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The

Chronicle

of the U.S. Classic Postal Issues

August, 1969

Volume 21, No. 3

Whole No. 63

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Classified Advertising

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

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With best wishes, Jack Molesworth

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THE 1847-'51 PERIOD
CREIGHTON C. HART, Editor

1969 Revision of 10¢ 1847 Bisect Cover List

J. DAVID BAKER, CREIGHTON C. HART, and SUSAN M. McDONALD

The first listing of 10¢ 1847 bisect covers to appear in *The Chronicle* was compiled by J. David Baker and published in the February 1967 issue. Since its appearance the gratifying response and cooperation of collectors and dealers have added to the number of covers recorded and corrected or amplified information previously published.

These additions and corrections are embodied in the current list. It follows the general format of the Baker list with a few exceptions. New information on some items and elimination of duplication in others have invalidated the numerical sequence. Since another set of numbers would be confusing rather than useful, it was decided to omit numbers on this and any subsequent lists, and in future to list the covers in chronological order instead. In accordance with the usual practice of the 1847 section, covers for which the year of use is established, either by letter dateline or docketed date, appear first. Next in order are those for which it is definitely known that the year date cannot be determined; these are designated by "X." Last are items with "?" where the year date might be determined if the covers could be examined. The symbols "X" and "?" are similarly used when other elements of the listing are missing or unknown.

Because of the large number of fake or questionable bisect covers, the first column in the current table is used to indicate whether the cover has been examined by an expert committee or an individual specialist, and what the results of such examination were. The code for symbols used in this column follows the listing. Specific details or comments in reference to individual listings are explained in the footnotes.

Once again an urgent appeal is made to collectors and dealers who have knowledge of covers not listed here, or who can supply missing information or correct inadvertent errors on the covers listed, to send such information to the editor. In the present list, an asterisk following the date indicates that a photograph of the cover is available. Photographs of the balance would be a most valuable adjunct to research. Anyone who has such a photograph is requested to loan it for copying; anyone knowing where a missing photograph is obtainable is asked to advise the editor. There is a good likelihood that photographs may reveal matching pairs in the correspondence addressed to Miss Mary Stilphin; another possibility is that pairs may exist among the covers originating in New Haven, Conn., since most of these appear to have come from a single bank.

Another revision of this 1969 bisect list is contemplated in two or three years, or whenever sufficient new listings and supplementary data have been accumulated to outmode the 1969 list. Revisions will continue to appear periodically as long as there is enough new information to justify publication.

The present list contains 98 covers, 36 more than the 1967 Baker listing. New York State furnishes the largest number with 20; Maine is a close second with 19. Four towns or cities—Gardiner, Me. with 16 covers, New York City with 13, New Haven, Conn. with 10, and Concord, N.H. with 8—account for nearly one half of the total.

Diagonal bisection was by far the commonest form; it was used in 65 instances. Forty-three of these were cut diagonally from lower right to upper left, a procedure in accord with the natural inclination of a right-handed person. As

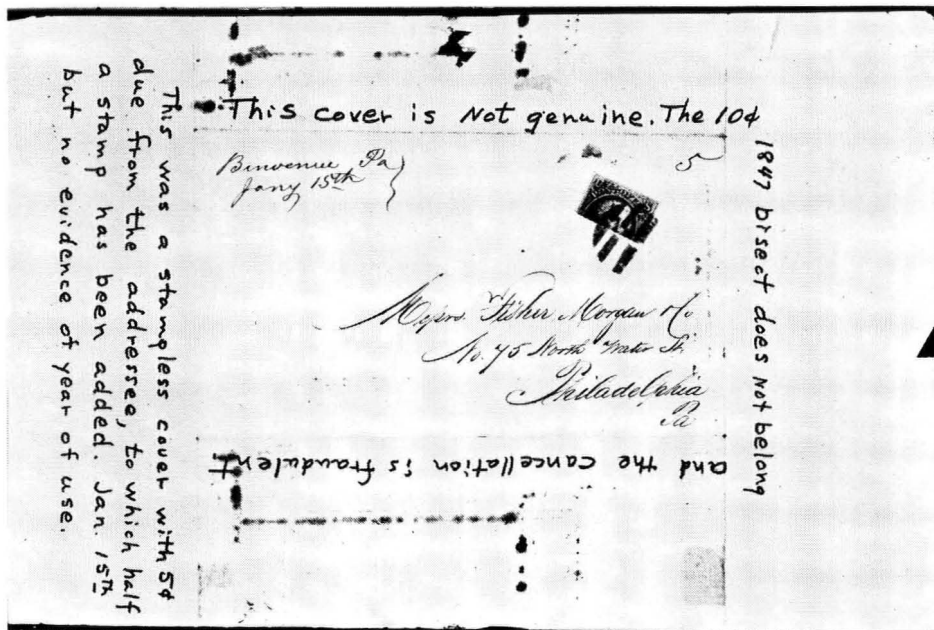
the list shows, the right and left diagonal halves are approximately equal in number.

Vertical bisection was used in 25 cases, well over one fourth of the covers listed. However, vertical right halves are three times as numerous as vertical left halves. Does this mean that several covers with vertical left bisects remain undiscovered or unreported? Or is this disproportion attributable solely to the vagaries of survival?

The rarest form was horizontal bisection. In fact, some students question that it was ever used legitimately. Only five horizontal bisects are recorded, two upper and three lower. Three of these are known to be fakes. The upper horizontal bisect from New Orleans is on piece; the Philatelic Foundation understandably declines to express an opinion on items on piece, and therefore the question of its authenticity cannot be answered. The remaining lower horizontal bisect, on full cover from Baltimore, is in the Miller collection in the New York Public Library, and beyond access to the private collector. A fine service to philately might be performed if the New York Public Library would permit the six bisect covers in the Miller collection to be examined by the Philatelic Foundation.

Of the covers listed, fourteen have received a certificate of genuineness. Fifteen of the bisect covers submitted to examination have been declared not genuine by competent authorities. Perhaps a dozen more are of doubtful authenticity but they have not been submitted for examination, so an official opinion is lacking. Thus it seems likely that one quarter of the bisects recorded may be fakes. The advisability of submitting 10¢ 1847 bisect covers to the Philatelic Foundation for certification cannot be overemphasized.

Nevertheless many of the 10¢ 1847 bisects are perfectly legitimate. They unquestionably paid the rate and were accepted by the Post Office. There is a possibility that bisection was a much commoner practice than philatelists have supposed. No regulation against bisection was formulated until November 1853. The considerable number of covers dated April through June of 1851 suggests



A HARMLESS FAKE BISECT

This fake cover does not need to be destroyed. It can be retained for educational and research purposes. By inscribing the edges of a fake cover as shown collectors are informed of its true status. Only by reducing it to a cover front can the inscription be removed. Be wary of bisect cover fronts.

that a desire to use up already purchased 1847 stamps before July 1, when the stamps became invalid and the rate changed, provided extra encouragement for bisection during this period. However, the large number of bisects in the second half of 1850 can hardly be explained in this way. The bisection of the 10¢ stamp was not necessary to pay a particular rate, as was the case for certain issues and rates of Nova Scotia and New Brunswick, for example. In a few instances, the apparent lack of 5¢ stamps at individual post offices during certain periods necessitated bisection of the 10¢ stamp. In the majority of cases the two factors of thrift and convenience must have provided the chief motive for bisection. The writers of that day would have thought it foolish to use a whole 10¢ stamp if the postal rate was five cents. Nor would they see any need to go to the trouble and expense of buying 5¢ stamps if they had 10¢ stamps on hand.

Bisect covers of the 10¢ 1847 continue to be very popular and to command ever increasing prices. The most recently recorded public sale was of an outstanding cover from the Stilphin correspondence, the upper right diagonal dated 8-31-50. This exceptionally fine item—the only known example showing a sheet margin—realized \$5,750 in the Siegel rarity sale of March 1969. Perhaps the frugal writers who mailed these letters with half a 10¢ stamp would be amused and amazed at the status their covers have attained in one hundred and twenty odd years.

LISTING OF BIASECTS

<i>Exp.</i>	<i>Date</i>	<i>Origin</i>	<i>Destination</i>	<i>Addressee</i>	<i>Tied</i>
<i>Vertical Left</i>					
—	3-23-49	Phila., Pa.	New Hope, Pa.	Hon. S. D. Ingham	T
—	9- 3-49*	Dodgeville, Wis.	Potosi, Wis.	Orsamus Cole, Esq.	T
E.P.	12- 5-50* A	New York City	Washington, D.C.	Mess. Corcoran & Riggs	No
P.F.	6-18-51*	New York City	Carbondale, Pa.	Mess. Gillespie & Pierce	T
P.F.	6-24-51	New Haven, Conn.	Birmingham, Conn.	Jas. M. Lewis, cash.	T
—	3-13- ? ^a	New Haven, Conn.	New Canaan, Conn.	Miss Julia Noyes	T
<i>Vertical Right</i>					
—	5-13-48*	New York City	Lockport, N.Y.	Mess. Parker & Burrell	T
N.G.	1-25-49*	Albany, N.Y.	Lassellsville, N.Y.	Mr. Daniel Lassell	T
P.F.	8- 5-50*	Portland, Me.	New Haven, Conn.	Mr. Henry E. Dwight	T
—	11-30-50* A ^b	New York City	Washington, D.C.	Mess. Corcoran & Riggs	T
P.F.	2-25-51	New York City	Providence, R.I.	Edward Walcott	T
P.F.	6- 7-51*	New Haven, Conn.	Birmingham, Conn.	J. M. Lewis, cash.	T
—	6- 7-51* ^c	New Haven, Conn.	New Bedford, Mass.	J. B. Congdon	T
—	6-13-51	New Haven, Conn.	Birmingham, Conn.	J. M. Lewis, cash.	T
D.O.	6-28-51	Hartford, Conn.	New York City	D. S. Kennedy	T
P.F.	6-28-51*	New Haven, Conn.	Chelsea, Mass.	Rev. Isaac P. Longworthy	T
—	1-12-X* ^d	Portsmouth, N.H.	X, X	X	T
N.G.	2- 4- ?	Cincinnati, Ohio	Cincinnati, Ohio	Mess. King and Heffner	No
—	3- 4- ?*	New York City	Albany, N.Y.	J. C. Cuyler	T
D.O.	3- 6- ? ^e	Baltimore, Md.	Boston, Mass.	Hon. Charles Thompson	T
N.G.	4-28- ?*	Boston & Albany R.R.	Shelburn Falls, Mass.	Mess. Samson Goodnow	T
—	6- 6- ?	New York City	Springfield, Mass.	Henry Vose, Esq.	T
—	6-2?- ?* ^f	Hartford, Conn.	Brooklyn, Conn.	Miss Mary Welch	T
N.G.	?- ?- ?	Gardiner, Me.	E. Bridgewater, Mass.	Dell Nathan Whitman	T
—	?- ?- ? ^d	?, ?	X (Part of "F" at top; full "CENTS" at bottom)		T
<i>Upper Left Diagonal</i>					
N.G.	9-28-47*	Boston, Mass.	New York City	Mess. Eggleston & Battelle	T
—	2-13-51	Concord, N.H.	Warner, N.H.	Robbert Tamson	T
—	5-21-51 ^g	Mineral Point, Wis.	Madison, Wis.	Hon. W. A. Burstson	T
—	6- 5-51*	New Haven, Conn.	Birmingham, Conn.	J. M. Lewis, cash.	T
P.F.	2-12-X*	New York City	Albany, N.Y.	Hon. E. D. Morgan	T
—	3-20-X* ^h	Providence, R.I.	Newport, R.I.	Miss Anne McGloughin	T
—	5- 7-X*	Gardiner, Me.	Francestown, N.H.	Miss Louise F. Eaton	T
—	6-10-X	New York City	?, Conn.	Scovell	?
N.G.	X-X-X	Steamboat	Albany, N.Y.	Hon. Howland R. Sherman	T
N.G.	5-30- ?	Reading, Pa.	Pottsville, Pa.	Snyder & Milner	T
—	12-10- ?	New York City	Centre Brook, Conn.	?	?
—	?- ?- ? ^d	Boston, Mass.	X, X	... let C. Ward & Co.	T

<i>Exp.</i>	<i>Date</i>	<i>Origin</i>	<i>Destination</i>	<i>Addressee</i>	<i>Tied</i>
<i>Lower Right Diagonal</i>					
—	11- 1-49*	Roxbury, Mass.	New Haven, Conn.	Lynd A. Catlin	T
—	7-15-50*	Bennington, Vt.	Middlebury, Vt.	Sam'l Swift, Esq.	T
—	9-15-50	Concord, N.H.	Manchester, N.H.	Miss Mary Stilphin (?)	?
—	3- 3-51* ¹	Ballard Vale, Mass.	Manchester, N.H.	Miss Mary Stilphin	Tms
—	6-23-51	New York City	Troy, N.Y.	Robert Blair, Surrogate	T
—	6-30-51*	Phila., Pa.	Princeton, N.J.	Miss N. Dunlap	T
D.O.	2- 7-X ¹	Providence, R.I.	X, X	X	T
P.F.	9-18- ?	New Haven, Conn.	New Canaan, Conn.	Miss Julia Noyes	T
—	?- ?- ?	Lake Champlain S.B. No. 2	New York City	Wm. H. Starr, Esq.	Tms
—	?- ?- ? ^k	?, ?	X, X	X	T

Upper Right Diagonal

N.G.	8-18-47*	Augusta, Ga.	Athens, Ga.	Dr. B. M. Hill	T
—	1- 8-49* ¹	Long Island R.R.	New York City	Mess. Eggleston & Battelle	T
—	5-14-49*	Northern R.R.	Nashua, N.H.	Miss Nancy Holmes	T
—	6-30-50* ^m	New Haven, Conn.	New York City	Mess. R. L. & A. Stuart	T
—	8-31-50*	Concord, N.H.	Manchester, N.H.	Miss Mary Stilphin	T
—	9-15-50*	Concord, N.H.	Manchester, N.H.	Miss Mary Stilphin	T
—	10-12-50	Concord, N.H.	Manchester, N.H.	Miss Mary Stilphin	T
—	11-26-50*	New York City	Windham, Conn.	Mrs. Elizabeth Parsons	T
—	4-26-51* ⁿ	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
P.F.	4-28-51* ⁿ	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5- 2-51* ^{B n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
P.F.	5- 8-51* ^{C n o}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5-12-51* ^{D n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5-19-51* ^{E n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5-23-51* ^{F n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
P.F.	5-27-51	Mineral Point, Wis.	Hampton, Ill.	Postmaster	T
—	6- 3-51*	Mineral Point, Wis.	Madison, Wis.	Supt. of Schools	T
—	6-14-51	New Haven, Conn.	Birmingham, Conn.	J. M. Lewis, Esq.	?
N.G.	2-26-X	Boston, Mass.	Attleboro, Mass.	Mr. Milton M. Draper	T
—	X-X-X ^p	X, X	No. Fairhaven, Mass.	Mrs. R. N. Swift	?
—	4- 6- ?	Northern R.R.	?, ?	?	No
N.G.	5- 8- ?	Boston, Mass.	Lowell, Mass.	Mr. S. L. Ward	T
—	?- ?- ?* ^q	?, Me.	?, ?	Richard E . . ?	T
—	?- ?- ? ^r	. . . TER . . . ?	?, ?	?	T

Lower Left Diagonal

—	9-20-50 ^s	Concord, N.H.	Manchester, N.H.	Miss Mary Stilphin	?
—	10-22-50	Concord, N.H.	Manchester, N.H.	Miss Mary Stilphin	?
—	3-13-51	Ballard Vale, Mass.	Manchester, N.H.	Miss Mary Stilphin	Tms
S.B.A.	3-21-51*	Ballard Vale, Mass.	Lower Bartlett, N.H.	Miss Mary Stilphin	Tms
—	4- 7-51	Ballard Vale, Mass.	Lower Bartlett, N.H.	Miss Mary Stilphin	Tms
—	4-26-51	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	4-28-51* ^B	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5- 1-51*	Concord, N.H.	Lower Bartlett, N.H.	Miss Mary Stilphin	T
—	5- 2-51*	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
P.F.	5- 5-51* ^{C n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5-14-51* ^{D n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5-20-51* ^{E n}	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	5-26-51* ^F	Gardiner, Me.	Brattleborough, Vt.	Mrs. Geo. Evans	T
—	6-26-51	Phila., Pa.	New York City	?	T
—	10- 7-X	Portsmouth, N.H.	Boston, Mass.	Mess. Little & Brown	?
N.G.	1-13- ?	Baltimore, Md.	New York City	Wm. O. Thompson	T
—	6- 5- ?	Express, U.S.N.Y.	Taunton, Mass.	Mr. Albert Field	T
—	10-30- ?* ^t	Potomac Steamboat	Charleston, Va.	Nathan S. White	Tms
N.G.	12-28- ?	Fitchburg, Mass.	Kingston, N.H.	Mrs. Elizabeth Osgood	T

Lower Horizontal

—	6-11-51*	Baltimore, Md.	Upper Marebo. Md.	Jno. B. Brooks, Esq.	T
N.G.	1-16- ?	New York City	Rouse's Point, N.Y.	Mess. Webb & Crook	T
N.G.	?- ?- ? ^d	?, ?	New York City	?	T

Upper Horizontal

N.G.	1-15-X*	Bienvenue, Pa.	Phila., Pa.	Mess. Fisher & Morgan	T
—	5-29-X* ^d	New Orleans, La.	X, X	X	T

<i>Exp.</i>	<i>Date</i>	<i>Origin</i>	<i>Destination</i>	<i>Addressee</i>	<i>Tied</i>
<i>Direction Unknown</i>					
—	9-19-49	Bradford, Me.	?, ?	?	?
—	8-26-X ^u	Buffalo, N.Y.	Oneida, N.Y.	?	T
—	?-?-?	Lee, Mass.	?, ?	?	?

Key to symbols in "Exp." column: N.G.: not genuine. D.O.: decline opinion. Dash (—) indicates cover has not been submitted for examination as far as is known. P.F.: Philatelic Foundation; E.P.: Elliott Perry; S.B.A.: Stanley B. Ashbrook; these initials denote that the item has been declared genuine by the indicated expert.

An asterisk following the date signifies that a photograph of the cover exists. Capital letters indicate matching pairs; lower case letters are used for footnotes.

- a. No. 1 in Baker list, where the destination is mistakenly given as "New Haven."
- b. No year date evident but 1850 is assumed on basis of date of cover with matching bisect. Both items consist of the upper two-thirds only of a folded letter.
- c. Year date not evident but 1851 is assumed by analogy with dated covers from same source in same handwriting. In Baker list as No. 8 without date.
- d. Piece only.
- e. Not bisect to pay 5¢ rate; one-third vertical right of 10¢ plus two-thirds vertical right of 10¢ to make 10¢ rate.
- f. Previously listed as No. 62.
- g. Formerly dated "Ma/21/51." New evidence indicates the month is May; see article by Arthur Van Vlissingen on Wisconsin covers in May 1969 *Chronicle*.
- h. No. 22 in Baker list, erroneously dated 6-20-?. Front only.
- i. Formerly No. 60; now tentatively identified as lot 356, Daniels' sale of Nov. 5, 1953, with illustration.
- j. Listed previously as No. 25 without date; piece only.
- k. May duplicate 2-7-X above from Providence, although the two are described in Brookman as separate items. Piece only.
- l. In Baker list as No. 61.
- m. Formerly listed as No. 37, without date. Front only.
- n. No year date evident, but others in Evans correspondence are docketed 1851.
- o. No. 39 in Baker list, erroneously dated 5-5-?.
- p. Listed in this manner, since postmark is described in Brookman as illegible.
- q. Front only. May duplicate "Direction Unknown" listing dated 9-19-49 from Bradford, Me.
- r. Listing obtained from photographic cut at head of column clipped from unidentified philatelic magazine. The only letters showing in the postmark are "TER." Impossible to determine whether this is a piece only or a full cover; further information desired.
- s. No. 48 in Baker list; mistakenly dated 10-20-50.
- t. Manuscript notation "Illegal N G" tying stamp; may represent use after demonetization.
- u. Bisect plus 5¢ stamp.

"Dot in U"—U.S. Express Mail—"N.Y. Grid"

CREIGHTON C. HART

The two previous issues of the *Chronicle* in 1969 have carried articles on the above subjects. It is timely that an additional paragraph or two be given our members about each subject.

Lot 81 in the June 10, 1969 auction by Robert A. Siegel Auction Galleries offers a second 5¢ cover with the "Dot in U." The February 1969 issue of the *Chronicle* carried an article on this subject and now a second cover with "the mysterious moving dot" in yet a different position has appeared. Here may be a chance to add to our story. Your editor bought this cover and has submitted it to the Philatelic Foundation. After the Foundation has scientifically examined it, there will be another article to include this latest bit of information.

Also in the February 1969 issue of the *Chronicle* is an article by Jerome S. Wagshal on the U.S. Express Mail postmark. This was followed by a letter to Dr. Davidson from Susan M. McDonald and an article by M. L. Neinken in the May 1969 issue commenting on the Wagshal article. In her letter Mrs. McDonald correctly quoted me as saying I could not recall an instance of the U.S. Express Mail postmark being used to cancel an 1847 stamp. Since then, while adding to the list of 5¢ 1847 covers for the forthcoming directory of these 5¢ covers, Mrs. McDonald has "discovered" in a collection a 5¢ 1847 cover with the U.S. Express Mail postmark used as a canceller.

The February 1969 issue of the *Chronicle* under "The 1851-60 Period" section has as one of its subheadings "New York 13-bar Square Grid in Black." The first sentence in the short paragraph that follows reads, "This grid was normally in red during the 1847 period and well into 1851 after which the color was changed to black, and also an 11-bar square grid added." (Italics added.) The phrase "was normally" is misleading and should read, "This grid is known only in red during the 1847 period, etc."

The short paragraph goes on to say the 13-bar square is known as used in black as early as July 3, 1851. This is getting close to June 1851 when the 1847 issue was still current.

Specialists believe it to be a fact that only red ink was used on 1847 covers at New York City during the time our first issue was current, July 1, 1847-June 30, 1851. The half dozen or fewer instances of black ink being used at New York are all of black town postmarks and all were used after demonetization, July 1, 1851. Among the hundreds of New York '47 covers I list, there are none with a black 13-bar square grid and none with an 11-bar square grid in either red or black.

Postal history of the classic period is pock-marked with exceptions. Your editor and other 1847 specialists would like to hear from any collector who owns or has ever owned a New York '47 cover with an 11-bar or a 13-bar square grid in black.

The article "1847 Covers From Iowa" scheduled for this issue will appear at a much later date.

* * *

NEXT ISSUE:

The article on the "Gardiner, Maine, Bisect Puzzle," which was originally scheduled to appear in this issue, will appear in the November issue instead. An attempt will be made to illuminate the philatelic and human mysteries surrounding this interesting correspondence. Research conducted so far has uncovered a great many dead ends and a few intriguing possibilities. Some questions may never be conclusively answered, but a workable hypothesis can be constructed to account for many elements of the mystery.

Meanwhile the reader may speculate on some of the questions. Did Mrs. Geo. Evans live in Brattleborough, Vt.? If she did not (as now seems probable), how did the correspondence happen to be found near Brattleborough? Approximately how many covers are missing from the correspondence and where do they belong in the sequence? Who wrote the letters—George Evans? If so, who was he? Where were the 10¢ stamps obtained? It is hoped that the article can supply at least a theoretical answer to many of these questions, as well as others.

PLEASE NOTICE!

Route Agents may still obtain the Towle Book for \$10.00. Effective September 1, 1969, the price to all is \$12.50. Please send your orders to The Secretary, U.S.P.C.S., 6 Laconia Road, Worcester, Mass. 01609.

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THE 1851-'60 PERIOD

THOMAS J. ALEXANDER, *Editor*

DAVID T. BEALS III, *Assoc. 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.

Editorial

For the first time in the Society's history, the name of Tracy W. Simpson does not appear on the masthead of the *Chronicle* as an editor. Tracy founded the *Chronicle* and during its early years acted as both editor and publisher. When it was expanded to include the 1847 and the 1861-'69 issues, he continued to act as editor of the 1851-'60 period. During this 21-year span, as most of our members know, he was more often an author than an editor and brought to our membership a world of help and knowledge.

Early this year, Tracy asked to be relieved as period editor because of other pressing demands upon his time, notably his involvement in writing a series of technical books for one of the major aluminum companies. He has generously made his files and notes available to us and has offered his continuing advice and assistance when we get "in over our heads"—which may be often, indeed.

Certainly no one person or even group can hope to match Tracy's vast knowledge in this field or his facility in presenting his findings through these pages. We were encouraged to take on the job because of his kind offer to help and because we knew we could depend on *you* to come to our aid by letting us know of *your* new finds and by sharing *your* research with us.

But this editorial is for Tracy. On behalf of his fellow route agents we wish him the best of luck and say, "Thanks, Tracy, no one could have done all that you have done for us and for philately."

THOMAS J. ALEXANDER
DAVID T. BEALS III

The 12 Cent Plate 3—When Was the Plate Made?

MORTIMER L. NEINKEN

In 1964, the author wrote a series of articles for the Collectors Club Philatelist on the 12 cent 1851-1857 stamps. These articles were later assembled in the form of a handbook which was published under the auspices of The Theodore E. Steinway Memorial Publication Fund of the Collectors Club. On Page 74 of this handbook, the author advanced a theory that, even though the earliest known use of a 12 cent stamp from Plate 3 is June 1, 1860, the plate was actually made in 1851, at the same time that the first 12 cent plate was made, from which all the imperforate stamps were printed.

Theories and conjectures perhaps are valuable at times, but proof is something else again, and the author has now come to the conclusion, that in the future he will not publicize a theory before giving it adequate study and research, which was not done at the time the 1964 brochure was published.

In late September 1968, the author received a letter from Mr. Elliott Perry which is reprinted in part:

"Just an idea. Some evidence indicates that the plates of 1851-56 made for imperforate stamps are laid out with some intention of having the engraved area on each plate about of equal dimensions. As some of the designs were larger than others if the gutters between the stamps were constant the total engraved area

would have varied according to the size and shape of the stamp design. Has anyone attempted to determine that the total engraved area on all the imperf plates was or was not identical?

"It is believed that when the plates for perforated stamps were made the total engraved area was intended to be identical in height and in width so that any sheet of any denomination could be perforated with one setting of the perforator for vertical perfs and one setting for the horizontal perfs. That is why on narrow stamps such as the 5¢ and the 24¢, the designs are much wider apart in the horizontal rows and are much closer together in the vertical rows.

"In other words, the old time statement that the designs were set farther apart 'to make more room for the perforations' is, at most, only partly true. The main reason was to make the designs fit the perforating machine. If I said so many years ago, I still believe it agrees with the facts.

"Here is the point I am shooting at. If Plate 3 was made in 1851 it could not have been made to fit a perforating machine. If Plate 3 was made in 1860 it was made to fit such a machine. So I suggest that an attempt be made to ascertain the facts. If Plate 3 does not agree with the later plates for perforated stamps, that fact will tend to verify the truth of your idea that both of the known 12 cent plates were made in 1851.

"It seems obvious that there were two 12 cent rolls because if only one roll was used for both Plate 1 and 3, the frame lines would have been as complete on Plate 3 as they were on the first plate.* How is it possible to get around that conclusion?

"Of course, the arguments for a single relief on the 12 cent plates would generally apply for two reliefs on a roll, with one used as a guide. But our investigation showed that the entries did not agree with the use of a guide relief. I have to return to my old idea that the 12 cent was made first and that during or after the 12 cent was made the idea of using multiple relief rolls was born."

The author decided to investigate this matter further, and made actual measurements of the panes, which are set forth in Table 1.

Quoting from a letter from the author to Mr. Elliott Perry:

"I am enclosing a table of measurements of the 1¢ plates. I hope this is clear to you. For instance, on Plate 1 of the 1 cent the printed width on both panes is 20.1 cm. The printed width of the right pane to the center line is 20.45 cm. and on the left 20.4 cm., and therefore, the over-all printed width is 40.85 cm. The printed length of the plate is 26.0 cm. You will note that the width of the plates especially made for perforated stamps, that is Type V, are larger. The printed width is over 42 cm. in every case, and length averages about 25.4 cm.

"As far as the 3 cent plates are concerned, Dr. Chase's book, *The 3 Cent Stamp of the U.S. 1851-1857 Issue*—Revised, Page 95, states that the imperf panes were from 20 to 20.5 cm. in width and 25.5 cm. in length. He also states that Plates 9 to 20 were 20.72 to 21.2 cm. in width and 25.2 or 25.3 cm. in length.

"I then measured the 12 cent plate. As you know, I have several large blocks from both the so called Plate 1, and Plate 3. The printed area of the right pane of the first plate is 20.3 cm. and to the center line 20.55 cm. The left pane measures 20.2 cm. and 20.525 cm. to the center line. This makes an over-all measurement of approximately 41.1 cm.

"I then measured Plate 3, and while I have some large pieces from the right pane, I have very little material from the left pane. The printed area of the right pane is 21.1 cm. and the center line is slightly over 1 m.m. from the stamps. This would make the over-all measurement, including the center line of the right pane ?1.2 cm., and if the left pane is approximately the same size a total width of slightly over 42.4 cm. I had no way of obtaining an accurate measurement of the printed lengths of the 12 cent plates.

* Nearly all of the outer frame lines of the designs of Plate 1 were recut.—M.L.N.

TABLE 1
IMPERF—1 CENT (ALL MEASUREMENTS IN CM.)

		<i>Printed Area</i>	<i>To Center Line</i>	<i>Printed Plate</i>	<i>Printed Length</i>
Pl. 1	Width right pane	20.1	20.45	40.85	26.0
	Width left pane	20.1	20.4		
	Length				
Pl. 2	Width right pane	20.1	3.5 mm each pane to scribe line*	40.9	25.9
	Width left pane	20.1			
	Length				
Pl. 4	Width right pane	NO COMPLETE PANE	20.9	41.8 (est.)	26.2
	Width left pane	20.4			
	Length				
PERF—1 CENT					
Pl. 8	Width right pane	20.9	21.1	42.1	25.4
	Width left pane	20.7	21.0		
	Length				
Pl. 9	Width right pane	21.0	21.1	42.3	25.3
	Width left pane	20.9	21.2		
	Length				
Pl. 10	Width right pane	21.0	5.5 mm. between printed panes	42.55	25.3
	Width left pane	21.0			
	Length				
IMPERF PLATE—12 CENTS					
	Width right pane	20.3	20.55	41.1	
	Width left pane	20.2	20.525		
PERF—12 CENTS					
Pl. 3	Width left pane	21.1	21.2	42.4	

* Plate 2 did not have a center line, but very early impressions show a light vertical scribe line running through the center of the plate.

“It is obvious that when the printed sheets from the original imperf plates were perforated, that there was very little room for the vertical perforations. On the other hand, there are many stamps from Plate 3 on which the vertical frame lines are clear of the perforations because there was ample room, due to the increase in width of the plate, and also to the narrower spacing between the center line and the 10th row of the left pane and the 1st row of the right pane.

“I carefully measured the size of the designs on both the first plate and Plate 3. I used a very fine caliper which measures to the tenth of a millimeter. The length of the designs for both plates are exactly the same 2.50 cm. scant. The over-all width of the designs of Plate 1 are 1.94 cm. and those of Plate 3, 1.98 cm. I believe that there may be some variation because of paper shrinkage.

“What does all this mean? It would indicate that my theory that both 12 cent plates were made in 1851 is incorrect, and that Plate 3 was made at a later date and that when it was made, it was intended that this plate be used for perforated stamps. However, I cannot understand why at this late date a single relief transfer roll was used and such a botch job done on Plate 3.”

Now to consider the other premise in Mr. Elliott Perry's letter of September 28th:

“In other words, the old time statement that the designs were set farther apart ‘to make room for perforations’ is, at most, only partly true. The main reason was to make the designs fit the perforating machine.”

Table 2 below includes all plates especially made for perforations from which stamps appeared in the mails between July 13, 1857 and September 11, 1860. The first dates that of the 3 cent Plate (Type IIA) and the last that of the 90 cent.

In Table 2 the sizes of the individual designs of the other values, where no

TABLE 2
ALL MEASUREMENTS IN CM.

Denomination	Plate Nos.	Type	Stamp Size	
			w.	L. (CM.)
1 ct.	5 to 10	V-VA	1.92*	2.50 (All Reliefs)
3 ct.	10 and 11	IIA	2.0	2.40
3 ct.	9 to 20	II	2.0	2.40
3 ct.	21 to 28	II	2.0*	2.40**
5 ct.	2	II	1.80	2.40
10 ct.	2	V	1.80	2.40
12 ct.	3	II	1.98	2.50
24 ct.			1.93	2.50
30 ct.			1.95	2.50
90 ct.			1.90	2.43

* Type VA—slightly wider.

** Stamps measured from Pl. 23.

complete panes were available, is indicated. Measurements taken on pairs or larger pieces from the extreme left edge of one design to the extreme left edge of the next design to the right indicate that the total width of this measurement is almost exactly the same as that of similar measurements taken on the wider designs. This would indicate that the total width of the engraved areas on all of these plates was approximately the same. It, therefore, follows that Mr. Elliott Perry is correct in stating that “the main reason was to make the designs fit the settings on the perforating machines.”

Plate 4 of the 1 cent is not included in this group as it was made late in 1856 or early in 1857, and we know that several changes were made in the setting of the top and bottom row perforation rollers, during the period sheets from this plate were perforated.

The earliest known uses of Plates 11 and 12 of the 1 cent are January 12 and January 25, 1861 respectively. Plate 11 consisted of designs Type II for the top row, Type IIIA for the other 9 horizontal rows. The Type II designs measure 2.0×2.50 cm. The Type IIIA measures 2.0×2.55 cm. Plate 12 of the 1 cent stamp consists of 100 Type I and 100 Type II and IIIA designs. The Type I stamps measure 2.0×2.63 cm. and the Type II and IIIA, 2.0×2.58 cm. No large pieces are available from Plate 11, but it is obvious that the plate must have been longer than the group of plates in Table 2. The author was able to obtain measurements from an almost complete left pane of Plate 12. The width of the pane from the left ornaments of the designs in the first vertical row to the center line is 21.1 cm. This would indicate a printed plate width of 42 cm. However, the length of the printed plate is 26.2 cm., almost 1 cm. more than that of the plates included in Table 2. Therefore, a change had to be made in the setting of the horizontal rows of the rollers for both Plates 11 and 12. Still this does not disprove the conclusion that for a period from early July 1857 to June 1860, there was but one setting of the rollers on the perforating machine.

Perforation of S3

Ye Ed has the beginnings of a theory about the first perforation of stamps in 1857. Before jumping off the deep end, however, he needs more facts to either support or refute it, and would be grateful for any of the following data from your collection:

1. The date, town of use and plate position of any perforated 3¢ Plate 7 used prior to July 16, 1857.
2. Similar data for any perforated 3¢ Plate 6 stamp used prior to July 16, 1857.
3. Copies of any contemporary newspaper notices of the first appearance of perforated stamps.

If you have an S3 cover that clearly shows a use prior to July 16, 1857, but have not had the stamp plated, I would be happy to have it plated for you and will pay the postage both ways.

Newly Reported Markings Associated with U.S. Mails

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

Illustration No.	USPM Schedule	Description (dimension in millimeters)	Used With	Reports by
A	A-1	LISBON ARKS/msD s1-44 X 3½ (This stencil marking has been previously reported, but not illustrated)	U9	D. L. Jarrett
B	A-2	FRANKLIN/D/VERMONT K2-31	S5	J. A. Farrington
C	A-13	Encircled star (L12-17mm) Esperence, N.Y. (1861 use)	S5	H. M. Spelman III
D	A-13	Fancy obliterator (L24-23½mm) Woodville, Mi. (1852 use)	S2	H. M. Spelman III
E	A-27C	DUE.3, 41 X 10mm North Canton, Ct. (1860 use)	S5	T. J. Alexander

A



B



C



D

E

Relief C (Gash-on-Shoulder) of the 3ct Imperf of 1851

As mentioned in the Dr. Chase book on the 3ct stamp of the 1851-57 issue, the C-relief of the three-relief roller produced stamps on the plate that had a prominent gash on the shoulder extending as a slightly curved line horizontally above the button on the toga of Washington's tunic. This relief was used for repairs in the body of most of the imperf plates and used almost entirely for entering the top rows of plates 4, 6, 7, and 8.

Regarding this gash-on-shoulder variety, Mr. W. R. Bower writes, in part, "The gash-on-shoulder variety has been a bit of wonderment to me. The problem is that the gash occurs as an inked part of the stamp; a recess on the plate; and thus a raised portion of the transfer roll. It seems to me that this is a difficult thing to happen to a transfer roll by accident. . . . Could it be that the 3ct die was damaged or cracked when rolling in this last C relief?"

Mr. Bower then suggests the possibility of use of a lay-down for the later stamps of the issue (No. 26 and 26A taken from relief A and B of the original transfer roll). He asks that anybody having information bearing on the subject get in touch with him (also to Ye Editor for a future *Chronicle*).

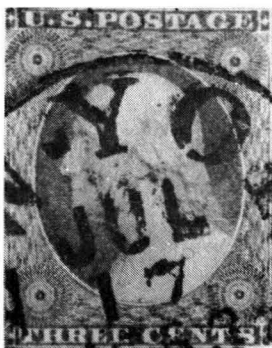
The prevailing viewpoint, so far as Ye Editor knows, is that the original die was not damaged, and it served to produce the 6-relief roller from which the plates for the Type II stamps were made. Also the 1875 reprints of the Type I stamp from a new plate show they could not have been made from a laydown

from an existing plate, but apparently were made from a roller produced from the original dies (which show no damage).

Those who have worked in metal embossing know that at times there will be an upward bulge or ridge that ordinarily has to be tooled off. Perhaps something of this sort may have occurred so that the gash-on-shoulder was produced on the finished stamps because the maker of the transfer roll did not notice the ridge.

* * *

Correction!



In preparing the illustration to show "The New York 1853 Year-Date Postmark" (facing page 54, *Chronicle* #62) the engravers snipped or cropped too closely the sixth vignette showing the year date (1853) for July 17. For the record, and to preserve the integrity of Hunter Thomas' research, we show here the same item—but with the year date visible.—T.W.S.

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THE 1861-'69 PERIOD

RICHARD B. GRAHAM, *Editor*

Editorial

After two issues devoted solidly to a run-down of a single item, plus a major installment in a third *Chronicle* on the same subject—Mr. Wagshal's exposé of the Scarlet—it might be thought that a sizable volume of material would have been submitted to be run when space was available. Frankly, this was the Period Editor's expectation, but, unfortunately for him—and more so for the readers—such was not the case. So, most of this section is again squeezed with difficulty from his own resources.

This is not to say that there are not a good many loose ends to pick up. Several readers will recognize items in the plates of markings which were submitted a good while back. Also, and here we're a bit "bugged," because an error in print usually has a permanent effect; corrections don't help much—item 12 on page 50 of *Chronicle* No. 62 should read Sandy Hook, *Md.* rather than *N.J.*, as it did. Fortunately, the text gave the correct version of this marking.

In the meantime, we are getting low on fancy cancels worth illustrating. Again we prefer those not listed elsewhere and with at least some resemblance to something unusual. Most important, except for purposes of requesting identification, it is preferred that the town of origin be identified.

In connection with fancy cancels, it will be noted that for some time, we have run both portions of those markings which are duplexed. This ties in with an article a few issues back by Mr. Delf Norona which was about the Government purchased instruments, and also with Mr. Bond's article in *Chronicle* No. 62 concerning the Collin postmarking devices. It is hoped that eventually, if enough data is recorded and some more research into suppliers done, that some definite patterns may evolve into logical classification of these markings.

In the past, we had formed a policy of not illustrating any marking appearing used with 1861 stamps which had already been illustrated in Mr. Simpson's *United States Postal Markings and Related Mail Services, 1851 to 1861*, otherwise known as *U.S.P.M.* The same rule applied to Herst-Sampson's *19th Century United States Fancy Cancellations*. In the case of the former book, we are now changing this policy, and may also have to start illustrating items listed in the latter book, if the prices of these out-of-print books continue to rise. We have seen the Simpson *U.S.P.M.* advertised at \$60.00 recently, and, for those just entering the field of classic U.S., the cost may well scare them out of acquiring an essential handbook. Consequently, although there are no plans to publish an 1861-'69 counterpart (although we believe one of our members has been quietly working on such a book for some time), we think it best to illustrate all items used in the 1861-'69 period, even if they do "duplicate" *U.S.P.M.*

Plates 1 and 2: Postal Markings

Several items on both Plates 1 and 2 require comment. The three Shelbyville, Tenn. items C, F and G, the two Clarksville items, H and J, and the two Columbia, Tennessee markings, items K and L, all represent scarce occupation markings. These all stem from Federal occupation of the central Tennessee area, and in at least one case, that of Shelbyville, several periods of occupational usage of this post office, interspersed with Confederate usage when the tide of war threw back the Federals, are known. These may account for the multiplicity of types of these rather scarce markings. Several other Tennessee towns in this area also had occupation markings.

Item P, the well known Leominster "3" was so carefully and precisely im-

pressed on the stamps of both the previous and later periods to the 1861-'69 era that for years this marking was suspected to be a precancel. Actually, as was explained in a fine article by Mr. Lester L. Downing in *Chronicle* No. 48, this suspicion is wholly unfounded. Actually, the instrument is probably a stock die product and many other usages of similar markings must exist. It is doubtful, however, that any were struck carefully on the stamp as a killer as was the Leominster "3" for so many years.

Item "Q" would, at first glance, seem not to belong in the *Chronicle*. However, as this marking was the forwarding agent used by the U.S. Embassy in London, on mail to or from U.S. military, diplomatic, naval and traveling people, it must be classed as a U.S. item. The marking shown is actually the earliest B. F. Stevens marking on record, being used in 1866. The cover on which it was backstamped (all subsequent markings seen by us are on the front) bears the marking shown in Plate 2, as item 18. The cover was unpaid, and the use of the duplex marking on a stampless cover is of interest.

The cover shown in Figure 1 has (as shown by the inset sketch in the illustration of the cover) the backstamp of Item S, Plate 1. As may be noted, this cover, submitted by Mr. Clifford Friend, is an extremely late usage of a carrier rate. Furthermore, if we are to believe the date of the backstamp, the cover requires an explanation we are unable to offer, for the cover, entering the mails at Philadelphia on July 29, 1863, was delivered to the postoffice the next day! The Harrisburg address precludes delivery *from* the postoffice, so we are forced to believe that the date of the carrier backstamp is incorrect—possible in the last days of a service when people might get careless. Or, does someone else have a better explanation?

In Plate 2, we were somewhat surprised not to find the San Francisco cog-wheel recorded in several places we checked. This marking is, of course, very well known and may, for all we know, exist in several slightly different versions.

Item 16, shown us by Jim Kesterson, has been illustrated previously by itself (item 12, p. 62, *Chronicle* No. 55), but we did not realize it was duplexed at that time.



Figure 1

Carrier cover with 1¢ 1861 and two 3¢ singles for double rate, used from Philadelphia to the military camp at Harrisburg, Pa. The Philadelphia markings are dated June 29, 1863. The carrier marking is dated June 30. Yet, the carrier marking should have been applied first, and both should presumably read the same day unless the carrier marking read the previous day. June 30, 1863 was the last day of the carrier service. Is this a last-day cover? Cliff Friend collection.

PLATE I

<i>Item</i>	<i>Description</i>	<i>Used with Scott No.</i>	<i>Reported by</i>
A	Plymouth, N.H.; large letters, serifed (stock?) type, on 3¢ '61 to Dorchester, N.H.	65	J. Kesterson
B	Saint Joseph, Mo. with duplexed cork killer, docketed 1864, to Paola, Kansas. Cover has blue patriotic battle scene (Walcott No. 738).	65	J. Kesterson
C	Shelbyville, Tenn./Augt 11, 1863, with pen cancel typing stamp on Howell patriotic. Occupation marking. See text.	65	S. Gallagher
D	Ripley, Me. Feb. 26, in blue ink.	65	D. Jarrett
E	North Palermo, Me., Mar. 17, on 1864 letter.	65	D. Jarrett
F	Shelbyville, Tenn. duplex; 1863 occupation marking. See text.	65	S. Gallagher
G	Shelbyville, Tenn. occupation marking. See text.	65	S. Gallagher
H	Clarksville, Tenn. occupation marking. See text.	None	R. Graham
J	Clarksville, Tenn. occupation marking. See text.	65	R. Graham
K	Columbia, Tenn. occupation marking. See text.	65	S. Gallagher
L	Columbia, Tenn. occupation marking. See text.	None	R. Graham
M	On cover from Port Royal, S.C. (occupation usage) to Westville, Conn.	65	Rob't G. Weil
N	On cover from Old Point Comfort, Va., to New Haven, Conn.	65	Rob't G. Weil
P	The famous Leominster, Mass. "3". See text.	65	R. Graham
Q	The earliest recorded B. F. Stevens marking, in red. Also see Plate II, item 18. See text.	None	R. Graham
R	New York, N.Y., in red, on 1861 cover. Said to be latest recorded usage. Also listed in Simpson's <i>U.S.P.M.</i> , page 80. (Carrier service marking)	63	A. H. Bond
S	Philadelphia, Pa., carrier service marking. See text.	63 & 65	C. Friend
T	Saint Denis, Md., on soldier's letter.	65	Gallagher
U	Date used as killer. Holliston, Mass., 1862. Geo. B. Fiske, P.M. per 1862 List of Post Offices. Town mark has same date; different type from killer which is very sharply and neatly struck.	65	R. Graham

Note: All markings in black unless otherwise stated.

PLATE 2

<i>Item</i>	<i>Description</i>	<i>Used with Scott No.</i>	<i>Reported by</i>
1	Ridgefield, Conn., on cover to Norwalk, Conn. Date not known; possibly 1865 or 1866.	65	J. Kesterson
2	Steubenville, Ohio; July 1868. To Baltimore.	94	J. Kesterson
3	San Francisco cogwheel; 1866 usage on 15¢ rated cover to France.	68 & 76	R. Graham
4	Bridgeport, Conn. duplex. on cover to Fairfield, Conn. Year unknown.	65	R. Graham
5	Pittsburgh, Pa., on cover to Allegheny Co.	65	J. Kesterson
6	Osyka, Miss., 1868 cover (reconstruction era)	65	R. Graham
7	Mogadore, O. duplex (?) with "oriental" motif.	65	R. de Wasserman
8	New Bedford, Mass., to New Bern, N.C. Marking (killer) is black; town marking orange red. Usage dated by address (regimental location)—1863.	65	R. Graham
9	New Bern, N.C.; Occupation cover with Adams Express pictorial corner card—Walcott No. 599.	65	R. Graham
10	Norwich, Conn. May 1867 usage.	65	J. Kesterson
11	Kossuth, Iowa.	94	R. Graham
12	Hartford, Conn. Sept. 1865 (year dated c.d.s.) to Charleston, S.C.	65	J. Kesterson
13	Brooklyn, N.Y. July, 1863 usage.	65	R. Graham
14	Burnt Hills, N.Y.	65	J. Kesterson
15	New Bern, N.C. ("Bern" spelled without "E" in c.d.s.) July, 1864.	65	R. Graham

Postal Markings



A



B

Shelbyville Tenn
Aug 11th 1863

C

RIPLEY, ME *Feb 26*

D

NO PALERMO ME *Mar 17*

E



F



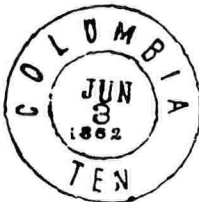
G



H



J



K



L



M



N

3

P



Q



R



S



T

DEC 3

U

Postal Markings

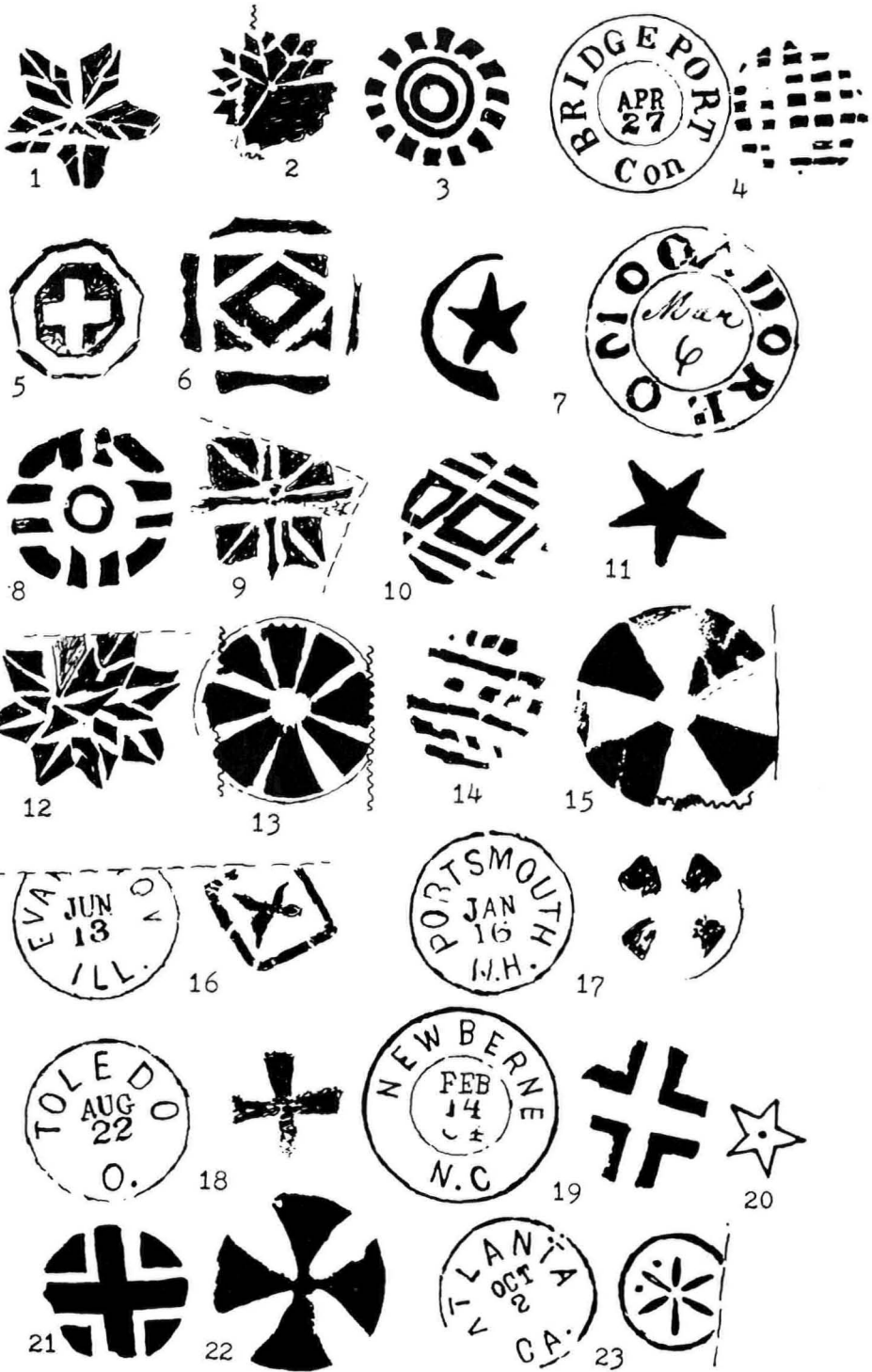


Plate 2

16	Evanston, Ill. flying bird, duplexed. See text.	65	J. Kesterson
17	Portsmouth, N.H., duplexed. Jan. 1866.	65	R. Graham
18	Toledo, Ohio, blue, duplexed. On front of cover with item "Q," Plate 1, on back.	none	R. Graham
19	New Berne, N.C. (note spelling; compare with item 15, above) duplexed (occupation cover).	65	R. Graham
20	Enfield, Mass.	65	A. H. Bond
21	New Bern, N.C. Duplexed with same c.d.s as is No. 19, above. Feb. 10, 1864.	65	R. Graham
22	New Bern, N.C. Duplexed with same c.d.s. as is No. 19 and No. 21, above. Sept. 27, 1864.	65	R. Graham
23	Atlanta, Ga. duplex, blue. Reconstruction period.	65	R. Graham

Note: All markings in black unless otherwise stated.

Prepaid Ship Letter

Mr. Clifford Friend has also submitted the item shown in Figure 2; a prepaid ship letter into New York. A very small mourning cover addressed to Milton, Ulster County, New York, the cover apparently bears two different types of New York city markings. One is the normal small (25 mm) NEW-YORK/D/SHIP, shown in *U.S.P.M.* as item 4, Schedule A-19, on pages 79 and 80. This marking



Figure 2

Prepaid ship letter into New York. Cliff Friend collection.

shows clearly on the 3¢ '61 and the right 1¢ '61, and faintly on the remaining 1¢ stamp. At the left end of the cover appears what is apparently a duplexed New York marking with a cork killer, the latter possibly duplexed. While the other marking could have been used to cancel the stamps, it seems more probable that the clerk receiving the letter did not at first recognize the cover for what it was, cancelling it with the "other" marking. Then, after finishing the job, he did recognize the usage, and applied the "ship" marking.

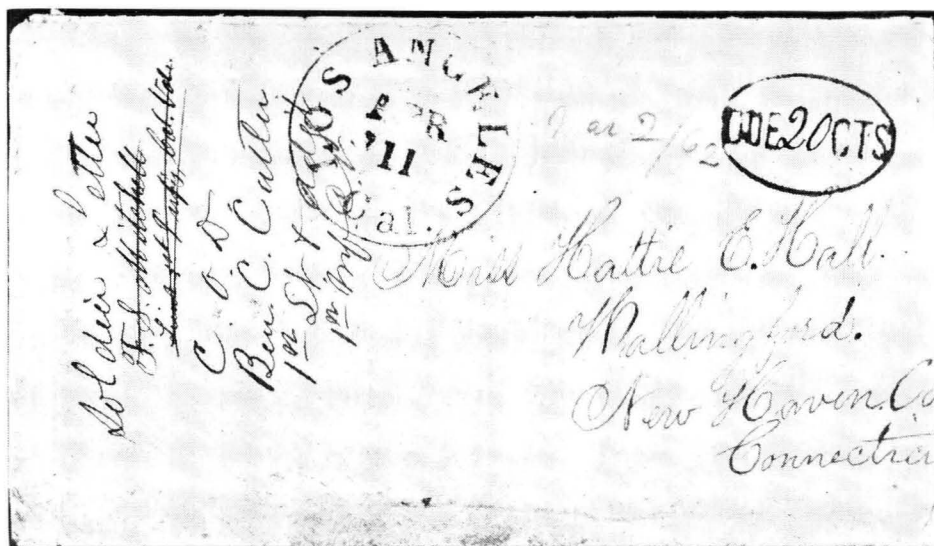
The 1861 Stamp Printing Contract

In recent months, we have been queried on at least two different occasions concerning the duration of the contract of the National Bank Note Co. for printing the 1861 stamps. This was mostly because contracts for such printing were usually for four or six years at that time, and yet it was 1869 before the next stamp printing contract was let. The June, 1932 issue of Mr. Elliott Perry's *Pat Paragraphs* (No. 12) discussed this briefly, on page 266. Mr. Perry commented as follows:

"The six year contract of 1861 was not succeeded by another six year contract in 1867. These contracts carried extension clauses which filled in the gaps in 1867-68 and again in 1872-73. . . ."

Covers from the Column from California

The accompanying illustration displays an unusual cover; a California soldier's letter, bearing a correct soldier's letter certification which permitted the letter to be mailed collect without additional charge. The cover entered the mails at Los Angeles, then a rather small town, and it bears a 20¢ due charge, which indicates the cover to have been a double weight letter. Mailed as it was, prior to July 1, 1863 when the 10¢ rate for over 3000 miles was abolished, the rate from Los Angeles to Wallingford, Connecticut was two times ten, or twenty cents, collect.



A cover from the "Column from California." Probably originated at Fort Yuma, Arizona Territory. Bears "Soldier's letter" certification of adjutant of First California Volunteer Infantry. Collect double weight, double rate to Connecticut under soldier's letter certification law.

The soldier's letter certification is of interest, with its "C.O.D." legend, and with the name of one officer marked out and that of another substituted. However, the really interesting thing, historically, is the fact that the cover was sent by a member of the 1st Infantry, California Volunteers.

The 1st California, as well as a few other units, were given what appeared to be a rather difficult assignment, best defined by quoting from an official letter written Jan. 31, 1862 by (then) Brig. General George Wright, commanding the Department of the Pacific. This appears on pages 90-91, O.R.'s, Vol. IV, as follows:

... The objects of the expedition you are fully aware of—the recapture of all our forts in Arizona and New Mexico, driving the rebel forces out of that country or capturing them, and opening up the southern mail route.

This letter was addressed to Col. James H. Carleton, who commanded the "Column from California," as the expedition was known. The force consisted of about 2000 men to start, being composed of the full regiment of 1st California Volunteer Infantry, five companies of the 1st California Volunteer Cavalry, and Company A, Third Artillery, a light battery with two 12-pounder howitzers and two 6-pounder guns. In addition, the 5th California Volunteer Infantry under Col. Geo. W. Bowie set out with the expedition, these troops being used to garrison repossessed (rather than recaptured; no Confederate soldiers were seen most places) stations and forts such as Fort Yuma and Fort Barrett at the Pima Villages near the junction of the Gila and Salt rivers in Arizona. A fort was established at Apache Pass in eastern Arizona and called Fort Bowie; this was also garrisoned against the Indians.



The route of the Column from California, February-August, 1862.

The accompanying map shows the route of the column, which first marched all the way from Oak Grove, Cal.—Camp Wright (near Mount Palomar)—across the Imperial Desert to Fort Yuma. This was done one company at a time, and at night, as the water holes would not support more troops together. From Fort Yuma, the route lay to the Pima Villages (just south of Phoenix) and on to Tucson, this being accomplished between May and July, 1862. At Tucson, Col. Carleton sent part of his forces on ahead, under Lt. Col. Edward E. Eyre, of the 1st California Cavalry. These troops went on to Fort Thorn and then to Mesilla, where they nearly intercepted part of Confederate General Sibley's forces (defeated at Glorieta, New Mexico) retreating back into Texas. By late August, Carleton had all his troops on the Rio Grande, including the battery. The cover illustrated undoubtedly originated at Fort Yuma. As stated, the troops moved to Fort Yuma piecemeal, but all but one company and the battery were there by April 13, 1862. The fact of the enclosed letter having been written March 2, 1862 but not entering the mails until April 11 tends to confirm this origin. The officer certifying the letter, Lt. Ben C. Cutler, is mentioned many times in the official records (O.R.'s, Vol. IX) which are the main source of the story. Whether the history of the Column from California has ever been written up in detail previously we do not know, although that it has not seems inconceivable. The reports of the day by day travels across the deserts and contention with Indians are too fascinating a subject to have been missed, we believe. Certainly Col. Carleton's achievement was a great one, for he lost more men to Indians (and then only a few) than for any other cause and this in spite of dragging cannon across the desert.

Bibliography

War of the Rebellion; Official Records of the Union and Confederate Armies, Series 1, Volumes IV and IX. Govt. Printing Office, Washington, 1880.

Little Rock, Arkansas, Occupation Covers

In *Chronicle* No. 57 there was illustrated a Little Rock, Ark. occupation cover with year date of Dec. 1, '64. Mr. Hoxie Haas reports, via Xerox copy, a cover bearing a U.S. Christian Commission corner card with date of Oct. 17, '64. This cover was unquestionably sent by a soldier, but we still have no record of any unpaid certified soldier's letter (in the postal sense of the term) from either Little Rock or from Fort Smith, the other Arkansas town from which occupation markings have been recorded.

1869's Win at WESTPEX

TRACY W. SIMPSON

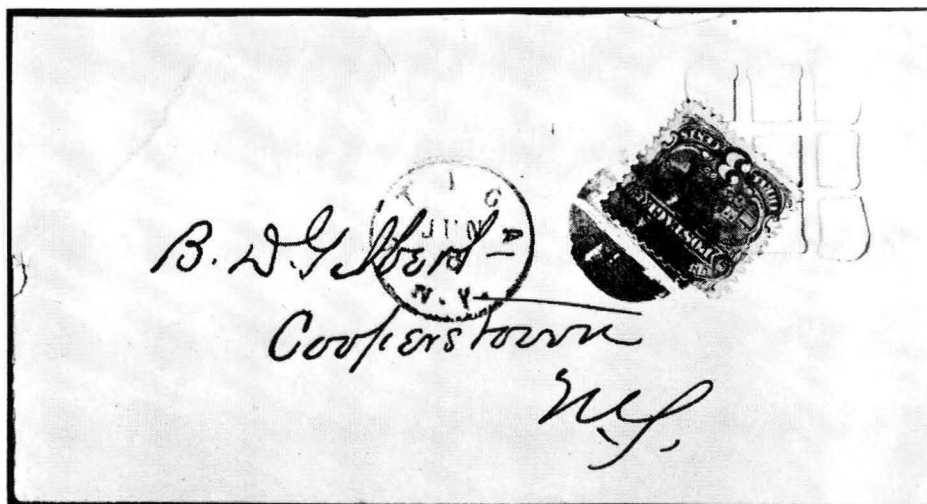
No formal editorial assignment has been made for gathering information about the ever-popular little-square pictorials of the 1869 issue, but on its hundredth anniversary it is fitting indeed that an exhibit of the issue should have won the Grand Award at WESTPEX in San Francisco—one of America's best-managed and most comprehensive stamping gatherings.

The exhibit, comprising 144 album pages from the 240-page collection of the U.S. 1869 issue owned by Mrs. C. L. Wunsch (Margaret L.), exemplified all that an exhibit should be, not only as to content, but as to arrangement and write-up. Many agree that it was as fine an exhibit of a U.S. classic issue as they had ever seen.

The design sources for the issue, comprising vignettes from currency and other engravings, were shown for the 3¢, 12¢, 15¢, 24¢, and 90¢ values. All the inverts were there, also all the 1875 re-issues, and a whole page of the 1¢ 1880 reissue. Also included were full sets of cardboard and india proofs of the small die proofs on grey cards, and a set of inverted-center cardboard proofs of which only 100 sets were issued (the 90¢, though in this proof set, is unknown regularly issued as a stamp). Essays of the 1¢, 2¢, 3¢, and 12¢ also were shown. In the regularly issued stamps there was a profusion of plate numbers, imprints, shades, grill and plate varieties, blocks, and covers showing combinations and unusual postal uses.

A superb complete set of used singles, each selected for exceptional margins and another set, easily rated as very fine, introduced the regular-issue group. Made-up miniature sheets of imprints and arrows were shown for several values. Plate Nos. 7, 8, 9, 10, 11, 12, 25, 26, 29, and 30 of the 3¢ were shown, as well as a few plate numbers of other values.

Sub-sections of the collection as to minor varieties and postal markings were arranged according to individual stamps. The postal uses shown included not only varieties of killers by color and design, but also postal-use markings, including those of Japanese origin. The 2¢, 3¢, 15¢, and 30¢ were shown with other stamps as combinations on registered mail. Railroad and waterways route-agent markings were mostly in the 3¢ section, but foreign-mail markings were well distributed among the higher values—to England, Ireland, France, Germany (via



The Leed's Patent envelope, bearing an 1869 stamp. The stamp was intended to be placed squarely over the grid, so that when the contents were removed, the grill would break, and the stamp and its accompanying dated postmark would stay with the contents. Unfortunately, the P.O.D regulations requiring separate killers for the stamps rendered this idea unusable. Photo courtesy of John Birkinbine III.

Bremen and Prussian Closed Mail), Italy, Switzerland, Cuba, Panama, Peru, Shanghai, and many to India.

Noted also in the two-pages devoted to the 90¢, was the variety "dot in 90." Other oddities were a 2¢ used as a revenue stamp, 3¢ on Leeds Patent envelope, with cracked plate, and with obliterator containing C. L. Fritz, the postmaster's name. Uncatalogued double-transfers and re-engraved designs were shown of several of the values . . . altogether a philatelic treat well deserving of the acclaim with which it was received.

Dates of Usage of Patent Killers Used at New York City and Elsewhere

In *Chronicle* No. 57, pages 26-27, there were shown (Plate II) several New York City patent killers reported by Mr. A. H. Bond. It was expected to report the range of dates of usage of these in the text, but the Period Editor slipped up on this. Mr. Bond has kindly reported dates of usage of these as follows:

<i>Item</i>	<i>Date</i>	<i>Item</i>	<i>Date</i>
19	Oct. 20, 1862	21	Oct. 20, 1862
20	Oct. 22, 1862	22	Oct. 12, 1862*

* Probably 1862—date is illegible.

All these patent markings, used within a ten day period, which is why they are assumed to be experimental, are duplexed with a double circle (26-12 mm to 26-13 mm) NEW-YORK townmark with serified letters and with year date.

Also in Plate II, as item No. 23 there was shown the Buffalo small circle patent. Mr. Bond reports this as having been used Aug. 18, 1863 duplexed with a 32 mm. Buffalo townmark with year date. Similar patent cancels (having a punched ring in the center) were also used at Rochester and Albany. Mr. Bond reports a Rochester use of Jul. 28, 1863 and one at Albany, June 11, year unknown.

When Did the Civil War End?

Many collectors of postal history of the 1861 period make a distinction between occupation covers of the Civil War era and the post war era. Thus, the question is often asked the Period Editor, "Wartime or Post War?"

The Period Editor usually considers the end of the Civil War on an area basis. In other words, the war ended in Virginia on April 9, 1865, with Lee's surrender. In the states of Florida, Georgia and the Carolinas we consider that the surrender of General Johnson's army on April 26, 1865 ended the war. While possibly eastern Tennessee could have been included with the former group, we prefer to include Tennessee in a group with Alabama, Mississippi and Louisiana, east of the Mississippi River, which were surrendered by General Richard Taylor on May 4, 1865. West of the Mississippi River, General Kirby Smith surrendered the Trans-Mississippi Department on May 26, 1865.

In spite of these dates, events considered to be part of the war did occur within the surrendered territories after capitulation had taken place. For example, the city of Galveston, Texas was not occupied until June 2, 1865. Jefferson Davis was taken prisoner at Irwinsville, Ga. on May 10, 1865, and the Confederate raider, C.S.S. *Shenandoah* destroyed Federal vessels on the high seas as late as June 28, 1865.

The situation just after the war, insofar as post office activity was concerned, did not change for some time. Under wartime occupation, the Federals opened only those post offices which benefited themselves. Many were under military control until long after the war, while others had a Post Office Department appointed postmaster long before the war was over. New Orleans is an example of the latter and Natchez, Miss. of the former. Furthermore, the Federals made it a habit to reopen only the post offices at county seats for some time, although some exceptions were made.

(Continued on page 125)

RAILROAD POSTMARKS

CHARLES L. TOWLE, Editor

Railroad Markings

CHARLES L. TOWLE

(1) Mr. George Bernadt submits an interesting cover with S2 tied by 32 mm. black NEW YORK Dec. 15 townmark and addressed to New Milford, Conn. In ink manuscript in upper left corner is—

Madison & Indiana R.R. Co.
Dec. 1853.

Stamp is not pen-cancelled. The question arises is this a route agent marking or a corner card usage? From the use of "Co." and the New York townmark the Editor suspects it is a very early corner card usage possibly by some financial agent of the Madison and Indianapolis R.R. The opinions of our readers are solicited and reports of any similar markings are requested.

(2) Mr. Henry Lee submits a photograph of a new LITTLE MIAMI R.R. marking. Remele type L6-a and L6-b (*Chronicle* 32) have R.R. reading from center while in this example R.R. reads from the rim. Ties S 2 on cover to Buffalo, N.Y. Color of marking is red but it is very blurred. Our members are requested to report and submit any similar marking for purposes of tracing. Tentatively assigned catalog—

L 6-c, 32½ mm. red, Fifties.

(3) Towle-Meyer Catalog—Notes and Errata—New England Section.

4-N-2 Add "Sixties" as period of use.

35-K-1 Add 1876 and 1882 usages. Add "N" killer in black (1882).

35-N-1 Add "WYD 1884" as period of use.

35-S-5 Add blue as color and 1877 as date of usage.

41-J-1 Add with "S" killer in black.

41-K-1 Add "3" killer in black. Add "N" killer in black.

54-E-1 Add "Sixties" as period of use.

55-B-1 Add "Sixties" as period of use.

70-N-2 Add "WYD 1884" as period of use.

72-F-1 Add "N" in parallel bars in circle killer.

80-C-1 Usage Feb. 1, 1878 from Hartford indicating use on the Springfield route.

80-D-1 Add "WYD 1885" as period of use.

82-F-1 Add "WYD 1885" as period of use.

88-S-6a Change Remele reference to (Same as Remele H4S-f).

88-S-6b Add "WYD 1868" as period of use.

91-C-1 Add 1883 as period of use.

Errata—*Chronicle* No. 62

Page 73—Listing 813-E-1 should be 913-E-1.

Page 76—Illinois—Should read 717-S-1 D.Oval (Negative) 32½-28½ × 25½-21 black 1876 (Illinois Central R.R. Co.—Eldorado, Ill.) 12.

Page 76—Wisconsin—Should read 848-C-1, Tr.Circle 29-27½-17½ black, WYD 1880. Partial. (Agent's name missing at top—probably B. W. Naylor) 5.

(4) Towle-Meyer Catalog—Through the cooperation of Messrs. Bernadt, Fingerhood, Kiener, LaPerriere, Newcomer, Skowlund, Willard and Wyer we present two additional plates of newly reported markings for addition to the catalog.

Addenda

Plate IX

Maine

- 4-D-1, 32 black, Sixties. (Remele A6-b). 25 (Atlantic & St. Lawrence-Androscoggin & Kennebec)
4-S-4, D. Oval 30-20½ x 24-15½ blue, WYD 1881. 12.
9-A-1, 32 black, Sixties (Remele A5-a) 30. (Atlantic & St. Lawrence)

New Hampshire

- 21-H-1, Worcester & Nashua R.R., ms., 1860. 8.
25-A-1, 34 black, Sixties (Remele C25-a). 20.

Vermont

- 35-A-1, 31½ black, Sixties (Remele C27). 40. (Connecticut River)

Massachusetts

- 53-E-3, 26½ black, 1877. 1.
53-F-1, 25½ black, Banknote. 2.

Connecticut

- 80-K-1, 27 black, WYD 1885. 1. (Boston, Springfield and New York)
82-G-1, 26½ black, 1877. 4. (Palmer and New London)
88-S-6d. Oval 34½ x 25½ black, Sixties (Remele H4s-e) 25. (KENT with serifs)

New York

- 102-S-1, Octagonal Box-black, WYD 1865. 18. (Rome, Watertown & Ogdensburg)
113-C-1, 26 black, Banknote. 4. (Patchogue & New York)
116-B-2, 25½ black, 1878. 4. (Albany & Binghamton)
121-H-1, 26½ black, WYD 1886. 3. (Oneida & New York)
125-M-2, 27½ black, Eighties. S killer. 2. (New York & Dunkirk)
130-C-1, 26½ black, WYD 1880. 6. (Canadaigua & Batavia)
143-D-1, 26½ black, 1878. 4. (Rochester & Corning)

Pennsylvania

- Catalogue Route 187:** Downingtown-New Holland, Pa. East Brandywine and Waynesburg Branch, PENNSYLVANIA R.R.
Route Agents: Downingtown-New Holland, Pa., 1886—1 Clerk (28 miles).
Markings: 187-A-1 27 black, WYD 1885. 3.
198-F-2, 27½ black, 1886. 2. (Williamsport and Erie)
198-F-3, 27 black, WYD 1884. 2.

Addenda

Plate X

Pennsylvania

- 198-S-3, Shield-black, WYD 1866. 12. (Philadelphia & Erie)

New Jersey

- 238-B-3, 27 black, WYD 1885. 3. (New York & Washington Night Line)
238-G-1, 25 black, Banknote. 1.
240-J-1, 26½ black, WYD 1886. 2. (New York & Philadelphia)
241-F-1, 25 black, Banknote. 15.
Catalog Route 252: Greycourt, N.Y.-Belvidere, N.J. LEHIGH & HUDSON RIVER R.R.
Route Agents: Greycourt, N.Y.-Belvidere, N.J. 1883, 1886—1 Clerk (63 miles)
Markings: 252-A-1, 27 black, WYD 1886. 5.
254-A-1, 33 black, Sixties (Remele C5-a). 45.
257-D-1, 26½ black, Banknote. 6. (Philadelphia & Cape May)

Maryland

- Catalog Route 270:** Sailsbury-Ocean City, Md. WICOMICO & POCOMOKE R.R.
Route Agents: Salisbury-Berlin, Md. 1881—Mail Route messenger, 1883, 1886—1 Clerk (24 miles).
Sailsbury-Ocean City, Md. 1882—1 Clerk
Markings: 270-A-1, 25½ black, Banknote. 20.
273-D-1, 26½ black, WYD 1882. 6. (Harper's Ferry & Staunton)
274-G-2, 27 black, WYD 1884. 2. (Baltimore & Grafton Day)



4-D-1



4-S-4



9-A-1



53-F-1

*Worcester & Ashua R.R. }
from 6th 1860. }*

21-H-1



53-E-3



25-A-1



35-A-1



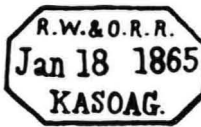
80-K-1



82-G-1



88-S-6d



102-S-1



113-C-1



116-B-2



121-H-1



130-C-1



125-M-2



143-D-1



187-A-1



198-F-2



198-F-3

PLATE IX



198-S-3



238-B-3



238-G-1



240-J-1



241-F-1



252-A-1



254-A-1



257-D-1



270-A-1



273-D-1



274-G-2



305-V-1



889-B-1



892-B-1



892-C-1



892-E-1



892-D-1



894-E-1



895-B-1



898-A-1



907-E-3



913-F-1



932-L-3



940-B-1

PLATE X

Virginia

305-V-1, 23½ black, Sixties. 15. (Formerly listed as T-4 page 329)

Dakota Territory

889-B-1, 27½ black, WYD 1882. 3. (Grafton & Fargo)

Idaho Territory

892-B-1, 27 black, WYD 1884. 5. (Helena & Spokane Falls)
892-C-1, 26½ black, WYD 1884. 8. (Pend O'reille & Wallula)
892-D-1, 26½ black, WYD 1885. 12. (Heron & Wallula)
892-E-1, 27 black, WYD 1885. 4. (Wallula & Portland)

Oregon

894-E-1, 26 magenta, 1879. 5. (Portland & Roseburgh)
895-B-1, 26½ black, 1885. 3. (Tacoma & Portland)
Catalog Route 898: Umatilla-Huntington, Ore. OREGON RAILWAY & NAVIGATION CO.
Route Agents: Umatilla-Huntington, Ore. 1886—1 Clerk (218 miles).
Markings: 898-A-1, 27½ black, WYD 1886. 4. (Umatilla & Huntington)

Kansas

907-E-3, 27½ black, WYD 1886. 2. (Kansas City & Denver)
913-F-1, 26 black, Banknote. 10. (St. Joseph & Denver City R.P.O.)

Nebraska

932-L-3, 26½ black, 1886. 2.
940-B-1, 27½ black, WYD 1886. (Crete & Red Cloud)

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THE TRANSATLANTIC MAILS

GEORGE E. HARGEST, Editor

Some Interesting Supplementary Mail Covers

GEORGE E. HARGEST

Figure 1 illustrates a cover posted in New York on May 2, 1867, addressed to England. While one can only surmise the significance of its markings, certain facts can be determined. It is franked with a 30 cent and a 10 cent stamp of the 1861 issue (Scott's No. 68 and No. 71). Under the "NEW 42 YORK/MAY/2/AM. PKT." marking is a "N. YORK 3 AM. PKT./MAY/2/PAID" marking applied in light red. This marking does not show up well in the photograph and a tracing of it has been placed at lower left. It also bears a boxed "SHORT PAID" marking in black and a type A Supplementary Mail marking applied in a brick red shade of ink. On the reverse is a "FZ LONDON/MY 15/67" marking in red. At upper right is a manuscript "2," and a manuscript two shilling marking in black ink. Along the left edge of the cover is a docketed notation "Argenton M. P./May 19/67."



Figure 1

The above facts are subject to a number of interpretations. The following is one:

The letter was probably brought to the New York office with the 40 cents in postage stamps affixed. This is presumed because the 24 cent rate to England was one of the commonest and it is unlikely that any postal clerk would make such an error. It was accepted as a single rate prepaid letter (overpaid 16 cents). This is attested by the New York postmark showing a credit to Great Britain of three cents (see tracing at lower left), which was the single rate credit for the British inland postage; all that Great Britain was entitled to when the letter was conveyed by an American packet. At some later time the letter was discovered to weigh over half an ounce requiring two rates, or 48 cents in postage. Evidently immediate action was not taken on the letter. Perhaps the clerk set it aside for decision by higher authority. After the regular mail had been closed action was taken upon it.

On May 2, 1867, only one mail steamer sailed from New York. This was

the *Bremen* of the North German Lloyd. The next mail sailing from New York was by the *City of Washington* of the Inman Line on May 4, 1867. If the letter were held for the next regular close it would have to be held for two days. The supplementary close, however, was still available.

The only documentary evidence that has come to light in relation to the New York supplementary mails was gathered by the late Stanley B. Ashbrook and published in 1941 in *The Stamp Specialist, Orange Book*. The following facts are ascertained from this evidence:

The service was arranged to accept letters after the regular mail had closed up to the latest possible moment before the sailing of the steamer. There was a window at the New York Post Office for the receipt of these "Supplementary Mails," and sometime after 1853 offices were also established on the wharves of the different steamship lines to receive such letters. In 1853 the Postmaster General approved the charging of double rates of postage on letters sent in the supplementary mails, and in 1909 this practice was still in effect. The excess postage above the regular rate was charged as a penalty for late mailing; it did not enter into the international accounts; the supplementary offices used the same letter-bill forms as the regular offices; until sometime in the early 1870s the additional postage was collected in cash, and thereafter prepaid by postage stamps. Because of the difficulty in securing proper accountability for the fees collected, the rooms on the wharves were abandoned in the early 1870s, but were later re-established. Although no unpaid supplementary mail covers are known, Mr. Ashbrook recognized the possibility of their existence:

"Under the terms of the Anglo-American Postal Treaty of 1848 first class mail was exchangeable between the two countries either prepaid or unpaid. If a Supplementary letter was sent unpaid, then the S.M. fee of 24¢ had to be paid in cash."

This letter was evidently sent to either the supplementary mail window at the New York Post Office, or to the office on the pier. It was rated as a double rate unpaid letter. The clerk heavily inked in black the "NEW 42 YORK/MAY/2/AM. PKT." marking and applied it over the light red marking showing the credit of three cents, all but obliterating it. Additionally the cover was marked "SHORT PAID" and a manuscript "2" was written at upper right, indicating a double rate letter. The type A Supplementary Mail marking was also applied. There are two facts that should be noted in this connection. First, the date in both New York markings is "MAY/2." Secondly, the type A marking is in a brick red ink, different in color from the New York marking first applied. These facts indicate that the letter was sent by the *Bremen*, and that the type A supplementary mail marking was not applied at the time the letter was marked with the red New York marking.

It is not unlikely that whoever was in charge of the Foreign Mail desk decided that the letter should not be held over and ordered that it be sent in the supplementary mails. In regard to the cash fee, there is evidence that accountability for it was loose, and it is also not unlikely that such authority was available to him.

The London Post Office rated it for a collection of two shillings, which at a time when a clerk earned four or five shillings a day, was a considerable amount of money. One can imagine the shock Miss Thompson must have received when she had to pay two shillings (48¢) on a letter which was already prepaid with 40 cents (one shilling, eight pence). Does the docketed notation at left mean the letter was from "Argenton M. P." and that she answered it on May 19, or does it mean she complained to Argenton M. P. (Member of Parliament) about the letter? One may never know.

Figure 2 illustrates a cover posted in New York on June 20, 1874, addressed to Paris. It is franked with a 6 cent stamp and a 10 cent stamp of the 1873 issue which are cancelled in red with a New York Foreign Mail marking (V. & W., type A20), and a New York Supplementary Mail marking, type D dated June 20 (1874) was also applied. It also bears boxed "P. D." and oval



Figure 2

“PD” markings; an “Angl./AMB. CALAIS A” marking dated July 5, 1874, and a “6” in red crayon.

It would appear that this cover was brought to the Supplementary Mail window with 16 cents in postage stamps affixed. This was the fully prepaid rate to France, via England, for a letter that weighed over $\frac{1}{3}$, but not over one-half ounce, and on such a letter the United States retained four cents and gave Great Britain a credit of 12 cents. The credit on this letter, however, is only six cents, which indicates that it weighed not over 10 grammes at the Supplementary Mail window, the rate on such a letter being 10 cents, of which the United States retained four cents for inland and sea postage. The double rate of postage, therefore, should have been 20 cents. In 1874 postage stamps were recognized for payment of the Supplementary Mail fee, and it is presumed that four additional cents were paid in cash on this letter. The Supplementary Mail office also applied the boxed “P. D.” marking to indicate that the postage was fully paid to destina-



Figure 3

tion. On the reverse is a London marking, and on the face, the French travelling office, Calais-Paris, applied the "ANGL./AMB. CALAIS A" and the "PD" in oval markings. Several covers bearing the fully prepaid rates, via England, to France and sent in the supplementary mails show postage paid by stamps only for the regular rate, which would seem to indicate that on these letters the supplementary mail fee continued to be paid in cash. The number of such covers seen, however, is too small to draw anything but a tentative conclusion.

Figure 3 illustrates a cover posted in New York on October 21, 1875, addressed to Ain, France. It is endorsed to the "Str. Klopstock" which had been in the fleet of the Adler (Eagle) line, but in the spring of 1875 had been purchased by Hapag (Hamburg-American line). It was quickly sold to the French line and was renamed *St. Germain*.

The cover is prepaid with 18 cents postage which is double the nine cent rate to France, effective between August 1, 1874 and January 1, 1876. It bears a New York supplementary mail marking, type E, and the stamps are cancelled with a New York Foreign Mail marking (V. & W. No. G15) in black ink. The double circle "ETATS-UNIS/CHERBOURG" marking which is applied in red, instead of the normal blue, is unusual. It has been noted that covers bearing the international rates under postal conventions made after 1870 usually show the supplementary mail fee prepaid by postage stamp.

* * *

The 1861-'69 Period

(Continued from page 115)

Carversville/Farmersville, Pa.

Chronicle No. 56 included, as item No. 13, Plate III, a marking which was "guessed" as being of Farmersville, Pa. Mr. E. Irving Wines suggests another possibility; Carversville, Pa., which, after again examining our tracing, seems more logical than the first guess. The only letters not showing clearly enough in the marking are either the "F" or "C" and the portions of the "M" which would distinguish between an "M" and a "V." Can anyone solve this one?

Information Wanted

Over the past several issues, a good many appeals for data have produced no response. Just on the off chance that such an appeal will now produce more results than previously, some of these requests are repeated here, as follows:

- The Editor wishes to see a cover of the Demonetization period bearing 1857 stamps which shows evidence that the stamps were accepted as valid at the sending post office, but regarded as demonetized at the receiving post office. If any member can show us such a cover, please submit it for photographing and recording.

- The announcement of the legislation regarding certified soldiers' letters (see *Chronicle* No. 47, p. 18) was on Aug. 3, 1861. The earliest example of a certified, collect soldier's letter is dated Sept. 16, 1861. Earlier soldier's letters should exist, and we would appreciate being advised of such.

- There is a possibility that occupation covers from Galveston or Brownsville, Texas, or from Fort Pulaski, or Savannah, Ga. may exist. Still other possibilities are Batesville, Ark. and Baton Rouge, La., all of these being occupied at one time or another during the war under such circumstances that mail was probably handled through the postoffice, although the town mark may not have been applied. Please report any of these to the Period Editor.

- The Period Editor would very much like to see a copy of the 1863 Revision of P.L. & R. which was printed but never issued because Congress did not pass the legislation required in the form that it had been printed.

- Mr. Michael Laurence requested, in *Chronicle* No. 61 (page 31) to see what is probably the earliest usage of the 10¢ 1869 stamp on cover. This was illustrated in Mr. Lester Brookman's *The United States Postage Stamps of the 19th Century*, Vol. 2, page 168. To the best of our knowledge, Mr. Laurence would still like to see this item for purposes of color photography.

The Cover Corner

J. DAVID BAKER, *Editor*

Answer to the Problem Cover: May, 1969

Professor George E. Hargest presents the following analysis of Mel Schuh's "Problem Cover" pictured in the May 1969 *Chronicle*:

"The cover was posted in Taunton, Massachusetts December 12, 1856, addressed to Halle, Germany, and franked with 15¢ postage. This was the rate by Bremen service, but the New York marking showing a credit '7,' and the rectangular 'AACHEN/D/Franco' handstamp indicate that the letter was sent in the Prussian closed mail."

Since the ships of W. A. Fritze & Co. had stopped running to New York in late 1854, only the Ocean Line's *Washington* and *Hermann* were maintaining a monthly service to Bremen.

In 1856 there were three mail routes available between New York and Halle: (1) By Bremen service; (2) By Prussian closed mail at a 30¢ per half ounce rate; and (3) By British open mail at payments of 5¢ or 21¢ for service by British or American packet, respectively.

On November 1, 1856, the *Hermann* sailed from New York for Southampton and Bremen. When 1,000 miles from Southampton she broke a shaft on her port engine, and had to make her way to Southampton by use of the starboard engine and sail. She arrived in Southampton on December 20, 1856, and did not arrive back in New York until March 12, 1857.

Because of this accident to the *Hermann* there were no Ocean Line sailings from New York during December 1856 or January 1857. Letters prepaid with 15¢ addressed to Germany were arriving at the New York office and had to be dispatched by some route. Conceivably, these could have been sent in the British open mail by British packet with the usual high postage rates to be collected in Germany. The writers of these letters, however, understood that they were paid to destination. The Postmaster General evidently decided that they should be sent fully prepaid in the Prussian closed mail.

"This decision of the Postmaster General is confirmed by the markings on the cover which indicate service by Prussian closed mail. On December 20, 1856 (the date in the New York marking), the U.S.M. steamer *Atlantic* of the Collins Line sailed from New York. By sending the Bremen mail by an American packet, the 40¢ per ounce sea postage could be levied against the subsidy of the Collins Line, and no additional expense would be incurred for Transatlantic service. Since the credit of seven cents to Prussia included Belgian transit, the only additional expense incurred by the U.S. Post Office was the 17½¢ per ounce British transit postage. At four letters to the ounce (the average for Prussian closed mail), the eight cents per letter retained by the United States easily covered the out-of-pocket cost, and allowed something for U.S. inland postage."

I would like to acknowledge receipt of letters from Arthur H. Bond, Calvet M. Hahn, William A. Rowley, Perry Sapperstein, Alden W. Squires, Wm. R. Weiss, Jr., and Cody D. White concerning the Problem Cover in *Chronicle* #61.

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Galveston Postmasters Provisional. Information on whereabouts of cover or similar item pictured in *American Philatelist*, June 1968, p. 497. J. R. Kesterson, 628 Penna. Ave., Delaware, Ohio 43015.

Name-of-County Townmarks. I need covers or singles of 1851-'60 period showing county name in townmark from Allegheny, Cal., Campbell's Mills, Conn., Bons Mills, Ga., Illinoistown, Ill., Columbia City, Ind. (Ia.), Lodge, Ky., Alberton, Md., Pleasant Grove, Md., Greensburg, N.J., Farnham, N.Y., West Falls, N.Y., Franklin Square, Ohio, Louisville, Ohio, Alma, Va., Hartford City, Va. Tracy W. Simpson, 66 Alvarado Rd., Berkeley, Cal. 94705.

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U.S. # 10 plate number pieces on cover, off cover, including some imprints needed. I bought the Hicks plate numbers, so wants are few. Please advise what you have. I may be able to trade, although I would prefer to buy. R. L. Markovits, Box 744, N.Y., N.Y. 10005.

Dakota territorial and early statehood covers wanted. Collector will buy or trade for your specialty. Lt. Col. Neil Schroeder, 8032 Rosewood, Tucson, Ariz. 85710.

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PRESS RELEASE

69-14 (All)

Monday, April 14, 1969

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Two outstanding auctions to be held at the Galleries of H.R. Harmer, Inc. at 6 West 48th Street, New York on May 19-23 and May 27, 28 are expected, according to Mr. William L. Roscher, Assistant Vice President of the New York House of the international organization, to bring in excess of three-quarters-of-a-million dollars.

The May 19th through 23rd auction will comprise the fifth of the ten auctions scheduled to dispose of those portions of the Louise Boyd Dale/Alfred F. Lichtenstein Collections that are to be sold under the terms of the WPA. The evening session on May 19 and a day session on May 20 will be devoted to the stamps of Newfoundland. In addition to a fine range of classics there will also be some late rarities and errors and a fine selection of the 1919 "Howland" set. These will be followed by the 1919 "Howland" set of the 1919

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