf is dead.

### II

But still he left behind the trail,  
And thereby hangs my moral tale.  
The trail was taken up next day  
By a lone dog that passed that way;  
And then a wise bell-wether sheep  
Pursued the trail o'er vale and steep,  
And drew the flock behind him, too,  
As good bell-wethers always do.  
And from that day, o'er hill and glade,  
Through those old woods a path was made.

### III

And many men wound in and out,  
And dodged and turned and bent about,  
And uttered words of righteous wrath  
Because 'twas such a crooked path;  
But still they followed—do not laugh—  
The first migrations of that calf,  
And through this winding wood-way stalked  
Because he wobbled when he walked.

IV

This forest path became a lane  
 That bent and turned and turned again;  
 This crooked lane became a road,  
 Where many a poor horse with his load  
 Toiled on beneath the burning sun,  
 And traveled some three miles in one.  
 And thus a century and a half  
 They trod the footsteps of that calf.

V

The years passed on in swiftness fleet,  
 The road became a village street;  
 And this, before men were aware,  
 A city's crowded thoroughfare.  
 And soon the central street was this  
 Of a renowned metropolis;  
 And men two centuries and a half  
 Trod in the footsteps of that calf.

VI

Each day a hundred thousand rout  
 Followed this zigzag calf about  
 And o'er his crooked journey went  
 The traffic of a continent,  
 A hundred thousand men were led  
 By one calf near three centuries dead.  
 They followed still his crooked way,  
 And lost one hundred years a day;  
 For thus such reverence is lent  
 To well-established precedent.

VII

A moral lesson this might teach  
 Were I ordained and called to preach;  
 For men are prone to go it blind  
 Along the calf-path of the mind,  
 And work away from sun to sun  
 To do what other men have done.  
 They follow in the beaten track,  
 And out and in, and forth and back,  
 And still their devious course pursue,  
 To keep the path that others do.  
 They keep the path a sacred groove,  
 Along which all their lives they move;  
 But how the wise old wood-gods laugh,  
 Who saw the first primeval calf.  
 Ah, many things this tale might teach—  
 But I am not ordained to preach.

Footnotes

<sup>47</sup> Paper thickness tests were conducted by the author at the Smithsonian Institution, Washington, D.C., in an atmosphere of controlled temperature and humidity. Testing instrument was a Minden Paper Gauge, calibrated in thousands of inches.

<sup>48</sup> Luff, *Postage Stamps of the United States* (1902), p. 93.

<sup>49</sup> *Ibid.*, pp. 92-93.

<sup>49A</sup> Elliott Perry, who was earlier reported as being of the opinion that Scott was selling the Scarlet as early as 1867, wrote the author on November 21, 1968, that "I . . . do not claim that Scott had any Scarlet or vermilion as early as 1867. I do maintain that Scott offered the vermilion (Scarlet) for 25¢ as having been issued in 1867. . . ."

<sup>50</sup> Ashbrook, *The Stamp Specialist, Yellow Book* (1942), p. 92.

<sup>51</sup> He first recommended the change in Brookman, *The 19th Century Postage Stamps of the United States* (New York: H. L. Lindquist, 1947), Vol. II, p. 269; and later in his recent work, *The United States Postage Stamps of the 19th Century* (1966), Vol. III, p. 238.

<sup>52</sup> Ashbrook, *Stamp Specialist, Yellow Book*, p. 92.

<sup>53</sup> *Cf.*, Stevenson, Burton E., *Home Book of Verse* (Holt, Rinehart & Winston), 1953; 9th Ed., Vol. 1, p. 1896.

## Collin & Co.—Handstamps

ARTHUR H. BOND

Shown as Fig. A is a circular issued by Collin & Co., Box 4730, New York Post Office, soliciting orders for "Improved Brass-Bound Rating Stamps" and illustrating certain styles which were in common use in the early 1860's. To the writer's knowledge, this is the first published record of an advertisement offering

### IMPROVED BRASS-BOUND RATING STAMPS.

Improved Brass-Bound Stamp, with change of dates and months, - \$2 50  
 Backskin Ball and Cushion, - - - - - 25  
 Box of Black Ink, - - - - - 25

*Note* N. B.—When the year is wanted in, it is 50 cents extra.

We can insure this as the prettiest and most durable Stamp ever made. We can refer to Postmasters who have had our Stamps in use six years. We guarantee to furnish as perfect a Stamp, in letter and style, as the specimen impression on this circular.



POSTMASTER'S NAME AND NAME OF OFFICE. We furnish a beautiful Stamp.

POSTMASTER'S NAME at 75 CENTS.  
 NAME OF OFFICE at 75 CENTS.

Postmasters ordering a Stamp with name, will please state if they wish P. M. attached to their name.

**GOLD COIN TEST-SCALES.**—Patent Test-Scales for detecting counterfeit or sweated gold coin. This beautiful article is so simple in construction that a child can detect spurious coin. Price, free of postage, \$1 87.

Persons asking for information, as to prices, will please inclose a three-cent stamp, and we will reply by return mail.

When not convenient to remit money, we will receive Postage Stamps in payment.

*Note* For our character and responsibility, we are kindly permitted to refer to Monson Clark, Esq., Blank Agent, New York P. O., and J. T. Crowell, Esq., Printer of P. O. Blanks.

It takes about five days to get up a stamp. We invariably make it a point to fill all orders as soon as possible. **ALSO, TO PREPAY THE POSTAGE ON ALL ARTICLES ORDERED FROM US.**

We are prepared to get up STAMPS, BRANDS, MARKING PLATES, SEALS, in fact, any thing in the Printing or Marking line, superior to any now manufactured.

Persons at a distance, who wish to purchase any thing from New York, no matter by whom advertised or manufactured, can rely upon us forwarding the article, at just the same cost to them as if they were here to purchase themselves.

Postmasters ordering a Stamp will please state the style they prefer.

We will send any single Stamp, Ink, or Ball and Cushion, at the price named.

Address,

**COLLIN & CO. BOX 4730  
 NEW YORK POST OFFICE**

Figure A

stamps of these styles. It appears from the price that these were engraved in wood, reinforced by a brass ring. From the delicate detail of the date elements it seems probable that these were cast in type metal.

The circular is not dated, but the statement “. . . our stamps in use six years” indicates a dating about 1862. The HALIFAX/MASS. stamp shown in Plate 8 Sched. A-4 of *U.S. Postal Markings* is comparable to the double-circle type No. 3 of this circular. It includes an unusually small (2 mm. high) year-date 1857, which seems to be an early use, since the writer has never seen this type of marking on an imperforate stamp. As noted in *Chronicle* No. 40, the earliest confirmed date of use of a stamp of the first type shown in the circular (26 mm. diam single circle) is the WEST HAMPTON/MS stamp bearing a similar 2 mm. year-date of 1859. The dating OCT 22 on this cover corresponds exactly with the type shown in the circular. An early date of Oct. 29, 1859 for a stamp of the second type (concentric circles) was reported from WEST GLOUCESTER/MASS. in *Chronicle* No. 43.

Monson Clark, mentioned as a reference, is listed as Blank Agent at New York in the 1861 Official Register, but Registers 1863 and 1865 show Beverly Clark in this position.

The sections of the New York City directories describing Post Office activities show that Orient H. Collin was Supt. of the Registry Dept. from 1860 to 1865 and became Supt. of Letter Distribution about 1866. Edward H. Collin was Supt. of Station B, one of the most active branches, in 1863-64.

Since Collin is an unusual name, one is inclined to assume that these post-office employees were engaging in the stamp business as a sideline. The third paragraph from the bottom of the circular, offering to act as purchasing agents for “anything from New York,” implies that their services in procuring handstamps may have been of the same nature. That is, they probably sold the stamps for some manufacturer. The promise to ship in five days indicates that the stamps were made locally.

The only engravers advertising Post Office Stamps in the City directories of this period were Sutcliff, Winckler & Co., 26 Maiden Lane “Engravers, Die Sinkers and Book-Binders” Tool Cutters; Cancelling, Endorsing and Post Office “Stamps,” who appear in 1864 and 1865 lists. We know, however, that Edmund Hoole, of New York, as subcontractor for Fairbanks & Co. was also then making steel stamps, which the Government supplied to the larger offices. Examples from Boston, Detroit, Rochester, Mobile, etc. indicate that these were similar to the second style illustrated in this circular, but with taller letters (3 mm.) in the month logos. Whether these engravers also produced wooden stamps has not been determined.

The most active manufacturer of wood handstamps was, of course, E. S. Zevely (followed by John H. Zevely), of Cumberland, Md., who held the contract for supplying the P.O. Dept. His stamps were furnished to offices having annual receipts in excess of \$100 but less than \$500. Impressions practically identical in style with No. 4 of the circular have been seen with S-5 stamp from New Boston, New Marlboro and Northfield Farms and No. 3 style from Monterey. All are small towns in Massachusetts with annual receipts in the range \$100-200 in 1859; hence were barely eligible to receive free handstamps at that time.

An item that may be significant is that practically all handstamps of No. 1 type show a much wider clear space between circle and letters than this illustration. Also the alignment and spacing in Nos. 1 and 2 are inferior to the general standard, especially of the steel stamps.

### **Domestic Postal Markings**

Accompanying our plate of postal markings is a short article by Mr. Theron Wierenga regarding usage of “Paid” markings on the 3¢ 1861 stamps from Michigan towns. In Plate I, items 1 through 5 are tracings of those markings which may deviate somewhat from being an exact representation of the Linn type to which it was assigned by Mr. Wierenga. It is possible that most of these differences are due

to the strikes being partial or worn, but it seems worthwhile to illustrate these. Item 21 is a type of c.d.s. often found used in Michigan; although the Albion marking is shown, the Farmington and Milford markings are of the same size and style. All of these markings are 31-32 mm in diameter and the wording is made up from three sizes of capital letters.

Item No. 7 shows no state designation in the example seen, nor does there seem to be any place for such. No. 10 is also one of those markings with no state name, and there are six possible states.

After the Civil War, reestablishment in the former Confederate States of a full-fledged postal system on a civilian basis was rather slow in coming, as some of the southern post offices were not reopened until 1867. Osyka, Miss. is shown as an example, and the c.d.s. is similar but not necessarily of the same family as the government authorized instruments.

An article concerning the postal markings of General Banks' Division appeared in *Chronicle* No. 59. On page 103 of that article, the comment was made that no Banks' Division markings had been seen used between late November of 1861 and early March, 1862, and that probably Banks' troops were in winter quarters so that some Maryland town post offices could be utilized rather than the Banks' Division field post office. Mr. Lynn Brugh suggests that Sandy Hook, Md. (Item 12, Plate I) was probably such a location, as this office was previously unknown. (While the 1859 list of post offices lists a Sandy Hook, Md., this was in Harford County, a long way from Harper's Ferry.) Sandy Hook, as listed in the 1862 list of post offices, is in Washington County, and right across the Potomac from Harper's Ferry. As the O.R.s indicate almost continuous presence of Federal troops in Sandy Hook in the winter of 1861-2, there is a good probability that Sandy Hook was established to handle military mail. However, Point-of-Rocks, Poolesville and several other towns also handled much military mail, and Banks' Division Headquarters were at Frederick, Md. for most of the winter. Many obviously military covers with Frederick markings are known for this period.

Item 15, reported by Seymour Kaplan, is handstruck upon a letter bearing a U.S. Ship/3¢ marking (round), a New York exchange office Brit. Packet/10¢ marking and a handstruck British 2 shilling due marking. The cover is addressed to Ireland, and bears an Irish receiving backstamp including a '62 year date with a misshapen "6" that appears more like a "5" than a "6." While a more detailed report of the possible source of this cover must be postponed until another issue, the Period Editor would much appreciate reports of any more markings such as Item 15, and a complete description of the cover upon which such may appear.

Items 16 and 17 are occupation markings of Pensacola, Florida, which was reoccupied by the Federals on May 10, 1862. Reports of markings of the type of Item 17, with probably year date, would be much appreciated.

The same request applies to the marking shown as item 18, which also is apparently the first example seen of an occupation marking.

Items 19 and 20 appear upon a 15¢ rate cover to abroad. The cover is pre-paid, obviously, by the stamps, but the markings, in red, were also handstamped by the Waterbury post office. Mr. George Hargest advises these were a carryover from the period prior to the issuance of the high value stamps of 1860, being used to indicate prepayment of postage on stampless covers. Such markings, being unnecessary, must be quite scarce on foreign rate covers of the 1861 and later periods, which bear stamps.

## **Michigan: "Paid" on U.S. #65**

**THERON WIERENGA**

The most common stamp in the classics area of U.S. collecting is the 3¢ rose of 1861, Scott's #65, and its most common cataloged cancel is the simple word "PAID." Mr. George W. Linn's well known work *The Paid Markings on the 3¢ U.S. Stamp of 1861* has dealt quite well with this subject, but as with all research work that deals with a listing of items that have been seen by an author, new items keep cropping up. In these paragraphs I would like to present several "PAID"



cancels on #65 that I have come across that Mr. Linn did not list, all of them from Michigan.

The cancels that Mr. Linn listed from Michigan are four: Dowagiac, "Paid" in Circle Type XXVI; Greenville, Roman Type II; Kalamazoo, "Paid" in Circle Type XXVIII; Muskegon, Roman Type V. To this list I would like to add an additional seven "PAID" cancels that I have found.

Albion	"Paid" in Arc Type I
Farmington	Roman Type V
Milford	Roman Type V
Olivet	Gothic Type IX
Saugatuck	Gothic Type V
Vernon	Gothic Type VIII
Wayne	"Paid 3" in Circle Type I

All of these cancels are in black with the exception of Wayne, which has both the town and killer in bright green.

### Domestic Postal Markings

#### PLATE I

<i>Item</i>	<i>Description</i>	<i>Used with Scott No.</i>	<i>Submitted by</i>
1	Saugatuck, Mich. balloon; see Wierenga article.	63; 65 (3)	Wierenga
2	PAID marking used with Saugatuck. See text.		Wierenga
3	PAID marking used with Olivet c.d.s. See text.	65	Wierenga
4	PAID/3 marking used with Albion c.d.s. See text.	65	Wierenga
5	PAID in circle. Used at Wayne, Mich. Bright green. See text.	65	Wierenga
6	Pelham, Mass. in arc. On rose pink.	65	A. H. Bond
7	North or South Windham, Conn. or So. Windham, Vt. Can someone tell us which?		J. Kesterson
8	So. Woodstock, Vt.	65	J. Kesterson
9	LOUDON RIDGE/D/N.H.; edges of instrument also show. With bar killer on stamp. On fine patriotic (Walcott #2579).	65	D. Jarrett
10	Negative STATE-LINE in scroll JULY . . . what state? Could be Ind., Wis., Ohio, Pa., Ky. or Mass. Although Ga. is listed for 1862, post office was not then Federal.	65	D. Jarrett
11	Osyka, Miss. Probably immediate post war (reconstruction era) rather than occupation (wartime).	65	J. Kesterson
12	Sandy Hook, N.J. See text.	65	Graham
13	Ravenswood, Va. On Ohio River in (later) West Virginia	65	Gallagher
14	WINNEBAGO CITY/ * MINN. * D/YD	65	Gallagher
15	In black. Please report any duplicates to Period Editor. See text.	—	Seymour Kaplan
16	Occupation marking, 1862. "FLO."	65	Graham
17	Occupation (wartime?) "FLA." See text. Duplex.	65	Graham
18	Occupation marking? See text.	65	Gallagher
19 & 20	See text. Markings are in red.	68, 76	Walter Hubbard
21	See text.	—	Wierenga

Note: Unless otherwise stated, all markings are in black.

### 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, June 15, 1969 for next issue.

Plate I



1

PAID

2



4

5

PAID

3

April 4  
Pelham, Mass.

6



7



8

LODGE RIDGE.  
MAY, 16 - N.H.

9



10



11



12



13



14



15



16



17



18



19



20



21

## RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

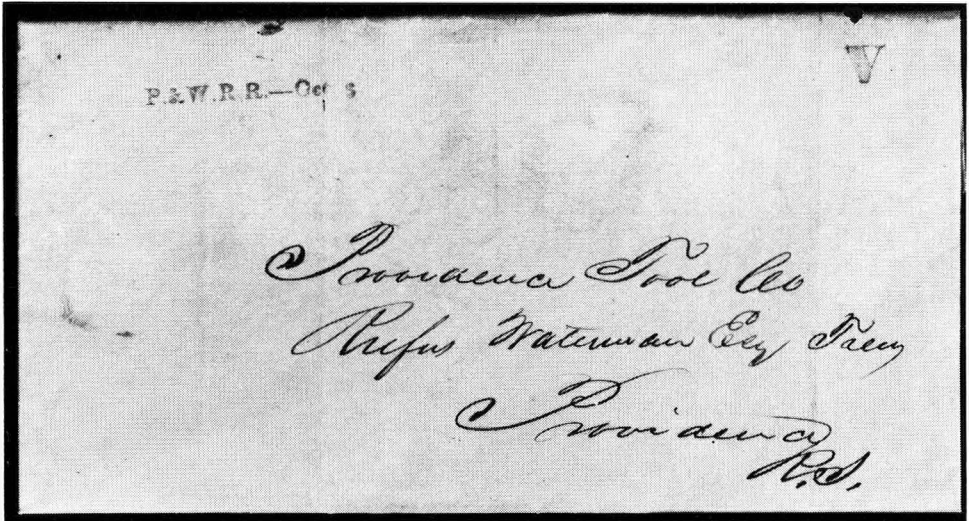
### Railroad Markings

CHARLES L. TOWLE

(1) Mr. David Jarrett reports a new variety of straight line marking for addition to Remele listing:

P 16-c P. & W. R.R.—Oct. 6 21 × 3 mm. (plus date), Red.

This Providence and Worcester Railroad marking is on stampless cover with red V rate marking. Letter is headed Syracuse Oct. 5, 1849 but folded letter must have been hand carried to Worcester, Mass. and mailed at station or handed to P. & W. route agent at that point.



(2) Early date usages: Mr. Calvet Hahn reports the following dates for Remele listings which should be noted as of interest:

R 4-a dated 12/5/37 and 12/15/37.

R 4-f dated 11/3/38.

R 4-g dated 1/10/42 and as late as 1845 on a letter to Albany.

(3) ERRATA—In *Chronicle* 61 illustration shown as 421-A-5 on page 32 should be 502-A-2 and illustration shown on page 33 as 502-A-2 should be 421-A-5.

(4) The illustration shown on page 16 of *Chronicle* 61 (N. YORK & ERIE R.R. 37 black, 1857-61) reported by J. S. Wagshal should be assigned Remele number N 12 1.

(5) Since the recent publication of *Railroad Postmarks of the United States 1861 to 1886* our members have submitted many new items for the record and the Addenda will be resumed with Plates VII and VIII in this issue and continued from time to time to keep this catalog current, as will also be the case with newly reported items for the Remele catalog.

For the convenience of our readers previous Addenda to the Towle-Meyer catalog have been published as follows:

Plates I and II	<i>Chronicle</i> 56	Nov. '67	Pgs. 110, 111
Plates III and IV	<i>Chronicle</i> 57	Feb. '68	Pgs. 29, 31
Plate V	<i>Chronicle</i> 58	May '68	Pg. 69
Plate VI	<i>Chronicle</i> 59	Aug. '68	Pg. 109

\* \* \*

## ADDENDA

### Plate VII

#### Missouri

807-D-1, 25½ black, Banknote. (Southwest Branch & St. Louis ?) 15.  
811-B-1, 26 black, Banknote. 3.

#### Wisconsin

837-L-1, 29 black, WYD 1880. 1.  
838-E-2, 26½ black, 1881. 4.  
842-C-2, 25½ black, Banknote. "S" killer. 3.  
842-E-1, 25 black, Banknote. (Chicago & Milwaukee—misspelling) 5.  
844-D-1, 25 black, 1871. 12.  
844-E-1, 25½ black, 1778. (Menasha & Milwaukee—misspelling) 6.  
846-C-1, 26½ black, 1788. Partial. (Milwaukee & Oshkosh R.R.) 8.  
849-A-2, 26½ black, WYD 1882. 2.  
849-A-3, 27 black, WYD 1883. 2.  
849-B-1, 26 black, 1877. Partial. (Worcester & Menasha) 10.  
852-B-1, 26½ black, Eighties. (Stevens Point & Portage) 4.  
853-A-2, 27 blue, 1881. Possible partial. (Cumberland & Hudson) 8.  
854-B-1, 27½ black, WYD 1886. (Abbottsford & St. Paul) 2.  
**Catalog Route 861:** Sparta to Viroqua, Wis. via CHICAGO, MILWAUKEE & ST. PAUL R.R.  
**Route Agents:** Sparta & Viroqua, Wis. 1881, 1882, 1883—1 Agent (36 miles).  
**Markings:** 861-A-1, 26½ black, WYD 1889. 3.

#### Minnesota

866-C-2, 26 black, 1877. 4.  
866-H-1, 27½ black, WYD 1886. 2.  
868-D-1, 27 black, Banknote. Partial. (La Crosse & Jackson) 6.

#### Kansas

909-F-1, 27 black, WYD 1886. 2.  
813-E-1, 27½ black, WYD 1886. 2.

#### Colorado

955-D-1, 27½ black, Banknote. Partial. "N" killer. (Denver, Pueblo & Conejos) 18.

## ADDENDA

### Plate VIII

#### New York

**Catalog Route 153:** Addison, N.Y. to Westfield, Pa., via ADDISON & NORTHERN PENNSYLVANIA R.R.

**Route Agents:** Addison, N.Y. & Westfield, Pa., 1883—1 Clerk (27 miles).

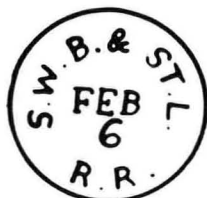
**Markings:** 153-A-1, 27½ black, WYD 1885. 3.

#### Pennsylvania

180-C-2, 24½ black, Banknote. NDL. (Lehigh Valley R.R.) 7.  
195-S-4, D. Oval 34-24 x 25½-15½ blue, WYD, Nineties. (Northern Central Rail Way) 6.  
195-S-7b, D. Oval 29-21½ x 23½-15½ blue, WYD 1875. (Northern Central Rail Way) 10.  
198-F-1, 26½ black, WYD 1884. (Williamsport & Erie) 2.  
203-I-4, 26½ black, Eighties. T.N. (New York & Pittsburgh, Western Division) 1.  
235-S-4, D. Oval 32-24½ x 23½-16 blue, WYD 1871. (Pittsburgh & Connellsville) 18.  
242-B-2, 26½ black, Banknote. 3.

#### Maryland

274-S-8a, D. Circle 22½-13½ black, WYD 1865. (Baltimore & Ohio) 18.



807-D-1



811-E-1



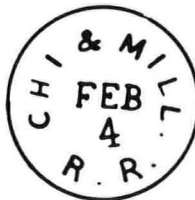
837-L-1



838-E-2



842-C-2



842-E-1



844-D-1



844-E-1



846-C-1



849-A-2



849-A-3



849-B-1



852-B-1



853-A-2



854-B-1



861-A-1



866-C-2



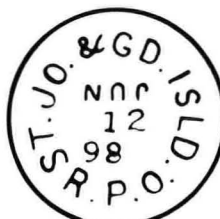
866-H-1



868-D-1



909-F-1



913-E-1



955-D-1



\*





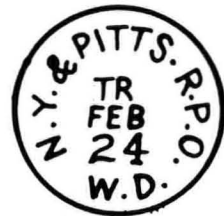
153-A-1



180-C-2



198-F-1



203-I-4



195-S-4



195-S-7b



235-S-4



242-B-2



274-S-8a



342-A-1



523-S-2



534-B-1



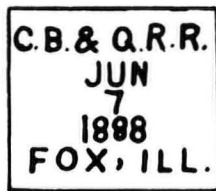
537-S-2



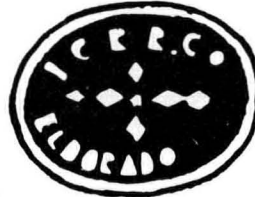
680-E-1



658-S-1a



700-S-1



717-S-1



851-E-1



848-C-1



856-A-1



909-G-1



934-D-2

### South Carolina

**Catalog Route 342:** Sumter to Lane's, S.C. via CENTRAL RAILROAD OF SOUTH CAROLINA.

**Route Agents:** Lane's & Sumter, S.C., 1883—1 Clerk. (40 miles.) (See also Catalog Route 340.)

**Markings:** 342-A-1, 27½ black, Eighties. T.N. (Columbia, Sumter & Charleston) 2.

### Kentucky

523-S-2, Oval 32¼ x 27½ blue, WYD 1881. (Louisville, Cincinnati & Lexington) 8.

534-B-1, 26½ black, 1877. (Maysville & Lexington) 8.

537-S-2, D. Circle 32½-23½ blue, WYD 1881. (Louisville & Nashville) 10.

### Indiana

658-S-1a, Shield, blue, WYD 1882. (Cincinnati, Hamilton & Indianapolis) 10.

680-E-1, 26½ black, Banknote. (Railway Mail Service) "T" killer. 2.

### Illinois

700-S-1, Box, 27½ x 23½ blue, WYD 1888. (Chicago, Burlington & Quincy) 4.

-28½ x 25½-21 black, 1876. (Illinois Central R.R. Co./717-S-1, D. Oval (Negative) 32½ Eldorado, Ill.) 12.

### Wisconsin

½ black, WYD 1880. Partial. (Agent's name missing at 848-C-1, Tr. Circle 29½-27½-17 top—probably B. W. Naylor) 5.

851-E-1, 27 black, WYD 1886. (Rhineland & Milwaukee) 2.

**Catalog Route 856:** Menasha to Schleisingerville, Wis. via WISCONSIN CENTRAL R.R.

**Route Agents:** Menasha & Schleisingerville, Wis., 1883—1 Clerk (66 miles).

**Markings:** 856-A-1, 27 black, WYD 1884. 4.

### Kansas

909 G-1, 26½ black, WYD 1886. (Kansas City & New Kiowa) 2.

### Nebraska

934-D-2, 27 black, WYD 1886. (Nebraska City & Grand Island) 2.

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## THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, *Editor*

### Covers to Siam

By 1782, after long years of war, the Burmese were driven from Siam, and the Chakri dynasty was founded. It was not until the third reign of the Chakri, however, that contact with the western nations was established. On June 20, 1826, King Nang Klao allowed Siam to sign a treaty of friendship and commerce with Great Britain, Captain Burney acting for the British. On March 20, 1833, a similar treaty was signed with the United States. Neither of these treaties were satisfactory, since they did not provide for the establishment of consuls.

During the fourth reign of the Chakri, King Chom Klao Mongkut began the work of modernizing Siam. On April 18, 1855, Sir J. Bowring signed a new treaty between Siam and Great Britain which can be considered as opening Siam. It was modeled upon the Anglo-Chinese treaties of 1842 and 1843, and the U.S.-Chinese treaty of 1844. A British consul was established at Bangkok to exercise full extra-territorial powers. Englishmen were allowed to own land in certain defined districts; Bangkok was opened to trade under consular supervision; the consul presided over extra-territorial criminal and civil courts; and customs and port dues as well as land revenues were fixed. Similar treaties were signed with the United States on May 29, 1856, and with France on August 15, 1856.<sup>1</sup> It was King Mongkut who was referred to in the play "Anna and the King of Siam."

Prior to the establishment of consuls, mail to Siam was by private ship, and those who sent it there waged a precarious correspondence. After the consulates were introduced, it became feasible to send letters to Bangkok in British mail as far as Singapore. This editor, however, has found no reference regarding a branch packet line that plied between Singapore and Bangkok. If it, therefore, presumed that British mail letters were forwarded from Singapore to Bangkok by private ship. There was no regular postal service to other places in Siam until the early 1880s. This service, once introduced, was operated with considerable efficiency over a system of east-west canals. Siam joined the Universal Postal Union in 1885. The first railway was opened in 1893.

The first reference to a postal rate to Bangkok found in the *Tables of Postages to Foreign Countries* published in the United States appeared in the February 1861 issue of the *U.S. Mail and Post Office Assistant*, and that issue contains no textular notation regarding the introduction of the rate. The entry in the table reads:

Bankok, Siam, via Southampton	33
do do via Marseilles	39* 45

For both of the above rates, prepayment of postage in the United States was compulsory. On September 1, 1861, a rate to Siam was introduced. This rate was 45 cents per half ounce by either the *via Southampton* or *via Marseilles* route, and was applied to letters to Penang, Singapore, Hong Kong, and other parts of China, Japan, Java, the Philippine Islands, Labuan, Borneo, Siam, Sumatra, and the Moluccas. This rate was specifically called to the attention of postmasters by a long textular notation in the September issue of the *U.S. Mail and Post Office Assistant*. One of the many errors noted in the *Tables of Postages to Foreign Countries*, however, occurred with the introduction of this rate. Although editor Holbrook introduced and correctly stated the rate to Siam, he neglected to change the rate to Bangkok, which remained at 33 cents, *via Southampton*, and 39 cents and

\* Per quarter ounce.



Figure 1

45 cents, *via Marseilles*. This oversight was not discovered and changed until December 1861, when the *via Marseilles* rate became 51 cents per quarter ounce, and 57 cents per half ounce. It is doubted, however, that the United States Post Office would have recognized the former rates after September 1, 1861.

Although a rate to Bangkok was not introduced until February 1861, two covers addressed to Bangkok before that date are known. One was posted in 1858 and endorsed "Via Southampton and Singapore," while the other was posted at Newark, N.J. on September 25, 1860, addressed to Bangkok. This cover was lot No. 53 in Robert A. Siegel's 350th, "Rarities of the World" sale. The cover is endorsed "Via Southampton" and is prepaid 33 cents by a strip of three of the 10 cent, type V, and a 3 cent, type II, stamps of the 1857 issue. On the reverse is a "NEW YORK BR. PKT." marking in red dated September 26. On the face is a red manuscript "28," indicating the credit to Great Britain for the 16 cents packet and 12 cents British postages. On September 26, 1860, the R.M.S. *Asia* sailed from New York for Liverpool where it arrived on October 7, 1860.<sup>2</sup> On the following day the letter was included by the London office in the "China" mail, which was to be dispatched from that office on October 20, 1860. The London office applied a "LONDON/OC 8/60" marking in red. There are no other markings on the cover.<sup>3</sup>

Although there was no announced British mail rate to Bangkok, these letters were undoubtedly sent at Singapore rates (which were the same as those to China). If any postage was collected in Bangkok, it is not indicated on the cover. Significantly, the cover shows neither a Singapore transit marking, nor a Bangkok receiving mark.

Figure 1 illustrates a cover posted in Jersey City, N.J. on May 29, 1861, addressed to Bangkok. It is endorsed "Via Southampton" and is prepaid 33 cents by a pair and single 10 cent, type V, and a single 3 cent, type II, stamps of the 1857 issue. On the reverse is a "NEW YORK AM. PKT." marking in black dated June 1. On the face is a "12" in red manuscript, indicating the credit made by the New York office to Great Britain for 12 cents British postage. On June 1, 1861, the *Etna* of the Inman Line,<sup>4</sup> which was under contract to the United States Postmaster General, sailed from New York for Liverpool, and it is presumed she conveyed this letter to England. On June 12, 1861, the London office included this letter in the "China" mail to be dispatched from that office on June 20, 1861. London marked the cover "LONDON-EC/PAID/D/JU 12/61" in red. On the



face of the cover is a red crayon marking which may indicate postage to be collected in Bangkok. This marking appears to have been first written as a "12" and then altered to a "13." If it is a due marking, one can only guess at what currency it represents.

Although others may exist, these three covers addressed to Siam are all that this editor has noted during the period of the 1850s and 1860s. All of them are addressed to Dr. Samuel R. House, and all are prepaid 33 cents for service by the Southampton route prior to September 1861. How extensive this "House" correspondence was is not known, but it is not unlikely that it represents the sole source of covers to Siam posted during this period.

#### Footnotes

<sup>1</sup> Langer, William L., editor, *An Encyclopedia of World History*, p. 873; also see: Graham, Walter Armstrong, "Siam," *Encyclopaedia Britannica*, Eleventh Edition, vol. 25, pp. 6 8.

<sup>2</sup> Sailing data for the Cunard Line as taken from incomplete Cunard records and completed by the editor.

<sup>3</sup> This information through the courtesy of Robert A. Siegel Auction Galleries, Inc.

<sup>4</sup> Sailings of the Inman Line from customs house records as published in appropriate issues of the *Shipping and Commercial List and New York Prices Current*.

### Some Interesting Prussian Closed Mail Covers

Dr. Robert de Wasserman, RA 383, reports the cover illustrated as Figure 1. According to a letter from Dr. de Wasserman, this cover was posted in Mercersburg, Pa. on June 10, 1856, addressed to Prussia. The cover, itself, is a stamped envelope (Scott's No. U9), and is additionally franked with a pair of 10 cent, a pair of 3 cent, and a single one cent, stamps of the 1851 issue. The pair of 10 cent stamps is se-tenant (positions 53 and 54 IL), types II and IV (re-cut at bottom). The pair of 3 cent stamps are type I (Scott's No. 11), and the 1 cent is type IV (Scott's No. 9). It is indeed unusual to find the 30 cent Prussian closed mail international rate prepaid with *five* different stamps. As such, this cover is of great rarity.

The New York American packet marking shows the single rate credit to Prussia of seven cents, and bears the date of June 14. On June 14, 1856, the U.S.M. steamer *Washington* sailed from New York for Southampton and Bremen, and it is presumed that she conveyed this letter to Southampton. Since the *Wash-*



Figure 1

*ington* sailed from Southampton to Bremen, some collectors may wonder why the United States Post Office Department sent Prussian closed mail by the Ocean (Bremen) Line ships. The Ocean Line ships, on the average, required three days to sail from Southampton to Bremen. The Prussian closed mail arriving at Southampton was sent through London to Dover, and thence by channel steamer to Ostend. From Ostend it travelled by railroad to Verviers, and thence on the line, Verviers to Cologne, via Aachen. The mails were put off at Aachen, which was the German exchange office for the Prussian closed mail. If all connections were made, the service from Dover to Aachen required about 24 hours. Obviously, even when the Prussian closed mail was sent by the Ocean Line, some time was saved by using this route. It must be remembered, however, that Prussian closed mail could be sent by any mail steamship line plying between the United States and England, while mail by the Bremen service had to await the monthly sailings of the Ocean Line steamers. The real saving in time resulted from the earlier dispatch of the Prussian closed mail.

When the Prussian closed mail service was inaugurated by the sailing of the U.S.M. steamer *Atlantic* on October 16, 1852, the channel service from Dover to Ostend was four times weekly<sup>1</sup> and entirely performed by British packets. The service from Dover to Ostend was on Tuesdays, Wednesdays, Fridays and Saturdays, while the Ostend to Dover service was on Sundays, Mondays, Wednesdays and Thursdays. At least by 1857 the British service was reduced to thrice a week, but matched by a Belgian service.<sup>2</sup> Departures from Ostend to Dover then became daily, except on Saturdays, while service from Dover to Ostend was daily, except on Sundays.<sup>3</sup> The British contract for the Dover-Ostend service was with Jenkings and Churchward who also held the contract for the service between Dover and Calais. In 1857 the fleet of Jenkings and Churchward consisted of the *Alliance*, *Vivid*, *Violet*, *Empress*, *Queen*, and *Ondine*, vessels of about 300 tons.<sup>4</sup> These vessels also maintained the daily British service, Dover to Calais (since 1847 matched by the French),<sup>5</sup> and were at various times running between Dover and Calais or Dover and Ostend. The increase in channel service from four to six times a week reduced the transit time of the Prussian closed mails. This editor has not been able to learn exactly when this change took place, and he would greatly appreciate hearing from any reader who can inform him.

*Optional prepayment of postage beyond the limits of the German-Austrian Postal Union.* Article II of the Prussian closed mail convention stated that "upon all letters originating in and posted in one country and deliverable to the other, these rates of postage shall be combined into one rate (the 30 cent international rate), of which prepayment in advance shall be optional in either country. It shall not however be permitted to pay less than the whole combined rate." This statement referred only to the 30 cent international rate; it did not pertain to rates to or from places beyond the limits of the German-Austrian Postal Union. Article IV stated that, on letters to or from places beyond the German-Austrian Postal Union, the amount of foreign postage was to be added to the 30 cent international rate to arrive at the total postage. Each country was to furnish the other with lists stating the amount of the foreign postage, and showing the places to which the foreign postage must absolutely be prepaid, or left unpaid.

The *Tables of Postages to Foreign Countries* which appeared in various official and semi-official publications in the United States presented Prussian closed mail rates to places beyond the German-Austrian Postal Union. The excess above the 30 cent international rate represented the foreign postage charged in the United States. These amounts were not always equivalent to the postage charged in the particular foreign country. When optional prepayment was indicated in the tables of postages in the United States, it was merely meant that the letter could be sent unpaid; the amount of postage collected in the foreign country did not necessarily agree with the postage shown on the table of postages published in the United States. These discrepancies were largely due to the fact that local postage in some of the countries was based on the quarter ounce, while all Prussian closed mail rates were set for the half ounce. In some instances, also, local administrations



Figure 2

assessed a penalty on unpaid letters. Where quarter ounce rates prevailed, the United States evidently charged two single quarter ounce rates for foreign postage.

Figure 2 illustrates a cover reported by Mr. Lester L. Downing, RA 117. This letter was posted in Philadelphia on April 17, 1855, addressed to Switzerland. It is prepaid with only the 30 cent international rate by a pair of 12 cent and a pair of 3 cent, stamps of the 1851 issue. The New York office applied a "N. YORK 7 AM. PKT/PAID" marking dated April 18. The "7" in this marking is the credit to Prussia for a single international rate. The published rate to Switzerland in 1855 (full payment to destination) was 35 cents, which indicates a foreign postage of 5 cents charged by the United States. The Aachen office ignored any amounts prepaid by postage stamps and referred only to the credit allowed Prussia indicated on the cover and in the letter-bill. Since the credit of "7" did not include the foreign postage, the Aachen office applied a "FRANCO" marking,<sup>6</sup> indicating that the international rate was paid, and also a marking showing that postage was paid only to the point at which the letter left the German-Austrian Postal Union. This is the rectangular marking inscribed: "Franco:Preuss:/resp.Vereins I: Ausg: Gr." This marking was superseded about 1860 by a marking more explicitly stating the above abbreviated inscription: "FRANCO/PREUSS.RESP.VEREINS/AUSGANGS:GRENZE." This translates: "PAID/PRUSSIAN RESPECTIVELY UNION/EXIT BORDER."<sup>7</sup> The convention creating the German-Austrian Postal Union was signed between Prussia and Austria on April 6, 1850<sup>8</sup> (effective July 1, 1850), and provided that other German states could accede to its provisions by signing it. Ultimately, it was signed by fifteen German postal administrations. The "PREUSS.RESP." in these markings emphasizes the fact that the original treaty was with Prussia, joined by the other German states, respectively. The absence of a reference to Austria underlines the continuing struggle between Prussia and Austria for supremacy among the German states.

The cover was forwarded to Emmishofen, another town in Switzerland. The foreign rate markings on this cover are a manuscript "10" in red, and a "3" in blue manuscript. This editor has not seen another cover to Switzerland bearing either of these markings and does not know their significance. He would greatly appreciate hearing from any reader who can explain them.

The date of April 18 in the New York postmark indicated that this cover was conveyed to Liverpool by the U.S.M. steamer *Baltic* of the Collins Line which sailed from New York on that date in 1855.

Figure 3 illustrates another cover reported by Mr. Lester L. Downing, RA

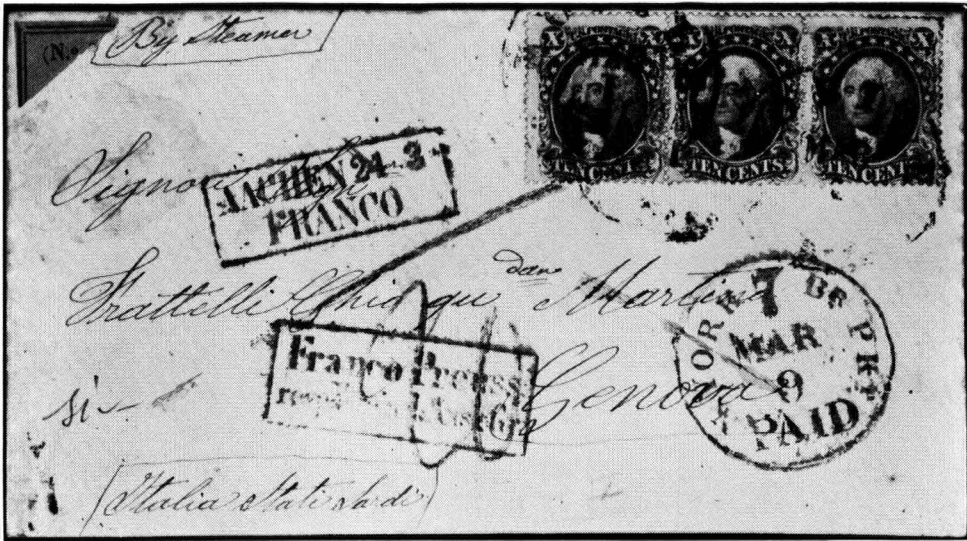


Figure 3

117. It was posted in Mobile, Ala. on March 1, 1858, addressed to Genoa, Sardinia. It is prepaid with the 30 cent international rate by a strip of three of the 10 cent, type III, perforated stamps of the 1857 issue. The New York marking shows a single rate credit of seven cents to Prussia for the international rate only. The Prussian closed mail rate to Sardinia in 1858 was 38 cents for a single rate letter of half an ounce, indicating a foreign postage of eight cents. The Aachen office applied a rectangular "AACHEN 24 3/FRANCO" marking showing that it passed through that office on March 24 (1858). It also applied the same marking appearing on Figure 2, indicating that the postage was paid only to the border of the German-Austrian Postal Union. The cover was rated for a collection in Genoa of 20 centesimi. This is indicated by a red crayon "1/20." This evidently means one rate over 20 centesimi. The Sardinian lira was tied to the French franc and, hence, five centesimi were equal to five French centimes, or one U.S. cent. A collection of 20 centesimi was, therefore, equal to four U.S. cents. The United States, however, held the foreign postage to Sardinia at eight cents per half ounce. This suggests that the Sardinian postage was based upon the quarter ounce ( $7\frac{1}{2}$  grammes), and that this letter did not weigh over  $7\frac{1}{2}$  grammes and required a collection of only 20 centesimi. The United States rate was undoubtedly arrived at by taking two quarter ounce rates equal to 40 centesimi, or eight U.S. cents.

Figure 4 illustrates a cover reported by Mr. Melvin W. Schuh, RA 358. This letter was posted in Baltimore on January 7, 1853, addressed to Munich, Bavaria. The 30 cent international rate is prepaid by two 12 cent and two 3 cent stamps of the 1851 issue. The "N. YORK 7 BR. PKT./PAID" marking bears the date of January 8 (1853). The year date of this cover is attested by a "MUNCHEN/25 JAN/1853" marking on its reverse. While the New York marking clearly shows "BR. PKT.," January 8 fell on a Saturday in 1853, and the British packets sailed on Wednesdays. It would appear that the New York office made an error in marking this cover for British instead of American service. The U.S.M. steamer *Atlantic* of the Collins Line sailed from New York on January 8, 1853, and it is presumed she conveyed this letter to Liverpool. The Aachen office marked the letter "FRANCO" in large letters,<sup>9</sup> and applied a circular "AACHEN/22 1" marking to its reverse, indicating that it passed through the Aachen office on January 22 (1853).

By Article XX of the Prussian closed mail convention, it was to go into effect in each country at the expiration of a month from the time notice was re-



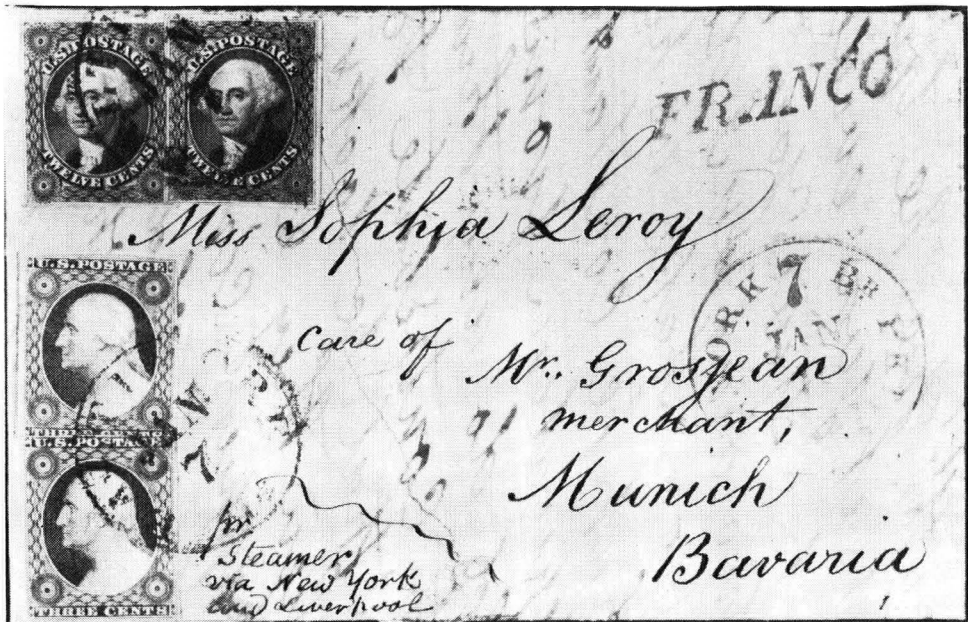


Figure 4

ceived of its being concluded. It was signed at Berlin on August 26, 1852, and notice should have been received in the United States about fourteen days later, or about September 9, 1852. Under this circumstance, it should have gone into effect about October 9, 1852. It is suspected, however, that Postmaster General Hubbard wished to place it in force with the first American packet sailing after the expiration of one month. At any event, it went into force with the sailing of the U.S.M. steamer *Atlantic* of the Collins Line on October 16, 1852.

This cover was posted less than three months after the convention became effective, and is the earliest Prussian closed mail cover bearing postage stamps noted by this editor. Can anyone show an earlier cover?

#### Footnotes

<sup>1</sup> Anglo-Belgian convention of October 19, 1844, Article IV—*British and Foreign State Papers*, vol. XXXII, p. 67.

<sup>2</sup> Anglo-Belgian convention of 14/28 August, 1857, Detailed Regulations, Article I—*British and Foreign State Papers*, vol. LVI, p. 603.

<sup>3</sup> *Ibid.*

<sup>4</sup> Rainey, Thomas, *Ocean Steam Navigation and the Ocean Post*—Appendix, paper by Mr. Pliny Miles setting forth the British steam mail service in detail, p. 193.

<sup>5</sup> Anglo-French convention of December 8, 1847—*British and Foreign State Papers*, vol. XXXV, p. 37.

<sup>6</sup> See *Chronicle* No. 43, p. 5.

<sup>7</sup> See *Chronicle* No. 44, p. 9.

<sup>8</sup> Ingram, Thomas Allan, "Post, and Postal Service," *Encyclopaedia Britannica*, Eleventh Edition, vol. XXII, p. 194. (This is the edition revered by historians for its authenticity.)

<sup>9</sup> See *Chronicle* No. 43, p. 5.

### Mails to Belgium

In *Chronicle* No. 58, pp. 76-78, this editor stated that he was unable to illustrate a cover showing the 6 cent direct rate to Belgium by the Red Star Line. Dr. Robert de Wasserman, RA 383, of Brussels, Belgium, reports the cover illustrated as Figure 5. It shows the 6 cent direct rate prepaid by a 6 cent Banknote cancelled with a beautiful strike of a New York Foreign Mail marking (Milliken No. 27). Evidently, it originated in New York, and was marked "INSUFFICIENTLY/PREPAID," perhaps by a postal clerk in the New York office who was unfamiliar with the rate. This error was discovered and the marking was crossed



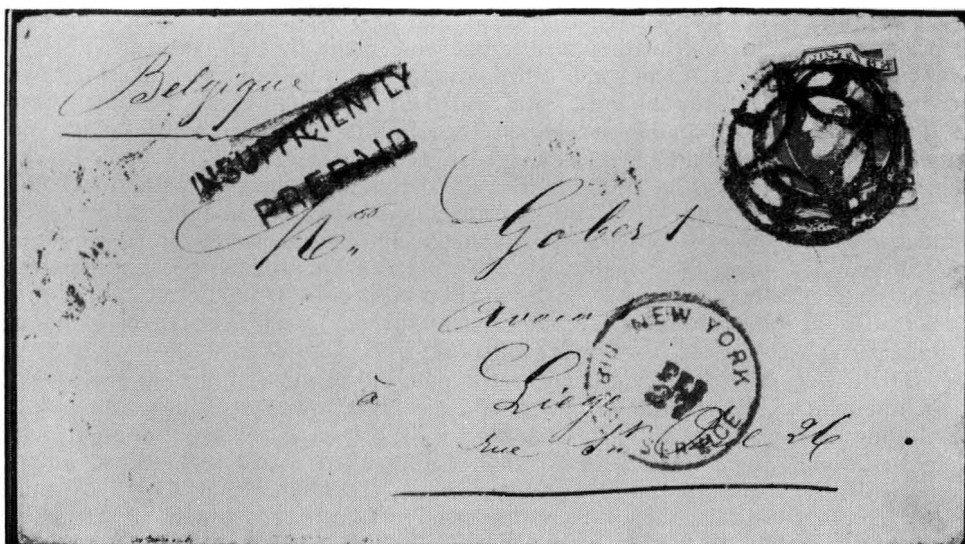


Figure 5

out. The cover bears a circular “NEW YORK/D/DIRECT SERVICE” marking which is new to this editor. He would greatly appreciate hearing from any reader who has a cover showing a similar marking.

### Mail Beyond France During the Three Months Period

January 1 to April 1, 1857

Mr. Walter Hubbard, RA 479, of London, England, reports the cover illustrated as Figure 4. On January 1, 1857, the Anglo-French postal convention of September 24, 1856, and its detailed regulations, became effective. Although the terms of this convention, as it affected United States mail, have already been

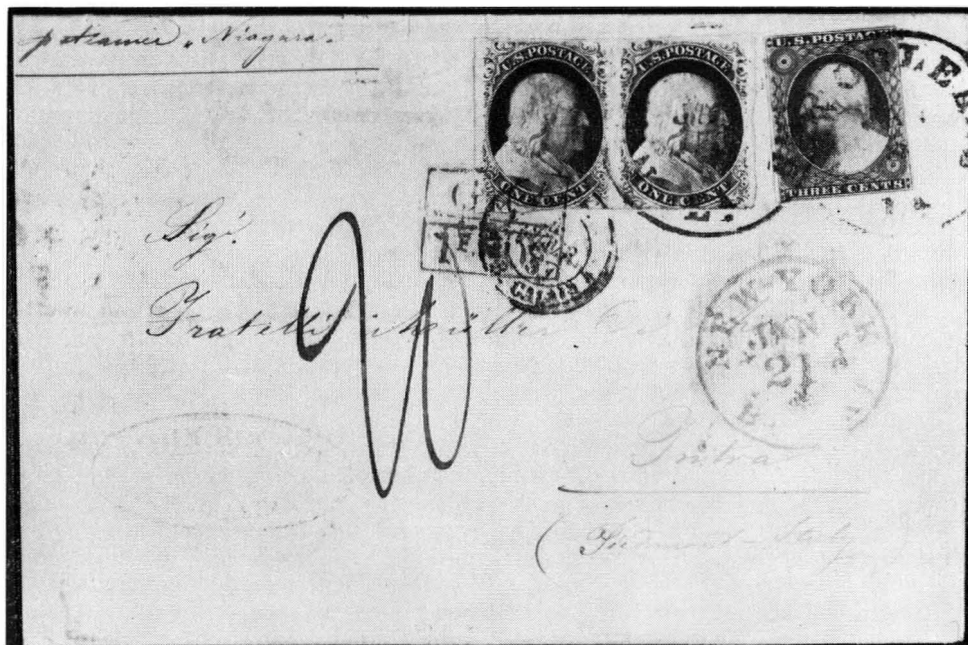


Figure 6

discussed in several issues of the *Chronicle*, and in other journals,<sup>1</sup> it may be well to briefly review the mail arrangements that were made by that convention.

Each country was to pay the other country according to the bulk weight of the mail exchanged. Unpaid letters forwarded by one country to the other were to bear a marking in black ink which showed the rate per ounce or per 30 grammes at which it had been exchanged. Each marking was to have a border of a different shape so that postal clerks could recognize the rate without reading what was written on it. All of the markings approved at the time the detailed regulations became effective were illustrated in that document and are reproduced in Vol. VII, No. 1, pp. 4-6, of the *Postal History Journal*: June 1963. These markings have been called "tray," or "partitioned" markings by United States collectors. Because all the rates are expressed in French currency, whether from or to Great Britain, British collectors have called them "currency" markings.

There were two rates included in the convention that applied to mail from the United States: a sea rate of 1 franc, 20 centimes; and a British transit rate (including passage of the English Channel) of 40 centimes per 300 grammes, bulk weight of mail. Since there was no change in United States regulations, letters sent by British packet required a prepayment in the United States of five cents, while letters by American packet continued to require a prepayment of 21 cents. Letters sent by British packet were dispatched to France charged with 1 franc, 20 centimes sea postage plus 40 centimes British transit postage for a total rate per 30 grammes of 1 franc, 60 centimes. A "currency" marking showing this rate, a "GB/1f 60c" marking, was applied to each letter by British packet forwarded to France. On letters by American packet, only the British transit postage was charged, and these bear a "currency" marking, "GB/40c."

In order to arrive at the single rates for a letter of 7½ grammes the French (and the British) divided the bulk rates by four. Thus, sea postage became 30 centimes (6 cents), while transit postage became 10 centimes (2 cents). The single rate to the French frontier was, therefore, 40 centimes by British packet (4 decimes), or 10 centimes by American packet (1 decime). To these rates was added French inland postage (for an unpaid letter) of 40 centimes (4 decimes). Thus, British packet letters were rated for a collection in France of 8 decimes, while American packet letters show due markings of 5 decimes for a single rate.<sup>2</sup>

Any letter that arrived in France after January 1, 1857, received markings showing the reduced rates. The effective date of the U.S.-French convention applied to letters posted in the United States on or after April 1, 1857. Letters posted in remote places in the United States often did not arrive in the Boston or New York exchange office until after April 1. These letters were forwarded as open mail letters and France recognized them as such, rating them according to provisions of the Anglo-French 1856 convention. The latest cover known showing this condition is also in the collection of Mr. Hubbard. It was posted in New Orleans on March 30, 1857, was forwarded from Boston by the *Europa* on April 8, was forwarded by the London Office to France on April 21, and was rated for a collection of 8 decimes in France by the Paris office on April 22, 1857.

Although both United States and French regulations preferred French mail under the U.S.-French convention, the British would accept, and the French had to accept, letters sent in the British open mail and forwarded by Great Britain to France. The U.S.-French convention was not binding upon Great Britain and it disturbed neither the U.S.-British nor the Anglo-French conventions. Some letters were, therefore, forwarded to France, or in transit through France to points beyond, in the British open mail after April 1, 1857. Those destined for France were treated as unpaid French mail letters, but those in transit through France were sent according to the provisions of the Anglo-French convention of 1856. These covers bear "currency" markings: "GB/1f 60c" on those conveyed by British packet, and "GB/40c" on those sent by American packet. It matters little whether they were thus forwarded by mistake or intent; they are rare, and collectors who desire one are likely to wait a long time before one is offered at auction.

Mr. Hubbard's cover, illustrated as Figure 4, is one of the few seen by this editor that passed in transit through France during this three months period. It was posted in New Orleans on January 5, 1857, addressed to Intra, Piedmont (Sardinia). The New York British packet marking bears the date of January 21, and indicates that it was conveyed to Liverpool from New York by the R.M.S. *Niagara*, as the endorsement shows. London marked it with a "currency" marking, "GB/1f 60c," and the travelling office, Calais to Paris, with a double circle "ANGL./AMB. CALAIS" marking. While some covers show a French marking, during this period, with "ETATS-UNIS" at top, these were being replaced by the marking shown on this cover. The "ANGL./AMB. CALAIS" marking was used on mail dispatched by England to France, regardless of its origin, while those headed "ETATS-UNIS" or "ET. UNIS" were only used on mail from the United States. The manuscript "20" on the face of the cover indicates that it weighed over one-fourth ounce, and required a double rate collection of 10 decimes for a single letter. This, of course, was collected in lira, which was equal in value to the franc. Prior to January 1, 1857, a single rate letter to Sardinia required a collection of 17 decimes.

#### Footnotes

<sup>1</sup> See *Chronicle* No. 38, pp. 7-8; *Chronicle* No. 39, p. 10; *Chronicle* No. 51, pp. 37-40; *Postal History Journal*, vol. VII, No. 1, pp. 4-6: June 1963.

<sup>2</sup> See *Chronicle* No. 53, p. 137.

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## The Cover Corner

J. DAVID BAKER, *Editor*

### Answer to Problem Cover: February, 1969

Apparently the sender expected a 1¢ stamp to pay the total postage required. When the Postal Clerk pointed out that a single letter to another city required 3¢ of postage prepaid (this assumes a year of use after April 1, 1855 and prior to January 1, 1856 when prepayment by stamps was required), the sender tried to remove his 1¢ stamp so a 3¢ stamp could be applied. Failing in this he paid 2¢ in cash and the Postal Clerk applied the "Paid 3 Cts." handstamp.

If the sender had not been present and the year of use prior to 1855, the Postal Clerk could have applied a "Due 5 Cts." collect marking and forwarded the cover as a part paid collect letter.

### Our New Problem Cover



Mel Schuh, our secretary-treasurer, of Worcester, Massachusetts, has provided the problem cover for this issue. This letter was posted on December 12, 1856 in Taunton, Massachusetts, addressed to Halle, Germany. It is prepaid 15¢ for Bremen service to a destination within the GAPU beyond Bremen.

Question—Why was it sent Via Prussian Closed Mail instead of the Bremen service?

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